

Vision Zero Program

City Council Transportation Committee

April 16, 2024



Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

Presentation Overview

- Vision Zero Overview
- National and local safety trends
- Top to Bottom Review of Vision Zero
- Momentum building Actions
- Safe System Approach
- Past Projects
- Systemic Investments
- What's next





Since Seattle began its Vision Zero efforts in 2015, over **1,688 people** have been seriously injured and **228 people** have been killed in a traffic crash.



Together, we hold space for them.



Together, we commit to taking action to end traffic deaths and serious injuries on city streets by 2030.



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Vision Zero

Seattle's goal to end traffic deaths and serious injuries on city streets by 2030

Key principles

- Traffic deaths and serious injuries are unacceptable
- Humans make mistakes, are vulnerable and fragile
- Success hinges more on design of a safe system than on individual behavior
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

VISION
ZERO
SAFER STREETS FOR SEATTLE

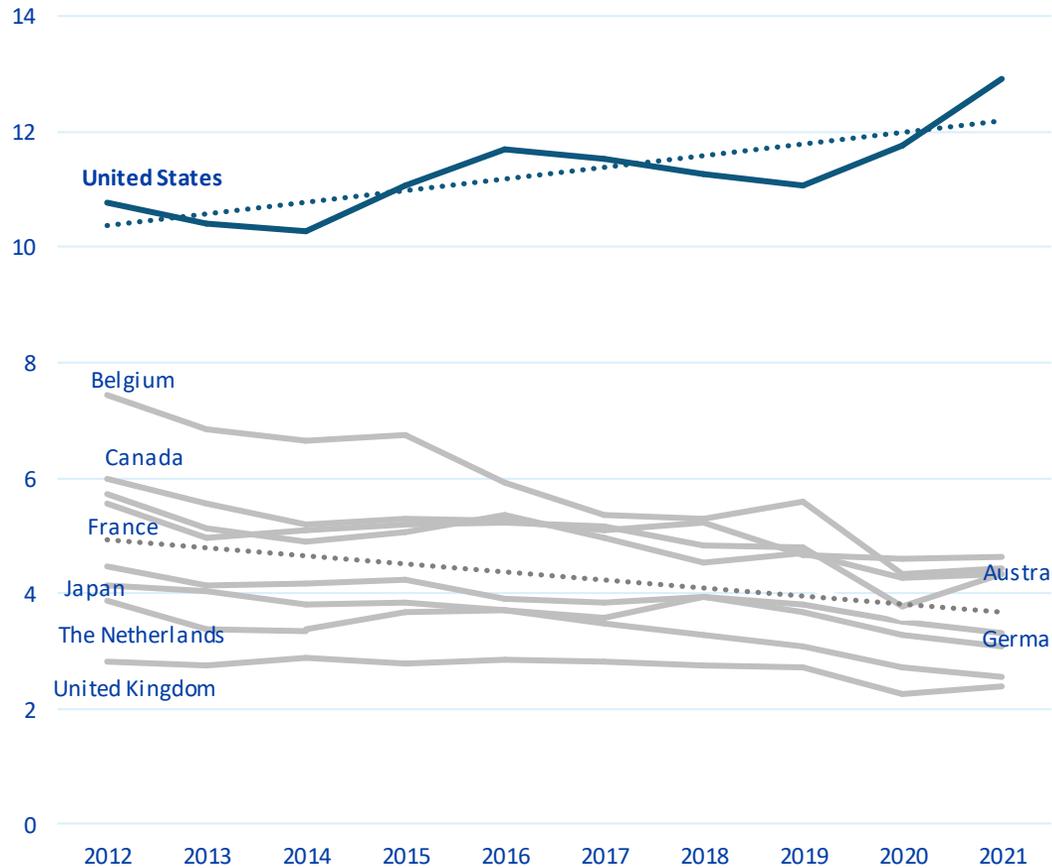
Program Origins

- Vision Zero concept originated in Sweden with successful results
- Over 50 US communities have now joined Vision Zero Network
- Seattle's program launched in 2015 to comprehensively address lives lost and seriously injured on City streets
- Program has focused on data-driven approach to improving safety for all modes



