

Efficacy of 20 is Plenty East Washington Ave Speeds



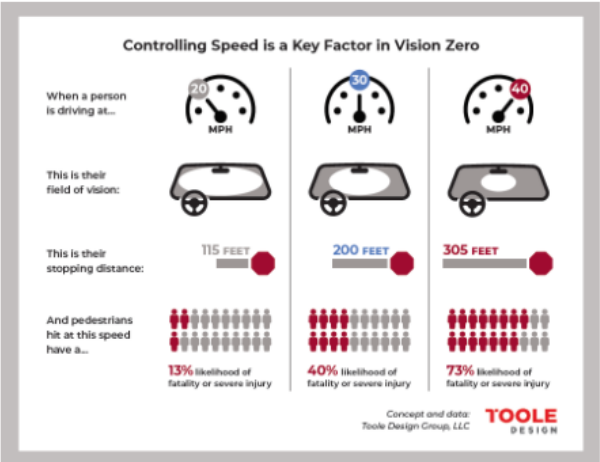
Transportation Planning and Policy Board
October 4, 2021

20 is Plenty

20 is Plenty is a program centered on the idea that a speed limit of 20 mph is appropriate for local, residential streets. The purpose of the program is to increase the safety of pedestrians, bicyclists, and motor vehicles on local streets. The 20 is Plenty program is specifically focused on reducing speeds on local streets in neighborhoods and not larger streets that carry higher volumes of traffic.



Dangers of Speeding



Understanding the dangers of speeding is critical to the 20 is Plenty program. Traveling at a high rate of speed increases the distance it takes for a vehicle to come to a stop for two different reasons. The first is a driver’s reaction time. If there were to be a change in the roadway, like a child’s basketball rolling into the street, then a vehicle would travel a certain distance before the driver could react to the change in the environment and their foot hits the brake. They would travel a given distance before they even begin to slow down.

Additionally, once the vehicle begins to

Initiatives

[Bus Rapid Transit](#)

[Complete Green Streets](#)

[Let’s Talk Streets](#)

[MetroForward>>](#)

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[Transportation Demand Management](#)

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[Vehicle Registration Fee](#)

[Vision Zero](#)

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[Partners and Stakeholders](#)

[Resources](#)

[Safety Data](#)

[Vision Zero Projects](#)

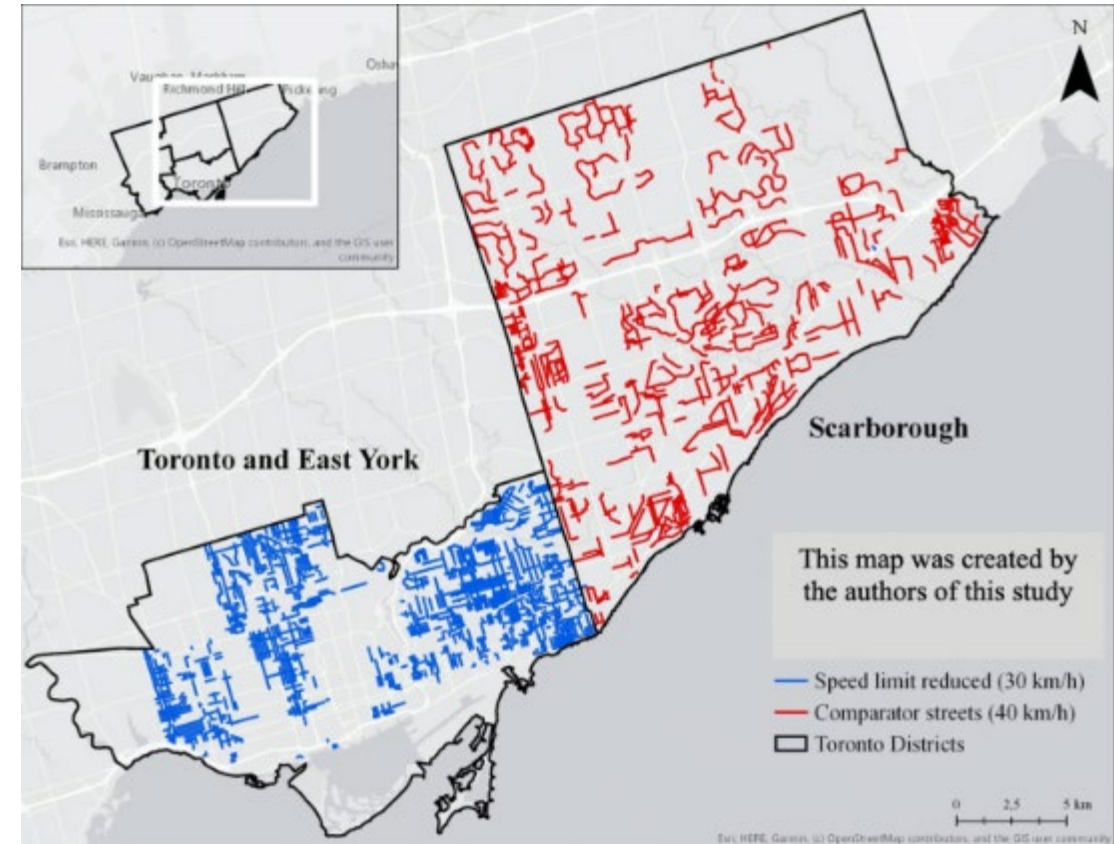
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20 is Plenty

Toronto Canada – BMC Public Health

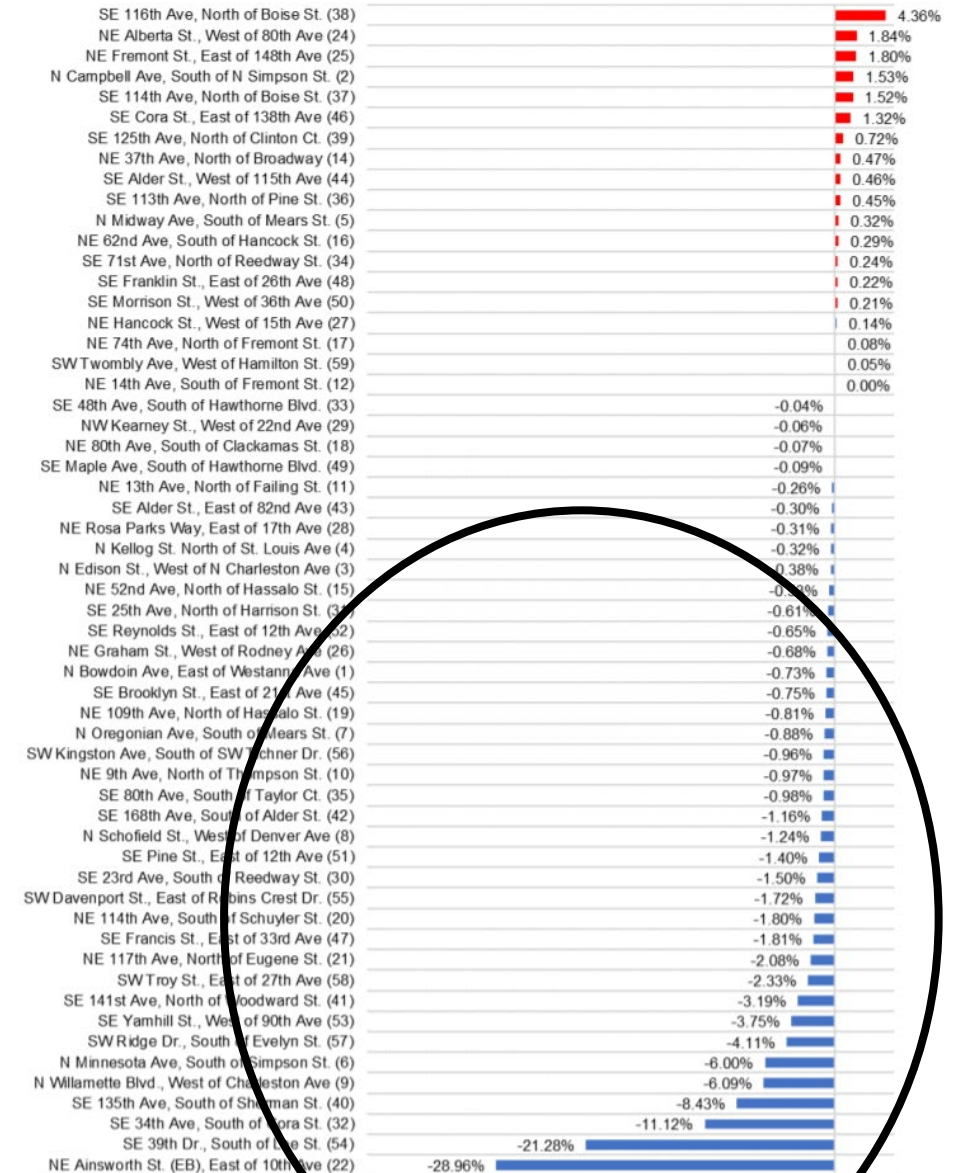
Toronto observed a 28% decrease in pedestrian motor vehicle collisions and a 67% decrease in severe injuries and fatalities within areas where the posted speed limit was reduced to 30 km/hr (= 18.6 mph). Not significantly significant.

