

Seattle Transportation Levy Oversight Committee

May 5, 2026



Agenda

- Public Comment
- Program Area 1 - Vision Zero, School & Neighborhood Safety
 - Vision Zero
 - Safe Routes to School
 - Neighborhood Initiated Safety Partnership Program
 - Neighborhood-Scale Traffic Safety Program
- Q&A and Discussion after each

**Aurora Ave
N Safety
coming next
month!**



Public Comment

Program Area 1 - Vision Zero, School & Neighborhood Safety

Make targeted and community-requested improvements to streets, sidewalks, intersections, and crossings to reduce traffic collisions, severe injuries, and fatalities.

Levy Investment: \$160.5M

Expected Additional Leverage: \$74M – \$90M

Supporting Transportation Equity

- Delivering projects that **address pedestrian safety concerns identified from community data collection**, such as our walkshop with residents (TEF Tactic 37.4)
- Incorporating **safety improvements into our project design process**, including upgrades to flashing beacons, crosswalks, curb ramps and pedestrian signals (TEF Tactic 40.1)
- Building leading pedestrian signals to **improve crossing safety** at intersections (TEF Tactic 40.2)
- Improving connections and **ensuring safer walking, rolling, and biking paths for students**, such as through our Safe Routes to School Program (TEF Tactic 37.4)



1A – Vision Zero

Commitments to Voters

• Implement:

- **1.1** Safety redesign projects on up to **12 corridors on the High Injury Network**
- **1.2** Responsive safety projects at up to **40 high collision locations**
- **1.3** Leading pedestrian intervals (LPIs) at up to **280 intersections**
- **1.4** Traffic calming on **50 corridors**

Anticipated initial Vision Zero projects on:

- **Aurora Ave N**
- N / NE 85th St
- **S Othello St**
- N 105th St / Holman Rd NW
- Dexter Ave N
- Lake City Way NE
- **4th Ave S**
- MLK Jr Way S
- **Rainier Ave S**
- **Lakeside Ave S at Lake Washington Blvd**
- N / NE 50th St
- Other projects as identified in Vision Zero work plans

Progress (through Q1 2026)

• Implement:

- Safety redesign projects on up to **12 corridors on the High Injury Network**
 - **1 completed**
 - **1 in construction**
 - **9 in planning/design**
- Responsive safety projects at up to **40 high collision locations**
 - **14 completed**
 - **6 in construction**
 - **24 in planning/design**
- Leading pedestrian intervals at up to **280 intersections**
 - **57 completed**
 - **51 in planning/design**
- Traffic calming on **50 corridors**
 - **3 completed**
 - **5 in construction**
 - **15 in planning/design**

Progress (through Q1 2026) *continued*

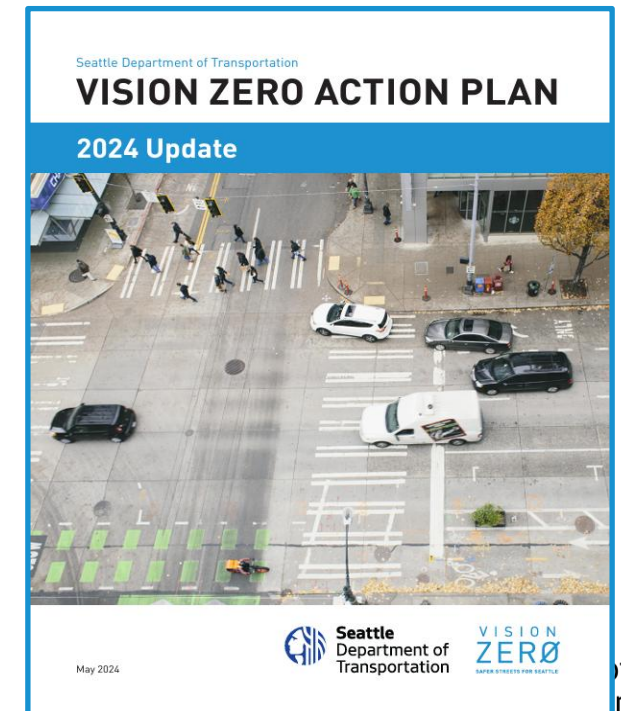
Anticipated initial Vision Zero projects on:

- **Aurora Ave N** -> Package 1 near-term safety imp. - in construction, Package 2 in design
- **S Othello St** -> currently in planning
- **4th Ave S** -> Vision Zero currently supporting 4th Ave S Safety Project
- **Rainier Ave S** -> North safety corridor (Henderson to Ithaca) currently in design; south safety corridor (Seward Park Ave to city limits) in planning
- **Lakeside Ave S at Lake Washington Blvd** -> currently in planning
- N / NE 85th St
- N 105th St / Holman Rd NW
- Dexter Ave N
- Lake City Way NE
- MLK Jr Way S
- N / NE 50th St
- Other projects as identified in Vision Zero work plans

Background

Seattle's goal to end traffic deaths and serious injuries on city streets by 2030

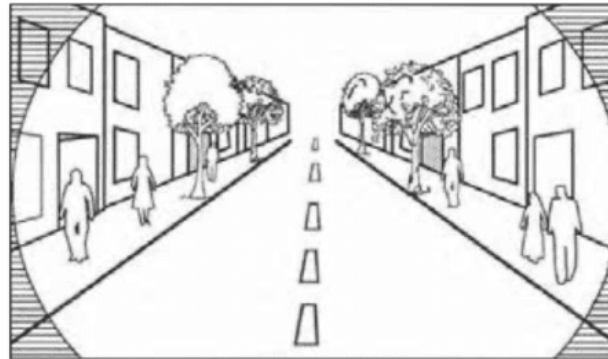
- 2024-2026 Action Plan: Roadmap to guide work in reducing number and severity of crashes
 - Proactive 3-year strategy organized around Safe Systems Approach
 - Safe System Approach addresses safety from multiple angles
 - 80 specific and measurable actions



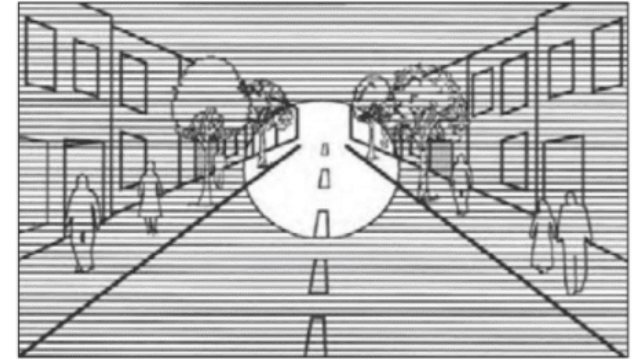
Vision Zero - Intended Outcomes

Safety: *In Seattle, everyone feels safe traveling and there are no serious injury or fatal crashes.*

- Levy investments implement proven, research-backed strategies to reduce road fatalities and serious injuries ([FHWA Proven Safety Countermeasures](#)) including but not limited to:
 - Speed management
 - Leading pedestrian intervals (head start walk signals)
 - Street reconfiguration
 - Fewer turn conflicts at intersections



Field of vision at 15 MPH



Field of vision at 30 to 40 MPH

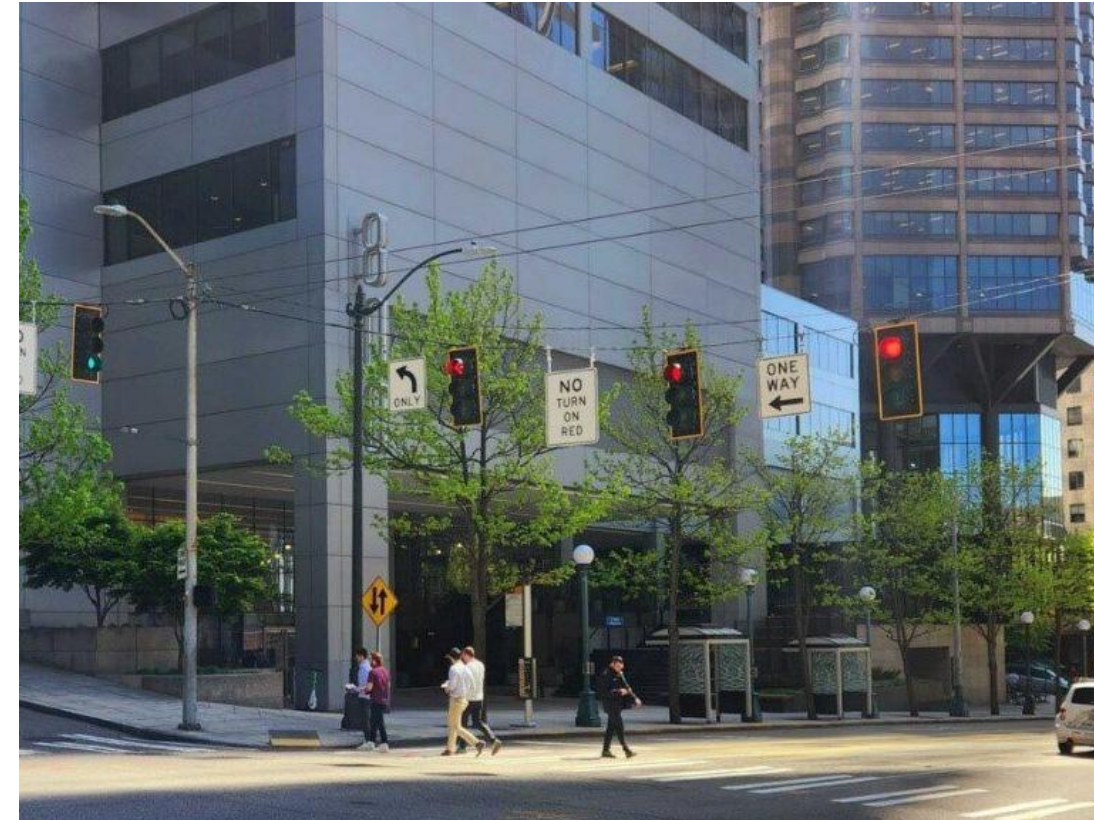
A driver's field of vision increases as speed decreases. At lower speeds, drivers can see more of their surroundings and have more time to see and react to potential hazards.

