



Move Seattle - 2020 Q1 report Q&A

5/5/2020

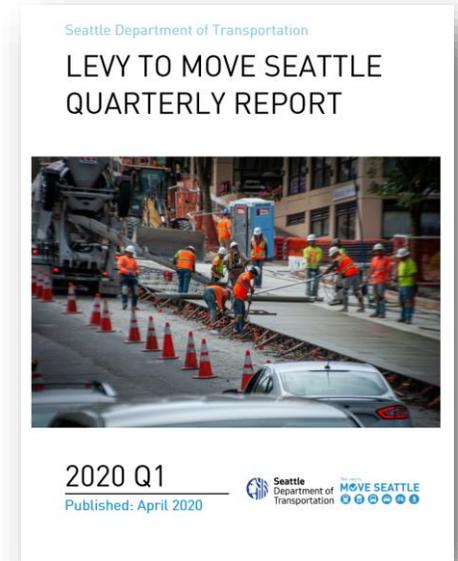
Seattle Department of Transportation



City of Seattle

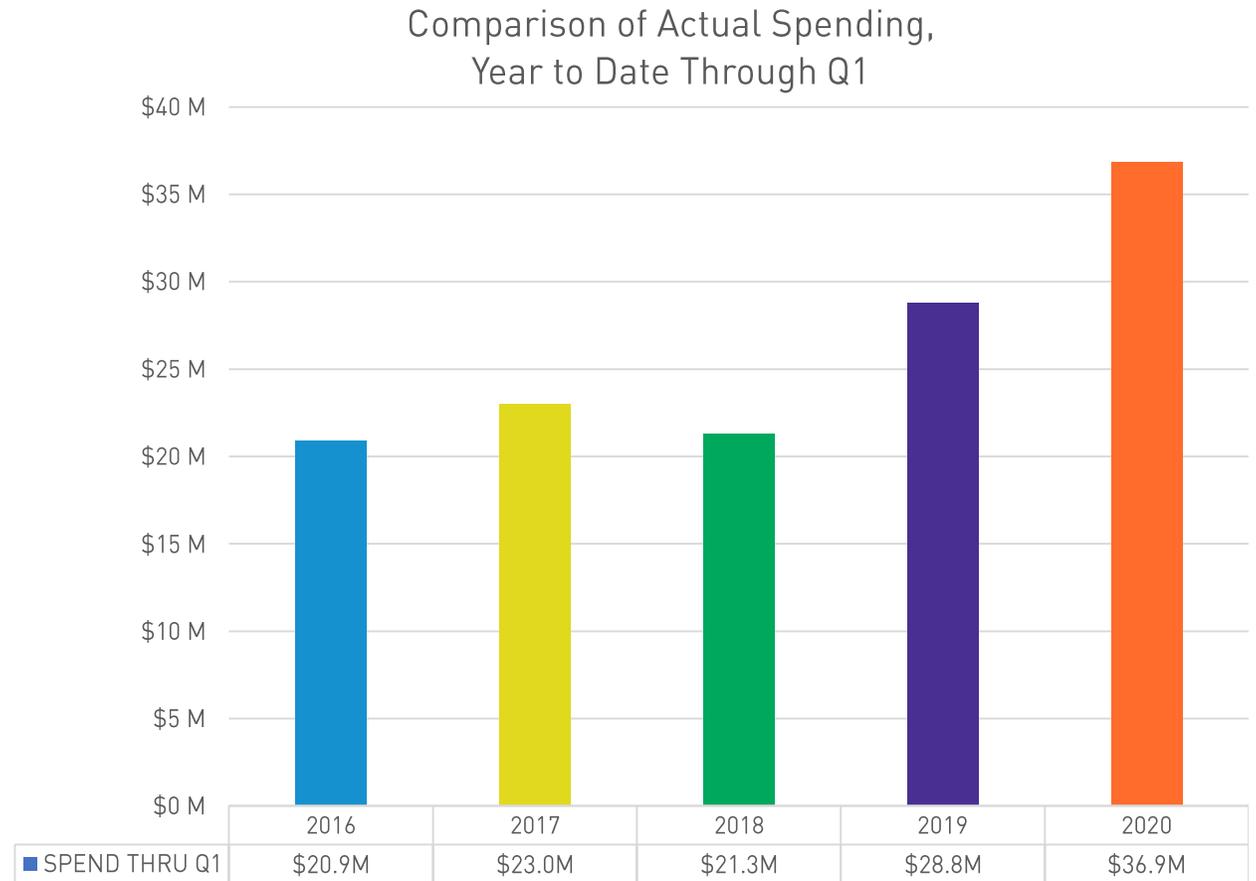
Move Seattle - 2020 Q1 report

- 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.

