Vision Zero update
Embracing a safe system approach to advance health, equity, and dignity
Presentation overview and themes

- Moment of silence
- About the team
- Project successes
- Recent trends
- Program approach
- Questions, discussion, working together

Centering on people

Connections: safety, climate, and racial equity

Moving toward a safe system approach
Since Seattle began its Vision Zero efforts in 2015, nearly 1,200 people have been seriously injured and 173 people have been killed in a traffic crash.

Together, we hold space for them.

Together, we commit to ending traffic deaths and serious injuries on city streets by 2030.
Vision Zero team: who we are, what we do

Lead the charge on Seattle’s effort to end traffic deaths and serious injuries on city streets by 2030.

Focused on redesigning high injury streets, lowering speeds, proactive improvements across the system, and advocating for changes that advance safety and racial equity.

Centered on safety of people, grounded in equity and empathy, connected to climate goals.

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Vision Zero
To end traffic deaths and serious injuries on city streets

Equity
Eliminate racial disparities and achieve racial equity

Climate Change
90% of personal trips are zero emission

BY 2030
Safety value statement: We believe our transportation system should be safe regardless of one’s age, ability, location, income, language, race and/or how they choose to get around.

Transportation justice value statement: We believe transportation must be affordable, accessible, and just as it is an essential right for all people. We believe transportation laws and penalties are also a result of structural racism that has historically harmed, caused death, and inflicted poverty on our BIPOC communities. We must also move towards decriminalizing transportation by redesigning existing laws and implementing non-punitive policies.

Slowing down to save lives

- 90+% of Seattle arterials are 25 MPH; all non-arterials are 20 MPH
- Partnering with WSDOT on state-owned arterials
- Lowering citywide speed limits, initial findings:
  - 20% decrease in injury crashes
  - 54% decrease top-end speeders
- Next step: pair sign changes with redesigned roadways; prioritize high injury streets with emphasis on equity areas
Redesigning streets

• Complete streets approach
• Use street design to manage speeds, reduce collisions, improve crossings
• Enhanced safety for all travelers
• Provides opportunities to repurpose space for more efficient uses

Rainier Ave S
• 2015: Phase 1, Columbia City and Hillman City
  • Injury collisions down 30%
  • Collisions with people walking and biking down 40%
  • Top-end speeding down ~75%
• 2020: Phase 2, Hillman City to Rainier Beach
  • Starting 2022: Phase 3, Rainier Beach
~40% of serious and fatal pedestrian collisions occur at signalized intersections.

We’ve made great strides in increasing the number of intersections with leading pedestrian intervals, with room to grow.

Benefits: reduction in turning collisions with people walking
- 50% reduction for all injuries
- 35% reduction in serious/fatal collisions
Transportation justice

• Guided by Transportation Equity Workgroup and Framework
• What does it mean to feel safe when traveling
• How can we actively reduce harm and acknowledge harm comes in many forms
• Racial equity analyses of in-person traffic enforcement and automated enforcement

The Seattle Times

Law & Justice | Local News

Seattle police will no longer enforce some minor violations, including biking without a helmet

Jan. 14, 2022 at 7:58 pm | Updated Jan. 14, 2022 at 8:45 pm
Closer to ending serious injuries?

Serious injuries are trending upward.

On average, 160 serious injury crashes a year.
Who is most affected?

- People outside of a car
- Unhoused/people experiencing homelessness (27% of 2021 fatalities; 3-year avg = 15%)
- Black people are disproportionately affected by fatal crashes
- Avg age of people killed while walking is 55
Where are fatal and serious crashes occurring?

