



Vision Zero

Safer Streets for Seattle



Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**

Presentation overview

- Background
- Data and trends
- Priority projects
- New initiatives
- Next steps
- Questions



Background

- 1997: Vision Zero starts in Sweden
- 2000: WA State Target Zero
- 2012: Seattle Road Safety Action Plan
- 2015: Seattle launches Vision Zero
- 2016: Codified through Comp Plan update
- 2016: Lower citywide speed limits
- 2017: Bicycle and Pedestrian Safety Analysis (BPSA)
- 2018: BPSA assessment → Complete Streets Checklist



Background

- Program elements

- Engineering
- Enforcement
- Education
- Evaluation

- Budget

- \$2.5 to \$4 million per year + special appropriations for Corridor Projects
- Currently overseeing an additional \$1.5 million in grants for leading pedestrian intervals, high friction surface treatment

Data and trends

Fatal and Serious Injury Collisions (2016-2018)



Pedestrian fatality



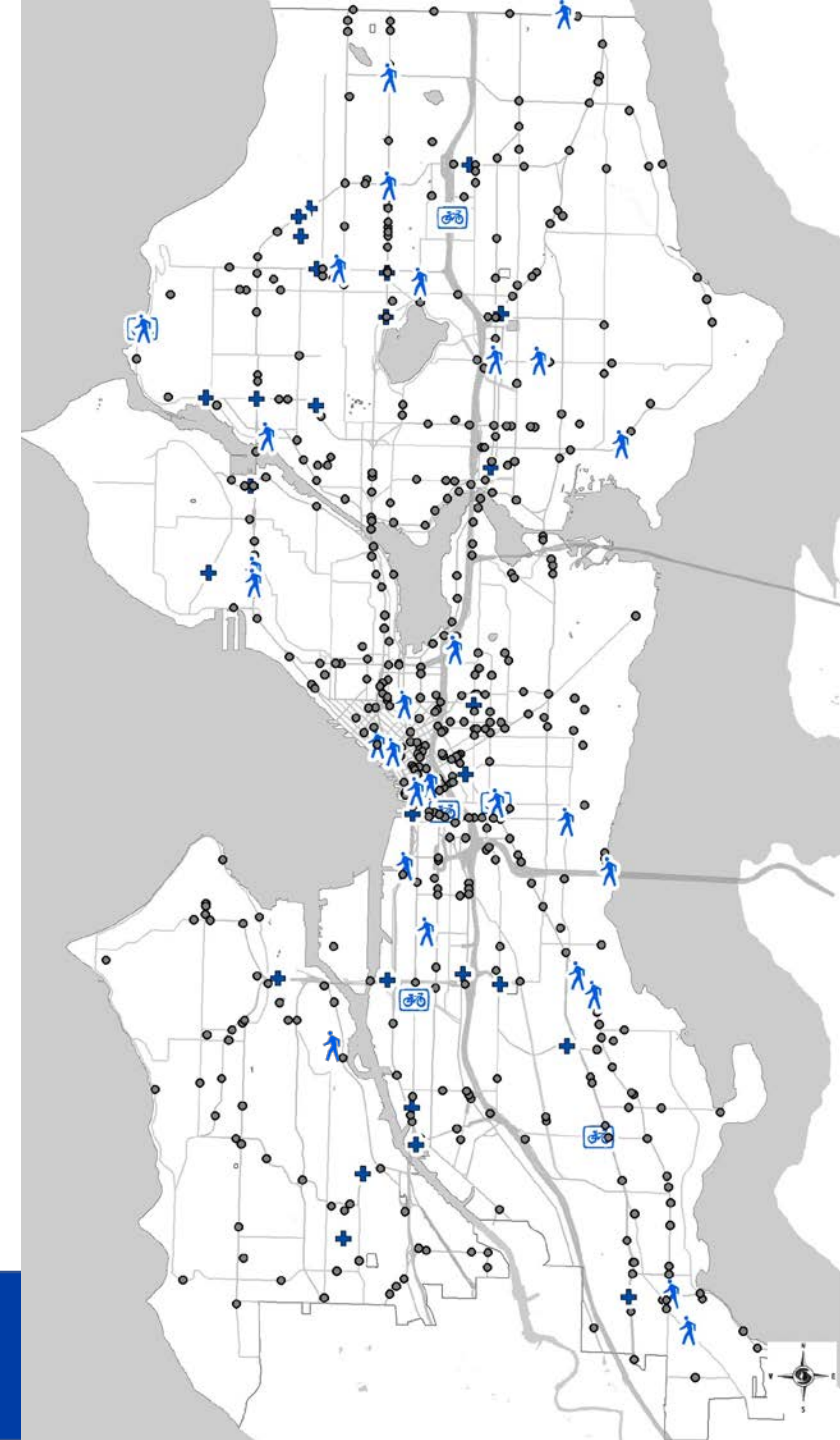
Bicycle fatality



Driver/passenger fatality

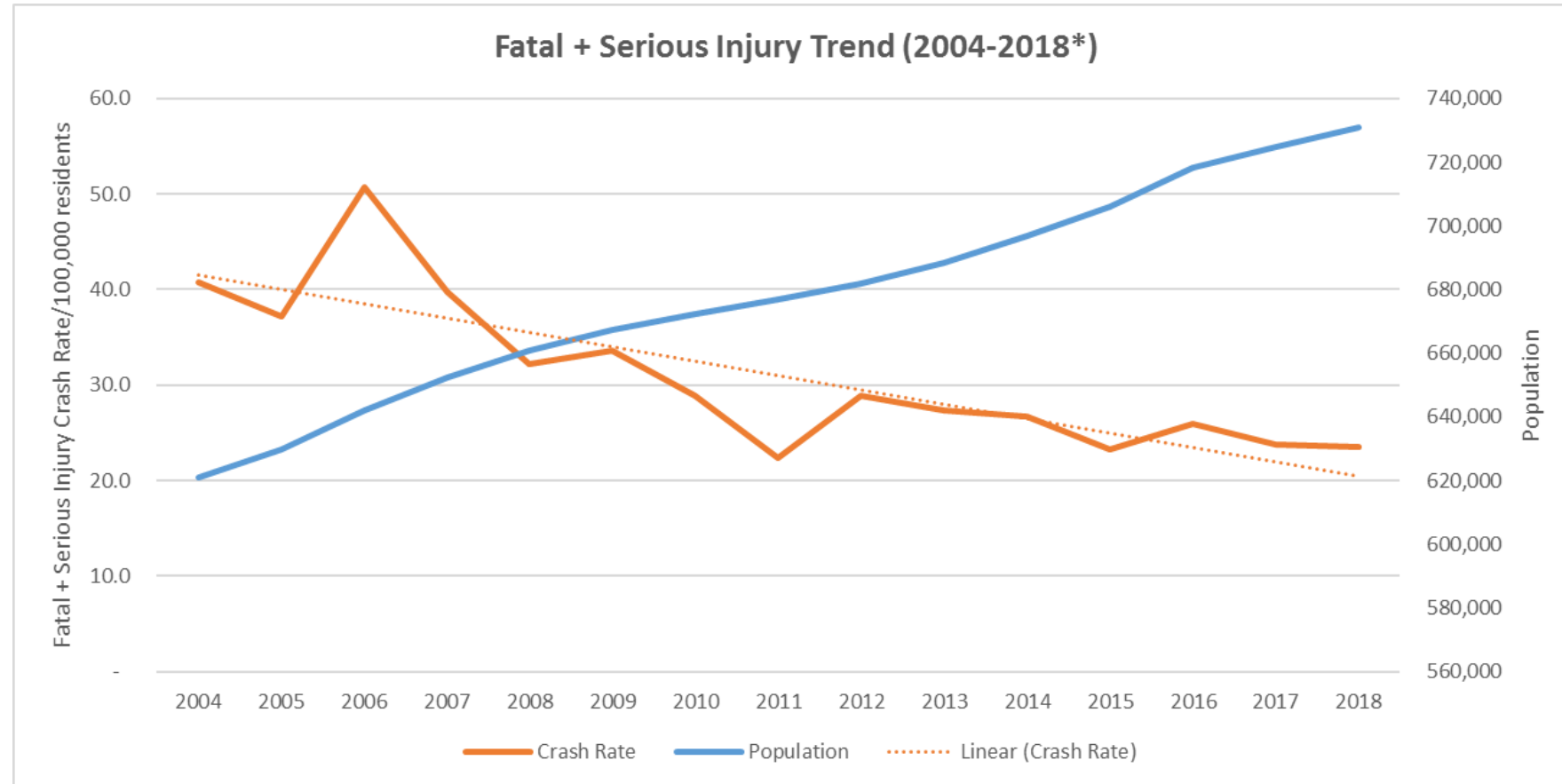


Serious injury collision



Data and trends

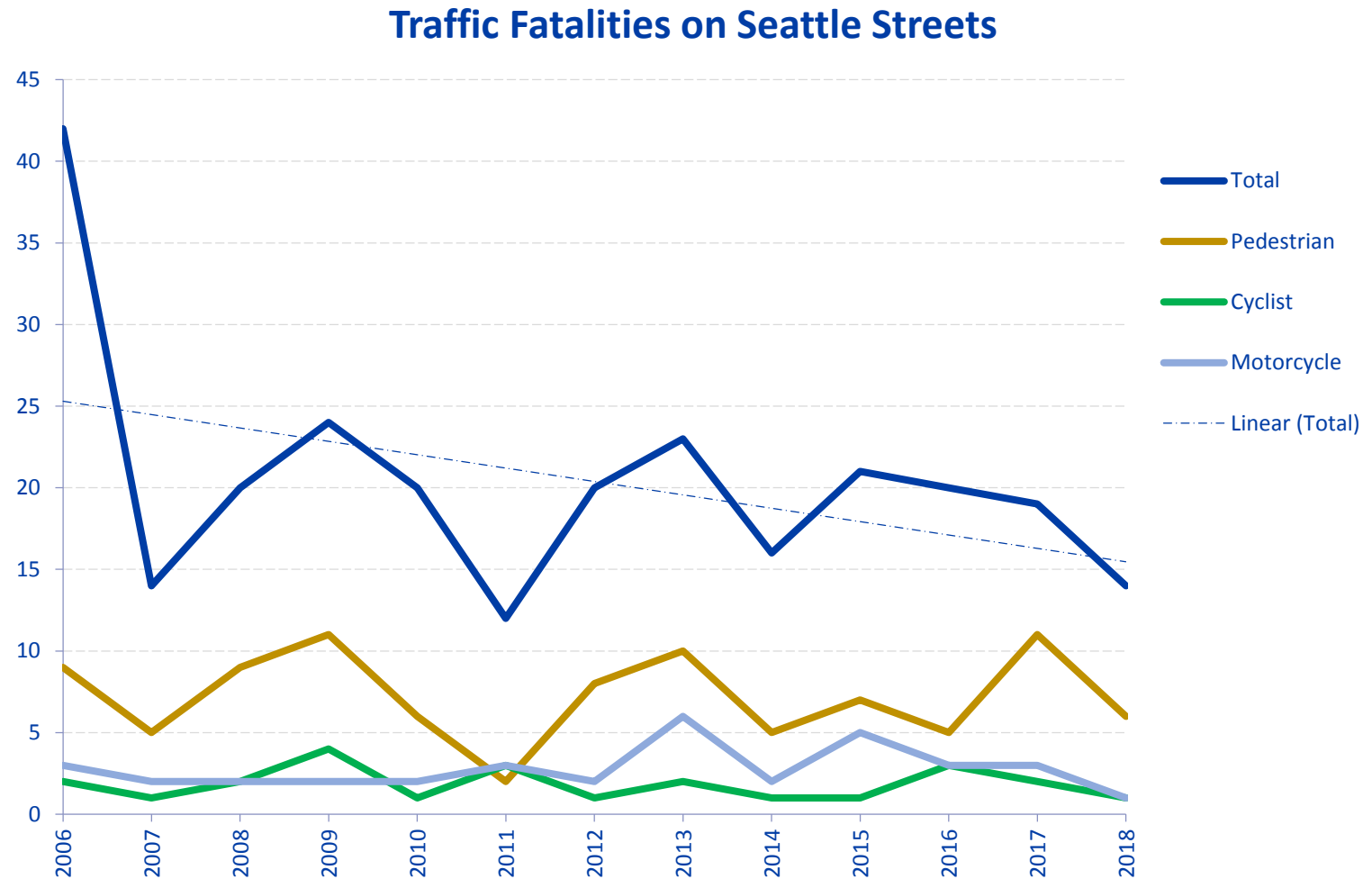
- Despite massive growth, Seattle continues to be on the right track
- Seattle amongst safest cities in US



