Eastside Easy Rider COLLABORATIVE

July 29th 2025 1:00pm – 2:30pm

EERC Welcomes Everyone









The EERC welcomes and values all communities. We value, respect, and honor the identity and experience of all members

We value all community members and welcome people from every country, ethnicity, religion, sexual orientation, gender identity, and life experience. We acknowledge that the work we do takes place on the traditional land of the Duwamish, Muckleshoot, Snoqualmie and other Coast Salish peoples, as the first people of this county. We honor with gratitude the land itself and past, present, and future of these tribes.

Agenda
Time Topic

1:00 – 1:10 Welcome, Introductions, Announcements

Work Plan update – Dean Syndor & Erin Funk

City of Bellevue: Speed Safety Cameras - Franz Loewenherz

City of Bellevue: SMART Grant Project – Franz Loewenherz

1:10 – 1:30 Week Without Driving – Cecelia Black

1:30 - 1:50

1:50 - 2:10

2:10 - 2:30

Adjourn

2:30



Week Without
Driving
Cecelia Black



Monday, September 29 - Sunday, October 5, 2025





TRANSPORTATION ACCESS FOR EVERYONE: WASHINGTON STATE

A quarter of our population doesn't have a driver's license, and we know that with the current economic crisis, there are even more people in our communities who can't afford to own or drive a vehicle.

Who are we, and how do we get around? Disability Mobility Initiative wants to raise awareness about how people without access to cars navigate to essential services in our communities. We've interviewed people from every legislative district in our state who rely on transit, paratransit, walking, biking, rolling or community rides to get where we need to go.

Questions or press inquiries? Contact Anna

e Cheye

https://disabilityrightswa.org/storymap/



HOW DOES THE WEEK WORK?









Every Trip Counts

You can get around however you want, but the challenge is not to drive yourself in any car. This applies to all your activities — not just your work commute. If you normally transport other family members or friends, it applies to those trips too.

Asking or Paying for Rides

You can ask someone else to drive you, but make a note of how much you "owe" this person in their time, and if you felt obligated to support them in other ways (ie, doing all the dishes). You can ride hail or taxis if they exist where you need to go, but again, think about how the cost could impact your decision to take this trip if this was regularly your only option.

Who Has Choices, What Are Your Choices?

This isn't a disability simulation or a test of how easily you can find alternatives. We know that it is far easier to give up your keys if you can afford to live in a walkable area well served by transit, or can outsource your driving and other transport and delivery needs to other people.

It's Okay to Drive – But Reflect What That Means for Nondrivers

Having to drive during the challenge does not signify failure. Sometimes the best reflection comes when someone participating in the challenge has to drive. The point is to consider how someone without that option would have coped, and what choices they might have made.









Kirkland, Washington ©

Councilmembers Kelli Curtis, Jon Pascal, and Neal Black biked to and from City Hall for the 9/20 Council
Meeting as part of the #WeekWithoutDriving Challenge. Councilmember Falcone also participated in the challenge, which wrapped up yesterday.



2 Retweets 1 Quote Tweet 19 Likes

A look at the **CAMPAIGN**

In 2022, #WeekWithoutDriving had more than 400 participants, including 80 elected leaders from all over Washington State.







Pedestrian Dignity

Denver, CO





BikeWalkKC Kansas City, MO

2024 COALITION MEMBERS





The lines that ran every 15 minutes were much easier

Planning Week Without Driving



- Which leaders from your community would you like to invite to participate?
 Who has relationships with these leaders? How could you cultivate relationships?
- Who are your allies? What nondriver constituencies are represented?
- What kind of activities would you plan?
- What kind of social media or media would you like to get? What relationships with reporters or influencers can you cultivate?