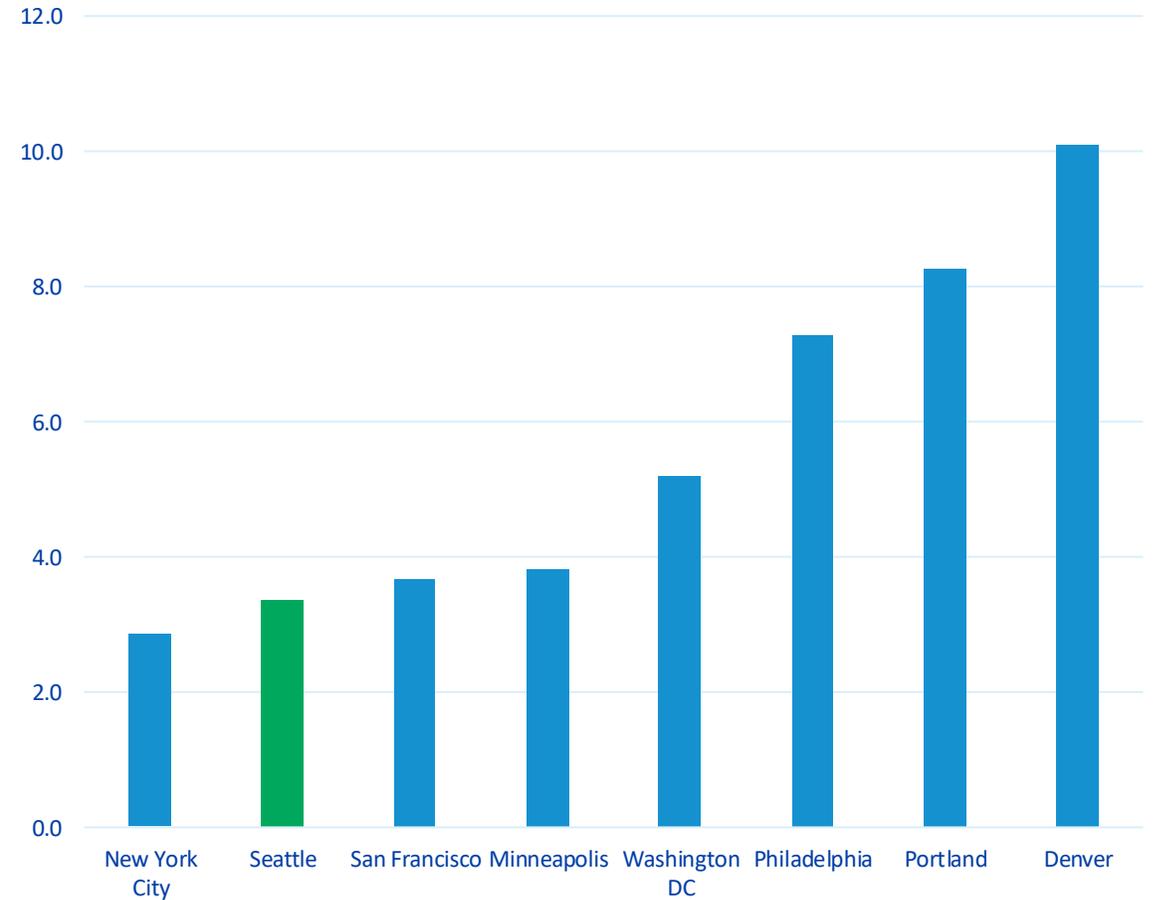
Traffic Safety is a National Issue

Traffic Fatalities per 1M Inhabitants by Country*



