



2026 VISION ZERO ACTION PLAN

ONE CITY TOWARDS SAFE STREETS



OUR PLEDGE:

We will lead and implement the Vision Zero Action Plan to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.






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Our process

The City of Bellevue, Washington is a Vision Zero community that has put in place policies, plans and programs to improve safety for the traveling public (see [Section 2, Plan Context](#)). However, there is more that can be done.

Vision Zero calls on government agencies to be proactive, identify risks and take steps to prevent crashes, and eliminate serious injuries and fatalities on our roadways.

The City Council established its Vision Zero goal statement when it adopted [Resolution 9035](#), “to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030.” This action was followed with the council adopting [Ordinance 6334](#) incorporating Vision Zero amendments into the Comprehensive Plan.

The City of Bellevue is using a six-step process to develop, implement, monitor and refine its Vision Zero strategy (see Figure 1).



Figure 1: Process to develop Bellevue's Vision Zero Strategic Plan and annual Action Plans.

Safe System approach

Across the United States, the Institute of Transportation Engineers (ITE) is encouraging Vision Zero communities to adopt the Safe System approach because it results in improved safety outcomes (see [ITE Technical Resources](#)). In Washington, the Safe System approach is endorsed in the statewide [2019 Target Zero Plan](#): “It is time for Washington to adopt the Safe System principles statewide in its policies, programs, projects, activities, and investments. When we do so, we will save lives, provide better stewardship of public resources, and improve the functioning of the transportation system for everyone using it.”

In its advisory role in the development of the city's Strategic Plan, the Bellevue Transportation Commission examined the attributes of the Safe System approach and concurred that Safe People, Safe Streets, Safe Speeds, Safe Vehicles—as well as the supporting elements of Leadership, Culture, Partnerships and Data—all help contribute to reducing the frequency and severity of crashes (see Figure 2). This holistic approach accepts that people will make mistakes and that crashes will continue to occur, but it aims to ensure these do not result in serious injuries or fatalities.



Figure 2: The Bellevue Safe System approach rests on four pillars (Safe Speeds, Safe People, Safe Vehicles and Safe Streets) paired with four supportive elements (Data, Leadership, Partnerships and Culture).

Strategic Plan

In June 2020, the City Council adopted [Resolution 9769](#) approving the Safe System approach and strategies (see pages 6-7). The [Vision Zero Strategic Plan](#) was finalized in December 2020 by staff at the direction of the Steering Team—a cross-departmental executive work group guiding Vision Zero implementation.

The Strategic Plan articulates how the city will apply the Safe System approach to eliminate traffic fatalities and serious injuries by 2030 (see Figure 3). The plan coordinates existing efforts and new ideas, evaluates crash data, considers public concerns and identifies strategies that will reduce traffic fatalities and serious injuries to zero by 2030. It articulates a coordinated approach across the city departments, ensuring that transportation engineers, first responders and other key staff work together.

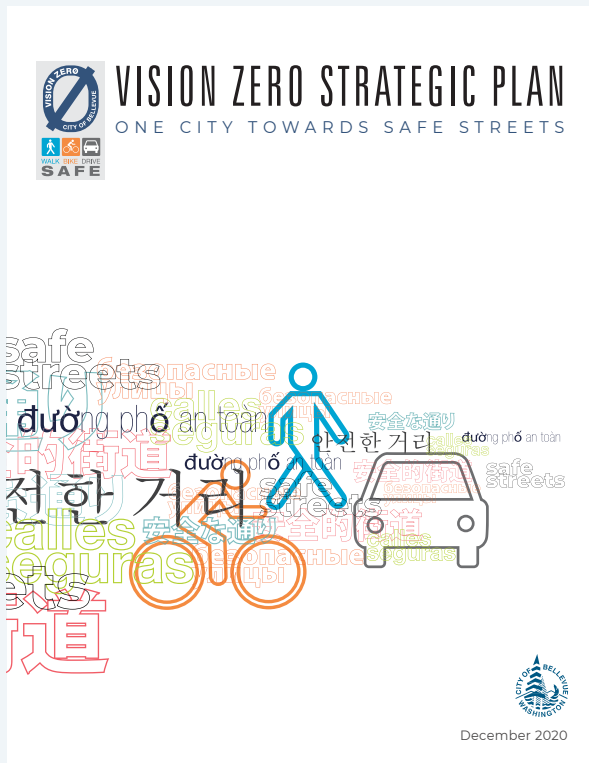


Figure 3: Bellevue's Vision Zero Strategic Plan acknowledges that new vehicle technologies, improved street infrastructure, lower vehicle speeds, enhanced public awareness and more all contribute to reducing the frequency and severity of crashes.

Annual Action Plan

The development of annual Vision Zero Action Plans balances Safe System actions with other competing city priorities and sensitivity to available funding. The Vision Zero Steering Team is focused on providing the highest priority government programs, services and capital investments (see pages 8-14).

In this context the Steering Team is working to find the best solution that delivers measurable improvement, is affordable and can be implemented in a reasonable time frame (see Figure 4). Annual Action Plans are living documents, to be continually updated as new data becomes available and as new Safe System actions prove to be successful in making Bellevue streets safer.

