



Vision Zero

20/25 Speed Limit Proposal

City Council Briefing
September 20, 2016
Scott Kubly & Darby Watson
Seattle Department of Transportation



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

- Vision Zero update
- Speed limit adjustment proposal
- Data
- Legislation
- Roll out plan



Vision Zero update

- Launched February 2015
- National trends
 - 8% increase in deaths
 - 35,000+ deaths nationally in 2015
 - More than 4 million injuries
- Seattle
 - 20% decline in serious injuries
 - Slight increase in fatalities 2015

KOMONews.com

NEWS WEATHER TRAFFIC SPORTS HEALTHWORKS TV & RADIO LIVE REFINED CIRCA

Traffic fatalities continued to surge in first half of 2016

by JOAN LOWY, Associated Press | Tuesday, August 23rd 2016



In this April 28, 2016 file photo, a member crew prepares to flip over a Ford Escape that was involved in an accident in Bonaville, Texas.

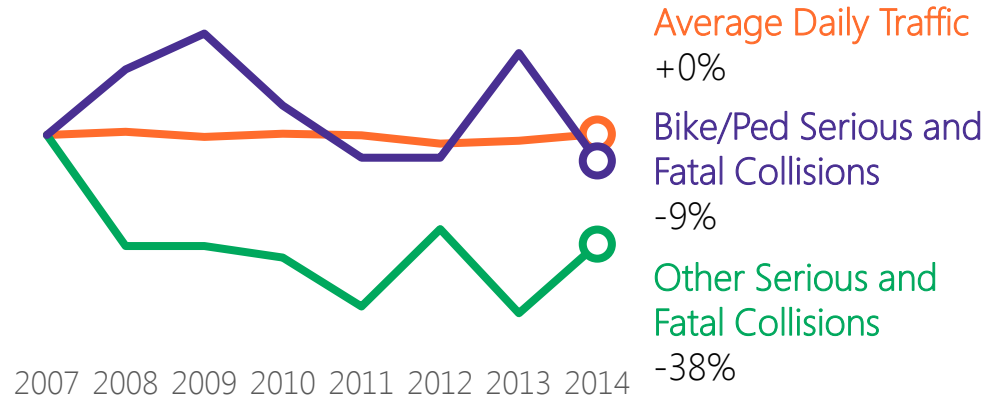
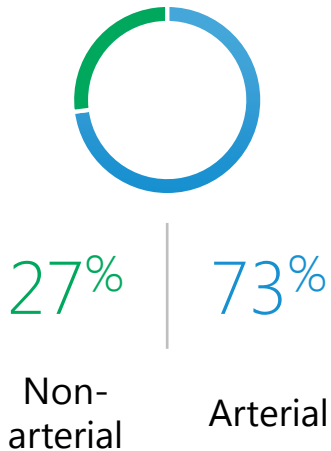
2016 speed limit proposal

To reduce transportation-related injuries and deaths, SDOT proposes to:

- Lower speed limit on all non-arterial (local) streets from 25 to 20 mph
- Reduce speed limits in the City Center from 30 to 25 mph
- Legislate speed limit changes

13,000 Collisions/Year on Seattle Streets

Most crashes occur on arterials



Vehicle safety has improved significantly, but not for people walking and biking

Fatal Collisions
2013-2015



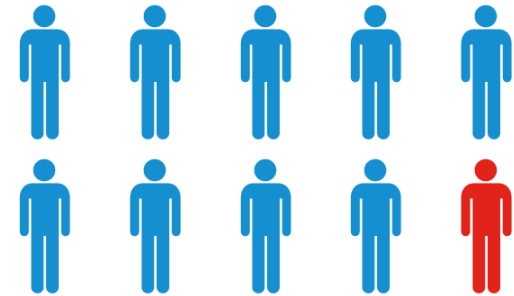
Pedestrian and bicycle collisions make up **7%** of total crashes but **47%** of fatalities

