



Vision Zero

Safer Streets for Seattle

Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For all

Presentation overview

- Background
- Data and trends
- Priority projects
- New initiatives
- Next steps
- Questions



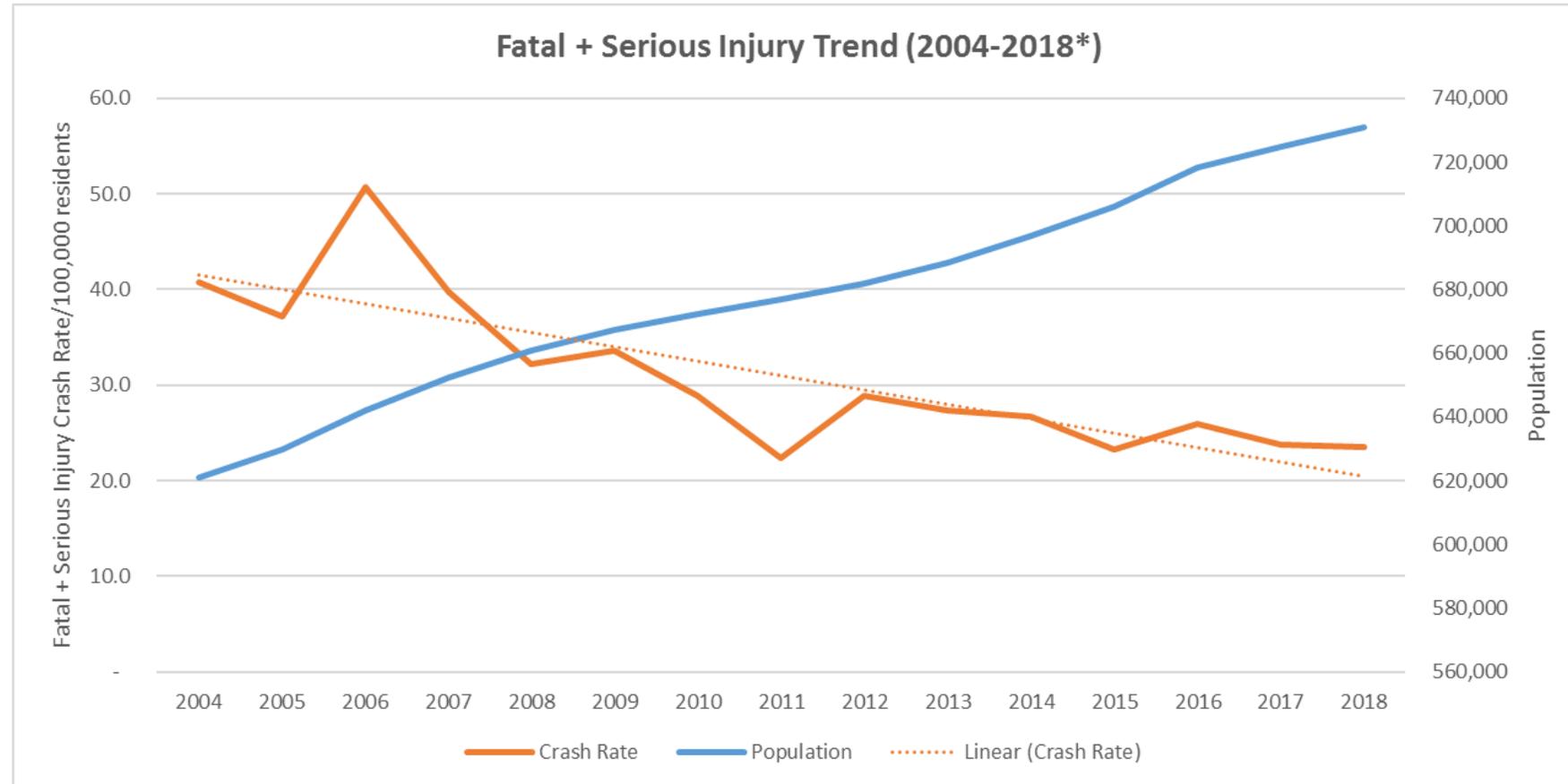
Background

- 1997: Vision Zero starts in Sweden
- 2000: WA State Target Zero
- 2012: Seattle Road Safety Action Plan
- 2015: Seattle launches Vision Zero
- 2016: Codified through Comp Plan update
- 2016: Lower citywide speed limits
- 2017: Bicycle and Pedestrian Safety Analysis
- 2018: BPSA assessment → Complete Streets Checklist



