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 crosswalk area, and a 'SLOW' sign. The text 'ONLY' is painted on the road. The background shows autumn leaves on the ground.

# 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)

- **142 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 shared 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

# 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

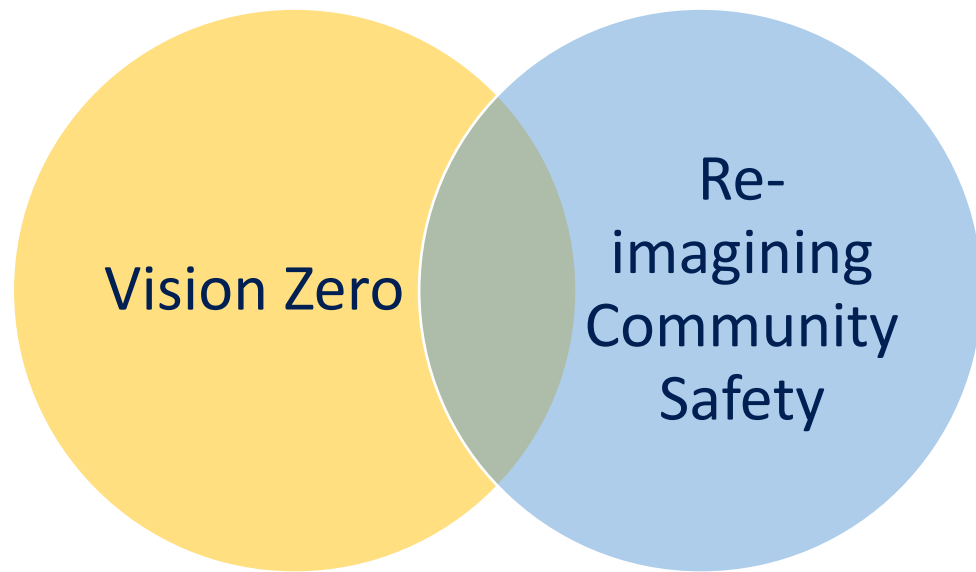
We lead the charge on Seattle's long-term initiative to end traffic deaths and serious injuries on city streets. Centered on safety of people, grounded in equity and empathy, connected to climate goals.

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

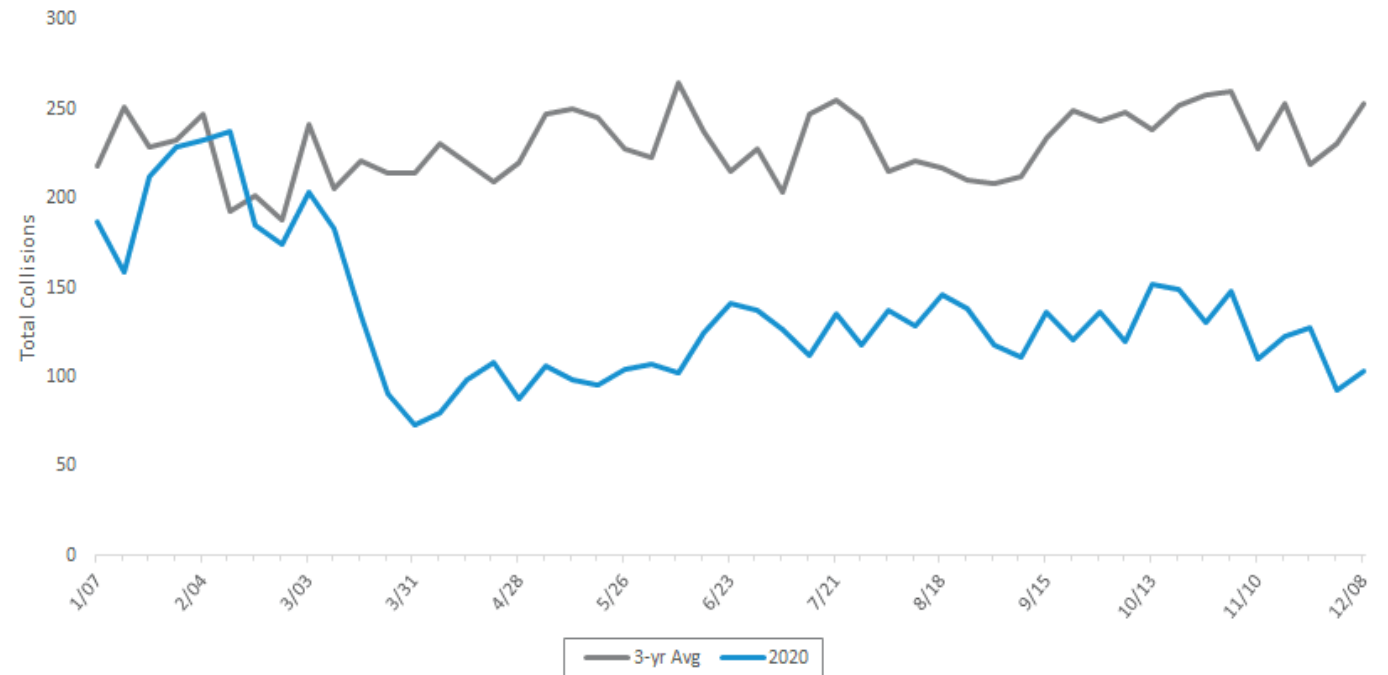
# Was 2020 an anomaly? Same system, same outcomes.

