

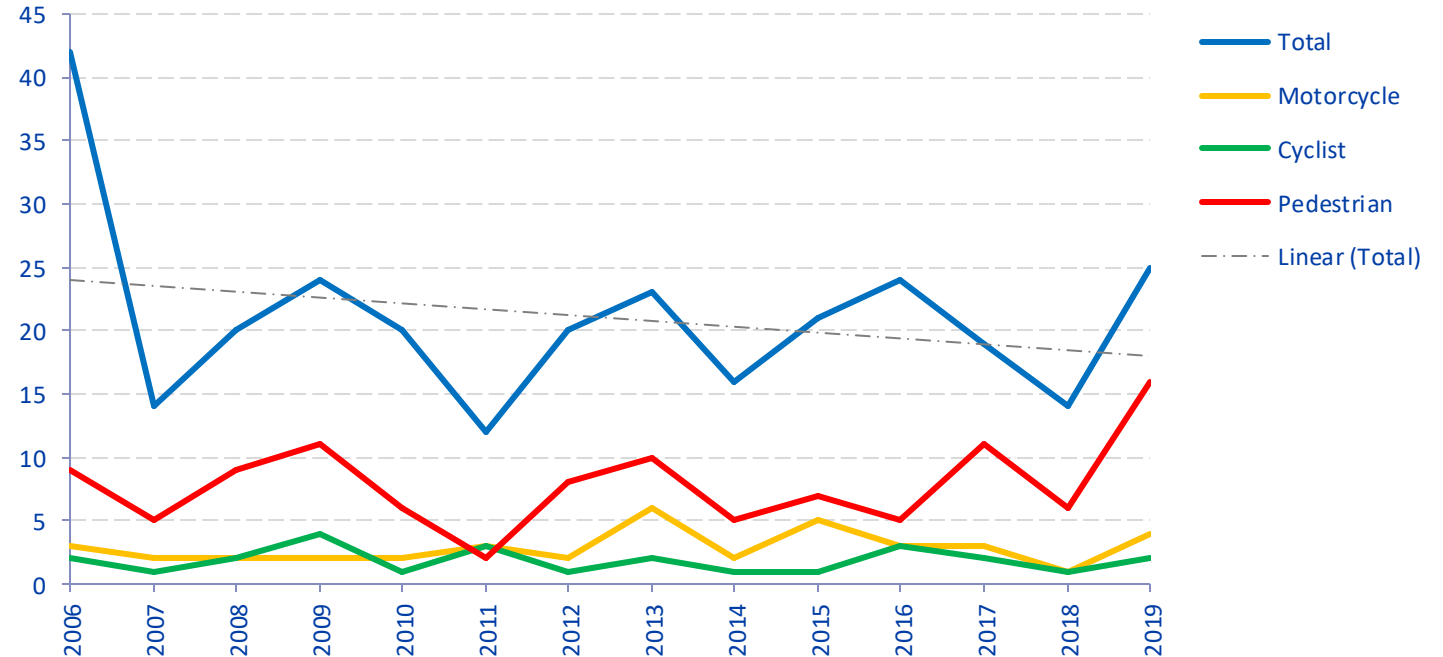
An aerial photograph of a city street intersection. The street is paved with asphalt and has white lane markings, including a crosswalk and a 'SLOW' sign. There are several cars parked along the curb and a few cars driving. Pedestrians are visible on the sidewalks. A large blue horizontal band is overlaid across the center of the image, containing white text. The text reads 'Vision Zero Status and 5-Year PMP Implementation Plan'.

Vision Zero Status and 5-Year PMP Implementation Plan

Background

- Fatal collisions increased sharply in 2019
- The worst year on record in more than a decade
- Swift action warranted to deter collision trends