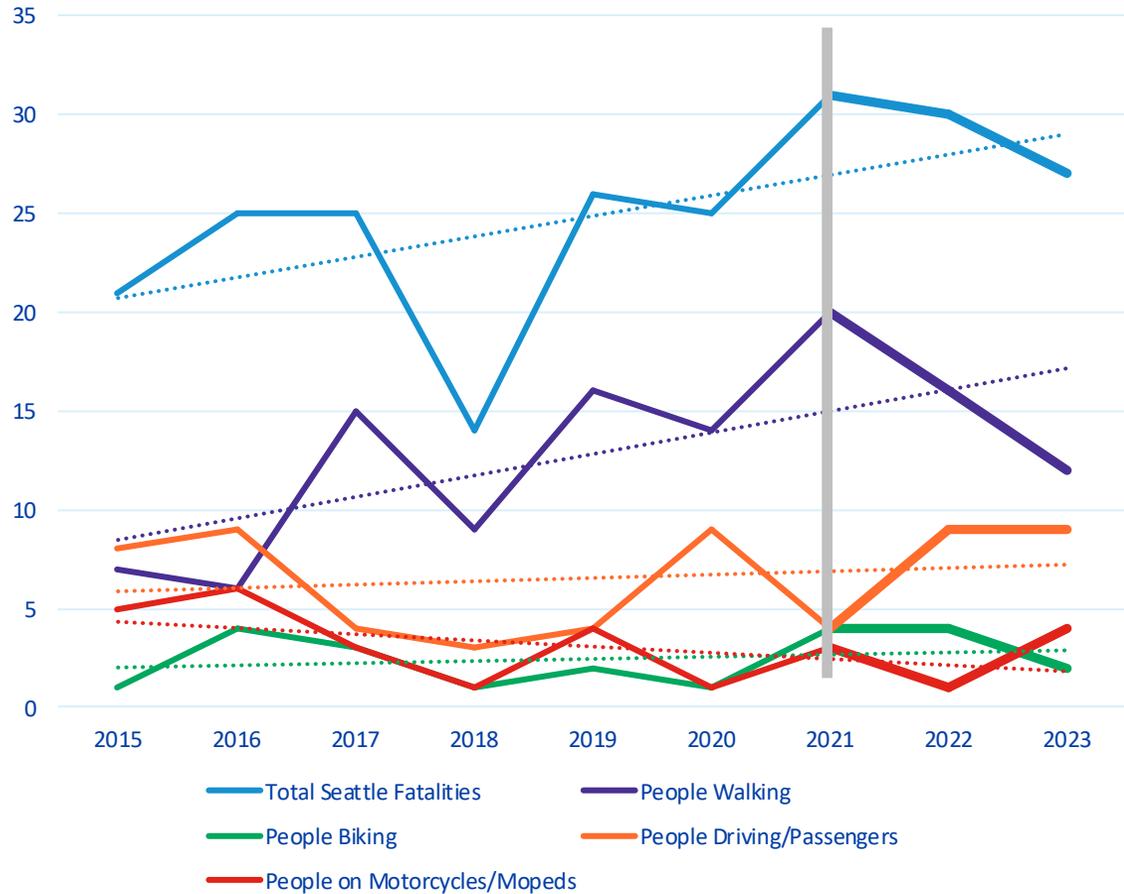
*Source: Data from OECD road accident database

5-Year Average Fatalities per 100,000 Residents (2018-2022)

