

2017 Annual Traffic Report

June 25th, 2018

Presented by Kendra Dedinsky, City Traffic Engineer
& Captain Mark Konoske, Shoreline PD



Objectives of Annual Traffic Report

- Provide a summary of collision and traffic data collected in Shoreline.
- Improve traffic safety in the City of Shoreline by identifying collision trends and high accident locations – develop mitigation strategies.
- Used to prioritize improvement and enforcement resources and to identify TIP/CIP projects.



Traffic Volumes & Transit Ridership

Traffic Volumes

- Daily Traffic up 1.10%
- AM peak up 1.06%
- PM peak up 2.23%

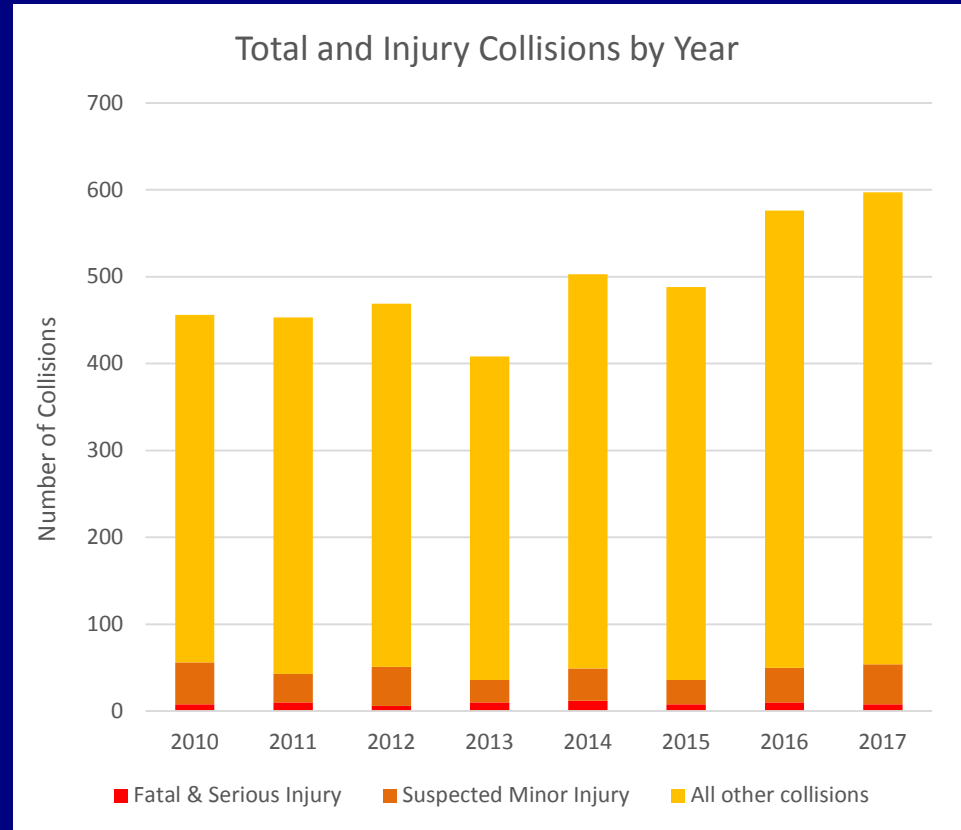
Transit

	Avg Daily Transit Boardings	% Change
Spring 2017	8937	0.13%
Spring 2016	8925	7.5%
Spring 2015	8301	-0.2%
Spring 2014	8318	7.3%
Spring 2013	7750	-



Collision Statistics by Year

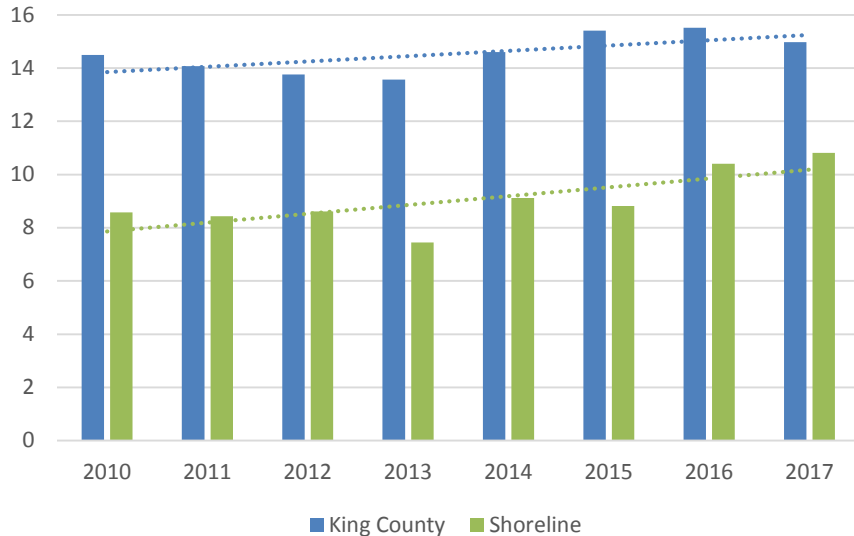
- Overall increase from 2016 to 2017, comparable to regional trends.
- The trend line for # of injury collisions (including minor injury) is relatively flat
- Fatal and serious collisions remain flat (avg. 9/year)



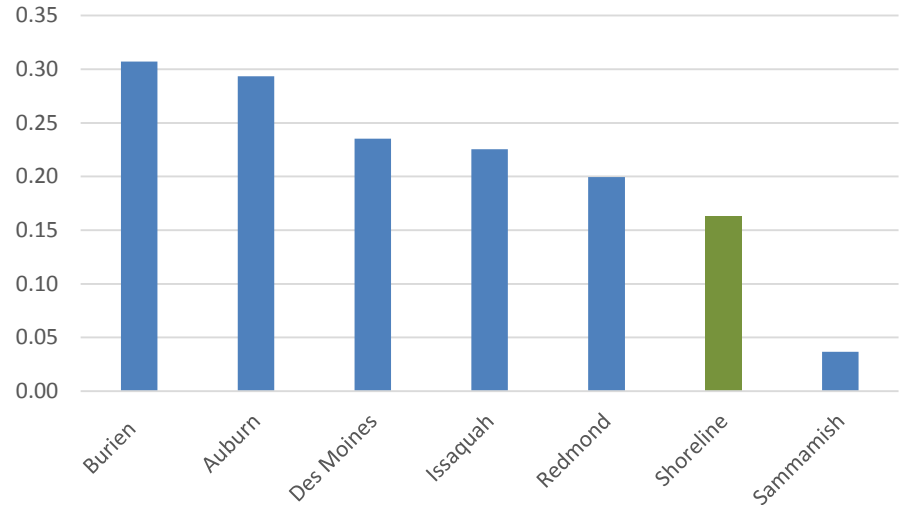
Regional Comparison

- Total King County collision data shows a similar upward collision trend.
- Shoreline's rate of fatal and serious injury collisions is relatively low.

