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2021 Annual Traffic Report

February 27th, 2023

Presented by Kendra Dedinsky, City Traffic Engineer
& Captain Tim Meyer, Shoreline Police



Objectives of Annual Traffic Report

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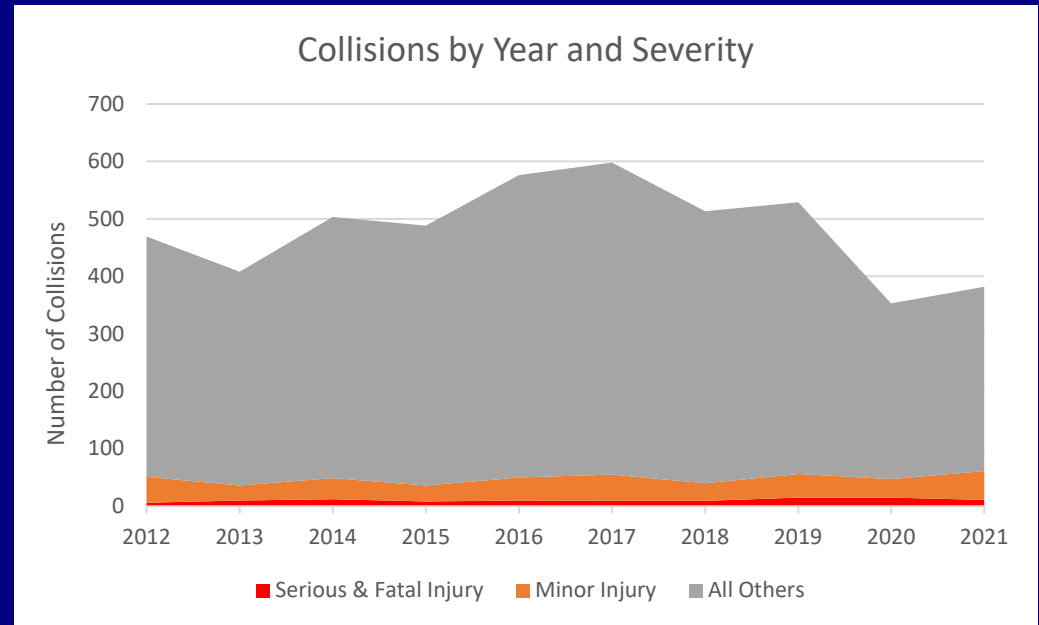
- Track collision and other traffic data trends.
- Identify collision causal factors and priority locations.
- Guide systemic or location-specific collision reduction strategies implemented through existing City programs.
- Inform larger-scale projects for consideration as part of the TIP and CIP.
- Guide safety related grant pursuits.



Collision Statistics Summary

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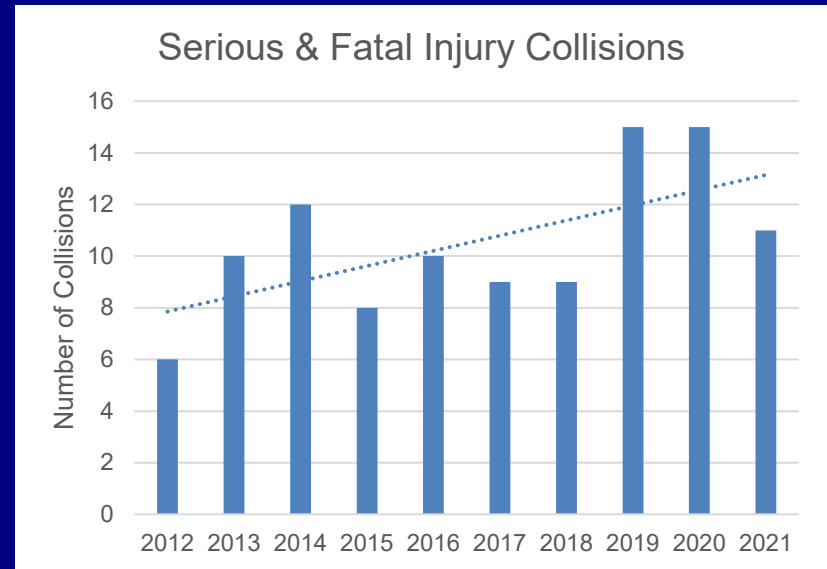
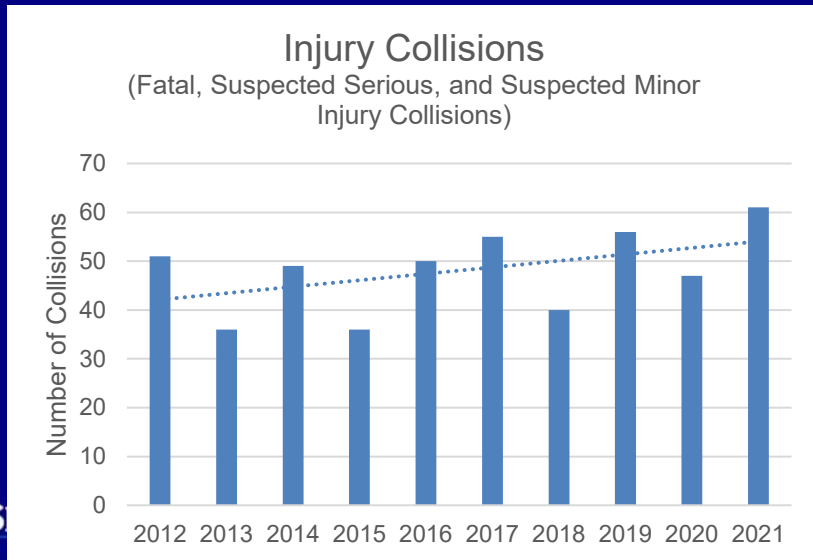
- 382 total collisions in 2021 – 1 fatality, 10 serious injury.
- Overall trend is down, collisions remain low post-pandemic
- Injury collisions remain high, especially given the decreased number of total collisions