Last 3 years, nearly half of fatal crashes occurred in District 2. In 2021, 56% were in D2.
Top contributing factors to crashes

SPD collision reports indicate:
- Speeding
- Distraction
- Impairment
- Failure to yield

How does the design of our streets influence this behavior?
Why does this keep happening?
# Moving to a Safe System approach

<table>
<thead>
<tr>
<th>Traditional</th>
<th>Safe System</th>
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<tbody>
<tr>
<td>Prevent crashes</td>
<td>Prevent deaths and serious injuries</td>
</tr>
<tr>
<td>Improve human behavior</td>
<td>Design for human mistakes/limitations</td>
</tr>
<tr>
<td>Control speeding</td>
<td>Reduce system kinetic energy</td>
</tr>
<tr>
<td>Individuals are responsible</td>
<td>Share responsibility</td>
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<tr>
<td>React based on crash history</td>
<td>Proactively identify and address risks</td>
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Individuals are responsible for crash prevention.

React based on crash history.

Control speeding.
Safe system approach

We would never tolerate 3,000 deaths per month on America's airlines or subways, but on our roads we act like it's normal.

It's time for a new mentality for roadway safety.

7:45 AM - Jan 31, 2022 - Twitter Web App

657 Retweets  74 Quote Tweets  4,763 Likes
Death/serious injury is unacceptable

Humans make mistakes

Humans are vulnerable

Responsibility is shared

Safety is proactive

Redundancy is crucial
Vision Zero program and project prioritization

Goal: aggressively make use of the most effective tools to equitably advance safety

• Funding
• Key prioritization tools
  • High Injury Network (reactive)
  • Bicycle and Pedestrian Safety Analysis (proactive)
• Connection to Transportation Equity Framework goals, strategies, tactics
High injury network

- Key inputs:
  - 5 years of fatal and serious crash data (2017-2021)
  - City’s Race and Equity Index (race, ethnicity, country of origin, language, income, educational attainment, health indicators)
  - ~400 arterial street segments; ~1 mile each
  - Broken into quintiles
  - Red and orange = top priorities
Bicycle and Pedestrian Safety Analysis (BPSA)

Tool that helps us understand crash risk for most vulnerable travelers - people walking, rolling, and biking.

Use as guide to proactively and systemically address risk factors to prevent crashes.
Doing more of what works

Safety Benefits:
- High-visibility crosswalks can reduce pedestrian injury crashes up to: **40%**

Safety Benefits:
- Intersection lighting can reduce pedestrian crashes up to: **42%**
- Advance yield or stop markings and signs can reduce pedestrian crashes up to: **25%**

Safety Benefits:
- Bicycle Lane Additions can reduce crashes up to: **57%** for total crashes on urban 4-lane undivided collectors and local roads.

Safety Benefits:
- RRFBs can reduce crashes up to: **47%** for pedestrian crashes.
- RRFBs can increase motorist yielding rates up to: **98%** (varies by speed limit, number of lanes, crossing distance, and time of day).

Safety Benefits:
- **19-47%** reduction in total crashes.
Upcoming efforts

• High injury network projects in planning phase
  • Rainier Ave Phase 3 (Rainier Beach)
  • Downtown pedestrian safety spot improvements
  • SODO safety analysis

• Aurora corridor planning study

• WA Traffic Safety Commission grant-funded education campaigns
  • 25 MPH speed limit (summer 2022)
  • stopping for pedestrians (2023)
Partnerships and engagement
Words matter

Lead with **people** (not mode).

**People** walking and rolling, people driving, people biking, people riding transit (rather than pedestrian, driver, cyclist, etc).
Key takeaways

Looking out for each other; protecting the most vulnerable in our community

We take care of the traveling public by designing streets to prioritize people, not speed

Crashes are preventable, they’re not accidents; death and injury on our streets is not acceptable

Together, move toward culture of care so everyone can move safely and with dignity
Vision Zero is possible

Oslo, Norway

2015: City officials and transpo staff support shift in decision making from car-centric to people-centric

• Downtown: car free by 2019
• Citywide lower speed limits and expanded bike network
Let’s be in touch

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Free Vision Zero yard signs available at 11 City offices, https://www.seattle.gov/visionzero/resources/yard-signs. We also have bike lights and pedestrian reflectors to share.
Questions, discussion, and our work together

• That was a lot! Questions?
• What ideas and thoughts do you have when it comes to Vision Zero?
• What are ways we can work together?