

# Vision Zero Program Updates

**Safety, Transportation, Engineering Projects,  
Sports & Experiences (STEPS) Committee**

**Seattle City Council**

**January 15, 2026**

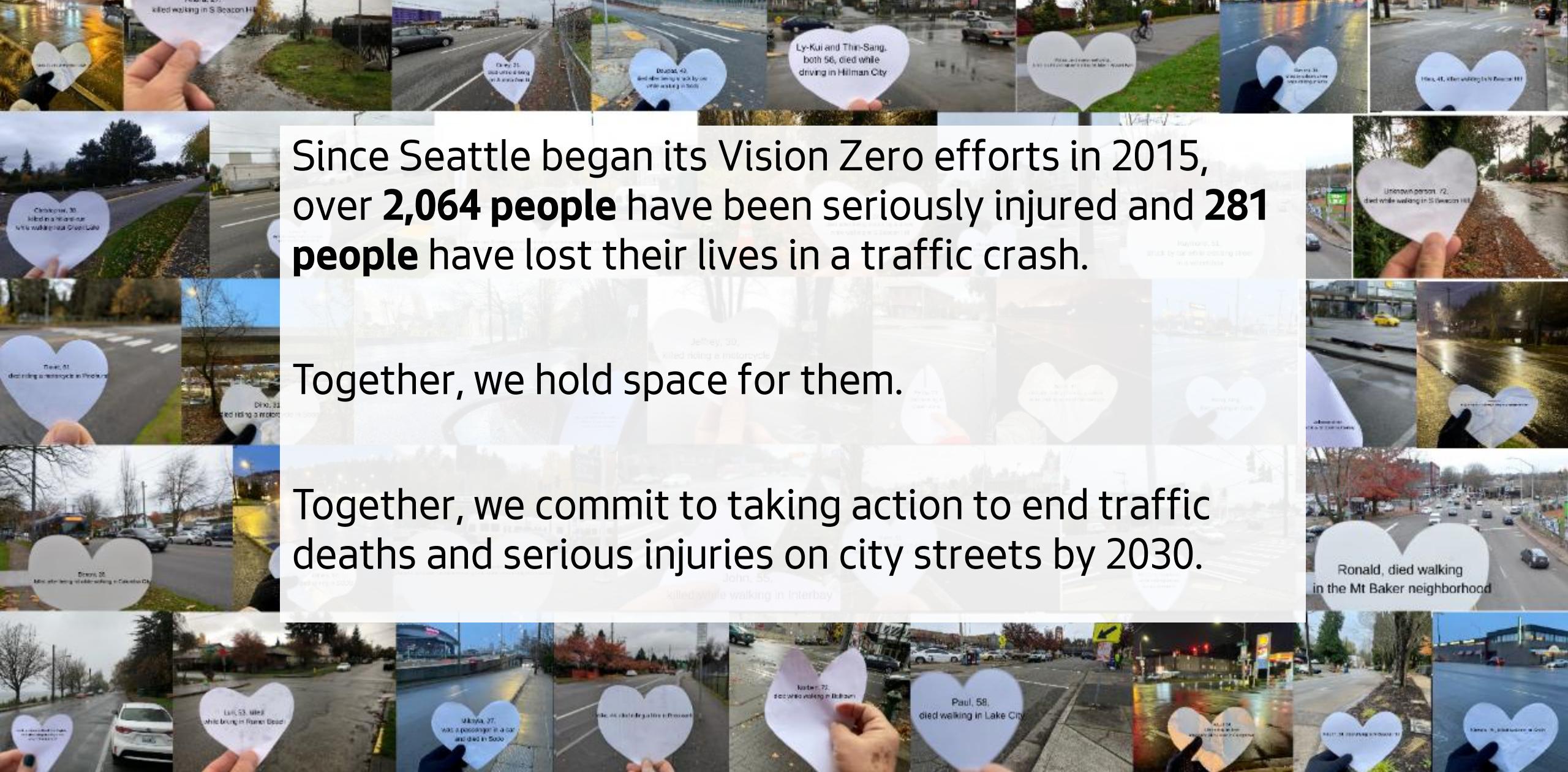
# Our Vision, Values, & Goals

## **Vision:**

Seattle is an equitable, vibrant, and diverse city where moving around is safe, fair, and sustainable. All people and businesses can access their daily needs and feel connected to their community.

## **Values & Goals:**

Safety, Equity, Sustainability, Mobility & Economic Vitality, Livability, Maintenance & Modernization, and Excellence.



# Presentation Overview

- Vision Zero Overview
- Safe System Approach
- Safe System Elements
- Key Vision Zero Trends in Seattle
- 2025 Vision Zero Accomplishments
- 2026 Look-Ahead
  - Seattle Transportation Levy project update
  - Automated Traffic Safety Camera update
  - Shared Streets update



# Vision Zero

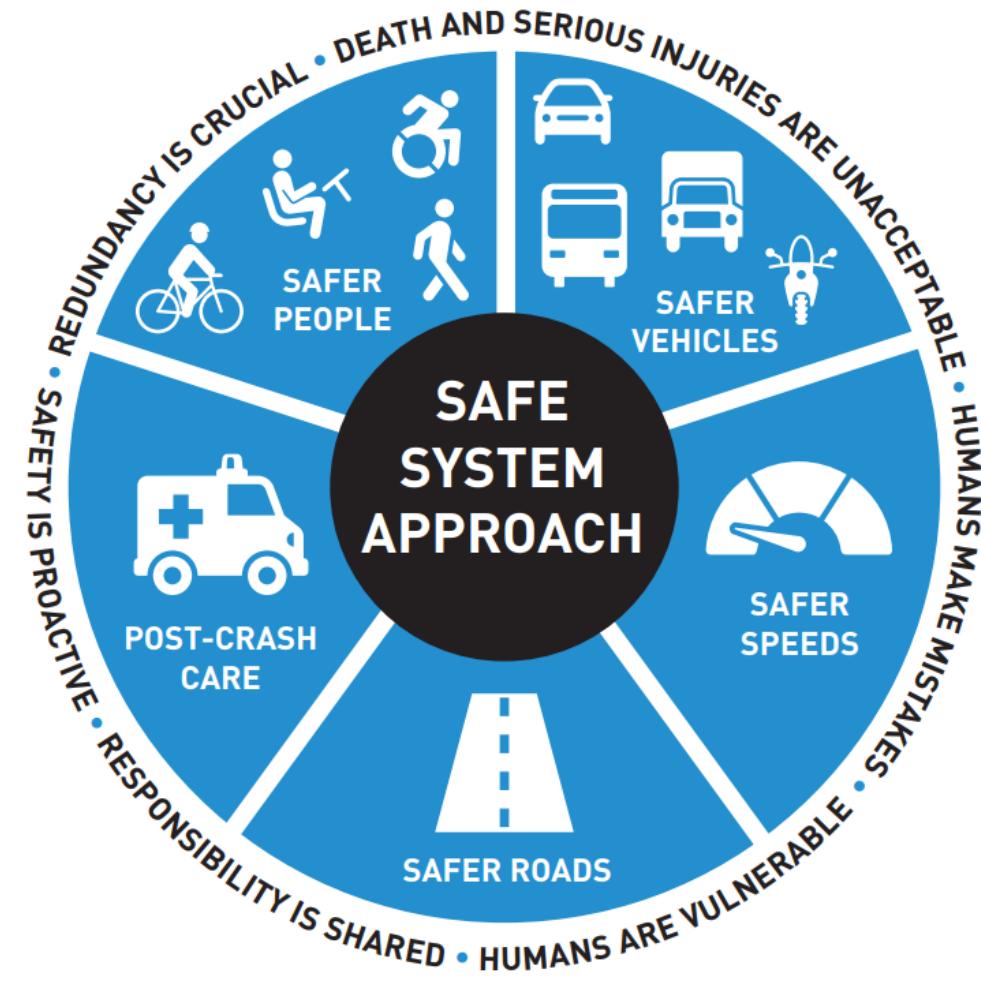
Seattle's goal to end traffic deaths and serious injuries on city streets by 2030