Speed Safety Cameras Franz Loewenherz



Bellevue Vision Zero in Action: A Review of Speed Safety Cameras

Franz Loewenherz, Mobility Planning and Solutions Manager
Transportation

July 29, 2025

Agenda

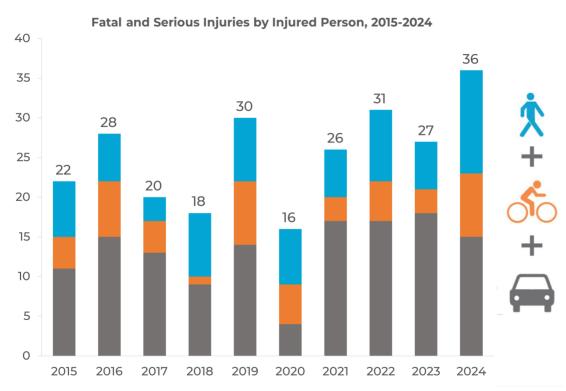
Bellevue Road Safety Trends

Vision Zero Policies, Plans, and Programs

2025 Safe System Activities

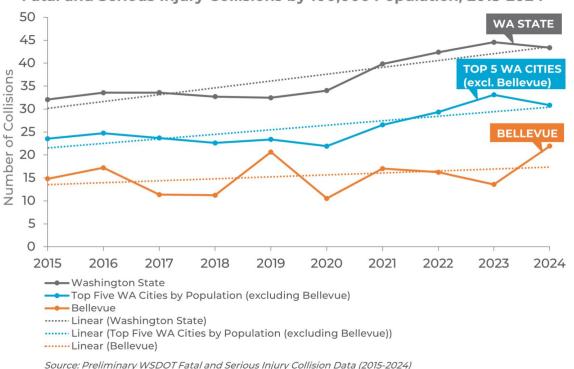
Speed Safety Camera Review

Fatal and Serious Injury Crashes



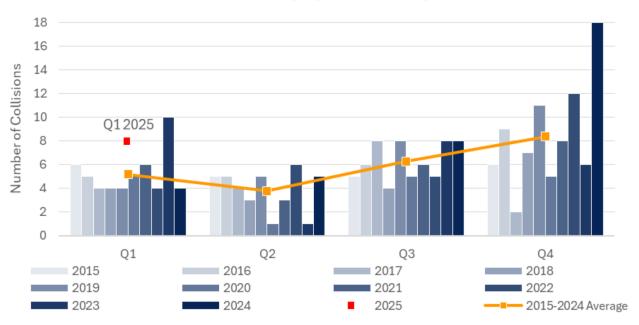
Fatal and Serious Injury Crashes





Q1 2025 Status Report

Fatal and Serious Injury Collisions by Quarter



Source: WSDOT Collision Data, 2015-2024; Preliminary WSDOT and WSP Collision Data, January-Mar ch 2025

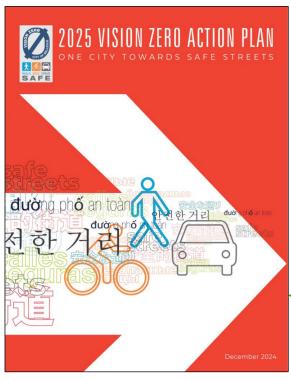
QuarterlyReport.pdf

Vision Zero Policies, Plans, and Programs



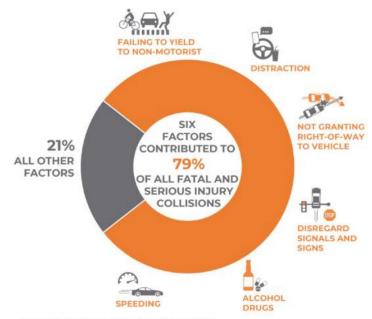
Vision Zero Plans | City of Bellevue

2025 Activities



- Test signal technology for real-time safety interventions (SMART & SS4A)
- Conduct two RSAs that include video analytics data collection (SS4A & WSDOT)
- Evaluate 30+ MPH arterial roadways to determine recommended target speeds (SS4A)
- ★Assess existing automated speed enforcement camera program to inform potential expansion (SS4A)

Why Speed Matters for Bellevue







New video shows sports car driver speeding, losing control before fatal Bellevue crash



OCAL

Bellevue PD shares video of fast and reckless street racing crash



BELLEVUE

Police to crackdown on speeding, street racing in Bellevue

This comes days after an 18-year-old motorcyclist was killed after colliding with a vehicle at a Believue intersection.

Why Speed Safety Cameras

NYC DOT's Speed Cameras Achieved a 94 Percent Reduction in Speeding in Locations Where They Are Installed

Speeding Contributes to One in Four Traffic Deaths; New Report Shows 14% Fewer Traffic Injuries and Deaths at Speed Camera Locations Installed in 2022



Accident Analysis & Prevention
Volume 82, September 2015, Pages 263-269



Safety effects of fixed speed cameras—An empirical Bayes evaluation

Alena Høye 🖾

Highlights

- Safety effects of 223 speed cameras were evaluated with control for regression to the mean.
- Speed cameras reduces injury crashes by 22% on the first kilometer downstream of the speed cameras.
- Crash effects decrease with increasing distance from the speed cameras.
- · More recent speed cameras had more favorable effects.