*2018 data is preliminary and may change

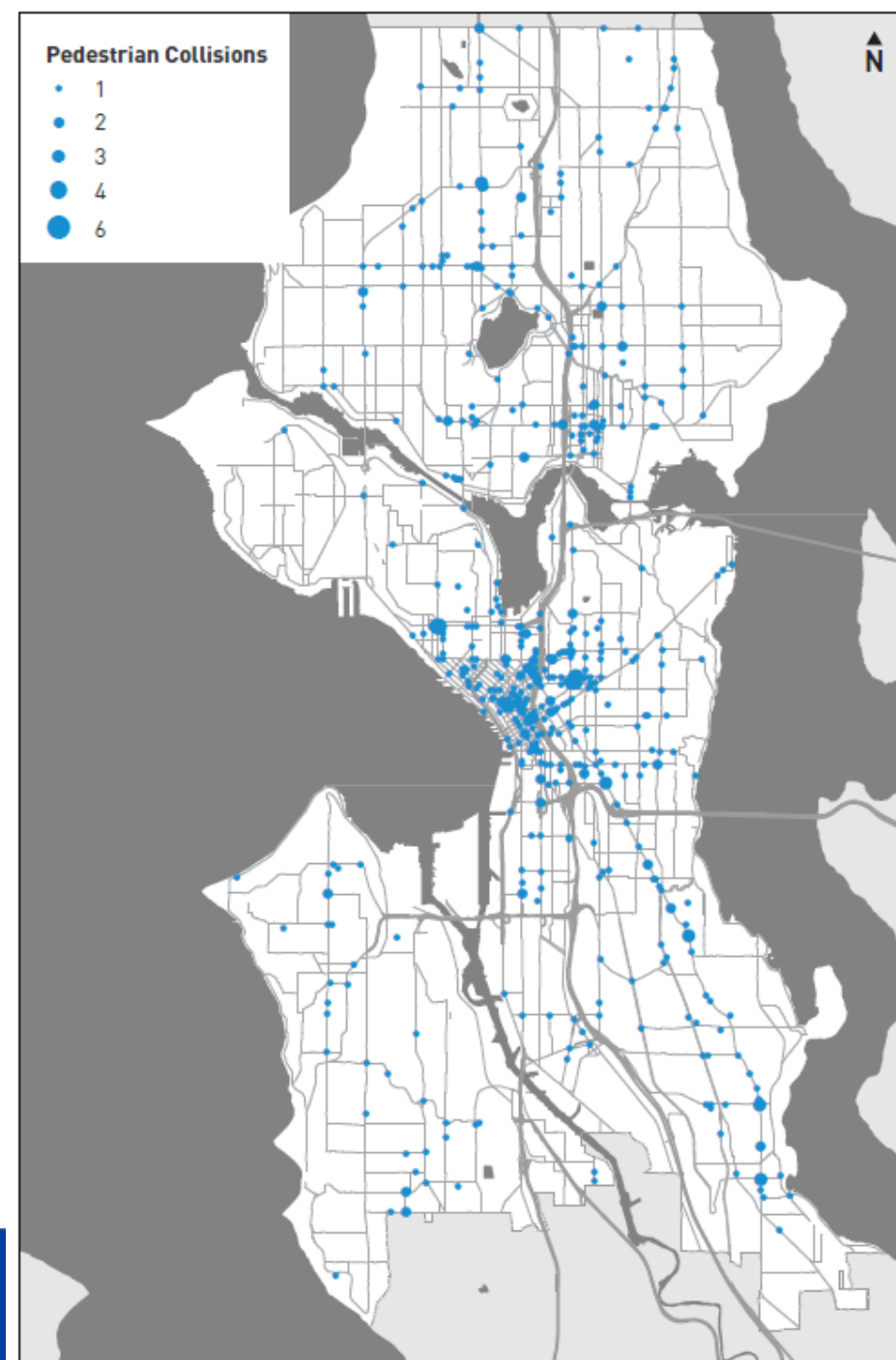
Data and trends

- 2018 preliminary data
 - 25% reduction in fatalities between 2017 and 2018
 - 14 total fatalities
 - 170 serious injuries
 - Pedestrians continue to be overrepresented