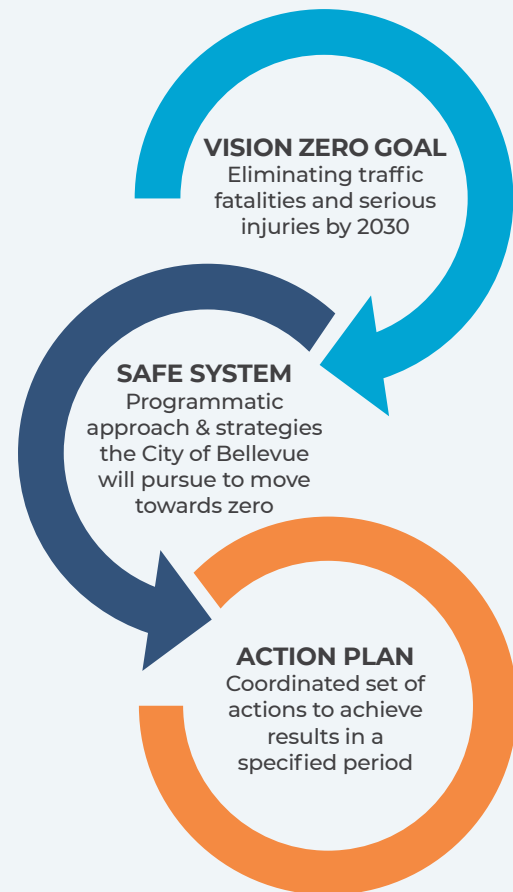


Figure 4: Annual Action Plans build on the Safe System approach and Strategic Plan—a yearly recommitment to address systemic traffic safety challenges holistically through interdepartmental “One City” collaboration.

Safe System strategies

In June 2020, the City Council adopted [Resolution 9769](#) “approving the Safe System approach and strategies to move Bellevue towards Vision Zero”. Nested within the Safe System approach are 36 strategies—reflected on the following two pages. The strategies build upon the Council’s Vision Zero goal by articulating the programmatic steps staff should pursue to eliminate traffic fatalities and serious injuries in Bellevue by 2030.

Safe People

Strategy SP1 – Launch citywide campaigns to build awareness around safety and Vision Zero.

Strategy SP2 – Improve motorist training on safety and rules of the road.

Strategy SP3 – Educate pedestrians, bicyclists and scooter riders on safety and rules of the road.

Strategy SP4 – Educate children and students on safety and rules of the road.

Strategy SP5 – Foster and promote safety champions in the community.

Strategy SP6 – Use data to inform coordinated actions across city departments to influence public commitment to Vision Zero.

Safe Streets

Strategy SS1 – Implement projects citywide that make it safer to walk, bicycle and take transit (and where relevant to make it more comfortable and accessible).

Strategy SS2 – Implement projects citywide to make it safer to drive.

Strategy SS3 – Create public spaces that are safe and attractive for people walking and bicycling

Strategy SS4 – Establish clear priorities for curb usage.

Safe Speeds

Strategy SSP1 – Design or redesign roads and intersections to manage speeds as appropriate for the intended use.

Strategy SSP2 – Assess and evaluate speed limits citywide and create a speed management program to address speeding concerns based on applicable data.

Strategy SSP3 – Educate people on the link between speed and safety, and in the process, change drivers’ risk perceptions of enforcement actions or causing a crash.

Strategy SSP4 – Create and promote neighborhood-based programs that aim to lower traffic speed.

Strategy SSP5 – Use and expand automated speed enforcement (ASE).

Strategy SSP6 – Employ High Visibility Enforcement actions to increase compliance of safe speeds.

Safe Vehicles

Strategy SV1 – Improve safety of private vehicles operated on our roads.

Strategy SV2 – Improve safety of public vehicles on our roads.

Strategy SV3 – Improve safety of shared mobility.

Strategy SV4 – Leverage new technologies for safety data collection.

Strategy SV5 – Create a safe environment for autonomous vehicle (AV) testing and implementation.

Strategy SV6 – Implement safety enforcement technologies on public vehicles.

Leadership

Strategy L1 – The Mayor, elected officials and department leaders commit to collaborating to strive for zero traffic fatalities and serious injuries within a specific timeframe.

Strategy L2 – Employ meaningful and accessible community engagement toward Vision Zero with a focus on equity.

Strategy L3 – The Vision Zero Action Plan guides work and includes clear goals, measurable strategies, comprehensive data collection, timelines, and responsible stakeholders.

Strategy L4 – Decision-makers and system designers advance projects and policies that keep safety as a key priority.

Culture

Strategy C1 – Encourage city staff to fully embrace the goal of striving for zero fatalities and serious injuries by 2030.

Strategy C2 – Prioritize safety improvements on roadways for all people in historically underserved communities.

Strategy C3 – Ensure enforcement, outreach and education are equitable across the city's diverse populations.