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

Regardless:

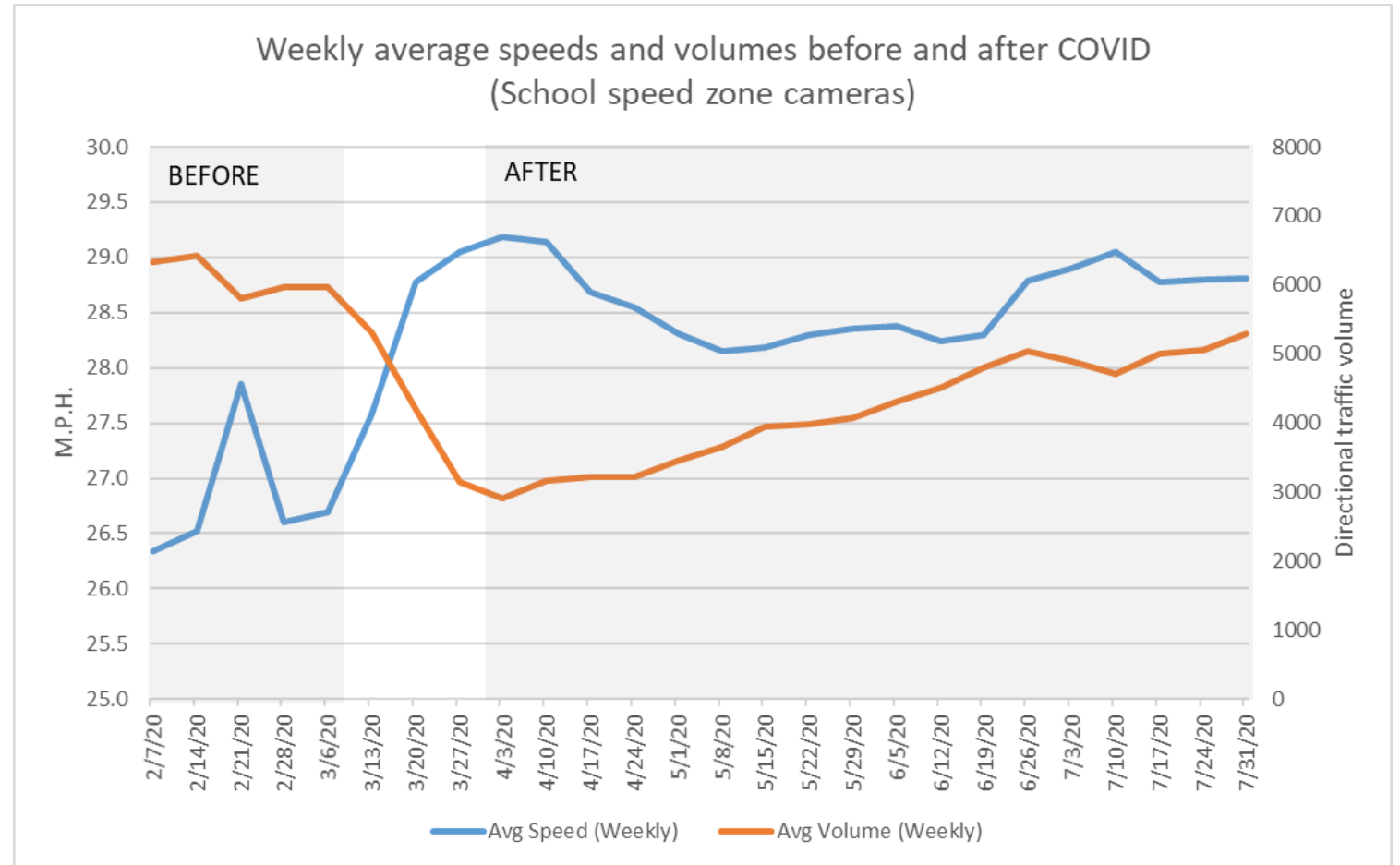
- 60% result in property damage
- 1% result in serious injuries
- 20 crashes result in death

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



# Speed data from school zone cameras in 2020

- Seattle public schools closed March 11, 2020
- Average speed before 26.9 mph
- Average speed after 28.6 mph
- 7% increase in speeds





# 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):

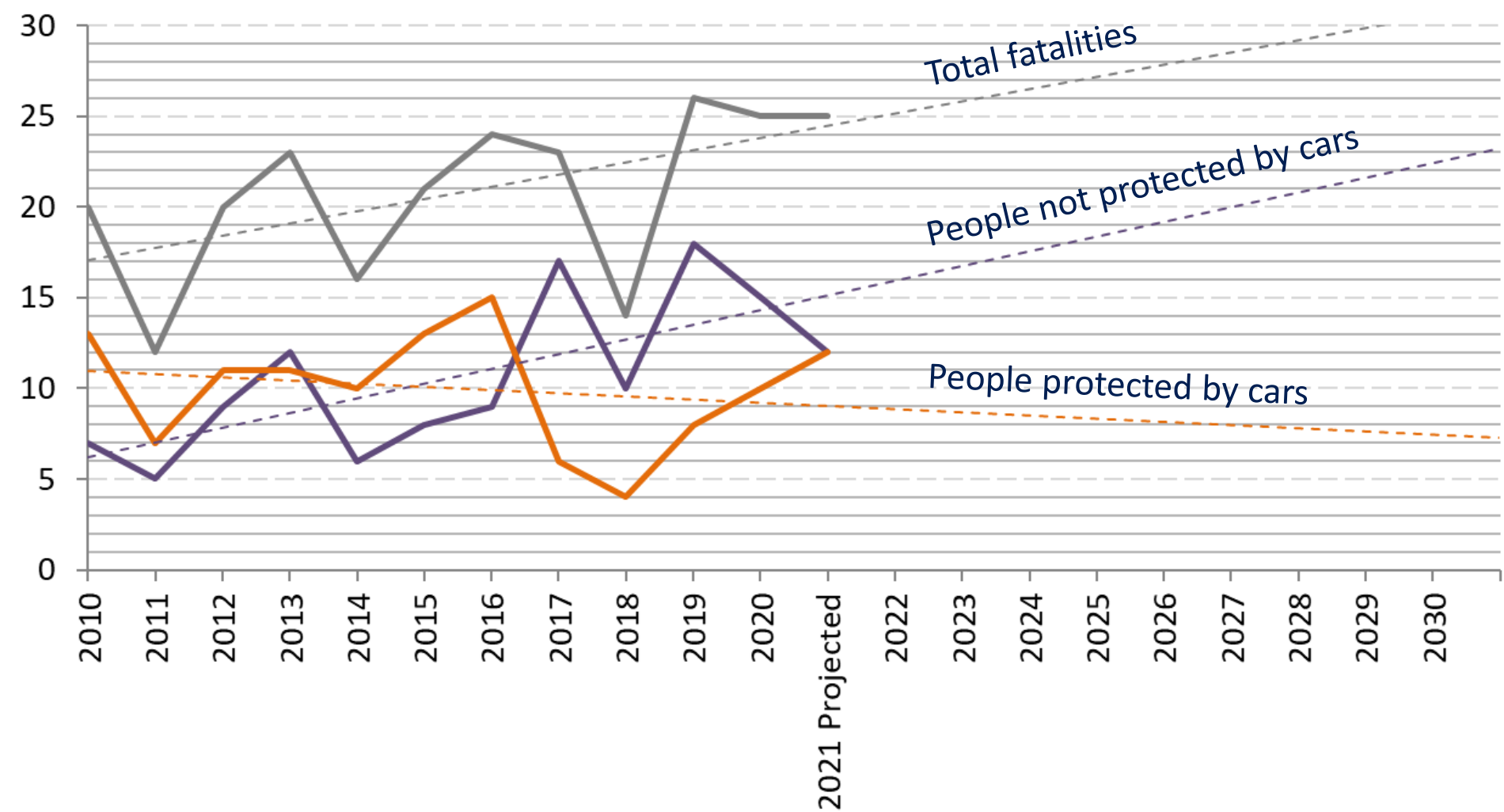
- **Speed** is the critical factor in crash severity and frequency
- **Impairment** involved in ~40% of fatal crashes
- **Distraction**
- **Failure to yield to pedestrian**

