

## Vision Zero: Traffic Safety Culture at the City of Bellevue

This document details the results from the *Vision Zero: Traffic Safety Culture at the City* 13 to 17 question (number of questions was dependent on Department) online questionnaire that was shared with city employees in January 2019.

*The Vision Zero: Traffic Safety Culture at the City* online questionnaire—internal to employees in the City Manager’s Office, Community Development, Fire, Parks & Community Services, Police and Transportation Departments—assessed staff perception of Vision Zero (and related priorities) and the city’s commitment to a safe transportation system for all. The answers to the questionnaire will inform actions/strategies in the city’s first Vision Zero Action Plan, anticipated to be completed in September 2019. While getting to zero traffic fatalities and serious injuries by 2030 is an ambitious goal in which all within the city have a role, the departments selected to complete the questionnaire represent those employees with the most direct involvement in setting policy; creating design framework; and funding, designing, building, maintaining and using the city’s transportation system.

The internal questionnaire was open for approximately two weeks and ran concurrently with a public, community questionnaire. The director or chief for each department sent an email to everyone in their respective departments inviting them to complete the questionnaire. While all employees in the participating departments were invited to complete the questionnaire, the response rate was approximately 20% meaning that many perspectives were not heard. Additionally, There was substantial variability in response rate by department which should be considered when reviewing the results. The results to this questionnaire are not statistically significant.

Department	# of Responses	# Invited	Response rate
City Manager’s Office	4	19	21%
Community Development	11	33	33%
Fire	67	210	32%
Parks & Community Services	33	426	8%
Police	33	226	15%
Transportation	77	146	53%
<b>Overall</b>	<b>225<sup>1</sup></b>	<b>1,060</b>	<b>21%</b>

<sup>1</sup> The number of responses for each department is based on the responses in question 12. Eleven questionnaire takers skipped question 12 resulting in a number of other questions having a response number (n) that is greater than 225.



There were two questions that were identical between the staff questionnaire and the community questionnaire. The following is a brief analysis of how staff and community respondents answered these questions.

**Bellevue’s Vision Zero goal is to eliminate all deaths and serious injuries on city streets by 2030. Which of the following statements best describes your perspective of whether Bellevue will reach this goal?**

Department	Community (n=1,519)	Staff (n=226)
This goal is unrealistic and unachievable	5%	13%
This goal is admirable, but it is unachievable	22%	34%
This goal is admirable and should be pursued through a concerted effort, but it is unlikely to be achieved by 2030	32%	38%
This goal is achievable by 2030 and should be pursued through a concerted effort	27%	12%
This goal is not ambitious enough—do what it takes to succeed by 2025	15%	3%

Generally, community respondents are less skeptical than staff respondents when it comes to achieving the Vision Zero goal with 27% of community respondents thinking the Vision Zero goal is unachievable by any timeframe compared to 47% of staff respondents.

**How much do you agree or disagree with the following statements (on a 0-10, strongly disagree to strongly agree scale with option to say unsure/don’t know)? The statements are as follows:**

- Streets should be designed to be safe for people of all ages and abilities.
- Streets should be designed to be safe for people using all modes of transportation.
- It is unacceptable for anyone to be killed or seriously injured while traveling on Bellevue streets.
- Deaths and serious injuries while traveling on Bellevue streets are preventable.
- Human life should always take priority over moving vehicles faster.
- The City of Bellevue provides a safe transportation system for all users.



## STREETS SHOULD BE DESIGNED TO BE SAFE FOR PEOPLE OF ALL AGES AND ABILITIES

STRONGLY DISAGREE 0 1 2 3 4 5 6 7 8 9 10 STRONGLY AGREE

Community Questionnaire (N=1517)



Staff Questionnaire (N=232)



0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

## IT IS UNACCEPTABLE FOR ANYONE TO BE KILLED OR SERIOUSLY INJURED WHILE TRAVELING ON BELLEVUE STREETS

STRONGLY DISAGREE 0 1 2 3 4 5 6 7 8 9 10 STRONGLY AGREE

Community Questionnaire (N=1515)



Staff Questionnaire (N=230)



0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%



## HUMAN LIFE SHOULD ALWAYS TAKE PRIORITY OVER MOVING VEHICLES FASTER

STRONGLY DISAGREE 0 1 2 3 4 5 6 7 8 9 10 STRONGLY AGREE

Community Questionnaire (N=1516)



Staff Questionnaire (N=230)



0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

## STREETS SHOULD BE DESIGNED TO BE SAFE FOR PEOPLE USING ALL MODES OF TRANSPORTATION

STRONGLY DISAGREE 0 1 2 3 4 5 6 7 8 9 10 STRONGLY AGREE

Community Questionnaire (N=1519)



Staff Questionnaire (N=232)



0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%



## DEATHS AND SERIOUS INJURIES WHILE TRAVELING ON BELLEVUE STREETS ARE PREVENTABLE

STRONGLY DISAGREE 0 1 2 3 4 5 6 7 8 9 10 STRONGLY AGREE

### Community Questionnaire (N=1523)



### Staff Questionnaire (N=229)



0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

## THE CITY OF BELLEVUE PROVIDES A SAFE TRANSPORTATION SYSTEM FOR ALL USERS

STRONGLY DISAGREE 0 1 2 3 4 5 6 7 8 9 10 STRONGLY AGREE

### Community Questionnaire (N=1509)



### Staff Questionnaire (N=221)



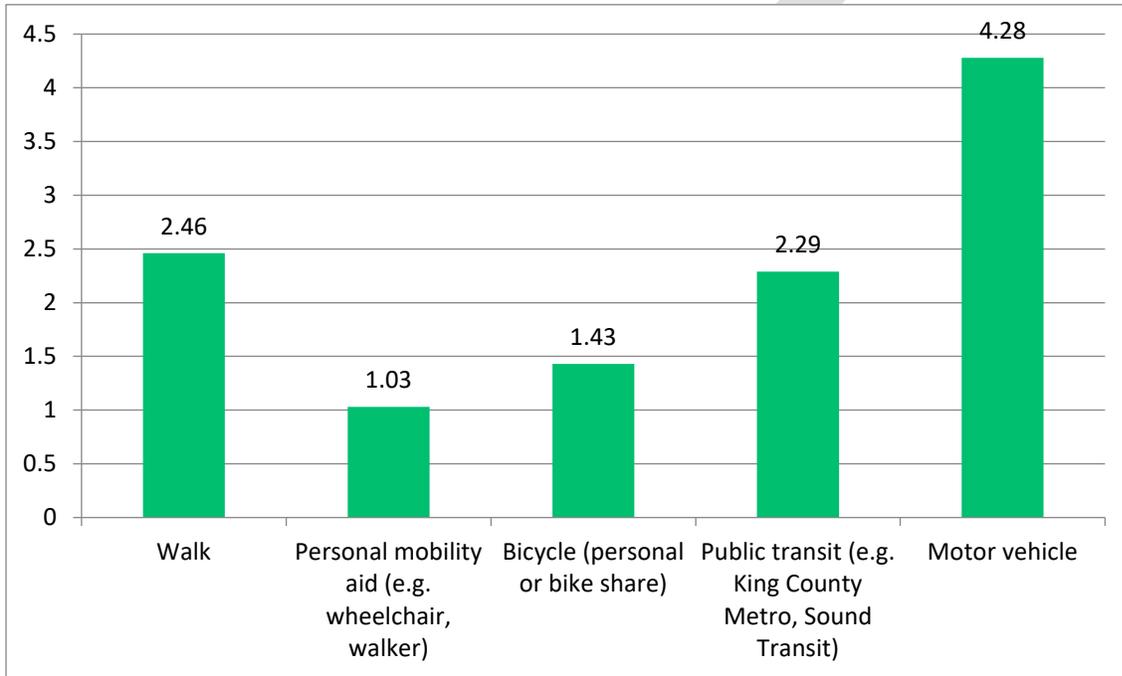
0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%



**Q1: Over the past six months, how often have you used the following to travel in/to/from Bellevue? (never, rarely, sometimes, often, always). The options are as follows (respondents could select multiple modes):**

*n=234*

- Walk
- Personal mobility aid (e.g. wheelchair/walker)
- Bicycle (personal or bike share)
- Public transit (e.g. King County Metro, Sound Transit)
- Motor Vehicle



*(results shown correspond to a weighted average; the higher the number, the more frequently that mode is used)*

**Takeaways:**

- Questionnaire respondents selected “motor vehicle” as the mode of travel they use most frequently with each department reporting that they use this mode “always” or “often,” in order of greatest to least:
  - City Manager’s Office (100%)
  - Fire (94%)
  - Police (94%)
  - Parks & Community Services (76%)
  - Transportation (66%)
  - Community Development (36%)
- Respondents who selected walking as their mode of travel (“always” or “often”) accounted for the following in their respective departments in order of greatest to least:
  - Community Development (45%)
  - Transportation (45%)



- Police (18%)
- Parks & Community Services (12%)
- Fire (7%)
- City Manager's Office (0%)
- Personal mobility aid and bicycle were the modes that were least and second least selected, respectively