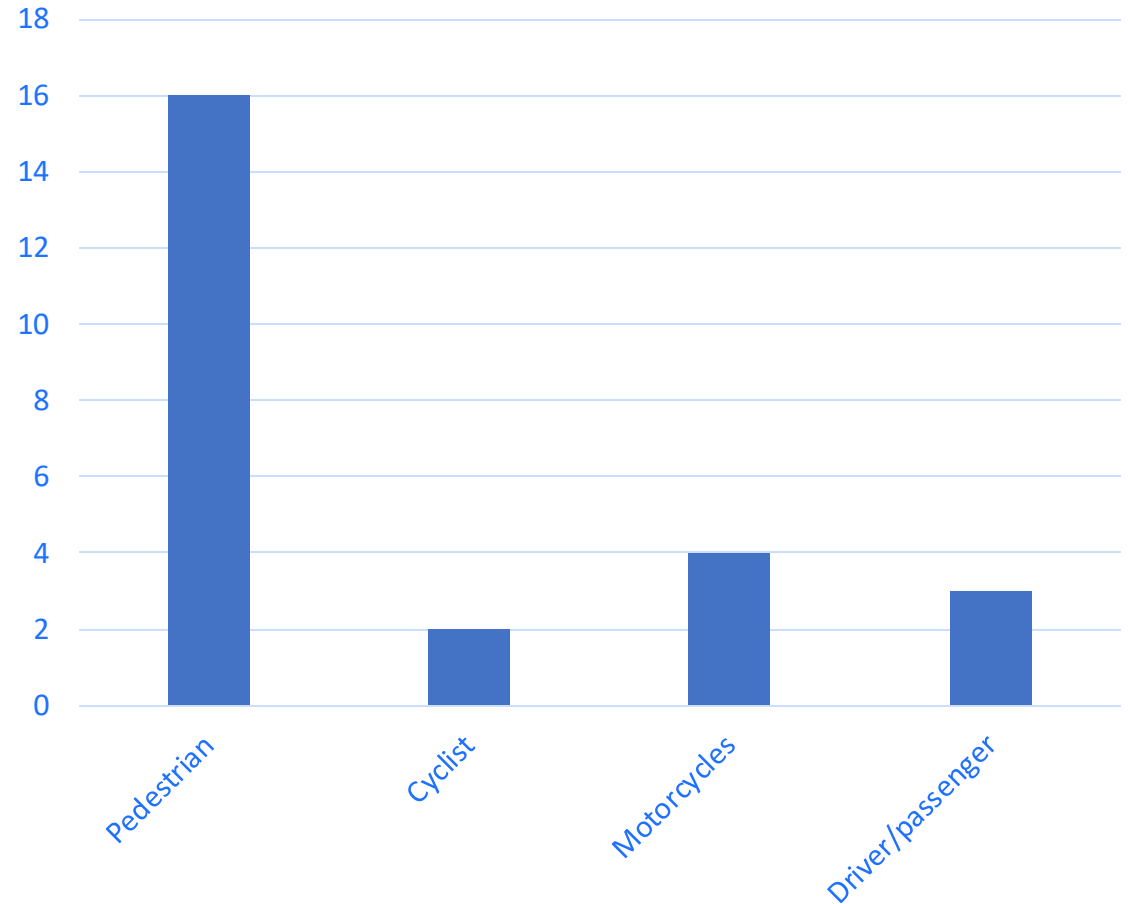
Traffic Fatalities on Seattle Streets
(preliminary data as of 12/4/2019)



Background

- Fatal pedestrian collisions have tripled year-to-date over 2018
- Pedestrians top mode for fatalities last 8 years
- Median age of pedestrians killed in 2019 collisions is 63 years old
- 5 pedestrian fatalities on Aurora

2019 Fatalities by Mode
(preliminary data as of 12/4/19)



Seattle taking swift action to reverse trends

- Lower speed limits citywide
- Expedited deployment of Leading Pedestrian Intervals (LPIs)
- Creation of Major Crash Review Task Force
- New Vision Zero Street Teams
- Pedestrian Safety Emphasis Patrols
- More red light and school zone safety cameras

Goals

The intent of these actions is to change behaviors, deter collisions and save lives:

- Lower speeds limits citywide: reduce the frequency and severity of collisions
- LPIs: Reduce pedestrian-vehicle conflicts
- Major Crash Review Task Force: develop new recommendations for safer streets
- Street Teams: reach underrepresented communities
- Pedestrian Safety Emphasis Patrols: improve awareness and compliance with pedestrian right-of-way laws
- More red light and school zone safety cameras: Reduce the frequency and severity of collisions

Near term actions

Bike & Ped Safety Analysis, Phase 2

- Based on 10 years of crash data
- Expanded analysis allowing SDOT to take proactive, systemic action
- Used in prioritizing Vision Zero investments

