

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of the 2015 Annual Traffic Report		
DEPARTMENT:	Public Works/Police		
PRESENTED BY:	Troy Olmsted, Operation Captain, Shoreline Police Kendra Dedinsky, City Traffic Engineer		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

Staff will present the 2015 Annual Traffic Report at tonight's meeting. The purpose of this report and presentation is to:

1. Share with Council the data and methodology that the Public Works and Police Departments use to identify and develop action plans to address collision trends and High Collision Locations within the City;
2. Discuss recommendations to address High Collision Locations through engineering improvements utilizing existing Traffic Safety and Traffic Signal Rehabilitation resources, targeted Police enforcement, and education;
3. Identify potential future capital projects to address high collision intersections or street segments. The Council is asked to consider these projects for potential incorporation into the annual Transportation Improvement Plan (TIP) and the Capital Improvement Program (CIP) process. Inclusion of the projects within the TIP would establish priorities for the pursuit of grant funding in future years;
4. Update the Council on implementation of past improvements and efforts to lower the collision rates of High Collision Locations; and
5. Provide an overview of other key traffic data including volumes, speeds, pedestrian and bicycle activity, and transit information.

RESOURCE/FINANCIAL IMPACT:

There are no additional financial or resource impacts at this time. The Public Works and Police Departments will continue to use existing staff for engineering and enforcement needs. Based on the data in this report, projects identified as a priority would be considered as part of the Annual TIP and the 2017-2022 CIP process. Projects would be presented for Council consideration on an individual basis as part of those TIP and CIP processes. Enforcement emphasis and small projects would be implemented using existing resources. The 2016 budget includes \$155,125 for the Traffic Safety Improvement Program for these types of projects.

RECOMMENDATION

No action is required. This item is intended to be an informational briefing.

Approved By: City Manager ***DT*** City Attorney ***MK***

BACKGROUND

The purpose of the Annual Traffic Report is to provide Council with information and analysis of the data collected by the City's Traffic Services division. Specifically, the report helps identify opportunities to increase and improve the safety of our transportation system.

The results and recommendations contained in the Annual Traffic Report are utilized in the development of the annual Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP), which will come before the Council in the upcoming months. This data is also used in identifying and developing opportunities for grant funding.

DISCUSSION

The 2015 Annual Traffic Report is attached to this staff report as Attachment A. The report contains data including information on collisions, traffic speeds, traffic flow, transit use, and pedestrian and bicycle activity. Analysis of this data is then utilized to develop strategies and recommendations to reduce collisions and improve safety with a focus on the "3 Es" - Education, Enforcement and Engineering. The Traffic Services Section and Police Department work closely in developing the recommendations, with the Police focusing on enforcement and education opportunities and Traffic Services focusing on education and engineering solutions.

Key changes between the previous year's report and this year's report include:

- Separated classifications of injury collisions which include Serious Injury, Evident Injury, and Possible Injury collisions. Serious and Evident Injury collisions were specifically analyzed in order to target mitigation strategies for these types of collisions.
- A summary of WSDOT's pedestrian and bicycle count data is provided.
- This year's analysis of High Collision Locations includes a quantitative comparison to last year's locations and notes any new locations.
- A summary of previous recommendations implemented in 2015. It may take one to two years before the impact of the improvements is measurable or able to be fully evaluated since a 3 year analysis is used to evaluate locations.

Recommendations included within the 2015 Annual Traffic Report are implemented through the following programs:

- Enforcement by the Police Department is through current budget allocations.
- The CIP includes an annual program for Traffic Safety Improvements that can be used for implementing engineering solutions. This program contains \$155,125 for 2016.
- Larger projects are funded separately through the CIP. These often include grant funding.
- The Traffic Services Operating budget supports education and minor operational adjustments to the system. As an example, the educational and community outreach component of the Neighborhood Traffic Safety Program (NTSP) is funded through Traffic Operations.