King County vs Shoreline Collisions per 1000 Population

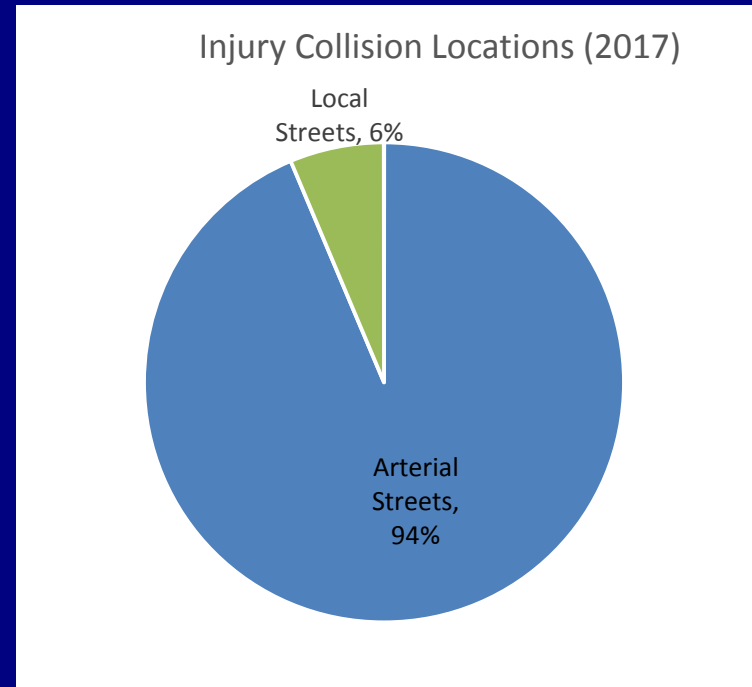
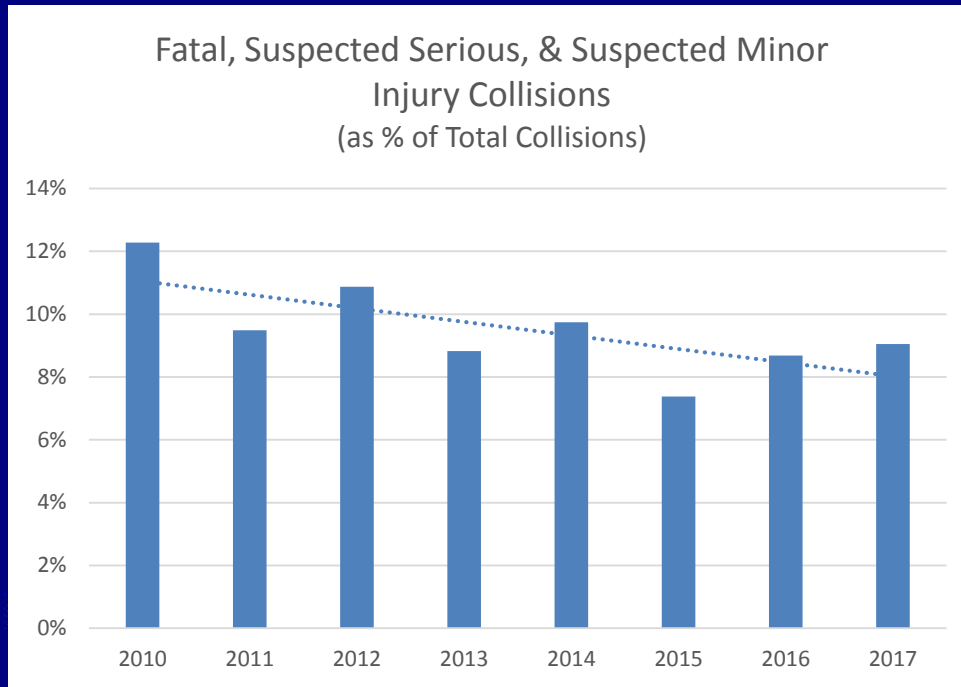


Fatal & Seious Injury Collisions per 1000 Population
3 year average



Injury Collisions

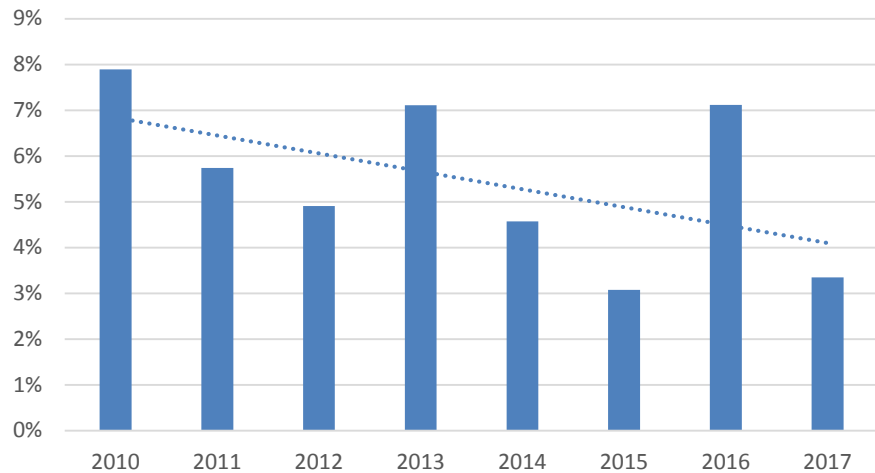
- # of injury collisions up from 2016, but percent of total collisions resulting in injury is trending down, accounting for less than 10% in 2017.



