

2018 Annual Traffic Report

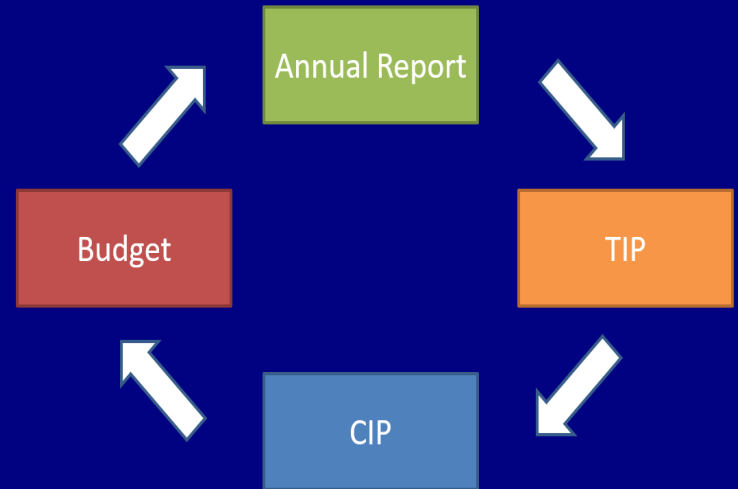
June 24th, 2019

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



Objectives of Annual Traffic Report

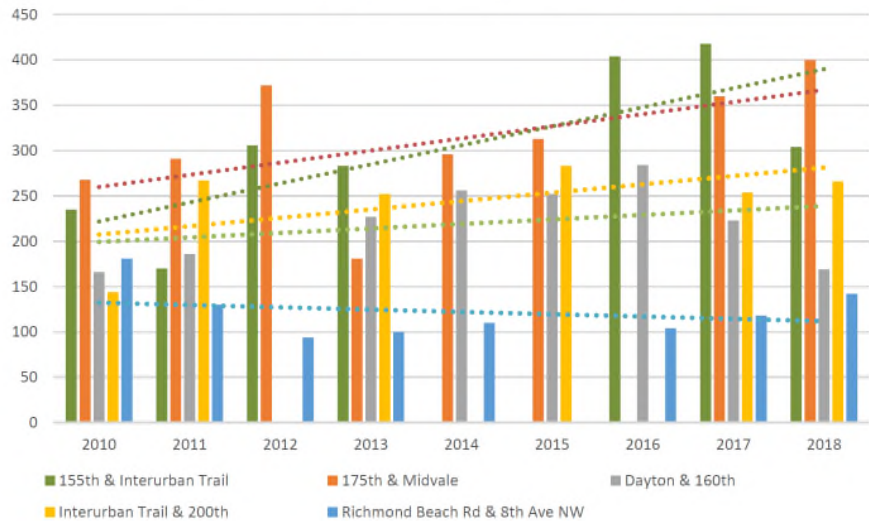
- Provide a summary of collision and traffic data collected in Shoreline.
- Improve traffic safety in the City of Shoreline by identifying collision trends and high accident locations – develop mitigation strategies.
- Used to prioritize improvement and enforcement resources and to identify TIP/CIP projects.