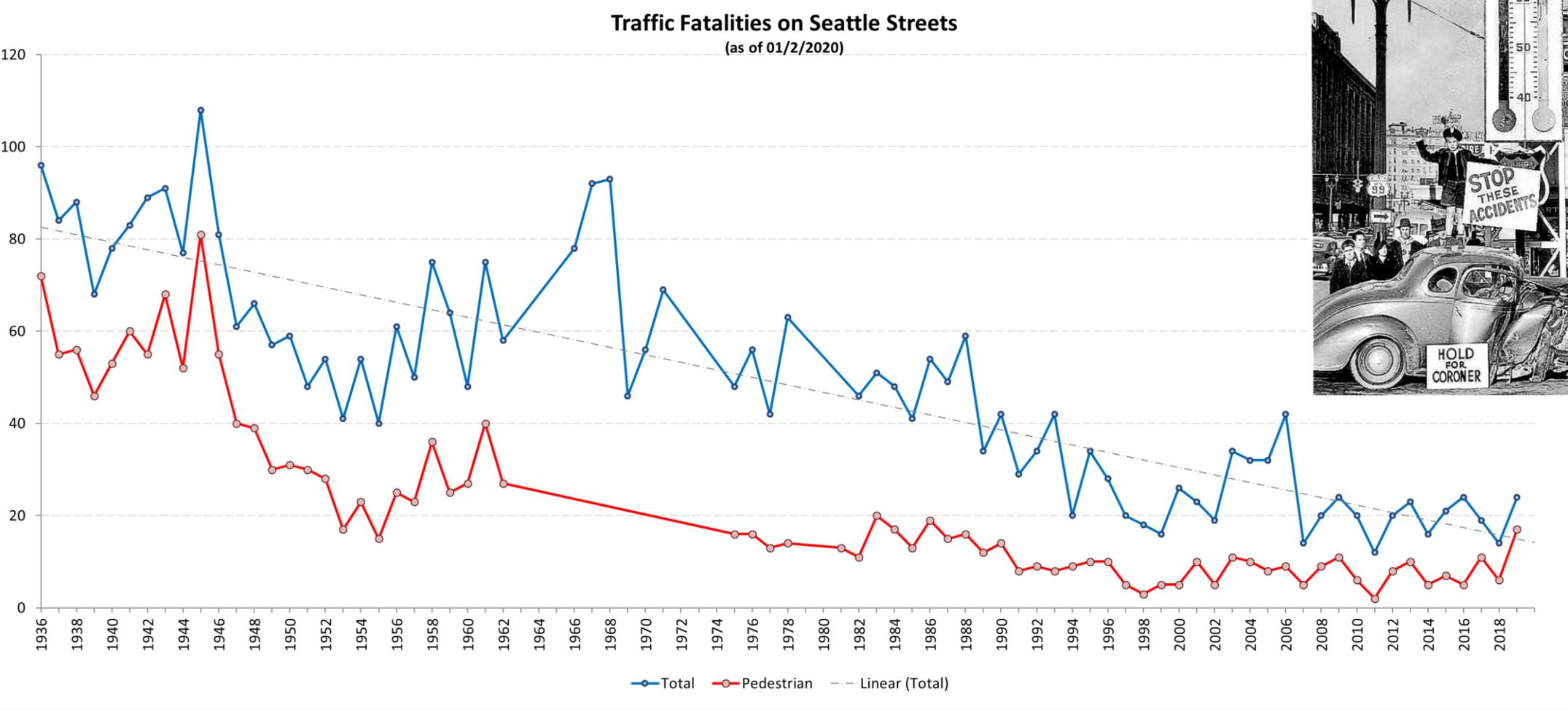




Vision Zero

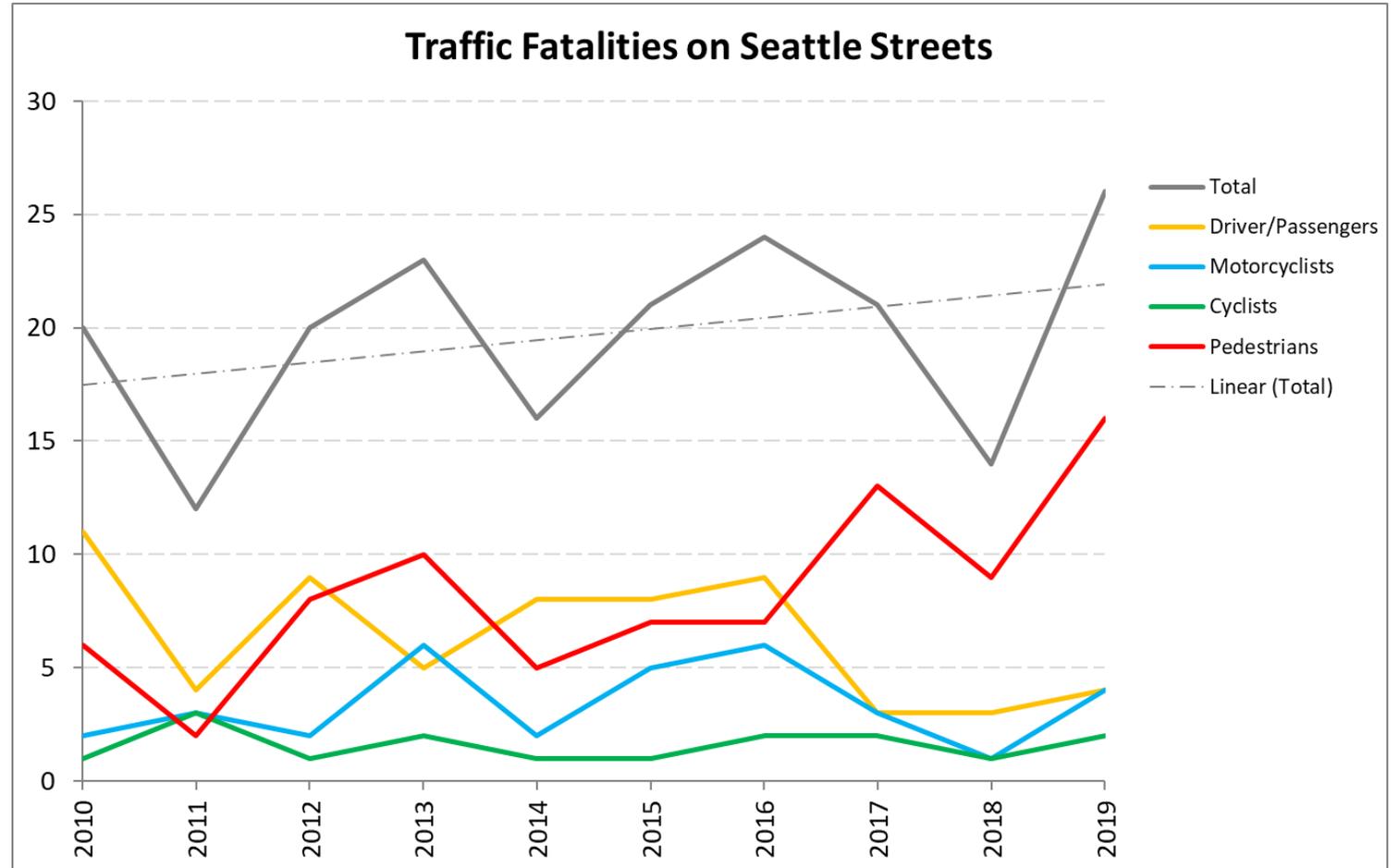
Safer Streets for Seattle

Historic Data Trends (1936 - 2019)