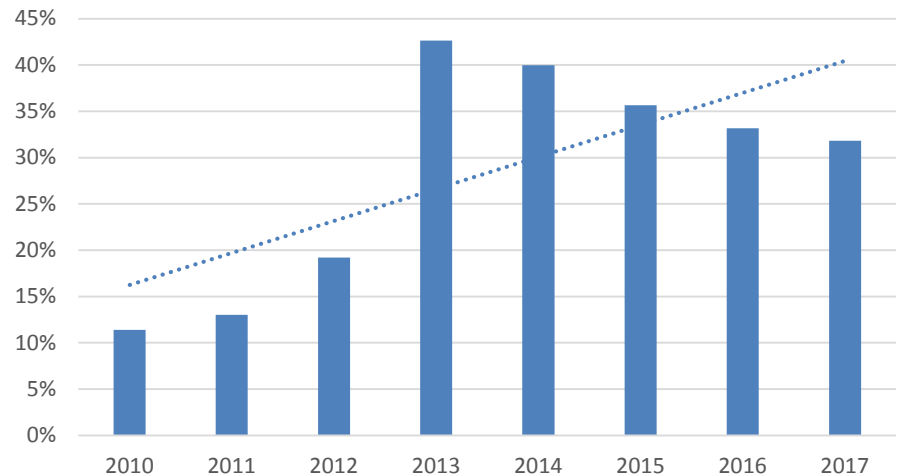
Contributing Circumstances

- Impairment related collisions decreased significantly, possibly as a result of grant related enforcement activities.
- Driver distraction continues to be a significant factor, although trending down from the peak in 2013.

Target Zero Emphasis - Impairment
(as % of Total Collisions)



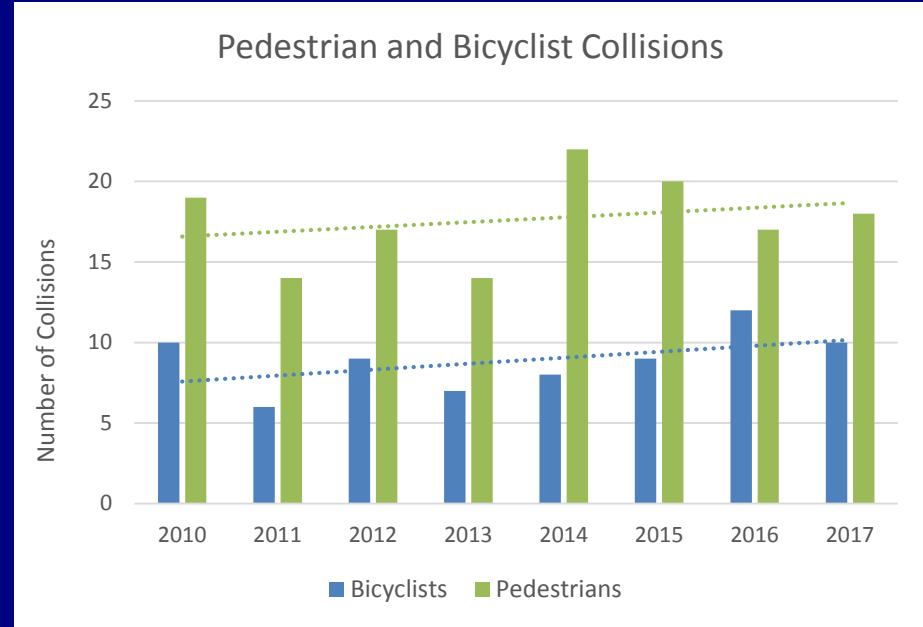
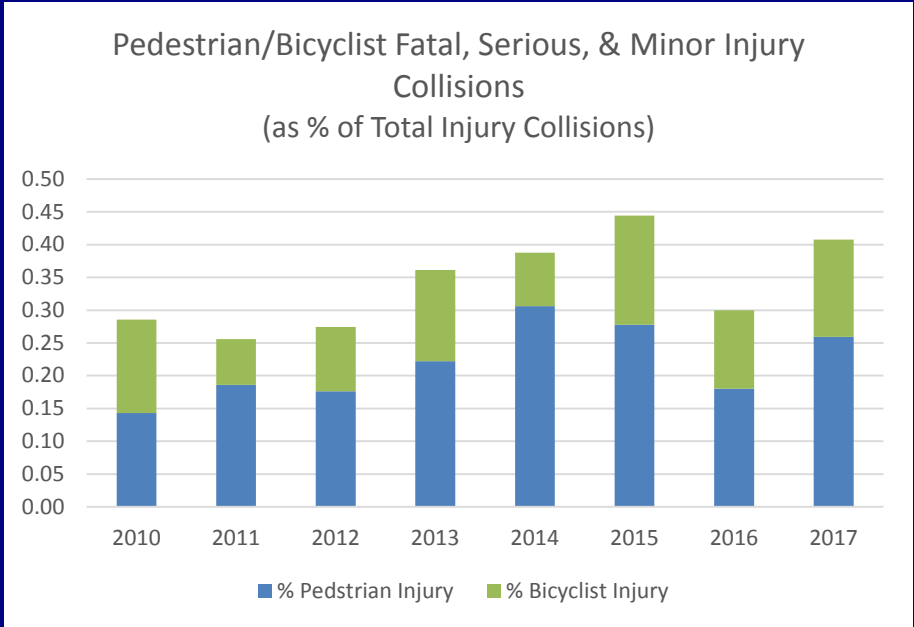
Target Zero - Distracted Driving
(as % of Total Collisions)



