

SUMMARY and FISCAL NOTE*

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** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to arterial and non-arterial speed limits; amending Sections 11.52.060 and 11.52.080 of the Seattle Municipal Code.

Summary and background of the Legislation: This legislation officially changes Seattle’s default arterial speed limit from 30 to 25 miles per hour (unless otherwise posted), and the default non-arterial speed limit from 25 to 20 miles per hour. This action supports Seattle’s Vision Zero efforts to eliminate traffic deaths and serious injuries by 2030, acknowledging that speed plays a critical role in the frequency and severity of crashes. The City of Seattle is the only city of King County’s thirty-nine cities with a default arterial speed limit higher than 25 miles per hour.

The risk of injury and death increases as speed increases. Data shows that when a pedestrian is hit by a vehicle traveling at 40 mph, the rate of pedestrian survival is 10 percent; when hit by a vehicle traveling at 30 mph, the rate of pedestrian survival is 50 percent; and when hit by a vehicle traveling at 20 mph, the rate of pedestrian survival is 90 percent. Therefore, lowering the driving speed from 30 to 25 mph cuts in half the likelihood of a pedestrian dying.

2. CAPITAL IMPROVEMENT PROGRAM

This legislation creates, funds, or amends a CIP Project.

3. SUMMARY OF FINANCIAL IMPLICATIONS

This legislation does not have direct financial implications.

4. OTHER IMPLICATIONS

- a) **Does the legislation have indirect or long-term financial impacts to the City of Seattle that are not reflected in the above?**
No.
- b) **Is there financial cost or other impacts of not implementing the legislation?**
No.
- c) **Does this legislation affect any departments besides the originating department?**
This legislation, which will adjust speed limits throughout the city, will have a minor

impact to the Seattle Police Department (SPD) and their traffic enforcement operations. There will be no financial or personnel impacts but SPD will need to adjust the manner in which they enforce the speed limit. SPD's Traffic Unit has been briefed several times on the matter. This includes Captains Eric Greening and Eric Sano as well as the Lieutenants and analysts within the Traffic Unit.

d) Is a public hearing required for this legislation?

There will be a 14-day comment period on this legislation.

e) Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?

No.

f) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No.

g) Does this legislation affect a piece of property?

No.

h) Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?

SDOT has completed the Racial Equity Toolkit (RET) for the proposed speed limit adjustments contained in the legislation to help determine potential impacts to vulnerable or historically disadvantaged communities. A variety of techniques will be used when implementing the legislation including engineering, education and enforcement. Strategies have been developed to address potential Race and Social Justice implications in each of these disciplines including:

- Improving speed limit signage at nearly 500 locations citywide to ensure the traveling public is well informed of the posted speed limit
- Launching a multilingual communications campaign to educate residents about the speed limit changes
- Working with the Department of Neighborhood's Public Outreach and Engagement Liaisons to distribute translated materials highlighting the speed limit changes within all of Seattle's neighborhoods and communities.
- Partnering with SPD, we follow the High Visibility Enforcement (HVE) traffic safety model to provide data-driven enforcements. With HVE, several different techniques are used to educate residents about the dates and locations of upcoming enforcements. Delivery methods include press releases, earned media, activation of the city's network of Dynamic Message Signs, and through use of city social media outlets and blogs.

This work is fully funded through SDOT's Vision Zero program which includes:

- \$300,000 to support signage changes from SDOT project TC367520
- \$75,000 for public education campaign from SDOT project TS366410

- i) If this legislation includes a new initiative or a major programmatic expansion:
What are the long-term and measurable goals of the program? Please describe how
this legislation would help achieve the program's desired goals.**

This legislation falls under the existing Vision Zero Initiative. The goal of Vision Zero is to end transportation-related serious injuries and deaths by 2030.

- j) Other Issues:**

List attachments/exhibits below:

Summary Attachment A – Speed Limit Adjustment Justification