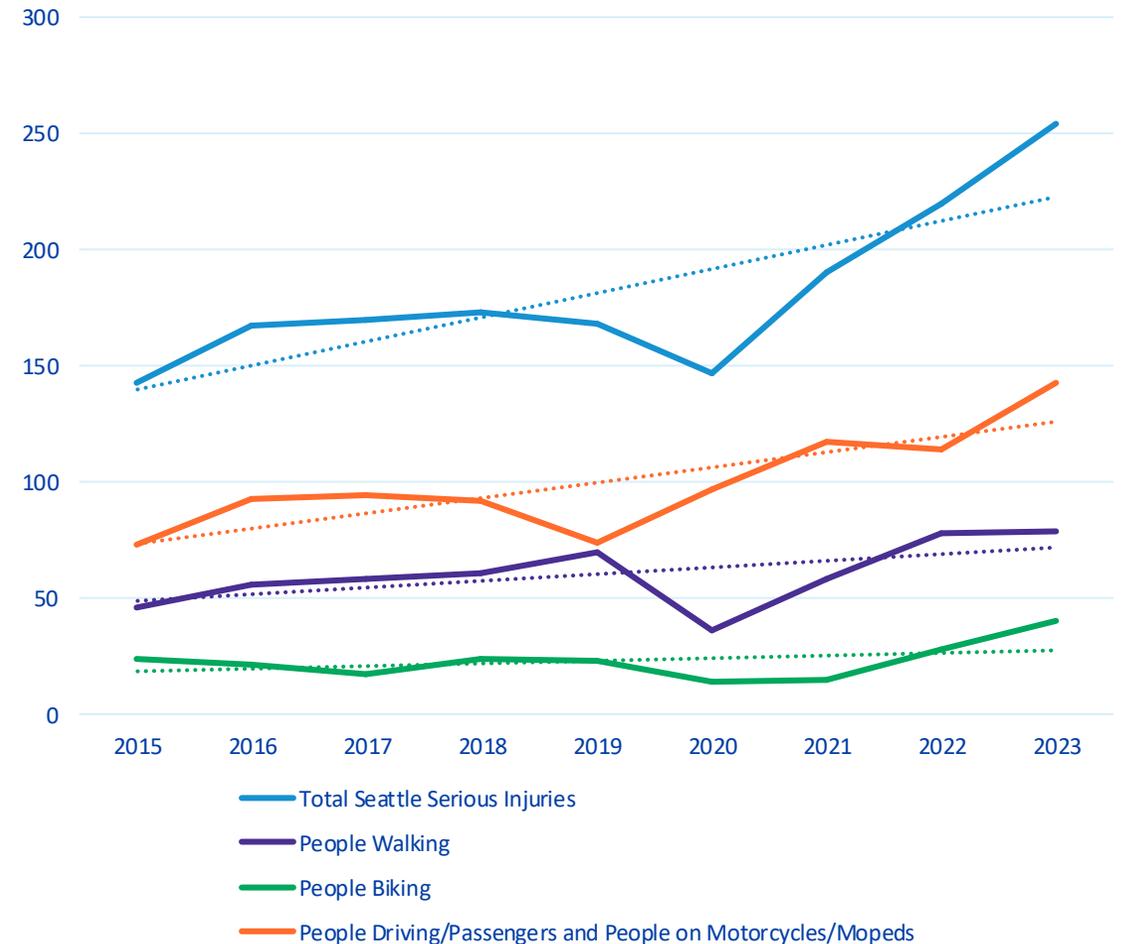


Collision Trends on Seattle's Streets

Lives Lost on Seattle Streets

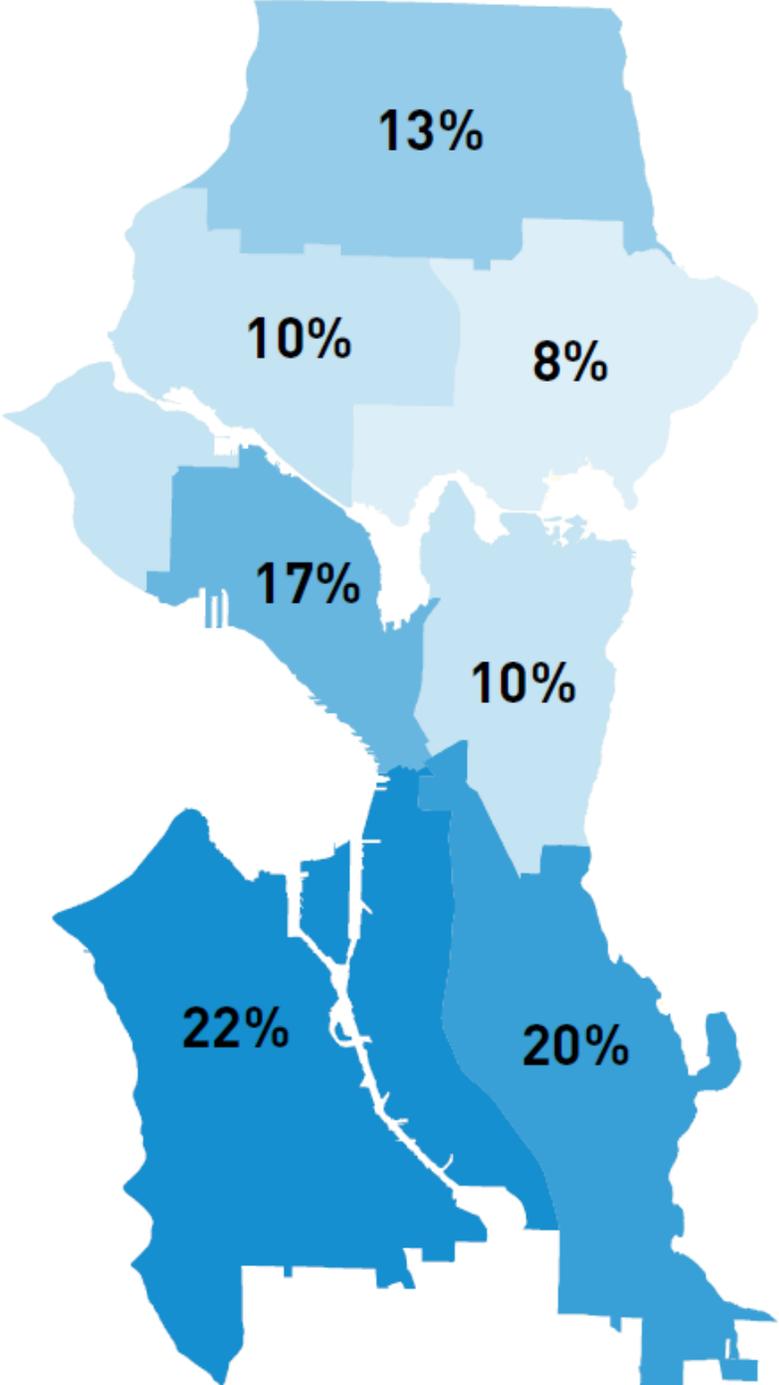


Serious Injuries on Seattle Streets



Where are these Crashes Occurring?

Share of 2018-2022
Fatal and Serious Injury
Crashes by Council District



Top-to-Bottom Review Overview



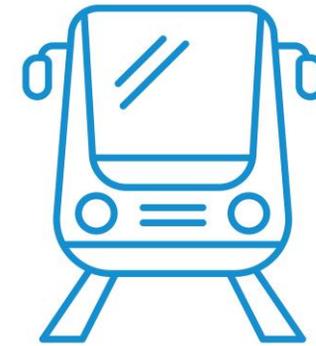
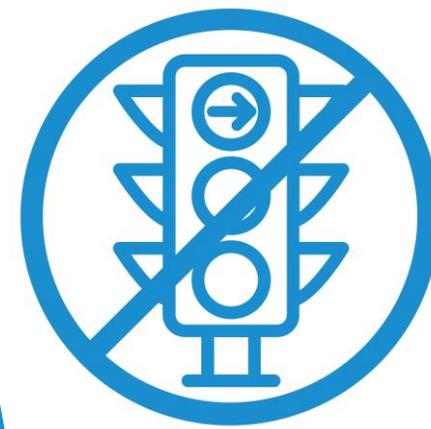
Key Takeaways: Recommendations

- 12 broad recommendations for realigning SDOT's Vision Zero efforts
- Recommendations focus toward:
 - Adopting the Safe System Approach throughout the department and with external partners
 - Incorporating Vision Zero into every project and program
 - Strengthening processes and culture around Vision Zero
 - Addressing equity along with safety



2023 momentum-build action progress

- ✓ Implemented no turn on red restrictions at 73 intersections
- ✓ Installed LPIs at 101 intersections
- ✓ Established a partnership with Sound Transit and completed priority safety improvements along MLK Jr Way S
- ✓ Partnered with BIPOC-focused organizations to conduct engagement around automated safety cameras and prepared a Statement of Legislative Intent on expanding this tool in school zones
- ✓ Elevated the City Traffic Engineer to a new Chief Transportation Safety Officer role



Getting to Zero: Adopting the Safe System Approach

- Seattle shifting adopt new USDOT guiding paradigm to address roadway safety
- Includes multiple layers of protection to reduce the likelihood and severity of crashes
- Adds redundancy to accommodate both human mistakes and human vulnerability



Proven Safety Countermeasures

- FHWA database of strategies and treatments proven effective in reducing fatal and serious injury crashes
- Each countermeasure backed by research on crash reduction factors
- SDOT is working to deploy these PSCs at scale citywide

