City of Bellevue 2026

Local Road Safety Plan

Table of Content

Notice and Disclaimer

The City of Bellevue develops the Local Road Safety Plan to support the Vision Zero Program and grant application to the WSDOT Highway Safety Improvement Program. Named roadways in this report remain reasonably safe for ordinary travel. This report does not demonstrate or establish that any roadway is not reasonably safe for ordinary travel.

Reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning safety enhancements under 23 U.S.C. § 148 are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in such reports, surveys, schedules, lists, or data. Further restrictions may apply under 23 U.S.C. § 407.

List of References

Mobility Implementation Plan (MIP) – Establishes a long-range planning framework to ensure the city's various transportation plans are compatible with each other and with the city's land use plan. Provides multimodal performance measures and prioritization systems, as well as expands the city's existing concurrency system to be a multimodal concurrency system that looks at the overall supply of mobility provided by all modes. The MIP was initially adopted in 2022 and updated in 2025.

Safe Streets Framework – An internal framework that provides guidance for city staff on the identification, evaluation, and implementation of Safe Streets countermeasures. It includes a methodology of how safety improvements advance from identification to implementation, and a scoring matrix to prioritize safety improvements.

Speed Management Plan (SMP) – Analyzes speed-related safety concerns along Bellevue's 30+ mph arterials, outlines potential safety countermeasures and key performance indicators, and identifies key next steps in arterial speed management in Bellevue.

Vision Zero Annual Action Plans – Outline specific safety strategies and actions that will be completed for a given calendar year. Each annual plan (2021-2026) is approved by the Vision Zero Steering Team, comprised of city leadership and department leads.

Vision Zero Dashboard – Summarizes the purpose of Vision Zero, key crash data, and features two interactive maps: the Crash dashboard, which shows all fatal and serious injuries in the city, and the Safety Improvements dashboard, which displays all safety improvements constructed and recorded by the city.

Vision Zero Progress Reports – Beginning in 2024, the city develops annual progress reports to summarize the Vision Zero related work completed in the prior year and the progress on the annual Action Plan.

Vision Zero Strategic Plan – Provides an overview of Bellevue's Vision Zero initiative, Safe System approach, and key strategies to achieve the 2030 goal of zero fatalities and serious injuries on city streets.

Introduction

A Local Road Safety Plan is a data-driven analysis and prioritization of a local agency's roadways for traffic safety improvements based on crash trends. It follows the process outlined by the Washington State Department of Transportation's (WSDOT) Local Programs Division. The city developed its first Local Road Safety Plan in 2018 and updated it in 2020, 2022, and 2024. This 2026 update is closely aligned with Bellevue's Vision Zero initiative—the city's commitment to eliminate traffic deaths and serious injury crashes[1] on city streets by 2030. To achieve Vision Zero, Bellevue utilizes the Safe System approach[2] (Figure 1) and is guided by the Vision Zero Strategic Plan and annual Action Plans, both of which informed this 2026 Local Road Safety Plan.

Fatal and serious injury (FSI) crashes are increasing in Bellevue. 2024 saw the highest number of fatalities and serious injuries in the past decade. From 2020-2024, the top three contributing factors to FSI crashes were failure to grant right-of-way to non-motorists (29%), failure to grant right-of-way to motorists (20%), and speeding (14%). The 2026 Local Road Safety Plan provides a summary of Bellevue's fatal and serious injury crash data from 2020-2024, identifies risk factors associated with these crashes, outlines relevant safety countermeasures, and presents a screening of city streets along with a list of potential systemic safety projects. Staff leveraged priorities identified from Vision Zero plans and related resources—such as the High Injury Network (HIN) map—to screen locations for the 2026 Local Road Safety Plan.

Figure 1: The City of Bellevue Safe System approach, approved by City Council.

The 2026 Local Road Safety Plan aligns with the 2026 Vision Zero Action Plan, focusing on **Safe Speeds** and **Safe Streets** strategies. Key actions the City is taking in 2026 include reducing speed limits on local and arterial streets, expanding the speed safety camera program, conducting road safety assessments and Safe Streets corridor studies, and implementing intersection signal operation and pavement marking demonstration projects.

The projects proposed in this Local Road Safety Plan—the **Citywide Speed Management project** and the **Citywide Intersection Safety project**—align with these focus areas, build upon them and highlight opportunities for WSDOT to partner with the city to advance Safe Speeds and Safe Streets improvements (see **Part 4** for more information regarding both projects).

1 Bellevue's Local Road Safety Plan uses the word "crash" and "collision" interchangeably.

2 An approach endorsed in the statewide 2024 Strategic Highway Safety Plan.

Methodology

The flowchart to the right (Figure 1) illustrates the process city staff followed, based on the plan elements identified in WSDOT's Local Road Safety Plan guidance. Fatal and serious injury crash data were analyzed by contributing circumstances and crash types. From this analysis, common risk factors were identified and used to screen Bellevue's roadways. Staff mapped these risk factors using Geographic Information System (GIS) data and prioritized intersections and corridors based on the number of risk factors present. Finally, strategic countermeasures were selected to address identified crash trends or risk factors, resulting in a prioritized list of projects.

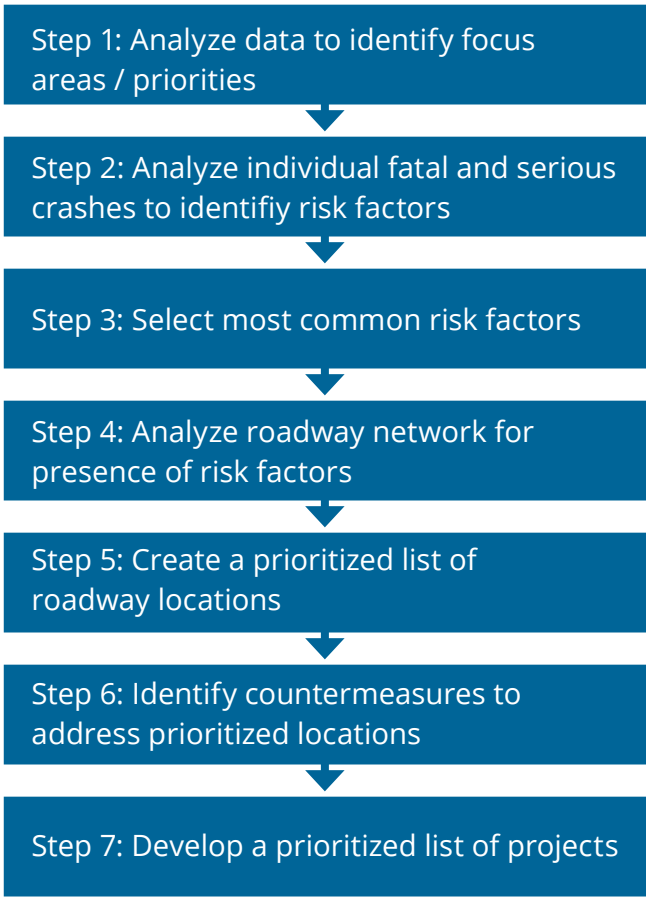


Figure 2: Local Road Safety Plan Flowchart (WSDOT Process)

Bellevue's Vision Zero: From Identification to Implementation

This section describes Bellevue's process of advancing Vision Zero projects.

The city uses a three-phase approach, called the Safe Streets Framework (based on the Highway Safety Manual's six-step Roadway Safety Management Process), to advance Safe Streets projects (see **Figure 3**). The three phases are: 1) identifying issues across the city's roadway network, 2) conducting site-specific evaluations to determine context-appropriate countermeasures, and 3) implementing safety improvements through existing programs and funding sources. The 'Identification' and 'Evaluation' phases combine systemic and site-specific analysis approaches to develop proactive, predictive, and reactive responses to road safety issues.

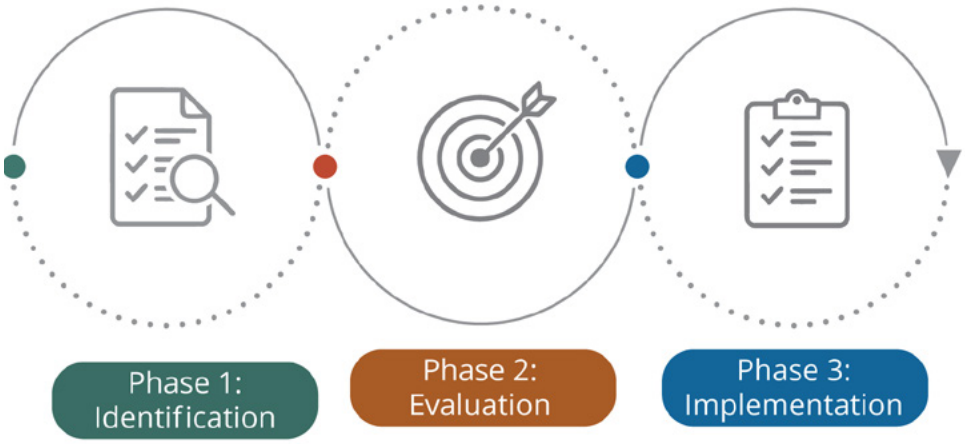


Figure 3: The City of Bellevue three-step approach to advance Safe Streets projects: identification, evaluation, and implementation.

An example of this process is the *High Injury Network (HIN)* to *corridor study* workflow. City staff create the HIN to **identify** priority corridors, then **evaluate** selected corridors through a road safety assessment (RSA), providing an in-depth review of existing conditions and safety performance, with a focus on vulnerable road users. Findings from the RSAs inform preliminary designs of Safe Streets improvements, which can then be advanced to **implementation** using internal and external funding sources.

Between 2021 and 2025, the city has completed 10 RSAs, with five (5) more planned for 2026-2027. To date, these assessments have generated over 500 unique suggested improvements, approximately one-third of which are complete or in the design/construction phase. Insights from these RSAs have already supported more than $1.6 million in successful grant applications and informed the proposed systemic **Citywide Intersection Safety project** included in this application.

Figure 4. City of Bellevue staff documenting observations during the 156th Avenue NE RSA in 2025.

What's New in this Update?

In this update to the Local Road Safety Plan, city staff incorporated new data sources to improve risk factor identification, scoring, and network gap evaluation. This includes an updated High Injury Network (HIN), which applies weighted fatal and serious injury data along with suspected injury data from 2015-2024 (see **Appendix H**). The updated HIN also introduces High Injury Intersections (HIIs), defined by a higher proportion of fatal and serious injury crashes compared to citywide intersection averages. Both the revised HIN and the HIIs informed the identification of priority focus areas.

Additionally, the city updated its Mobility Implementation Plan (MIP). Originally adopted by Council in 2022, the MIP was updated in 2025 to incorporate additional facilities into the citywide evaluation of performance targets, expand upon the Bicycle Level of Traffic Stress (BLTS) framework to include intersection BLTS, and introduce a new metric—Pedestrian Level of Stress (PLTS). Staff used these updated metrics and 2025 MIP data to identify priority gaps in the walking and biking network citywide.

Part 1: Crash Analysis Summary

The following provides high-level summaries of Bellevue's crash data. The analysis is of crashes that resulted in a fatality or serious injury on Bellevue streets between 2020 and 2024. **For more detailed information, see Appendices A and B.**

Data Collection and Quality Assurance

Appendix C summarizes the data reconciliation process and key assumptions used in developing this *Local Road Safety Plan*.

Crash Summary

From 2020 to 2024, Bellevue experienced 10 fatal crashes and 116 serious injury crashes, resulting in 127 serious injuries. In recent years (2020-2024), both the total number of crashes **(Figure 5)** and the number of fatal and serious injury crashes **(Figure 6)** have increased.

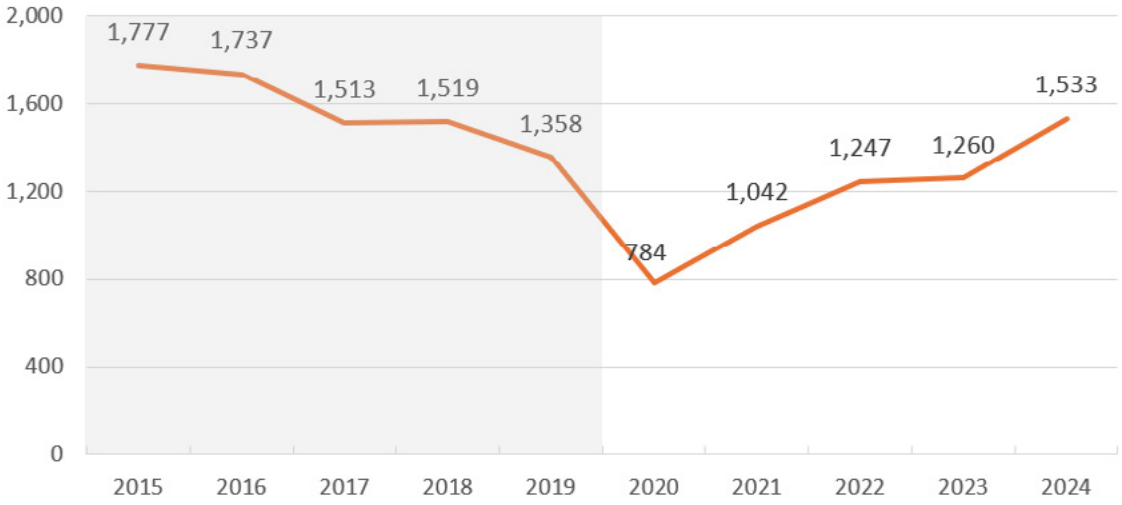


Figure 5. All Crashes, City of Bellevue, 2015-2024

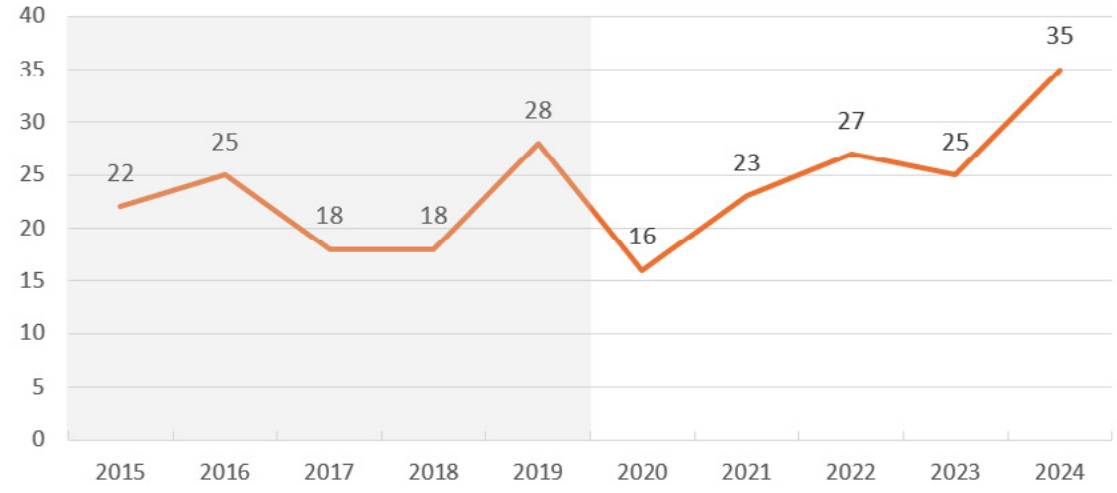


Figure 6. Fatal & Serious Injury Crashes, City of Bellevue, 2015-2024

Strategic Highway Safety Plan Emphasis Areas

Bellevue's *Local Road Safety Plan* aligns with Washington's Strategic Highway Safety Plan by focusing on the Target Zero Emphasis Areas (Table 1. Target Zero Emphasis Areas, Washington Strategic Highway Safety Plan, 2024).

Table 1. Target Zero Emphasis Areas

Emphasis Area	Fatal Crashes 2020-2024, #	Fatal Crashes 2020-2024, %	Change In Average Fatal Crashes 2018-2022 to 2020-2024, %	Serious Injury Crashes 2020-2024, #	Serious Injury Crashes 2020-2024, %	Change In Average Serious Injury Crashes 2018-2022 to 2020-2024, %
All Areas	10	100%	-17%	116	100%	+17%
High Risk Behavior						
Impairment Involved	0	0%	-100%	11	9%	+22%
Speeding	2	20%	+100%	15	13%	+7%
Unrestrained Occupant	0	0%	0%	3	3%	-63%
Distracted Road User	2	20%	0%	14	12%	-7%
Crash Type / Location						
Lane Departure	2	20%	0%	15	13%	-12%
Intersection Related	5	50%	-29%	70	60%	+37%
Road Users By Age						
Young Driver (15-24) Involved	1	10%	0%	38	33%	+46%
Older Driver (70+) Involved	1	10%	-50%	5	4%	+67%
Road Users By Mode of Travel						
Active Transportation Users	5	50%	-38%	60	52%	+18%
Motorcyclists	2	20%	+100%	14	12%	+75%
Heavy Vehicle Involved	0	0%	0%	3	3%	-25%

In Bellevue, the following high-risk behaviors, crash types, road user demographics and road user modes are increasingly represented in fatal and serious injury crashes when comparing 2018-2022 data to 2020-2024:

- Impairment-involved crashes
- Speeding-related crashes
- Intersection-related crashes
- Young and older drivers
- Active transportation users
- Motorcyclists

To focus on emphasis areas where physical and digital infrastructure solutions may have the greatest impact, the crash summary below highlights the following three areas:

- Active transportation users
- Intersection-related crashes
- Speeding-related crashes

Active Transportation Users

People walking and biking are disproportionally represented in Bellevue's fatal and serious injury crash data. Between 2020 and 2024, pedestrian- and bicyclist-involved crashes accounted for just 5 percent of all crashes in Bellevue (3.1 percent and 2.2 percent, respectively), yet collectively represented more than half (51.5 percent) of crashes resulting in fatal or serious injury (32.5 percent and 19 percent, respectively; see **Figure 7**).

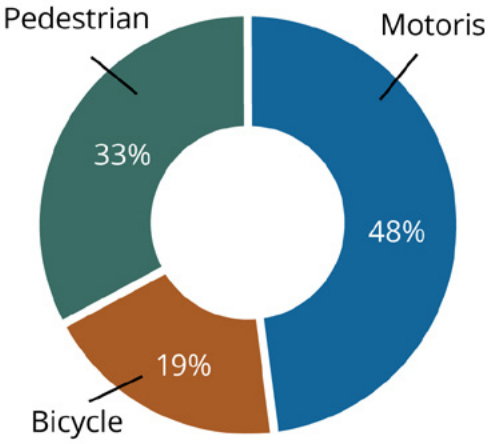


Figure 7. Fatal & Serious Injury Crashes by Road User, 2020-2024

An evaluation of crash locations shows a higher share of pedestrian- and bicyclist-involved crashes occurring within marked crosswalks and along designated bike routes compared to other Westside cities (**Table 2**).

Table 2. City of Bellevue v. Statewide, All Cities, Westside Cities by Pedestrian & Bicycle Facility, 2020-2024

	All Roads		All Cities		Westside Cities		City of Bellevue		E[3]
	2020-2024	%	2020-2024	%	2020-2024	%	2020-2024	%	•
By Facility Use (Ped)									
Marked Crosswalk	735	25.83%	515	31.54%	413	32.17%	27	65.85%	•
Roadway	1,453	51.05%	706	43.23%	554	43.15%	6	14.63%	
By Facility Use (Bike)									
Des. Bike Route	123	15.28%	105	20.23%	95	22.62%	10	41.70%	•
Roadway	395	49.07%	264	50.87%	201	47.86%	10	41.70%	

3 The "E" in this column represents "exceeds," and a dot (•) indicates whether the City of Bellevue percentage exceeds the Westside Cities average.

Intersection-Related

Over half (61 percent) of crashes resulting in fatal or serious injury occurred at intersections, 66 percent of which were controlled by traffic signals. More than half (55 percent) of fatal and serious injury crashes at intersections involved an active transportation user, or vulnerable road user (someone walking or biking).