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?

## Traffic Infraction Fine Disproportionality

THE MUNICIPAL COURT OF SEATTLE

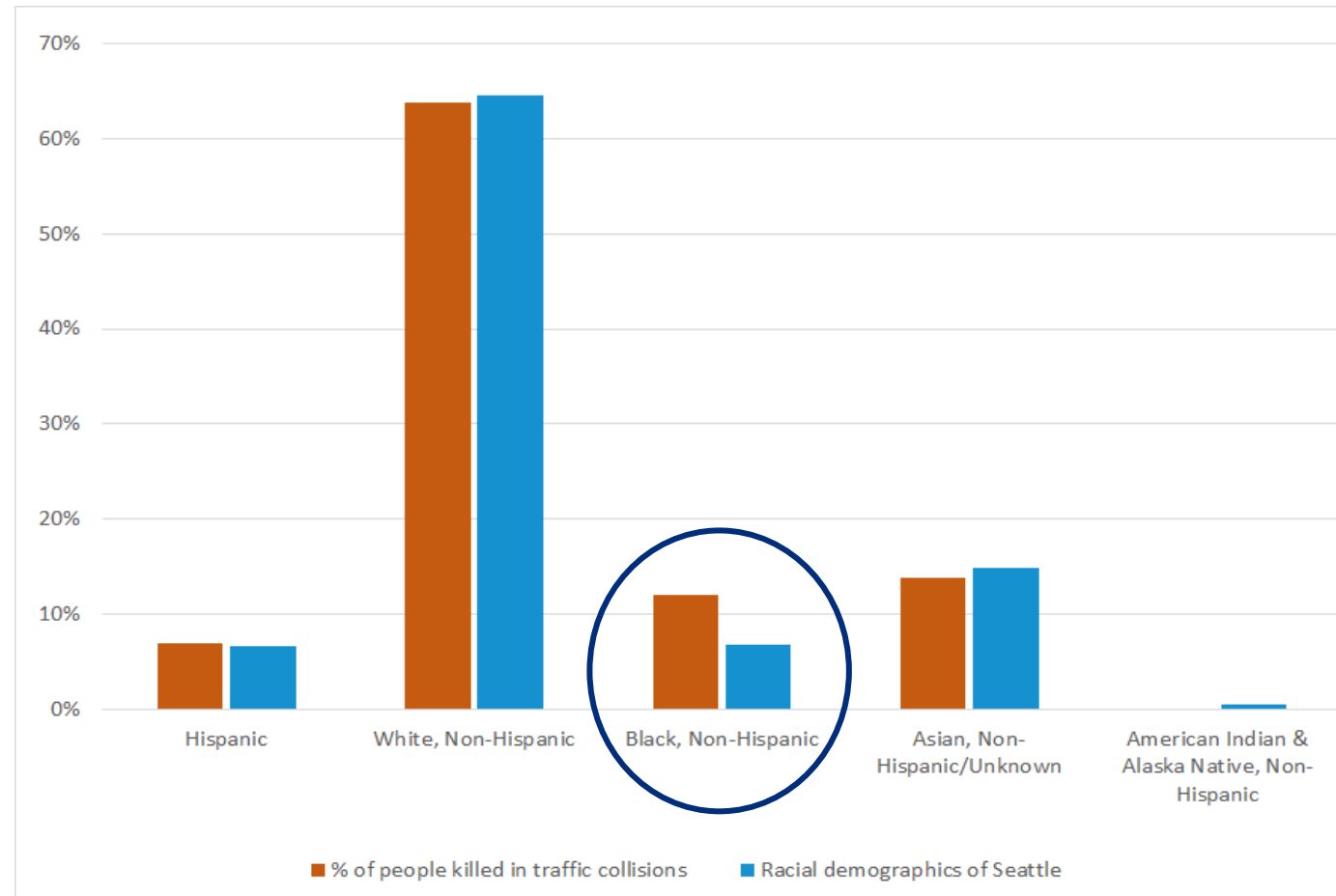


Traffic/Non-Traffic Infractions Cases and LFOs, Average, Median at SMC, 2014 - 2016, by Race

