



Vision Zero

Seattle's plan to eliminate traffic deaths and serious injuries by 2030

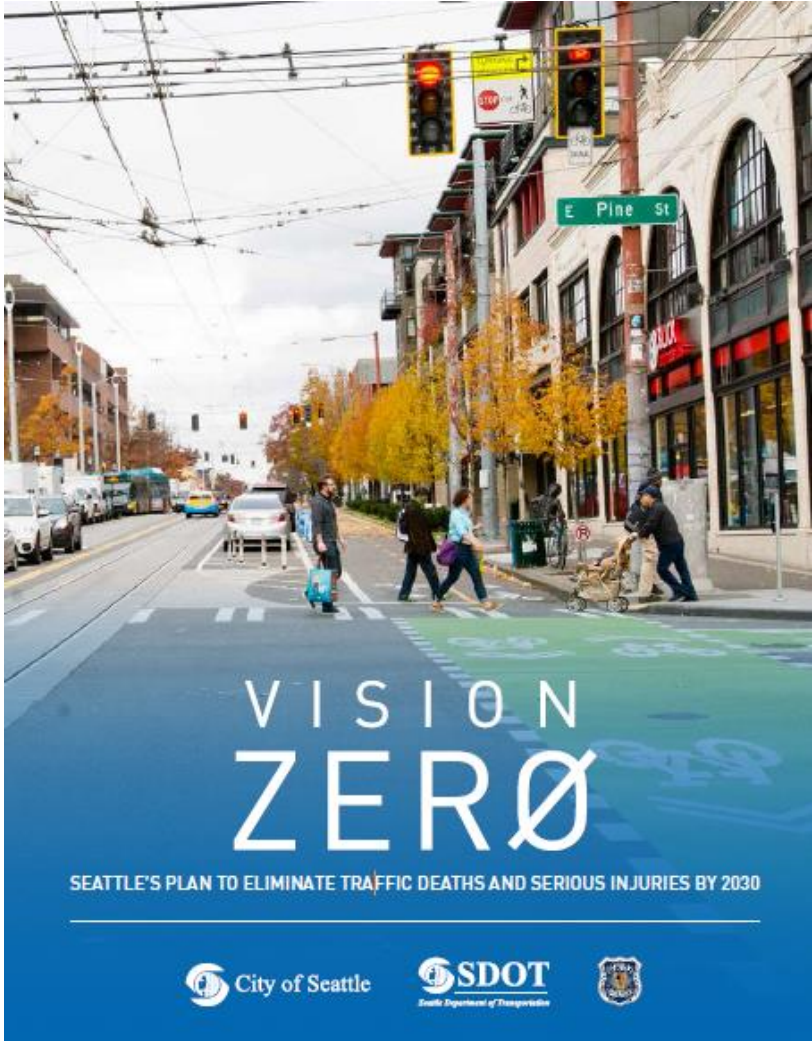
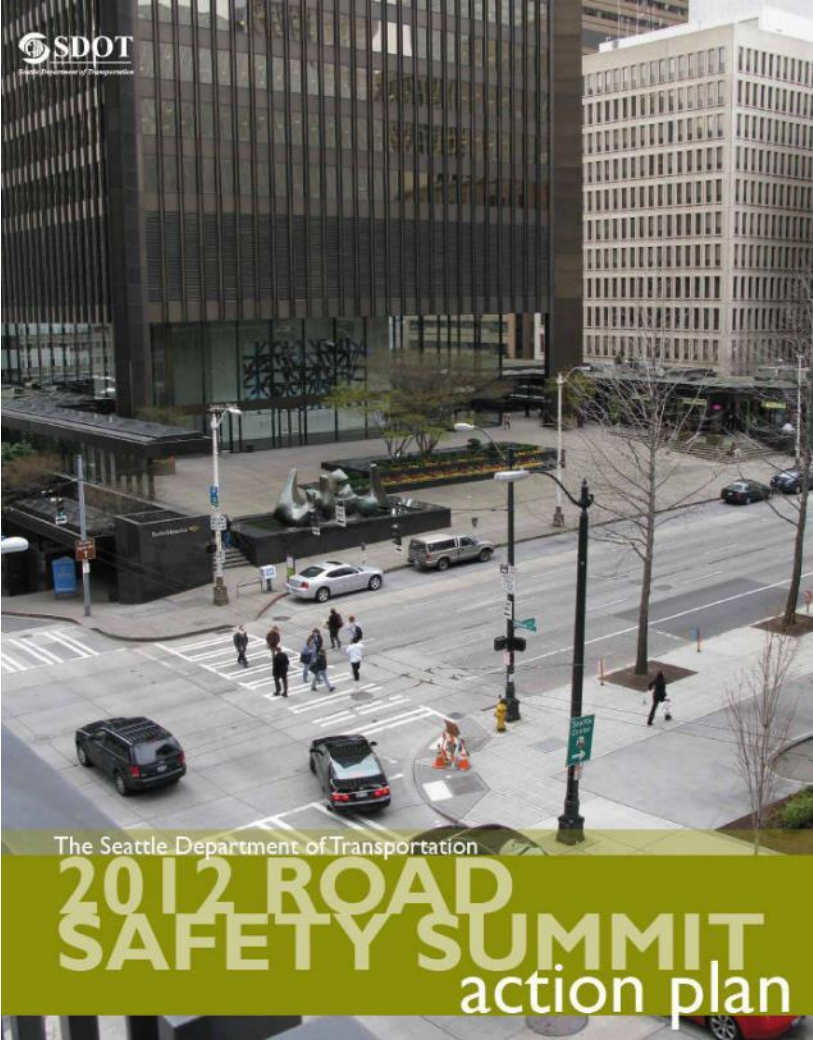


