


2013 State of Downtown-DSA

LARGEST EMPLOYERS

LARGEST PUBLIC COMPANIES
HEADQUARTERED DOWNTOWN

COMPANY	2011 REVENUE (IN MILLIONS)
AMAZON.COM INC.	\$48,077
STARBUCKS CORP.	\$11,700
NORDSTROM, INC.	\$10,877
EXPEDITORS INTERNATIONAL OF WASHINGTON	\$6,150
EMERITUS CORP.	\$1,255



Comparison of Post-Recession Job Growth Rates
(through July 2013)



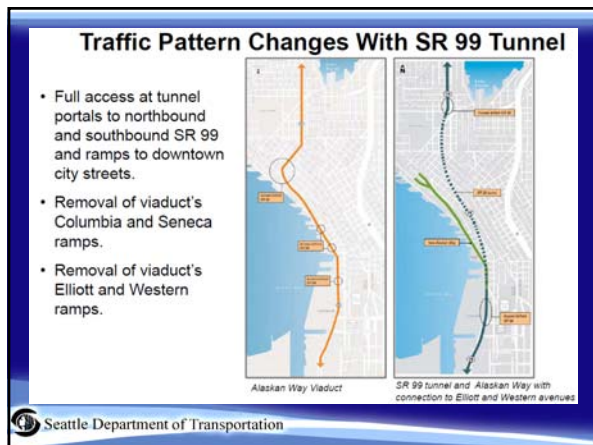
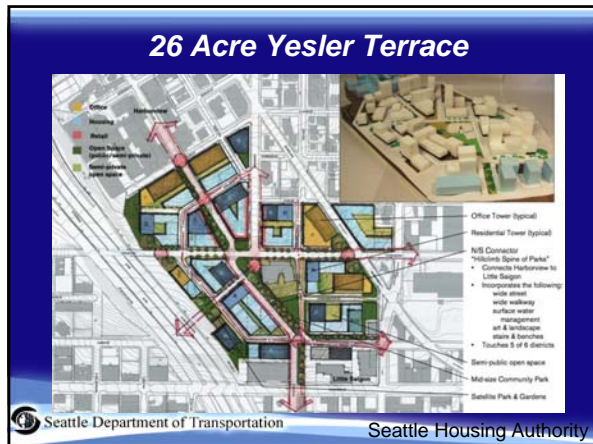
Location	Job Growth Rate (%)
Seattle	8.8%
King County	5.2%
Washington	3.2%

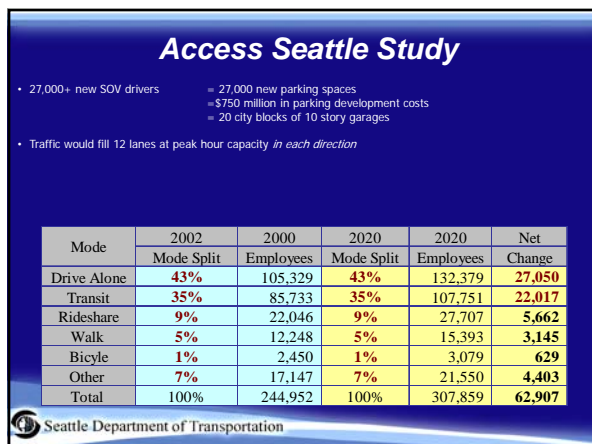
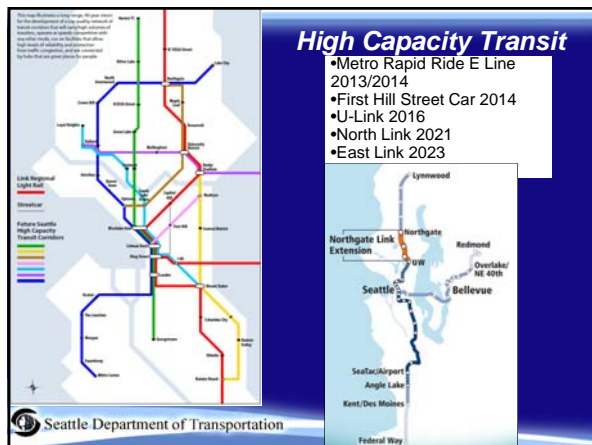
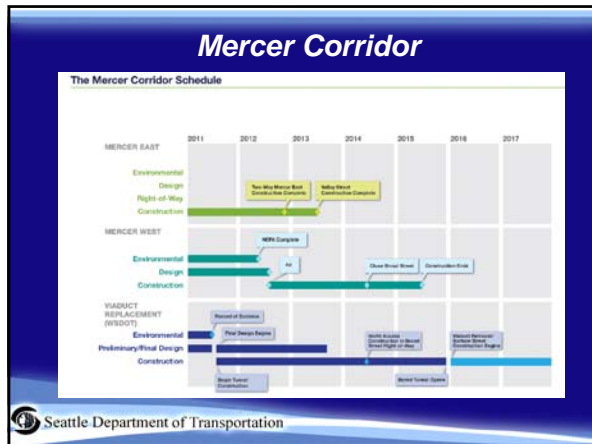
Source - Puget Sound Business Journal Book of Lists