“A major strength of this study is the controlled pre-post design, which compared PMVC rates on the same streets where speed limits were decreased from 40 km/h to 30 km/h to the PMVC rates on comparator streets. The large magnitude of the effect on treated streets (28%) compared with the small, not statistically significant decrease in pedestrian collisions on comparator streets (7%) suggests that the effect is likely due to the intervention.”



Effect of Residential Street Speed Limit Reduction from 25 to 20 mi/hr on Driving Speeds in Portland, Oregon

“The largest difference in the before and after periods was observed for the proportion of speeds exceeding 30 mi/hr which decreased by 1.66% (from 6.49% to 4.83%).”



Percent change in vehicles going over 30 mph

Site

SPEED LIMIT CASE STUDIES



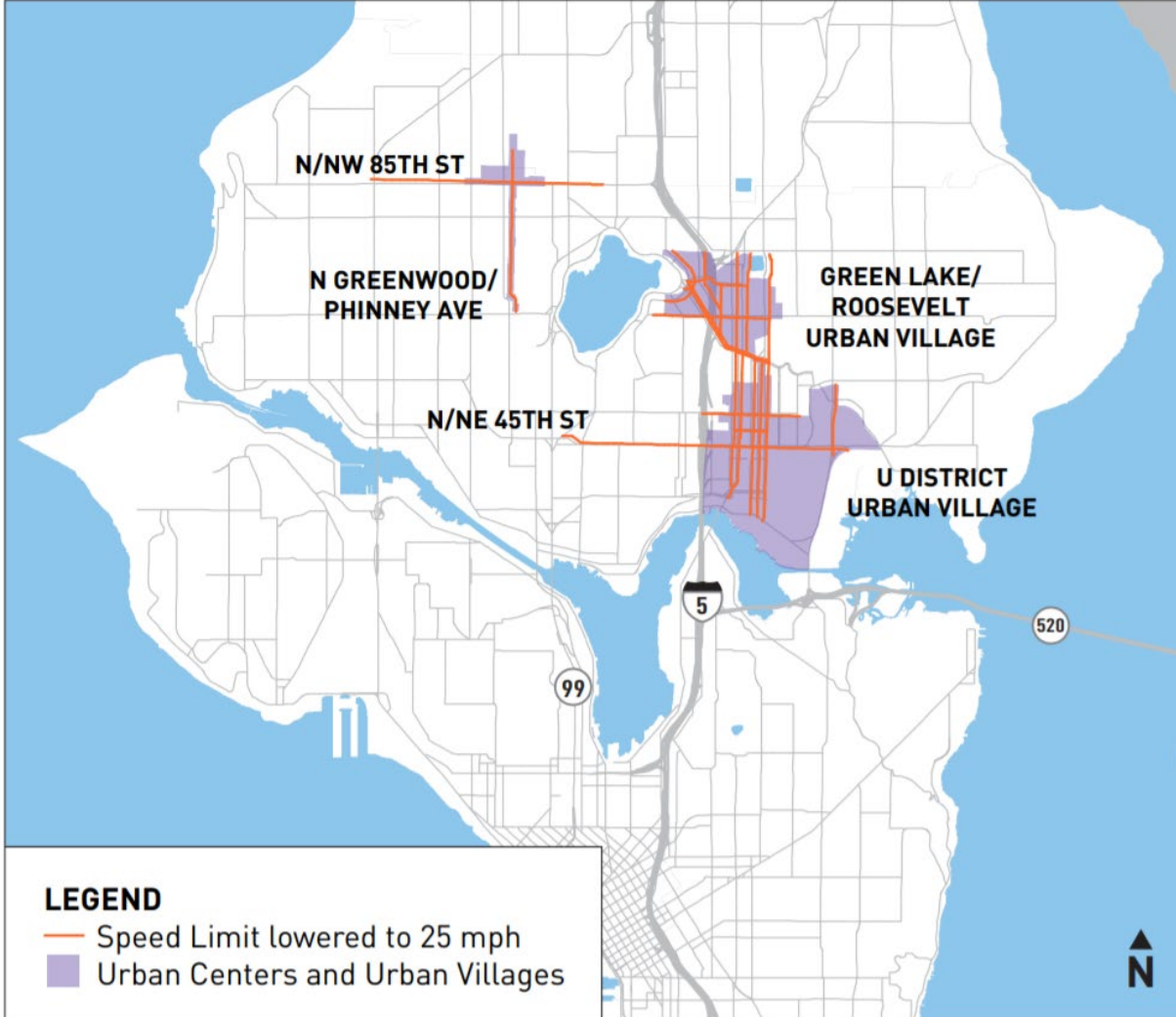
July 2020



Seattle
Department of
Transportation

When SDOT signed streets for 25 mph, the data showed total crashes decline, injury crashes decline, 50th percentile speeds decline, 85th percentile speeds decline, and high-end speeding decline for every location reviewed.

*SDOT has found lowering speed limits and increasing sign density alone - **absent any marketing campaigns, additional enforcement, retimed signal progressions, or engineering changes to the street geometry** – resulted in lower speeds and fewer crashes.*



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

*Source: Seattle GIS Collisions (<http://data-seattlecitygis.opendata.arcgis.com/>)

Speeds	50th Percentile	85th Percentile	40+ MPH Speeders
Before	25.6 MPH	31.2 MPH	1119
After	23.1 MPH	29.0 MPH	513
% Change	-9.9%	-7.1%	-54.1%

East Washington Speeds



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Pedestrian Deaths Soar in 2020 Despite Precipitous Drop in Driving During Pandemic

Resource Type

News Releases

FOR IMMEDIATE RELEASE

May 20, 2021

CONTACT: Adam Snider, 202-580-7930
202-365-8971 (after hours)

Projected fatality rate for people walking spiked 21% for largest ever year over year increase

Projected fatality rate for people walking spiked 21% for largest ever year-over-year increase as dangerous driving and traffic violence plagued U.S. roads

WASHINGTON, D.C. – New data from the Governors Highway Safety Association (GHSA) projects that 2020 had the largest ever annual increase in the rate at which drivers struck and killed people on foot. What drove this surge? The likely culprits are dangerous driving like speeding, drunk and drugged driving, and distraction, which were rampant on U.S. roads during the COVID-19 pandemic, combined with infrastructure issues that have prioritized the movement of motor vehicles over walking and bicycling for many years.

In March, GHSA offered a preview of state and national pedestrian traffic deaths for the first six months of 2020 based on preliminary data reported by the State Highway Safety Offices (SHSOs) in all 50 states and the District of Columbia (D.C.). The report warned that while there were fewer drivers on the road, pedestrians remained at increased risk of being struck and killed by a vehicle. The new *Pedestrian Traffic Fatalities by State: 2020 Preliminary Data Addendum*, released today, provides the first look at projected pedestrian fatalities for the full year using additional preliminary data provided by the SHSOs.

GHSA projects there were 6,721 pedestrian deaths in 2020 – a 4.8% increase from the 6,412 fatalities reported by SHSOs the year before. Factoring in a 13.2% decrease in vehicle miles traveled (VMT) in 2020, the pedestrian fatality rate was 2.3 per billion VMT, a shocking and unprecedented 21% increase from 1.9 in 2019. This projection is the largest ever annual increase in the pedestrian death rate since the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) was established in 1975.