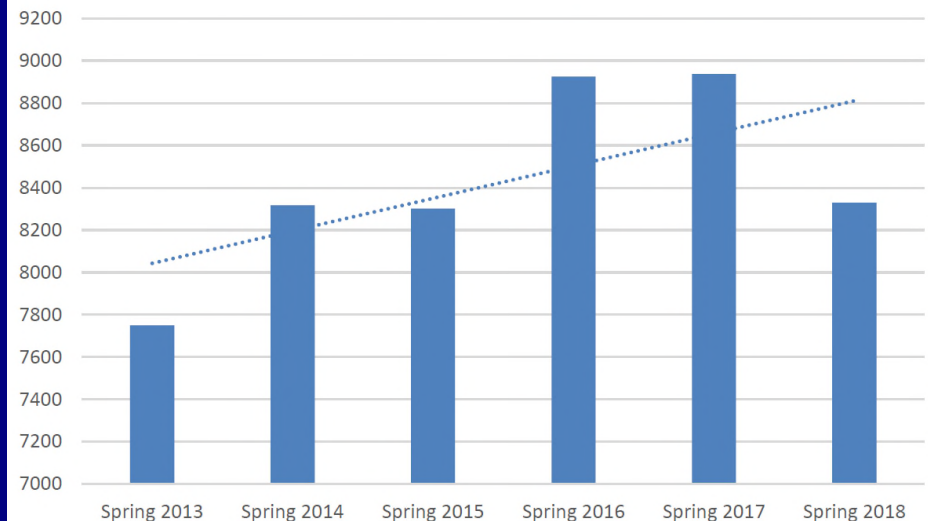
Traffic, Transit, and Ped/Bike Activity

- Average Daily Traffic Volumes down slightly – by less than 1%
- Transit ridership also down significantly in 2018.
- Ped & bike activity is generally on the rise.