Injury Collisions

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- Injury collisions still on the rise – highest point in 10-year period.
- Trajectory for Serious and Fatal collisions remains on the rise, but 2021 saw lower numbers compared to the last 2 years.

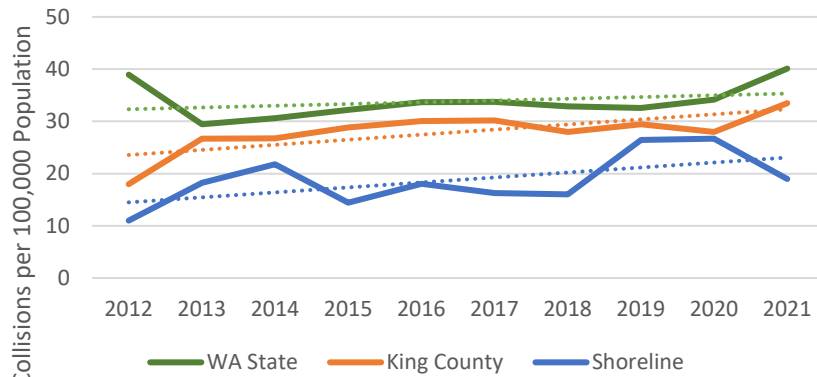


Regional Comparison

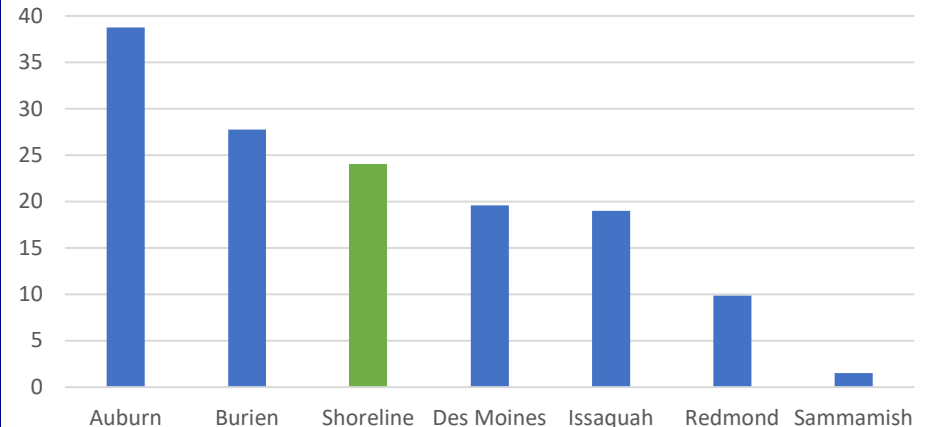
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- Shoreline's rate of Serious and Fatal Injury collisions per 100,000 population remains lower than King County and WA State.
- Shoreline remains 3rd highest for Fatal & Serious Injury collisions per 100,000 population in comparison to 6 other similarly-sized cities in King County.