Data and trends

- Despite massive growth, Seattle continues to be on the right track
- Seattle amongst safest cities in US

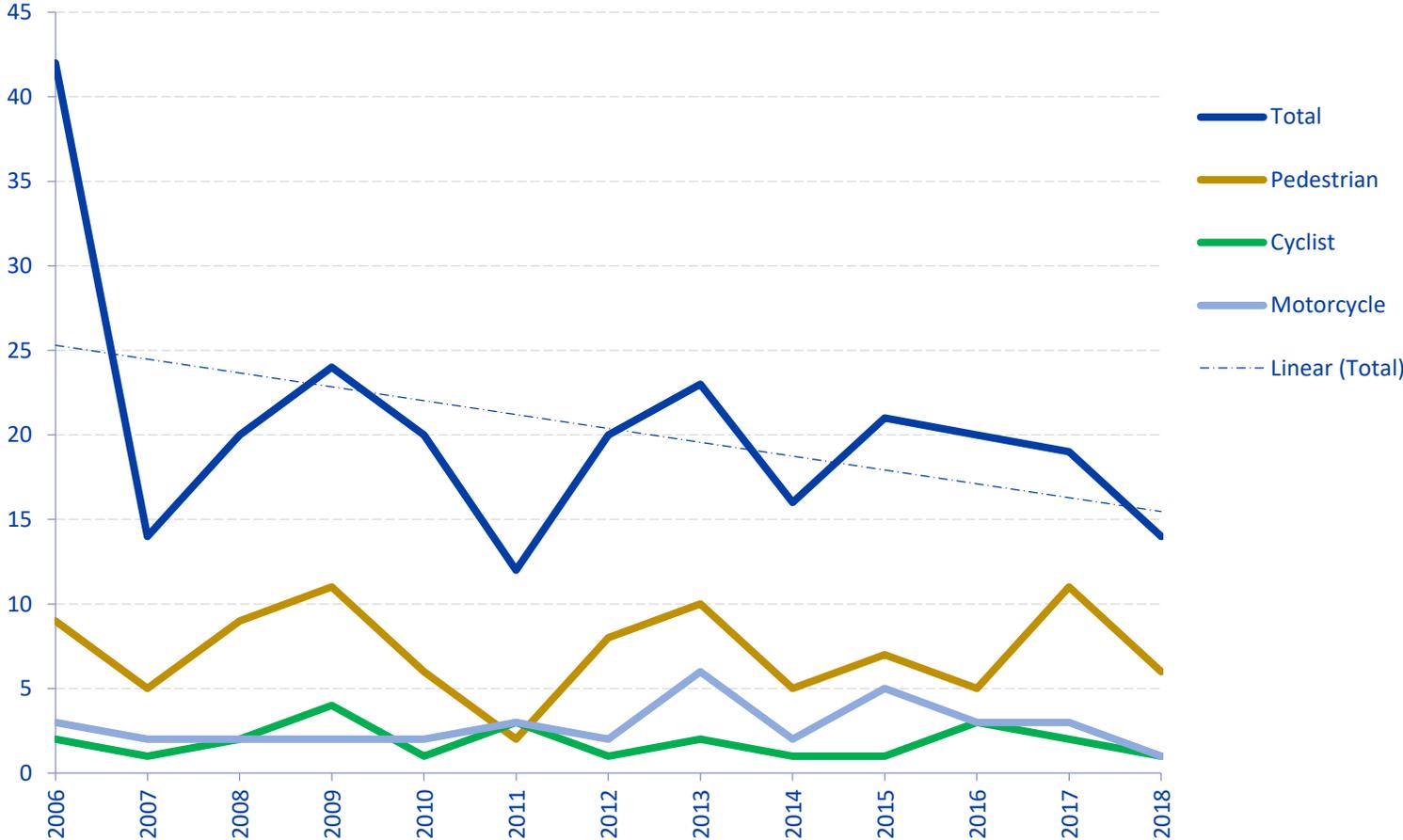


*2018 data is preliminary and may change

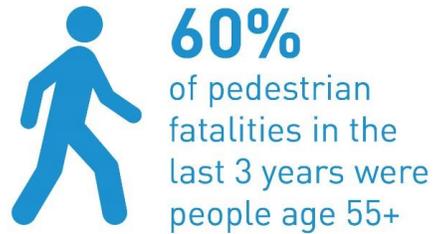
Data and trends

- 2018 preliminary data
 - 25% reduction in fatalities between 2017 and 2018
 - 14 total fatalities
 - 170 serious injuries
 - Pedestrians continue to be overrepresented

Traffic Fatalities on Seattle Streets



Data and trends



CONTRIBUTING FACTORS TO CRASHES IN SEATTLE



Distraction

Here at home, we've seen a 300% increase in distracted driving over the past 3 years, contributing to 3,000 crashes annually (30% of total crashes)



Impairment

Impairment contributes to an average of 500 crashes annually, and 20% of fatal crashes each year



Speeding

20% of fatal crashes involve speeding



Failure to Yield to Pedestrians

More than 200 injury collisions, and 10% of fatal pedestrian collisions each year

Data and trends

Fatal and Serious Injury Collisions (2016-2018)