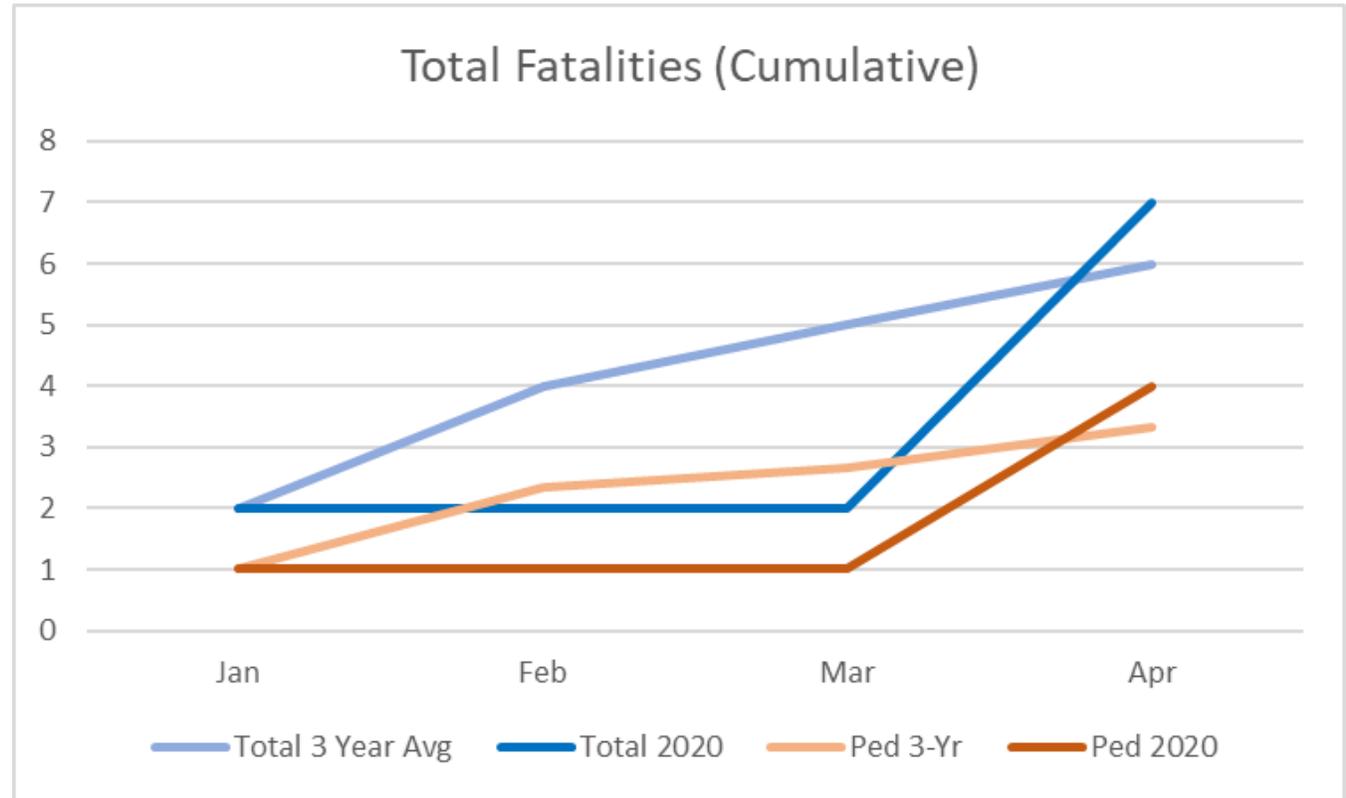
Current Data Trends

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

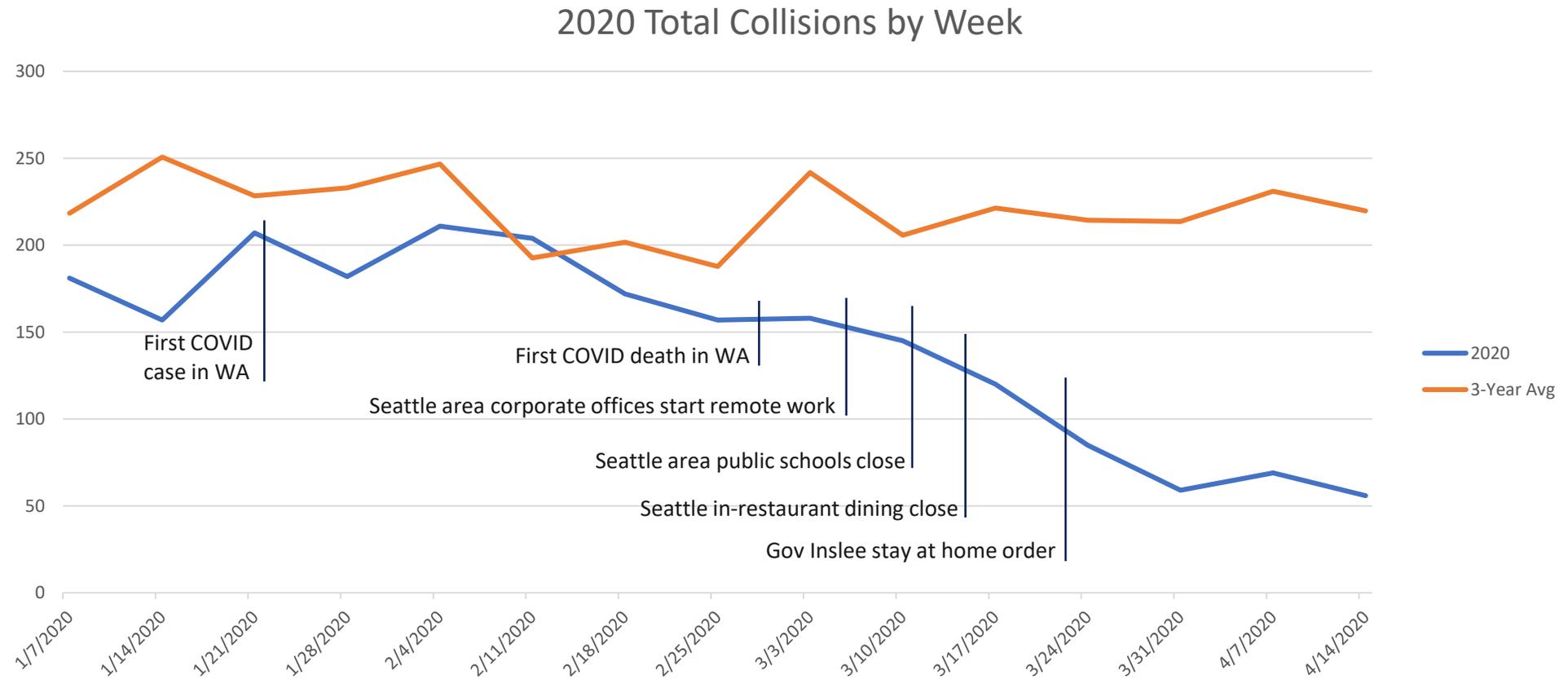


2020 Fatalities

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



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



2015-2019 Pedestrian Collisions

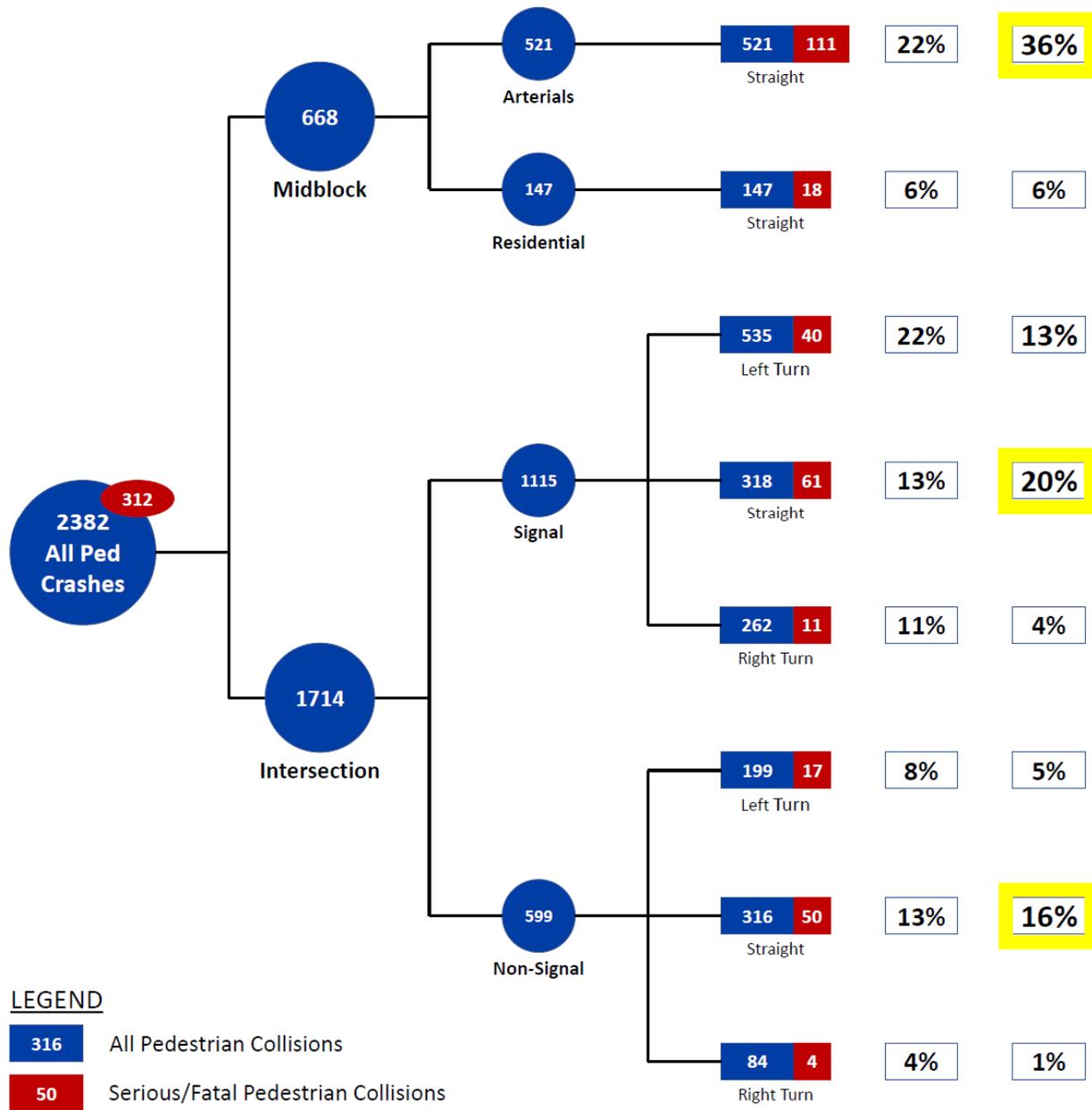
All Ped

SI/F

Active Strategies

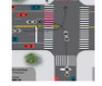
Developing Strategies

Piloting



LEGEND

- 316 All Pedestrian Collisions
- 50 Serious/Fatal Pedestrian Collisions (Subset of all collisions)

Active Strategies	Developing Strategies	Piloting
 Speed Limits  New Sidewalks  School Zone Cameras	 Feedback Signs  Road Diets	 Distracted Driving Cameras
 New Sidewalks		
 Leading Ped Intervals	 Left Turn Arrows	 Turn Wedge  Hardened Centerline
 Speed Limits  Backplates  Red Light Cameras		 Distracted Driving Cameras
 Leading Ped Intervals	 No Turn on Red	 Turn Wedge
 RRFB's	 New Crosswalks	 Turn Wedge  Hardened Centerline
 Speed Limits  RRFB's  School Zone Cameras	 Stop for Ped Signs  Road Diets  Ped Islands	 Distracted Driving Cameras
 RRFB's	 New Crosswalks	 Turn Wedge