Vision Zero - Intended Outcomes

continued

Spotlight on Leading Pedestrian Intervals:

- Added pedestrian head-start timing to nearly 90% of walk signals citywide
- Seen nearly a 50% drop in the number of people hit by turning cars at crosswalks with this improvement



Leading pedestrian intervals and *No Turn on Red* signs downtown

How we do our work

Three Prongs to Vision Zero Investments



Responsive Safety

Use data from past collisions to inform new safety strategies

- High Collision Locations
- Safety Corridors



Proactive Safety

Scale up delivery of effective safety treatments and deploy them where they will have the greatest impact

- Invest in Proven Safety Countermeasures recommended by FHWA. Ex: LPI, Speed Management, Enhanced Crossings etc.



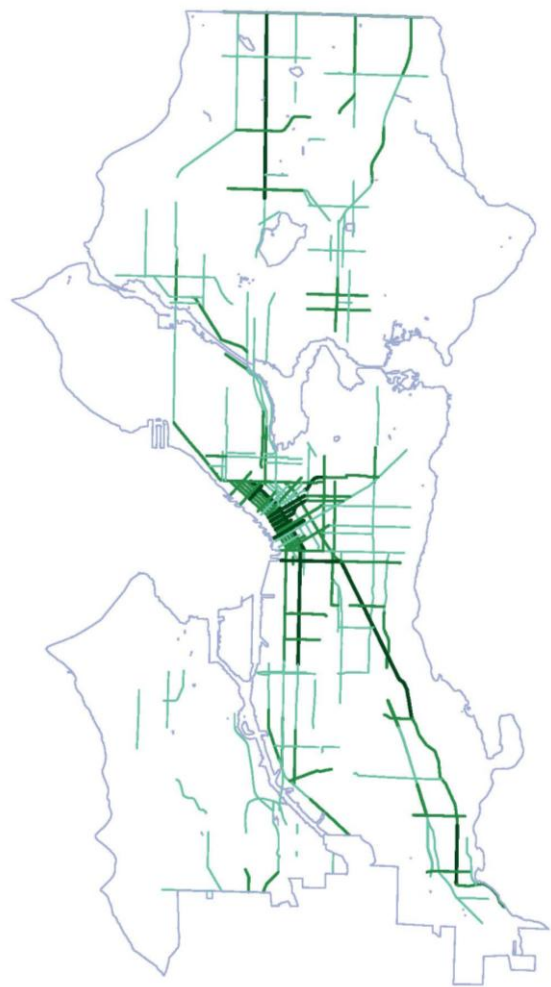
Capital Project Partnerships

Conduct safety evaluations for all capital projects and develop safety improvements in priority locations

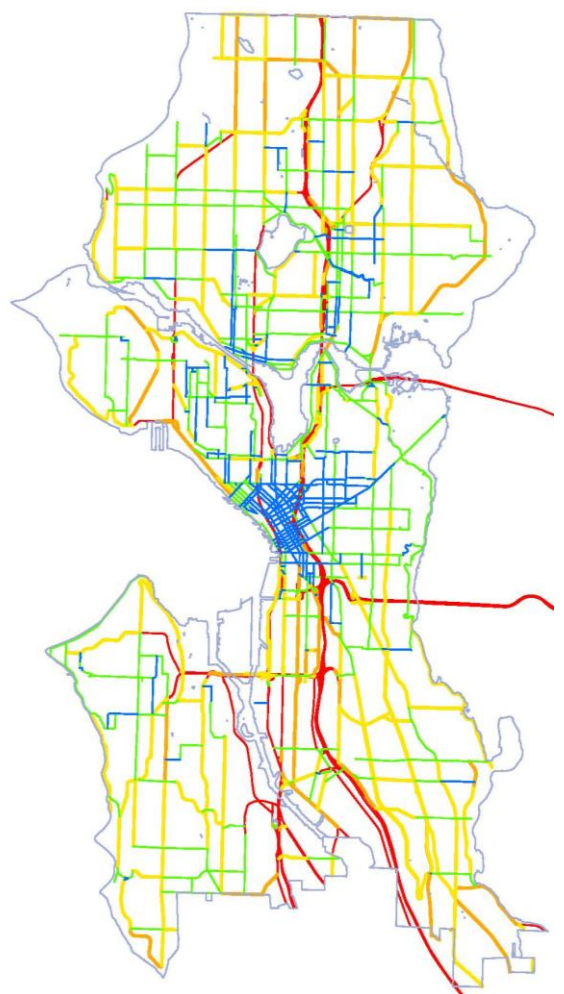
- Capital Project Partnerships
- Grant Projects
- SS4A Partnerships

How we do our work

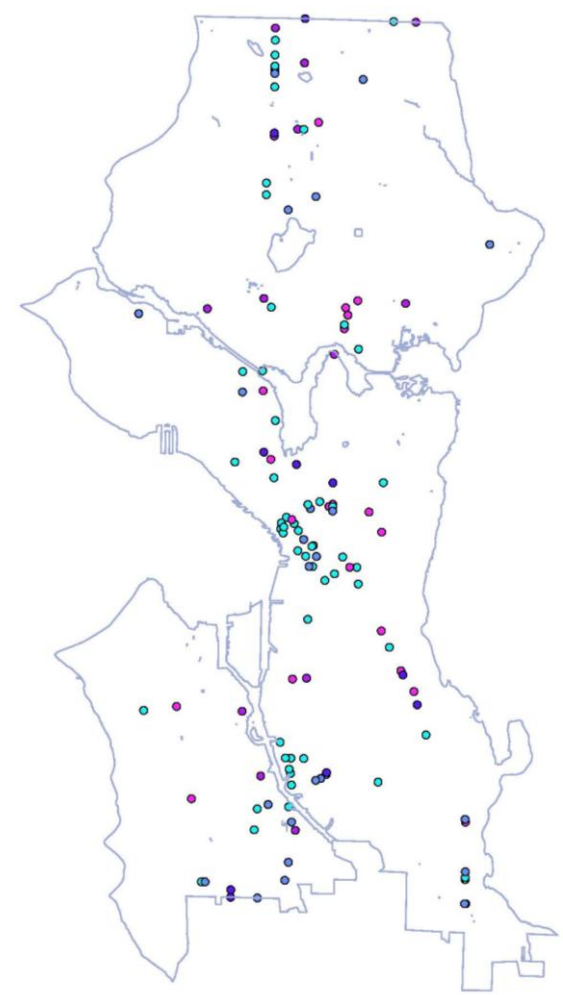
Project Delivery Considerations: Data-Informed Prioritization & Investments