- Vision Zero framework historically based around “Five E’s” (engineering, enforcement, education, encouragement, evaluation)
- Adopted the Safe System Approach to broaden our focus and address safety from multiple angles



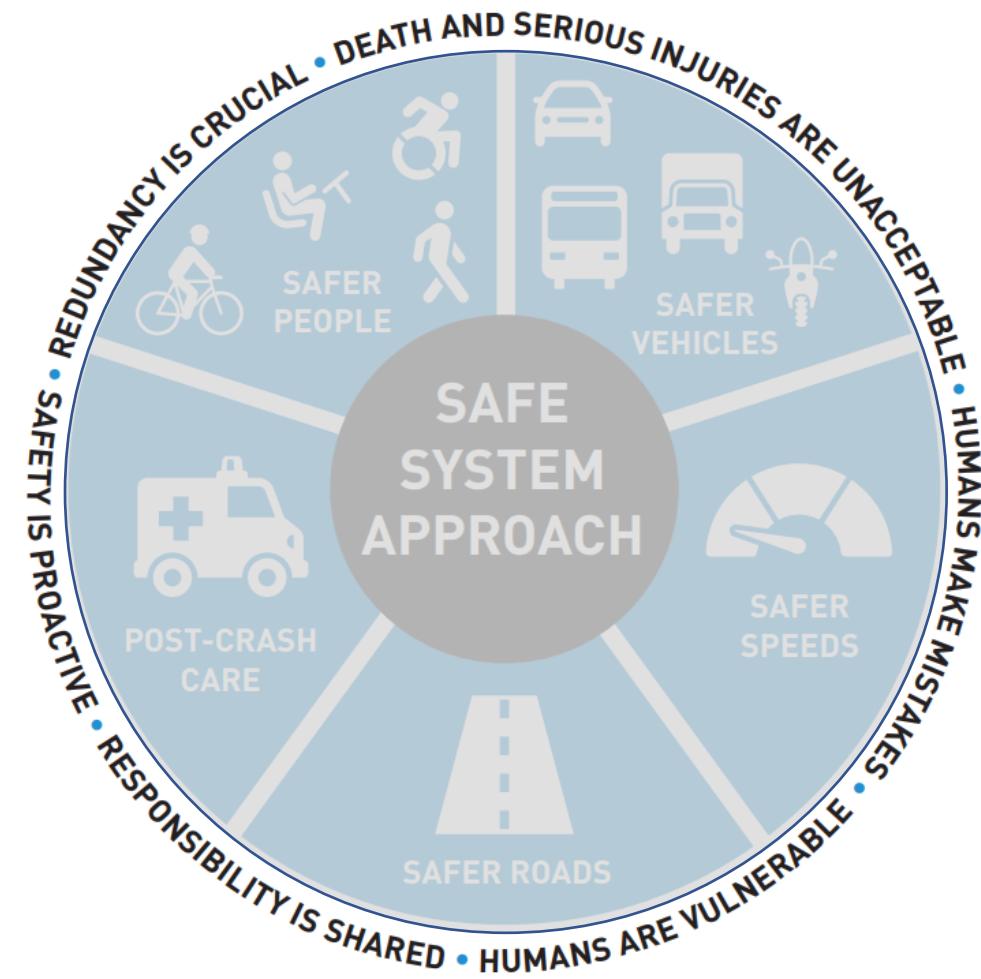
# The Safe System Approach

- In 2022, USDOT adopted a new paradigm to address roadway safety
- This paradigm approaches safety from multiple angles and includes multiple layers of protection to:
  - Reduce the likelihood of crashes
  - Reduce harm when crashes do occur
- The Safe System Approach has been successful internationally, including in Sweden, Norway, and Australia



# Six Guiding Principles of the Safe System Approach

- 1) Death and serious injuries are unacceptable
- 2) Humans make mistakes
- 3) Humans are vulnerable
- 4) Responsibility is shared
- 5) Safety is proactive
- 6) Redundancy is crucial