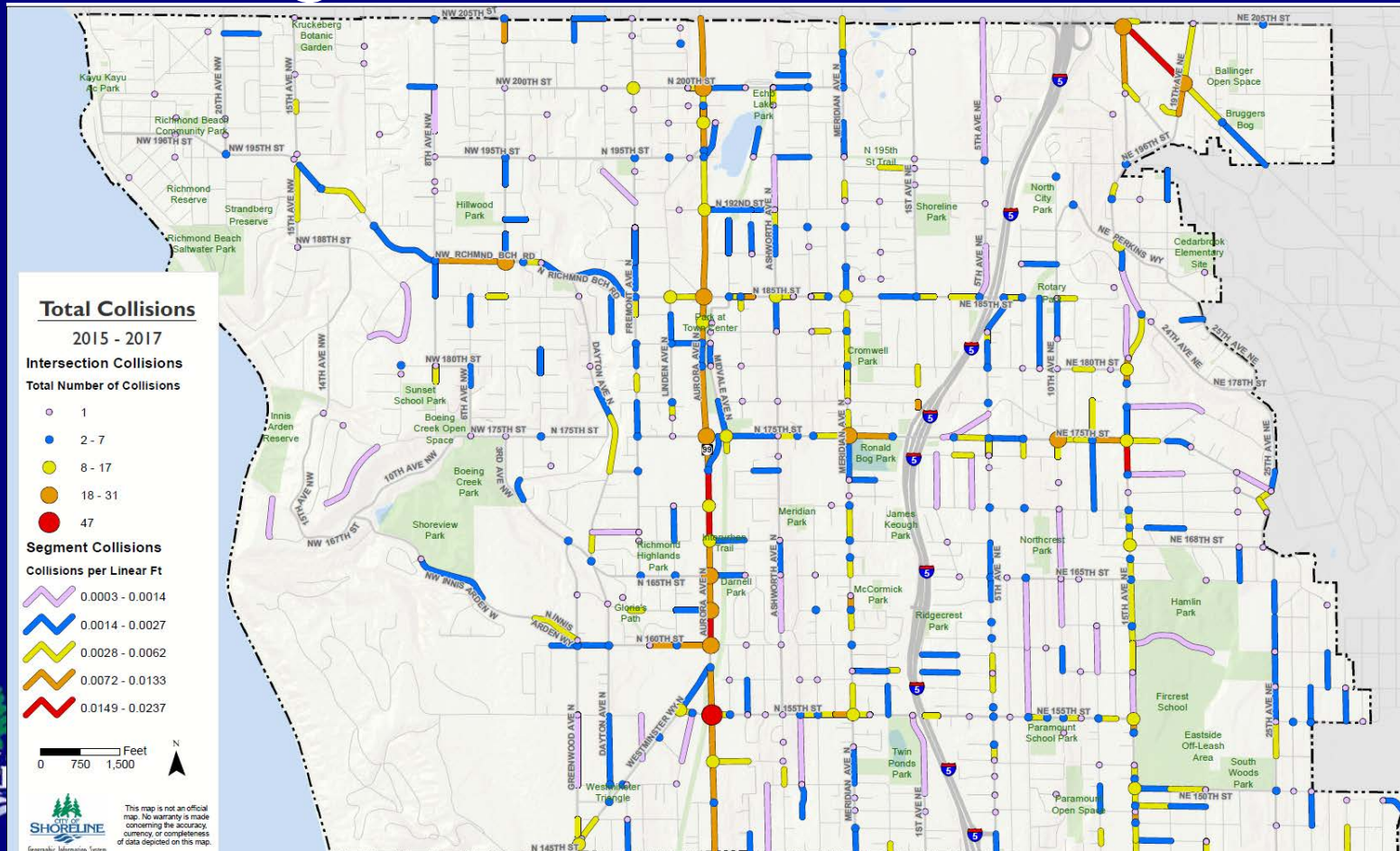
Pedestrian or Bicyclist Collisions

High % of injury collisions are bike or ped. 15/18 pedestrian collisions in 2017 were related to pedestrians crossing the street.

Bike collisions dropped slightly in 2017, but pedestrian collisions increased. Both are trending up.



High Collision Locations



High Collision Locations

Intersections

Location	Total Collisions
3 rd Ave NW & NW Rich. Beach Rd	27
15 th Ave NE & Ballinger Way NE	26
19 th Ave NE & Ballinger Way NE	23
Meridian Ave N & N 175 th St	22
10 th Ave NE & NE 175 th St	21
Meridian Ave N & N 185 th St	17
15 th Ave NE & NE 155 th St	15
Midvale Ave N & N 175 th ST	13
Westminster Way N & N 155 th St	13
Fremont Ave N & N 200th St	11

Segments

Location	Total Collisions/LF
Ballinger Way NE: 19 th – 15 th	.020
15 th Ave NE: 172 nd – 175 th	.015
15th Ave NE: 179th – 180th	.011
NE 175 th St: 12 th – 15 th	.011
N 160 th St: Linden – Aurora Ave	.009
N 155th St: Burke – Meridian	.009
15 th Ave NE: Forest Park Dr – Ballinger	.009
19 th Ave NE: 199 th St – Ballinger	.009
N 160th St: Fremont – Linden	.008
Richmond Beach Rd: 3 rd – 8 th	.008



Ped / Bike Collision Locations

Location	Pedestrian Collisions
Aurora Ave N & N 160 th St	4
3 rd Ave NW & NW Richmond Beach Rd	3
Aurora Ave N & N 185 th St	3
Aurora Ave N & N 192 nd St	3
Aurora Ave N – N 167 th St to N 170 th St	3
19 th Ave NE & Ballinger Way NE	3

Location	Bicyclist Collisions
Aurora Ave N & N 160 th St	3
Meridian Ave N & N 185 th St	3
15 th Ave NE – N 172 nd St to N 175 th St	3



Collision Reduction Strategies

City developed collision reduction strategies are consistent with Washington State's Target Zero Plan.



Goal: Zero Fatal and Serious Injury collisions by the year 2030.

This plan focuses on Engineering, Education, Enforcement, Policy, and Emergency Medical Services strategies to reduce collisions.

Completed – Public Works

- Richmond Beach Road Rechannelization project.
- Dayton Ave N / Carlyle Hall Rd / 165th Intersection Reconfiguration
- Echo Lake Safe Routes to School
- Einstein Middle School Safe Routes to School
- Radar Speed Sign installation
- Flashing yellow signal installation at 19th Ave NE/205th
- School speed zone flashing beacon sign assembly installed for Highland Terrace
- Traffic Services applied for 7 traffic safety related grants in early 2018.