Pedestrian fatality



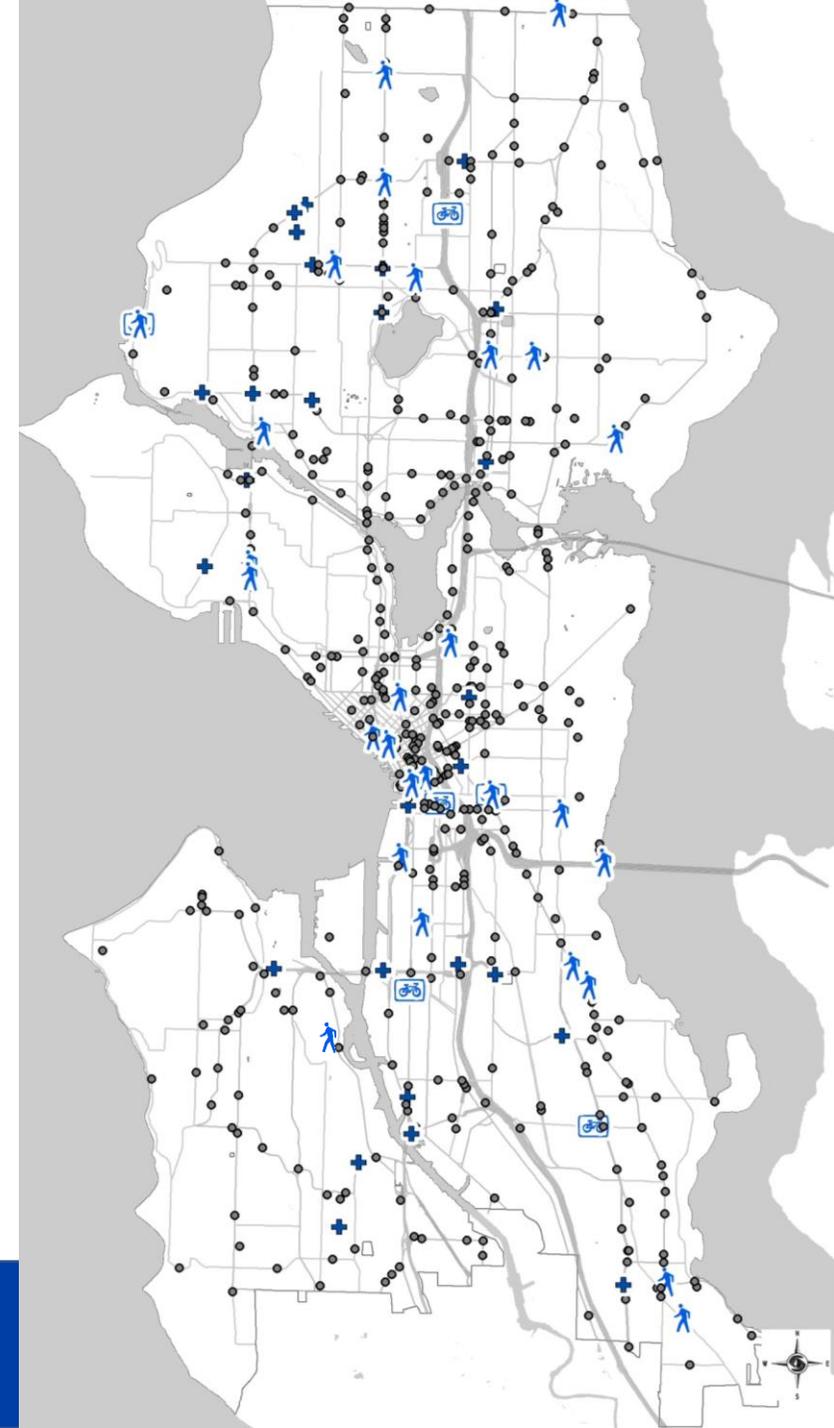
Bicycle fatality



Driver/passenger fatality

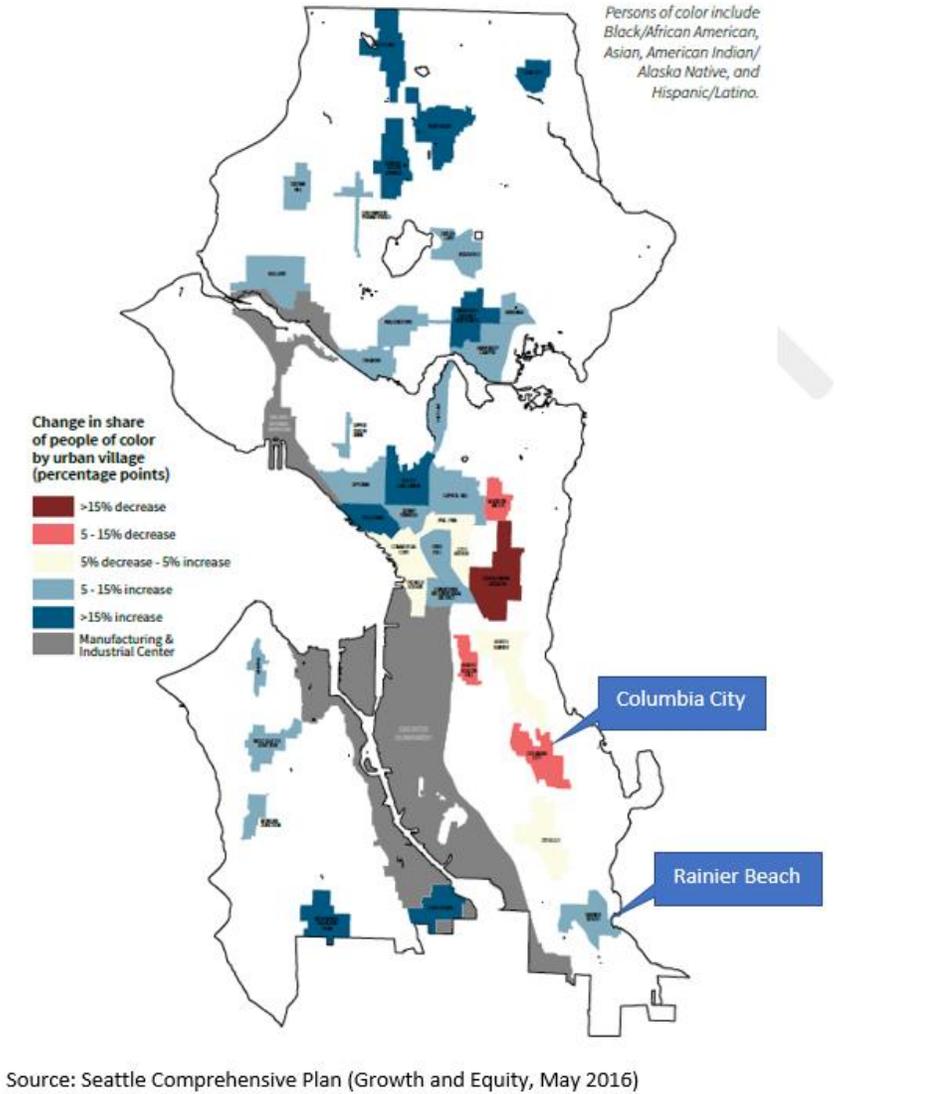


Serious injury collision



Equity

- Focus investments on highest need areas
- Enforcement RET in progress in partnership with SPD
- Tracking the neighborhoods, communities, and people adversely affected by collisions
- Reaching historically underrepresented communities with safety resources