Pedestrian & Bicycle Counts by Year and Location

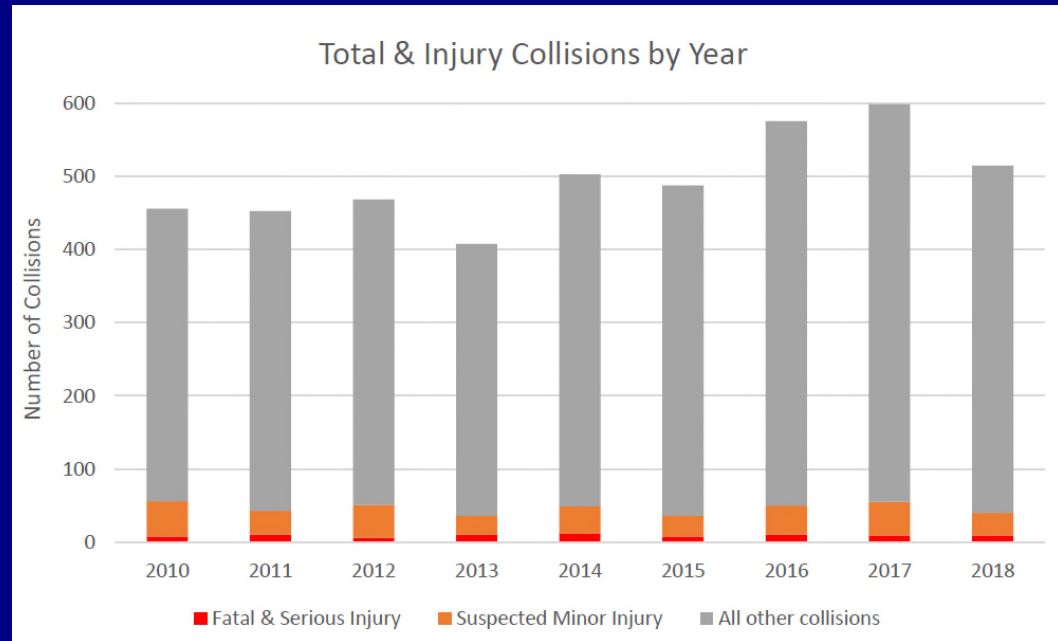


Average Daily Transit Boardings in Shoreline



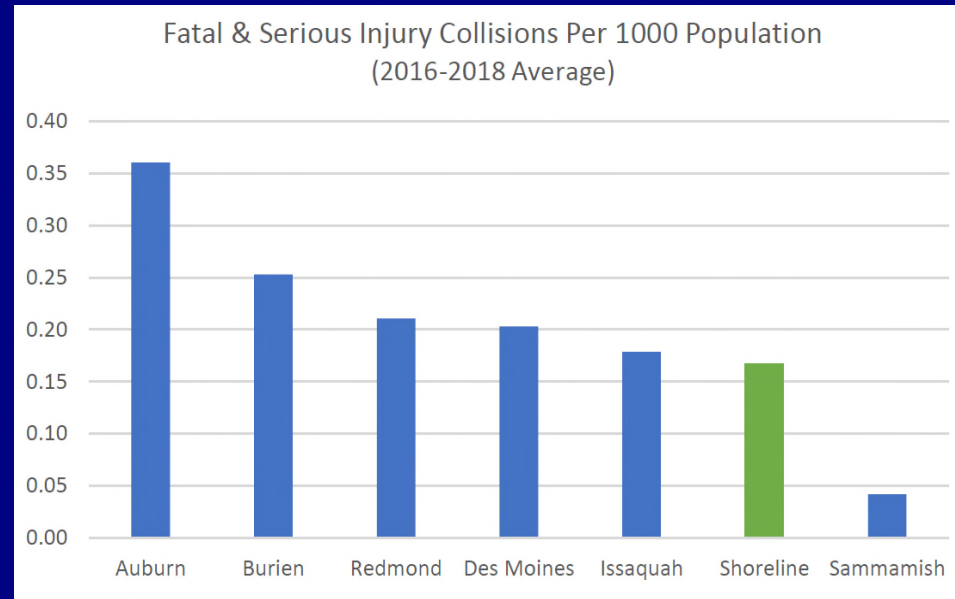
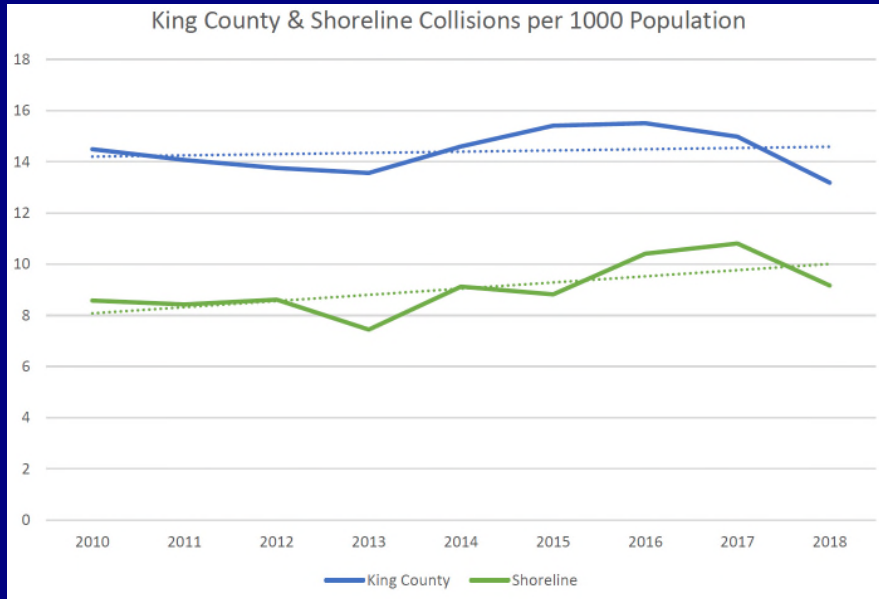
Collision Statistics by Year

- 2018 collisions down from 2016/2017. Overall since 2010 trending up, comparable to regional trend.
- Injury collisions (including minor) trending slightly down.
- Fatal and serious collisions remain relatively flat (avg. 9/year)