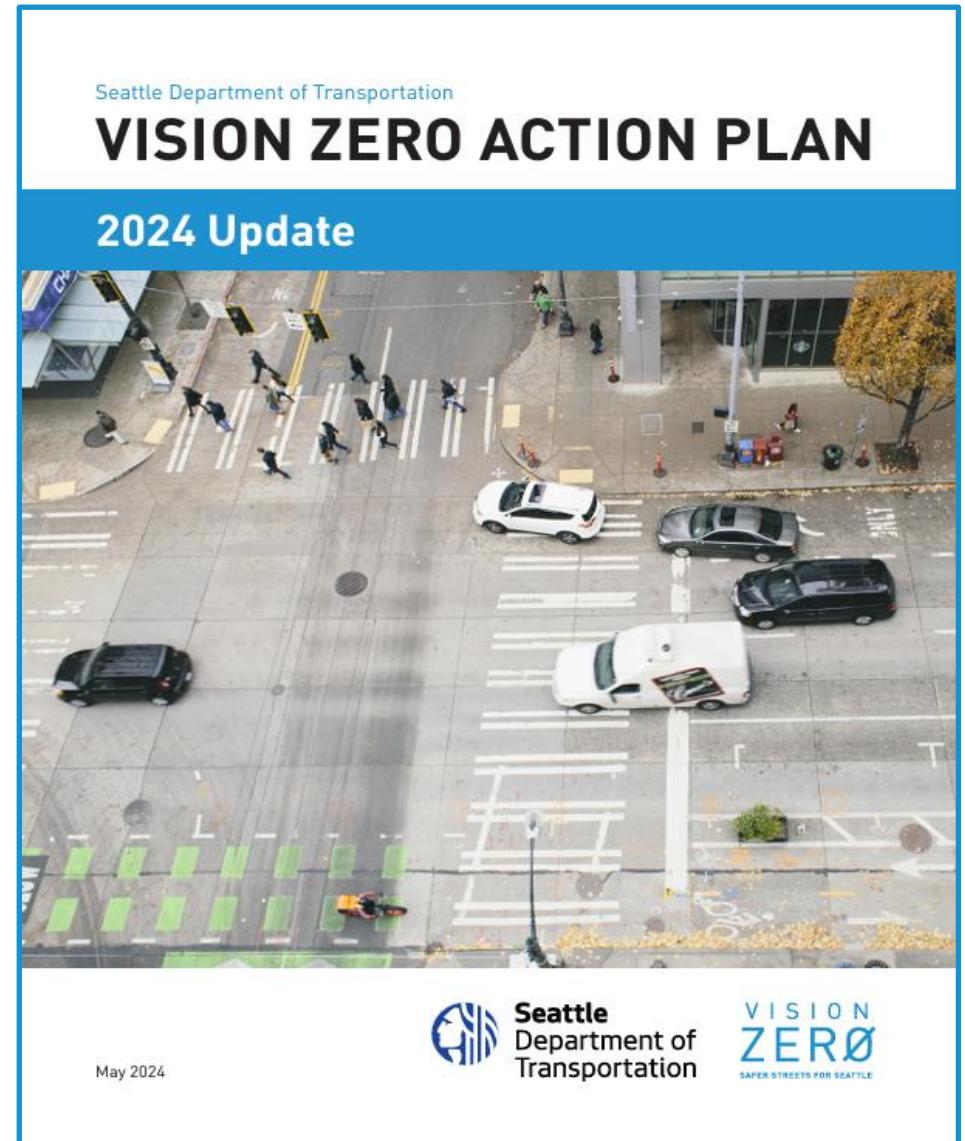


# Elements of the Safe System Approach



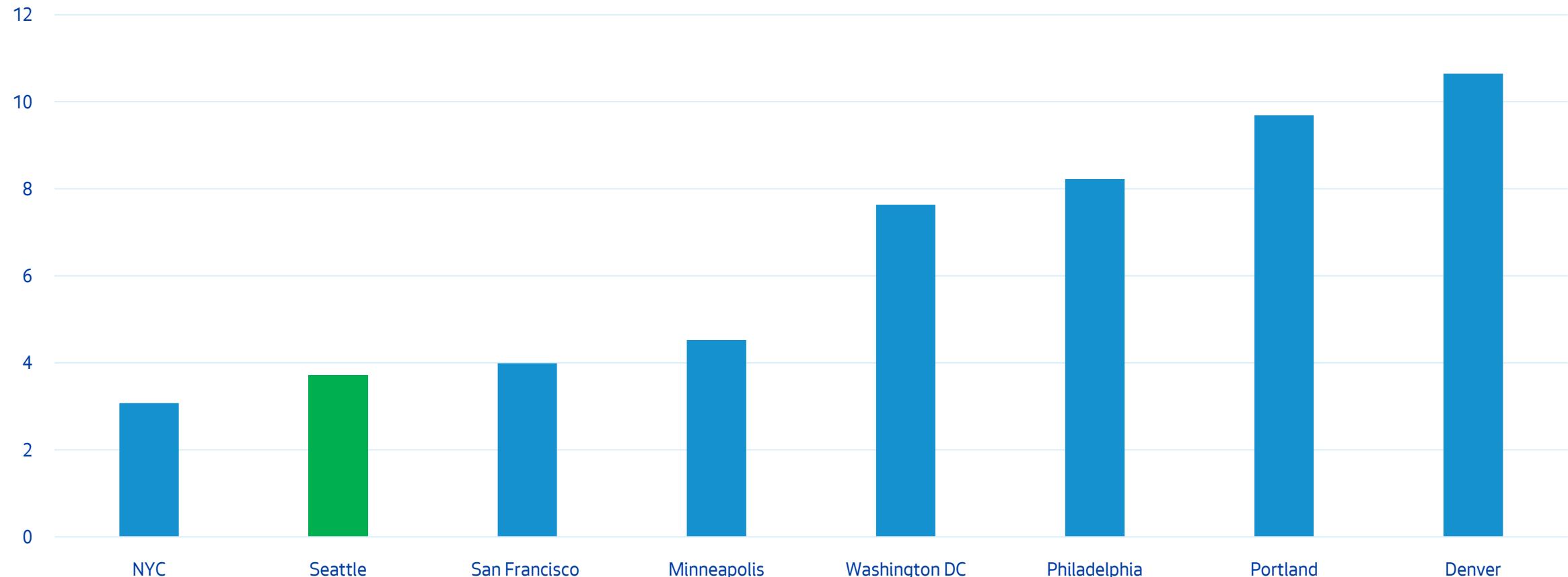
# 2024-2026 Vision Zero Action Plan

- Roadmap reducing the number and severity of crashes
- Establishes a proactive **3-year strategy**
- Over **20 broad strategies** and **80 specific and measurable actions** touching all of SDOT
- Strategies and actions organized around elements of the Safe System Approach



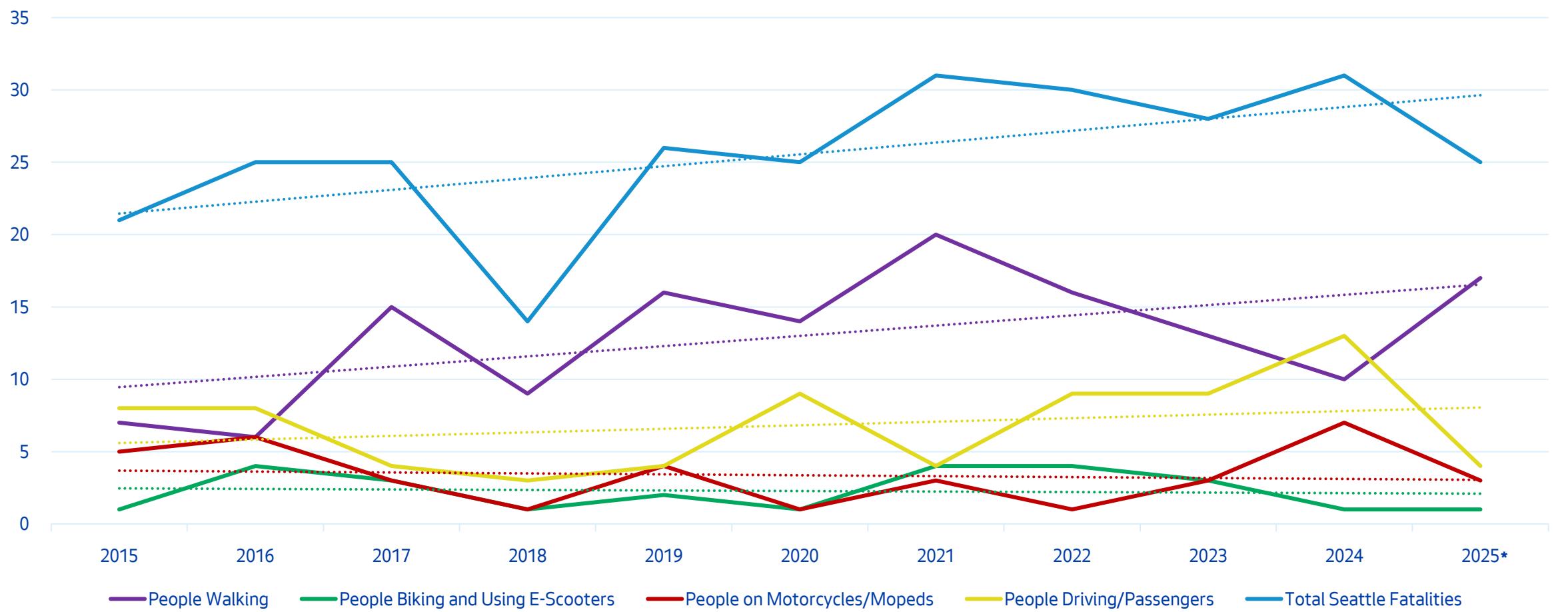
# Roadway Safety is a National Issue

5-Year Average Fatalities per 100,000 Residents (2020-2024)