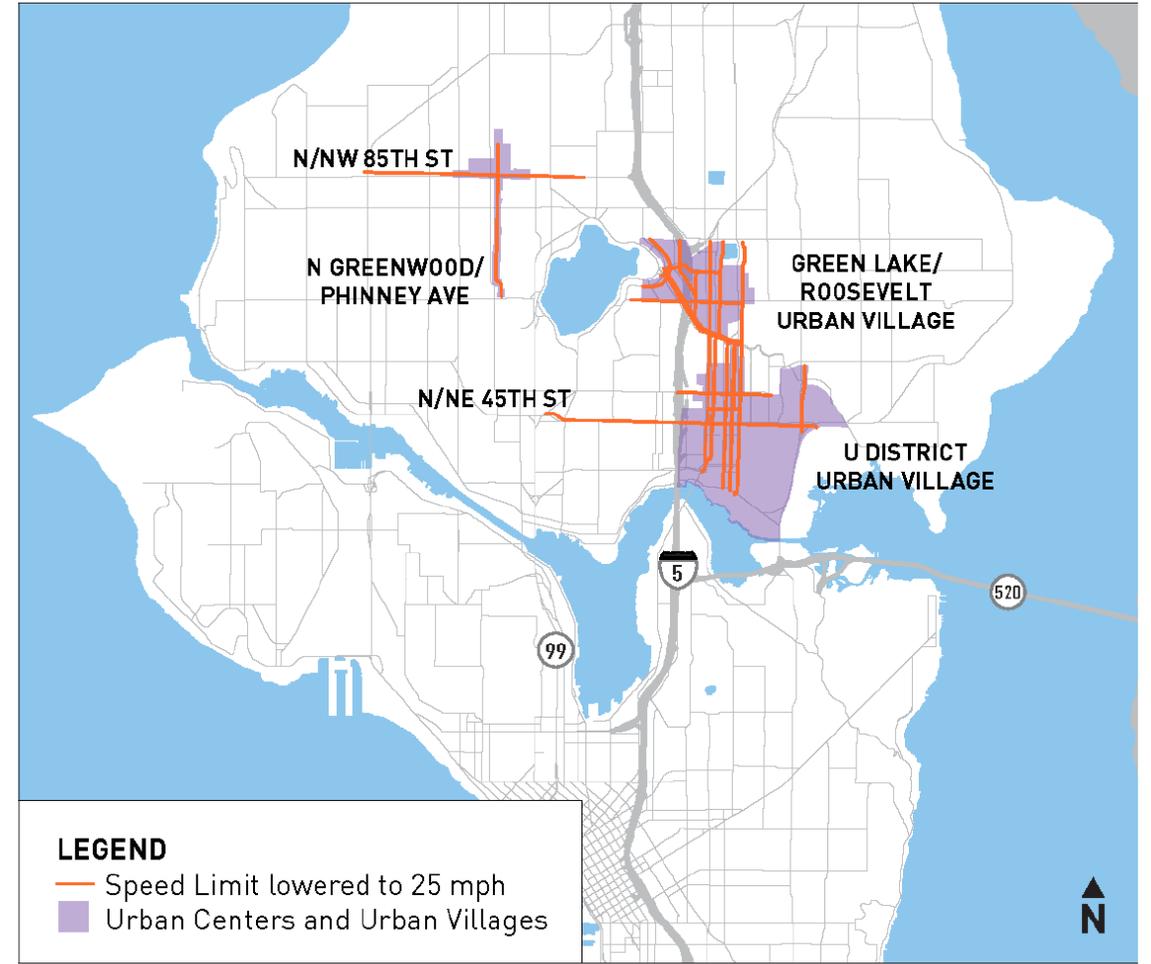
Seattle Speed Limit Changes

- 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

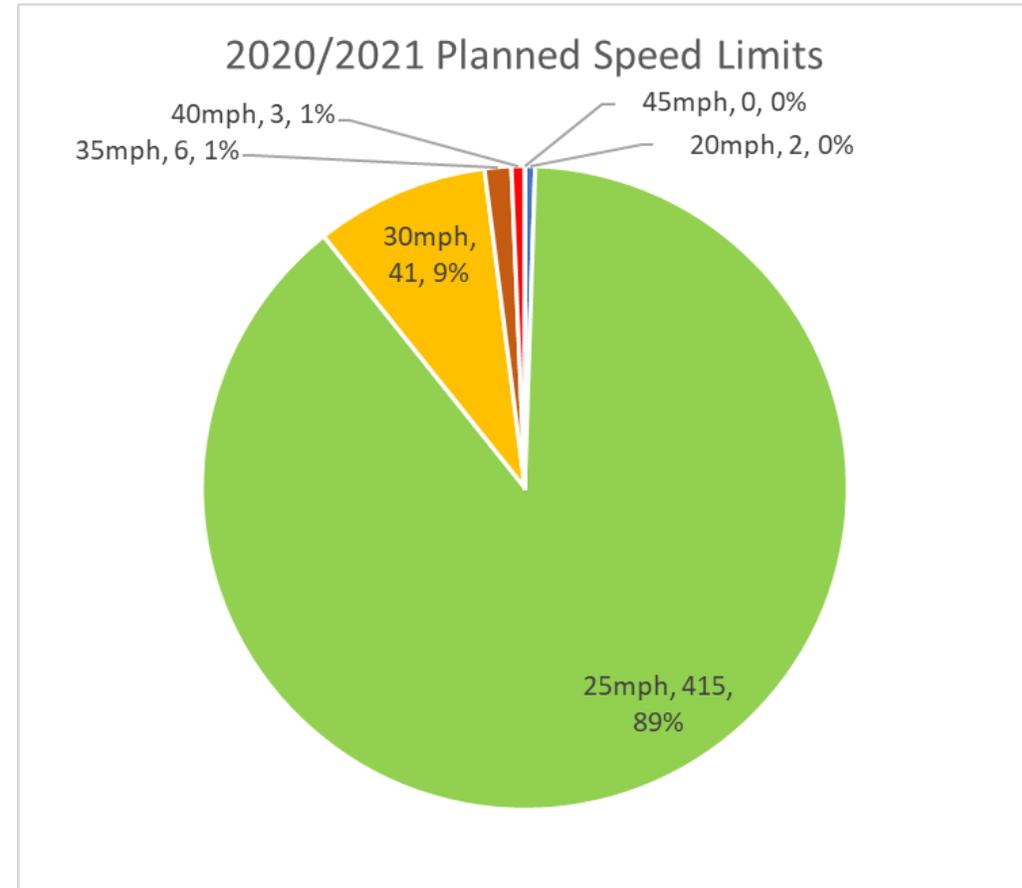
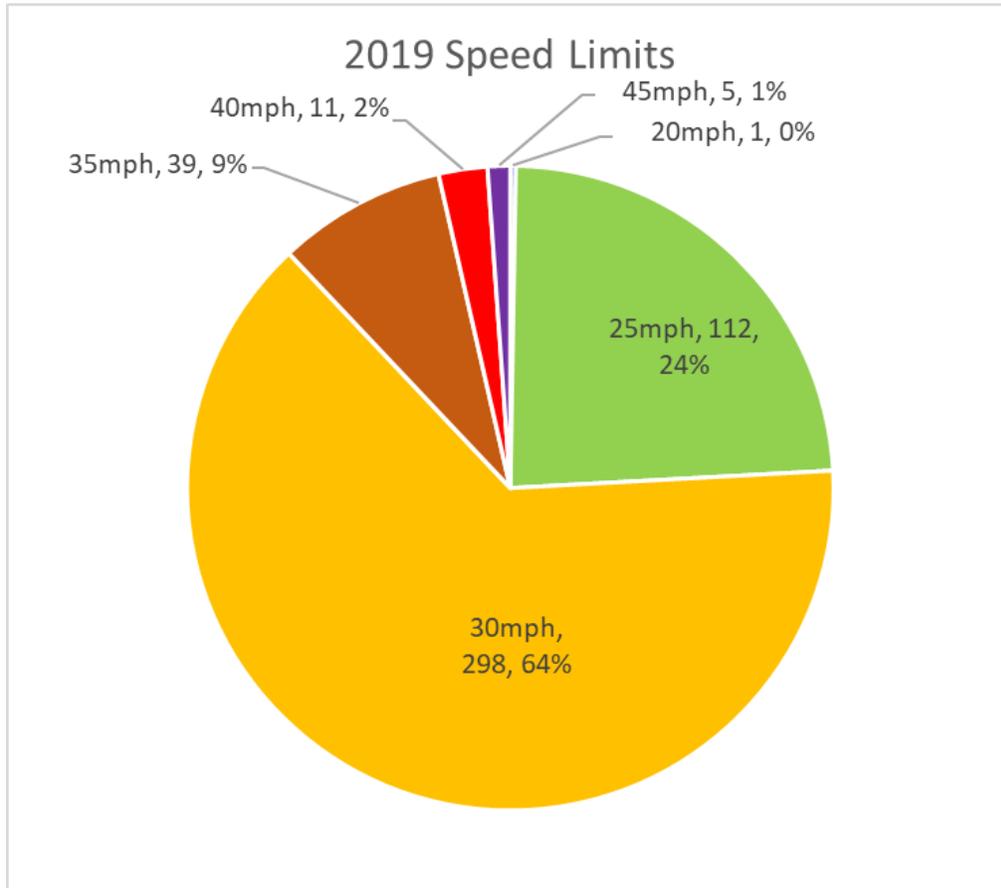
Results (Case Study Locations)