Speed & Speeding

From 2020- 2024, speeding was among the top three contributing circumstances reported in crashes resulting in fatal or serious injury in Bellevue. Although it was documented in 14 percent of these crashes, research suggests that speeding is often underreported as a contributing factor. Higher speeds increase crash risk in two ways: 1) by raising the likelihood of being involved in a crash and 2) by increasing the severity of injuries sustained by all road users involved.

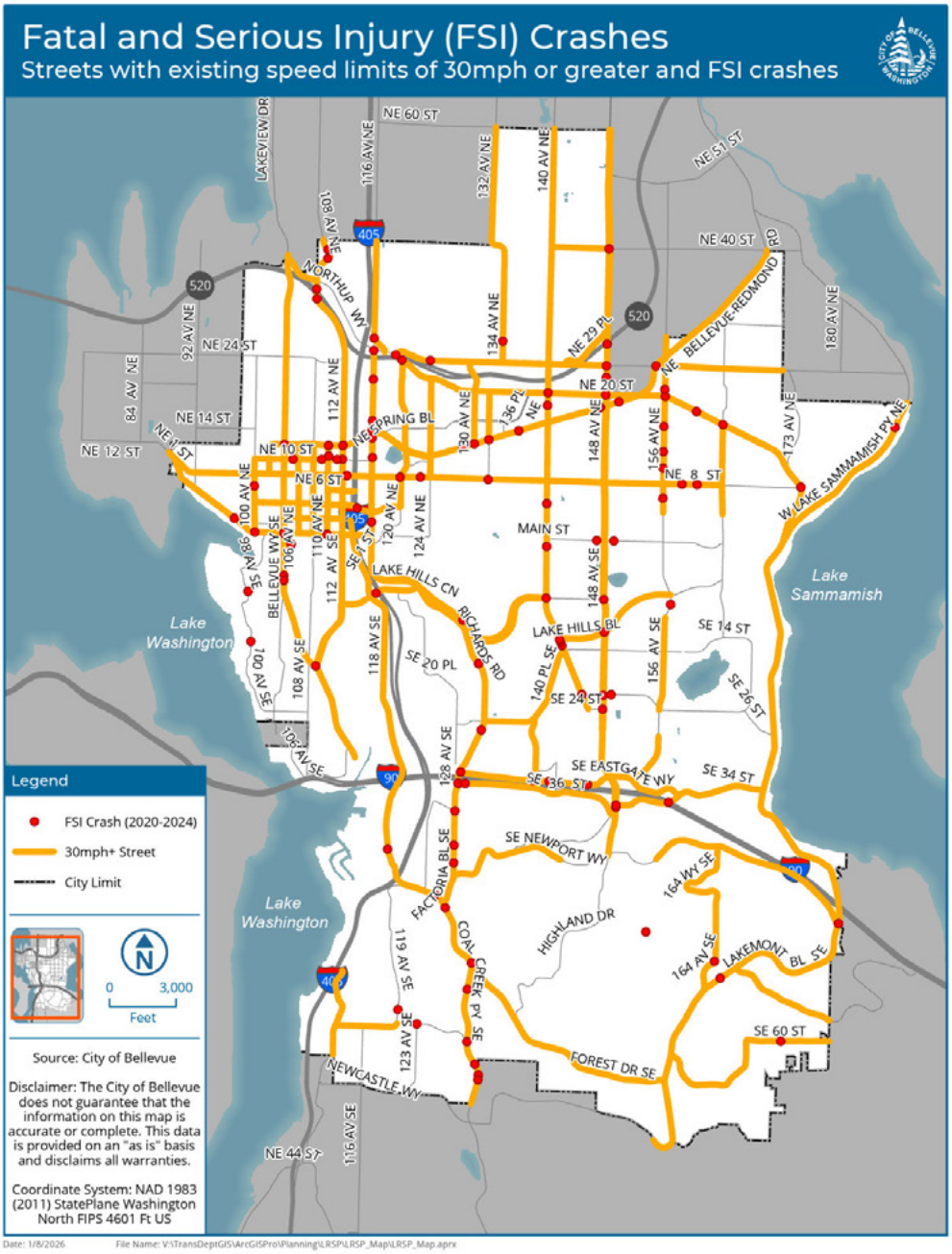


Figure 8: Fatal and serious injury (FSI) crashes in Bellevue on city streets with an existing speed limit of 30 mph or greater, 2020-2024.

Furthermore, 92 percent (116/126) of the crashes resulting in death or serious injury in Bellevue between 2020 and 2024 occurred on streets with a posted speed limit of 30 mph or higher. This pattern is similar for crashes involving active transportation users: 88 percent of pedestrian-involved crashes and 92 percent of bicyclist-involved crashes occurred on streets with a posted speed limit of 30 mph or higher (see **Figure 8**).

Crash Types

From 2020-2024, the city observed the following distribution for crash types resulting in fatal or serious injury. **The top four crash types**—pedestrian-involved, bicycle-involved, at-angle and opposite-direction left-turn (ODLT)—**account for 77 percent of these crashes (Table 3)**.

Table 3. Crash Types of Fatal & Serious Injury Crashes, 2020-2024

Crash Type	2020	2021	2022	2023	2024	Total	Percent
1. Pedestrian-Involved	7	6	8	6	14	41	33%
2. Bicycle-Involved	5	3	5	3	8	24	19%
3. At-Angle	2	5	4	3	2	16	13%
3. ODLT		3	4	5	4	16	13%
Fixed object	2	3	3	4	1	13	10%
Opposite direction - all others		2		3		5	4%
Vehicle overturned			2	1	1	4	3%
Head-on			1		1	2	2%
Rear-end					2	2	2%
Sideswipe		1			1	2	2%
One parked—one moving					1	1	1%
Total	**16**	**23**	**27**	**25**	**35**	**126**	

Three of the four most common crash types—pedestrian-involved, bicyclist-involved and ODLT crashes—exceed the averages for the state, all cities and Westside cities averages **(Table 4).**

Table 4. City of Bellevue v. Statewide, All Cities, Westside Cities by Crash Type, 2020-2024

	All Roads		All Cities		Westside Cities		City of Bellevue		E[4]
	2020-2024	%	2020-2024	%	2020-2024	%	2020-2024	%	•
By Collision Type									
Hit Pedestrian	2,506	15.49%	2,245	18.22%	1,140	25.73%	41	32.54%	•
Hit Cyclist	773	4.78%	665	5.40%	399	9.00%	24	19.05%	•
Angle (T)	2,165	13.39%	1,722	13.98%	742	16.75%	16	12.70%	
Angle (Left Turn)[5]	1,236	7.64%	977	7.93%	415	9.37%	16	12.70%	•

4 The "E" in this column represents "exceeds," and a dot (•) indicates whether the City of Bellevue percentage exceeds the Westside Cities average.

5 Referred to as Opposite Direction Left-Turn or ODLT in this document.

Crash Trends Dashboard by Crash Type

The following tiles illustrate crash trends for the top four crash types. Each trend is assigned an identifier—for example, *Pedestrian Crash Trend 1* is labeled as *P1*. These crash trends are referenced in the description of each proposed project.

Figure 9. Crash Trends Dashboard

Part 2: Network Screening

Staff conducted a network screening of the entire city street network, using the presence of risk factors to proactively identify corridors and intersections for potential improvement.

Risk Factors

Based on fatal and serious injury crash data from 2020-2024, the following risk factors were identified **(Table 5)**. These factors are associated with the top three crash types in Bellevue's analysis: pedestrians [P], bicyclists [B] and opposite-direction left-turn [ODLT] crashes[6]. This section provides additional context on the assumptions and rationale for including these risk factors. They correspond to the crash trends described in **Part 1** and the detailed analysis in the Crash Analysis Memo **(Appendix B)**.

These risk factors served as screening criteria to identify and prioritize locations based on their presence. Scoring of individual roadways is provided in Appendix E and described further in the next section.

Table 5. Summary of Risk Factor Screening Criteria Used for Each Crash Type

Risk Factor Screening Criteria	Pedestrian	Bicycle	ODLT
Active Travel Demand (e.g., school, frequent transit or light rail network)	●		
Posted speed of 30 mph or greater	●	●	●
Permissive Left-Turn Intersections	●		●
Pedestrian LTS MIP Target	●		
Bicycle Corridor LTS MIP target		●	
Bicycle Intersection LTS MIP target		●	

Black Dot (●) = Corridor & Intersection List, Red Dot (●) = Intersection-Only List

6 At-angle crashes were tied with ODLT crashes as the third highest for crashes resulting in fatal or serious injury. However, because there was no identifiable trend in the data and because the countermeasures selected to address this crash type (adding backplates and retroreflective tape to signal heads) are addressed internally through other city programs, risk factors associated with this crash type were not added.

Risk Factor Descriptions

- **Active Travel Demand [P][7]:** Existing school and transit network stop locations were used to approximate areas with higher potential demand for walking and biking. A 300-foot buffer around public and private schools and a quarter-mile buffer around Frequent Transit Network (FTN) stops and light rail transit (LRT) stations were applied to indicate likely higher pedestrian and bicycle activity.
- **Posted Speed Limit [All]:** Streets with posted speed limits of 30 mph or greater were included as a risk factor because higher speeds are associated with more severe crashes. Ninety-two percent of fatal and serious injury crashes occurred on streets with posted speed limits of 30 mph or higher.
- **Permissive Left-Turn Intersections [PO]:** Permissive left-turn phasing at signalized intersections was included as a risk factor. 42 percent of all fatal and/or serious injury crashes occurred at signalized intersections, 51 percent of which involved people walking or biking. Crashes from permissive left turns (ODLT) represent the third highest crash type contributing to fatal and serious injuries. Intersections with permissive left-turn phasing—including Flashing Yellow Arrow (FYA) and green ball signal displays—were analyzed to identify priority locations.
- **Pedestrian Level-of-Traffic Stress (PLTS) [P]:** PLTS evaluates how comfortable and safe pedestrians feel along roadway segments. It considers factors such as average daily traffic, speed, sidewalk width and buffer width. This factor was used to identify corridors that do not meet the recommended PLTS targets established in the Mobility Implementation Plan (MIP).
- **Bicycle Corridor Level-of-Traffic Stress (Corridor BLTS) [B]:** Corridor BLTS evaluates how comfortable and safe people biking feel along roadway segments. Factors include vehicle speeds, traffic volume, roadway design and type of bike facility. This risk factor was applied to identify corridors not meeting the recommended BLTS targets in the Mobility Implementation Plan (MIP).
- **Bicycle Intersection Level-of-Traffic Stress (Intersection BLTS) [B]:** Intersection BLTS evaluates the comfort and safety of cyclists crossing or traveling through intersections. It considers signal timing, vehicle speeds, lane configurations, turn movements, crossing control devices and existing bicycle facilities. This factor was used to identify intersections where existing conditions fall short of recommended BLTS target in the Mobility Implementation Plan (MIP).

7 For each risk factor, the crash types for which they apply to are indicated in Table 5 and by their abbreviated bracket. For example, this risk factor was used to screen and identify locations specific to Pedestrians [P]

Methodology

The following process was used to screen the city's roadway network.

Mapping the Data

Staff used Geographic Information System (GIS) data to efficiently screen the city's roadway network for risk factors. Maps were created by compiling and overlaying multiple data layers into single, comprehensive visualizations.

These maps are provided in **Appendix D** and include:

- **Pedestrian Risk Factor Map** – shows the risk factors identified in Table 5 for the pedestrian crash type including Active Travel Demand, streets with posted speeds of 30 mph or greater, permissive left-turn intersections and pedestrian level-of-traffic stress MIP corridor target performance.
- **Bicycle Risk Factor Map** – two maps were used to screen for risk factors identified in Table 5 for the bicycle crash type. The first map includes MIP BLTS corridor and intersection target performance and streets with posted speeds of 30 mph or greater. The second map depicts corridors and intersections that already have existing bike facilities to inform corridors and intersections selected for improvements.
- ODLT Risk Factor Map – shows the risk factors identified in Table 5 for the ODLT crash type including intersections with Flashing Yellow Arrow and permissive left-turn phasing along streets with posted speeds of 30 mph or greater.

Identifying Locations

Staff screened these maps to compile a master list **(Appendix E)** of intersections and corridors, noting which risk factors were present at each location (e.g. pedestrian [P], bike [B], ODLT [O]). This exercise identified 122 corridors and 114 intersections.

Example of Location Screening

For the Pedestrian Risk Factor map, staff identified locations for potential safety improvements by looking for overlapping risk factors:

- **Intersections** were added to the list if they were: 1) within an Active Travel Demand buffer, 2) along streets with posted speeds of 30 mph or greater and 3) signalized intersections with permissive left-turn phasing[8]
- **Corridors** were added to the list if they were: 1) within an Active Travel Demand buffer, 2) along streets with posted speeds of 30 mph or greater and 3) did not meet their PLTS target per the MIP

For example, the 156th Avenue NE corridor (highlighted in the red box in the map below) was added to the corridor list. The corridor falls within the Active Travel Demand buffer, has a posted speed limit of 30 mph or greater and does not meet the PLTS targets established in the MIP.

8 Later during the project scoping phase, this criterion was broadened to include all signalized intersections due to construction feasibility concerns.

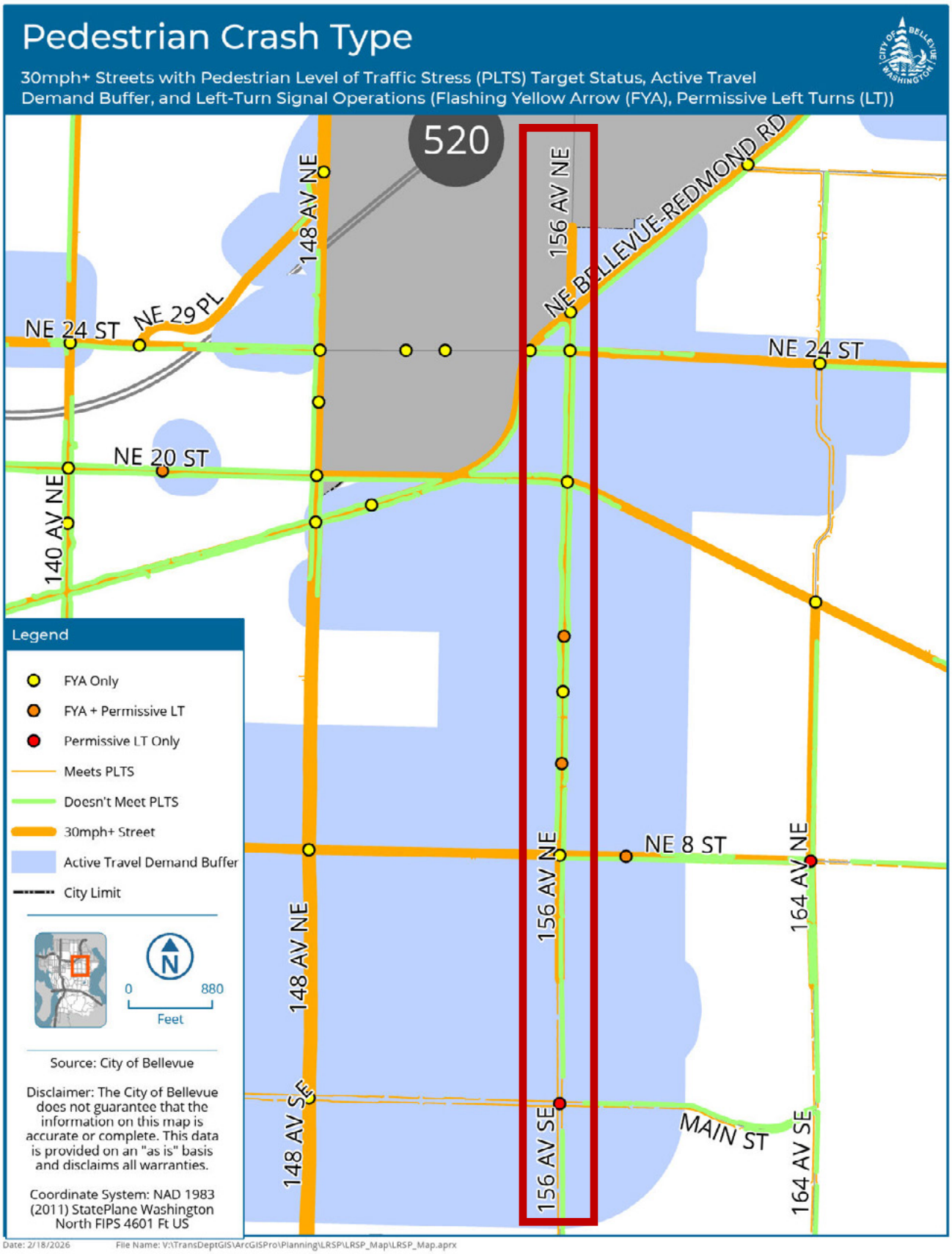


Figure 10. Map showing layering of GIS data onto a single map for pedestrian-related risk factors

Part 3: Countermeasure Selection

As part of the development of this Local Road Safety Plan, staff reviewed resources from the Federal Highway Administration (FHWA) and other organizations to compile a countermeasure library for city staff. This section highlights potential countermeasures for corridors and intersections. A complete list of countermeasures and supporting information is provided in **Appendix F**.

Staff reviewed the screened list of corridors and intersections identified through the risk factor analysis to determine appropriate countermeasures, focusing on countermeasures that:

1. Are already in use by the city;
2. Can be implemented using a low-cost, systemic approach (rather than addressing individual crash locations); and
3. Align with Vision Zero program priorities[9], including the city's 2026 emphasis on Safe Speeds and Safe Streets.

Staff focused on the following areas in the screening of locations and application of countermeasures:

- **Pedestrian** – From 2020- 2024, crashes involving pedestrians were the leading crash type resulting in fatal or serious injury in Bellevue. Accordingly, emphasis is placed on pedestrian-focused countermeasures along corridors and at intersections, such as Real-Time Signal Safety Intervention (RTSSI) treatments and high-visibility crosswalks. The city's Safe System approach further prioritizes protecting the roadway system's most vulnerable users.
- **Bicyclist** – From 2020- 2024, crashes involving people biking were the second most common crash type resulting in fatal or serious injury. Bicycle-related countermeasures were therefore considered along corridors and intersections, including green intersection bike markings through intersections.
- **Intersections** – Opposite direction left turn crashes are the third most common crash type contributing to fatal and serious injuries citywide. As a result, potential signal operation modifications— including evaluation of Flashing Yellow Arrow (FYA) displays and RTSSI improvements—were considered. Additional measures to reduce vehicle speeds through intersections were also evaluated.
- **Speed** – The city's 2026 Vision Zero Action Plan centers on Safe Speeds and Safe Streets. Key actions include a citywide analysis of streets with speed limits of 30 mph or greater and deployment of additional speed safety cameras. Complimentary countermeasures—such as speed cushions and radar feedback signs—were considered as countermeasures to support these actions.

This Local Road Safety Plan emphasizes the systemic application of safety countermeasures. Under a systemic approach, one or several countermeasures are implemented at multiple locations based on shared risk factors. This proactive strategy aims to reduce crash risk before severe crashes occur, rather than responding solely to individual crash history.

9 While there are many potential safety countermeasures that could be applied at each location, staff has limited resources to evaluate and scope projects. Locations that need in-depth study or have more complex needs such as right-of-way were listed as "needs further vetting [or scoping]". See Part 4 of this plan and Appendix G for more information related to the application of countermeasures and selection of projects for the HSIP grant.

Application of Countermeasures

Based on 2020-2024 crash data trends, city staff selected countermeasures for systemic implementation along corridors and at intersections citywide. Staff then identified locations from the screened list (**Part 2)** where the selected countermeasure could be applied to address the predominant crash types and associated risk factors.

The following example illustrates how countermeasures were applied to the identified locations.

Example 1 – Citywide Speed Management Project (systemic application)

Given that 92 percent of fatal and serious injury crashes occurred on streets with posted speed limits of 30 mph or greater (P4, B4, ODLT3 – **Figure 9**), speed radar feedback signs and speed cushions were selected as systemic countermeasures (CM-32 and CM-42, see **Appendix F**).