# Lives Lost on Seattle's Streets

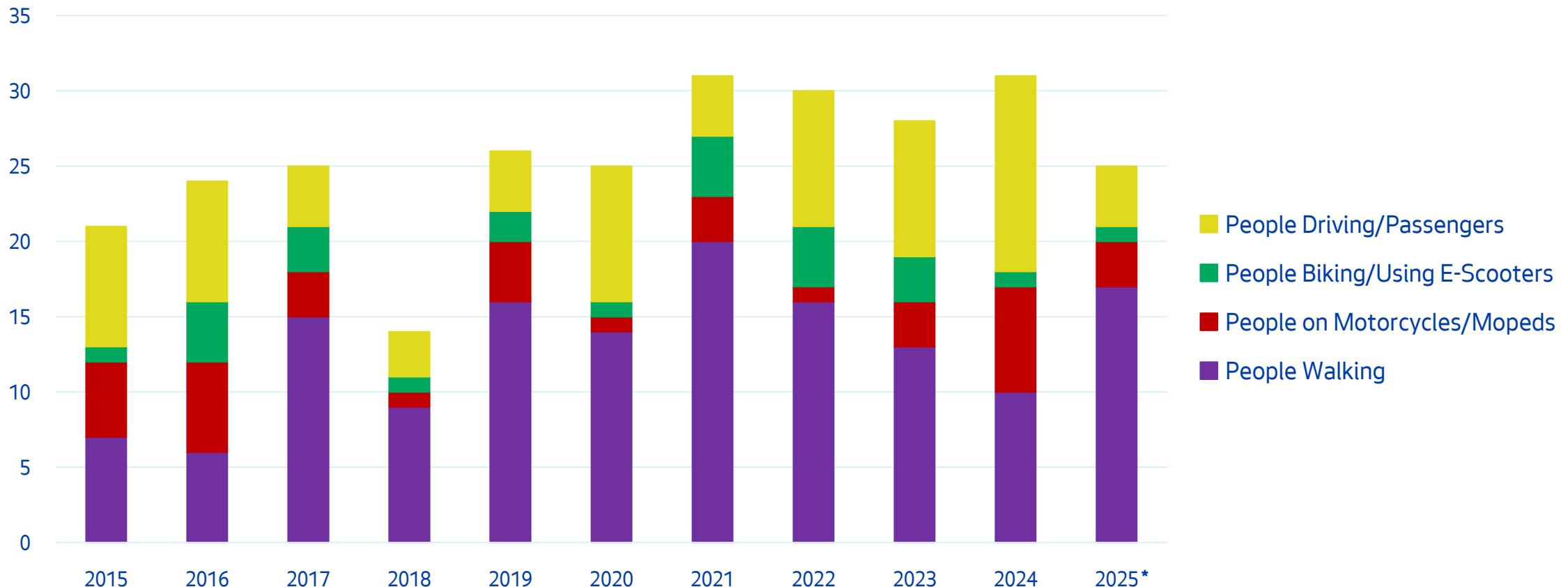
Lives Lost on Seattle Streets



\* Crash data from 2025 are preliminary and subject to change

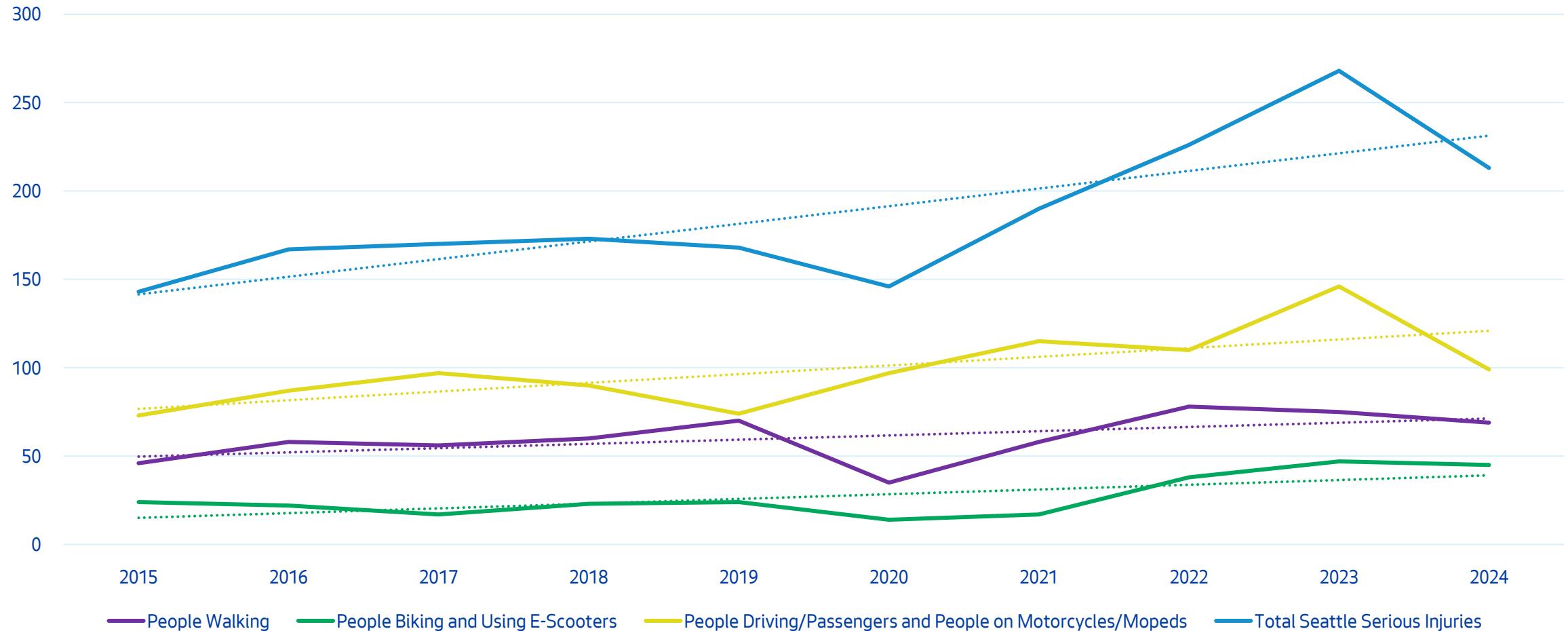
# Impact on Vulnerable Users

Total Lives Lost by Mode of Travel (2015-2025)



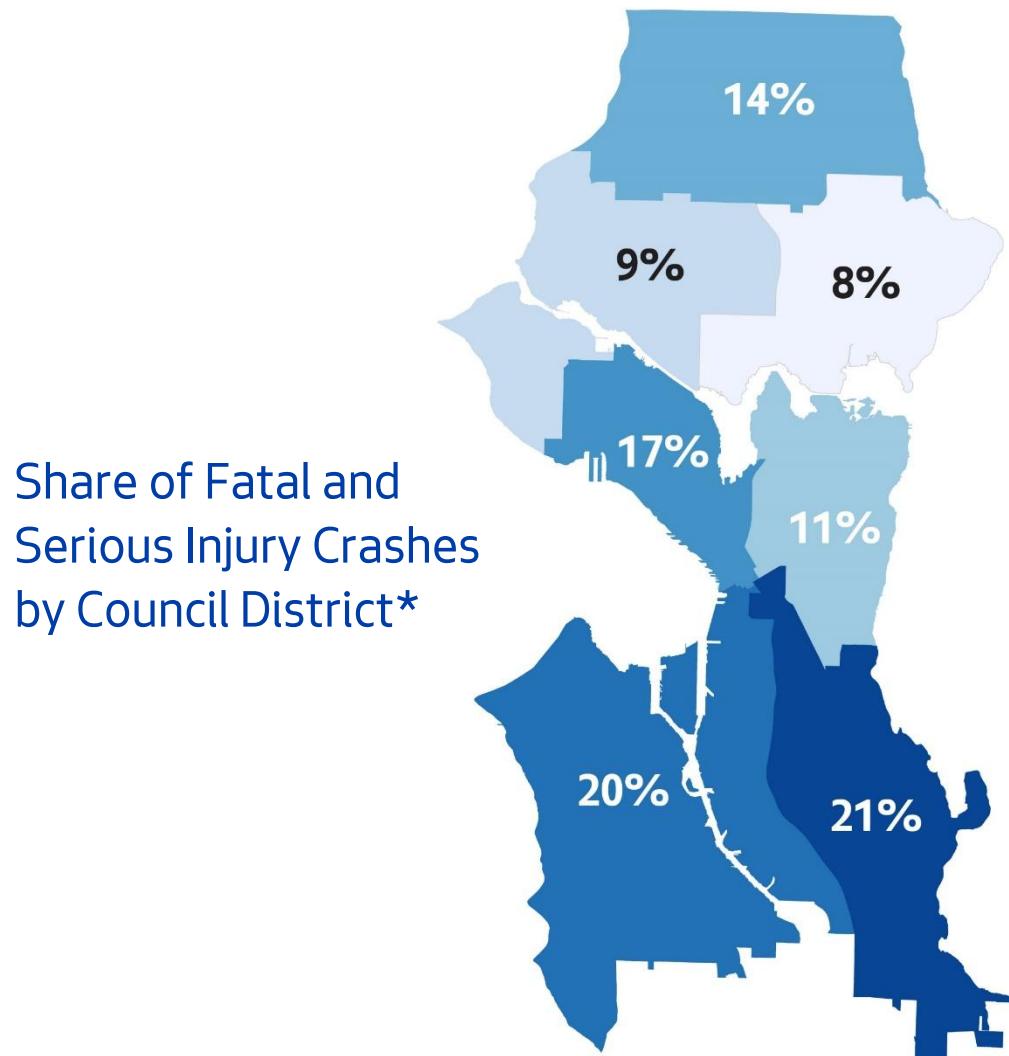
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# Serious Injuries on Seattle's Streets