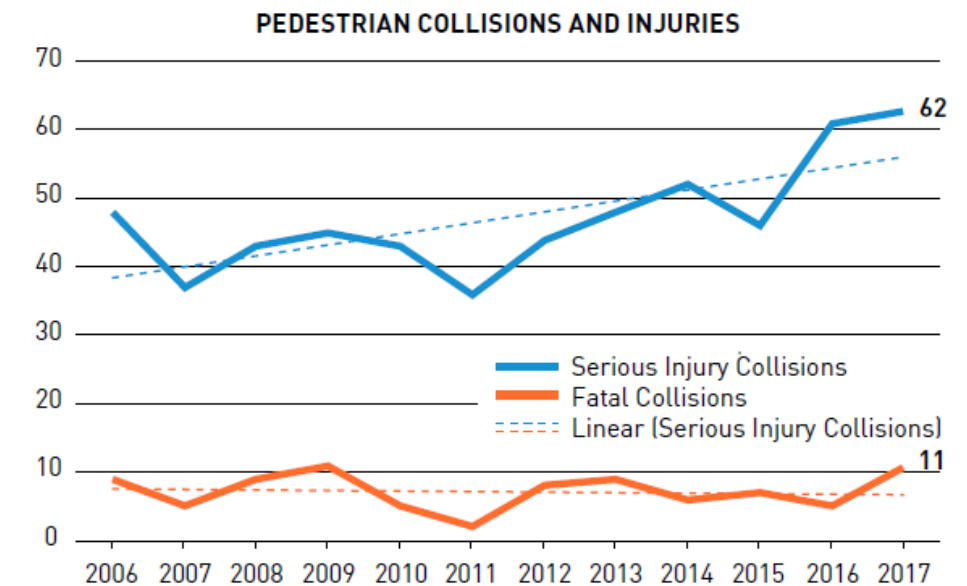
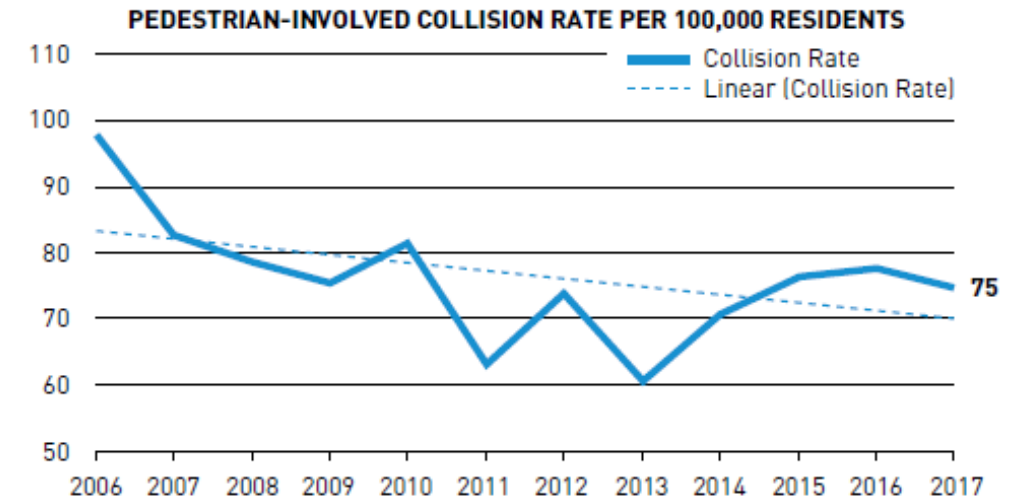
Data and trends

2017 Pedestrian Collisions



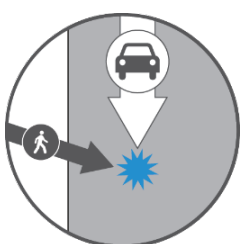
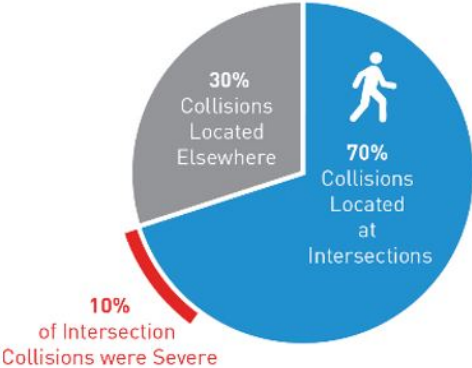
Data and trends

- Preliminary 2018 pedestrian collision data
 - Total collisions = 523
 - Injuries = 495
 - Serious injury = 68
 - Fatal = 8