High Injury Network



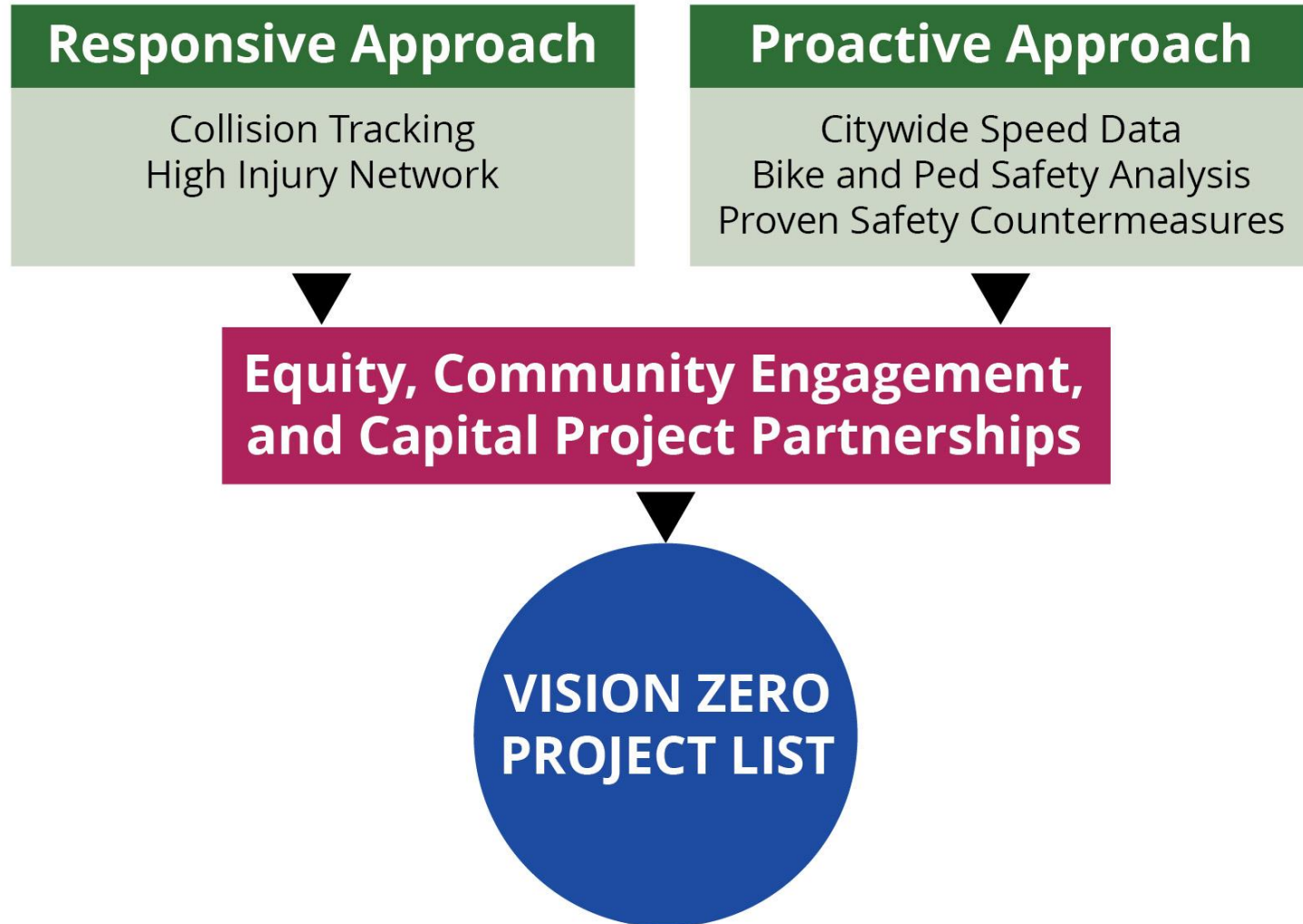
Citywide Speed Data



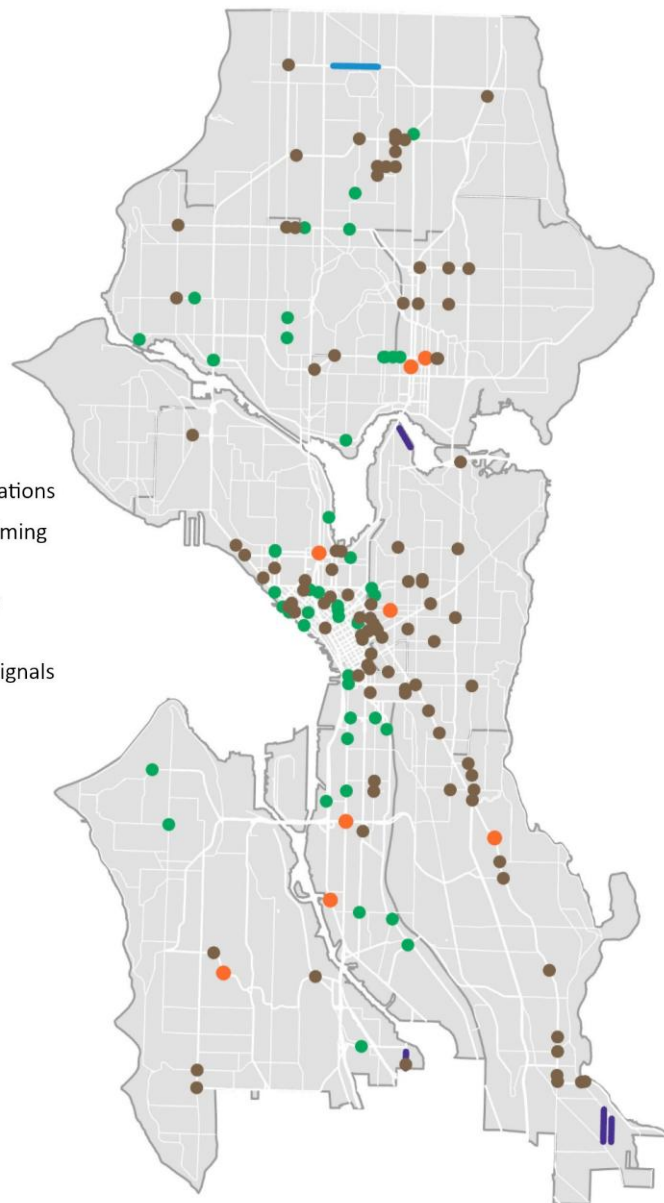
High Collision Locations

How we do our work

Project Delivery Considerations: Data-Informed Prioritization & Investments *continued*



2025 Vision Zero Project Highlights



- N 130th St (Phase 1) Safety Corridor
- Safety upgrades at **8 high collision locations**
- Traffic calming on **3 arterial corridors**
- Head-start walk signals at **45 intersections**
- No turn on red restrictions at **100 intersections**

(No Turn on Red restrictions are not levy deliverables)

17 Project Highlights (through Q1 2026)



Clockwise from top left: intersection upgrades on Rainier Ave S, center median improvement on Rainier Ave S, N 130th St Vision Zero project, and traffic calming on Fuhrman Ave E

2026 Look-Ahead

- Safety Redesign Projects
 - Completion of safety corridor on **S Henderson St**
 - Start construction on **Renton Ave S** and **Spring St** safety corridors
- High Collision Location Projects
 - Start or Complete construction on at least **27 high collision location projects**
- Leading Pedestrian Intervals
 - Advance design on **51 LPI upgrades**
- Traffic Calming Corridors
 - Start/complete construction on **18 arterial traffic calming corridors**
- Exploring ways to improve project evaluation and reporting
- Advancing policy initiatives, including shared streets designation
- Updating Vision Zero Action Plan
- Expanding safety education/engagement

Q&A – Vision Zero

Key Program Contacts

- **Venu Nemani** | Chief Transportation Safety Officer/City Traffic Engineer
- **David Burgesser** | Vision Zero Planning Lead
- **Andy Merkley** | Vision Zero Engineering Supervisor

1B – Safe Routes to School

Safe Routes to School Commitments to Voters

- **1.5** Contribute to at least 70 projects to improve safety and fund safety education programs at public schools.



Safe Routes to School Progress (through Q1 2026)

- **1.5** Contribute to at least 70 projects to improve safety and fund safety education programs at public schools.
- **30 completed**
- **34 in planning/design**



Safe Routes to School Background

What: Support K-12 students to walk and bike to school

Why: Healthier kids and healthier communities

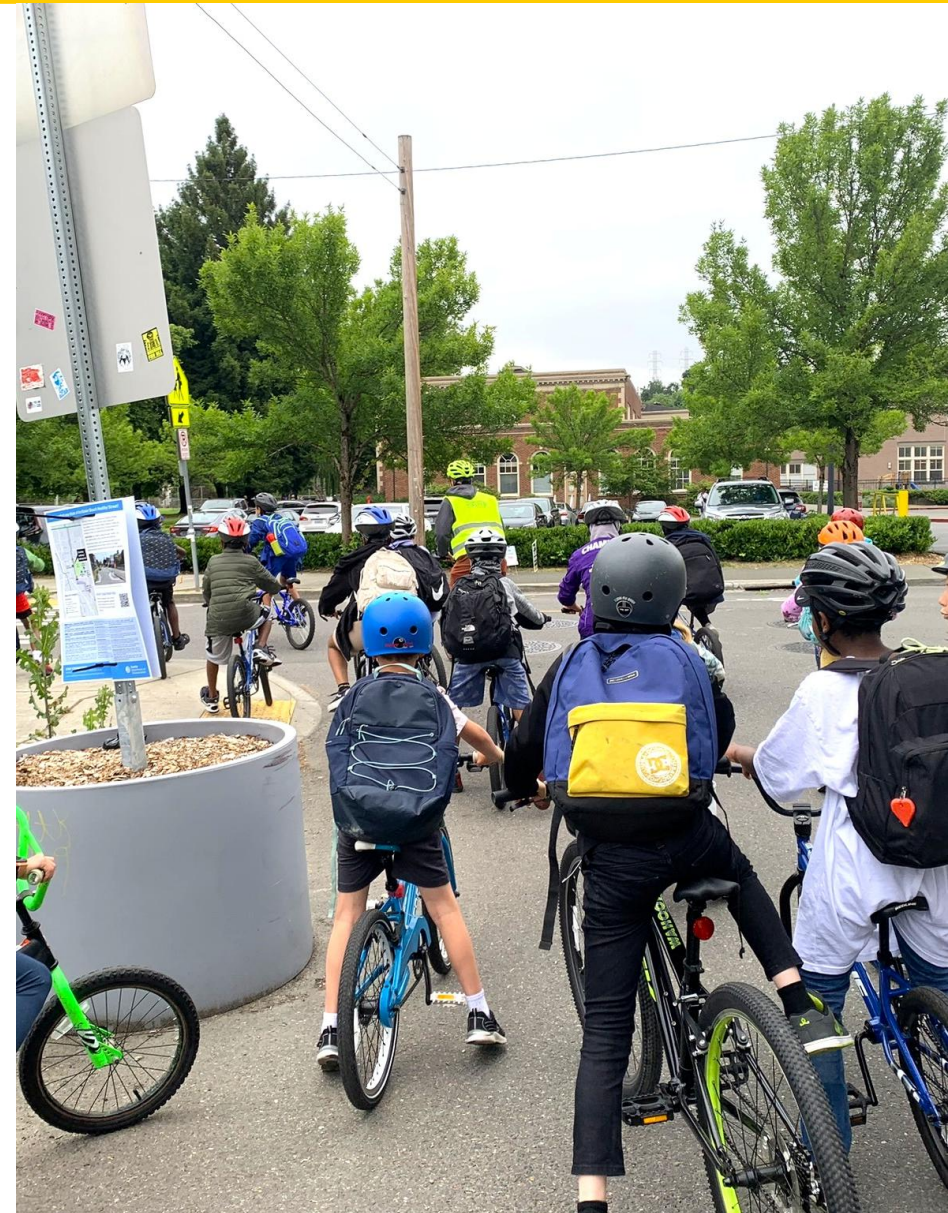
How:



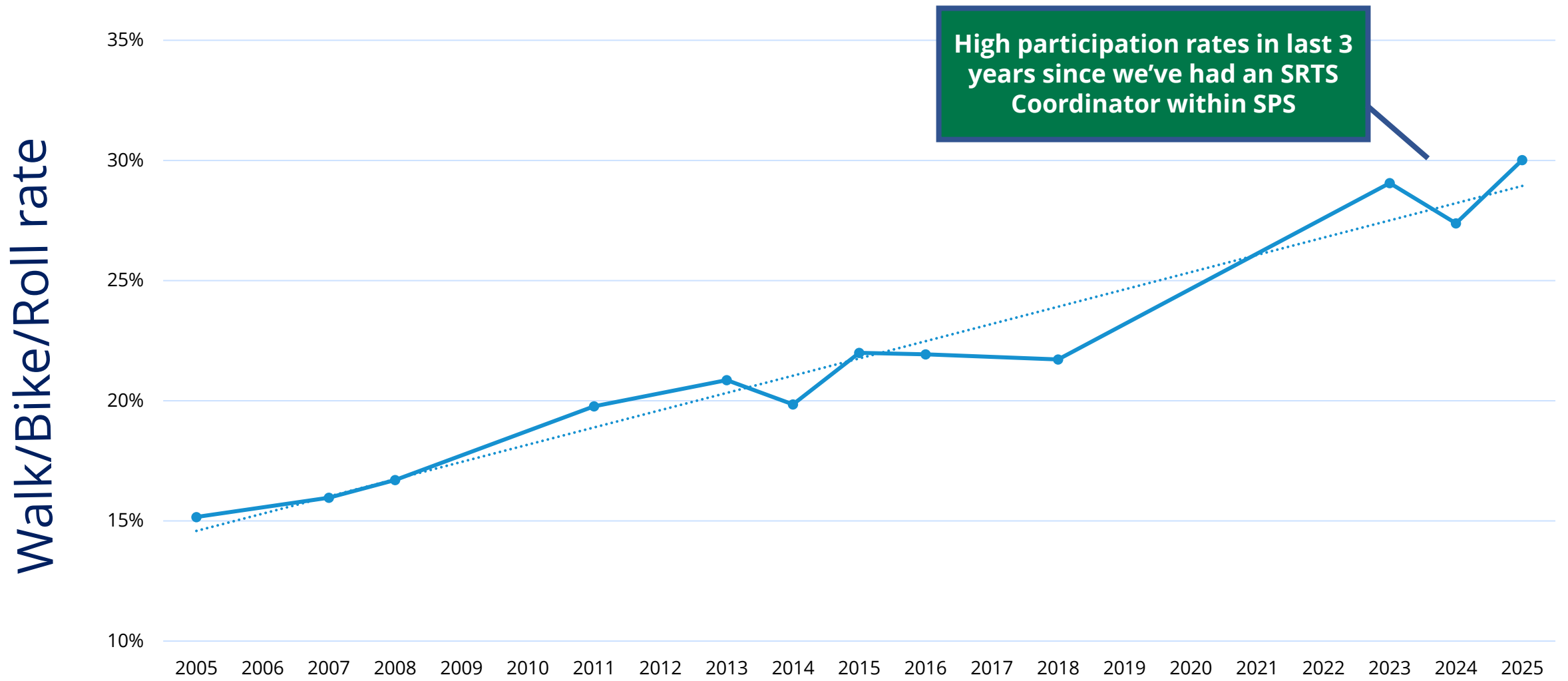
Street design



Community support



Intended Outcomes of SRTS investment – More students walking/biking/rolling to school



Intended Outcomes of SRTS investment – speed reduction

- ~20% reduction in speeds on arterials where we install speed cushions near schools

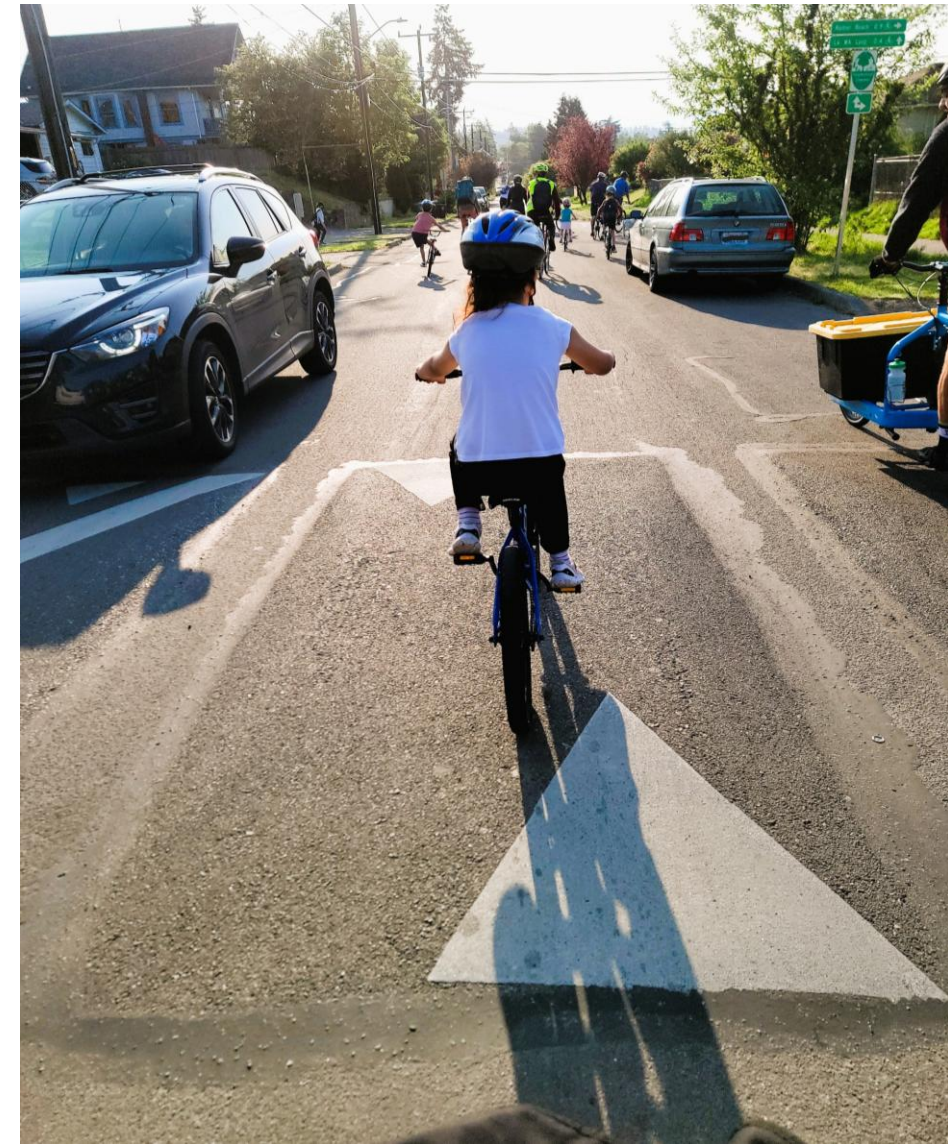


Photo credit: Anna Zivarts

How we choose projects

- **Equity**
- **Where students live**
- **Safety**
- **Engagement**
- **Opportunity**



Street design: Sand Point Elementary



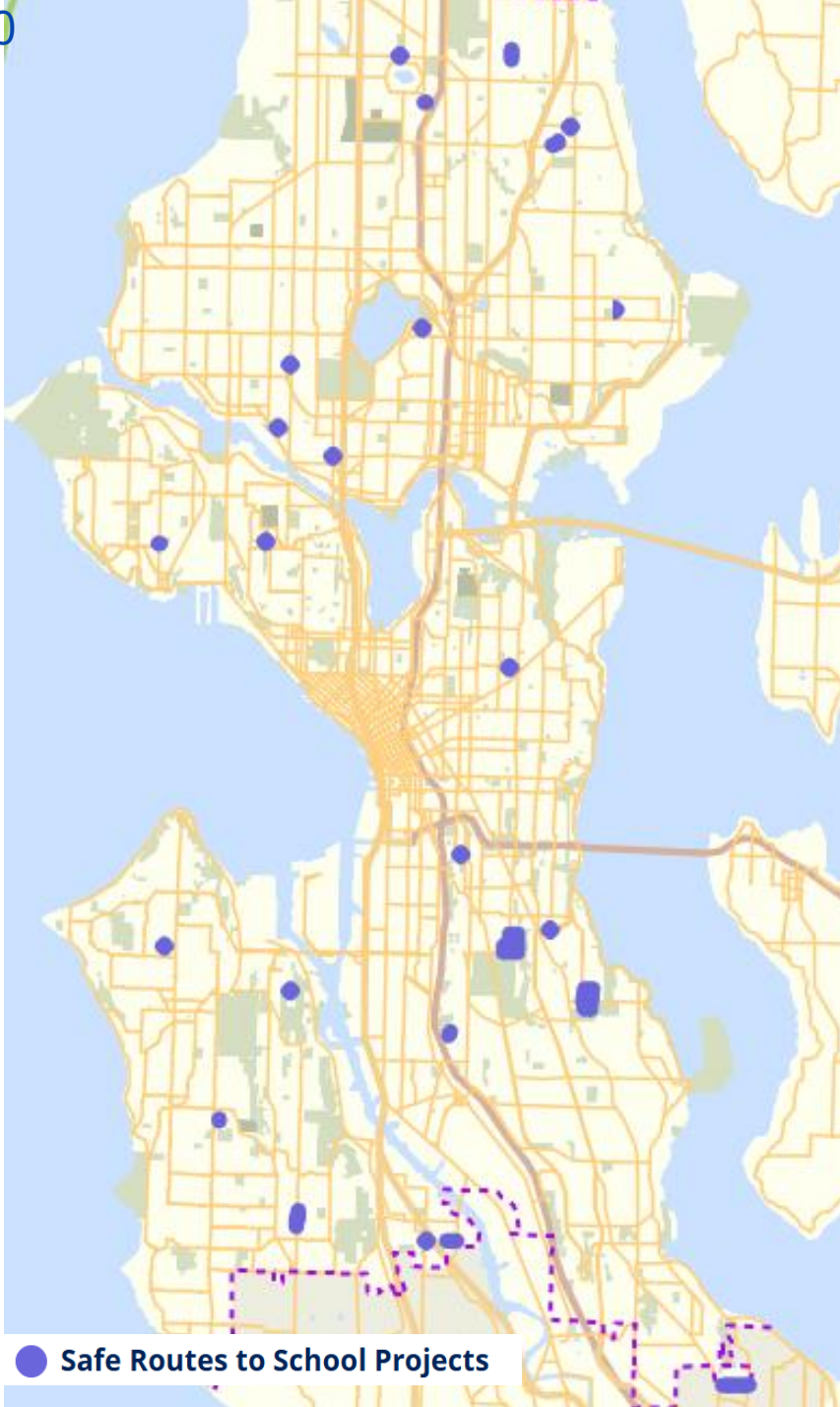
Street design: School Streets

Maple Elementary
Temporary
School Street



Maple Elementary
Permanent
School Street





2025 Safe Routes to School Project Highlights

30 Projects completed in 2025

Community support: School engagement

Safe Routes to School Coordinator embedded within Seattle Public Schools

Mini-grants: Up to \$1,500 to support walking and biking to school

Packages: Request supplies like reflectors, helmets, crosswalk flags, and more (over 100 distributed this school year!)