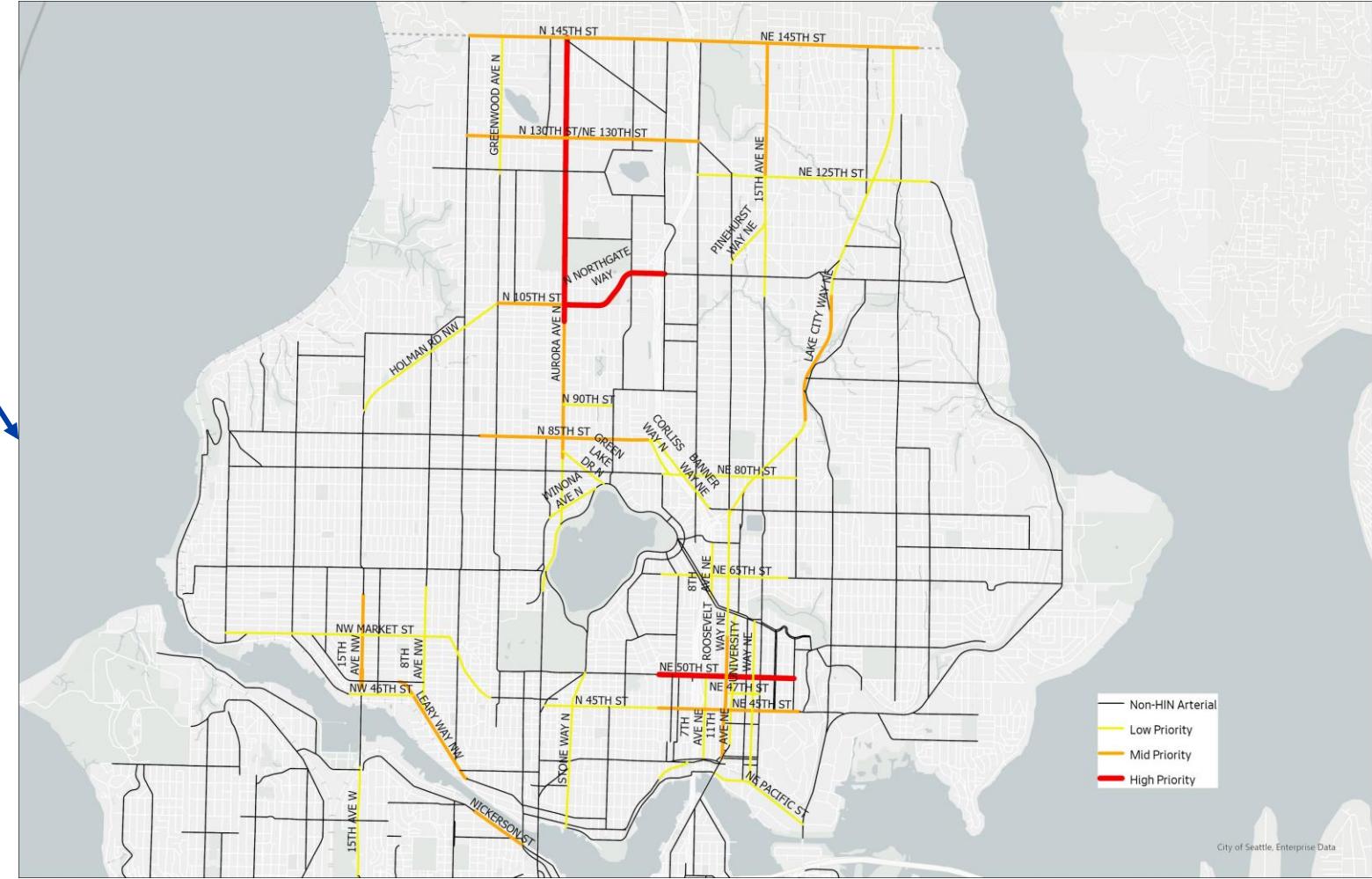
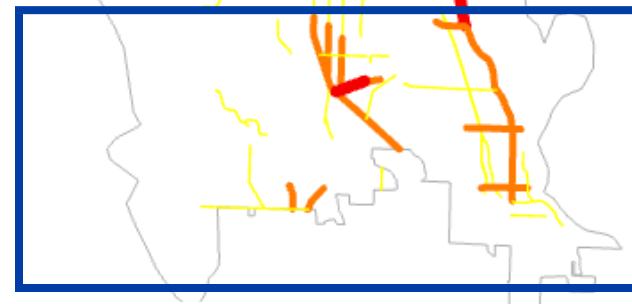
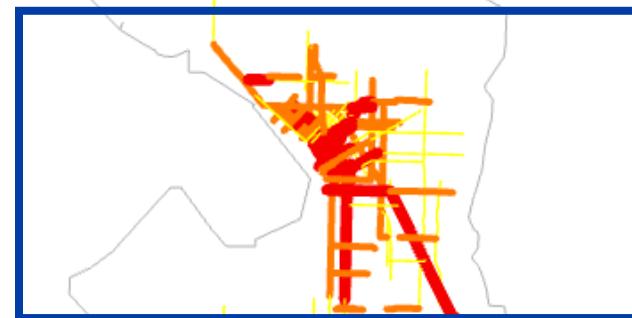
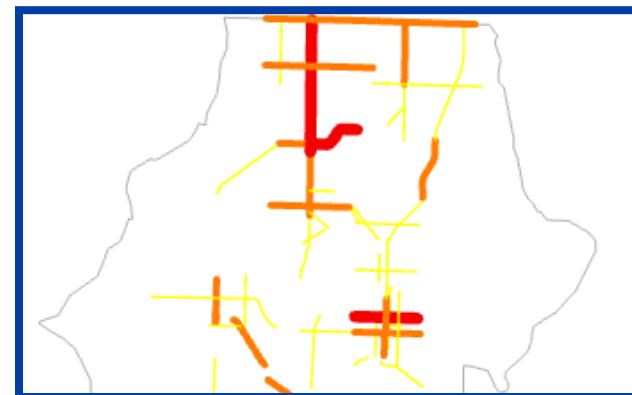
\* Serious injury crash data for 2025 is incomplete and will be reported later