Release January 2020

Seattle Department of Transportation

CITY OF SEATTLE BICYCLE AND PEDESTRIAN SAFETY ANALYSIS PHASE 2



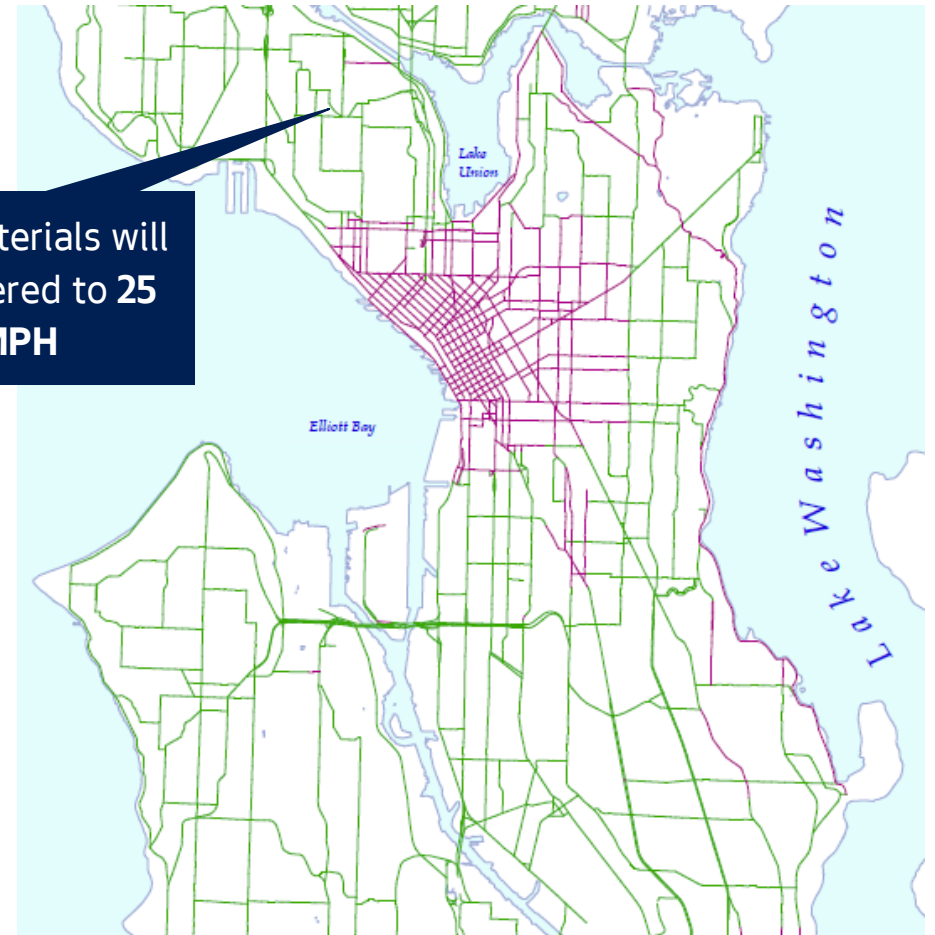
 Seattle
Department of
Transportation

Near term actions

Citywide Speed Limit Reductions

- Revise speed limit setting policy
- Implement lower speed limits across the city, including new signs
- SDOT and WSDOT to evaluate State Routes, such as Aurora and Lake City Way
- Crash reductions of 20% to 40% on streets recently lowered to 25 MPH