2021: 6 fatal crashes

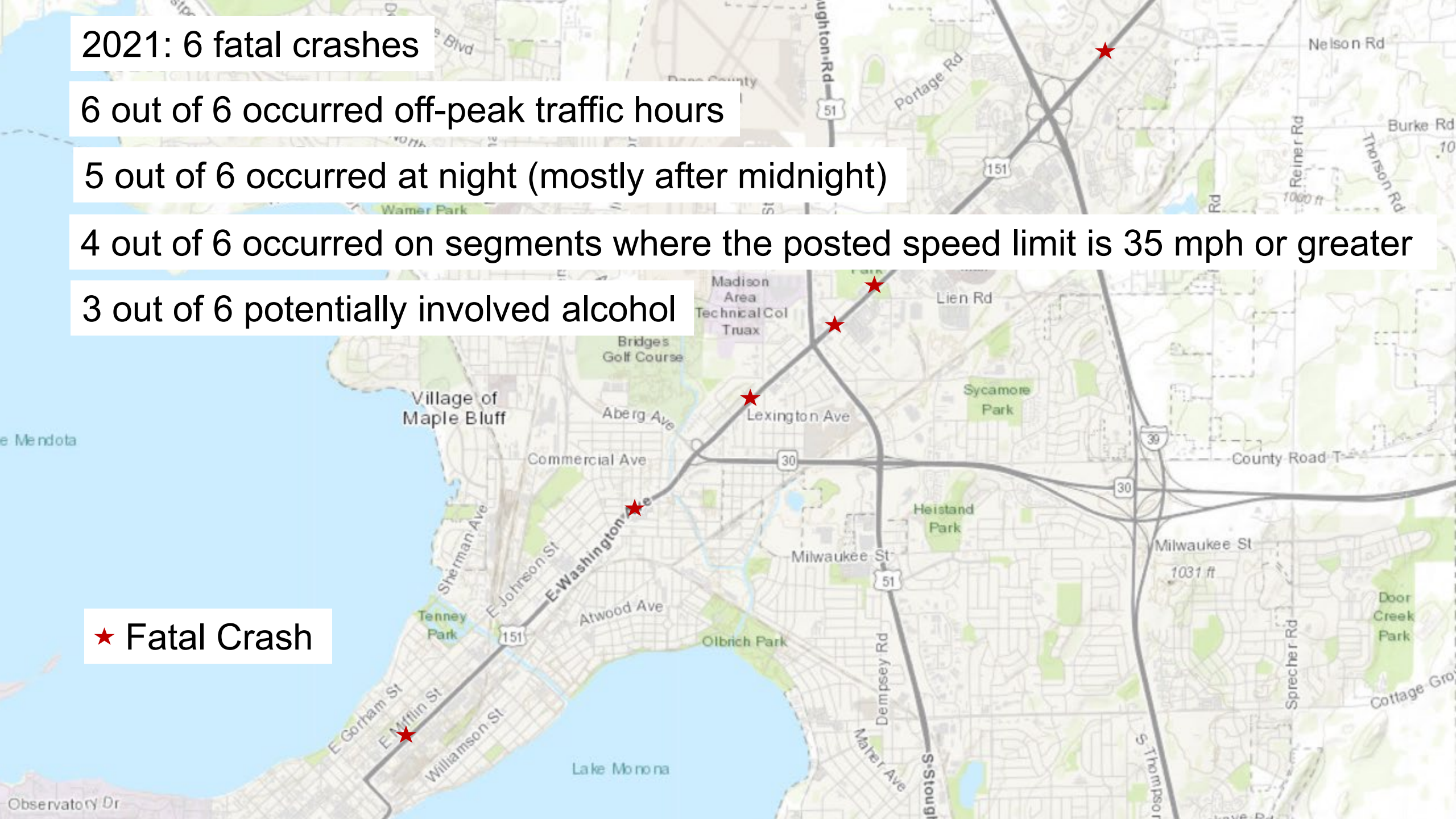
6 out of 6 occurred off-peak traffic hours

5 out of 6 occurred at night (mostly after midnight)

4 out of 6 occurred on segments where the posted speed limit is 35 mph or greater

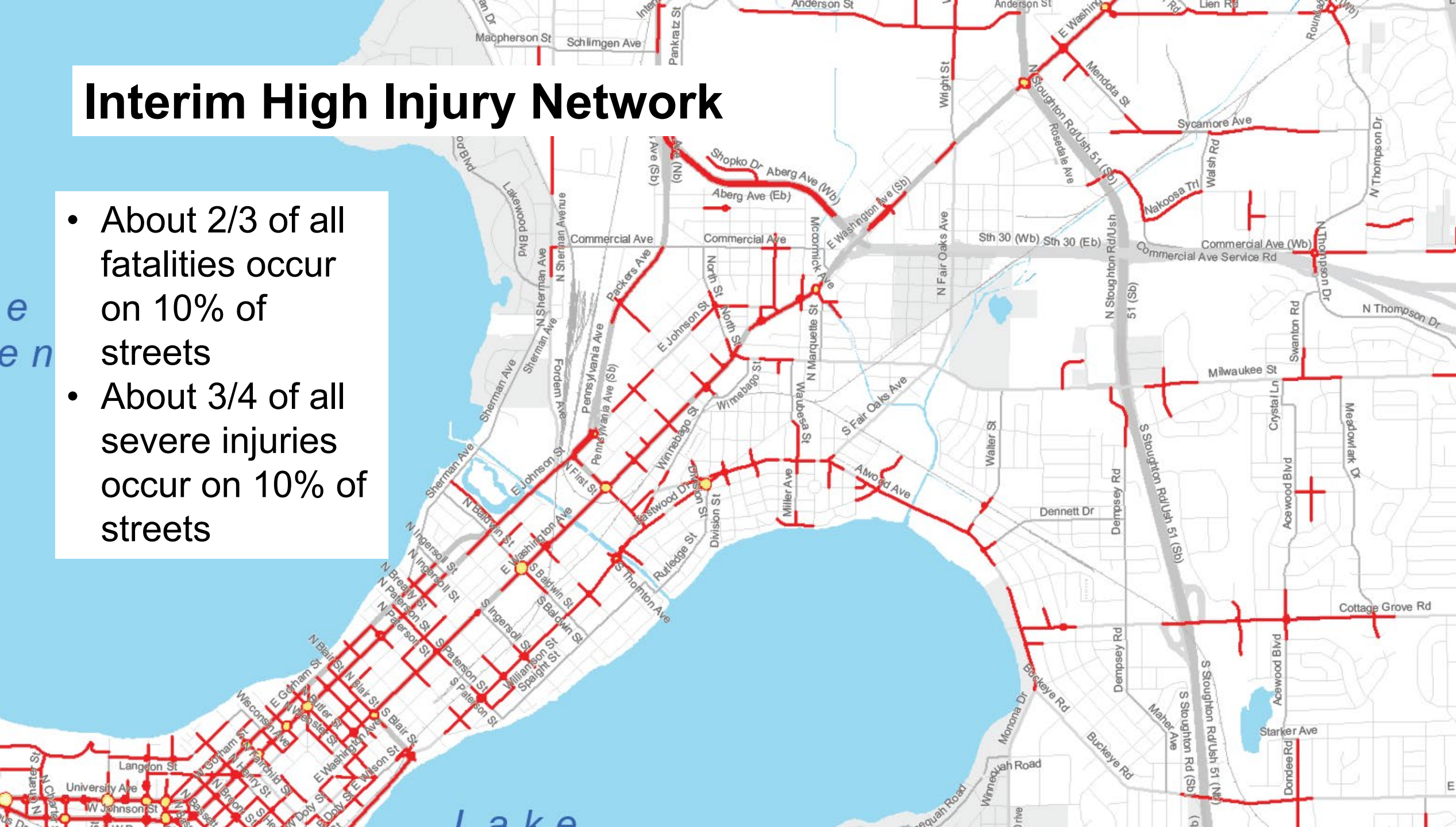
3 out of 6 potentially involved alcohol

★ Fatal Crash



Interim High Injury Network

- About 2/3 of all fatalities occur on 10% of streets
- About 3/4 of all severe injuries occur on 10% of streets