# Where are these crashes occurring?

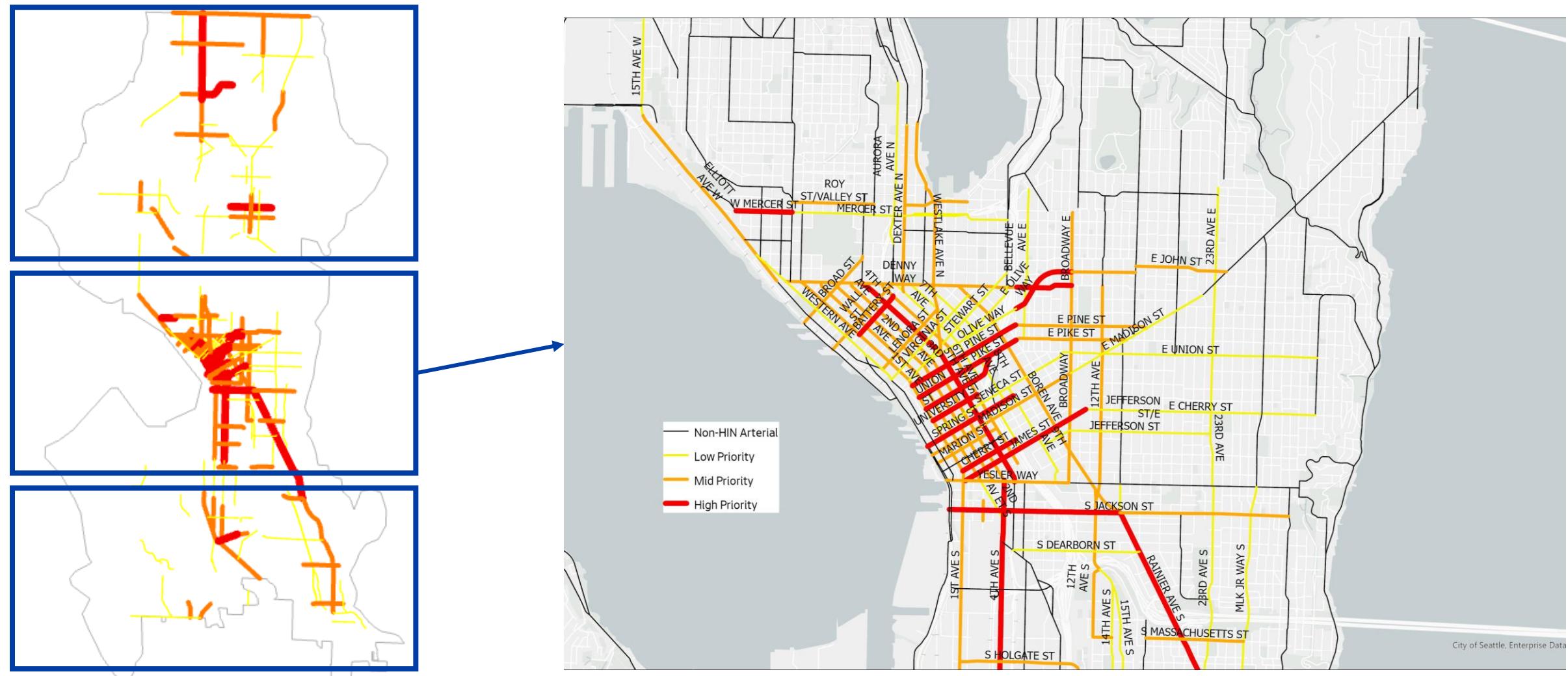


\* Maps based on five-year crash data from 2020-2024

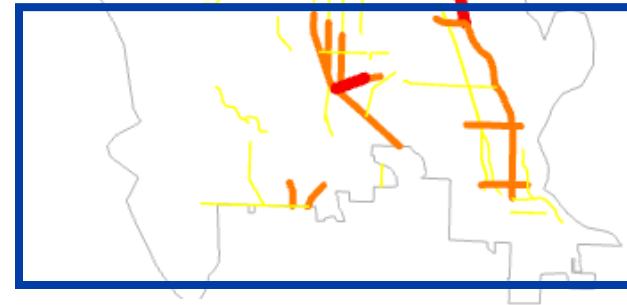
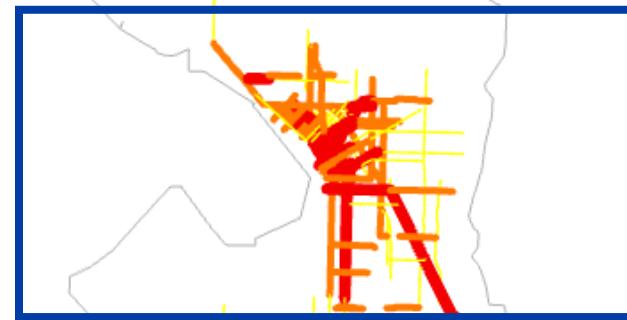
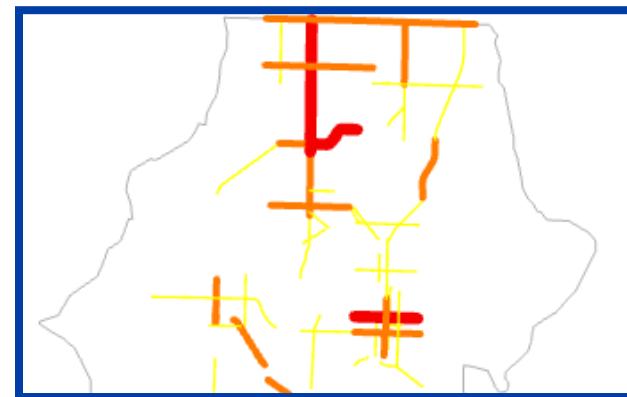
# Vision Zero High Injury Network (Based on 2020-2024 data)



