Vision Zero

20/25 Speed Limit Proposal

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

SDOT
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

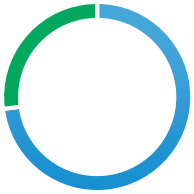
2016 speed limit proposal

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

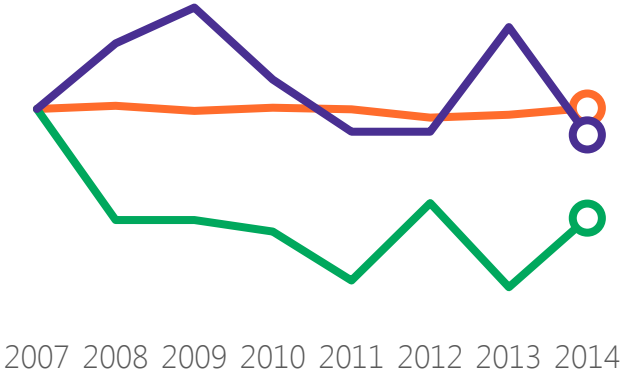
13,000 Collisions/Year on Seattle Streets

Most crashes occur on arterials



27% | 73%

Non-arterial | Arterial



Average Daily Traffic
+0%

Bike/Ped Serious and Fatal Collisions
-9%

Other Serious and Fatal Collisions
-38%

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

Fatal Collisions 2013-2015

23

4

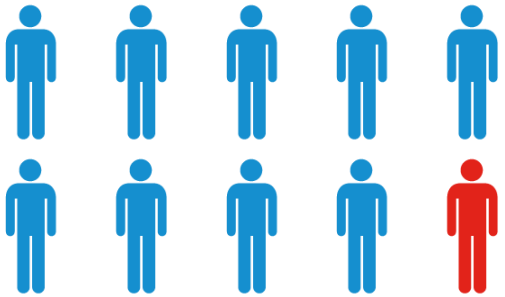
Pedestrian and bicycle collisions make up **7%** of total crashes but **47%** of fatalities

9 out 10 bike/ped collisions result in injury

Speed is Primary Factor in Fatalities and Serious Injuries

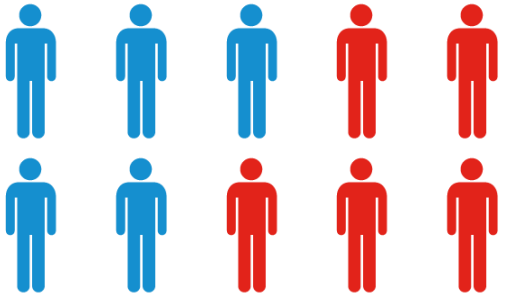
- Higher speeds increase the likelihood and severity of collisions
- Speeding contributes to 25% of fatalities annually