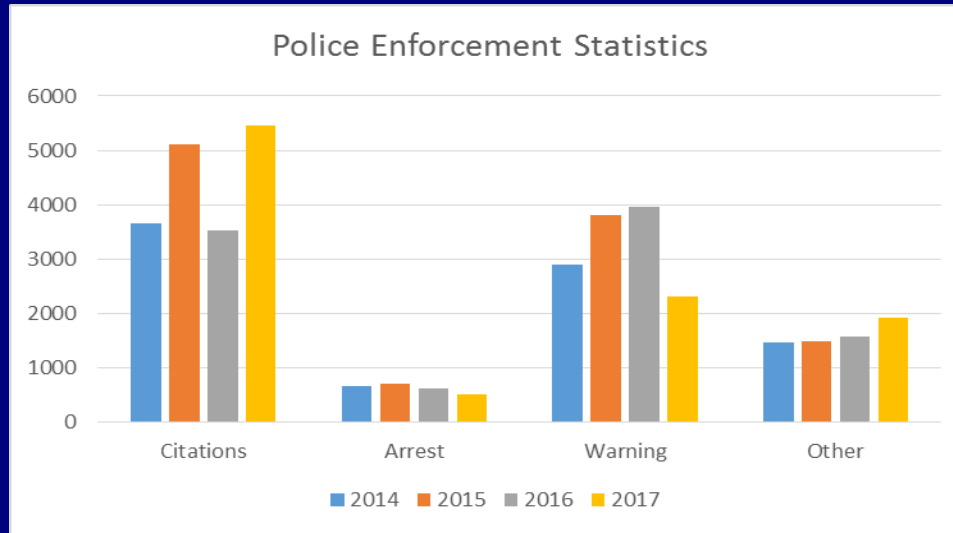
Completed – Shoreline PD

- Several DUI emphases through Target Zero, WTSC, and WIDAC grants. 22 arrests as part of these emphases.
- High School and Shoreline Community College educational outreach conducted.
- Police presence at every school during the first few days of the year; routine check ins throughout the year.
- 17 Child Restraint Inspections conducted.

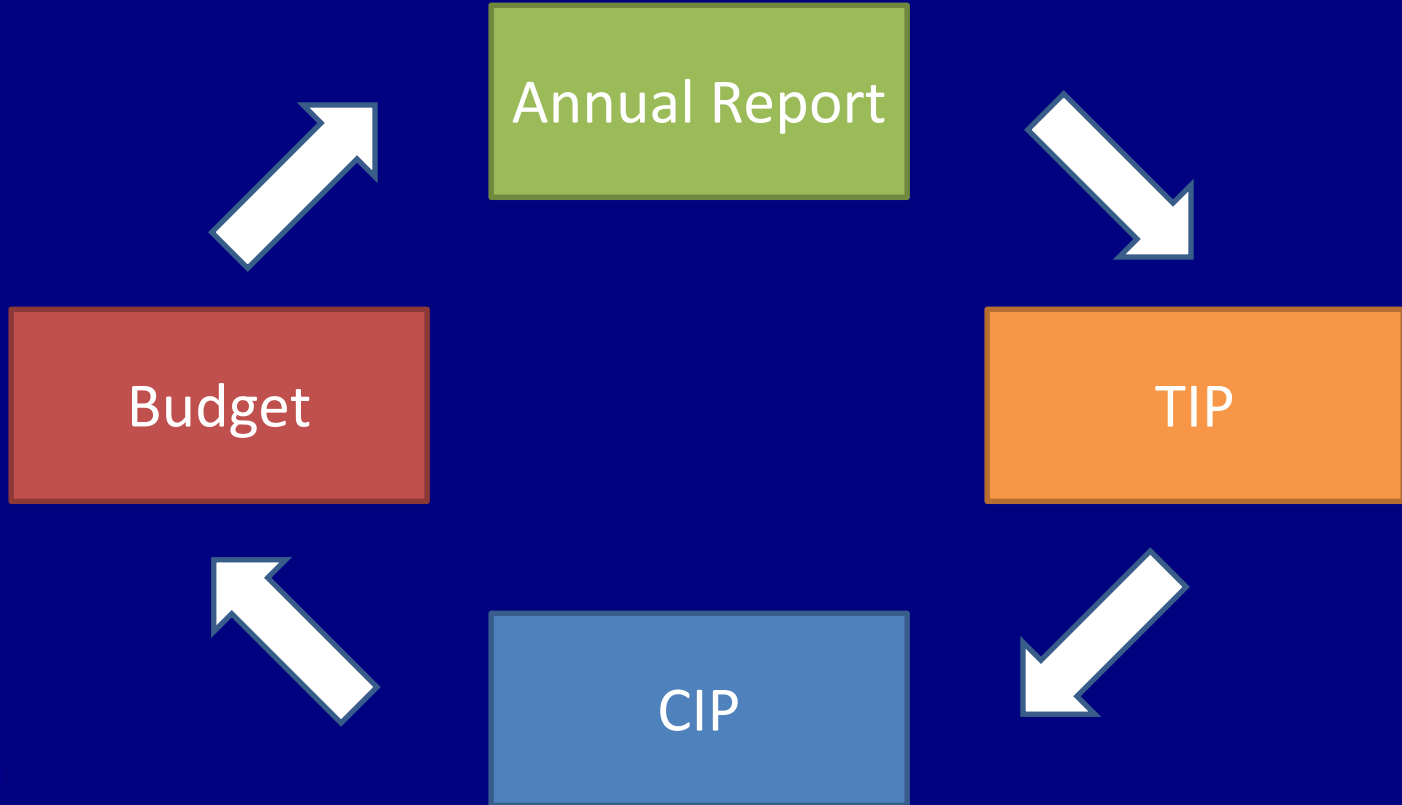


Police Enforcement Statistics

Year	Citations	Arrest	Warning	Other
2017	5,453	510	2,321	1,928
2016	3,520	625	3,969	1,575
2015	5,108	709	3,812	1,487
2014	3,659	675	2,897	1,459

