

# 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.



**Allison Schwartz**

Vision Zero Program Coordinator



**James Le**

Senior Project Engineer



**Louisa Miller**

Strategic Advisor



**Brad Topol**

Senior Project Developer



**Jess Kim**

Transportation Planner



## Vision Zero

To end traffic deaths  
and serious injuries  
on city streets

# BY 2030



## Equity

Eliminate racial disparities and achieve racial equity



## Climate Change

90% of personal trips  
are zero emission

# BY 2030



# Transportation Equity Framework

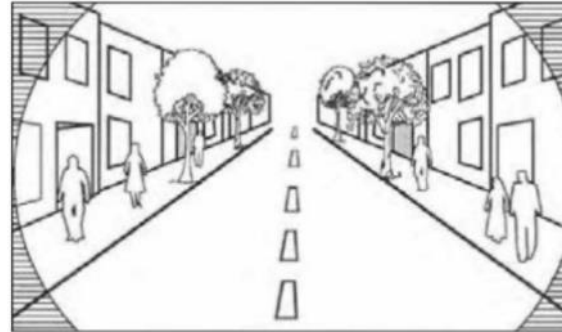
**Safety value statement:** We believe our transportation system should be safe regardless of one's age, ability, location, income, language, race and/or how they choose to get around.

**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.

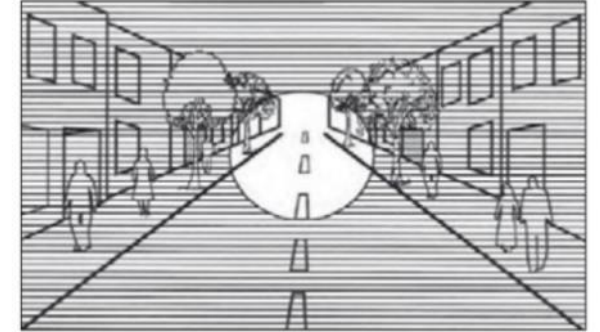
<https://www.seattle.gov/transportation/projects-and-programs/programs/transportation-equity-program/equity-workgroup>

# Slowing down to save lives

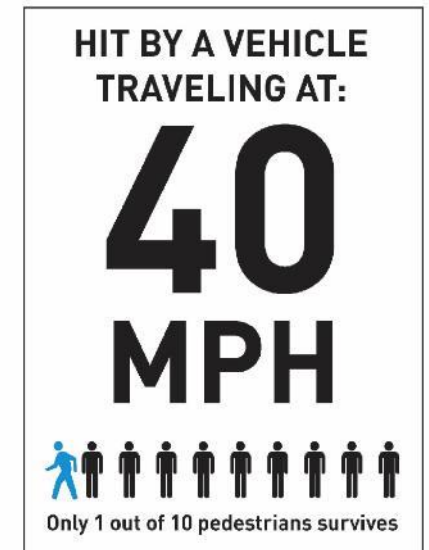
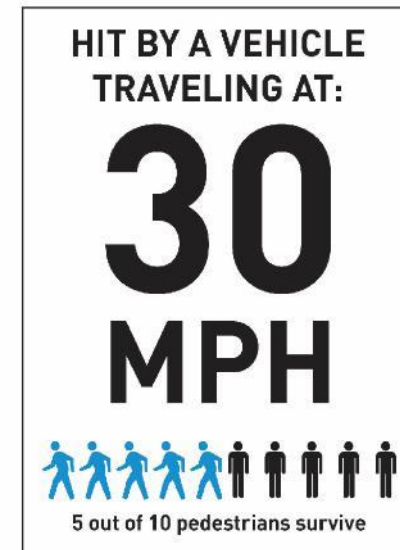
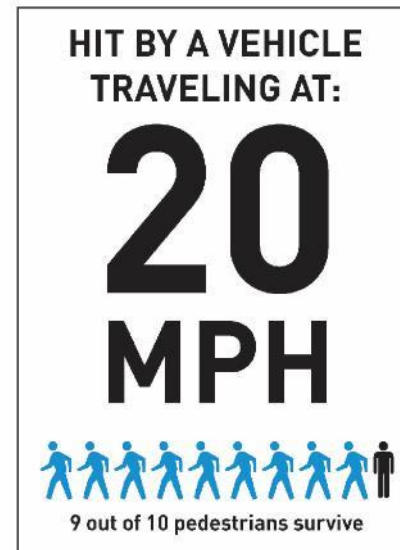
- 90+% of Seattle arterials are 25 MPH; all non-arterials are 20 MPH
- Partnering with WSDOT on state-owned arterials
- Lowering citywide speed limits, initial findings:
  - 20% decrease in injury crashes
  - 54% decrease top-end speeders
- Next step: pair sign changes with redesigned roadways; prioritize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