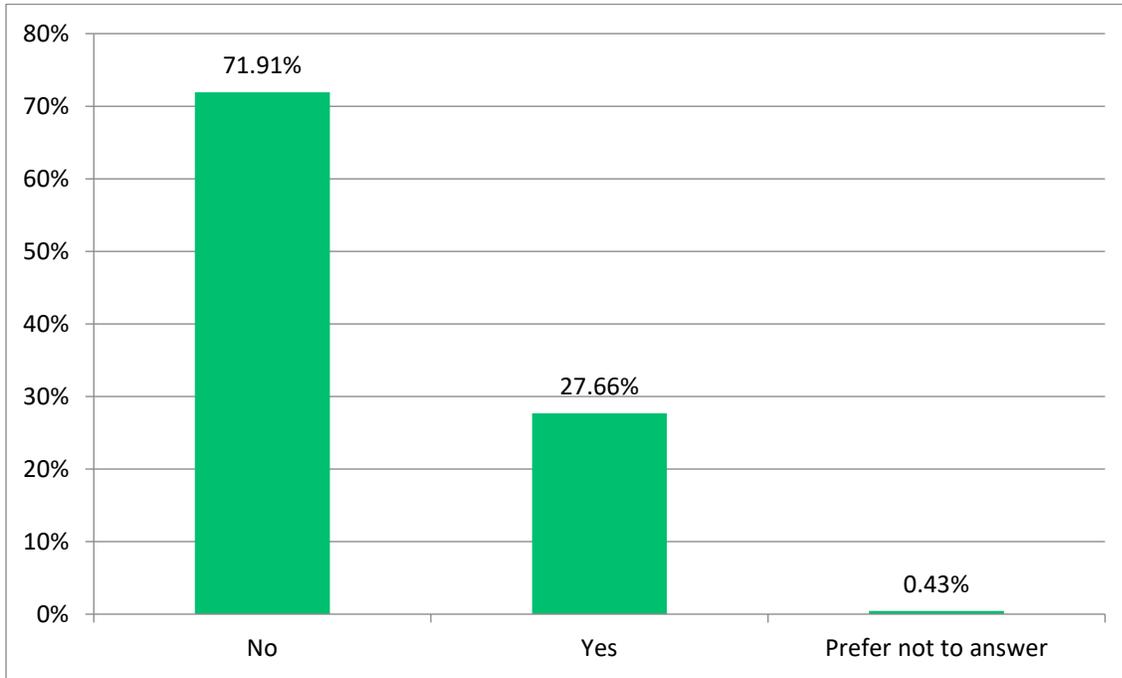
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**Q2: Have you ever been involved in a traffic collision in Bellevue?**

n=235

- No
- Yes
- Prefer not answer



**Takeaways:**

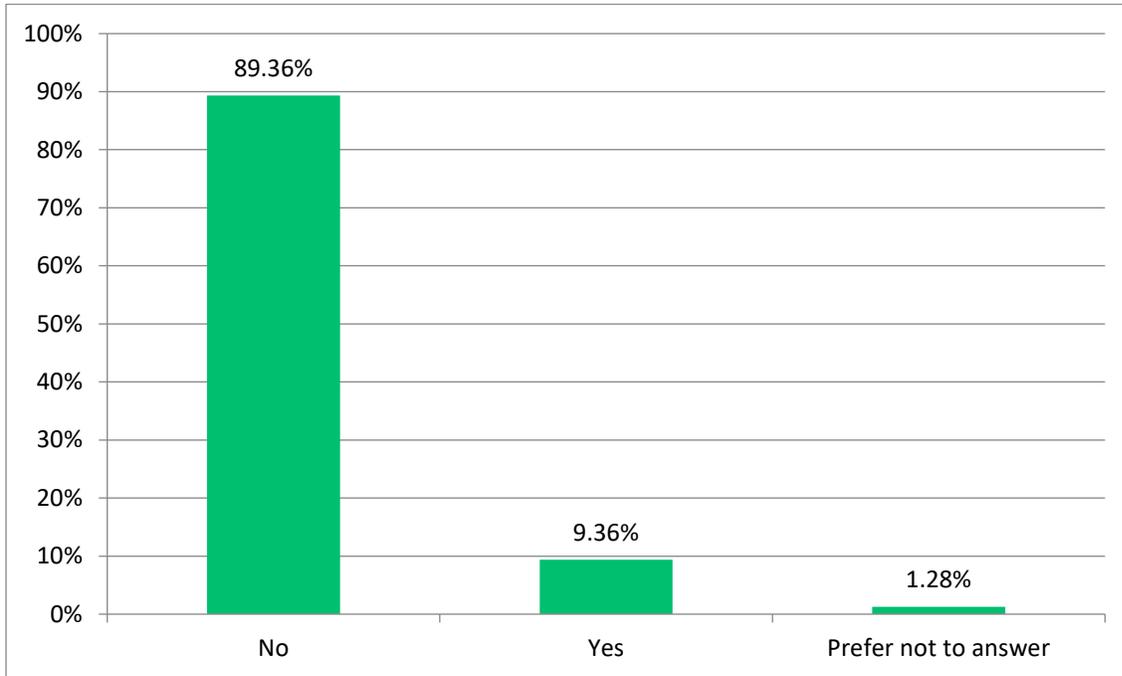
- 65 or 28% of respondents have been involved in a traffic collision in Bellevue
- Only 1 respondent preferred not to answer



**Q3: Have you ever been seriously injured in a traffic collision in any city, Bellevue or elsewhere?**

n=235

- No
- Yes
- Prefer not to answer



**Takeaways:**

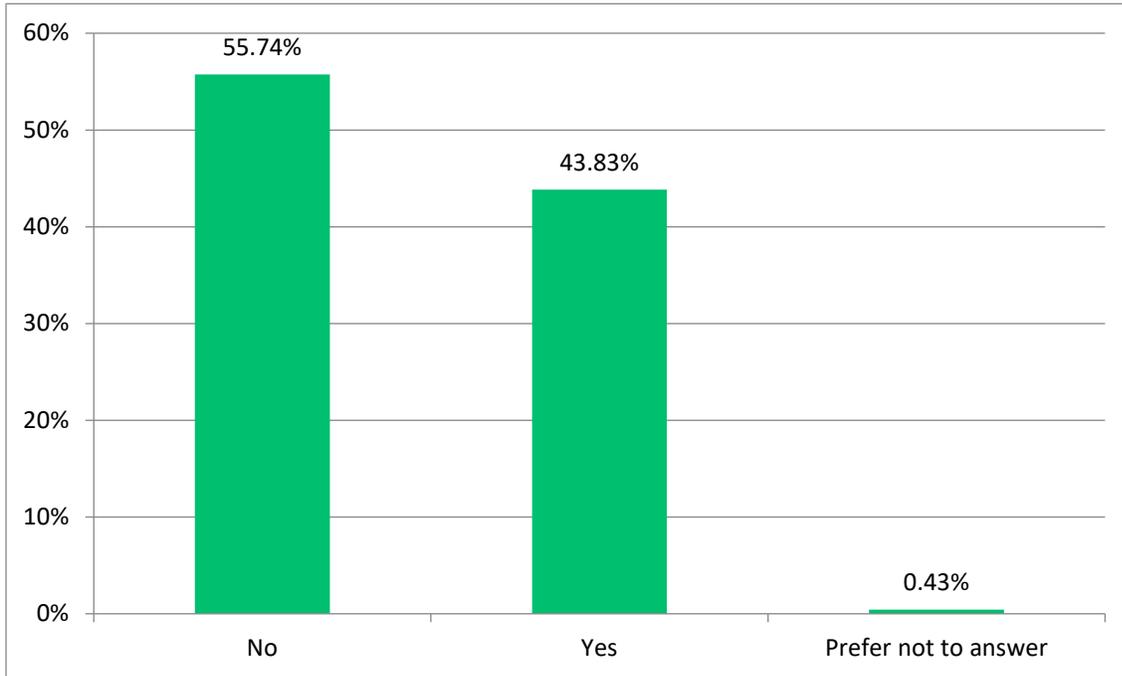
- 22 or 9% of respondents have been involved in a serious injury traffic collision
- 3 respondents preferred not answer



**Q4: Has a family member or friend of yours been seriously injured or killed in a traffic collision in any city, Bellevue or elsewhere?**

n=235

- No
- Yes
- Prefer not answer



**Takeaways:**

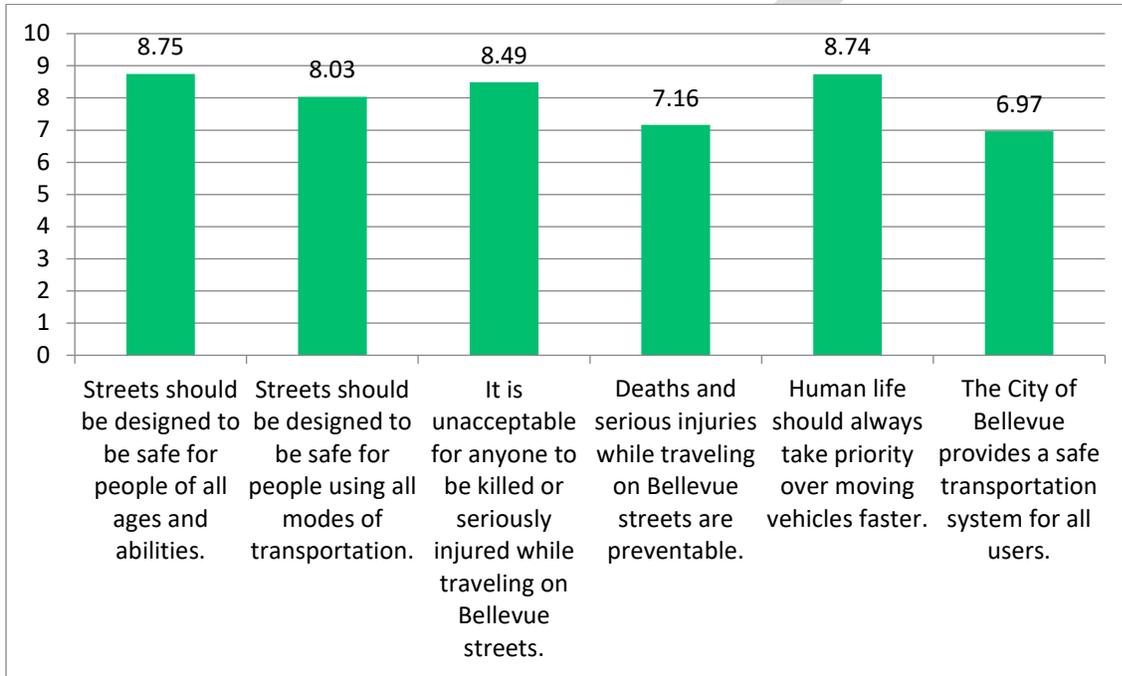
- While few respondents have been personally seriously injured in a traffic collision, they are 5 times more likely to have someone in their network experience one.