Vision Zero and Other Funding Improvements on E Washington Ave

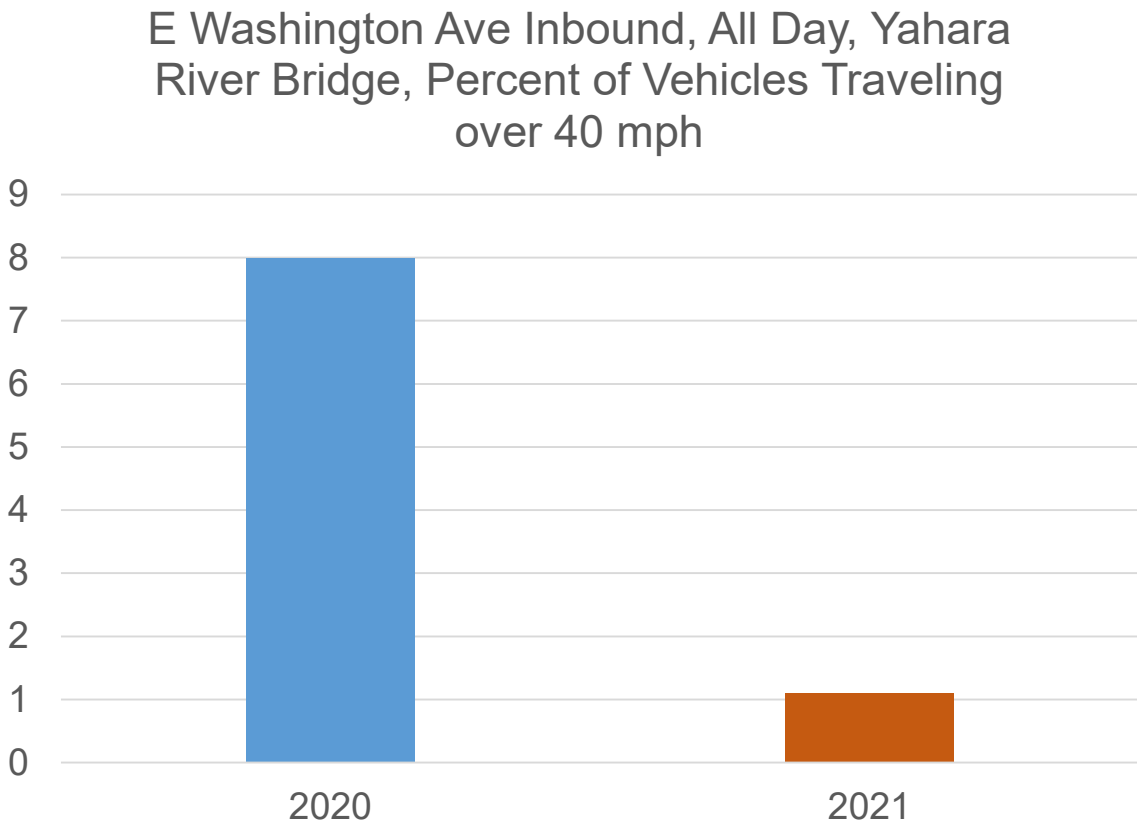
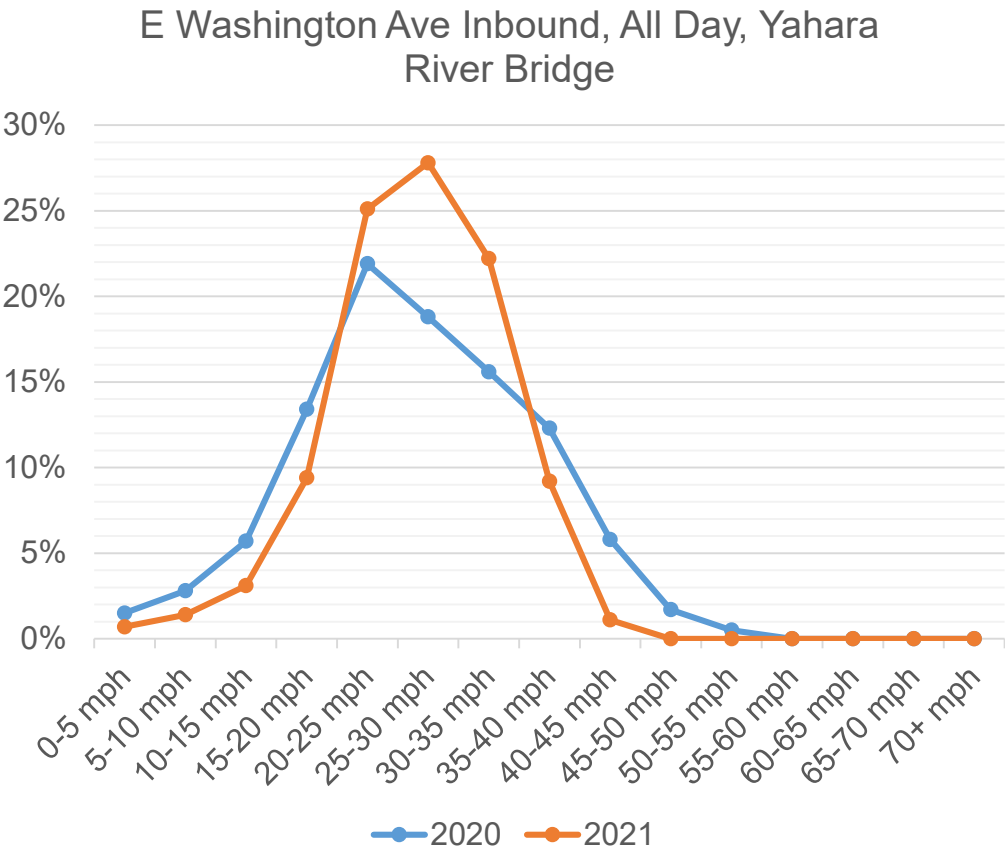
- Continental crosswalks & improved lighting at East Washington & Marquette
- RRFB at E Washington & Butler
- RRFB at E Washington & Rethke
- RRFB at E Washington & Blount
- RRFB at E Washington & 2nd
- Ped crossing signs at E Washington & Lexington
- Continental crosswalks & ped crossing signs at East Washington & Schmedemen
- Upgraded all crosswalks from Pinckney to Baldwin to continental crosswalks
- Installing bollards on median at E Washington/Livingston (should be done in 2 weeks)
- Reduced speed limit from Pinckney to Baldwin to 25 mph
- Reduced speed limit from Baldwin to Marquette to 30 mph
- Retimed traffic lights to promote reduced speed

Additional Interim Measures So Far

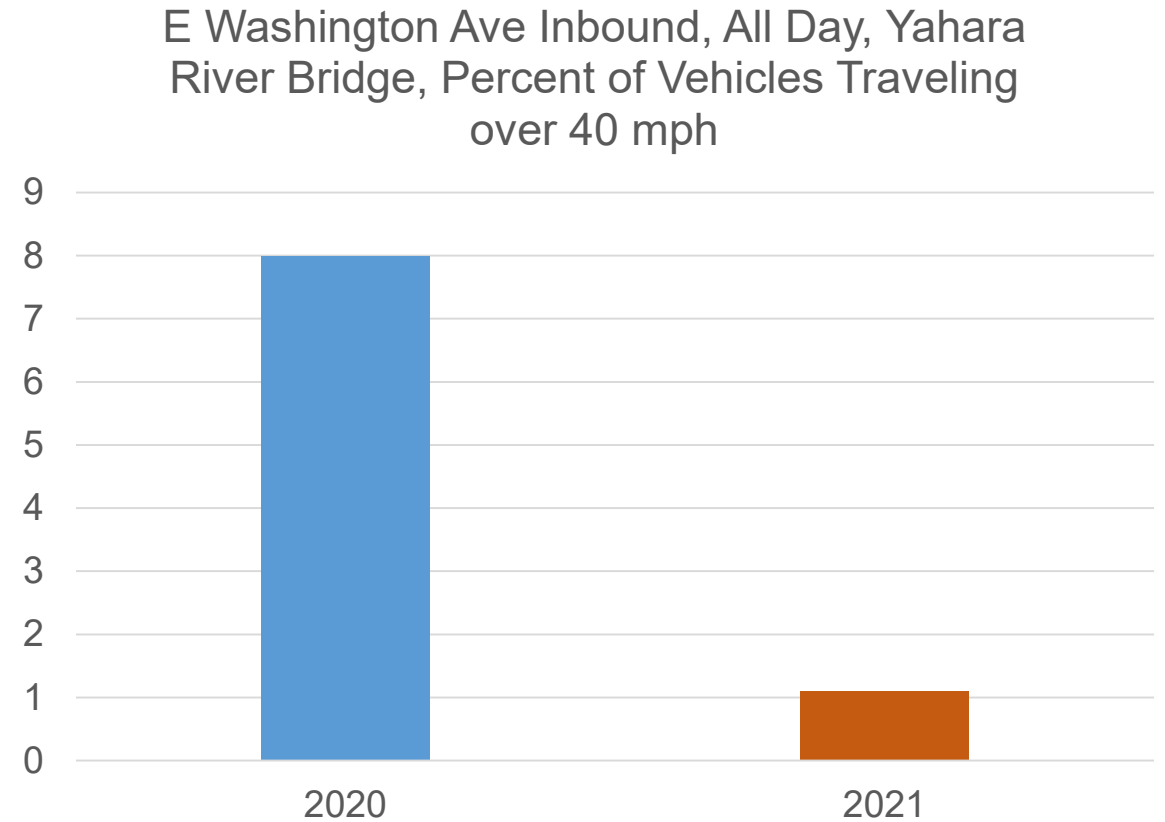
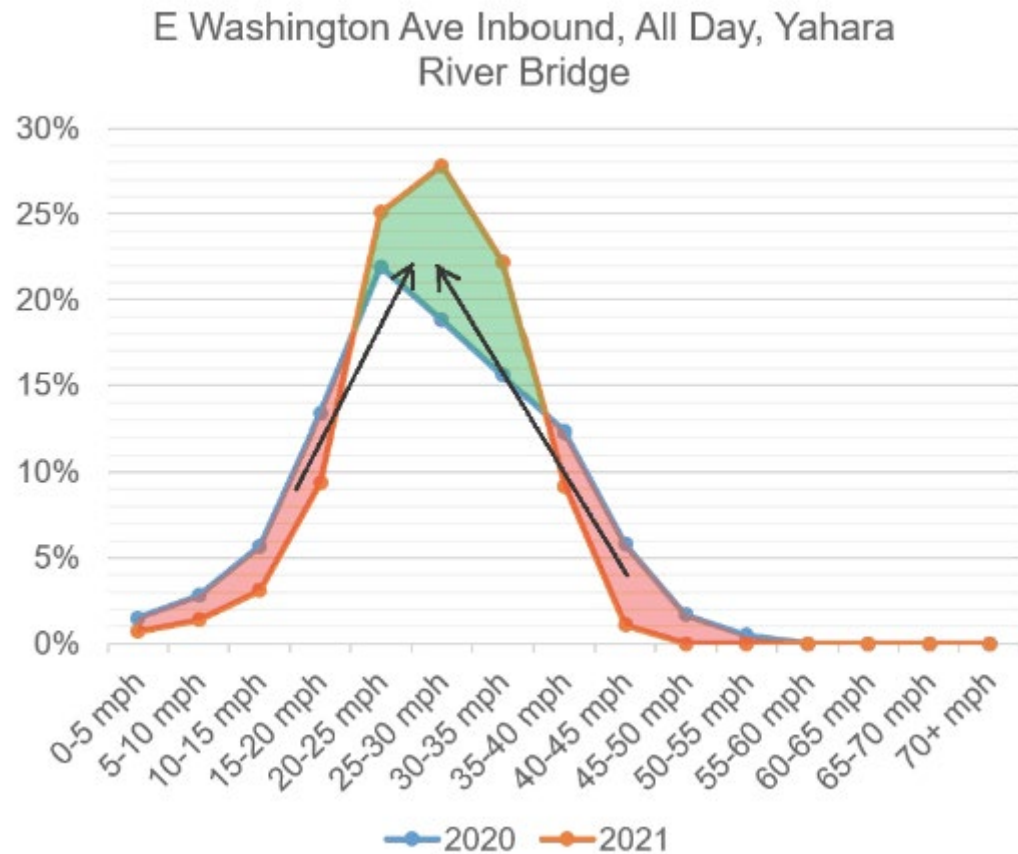
- Reducing capacity on weekends through barrels
- Improved lighting/tree trimming
- Signal timing adjustments
- Message boards
- Speed boards
- Experiment with creative messaging
- Increased enforcement: over 2,500 warnings and citations issued