Rainier Corridor RET

Safety corridors

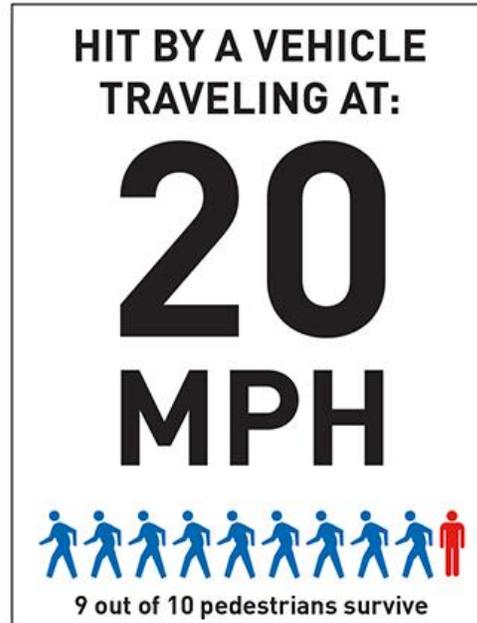
- Six projects completed in last 2 years
- 2019 projects
 - Rainier Phase 2
 - 35th SW Phase 2
 - NE 65th St
 - Greenwood-Phinney
 - SW Roxbury St
 - 23rd Phase 3
 - CBD Safety



Banner Way NE

Speed limits

- Critical factor in frequency and severity of crashes
- Seattle a leader in speed limit policy