Program Overview



School Zone Speed Cameras

- Began in 2009
- Stevenson
 Elementary & Odle
 Middle School (NE 8th Street)
- Lake Hills
 Elementary School
 (SE 8th Street)
- Sunset Elementary School (West Lake Sammamish Pkwy)

Red Light Cameras

- Began in 2009
- Main St & 148th Ave NE (SB)
- Bel-Red Rd & 148th Ave NE (NB & SB)
- NE 8th St & 112th NE (EB & WB)
- NE 8th St & 116th Ave NE (WB)

School Bus Stop Paddle Cameras

- Pilot program began in 2017
- Cameras now installed on all Bellevue School District buses

Ch. 11.49 Automated Traffic Safety Cameras | Bellevue City Code

2024 State Law Changes



- 1. Speed cameras may be used in:
 - Hospital speed zones;
 - Public park speed zones;
 - School speed zones;
 - School walk zones;
 - Locations with high crash risk from excessive speeds.
- 2. Allows civilian citation review
- 3. Requires safety/equity analysis for camera siting
- 4. May adopt online ability-to-pay calculator for reduced fines
- 5. Grants 50% off first fine for aid recipients
- Four years after installation, 25% of net camera revenue goes to the Cooper Jones Safety Account
- 7. Increases annual reporting requirements
- 8. Revenue generated must be directed to traffic safety activities

Chapter 46.63 RCW: DISPOSITION OF TRAFFIC INFRACTIONS

Program Operations Guide

As a part of the 2025 Vision Zero
Action Plan, the City of Bellevue is
developing the Speed Safety Camera
Program Operations Guide in
alignment with the new state
legislation.

This guide will:

- Incorporate community feedback on the existing and potential expanded program
- Identify locations eligible for new camera installations
- Outline policies and procedures to guide future speed safety camera implementation

- **Summer 2025:** Technical analysis and community engagement begin to identify candidate camera locations.
- Fall 2025: Draft of the Speed Safety Camera Program Operations Guide completed, incorporating public input, technical findings, and equity considerations. Preparations begin for initial deployment.
- Winter 2025: Finalization of the Operations Guide and planning for future phased implementation.
- Summer 2026: Begin deploying new camera sites, pending Council approval.

Speed Safety Cameras | City of Bellevue

Community Engagement



We are here

Program Development

- Timeframe:
- Goals:
 - Build awareness for program expansion and proven effectiveness
 - Capture public sentiments regarding speeding
 - Measure level of support for speed safety cameras
 - Understand concerns for equity and privacy

Implementation

- Timeframe:
- Goals:
 - Ensure driving public is aware of
 - Phase 1-2 camera locations including selection criteria
 - All changes to current enforcement program (e.g., fine structure, program administration)

Program Development Outreach





Community Panel and Engaging Bellevue surveys



Implementation Outreach

Rationale for site selection



Notification of implementations



Education campaign with new program procedures



Information

Franz Loewenherz
Mobility Planning and Solutions Manager
FLoewenherz@bellevuewa.gov
(425) 452-4077

Project Webpage: Speed Safety Cameras | City of Bellevue



RTSSI SMART Grant Project Franz Loewenherz



Smart Mobility Vision

Use innovation and partnerships to deploy emerging technologies that enhance the safety, sustainability, efficiency, and accessibility of Bellevue's transportation system.



ITS Technologies in Bellevue



Bellevue's Safe System Approach to Vision Zero





While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.



Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.



Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.



Safety is **Proactive**

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.



Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.



Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.





FY 2022:

59

PROJECTS

\$94M GRANT FUNDING

33

STATES REPRESENTED





FY 2023:

34

PROJECTS

\$54M

GRANT FUNDING



22

STATES REPRESENTED*





















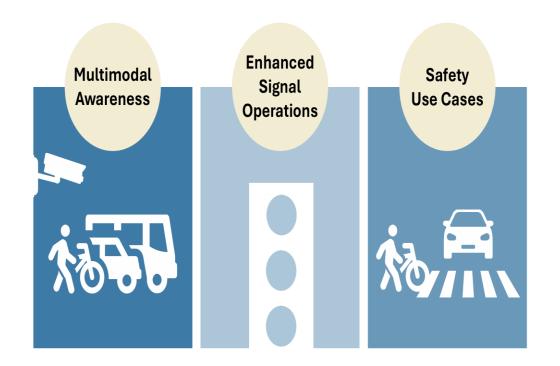
SMART Grant

Bellevuewa.gov/safer-signals





- 148th Ave NE & NE 24th St
- 156th Ave NE & NE 20th St
- 156th Ave NE & NE 10th St
- NE 8th St & Crossroads Place
- Factoria Blvd SE & Newport High School (Knight Court/SE 44th St)





Install Hardware

- Extended Cabinets
- Edge Computing Devices
- Sensors (LiDAR or Video)

Integrate with Controller

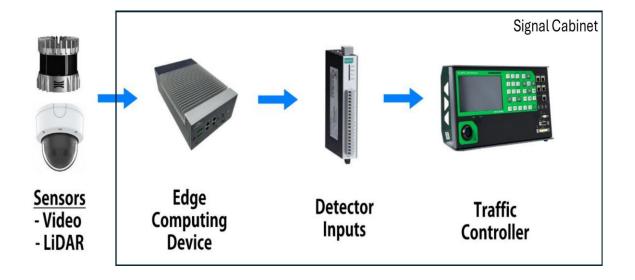
- I/O Interface with Contact Closure
- SCATS Adaptive Programming

