

# 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

- Introduction
- Vision Zero Top-To-Bottom Review
  - Overview and what we're hearing
  - Safe Systems Approach
  - Grants for safer streets
  - 12 key recommendations
  - 5 momentum-building actions
  - Move Seattle Levy safety programs & projects
  - Next steps and public input
- Q&A





Since Seattle began its Vision Zero efforts in 2015, 1,400 people have been seriously injured and 199 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.

# A Commitment to Safety

- Safety is our top focus
- We're continuing to grow
- We're acting with urgency
- We want to hear from you



**SAFETY**



We believe everyone should be able to move safely throughout the City. Our goal is to create safe transportation environments and eliminate serious and fatal crashes in Seattle.



Seattle  
Department of  
Transportation

*Safety is one of our department's core values and goals.*



# Top-to-Bottom Review Overview



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

# What We're Hearing Since Publishing the Review

- Interest in analysis of the effectiveness of prior action to reduce speed limits
- Desire to see transformational proposals for major north-south arterials
  - Particularly Rainier Ave S
- Better understanding of the next steps
  - How the Top-to-Bottom review informs 2023 Vision Zero Action Plan updates



People crossing the street at Rainier Ave S and S Henderson St (top)  
A rectangular rapid flashing beacon at a marked crosswalk (bottom)

# Safe System Approach

- **Goal:** Build multiple layers of protection to reduce crashes and minimize harm when crashes do occur
- **Source:** 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.  
Based on U.S. Department of Transportation (USDOT) graphic