**Q5: How much do you agree or disagree with the following statements (on a 0-10, strongly disagree to strongly agree scale with option to say unsure/don't know)?**

n=234

- Streets should be designed to be safe for people of all ages and abilities.
- Streets should be designed to be safe for people using all modes of transportation.
- It is unacceptable for anyone to be killed or seriously injured while traveling on Bellevue streets.
- Deaths and serious injuries while traveling on Bellevue streets are preventable.
- Human life should always take priority over moving vehicles faster.
- The City of Bellevue provides a safe transportation system for all users.



**Takeaways:**

- Across all departments on average, respondents were in higher agreement that (1) streets should be designed to be safe for people of all ages and abilities, that (2) it is unacceptable for anyone to be killed or seriously injured on Bellevue streets and (3) human life should always take priority over moving vehicles faster.
- Respondents were in lower agreement that (1) death and serious injuries while traveling on Bellevue streets are preventable and that (2) the city provides a safe transportation system for all users.
- The average breakdown for how each department responded to each prompt in this question is tabulated below.



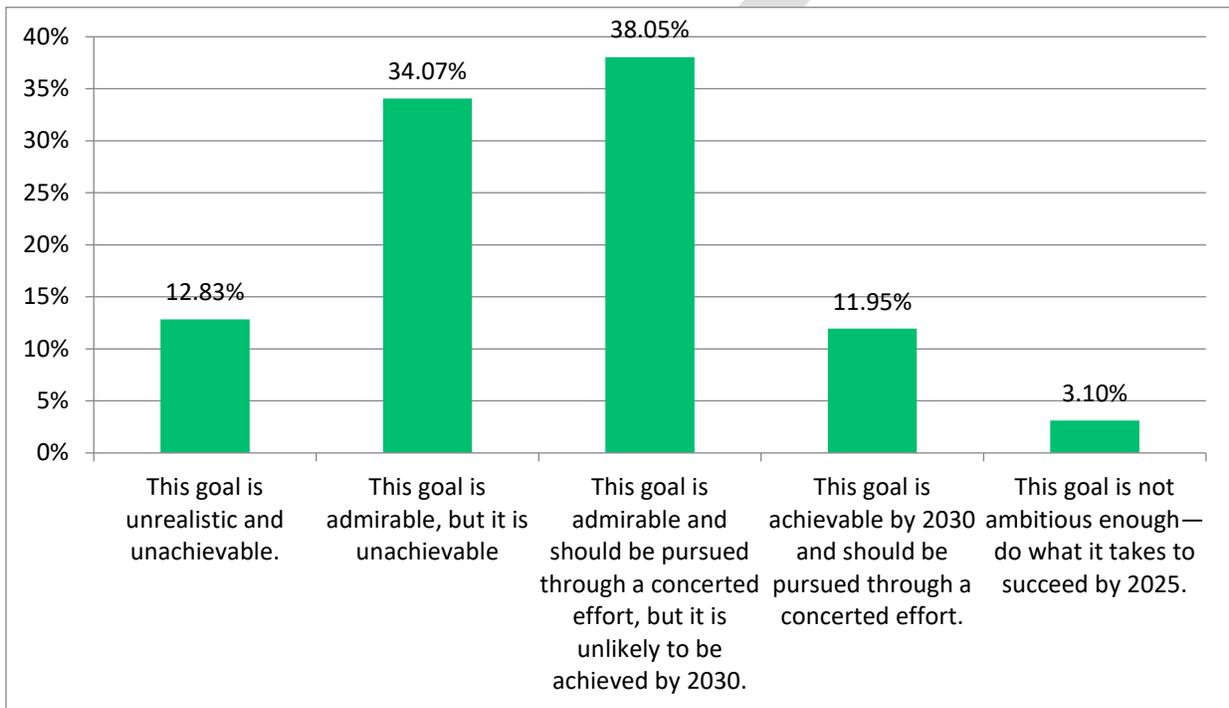
	<i>Streets should be designed to be safe for people of all ages and abilities.</i>	<i>Streets should be designed to be safe for people using all modes of transportation.</i>	<i>It is unacceptable for anyone to be killed or seriously injured while traveling on Bellevue streets.</i>	<i>Deaths and serious injuries while traveling on Bellevue streets are preventable.</i>	<i>Human life should always take priority over moving vehicles faster.</i>	<i>The City of Bellevue provides a safe transportation system for all users.</i>
City Manager's Office	8.5	8.5	9.8	8.0	9.5	6.8
Community Development	9.5	9.7	9.7	7.5	9.7	5.0
Fire	8.1	6.9	7.8	6.8	8.5	6.9
Parks & Community Services	9.0	8.3	9.1	8.0	9.0	6.3
Police	7.7	6.6	7.4	6.4	7.5	7.3
Transportation	9.4	9.1	9.0	7.4	9.1	7.2



**Q6: Bellevue’s Vision Zero goal is to eliminate all deaths and serious injuries on city streets by 2030. Which of the following statements best describes your perspective of whether Bellevue will reach this goal (select one)?**

n=234

- This goal is unrealistic and unachievable.
- This goal is admirable, but it is unachievable
- This goal is admirable and should be pursued through a concerted effort, but it is unlikely to be achieved by 2030.
- This goal is achievable by 2030 and should be pursued through a concerted effort.
- This goal is not ambitious enough—do what it takes to succeed by 2025.



**Takeaways:**

- The majority of respondents (87%) think the Vision Zero goal is admirable, but there is disagreement among how achievable the goal is or by when it might be achieved.
- 13% of respondents are highly skeptical of the Vision Zero goal, thinking that it is both unrealistic and unachievable.
- Only 12% of respondents think that the goal will be achieved by 2030
- For those respondents who always or often drive to/from Bellevue, there is more skepticism that the Vision Zero goal will be met (52%) compared to those who walk always or often walk (38%).
- The average breakdown for how each department responded to each prompt in this question is tabulated below.



	<i>This goal is unrealistic and unachievable.</i>	<i>This goal is admirable, but it is unachievable</i>	<i>This goal is admirable and should be pursued through a concerted effort, but it is unlikely to be achieved by 2030.</i>	<i>This goal is achievable by 2030 and should be pursued through a concerted effort.</i>	<i>This goal is not ambitious enough—do what it takes to succeed by 2025.</i>
City Manager's Office	0	1	2	1	0
Community Development	0	1	7	3	0
Fire	14	22	21	8	1
Parks & Community Services	2	14	12	3	1
Police	8	15	6	3	1
Transportation	5	22	37	9	4

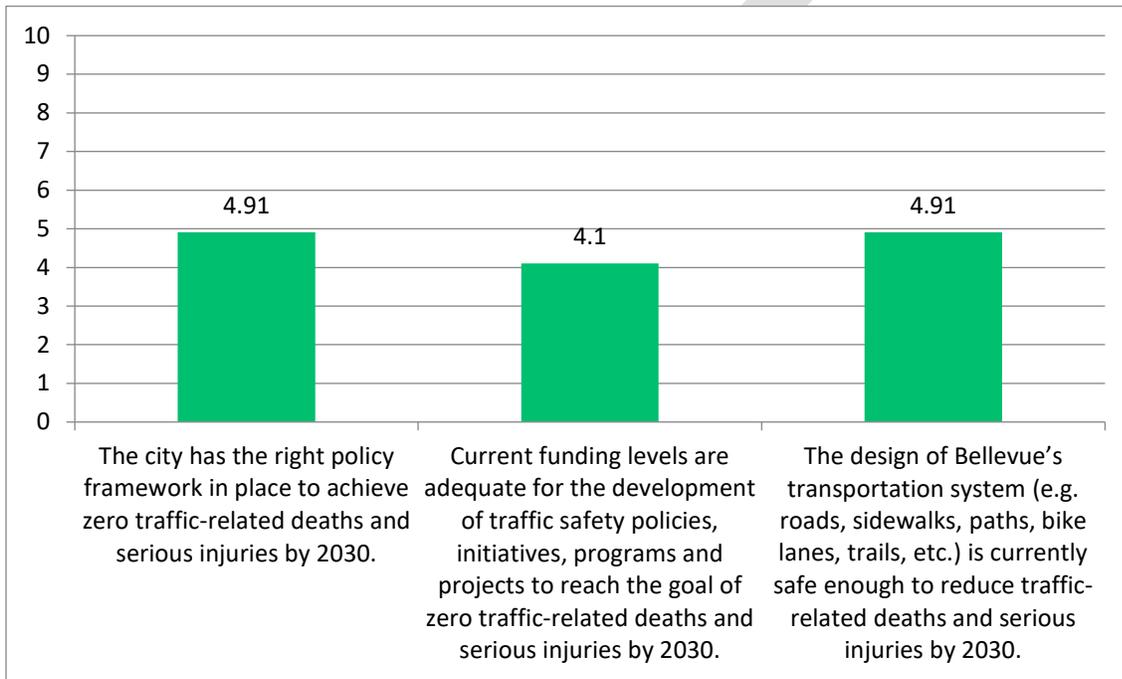
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**Q7: As a city employee, how much do you agree or disagree with the following statements (on a 0-10, strongly disagree to strongly agree scale with option to say unsure/don't know)?**

N=225

- The city has the right policy framework in place to achieve zero traffic-related deaths and serious injuries by 2030.
- Current funding levels are adequate for the development of traffic safety policies, initiatives, programs and projects to reach the goal of zero traffic-related deaths and serious injuries by 2030.
- The design of Bellevue’s transportation system (e.g. roads, sidewalks, paths, bike lanes, trails, etc.) is currently safe enough to reduce traffic-related deaths and serious injuries by 2030.