Fatal & Serious Injury Collisions per 100,000
Population
(2012-2021)



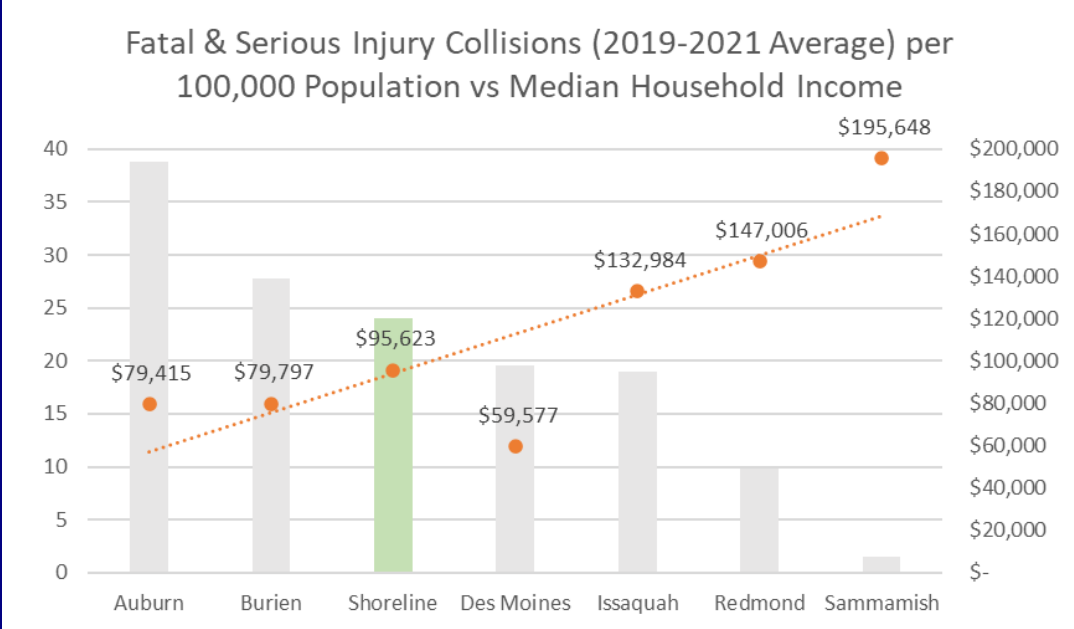
Fatal & Serious Injury Collisions per 100,000 Population
(2019-2021 Average)



Regional Comparison Cont.

Of the 7 comparably sized cities in King County, there appears to be a relationship between higher Median Household Income and lower rates of Serious and Fatal Injury Collisions.

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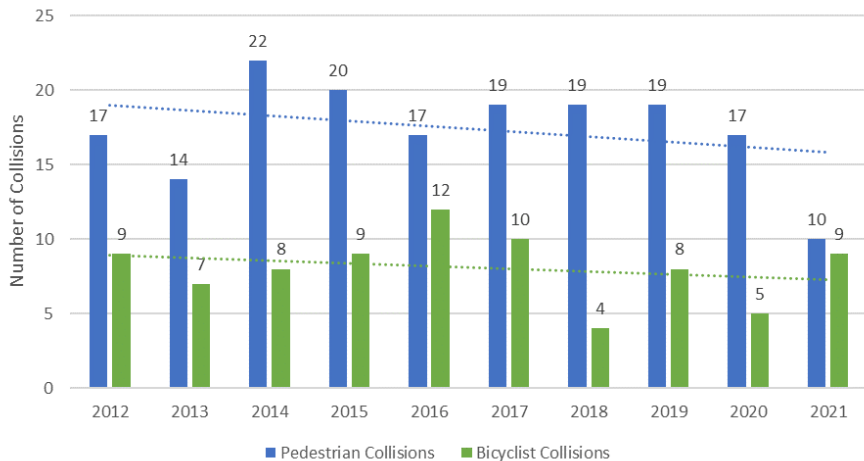


