



Vision Zero

Top-to-Bottom Review

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 Outline

- Purpose
- Vision Zero Top-To-Bottom Review
 - Context setting
 - Safe Systems Approach
 - Safe Streets and Roads For All federal grant
 - Key recommendations
 - Five momentum-building actions
 - Public input
 - Next steps
- Q&A



Top-to-Bottom Review Overview



Brief overview of SDOT Vision Zero Top-to-Bottom Review process

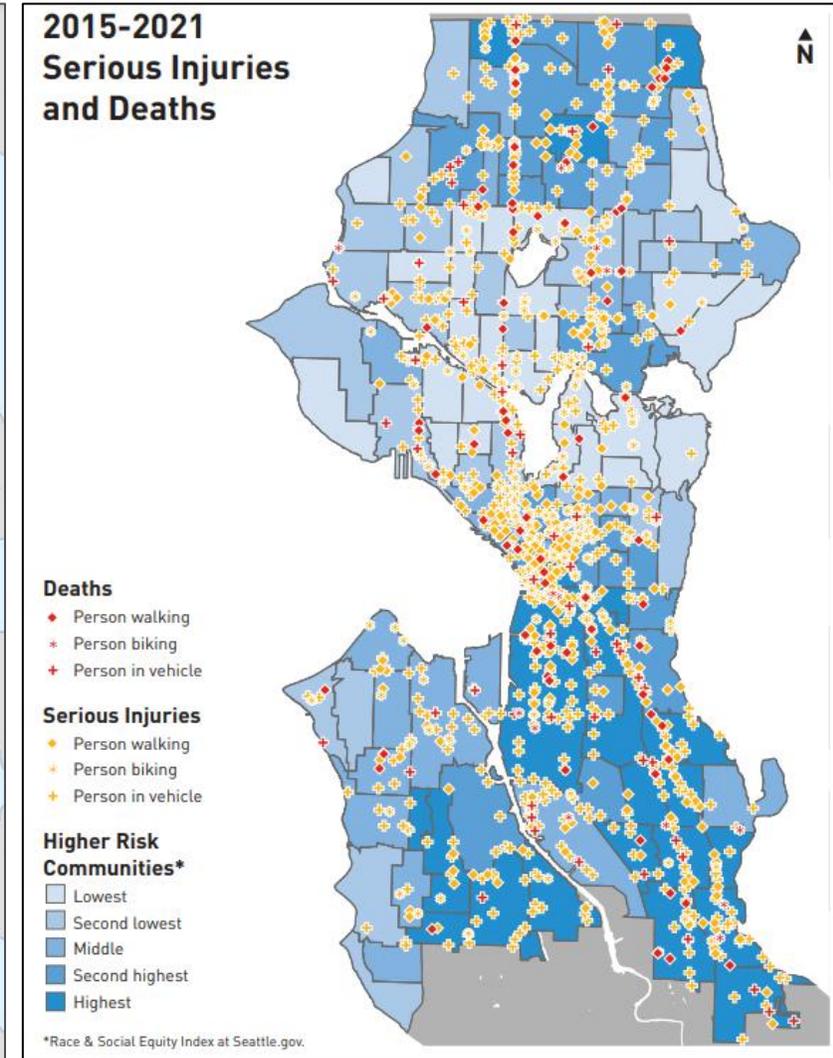
Context Setting: National Trends

- Cities around the U.S. wrestling with transportation safety.
- National disparities in crash, fatality, & injury rates for people driving vs. people walking, biking, and rolling.
- National trends confirm effects of:
 - Years of policies & priorities favoring personal driving
 - Larger and more powerful cars & trucks
 - A century of vehicle-focused city planning & street design
- Seattle sees over 10,000 crashes per year, with an average of 28 fatalities and 180 serious injuries.
- In comparison, in 2019, cities of similar size like Denver and El Paso saw 61 and 69 traffic deaths, respectively.