Presentation overview

- Background
- Seattle's approach
- Looking ahead



Safety is our top priority



Vision Zero: A Citywide Effort

- Launched as Mayor's Initiative in February 2015
- Codified through Seattle's Comprehensive Plan Update 2016



The Levy to

MOVE SEATTLE



A SAFE CITY

Keep Seattle travelers safe by working to eliminate serious and fatal crashes and seismically reinforcing vulnerable bridges

\$320 million over 9 years to:

Vision Zero - Implement a program to eliminate serious and fatal crashes on Seattle streets

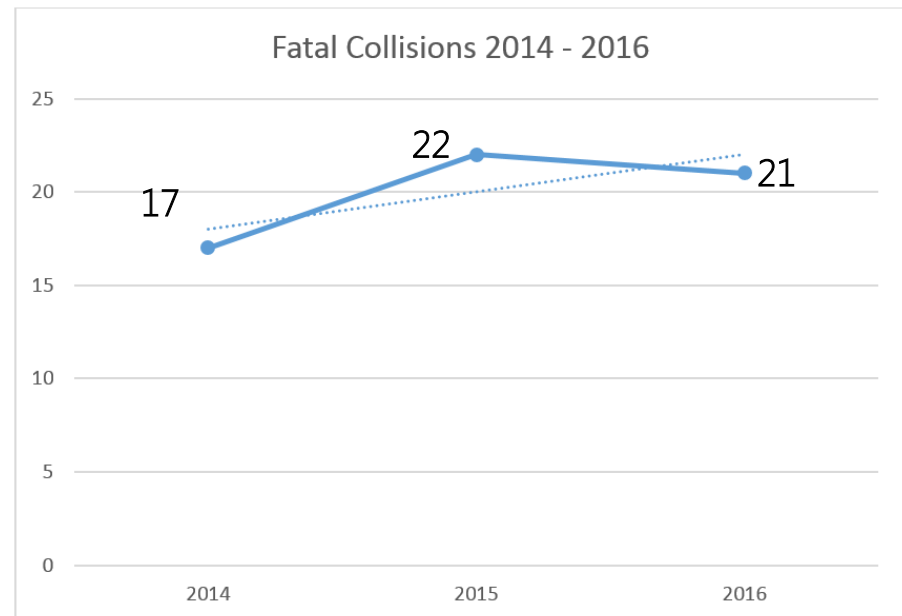
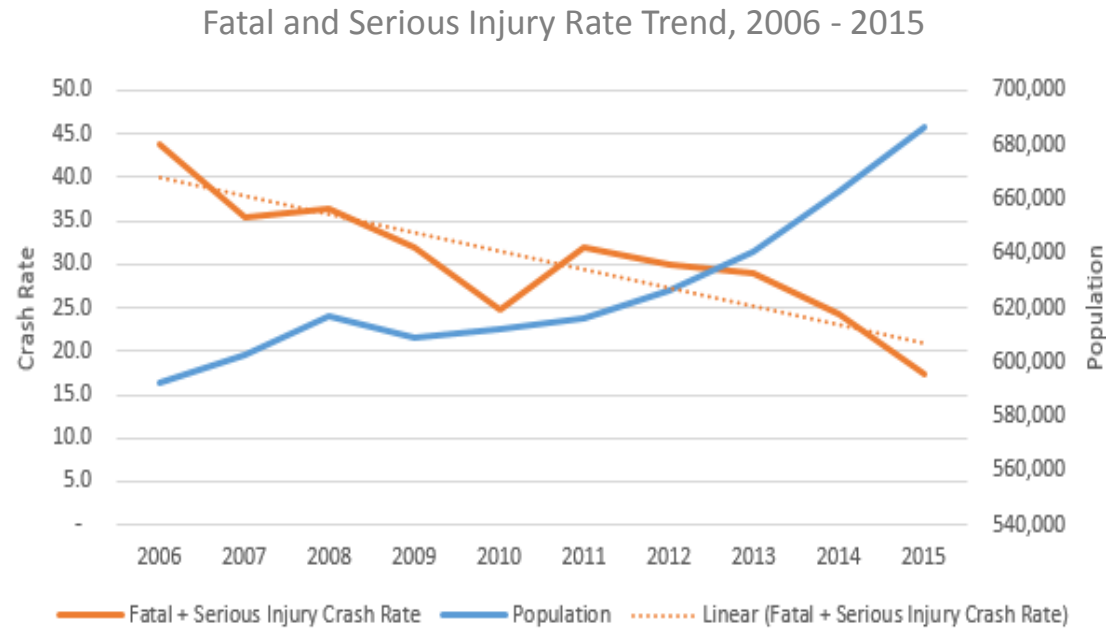
- Complete 12-15 corridor safety projects, improving safety for all travelers on high-crash streets
- Move Seattle for Kids - complete 9-12 Safe Routes to School projects each year providing safety education, and improving walking and biking safety at every public school in Seattle, with additional investment at schools in areas with the most barriers to children walking
- Increase crosswalk repainting frequency to a four-year or better cycle, with greater frequency in high traffic areas, to ensure every crosswalk is clearly marked

Protect our most vulnerable travelers – people walking and biking

- Build over 50 miles of new protected bike lanes and 60 miles of greenways. When added to work already underway to implement the Bicycle Master Plan, this completes half of the Bicycle Master Plan network, keeping us on track for full implementation.
- Repair up to 225 blocks of damaged sidewalks in our urban centers and villages
- Make curb ramp and crossing improvements at up to 750 intersections citywide
- Complete the Burke-Gilman Trail Missing Link in Ballard