Pedestrian & Bicyclist Collisions

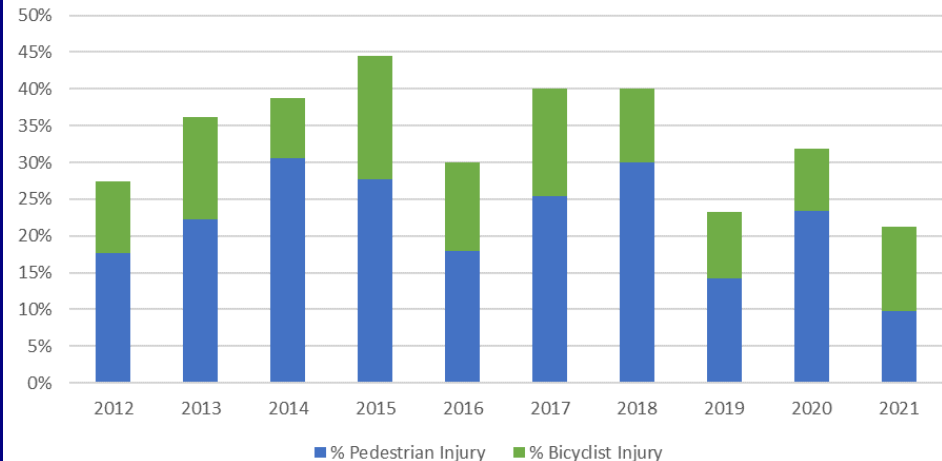
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- In 2021, ped and bike collisions accounted for just over 20% of injury collisions, lowest levels in the 10-year period.
- Ped collisions are trending down, along with bike collisions who started on that trajectory last report cycle.

Collisions Involving Pedestrians or Bicyclists



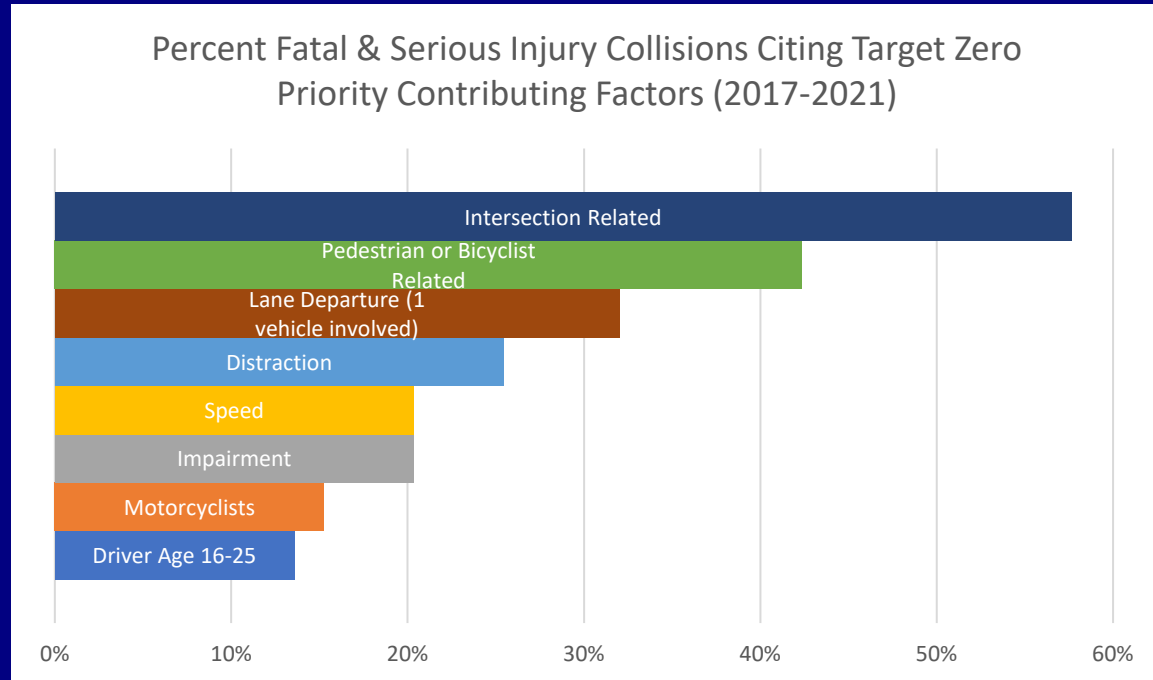
Collisions Involving Pedestrians or Bicyclists as Proportion of Injury Collisions