RESOURCE/FINANCIAL IMPACT

There are no additional financial or resource impacts at this time. The Public Works and Police Departments will continue to use existing staff for engineering and enforcement needs. Based on the data in this report, projects identified as a priority would be considered as part of the Annual TIP and the 2017-2022 CIP process. Projects would be presented for Council consideration on an individual basis as part of those TIP and CIP processes. Enforcement emphasis and small projects would be implemented using existing resources. The 2015 budget includes \$155,125 for the Traffic Safety Improvement Program for these types of projects.

RECOMMENDATION

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ATTACHMENTS

Attachment A – 2015 Annual Traffic Report



City of Shoreline
Annual Traffic Report
2015

Table of Contents

	Page Number
Introduction	3
Executive Summary	4
Data Sources	5
Definitions	5
Collision Summary	7
Societal Costs	8
Contributing Circumstances	10
Injury Collisions	13
Pedestrian and Bicycle Collisions	15
Other Collision Statistics	16
High Collision Locations	19
Collision Reduction Strategies	22
Recommendations	23
Implemented Recommendations (2014)	26
Traffic Speed Summary	27
Traffic Volume Summary	28
Transit Summary	29
Pedestrian and Bicycle Count Summary	30
Appendix	31
2015 Traffic Flow Map	32
2014 Traffic Speed Differential Map	33
2015 Traffic Speed Differential Map	34

Introduction

This report provides an annual review and analysis of data collected by the City of Shoreline Traffic Services section. It summarizes collision, speed, and traffic volume data and highlights noteworthy trends. The data in this report guides the department in prioritizing Traffic Safety and Signal Rehabilitation resources, applying for grants to help finance capital improvement projects, and identifying target enforcement areas for the Shoreline Police Department.

This report strives to provide clear and usable traffic safety and operational information for reference by staff, Council and the citizens of Shoreline.

To request additional information, please contact the Public Works Department, Traffic Services section or visit the Traffic Services webpage at <http://shorelinewa.gov/government/departments/public-works/traffic-services>.

Executive Summary

Overall collisions are down 8% in comparison to 2014 numbers and have continued a downward trend since 2008. For this year's report, Evident and Serious Injury collisions were specifically analyzed in order to identify trends and mitigation strategies for these types of collisions. This year Evident and Serious Injury collisions are at a near record low although one notable trend emerged; the proportion of Evident and Serious Injury collisions which involved a bike or pedestrian is at a record high.

Last year, the overall number of pedestrian and bicycle collisions were the highest on record. Bike and pedestrian collisions are down this year similar to overall collisions however the cumulative trend since 2008 is still increasing. Part of this increase may be due to shifting modes of transportation; bike and pedestrian trips are on the rise. This highlights the need for continued investment in non-motorized transportation improvements. In addition, the need to educate drivers, pedestrians, and bicyclists about the rules of the road is evident in that the majority of these collisions resulted from failure to yield right of way.

Similar to last year's findings, the number of total and injury collisions related to distracted and inattentive driving continues to rise. Additional enforcement is recommended for cell phone use while driving in order to bring the number of injury collisions down.

High Collision Locations and associated recommendations are included in this report and are prioritized by total number of collisions. In addition, locations with 3 or more pedestrian or bike collisions over a 5 year period are included for consideration of mitigation strategies.

Data Sources

This report summarizes collision data trends based on data from 2008 through 2015, with emphasis on data from 2013 through 2015. Only collisions that occurred on City streets and are investigated by police officers are included in this report. Excluded are collisions on private property, locations outside of the City of Shoreline (i.e. N 145th Street), Limited Access locations (i.e. I-5 interchanges), phone reports, non-police investigated incidents, collisions under the threshold of \$700, and other non-collision vehicle incident reports.

Collision data is obtained from Shoreline Police Department reports and is merged with data from the Washington State Department of Transportation (WSDOT). Data from WSDOT includes collisions investigated by other agencies such as Washington State Patrol. No citizen reports are included as WSDOT no longer provides this data to local jurisdictions as of January 1, 2009. The data contained in this report is based on reportable collisions only, as defined in the following section.