	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

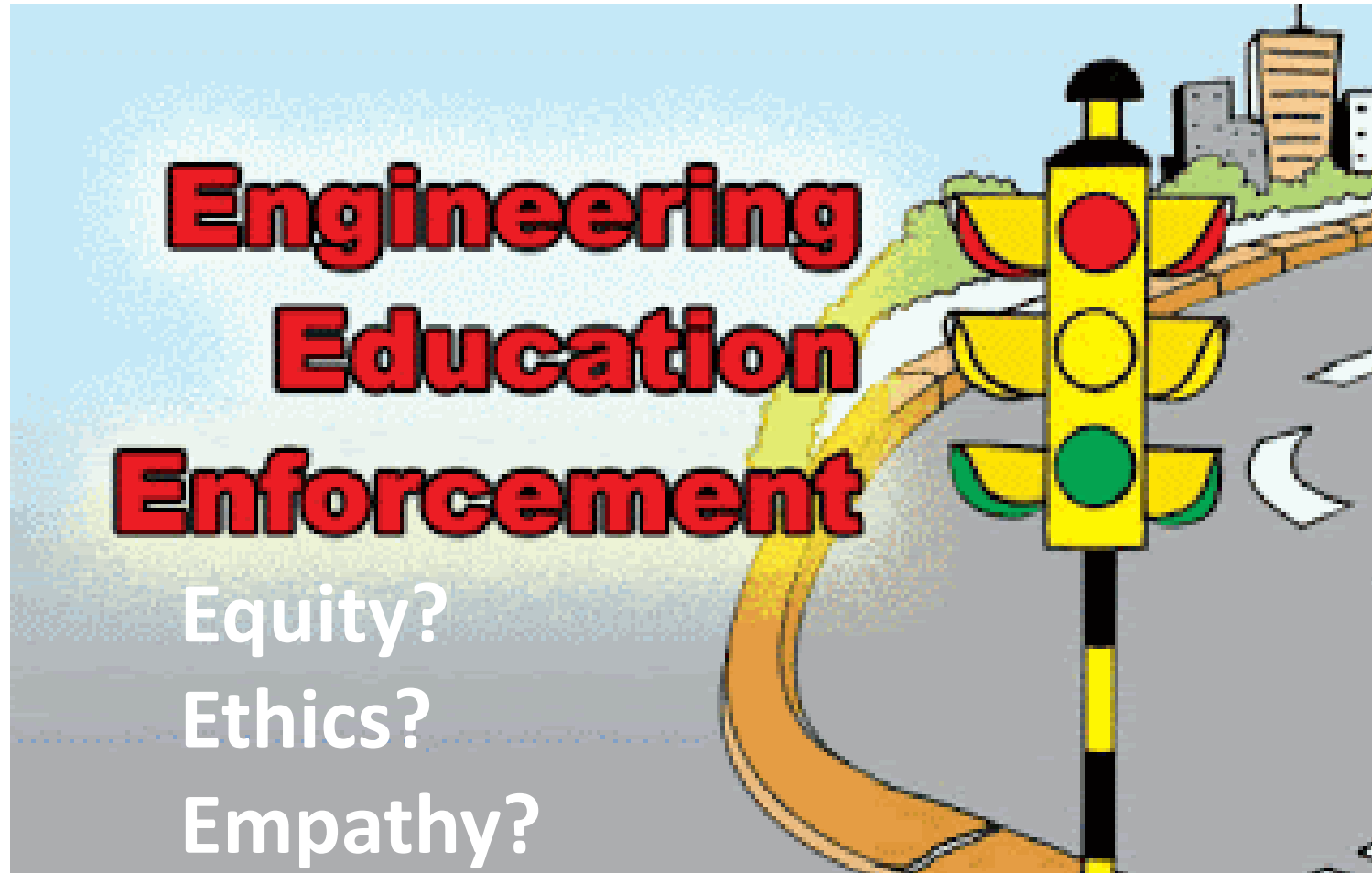
**Root Cause:** Black people issued \$478 Driving Without Motor Vehicle Insurance and Driving without a Valid License tickets at 3x rate of Whites and Asians. AND these violations already associated with poverty.

## Fatal collisions and race, 2015-2018



**Where would we like to go?**

# Examining the traditional approach to traffic safety



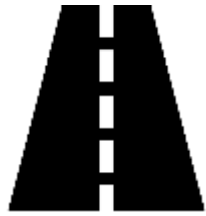
What have the consequences (intended and unintended) been?