Field of vision at 15 MPH



Field of vision at 30 to 40 MPH



# 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

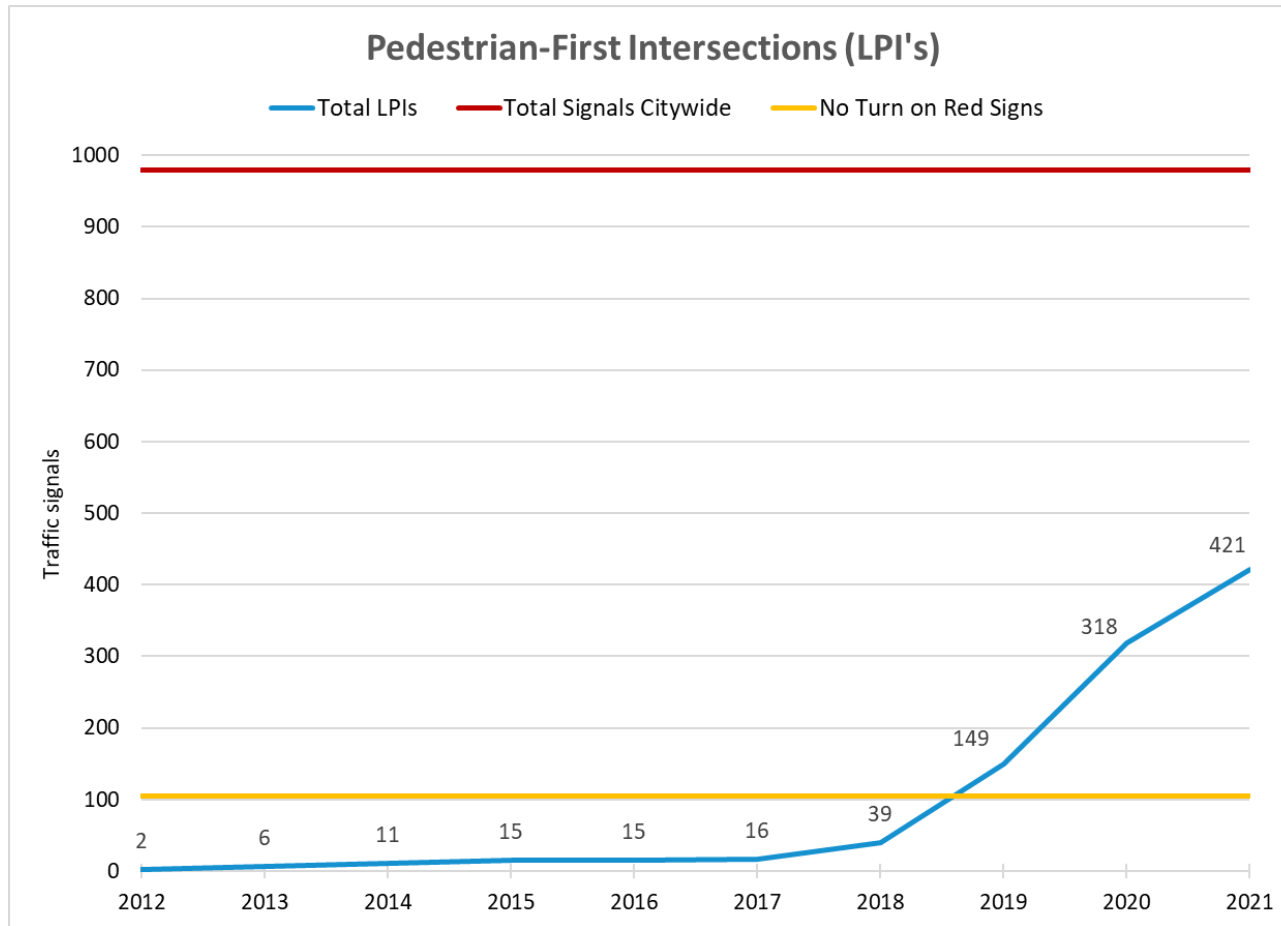


## Rainier Ave S

- 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