Data and trends

- 2017 collision types consistent with long-term trends identified in BPSA

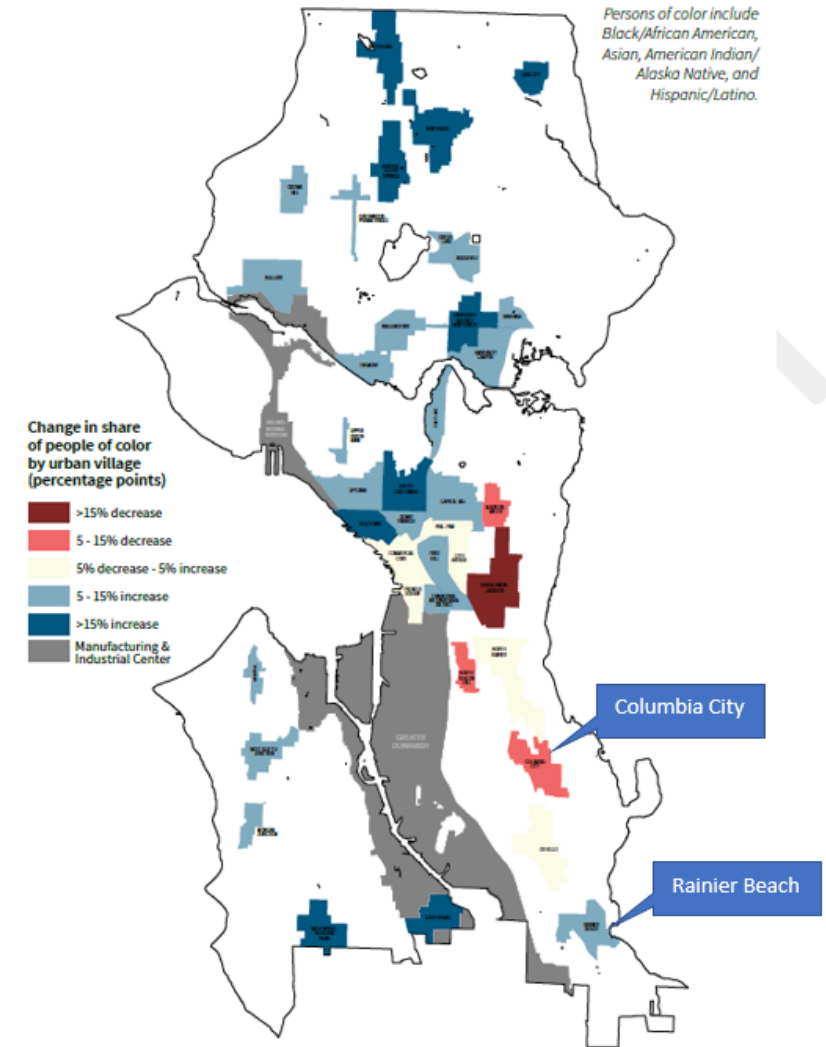


Collision Type	% of Total	% of Severe/Fatal
Left hook at crossing (controlled)	29.1	20.7
Angle at crossing (controlled)	23.0	31.0
Angle at midblock (uncontrolled)	21.7	33.8

Vehicle Actions in Pedestrian Collisions in 2017				
	Fatality Collision	Serious Injury Collision	Injury Collision	Total
Vehicle backing hits pedestrian		2	10	12
Vehicle going straight hits pedestrian	7	41	135	183
Vehicle hits Pedestrian - All Other Actions		2	2	4
Vehicle turning left hits pedestrian	2	9	144	155
Vehicle turning right hits pedestrian	2	6	59	67

Equity

- Focus investments on highest need areas
- Enforcement RET in progress in partnership with SPD
- Working with the neighborhoods, communities, and people adversely affected by collisions
- Reaching historically underrepresented communities with safety resources



Source: Seattle Comprehensive Plan (Growth and Equity, May 2016)

Rainier Corridor RET

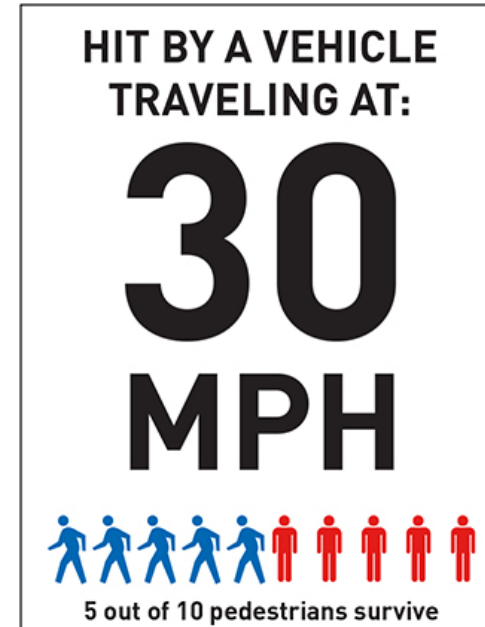
Safety corridors

- Large projects
 - Multi-million dollar investments
 - Significant changes to street design
 - Examples: NE 65th St, Rainier Ave S
- Traditional projects
 - May include channelization changes, new signals or signal adjustments, crossing modifications, curb ramps, speed limit changes, turn restrictions
 - Examples: Greenwood-Phinney, 5th Ave NE, North Beacon