Strategy C4 – Systematically reach out to the community to build a culture of safety.

Partnerships

Strategy P1 – Work with partner safety agencies to develop a more complete crash database.

Strategy P2 – Revise/standardize crash reporting data for consistent results across all modes.

Strategy P3 – Continually identify new transportation safety partners.

Data

Strategy D1 – The performance and implementation of all safety actions are routinely evaluated, made public and shared with decision-makers to inform priorities, budgets and updates to the Vision Zero Action Plan.

Strategy D2 – Collect and analyze crash data to inform evidence-based strategies and interventions.

Strategy D3 – Apply a proactive, system-based approach to identify and address top crash factors and mitigate potential crashes and crash severity.

2026 Actions

The Vision Zero Steering Team approved the following Vision Zero actions that the City of Bellevue will pursue in 2026. The table identifies for each of the 2026 actions: (i) Related strategies – how the action aligns with City Council adopted Safe System strategies (see pages 6-7); (ii) Task description – activities arising from current actions; (iii) Target (2026) + Key Performance Indicator (KPI) – what we intend to accomplish (the target) and how we track progress (the KPI); and (iv) Lead + partners – the responsible parties

#	2026 Action	Related strategies	2026 Task Description	Target + KPI	Lead + partners
1	Assess, design, implement and monitor progress on countermeasure project(s) to improve safety on High Injury Network (HIN) corridors.	SS1, SS2	Task 1.1: Conduct Road Safety Audits (RSAs) on High Injury Network (HIN) streets consistent with the SP-1 activity in the city's Safe Streets and Roads for All (SS4A) grant agreement.	Target: Complete three (3) RSAs on HIN corridors. KPI: Number of RSAs completed/year.	TRANS (Lead) + CD, DS, CMO, FD (Support)
		SS1, SS2	Task 1.2: Conduct a corridor study along 156th Avenue Northeast (Northeast 24th Street to Northeast 8th Street) in Crossroads to create a preliminary (10%) design and cost estimate of corridor safety improvements including Business Access Transit (BAT) lanes. Identify and pursue grant opportunities to advance the preliminary design of the 164th Avenue Northeast (Northeast 30th Street to Northup Way) corridor study. Complete the design of the HSIP-funded NE 8th Street (156th Avenue Northeast to 164th Avenue Northeast) corridor study and prepare for 2027 implementation.	Target: Create a preliminary design on one (1) HIN corridor, apply for grant funding to design and/or construct safety improvements on one (1) HIN corridor, and complete the full design of safety improvements on one (1) HIN corridor. KPI: Number of Safe Streets corridor projects advanced per year on HIN corridors.	TRANS (Lead)
		SS1, SS2	Task 1.3: Manage the work program for Safe Streets improvements, including the process for scoring and scoping feasibility of suggested improvement from the new RSAs as well as posting annual progress reports through the city website.	Target: All new suggested improvements are scored and provided to appropriate team or in queue for corridor study for scoping. All outstanding suggested improvements are up-to-date in the tracking spreadsheet. KPI: Number of suggested improvements that are scored, sorted, and tracked in the tracking spreadsheet.	TRANS (Lead)
		SS1, SS3	Task 1.4: Complete the Paint the Pavement Guide project consistent with the D-3 activity in the SS4A grant agreement. This activity will pilot and evaluate the performance of aesthetical surface treatments (i.e. asphalt art) at four (4) treatment crosswalks: 106th Ave NE & NE 10th St, 124th Ave NE & NE 8th St, 132nd Ave NE & Bel Red Rd, and 164th Ave NE and NE 24th St. Performance will be assessed against 12 control crosswalks, measuring safety (via video analytics), maintenance needs, and community sentiment. Findings will inform a Guide to support future implementation.	Target: Pilot and evaluate aesthetic crosswalk surface treatments at four locations and publish a Guide to inform future implementation. KPI: Percent increase in driver yielding to pedestrians and percent decrease in vehicle–pedestrian conflicts.	TRANS + CD (Lead)