Traffic volume and speed data presented in this report was collected and analyzed by Shoreline Traffic Services staff.

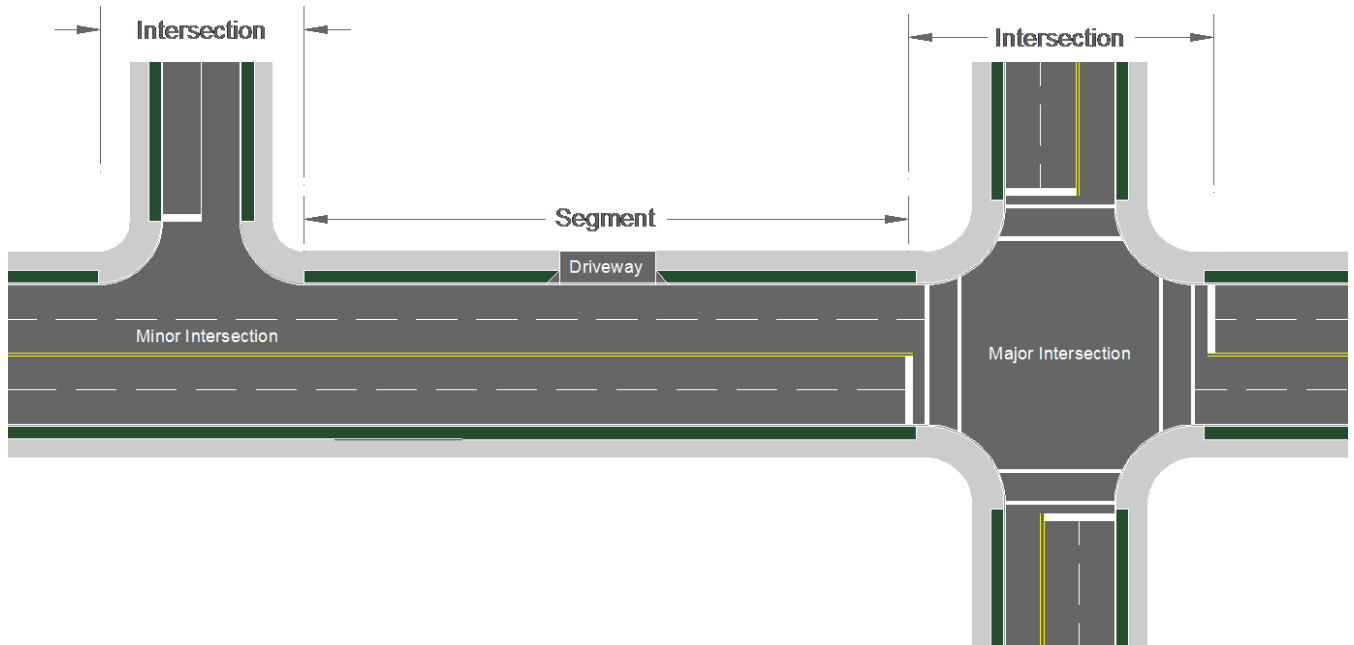
Transit data was provided by King County Metro and pedestrian and bicycle data is from WSDOT's Bicycle and Pedestrian Documentation Project.

Definitions

Reportable Collision	A collision which involves death, injury, or property damage in excess of \$700.00 to the property of any one person.
Fatal Collision	Motor vehicle collision that results in fatal injuries to one or more persons.
Serious Injury Collision	A motor vehicle collision resulting in an injury assessed by the investigating officer as "any injury which prevents the injured person from walking, driving, or continuing normal activities at the time of the collision."
Evident Injury Collision	A collision resulting in an injury assessed by the investigating officer as "any injury other than fatal or serious at the scene. Includes broken fingers or toes, abrasions, etc. Excludes limping, complaint of pain, nausea, momentary unconsciousness, etc."
Possible Injury Collision	A collision resulting in an injury assessed by the investigating officer as "any injury reported to the officer or claimed by the individual as momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, hysteria, etc."
Property Damage Only Collision (PDO)	Motor vehicle collision in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