Context Setting: Transportation Safety Factors

- More crashes occur on arterials.
- 93% of pedestrian deaths occur on arterials; 80% on arterials with more than 1 lane in each direction.
- Top contributing factors to pedestrian-involved crashes: high speeds & failure to yield to pedestrians.
- Larger, more powerful cars & trucks affect crash outcomes.
- 80% of people killed while biking were riding where no bike facility exists.
- People disproportionately more likely to be killed in disadvantaged neighborhoods.



Context Setting: Programs & Projects

- The 2015 Levy ordinance committed SDOT to complete 12-15 safety corridor projects on city's highest-crash streets.
- To date, 24 have been completed, including:
 - Rainier Ave Phase 1 & 2
 - 12th Ave S Vision Zero Project
 - Sand Point Way NE Improvements
 - 35th Ave SW
- SDOT continuing to integrate safety improvements through projects & programs
 - 5 more Levy projects planned for 2023
- Levy projects contribute to safe systems by:
 - Building safety improvements at transit stops
 - Completing bicycle safety projects
 - Installing crossing improvements such as new crosswalks
 - Providing all-way stops



Safe Systems Approach

- **Goal:**
 - Build multiple layers of protection to reduce crashes and minimize harm when crashes do occur
- **Adopted by:**
 - U.S. Department of Transportation (USDOT) and states and cities around the country and the world
- **Focus:**
 - Safer streets
 - Safer speeds
- **Methods:**
 - Engineering controls
 - i.e., street design
 - Administrative controls
 - i.e., regulating speed limits and enforcement