	<i>continued</i>	SSI, SS2, SSP1	Task 1.5: Complete the construction of the HSIP grant-funded (WSDOT) Coal Creek Parkway Safety Improvements project (Factoria Boulevard Southeast to south city limit), which includes installing several speed radar feedback signs, upgrading curve warning signs and reducing the speed limit from 40mph to 35mph.	Target: Complete construction of the full corridor project. KPI: Percent of project completion.	TRANS (Lead)
2	Implement pedestrian and bicycle network safety and comfort improvements citywide.	SSI, SS3	Task 2.1: Implement infrastructure that improves safety and comfort for people walking, including the South Bellevue Station Sidewalks project (along 112th Avenue SE, SE 34th Street, and 113th Avenue SE to Bellevue Way); NW Bellevue Walkways project (100th Avenue NE, NE 18th Street, NE 21st Street, and 98th Avenue Northeast); Main Street shared use path project; four new Eastrail connections (at 118th Avenue SE, between NE 4th St and 118th Avenue NE, at Spring Boulevard, and at the Mountains to Sound Greenway); and the Eastrail raised crosswalk project at Lake Washington Boulevard Southeast; and projects through the development review process, including frontage improvements for the DOE Townhomes (160th Avenue Southeast) and BRIDGE OMFE Affordable Housing (120th Avenue Northeast).	Target: Implement pedestrian improvements at ten (10) intersections or midblocks and along two (2) lane-miles. KPI: Number of intersections/ midblocks and lane-miles of pedestrian improvements that meet or exceed the sidewalk and crossing performance target in the Mobility Implementation Plan, and/or fill existing facilities gaps.	TRANS (Lead)
		SSI	Task 2.2: Implement infrastructure that improves safety and comfort for people bicycling, including the Urban Core Bike Network projects along Lake Washington Boulevard, 100th Avenue NE, NE 1st/2nd St and 116th Avenue NE; Main Street shared use path; four (4) new Eastrail connections at 118th Avenue SE, between NE 4th St and 118th Avenue NE, at Spring Boulevard, and at the Mountains to Sound Greenway; and the Eastrail project to rebuild the Lake Washington Boulevard Southeast crossing into a raised crosswalk.s.	Target: Implement bikeway improvements at five (5) intersections and along two (2) lane-miles. KPI: Number of intersections and lane-miles of bikeway improvements that meet or exceed the bicycle level of traffic stress (LTS) target in the Mobility Implementation Plan, improve the safety and comfort of existing corridors, and/or fill existing facilities gaps.	TRANS (Lead) + DS (Support)
		SSI	Task 2.3: Develop a context-appropriate Bicycle Facility Design and Signal Operations Guide consistent with the SP-3 activity in the SS4A grant agreement. Create a staff training on the new bike guidance.	Target: Finalize the context-sensitive guide in line with current best practices and create a staff training to educate staff on the new guide and best practices. KPI: Finalized Bicycle Facility Design and Signal Operations Guide and training.	TRANS (Lead) + DS (Support)

	<i>continued</i>	SS1, P3	Task 2.4: Enhance pedestrian access to transit facilities to increase safety, convenience, and the use of alternative transportation. Improvements will include upgrading sidewalks and creating direct, safe connections between pedestrian origins, destinations, and transit points, along with enhanced bus stop amenities.	Target: Establish an inventory for bus stops within the City to identify accessibility and pedestrians connection gaps, and develop a prioritization framework for improvement opportunities and guide future funding. KPI: Complete the inventory and prioritization list for funding application.	TRANS (Lead)
		SS1	Task 2.5: Integrate the Mobility Implementation Plan (MIP) performance targets into capital improvements projects and private development approval requirements. This includes applying pedestrian level of traffic stress targets (MIP Tables 1–3), bicycle level of traffic stress targets (MIP Tables 4–5), and transit targets (MIP Table 6 and Figure 12) to guide project evaluation and design, ensuring that investments and private development contribute to Bellevue's Safe System approach to Vision Zero.	Target: Develop Standard Operating Procedure (SOP) to ensure that all development reviews and capital improvement projects consider relevant MIP performance targets (pedestrian, bicycle, and transit) and candidate improvements from Road Safety Audits and Safe Streets Corridor Studies to achieve targets and strengthen alignment with the Safe System approach to Vision Zero. KPI: SOP and training module developed for staff in how to leverage the MIP to address performance target gaps.	TRANS (Lead)
3	Develop and implement the arterial and local speed management work program.	SS1, SSP2	Task 3.1: For each 30+ MPH street in Bellevue, assess speed limit appropriateness consistent with the SP-2 activity in the SS4A grant agreement.	Target: Evaluate all 30+ MPH streets for speed limit setting and speed management. KPI: Number of 30+ MPH corridors with completed speed limit assessments.	TRANS (Lead) + PD, FD, CAO (Support)
		SS1, SSP2	Task 3.2: Advance next steps programmatic activities 4, and 5, and 8 identified in the Bellevue Speed Management Plan. This includes (i) creating a proactive approach to determining the "recommended" speed limits on multiple corridors; (ii) developing Safe Speeds educational materials to educate the public about upcoming speed management efforts and (iii) developing a programmatic approach for deploying speed management countermeasures and funding their installation. Conduct public outreach and present the final "recommended" speed limits (i.e. Target Speeds) to City Council. Advance the design of the identified speed limit changes and prepare for implementation.	Target: Conduct public outreach on the four evaluation corridors and target speeds, produce materials to educate the public on speed management efforts, and secure approval of target speeds from City Council. KPI: Finalized programmatic approach for speed limits, approach for speed management countermeasures, public outreach summary documents and presentation to Council.	TRANS (Lead) + PD, FD, CAO (Support)
		SSP3, SSP5	Task 3.3: Develop a Speed Safety Camera (SSC) Program Operations Guide consistent with the SP-4 activity in the SS4A grant agreement. The guide should consider community input on the existing SSC program and potential expansion, identify arterial corridors where SSCs may be eligible, review best practices, and develop procedures to inform future SSC deployments.	Target: Produce context-sensitive guide in line with current best practices. KPI: Finalized SSC Program Operations Guide.	TRANS, PD (Lead) + CAO, FAM, CMO (Support)