- 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%

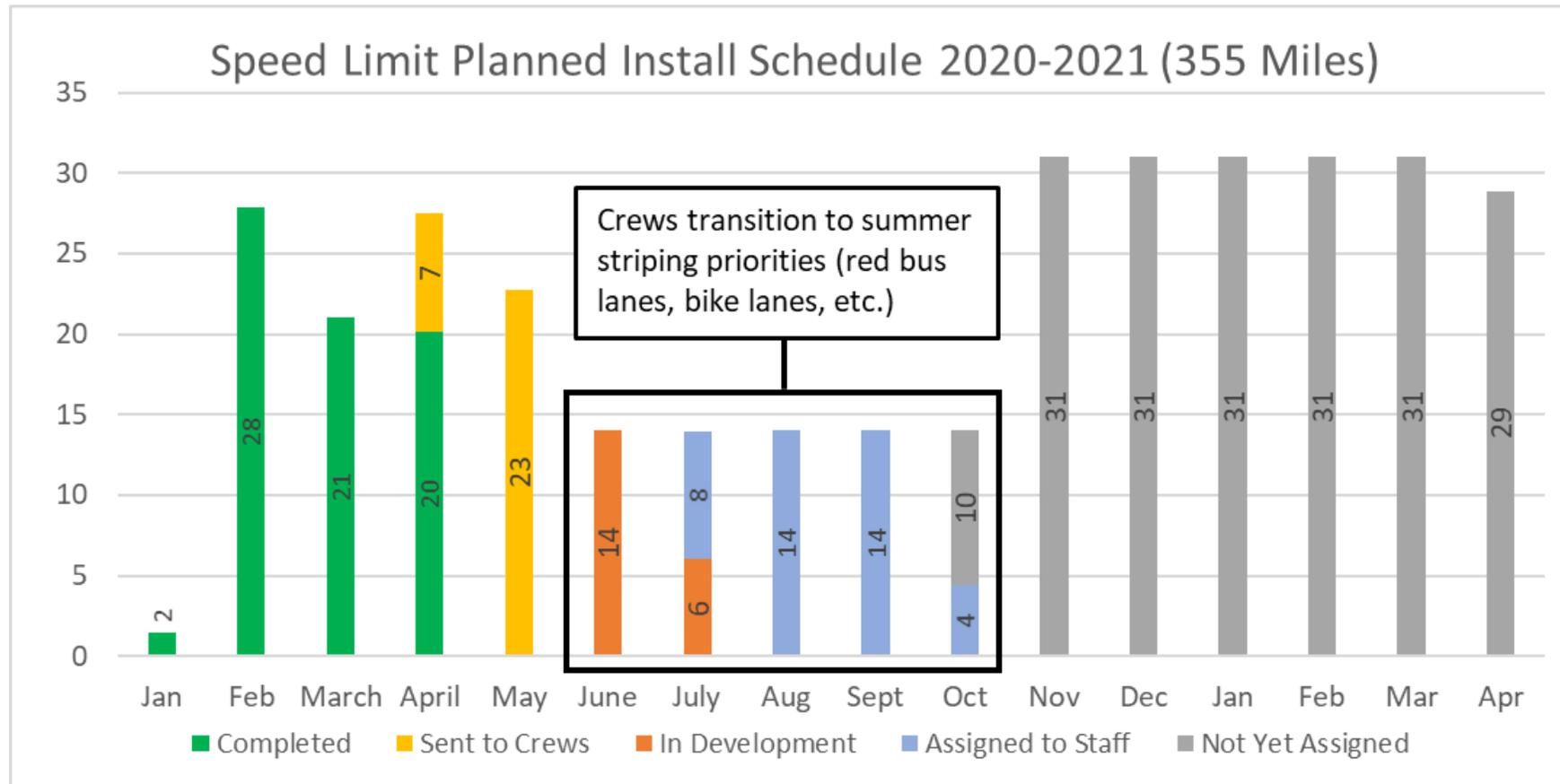
Compiled	All Crashes	Injury Crashes
Before	517	193
After	403	158
% Change	-22%	-18%