The **Citywide Speed Management Project** proposes to implement **12 radar feedback signs** along seven (7) corridors and 59 rows of **speed cushions** along nine (9) corridors. Radar feedback signs and speed cushions are recognized digital and physical countermeasures that reduce vehicle speeds and lower crash risk. All 12 radar feedback signs will be installed on corridors identified in the network screening process (see Part 2 and **Appendix E**)

Because Bellevue applies additional criteria for speed cushion implementation, corridors were further screened using the following criteria:

- Posted Speed Limit - The city currently limits speed cushions to streets with posted limits of 25 mph or lower. To address speed management concerns, staff screened for corridors with a 25 mph posted speed limit and an 85th percentile speed of 35 mph or greater.
- Emergency Priority Route -Speed cushions are not installed on streets designated as primary emergency response routes.
- Traffic Volumes - Speed cushions are generally limited to streets with average daily traffic volumes below 9,000 vehicles per day. Engineering judgment is applied for corridors near this threshold.

While not formal technical criterion, all selected corridors demonstrated a level of community support, as they are included on the city's internally managed improvement list and were previously identified by community members for traffic calming or safety enhancements.

Example 2 – Citywide Intersection Safety Project (systemic application)

High Visibility Crosswalk Markings (CM-18), **Bike Conflict Zone Markings** (CM-6) and **Real-Time Signal Safety Intervention (RTSSI)** treatments were selected as countermeasures in the **Citywide Intersection Safety project** to address crashes involving active transportation (or vulnerable roadway) users at intersections.

From 2020 to 2024, over half (52%) of all fatal and serious injury (FSI) crashes in Bellevue involved someone walking (33%) or someone biking (19%). Nearly 68% (28 of 41) of pedestrian FSI crashes occurred at intersections, almost all of which (27 of 28) occurred within a marked crosswalk. Of those 27 crashes, 67% (18 crashes) occurred at marked crosswalks with parallel bar markings only. Adding high visibility crosswalk markings as a countermeasure is recognized by the FHWA as having the potential to reduce pedestrian injury crashes by up to 40%.

Nearly 92% (22 of 24) of crashes involving a bicyclist occurred at intersections or driveways, with 58% (14 crashes) occurring at intersections. Of those 14 intersection crashes, nine (9) occurred on designated bike facilities, and only one of the nine included bike conflict zone markings. The use of bike conflict zone markings through intersections—to increase visibility, connectivity and safety—is supported by guidance from the WSDOT, AASHTO and the NACTO.

The project includes improvements at 56 intersections, 62 percent of which are located on Bellevue's High Injury Network. The project proposes to add high visibility crosswalk markings to 100 existing crosswalks and install 29 green intersection bike markings (or bike conflict zone markings) to enhance visibility and improve connectivity of existing facilities where existing markings do not currently exist. Improvements are proposed at all screened intersections not already addressed through other programs (e.g. the city's Pavement Preservation Program or the 2024 HSIP High Visibility Crosswalk project).

In addition to high visibility crosswalk and bike conflict zone markings, the project will deploy Real-Time Signal Safety Interventions (RTSSI) at ten intersections to proactively reduce the potential for pedestrian-vehicle and bicycle-vehicle conflicts at intersections, particularly for older adults, people with disabilities and micromobility users or cargo bikes who may need more time to clear an intersection.

RTSSI uses digital infrastructure to adjust signal timing in real-time when people walking or biking are present. This countermeasure was chosen because of its potential to directly address pedestrian and bicyclist conflicts with turning vehicles, late-crossing or slower-walking pedestrians caught in clearance intervals and bicyclists entering the intersection during the onset of the yellow or red signal. The proposed RTSSI package includes the following use cases: dynamic extension of pedestrian walk times, passive pedestrian phase extension, dynamic leading pedestrian interval (LPI) and bicycle dilemma-zone protection.

RTSSI Use Cases

Dynamic Extension of Pedestrian Walk Times

This intervention measures the number of pedestrians at the start of the walk phase that have entered a crosswalk zone. If the number of pedestrians exceeds a defined threshold, then the system requests to extend the walk phase before the "flashing don't walk" phase begins with a countdown. Additionally, the analytics also look for pedestrians moving at a slower speed, based on a user defined walking-speed threshold to also request the extended walk phase.

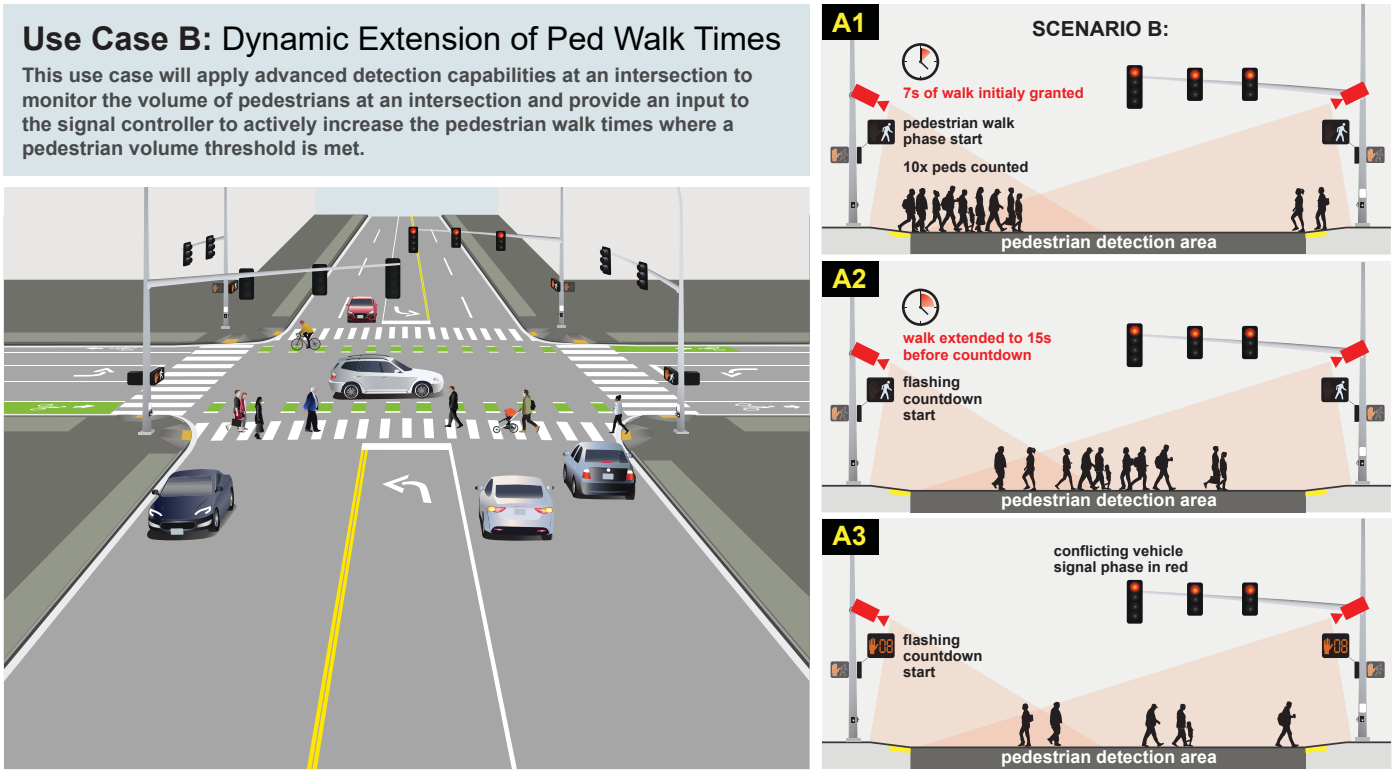


Figure 11. Dynamic Extension of Pedestrian Walk Times Use Case.

Passive Pedestrian Phase Extension

This intervention utilizes the ability for real-time analytics to track the trajectory of a pedestrian in a crosswalk to provide a phase extension, similar to vehicle detectors extending a green for approaching vehicles. This intervention creates a passive detection zone within the crosswalk for pedestrians that need additional time to cross, such as those walking slower or larger groups of pedestrians. This intervention is the reverse of the Walk Extension because it looks for pedestrians in the crosswalk at the end of the "Walk" and "Flashing Don't Walk" phase. The signal starts an additional green "buffer" timer interval that would delay the transition to a conflicting vehicle phase.

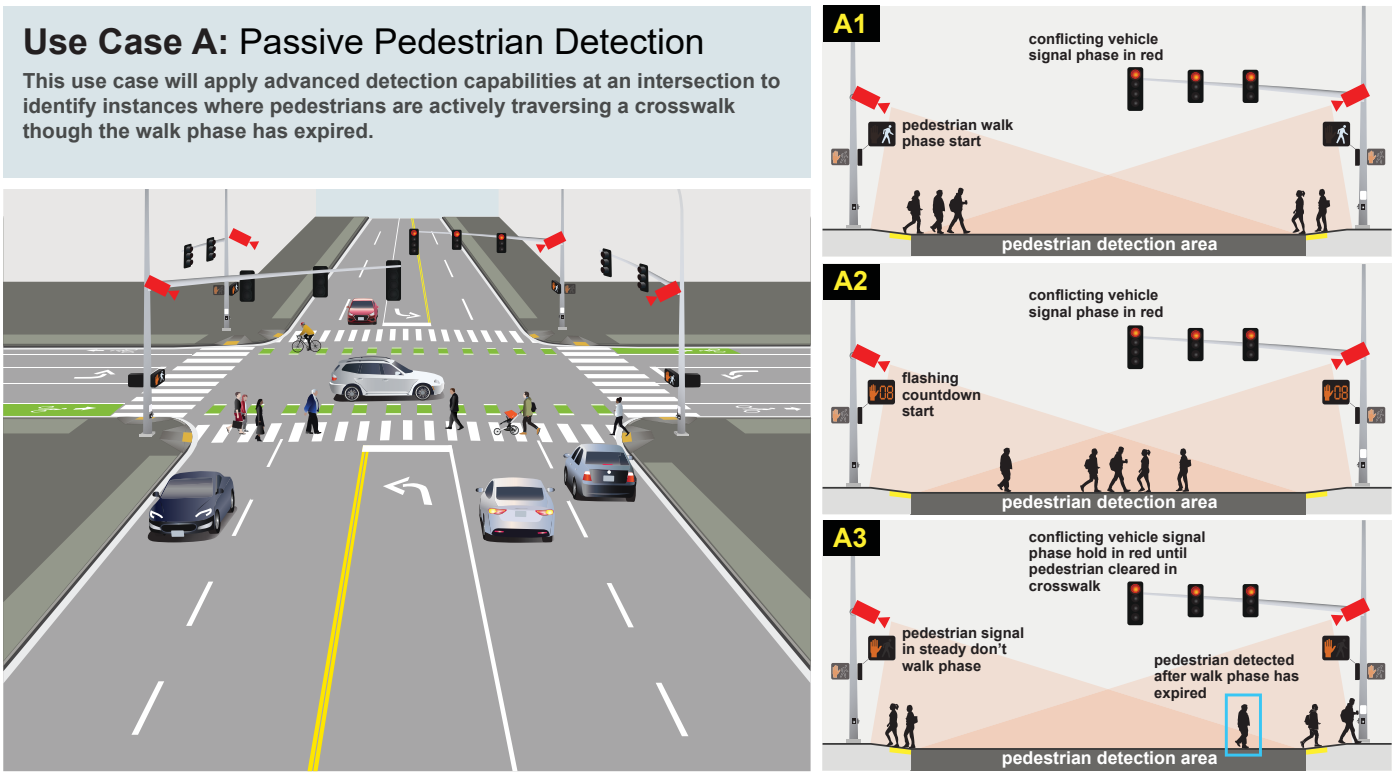


Figure 12. Passive Pedestrian Detection Phase Extension Use Case

Dynamic Leading Pedestrian Interval (LPI)

This intervention utilizes real-time analytics to track the trajectory of a pedestrian in a crosswalk to provide an LPI phase while pedestrians are within the wheel path of a right-turning vehicle. A passive detection zone from the crosswalk to the edge of the second travel lane is drawn for this use case.

Once the pedestrian has cleared the wheelpath of the right turning vehicle, the use case trigger drops and the signal continues with its normal operation. Instead of running a static five second LPI, the LPI interval would be dynamic based on the location of the pedestrian.

Bicycle Dilemma Zone

This intervention utilizes real-time analytics to determine the speed and position of an approaching bicycle. When a bicyclist is detected in the dilemma zone traveling above a user defined speed threshold in the all-red phase, the signal controller will extend the all-red until the bicyclist has cleared the intersection. The intervention has the ability to delay both vehicle and pedestrian conflicting phases.

Part 4: Project Identification

The following sections identify projects proposed in the city's application for Highway Safety Improvement Program (HSIP) funds, as well as projects planned for delivery using city funds. Regardless of the source of funding, all projects were developed by applying selected countermeasures to the intersections and corridors identified through the network screening process described in **Part 2**.

Highway Safety Improvement Program (HSIP) Project List

This section includes potential safety projects submitted as part of the WSDOT HSIP 2026 City Safety Program grant proposal (see **Table 6**). Projects selected for consideration in the 2026 HSIP City Safety Program generally:

1. Were identified as priority locations through the *Local Road Safety* Plan network screening process;
2. Had previously been reviewed through an existing city program; and
3. Had not yet been funded through local resources due to competing priorities.

A complete list of candidate projects that were considered is provided in **Appendix G**.

Table 6. 2026 Project Priority List

Rank	Project Name	Countermeasure	Crash Trend[10]
1	Citywide Speed Management	CM-32: Radar Feedback Signs CM-42: Speed Cushions	P4, B4, ODLT3
2	Citywide Intersection Safety	CM-18: High Visibility Crosswalk Markings CM-6: Bike Conflict Zone Markings	P1, P2, P3, B1, B2

10 See Figure 9. Crash Trends Dashboard for more information regarding each crash trend

Staff assigned the above priorities for each project based on the following factors:

- The number of candidate locations identified in the screening process that the project would address;
- The number of candidate locations on the city's High Injury Network (HIN);
- The anticipated crash reduction potential of the proposed countermeasure in relation to Bellevue's crash trends,
- The project's alignment with adopted city policies, plans and current priorities (e.g. the MIP, Vision Zero Strategic Plan, Safe Speeds, and Safe Streets activities);
- The qualitative benefit/cost ratio of the project; and
- The estimated cost of improvements and overall project readiness[11] for implementation

Citywide Speed Management Project

The Citywide Speed Management Project addresses a key emphasis area and the most prevalent risk factor identified through the city's network screening process: **speed and speeding**.

From 2020 to 2024, 92% (116 of 126) of the fatal and serious injury (FSI) crashes in Bellevue occurred on streets with a posted speed limit of 30 mph or higher. The project proposes deploying two systemic safety countermeasures to address these crashes:

- **Speed Radar Feedback Signs (CM-32)**, designed to reinforce driver awareness and support future automated speed safety camera deployment; and
- **Speed Cushions (CM-42)** to reduce operating speeds on targeted corridors.

The project proposes installing twelve (12) speed radar feedback signs along seven (7) corridors and 59 rows of speed cushions along (9) different corridors. This project directly supports the City's adopted Safe System framework—particularly the Safe Speeds and Safe Streets elements—as well as the Vision Zero Strategic Plan and the 2026 Vision Zero Action Plan by prioritizing treatments with demonstrated potential to reduce vehicle speeds and improve safety for all roadway users.

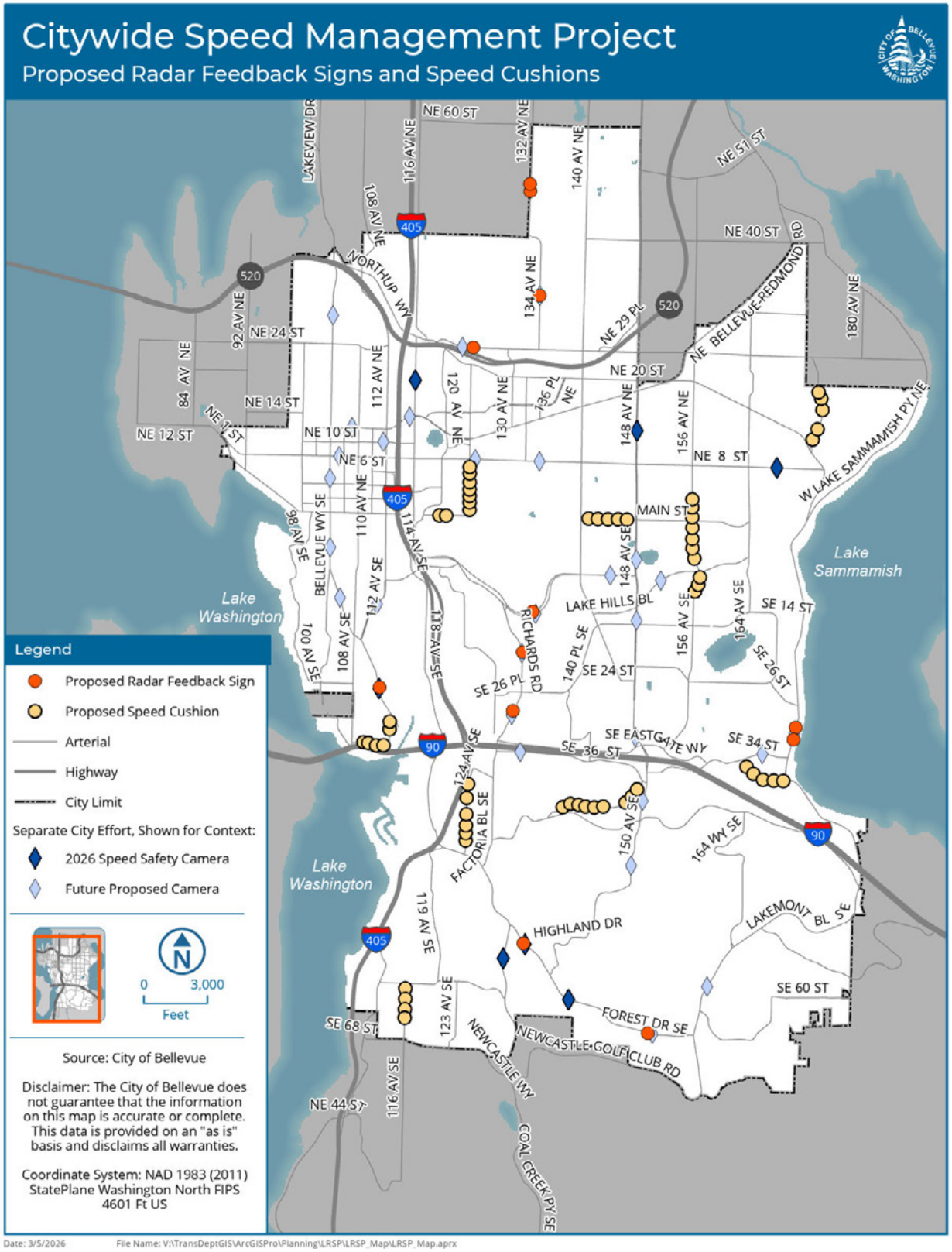
Furthermore, all twelve (12) of the speed radar feedback signs will be installed along screened corridors where speed-related risk factors are present. Each location is also planned to support future speed safety camera installations as part of the city's expanding automated speed enforcement program. Speed safety cameras are recognized by the FHWA as a proven safety countermeasure, with the potential to reduce total crashes by up to 54% and injury crashes by up to 47% on urban principal arterials.

Additional considerations for why this project was prioritized include:

- The City has identified Safe Speeds as a priority for 2026, including proposing and implementing speed limit reductions on the majority of arterials currently posted at 30 mph or higher, reducing operating speeds on both local and arterial roadways and expanding its automated speed enforcement program. This project directly supports and accelerates these adopted initiatives.