9 out of 10 bike/ped collisions result in injury

Speed is Primary Factor in Fatalities and Serious Injuries

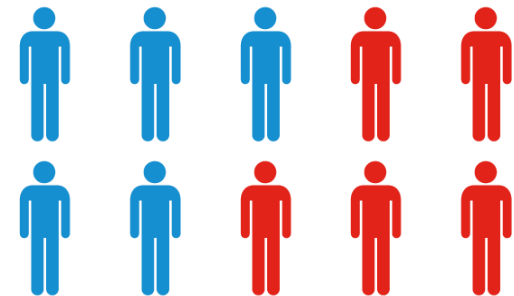
- Higher speeds increase the likelihood and severity of collisions
- Speeding contributes to 25% of fatalities annually

20
MPH



9 out of 10 survive

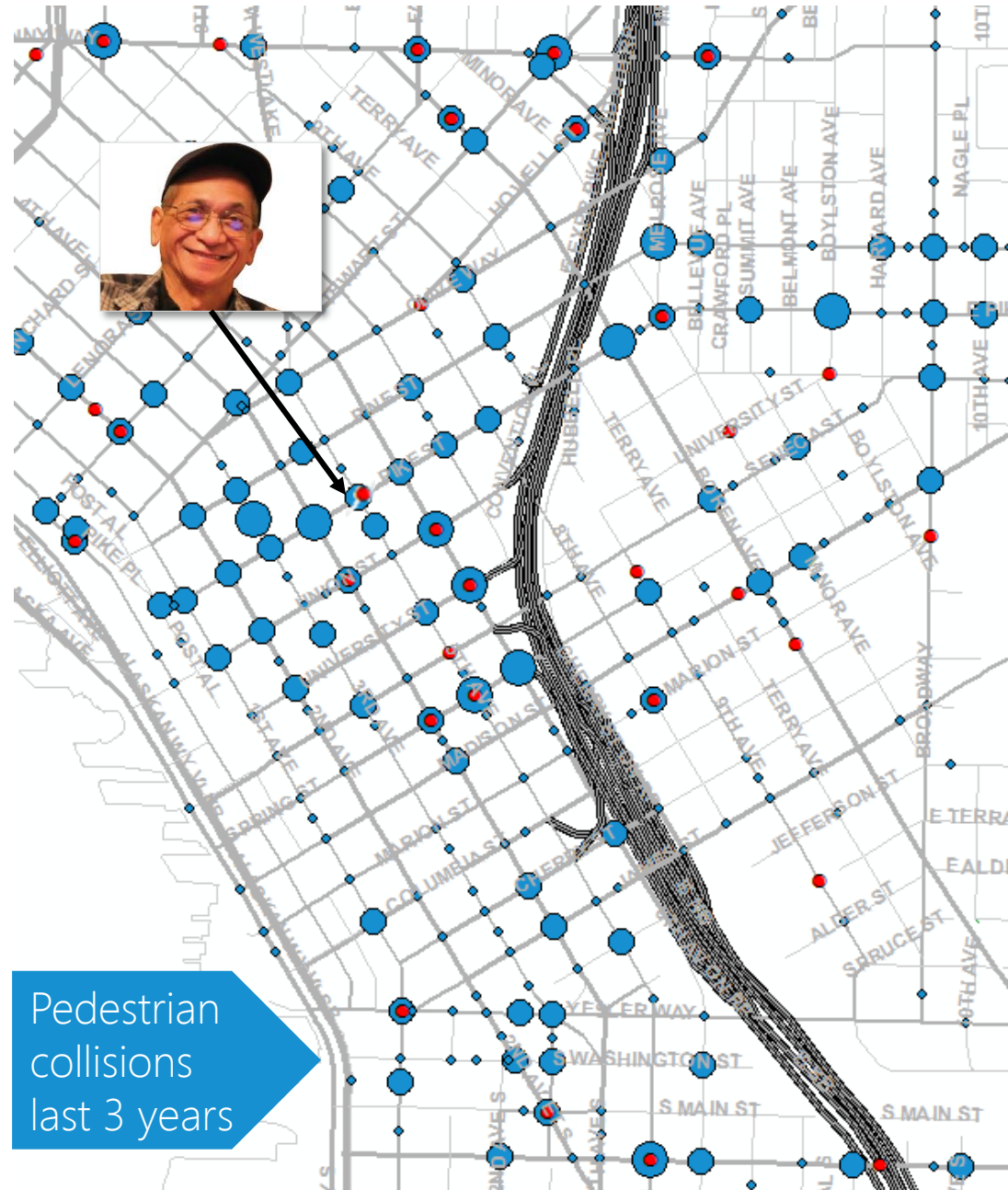
30
MPH



5 out of 10 survive

Pedestrian collisions

- 450 pedestrian collisions annually citywide
- Older pedestrians over-represented in fatality data
 - 70% of pedestrian deaths people age 50 or older
 - 55 to 64 year old age group growing fastest