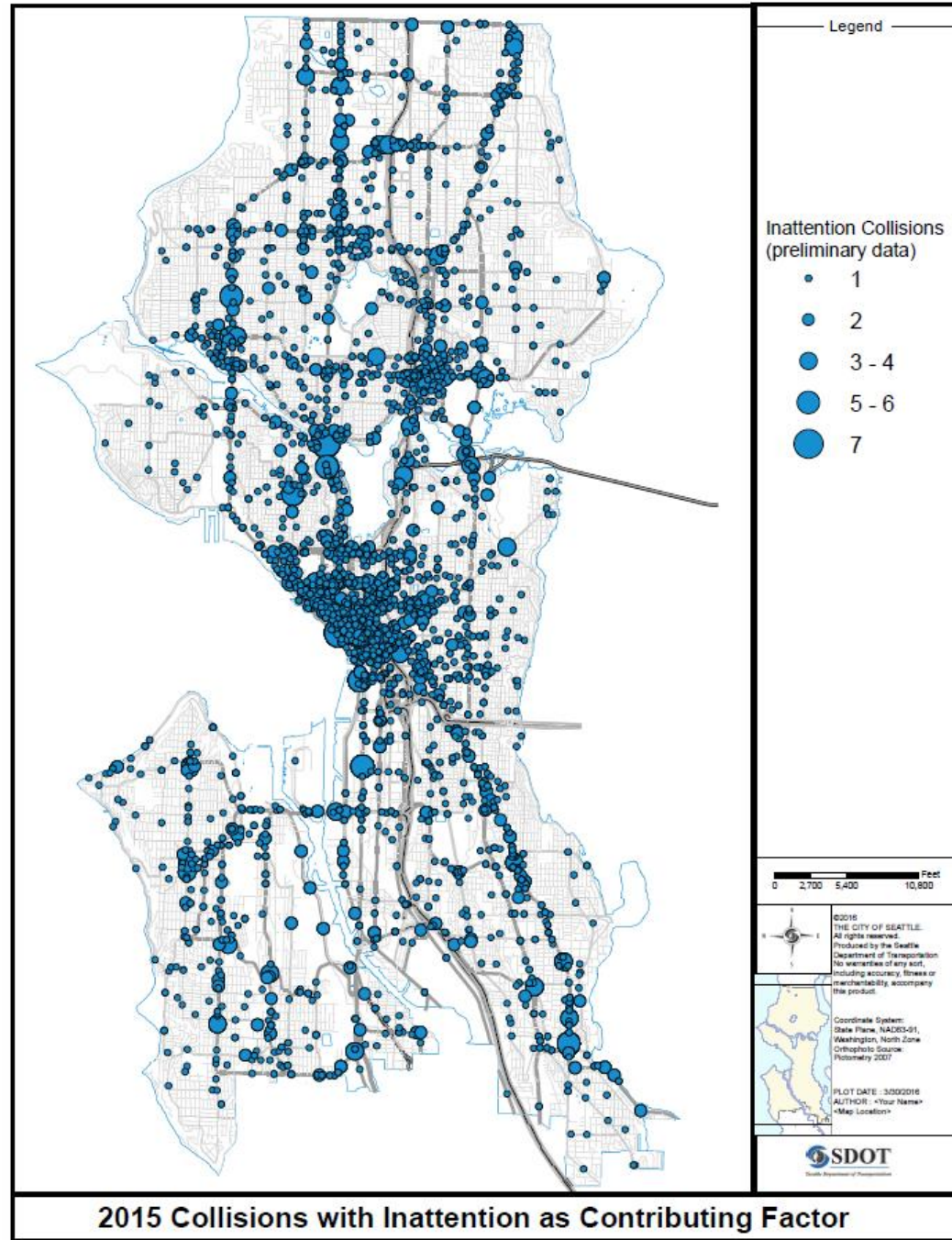
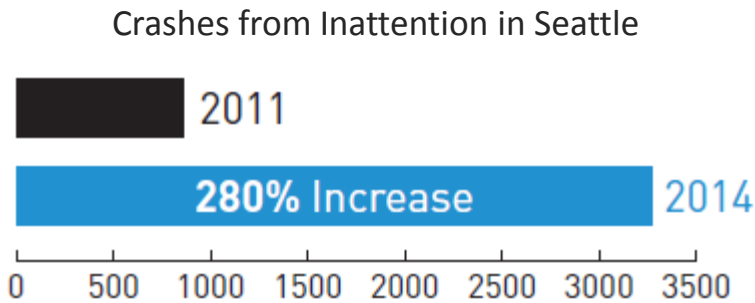
Local Trends

- Fatal and serious injury rate continues to decline as population grows
- Annual fatalities increasing in 3-year trend
- Seattle's 3-year annual average = 20 fatalities