Safe System Approach Diagram.
Source: US Department of Transportation

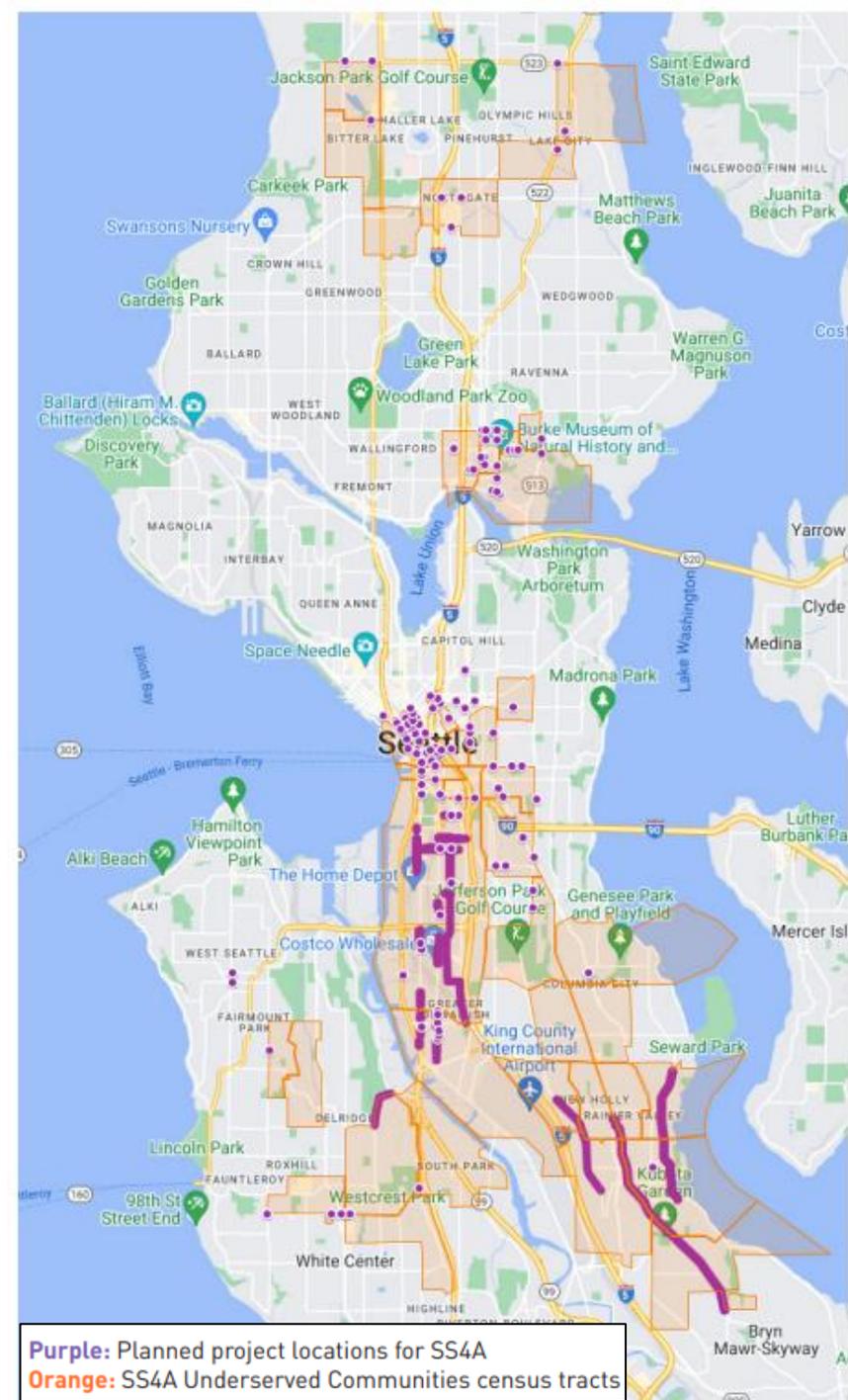
Grants for safer streets

Federal Safe Streets For All—Project Locations

- Over 90 percent of the project locations are in underserved communities
- Requested \$30M with \$7.5M match = \$37.5M
- Received \$25.6M with \$5.1M match = \$30.7M
- Additional \$6.8M needed to complete all locations

State funding for Aurora safety improvements

- \$50 million from the State for Aurora reimagining
- Significant safety corridor



Key Takeaways: Recommendations

1. Incorporate Vision Zero and Safe Systems approaches into every project and program
2. Adopt clearer and stronger guidance for facility design
3. Clarify and streamline internal decision pathways
4. Be willing to reduce vehicle travel speeds and convenience to improve safety



Key Takeaways: Recommendations

5. Implement iterative, ongoing improvements to our infrastructure
6. Accelerate planning for broader or systemwide implementation of proven interventions
7. Secure funding to incorporate Vision Zero improvements in all projects and for asset maintenance
8. Complete racial equity analysis of automated enforcement. Address inequities and where appropriate, use automated enforcement as a tool



Key Takeaways: Recommendations

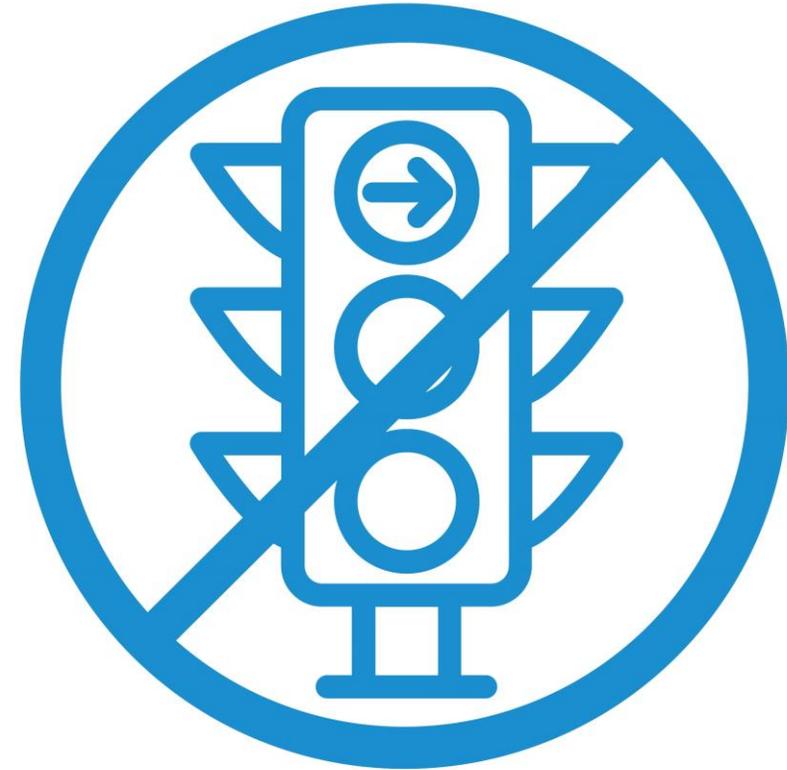
9. Shift culture and strengthen support for Vision Zero throughout SDOT
10. Strengthen and resource SDOT's Vision Zero core and matrix teams
11. Improve SDOT's customer service response process
12. Be champions for Vision Zero as we engage with WSDOT, the Port of Seattle, transit partners, the Legislature, and other organizations