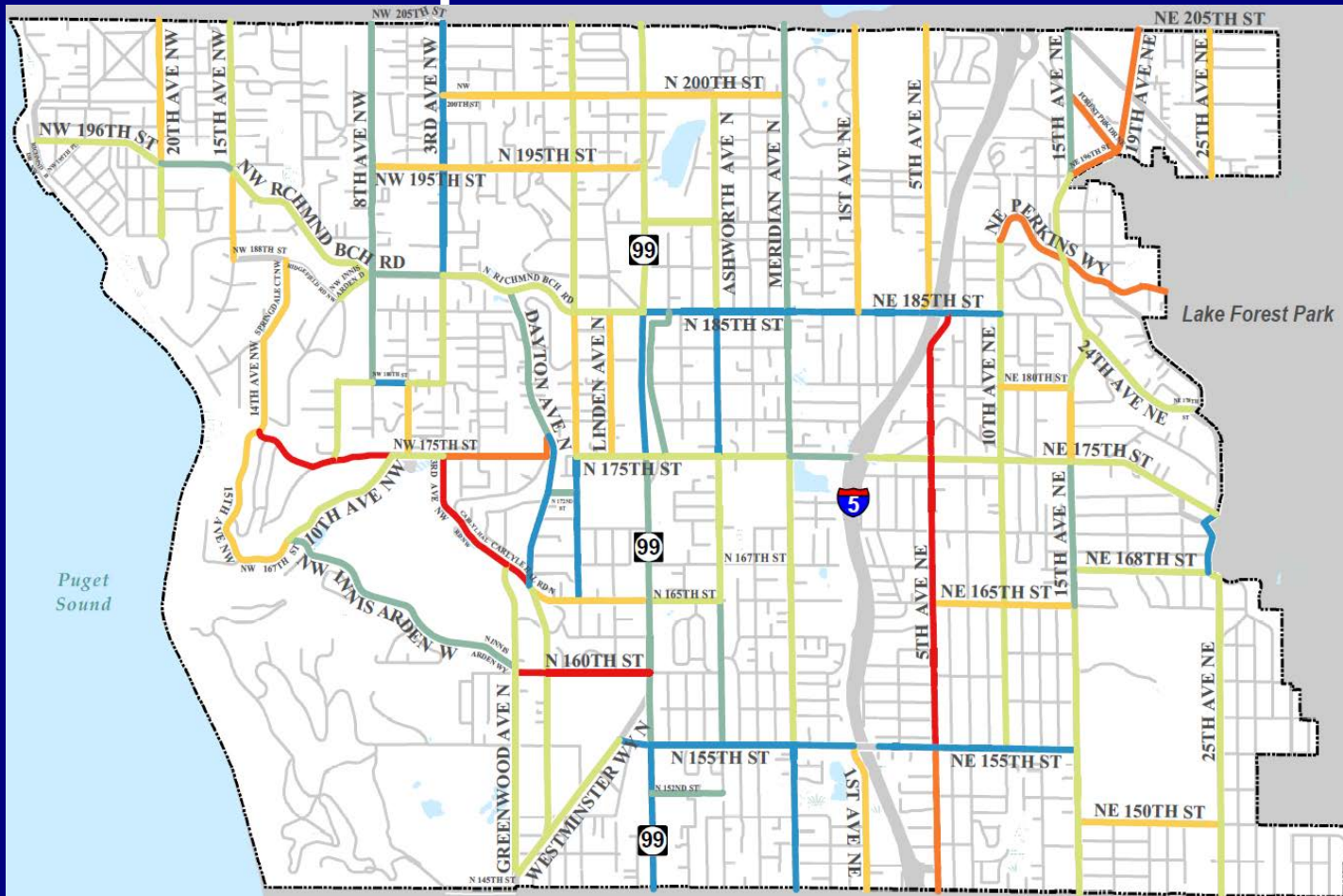
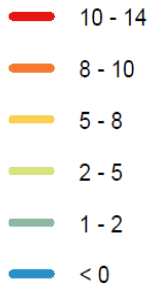


Next Steps: Engineering



Next Steps: Enforcement

Speed Differential



Next Steps: Enforcement & Education

- Targeted enforcement of causal behaviors and locations of concern.
- Continue combination of balanced enforcement and education.
- Address community traffic concerns as they arise.
- Some grant funded emphases continue in 2018.
- Maintain frequency of traffic contacts.
- Continued data-led traffic enforcement via speed differential and collision information.



Next Steps: Policy

Staff is seeking guidance from Council on whether to bring back the following for more discussion:

- Automated school zone speed limit enforcement.
- 20 mph speed limit as a tool for the NTSP.
- Updated arterial speed limit study.