	<i>continued</i>	SSP5	Task 3.4: Install new automated speed enforcement cameras on high-injury corridors, following the procedures outlined in the Speed Safety Camera (SSC) Program Operations Guide developed under Task 3.3.	Target: Initial SSC program expansion deployment. KPI: Number of new cameras implemented on high injury network corridors.	TRANS + PD (Lead) + FAM, CAO, CMO (Support)
		SSP4	Task 3.5: Complete implementation of speed limit reduction to 20 mph on most local streets.	Target: Implementation of citywide local street speed limit reduction policy. KPI: Number of local streets with speed limit implemented.	TRANS (Lead) + CAO, PD, CMO (Support)
4	Collect and analyze data to understand the factors that impact the safety of our transportation system and leverage this insight to identify improvements and evaluate outcomes.	SV4, D2	Task 4.1: Police Department staff will continue to use UAS for fatal and serious injury crash scene investigations.	Target: Complete fatal and serious injury crash in-field scene investigations with UAS. KPI: Enhanced forensic documentation (e.g., speed calculations) when paired with Pix4D software and FARO Scene to achieve 3D modeling of fatal and serious injury crashes.	PD (Lead)
		D1, D3	Task 4.2: Conduct a national best-practice review of how other cities investigate serious crashes, identify contributing factors—including human, vehicle, and environmental elements—and explore strategies to prevent recurrence. The review will incorporate analysis of Bellevue's existing crash and traffic data to inform the design and feasibility of a future Bellevue Crash Review Team, resulting in a recommended, locally tailored approach.	Target: Produce a guidance report identifying Bellevue-specific approach for investigating serious crashes and preventing recurrence. KPI: Finalized report for a potential future Crash Review Team.	TRANS (Lead) + CAO (Support)
		D1, D3	Task 4.3: Document actionable safety insights from the Video Analytics Screening for Road Safety Audits (RSAs) project (WSDOT-funded, initiated Q3 2025). Findings from observed near-crash events at 79 signalized intersections will be synthesized to inform RSAs conducted under Task 1.1.	Target: Integrate proactive safety insights from near-crash video analytics into all Road Safety Audits (RSAs), ensuring that 100% of RSAs conducted under Task 1.1 include conflict-based risk factors in their recommendations. KPI: Number of systemic safety countermeasures identified through conflict analysis and advanced to implementation.	TRANS (Lead)
		D1, D2, D3	Task 4.4: Develop a comprehensive evaluation framework to assess the safety outcomes of Bellevue's countermeasure interventions. The framework will define outcome-based metrics—such as reductions in speeding, decreases in traffic-related injuries and fatalities, lower crash frequency at high-risk locations, and improved compliance with traffic signals and stop/yield controls—identify relevant data sources, and establish methods to measure the impact of Safe System strategies.	Target: Establish and begin applying a standardized evaluation framework that measures the safety outcomes of Bellevue's countermeasure interventions, with results reported annually in the Vision Zero Progress Report. KPI: Finalized evaluation framework report with outcome-based metrics and methods.	TRANS (Lead)

5	Promote “One City” collaboration and partnerships between the City of Bellevue and the broader Vision Zero community to achieve optimal outcomes.	L1	Task 5.1: Explore opportunities to introduce new concepts, ideas, and solutions by engaging in events and projects with Vision Zero organizations. In 2026, Bellevue will evaluate and potentially launch a collaboration with the Vision Zero Network, including a before-and-after analysis of the City's speed management strategies to assess effectiveness and guide future actions.	Target: Participate in at least one (1) external program, project, collaboration, or event. KPI: Number of programs, projects, collaborations, or events.	TRANS (Lead)
		P3, SP1, SP2, SP3, SP4, SP5, SP6, SSP6	Task 5.2: Maintain representatives on King County Target Zero Steering Committee, Law Enforcement Committee, Engineering Committee, Educator and Outreach Committee, the Evaluation and Data Support Workgroup, and Active Transportation Safety Champions.	Target: Participate and represent Bellevue in King County Target Zero committees. KPI: Number of meetings/year.	TRANS (Lead) in collaboration with King County Target Zero, WSDOT, WTSC
		SSP6	Task 5.3: Coordinate with King County Target Zero Coalition and the 26 other police departments in King County to engage in high visibility messaging and enforcement events throughout the region and state. This includes events on impaired driving (local), speeding (local), distracted driving events (local and state), and motorcycles events (state). [Note: Grant funded program with an agreement between Bellevue Police Department and Washington Traffic Safety Commission].	Target: Participate in four (4) HVE target zero events in 2026. KPI: Three (3) contacts/hour for each HVE event.	PD (Lead) + TRANS, CAO (Support)
		SS1, SV2, SV3	Task 5.4: Collaborate with King County Metro, Bellevue College, and the City of Kirkland to advance the Bellevue College Multimodal Connection and the K-Line corridor projects. Efforts will prioritize transit speed and reliability, safe and accessible multimodal connections, and integration of safety measures that reduce collision risks, improve access to transit, and support mode shift away from single-occupancy vehicle use.	Target: Improve north-south transit speed and reliability in Bellevue, from Downtown and Crossroads, through Bellevue College, to the Eastgate Park-and-Ride and Interstate 90. The estimated time savings could be as much as six minutes per trip during peak hours of traffic. KPI: 60% design completion in 2026 on the Bellevue College Multimodal Connection.	TRANS (Lead)
6	Pursue additional resources through outside funding programs to implement new Vision Zero projects and programs.	L4	Task 6.1: Continue to pursue mobility safety funding opportunities (e.g., grants or direct allocations); and, following awards, ensure proper administration during project implementation. In 2026, this may include the Transportation Improvement Board grants for the Urban Core Bike Network project and crossing improvement projects.	Target: Pursue at least two (2) funding opportunities that provide critical safety features for the city's transportation system. KPI: Number of funding opportunities evaluated, pursued, and secured.	TRANS (Lead) + CAO (Support)
		SS1, L4	Task 6.2: Develop a 2026 bi-annual Local Road Safety Plan (LRSP) based on the guidelines from WSDOT. The LRSP includes a systemic safety analysis to make data-driven decisions around what safety treatments should be prioritized and where those treatments should be implemented first. Based on direction from department leadership, utilize this plan to apply to the Highway Safety Improvement Program (HSIP) grant application.	Target: Complete the 2026 Local Road Safety Plan and 2026 HSIP grant application. KPI: Finalized plan and submitted grant application.	TRANS (Lead) + CAO (Support)

