

An aerial photograph of a city street intersection. Several cars are visible, including a blue sedan, a white van, a black van, a silver car, and a red car. A cyclist is riding across the intersection. Pedestrians are walking on the sidewalks. The street has white lane markings, a green-painted bike lane with white arrows, and a 'SLOW' sign. The scene is set in an urban environment with trees and buildings in the background.

Vision Zero update

Moving toward a healthier, more equitable, climate-friendly Seattle

Moment of silence

Since City launched Vision Zero 6 years ago (Feb 2015)

- **144 people have been killed** in traffic crashes
- More than **1,000 serious injury crashes**

Together, we affirm our support for safe and racially equitable streets. We acknowledge our commitment to end serious injuries and fatalities on our streets.

Presentation overview

- Brief introductions – who we are, what we do
- Share an update on Vision Zero and the direction we'd like to head
- Answer your questions, have a discussion, and hear your feedback and input

Vision Zero team: who we are



Allison Schwartz
Vision Zero Program Coordinator



Jonathan Frazier
Transportation Planner



James Le
Senior Project Engineer



Louisa Miller
Strategic Advisor



Brad Topol
Senior Project Developer

What we do

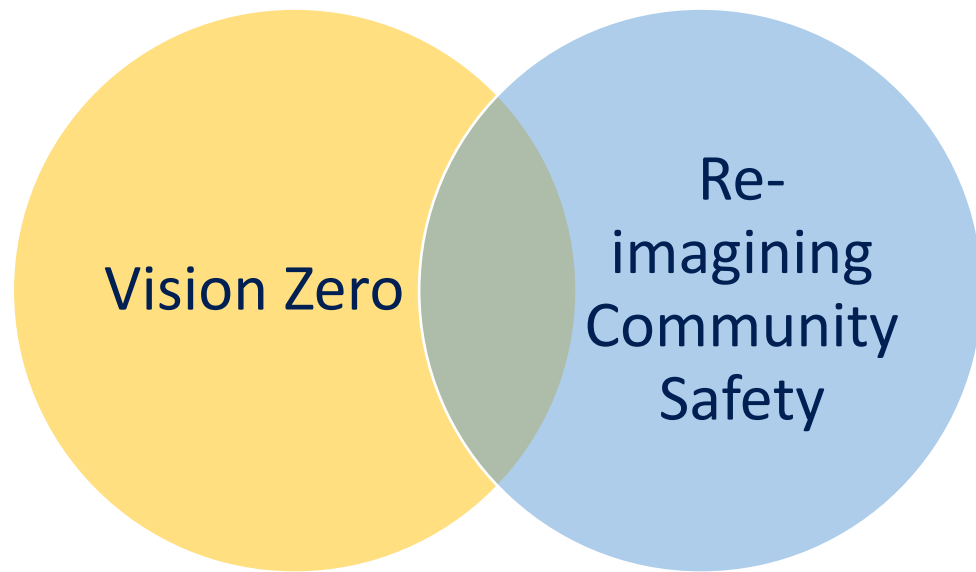
We lead the charge on Seattle's long-term initiative to end traffic deaths and serious injuries on city streets. Centered on safety of people, grounded in equity and empathy, connected to climate goals.

Key strategies:

- **Engineering**
 - Speed limit reductions, LPIs, road redesigns, intersection improvements, lighting, policy changes
- **Education, engagement, and partnership**
 - Community outreach, education campaigns, partnering with public and private
- **Re-thinking role of enforcement, re-imagining community safety**
 - Desire to move from punitive to restorative practices for sustained behavior change and long-term community health



Grounding this work in racial equity



We are learning more about

Disproportionate harm to Black, Indigenous, People of Color (BIPOC) community members that has occurred by way of the traditional approach we've leaned on for traffic safety

