Move Seattle - 2020 Q1 report Q&A
Move Seattle - 2020 Q1 report

• 2020 had great momentum from a successful 2019

• Q1 tends to be quiet for accomplishments due to weather and construction season, but lots of work is underway
  • Northgate Bridge groundbreaking
  • 4 blocks of new sidewalk near future Northgate Link light rail station
  • Paving progress on 35th Ave SW/SW Avalon Way
  • 35th Ave SW Phase II Vision Zero complete
  • 50 of 300 speed limit signs replaced to 25 MPH

• Invested $36.9M in levy portfolio projects during Q1

• Significant and growing uncertainty unfolded in Q1 with the COVID-19 public health crisis and closure of West Seattle Bridge adds additional complexity.

• We are evaluating the portfolio-wide impacts of COVID-19 and remain committed to transparency and accountability in our reporting and communications with the Levy Oversight Committee and public.
Move Seattle - 2020 Q1 report

• Largest investment during Q1 over life of levy, 28% over 2019

• Leading spend programs:
  • #9 Arterial Roadway Maintenance (35th/Avalon)
  • #28 Lander Overpass
  • #25 New Sidewalks

• 63% of Q1 spend plan, due to weather delays, lagging invoice, and COVID-19 impacts across the portfolio that will be further analyzed and communicated in the coming months.
Vision Zero
Safer Streets for Seattle
Historic Data Trends (1936 - 2019)
Current Data Trends

- 2019 data
  - 26 total fatalities
    - Highest in over a decade
    - Pedestrians continue to be overrepresented
2020 Fatalities

- 7 total fatalities
  - 4 pedestrian fatalities
  - Exceeding 3-year average

![Total Fatalities (Cumulative) Graph]

- **Total 3 Year Avg**
- **Total 2020**
- **Ped 3-Yr**
- **Ped 2020**
COVID-19 Collisions (total)
Reactive & Proactive Approach to Collision Reduction

• Reactive & Targeted
  • High collision corridors
  • High collision locations (intersections)
  • Fatal collision locations
  • Red light cameras
  • SPD enforcement

• Proactive & Systemic
  • Speed limit reductions
  • Leading Pedestrian Intervals
  • Hardened centerlines (piloting)
  • Bike and Ped Safety Analysis (BPSA)
  • Communications strategies
    • Seattle’s Safest Driver

Combined Vision Zero Strategy
Seattle Speed Limit Changes

• Lowering speed limits on all arterial streets that are not currently 25 mph

• 355 miles of arterial sign changes to take place from Jan 2020 to April 2021
  • 75% of total arterial network
Speed Limits: Case Studies

- Installed in 2018
- Lowered speed limits from 30 mph to 25 mph and signed at a higher density
  - 1.5-mile sign spacing to ¼ mile spacing
- No additional engineering improvements, enforcement, or marketing/communications
Speed Limits: Case Studies

Results (Case Study Locations)

• Average speeds dropped 3-15%
• Collisions dropped by 18-39%
• Injury collisions dropped by 11-31%
• High end speeding (40+ mph) dropped by 45-65%

<table>
<thead>
<tr>
<th>Compiled</th>
<th>All Crashes</th>
<th>Injury Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before</td>
<td>517</td>
<td>193</td>
</tr>
<tr>
<td>After</td>
<td>403</td>
<td>158</td>
</tr>
<tr>
<td>% Change</td>
<td>-22%</td>
<td>-18%</td>
</tr>
</tbody>
</table>
Seattle Speed Limit Changes

2019 Speed Limits
- 35mph, 39, 9%
- 40mph, 11, 2%
- 45mph, 5, 1%
- 20mph, 1, 0%
- 25mph, 112, 24%

2020/2021 Planned Speed Limits
- 35mph, 6, 1%
- 40mph, 3, 1%
- 30mph, 41, 9%
- 45mph, 0, 0%
- 20mph, 2, 0%
- 25mph, 415, 89%
Seattle Speed Limit Changes

Speed Limit Planned Install Schedule 2020-2021 (355 Miles)

Crews transition to summer striping priorities (red bus lanes, bike lanes, etc.)
### 2015-2019 Pedestrian Collisions