Community support: Let's Go Walk and Bike Program

- Safe Routes to School funds biking in all 3rd, 4th, 5th, 6th, 7th, and 8th grade P.E. classes at Seattle Public Schools



Community support: Bike Disco

Bike Disco ride organized by Dunlap and Wing Luke Elementary parents.

Safe Routes to School supported with planning, staffing, and free giveaways.



2026 SRTS Look-Ahead

BACKGROUND

- **1st Ave NE shared-use path:** A walking and biking connection between James Baldwin Elementary, Northacres Park, and the new Pinehurst light rail station
- **S Henderson St School Safety Project** (partnership among Levy programs): Making it safer and easier to walk, bike, scoot, and take transit to schools and destinations along S Henderson St
- **Walking and biking path at Washington Middle School** (20th Pl S between Jackson and Weller) - *pictured*



Safe Routes to School



Key Program Contacts - SRTS

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Brooke Nelson

Seattle Public Schools

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www.seattleschools.org/departments/transportation/walk-bike-roll/



Q&A – Safe Routes to School



1D – Neighborhood Initiated Safety Partnership Program (NISPP)

NISPP Commitments to Voters

1.7 Build at least 10 neighborhood-initiated and co-created projects, focusing on community priorities across all districts with an emphasis on equity. This could include safety and mobility enhancements like new sidewalks, crossings, and transit access.



Neighborhood walkshop

NISPP Progress (through Q1 2026)

1.7 Build at least 10 neighborhood-initiated and co-created projects, focusing on community priorities across all districts with an emphasis on equity. This could include safety and mobility enhancements like new sidewalks, crossings, and transit access.

Selected 19 projects across 12 neighborhoods that will be built by 2027:

- Many projects will add safety improvements in areas with new sidewalks based on community feedback from 2025 “walkshops”
- Some projects based on community feedback received during the Seattle Transportation Plan and other recent outreach efforts

NISPP Background

Evolution of the Neighborhood Street Fund:

- Building important transportation safety improvements
- Responding to community requests that may not otherwise be prioritized by other SDOT programs

Shift from citywide application-based model to placed-based partnership model:

- Focusing in high-need neighborhoods based on safety and equity
- Working with other SDOT projects and reviewing existing feedback to minimize community needing to ask for improvements multiple times
- Partnering with community groups to host in-person, in-language conversations



Top: Past NSF improvement in Lake City; Bottom: Neighborhood walkshop

How we do our work

- Listen to community by reviewing previous feedback and partnering with other programs to understand current priorities.
- Work with new **SDOT Community Partners** (*formerly GeoTeams*) to help identify and advance community priorities.



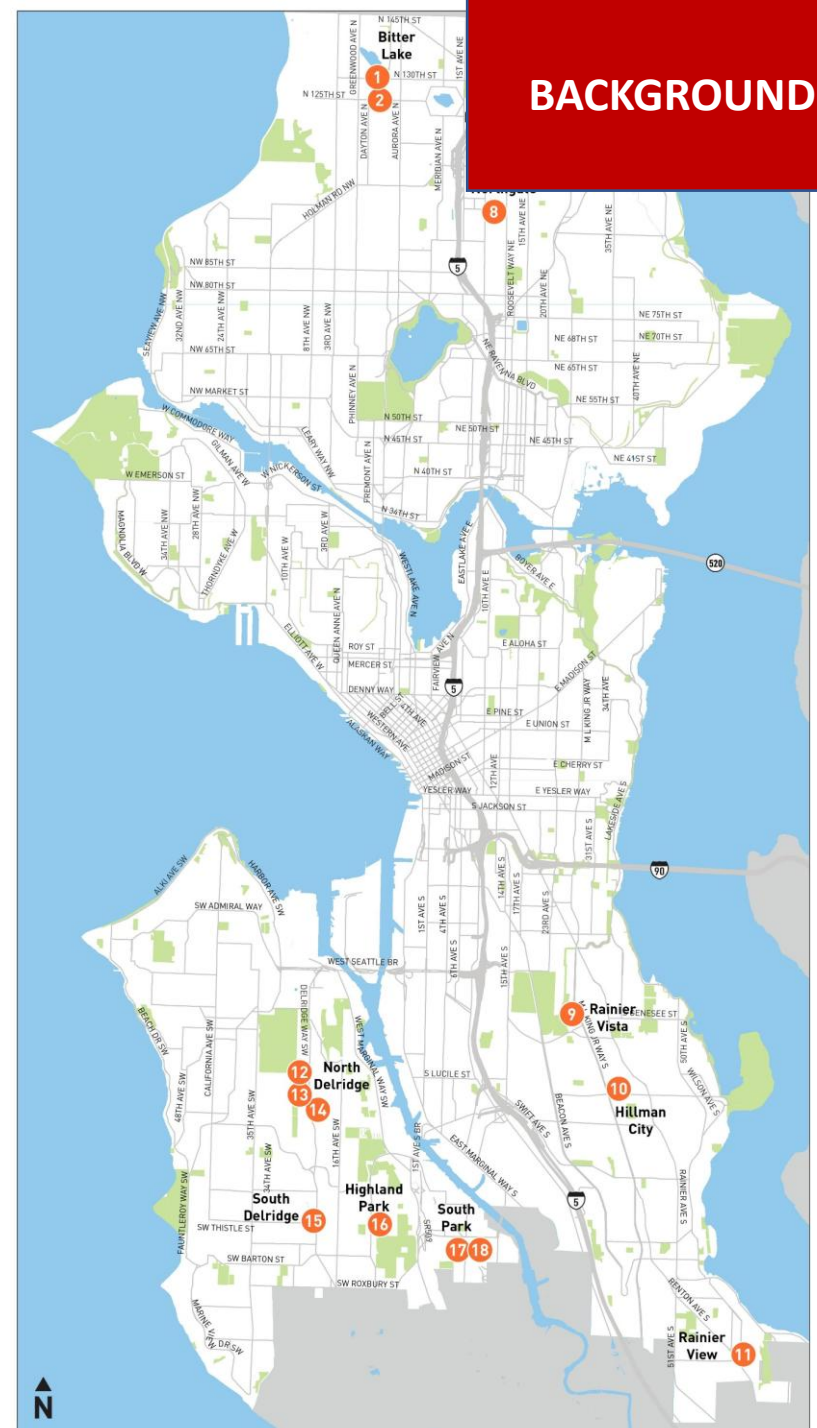
Intended Outcomes of NISPP Investment

- **Improved community relationships & cohesion**
 - TEF 1.3 - Identify neighborhoods and pilot a third-place community engagement model that centers on relationship building between staff and community members
- **Addressing equity & safety**
 - TEF Tactic 37.4 - Delivering projects that address pedestrian safety concerns identified from community data collection
- **Improved livability**
 - Community co-creation linked to improved public health; ensures public spaces reflect identity of residents, particularly in dense, historically underinvested areas ([*Sources: Oetken, 2023; Abou-Senna et al, 2022, Thompson and Kent, 2013*](#))

NISPP 2026 Look-Ahead

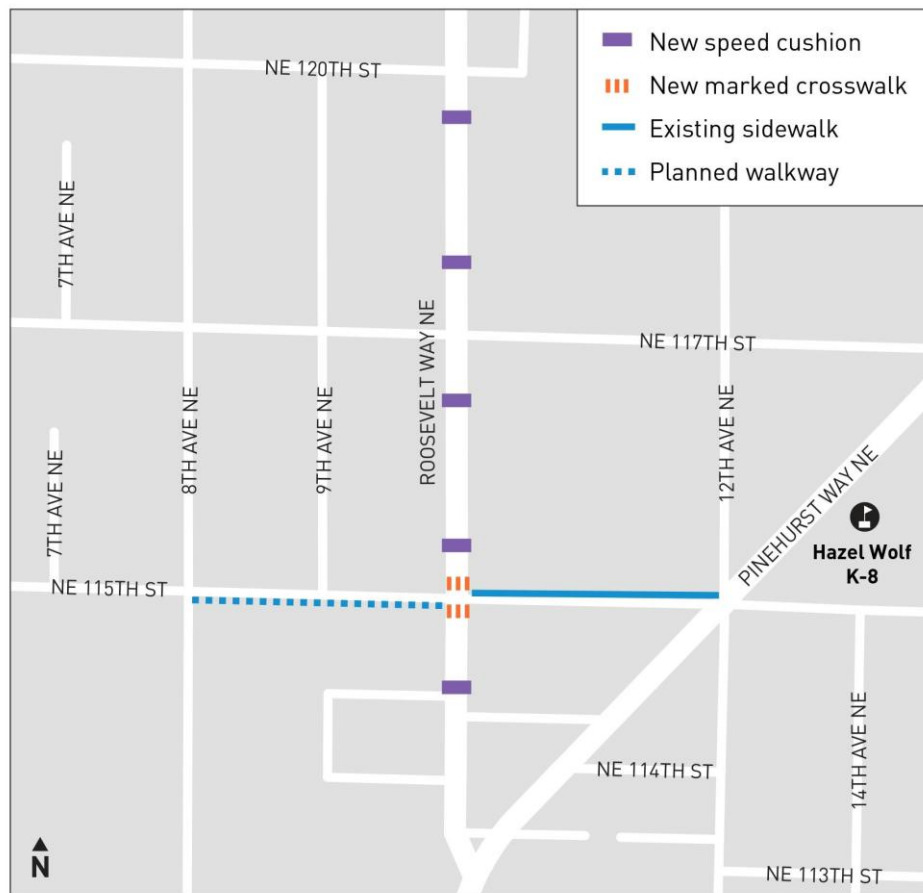
- Designing and building 19 projects in neighborhoods based on equity, safety, and where sidewalks are missing
- Identifying about 10 more community-requested projects to be built by 2028