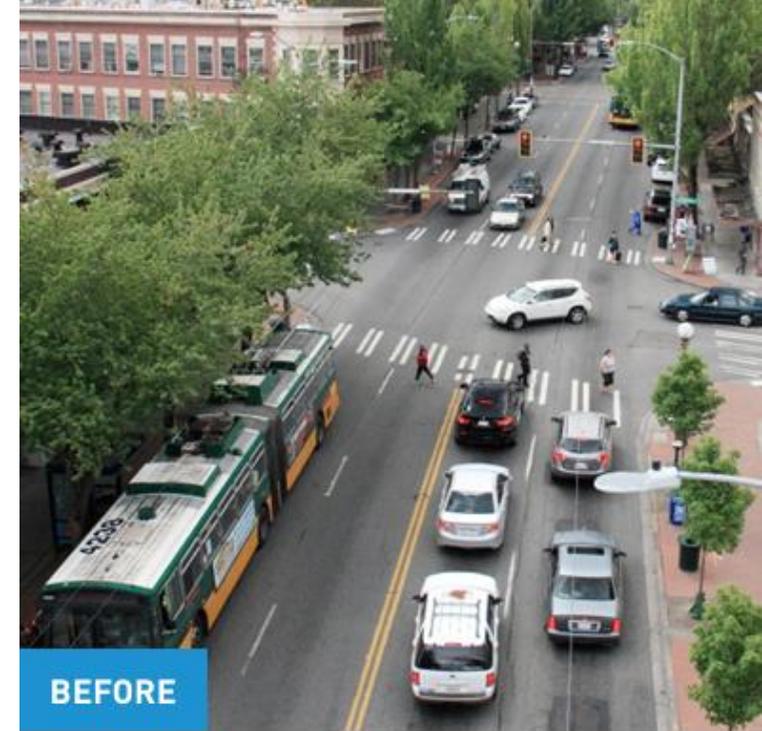


Data-Informed Approach to Prioritization



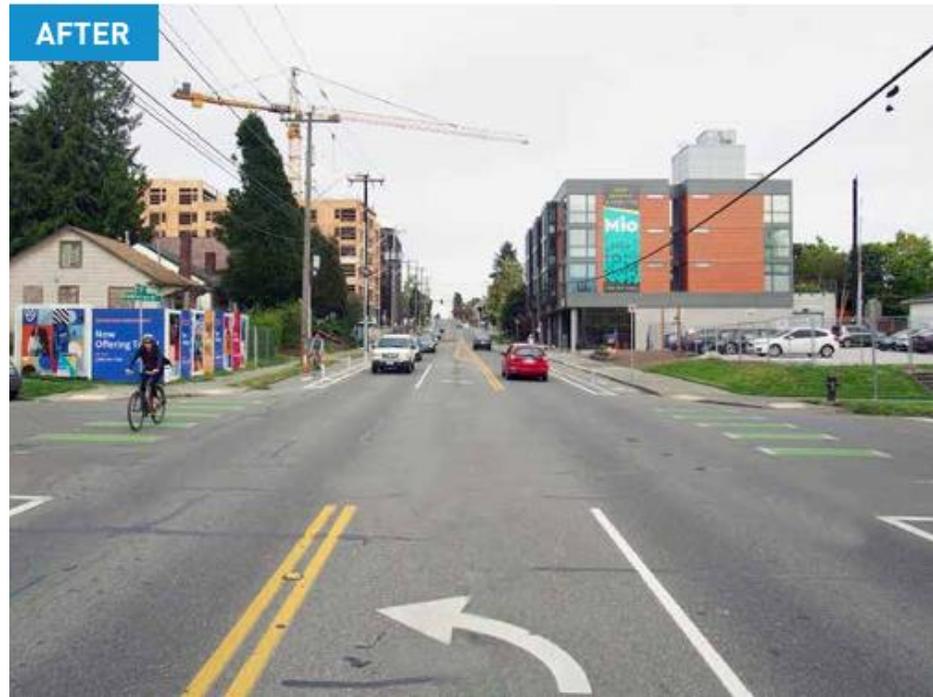
Project Highlight: Rainier Ave S Phase 1

- Road diet, speed limit reduction, transit efficiency improvements, signal enhancements
- Results:
 - ▼ 15% reduction in all crashes
 - ▼ 30% reduction in injury crashes
 - ▼ 28-52% reduction in speeding
- Continued to pursue additional safety treatments throughout the Rainier corridor