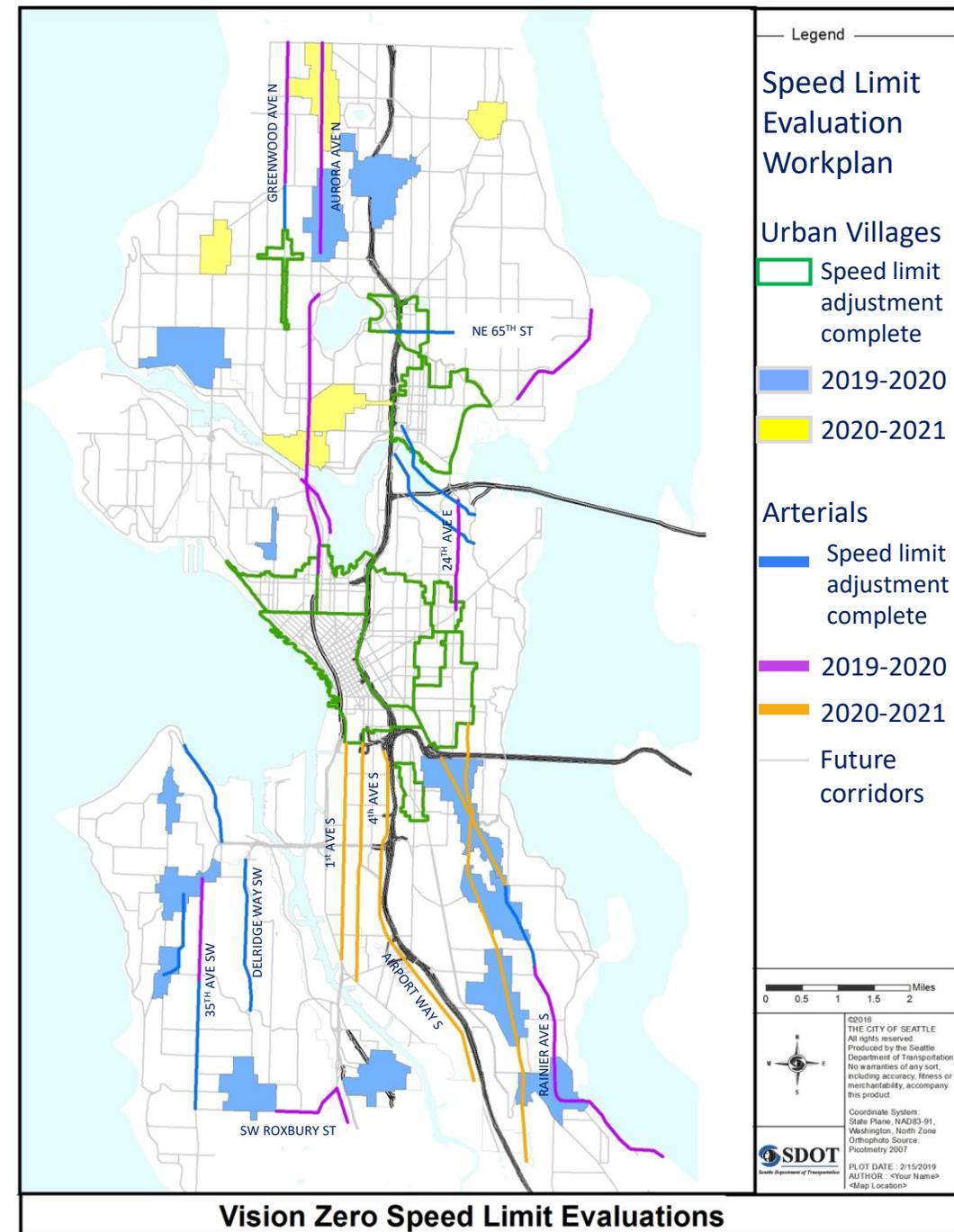


Speed limits

- Reduced speed limits on all non-arterial streets to 20 mph (2016)
- Reduced speed limits on nearly 200 miles of arterials last two years
- Focus on urban villages



80%
of pedestrian collisions occur within or near our city's urban villages



Leading pedestrian intervals (LPIs)

- Pedestrian signal provides “walk” signal 3 – 7 seconds prior to vehicular green light
- 40 to 60% reduction in pedestrian-vehicle collisions
- 30 existing LPIs
- 50 locations in queue for 2019
- More than 100 intersections under evaluation



Education

- Build awareness
- Shift attitudes
- Change behavior
- Metrics and research



Education

- Focus areas
 - Impairment
 - Pedestrian safety
 - Speeding
 - Distraction
- Partnerships
 - TNCs
 - Insurance companies
 - MADD
 - Ethnic media
 - Washington Traffic Safety Commission



New initiatives

- Bicycle and Pedestrian Safety Analysis Phase 2
- Seattle's Safest Driver 2.0
- New online dashboard
- Pedestrian safety emphasis patrols

Next steps

| Date | Activity/action |
|----------------------|---|
| Spring 2019 | Vision Zero Progress Report |
| Spring 2019 | Seattle's Safest Driver 2.0 |
| Summer 2019 | Vision Zero Dashboard |
| Starting Summer 2019 | Pedestrian safety emphasis patrols and communications |

Questions?

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