Launch Citywide 2020



Most arterials will be lowered to **25 MPH**

Legend

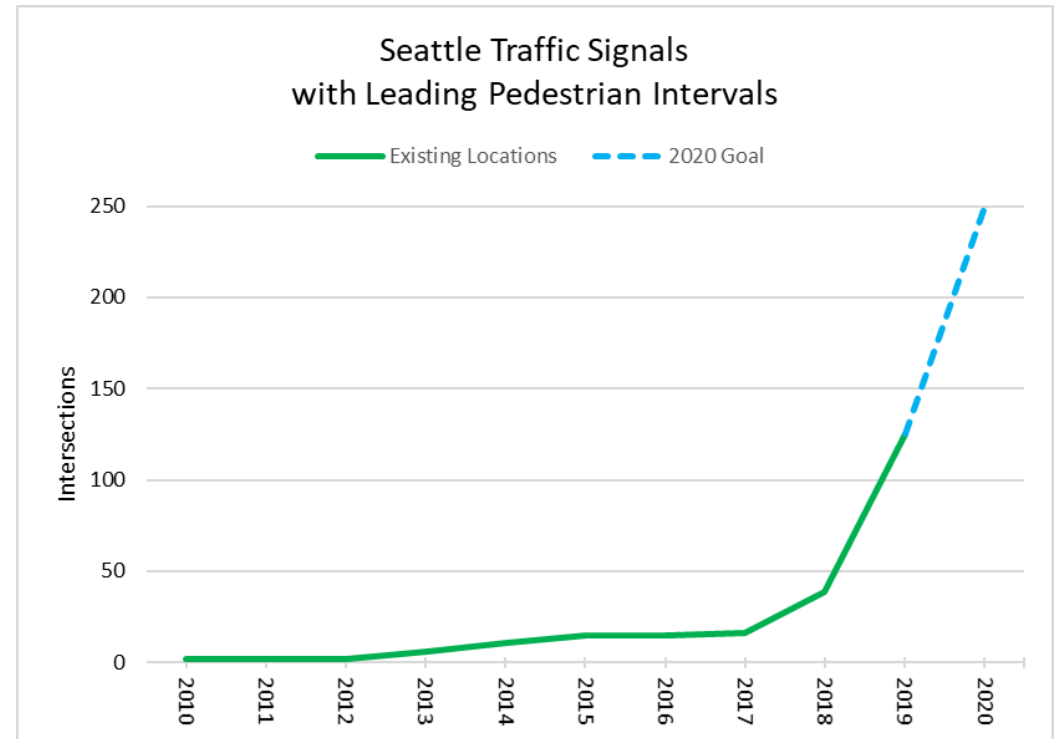
- Existing 25 mph
- Arterial streets with speed limits > 25 mph

Near term actions

Leading Pedestrian Intervals (LPIs)

- LPIs give pedestrians 'walk' signal before vehicular traffic get green lights
- LPIs reduce ped collisions up to 60%
- 125 currently installed citywide
- Goal: Double number of LPIs in 2020. (250 total / 25% of traffic signals)

In progress

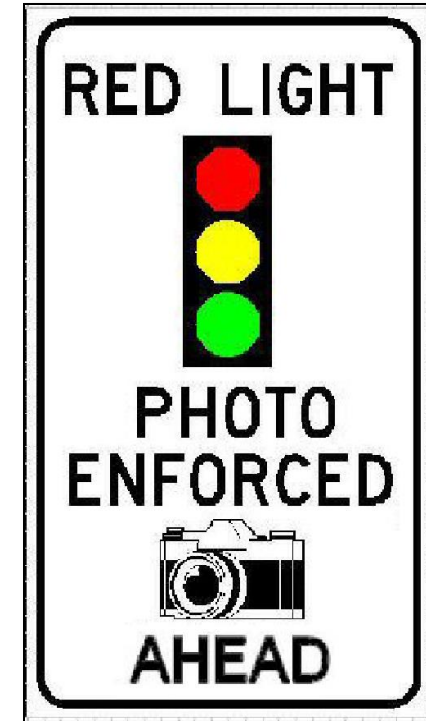


Near term actions

Expand camera enforcement

- Red-light cameras reduce angle and pedestrian collisions
- Double the number of red-light cameras at high priority intersections
- Install an additional five school zone speed cameras

2020-2021



Near term actions

Pedestrian Safety Emphasis Patrols

- Focusing on drivers that fail to stop for pedestrians in crosswalks

Vision Zero Emphasis Patrols

- 600 annual hours of additional enforcement focusing on high crash corridors and top contributing factors to collisions (impairment, distraction, speeding, failure to stop for pedestrian)