And hoping to move toward

A new approach that can help us make progress on safety *and* equity goals

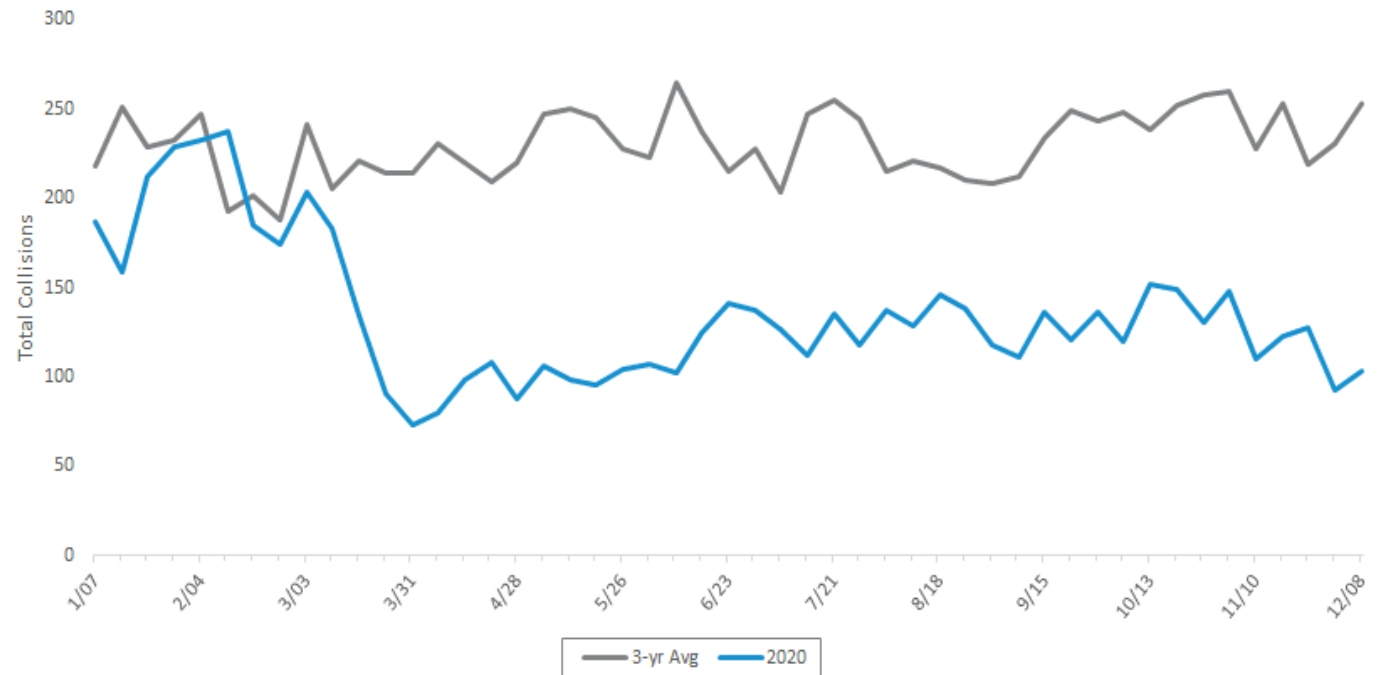
Was 2020 an anomaly? Same system, same outcomes.

12,000 crashes in a “normal” year; 7,100 in 2020.

Regardless:

- 60% result in property damage
- 1% result in serious injuries
- 20 crashes result in death

Total collisions by week (2020 vs previous 3-yr avg)



It's by design

Many of our streets are still designed to prioritize the fast movement of vehicles.

- 50% of fatal and serious injury crashes occur on 11% of street network
- Multi-lane, high speed, high volume arterials
- Since we launched Vision Zero:
 - Aurora Ave: 20 deaths, 49 serious injuries
 - Rainier Ave S: 5 deaths, 60 serious injuries
 - MLK Jr Way S: 7 deaths, 35 serious injuries



Contributing factors to crashes

Street design is a key factor that influences behavior

Year over year, consistent contributing factors (human behavior):

- **Speed** is the critical factor in crash severity and frequency
- **Impairment** involved in ~40% of fatal crashes
- **Distraction**
- **Failure to yield to pedestrian**

Hit and run crashes are increasing. This can make it hard to determine what happened/led to a crash and whether the person driving who fled was impaired.

	Hit & Run	Total Fatalities	%
2017	3	21	14%
2018	2	14	14%
2019	8	26	31%
2020	7	24	29%

Where has this gotten us?