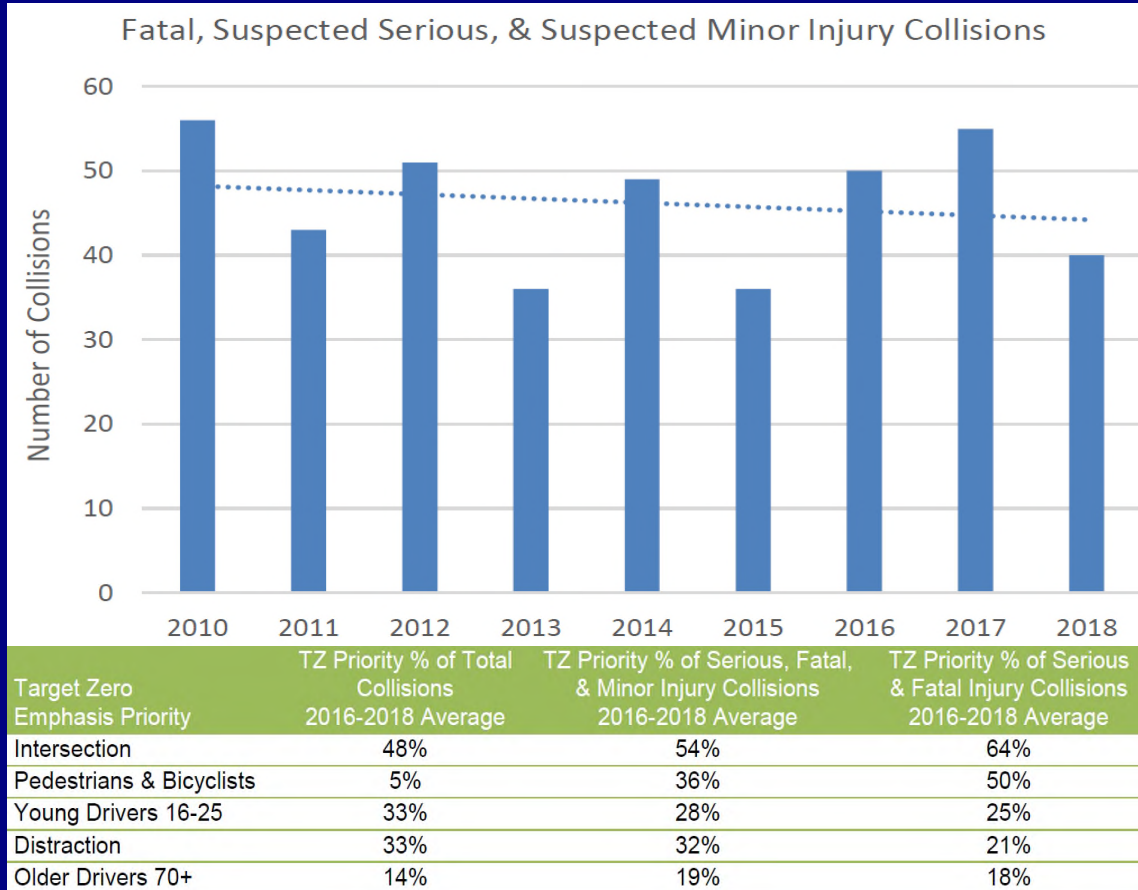


Regional Comparison

- Total King County collision data shows a similar upward collision trend, with a dip in 2018.
- Shoreline's rate of fatal and serious injury collisions is relatively low in comparison to other cities our size.



Injury Collisions

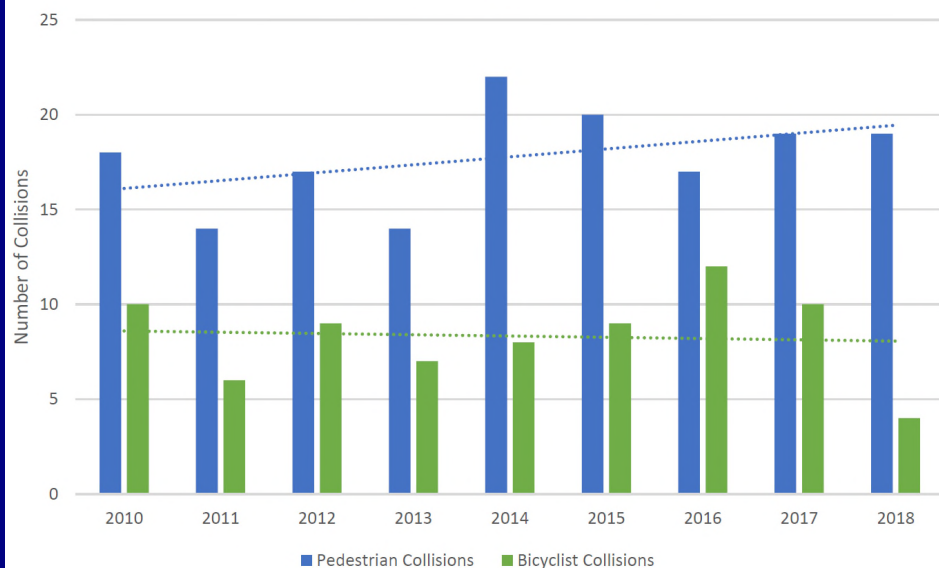


- Injury collisions are trending down.
- In considering Target Zero risk factors, ped/bike and intersection related collisions show opportunity for most injury collision improvement.