# Putting people first



~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

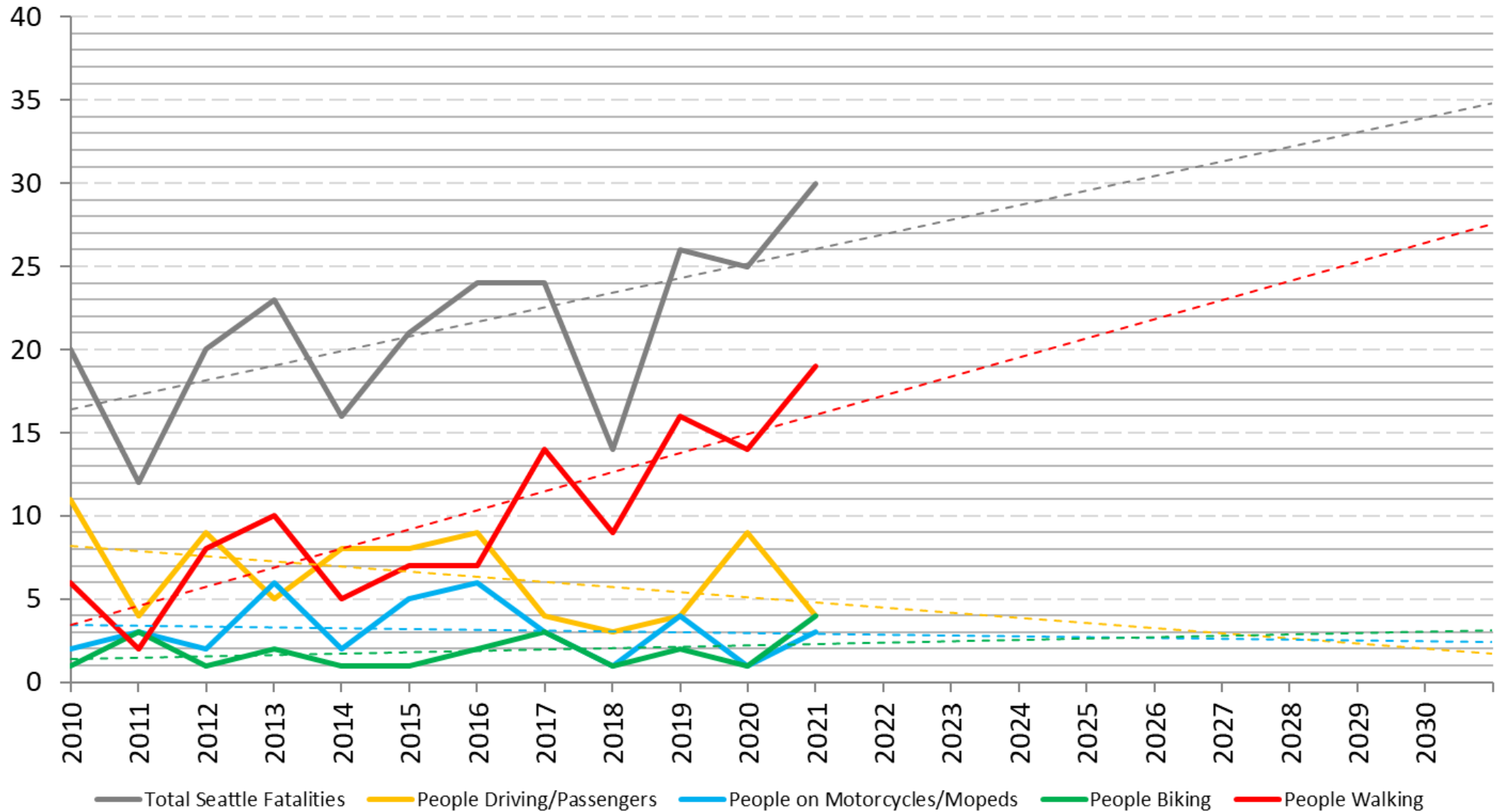
### Seattle police will no longer enforce some minor violations, including biking without a helmet