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

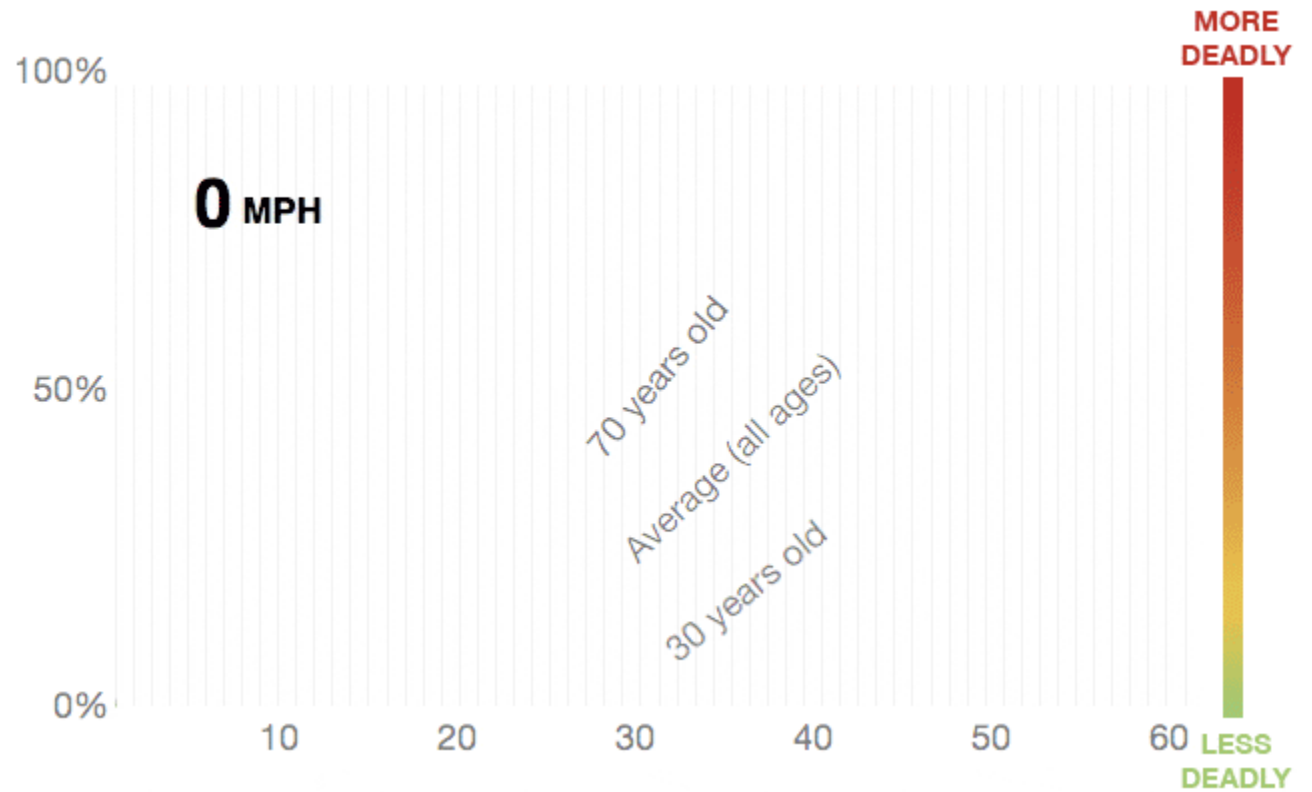
**Let's do more of what works.**



# 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.

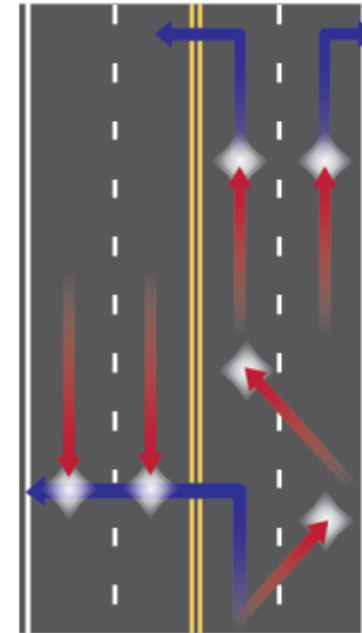
# Putting people first: leading pedestrian intervals

- 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

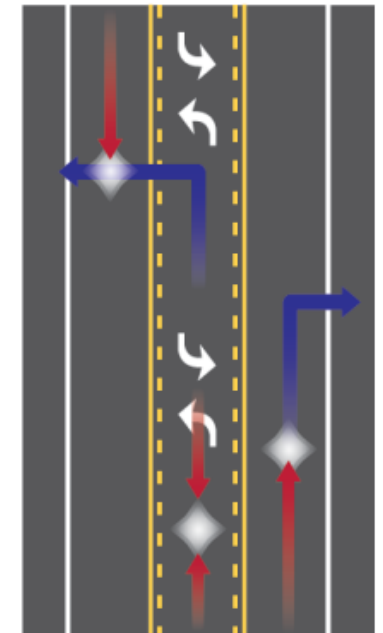


# Road redos (AKA rechannelizations)

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 <sup>th</sup> Street	13,600	+11%	-8%	-69%
N 130 <sup>th</sup> Street	13,298	+0.5%	-75%	-87%
Ellis Avenue S	9,855	-39%	-24%	-30%