#### All Ped SI/F

- **Arterials**:
  - **521**
  - **521 111**: 22% 36%
- **Residential**:
  - **147**
  - **147 18**: 6% 6%
  - **535 40**: 22% 13%
  - **318 61**: 13% 20%
- **Signal**:
  - **1115**
  - **318 61**: 13% 20%
  - **262 11**: 11% 4%
- **Non-Signal**:
  - **199 17**: 8% 5%
  - **316 50**: 13% 16%

#### Active Strategies

- **Speed Limits**
- **New Sidewalks**
- **School Zone Cameras**
- **Feedback Signs**
- **Road Diets**
- **Distracted Driving Cameras**
- **Left Turn Arrows**
- **Turn Wedge**
- **Hardened Centerline**

#### Developing Strategies

- **Distracted Driving Cameras**
- **RRFB’s**
- **School Zone Cameras**
- **Stop for Ped Signs**
- **Road Diets**
- **Ped Islands**
- **New Crosswalks**
- **Turn Wedge**
- **Hardened Centerline**

#### Data Trends (2015 - Oct 2019)

- **2015 - 2019 Pedestrian Collisions**
  - **2382 All Ped Crashes**
  - **521 Arterials**
  - **147 Residential**
  - **1115 Signal**
  - **199 Non-Signal**
  - **84 Right Turn**

#### Legend

- **All Pedestrian Collisions**
- **Serious/Fatal Pedestrian Collisions**
  (Subset of all collisions)
Leading Pedestrian Intervals (LPIs)

- LPIs give pedestrians ‘walk’ signal before vehicular traffic get green lights
- LPIs reduce ped collisions up to 60%
- 2020 goal is 250 total LPIs

Seattle Traffic Signals with Leading Pedestrian Intervals

- Previously Installed
- 2020 Goal

Case Studies
Leading Pedestrian Intervals: Case Studies

- 24 locations reviewed
- 17 locations: ped collisions reduced (71%)
- 5 locations: no ped collisions before or after installation (21%)
- 2 locations: increase in ped collisions (8%)