Did Not Grant Right of Way	A contributing circumstance type indicating that the driver failed to properly yield Right of Way; for example, a driver hitting a pedestrian in a crosswalk when the walk signal is on for the pedestrian movement.
High Collision Location	Locations with the highest number of reported collisions.
Collision Rate	For intersections, the number of collisions at an intersection divided by the average annual volume of vehicles entering the intersection. The resulting unit is collisions per million entering vehicles. For segments, the number of collisions along the segment divided by the length of the segment and the average annual volume of vehicles along the segment. The resulting unit is collisions per million vehicle miles.
85 th Percentile Speed	The speed at which 85% of traffic is traveling at or below; a traffic engineering standard for measuring and evaluating traffic speeds.

For High Collision Location analysis, intersections and segments are categorized as shown below.



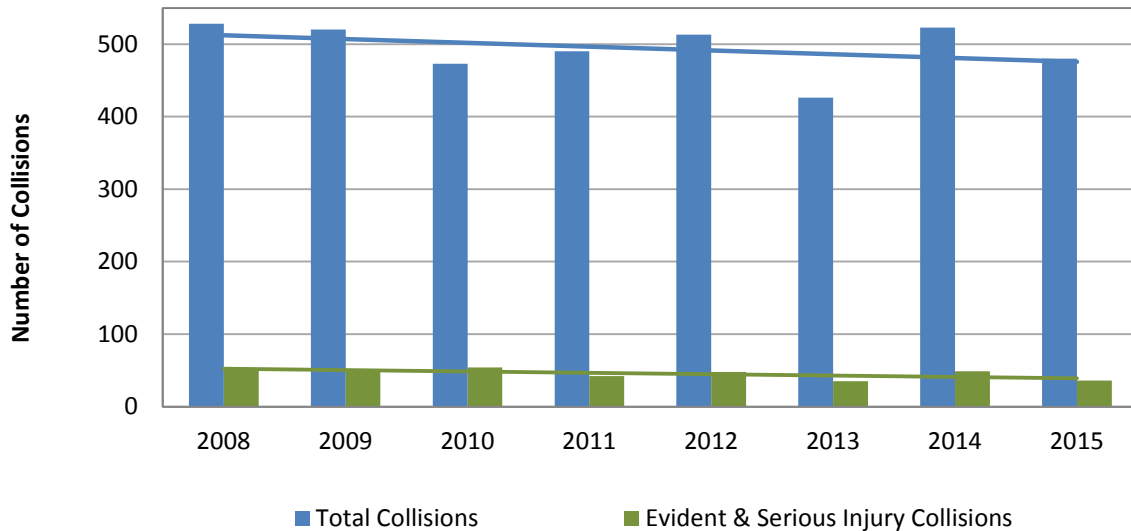
Collision Summary

There were 480 collisions reported on City of Shoreline streets in 2015. Below is a summary of collisions from 2008 through 2015.

	2008	2009	2010	2011	2012	2013	2014	2015
Property Damage	340	321	292	306	318	265	322	310
Possible Injury	100	122	101	109	106	99	118	124
Evident Injury	42	39	49	33	43	26	38	28
Serious Injury	9	11	5	9	5	9	11	8
Fatal	0	1	2	1	1	1	1	1
Unknown	37	26	24	32	40	26	33	9
Total	528	520	473	490	513	426	523	480

The total number of collisions in 2015 is down from 2014 and has continued to trend downward since 2008 as shown below. The number of Evident and Serious Injury collisions is trending slightly downward, generally accounting for between 8-11% of total collisions. Evident and Serious Injury collisions are near an all-time low, with a combined total of 36 in 2015.

Injury & Total Collisions by Year



Societal Costs

Traffic collisions have considerable impact not only on the people directly involved in the collision but also on the community as a whole. Below is the Washington State Department of Transportation’s assessment of motor vehicle collision costs. The information provided includes estimates for the average economic cost per death, per injury, and per property damage collision. The economic cost estimates are a measure of the productivity lost and expenses incurred because of the collision; they do not reflect what society is willing to pay to prevent a statistical fatality or injury.