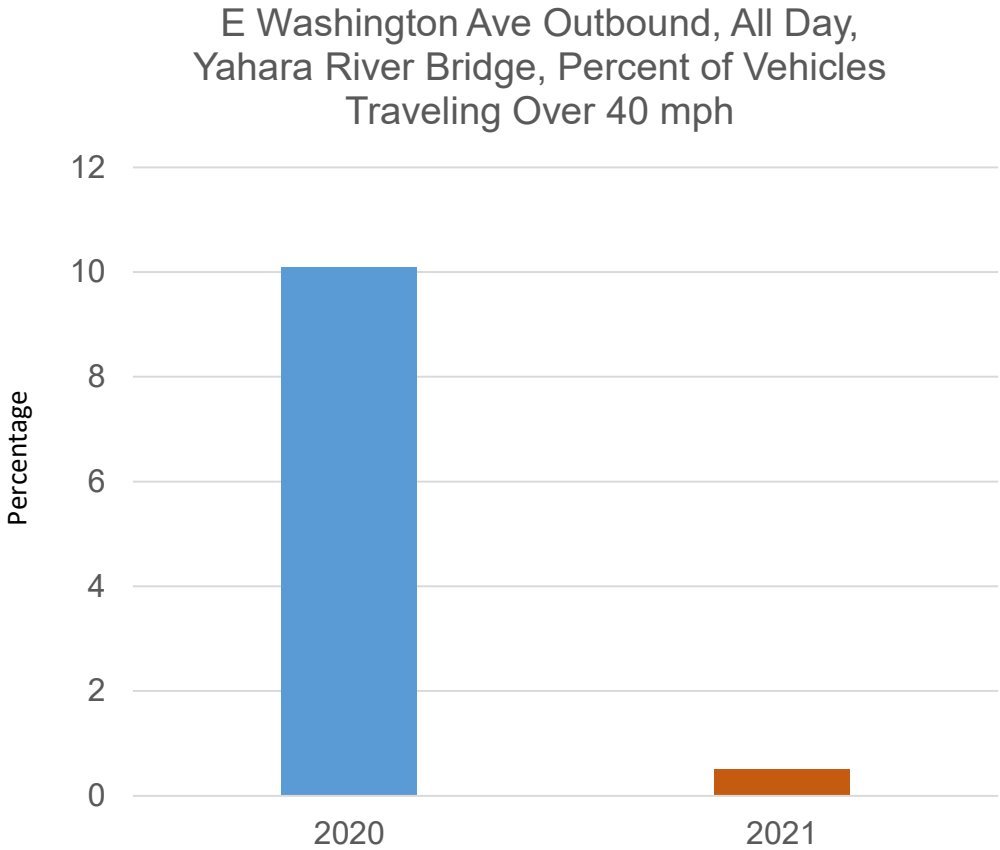
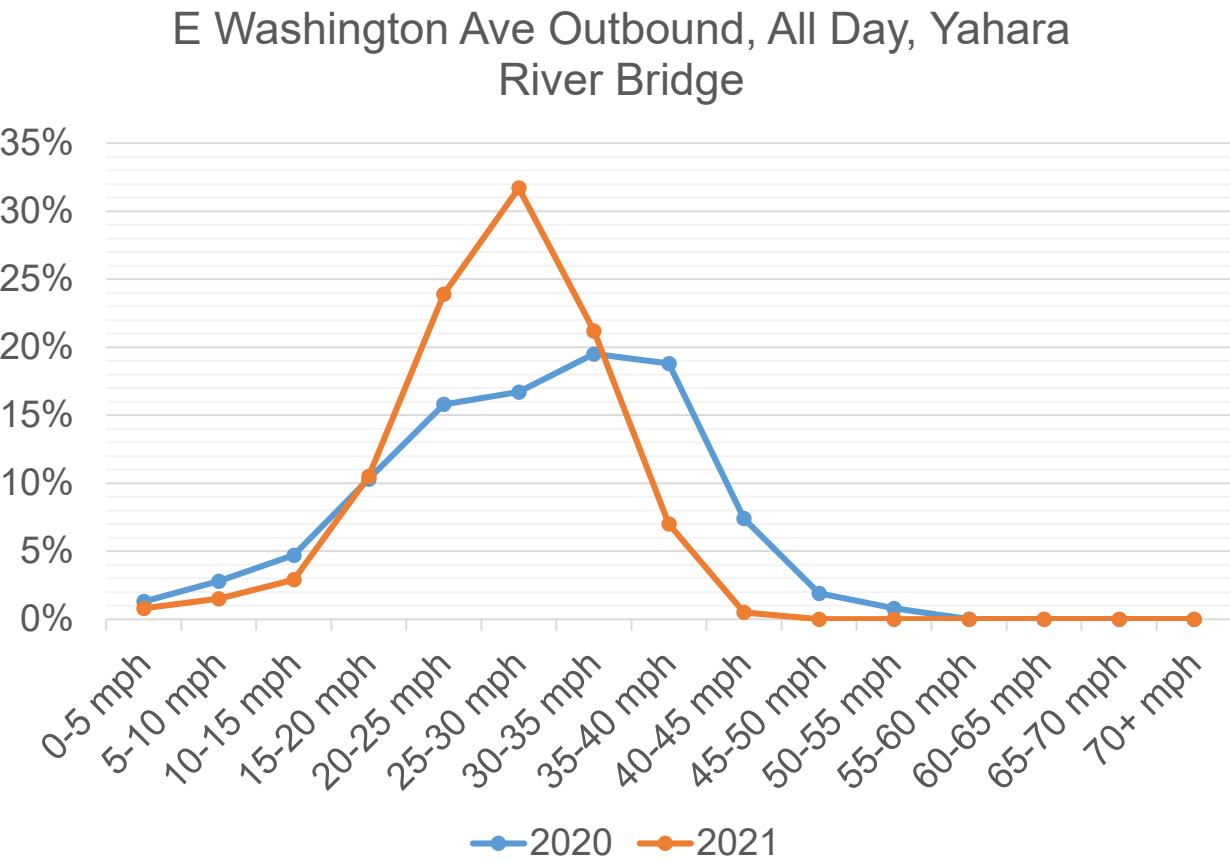
The City Efforts are Having Positive Effects