Closer to ending traffic deaths?



Protecting the most vulnerable travelers?



People walking and biking (2018 – 2020)

- 7% of total crashes
- 66% of fatalities

- Avg age of people walking who have died: 56 years old
- ~20% of people walking who have been killed also likely unhoused/
experiencing homelessness

Closer to ending institutionalized racism?

THE MUNICIPAL COURT OF SEATTLE



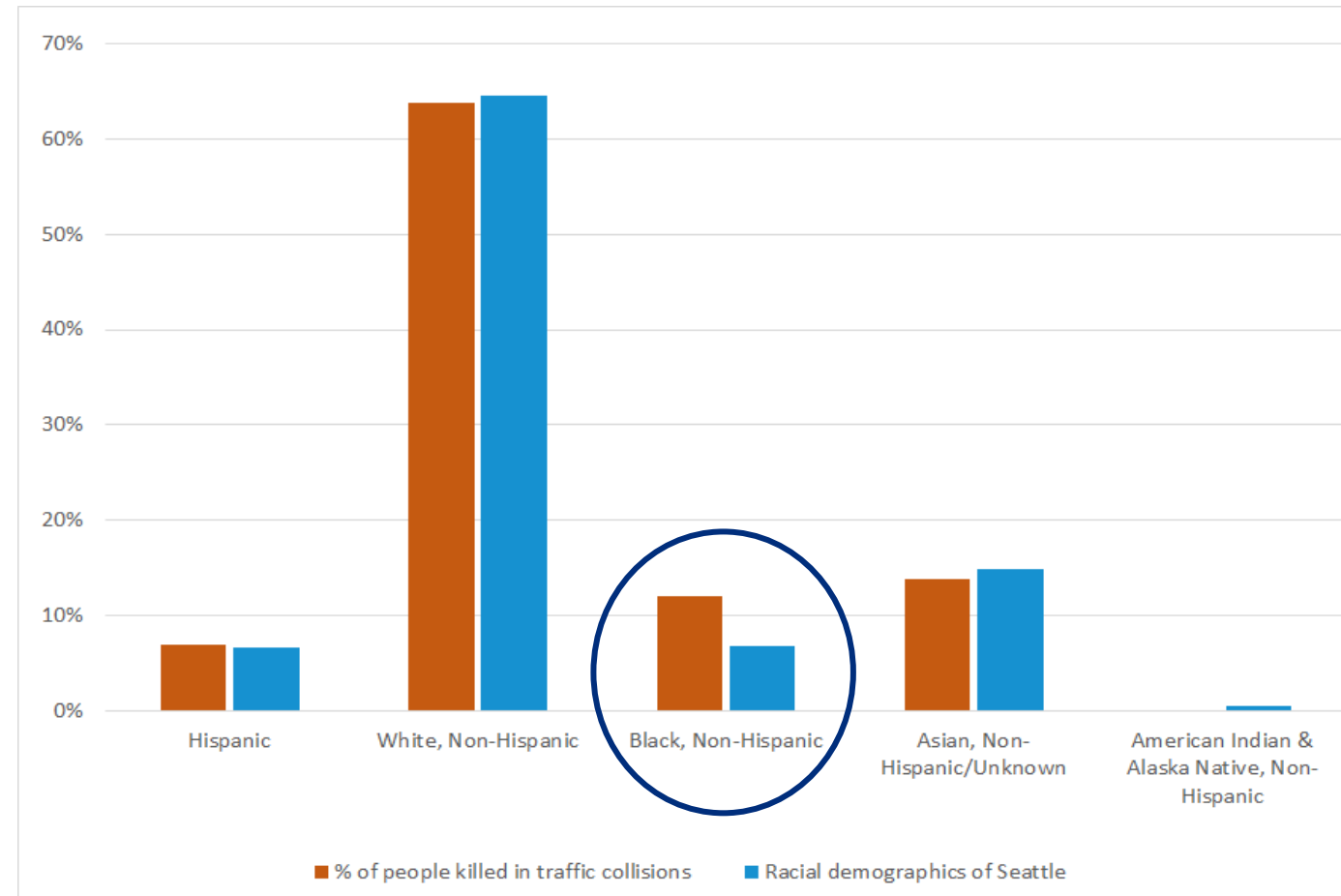
Traffic Infraction Fine Disproportionality