11 Project readiness was qualitatively defined as a location that had received some level of scoping and/or analysis previously conducted as part of another city program or effort, was reviewed by an interdisciplinary department team, or had received some level of community support.

- Speed radar feedback signs are being deployed at locations compatible with and supportive of future speed safety cameras, creating an integrated and scalable speed management system.
- Speed cushions and radar feedback signs are relatively low-cost, scalable treatments with minimal design and construction risk, allowing for timely implementation and systemwide impact.



Citywide Intersection Safety Project

The Citywide Intersection Safety Project addresses two of the city's three priority emphasis areas: **active transportation users and intersection-related crashes**. This project directly supports the city's adopted Safe System framework—particularly the Safe Streets element—as well the Vision Zero Strategic Plan and the 2026 Vision Zero Action Plan by prioritizing treatments that enhance pedestrian and bicyclist visibility, strengthen connectivity of existing facilities and improve intersection operations.

The project proposes safety countermeasures at 56 intersections, including:

- Upgrading 100 existing crosswalks with high visibility markings;
- Installing green intersection (or bike conflict zone markings) at 29 bike crossings; and
- Implementing Real-Time Signal Safety Interventions (RTSSI) at ten (10) intersections.

Improvements are proposed at all screened intersections identified through the network screening process that do not currently have these treatments and are not already being addressed through other capital programs (e.g. the city's Pavement Preservation Program or the 2024 HSIP High Visibility Crosswalk Project).

The project emphasizes pavement marking countermeasures to enhance visibility and improve connectivity where markings do not currently exist. Upgrading existing crosswalks to high visibility markings (CM-17) has the potential to reduce pedestrian injury crashes— Bellevue's most prevalent crash type—by up to 40%.

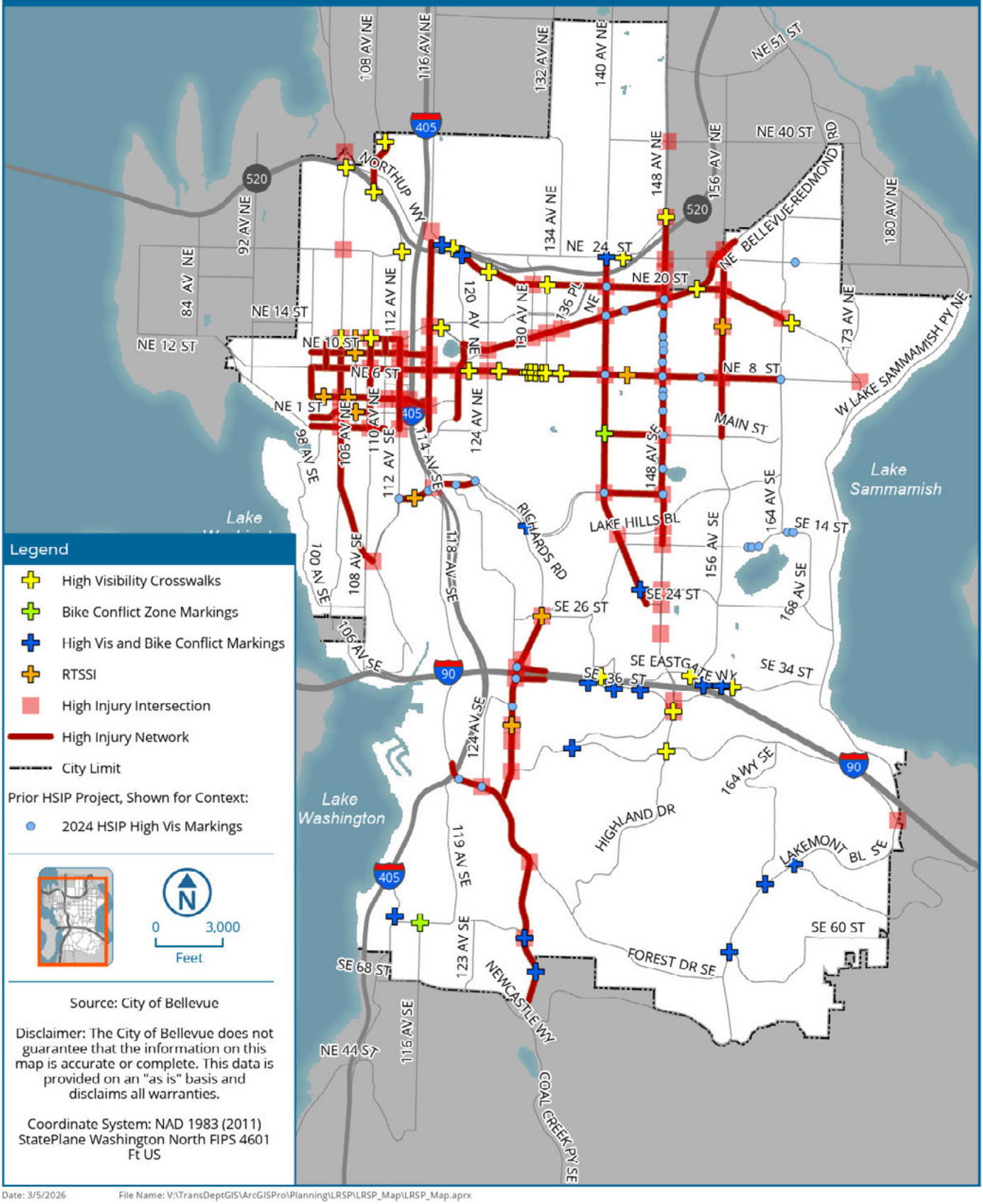
In addition, the project includes RTSSI enhancements designed to reduce pedestrian-vehicle and bicycle-vehicle conflicts at intersections. These treatments are particularly beneficial for older adults, people with disabilities, micromobility users and individuals using cargo bikes who may require additional time to clear intersections. The proposed improvements directly address Bellevue crash trends P1, P2, P3, B1 and B2 (see **Figure 9**).

Additional considerations include:

- The city recently updated its crosswalk marking standard and is actively working to upgrade all existing marked crosswalks with high visibility markings.
- RTSSI represents an innovative application of signal technology; this project provides an opportunity to evaluate and refine these emerging countermeasures in a data-driven manner prior to potential systemwide expansion.
- Existing signal infrastructure and detection systems can support RTSSI deployment, improving implementation readiness and cost-efficiency.
- High visibility crosswalk markings, intersection bike markings and RTSSI treatments are relatively low-cost, scalable improvements with minimal design and construction risk.

Citywide Intersection Safety Project

Proposed High Visibility Crosswalks, Bike Crossings, & Real Time Signal Safety Intervention (RTSSI)



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Other Projects

City staff initially identified a broader set of potential countermeasures and candidate locations for advancement through the 2026 HSIP application. While many of these strategies demonstrate clear safety benefits, some were not proposed for HSIP funding at this time for one or more of the following reasons:

- **Several candidate improvements can be delivered through existing city programs and funding sources**, such as flashing yellow arrow (FYA) signal display upgrades, signal timing and operational adjustments and installation of high visibility crosswalk and bike conflict zone markings on planned pavement overlay corridors.
- **Certain treatments—such as left-turn hardening and vertical bike protection—are not yet widely implemented in Bellevue** and would benefit from limited pilot deployments and evaluation before being advanced as systemic HSIP investments.
- **Some concepts require additional analysis and scoping** to confirm feasibility, cost estimates and right-of-way needs before they can be packaged as HSIP-ready projects.

Example – Flashing Yellow Arrow (FYA) Signal Display Upgrades

As an example of this process, the city's crash analysis identified vehicle-vehicle opposite-direction left-turn crashes as the third-highest crash type contributing to fatal and serious injuries between 2020 and 2024. More than 60% of these crashes occurred at signalized intersections. In response, staff conducted systemic network screening to identify signalized intersections operating with permissive-left-turn phasing that do not currently include FYA signal displays.

The city identified a project to upgrade permissive left-turn signal indications to FYA displays to reduce the occurrence of left-turn crashes. However, because this countermeasure can be implemented incrementally through the city's existing signal operations and maintenance programs, staff determined that it is more appropriate to deliver these upgrades over time using city funding rather than seek HSIP funding support.

As a result, while FYA conversion remains a priority safety strategy, it was not advanced as part of this HSIP application to reserve limited HSIP funds for projects that cannot otherwise be delivered through existing programs.

A complete list of potential projects and their proposed delivery method (either through existing city programs or HSIP grant funding) is provided in Appendix G.

Appendix A: WSDOT Local Programs Crash Data Summary: City Crashes Only

Under 23 U.S. Code ß 148 and 23 U.S. Code ß 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

City of Bellevue Population: 158000

Summary Fatal-Serious Only

Summary	Total	%	2024	2023	2022	2021	2020
Count	140		38	28	30	26	18
# of Fatal Collisions	10	7%	2	1	2	1	4
Total # of Fatalities	10	7%	2	1	2	1	4
# of Susp. Serious Inj. Collisions	130	93%	36	27	28	25	14
# of Alcohol-Related Collisions	10	7%	1	2	3	4	0
Total # of Fatalities	10	7%	2	1	2	1	4
Total # of Injuries	173		48	39	39	31	16

Summary All Injuries

Summary	Total	%	2024	2023	2022	2021	2020
Count	7,079		1,811	1,507	1,471	1,315	975
# of Fatal Collisions	10	0%	2	1	2	1	4
Total # of Fatalities	10	0%	2	1	2	1	4
# of Susp. Serious Inj. Collisions	130	2%	36	27	28	25	14
# of Alcohol-Related Collisions	296	4%	61	68	70	57	40
Total # of Fatalities	10	0%	2	1	2	1	4
Total # of Injuries	2,349		639	550	458	412	290

Crash Type

Crash Type (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
Hit Pedestrian	43	30.71%	14	6	9	7	7
Hit Cyclist	24	17.14%	8	3	5	3	5
Hit Fixed Object	20	14.29%	2	6	4	5	3
Angle (T)	17	12.14%	2	3	5	5	2
Angle (Left Turn)	16	11.43%	4	5	4	3	
Other	6	4.29%	1	3		2	
Overturn	5	3.57%	1	2	2		
Head-On	3	2.14%	2		1		
Rearend	3	2.14%	2				1
Hit Parked Car	1	0.71%	1				
Sideswipe (Opposite Direction)	1	0.71%	1				
Sideswipe (Same Direction)	1	0.71%				1	

Crash Type (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Rearend	1,815	25.64%	483	369	375	360	228
Angle (T)	1,435	20.27%	378	303	282	265	207
Hit Fixed Object	1,203	16.99%	254	255	255	231	208
Sideswipe (Same Direction)	878	12.40%	244	202	190	144	98
Angle (Left Turn)	717	10.13%	196	159	156	119	87
Other	341	4.82%	89	72	69	64	47
Hit Parked Car	195	2.75%	47	26	53	34	35
Hit Pedestrian	189	2.67%	45	44	41	35	24
Hit Cyclist	131	1.85%	34	40	19	22	16
Angle (Right)	83	1.17%	20	17	16	21	9
Sideswipe (Opposite Direction)	32	0.45%	8	8	7	5	4
Head-On	27	0.38%	9	4	3	6	5
Overturn	27	0.38%	3	7	4	7	6
Wildlife/ Animal	5	0.07%	1	1	1	1	1
Railway	1	0.01%				1	

Roadway Surface Condition

Surface (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
Dry	89	63.57%	28	16	22	9	14
Wet	51	36.43%	10	12	8	17	4

Surface (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Dry	4,529	63.98%	1,162	998	1,022	787	560
Wet	2,376	33.56%	633	487	380	490	386
Ice	77	1.09%	5	13	38	10	11

Surface (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Snow/Slush	49	0.69%	2	4	15	18	10
Unknown	29	0.41%	6	1	11	5	6
Standing Water	13	0.18%	3	3	2	3	2
Oil	5	0.07%		1	2	2	
Other	1	0.01%			1		

Roadway Surface Type

Surface Type (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
Blacktop	143	85.63%	33	28	33	31	18
Concrete	23	13.77%	8	6	4		5
Brick or Wood Block	1	0.60%	1				

Surface Type (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Blacktop	8,496	76.12%	2,122	1,828	1,757	1,591	1,198
Concrete	2,579	23.73%	616	545	528	578	312
Brick or Wood Block	16	0.09%	4	5		2	5
Gravel	4	0.03%	1	2	1		
Other*	4	0.02%		1		2	1
Dirt	3	0.02%		1	2		
Unknown	1	0.00%	1				

Lighting Conditions

Lighting (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
Daylight	85	60.71%	23	18	18	14	12
Dark-Street Lights On	44	31.43%	12	7	11	10	4
Dark-No Street Lights	5	3.57%	1	3		1	
Dusk	4	2.86%	1		1	1	1
Dark - Unknown Lightin	1	0.71%	1				
Dark-Street Lights Off	1	0.71%					1

Lighting (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Daylight	4,880	68.94%	1,289	1,001	1,043	882	665
Dark-Street Lights On	1,750	24.72%	414	393	354	356	233
Dusk	186	2.63%	44	46	28	33	35
Dark-No Street Lights	85	1.20%	19	26	15	6	19
Dawn	68	0.96%	16	18	11	12	11
Dark - Unknown Lightin	51	0.72%	16	14	8	11	2
Dark-Street Lights Off	30	0.42%	10	7	4	4	5
Unknown	21	0.30%	2	1	7	7	4
Other	8	0.11%	1	1	1	4	1

Intersection Related

Intersection (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
At Intersection and Related	74	52.86%	24	14	13	15	8
Not at Intersection and Not Related	36	25.71%	8	8	10	7	3
At Driveway	22	15.71%	4	4	7	2	5
At Intersection and Not Related	4	2.86%		1		2	1
Intersection Related but Not at Intersection	2	1.43%		1			1
At Driveway within Major Intersection	1	0.71%	1				
Driveway Related but Not at Driveway	1	0.71%	1				

Intersection (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
At Intersection and Related	2,777	39.23%	704	597	541	556	379
Not at Intersection and Not Related	2,544	35.94%	624	522	566	462	370
At Driveway	699	9.87%	182	156	149	111	101
Intersection Related but Not at Intersection	689	9.73%	195	148	144	124	78
At Intersection and Not Related	234	3.31%	69	55	45	40	25
Driveway Related but Not at Driveway	59	0.83%	15	9	12	13	10
At Driveway within Major Intersection	40	0.57%	11	11	7	5	6
Entering Roundabout	20	0.28%	7	4	4	1	4
Circulating Roundabout	10	0.14%	2	3	3	1	1
Exiting Roundabout	6	0.08%	2	2		1	1
Traffic Calming Circle	1	0.01%				1	

Roadway Characteristics

Curvature (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
Straight & Level	70	55.12%	18	17	19	8	8
Straight & Grade	27	21.26%	4	3	5	8	7
Curve & Level	13	10.24%	4	3	3	3	
Curve & Grade	11	8.66%	2	2	2	3	2
Straight at Hillcr	4	3.15%	1		1	1	1
Curve at Hillcrest	1	0.79%	1				
Curve in Sag	1	0.79%		1			

Curvature (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Straight & Level	3,407	59.27%	867	714	727	641	458
Straight & Grade	1,079	18.77%	264	207	212	211	185
Curve & Grade	631	10.98%	154	110	132	126	109
Curve & Level	454	7.90%	104	91	106	90	63
Straight at Hillcr	66	1.15%	20	8	19	14	5
Curve in Sag	42	0.73%	13	9	7	10	3
Straight in Sag	33	0.57%	13	6	7	5	2
Curve at Hillcrest	23	0.40%	6	7	1	3	6
Unknown	13	0.23%	4	7	1		1

First Object Struck

Object Struck (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
Tree or Stump (stationary)	4	20.00%			2	1	1
Concrete Barrier/Jersey Barrier - Face	2	10.00%	1				1
Guardrail - Face	2	10.00%			1	1	
Linear Curb	2	10.00%		2			
Metal Sign Post	2	10.00%		1	1		
Concrete Barrier/Jersey Barrier - Leading End	1	5.00%		1			
Earth Bank or Ledge	1	5.00%		1			
Fence	1	5.00%		1			
Guardrail - Through, Over or Under	1	5.00%				1	
Over Embankment - No Guardrail Present	1	5.00%				1	
Retaining Wall (concrete, rock, brick, etc.)	1	5.00%					1
Signal Pole	1	5.00%				1	
Traffic Island	1	5.00%	1				

Object Struck (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Concrete Barrier/Jersey Barrier - Face	175	14.18%	43	38	31	34	29
Tree or Stump (stationary)	150	12.16%	33	36	38	24	19
Metal Sign Post	113	9.16%	18	19	29	27	20
Street Light Pole or Base	88	7.13%	21	20	20	10	17
Linear Curb	77	6.24%	18	19	11	15	14
Guardrail - Face	71	5.75%	13	9	16	24	9
Bridge Rail - Face	67	5.43%	11	11	12	21	12

Object Struck (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Fence	64	5.19%	18	16	10	8	12
Roadway Ditch	58	4.70%	14	7	13	9	15
Signal Pole	56	4.54%	15	13	10	9	9
Utility Pole	33	2.67%	5	11	7	4	6
Retaining Wall (concrete, rock, brick, etc.)	27	2.19%	2	6	7	6	6
Crash Cushions - Impact Attenuators	25	2.03%	11	5	4	5	
Traffic Island	25	2.03%	6	3	4	9	3
Earth Bank or Ledge	23	1.86%	1	7	6	4	5
Wood Sign Post	19	1.54%	2	2	9	3	3
Utility Box	15	1.22%	2	3	2	2	6
Mailbox	14	1.13%	2	5	3	1	3
Guardrail - Leading End	13	1.05%		4	2	2	5
Fire Hydrant	12	0.97%	4	2	2	2	2
Other Objects	12	0.97%	4	3	4	1	
Temporary Traffic Sign, Barricade or Construction Material	12	0.97%	1	4	4		3
Building	11	0.89%	2	4	2	1	2
Over Embankment - No Guardrail Present	9	0.73%	2	1	2	3	1
Boulder (stationary)	8	0.65%	1	2	1	2	2
Concrete Barrier/Jersey Barrier - Leading End	7	0.57%	2	3	2		
Falling tree on vehicle (on the road)	7	0.57%	2	1	1	2	1
Tunnel Wall / Barrier within Tunnel	7	0.57%	1	1	2	2	1
Garbage / Recycle Containers (Out for PU)	5	0.41%	2	1	1		1
Concrete Barrier/Jersey Barrier - Through, Over or Under	4	0.32%	1		1		2
Guardrail - Through, Over or Under	4	0.32%	1			1	2
Fallen tree hit by vehicle (on the road)	3	0.24%		2	1		
Trailer Parked (Legally or Not)	3	0.24%			1		2
Manhole/Utilities/Drain Cover (Not Secure/Loose)	2	0.16%	1	1			
Miscellaneous Object or Debris on Road	2	0.16%		1	1		
Over Roadway Branches	2	0.16%				1	1

Object Struck (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Over Roadway Power Lines	2	0.16%		1		1	
Underside of Bridge	2	0.16%			2		
Bridge Rail - Leading End	1	0.08%		1			
Cable Barrier	1	0.08%			1		
Culvert and/or other Appurtenance in Ditch	1	0.08%			1		
Non Domestic Animal Struck Again	1	0.08%		1			
Not Stated	1	0.08%					1
Railroad Tracks (ie. Run off the road and hit the tracks	1	0.08%			1		
Railway Crossing Gate	1	0.08%	1				