Project Highlight: NE 65th St Corridor

- West segment (Ravenna Blvd - 20th Ave NE): new center turn lane, protected bike lanes, reduced lane widths, shared bus stops
- East segment (20th Ave NE – 39th Ave NE): all-day parking, lane restriping
- Results:
 - ▼ 63-67% reduction in crashes
 - ▼ 35-60% reduction in top-end speeding
 - ▲ 25-36% increase in pedestrian volumes
 - ▲ 40% increase in bike volumes where PBL installed



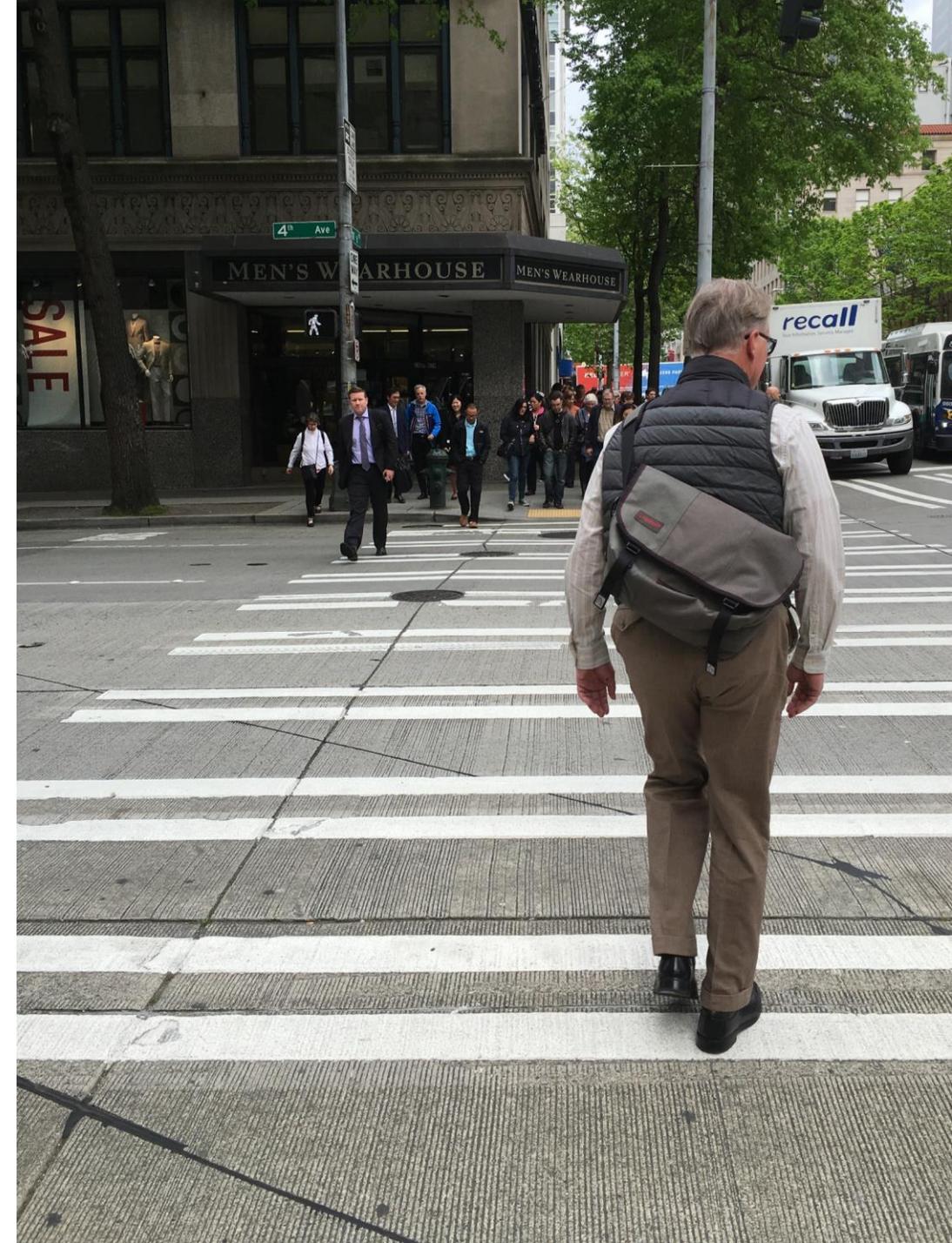
Other Recent Vision Zero Projects

- Highland Park Way SW & SW Holden St
- Lake City Way NE
- 35th Ave SW
- 23rd Ave E
- Banner Way NE
- Sand Point Way NE
- 12th Ave S
- West Marginal Way SW