7	Develop staff knowledge and competence in the Safe System approach and strategies to move Bellevue towards Vision Zero.	C1	Task 7.1: Continue to share and apply new knowledge and skills of the Safe System approach and strategies in support of Bellevue's learning culture. The Vision Zero Program Manager will review and recommend opportunities for shared learning with the Vision Zero Steering Team, Vision Zero Core Team, and staff. For example, hosting BQR sessions, guest speaker events, peer-to-peer and lunch and learn events, posting Vision Zero messaging on flat screen TVs at City Hall and BSC, and sharing materials through Bellevue Essentials and the PLaCE.	Target: Host at least four Safe System learning opportunities (e.g., BQR sessions, guest speakers, peer-to-peer exchanges, or lunch-and-learns) and integrate Vision Zero messaging into at least three citywide communication channels. KPI: Number of Safe System learning opportunities hosted annually.	TRANS and HR (Lead) + CAO, PD, CMO, CD, DS, FD, ITD (Support)
		C1, L4	Task 7.2: Continue to support Transportation Department staff to pursue road safety education and certification, such as Road Safety Professional certification (RSP1, RSP2).	Target: Department supports education and certification by allocating staff time and resources. KPI: Number of staff pursuing road safety certification.	TRANS (Lead)
8	Sustain Vision Zero leadership, collaboration, and accountability through regular meetings with the Vision Zero Steering Team and Vision Zero Subject Matter Experts.	C1	Task 8.1: Advance a coordinated "One City" approach to Vision Zero involving regular meetings of the Vision Zero Steering Team and Vision Zero Subject Matter Experts.	Target: Meetings occur at a frequency consistent with the Vision Zero Charter. KPI: Number of meetings per year.	TRANS (Lead) + CAO, PD, CMO, CD, DS, HR, FD, ITD (Support)
		L3	Task 8.2: Prepare an annual Vision Zero Action Plan for Vision Zero Steering Team approval. Publish an annual progress report to track performance on prior year action.	Target: Produce the 2027 Vision Zero Action Plan and 2026 Vision Zero Progress Report. KPI: 2027 Vision Zero Action Plan and 2026 Vision Zero Progress Report produced.	TRANS (Lead) + CAO, PD, CMO, CD, DS, HR, FD, ITD (Support)
		SP6, D3	Task 8.3: Develop Quarterly Fatal and Serious Injury (FSI) Crash Reports to share with the Vision Zero Steering Team, Core Team, and other departments or leadership, as requested. The Quarterly (FSI) Crash Reports will include maps and analysis of crash data, including number of fatal and serious injury crashes, and crashes involving a pedestrians, bicyclists, motorcyclists and motor vehicles.	Target: Develop Quarterly Fatal and Serious Injury (FSI) Crash Reports. KPI: Number of FSI crash reports published and made accessible online per year.	TRANS (Lead) + CAO, PD, CMO (Support)
9	Implement the Vision Zero communications strategy to notify public and staff about upcoming Vision Zero events, campaigns, projects, and safety concerns.	C4	Task 9.1: Leveraging the Vision Zero Communications Strategy Report, staff will: (i) document Vision Zero related Safe People communications in the 2026 copy of the communications action plan; (ii) meet with internal and external groups to share Vision Zero principles and recent materials; (iii) recognize World Day of Remembrance for Road Traffic Victims; and (iv) create a PowerPoint slide visually/succinctly summarizing our Vision Zero goal that staff can use for a variety of presentation needs.	Target: Complete four (4) activities in description. KPI: Finalized 2026 communications action plan, number people reached through Vision Zero presentations/meetings, Council proclamation for World Day of Remembrance for Road Traffic Victims, number of city employees using the VZ slide, and finalized PowerPoint template.	TRANS (Lead) + CAO, CMO, PD, FAM (Support)