November 2019 – December 2021

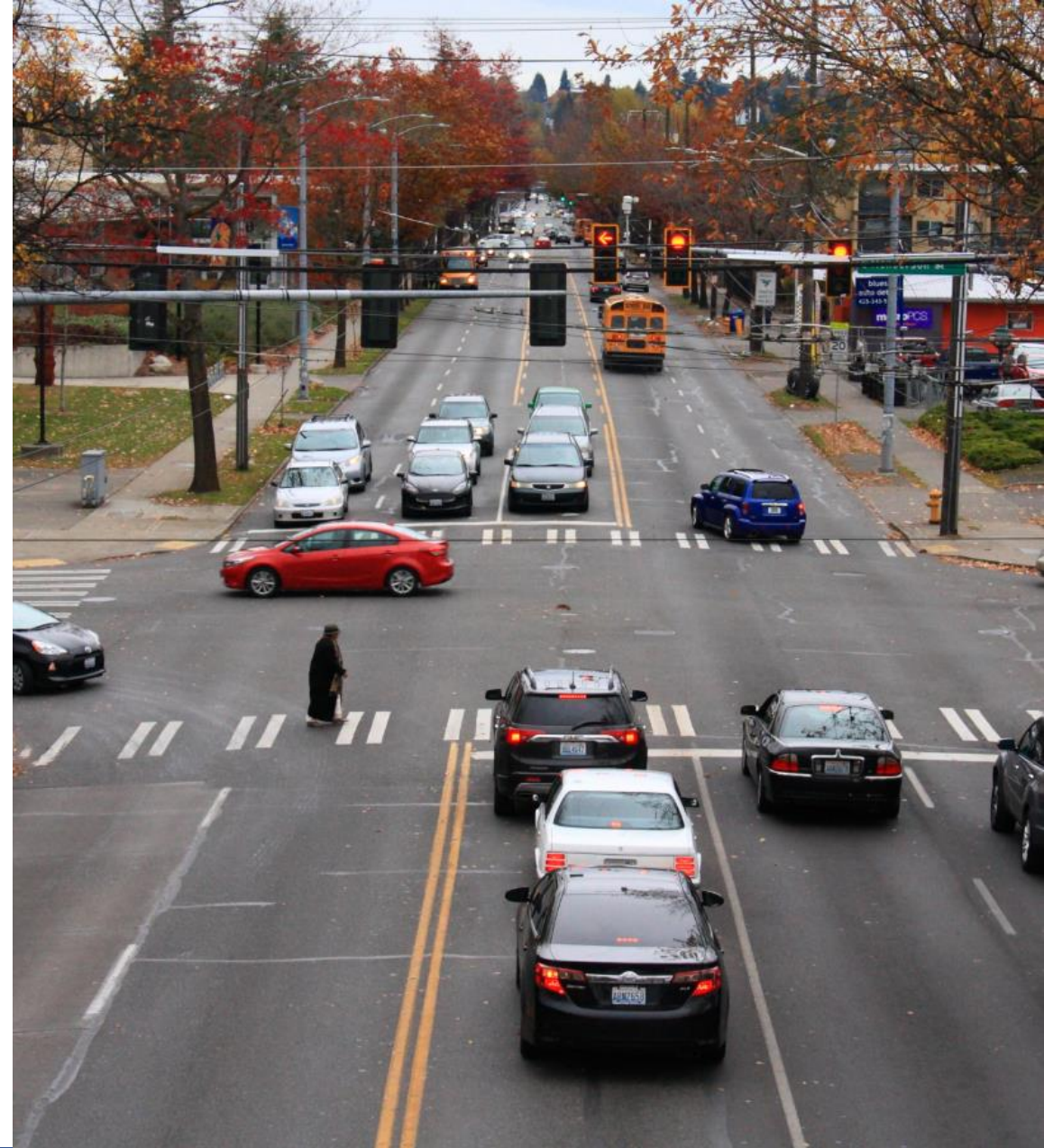


Near term actions

Major Crash Review Task Force

- Review details of serious and fatal collisions and develop recommendations to enhance safety
- Task Force Members to include SDOT, SPD, Public Health, WSDOT, Modal Advisory Board representatives, local hospitals and institutions, and others
- Proven public health strategy to understand full range of safety issues and potential solutions