4-Lane



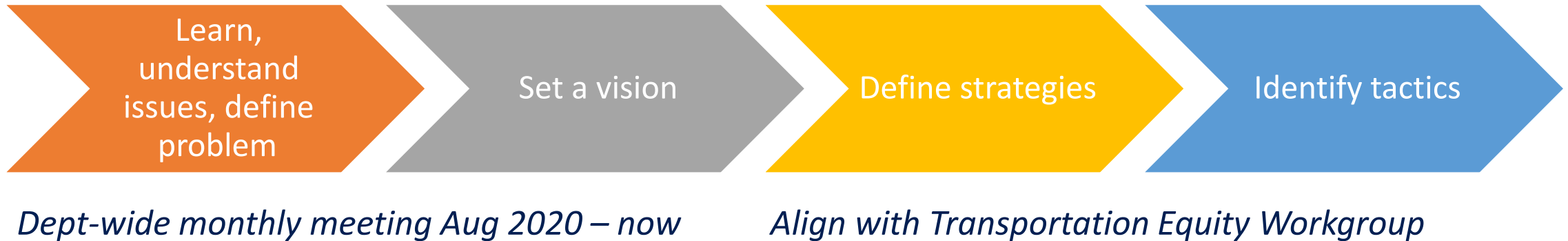
3-Lane

## 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
- Active coordination and relationship building with SPD

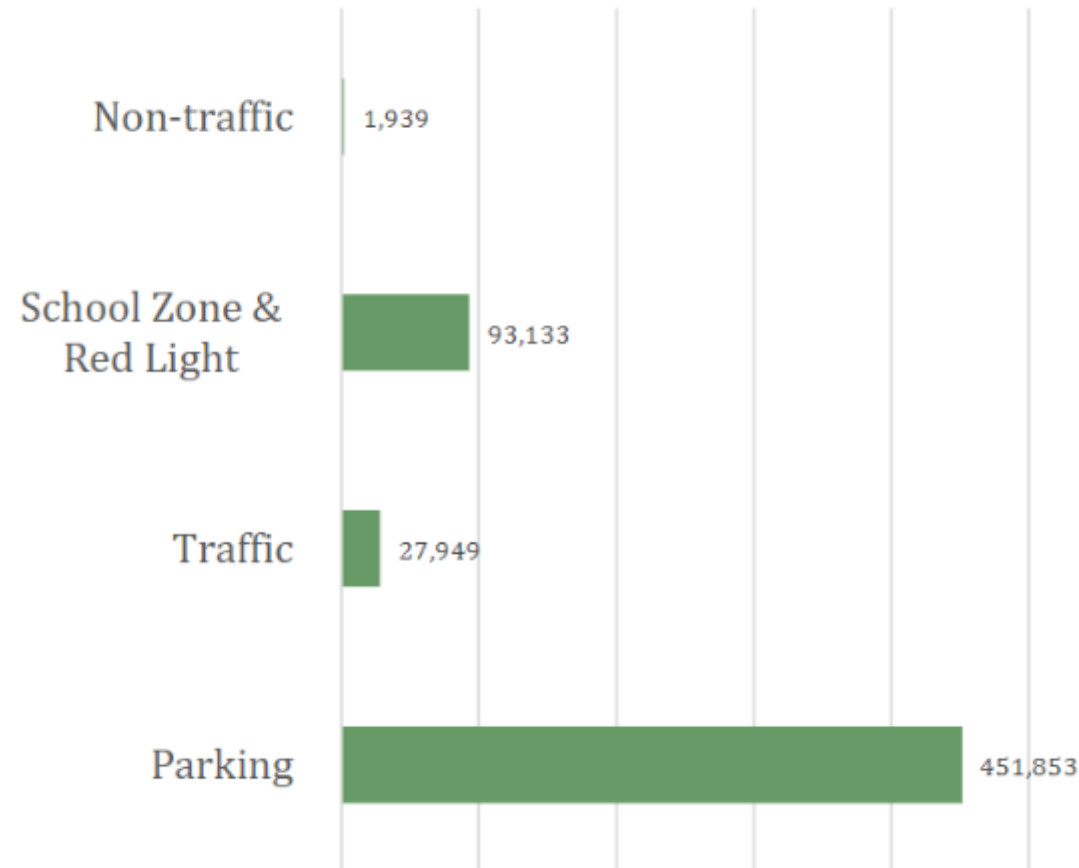






# Infraction Volume and Revenue

## 2019 Infraction Volume at SMC



## Revenue Disbursement

### Non-Traffic

- 55% City, 44% State ,1% County

### Camera

- 100% School Zones to SDOT
- 100% Red Lights City GF

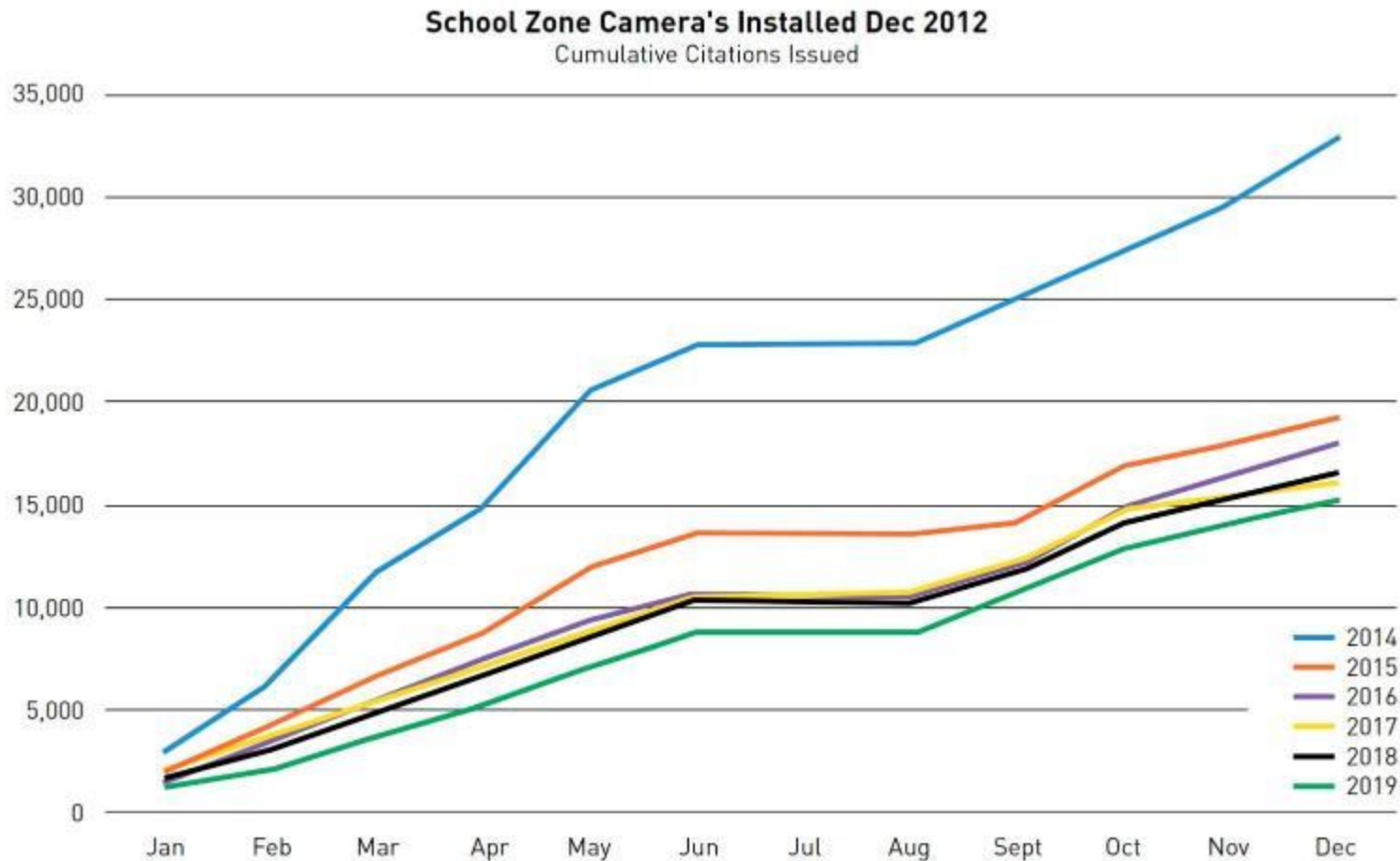
### Traffic

- 55% City, 44% State ,1% County

### Parking

- 100% City GF, except disabled placard violations

# School safety cameras



Provided by Seattle Police Department

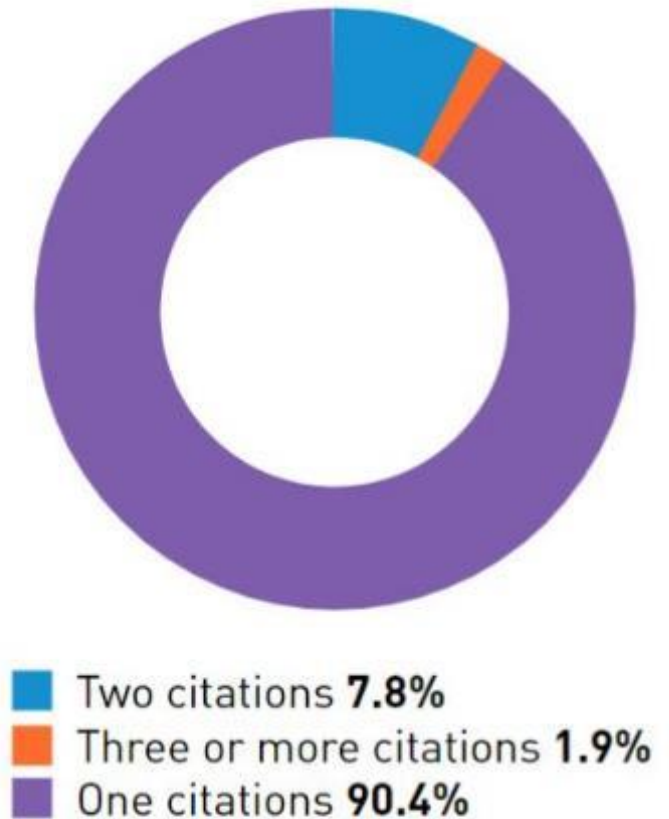
- The number of tickets issued by cameras installed in 2012 has decreased every year
- There's been an overall reduction of 67% in the number of tickets issued at these locations.
