

Appendix B: Public Engagement Summary of Findings

Overview

The Vision Zero top-to-bottom review was commissioned by Director Greg Spotts on his first day on the job to provide an assessment of the department's progress towards meeting Seattle's Vision Zero goal to end traffic deaths and serious injuries on city streets.

After publication in February 2023, the findings of the review were shared with elected officials, stakeholders, and members of the community to provide important input on the recommendations that will be incorporated into SDOT's upcoming update of the Vision Zero Action Plan.

Engagement tactics included:

- online feedback form
- presentations at community meetings and boards
- social media and blog posts
- gained media

The following is a summary of the feedback that was provided during the engagement period from February through May 2023.

Online and Email Feedback

We launched an online survey to gather community feedback about the Vision Zero Top-to-Bottom Review. The survey was open from February 23 to June 15, 2023, receiving a total of 162 responses.

Question: Please let us know if you have any feedback about our report or the momentum-building actions we're pursuing. We're especially curious what big ideas the report inspires in you that can make Seattle streets safer for everyone.

The open-ended question allowed for a variety of responses that touched on many topics. The main categories of feedback are shown in the table below. Many respondents offered complex replies that could be included in multiple categories. To account for this, feedback was categorized for up to two topics based on the most overarching theme.

Topic	Percentage of Responses
Momentum Building Actions	33%
Street Design: In favor of street design improvements	26%
Pedestrian & Bike Concerns	17%
Enforcement	16%
Overall Report	12%
Pedestrian & Bike Behavior	10%

Speed Limits: In favor of stricter speed limits	8%
Speed Limits: Not in favor of stricter speed limits	3%
Street Design: Not in favor of street design improvements	2%
Community Engagement & Outreach	2%
Equity Considerations	2%
Funding	1%
Driver Education	1%

Key Takeaways

- SDOT needs to take immediate steps to protect people walking, biking or rolling, and should be held accountable for taking further actions beyond those outlined in the review.
- Streets need to be redesigned to slow down traffic and provide safe, accessible options for other modes of travel.
- The Momentum Building Actions and Key Recommendations should be bolder to achieve Vision Zero.

Momentum Building Actions

Overall, the sentiment about the Momentum Building Actions was that they were not doing enough to meet our Vision Zero goals. Of the 53 respondents who provided feedback, most comments were related to automated enforcement, no turn on red, and leading pedestrian intervals (LPI).

- **Phase in additional no turn on red signs at downtown intersections**
 - Overall, respondents were in favor of implementing more no turn on red signage across the city, with many requesting the policy be implemented at all intersections.
 - For those respondents that were not in favor of no turn on red, they expressed concerns regarding the environmental impacts of idling vehicles and confusion for people driving.
- **Accelerating leading pedestrian intervals (LPI) rollout where existing signal systems can support it**
 - Respondents agreed with increased implementation of LPI, but many expressed that this measure wasn't enough on its own and needed to be part of a suite of pedestrian safety measures at intersections.
- **Partner with Sound Transit to implement a series of improvements along Martin Luther King (MLK) Jr. Way S to enhance safety for all travelers**
 - This topic received fewer comments, but the comments received were from users of MLK Jr. Way S. Those users discussed feeling unsafe using the road and identified the need for street design improvements to reduce vehicle speeds.
- **Engage the public on automated enforcement to address equity concerns about future expansion in neighborhoods with many fatalities and serious injuries**
 - This topic received the most feedback from respondent of the five momentum-building actions, and most respondents were in favor of expanding automated enforcement.

Most comments want to see more immediate action to expand use of automated enforcement cameras without a lengthy public feedback period but acknowledged the importance of implementing the policy equitably.

- **Elevate City Traffic Engineer to a new Chief Safety Officer role**
 - No comments addressed this Momentum Building Action.

Other Feedback

- Forty-two respondents called for more aggressive design interventions to reduce speeding and increase safety for walkers and bicyclists. Many of these comments focused on arterials and asked for measures such as protected bike lanes, road diets, and lane reductions.
- Twenty-four respondents wrote about the need to increase speed and traffic enforcement to reach Vision Zero. Many comments discussed adding physical enforcement at areas with newly added safety measures such as no turn on red or reduced speeds to increase compliance.