BACKGROUND

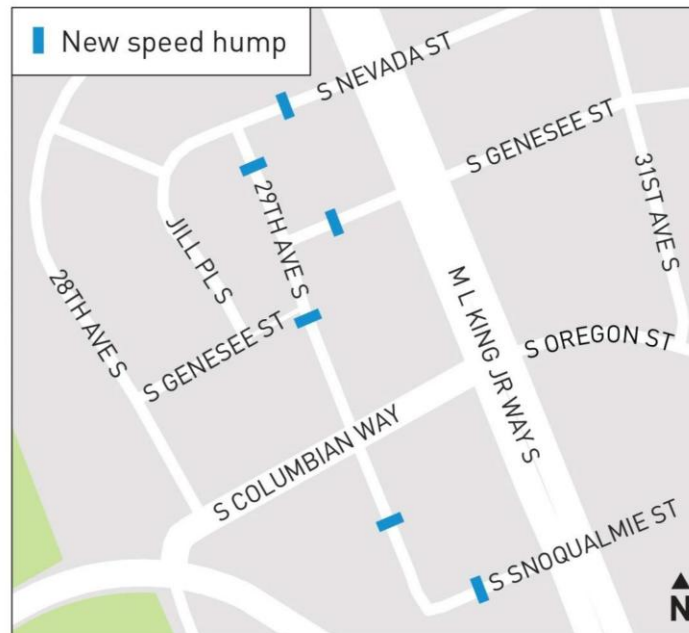


NISPP Identified Projects - Highlights

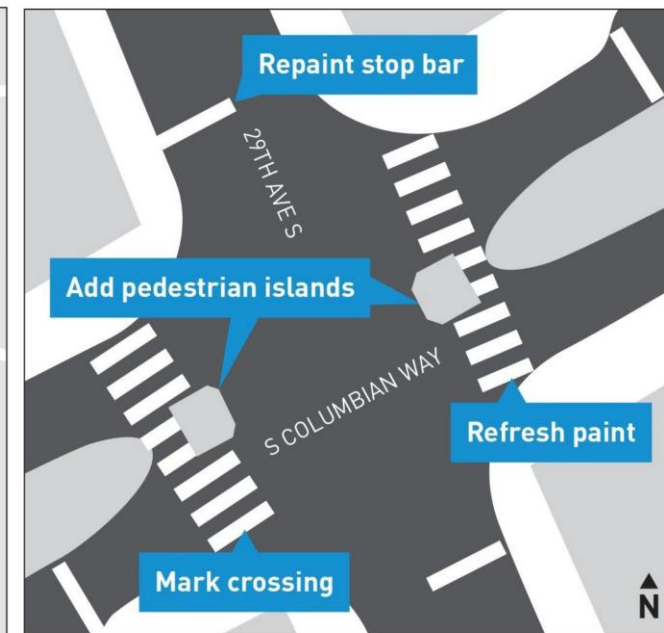
BACKGROUND



Pinehurst: Traffic calming and new crosswalks to improve walking route for Hazel Wolf K-8 students (Community idea from Pinehurst walkshop)



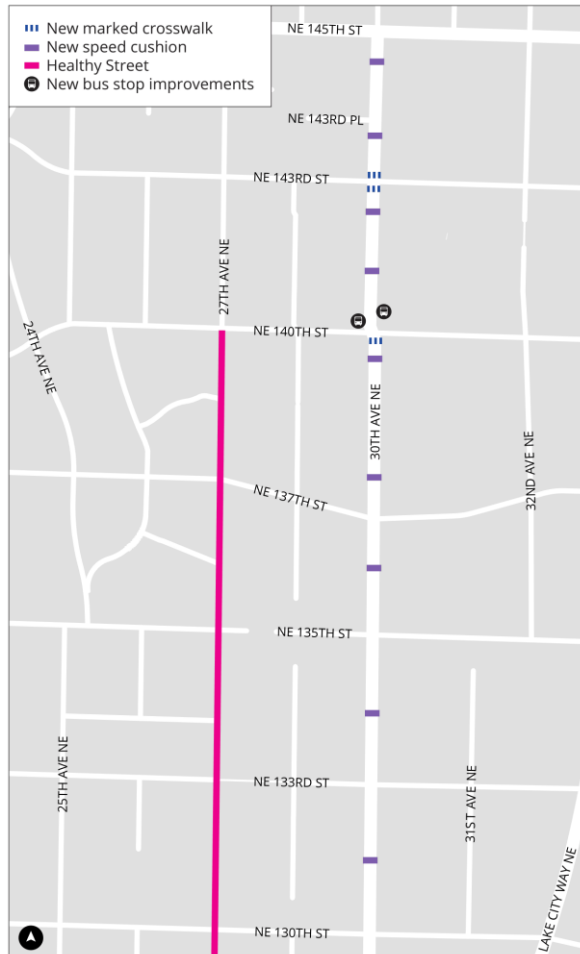
Rainier Vista: Traffic calming and new crosswalks to reduce cut through traffic and improve safety for SHA residents (Community idea from Mt. Baker Home Zone Plan)



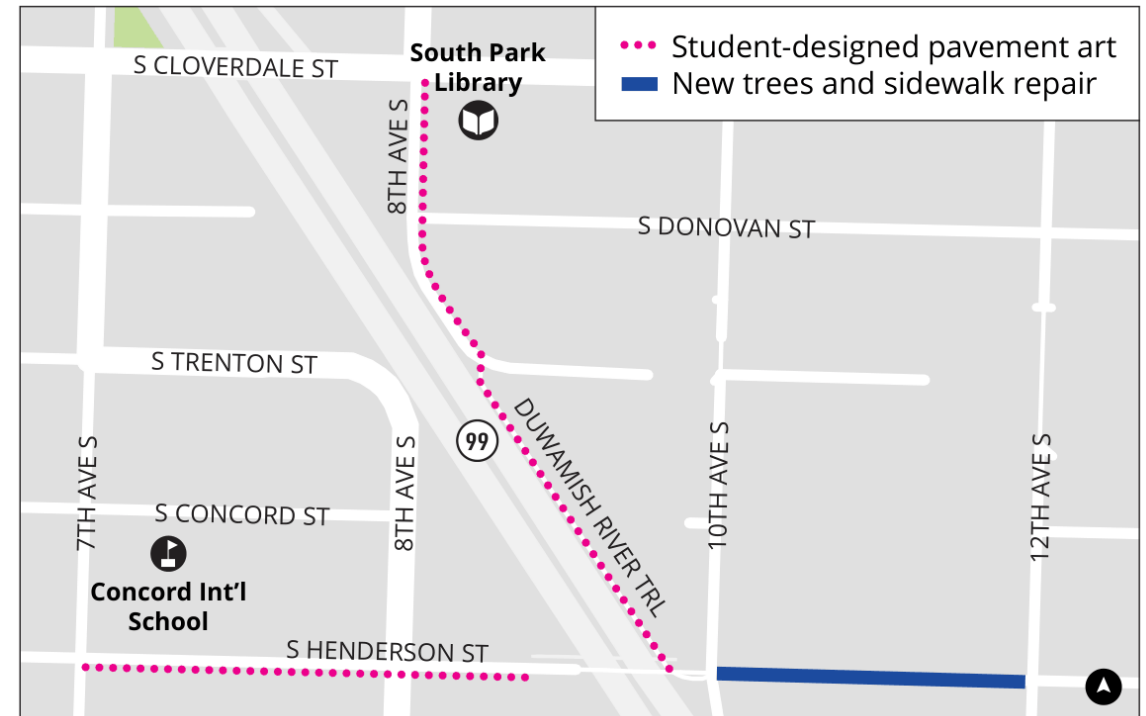
NISPP Identified Projects - Highlights

continued

BACKGROUND



Little Brook: Traffic calming and new crosswalks connecting to bus stops (Community idea from Little Brook walkshop)



South Park: New trees, sidewalk repair, and student-designed pavement art to improve walking routes for Concord Elementary students (Community idea from South Park walkshop)

Project delivery considerations

- Current projects can be built by SDOT crews within 1-2 years based on crew capacity.
- Future projects may involve more collaboration with community and result in projects that may take more time to design and build.



Neighborhood walkshop

NISPP Key Program Contacts

Simon Blenski

Senior Transportation Planner

Simon.Blenski@seattle.gov | 206-741-2648

Julia Jannon-Shields

Manager, SDOT Community Partners

Julia.Jannon-Shields@seattle.gov | 206-683-3797

Program Website

www.seattle.gov/transportation/neighborhood-initiated-safety-partnership-program

Q&A - NISPP

1E - Neighborhood Scale Traffic Safety (NSTS) Programs

NSTS Programs

Commitments to Voters

- **1.8** Address community priorities for neighborhood scale traffic safety improvements. This could include safety and mobility enhancements like traffic calming, new sidewalks, crossings, and transit access.



NSTS Programs Progress (through Q1 2026)

- Address community priorities for neighborhood scale traffic safety improvements. This could include safety and mobility enhancements like traffic calming, new sidewalks, crossings, and transit access.