**Takeaways:**

- There is the most amount of uncertainty with respondents knowing whether we have the right funding levels (30%)—followed closely by having the right policy (28%)—in place to meet our Vision Zero goal. There was relatively minimal (9%) uncertainty as to whether the design of our transportation system is currently safe enough to meet our Vision Zero goal
- The average breakdown for how each department responded to each prompt in this question is tabulated below.



	<i>The city has the right policy framework in place to achieve zero traffic-related deaths and serious injuries by 2030.</i>	<i>Current funding levels are adequate for the development of traffic safety policies, initiatives, programs and projects to reach the goal of zero traffic-related deaths and serious injuries by 2030.</i>	<i>The design of Bellevue's transportation system (e.g. roads, sidewalks, paths, bike lanes, trails, etc.) is currently safe enough to reduce traffic-related deaths and serious injuries by 2030.</i>
City Manager's Office	5.5	7.3	5.3
Community Development	4.6	3.9	4.0
Fire	4.1	3.3	5.3
Parks & Community Services	5.3	3.8	4.8
Police	3.3	3.6	5.0
Transportation	6.0	4.8	4.7

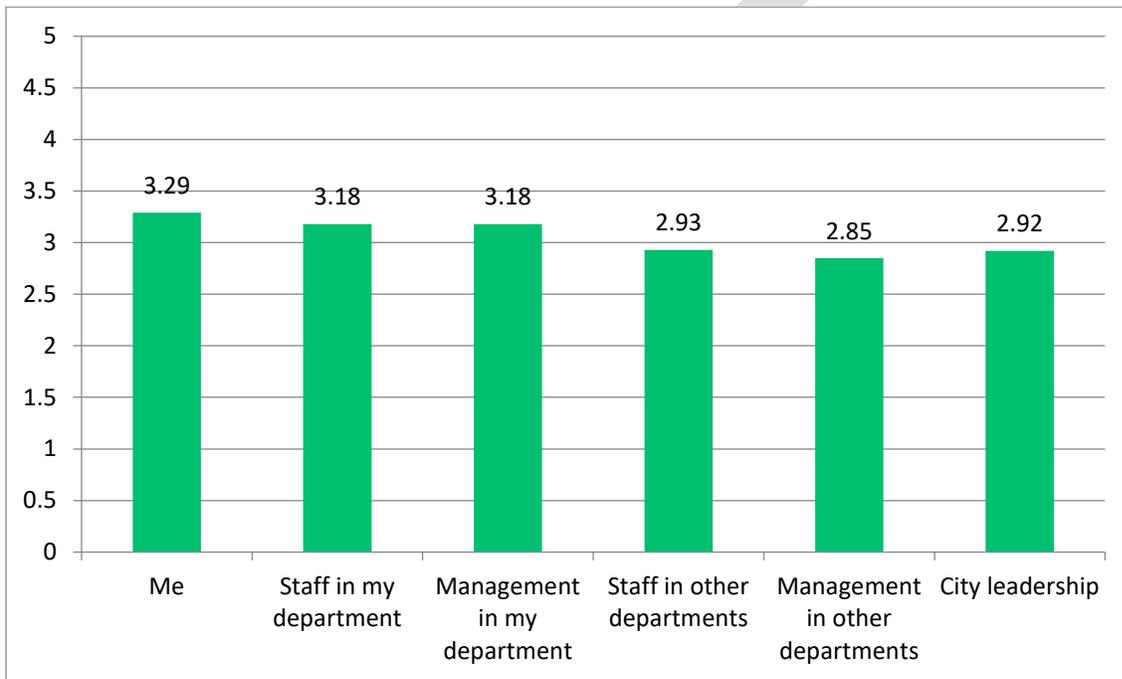
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**Q8: In your opinion, how committed are the following people to achieving the goal of zero traffic-related deaths and serious injuries by 2030 in Bellevue (not committed, sort of committed, committed, very committed, unsure)?**

n=225

- Me
- Staff in my department
- Management in my department
- Staff in other departments
- Management in other department
- City leadership



**Takeaways:**

- The vast majority (80%) of respondents felt *personally* committed or very committed to achieving the Vision Zero goal compared to only 67% of respondents thinking *staff and management* in their respective departments are committed or very committed to achieving the goal.
- Over 50% of respondents were unsure as to the commitment of staff and management in other departments; this likely points to a feeling that Vision Zero efforts are siloed in existing city departments.
- There were 13 respondents unsure about their commitment to Vision Zero which could signify a lack of understanding how they as an individual have a role in reaching the Vision Zero goal.
- There were 11 respondents (every Department but City Manager’s Office represented) that noted they were not committed to Vision Zero
- The longer respondents have been tenured at the City of Bellevue, the less committed they personally are to achieve the Vision Zero goal
  - 0% of respondents working at COB for less than 3 years were not at all committed



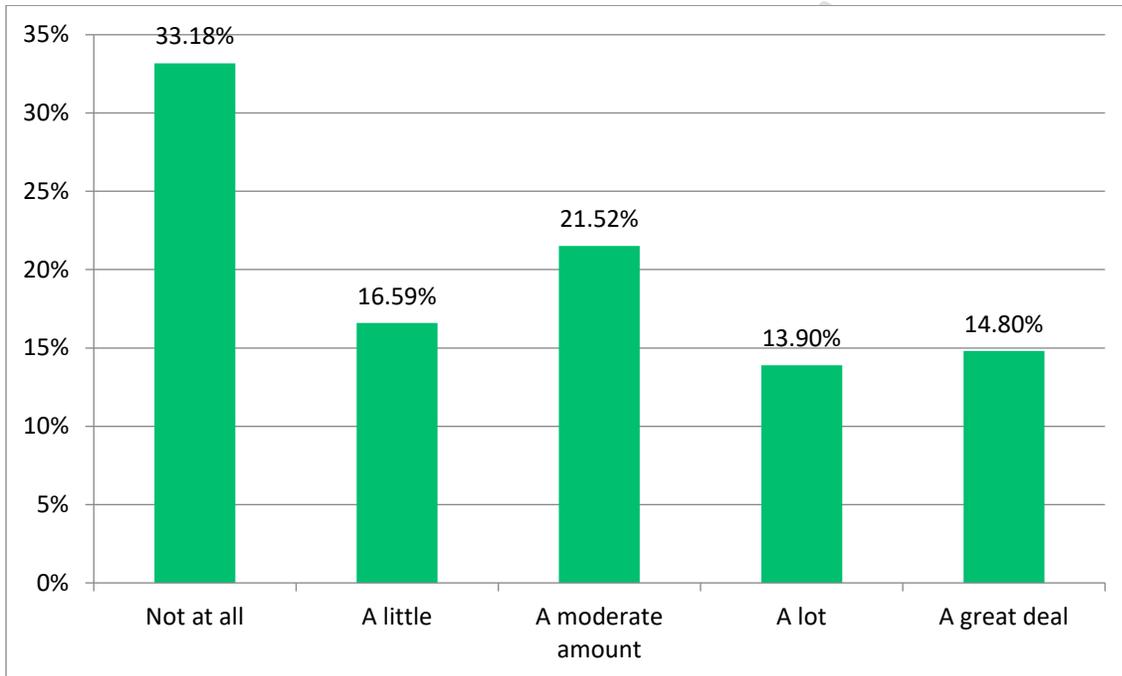
- 2% of respondents working at COB between 3-10 years were not at all committed
- 9% of respondents working at COB more than 11 years were not all committed
- The longer the tenure is also associated with more uncertainty about Vision Zero commitment

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**Q9: Words matter. They convey meaning and influence perceptions and actions. For too long, we’ve considered traffic deaths and severe injuries to be inevitable side effects of modern life. In reality, these are preventable incidents—crashes, but not necessarily accidents—for which proven solutions exist, such as designing roadways, managing speeds, and setting policies that prioritize safety. How important do you feel it is for the city and its staff to commit to using the term “crash,” and not the word “accident,” in city verbal and written communication (not at all, a little, a moderate amount, a lot, a great deal)?**

n=223



**Takeaways:**

- There was general agreement that using the word “crash” as opposed to “accident” in our everyday language is about semantics.
- Many of the write-in comments (33%) at the end of the questionnaire revisited this question, expanding on why they do not believe it to be important for the city to use the word “crash” as opposed to “accident”:

*I admire the goal to end traffic deaths in Bellevue. Attention needs to be paid to that. To me, distinguishing between calling a wreck an "accident" or a "crash" is a wordsmith game played in a conference room. Call it whatever you like. A family member being informed their loved one just died in a "crash" or "accident" will respond level of grief and denial.*

*I point this out so we will avoid getting bogged down in semantics. Instead meetings need to focus energy and time on actually coming up with a plan to meet this challenging goal.*

- Only half of respondents noted that words matter a moderate amount, a lot or a great deal.



- The breakdown for how each department responded to each prompt in this question is tabulated below.