Data and research

- Data-driven engineering, education and enforcement
- Partnerships



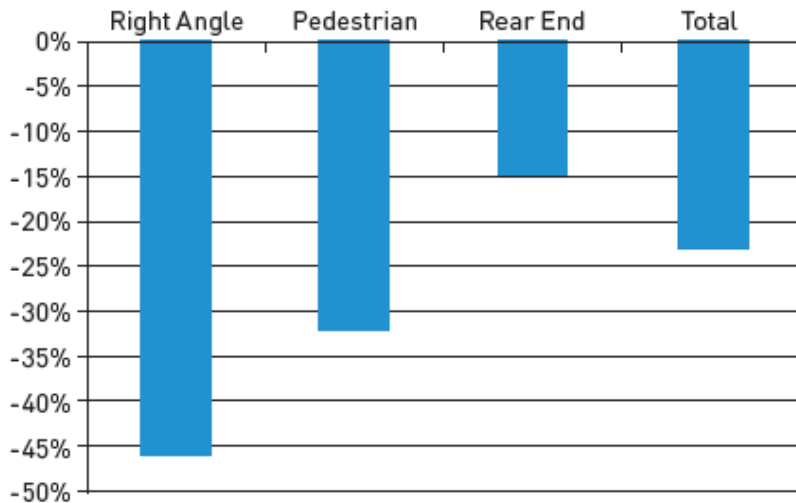
Engineering

- Master Plan implementation
- Safety corridors (3 – 5/year)
- BPSA projects
- Internal coordination



Enforcement and education

- Focus on top contributing factors, older adults, and historically under-represented communities
- High visibility enforcements
- Automated enforcement

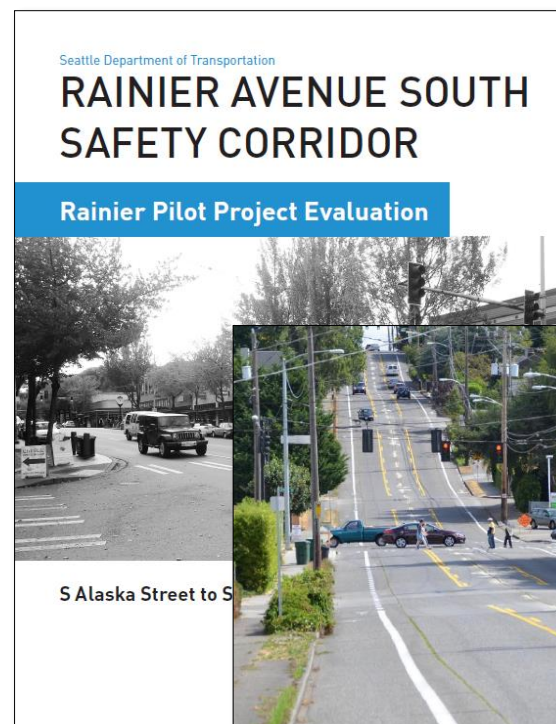


Seattle's Red Light Camera Program has reduced pedestrian and vehicular collisions

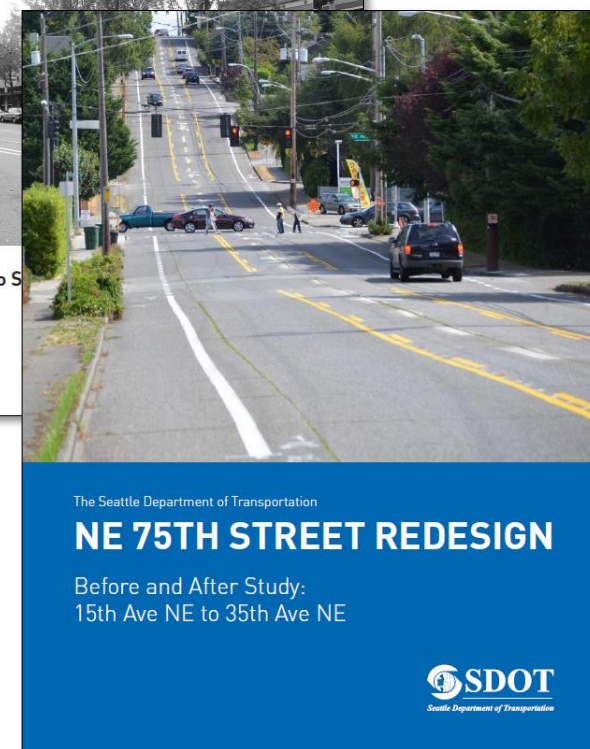


Evaluation

- Guides investments
- Helps improve countermeasures
- Builds public trust



Street	Collisions	85% speed	10+ mph speeders	Volume change	Collisions
Nickerson St	-23%	-21%	-94%	-1%	-37%
Fauntleroy Way SW	-31%	-1%	-13%	0.30%	- 9%
NE 125th St	-10%	-8%	-69%	4%	-26%
NE 75th St	-50%	-13%	-76% to 90%	+0.3%	-24%