Jan. 14, 2022 at 7:58 pm | Updated Jan. 14, 2022 at 8:45 pm

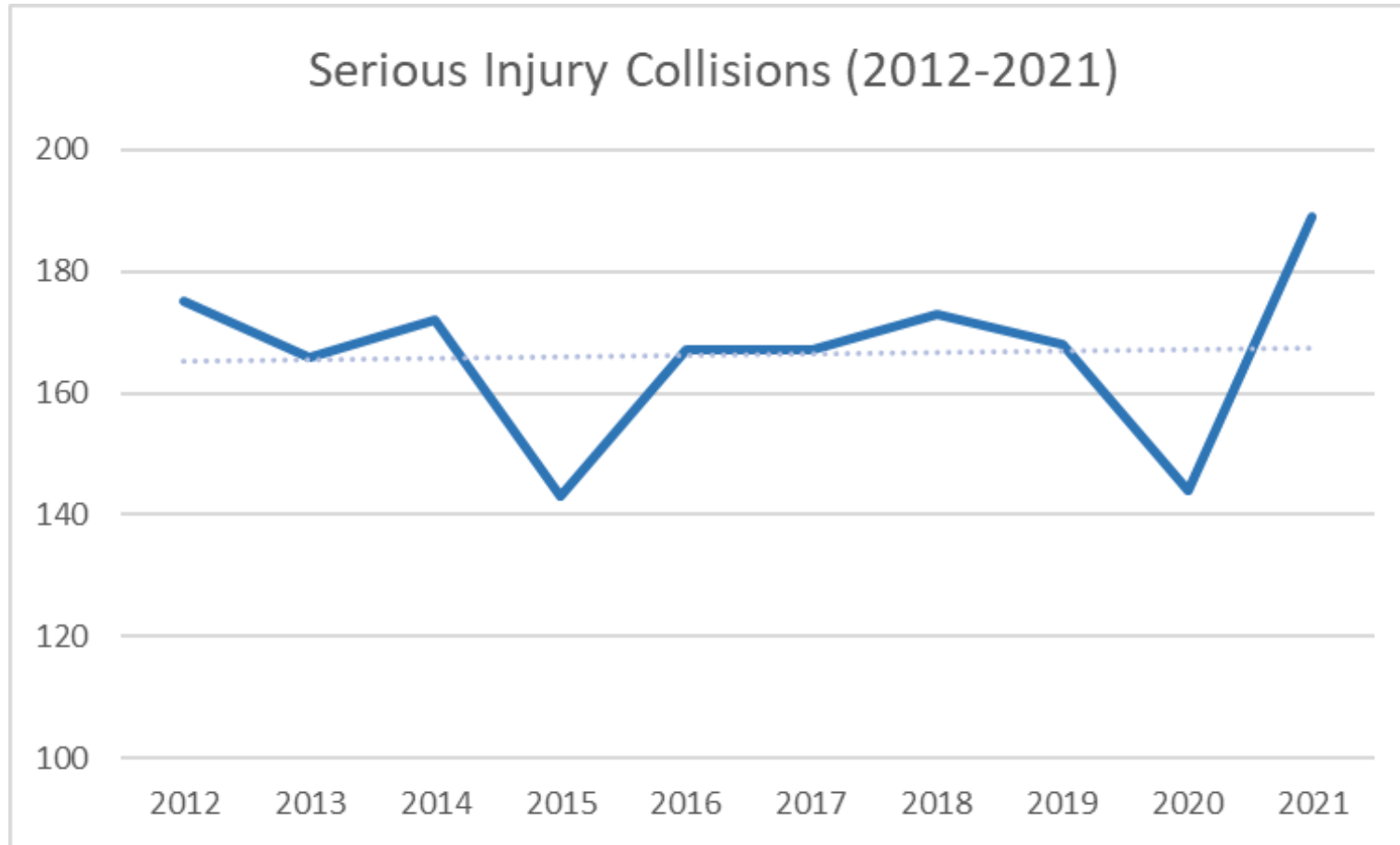




# Traffic Fatalities on Seattle Streets



# Closer to ending serious injuries?