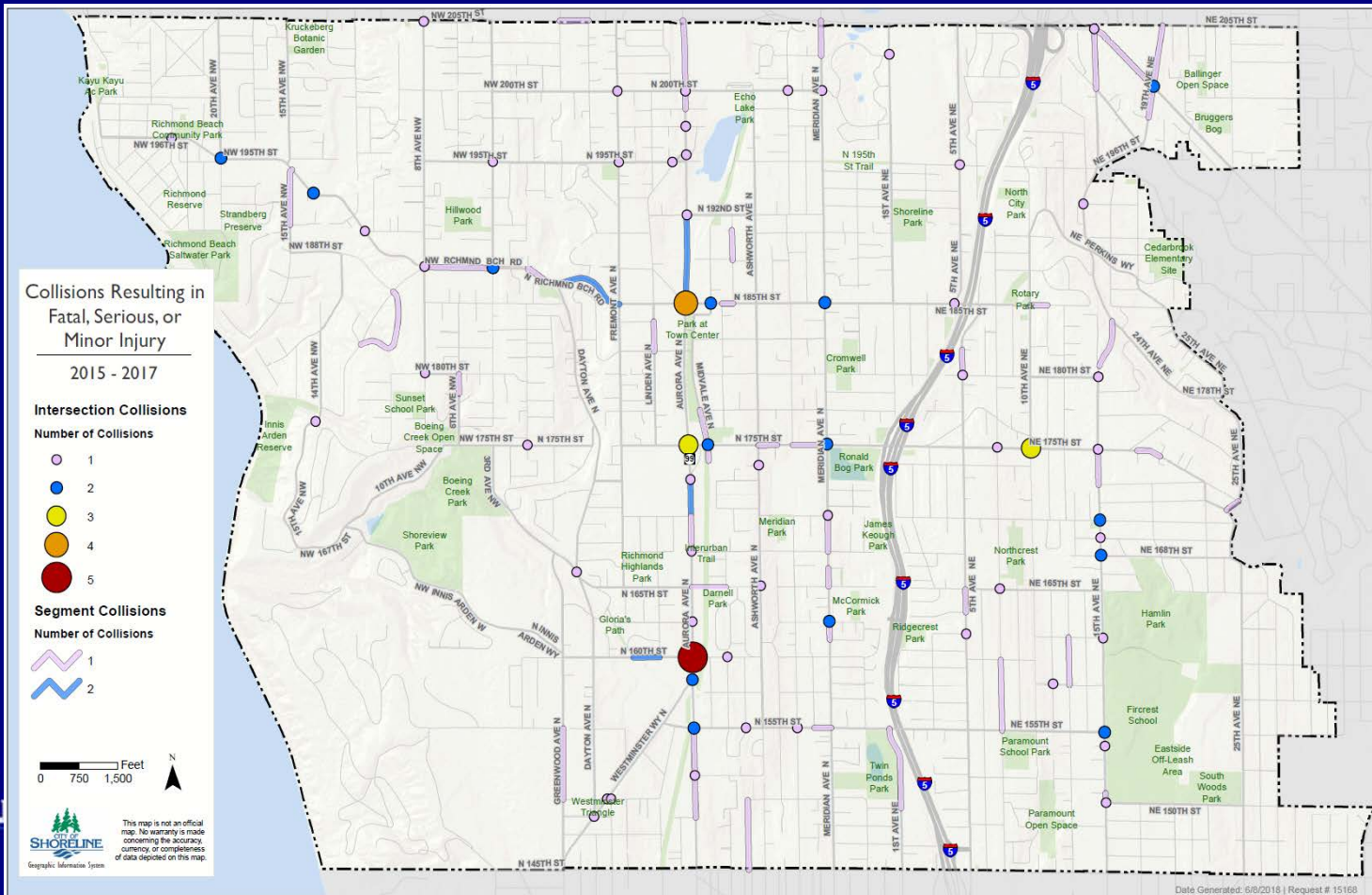


Questions?

Contact Information:

- kdedinsky@shorelinewa.gov
- Mark.konoske@kingcounty.gov

Injury Collisions Map (2015-2017)



Collisions Involving Pedestrians

2013 - 2017

Intersection Collisions

Number of Collisions

- 1
- 2
- 3
- 4

Segment Collisions

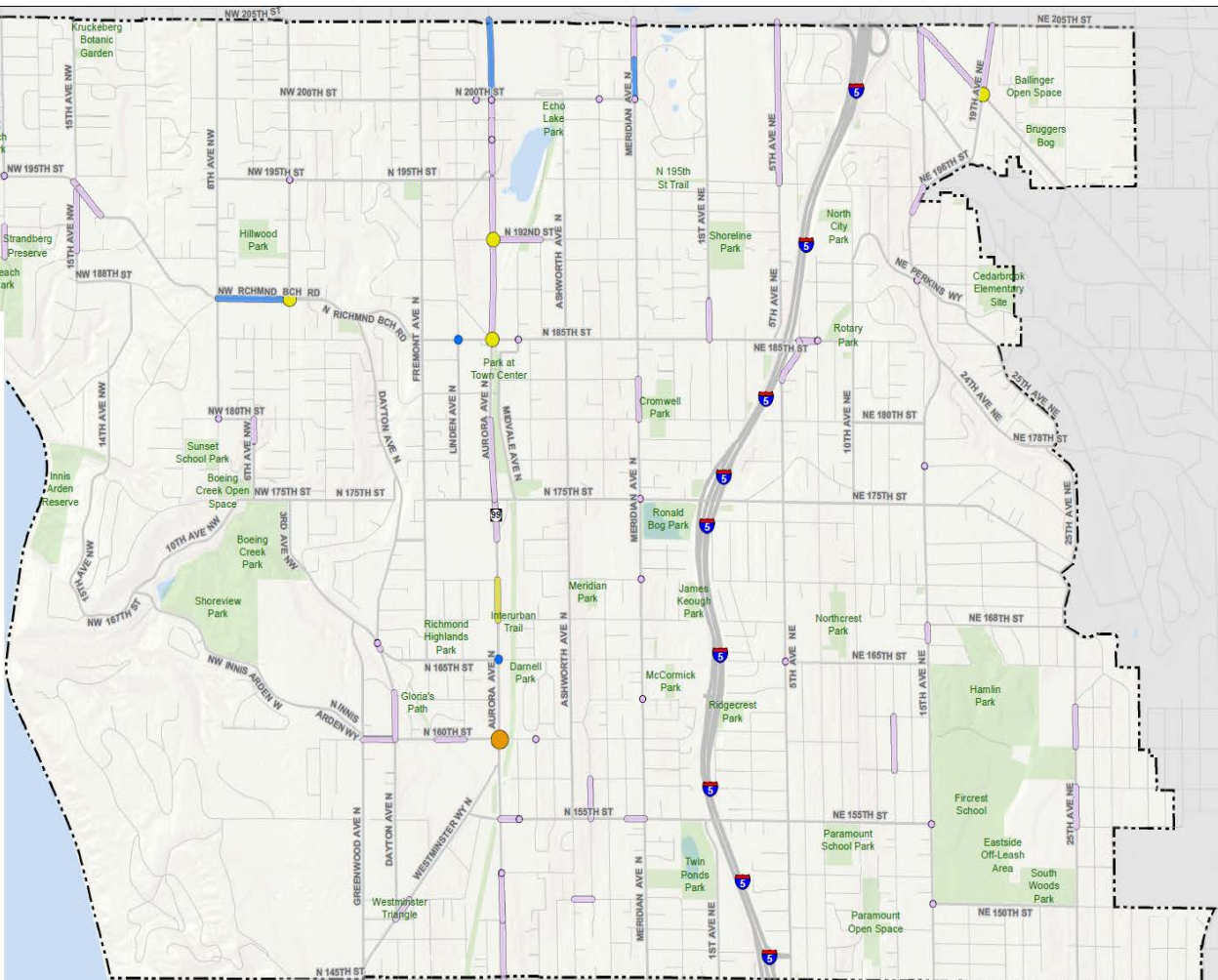
Number of Collisions

- 1
- 2
- 3



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Geographic Information System