www.seattle.gov/transportation/ne75th.htm

www.seattle.gov/transportation/rainieraves.htm

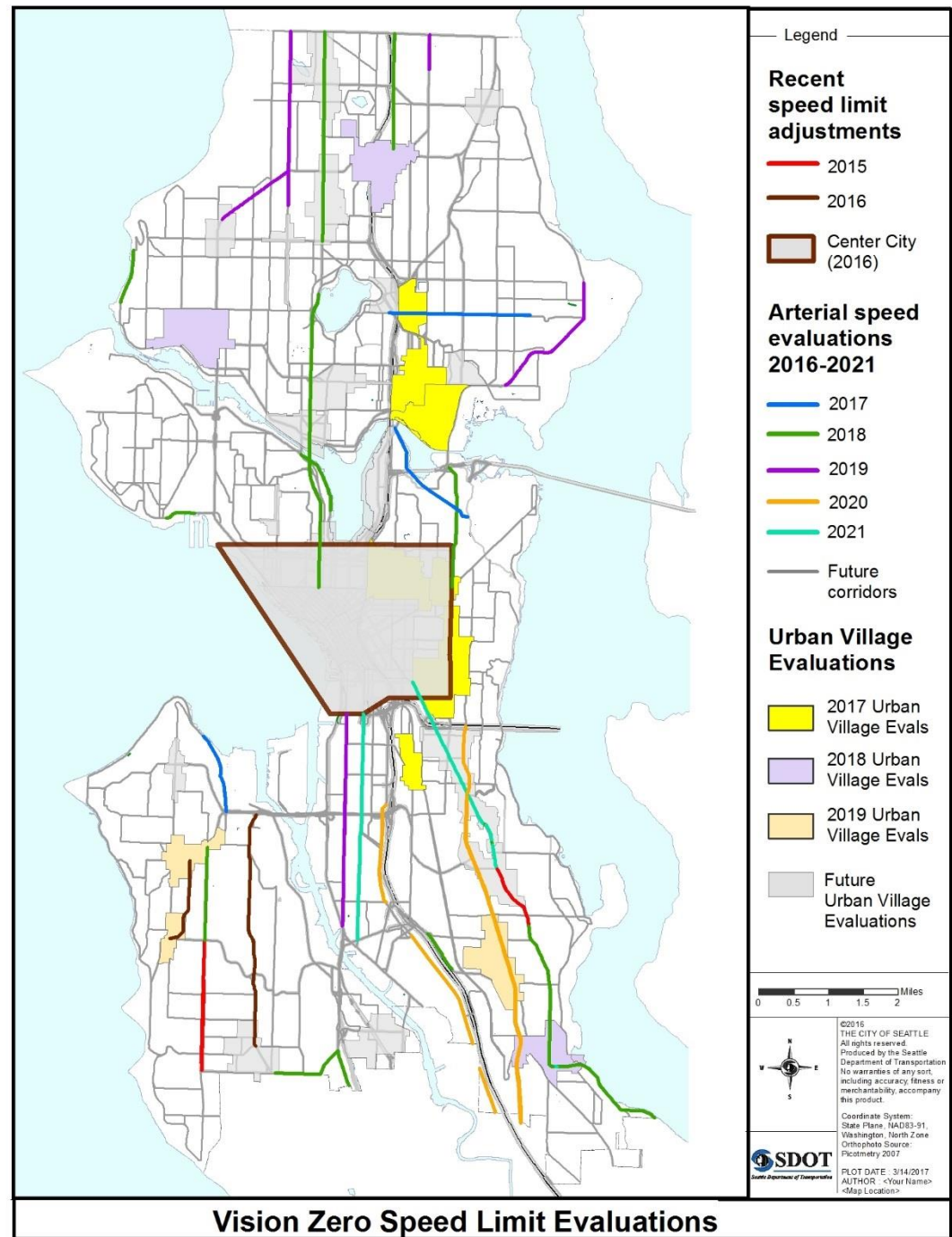
Speed limits

- Lower speed limits on 2400 miles of non-arterial street
- Lower speed limits on 75 miles of arterials in central Seattle