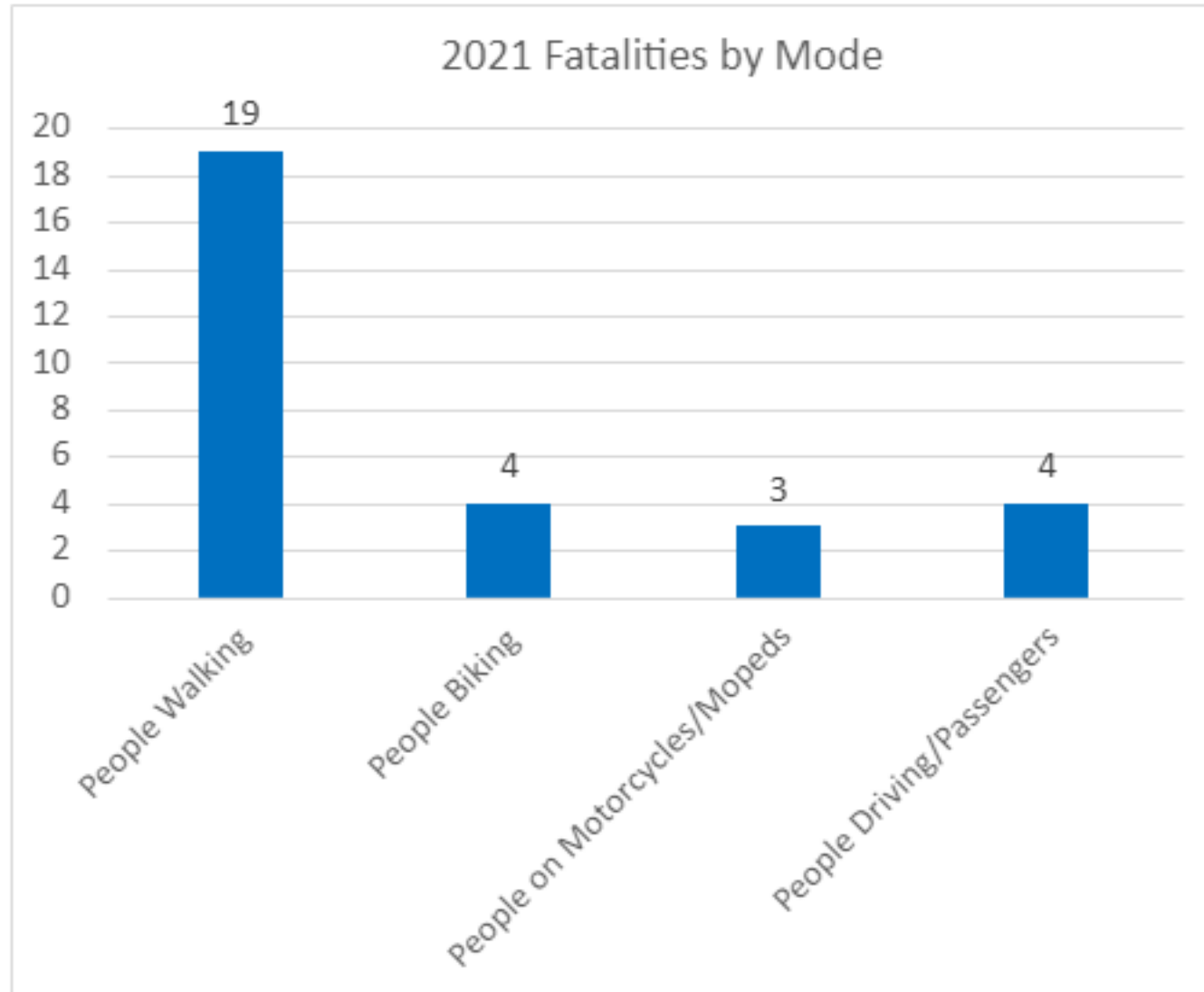


Serious injuries are trending upward.

On average, 160 serious injury crashes a year.



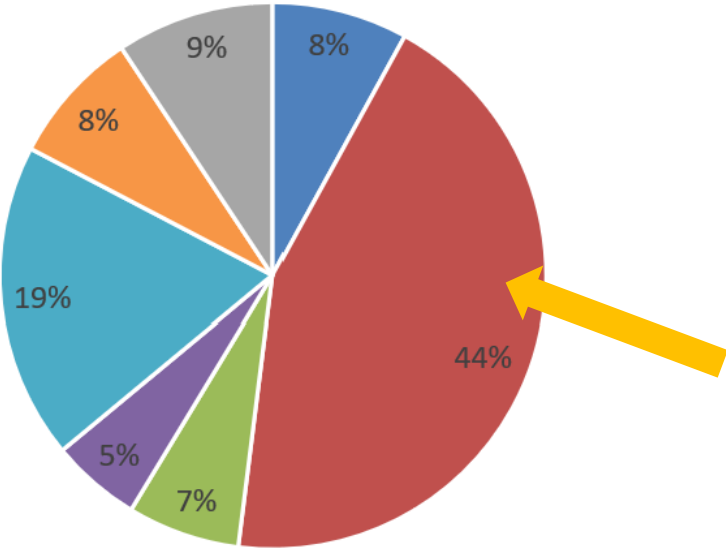
# Who is most affected?