Seattle Speed Limit Changes



Seattle Speed Limit Changes



2015-2019 Pedestrian Collisions

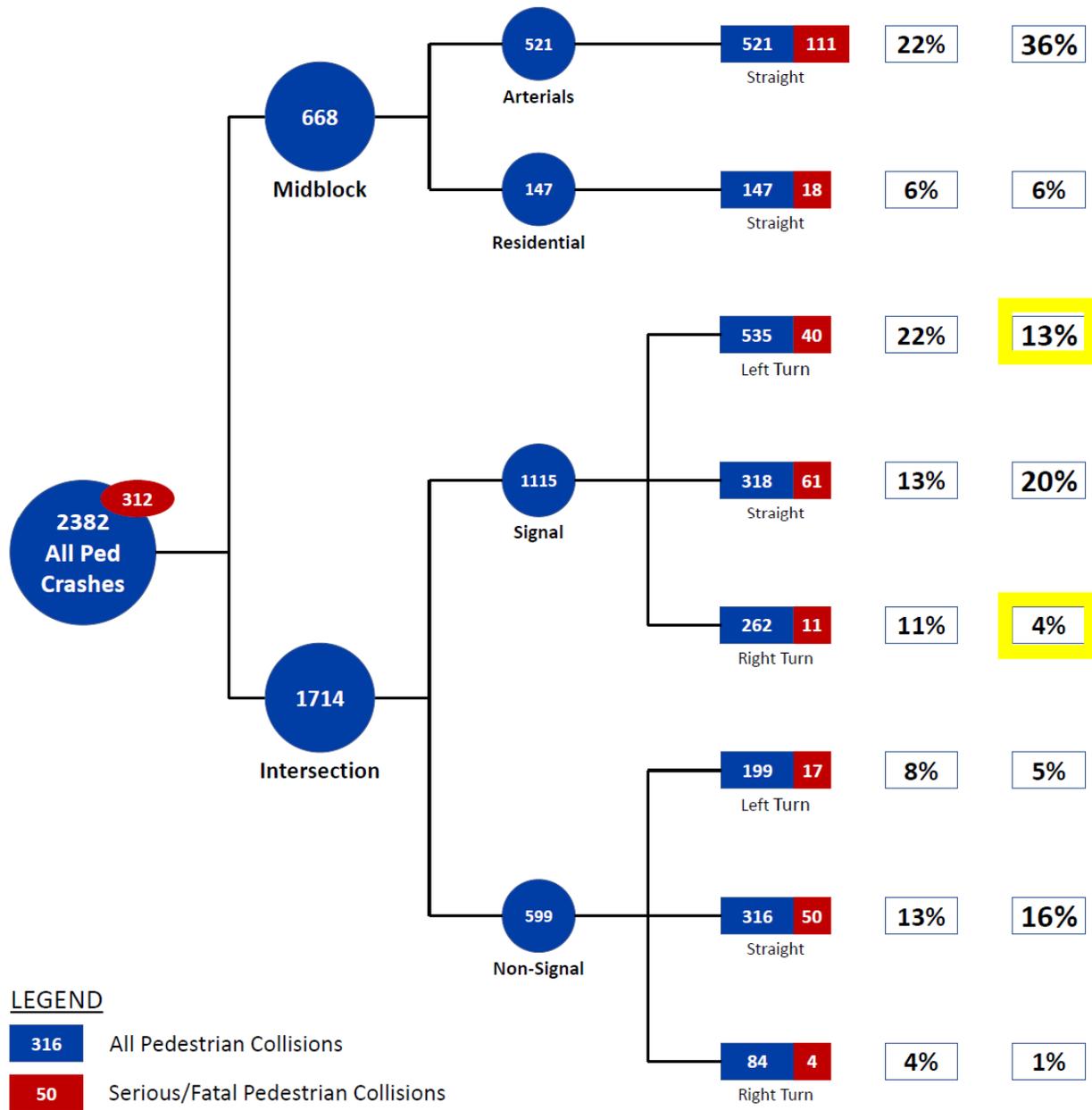
All Ped

SI/F

Active Strategies

Developing Strategies

Piloting



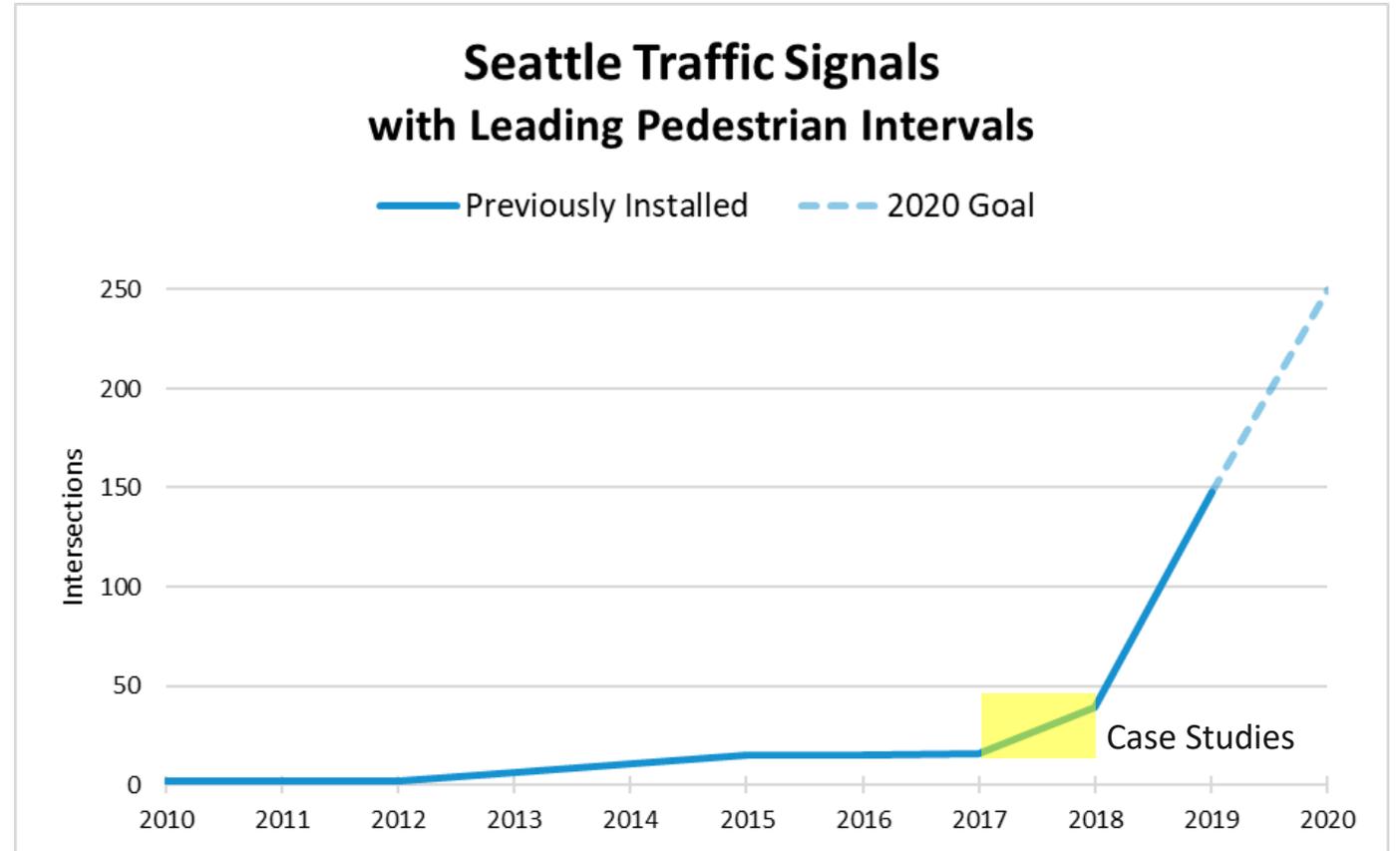
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Speed Limits RRFB's School Zone Cameras	Stop for Ped Signs Road Diets Ped Islands	Distracted Driving Cameras
RRFB's	New Crosswalks	Turn Wedge

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



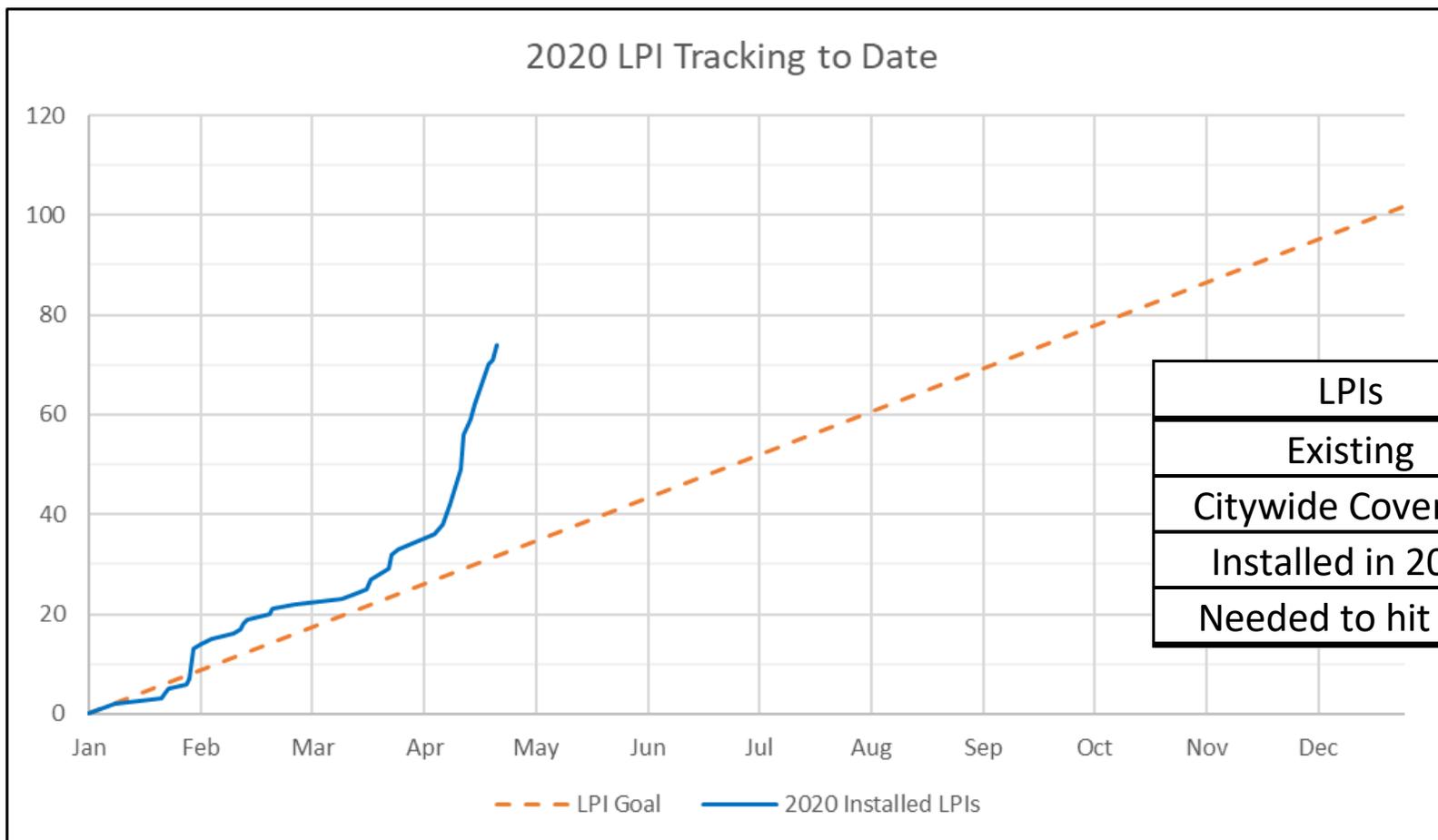
Leading Pedestrian Interventions: Case Studies