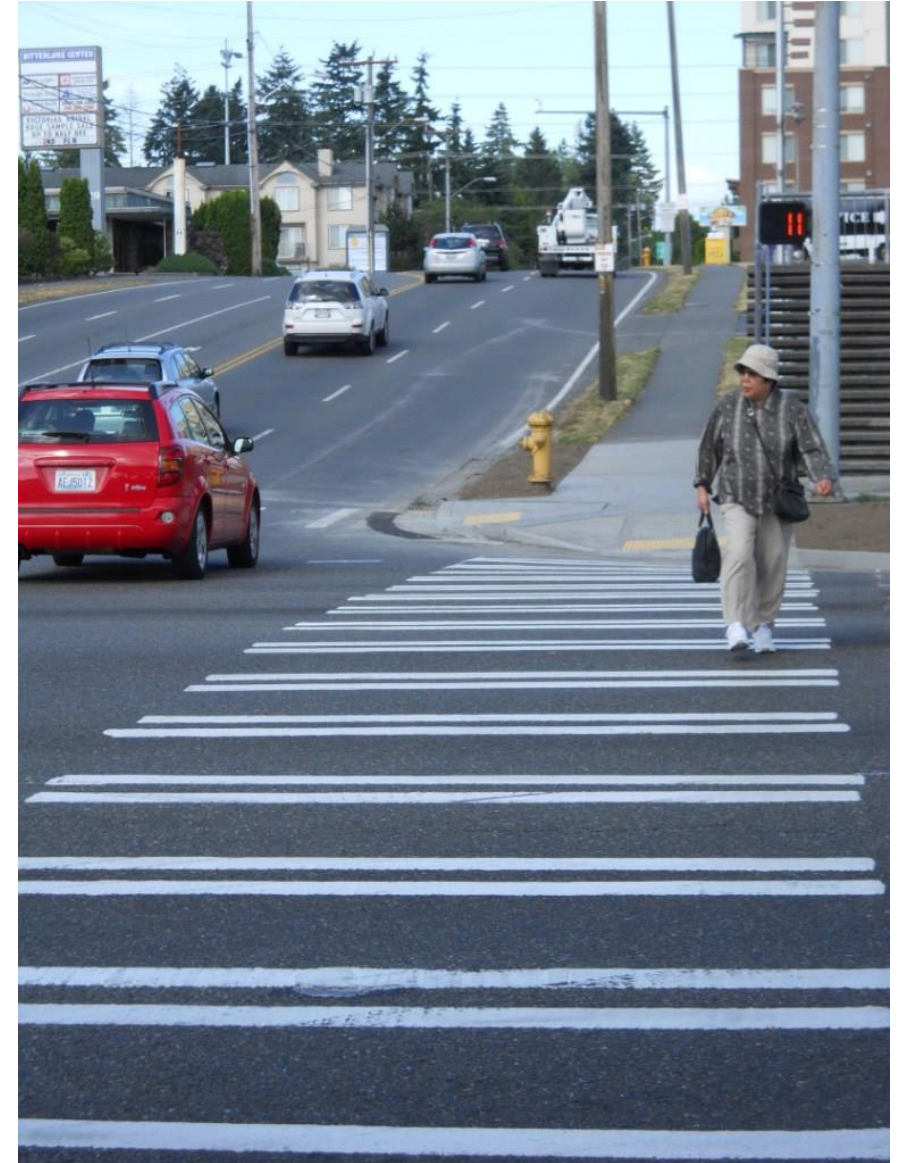
Launch 2020



Near term actions

Aurora Avenue North (SR-99)