Key Takeaways

Five momentum-building actions:

1. **Phase in additional “no turn on red” restrictions at intersections downtown and beyond.**
2. Accelerate leading pedestrian interval (LPI) rollout where existing signal systems can support it.
3. Partner with Sound Transit to implement a series of improvements along Martin Luther King Jr. Way S to enhance safety for all travelers.
4. Engage the public on automated enforcement to address equity concerns about future expansion in neighborhoods with many fatalities and serious injuries.
5. Elevate City Traffic Engineer to a new Chief Safety Officer role.



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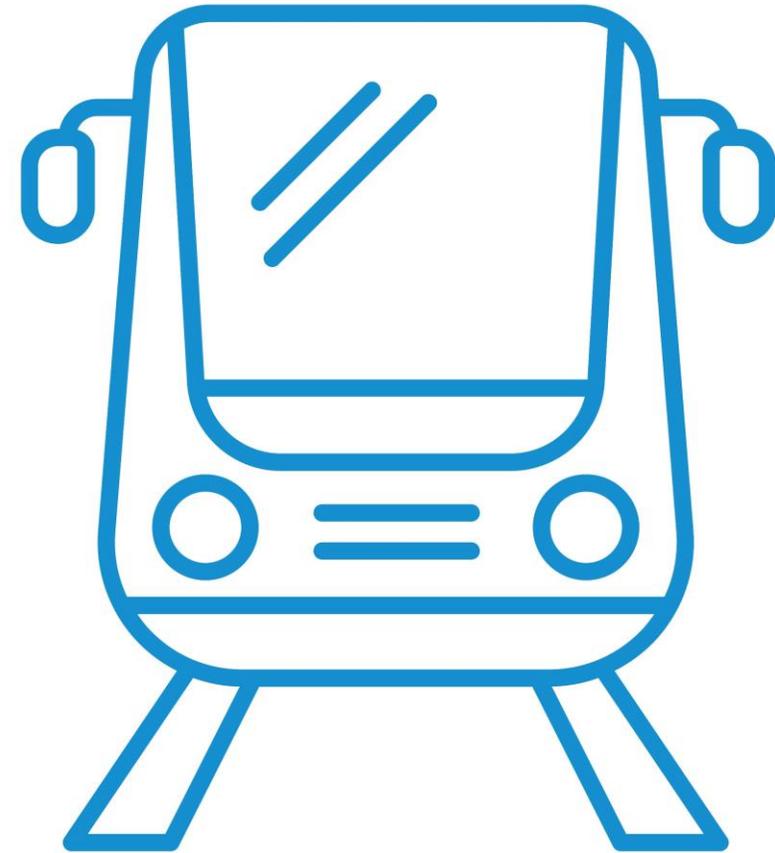
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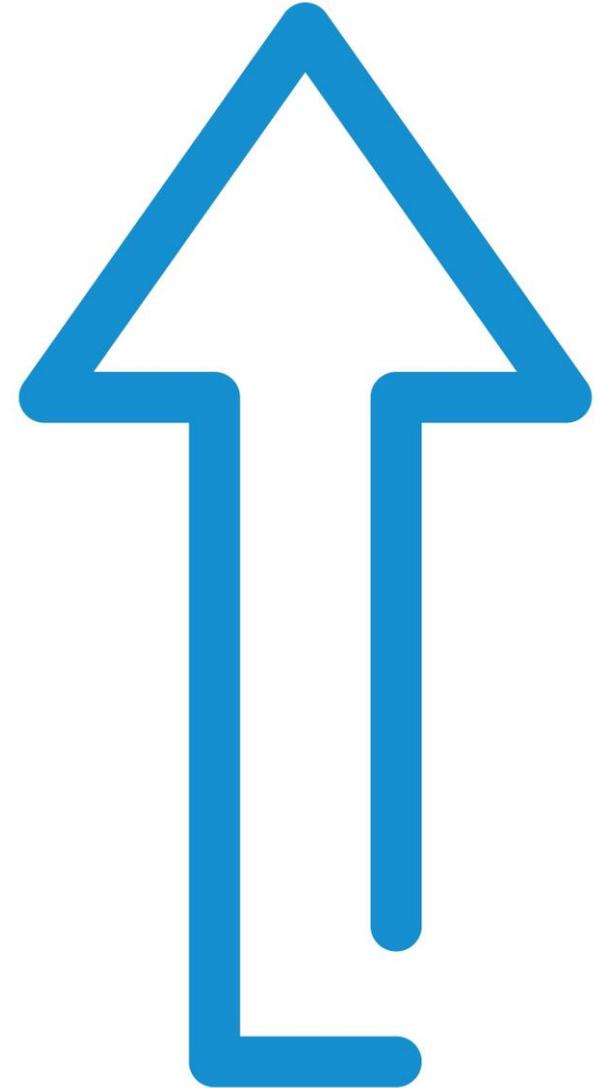
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Next Steps & Public Input