Collisions Involving Bicyclists

2013 - 2017

Intersection Collisions

Number of Collisions

○ 1

● 3

Segment Collisions

Number of Collisions

1

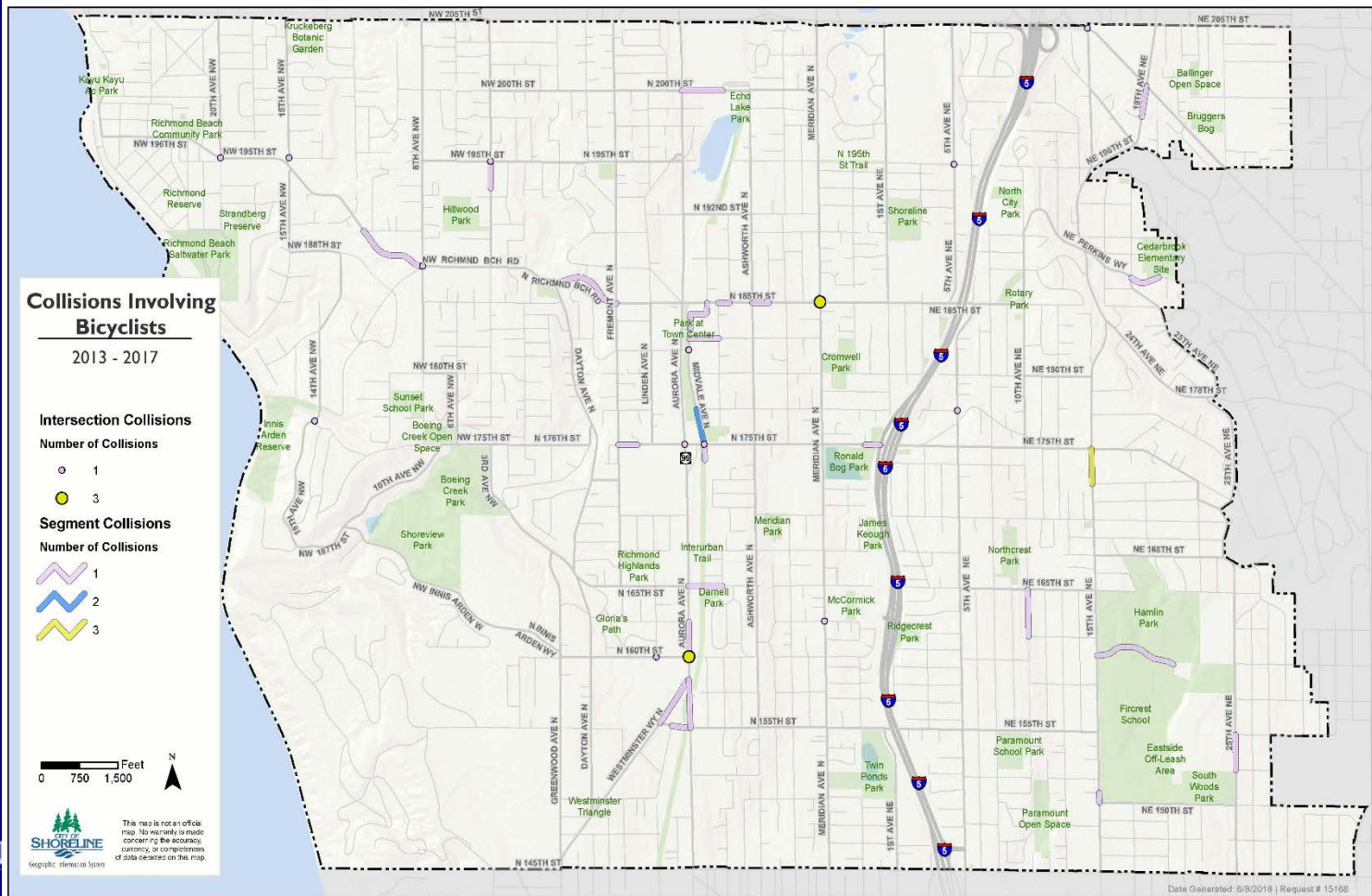
2

3

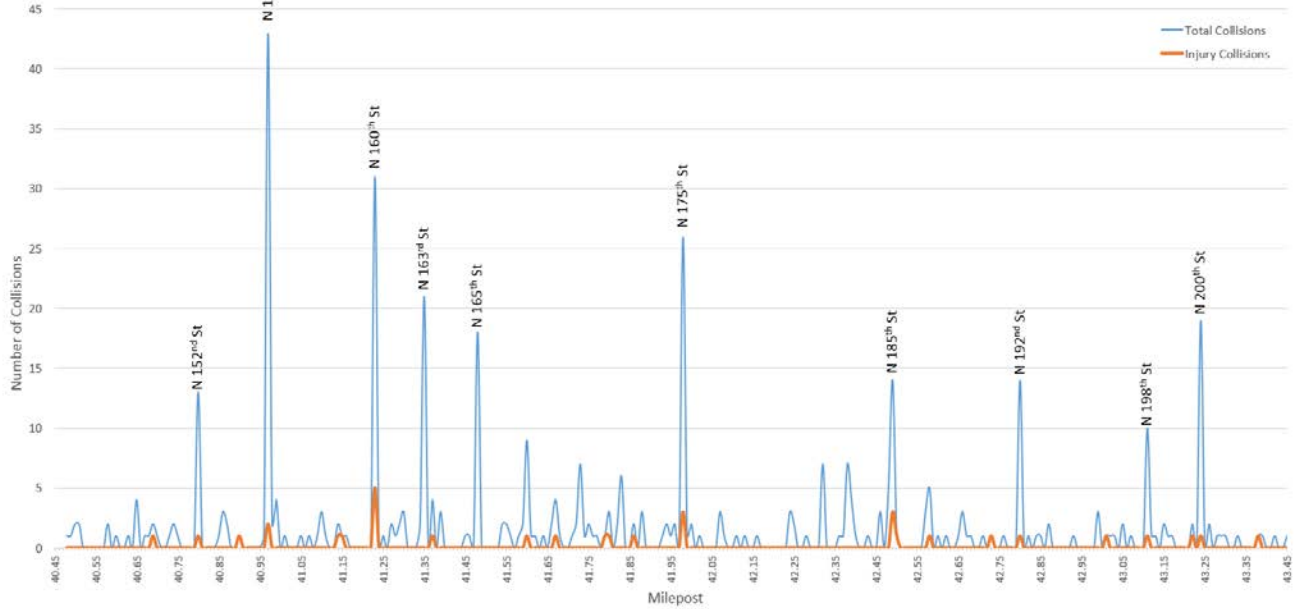
0 750 1,500 Feet



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Aurora Ave N Corridor Collisions by Milepost (2015-2017)



Traffic Complaints (to Shoreline PD)

Year	Traffic Complaints to Shoreline PD	Abandon Vehicle / Impounds
2017	72	335 / 34
2016	72	322 / 54
2015	197	172 / 41
2014	286	196 / 48

* Table does not include Traffic Complaints to Public Works Department