✓ Traffic Calming Projects in:

- Alki
- Rainier Beach
- Bitter Lake
- Northgate

NSTS Background & Structure

Program to address safety on non-arterial streets, complementing **1A - Vision Zero** program's focus on arterial streets on the High-Injury Network

Small improvements to non-arterial streets like traffic calming and daylighting, both proactive using data we collect and reactive to community requests

Neighborhood Traffic Calming

Home Zones

NSTS Intended Outcomes

- Discourage cut through traffic on neighborhood streets through traffic calming – 85% of people driving 20mph or slower
- ~20% decrease in speeds after speed hump/cushion installation
- Less traffic helps reduce emissions and noise pollution
- Slower speeds help increase sense of safety among neighbors
- Investing in safe, well-lit streets and slow and low volume streets improves residents' daily experience, encourages more time outside connecting with community, and can increase physical activity



How we do our work

BACKGROUND

	Neighborhood Traffic Calming	Home Zones
Process	<p>Addressing service requests for small (“spot”) traffic calming projects</p> <p>Proactively identifying non-arterials with high speeds; addressing non-arterial locations with history of serious/fatal crashes</p>	<p>Working with neighborhoods to create low-speed, low-volume neighborhood streets that encourage active travel, play, and community-building</p>
Size	<p>Individual blocks</p>	<p>Neighborhood or section of neighborhood bounded by arterials</p>
Project Types	<p>Primarily non-arterial speed humps/cushions</p>	<p>Standard set of improvements, including: traffic calming, public space, crossing improvements, greening, gateway treatments, traffic diverters</p>
Project Prioritization	<p>Missing sidewalks, race and social equity index, recorded speeds/volumes</p>	
	<p>Service requests, streets with likely speeding (e.g. high # of property damage crashes), streets near/parallel to high volume arterials, crash history (yearly non-arterial crash analysis), proximity to community destinations (parks, community centers, etc.)</p>	<p>School walk zones, Frequent Transit Network, areas with recent development, vehicle ownership rates, other mobility data, likely cut-through traffic</p>

5 NSTS Project Highlights (through Q1 2026)

Neighborhood Traffic Calming in Bitter Lake



BEFORE



AFTER

NSTS Project Highlights (through Q1 2026)

continued

BACKGROUND



BEFORE



AFTER



Neighborhood Traffic Calming on Alki

Before/After Studies (past projects)

- 18% to 23% reduction in speed, especially in highest end speeds
- Volume changes depend on project scope and street network
- Our traffic survey data is publicly available at <https://www.seattle.gov/transportation/permits-and-services/interactive-maps/traffic-volume-and-crash-data>

	BEFORE			AFTER		
	85 th %ile Speed*	90 th %ile Speed**	Average Daily Traffic	85 th %ile Speed*	90 th %ile Speed**	Average Daily Traffic
Rainier Beach (measured at 54 th Ave S, between Renton Ave S and S Roxbury St)	25.8 mph	27.2 mph	253 vehicles per day	20.1 mph	21 mph	225 vehicles per day
Bitter Lake (measured at N 143 rd St, East of Evanston Ave N)	28.1 mph	29.6 mph	1230 vehicles per day	23 mph	24.1 mph	1248 vehicles per day
37th Ave S (measured South of S Court St, John Muir Home Zone)	25.4 mph	26.8 mph	368 vehicles per day	19.6 mph	20.3 mph	289 vehicles per day

* 15% of people are driving faster than this speed

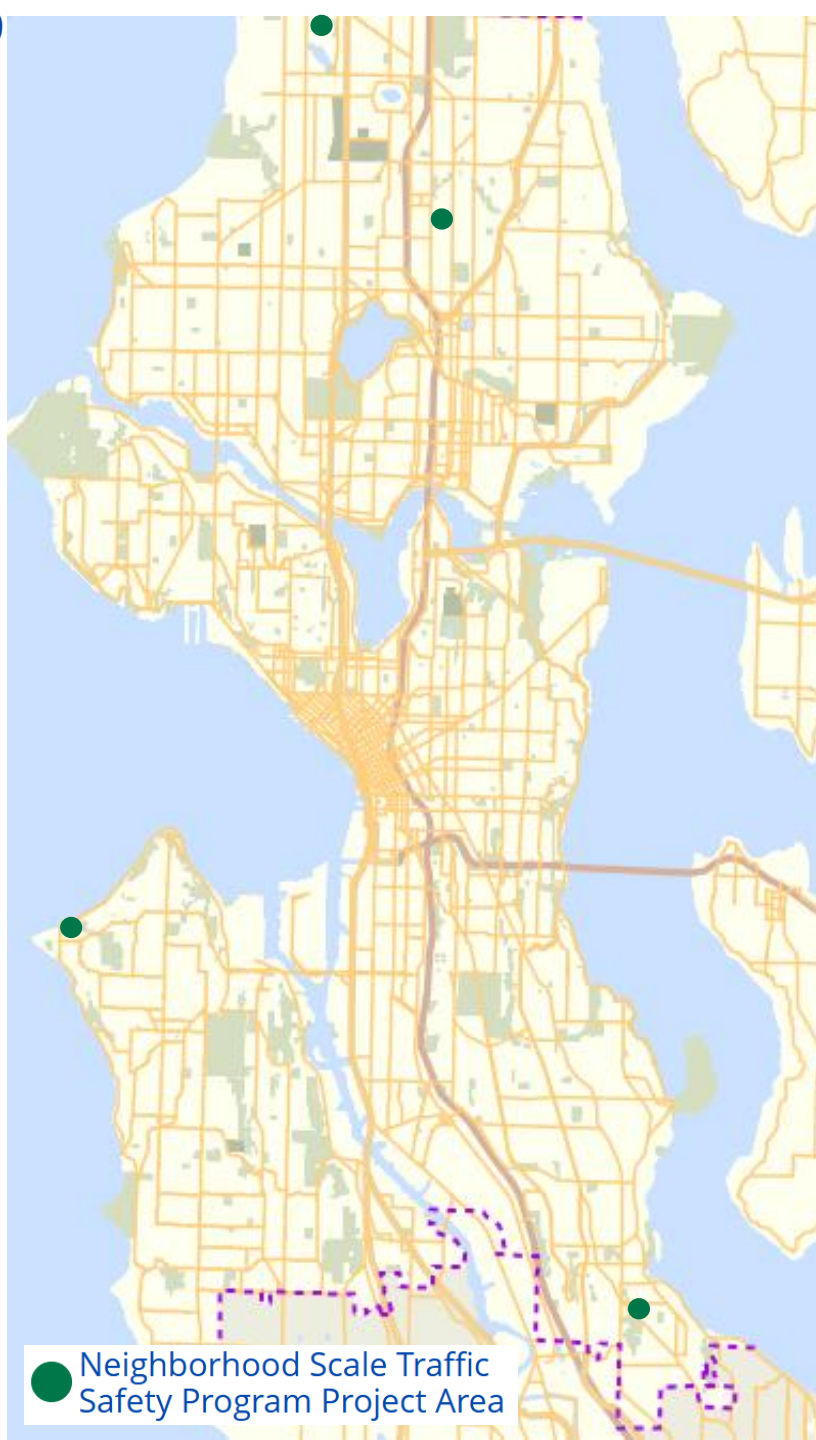
** 10% of people are driving faster than this speed

NSTS 2025

Locations of Projects

Each area encompasses more than 1 project

- Bitter Lake Traffic Calming
- Rainier Beach Traffic Calming
- Alki Traffic Calming
- Northgate Traffic Calming



● Neighborhood Scale Traffic Safety Program Project Area

NSTS 2026 Look-Ahead

Starting construction in 2026:

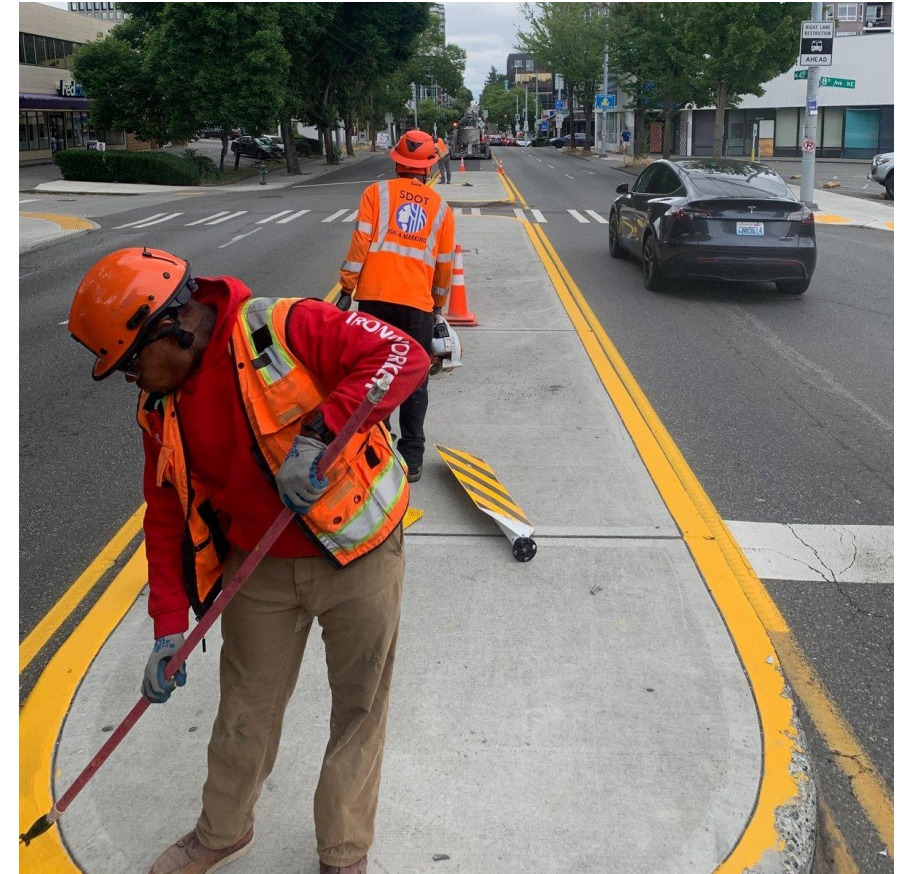
- ✓ Beacon Hill Traffic Calming
- ✓ Dearborn Traffic Calming
- ✓ Little Brook Traffic Calming
- ✓ Northgate Traffic Calming
- ✓ Othello Playground Traffic Calming
- ✓ Ravenna Traffic Calming



Beacon Hill

Project delivery considerations

- Crew capacity
- Projects dependent on weather conditions; dry weather required for most work



Commitments to Voters – Demonstrating Accountability

- **1.8** Address community priorities for neighborhood scale traffic safety improvements. This could include safety and mobility enhancements like traffic calming, new sidewalks, crossings, and transit access.

- What does this look like to us?
 - **58 projects across life of levy**
- What else do you want to know to understand this proposed target?