Non-arterials

- Proposal: reduce speed limit from 25 to 20 mph
- Applies to 2,400 miles of streets
- Leverages Safe Routes to School
- Streamlines Traffic Calming Program

Average annual collisions Non-arterial streets

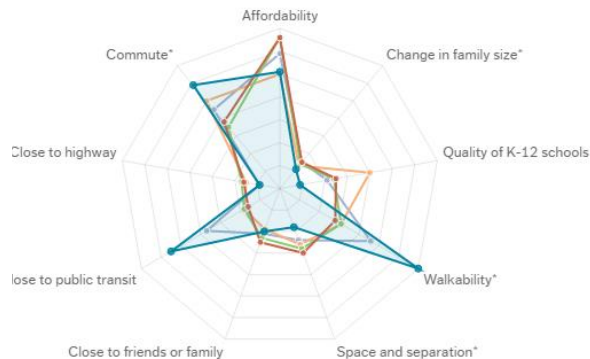
Total	Injuries	Serious injuries	Fatalities
3594	400	14	2

Seattle or suburbs: Why do we choose to live where we do?

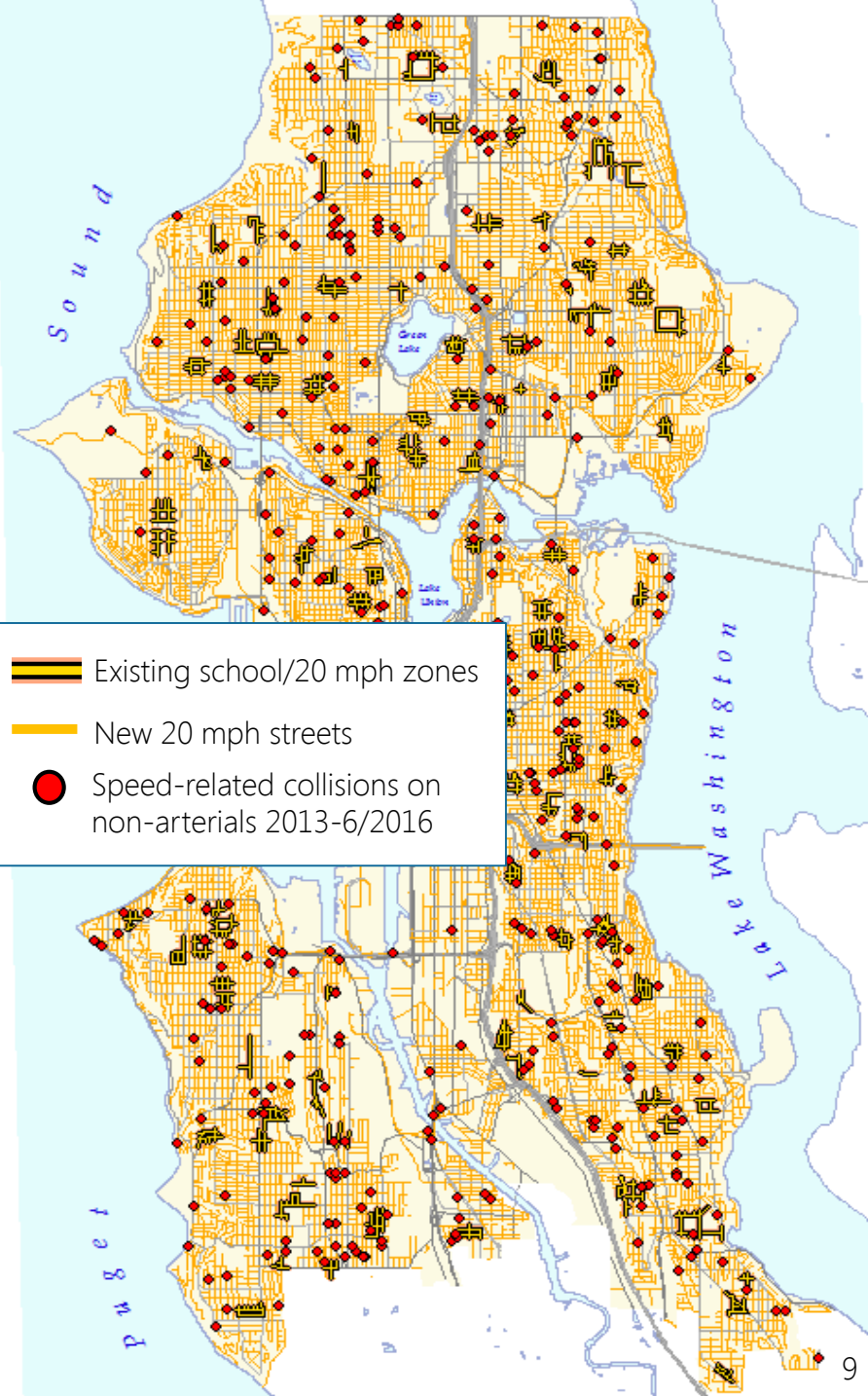
Survey data shows walkability beats affordability as the top priority for residents of central Seattle neighborhoods, in contrast with other parts of the region.