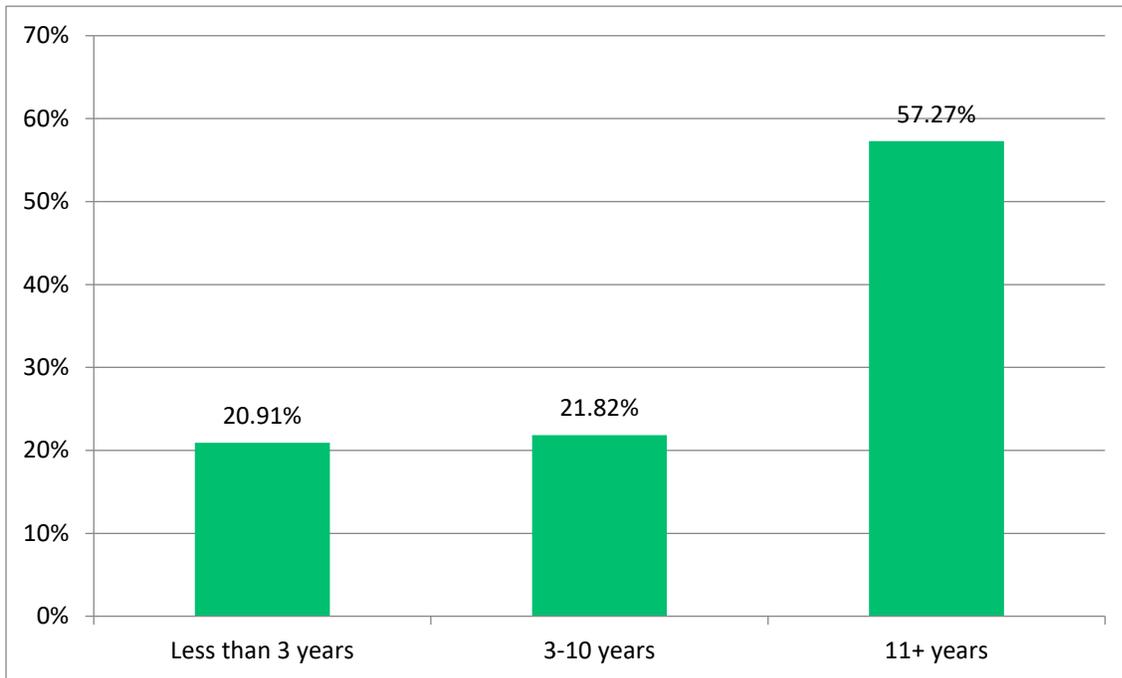
	<i>Not at all</i>	<i>A little</i>	<i>A moderate amount</i>	<i>A lot</i>	<i>A great deal</i>	<i>(no response)</i>	<i>Total</i>
City Manager's Office	1		1	1	1		4
Community Development	3	3	3	2			11
Fire	32	11	13	4	6	1	67
Parks & Community Services	6	11	8	4	3	1	33
Police	12	5	4	3	9		33
Transportation	19	7	19	17	14	1	77
<b>Total</b>	<b>73</b>	<b>37</b>	<b>48</b>	<b>31</b>	<b>33</b>	<b>3</b>	<b>225</b>

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**Q10: For how many years have you worked for the City of Bellevue (less than 3 years, 3-10 years, 11+ years)?**

n=220



**Takeaways:**

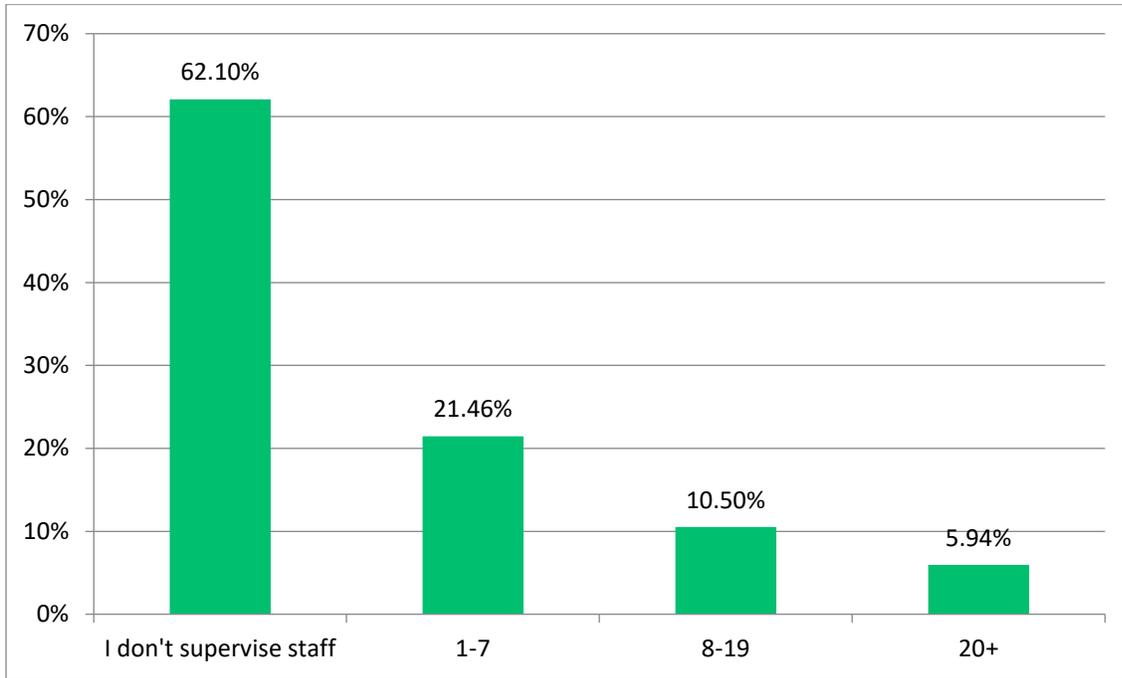
- Over half (57%) of respondents have worked at the City of Bellevue for 11 or more years, accounting for the following responses in each department (in order of greatest to least): Police (76%), Fire (70%), Parks & Community Services (48%), Transportation (44%), Community Development (36%) and City Manager’s Office (0%).
- See Q8 for cross-reference on tenure and commitment to Vision Zero goal

	Less than 3 years	3-10 years	11+ years	(no response)	Total
City Manager’s Office	2	2			4
Community Development	3	4	4		11
Fire	8	11	47	1	67
Parks & Community Services	10	5	16	2	33
Police	2	6	25		33
Transportation	21	20	34	2	77
<b>Total</b>	<b>46</b>	<b>48</b>	<b>126</b>	<b>5</b>	<b>225</b>



**Q11: How many staff are you responsible for supervising (indirectly or directly) excluding interns?  
(select one)**

n=219

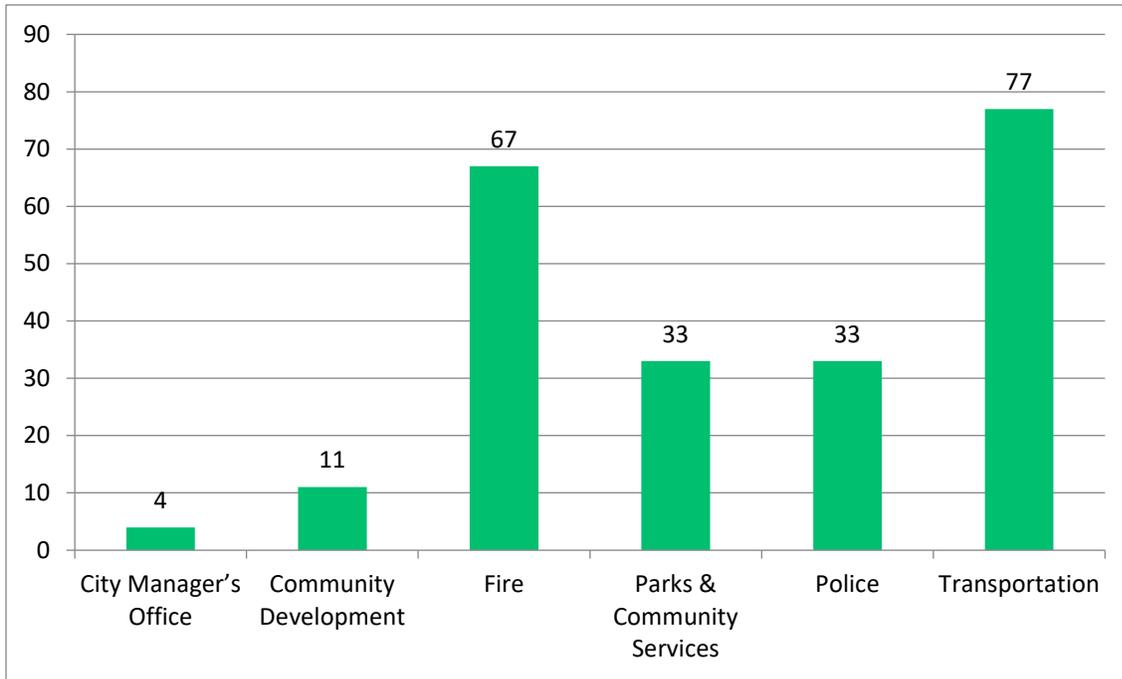


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**Q12: I work in the following department (select one)**