- 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

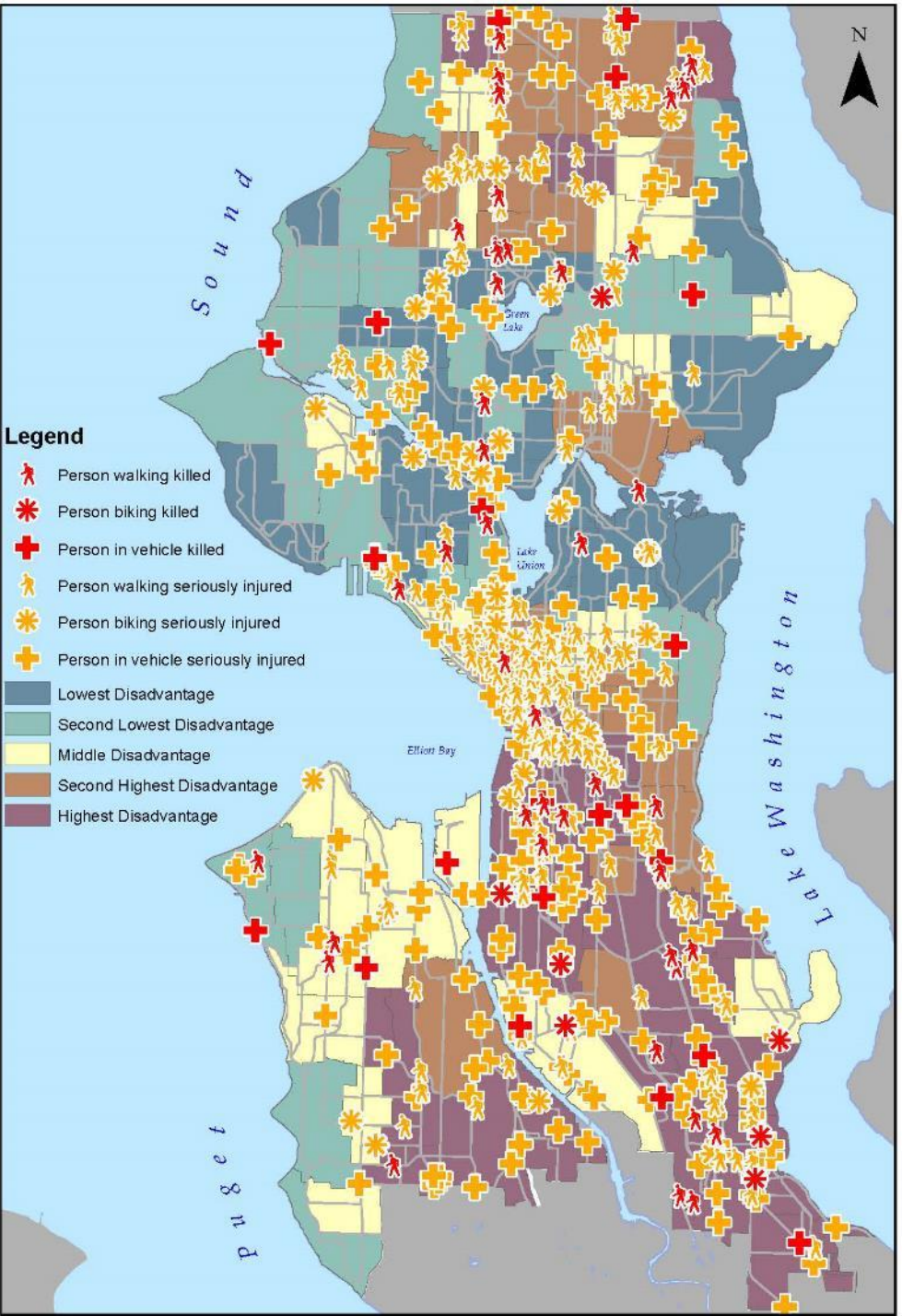
# Where are fatal and serious crashes occurring?

2019-2021 fatalities  
by Council District



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

■ Dist 1 ■ Dist 2 ■ Dist 3 ■ Dist 4 ■ Dist 5 ■ Dist 6 ■ Dist 7





# 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

## Traditional

Prevent crashes



Improve human behavior



Control speeding



Individuals are responsible



React based on crash history



## Safe System

Prevent deaths and serious injuries

Design for human mistakes/limitations

Reduce system kinetic energy

Share responsibility

Proactively identify and address risks





# Safe system approach



Secretary Pete Buttigieg   
@SecretaryPete

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



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Death/serious injury is unacceptable