Target Zero Contributing Factors

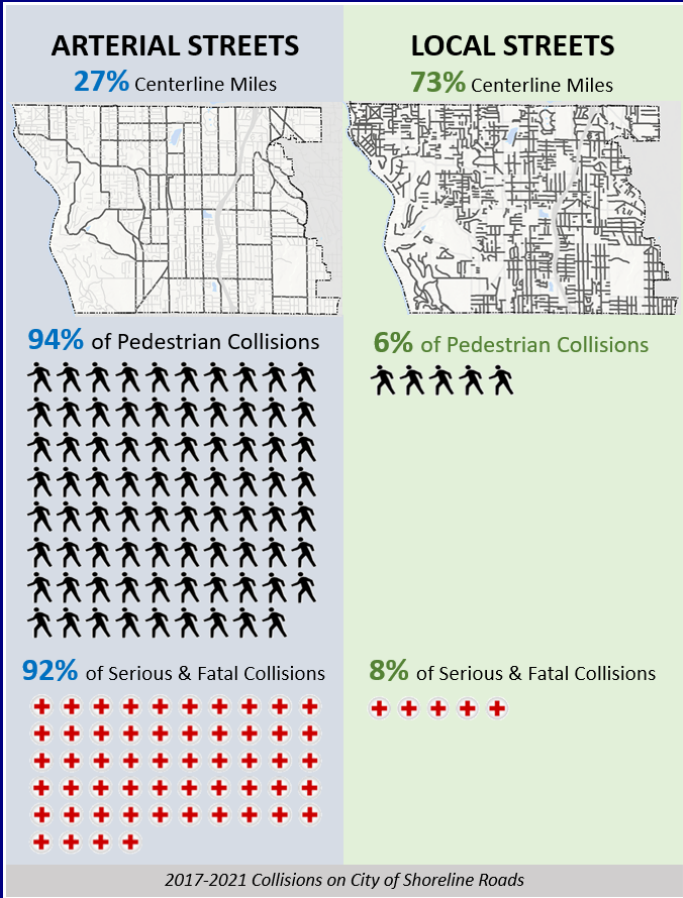
- For 2017-2021, the top 2 considerations related to Serious and Fatal injury collisions remain intersections and those involving pedestrians or bicyclists.
- Driver distraction and lane departure are also account for a significant number of collisions.

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Location – Collisions by Street Class

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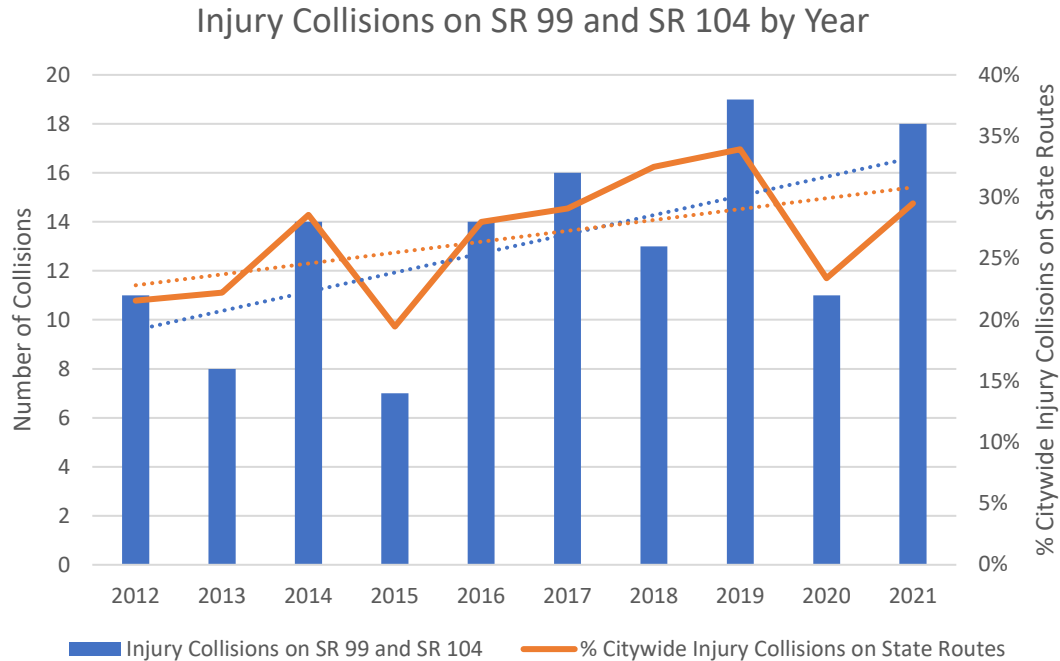


- Arterials - 27% of roadway centerline miles experience the vast majority of injury and pedestrian collisions.
- Staff continues to respond to concerns about traffic safety on local streets, using data to guide potential actions, and making minor changes to signs, striping or lighting when warranted.