Motor Vehicle Driver Contributing Circumstances

Circumstances (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
None	150	13.48%	37	41	27	24	21
Did Not Grant R/W to Non Motorist	36	4.96%	12	4	10	4	6
Did Not Grant RW to Vehicle	26	9.93%	6	5	8	4	3
Exceeding Reas. Safe Speed	26	8.51%	6	7	6	3	4
Other Contributing Circ Not Listed	25	9.93%	10	1	3	2	9
Under Influence of Alcohol	14	3.55%	2	2	4	6	
Disregard Traffic Sign and Signals	13	4.96%	3	1	3	5	1
Follow Too Closely	12	4.26%	3	3	2	2	2
Unknown Distraction	12	5.67%	2	4	2	3	1
Improper Turn/Merge	11	4.96%	3	1	2	4	1
Operating Recklessly or Aggressively	11	4.96%	1	6		2	2
Exceeding Stated Speed Limit	10	5.67%	1	5	3	1	
Overcorrecting / Oversteering	6	3.55%	1	1	3	1	
Under Influence of Drugs	5	3.55%		1	2	1	1
Operating Defective Equipment	4	2.84%	1	1	1	1	
Apparently Asleep or Fatigued	3	2.13%		1		1	1
Distracted by Adjusting Vehicle Cntrls	2	1.42%	1	1			
Light Violation: No Lights/Fail to Dim	2	1.42%	1				1
Operating Handheld Cell Phone	2	0.71%			2		
Other Distractions	2	1.42%		1			1

Circumstances (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
Distractions Outside Vehicle	1	0.71%	1				
Failing to Signal	1	0.71%					1
Failure to Use Xwalk	1	0.71%		1			

Circumstances (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
None	10,490	6.20%	2,601	2,298	2,196	2,082	1,313
Follow Too Closely	2,716	8.38%	659	624	554	551	328
Exceeding Reas. Safe Speed	2,130	6.20%	507	410	411	446	356
Did Not Grant RW to Vehicle	1,867	4.69%	582	336	359	328	262
Improper Turn/Merge	1,186	2.85%	286	301	299	212	88
Other Contributing Circ Not Listed	879	5.86%	213	175	196	141	154
Unknown Distraction	798	4.69%	209	169	152	131	137
Disregard Traffic Sign and Signals	577	3.35%	165	117	99	105	91
Under Influence of Alcohol	415	2.18%	93	93	92	78	59
Other Distractions	290	3.02%	61	52	48	69	60
Did Not Grant R/W to Non Motorist	169	1.68%	46	39	35	26	23
Operating Defective Equipment	169	2.85%	36	24	42	37	30
Distractions Outside Vehicle	155	2.51%	57	23	24	28	23
Overcorrecting / Oversteering	151	3.02%	40	29	30	26	26
Operating Recklessly or Aggressively	130	3.69%	25	32	29	28	16
Apparently Asleep or Fatigued	126	1.51%	31	26	27	26	16
Exceeding Stated Speed Limit	107	3.35%	19	32	21	18	17
Improper Passing	97	3.02%	15	34	14	23	11
Improper Backing	92	1.68%	24	23	19	17	9
Lost in Thought / Day Dreaming	77	1.51%	18	24	13	15	7
Improper U-Turn	72	1.84%	26	12	17	8	9
Operating Handheld Cell Phone	65	1.84%	16	7	19	10	13
Under Influence of Drugs	63	2.35%	8	13	15	14	13
Distracted by Other Occupant	47	2.18%	12	11	7	9	8
Distracted by Adjusting Vehicle Cntrls	42	1.84%	11	10	5	7	9
Apparently Emotional (Depressed, Angry, Disturbed, etc.)	38	2.51%	12	5	12	6	3
Improper Signal	37	2.18%	15	9	3	5	5
Apparently Ill	35	1.51%	9	8	12	4	2
Eating or Drinking	27	1.68%	7	6	4	5	5

Circumstances (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Operating Other Electronic Devices (computer, navigation, etc.)	27	1.68%	4	7	3	7	6
Physically Impaired	15	1.17%	3	1	2	4	5
Light Violation: No Lights/Fail to Dim	10	1.51%	3	2	2	2	1
Operating Hands-Free Cell Phone	10	1.01%	3	2	3	1	1
Failing to Signal	8	1.01%	3	1		2	2
Racing	8	1.17%	2	3	1	1	1
Non Motorist on Wrong Side of Road	6	1.01%	1	1	1		3
Improper Parking Location	4	0.50%	1		1	2	
Had Taken Medication	2	0.34%	1	1			
Smoking	2	0.34%			1	1	
Grooming	1	0.17%				1	

Motor Vehicle Type

Vehicle Type (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
Pickup,Panel Truck or Vanette under 10,000 lb	96	47.70%	20	22	21	17	16
Passenger Car	89	39.37%	24	22	16	17	10
Motorcycle	24	6.90%	7	4	8	3	2
Bus or Motor Stage	3	2.87%	1		2		
Not Stated	2	0.57%	2				
School Bus	2	1.15%				1	1
Truck (Flatbad,Van,etc)	2	0.86%				2	
Other	1	0.29%		1			
Truck Tractor & Semi-Trailer	1	0.29%			1		

Vehicle Type (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Pickup,Panel Truck or Vanette under 10,000 lb	7,647	46.37%	1,978	1,694	1,566	1,451	958
Passenger Car	7,449	45.17%	1,832	1,579	1,508	1,482	1,048
Not Stated	387	2.35%	90	82	82	75	58
Truck (Flatbad,Van,etc)	386	2.34%	77	75	83	98	53
Truck Tractor & Semi-Trailer	248	1.50%	64	49	45	45	45
Motorcycle	115	0.70%	25	22	26	25	17
Bus or Motor Stage	82	0.50%	18	21	19	16	8
Truck & Trailer	82	0.50%	22	19	12	17	12
School Bus	34	0.21%	7	9	10	5	3

Vehicle Type (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Other	23	0.14%	7	6	2	3	5
Truck Tractor	17	0.10%	2	3	5	4	3
Truck - Double Trailer Combinations	9	0.05%	4	1	1	1	2
Scooter Bike	5	0.03%	2				3
Taxi	5	0.03%	2		2		1
Moped	1	0.01%			1		
Neighborhood Electronic Vehicle	1	0.01%		1			

Traffic Control

Traffic Control (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
No Traffic Control	89	57.10%	17	18	23	16	15
Signals	64	34.78%	21	12	12	14	5
Stop Sign	10	4.06%		2	3	2	3
Flashing Amber	5	1.45%	1	2	1		1
Other Traffic Control	4	2.32%	1	2	1		
Officer/Flagger	1	0.29%	1				
Truck (Flatbad,Van,etc)	2	0.86%				2	
Other	1	0.29%		1			
Truck Tractor & Semi-Trailer	1	0.29%			1		

Traffic Control (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
No Traffic Control	8,103	70.16%	1,918	1,747	1,716	1,611	1,111
Signals	2,744	24.86%	744	578	540	521	361
Stop Sign	437	2.64%	113	94	86	93	51
Flashing Amber	112	0.60%	31	25	25	14	17
Other Traffic Control	106	0.74%	38	23	21	12	12
Yield	89	0.61%	30	14	12	21	12
Officer/Flagger	28	0.25%	6	4	7	7	4
Flashing Red	20	0.14%	3	13	4		
RR Signal	1	0.00%	1				
Taxi	5	0.03%	2		2		1
Moped	1	0.01%			1		
Neighborhood Electronic Vehicle	1	0.01%		1			

Posted Speed Limit

Speed (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
30	65	52.85%	14	12	20	9	10
35	41	33.33%	10	12	3	13	3
25	10	8.13%	5				5
40	7	5.69%			2	5	

Speed (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
40	184	82.48%	33	31	45	45	30
45	12	5.91%	7	3	1		1
20	9	2.85%	2	1	2	2	2
50	8	4.07%	4	1	2		1
10	6	1.63%	3	2		1	
15	6	2.24%	2	1		1	2
5	2	0.41%				1	1
6	2	0.41%					2

Motor Vehicle Actions

Vehicle Actions (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
Going Straight Ahead	99	500.00%	24	22	20	22	11
Making Left Turn	52	500.00%	15	10	9	11	7
Making Right Turn	19	500.00%	5	2	8	2	2
Slowing	14	500.00%	2	5	1	3	3
Negotiating a Curve	11	500.00%	1	4	3	2	1
Stopped for Traffic	10	300.00%	3	5	2		
Other*	4	300.00%	1		2		1
Stopped at Signal or Stop Sign	4	200.00%	2	2			
Changing Lanes	3	300.00%	1		1	1	
Overtaking and Passing	3	300.00%	1	1		1	
Starting in Traffic Lane	3	300.00%		1	1		1
Legally Parked, Unoccupied	2	200.00%	1				1
Going Wrong Way on Ramp	1	100.00%	1				
Legally Parked, Occupied	1	100.00%		1			
Making U-Turn	1	100.00%			1		
Merging (Entering Traffic)	1	100.00%					1

Vehicle Actions (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Going Straight Ahead	8,853	46.83%	2,189	1,900	1,808	1,734	1,222
Slowing	1,962	11.74%	444	426	407	454	231
Changing Lanes	1,816	8.44%	490	391	382	343	210
Stopped for Traffic	1,786	10.79%	468	402	374	318	224

Vehicle Actions (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Making Left Turn	1,602	8.06%	430	370	313	277	212
Making Right Turn	739	3.43%	201	155	159	131	93
Stopped at Signal or Stop Sign	562	3.05%	145	95	116	135	71
Negotiating a Curve	394	1.90%	101	84	100	66	43
Starting in Traffic Lane	185	0.91%	47	33	37	38	30
Legally Parked, Unoccupied	174	0.78%	39	27	45	31	32
Backing	153	0.71%	38	31	36	31	17
Making U-Turn	133	0.64%	40	28	32	19	14
Merging (Entering Traffic)	133	0.62%	34	32	25	23	19
Other*	131	0.65%	28	27	26	21	29
Overtaking and Passing	116	0.51%	28	35	21	22	10
Stopped in Roadway	101	0.49%	26	14	23	23	15
Legally Parked, Occupied	32	0.16%	6	4	10	7	5
Starting From Parked Position	27	0.11%	7	5	7	5	3
Illegally Parked, Unoccupied	25	0.10%	7	6	5	4	3
Going Wrong Way on Divided Hwy	7	0.03%	1	1	2	1	2
Illegally Parked, Occupied	7	0.03%	2		1	2	2
Going Wrong Way on Ramp	3	0.01%	1		1	1	
Going Wrong Way on One-Way Street or Road	2	0.01%					2

Roadway Type

Road Type (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
Two Way - Divided, with Barrier	54	36.84%	9	13	14	12	6
Two Way - Divided, no Barrier	48	20.76%	12	6	12	13	5
Two Way - Undivided	47	30.12%	15	10	9	6	7
Interchange Ramp	10	4.68%	3	3	1	1	2
Driveway	4	1.17%		1	2		1
Center-Two Way Left Turn Lane	3	0.88%	1	1			1
One Way	2	5.26%				1	1
Alley	1	0.29%		1			
Truck Tractor & Semi-Trailer	1	0.29%			1		

Road Type (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Two Way - Divided, with Barrier	4,998	49.15%	1,227	1,113	1,047	982	629
Two Way - Divided, no Barrier	2,369	21.66%	543	502	534	450	340
Two Way - Undivided	1,884	16.55%	588	387	364	279	266
Interchange Ramp	1,005	7.47%	231	204	178	232	160
One Way	327	3.19%	43	34	52	131	67
Driveway	103	0.56%	26	22	20	16	19

Road Type (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Center-Two Way Left Turn Lane	86	0.72%	23	20	10	8	25
Other	85	0.62%	20	27	19	11	8
Alley	9	0.05%	1	7	1		
Unknown	5	0.02%	1		1	1	2
Reversible Road	2	0.01%	1		1		

Pedestrian Contributing Circumstances

Ped CC (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
None	6	65.96%	1	1	2	1	1
Did Not Grant RW to Vehicle	4	10.64%		1	1	1	1
Disregard Traffic Sign and Signals	3	8.51%	1			1	1
Other Contributing Circ Not Listed	3	6.38%	1	1		1	
Failure to Use Xwalk	1	2.13%		1			
Under Influence of Alcohol	1	2.13%				1	
Unknown Distraction	1	4.26%				1	

Ped CC (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
None	13	73.83%	2	2	3	2	4
Did Not Grant RW to Vehicle	6	6.54%	1	1	2	1	1
Disregard Traffic Sign and Signals	6	5.14%	1	1	1	2	1
Failure to Use Xwalk	4	2.34%	1	1	1	1	
Other Contributing Circ Not Listed	4	3.27%	1	1		1	1
Non Motorist on Wrong Side of Road	3	1.40%		1			2
Under Influence of Alcohol	3	1.87%		1	1	1	
Unknown Distraction	3	2.80%			1	1	1
Other Distractions	2	1.40%		1		1	
Apparently Emotional (Depressed, Angry, Disturbed, etc.)	1	0.47%				1	
Improper Passing	1	0.47%			1		
Under Influence of Drugs	1	0.47%			1		

Pedestrian Was Using

Ped Using (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
Marked X walk	28	62.22%	9	3	7	4	5
Roadway	8	17.78%	2	1	2	2	1
Unmarked X walk	3	6.67%		1		1	1
Sidewalk	2	4.44%	1		1		
Designated Bike Route	1	2.22%		1			
Other	1	2.22%	1				
Shoulder	1	2.22%				1	
Walkway	1	2.22%	1				

Ped Using (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Marked X walk	110	56.12%	33	20	21	18	18
Roadway	35	17.86%	6	8	12	7	2
Sidewalk	29	14.80%	5	7	6	6	5
Unmarked X walk	9	4.59%		2		2	5
Designated Bike Route	4	2.04%	1	2		1	
Other	4	2.04%	2	2			
Walkway	3	1.53%	1	1	1		
Shoulder	2	1.02%	1		1		

Pedalcyclist Contributing Circumstances

Bike CC (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
None	6	64.00%	1	2	1	1	1
Improper Turn/Merge	2	8.00%	1			1	
Did Not Grant RW to Vehicle	1	4.00%	1				
Disregard Traffic Sign and Signals	1	4.00%	1				
Light Violation: No Lights/Fail to Dim	1	4.00%					1
Operating Defective Equipment	1	4.00%	1				
Other Contributing Circ Not Listed	1	4.00%	1				
Overcorrecting / Oversteering	1	4.00%			1		
Unknown Distraction	1	4.00%	1				

Bike CC (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
None	7	67.39%	1	3	1	1	1
Did Not Grant RW to Vehicle	6	10.14%	2	1	1	1	1
Disregard Traffic Sign and Signals	3	5.07%	1	1		1	
Improper Turn/Merge	3	2.17%	1		1	1	
Other Contributing Circ Not Listed	3	3.62%	1			1	1

Bike CC (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Unknown Distraction	3	2.90%	1		1	1	
Exceeding Reas. Safe Speed	2	1.45%	1			1	
Improper Passing	2	1.45%	1				1
Follow Too Closely	1	0.72%	1				
Improper Signal	1	0.72%		1			
Light Violation: No Lights/Fail to Dim	1	0.72%					1
Non Motorist on Wrong Side of Road	1	0.72%			1		
Operating Defective Equipment	1	0.72%	1				
Other Distractions	1	0.72%					1
Overcorrecting / Oversteering	1	0.72%			1		
Under Influence of Alcohol	1	0.72%					1

Pedalcycle Was Using

Bike Using (Fatal-Serious Only)	Total Count	Total %	2024	2023	2022	2021	2020
Designated Bike Route	9	40.91%	3	3	3		
Roadway	9	40.91%	3		1	2	3
Marked X walk	1	4.55%	1				
Shoulder	1	4.55%					1
Sidewalk	1	4.55%			1		
Unmarked X walk	1	4.55%					1

Bike Using (All Injuries)	Total Count	Total %	2024	2023	2022	2021	2020
Roadway	42	31.58%	10	13	6	6	7
Designated Bike Route	35	26.32%	10	14	7	4	
Sidewalk	22	16.54%	5	7	3	3	4
Marked X walk	21	15.79%	5	7	2	6	1
Shoulder	6	4.51%	2	1			3
Unmarked X walk	4	3.01%				3	1
Other	3	2.26%	2		1		

Appendix B: Crash Analysis Memo

The following represents a summary of the number of crashes resulting in either a fatality or serious injury.

Fatal and Serious Injury Crashes

From 2020 to 2024, Bellevue experienced 10 fatal crashes and 116 serious injury crashes, resulting in 127 serious injuries. In recent years (2020-2024), both the total number of crashes (Figure 1) and the number of fatal and serious injury crashes (Figure 2) have increased.

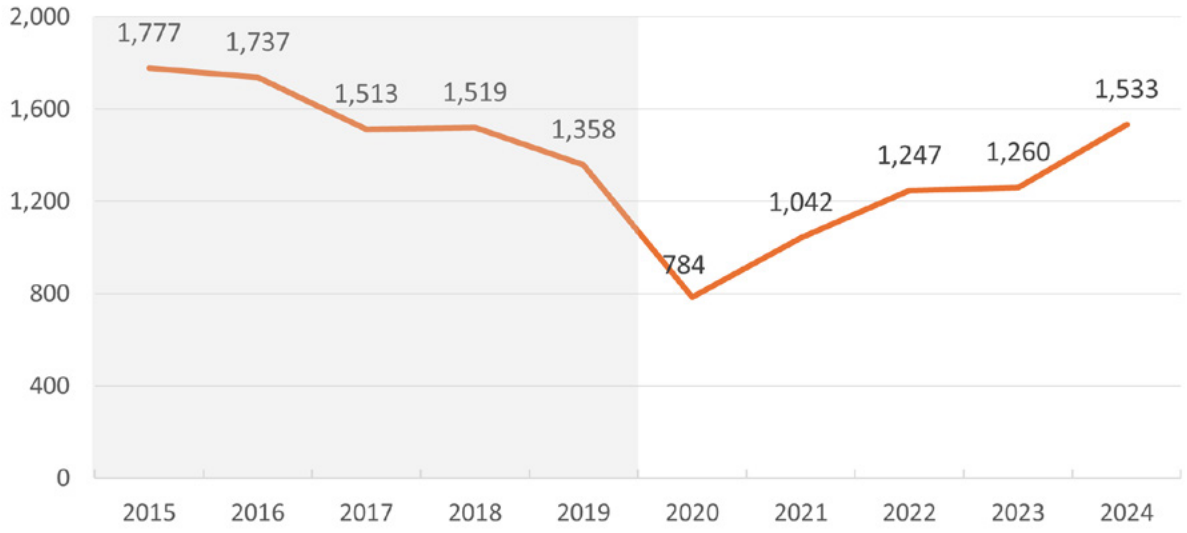


Figure 1. All Crashes, City of Bellevue, 2015-2024

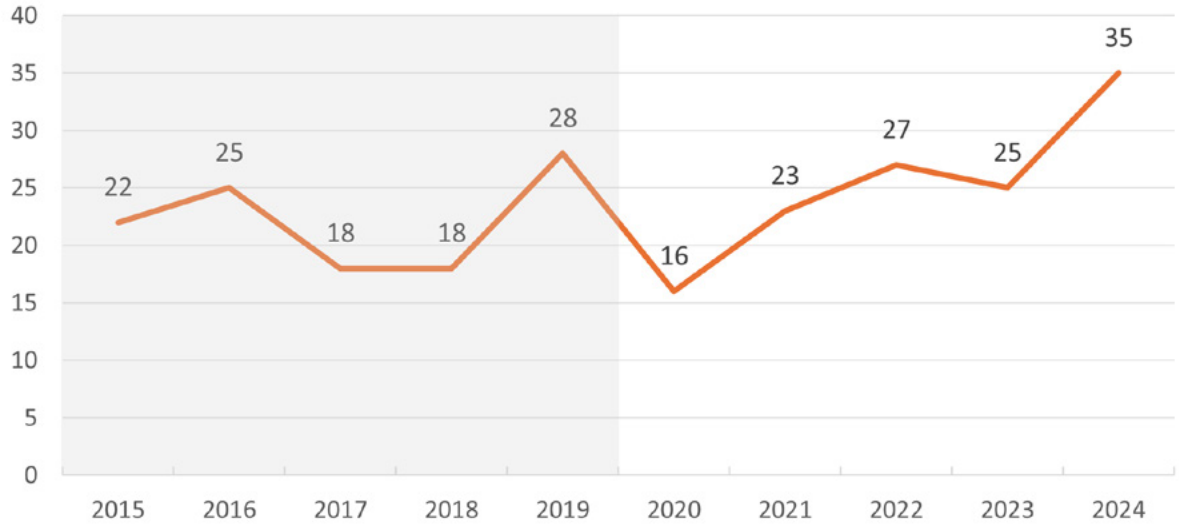


Figure 2. Fatal and Serious Injury Crashes, City of Bellevue, 2015-2024

Strategic Highway Safety Plan Emphasis Areas

Bellevue's Local Road Safety Plan aligns with Washington's Strategic Highway Safety Plan by focusing on the Target Zero Emphasis Areas (Table 1. Target Zero Emphasis Areas, Washington Strategic Highway Safety Plan, 2024).