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Humans make mistakes



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Humans are vulnerable



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Responsibility is shared



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Safety is proactive



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Redundancy is crucial

# Vision Zero program and project prioritization

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

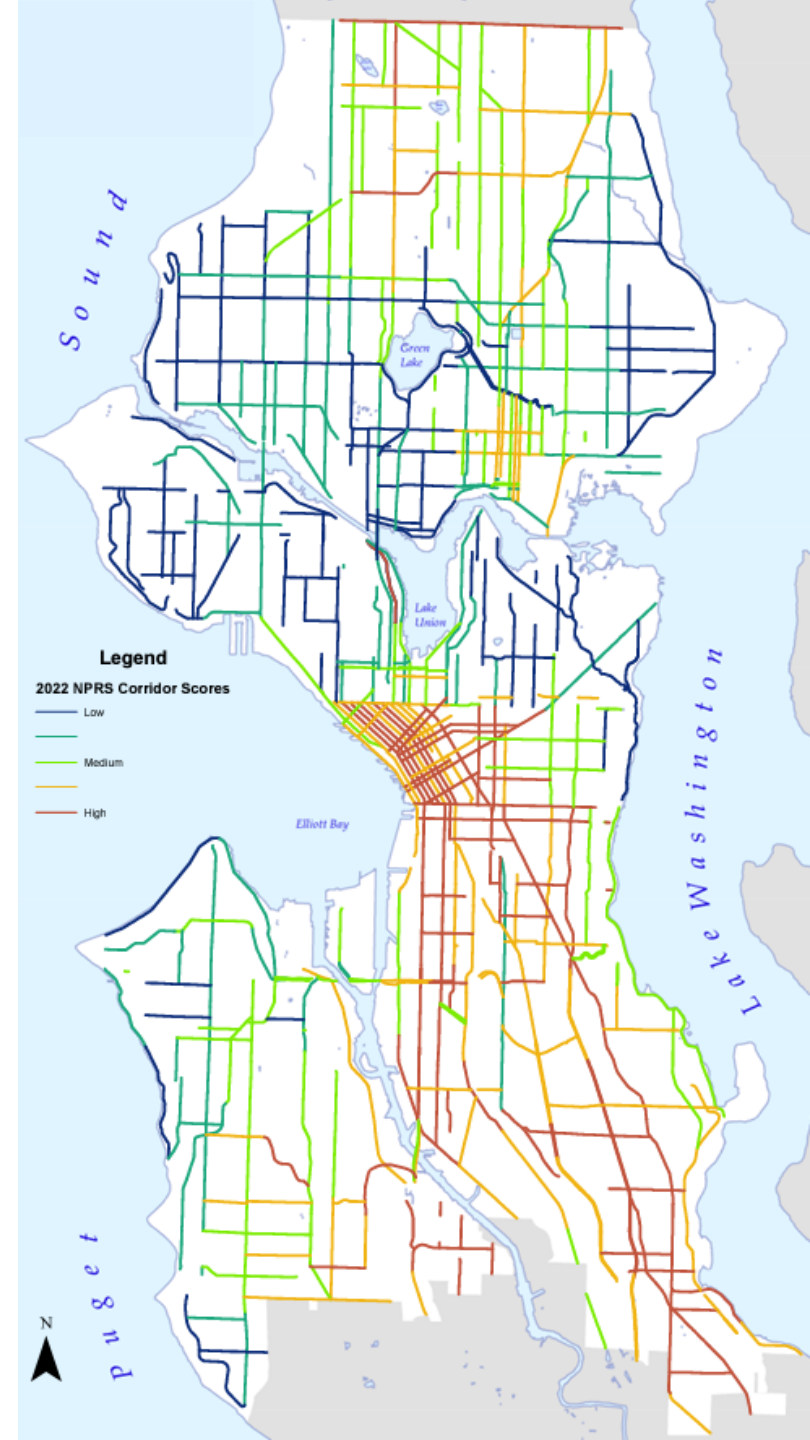
- Funding
- Key prioritization tools
  - High Injury Network (reactive)
  - Bicycle and Pedestrian Safety Analysis (proactive)
- Connection to Transportation Equity Framework goals, strategies, tactics



# 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

2022 High Injury Network Map



# 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:

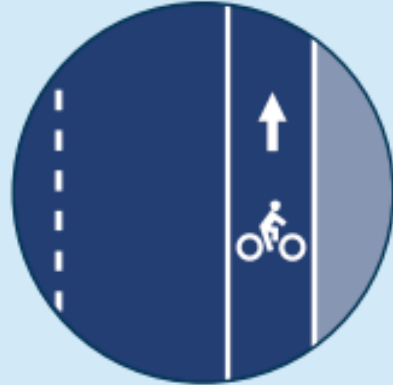
**40%**<sup>1</sup>

Intersection lighting can  
reduce pedestrian crashes  
up to:

**42%**<sup>2</sup>

Advance yield or stop  
markings and signs can  
reduce pedestrian  
crashes up to:

**25%**<sup>3</sup>



## Safety Benefits:

Bicycle Lane Additions can  
reduce crashes up to:

**57%**

for total crashes  
on urban 4-lane undivided  
collectors and local roads.<sup>6</sup>

**30%**

for total crashes on urban  
2-lane undivided  
collectors and local roads.<sup>6</sup>