- Fatality \$2,000,000
- Serious Injury \$1,000,000
- Evident Injury \$100,000
- Possible Injury \$70,000
- Property Damage Collision \$10,000

Source: WSDOT Traffic Safety Management Office

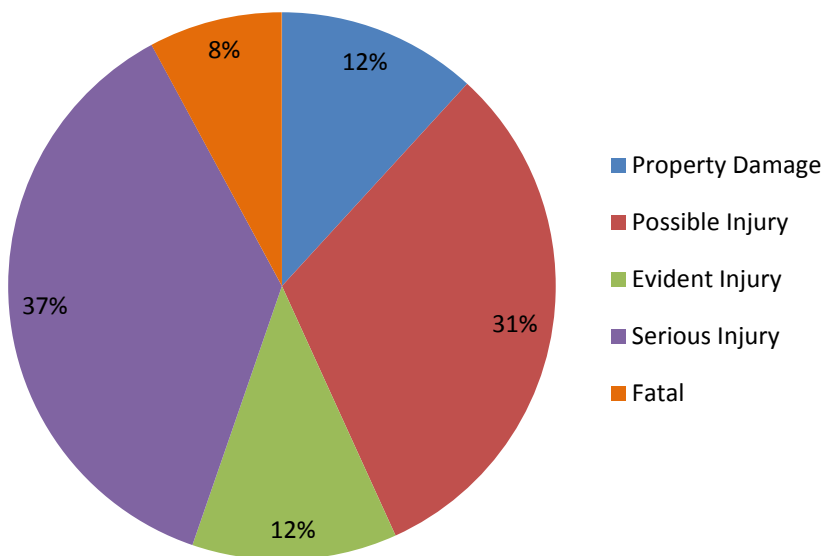
Below is a summary of societal costs for collisions in Shoreline from 2013 through 2015.

	2013	2014	2015
Property Damage	\$2,650,000	\$3,220,000	\$3,100,000
Possible Injury	\$6,930,000	\$8,260,000	\$8,680,000
Evident Injury	\$2,600,000	\$3,800,000	\$2,800,000
Serious Injury	\$9,000,000	\$11,000,000	\$8,000,000
Fatal	\$2,000,000	\$2,000,000	\$2,000,000
Total	\$23,180,000	\$28,280,000	\$24,580,000

Analysis of the most recent 3 years of data shows that Serious Injury collisions account for the majority of the societal cost at 37%. The chart below summarizes the three year average societal cost by collision type.