<table>
<thead>
<tr>
<th>Location</th>
<th>Install Date</th>
<th>Notes</th>
<th>Ped Collisions Since Installation</th>
</tr>
</thead>
<tbody>
<tr>
<td>10TH AVE E AND E BOSTON ST</td>
<td>9/4/2018</td>
<td>No Ped Collisions Since Installation</td>
<td>0</td>
</tr>
<tr>
<td>2ND AVE AND BELL ST</td>
<td>10/31/2018</td>
<td>No Ped Collisions Since Installation</td>
<td>0</td>
</tr>
<tr>
<td>2ND AVE AND BROAD ST</td>
<td>10/30/2018</td>
<td>No Ped Collisions Since Installation</td>
<td>0</td>
</tr>
<tr>
<td>2ND AVE AND CEDAR ST</td>
<td>10/30/2018</td>
<td>No Ped Collisions Since Installation</td>
<td>0</td>
</tr>
<tr>
<td>2ND AVE AND VINE ST</td>
<td>10/31/2018</td>
<td>No Ped Collisions Since Installation</td>
<td>0</td>
</tr>
<tr>
<td>2ND AVE AND WALL ST</td>
<td>10/31/2018</td>
<td>No Ped Collisions Since Installation</td>
<td>0</td>
</tr>
<tr>
<td>3RD AVE AND MARION ST</td>
<td>9/19/2018</td>
<td>No Ped Collisions Since Installation</td>
<td>0</td>
</tr>
<tr>
<td>3RD AVE AND SENECA ST</td>
<td>9/19/2018</td>
<td>No Ped Collisions Since Installation</td>
<td>0</td>
</tr>
<tr>
<td>2ND AVE AND LENORA ST</td>
<td>10/31/2018</td>
<td>No Ped Collisions Since Installation</td>
<td>0</td>
</tr>
<tr>
<td>6TH AVE AND BLANCHARD ST</td>
<td>1/8/2018</td>
<td>No Ped Collisions Since Installation</td>
<td>0</td>
</tr>
<tr>
<td>2ND AVE AND PINE ST</td>
<td>6/24/2018</td>
<td>43% decrease in pedestrian collisions</td>
<td>1</td>
</tr>
<tr>
<td>3RD AVE AND PINE ST</td>
<td>9/19/2018</td>
<td>28% decrease in pedestrian collisions</td>
<td>1</td>
</tr>
<tr>
<td>ROOSEVELT WAY NE AND NE 65TH ST</td>
<td>4/30/2018</td>
<td>50% decrease in pedestrian collisions</td>
<td>1</td>
</tr>
<tr>
<td>3RD AVE AND SPRING ST</td>
<td>9/19/2018</td>
<td>3% decrease in pedestrian collisions</td>
<td>1</td>
</tr>
<tr>
<td>RAINIER AVE S AND S HENDERSON ST</td>
<td>8/20/2018</td>
<td>73% decrease in pedestrian collisions</td>
<td>1</td>
</tr>
<tr>
<td>12TH AVE NE AND NE 65TH ST</td>
<td>4/30/2018</td>
<td>50% decrease in pedestrian collisions</td>
<td>1</td>
</tr>
<tr>
<td>BROADWAY E AND E OLIVE WAY</td>
<td>6/15/2017</td>
<td>28% decrease in pedestrian collisions</td>
<td>3</td>
</tr>
<tr>
<td>15TH AVE S AND S DAKOTA ST</td>
<td>11/6/2018</td>
<td>No Before or After Ped Collisions</td>
<td>0</td>
</tr>
<tr>
<td>2ND AVE AND CLAY ST</td>
<td>10/30/2018</td>
<td>No Before or After Ped Collisions</td>
<td>0</td>
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<tr>
<td>2ND AVE AND UNION ST</td>
<td>6/24/2018</td>
<td>No Before or After Ped Collisions</td>
<td>0</td>
</tr>
<tr>
<td>2ND AVE AND MADISON ST</td>
<td>6/24/2018</td>
<td>No Before or After Ped Collisions</td>
<td>0</td>
</tr>
<tr>
<td>2ND AVE AND BATTERY ST</td>
<td>10/31/2018</td>
<td>No Before or After Ped Collisions</td>
<td>0</td>
</tr>
<tr>
<td>2ND AVE AND BLANCHARD ST</td>
<td>10/31/2018</td>
<td>2 After Ped Collisions (No Before)</td>
<td>2</td>
</tr>
<tr>
<td>RAINIER AVE S AND S CHARLES S ST</td>
<td>10/2/2018</td>
<td>51% increase in pedestrian collisions (2 after)</td>
<td>2</td>
</tr>
</tbody>
</table>
Leading Pedestrian Intervals (LPIs)

<table>
<thead>
<tr>
<th>LPIs</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>222</td>
</tr>
<tr>
<td>Citywide Coverage</td>
<td>23%</td>
</tr>
<tr>
<td>Installed in 2020</td>
<td>74</td>
</tr>
<tr>
<td>Needed to hit 250</td>
<td>28</td>
</tr>
</tbody>
</table>
Seattle’s Safest Driver 2.0

- Scoring based on speeding, distraction, acceleration, braking, and harsh turning
- User behaviors improved in every category over the 4-week period
- Biggest drops were in speeding and harsh turning

Phone use while driving
Red Light and Speed Cameras

Expand camera enforcement

• Red-light cameras reduce angle and pedestrian collisions
• Double the number of red-light cameras at high priority intersections from 31 to 62
• Install an additional five school zone speed cameras

Seattle’s data-driven Red Light Camera Program has successfully reduced collisions at intersections. SDOT and SPD are currently monitoring several intersection for new cameras.
2015-2019 Pedestrian Collisions