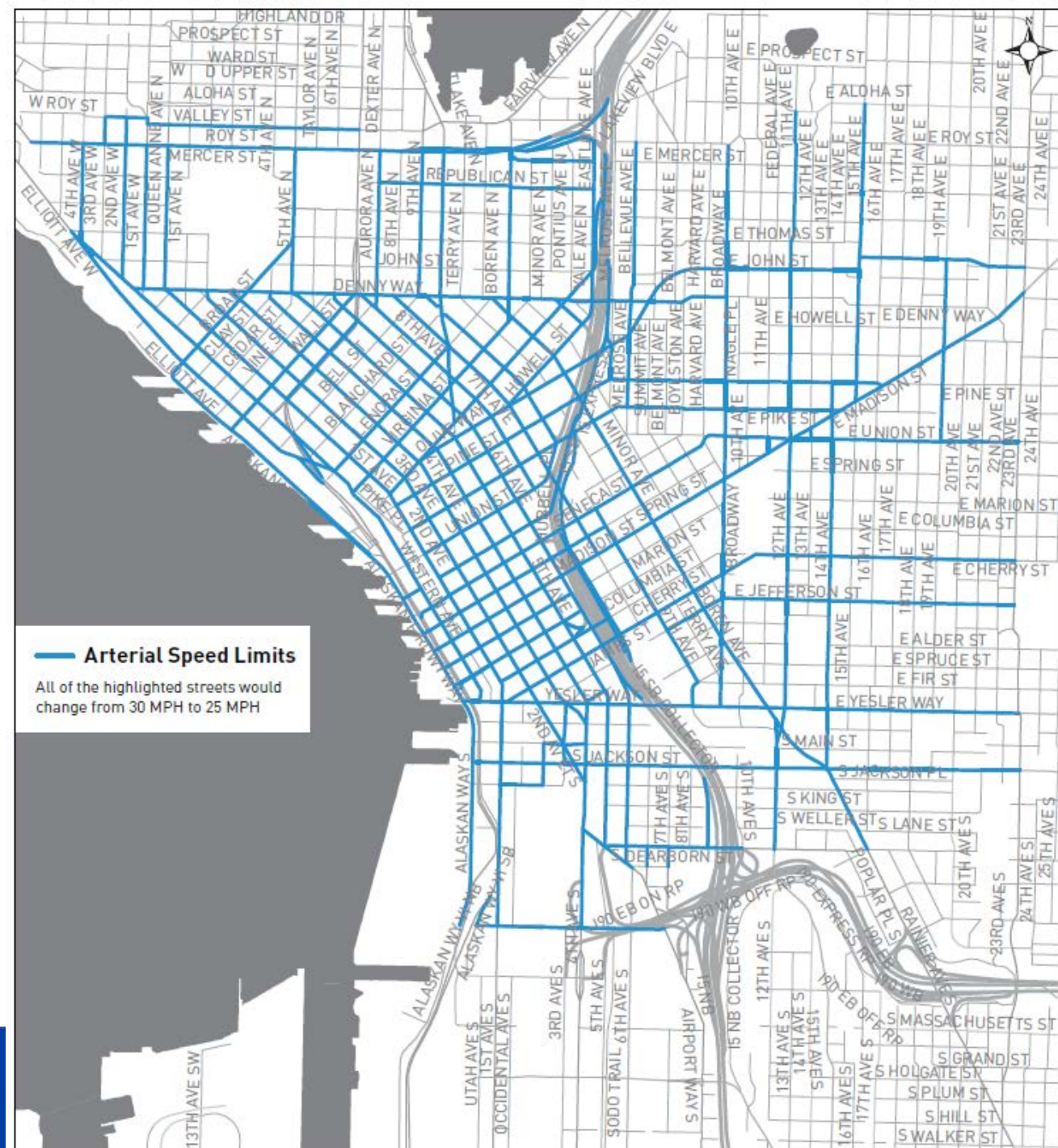
Speed limits

- Reduced speed limits on all non-arterial streets to 20 mph (2016)
- Reduced speed limits on nearly 200 miles of arterials last two years