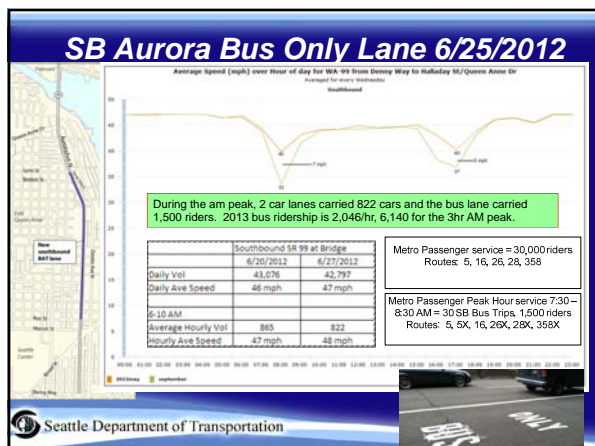
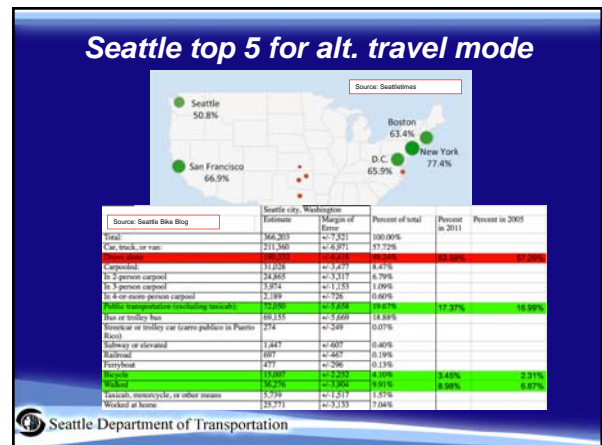
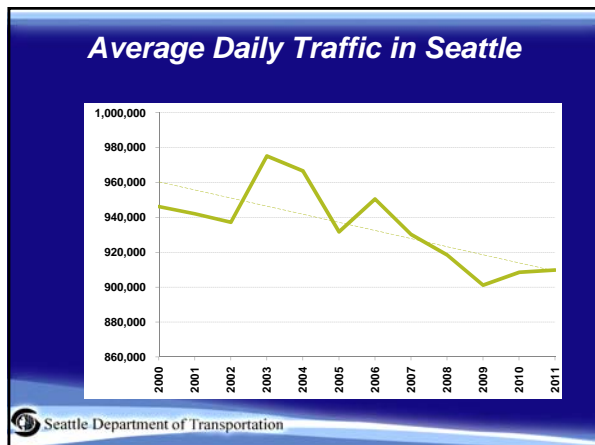
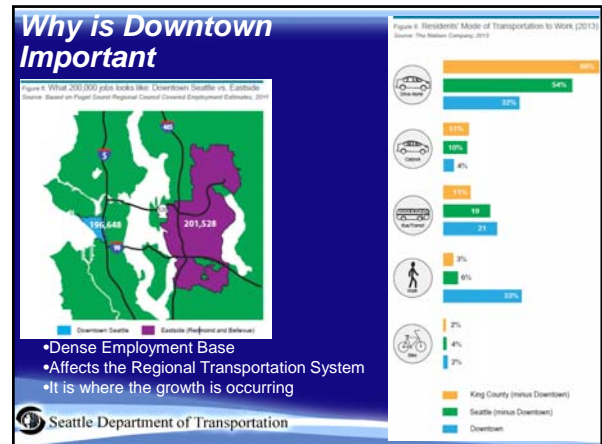
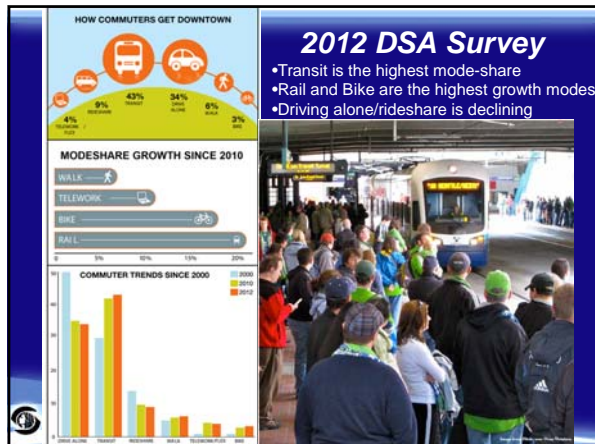