Traffic/Non-Traffic Infractions Cases and LFOs, Average, Median at SMC, 2014 - 2016, by Race

	Asian/Pacific Islander	Black	Native American/ Alaska Native	White	Unknown
Amount Imposed	\$838,176	\$2,193,156	\$33,456	\$5,427,073	\$1,571,956
# of Cases	3,684	5,141	107	23,043	5,918
Average Amount	\$228	\$427	\$313	\$236	\$266
Median Amount	\$134	\$176	\$124	\$134	\$134
Amount Imposed	\$989,830	\$2,922,171	\$55,822	\$6,116,912	\$2,807,915

Root Cause: Black people issued \$478 Driving Without Motor Vehicle Insurance and Driving without a Valid License tickets at 3x rate of Whites and Asians. AND these violations already associated with poverty.

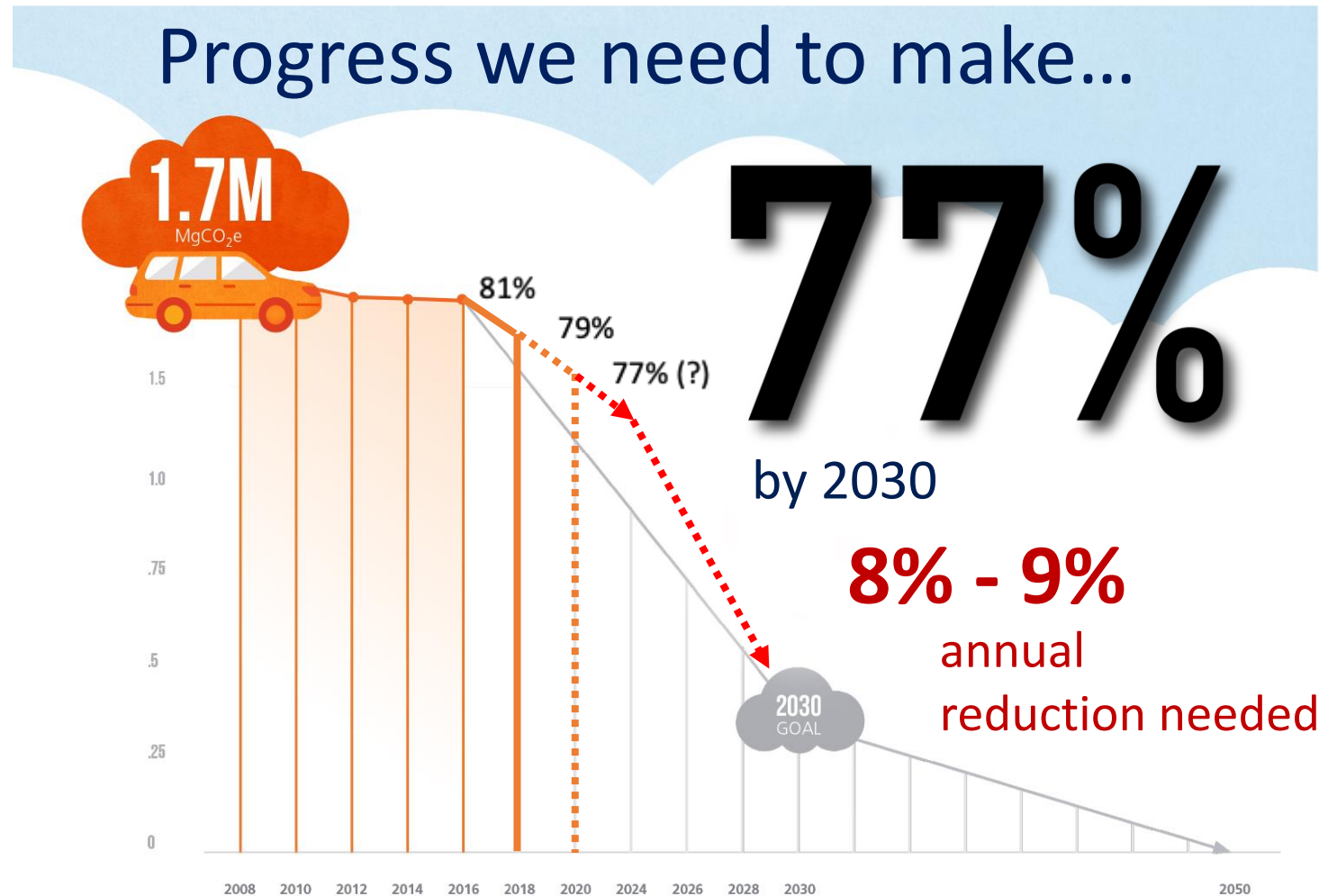
Fatal collisions and race, 2015-2018



Closer to achieving our climate goals?

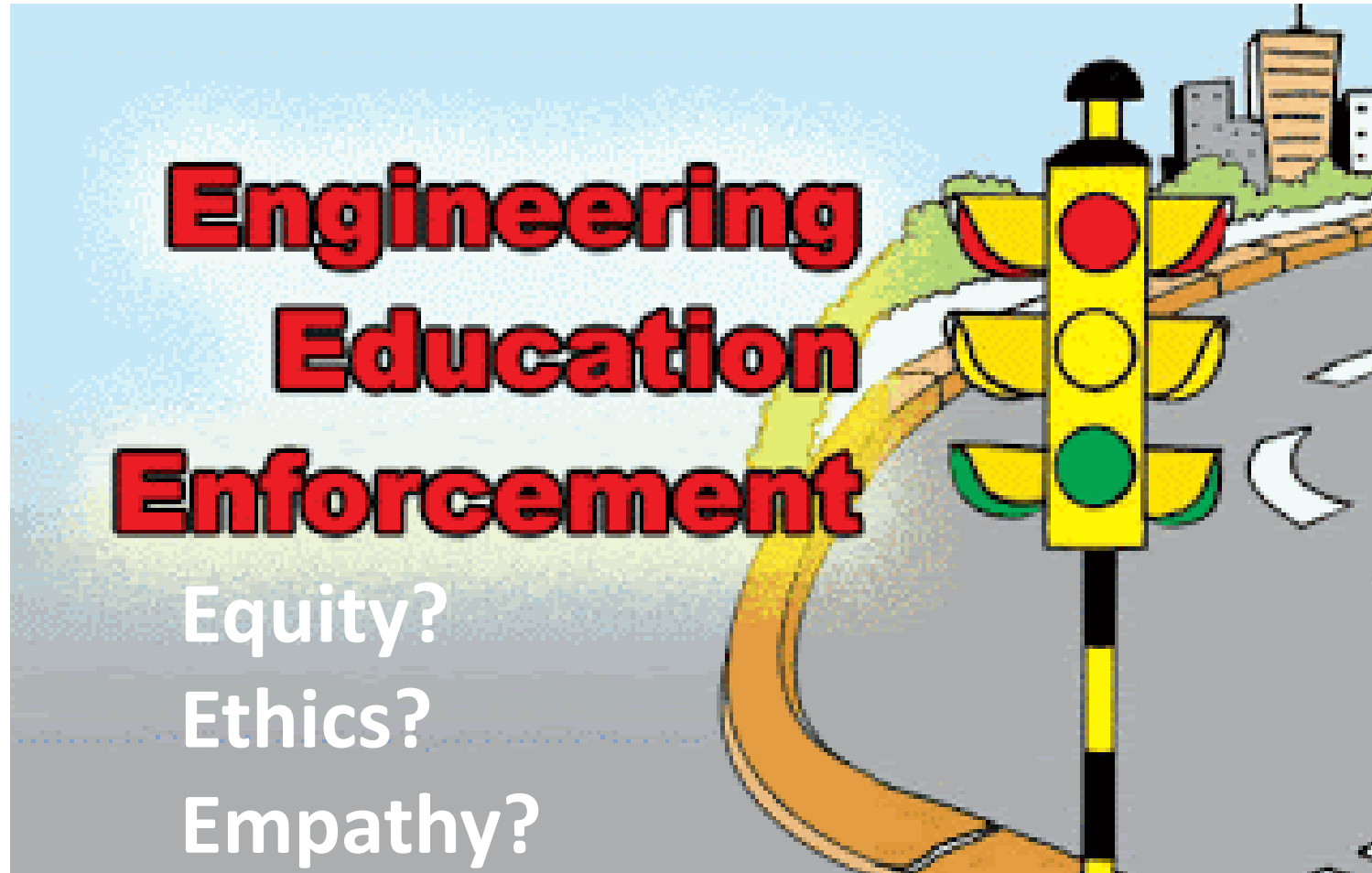
To meet our climate *and* safety goals, we need to significantly reduce reliance on vehicles *and* redesign our roads (more walking, biking, transit infrastructure).