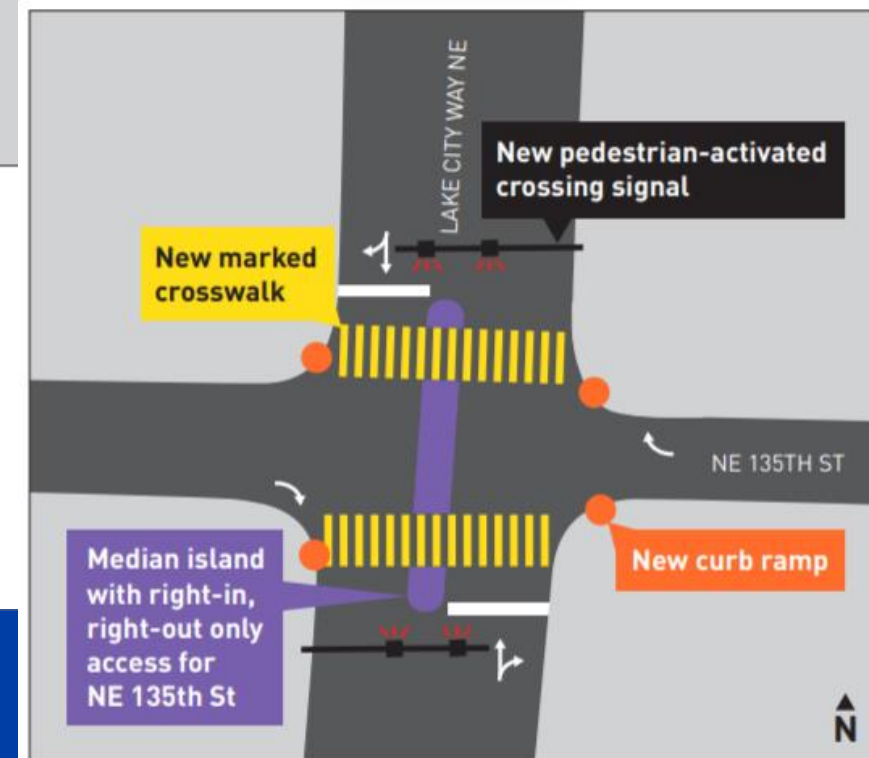
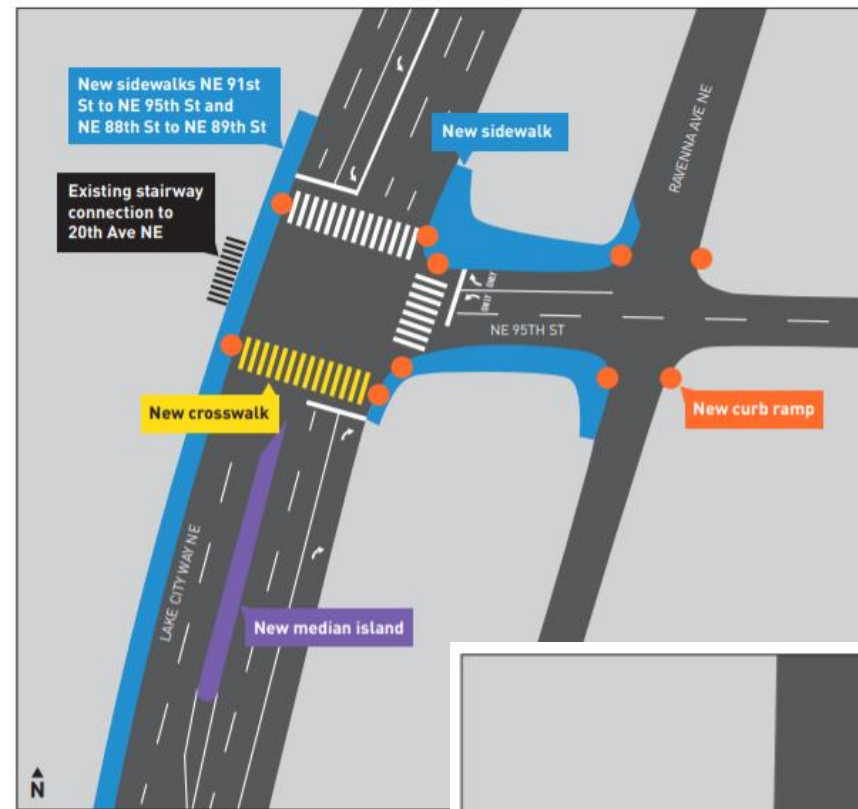
- 2019 WSDOT partnership installed 63 new curb ramps, intersection improvements at N 83rd St, new red bus lane markings and repaved entire corridor
- Implement \$2 million in capital investments through Aurora Safety Corridor Project (2020-2024)
- Launch planning study to develop long-term, high capital street design concepts for Aurora Avenue North in (2021)



Near term actions

Lake City Way (SR-522)

- Partnership with WSDOT
- \$8.5 million of capital investments through Lake City Way Safety Corridor Project (2020 – 2021)
 - Five blocks of new sidewalks
 - New signals and crosswalks at:
 - NE 82nd St
 - NE 135th St
 - Intersection improvements and new crosswalks at:
 - NE 95th St
 - NE 137th St



Near term actions

Vision Zero Street Teams

- In-person transportation safety education efforts focusing on older adults and historically underrepresented communities
- Learning from successful communications around Seattle Squeeze