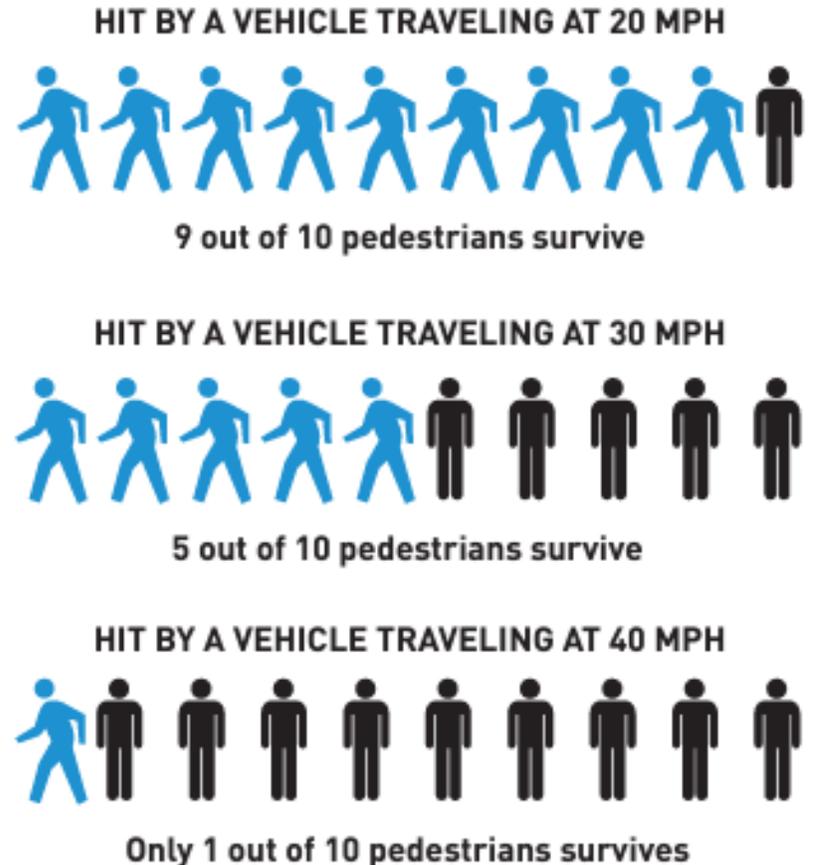
Systemic Treatment: Leading Pedestrian Intervals

- Provides people walking with 3-7 seconds head start to improve visibility
- LPIs now installed at 662 signalized intersections (70% of compatible signals)
- Study of LPIs installed 2009-2018:
 - ▼ 48% reduction in turning crashes involving pedestrians
 - ▼ 34% reduction in serious and fatal pedestrian crashes



Systemic Treatment: Citywide Speed Limit Reductions

- Reduced most arterial speed limits to 25 MPH in early 2021
- Evaluation found 20-40% reduction in crashes along arterial streets with 25 MPH reduced speed limits and increased sign density
- Independent IHS study in Seattle showed 11-20% reduction in injury crashes
- Continuing speed limit reductions with safety corridor projects and implementing arterial traffic calming



2024-2026 Vision Zero Action Plan

- Guides actions to reduce the number and severity of crashes
- Builds upon recommendations in the Top-to-Bottom Review
- Establishes an aggressive **3-year strategy**
- Sets specific and measurable actions for the entire department
- Tracks Vision Zero progress



An aerial photograph of a city street intersection, overlaid with a semi-transparent blue filter. The image shows several cars, including a white van, a dark SUV, and a silver sedan, stopped at a traffic light. Pedestrians are visible on the sidewalks. Street markings include a 'SLOW' sign, a 'ONE WAY' sign, and a 'ONLY' sign with an arrow. A green-painted area with white arrows is visible on the right side of the road.

From the entire SDOT Team:
Thank you!