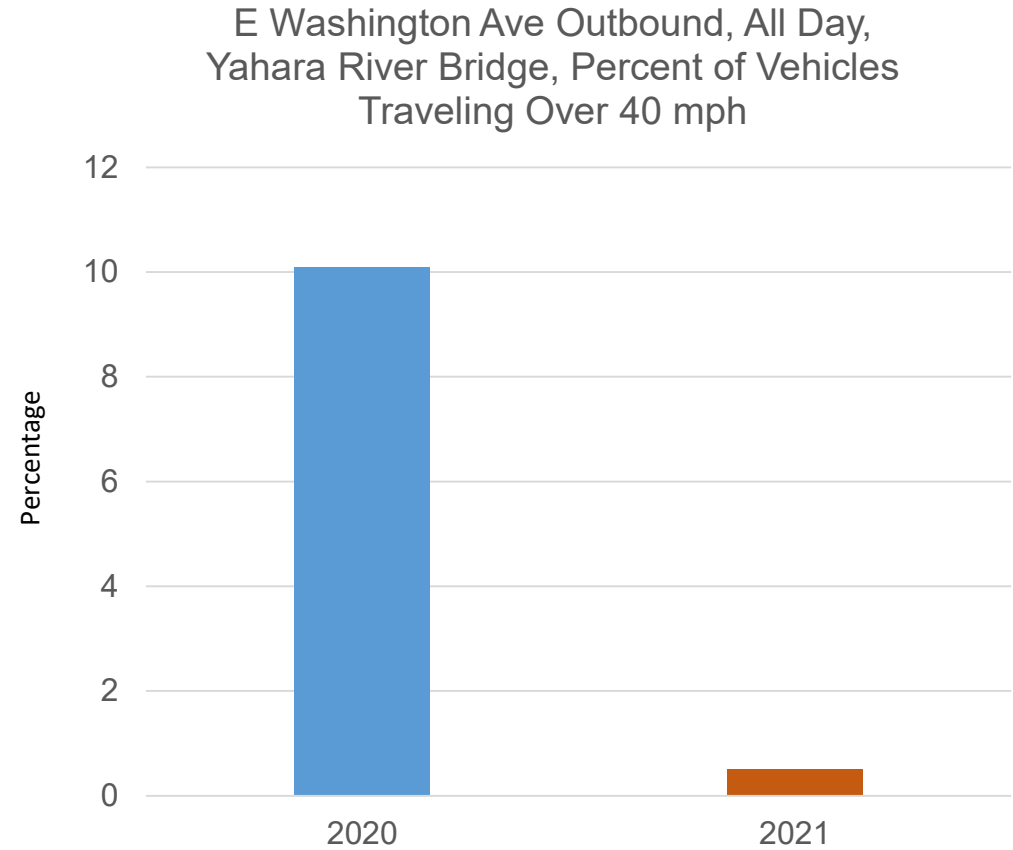
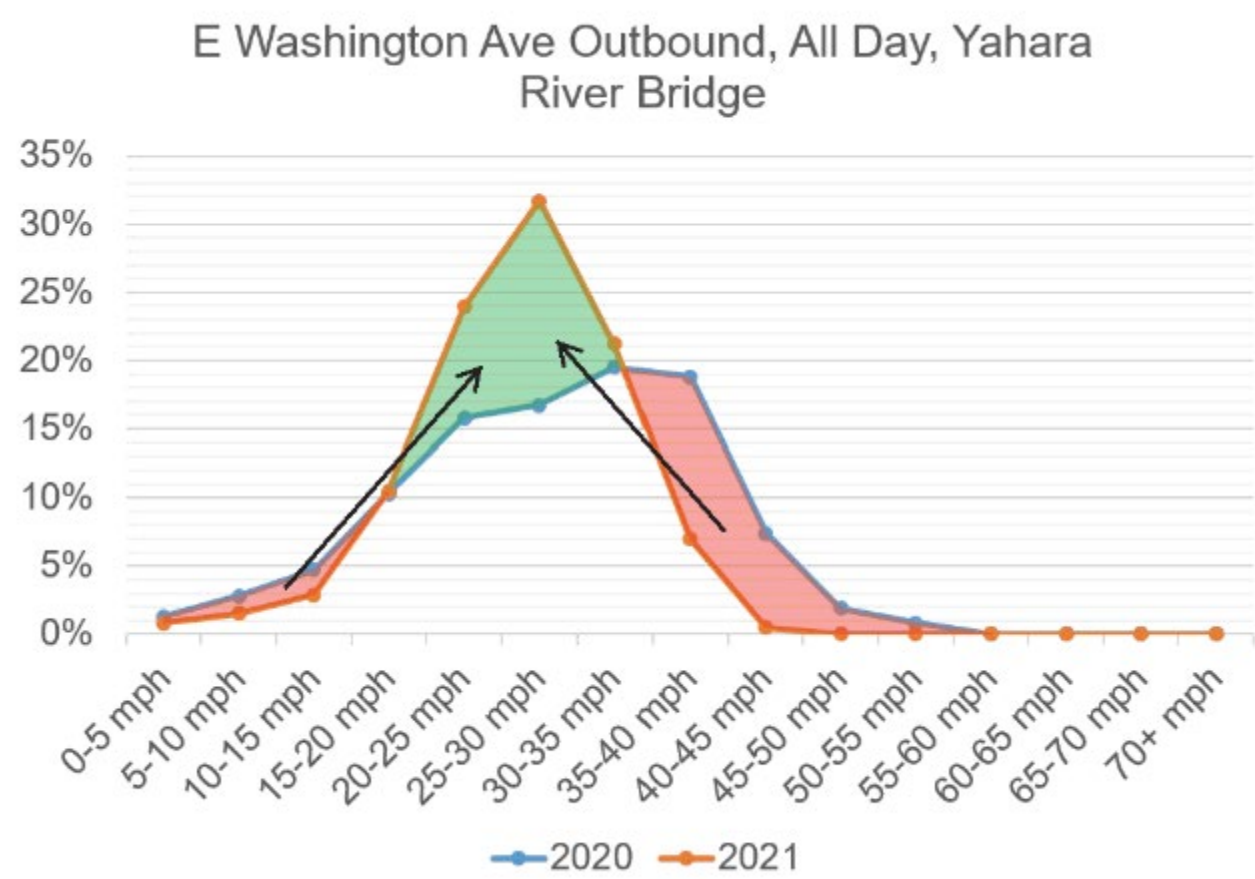
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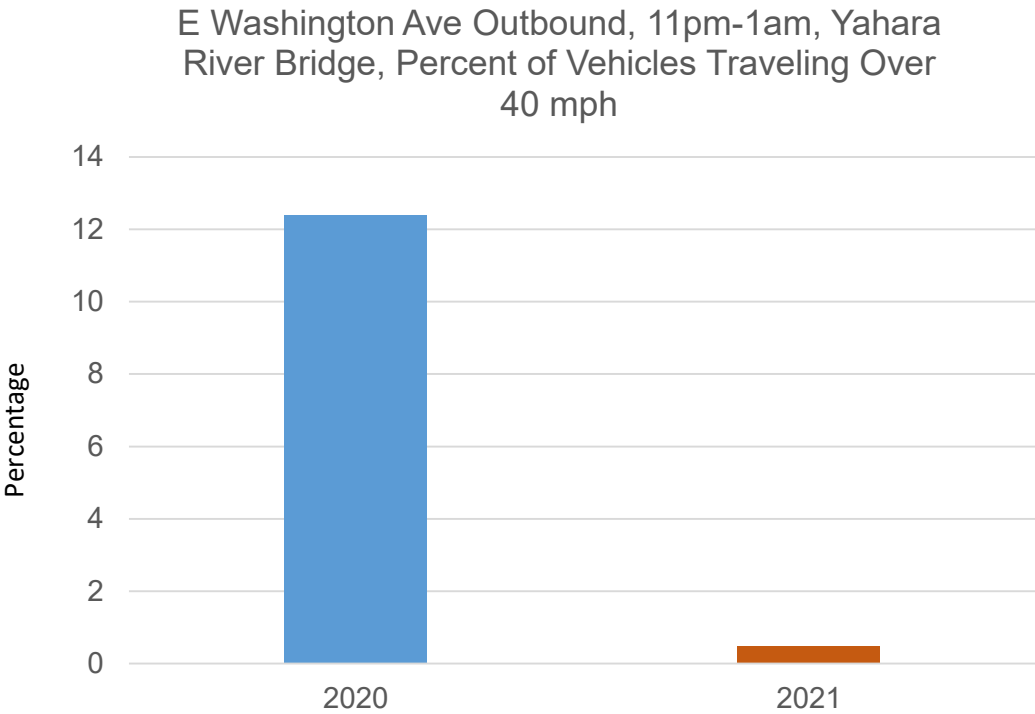
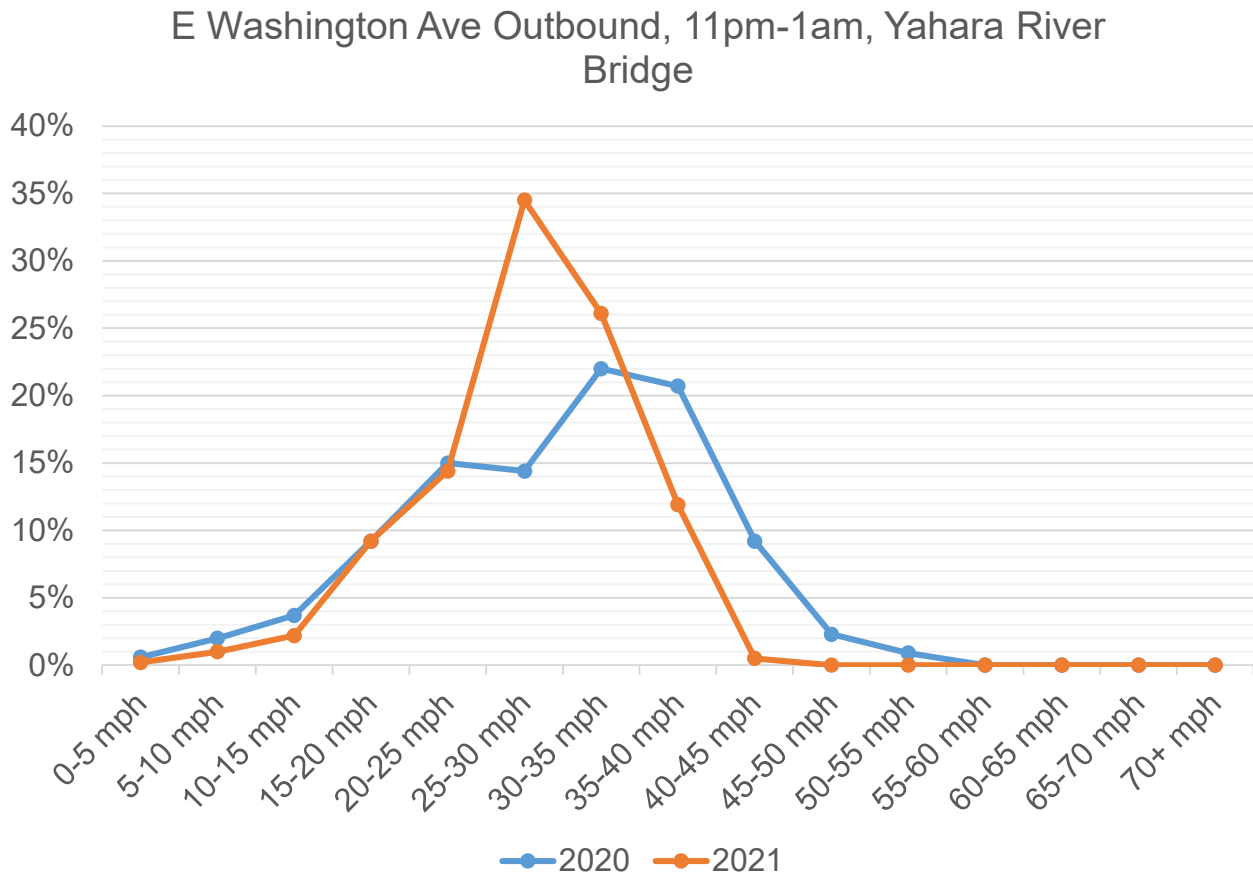