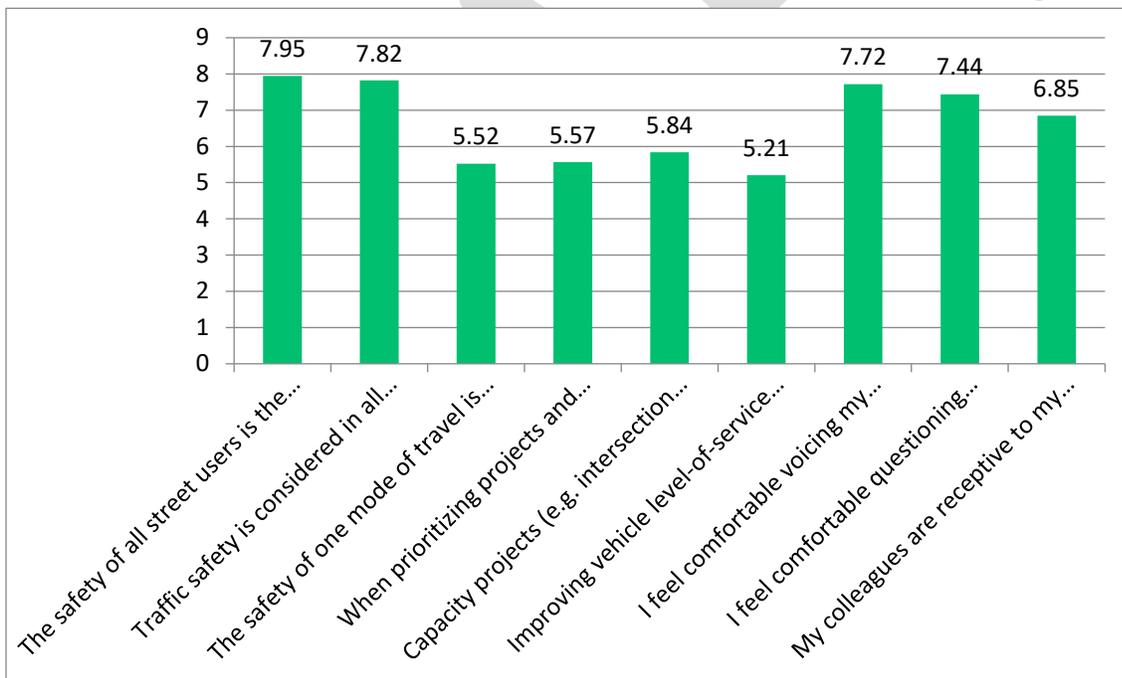
- City Manager’s Office
- Community Development
- Fire
- Parks & Community Services
- Police Department
- Transportation Department



Only Transportation Department respondents answered this question **Q13: As a city employee in the Transportation Department, how much do you agree or disagree with the following statements (on a 0-10, strongly disagree to strongly agree scale with option to say unsure/don't know)?**

n=76

- The safety of all street users is the top priority for all transportation staff at the City of Bellevue.
- Traffic safety is considered in all decision-making processes.
- The safety of one mode of travel is never sacrificed to prioritize moving vehicles
- When prioritizing projects and programs, every work group approaches traffic safety in a consistent manner.
- Capacity projects (e.g. intersection widening) receive a disproportionate share of funding relative to projects aimed at protecting vulnerable users (e.g. pedestrian safety projects)
- Improving vehicle level-of-service and increasing roadway capacity improves safety for all modes of travel.
- I feel comfortable voicing my concerns when traffic safety is not being addressed adequately.
- I feel comfortable questioning decisions that have been made that I believe negatively impact traffic safety
- My colleagues are receptive to my questioning of decisions that I believe have been made that negatively impact traffic safety



**Takeaways:**

- The widest consensus in the Transportation Department is on more broad statements about traffic safety (e.g. safety of all users is a top priority, safety is considered in all decision-making processes) and communicating safety concerns to colleagues (e.g. I feel comfortable voicing my concerns/questioning decisions related to traffic safety).
- The least amount of consensus came from statements that seemingly delved deeper into modal priorities. For example, there was a decidedly mixed response on the role that increasing vehicle



level of service has on improving safety for *all* modes of travel. This statement yielded the lowest weighted average (5.21) across all statements for this question. This might point to inherent differences in philosophies that pertain to what our transportation should be and what the associated benefits are for such improvements.

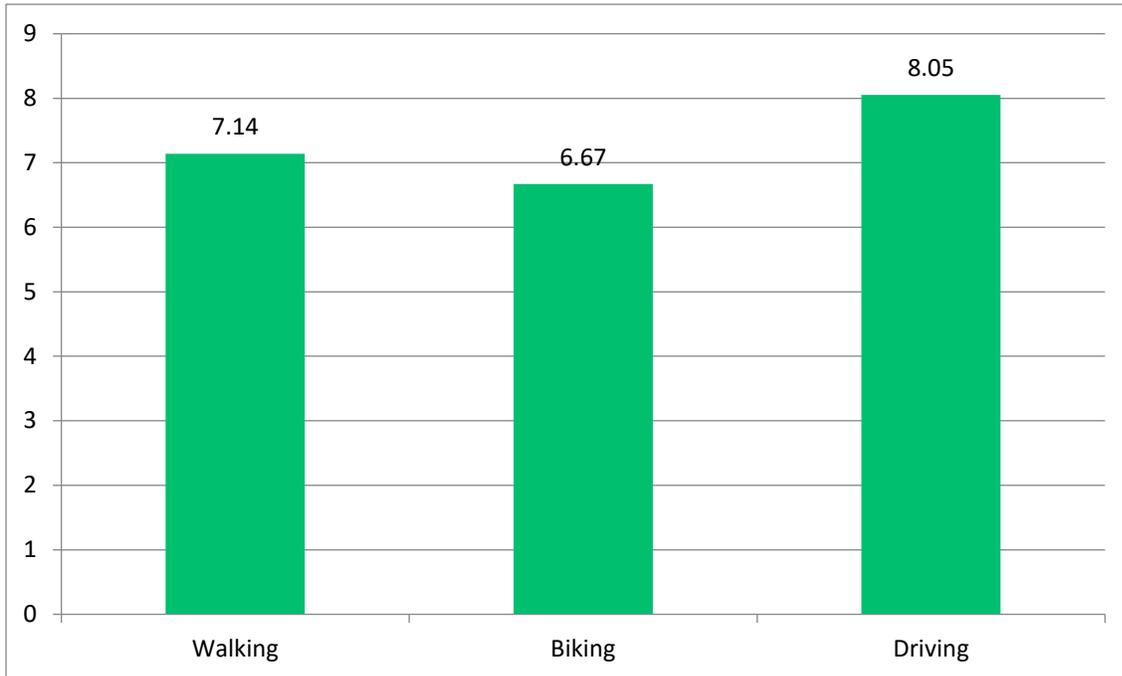
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Only Transportation Department respondents answered this question **Q14: Current transportation design manual standards ensure that streets are designed to be safe for people...** (on a 0-10, strongly disagree to strongly agree scale with option to say unsure/don't know)

n=76

- Walking
- Biking
- Driving



**Takeaways:**

- Respondents felt that design standards were safest for people driving, walking and biking (in that order).
- There was about the same amount of uncertainty across all modes (n=11-13) as to whether design manual standards ensure that streets are designed to be safe for people.
- While there were a few respondents who disagreed across all modes that our design standards are ensure safety, most of the respondents fell somewhere in the middle of the range.
- Generally speaking, respondents who selected their personal choice of mobility as driving (always or often) were in higher agreement that streets are designed to be safe for all modes of travel when compared to respondents who selected their personal choice of mobility as walking or biking (always or often).
- Respondents whose personal choice of mobility was bicycling (always, often and sometimes) more often disagreed that current transportation design manual standards ensure that streets are designed to be safe for people bicycling compared to respondents who rarely or never biked.



<b>Bicycle (personal or bike share)</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>Unsure/ don't know</b>	<b>Total</b>
Always						1							1
Often			1		1							1	3
Sometimes		1	1	1	1	1		1					6
Rarely				2	2	2	1	1	1	1	3	1	14
Never		1		1	2	2	3	7	5	3	9	8	41
(blank)						1	2	3		1	1	3	11
<b>Total</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>13</b>	<b>13</b>	<b>76</b>

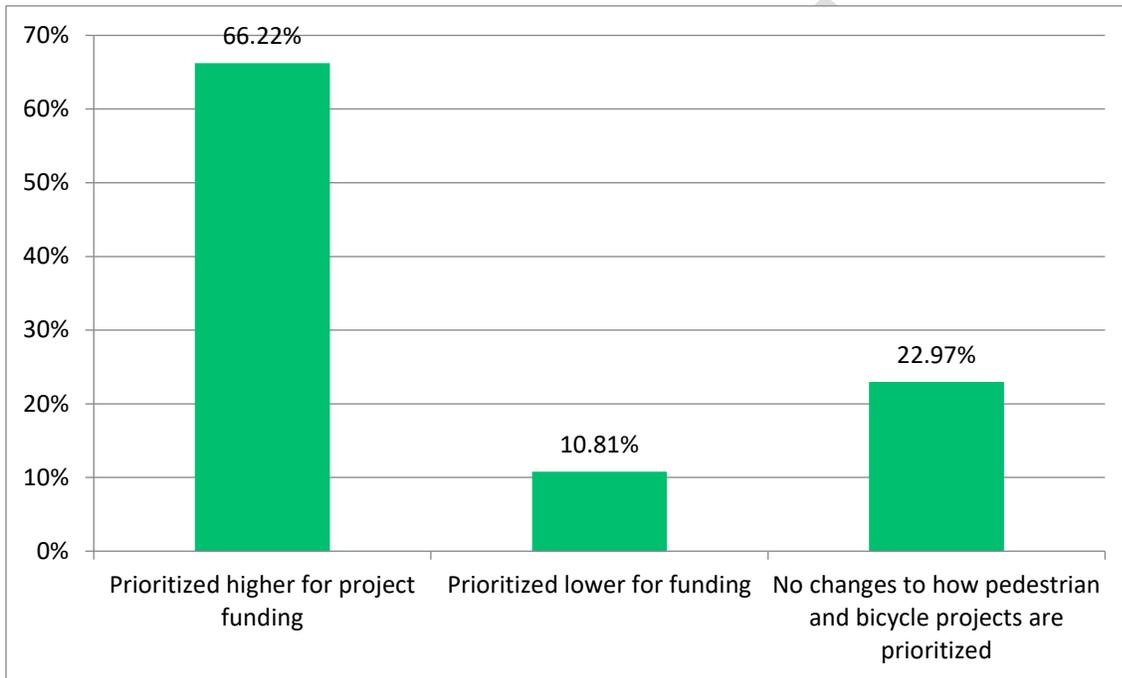
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Only Transportation Department respondents answered this question **Q15: From 2015-2017, 44% of transportation-related fatal and serious injuries are people walking and bicycling while only 6% of the Bellevue population gets to work by walking or biking. Based on this, do you think projects that improve pedestrian and bicycle safety should be:**

n=74

- Prioritized higher for project funding
- Prioritized lower for funding
- No changes to how pedestrian and bicycle projects are prioritized