## Safety Benefits:

RRFBs can reduce crashes  
up to:

**47%**

for pedestrian crashes.<sup>4</sup>

RRFBs can increase  
motorist yielding rates up  
to:

**98%**

(varies by speed limit, number of  
lanes, crossing distance, and time  
of day).<sup>3</sup>



## Safety Benefits:

4-Lane to 3-Lane  
Road Diet Conversions

**19-47%**

reduction in total crashes.<sup>1</sup>



# 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



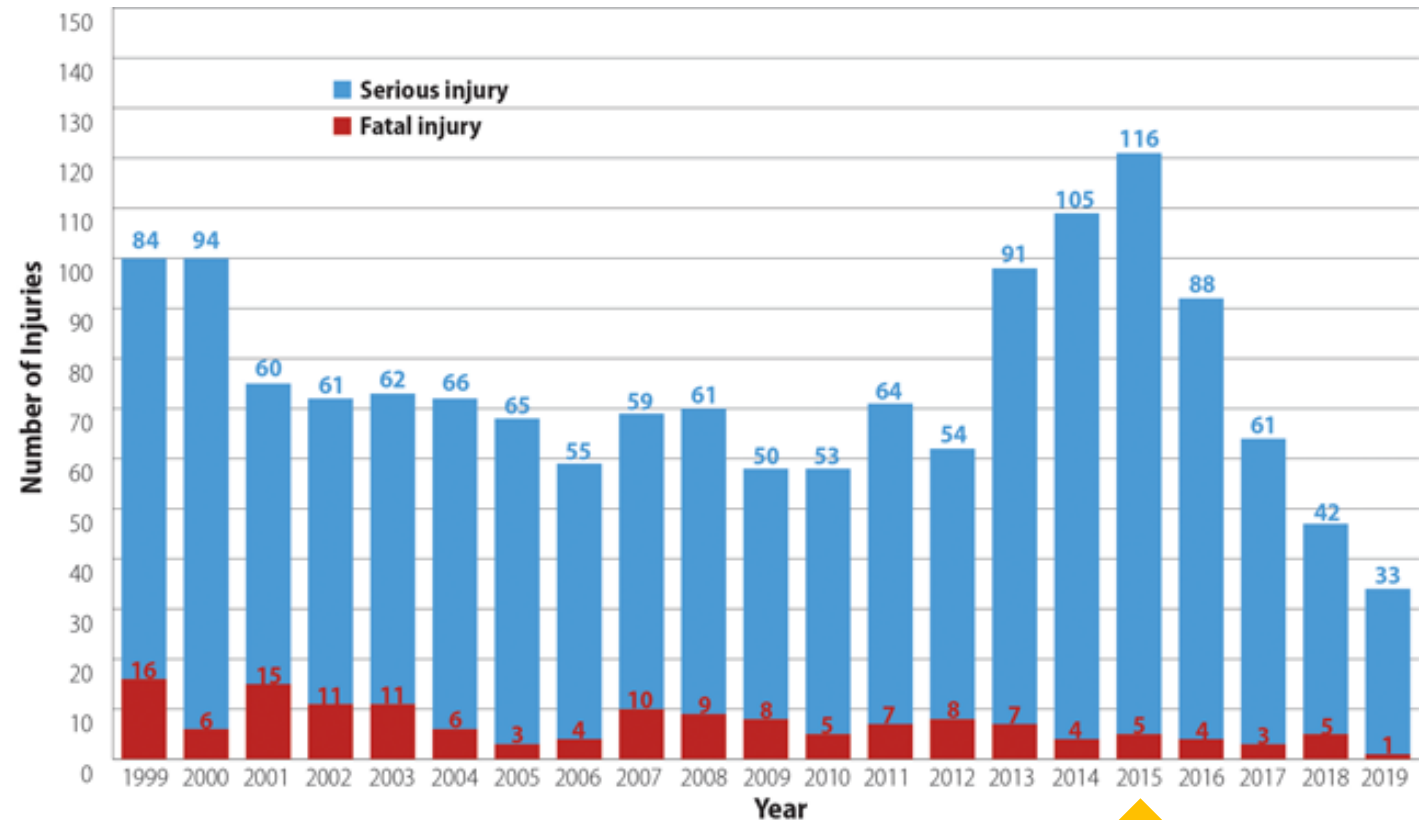
Together, move toward culture of care so everyone can move safely and with dignity

# 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

allison.schwartz@seattle.gov

(206) 659-2471

[www.seattle.gov/visionzero](http://www.seattle.gov/visionzero)

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?