Location - State Highway Collisions

SR 99 (Aurora Ave N) & SR 104 (Ballinger Way NE)

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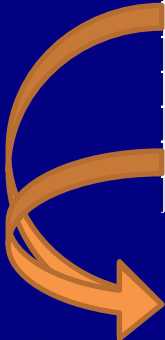
- Account for a large portion of injury collisions.
- Continuing on an increasing trend
- Implementing LPI at multiple locations
- Review speed limits in 2023/2024
- Ballinger Corridor Project identified in TIP.

Locations – Intersection Collisions

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- Intersections with average of 3 collisions per year or more.
- Locations shown with “x” next to them have been improved relatively recently, will be soon, or are part of active CIP project.

Location		Total Collisions 2019-2021	Injury Collisions 2019-2021	Total Collisions Change from 2018-2020	Injury Collisions Change from 2018-2020
MERIDIAN AVE N & N 175TH ST	X	14	0	●	●
MIDVALE AVE N & N 175TH ST	X	12	0	●	●
MERIDIAN AVE N & N 185TH ST	X	11	2	●	●
10TH AVE NE & NE 175TH ST		10	3	●	●
15TH AVE NE & NE 175TH ST	X	10	2	●	●
3RD AVE NW & NW RCHMND BCH RD	X	10	2	●	●
DAYTON AVE N & N 160TH ST		10	1	●	●
8TH AVE NE & NE 175TH ST		9	1	●	●
ASHWORTH AVE N & N 185TH ST	X	9	2	●	●



Will pursue grant for corridor in 2024 for 4 to 3 lane conversion. If awarded, outreach will be conducted before expending grant funds to ensure community buy in.




Reviewed for protected left turn phasing – did not meet warrants. Continue to monitor.



Locations – Segment Collisions

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One primary corridor identified by analysis (outside of State Routes) – will install edge line markings for improved delineation as most collisions involved drivers hitting parked cars.

Location	Non-Intersection Collisions 2019-2021	Intersection Collisions 2019-2021	Corridor Collisions 2019-2021	Corridor Change from 2018-2020
15TH AVE NE: NE 196TH ST-BALLINGER WAY NE	18	27	45	



Locations – Ped or Bike Collisions

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- No location with more than 2 bike collisions in the 5-year period.
- Improvements coming soon to 20th Ave NW & NW 196th – corner reconstruction and increased lighting.
- Aurora & 185th – Leading Pedestrian Interval phasing planned.
- Midvale & 185th – will consider flashing yellow arrow operation if trend continues.

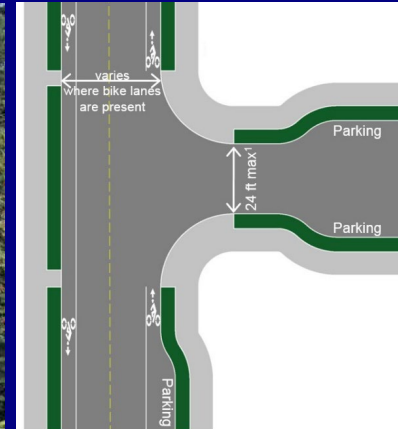
Location	Pedestrian Collisions 2017-2021	Change from 2016-2020
AURORA AVE N & N 185TH ST	3	●
MIDVALE AVE N & N 185TH ST	3	●
20TH AVE NW & NW 196TH ST	3	●



Systemic Collision Reduction Strategies

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- Designing streets for injury reduction
- Setting appropriate speeds
- Increased street and pedestrian lighting
- Driver education
- Enforcement