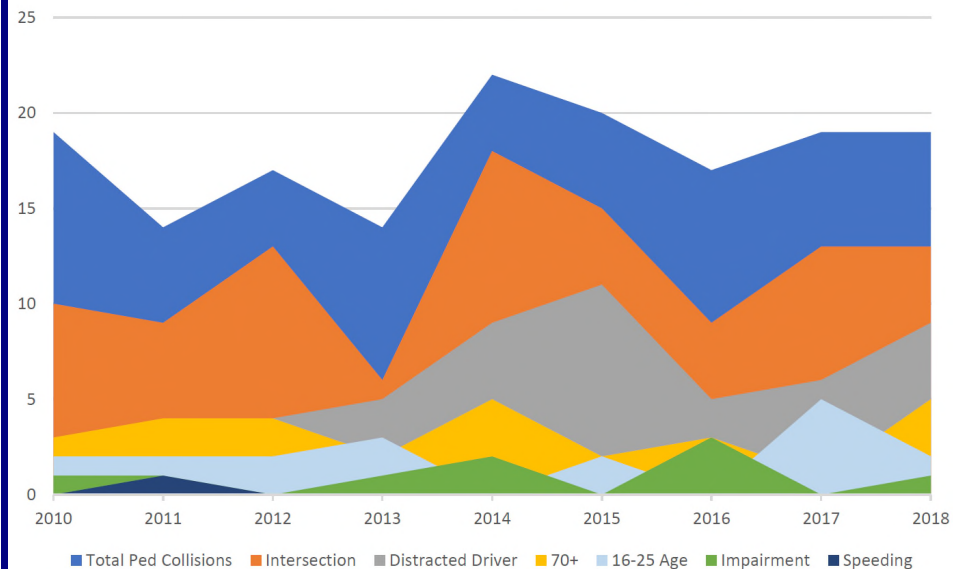
Pedestrian or Bicyclist Collisions

- High % of injury collisions are bike or ped related.
- Bike collisions dropped significantly in 2018.
- Considering overlapping Target Zero risk factors, intersections and distraction are key focus areas.
- Relatively high proportion of ped collisions involve drivers over 70.

Pedestrian & Bicyclist Collisions



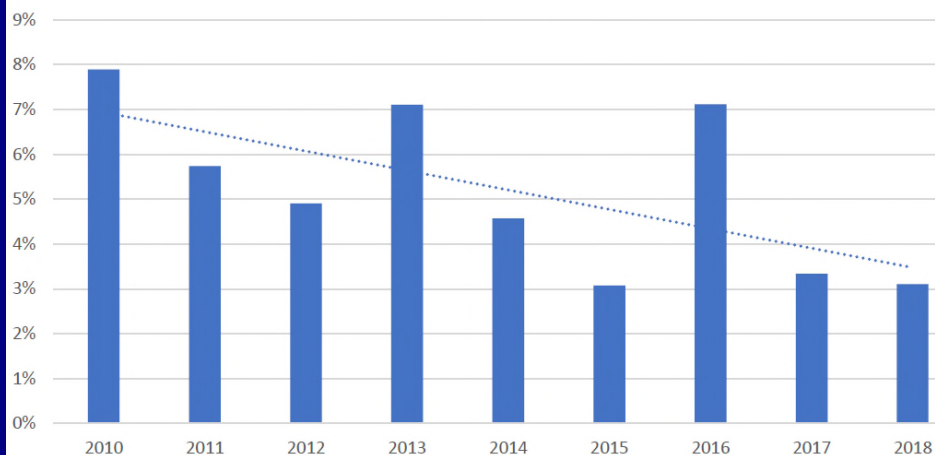
Risk Factors as Portion of Pedestrian Collisions by Year