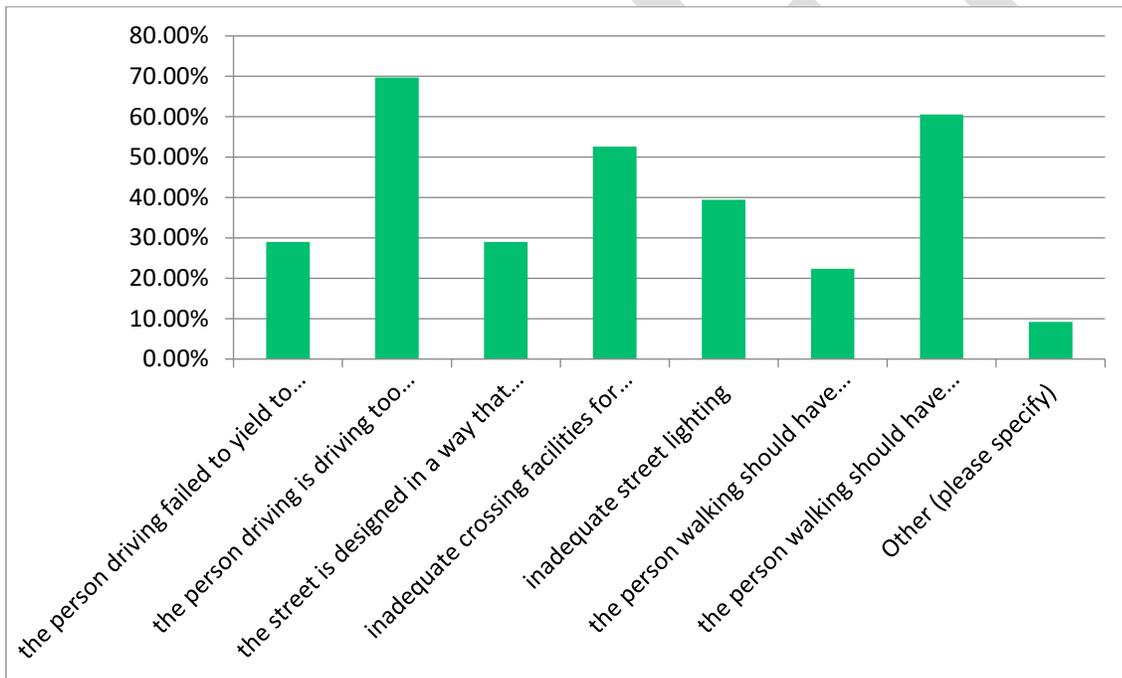
**Takeaways:**

- Based on the scenario, the majority of respondents (66%) felt that projects that would improve pedestrian and bicycle safety should be prioritized higher for funding
- 11% of respondents (n=8) felt that projects be prioritized lower

Only Transportation Department respondents answered this question **Q16: Please read the following crash scenario and offer your top 3 factors that contributed to the crash. A person driving is moving 40 mph on a two-lane, poorly-lit street. Though the posted speed limit is 30 mph, the street is designed to be forgiving at higher speeds. It's nighttime and as the person driving is mid-block, he/she strikes a person on foot wearing dark clothing who is crossing the street near their transit stop. The nearest crosswalk is over 500-feet away. (pick top 3 factors contributing to the crash)**

n=76

- the person driving failed to yield to the person walking
- the person driving is driving too fast for conditions
- the street is designed in a way that encouraged higher speeds
- inadequate crossing facilities for people walking (e.g. marked crosswalk, rapid rectangular flashing beacon, etc.)
- inadequate street lighting
- the person walking should have been wearing brighter clothing
- the person walking should have been more vigilant in crossing since there is no marked crossing
- Other (please specify)



Note: though respondents were asked to pick top 3 factors, some respondents chose to select more than 3; the mechanics of the questionnaire precluded the ability to physically allow respondents to select no more than 3

**Takeaways:**

- Based on the scenario, the top 3 factors respondents selected were (in order):
  - the person driving is driving too fast for conditions (70%)
  - the person walking should have been more vigilant in crossing since there is no marked crossing (61%)



- inadequate crossing facilities for people walking (e.g. marked crosswalk, rapid rectangular flashing beacon, etc.) (53%)
- The contributing factor with the fewest respondents (22%) was “the person walking should have been wearing brighter clothing.”
  - Of the 17 respondents that selected this factor, 12 also noted that the person walking should have been more vigilant in crossing since there is no marked crossing compared to 5 who noted that there were inadequate facilities.
- Write-in comments hinted at wanting to know weather conditions, noting that state law doesn’t require yielding in these conditions, that “a pedestrian crossing a street even with an RRFB or walk signal should always use caution, cars will not always yield, they are distracted by too many factors,” and that more personal responsibility should have been exercised on behalf of the person walking

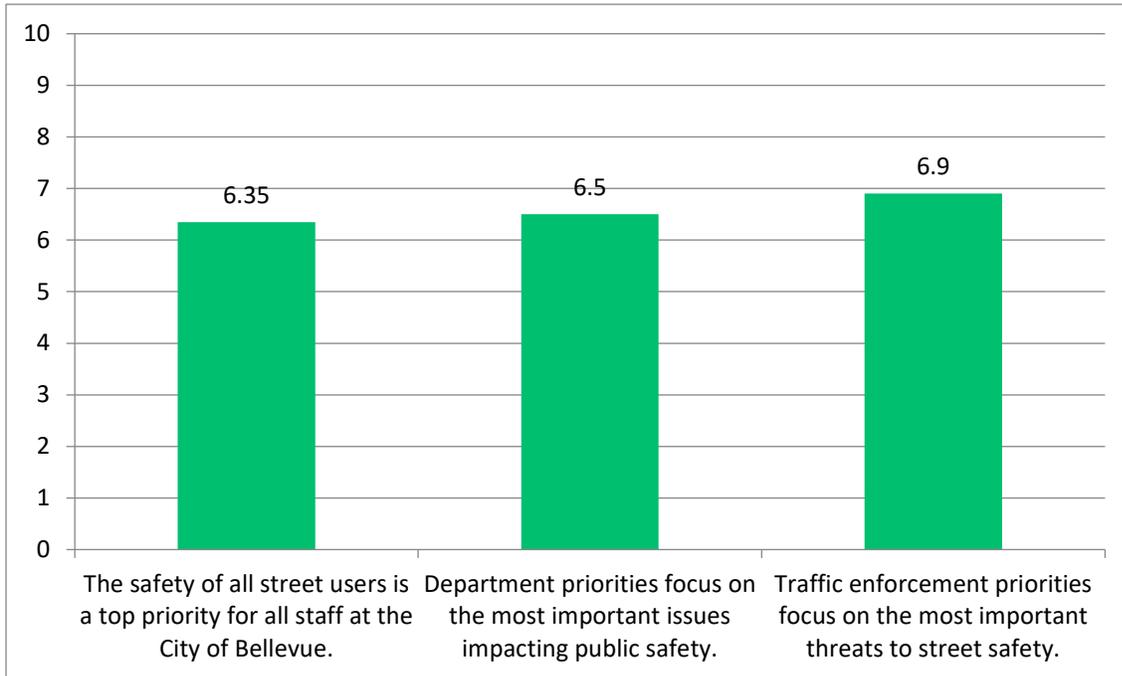
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Only Police Department respondents answered this question **Q17: As a city employee in the Police Department, how much do you agree or disagree with the following statements (on a 0-10, strongly disagree to strongly agree scale with option to say unsure/don't know)?**

n=32

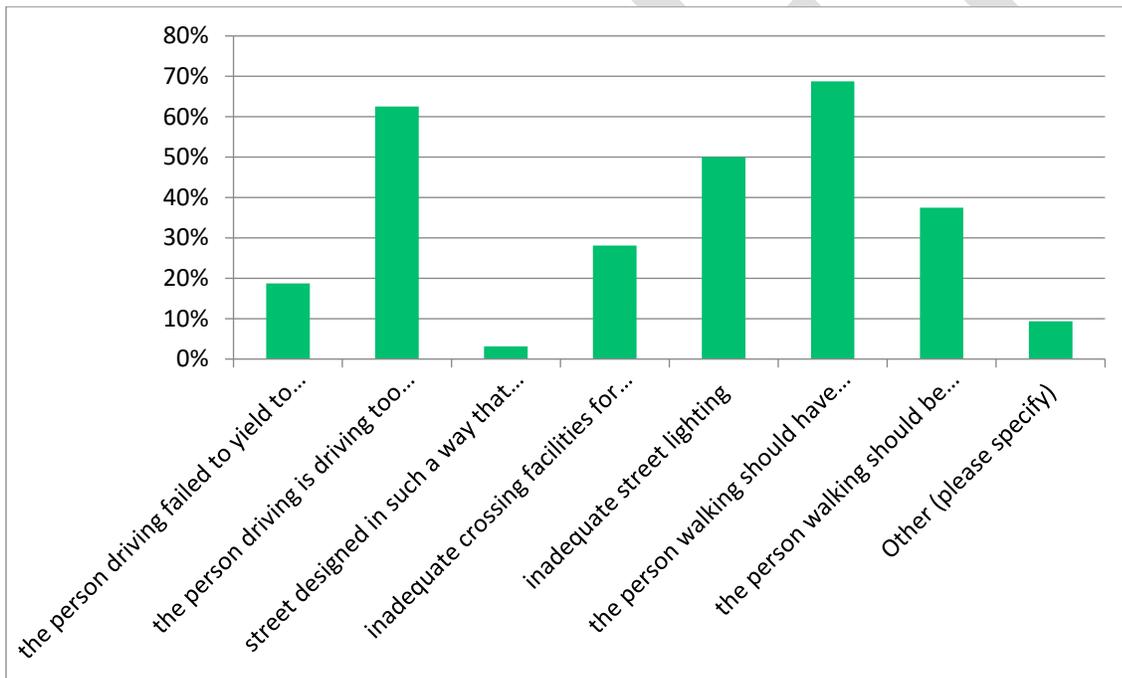
- The safety of all street users is a top priority for all staff at the City of Bellevue.
- Department priorities focus on the most important issues impacting public safety.
- Traffic enforcement priorities focus on the most important threats to street safety.