GRAPH LEGEND

- Remainder of Seattle
- Eastside
- South King County
- Snohomish
- Central Seattle



Seattle Times

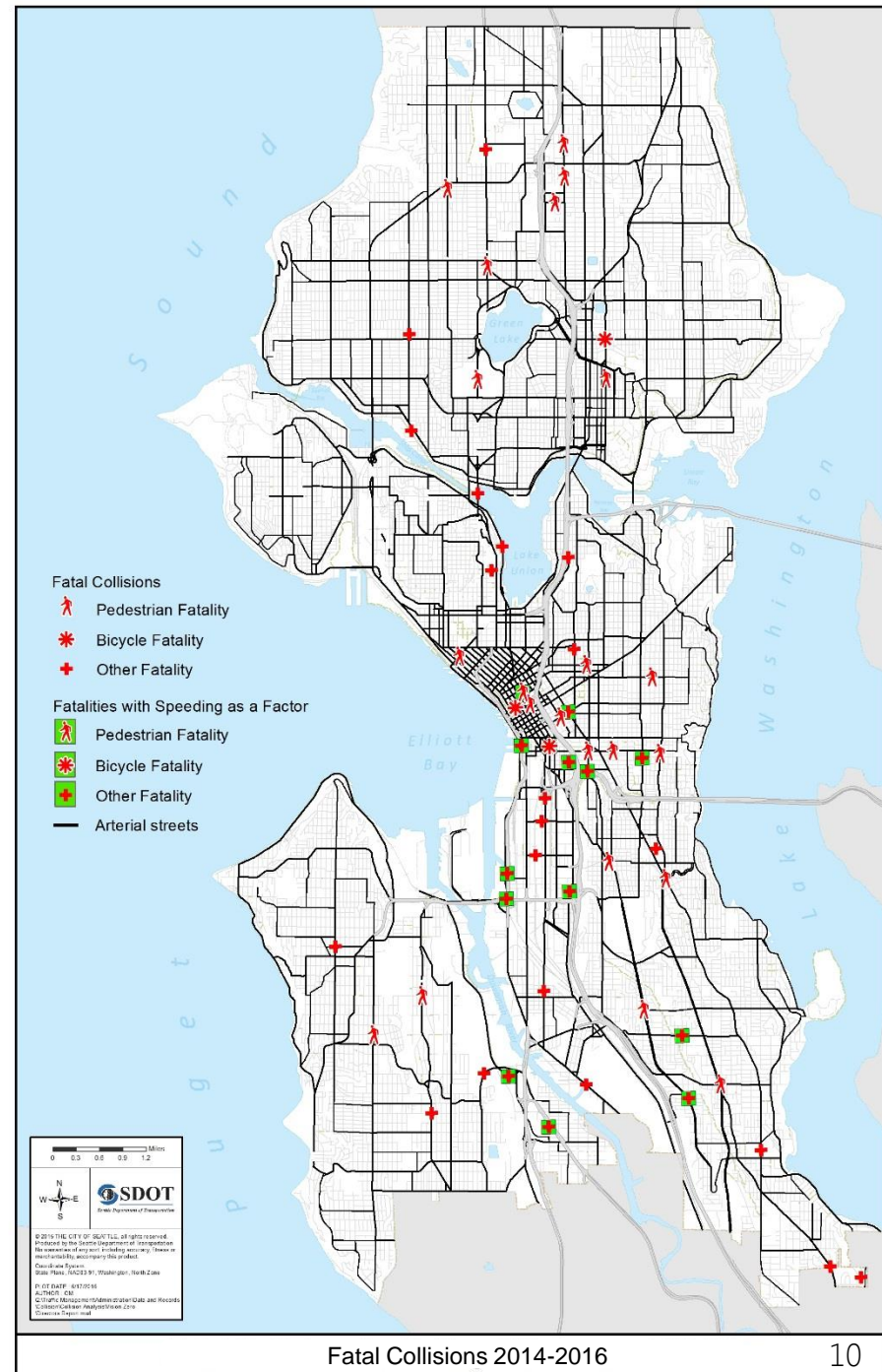
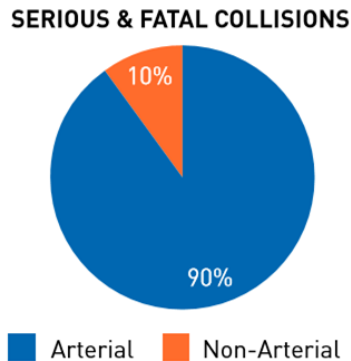
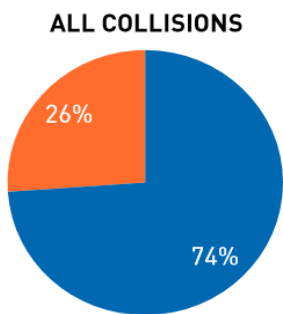