20 MPH



9 out of 10 survive

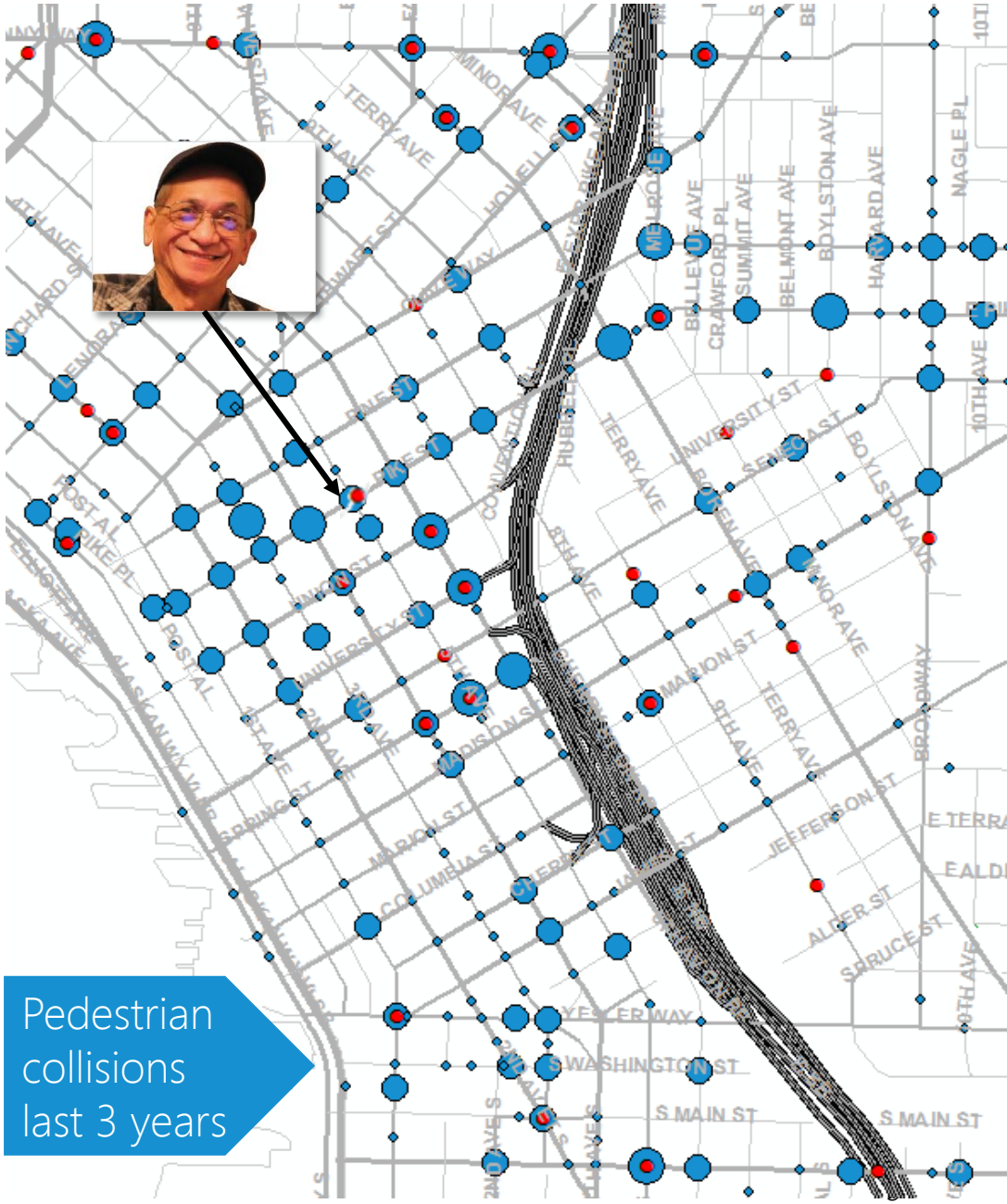
30 MPH



5 out of 10 survive

Pedestrian collisions

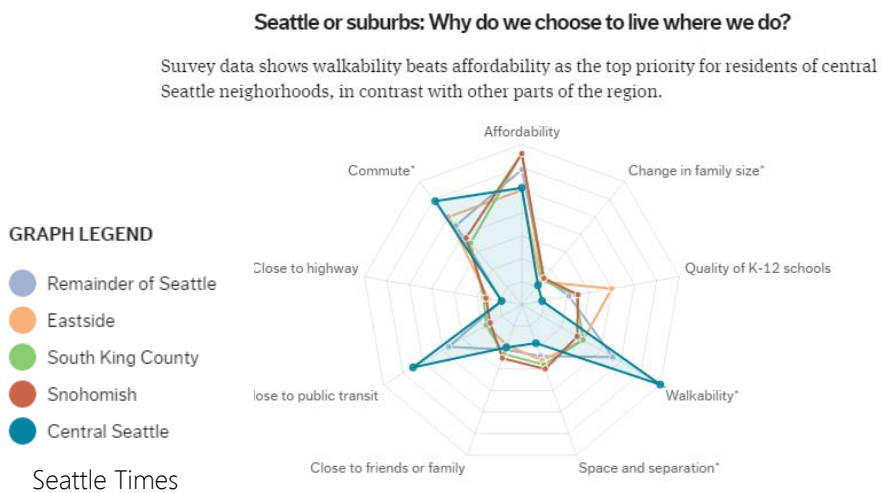
- 450 pedestrian collisions annually citywide
- Older pedestrians over-represented in fatality data
  - 70% of pedestrian deaths people age 50 or older
  - 55 to 64 year old age group growing fastest