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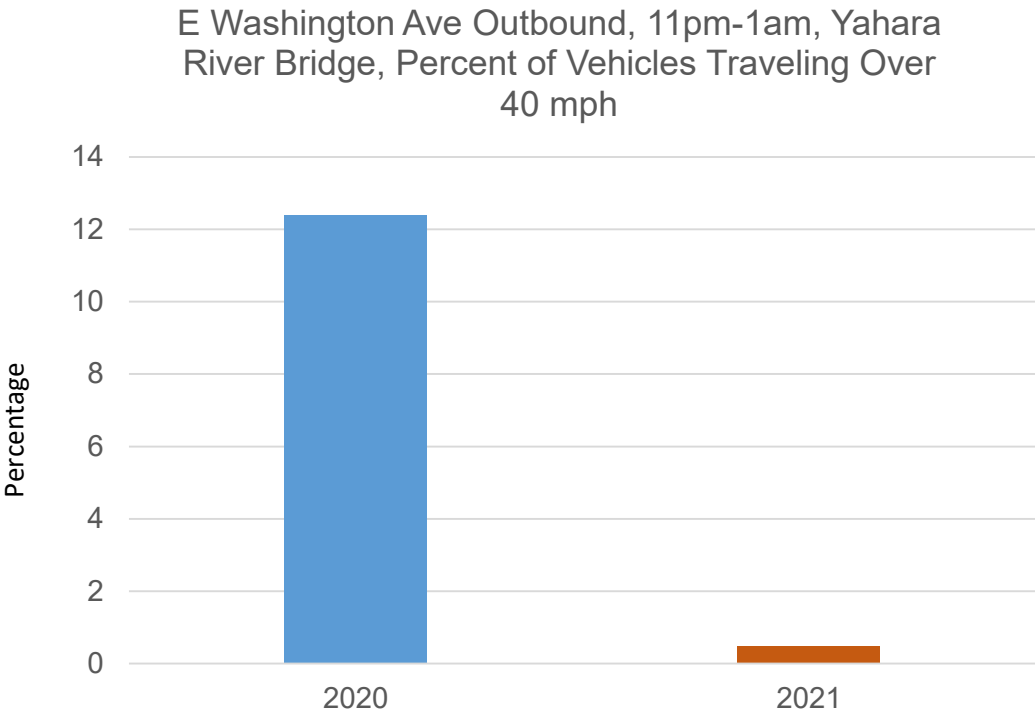
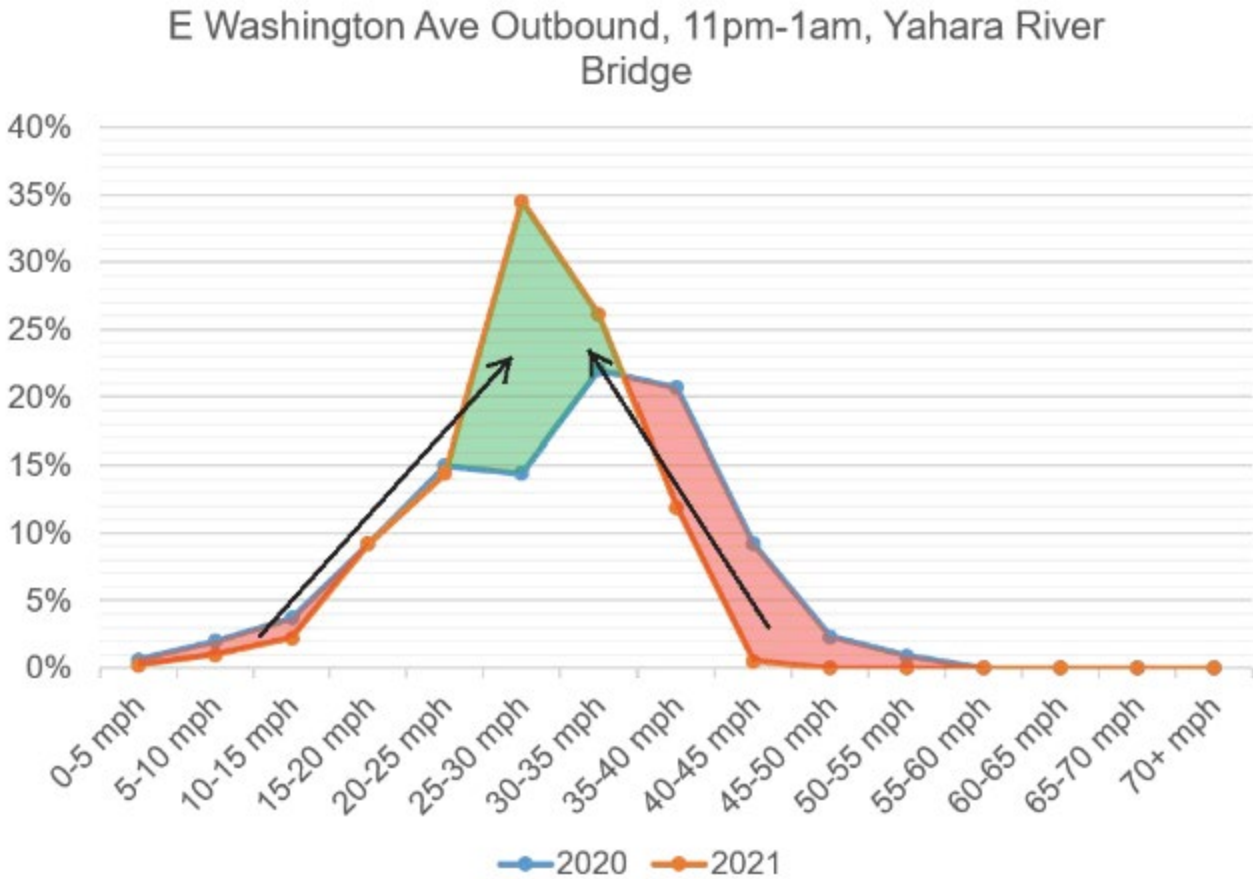
The City Efforts are Having Positive Effects