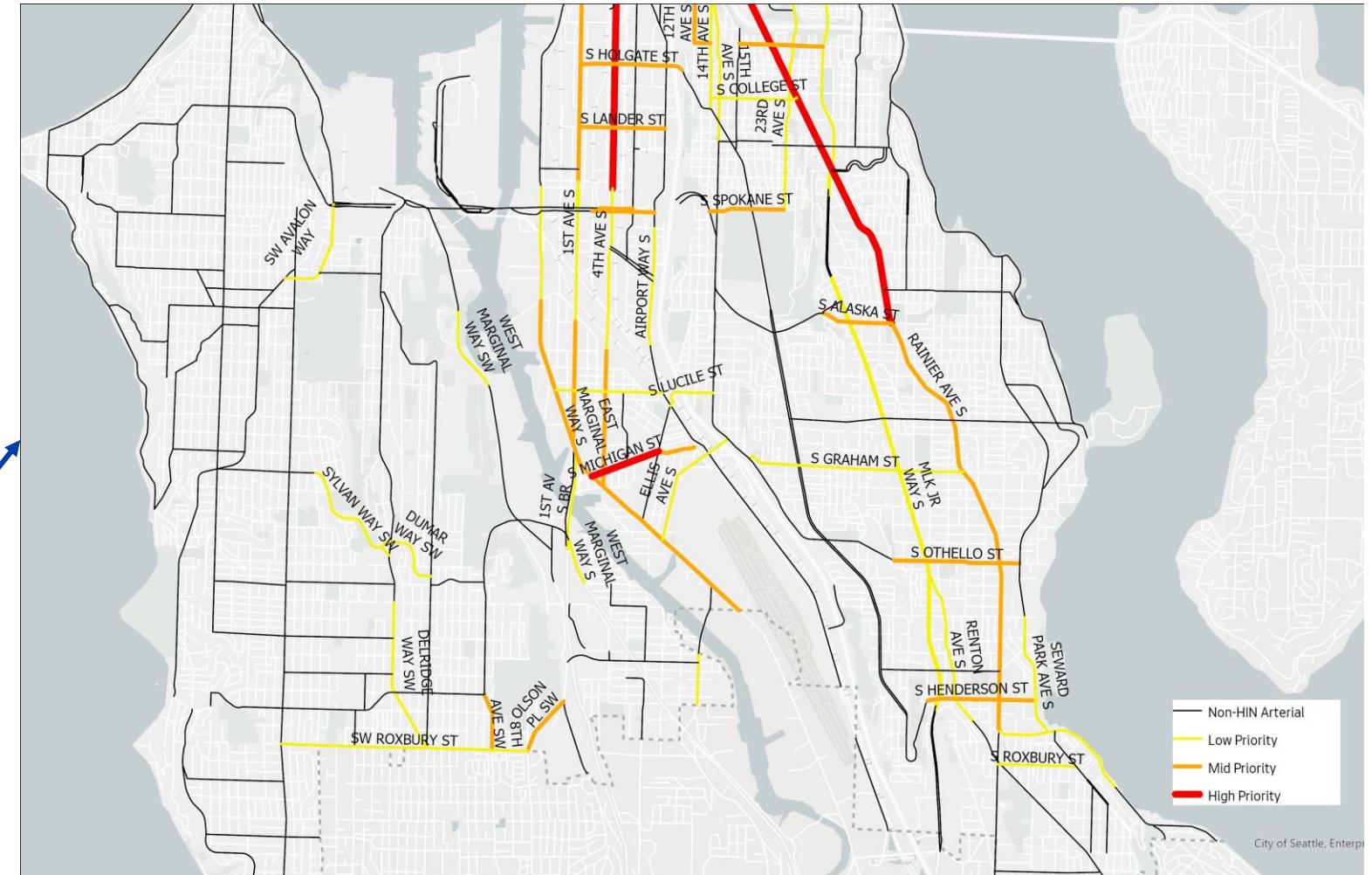
# Vision Zero High Injury Network (Based on 2020-2024 data)



# Vision Zero High Injury Network (Based on 2020-2024 data)



— High — Medium — Low



# Three Prongs to Vision Zero Program Investments



## Responsive Safety

Use data from past collisions to inform new safety strategies

- High Collision Locations
- Safety Corridors

## Proactive Safety

Scale up delivery of effective safety treatments and deploy them where they will have the greatest impact

- Invest in Proven Safety Countermeasures recommended by FHWA. Ex: LPI, Speed Management, Enhanced Crossings etc.

## Capital Project Partnerships

Conduct safety evaluations for all capital projects and develop safety improvements in priority locations

- Capital Project Partnerships
- Grant Projects
- SS4A Partnerships

# Focus Proven Safety Countermeasures



Leading Pedestrian Intervals



No Turn on Red



Dedicated Turn Phasing



Intersection Daylighting



Enhanced Pedestrian Crossings



Road Reconfigurations



Corridor Lighting



Arterial Traffic Calming



Safety Cameras



# Vision Zero Investment within the Levy



2024 SEATTLE  
TRANSPORTATION  
LEVY

The 2024 Transportation Levy allocated \$70M to Vision Zero investments over 8 years. Vision Zero Levy commitments include:

- Safety redesign projects on up to **12 corridors** on the High Injury Network
- Traffic calming on **50 corridors**
- Responsive safety projects at up to **40 high-collision locations**
- Leading pedestrian intervals at up to **280 intersections**



# 2025 Vision Zero Levy Accomplishments



N 130<sup>th</sup> St at Stone Ave N (looking east)

Completed the phase 1 safety redesign of the **N 130<sup>th</sup> St corridor**



S Henderson St at 48<sup>th</sup> Ave S (looking east)

Began construction of safety improvements along **S Henderson St**

# 2025 Vision Zero Levy Accomplishments



14<sup>th</sup> Ave S at S Director St (looking north)

Completed community driven **arterial traffic calming projects** on 3 corridors (14<sup>th</sup> Ave S, Fuhrman Ave E, 62<sup>nd</sup>/64<sup>th</sup> Ave S) and started construction on 4 additional corridors.

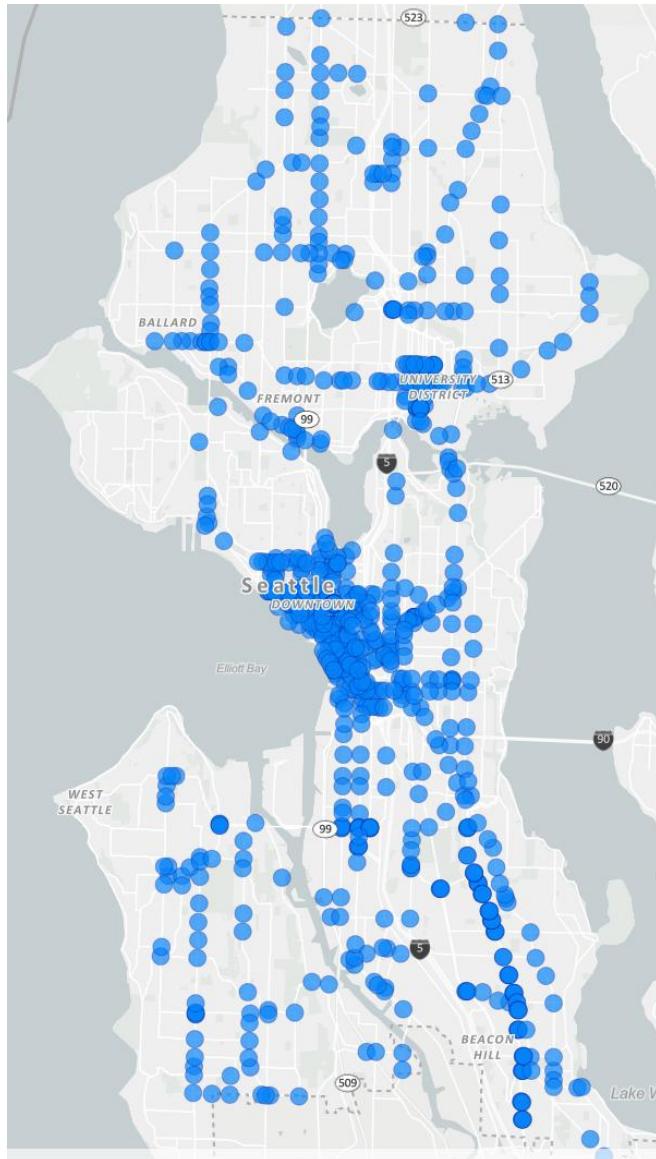


62<sup>nd</sup> Ave S at Waters Ave S (looking south)

# 2025 Vision Zero Levy Accomplishments

Installed new leading pedestrian intervals at **46 intersections**.

Total signalized intersections with LPIs - 815 or about 87% of all feasible signals. Less than 140 more to go



New median island on Rainier Ave S between S Charlestown St and S Andover St

**Completed 7 safety improvements** at high-collision locations and started construction on **5 additional projects**

# Additional 2025 Accomplishments



Westlake Ave N at 9<sup>th</sup> Ave N

Installed proactive No Turn on Red restrictions at **over 100 intersections**.