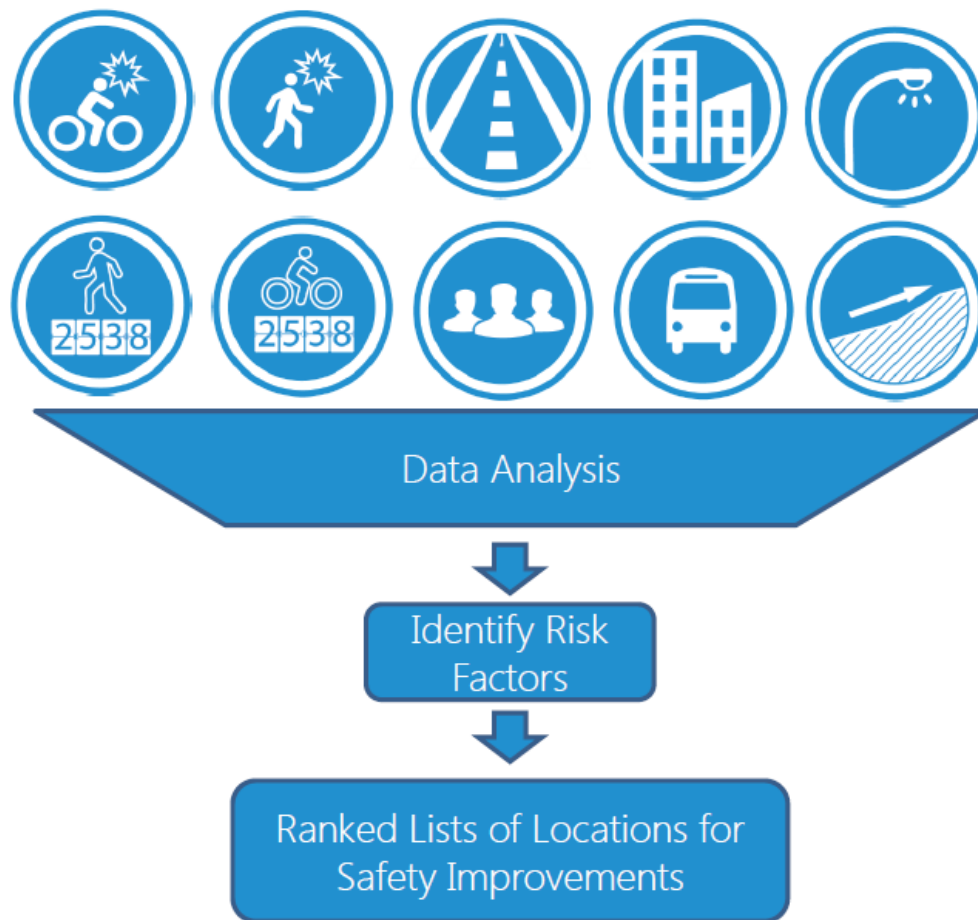
Speed Limit Evaluations

- Focus: Urban Villages and high-collision corridors
- 20 corridors by 2020
- Evaluations for all SDOT projects
- Speed limit policy review



Bicycle and Pedestrian Safety Analysis

- Retrospective review of ped and bicycle collisions
- Exploratory and multivariate analyses
- Systemic, proactive approach
- Recommendations feeding all SDOT projects



Safety Corridors

- Focus on High Crash Network
- Wide range of countermeasures
- Results show this approach works

2015 Rainier Ave S Pilot Project Before and After Results

Total serious injury and fatal collisions		
-100%		
Total Collisions	Injury Collisions	Ped and bike collisions
-15%	-31%	-40%
Transit travel times (peak hours)		
	Pre-project	Post-project
SB	15:34	15:36 (no change)
NB	19:32	16:31 (improvement)



Questions?

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www.seattle.gov/visionzero
www.seattle.gov/transportation