In Bellevue, the following high-risk behaviors, crash types, road user demographics and road user modes are increasingly represented in fatal and serious injury crashes when comparing 2018-2022 data to 2020-2024: impairment-involved crashes, speeding-related crashes, intersection-related crashes, young and older drivers, active transportation users and motorcyclists **(Table 1)**.

Table 1. City of Bellevue Emphasis Areas (based on WSDOT's Strategic Highway Safety Plan, 2024)

Emphasis Area	Fatal Crashes 2020-2024, #	Fatal Crashes 2020-2024, %	Change In Average Fatal Crashes 2018-2022 to 2020-2024, %	Serious Injury Crashes 2020-2024, #	Serious Injury Crashes 2020-2024, %	Change In Average Serious Injury Crashes 2018-2022 to 2020-2024, %
All Areas	10	100%	-17%	116	100%	+17%
High Risk Behavior						
Impairment Involved	0	0%	-100%	11	9%	+22%
Speeding	2	20%	+100%	15	13%	+7%
Unrestrained Occupant	0	0%	0%	3	3%	-63%
Distracted Road User	2	20%	0%	14	12%	-7%
Crash Type / Location						
Lane Departure	2	20%	0%	15	13%	-12%
Intersection Related	5	50%	-29%	70	60%	+37%
Road Users By Age						
Young Driver (15-24) Involved	1	10%	0%	38	33%	+46%
Older Driver (70+) Involved	1	10%	-50%	5	4%	+67%
Road Users By Mode of Travel						
Active Transportation Users	5	50%	-38%	60	52%	+18%
Motorcyclists	2	20%	+100%	14	12%	+75%
Heavy Vehicle Involved	0	0%	0%	3	3%	-25%

Contributing Circumstances

From 2020 to 2024, the top three contributing circumstances observed in fatal and serious injury crashes, apart from 'did not grant r/w to non-motorist'[1], included distracted driving, speeding and inattention/distraction **(Table 2)**.

Table 2. Contributing Circumstances of Fatal & Serious Injury Crashes, 2020-2024

Contributing Factors	2020	2021	2022	2023	2024	Total	Percent of FSI Crashes
Did Not Grant R/W to Non-Motorist	6	4	10	4	12	36	29%
Did Not Grant RW to Vehicle	3	4	7	5	6	25	20%
Speeding	1	2	3	8	4	18	14%
Inattention/Distraction	2	3	2	5	4	16	13%
Disregard Traffic Control Device	1	4	3	1	3	12	10%
Improper Turn/Merge	1	4	2	1	3	11	9%
Under Influence of Alcohol/Drugs		4	3	2	1	10	8%
Operating Recklessly or Aggressively	1	1		5	1	8	6%
Operating Defective Equipment		1	1	1	1	4	3%
Overcorrecting / Oversteering		1	2		1	4	3%
Other	4	1	3	2	10	20	16%

Table 3. City of Bellevue v. Statewide, All Cities, Westside Cities by Contributing Circumstance, 2020-2024

	All Roads		All Cities		Westside Cities		City of Bellevue		E[2]
	2020-2024	%	2020-2024	%	2020-2024	%	2020-2024	%	•
By Contributing Circumstance									
Did not grant r/w to veh	2,768	13.42%	1,050	15.77%	791	15.32%	25	19.84%	•
Speeding	4,075	19.75%	1,060	15.92%	842	16.31%	18	14.29%	
Inatten-tion/Distraction	2,749	13.33%	1,109	16.65%	893	17.29%	16	12.70%	

1 Crashes with the contributing circumstance 'did not grant r/w to non-motorist' were not evaluated under this section given that all of these crashes are either evaluated under the "Pedestrian-" or "Bicyclist-involved" crash type.

2 The "E" in this column represents "exceeds," and a dot (•) indicates whether the City of Bellevue percentage exceeds the Westside Cities average.

Speeding

Of the 17 fatal and serious injury crashes that listed exceeding safe and/or posted speed as a contributing circumstance:

- Nearly 35% (6) resulted in a fixed object crash
- Nearly 35% (6) occurred on roadways with a posted speed of 35 mph or higher
- Nearly 41% (7) occurred on wet roadway conditions
- Nearly 65% (11) occurred on a roadway segment and did not occur at an intersection

Inattention/Distraction

Of the 16 fatal and serious injury crashes that listed inattention or distraction as a contributing circumstance from 2020 to 2024:

- All (16) occurred on roadways with a posted speed of 30 mph or higher
- Nearly 63% (10) involved someone walking or biking
- Half (8) occurred at intersections

Crash Types

From 2020 to 2024, the City of Bellevue observed the following crash type distribution for crashes resulting in fatal or serious injury. T**he top four (4) crash types represent 77% of fatal and serious injury crashes (Table 4).** Pedestrian- and bicyclist-involved crashes as well as opposite-direction left-turn crashes all exceed the Statewide, All Cities and Westside Cities averages **(Table 5)**.

Table 4. Crash Types of Fatal & Serious Injury Crashes, 2020 - 2024

Crash Type	2020	2021	2022	2023	2024	Total	Percent
1. Pedestrian-Involved	7	6	8	6	14	41	33%
2. Bicycle-Involved	5	3	5	3	8	24	19%
3. At-Angle	2	5	4	3	2	16	13%
3. Opposite Direction Left-Turn		3	4	5	4	16	13%
Fixed object	2	3	3	4	1	13	10%
Opposite direction - all others		2		3		5	4%
Vehicle overturned			2	1	1	4	3%
Head-on			1		1	2	2%
Rear-end					2	2	2%
Sideswipe		1			1	2	2%
One parked--one moving					1	1	1%
Total	**16**	**23**	**27**	**25**	**35**	**126**	

Table 5. City of Bellevue v. Statewide, All Cities, Westside Cities by Crash Type, 2020-2024

	All Roads		All Cities		Westside Cities		City of Bellevue		E[3]
	2020-2024	%	2020-2024	%	2020-2024	%	2020-2024	%	•
By Collision Type									
Hit Pedestrian	2,506	15.49%	2,245	18.22%	1,140	25.73%	41	32.54%	•
Hit Cyclist	773	4.78%	665	5.40%	399	9.00%	24	19.05%	•
Angle (T)	2,165	13.39%	1,722	13.98%	742	16.75%	16	12.70%	
Angle (Left Turn)	1,236	7.64%	977	7.93%	415	9.37%	16	12.70%	•

Pedestrian-Involved

From 2020 to 2024, there were 41 fatal and serious injury crashes in the City of Bellevue involving a pedestrian (or someone walking). Of these 41 total collisions, four (4) resulted in a fatality and 37 resulted in serious injury (**Table 6**).

Table 6. Fatal and Serious Injury Crashes Involving a Pedestrian by Year

Injury Severity	2020	2021	2022	2023	2024	Total
Fatal Injury	3	0	0	0	1	4
Suspected Serious Injury	4	6	8	6	13	37
Total	**7**	**6**	**8**	**6**	**14**	**41**

Of the 41 total crashes involving a pedestrian that resulted in a fatal or serious injury:

- Nearly 60% (24) occurred at a traffic signal
  - ◇ Of these, nearly 67% (16) occurred while a vehicle is making a turn – 38% (9) left turn and 29% (7) right turn
- Over 65% (27) occurred within a marked crosswalk (which significantly exceeds statewide, all cities and westside cities averages for fatal and serious injury pedestrian-involved crashes occurring in a marked crosswalk, see **Table 7**)
  - ◇ Of these, nearly 67% (18) occurred at a crosswalk with parallel bar markings
- Nearly 68% (28) occurred at intersections
- Nearly 54% (22) occurred during hours of dusk or darkness
- Nearly 88% (36) occurred on roadways with a posted speed limit of 30 mph or higher

3 The "E" in this column represents "exceeds," and a dot (•) indicates whether the City of Bellevue percentage exceeds the Westside Cities average.

Table 7. City of Bellevue v. Statewide, All Cities, Westside Cities by Pedestrian Facility, 2020-2024

	All Roads		All Cities		Westside Cities		City of Bellevue		E[4]
	2020-2024	%	2020-2024	%	2020-2024	%	2020-2024	%	•
By Facility Use (Ped)									
Marked Crosswalk	735	25.83%	515	31.54%	413	32.17%	27	65.85%	•
Roadway	1,453	51.05%	706	43.23%	554	43.15%	6	14.63%	

Bicyclist-Involved

From 2020 to 2024, there were 24 fatal and serious injury crashes in the City of Bellevue involving a bicyclist (or someone biking). Of these 24 total collisions, one (1) resulted in fatality and 23 resulted in serious injury (**Table 8**).

Table 8. Fatal and Serious Injury Crashes Involving a Bicyclist by Year

Injury Severity	2020	2021	2022	2023	2024	Total
Fatal Injury	1	0	0	0	0	1
Suspected Serious Injury	4	3	5	3	8	23
Total	**5**	**3**	**5**	**3**	**8**	**24**

Of the 24 total crashes involving a bicyclist that resulted in a fatal or serious injury:

- Nearly 92% (22) occurred at intersections and driveways: 58% (14) at intersections and 33% (8) at driveways
  - ◇ Of the 14 that occurred at the intersections, nearly 79% involved someone driving making a turn (eight [8] involved someone driving making a left-turn, three [3] involved someone driving making a right-turn0.
- 42% (10) occurred on roadways without bike facilities
- The same amount, 42% (10) occurred along designated bike routes (which exceed the All Roads, All Cities and Westside Cities averages for fatal and serious injury bicyclist-involved crashes occurring on a designated bike route, see **Table 9**)
  - ◇ Of the 10 that occurred at designated bike routes, nine (9) occurred at an intersection or driveway (only one had conflict markings)
- Roughly 83% (20) occurred on dry roadways
- Nearly 92% (22) occurred during daylight hours
- Roughly 92% (22) occurred on roadways with a posted speed limit of 30 mph or higher

4 The "E" in this column represents "exceeds," and a dot (•) indicates whether the City of Bellevue percentage exceeds the Westside Cities average.

Table 9. City of Bellevue v. Statewide, All Cities, Westside Cities by Bicycle Facility, 2020-2024

	All Roads		All Cities		Westside Cities		City of Bellevue		E[5]
	2020-2024	%	2020-2024	%	2020-2024	%	2020-2024	%	•
By Facility Use (Bike)									
Designated Bike Route	123	15.28%	105	20.23%	95	22.62%	10	41.70%	•
Roadway	395	49.07%	264	50.87%	201	47.86%	10	41.70%	

At-Angle

From 2020 to 2024, there were 16 entering at-angle fatal and serious injury crashes in the City of Bellevue. Of these 16 crashes, one (1) resulted in a fatality and 15 resulted in serious injuries (**Table 10**).

Table 10. Fatal and Serious Injury At-Angle Crashes by Year

Injury Severity	2020	2021	2022	2023	2024	Total
Fatal Injury	0	0	1	0	0	1
Suspected Serious Injury	2	5	3	3	2	15
Total	**2**	**5**	**4**	**3**	**2**	**16**

Of the 16 total at-angle crashes that resulted in a fatal or serious injury:

- Over 60% (10) of at-angle fatal and serious injury crashes occurred at intersections
  - 70% (7) of which occurred at signalized intersections, 70% (5) of which did not have signal display backplates
- 94% (15) occurred on roads with posted speed limit of 30 mph or higher
- 38% (6) of all at-angle crashes occurred during hours of darkness

Opposite Direction Left Turn

From 2020 to 2024, there were 16 Opposite Direction Left Turn fatal and serious injury crashes in the City of Bellevue. Of these 16 crashes, two (2) resulted in a fatality and 14 resulted in serious injuries (**Table 11**).

Table 11. Fatal and Serious Injury Opposite Direction Left Turn Crashes by Year

Injury Severity	2020	2021	2022	2023	2024	Total
Fatal Injury	0	0	1	0	1	2
Suspected Serious Injury	0	3	3	5	3	14
Total	**0**	**3**	**4**	**5**	**4**	**16**

5 The "E" in this column represents "exceeds," and a dot (•) indicates whether the City of Bellevue percentage exceeds the Westside Cities average.

Of the 16 total Opposite Direction Left Turn At-Angle crashes that resulted in a fatal or serious injury:

- Over 60% (10) occurred at traffic signals, all of which had Flashing Yellow Arrow (FYA) indications present
- 94% (15) occurred on roads with posted speed limit of 30 mph or higher
- 69% (11) occurred during daylight hours

Other Factors

Other monitored emphasis areas that were considered in this evaluation included roadway surface (e.g., was the roadway wet at the time of the crash?) and lighting conditions (e.g., was it dark during the time of the crash? Were there street lights present?).

Lighting Conditions

From 2020 to 2024, 38% (48) of all fatal and serious injury crashes in the City of Bellevue occurred during hours of darkness (**Table 12**).

Table 12. Fatal & Serious Injury Crashes by Lighting Conditions, 2020-2024

Lighting Conditions	2020	2021	2022	2023	2024	Total	Percent
Dark	6	10	10	9	13	48	38%
Daylight	10	13	17	16	22	78	62%
Total	**16**	**23**	**27**	**25**	**35**	**126**	

When evaluating only the fatal and serious injury crashes that occurred during hours of darkness, 50% (24) involved someone walking or biking (**Table 13**).

Table 13. Fatal & Serious Injury Crashes Occurring During Hours of Darkness by Crash Type, 2020-2024

Row Labels	2020	2021	2022	2023	2024	Total	Percent
Pedestrian	4	3	4	3	8	22	46%
Fixed object	1	3	2	3	1	10	21%
Entering at angle		3	2	1		6	13%
Opposite direction left turn		1	2	1	1	5	10%
Bicycle	1				1	2	4%
Sideswipe					1	1	2%
One parked--one moving					1	1	2%
Vehicle overturned				1		1	2%
Grand Total	**6**	**10**	**10**	**9**	**13**	**48**	

When evaluating only the pedestrian crashes that occurred during hours of darkness:

- Nearly 64% (14) occurred within marked crosswalks, 79% (11) of which were at traffic signals

Roadway Surface Conditions

From 2020 to 2024, 36% (45) fatal and serious injury crashes in the City of Bellevue occurred on non-dry roadway surface conditions (**Table 14**).

Table 14. Fatal & Serious Injury Crashes by Roadway Surface Conditions, 2020-2024

Lighting Conditions	2020	2021	2022	2023	2024	Total	Percent
Dry	12	8	19	16	26	81	64%
Wet	4	15	8	9	9	45	36%
Total	**16**	**23**	**27**	**25**	**35**	**126**	

When evaluating only the fatal and serious injury crashes that occurred on non-dry roadway surface conditions, 51% (23) involved someone walking or biking (**Table 15**).

Table 15. Fatal & Serious Injury Crashes on Non-Dry Roadway Surface Conditions, 2020-2024

Crash Type	2020	2021	2022	2023	2024	Total	Percent
Pedestrian	2	5	4	4	4	19	42%
Entering at angle		4	1	1	1	7	16%
Opposite direction all others		2		3		5	11%
Bicyclist	1	1	1		1	4	9%
Fixed object	1	2		1		4	9%
Opposite direction left turn		1	1			2	4%
Head-on			1		1	2	4%
One parked- one moving					1	1	2%
Rear-end					1	1	2%
Grand Total	**4**	**15**	**8**	**9**	**9**	**45**	

When evaluating the pedestrian crashes only that occurred on non-dry roadway surface:

- Nearly 78% (14) occurred within marked crosswalks, 93% (13) of which were at traffic signals

Appendix C:
Data Collection and Quality Assurance Memo

The following summarizes the data sources and quality control steps used to ensure the accuracy and completeness of the crash data analyzed for Bellevue's Local Road Safety Plan.

Data Collection

To develop the dataset used for analysis in Bellevue's Local Road Safety Plan, City staff obtained crash data from the Washington State Department of Transportation (WSDOT) by submitting the 2026 City Safety Program Request for Crash Data form.

The dataset included all officer-reported crashes occurring between January 1, 2020 and December 31, 2024. For the purposes of the Local Road Safety Plan analysis, only fatal and serious injury crashes were included.

The dataset excludes crashes occurring on limited-access highways where WSDOT maintains jurisdiction.

The City of Bellevue City Safety Report is included in Appendix A.

Data Reconciliation

Each month, Washington State Department of Transportation's Crash Data Office provides the City of Bellevue Transportation Department with an Excel file containing all newly processed and entered crash reports. This file is emailed on the first Monday of each month and may include updates to previously submitted crash reports in addition to newly processed crash data.

On a quarterly basis, City staff review this crash data—particularly fatal and serious injury crashes—to verify the accuracy of key attributes, including:

- location,
- injury severity,
- crash type,
- unit direction,
- and number of units involved

If City staff identify discrepancies, they submit a correction request to WSDOT's Crash Data Office (crashanalysis@wsdot.gov) and coordinate with staff as needed. A common example of a discrepancy includes location inaccuracies resulting from differences in jurisdictional boundaries.

During the review of data provided in response to the City's 2026 City Safety Program request, City staff identified three (3) instances in which crashes listed as occurring in Bellevue were actually located outside the city limits. In these cases, staff coordinated with WSDOT's Crash Data Office to correct the records.

Data Assumptions

The following assumptions were applied during the crash data analysis to ensure consistency in how crashes and contributing factors were evaluated. These assumptions clarify how crash totals, injury severity, and contributing circumstances were counted and reported throughout the Local Road Safety Plan.

Total Number of Fatal and Serious Injury Crashes

Crash analyses are based on the total number of crashes, rather than the total number of individuals injured, unless otherwise noted. The crash data used in this analysis is sourced from the WSDOT crash database for the 2020–2024 period.

Contributing Circumstances

When reporting contributing circumstances, the analysis compares the number of crashes associated with a given circumstance to the total number of crashes, rather than to the total number of contributing circumstances.

Because a single crash can involve multiple contributing circumstances—and because multiple drivers in the same crash may each have contributing circumstances—the percentages reported for contributing circumstances will not sum to 100 percent.