- 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%)

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



Leading Pedestrian Intervals (LPIs)

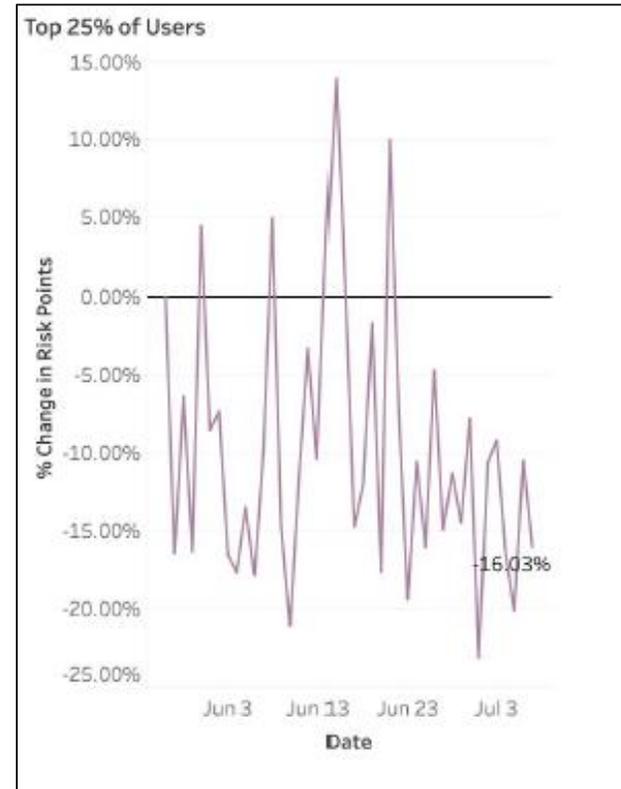


LPIs	Total
Existing	222
Citywide Coverage	23%
Installed in 2020	74
Needed to hit 250	28



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

Seattle's Safest Driver

479 Scored Miles | 34 Scored Trips

94 Two Week Score

Trends: Overall Score: 94 May 8, 2017

Latest Trip: May 8, 2017 at 7:35 PM. From Newton to Natick, 11.1 mi for 13 min.

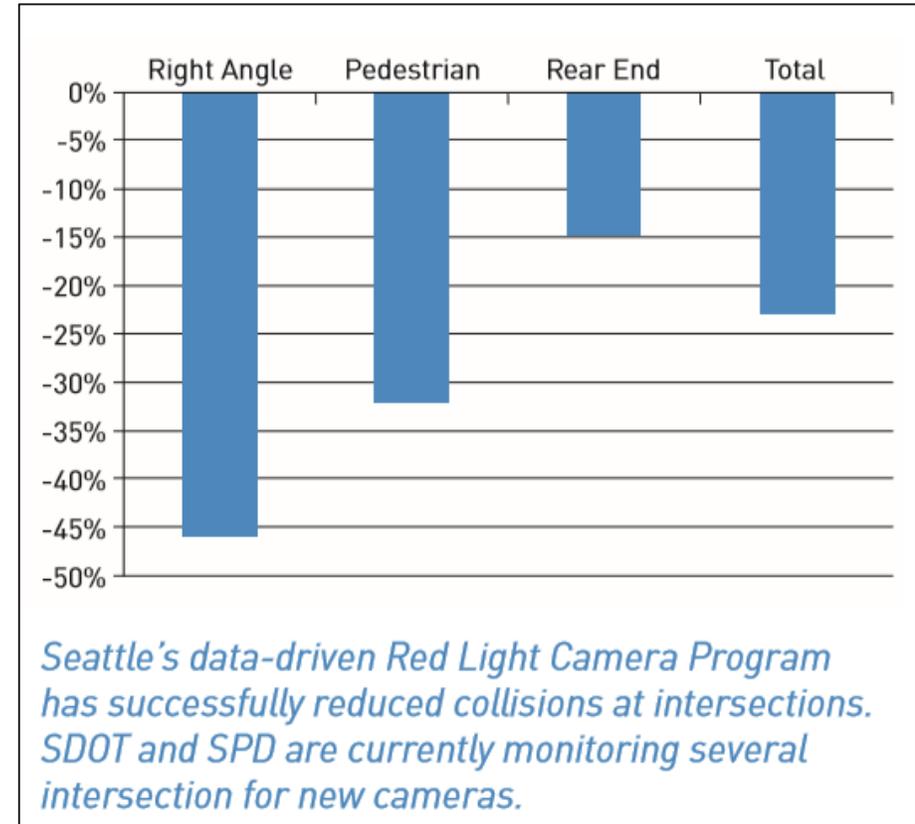
Leaderboards: Seattle (24, Top 10%), Greenwood (7, Top 20%), Friends (2, Top 10%).

Streaks: No Distraction (Best 24 trips, Current 11 trips), No Speeding (Best 19 trips, Current 8 trips), No Hard Braking (Best 54 trips, Current 36 trips).