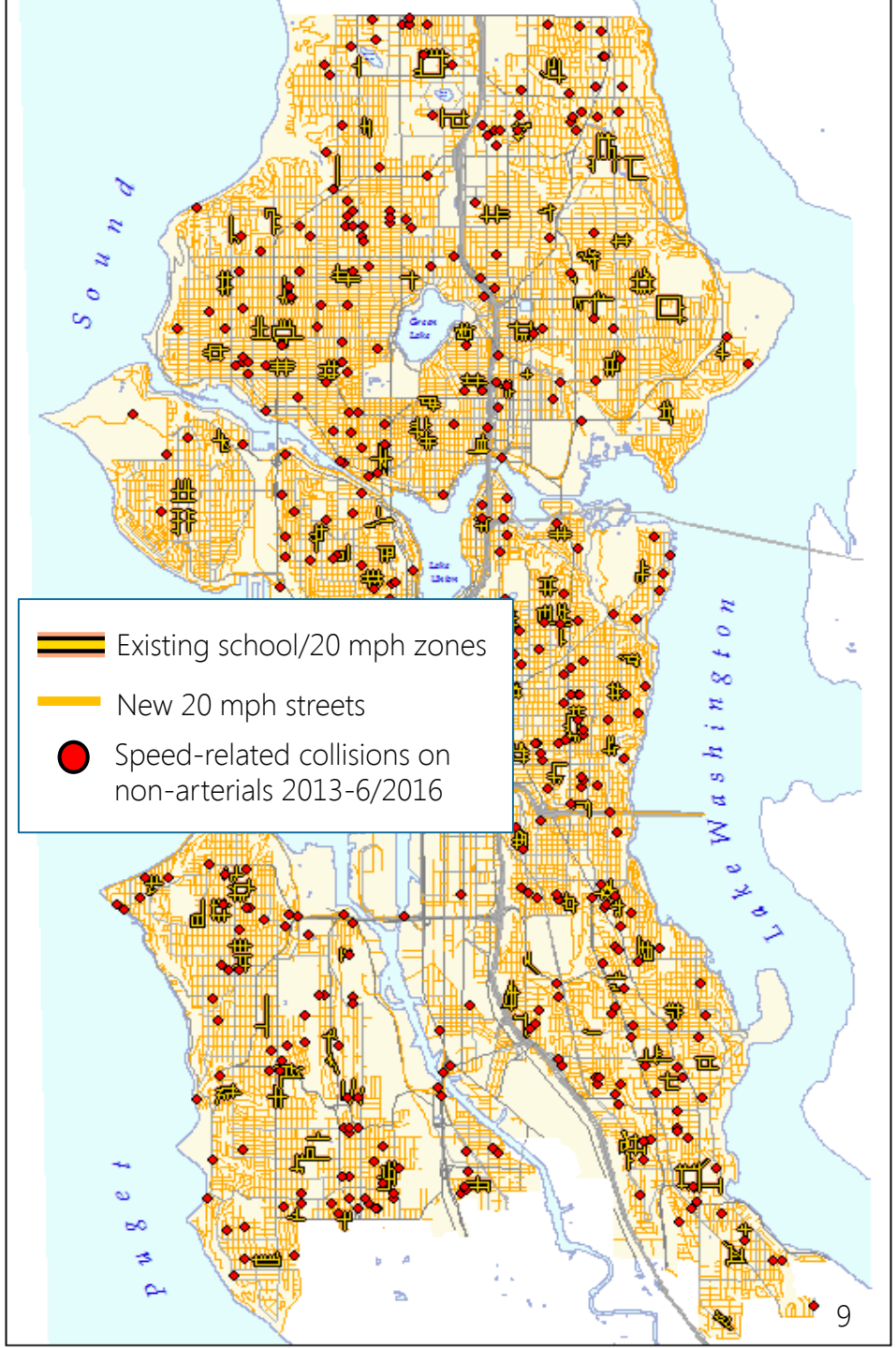
Non-arterials

- **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



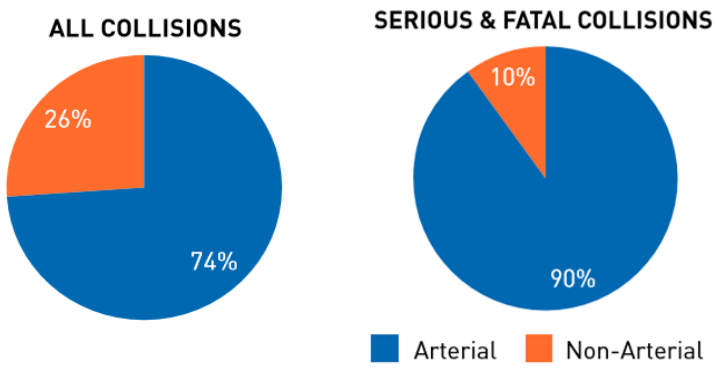
Seattle Times

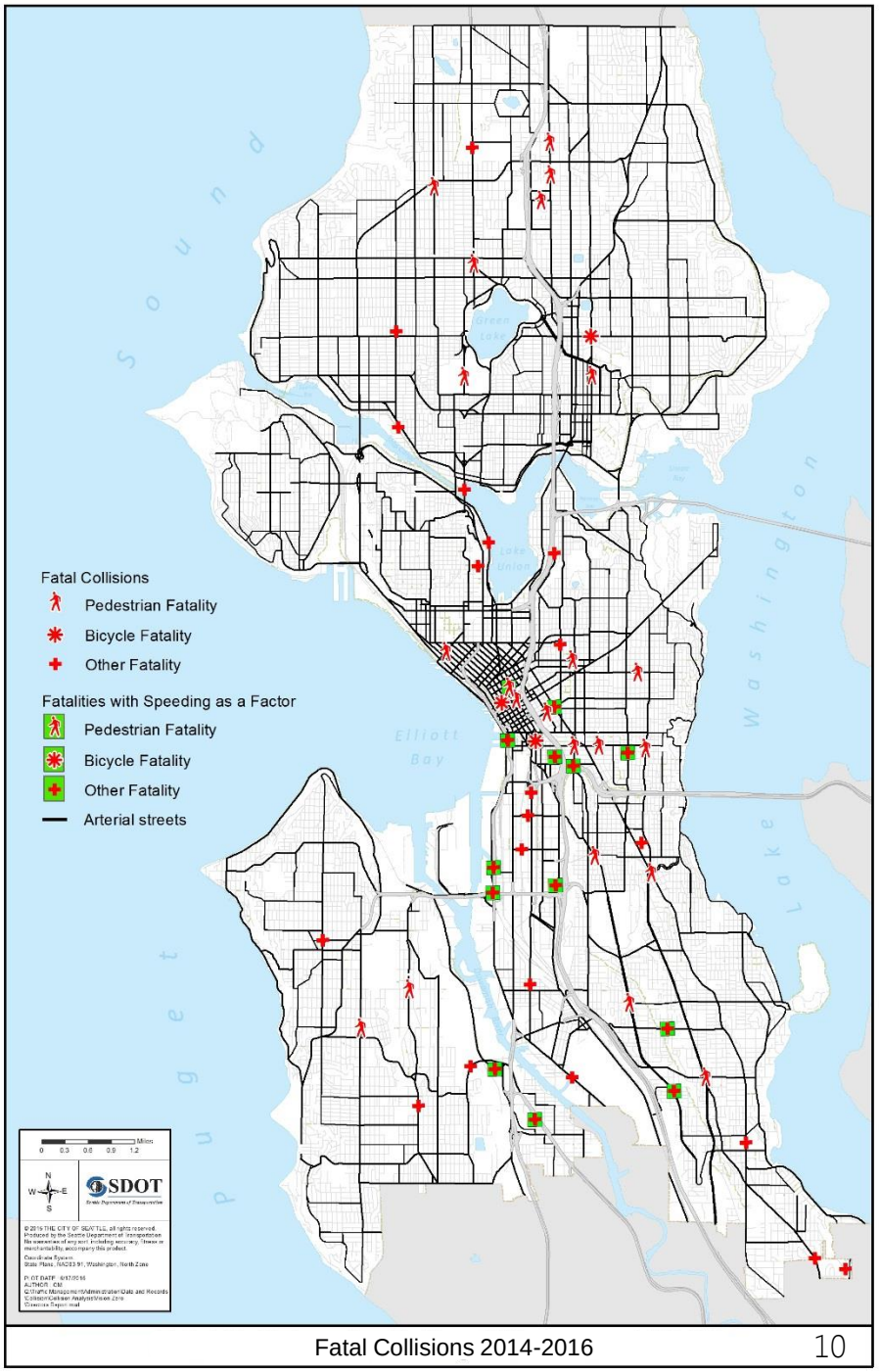


Arterial streets

- 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