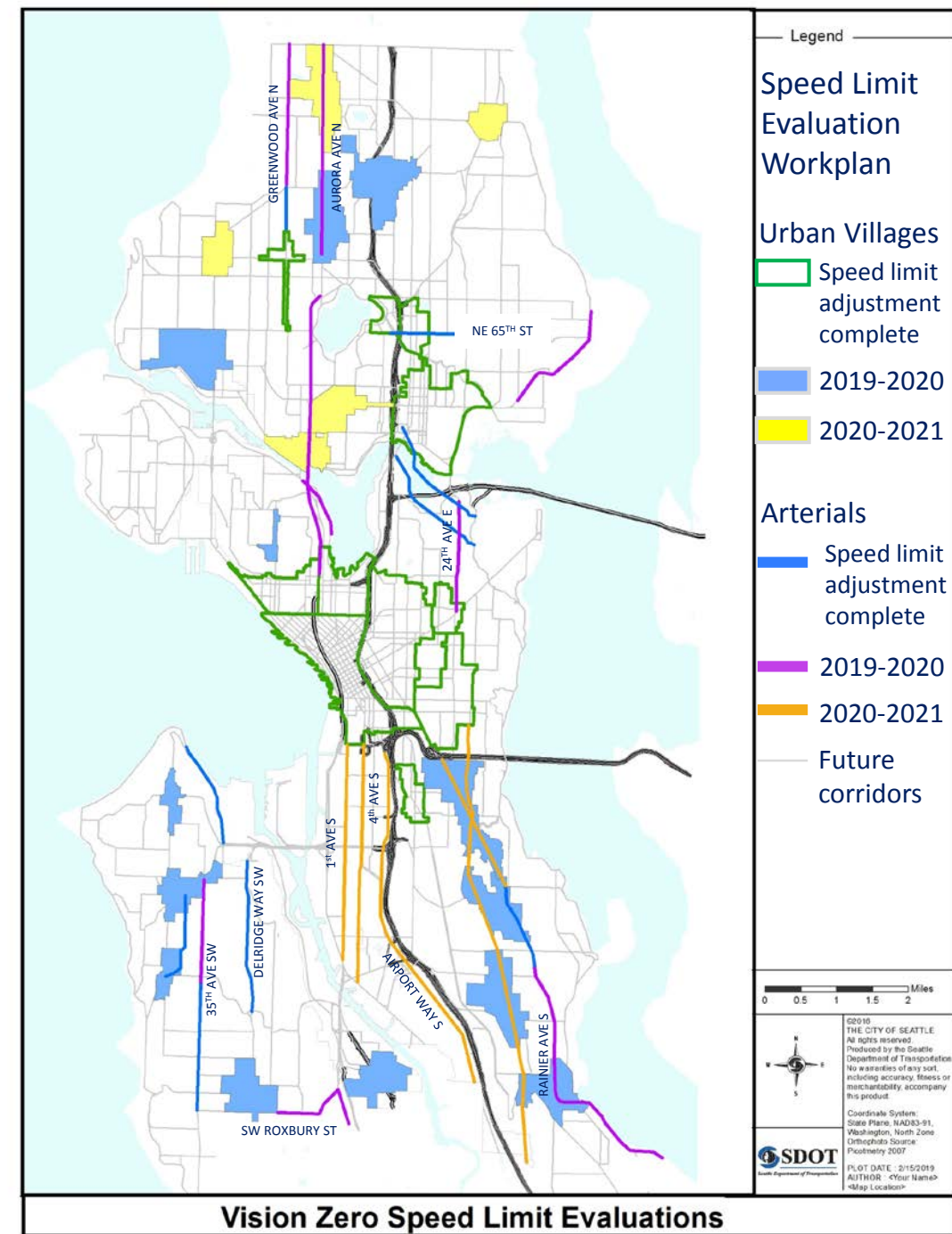
Speed limits

- Downtown
 - Speed limit reduced in November 2016
 - 6% decrease in serious crashes
 - 9% decrease in total crashes



Speed limits

- Focus on urban villages where 80% of pedestrian collisions occur
- Early results promising:
 - Speeds have decreased
 - 50th percentile speeds averaging 25 mph
 - Greenwood/Phinney UV
 - Crashes down 43% of Greenwood
 - Total crashes down 51% on NE 85th St
 - Injury, serious injury, and fatal crashes down 36%



Traffic signals

- Leading pedestrian intervals
 - 40 to 60% reduction in ped-vehicle collisions typical
 - New policy covers more than 80% of eligible signals
- Reviewing signal policy



New initiatives

- Bicycle and Pedestrian Safety Analysis Phase 2
- Seattle's Safest Driver 2.0
- Pedestrian safety emphasis patrols
- New online dashboard

Next steps

Date	Activity/action
Spring 2019	Vision Zero Progress Report
Spring 2019	Seattle's Safest Driver 2.0
Summer 2019	Vision Zero Dashboard
Starting Summer 2019	Pedestrian safety emphasis patrols and communications

Questions?

jim.curtin@seattle.gov | (206) 684-8874
allison.schwartz@seattle.gov | (206) 386-4654

www.seattle.gov/visionzero