Testing & Validation

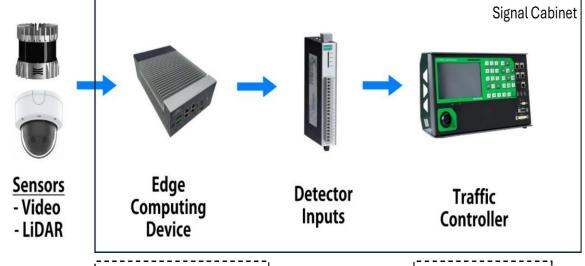
- Logging of Events
- Manual Validation
- No changes to actual signal timing

Go Live!
Implement RealTime Traffic
Signal Safety
Interventions









Identify type of road user, speed of road user, trajectory of road user, number of road user, etc

Determine if an "qualifying event" occurs and sends input to controller.

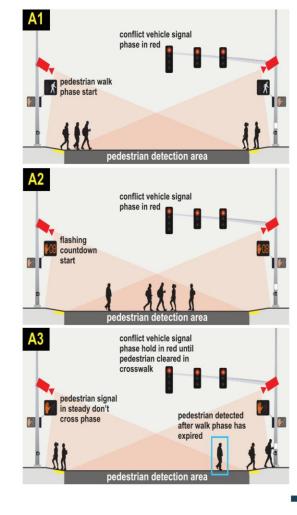
Receives input (on/off). The logic for what to do resides in the controller. Triggers intervention if in correct signal phase



Phase Extension for Pedestrians

Detect slow moving pedestrian using real-time detection and identification of pedestrian in crosswalk zone.

Extend current phase (green extension) so conflicting vehicles are not released.

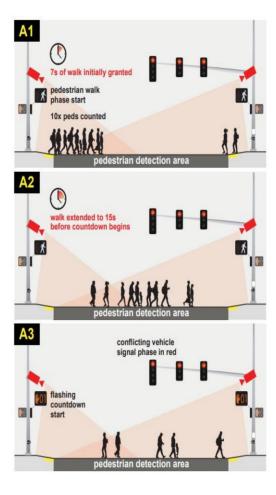




Dynamic Extension of Walk

Dynamically extends pedestrian walk times based on number of pedestrians detected in the crosswalk.

Applies adaptive signal control to pedestrian operations (vs. static timing).

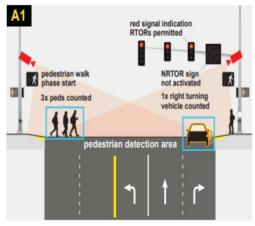


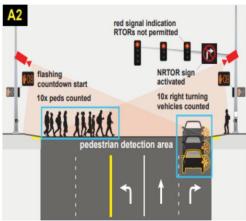


Dynamic NRTOR Restriction

Dynamically activates NRTOR restrictions based on cross-product volume thresholds between peds and vehicles.

Variation of HB 1582 and SB 5514 in the previous legislative session that proposed statewide NRTOR.



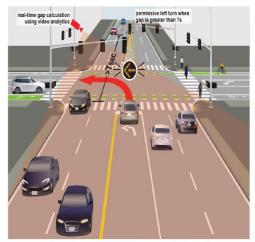




Dynamic Protected Left Turn Phasing

Actively measures the left-turn gap thresholds to look for conditions when there are limited gaps at protected-permissive locations.

Dynamically apply protected left turn phasing for the next cycle until there are sufficient gaps in traffic.





Schedule

- April July 2025: sensor installation and testing
- July August 2025: pilot live
- September 2025: data analysis



RTSSI Team





















City of Bellevue RTSSI Team:



Daniel Lai Xiaoyi Liu Sam Novack **Bret Treadway** Franz Loewenherz **Darcy Akers Kirk Neibert**

Further information: Kneibert@bellevuewa.gov



RARET Tabletop Update Dean Sydnor & Erin Funk

RET

Regional Alliance for Resilient and Equitable Transportation

RARET/ETPN Tabletop 2025

RARET Tabletop Update

Registration Info – September 5, 2025 Tabletop Event (Registration Required)

Click to Register

Date & Time:

Friday, September 5, 2025 10:00 AM – 1:30 PM (Pacific Time)

Hosted By:

Hopelink Mobility Management, Snohomish County DEM, Pierce County DEM

Event Locations:

- Snohomish County DEM Training Room
- Hopelink Redmond Rainier Room
- Pierce County Emergency Operations Center
- Virtual

Eastside Easy Rider COLLABORATIVE

Erin Funk
Eastside Mobility
Coordinator
efunk@hopelink.org

Next Meeting
Tuesday, September 30th
1:00PM – 2:30PM

Heather Clark
Program Manager of
Coaltions
hclark@hopelink.org