Only Police Department respondents answered this question **Q18: Please read the following crash scenario and offer your top 3 factors that contributed to the crash. A person driving is moving 40 mph on a two-lane, poorly-lit street. Though the posted speed limit is 30 mph, the street is designed to be forgiving at higher speeds. It's nighttime and as the person driving is mid-block, he/she strikes a person on foot wearing dark clothing who is crossing the street near their transit stop. The nearest crosswalk is over 500-feet away. (pick top 3 factors contributing to the crash)**

n=32

- the person driving failed to yield to the person walking
- the person driving is driving too fast for conditions
- the street is designed in a way that encouraged higher speeds
- inadequate crossing facilities for people walking (e.g. marked crosswalk, rapid rectangular flashing beacon, etc.)
- inadequate street lighting
- the person walking should have been wearing brighter clothing
- the person walking should have been more vigilant in crossing since there is no marked crossing
- Other (please specify)



Note: though respondents were asked to pick top 3 factors, some respondents chose to select more than 3; the mechanics of the questionnaire precluded the ability to physically allow respondents to select no more than 3

**Takeaways:**

- Based on the scenario, the top 3 factors respondents selected were (in order):
  - the person walking should have been more vigilant in crossing since there is no marked crossing (69%)
  - the person driving is driving too fast for conditions (63%)



- inadequate street lighting (50%)
- The first two factors correlate with how Transportation Department respondents identified the contributing factors. However, the third factor Police Department respondents selected was related to inadequate street lighting (compared to inadequate crossing facilities—the third factor selected by Transportation respondents)
- Only 1 respondent (3%) selected street design as a top factor compared to 29% of Transportation respondents

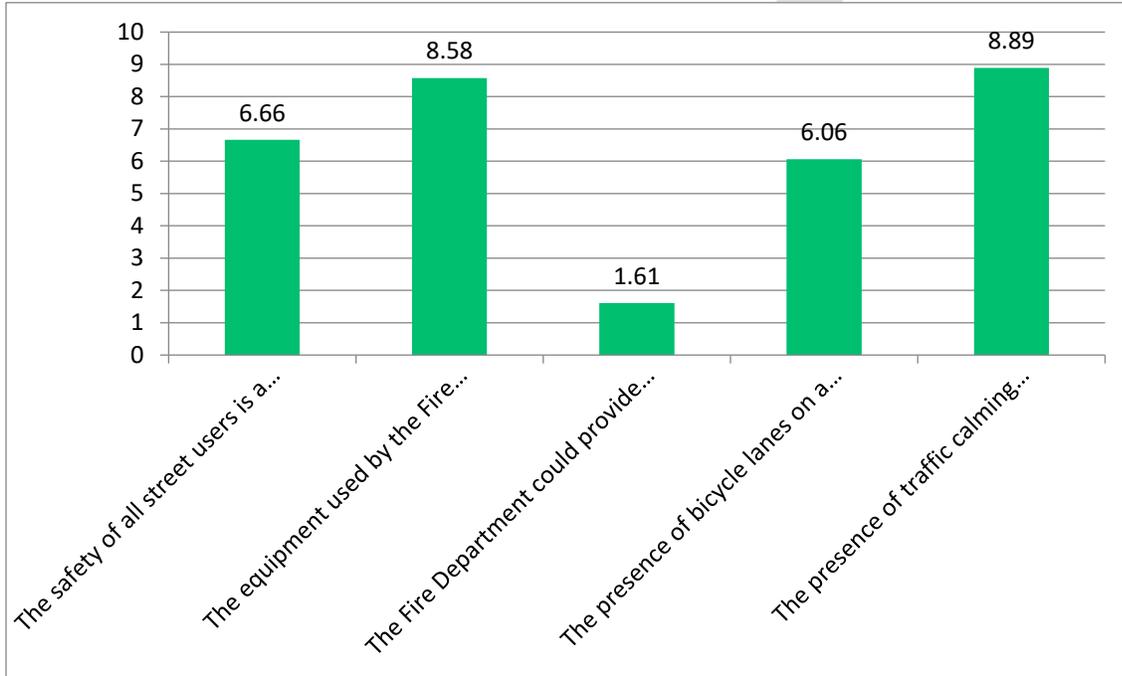
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Only Fire Department respondents answered this question Q19: As a city employee in the Fire Department, how much do you agree or disagree with the following statements (on a 0-10, strongly disagree to strongly agree scale with option to say unsure/don't know)?

n=66

- The safety of all street users is a top priority for all staff at the City of Bellevue.
- The equipment used by the Fire Department has implications on street design and safety.
- The Fire Department could provide the same quality of service with smaller vehicles.
- The presence of bicycle lanes on a street impact emergency response times.
- The presence of traffic calming measures in neighborhoods impact emergency response times.



Takeaways:

- Overwhelmingly, few respondents think they can provide the same level of service with smaller vehicles; only 6 respondents answered with a 7 or above (9%) compared to the 53 that answered with a 3 or below (80%)



**Q20: Please provide any additional thoughts or comments pertaining to any of the questions asked or Vision Zero here.**

*n=89*

- 38% of respondents took the time to write-in questions
- Many respondents used the write-in section to further elaborate their perspective on various questions while others noted their support for pursuing the Vision Zero goal

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*Updated: 3/19/19*

Page 35 of 37

### Questionnaire Design

All respondents from each department were asked to answer 13 questions. If a respondent noted that they worked in the Fire, Police or Transportation Department, they were asked follow-up questions tailored to their respective department.

<b>All respondents were asked the following 12 questions:</b>		
Over the past six months, how often have you used the following to travel in/to/from Bellevue?		
Have you ever been involved in a traffic collision in Bellevue?		
Have you every been seriously injured in a traffic collision in any city, Bellevue or elsewhere?		
Has a family member or friend of yours been seriously injured or killed in a traffic collision in any city, Bellevue or elsewhere?		
How much do you agree or disagree with the following statements?		
Bellevue’s Vision Zero goal is to eliminate all deaths and serious injuries on city streets by 2030. Which of the following statements best describes your perspective of whether Bellevue will reach this goal (select one)?		
As a city employee, how much do you agree or disagree with the following statements?		
In your opinion, how committed are the following people to achieving the goal of zero traffic-related deaths and serious injuries by 2030 in Bellevue?		
Words matter. They convey meaning and influence perceptions and actions. For too long, we’ve considered traffic deaths and severe injuries to be inevitable side effects of modern life. In reality, these are preventable incidents—crashes, but not necessarily accidents—for which proven solutions exist, such as designing roadways, managing speeds, and setting policies that prioritize safety. How important do you feel it is for the city and its staff to commit to using the term “crash,” and not the word “accident,” in city verbal and written communication?		
For how many years have you worked for the City of Bellevue?		
How many staff are you responsible for supervising (indirectly or directly) excluding interns? (select one)		
I work in the following department (select one)		
<skip to end of questionnaire for respondents in City Manager’s Office, Community Development, and Parks & Community Services>		
<i>Transportation only</i>	<i>Fire only</i>	<i>Police only</i>
As a city employee in the Transportation Department, how much do you agree or disagree with the following statements?	As a city employee in the Fire Department, how much do you agree or disagree with the following statements?	As a city employee in the Police Department, how much do you agree or disagree with the following statements?
Current transportation design manual standards ensure that streets are designed to be safe for people...		Please read the following crash scenario and offer your top 3 factors that contributed to the crash. A person driving is moving 40 mph on a two-lane, poorly-lit street. Though the posted speed limit is 30 mph, the street is designed to be forgiving at higher speeds. It’s



		<p>nighttime and as the person driving is mid-block, he/she strikes a person on foot wearing dark clothing who is crossing the street near their transit stop. The nearest crosswalk is over 500-feet away. (pick top 3 factors contributing to the crash)</p>
<p>From 2015-2017, 44% of transportation-related fatal and serious injuries are people walking and bicycling while only 6% of the Bellevue population gets to work by walking or biking. Based on this, do you think projects that improve pedestrian and bicycle safety should be:</p>		
<p>Please read the following crash scenario and offer your top 3 factors that contributed to the crash. A person driving is moving 40 mph on a two-lane, poorly-lit street. Though the posted speed limit is 30 mph, the street is designed to be forgiving at higher speeds. It's nighttime and as the person driving is mid-block, he/she strikes a person on foot wearing dark clothing who is crossing the street near their transit stop. The nearest crosswalk is over 500-feet away. (pick</p>		
<p>All: Please provide any additional thoughts or comments pertaining to any of the questions asked or Vision Zero here. &lt;end of questionnaire&gt;</p>		