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DSA 2013







Traffic Operations




- Adaptive Traffic Signals
- Expand Traveler Information
- Downtown Signal Timing
- Expand Parking Guidance System
- Update TMC
- More Traffic Cameras




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Traffic Operations




TMC operations
Continuous traffic monitoring
Quick response to problems
ITS project improvements
Real-time traffic information
Monitor changes to speed and volume
Special Event Plans



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Balancing Safety/Efficiency



Safe Routes to School
Speed Enforcement Program
Pedestrian Fatalities decrease by 55% from 2009 to 2010

Category	2009 BASELINE	2010 GOAL
Collisions per 100 vehicle miles traveled	60	50
Number of collisions	11,000	+11,000
Number of fatalities	19	+10
Pedestrian collisions per 100,000 residents	87	+75


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Vehicle Speed

Hit by a vehicle traveling at 20 MPH: 9 out of 10 pedestrians survive.

Hit by a vehicle traveling at 30 MPH: 5 out of 10 pedestrians survive.

Hit by a vehicle traveling at 40 MPH: only 1 out of 10 pedestrians survives.



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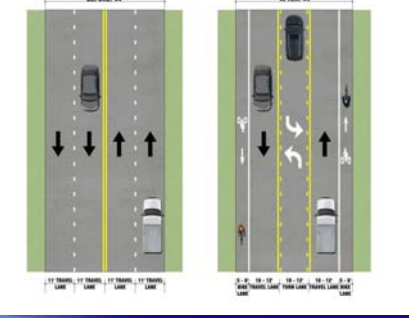
Seattle's Complete Streets Approach

- Vision:** Streets that are safe, convenient and accessible for everyone
- Plans:** Bicycle, Pedestrian, Transit, Freight
- Funding:** Bridging the Gap, state, federal grants
- Implementation:** Complete Streets checklist
- Outreach:** Community collaboration
- Opportunities:** Redesigning city streets

