



City of Seattle
Office of the Mayor
Mayor Katie B. Wilson

Executive Order 2026-05: Advancing Safer Streets, Vehicles, and Speeds: A Whole-City Approach to Vision Zero

An Executive Order furthering a commitment to traffic safety across the City by providing direction and reporting requirements to City Departments on accelerating safety projects, implementing certain safety technologies of fleet vehicles, and developing a state legislative agenda supporting Seattle traffic safety goals and financing tools.

Recitals:

The United States and The City of Seattle continue to operate under a transportation system built for high-speed driving and high volumes of cars in urban areas.

Redesigning Seattle streets for safer speeds and making walking, biking, and taking transit a safer and more attractive option is a priority of this Administration and aligned with City of Seattle, including the Seattle Department of Transportation (SDOT), laws, rules, and policies.

The City passed its first Vision Zero ordinance in 2015, committing to a goal of ending traffic deaths and serious injuries by 2030.

The City passed an ordinance in 2016 that lowered the default speed limit from 25 to 20 mph on 1,250 miles of neighborhood streets and the default speed limit from 30 to 25 mph on arterials.

SDOT adopted the United States Department of Transportation's Safe System Approach, a framework for transportation safety centered on the idea of incorporating multiple layers of protection to prevent collisions from occurring and reducing severity when collisions do occur.

The Safe System Approach includes six guiding principles: death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

SDOT conducted a Top-to-Bottom Review in 2023, including data analysis of Seattle's crash, injury, and fatality history showing:

- More crashes, especially serious and fatal crashes—occur on arterials than on neighborhood streets;
- 93 percent of pedestrian deaths occur on arterials, and 80 percent are on arterials with more than one lane in each direction;
- The top contributing factors to pedestrian-involved crashes are high speeds and failure to yield to pedestrians; and

- 80 percent of people killed while biking were riding where no bike facility was available.

SDOT strengthened its Vision Zero work in 2026 by adopting a Programmatic Fatal Crash Response Policy, creating a more transparent process for reviewing fatal crashes and identifying safety improvements.

In 2025, 30 people died and 221 people were seriously injured in traffic collisions on Seattle streets.

Coordinated executive action is warranted to revitalize our commitment and add expediency to traffic safety across the City and in all work SDOT undertakes, and in City engagement with partner agencies such as the United States Department of Transportation, Washington State Department of Transportation, King County Metro, and Sound Transit.

Now, therefore, I, Katie B. Wilson, Mayor of Seattle, hereby order the following actions:

Section 1. Accelerating Projects and Delivery for Safer Streets

- **Building Safety Projects Faster.** Accomplishing Vision Zero depends on both near-term safety improvements and longer-term, larger projects along priority corridors on Seattle's High Injury Network, such as Aurora Ave N, Rainier Ave S., S Jackson St., 4th Ave S., and Martin Luther King Jr. Way S. While longer-term work is in process, the Seattle Department of Transportation (SDOT) is directed to add a new, early delivery phase to corridor projects on the High Injury Network focused on implementing coordinated safety improvements early. These changes can impact lane configuration, turning, and parking on Seattle arterials, but SDOT should prioritize safety-first solutions tailored to the type and severity of crashes on the corridor. By January 31, 2027, SDOT should develop internal procedures to streamline this early delivery.
- **Accelerating Projects.** SDOT is directed to accelerate the implementation of key Vision Zero projects, including:
 - SW Wildwood Place protected bike lane (Fauntleroy Way SW to 45th Ave SW) by Q4 2026.
 - 12th Ave S. Phase 2 Safety Corridor (E Yesler Way to S King St.) from Q4 2027 to Q3 2027.
 - Traffic calming on high-speed arterial corridors, including Martin Luther King Jr. Way S., Swift Ave S., 15th Ave NE., 1st Ave S., and Dexter Ave N., from Q4 2027 to Q2 2027.
 - Safety upgrades at 19 identified high-collision locations, including locations on Aurora Ave N., Rainier Ave S., and 5th Ave, from Q4 2026 to Q3 2026.
 - Head-start walk signals (leading pedestrian intervals) at 40 intersections from Q4 2026 to Q3 2026.
 - Intersection daylighting (an effort to clear sightlines for improved visibility of conflicting movements) at 20 intersections from Q4 2027 to Q2 2027.
- **Improved Project Delivery.** SDOT will determine a set of project types and criteria where adjustments to current practice could accelerate project delivery. SDOT is directed to deliver a report to the Mayor by January 31, 2027, that outlines options, including:

- Enhancements to project utility coordination work with Seattle City Light (SCL) and Seattle Public Utilities (SPU) for SDOT capital projects, including consideration of delivery of capital projects separate from long-range utility or other infrastructure upgrades or improvements.
- Expediting community engagement processes. These criteria should take into consideration project type, condition assessments, and other historical and empirical data.
- Streamlining project scopes and partnerships. Consider smaller-scale safety projects to accelerate delivery timelines, including reducing the scale of projects to use only City funding.
- **Increasing Visibility for Vulnerable Road Users.** SDOT is directed to implement intersection daylighting efforts where capital improvements occur.
- **Analyzing Arterial Street Lighting**
 - SDOT, in coordination with SCL, is directed to review existing arterial lighting guidelines and publish any revisions by April 30, 2027.
 - SCL, in coordination with SDOT, is directed to complete a city-wide arterial lighting analysis, identify potential areas for lighting upgrades along High Injury Network corridors and prepare a report that outlines a workplan and funding strategy to implement upgrades by April 30, 2027.