It's a both/and situation.



Where would we like to go?

Examining the traditional approach to traffic safety



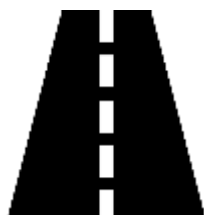
What have the consequences (intended and unintended) been?

Is this approach advancing Seattle's safety *and* racial equity goals?

How effective is each E?

An equity-centered approach that intentionally connects Seattle's safety and climate goals. A safe system of *self-enforcing* streets.

STRATEGIES



Engineering
and policy



Education
and
engagement



Partnership

VALUES



Human-
centered



Relational



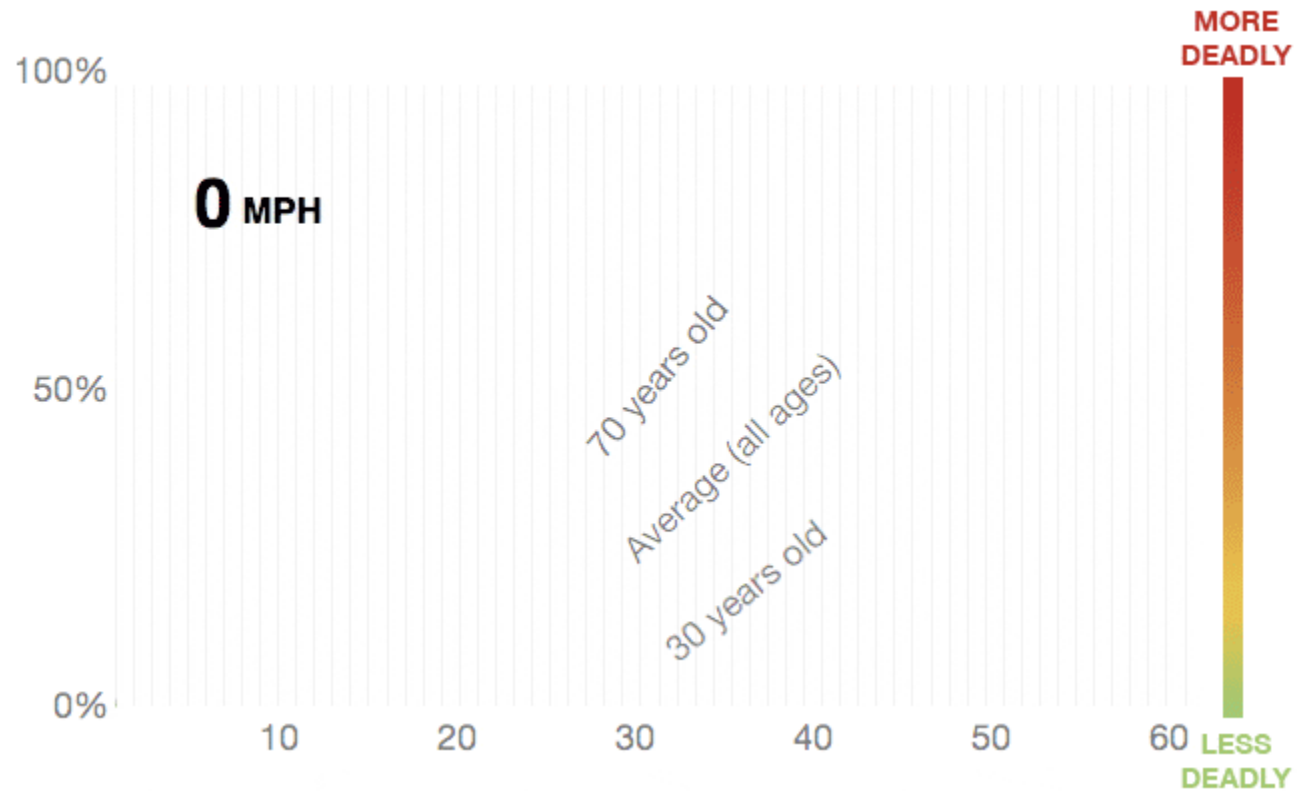
Restorative

Let's do more of what works.

Slowing down to save lives

- Cornerstone of Vision Zero
- Posting lower and more frequent (every ¼ mile) speed limits has an effect on people speeding
- Lower speed limit being used in design to influence vehicular speeds