- Circulating review findings with Council, Advisory Boards, and the public
- Encouraging the public to provide feedback: seattle.gov/transportation/vision-zero-review
- Public input will help inform an update to the Vision Zero Action Plan and development of the Seattle Transportation Plan
- Implementing momentum-building actions to promote safety with urgency



Vision Zero Review: Community Feedback

Thank you for participating in our top-to-bottom Vision Zero Review. The feedback we receive here will help inform SDOT's Vision Zero Action Plan update, development of the Seattle Transportation Plan, and other efforts in 2023 and beyond.

Please fill out the form below. You can also call our multi-language phone line and leave a message at 206-257-2156.

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- Llame a nuestra línea telefónica multilingüe y deje un mensaje para compartir algún comentario o hacer alguna pregunta. 206-257-2156
- 우리의 다국어 전화선으로 전화를 걸어 귀하의 피드백을 공유하거나 질문할 메시지를 남겨주세요.
- Wac khadka telefoonkayada luqadaha badan oo u dhaaf fariin si aad ula wadaagto ra'yi-celintaada ama aad waydiiso su'aal. 206-257-2156
- Tawagan ang aming linya ng telepono na may iba't-ibang mga wika at mag-iwan ng mensahe upang magbahagi ng inyong katugunan o magtanong ng katanungan. 206-257-2156
- Gọi cho đường dây điện thoại đa ngôn ngữ của chúng tôi và để lại tin nhắn thoại để chia sẻ phản hồi của quý vị hoặc đặt câu hỏi. 206-257-2156
- 撥打我們的多語言電話熱線並留言，分享您的反饋或提出問題。206-257-2156

Thank you!

Information provided in this survey is considered a public record and may be subject to public disclosure. For more information, see the Public Records Act, RCW Chapter 42.56. To learn more about how we manage your information, see our Privacy Statement at <http://www.seattle.gov/privacy>.

Public feedback form to provide comments on the review.

Questions?

Stay in touch:

 seattle.gov/transportation/vision-zero-review





From the entire SDOT Team:
Thank you!