Community Meetings and Boards

SDOT presented the findings of the Vision Zero Top-to-Bottom Review at public meetings throughout March and April 2023.

Group	Date
City Council Transportation Committee	March 7
Levy Oversight Committee	March 7
Seattle Bicycle Advisory Board/Seattle Pedestrian Board (joint meeting)	March 8
School Traffic Safety Committee	March 17
Seattle Freight Advisory Board	March 21
Pedestrian Access Advisory Committee	March 21
Transit Advisory Board	March 22
Transportation Equity Workgroup	April 10
Downtown Seattle Association Policy Sub-Committee	April 11

The presentations focused on:

- Sharing the findings and how they will inform future decisions
- Discussing the five momentum-building actions that will be implemented in 2023
- Welcoming public input and feedback from community members as we update the Vision Zero Action Plan

The next section outlines the key takeaways from feedback provided in the meetings outlined above, as well as letters provided by these and other community groups since the publication of the review.

Key Takeaways

- General support for the department's focus on safety and implementing measures to achieve Vision Zero goals in an expedited manner.
- Street design improvements need to be the priority to improve safety for people walking, biking and rolling, with an emphasis on arterials.
- Automated enforcement needs to be more equitable and less punitive.

Momentum Building Actions

- **Phase in additional no turn on red signs at downtown intersections**
 - Feedback was supportive of no turn on red. The Pedestrian Access Advisory Board shared the need to consider the impact of safety measures to blind and deaf individuals. An example was concerns that leading pedestrian intervals don't work for blind people.
- **Accelerating leading pedestrian intervals (LPI) rollout where existing signal systems can support it**
 - LPI was seen as an effective safety measure and there was support for expansion as a near term action.
 - The Pedestrian Access Advisory Board shared the need to consider the impact of safety measures to blind and deaf individuals. An example was concerns that leading pedestrian intervals don't work for blind people
- **Partner with Sound Transit to implement a series of improvements along Martin Luther King (MLK) Jr. Way S to enhance safety for all travelers**
 - Most important measure for achieving Vision Zero is to redesign dangerous streets, including MLK Jr. Way S
 - Safety improvement measures along MLK Jr. Way S are necessary to help amend past inequities in street design in south Seattle.
- **Engage the public on automated enforcement to address equity concerns about future expansion in neighborhoods with many fatalities and serious injuries**
 - Recommend first time offenses at speed cameras be a warning
 - Consider community service or educational opportunities in place of fines
 - Need education and communication with communities to ensure that they are fully informed if this measure is increased
 - Distribute cameras equitably across all neighborhoods
 - Revenue generated from automated enforcement should be used to invest in safety measures within the neighborhoods that fines are collected
 - Address surveillance concerns by documenting and publicizing use of data collected by cameras
- **Elevate City Traffic Engineer to a new Chief Safety Officer role**
 - City Traffic Engineer and Chief Safety Officer should be two different roles within SDOT to ensure focus on both safety and operations

Other Feedback

- Need to budget for safety improvements to show commitment to this as a priority
- Encouraged SDOT to review data and focus interventions on the root cause at each location.
- Shared concerns that reducing lane width and reducing speeds too much would impact freight movement and lead to unintended safety issues and increased prices on goods.

Attachments: Letters Received

- Policy paper on getting Vision Zero back on track; Seattle Neighborhood Greenways; November 30, 2022
- SDOT's Vision Zero Review and Its Shared Micromobility Program, Letter to the Seattle Pedestrian Advisory Board; Doug MacDonald; April 12, 2023
- Automated Traffic Enforcement Preliminary Recommendations; Whose Streets? Our Streets!; May 2023
- Comments on Vision Zero Top to Bottom Review; Seattle Bicycle Advisory Board and Seattle Pedestrian Advisory Board; May 1, 2023
- Seattle Freight Advisory Board Comments on Vision Zero Top-to-Bottom Review; Seattle Freight Advisory Board; May 24, 2023
- Recommendations on Vision Zero Top to Bottom Review; SDOT Transportation Equity Workgroup; June 2, 2023