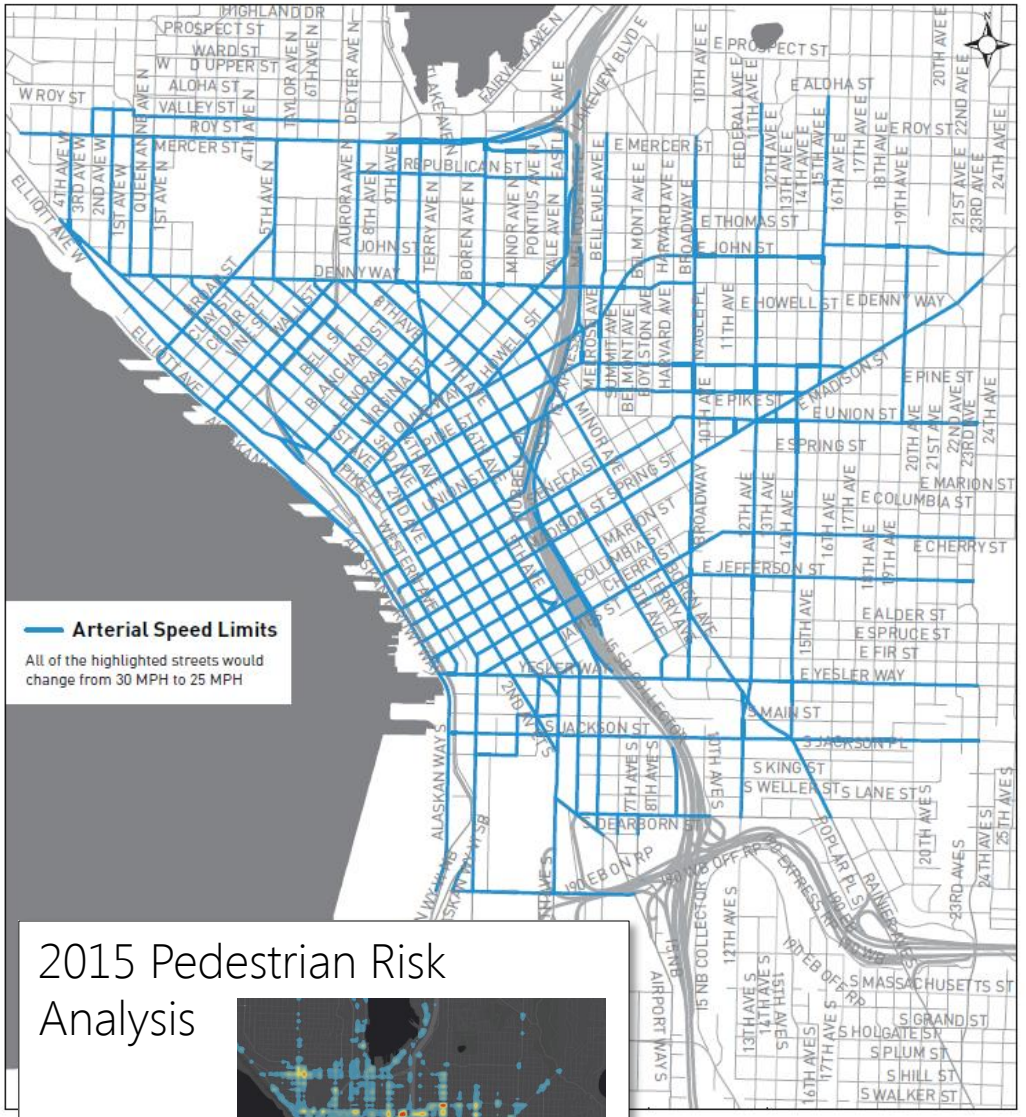


Fatal Collisions 2014-2016

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

Street name	Collision rate (per million entering vehicles)
1st 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 d*efault* arterial speed limit

Roll out

Street design changes

- 500+ sign changes
- Engineering improvements

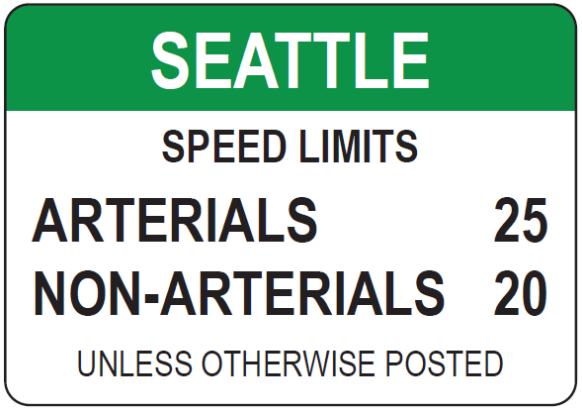
Communications

- 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

SDOT
Seattle Department of Transportation