<table>
<thead>
<tr>
<th>Location</th>
<th>All Ped</th>
<th>SI/F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>521</td>
<td>521</td>
</tr>
<tr>
<td>521 Straight</td>
<td>111</td>
<td>22%</td>
</tr>
<tr>
<td>521 SI/F</td>
<td>36%</td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>147</td>
<td>147</td>
</tr>
<tr>
<td>147 Straight</td>
<td>18</td>
<td>6%</td>
</tr>
<tr>
<td>147 SI/F</td>
<td>6%</td>
<td></td>
</tr>
<tr>
<td>Midblock</td>
<td>668</td>
<td>668</td>
</tr>
<tr>
<td>Signal</td>
<td>1115</td>
<td>1115</td>
</tr>
<tr>
<td>318 Straight</td>
<td>61</td>
<td>13%</td>
</tr>
<tr>
<td>318 SI/F</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>262 Right Turn</td>
<td>11</td>
<td>11%</td>
</tr>
<tr>
<td>262 SI/F</td>
<td>4%</td>
<td></td>
</tr>
<tr>
<td>Intersection</td>
<td>1714</td>
<td>1714</td>
</tr>
<tr>
<td>Non-Signal</td>
<td>599</td>
<td>599</td>
</tr>
<tr>
<td>316 Straight</td>
<td>50</td>
<td>13%</td>
</tr>
<tr>
<td>316 SI/F</td>
<td>16%</td>
<td></td>
</tr>
<tr>
<td>84 Right Turn</td>
<td>4</td>
<td>4%</td>
</tr>
<tr>
<td>84 SI/F</td>
<td>1%</td>
<td></td>
</tr>
</tbody>
</table>

Active Strategies:
- Speed Limits
- New Sidewalks
- School Zone Cameras
- Feedback Signs
- Road Diets
- Distracted Driving Cameras

Developing Strategies:
- New Sidewalks
- Left Turn Arrows
- Door Zone Arrows
- Turn Wedge
- Hardened Centerline

Piloting:
- Distracted Driving Cameras

Legend:
- 316 All Pedestrian Collisions
- 50 Serious/Fatal Pedestrian Collisions (Subset of all collisions)
New Initiatives

Non-Signalized Intersection Treatments

• Road diet citywide evaluation
  • Reduce crossing exposure
  • Can reduce total collisions by 30%
• Pedestrian refuge island prioritization
  • Reduce pedestrian collisions by 45%
• Pedestrian crossing gap analysis
  • Review longest gaps in the arterial network between marked and upgraded pedestrian crossings
New Initiatives

Hardened Centerlines

• Reduce left turning speeds
• Place in front of and behind crosswalk
• Planning to pilot in 2020
New Initiatives

Distracted Driving Cameras

• About to begin public review process (surveillance ordinance)
• 30% of fatalities may be due to distracted driving (WTSC)
• 23% of serious injury collisions in Washington due to distraction
• Pilot is dependent on public and council review
2020 Levy Deliverables

• 35th Ave SW Phase 2 (Complete)
  • Pedestrian crossing improvements
• Ballard Multimodal Corridor
  • Rechannelization
  • Burke Gilman trail
• Sand Point Way NE Safety Project
  • Pedestrian crossing treatments
• 12th Avenue S Vision Zero Project
  • Protected bike lanes
  • Crossing improvements
• 23rd Ave E Vision Zero Project Phase 3
  • High friction surface treatments
  • Intersection improvements
Questions?

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www.seattle.gov/visionzero
Revenue update – City Budget Office
Regional Economic Forecast for Seattle MD

Significant downside risk for 2020

**Rapid Recovery Scenario**
- 45% probability
- About 65,000 jobs lost
- 8% unemployment rate by year end
- Income per capita 5.5% lower by year end

**Slow Recovery Scenario**
- 35% probability
- About 170,000 jobs lost
- 18% unemployment rate by year end
- Income per capita 12.5% lower by year end
# General Fund Revenue - Slow Recovery