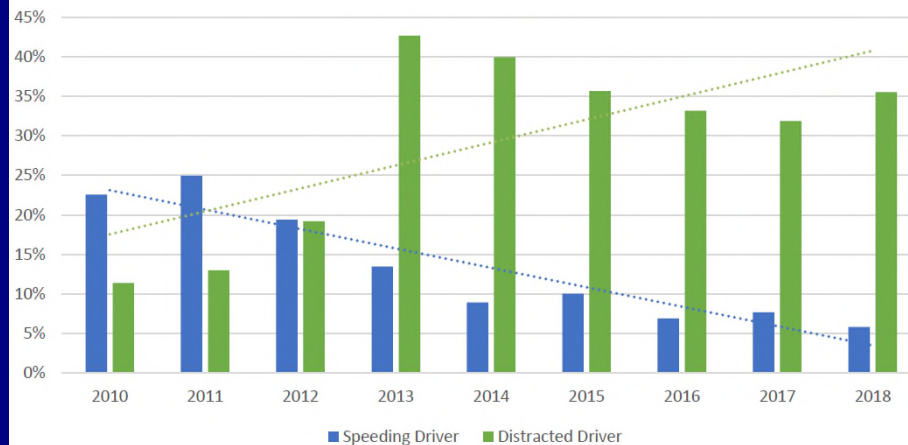
Other Contributing Factors

- Impairment related collisions continue to fall, but are thought to be underrepresented.
- Statewide, poly-drug use is an area of concern.
- Driver distraction continues to be a major concern; rising inversely to speed related collisions which continue to decline as a causal factor in collisions.

Impairment Related Collisions
(as % of Total Collisions)

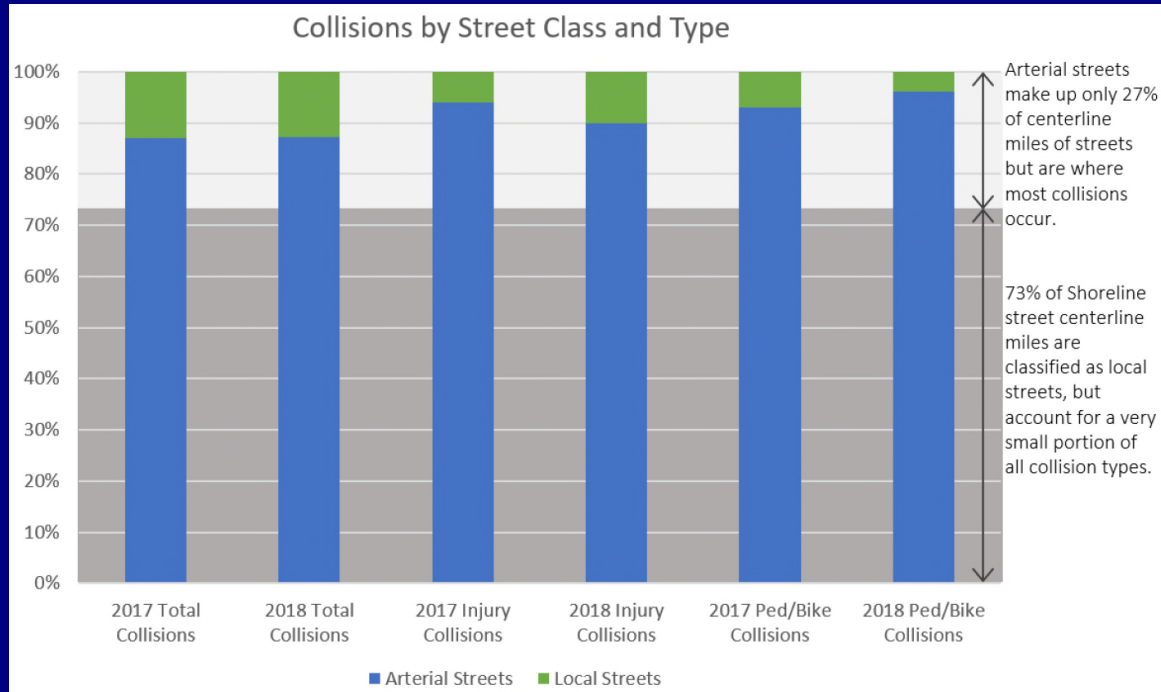


Distracted Driving & Speeding Related Collisions by Year
(as % of Total Collisions)



















Collisions by Street Classification

- Greater than 90% of injury collisions occur on arterials (which make up only 27% of centerline miles).
- Pedestrian or bicycle collisions on arterials about 95% of the time.







- Annual traffic calming funding predominantly focuses on local streets.
- Staff currently reviewing Neighborhood Traffic Safety Program to address disparities and improve outcomes.