Launch 2020



Near term actions

Budget Supplemental Funds

- Nearly \$20 million in new funding added to budget to support capital projects including:
 - Safety Corridor Projects
 - Pedestrian crossing improvements
 - Neighborhood Greenways
 - Bicycle Master Plan Implementation



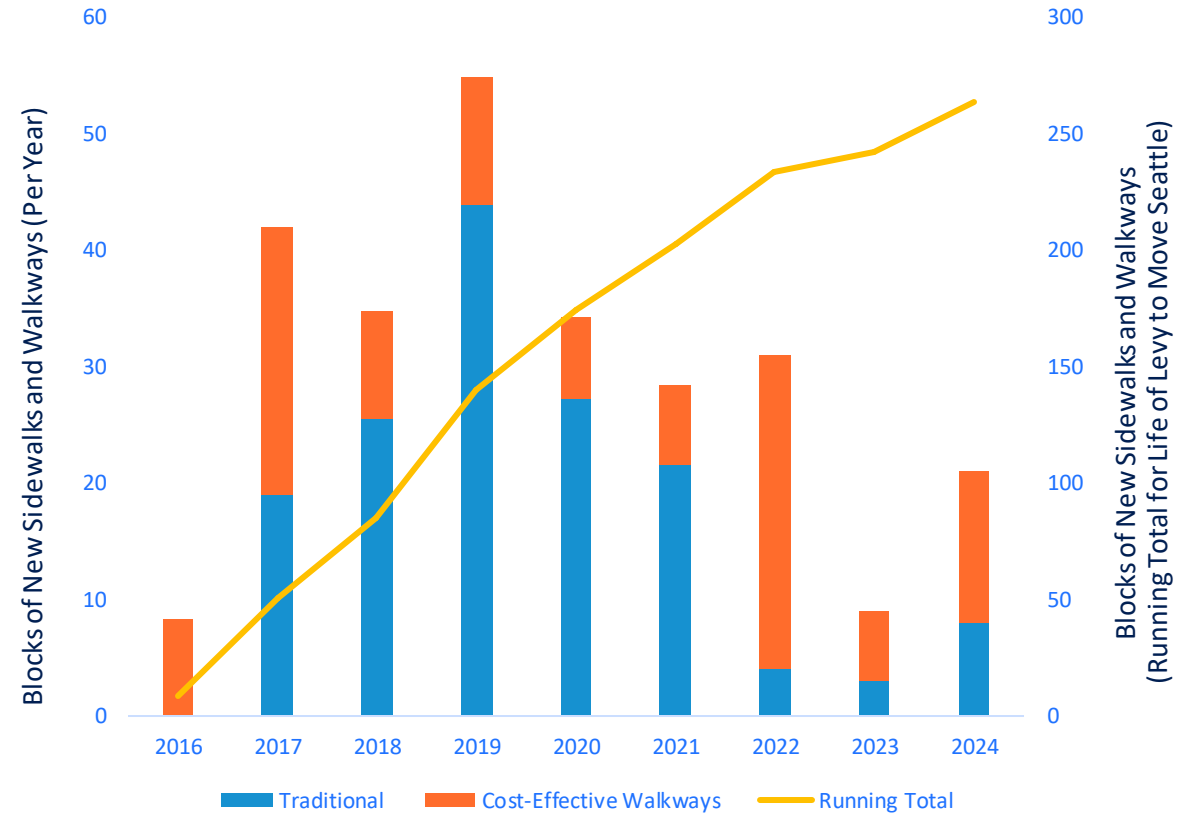
2020-2024 PMP Implementation Plan

- 5-year updated project list contains **121 sidewalk blocks** and **164 crossings** to evaluate or upgrade
- In 2019, we are on track to construct:
 - 50-56 blocks of new sidewalks
 - 16 improved crossings
 - 29-32 improved walking routes to school
- Projects prioritized based on:
 - Transit
 - Schools
 - Safety
 - Health/equity
 - Urban villages
 - Age-Friendly factors



Implementation Plan Highlights

- Delivery strategy includes a mix of traditional sidewalks and “cost-effective” walkways
- Continuing programmatic and policy initiatives to improve pedestrian safety and access (e.g. policy changes for signals and LPs, new speed limit reductions in key locations)



Questions?

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www.seattle.gov/visionzero