Arterial streets

- Proposal:
 - Reduce *default* arterial speed limit from 30 to 25 mph
- Consistent with WA State speed limit for city streets
- Seattle only city in King County with a default speed limit higher than 25 mph (39 cities)

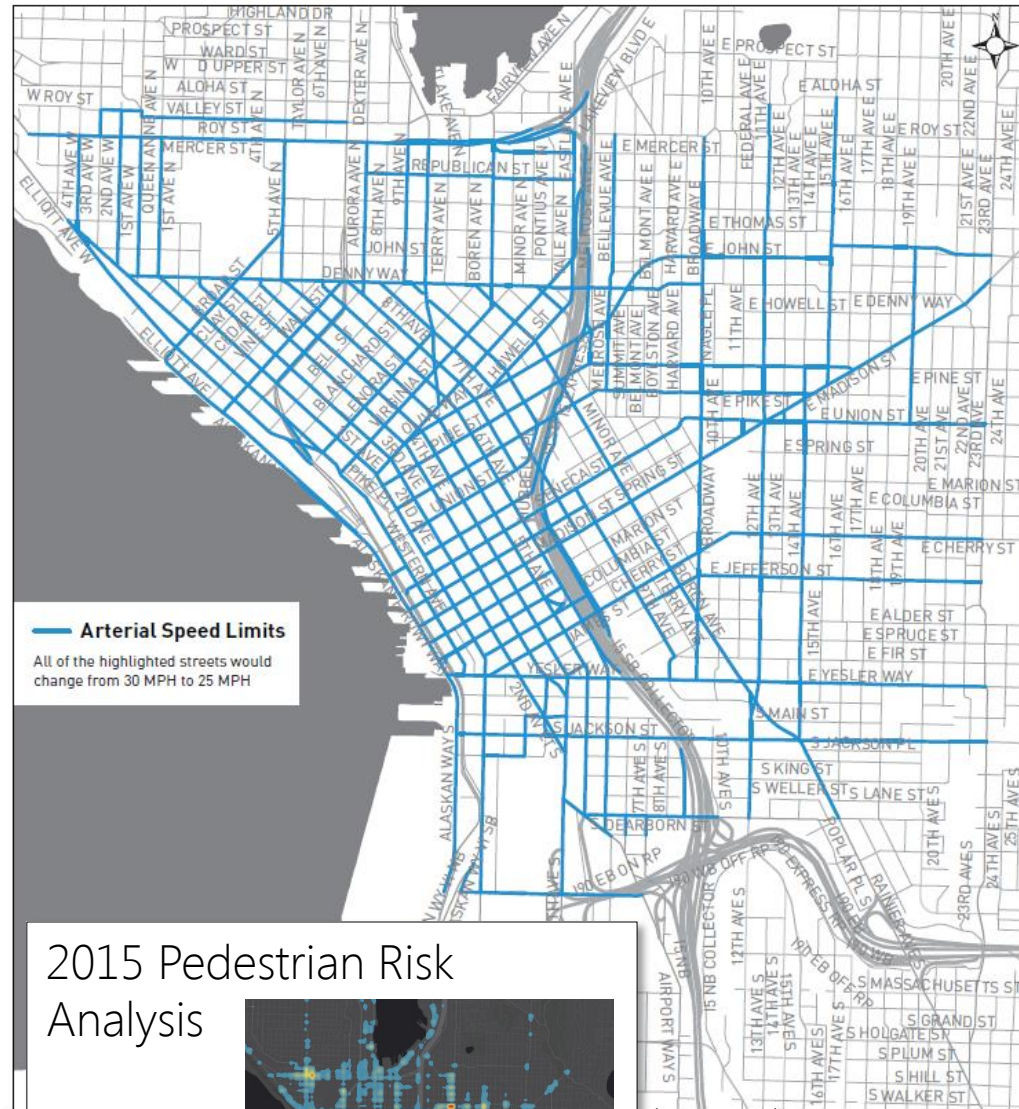
Average annual collisions - Arterial streets

Total	Injuries	Serious injuries	Fatalities
9810	3111	144	17

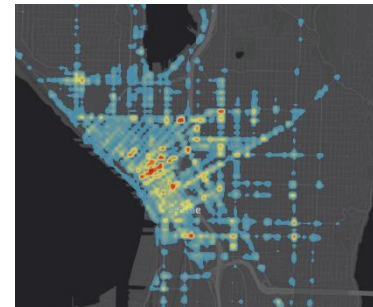


Center City

- Applies to arterials streets in the city center neighborhoods
- Speed contributes to 42% of traffic deaths downtown annually
- 600+ pedestrian collisions last three years
- Signal timings changed to 25 mph design speed



2015 Pedestrian Risk Analysis



Street name	Collision rate (per million entering vehicles)
1 st Avenue	13.9
University St	17.0
Pike St	19.3
Pine St	18.4
Rainier Avenue S	11.4

Other arterials

- Posted speed limits outside of center city will not change
- Speed limit signage improvements citywide
- Ongoing review of speed limits on other arterial streets
- Adjustments paired with street design changes



2015 Rainier Ave S Speed Limit Reduction (30 mph to 25 mph)

Total Collisions	Injury Collisions	Ped and bike collisions
-14%	-31%	-40%
Transit travel times (peak hours)		
	Pre-project	Post-project
SB	15:34	15:36 (no change)
NB	19:32	16:31 (improvement)

Legislation

- Amend SMC 11.52.060 to reduce the non-arterial speed
- Amend SMC 11.52.080 to reduce the *default* arterial speed limit



Roll out

Street design changes

- 500+ sign changes
- Engineering improvements

Communications

- TV, radio and print media
- Events
- Yard signs

Enforcement

- High Visibility Enforcements
- Data-driven prioritization



Existing signs



New signs

Questions?

darby.watson@seattle.gov | (206) 684-7609

www.seattle.gov/transportation