NSTS Key Program Contacts

Rahi Patel

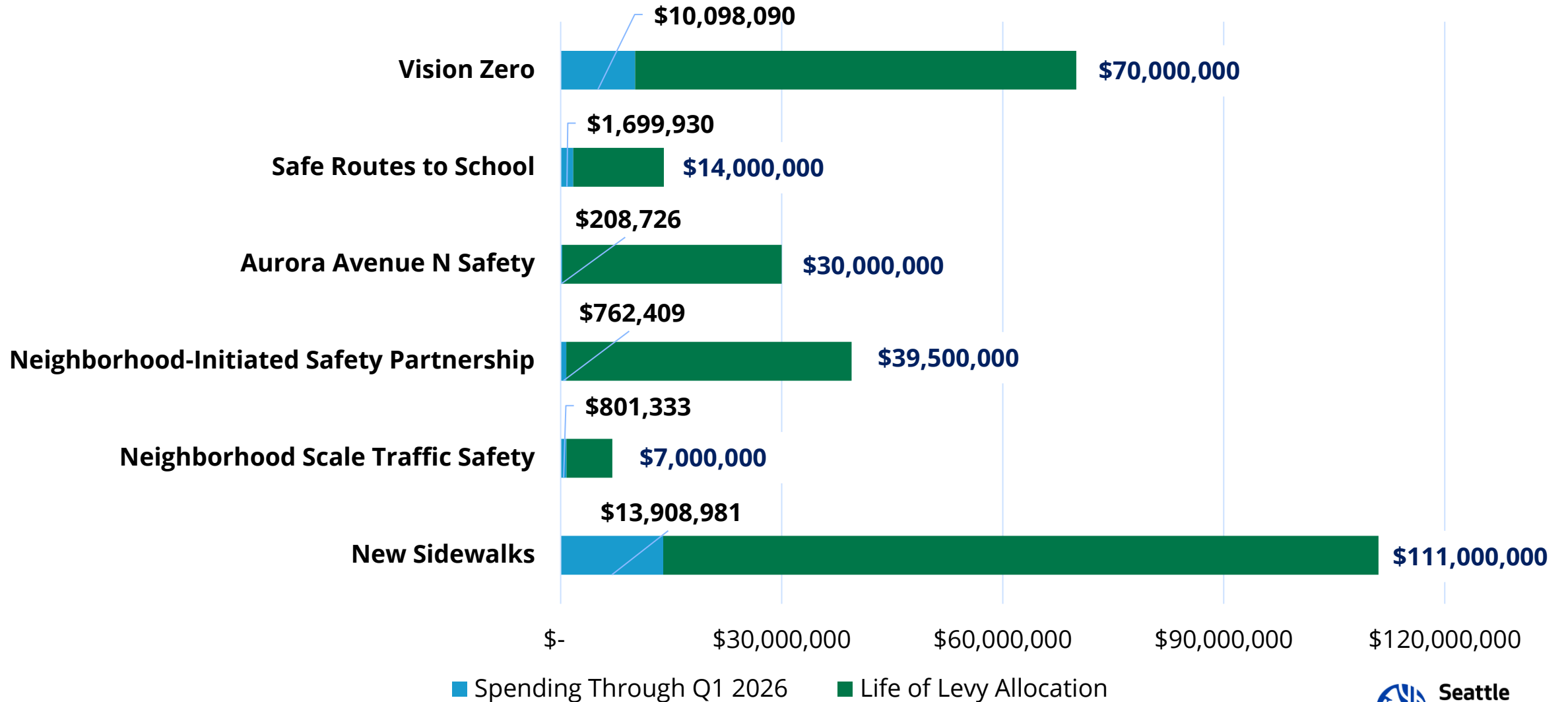
rahi.patel@seattle.gov | 425-473-2754

Program Website:

<https://www.seattle.gov/transportation/projects-and-programs/programs/home-zone-program/traffic-calming>

Q&A - NSTS

Spending vs. Allocation Through Q1 2026



Expected Spending Trends

Vision Zero

Levy spending in this program will be relatively even year over year.

Program has other local funding; Levy represents 50-65% of annual budget.

Safe Routes to School

Consistent annual Levy spending.

Program has other local funding (SSTPI); Levy represents 25% of annual budget.

Aurora Ave N (more information in next meeting)

Annual spending will vary with project phase.

Contains grant and other funding sources; Levy funds are about a third of current funding.

Neighborhood-Initiated Safety Partnership Program

New program with only Levy funding.

Will see lower spending in early years and during planning/design periods.

Neighborhood Traffic Calming

New program with only Levy funding.

Relatively even spending year over year.

Reflection

- On a phone/device, please take 10 minutes to reflect on today's presentation:
- <https://tinyurl.com/may-2026-loc>

Next Meeting

- Aurora Ave N Safety
- New Sidewalks

THANK YOU!

Reference slides

SDOT Funding Sources

What can they be used on?

How stable are they?

Funding Source	How Restricted?	How Stable?
Transportation Levies	Strict	Stable
Grants, Loans, Partnership Funds	Strict	Variable
Transportation Benefit District - 0.15% Sales Tax	Strict	Variable
Bonds	Strict	Stable
Street Vacation	Strict	Variable
Reimbursable	Strict	Stable
Property Proceeds	Strict	Variable
Street Use & Occupation Fees	Moderate	Variable
Gas Tax	Moderate	Variable
Transportation Benefit District - VLF \$50	Moderate	Stable
REET	Moderate	Variable
School Safety Traffic & Ped Improvement	Moderate	Variable
Commercial Parking Tax	Flexible	Variable
General Fund	Flexible	Variable

Strict: Funding sources that either have underlying law that restricts how the money can be used or for which our reallocation is restricted in some way.

Moderate: Funding sources with limited ability to repurpose and have some restrictions.

Flexible: Funding sources with few restrictions. Spending must be reasonably justified and follow the typical limitations on using public money.

Stable: Funding is reliable for set time period; i.e. 8 year levy totaling \$1.55B.

Variable: Funding availability depends on factors beyond SDOT's control

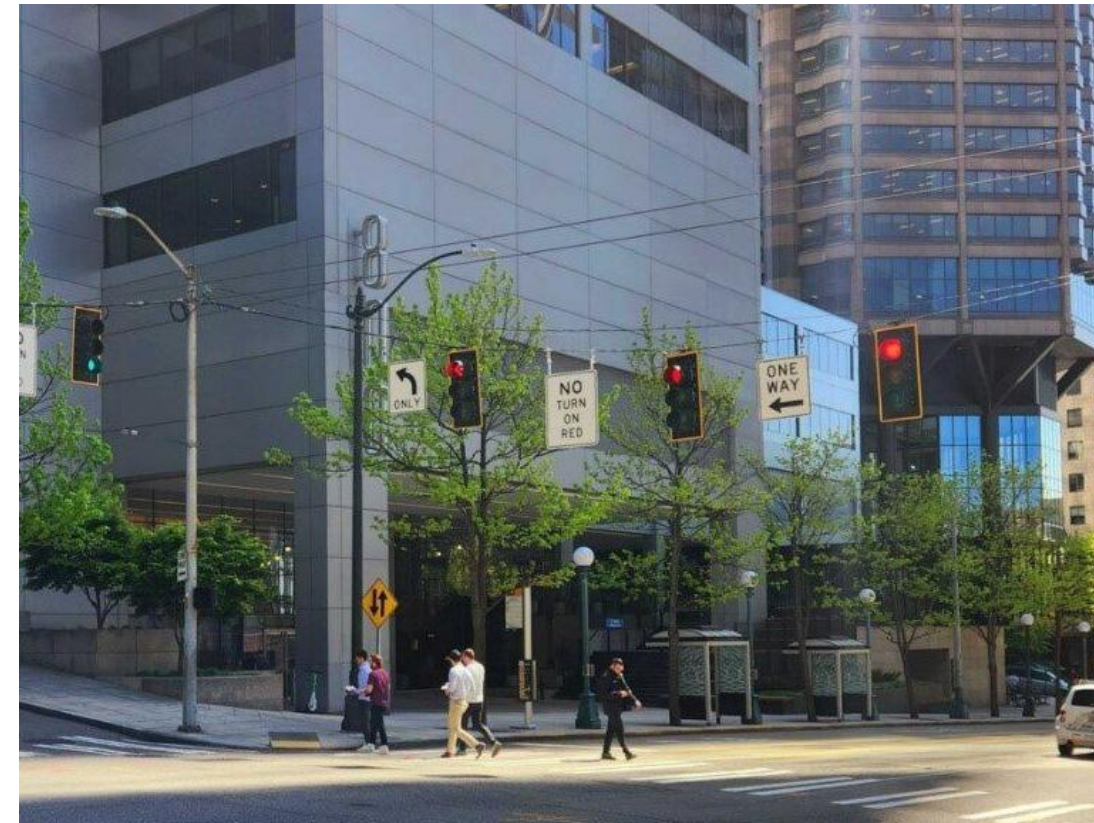
Supporting Citywide goals: Safety

Safety: *In Seattle, everyone feels safe traveling and there are no serious injury or fatal crashes.*

Levy investments implement proven, research-backed strategies to reduce road fatalities and serious injuries ([FHWA Proven Safety Countermeasures](#))

including but not limited to:

- Speed management
- Leading pedestrian intervals - head start walk signals
- Street operations/reconfiguration
- Fewer left turn conflicts at intersections



Leading pedestrian intervals and *No Turn on Red* signs downtown

Supporting Citywide goals: Mobility & Economic Vitality

Mobility & Economic Vitality:

Seattle provides reliable and affordable travel options that support economic vitality and help people and goods get where they need to go.

Redesigning streets can lead to improved safety while boosting employment levels, business growth, and property values (1)



Local businesses and pedestrian in Ballard

Supporting Citywide goals: Livability

Livability: *Seattle streets are inviting places to gather, linger, and play.*

- **Community co-creation** linked to **improved public health**; ensures public spaces reflect identity of residents, particularly in dense, historically underinvested areas (2)
- Investing in safe, well-lit streets and slow and low volume streets **improves residents' daily experience**, encourages **more time outside** connecting with community, and can increase **physical activity** (3)



Community co-creation of public spaces

(2) [Oetken, 2023](#)

(3) [Abou-Senna et al, 2022, Thompson and Kent, 2013](#)