Safety Effort Progress – Engineering & Education

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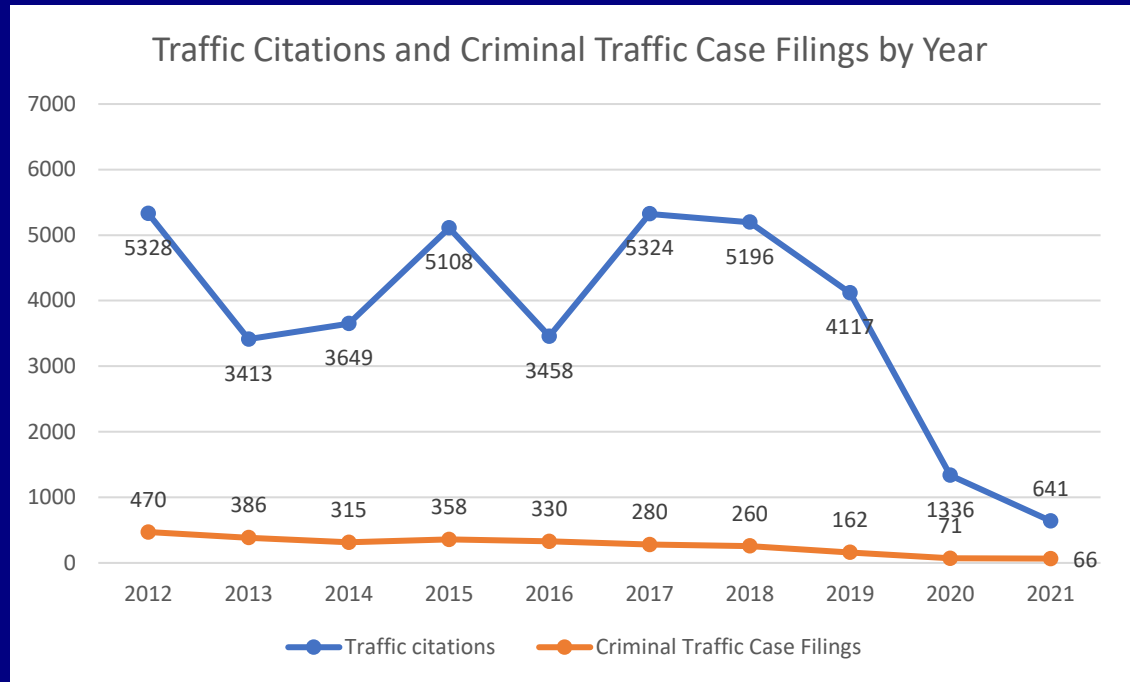
- Implemented lower speed limits on 6 corridors – June 2022.
- Progress on Leading Pedestrian Interval implementation.
- 100% design on 2 safety projects.
- Grant award - \$625k grant for safety project on Meridian Ave N.
- Ongoing driver education efforts - radar speed feedback, parking law warning outreach.
- Various CIP and developer implemented improvements.



Safety Effort Progress - Enforcement

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- Traffic citations were down significantly in 2021.
- Most traffic stops result in warnings – 56% in 2021 (higher than preceding 4 years)



Abandoned Vehicles & Parking

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- 2021 abandon vehicle tags and impounds remain high.
- Parking citations down from 2020.

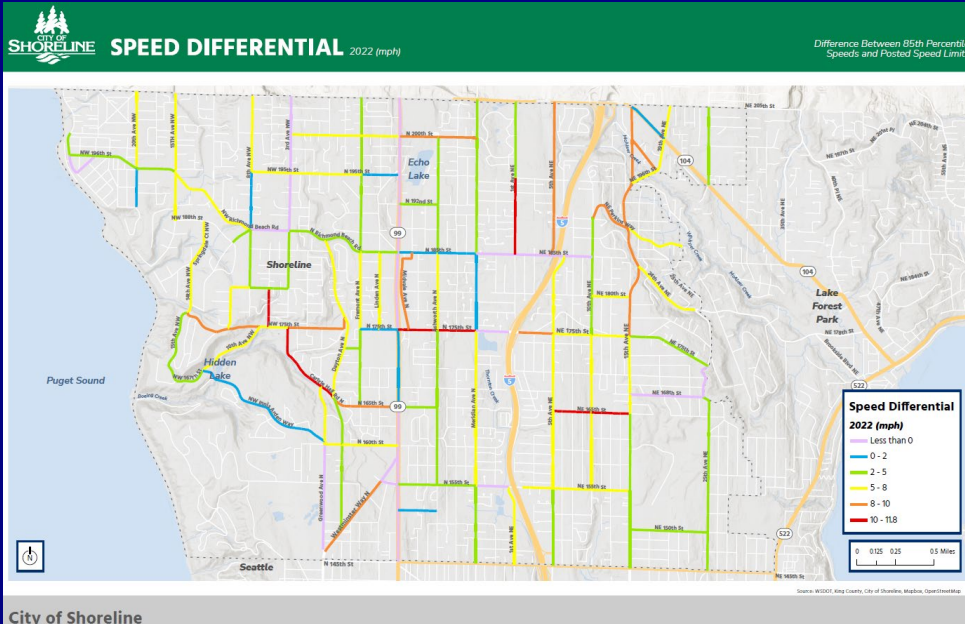
Year	Abandoned Vehicle / Impounds	Parking Citations
2021	866/57	221
2020	649/55	555
2019	456/52	1,110
2018	211/25	985
2017	335 / 34	528
2016	322 / 54	182



Speeding

Shoreline Police and Traffic Services continue to work together to identify priority streets for speed enforcement emphasis.