NE 45<sup>th</sup> St at 48<sup>th</sup> Ave NE (looking east)

Improved **4 priority intersections** with new enhanced crossings.



NW 100<sup>th</sup> Pl at 6<sup>th</sup> Ave NW (looking west)

Installed visibility improvements ("intersection daylighting") at **9 intersections**.



E Olive Way at Harvard Ave E (looking west)

Completed **22 additional spot safety improvements at priority locations**.

# Additional 2025 Accomplishments

- Initiated design on the projects funded through the **\$25.6M Safe Streets and Roads for All grant**.
- Launched an internal **Vision Zero Community of Practice** to encourage adoption of safety principles across every SDOT project.
- Initiated a partnership with Seattle City Light to **revamp street lighting standards** and improve visibility during hours of darkness.
- Updated **enhanced pedestrian crossing policy** to provide additional opportunities for enhanced crossings of arterial streets.

VISION  
ZERO  
COMMUNITY OF PRACTICE

# 2026 Vision Zero Levy Project Look-Ahead

- Start construction on:
  - Renton Ave S Safety Corridor
  - Spring St Safety Corridor
  - 21 safety improvements at high-collision locations
  - 10 arterial traffic calming corridors
- Advance design on:
  - 2 corridor safety redesign projects (Highland Park Way SW, Rainier Ave S)
  - 51 new leading pedestrian intervals
  - High-collision intersection projects on:
    - Aurora Ave N, Leary Way NW, and Dexter Ave N

# Capital Project Partnerships

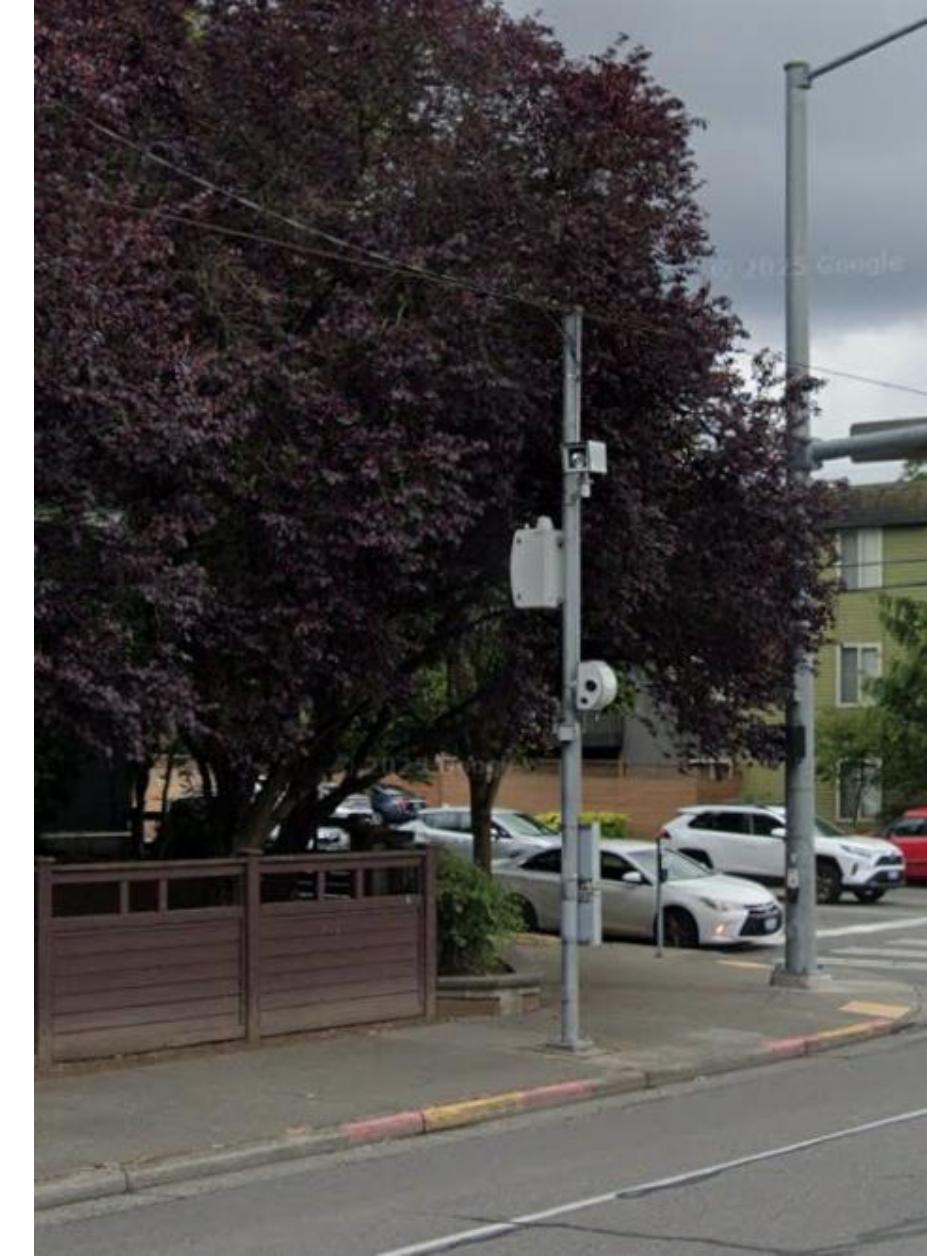
- Recently partnerships:
  - Completed signal upgrades and median islands with the **15th Ave W/NW & Ballard Bridge Paving Project**.
  - Completed addition of new curb bulbs, "no turn on red" restrictions, and signal improvements on the **Denny Way Paving Project**.
- Upcoming partnerships:
  - Planning new median islands and crossing upgrades with the **Roosevelt and Pinehurst Way NE Paving and Safety Project**.
  - Planning new curb extensions and channelization improvements with the **E Marginal Way S Paving and Safety Project**.



15<sup>th</sup> Ave NW at NW 52<sup>nd</sup> St (looking southwest)

# Automated Traffic Safety Camera Update

- **School Speed Zone Camera Expansion** status:
  - 13 cameras completed, 10 in final construction, 14 in queue
  - 37 cameras in total, to be completed in Q2 2026
- Publish **ATSC Implementation Guidance** following departmental review.
- Complete **Safety and Equity Needs Analysis** to identify fulltime speed camera locations.



Example of speed camera assembly

# Shared Streets

- Washington State enacted new law providing cities the authority to **designate non-arterials as “shared streets”** once procedures are established.
- Shared streets may have **10 MPH speed limit** and require **vehicles to yield to non-motorized users** within a shared space.
- SDOT will **seek to advance shared streets legislation by Q2 2026** and is in the process of **developing guidelines** for the designation of shared streets.



8<sup>th</sup> Ave between Thomas St and Harrison St

# Challenges and Opportunities

- Safer Vehicles
  - Challenge - Limited influence on vehicle design
  - Opportunity - Support efforts to stop exempting vehicles weighing 6,000-10,000 lbs (GVW) from Vehicle License fees
- Safer People
  - Challenge - Distracted Driving, DUI continues to be problematic
  - Opportunity - Support efforts to lower legal BAC limits while driving
  - Opportunity - Continue scaling countermeasures, and expanding tools
- Post Crash Care
  - Challenge - Balancing the needs of emergency response and roadway design
  - Opportunity - Utilize technology solutions to improve response times while emphasizing the need for reconfiguring roadways for multi-modal needs



An aerial photograph of a city street. In the foreground, a white car is stopped at a crosswalk. To its left, a street sign with the word 'ONLY' and an arrow is visible. In the background, several cars are parked along the curb, and a few people are walking on the sidewalks. A 'SLOW' sign is positioned on the right side of the street.

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