- Citation totals and recidivism are down since 2013 even as traffic volumes and population have increased.
- Data indicates that our cameras are working to reduce the amount of people speeding in school zones

# School safety cameras

- Vast majority of people who receive a ticket do not receive a second one
- 2% of violators have continued to repeat this activity and received 3 or more citations

## Seattle, WA - Safety Camera Program

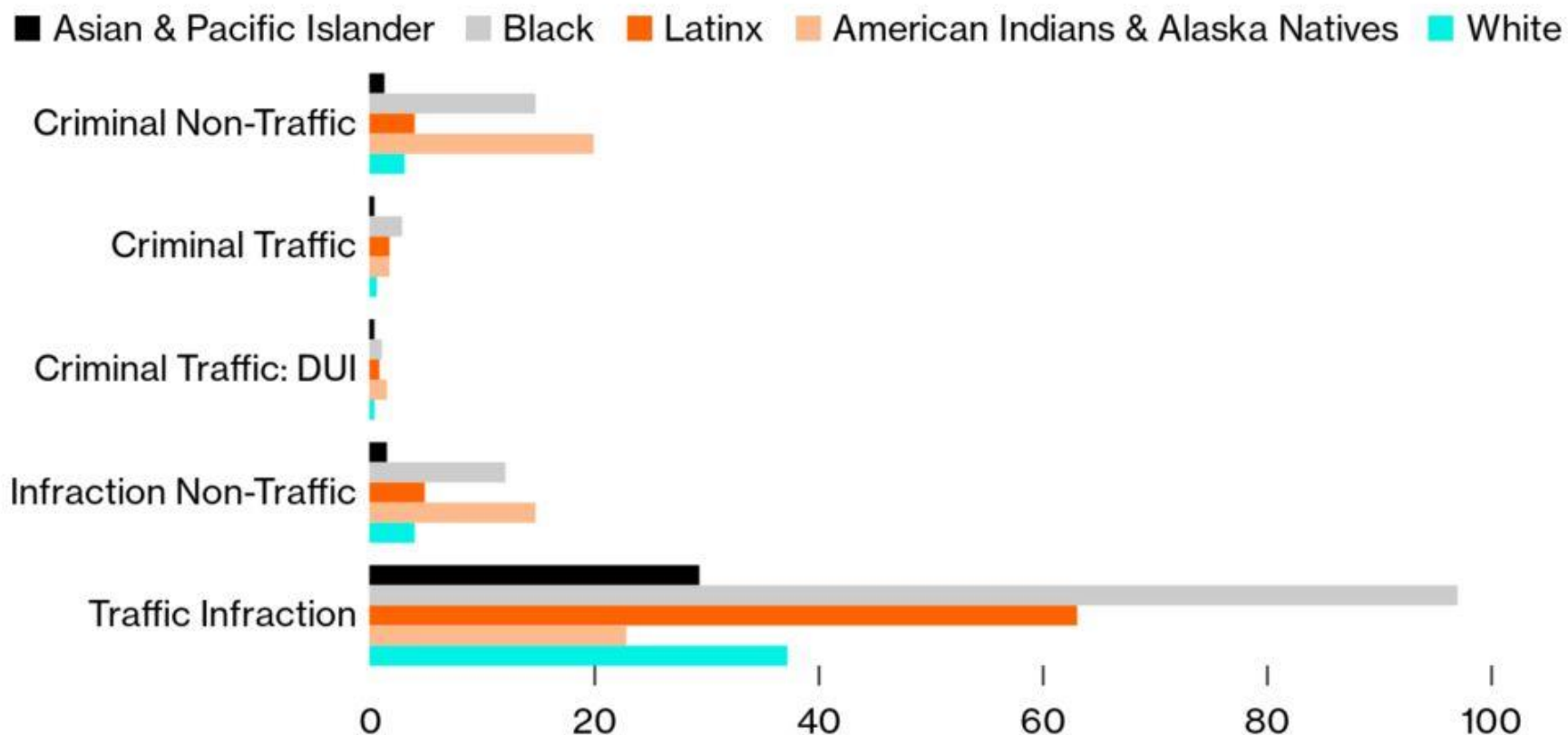
Speed 2019 Recidivism Rate



Provided by American Traffic Solutions

## People of Color Face More Cases With Fines & Fees

Cases involving monetary sanctions filed in Seattle Municipal Court in 2017 show marked racial disparities, especially with traffic infractions.



Data: Seattle Municipal Courts, prepared by Frank Edwards of Rutgers University and Alexes Harris of the University of Washington.  
Figures are shown per 1,000 cases.