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Streets with Differential Speed 8 mph or More Over Posted Limit

N 200th Street from Aurora Ave N to Meridian Ave N

Midvale Ave N from N 175th St to N 185th St

Forest Park Dr NE from 15th Ave NE to 19th Ave NE

NE Perkins Way from 10th Ave NE to 15th Ave NE

NW 175th Street from 10th Ave NW to 14th Ave NW

6th Ave NW from NW 175th Street to NW 180th St

Carllyle Hall Rd from Dayton Ave N to N 175th St

15th Ave NE from NE 175th St to Ballinger Way NE

NE 165th St from 5th Ave NE to 15th Ave NE

N 165th St from Dayton Ave N to Aurora Ave N

1st Ave NE from NE 185th St to NE 195th St

5th Ave NE from NE 185th St to NE 205th St

NE 175th St from I-5 to 5th Ave NE

N 175th St from Aurora Ave N to Meridian Ave N

N/NW 175th St from Dayton Ave N to 3rd Ave NW

Westminster Way N from Greenwood Ave N to N 155th St

Traffic Volumes

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- Traffic volumes regularly collected at 8 locations. Aggregate volumes shown in table.
- Daily and PM volumes returning to approximately normal pre-pandemic levels.
- AM Peak volumes remain significantly lower, likely due to hybrid and remote work schedules.

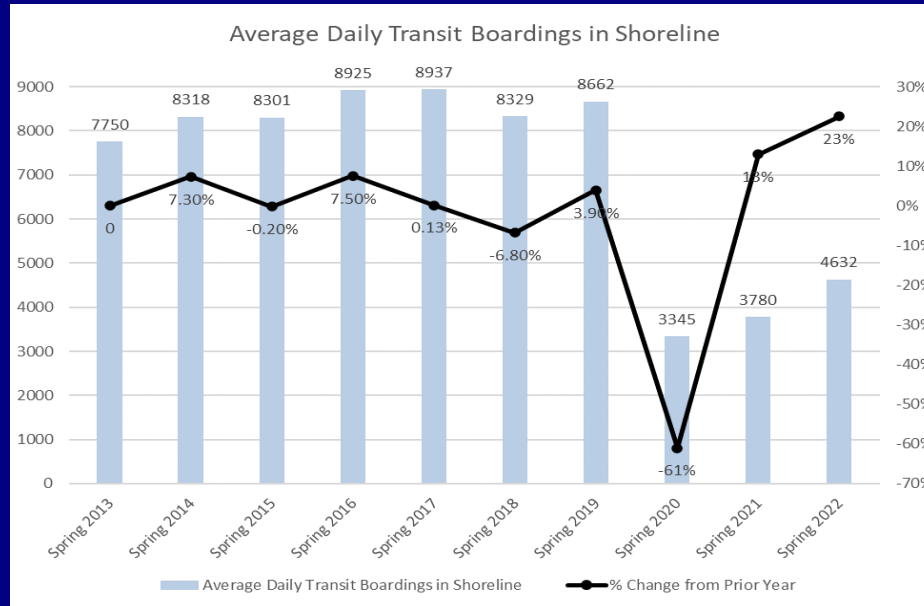
	2022	% CHANGE FROM 2015-2019 AVERAGE
WEEKDAY AM PEAK HOUR TRAFFIC AGGREGATE (VEHICLES/HOUR)	5469	-17.2%
WEEKDAY PM PEAK HOUR TRAFFIC AGGREGATE (VEHICLES/HOUR)	8235	0.4%
AVERAGE WEEKDAY DAILY TRAFFIC AGGREGATE (VEHICLES/DAY)	98,711	-3.3%



Transit

Ridership began rising again in 2021, however Spring 2022 ridership is still much lower at just over half of the reported 2019 pre-pandemic level.

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Questions?

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