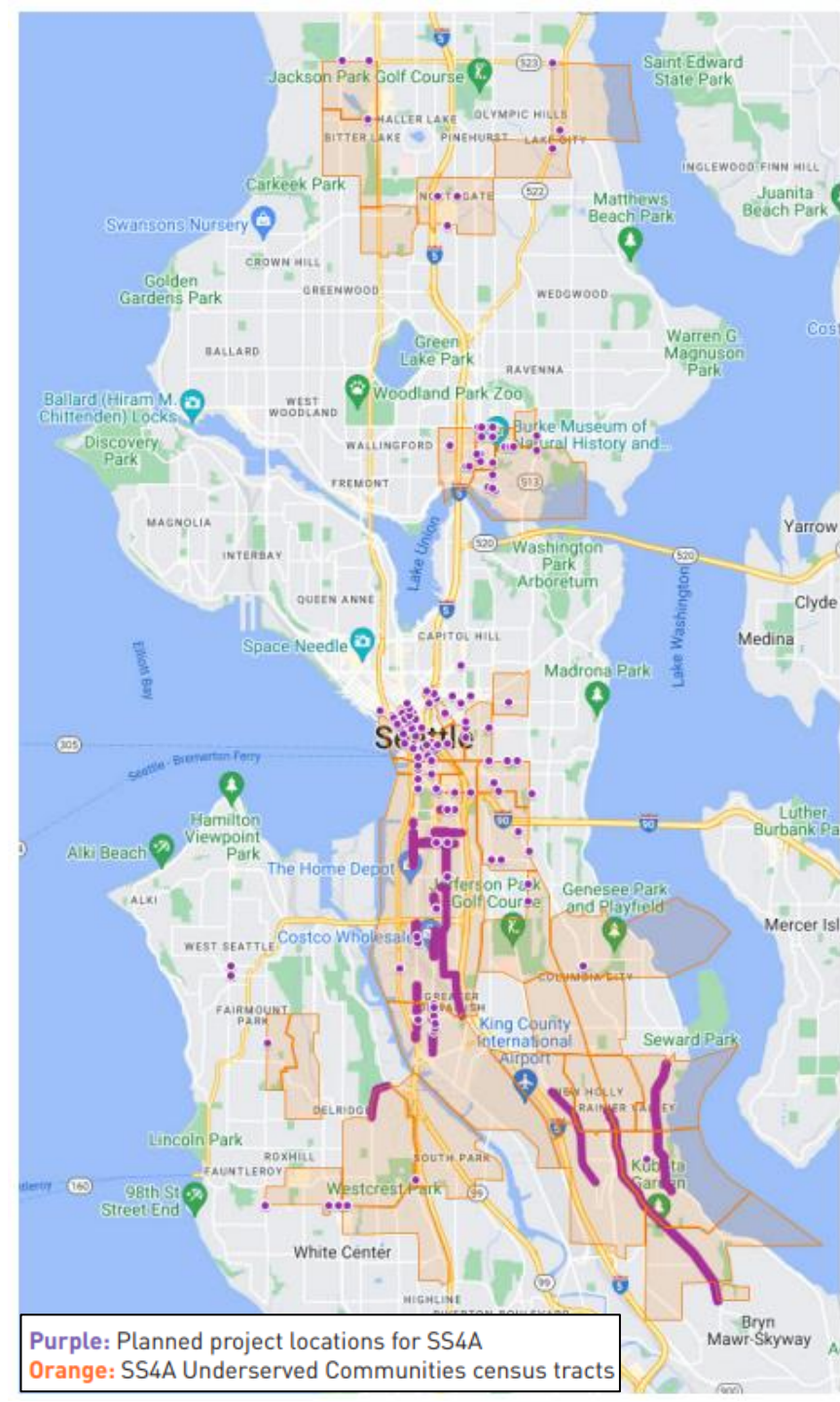
# Grants for safer streets

## 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 Safe Systems approaches into every project and program
2. Adopt clearer and stronger guidance for facility design
3. Clarify and streamline internal decision-making processes
4. Be willing to reduce vehicle travel speeds and convenience to improve safety



# Key Takeaways: Recommendations

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



# Key Takeaways: Recommendations

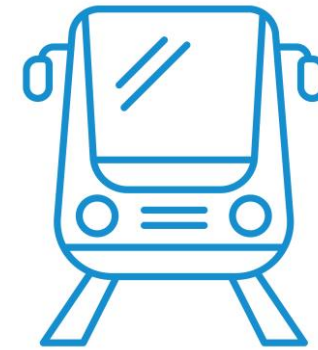
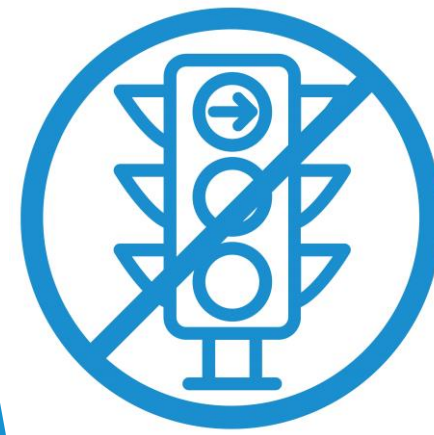
9. Shift culture and strengthen support for the Safe Systems Approach throughout the department
10. Strengthen and resource SDOT's Vision Zero core and matrix teams
11. Improve SDOT's customer service response process
12. Be champions of the Safe Systems Approach as we engage with WSDOT, the Port of Seattle, transit agencies, 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 expansion in neighborhoods with many fatalities and serious injuries.
5. Elevate City Traffic Engineer to a new Chief Safety Officer role.



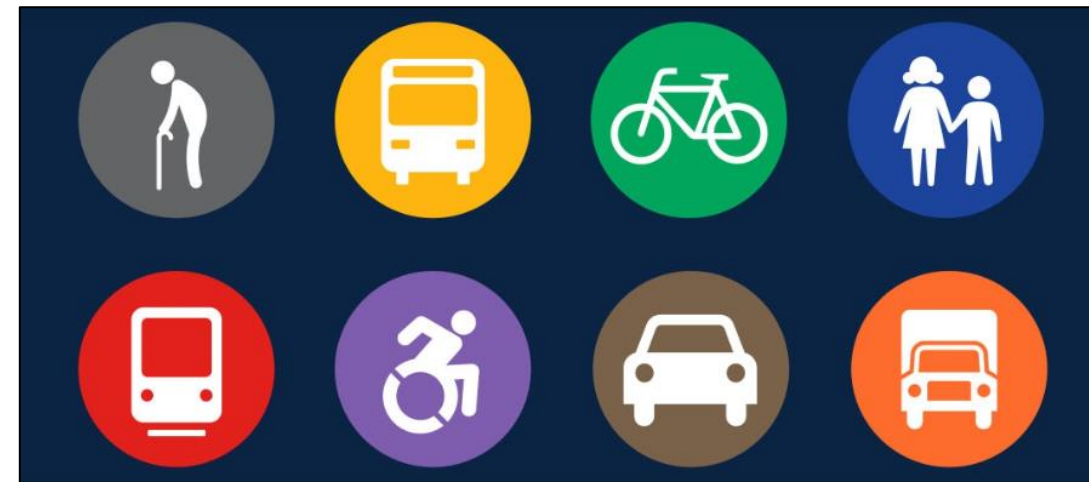
# Vision Zero & the Levy to Move Seattle

- 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 Safety Corridor 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



# Next Steps & Public Input

- Sharing review findings with Council, Advisory Boards, and the public
- Encouraging the public to provide feedback: [seattle.gov/transportation/vision-zero-review](https://seattle.gov/transportation/vision-zero-review)
- Community 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

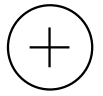


# Questions?

## Stay in touch:



[seattle.gov/transportation/vision-zero-review](https://seattle.gov/transportation/vision-zero-review)





From the entire SDOT Team:  
**Thank you!**