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



2015-2019 Pedestrian Collisions

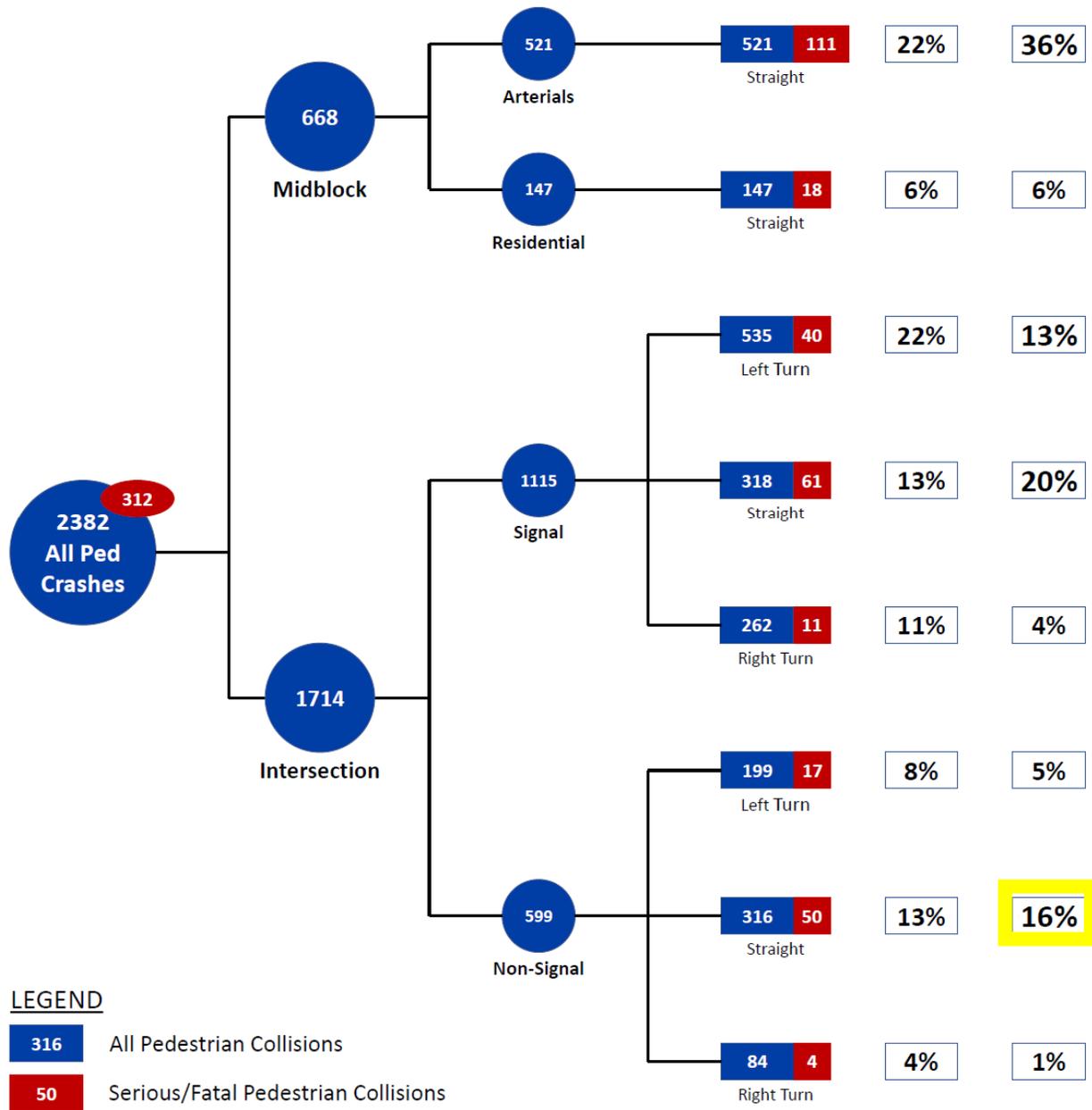
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New Initiatives

Non-Signalized Intersection Treatments

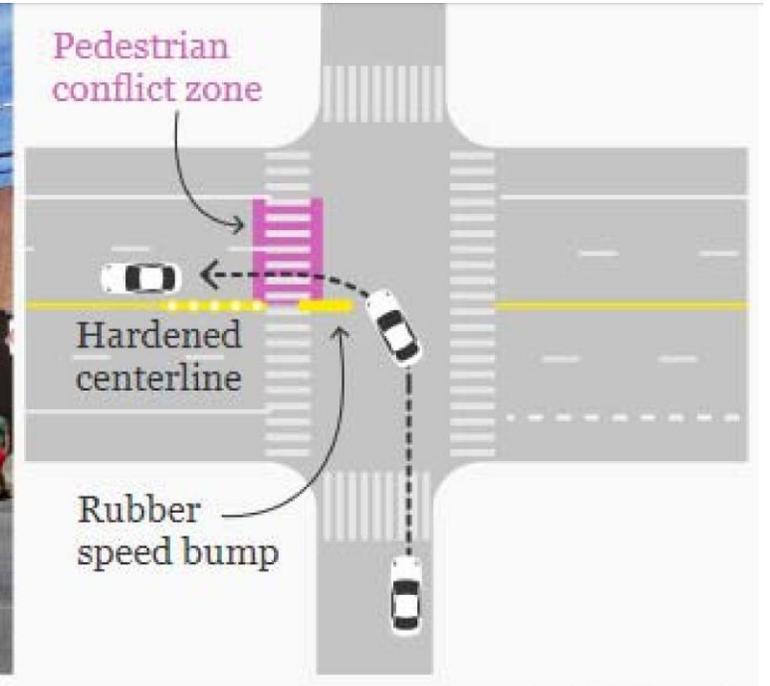
- Road diet citywide evaluation
 - Reduce crossing exposure
 - Can reduce total collisions by 30%
- Pedestrian refuge island prioritization
 - Reduce pedestrian collisions by 45%
- Pedestrian crossing gap analysis
 - Review longest gaps in the arterial network between marked and upgraded pedestrian crossings



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

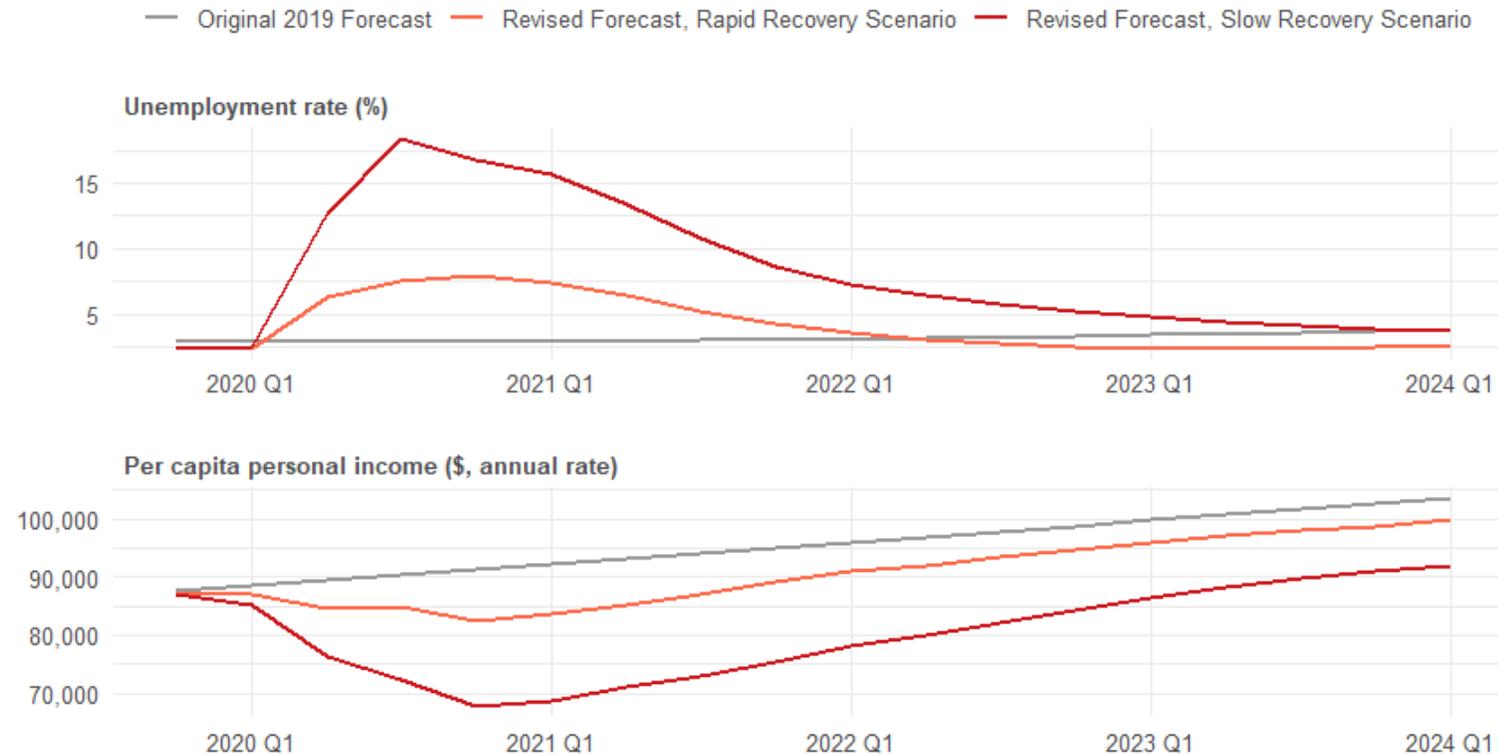
Significant downside risk for 2020

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

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

2020 Totals do not include Mercer Megablock proceeds



Other Revenue - Slow Recovery

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

Questions?

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