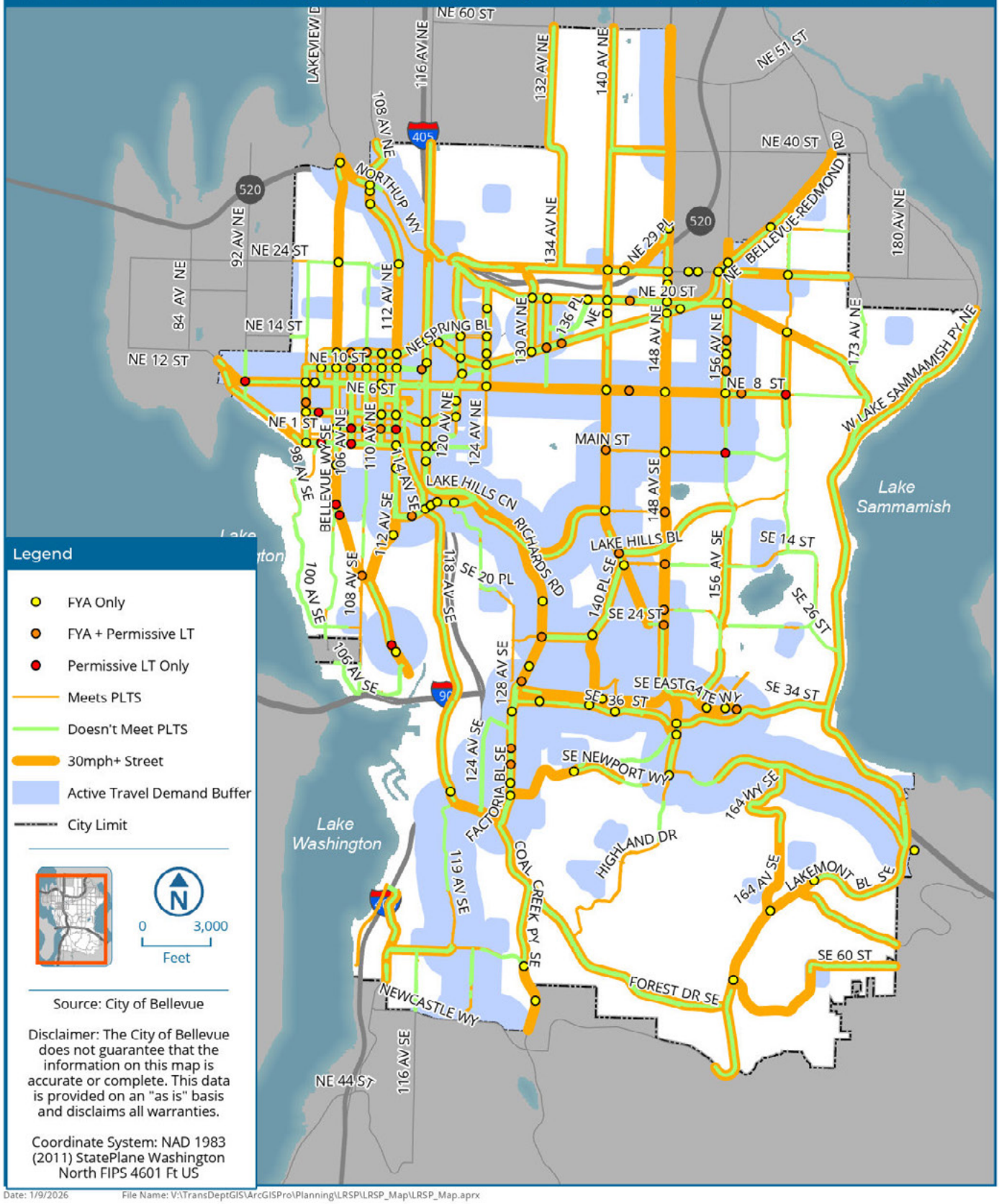
The City Safety Report (**Appendix A**) summarizes contributing circumstances based on the number of instances, whereas the Local Road Safety Plan analysis is based on the number of crashes.

Appendix D: Risk Factor Screening Maps

- Pedestrian Risk Factor Map
  - shows the risk factors Active Travel Demand, streets with posted speeds of 30 mph or greater, permissive left-turn intersections and pedestrian level-oftraffic stress MIP corridor target performance.
- Bicycle Risk Factor Map
  - The first map includes MIP BLTS corridor and intersection target performance and streets with posted speeds of 30 mph or greater.
  - The second map depicts corridors and intersections that already have existing bike facilities to inform corridors and intersections selected for improvements.
- ODLT Risk Factor Map
  - shows the risk factors: intersections with Flashing Yellow Arrow and permissive left-turn phasing along streets with posted speeds of 30 mph or greater.

Pedestrian Crash Type

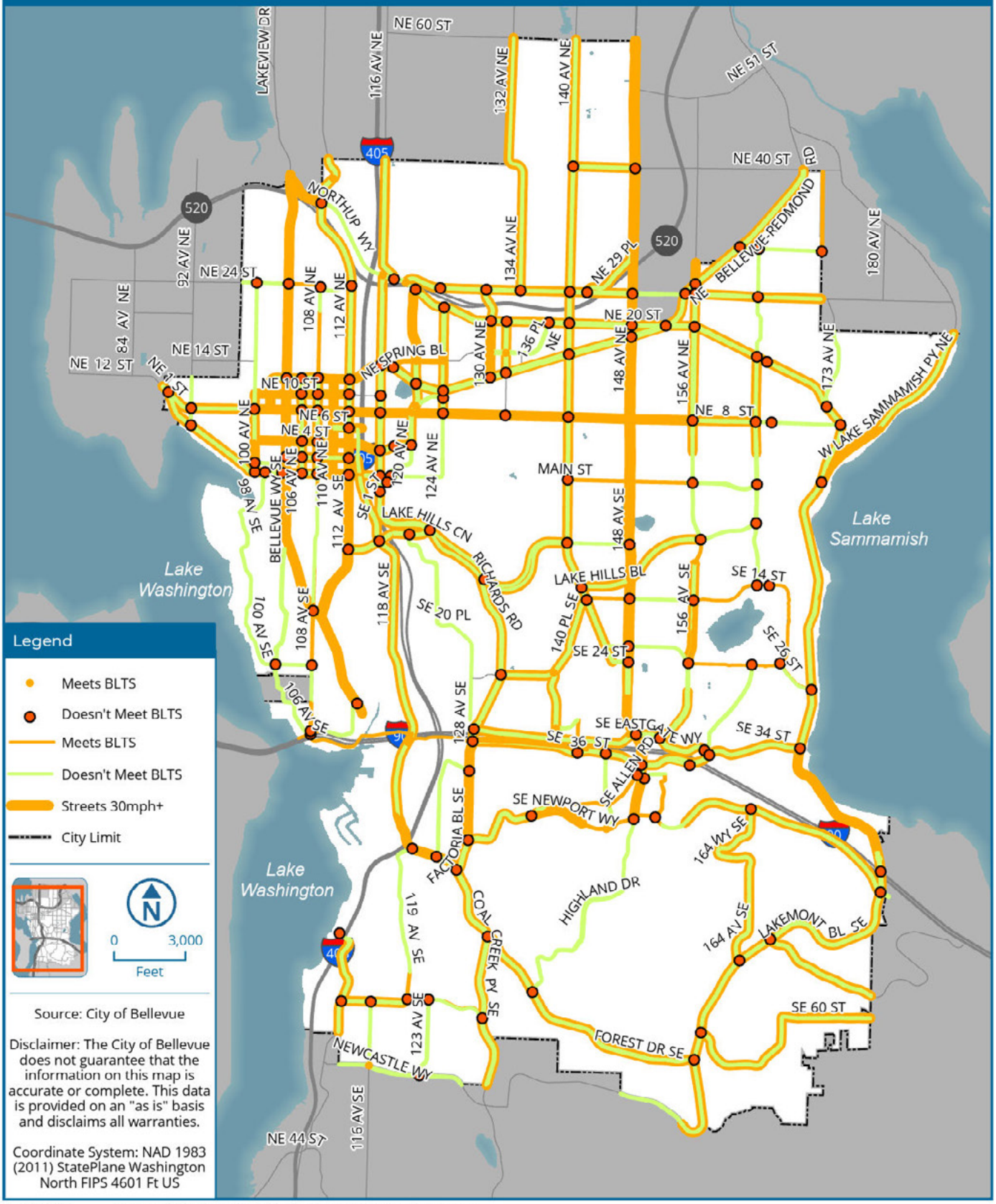
30mph+ Streets with Pedestrian Level of Traffic Stress (PLTS) Target Status, Active Travel Demand Buffer, and Left-Turn Signal Operations (Flashing Yellow Arrow (FYA), Permissive Left Turns (LT))



Date: 1/9/2026 File Name: V:\TransDeptGIS\ArcGISPro\Planning\LRSP\LRSP_Map\LRSP_Map.aprx

Bicycle Crash Type

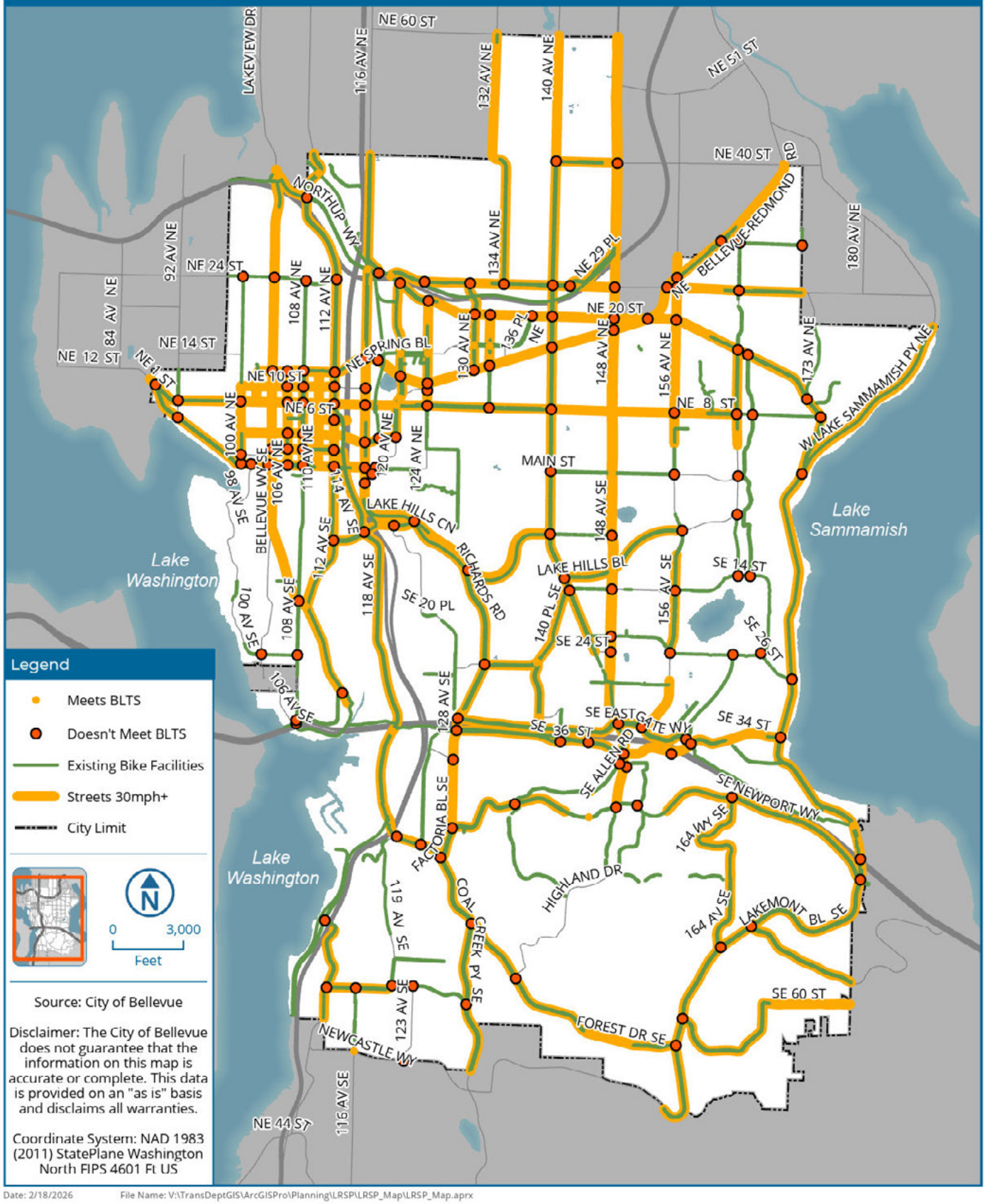
30mph+ Streets and BLTS Target Performance



Date: 2/18/2026 File Name: V:\TransDeptGIS\ArcGISPro\Planning\LRSP\LRSP_Map\LRSP_Map.aprx

Bicycle Crash Type

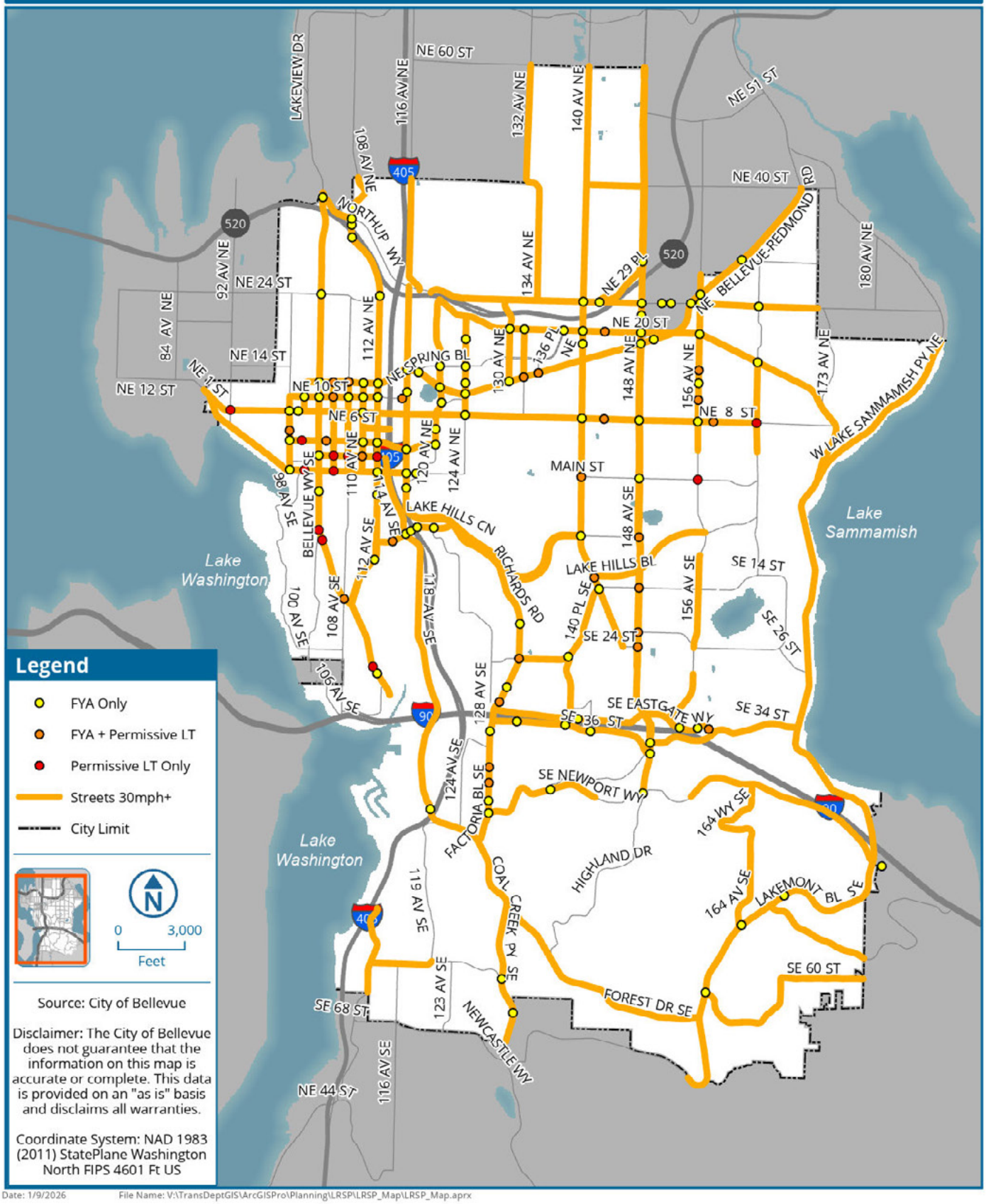
30mph+ Streets, Existing Bicycle Facilities, and BLTS Intersection Target Performance



Date: 2/18/2026 File Name: V:\TransDeptGIS\ArcGISPro\Planning\LRSP\LRSP_Map\LRSP_Map.aprx

Opposite Direction Left Turn (ODLT) Crash Type

Streets 30+ mph, Flashing Yellow Arrow (FYA), and Permissive Left Turn (LT) Phasing



Legend

- FYA Only
- FYA + Permissive LT
- Permissive LT Only
- Streets 30mph+
- City Limit

0 3,000 Feet

Source: City of Bellevue

Disclaimer: The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: NAD 1983 (2011) StatePlane Washington North FIPS 4601 Ft US

Date: 1/9/2026 File Name: V:\TransDeptGIS\ArcGISPro\Planning\LRSP\LRSP_Map\LRSP_Map.aprx

Appendix E: Network Screening Summary

Id	E-W Corridor	N-S Corridor	Include In Grant	Risk Factors Present (P, B, O)	RTSSI	Hvis X-Walk	Green Bike
	Bellevue South Station Park & Ride	Bellevue Way SE	N	PO			
	Bellevue Way NE	Main St	N	B			
	Bellevue Way SE	108th Avenue SE	N	BO			
	Bel-Red Rd	132nd Avenue NE	N	PO			
	Bel-Red Rd	NE 30th St	N	B			
	Bel-Red Rd	140th Avenue NE	N	B			
	Coal Creek Pkwy SE	119th Avenue SE	N	B			
	Coal Creek Pkwy SE	124th Avenue SE	N	B			
	Coal Creek Pkwy SE	Factoria Blvd SE	N	B			
	Forest Drive SE	Coal Creek Parkway SE	N	B			
	Forest Drive SE	Highland Dr SE	N	B			
1	I-90	142nd Pl SE	Y	PB		Y	Y
	Lake Hills Blvd	145th Pl SE	N	PBO			
	Lake Hills Blvd	156th Avenue SE	N	B			
2	Lake Hills Connector	Richards Rd	Y	PB		Y	Y
3	Lakemont Blvd SE	164th Ave SE	Y	PB		Y	Y
4	Lakemont Blvd SE	Village Park Dr	Y	PB		Y	Y
	Main St	102nd Avenue NE	N	O			
	Main St	106th Avenue NE	N	BO			
	Main St	108th Avenue NE	N	B			
	Main St	112th Avenue NE	N	B			
5	Main Street	140th Avenue SE	Y	BO		N	Y
	NE 10th St	156th Avenue NE	N	PO			
6	NE 10th Street	106th Avenue NE	Y	PO	Y	N/A	N/A
	NE 12th St	116th Avenue NE	N	B			
	NE 12th St	120th Avenue NE	N	B			
7	NE 12th Street	Bellevue Way NE	Y	P		Y	N
8	NE 12th Street	106th Avenue NE	Y	PO	Y	N/A	N/A
9	NE 12th Street	108th Avenue NE	Y	P		Y	N
10	NE 12th Street	Spring Blvd	Y	P		Y	N
11	NE 15th Street	156th Avenue NE	Y	PO	Y	N/A	N/A
	NE 20th St	140th Avenue NE	N	B			
12	NE 2nd Street	106th Avenue NE	Y	PO	Y	N/A	N/A
13	NE 20th Street	132nd Ave NE	Y	P		Y	N
14	NE 20th Street	Bel-Red Rd	Y	P		Y	N

Id	E-W Corridor	N-S Corridor	Include In Grant	Risk Factors Present (P, B, O)	RTSSI	Hvis X-Walk	Green Bike
	NE 24th St	164th Avenue NE	N	B			
15	NE 24th Street	140th Ave NE	Y	PB		Y	Y
16	NE 24th Street	112th Ave NE	Y	P		Y	N
17	NE 24th Street	NE 29th Pl	Y	P		Y	N
18	NE 29th Place	148th Ave NE	Y	P		Y	N
	NE 2nd St	110th Avenue NE	N	PO			
	NE 2nd St	112th Avenue NE	N	PO			
19	NE 39th Street	108th Ave NE	Y	P		Y	N
	NE 4th St	105th Avenue NE	N	PO			
	NE 4th St	108th Avenue NE	N	B			
	NE 4th St	120th Avenue NE	N	B			
20	NE 4th Street	102nd Avenue NE	Y	PO	Y	N/A	N/A
21	NE 4th Street	105th Avenue NE	Y	PO	Y	N/A	N/A
	NE 5th St	100th Avenue NE	N	PO			
	NE 8th St	108th Avenue NE	N	B			
	NE 8th St	112th Avenue NE	N	B			
	NE 8th St	164th Avenue NE	N	O			
	NE 8th St	143rd Avenue NE	N	PO			
	NE 8th St	158th Avenue NE	N	PO			
	NE 8th St	Northup Way	N	B			
22	NE 8th Street	122nd Ave NE	Y	P		Y	N
23	NE 8th Street	NE 10th Pl	Y	P		Y	N
24	NE 8th Street	129th Pl NE	Y	P		Y	N
25	NE 8th Street	130th Ave NE (N)	Y	P		Y	N
26	NE 8th Street	130th Ave NE (S)	Y	P		Y	N
27	NE 8th Street	131st Ave NE	Y	P		Y	N
28	NE 8th Street	132nd Ave NE	Y	P		Y	N
29	NE 8th Street	134th Ave NE	Y	P		Y	N
30	NE 8th Street	143rd Avenue NE	Y	PO	Y	N/A	N/A
31	Newcastle Commons Dr	Coal Creek Pkwy SE	Y	PB		Y	Y
32	Northup Way	116th Ave NE (E)	Y	PB		Y	Y
33	Northup Way	NE 24th Street	Y	P		Y	N
34	Northup Way	124th Ave NE	Y	P		Y	N
35	Northup Way	120th Ave NE	Y	PB		Y	Y
36	Northup Way	165th Ave NE	Y	P		Y	N
	SE 10th St	Bellevue Way SE	N	O			
	SE 16th St	Bellevue Way SE	N	O			