Section 2. Safer Fleets and Vehicles

- **Fleet Transition Plan.** The Department of Finance and Administrative Services (FAS) is directed to develop a fleet transition plan, including retrofitting existing fleet and as part of the annual replacement process, by January 31, 2027, that improves safety protections for vulnerable road users by identifying opportunities to right-size fleet vehicles for smaller size, decreased weight, and reduced blind zones.
 - This plan shall include a proposal with timeline and budget to retrofit existing vehicles, prioritizing freight and heavy vehicles, with enhanced safety features such as visibility cameras, convex mirrors, cross-over mirrors, side guards, and blind-spot awareness decals or other similarly effective interventions.
- **Contracting with Safer Fleets** By January 31, 2027, deliver a report that shows the opportunities and impacts of requiring all City-contracted vendors' and sub-vendors' large vehicles (Class 6 and above) to be equipped with the following, where feasible and applicable: convex mirrors, cross-over mirrors, blind-spot awareness decals, side guards, vulnerable road user detection, automatic emergency braking, and Intelligent Speed Assistance. The report should include RET analysis of impacts to Women and Minority-Owned Businesses and recommendations for how to prevent, minimize, and mitigate any negative impacts.

Section 3. Promoting Safer Speeds

- **Automated Traffic Safety Cameras.** SDOT and the Seattle Police Department (SPD) are directed to implement an initial deployment of full-time speed safety cameras at up to ten locations, starting with an initial phase of up to 4 locations and implementation evaluation, in alignment with safety data, equity policies, and community input. Net revenues will be reinvested into safer street improvements in accordance with the Seattle Municipal Code. The full deployment of all ten locations should be installed by March 31, 2029.
- **Improved signal operations.** SDOT is directed to identify corridors where signal timing can support reduced vehicular operating speeds, comfortable pedestrian walking speeds, pedestrian head-start signals, and overall safer operations. SDOT should prioritize opportunities on streets with protected bike lanes in high-volume pedestrian areas and on the High Injury Network and deliver a work plan to the Mayor by January 31, 2027.

Section 4. Whole City Approach

- **Vision Zero Action Plan Update.** SDOT is directed to develop an update to its 2024 Vision Zero Action Plan by April 30, 2027. The update should include a report on previous action plan items and new items to approach safety from multiple angles consistent with the Safe System Approach.
- **Collaborating for Safety.** By November 1, 2026, SDOT will convene an interdepartmental team (IDT) that will meet monthly and report directly to the Mayor quarterly on progress made on these and other Vision Zero projects and objectives. The IDT will be led by SDOT and should include the Seattle Police Department, Seattle Fire Department, SCL, SPU, the City Attorney's Office, the City Budget Office, and Mayor's Office.
 - SDOT's Chief Safety Officer/City Traffic Engineer shall lead the IDT's work to identify barriers to implementation of safety projects, define and implement solutions that prioritize Vision Zero, and streamline decision-making and project implementation that prioritizes Vision Zero solutions.
- **Increase Data Visibility.** SDOT is directed to launch an online public-facing dashboard with key safety statistics by April 30, 2027, including documenting where serious injuries and fatalities occur.
- **Increasing School Streets.** Seattle's School Streets Program increases safety for young people, decreases exposure to air pollution, and increases the availability of open space near schools. This program is growing, but participation is opt-in and reliant on partners. SDOT is directed to continue to convert temporary School Streets to permanent and to expand promotion of the program, working with Seattle Public Schools, parent-teacher associations and school staff, with the long-term goal of doubling existing School Street participation to reach 40% of eligible public schools participating.

Section 5. State Legislative Agenda

- **Address Liability Concerns.** OIR is directed to look for opportunities to support and develop statewide legislation to extend legal immunity to state and local jurisdictions when street improvements are made subsequent to a fatal or serious injury crash.
- **Crew-Delivery Limits.** OIR is directed to work with labor and other affected partners to explore legislation to reduce inefficiencies created by privatization of civic works projects including increasing project dollar value limits on what City crews can self-deliver.
- **Legislative Best Practices.** SDOT, in coordination with OIR, is directed to investigate best practices among peer cities and states, and international best practices regarding authorities for and barriers to Vision Zero implementation and provide a summary by July 30, 2027, to inform future legislative agendas.
- **No Right in Red by Local Authority.** OIR is directed to support efforts to give local jurisdictions the authority to implement 'No Right on Red' policies on City streets.
- **Reduce Drunk Driving.** The Office of Intergovernmental Relations (OIR) is directed to support state legislation to lower the state blood-alcohol content limit to 0.05% (akin to [SB 5067 – 2025-26](#)), if reintroduced during a future legislative session.
- **Transportation Benefit District Fee Revision.** OIR is directed to support legislation to increase the maximum weight of certain vehicles subject to transportation benefit district vehicle fees (akin to [SB 6262 2025-26](#)), if reintroduced during a future legislative session.

Questions about the implementation of this Executive Order should be directed to Hannah McIntosh, Director of Mobility, Livability, and City Infrastructure.

Dated this 21th day of August, 2026.

Katie B. Wilson
Mayor of Seattle