	<i>continued</i>	C4	Task 9.2: Promote the new traffic safety yard signs featuring Vision Zero, and encourage community members to request yard signs to support safe mobility in their neighborhoods.	Target: Promote the updated yard signs through the city website, social media and in-person events. KPI: Number of Vision Zero-related signs installed.	TRANS (Lead)
		SP3, SP4, SSP3, L2, C4	Task 9.3: Develop Vision Zero Insights reports to share road safety trends, explain the data behind Bellevue's Safe System approach, and highlight why specific actions are prioritized to improve safety across the city.	Target: Produce two (2) Vision Zero Insights reports that highlight Bellevue's key traffic safety data and trends, fostering community awareness and understanding. KPI: Number of Vision Zero Insights publications produced and made accessible online per year.	TRANS (Lead)
10	Leverage digital infrastructure—such as smart traffic signals and connected vehicle systems—to detect safety risks, inform interventions, and reduce serious crashes across the city.	SS1, SS2	Task 10.1: Test protected turn phasing operations at signalized intersections using near-miss analytics consistent with the D-1 activity in the SS4A grant agreement. Summarize findings in a report to inform future Vision Zero actions and planning.	Target: Evaluate protected turn phasing at three (3) signalized intersections. KPI: Finalized report with findings and recommendations for future actions.	TRANS (Lead)
		SS1	Task 10.2: Test adaptive pedestrian signal controls to evaluate signal operations that are responsive to pedestrian activity using near-miss analytics consistent with the D-2 activity in the SS4A grant agreement. Summarize findings in a report to inform future Vision Zero actions and planning.	Target: Evaluate adaptive pedestrian control signals at two (2) intersections. KPI: Finalized report with findings and recommendations for future actions.	TRANS (Lead)
		SS1, SS2	Task 10.3: Complete pilot test for conditional Rest in Red signal operations at Bel-Red Road and Northeast 30th Street	Target: Complete one (1) Rest in Red pilot. KPI: Finalized summary of findings and recommendations for future actions.	TRANS (Lead)
		L4, SS1, SS2, SSP2, SSP5, SV1, SV2, SV3, SV4	Task 10.4: Initiate a Cellular Vehicle-to-Everything (C-V2X) Demonstration in collaboration with T-Mobile and Applied Information as part of activity D-4 in the SS4A grant. This will evaluate the vehicle-pedestrian detection and warning system to inform broader roll-out of the technologies in Bellevue.	Target: Complete installation of 19 road side units (RSUs) associated with C-V2X pilot. KPI: Number of RSUs installed.	TRANS (Lead) + ITD (Support) in collaboration with T-Mobile and Applied Information

	<i>continued</i>	P3, D2	Task 10.5: Work with private industry to develop and test new technology for real-time safety interventions, including the Real-Time Traffic Signal Safety Interventions (RTSSI) Project funded through the Strengthening Mobility and Revolutionizing Transportation (SMART) grant. Evaluate safety interventions including: passive pedestrian detection for phase extensions, dynamic extension of walk, dynamic no right turn on red and more.	Target: Evaluate pilot at five (5) intersections and study effectiveness of safety application. KPI: Completion of implementation report and submittal to USDOT.	TRANS (Lead) + ITD, CAO (Support)
		P3, D2	Task 10.6: Scale real-time traffic signal safety intervention technologies at up to 120 intersections throughout the city (contingent on securing Stage 2 SMART grant funding). The city will also partner with other cities nationally to demonstrate technology portability and establish examples for "model deployments".	Target: Evaluate at least one new use case and deploy at up to 120 intersections. KPI: Number of intersections deployed. Number of use cases piloted.	TRANS (Lead) + ITD, CAO (Support)
11	Develop ways to share safety data with the public in a transparent and regular manner to establish trust and reliability.	D1, D2	Task 11.1: Maintain the public-facing Vision Zero StoryMap, including the Fatal and Serious Injury Collision Dashboard and the Safety Improvement Interactive Map showcasing safety countermeasures.	Target: Update Vision Zero StoryMap annually. KPI: StoryMap maintained and data updated.	TRANS (Lead) + ITD (Support)
		D1, D3	Task 11.2: Maintain the public-facing Pedestrian and Bicycle Count StoryMap to measure trends in walking and bicycling traffic across the city. This data provides insights into where, when, and how many people walk and bike in Bellevue and how that changes over time. It also offers one way to evaluate the impact of infrastructure investments in the city's network of walkways and bikeways.	Target: Update Pedestrian and Bicycle Count StoryMap annually. KPI: StoryMap maintained and data updated.	TRANS (Lead) + ITD (Support)
		D1, D3	Task 11.3: Maintain the public-facing Pedestrian and Bicycle Progress StoryMap, documenting infrastructure improvements.	Target: Update Pedestrian and Bicycle Progress StoryMap annually. KPI: StoryMap maintained and data updated.	TRANS (Lead) + ITD (Support)
12	Establish safe environment for the use of micromobility devices in Bellevue through evaluating and revising city code, establishing data share requirements, and promoting educational materials to ensure the safety of riders and all road users.	SP2, SP3, SS3, SS4, SV1, SV3, L4, C4, P3	Task 12.1: Share educational materials on the safe use of micromobility devices with delivery companies using micromobility devices, micromobility companies, identified priority community groups, and private micromobility users.	Target: Contact three (3) new entities or groups per quarter with educational materials KPI: Number of entities reached with educational materials.	TRANS (Lead)