- We've asked SPD *not* to do targeted enforcement

How vehicle speed affects survivability



Graphic: ProPublica. Data: AAA Foundation for Traffic Safety report.

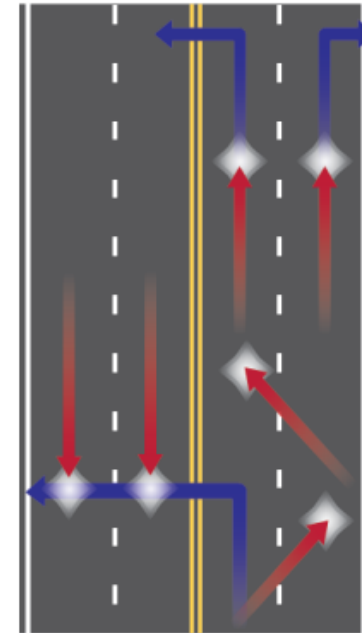
Putting people first: leading pedestrian intervals

- Surpassed 2020 goal (installed 300+); 60 more to come in 2021
- 30% of signalized intersections now have LPIs
- Reduction in turning collisions with people walking
 - 50% reduction for all injuries
 - 35% reduction in serious/fatal collisions

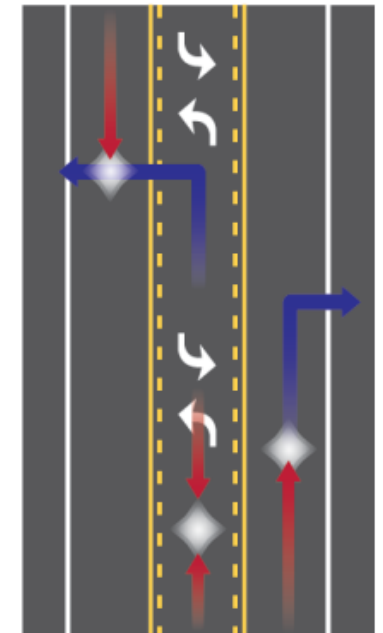


Road redos (AKA rechannelizations)

Street	ADT Before	ADT Change	Injury Collisions	Aggressive Speeding (40+ MPH)
Stone Way N	13,900	-6%	-33%	-75%
Fauntleroy Way SW	17,599	+0.3%	-72%	-13%
S Columbian Way	12,300	+15%	-19%	-46%
Nickerson Street	18,500	-1%	-20%	-93%
NE 125 th Street	13,600	+11%	-8%	-69%
N 130 th Street	13,298	+0.5%	-75%	-87%
Ellis Avenue S	9,855	-39%	-24%	-30%