CITYLAB

*Bloomberg News*  
*Aug 2020*



# Traffic Infraction Fine Disproportionality

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

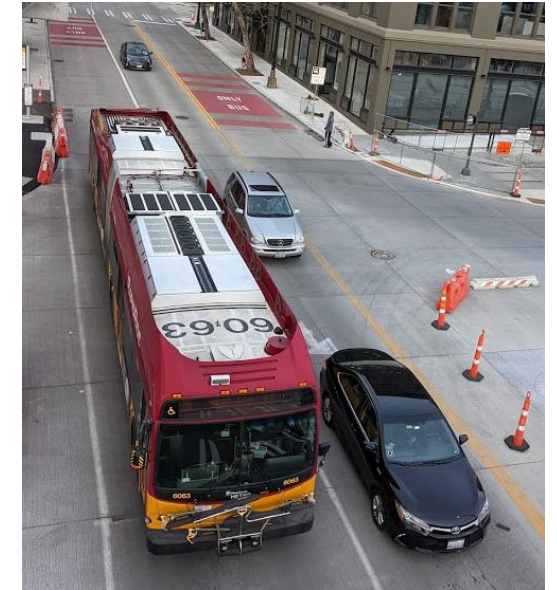
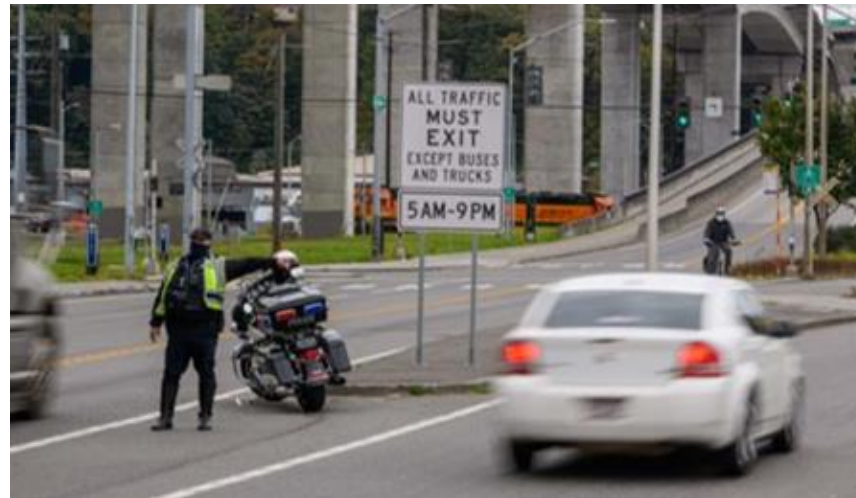
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	Amount Imposed	\$989,830	\$2,922,171	\$55,822	\$6,116,912	\$2,807,915

**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.



# Automated Transit/Restricted Lane & Block the Box

- Lower Spokane Street Swing Bridge implemented in January
  - Response to West Seattle High Bridge emergency closure
  - Prioritizes life/safety, transit, and freight/businesses
- Four transit lane and two block the box locations this year
  - Updated data based on lower traffic volumes and KC Metro feedback
  - Racial equity and social justice concerns



# 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, racial equity.



Anders Hartmann @andershartmann · Jan 1, 2020

This makes me happy:

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

Pedestrians: 0

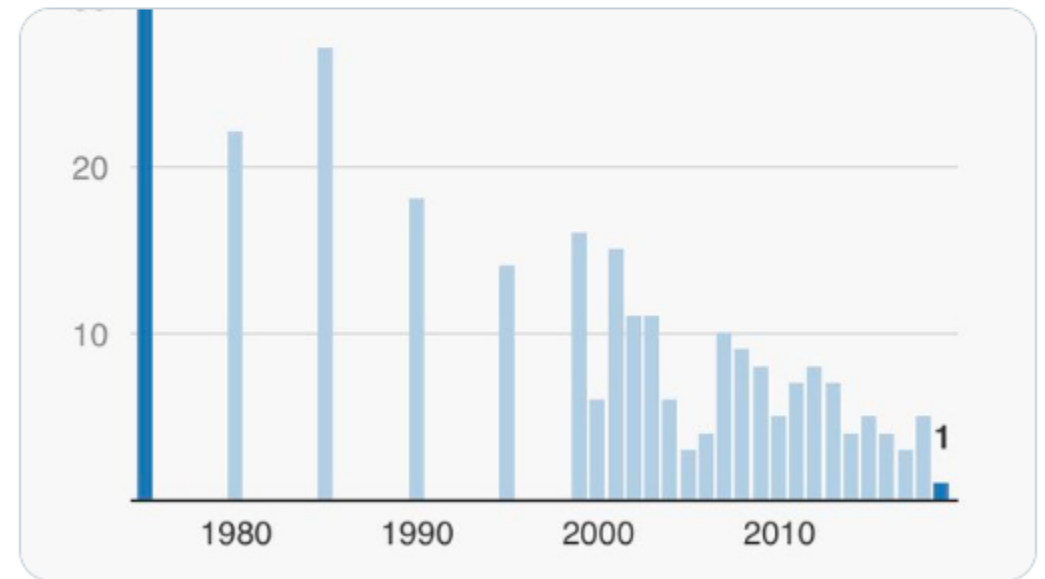
Cyclists: 0

Children: 0

The graph shows the reduction of road deaths since 1975.

Article in Norwegian: [aftenposten.no/osloby/i/dO0rz...](https://aftenposten.no/osloby/i/dO0rz...)

#VisionZero



90

2.8K

5K



# Let's connect

[allison.schwartz@seattle.gov](mailto:allison.schwartz@seattle.gov)

[james.le@seattle.gov](mailto:james.le@seattle.gov)

[brad.topol@seattle.gov](mailto:brad.topol@seattle.gov)

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



## Additional resources

For more information on the effect of traffic and parking enforcement fines and fees on Black, Indigenous, and People of Color community members in Seattle, we suggest the following local resources:

- [Presentation to Seattle City Council](#) (Sept 2020) – Seattle Office of Civil Rights sponsored study on enforcement fines/fees and race (15-20 min, starting at 1 hr 13 min mark)
- [Bloomberg News – The disparate financial impact of the American Justice System](#)