<table>
<thead>
<tr>
<th>Slow Growth Scenario ($1,000s)</th>
<th>2019 Actuals</th>
<th>2020 Adopted</th>
<th>2020 Revised</th>
<th>2020 Change</th>
<th>2021 April</th>
<th>2022 April</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Taxes</td>
<td>320,736</td>
<td>345,085</td>
<td>340,888</td>
<td>(4,197)</td>
<td>353,291</td>
<td>365,600</td>
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<tr>
<td>Sales Taxes</td>
<td>291,961</td>
<td>298,842</td>
<td>233,423</td>
<td>(65,420)</td>
<td>224,522</td>
<td>276,851</td>
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<tr>
<td>Business &amp; Occupation Taxes &amp; Licenses</td>
<td>320,503</td>
<td>315,537</td>
<td>257,531</td>
<td>(58,007)</td>
<td>246,406</td>
<td>303,489</td>
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<tr>
<td>Utility Taxes</td>
<td>212,610</td>
<td>220,557</td>
<td>207,286</td>
<td>(13,270)</td>
<td>216,037</td>
<td>226,703</td>
</tr>
<tr>
<td>Court Fines/Parking</td>
<td>67,621</td>
<td>65,705</td>
<td>31,459</td>
<td>(34,246)</td>
<td>52,128</td>
<td>64,217</td>
</tr>
<tr>
<td>All Else</td>
<td>192,079</td>
<td>156,775</td>
<td>145,567</td>
<td>(11,208)</td>
<td>147,227</td>
<td>150,876</td>
</tr>
<tr>
<td><strong>General Fund Total</strong></td>
<td><strong>1,405,509</strong></td>
<td><strong>1,402,501</strong></td>
<td><strong>1,216,154</strong></td>
<td><strong>(186,347)</strong></td>
<td><strong>1,239,610</strong></td>
<td><strong>1,387,736</strong></td>
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<tr>
<td><strong>Growth Rate Year/Year</strong></td>
<td></td>
<td></td>
<td>-13%</td>
<td>2%</td>
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<tr>
<td>Seattle Center</td>
<td>21,666</td>
<td>22,033</td>
<td>12,881</td>
<td>(9,152)</td>
<td>13,129</td>
<td>14,698</td>
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<tr>
<td>Parks &amp; Recreation</td>
<td>30,153</td>
<td>33,474</td>
<td>10,474</td>
<td>(23,000)</td>
<td>10,676</td>
<td>11,952</td>
</tr>
</tbody>
</table>

2020 Totals do not include Mercer Megablock proceeds
## Other Revenue - Slow Recovery

<table>
<thead>
<tr>
<th>Slow Growth Scenario ($1,000s)</th>
<th>2019 Actuals</th>
<th>2020 Adopted</th>
<th>2020 Revised</th>
<th>2020 Change</th>
<th>2021 April</th>
<th>2022 April</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Other General Government Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Admission Tax</td>
<td>11,384</td>
<td>11,691</td>
<td>3,462</td>
<td>(8,230)</td>
<td>9,073</td>
<td>9,527</td>
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<tr>
<td>Short-term Rental Tax</td>
<td>6,845</td>
<td>10,500</td>
<td>5,600</td>
<td>(4,900)</td>
<td>8,750</td>
<td>10,500</td>
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<tr>
<td>Sweetened Beverage Tax</td>
<td>24,119</td>
<td>24,329</td>
<td>16,876</td>
<td>(7,453)</td>
<td>21,515</td>
<td>23,970</td>
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<tr>
<td>Real Estate Excise Tax</td>
<td>100,933</td>
<td>82,958</td>
<td>48,313</td>
<td>(34,645)</td>
<td>61,645</td>
<td>75,351</td>
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<tr>
<td>STBD</td>
<td>64,832</td>
<td>63,726</td>
<td>54,960</td>
<td>(8,766)</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Commercial Parking Tax</td>
<td>49,232</td>
<td>45,596</td>
<td>30,321</td>
<td>(15,275)</td>
<td>43,088</td>
<td>45,596</td>
</tr>
<tr>
<td>School Zone Camera Fund</td>
<td>9,657</td>
<td>9,666</td>
<td>7,440</td>
<td>(2,226)</td>
<td>14,219</td>
<td>13,162</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>267,003</td>
<td>248,466</td>
<td>166,972</td>
<td>(81,494)</td>
<td>158,290</td>
<td>178,106</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>1,724,330</td>
<td>1,706,474</td>
<td>1,406,480</td>
<td>(299,994)</td>
<td>1,421,705</td>
<td>1,592,492</td>
</tr>
</tbody>
</table>
Questions?

Aaron.Blumenthal@seattle.gov