	<i>continued</i>	SP2, SP3, SS3, SS4, SV1, SV3, L4, C4	Task 12.2: Investigate municipal best practices for collaborating/regulating delivery companies using e-bikes and scooters to ensure safety of people walking on sidewalks.	<p>Target: Evaluate regulatory best practices to ensure safe operations by delivery companies using e-bikes and scooters.</p> <p>KPI: Finalized technical memo with findings and recommendations for future actions.</p>	TRANS (Lead) + DS, CAO (Support)
		SP2, SP3, SS3, SS4, SV1, SV3, L4, C4	Task 12.3: Implement a shared micromobility program, informed by municipal best practices, that governs e-bike and e-scooter vendors. The program should prioritize pedestrian safety on sidewalks by setting vendor responsibilities for parking and vehicle placement, enforcing speed and sidewalk-riding restrictions, requiring data sharing and maintenance standards, and establishing clear compliance, monitoring, and penalties.	<p>Target: Select qualified private micromobility operator(s) for Bellevue's shared e-bike and e-scooter program and begin operations.</p> <p>KPI: Percentage of vendor operations in compliance with permit requirements.</p>	TRANS (Lead) + PD, DS, CAO, and CD (Support)
13	Advance the Safe Routes to School program to increase the safety, comfort and access for all people walking, biking, rolling and driving to schools.	P3, D2, SSP2, C4	Task 13.1: Install new school zones.	<p>Target: Install school zones at all public schools which lack one. Evaluate candidates for school zones at private schools and at school crossings with higher vehicle speeds/volumes.</p> <p>KPI: Number of School Zones evaluated. Number of School Zones installed.</p>	TRANS (Lead), in collaboration with Bellevue School District
		D1, SS1, SS2	Task 13.2: Develop an action plan to identify infrastructure gaps and a toolkit of improvements.	<p>Target: Create a Safe Routes Action Plan that will study current travel patterns, conduct public engagement, establish a child safety standard, identify infrastructure gaps, and develop a toolkit of improvements.</p> <p>KPI: % Progress on creating SRTS Action Plan.</p>	TRANS (Lead), in collaboration with Bellevue School District
		SS1, SS2, D2	Task 13.3: Evaluate—and install/implement if feasible—potential infrastructure improvements and/or outreach/education at locations where a student was involved in a traffic collision.	<p>Target: Identify all locations where a student traveling to or from school was involved in a traffic collision.</p> <p>KPI: Number of infrastructure or engagement actions taken in response to collisions involving students.</p>	TRANS (Lead), in collaboration with Bellevue School District

continued	P3, SP3, SP4, SP5	Task 13.4: Work with Bellevue School District to apply for the Cascade Bicycle Club Statewide School-Based Bicycle Education Grant in the 2026 cycle.	<p>Target: Foster the relationships necessary with school staff to apply for, be awarded, and implement the Bicycle Education Grant in public schools.</p> <p>KPI: Apply for the grant (yes/no). If awarded, number of schools involved in the bicycle education program, per year.</p>	TRANS (Lead), in collaboration with Bellevue School District
	SP4, SP5, P3, C3	Task 13.5: Expand social media presence, education opportunities, and safety campaigns.	<p>Target: Continue current and explore new engagement opportunities, especially in high schools. Examples include:</p> <ul style="list-style-type: none"> • Engage student interns, YouthLink, and student clubs to expand peer-to-peer messaging about safe walking, biking, and driving behaviors. • Launch a safe driver app campaign during the “100 days of safety”. • Explore and develop interactive safety curricula for different grade levels and teach in classrooms. <p>KPI: Number of engagement activities conducted in schools.</p>	TRANS (Lead), in collaboration with Bellevue School District
	SP3, SP4, P3, D2	Task 13.6: Promote active transportation and reduce vehicle emissions for students and families traveling to school. Continue to promote and support the Bellevue SchoolPool program including the annual Walk, Bike & Roll to School (May 2026) and the Walk & Roll to School (October 2026) events.	<p>Target: Continue and expand the SchoolPool program and increase the % of students using non-drive alone modes.</p> <p>KPI: Number of Schools participating in SchoolPool; % of students in annual city-wide survey who use non-drive alone modes to travel to school.</p>	TRANS (Lead), in collaboration with Bellevue School District