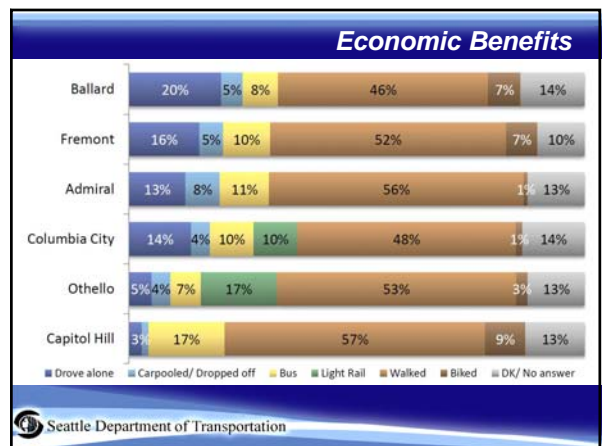
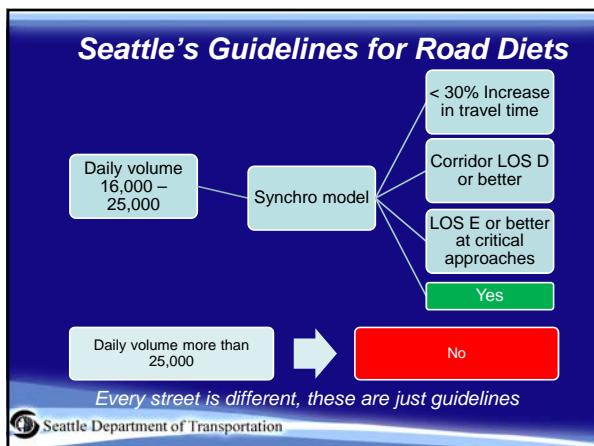
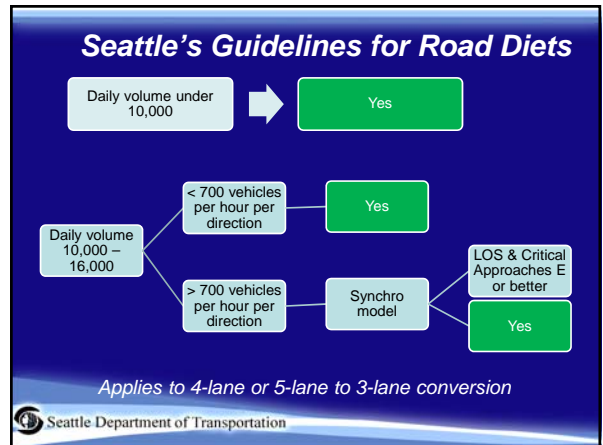



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Standard Road Diets



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Why Road Diets? Fewer Collisions

US Federal Highway Administration Proven Safety Measure to reduce all collisions by 29%



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Seattle Road Diet History

- 34 road diets have been installed in Seattle since 1972
- 1972 – 2006: 21 Projects
- 2007 – 2012: 13 Projects



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How are Corridors Identified?

- Complete Streets for capital projects
- Bicycle Master Plan
- Pedestrian Master Plan
- Community requests for neighborhood plan implementation



S Columbian Way

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What Factors are Considered?

Tier 1: Traffic Operations



Before After N 130th St (2010)

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What Factors are Considered?

Tier 2: Safety/Collisions




Before After Nickerson St (2010)

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What Factors are Considered?

Tier 3: Livability



Before After 7th Ave (2010)

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Outreach: Common Concerns

Street	Before Comments	After Comments	Requests to remove
NE 125 th St	394	7	3
Nickerson St	66	8	0



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Case Study: Stone Way N

- 1.2 miles
- ADT – 13,000
- Burke-Gilman Trail Access
- Woodland Park Access
- Within 5 blocks – 8 schools, 2 libraries and 5 parks



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Stone Way N: Marked Crosswalks

- Uncontrolled, marked crosswalks at 4 intersections.
- Crosswalk guidelines changed in 2004.
- Marked crosswalks would be non-compliant with four-lane cross section.



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Stone Way N: 85th Percentile Speed

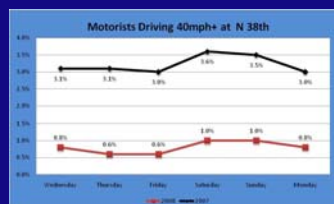
- Speed limit 30
- 85th percentile was 37 mph prior to rechannelization
- Dropped to 36 mph northbound
- Dropped to 34 mph southbound



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Stone Way N: Aggressive Speeders

- 75% reduction in percent driver 10+ mph over the speed limit



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Stone Way N: Bicycle Volume

- Increased 35%
- Represents almost 15% of the peak hour traffic volume!