4-Lane



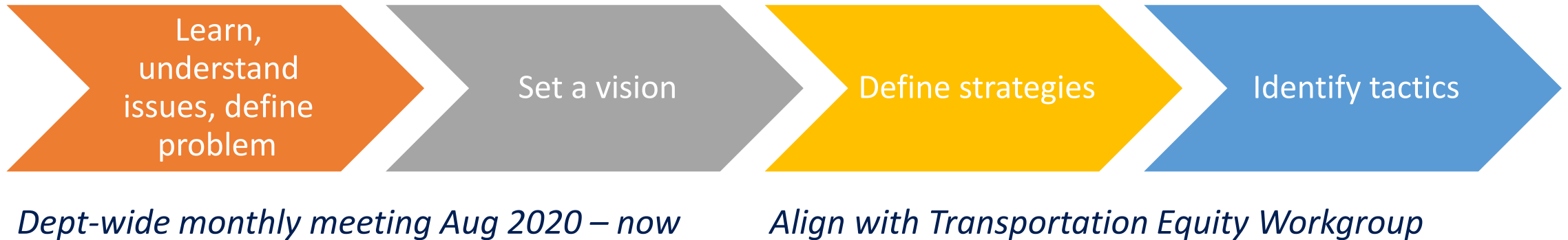
3-Lane

FHWA Approved Safety Measure

- Fewer conflict points
- Reduced speeds (**design is self-enforcing**)
- Reduced collisions
- Opportunity for active transportation in extra space

Re-imagining community safety

Thinking about safety more holistically. It's not just about being protected from harm of traffic violence.



Vision Zero and enforcement

How do we move toward *self-enforcing* street design?

- Re-imagining community safety: evaluating our approach with a racial equity framework
- Will be examining automated enforcement programs via Racial Equity Toolkit
- School safety cameras turned back on with return to in-person schooling
- Not requesting additional targeted/high visibility enforcement right now
- Active coordination and relationship building with SPD



Key challenges and opportunities

- Do more of what is proven to work (at a more aggressive pace), less of what doesn't
- Resource constraints
- Citywide initiative requires greater partnership
- **It is possible.** Connection between multiple City goals: safer streets, climate, affordability, racial equity.



Anders Hartmann @andershartmann · Jan 1, 2020

This makes me happy:

Road deaths in Oslo (pop. 673.000) in 2019:

Pedestrians: 0

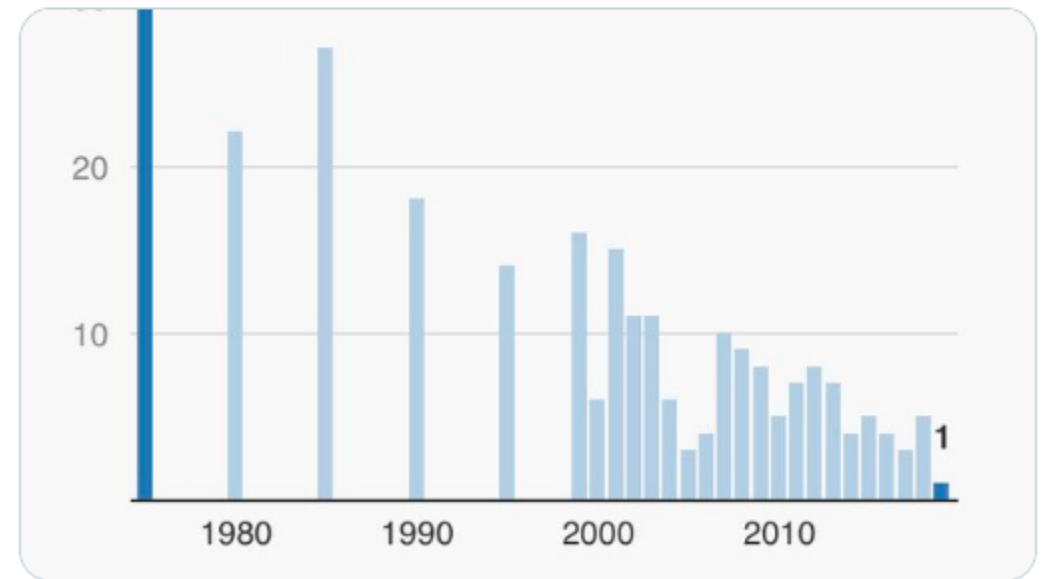
Cyclists: 0

Children: 0

The graph shows the reduction of road deaths since 1975.

Article in Norwegian: aftenposten.no/osloby/i/dO0rz...

#VisionZero



90

2.8K

5K



Let's connect

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