Id	E-W Corridor	N-S Corridor	Include In Grant	Risk Factors Present (P, B, O)	RTSSI	Hvis X-Walk	Green Bike
	SE 16th St	148th Avenue NE	N	O			
	SE 16th St	156th Avenue SE	N	B			
	SE 16th St	145th Pl SE	N	B			
	SE 22nd St	148th Avenue SE	N	PO			
37	SE 22nd Street	145th Place SE	Y	PB		Y	Y
	SE 24th St	156th Avenue SE	N	B			
	SE 24th St	148th Avenue NE	N	PO			
	SE 26th St	Richards Rd	N	PBO			
38	SE 26th Street	Richards Rd	Y	PB	Y	Y	Y
	SE 32nd St	Richards Rd	N	O			
	SE 36th St	Factoria Blvd SE	N	B			
	SE 36th St/SE 38th St	I-90 Ped/Bike Bridge	N	B			
39	SE 36th Street	136th Pl SE	Y	PB		Y	Y
40	SE 36th Street	142nd Ave SE	Y	PB		Y	Y
41	SE 36th Street	146th Ave SE	Y	PB		Y	Y
	SE 37th St	150th Avenue SE	N	B			
	SE 38th St	SE Allen Rd	N	B			
42	SE 38th Street	150th Ave SE	Y	P		Y	N
43	SE 40th Ln	Factoria Blvd SE	Y	PO	Y	N/A	N/A
	SE 40th Ln (Factoria Mall Entrance)	Factoria Blvd SE	N	PO			
	SE 41st PL	Factoria Blvd SE	N	PO			
44	SE 60th Street	116th Ave SE	Y	B		N	Y
45	SE 60th Street	Coal Creek Pkwy SE	Y	PB		Y	Y
	SE 8th St	Bellevue Way SE	N	PO			
	SE 8th St	140th Avenue SE	N	B			
	SE 8th St	112th Avenue SE	N	B			
	SE 8th St	114th Avenue SE	N	PO			
	SE 8th St	118th Avenue SE	N	B			
46	SE 8th Street	114th Avenue SE	Y	PO	Y	N/A	N/A
47	SE Cougar Mtn Way	Lakemont Blvd SE	Y	PB		Y	Y
48	SE Eastgate Way	158th Ave SE	Y	PB		Y	Y
49	SE Eastgate Way	160th Ave SE	Y	PB		Y	Y
50	SE Eastgate Way	140th Ave SE	Y	P		Y	N
51	SE Eastgate Way	156th Ave SE	Y	P		Y	N
52	SE Eastgate Way	161st Ave SE	Y	PO		Y	N
	SE Eastgate Way	148th Avenue SE	N	B			
	SE Eastgate Way	Richards Rd	N	B			

Id	E-W Corridor	N-S Corridor	Include In Grant	Risk Factors Present (P, B, O)	RTSSI	Hvis X-Walk	Green Bike
53	SE Newport Way	SE Allen Rd	Y	PB		Y	Y
54	SE Newport Way	150th Ave SE	Y	P		Y	N
	SE Newport Way	Factoria Blvd SE	N	B			
55	SR 520 EB Off-Ramp	Bellevue Way NE	Y	P		Y	N
56	SR 520 EB On-Ramp	112th Ave NE	Y	P		Y	N

Appendix F: Countermeasure Library

ID	Name	Description	FHW	Target Crash Type
CM-1	Appropriate Speed Limits	Evaluating and setting the appropriate speed limit for specific roadway segments. A growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes.	X	[Total][Ped] [Bike]
CM-2	Advanced / Yield Markings and Signs	Signing and pavement markings can help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers.	X	[Ped]
CM-3	Backplates with Retroreflective Borders	Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background. The improved visibility of a signal head with a backplate is made even more conspicuous by framing it with a 1- to 3-inch yellow retroreflective border. Signal heads that have backplates equipped with retroreflective borders are more visible and conspicuous in both daytime and nighttime conditions.	X	[Total]
CM-4	Bicycle Lanes	Dedicated bicycle facilities can make bicycling safer and more comfortable for people bicycling at various comfort levels. Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between people biking and driving, and create a network of safer roadways for bicycling.	X	[Total]
CM-5	Bike Box	Bike boxes, a painted area at the head of a traffic lane at a signalized intersection, provide people biking with a safe and visible way to get ahead of queueing traffic during the red signal phase.		[Total][Bike]

ID	Name	Description	FHW	Target Crash Type
CM-6	Bike Conflict Zone Marking	Green painted pavement within a bicycle lane can increase the visibility of people biking and reinforces bicycle priority. Conflict zone markings can be used in conflict areas such as driveways and across intersections.		[Total][Bike]
CM-7	Bike detection at signals	Sensors (inductive loops or cameras) that detect bikes and call signal phases so bicyclists aren't forced to dismount or run red lights.		[Bike][Total]
CM-8	Buffered Bicycle Lanes (with vertical elements)	Separated bicycle lanes, which use vertical elements--such as flexible delineator posts, curbs, or vegetation--between the bicycle lane and motorized traffic lanes provide additional safety beenefits.	X	[Total][Bike]
CM-9	Co-locate Bus Stops and Pedestrian Crossings	Placing bus stops and pedestrian crossings in close proximity to each other can improve crossing opportunities for people riding transit to cross the street safely.		[Total][Ped]
CM-10	Corridor Access Management	Access management strategies such as reducing driveway density, managing intersection spacing, implementing raised medians and limiting allowable movements at driveways can influence the safety performance of an intersection and/or driveway. Thoughtful access management along a corridor can simultaneously enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.	X	[Total]
CM-11	Countdown Pedestrian Signals	Countdown Pedestrian Signals: Pedestrian countdown signals are typically considered to be more helpful than a pedestrian signal without the countdown display because they display the time remaining to cross to the pedestrian.		[Total][Ped]

ID	Name	Description	FHW	Target Crash Type
CM-12	Curb Bulbs	Curb bulbs extend the sidewalk into the street, reducing the time and distance it takes for a pedestrian to cross and can prevent people from parking in front of crosswalks and/or blocking curb ramps often improving visibility between people driving and walking.		[Total][Ped]
CM-13	Curb Radii Tightening	Curb radii tightening by visually and physically narrowing the street at intersections can create a shorter crossing for people walking and slows vehicles approaching the intersection and turning. Intersection tightening can utilize permanent or temporary materials such as paint, plastic bollards and reflective markers.		[Total][Ped]
CM-14	Curve Warning Signs	Advance curve warning and chevron signs can help to delineate a horizontal curve and thus further call attention to unexpected conditions ahead that a driver may face.	X	[Total] [Roadway Departure]
CM-15	Extend Pedestrian Crossing Time	Increasing times for pedestrian walk phases can better accommodate vulnerable age groups (e.g. younger than 18 or older than 65).		[Total][Ped]
CM-16	Flashing Yellow Arrow	Flashing yellow arrow phases can provide improved left-turn safety at signalized intersections while still allowing intersections to operate efficiently.		[Total]
CM-17	Hardened Centerline	Hardened centerlines calm left-turns as well as increase the visibility of pedestrians in the crosswalk. Hardened centerlines can utilize rubber curb with delineators and/or markings.		[Total][Ped]
CM-18	High Visibility Crosswalk Markings	Crosswalk visibility enhancements, such as high-visibility crosswalks, lighting, and signing and pavement markings can help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers.	X	[Ped]

ID	Name	Description	FHW	Target Crash Type
CM-19	Increased Speed Limit Signage Density/ Placement	Increasing the density and selecting strategic placement of speed limit signage helps to inform vehicle drivers of the speed limit, and may assist in reducing speeds and crashes.		[Total]
CM-20	Leading Pedestrian Interval	Leading pedestrian intervals give pedestrians a head start by allowing them to enter an intersection 3-7 seconds prior to vehicles.	X	[Total][Ped]
CM-21	Lighting	Adding adequate lighting to roadways can improve visibility of unanticipated conflicts for roadway users.	X	[Total][Ped]
CM-22	Median / Pedestrian Refuge Islands	Pedestrian crossing islands provide a refuge area for pedestrians between opposing traffic lanes at intersections or mid-blocks. They allow pedestrians to focus on crossing one direction of travel at a time.	X	[Total][Ped]
CM-23	Narrow Travel Lane Widths	A new study from the Johns Hopkins Bloomberg School of Public Health adds to the body of evidence that wide lanes on urban streets promote more crashes, while narrow lanes—as narrow as nine feet—are safer.		[Total][Ped] [Bike]
CM-24	Neighborhood Greenways	On streets with low car volumes and speeds, a neighborhood greenway can improve safety by implementing measures aimed at discouraging people driving from using neighborhood streets to avoid main streets, help facilitate people crossing and calming traffic.		[Total][Ped] [Bike]
CM-25	Pavement Friction Management	High friction surface treatment compensates for the high friction demand at curves where the available pavement friction is not adequate to support vehicle operating speeds.	X	[Total] [Roadway Departure]
CM-26	Pedestrian scrambles	All-pedestrian phase allowing diagonal crossings while stopping all vehicle movements.		[Ped]

ID	Name	Description	FHW	Target Crash Type
CM-27	Pedestrian-scale lighting	Lighting at the human scale (shorter poles, closer spacing) to illuminate sidewalks and crossings.		[Ped]
CM-28	Physically Separated Bikeways (Protected Bicycle Lanes)	Physically separated bikeways (protected bicycle lanes) provide a separate space for people bicycling away from motor vehicle traffic.		[Total][Bike]
CM-29	Protected intersections	Intersection geometry maintaining physical separation for bikes/peds through the junction (setbacks, islands).		[Bike][Ped] [Total]
CM-30	Protected turn phases (arrows)	Dedicated turn arrows providing non-overlapping phasing to remove permissive conflicts.		[Total][Ped] [Bike]
CM-31	Prohibiting Right-Turns on Red	Prohibiting right-turn vehicle movements at signalized intersections can improve safety for bicyclists and pedestrians using the intersection.		[Total][Ped]
CM-32	Radar Feedback Signs	Providing speed radar feedback signs is A safety countermeasure to alert drivers that they are speeding, while also creating a sense of being monitored. These devices are used to reduce vehicle speeds and subsequently, potential collisions.		[Total]
CM-33	Rectangular Rapid Flashing Beacons	Rectangular rapid flashing beacons can be activated by pedestrians crossing to alert drivers of their presence at uncontrolled crossings.	X	[Total][Ped]
CM-34	Red-light cameras	Automated enforcement of red-light running to deter violations at high-risk intersections.		[Total]
CM-35	Road Reconfiguration	Road reconfigurations can improve safety, calm traffic, provide improved mobility and access for all road users, and enhance overall quality of life. A road reconfiguration typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).	X	[Total][Ped] [Bike]

ID	Name	Description	FHW	Target Crash Type
CM-36	Road Safety Audits	Roadway safety audits (RSAs) are performed by a multidisciplinary team independent of a project. Considers all road users, accounts for human factors and road user capabilities, are documented in a formal report and require a formal response from the road / project owner.	X	[Total]
CM-37	Roundabouts	Roundabouts can be an effective option for managing speed and transitioning traffic from high-speed to low-speed environments. Additional considerations should be made for people walking and biking when implementing this type of intersection.	X	[Total]
CM-38	Shoulder Rumble Strips and Enhanced Edge Lines	Continuous or intermittent rumble strips placed along roadway shoulders or edge lines to alert inattentive or drowsy drivers through vibration and sound.	X	[Total]
CM-39	Signal Coordination for Speed Limit	Signal coordination for speed limit incentivizes motor vehicle drivers to not exceed the speed limit so as to travel along a corridor with the fewest interruptions. This may increase compliance with driving at or below the speed limit.		[Total]
CM-40	Speed Safety Cameras	Speed safety cameras can be used as an effective and reliable technology to suplement more traditional methods of enforcement, engineering measures, and education to alter the social norms of speeding. These cameras use speed measurement devices to detect speeding and capture photographic or video evidence of vehicles that are violating a set speed threshold.	X	[Total]

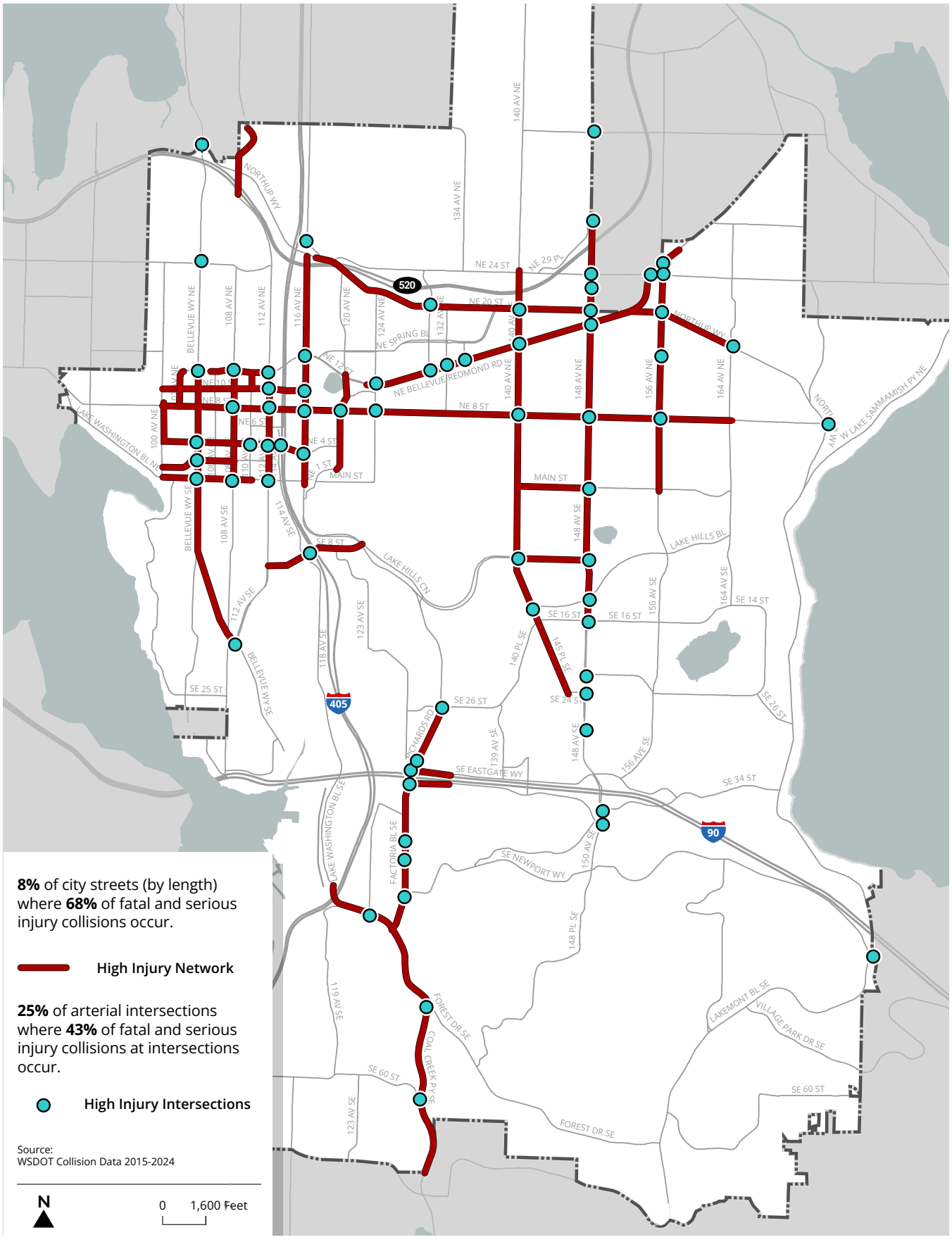
ID	Name	Description	FHW	Target Crash Type
CM-41	Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	Multiple low-cost countermeasures, including enhanced signing and pavement markings, at a large number of stop-controlled intersections can increase driver awareness and recognition of the intersections and potential conflicts. Countermeasures can include gated (or doubled-up) oversized advance intersection warning signs, supplemental street name plaques, edge line delineation, gated “stop ahead” intersection warning signs, etc.	X	[Total]
CM-42	Traffic Calming	Traffic calming refers to a full range of horizontal and vertical design elements (e.g. speed cushions, chicanes, curb bulbs, traffic circles, medians, lateral shifts, raised crosswalks/intersections) that are implemented with the intent of slowing speeds at which people drive through a corridor.		[Total][Ped] [Bike]
CM-43	Walkways	Pedestrian walkways, shared use paths, sidewalks and/or roadway shoulders can improve the safety and mobility for people walking.	X	[Total][Ped]
CM-44	Yellow Change Interval	Ensuring that the yellow change interval is appropriately time at traffic signals can improve signalized intersection safety.	X	[Total]

Appendix G. Potential Project List

Rank	Project Name	Description	Grant Candidate	Notes
1	Speed Management Project	This project will install radar feedback signs and speed cushions along multiple corridors across the city.	Y	
2	Intersection Safety Project	This project will install high visibility markings (including crosswalk markings and green intersection bike markings) at multiple intersections. The project will also implement real-time signal safety interventions at multiple intersections.	Y	
3	Vertical Bike Protection	This project will add vertical protection to multiple corridors with existing bike facilities that currently have striped, horizontal buffers.	N	Awaiting mini street sweeper to be able to maintain these facilities
4	Left-Turn Hardening	This project will add left-turn hardening (e.g. rubber delineators) to multiple intersections to reduce left-turning speeds and encourage yielding to pedestrians in crosswalks.	N	Needs further vetting
5	Intersection Daylighting	This project would add intersection daylighting treatments at multiple intersections such as corner radii tightening (hardened or markings/pylons), truck aprons, parking restrictions and other related treatments to increase visibility as road users approach intersections.	N	needs further vetting / scoping
6	Curve Warning Signs	This project would upgrade curve warning signs along multiple corridors across the city.	N	Needs further scoping

Rank	Project Name	Description	Grant Candidate	Notes
7	Backplate Upgrades	This project would add backplates to signal faces at multiple signalized intersections.	N	The City delivers these internally with local funds when mast arm wind load capacity allows / when signals are replaced
8	Flashing Yellow Arrow Upgrades	This project would upgrade signalized intersections approaches that do not currently already have FYA signal displays with FYA signal displays.	N	The City delivers these internally with local funds over time
9	116th Avenue NE Pedestrian Improvements	This project would add three signalized midblock pedestrian crossings with medians along 116th Avenue NE at Overlake Hospital, NE 6th Street and NE 2nd Street.	N	Consider for other grants, right-of-way needs
10	Citywide Spot Bike Improvements	This project would upgrade multiple connections between on-street bike facilities and trails across Bellevue.	N	Needs further scoping

Appendix H: Bellevue's High Injury Network (HIN)



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