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Stone Way N: Motor Vehicle Volume

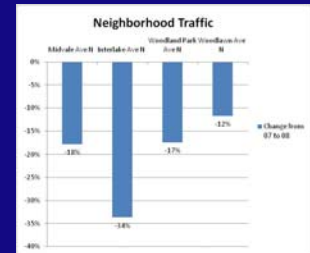
- ADT declined 6%
- Consistent with citywide trends
- Peak volume dropped 5%
- Off-peak volume increased south of 45th Street



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Stone Way N: Neighborhood Traffic

- Streets mentioned as alternatives to Stone
- Volume decreased
- Traffic did not divert



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Stone Way N: Collisions

- Total declined 14%
- Injury declined 33%
- Angle declined 56%
- Pedestrian collisions declined 80%



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Stone Way N: Conclusions

- Aggressive speeding reduced
- Collisions have declined
- Pedestrian crossings are safer
- Bicycle volume has increased
- Traffic has not diverted to neighborhood streets



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Nickerson St:



Before



After


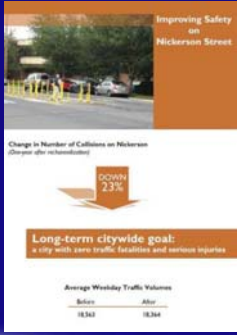
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Nickerson Case Study



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Nickerson Case Study

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NE 125th St Case Study

- ADT 16,200
- 4 lanes to 2 lanes with TWLTL and bike lanes
- Business district
- High bus usage
- High percent of injury collisions
- High speeds



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NE 125th Street Case Study





Before After

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NE 125th St Case Study


SPEED			
	BEFORE	AFTER	CHANGE
85th Percentile	40.0	36.9	-8%
Driving Faster Than 30	87%	77%	-11%
Driving Faster Than 35	51.6%	29%	-44%
Driving Faster Than 40	16%	4.9%	-69%



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NE 125th St Case Study

COLLISION RATE			
	Before	After	Change
Collisions per million vehicles	5.83	5.24	-10%
Injury collisions per million vehicles	2.41	1.99	-17%



BICYCLE AND PEDESTRIAN VOLUME			
5-hour Count (7-9AM; 1-2PM; 4-6PM)			
	Before	After	Change
	High Temp 56	High Temp 49	
	Precipitation 0.14"	Precipitation 0.03"	
Bicycles along NE 125 th Street	7	15	+114%
Pedestrians in the crosswalks	330	676	+105%

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Recent Results

Street	ADT Before	ADT Change	Injury Collisions	85 th %	Aggressive Speeding (40+)
Stone Way N	13,900	-6%	-33%	-5%	-75%
Fauntleroy Way SW	17,599	+0.3%	-72%	-1%	-13%
S Columbian Way	12,300	+15%	-19%	-6%	-46%
Nickerson Street	18,500	-1%	-20%	-21%	-93%
NE 125 th Street	13,600	+11%	-8%	-8%	-69%
N 130 th Street	13,298	+0.5%	-75%	-15%	-87%
Ellis Avenue S	9,855	-39%	-24%	-4%	-30%

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About ITE

An international educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs



ITE: founded in 1930

ITE facilitates application of technology and scientific principles to:

- Research
- Planning
- Functional design
- Implementation
- Operation
- Policy development
- Management

...for any mode of ground transportation



ITE

- Promotes professional development of its members
- Supports and encourages education
- Stimulates research
- Develops public awareness programs
- Serves as a conduit for the exchange of professional information



ITE Transportation Professionals

- Transportation engineers
- Transportation planners
- Consultants
- Educators
- Researchers



700-800 members

Monthly meetings (Sept – June)

Monthly newsletter

ITE International – Annual Meeting & Exhibit
Seattle - Convention Center & Seattle Sheraton
August 10-13, 2014



Monthly meetings – recent topics

Sept	City of Seattle Roadway Safety Action Plan
Oct	MAP-21 Federal Highway Authorization Bill
Nov	Downtown Bellevue Transportation Plan
Dec	What's New with Trip Generation?
Jan	Neighborhood Greenways
Feb	ITE/IMSA Joint Conference & Vendor Exhibition
Mar	King County Right Size Parking
Apr	Automated Speed Enforcement
May	Student Night
June	Section Annual Meeting & Conference
Sept	Big Bertha & WSDOT SR 99 Tunnel Project
Oct	I-5 Skagit River Bridge Replacement