Collision Location Analysis

Location	2016-2018 Total Collisions	Increase or Reduction in Collisions Per Year ¹	Trendline ²	2016-2018 Injury Collisions
1 MERIDIAN AVE N & N 175TH ST	23	- 2		3
2 15TH AVE NE & BALLINGER WAY NE & NE 205TH ST	22	- 3.5		1
3 19TH AVE NE & BALLINGER WAY NE	21	- 4.5		4
4 3RD AVE NW & NW RCHMND BCH RD	21	- 2		2
5 10TH AVE NE & NE 175TH ST	17	+ 1		3
6 MIDVALE AVE N & N 175TH ST	14	0		2
7 MERIDIAN AVE N & N 185TH ST	13	- 1.5		2
8 FREMONT AVE N & N 200TH ST	12	+ 3		1
9 MERIDIAN AVE N & N 155TH ST	12	+ 1.5		0
10 WESTMINSTER WY N & N 155TH ST	12	0		0
11 15TH AVE NE & NE 155TH ST	11	- 2.5		1
12 15TH AVE NE & NE 175TH ST	10	- 3.5		1
13 5TH AVE NE & NE 155TH ST	10	+ 3.5		1
14 ASHWORTH AVE N & N 185TH ST	10	+ 2		0
15 FREMONT AVE N & N 172ND ST	10	+ 4		1
16 15TH AVE NE & NE 180TH ST	9	- 1.5		0

- New this year → tracking collision occurrence over time.
- Allows for better indication of countermeasure progress, or significant upticks.
- Locations with avg. of 3 collisions or more per year considered for near or long-term strategies, or continued monitoring.

Location	2016-2018 Total Collisions	Increase/Reduction in Collisions Per Year ¹	Trendline ²	2016-2018 Injury Collisions
1 BALLINGER WAY NE from 19TH AVE NE to 15TH AVE NE	29	+ 0.5		2
2 15TH AVE NE from FOREST PRK DR NE to BALLINGER WAY NE	13	+ 3		1
3 NW RCHMND BCH RD from 3RD AVE NW to 8TH AVE NW	11	- 0.5		2
4 15TH AVE NE from NE 172ND ST to NE 175TH ST	10	+ 2		2

Ped/Bike Collision Location Analysis

- Locations with significant ped/bike history are down significantly this year.
- Staff will continue to explore signal operations options to address pedestrian collisions.
- A grant was submitted but not awarded which would have addressed Meridian & 185th bike related collisions.

Location	2014-2018 Pedestrian Collisions
AURORA AVE N & N 160 TH ST	4
AURORA AVE N & N 192 ND ST	3

Location	2014-2018 Bicyclist Collisions
MERIDIAN AVE N & N 185 TH ST	3



Enforcement & Education

Collision Reduction Strategies

- Targeted 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 2019.
- Maintain frequency of traffic contacts.
- Continued data-led traffic enforcement via speed differential and collision information.

» i.e. Aurora BAT lane enforcement

» Speed differential map emphasis patrols



Completed – Shoreline PD

- Several DUI emphases through Target Zero/WTSC grants.
- High School and Shoreline Community College educational outreach conducted.
- Aurora bus lane emphasis patrol – 522 bus lane citations.
- 24 Child Restraint Inspections conducted.
- Several DUI emphases through Target Zero/WTSC grants.

Year	Citations (traffic unit/total)	Arrest	Warning	Other
2018	4,219/5,263	466	2,461	715
2017	3,540/5,453	510	2,321	1,928
2016	2,157/3,520	625	3,969	1,575
2015	2,533/5,108	709	3,812	1,487
2014	1,874/3,659	675	2,897	1,459

Year	Parking Tickets Issued
2018	985
2017	528

Engineering

Collision Reduction Strategies

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

Key TZ Countermeasures:

How Shoreline is working toward these:

- | | | |
|-------------------------------|---|--|
| Roundabouts | → | Implementing one, considering multiple others |
| Visibility | → | Street light master plan / engineering manual update |
| Signal Operations | → | Routine signal reviews / flashing yellow operations |
| Design for lower speeds | → | Engineering Development Manual updates |
| Improve ped crossings | → | Obtained over \$3M for improved ped crossings |
| Dedicated ped/bike facilities | → | Voter approved sales tax increase for new sidewalks |

Completed – Public Works

- Richmond Beach Road Rechannelization project.
- Grant applications and awards of more than \$3M for multiple traffic safety projects – mostly related to pedestrian crossing improvements (implementation by end of 2021).
- Completed high visibility crosswalk markings on Interurban Trail driveway crossings.
- Work has begun to upgrade stop signs at Fremont & 200th to flashing LED border.
- Signal clearance intervals adjusted at 10th Ave NE / NE 175th.



Questions?

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