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The City Efforts are Having Positive Effects



Upcoming Measures: Creative Messaging

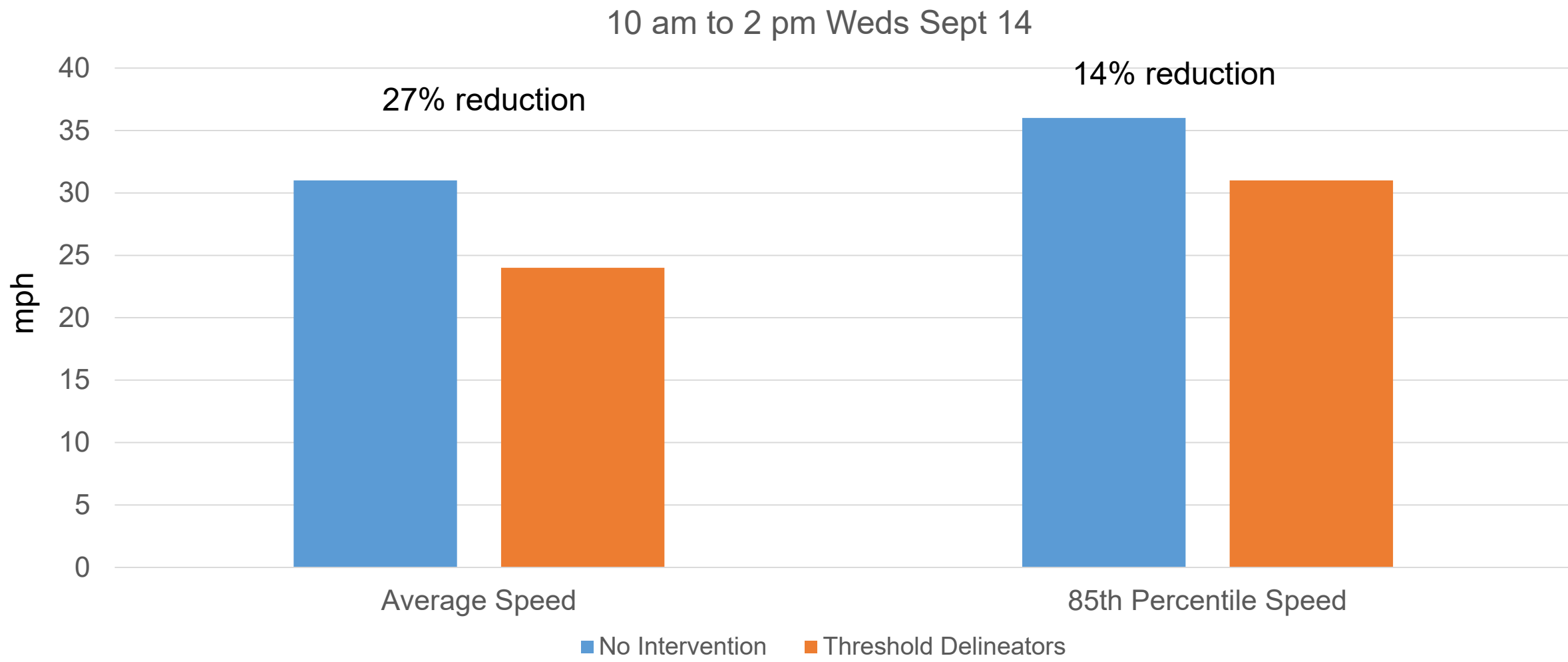


Upcoming Measures: Experimenting with gateway lane narrowing using delineators





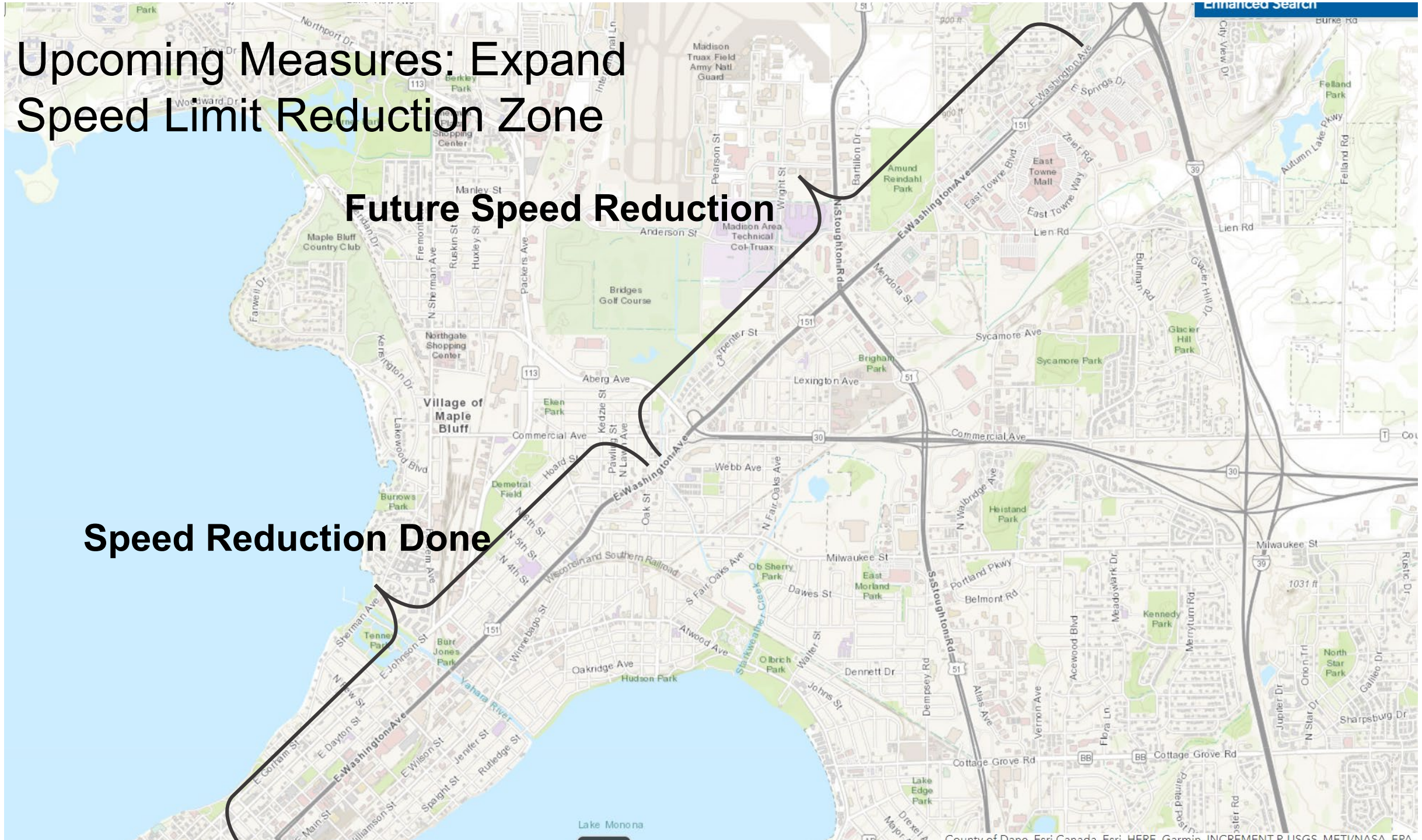
Efficacy of Threshold Treatment



Upcoming Measures: Expand Speed Limit Reduction Zone

Future Speed Reduction

Speed Reduction Done



Upcoming Measures: Expand Crosswalk Treatments



Longer Term Improvements

- More fundamental redesign
- Aggressive TDM (Transportation Demand Management)
- Modal shift from single occupancy vehicles to transit, bike and walk
- Reduction in VMT (Vehicle Miles Traveled)
- Automatic enforcement
- Socio-economic & culture