Societal Costs by Collision Type

3 Year Average (2013-2015)

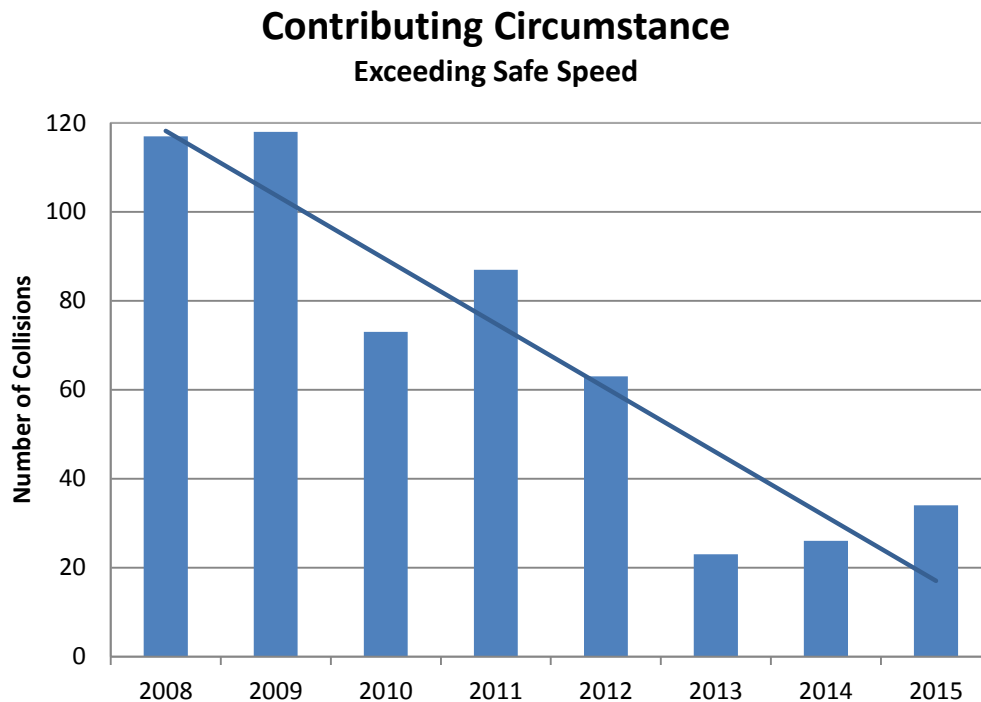


Contributing Circumstances

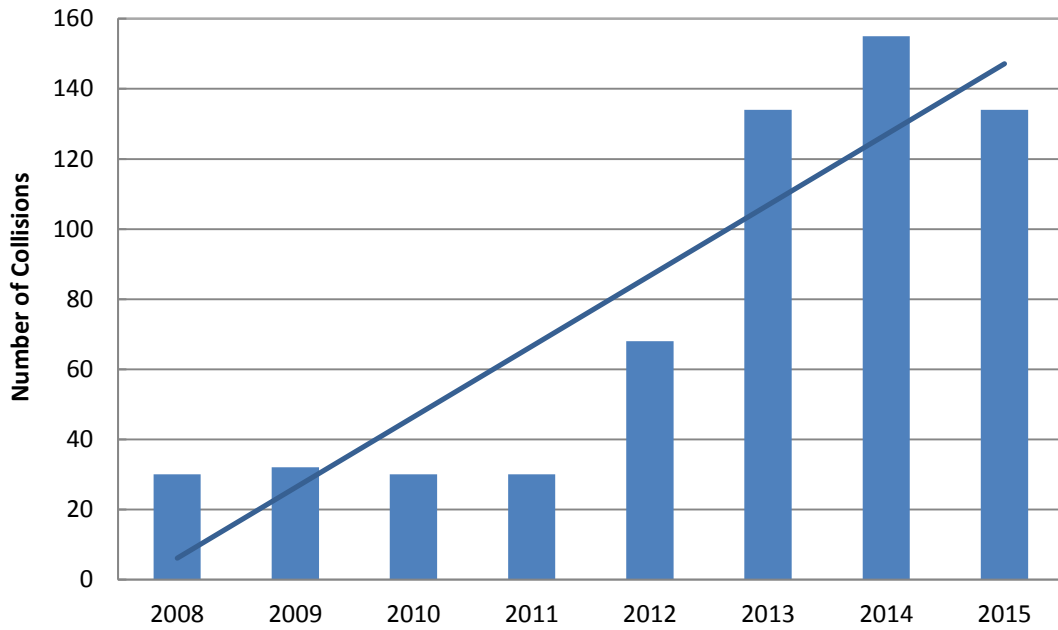
The top three contributing circumstances for collisions continue to be “Did Not Grant Right of Way”, “Driver Distraction or Inattention”, and “Exceeding Safe Speed”.

Contributing Circumstance	Percent of 2015 Collisions
Did Not Grant Right of Way	28%
Driver Distraction or Inattention	28%
Exceeding Safe Speed	7%

Two significant trends can be seen in the following graphs. Since 2008, there has been a clear decrease in the number of collisions with “Exceeding Safe Speed” listed as a contributing circumstance. In sharp contrast, the number of collisions attributed to “Driver Distraction and Inattention” has risen inversely.

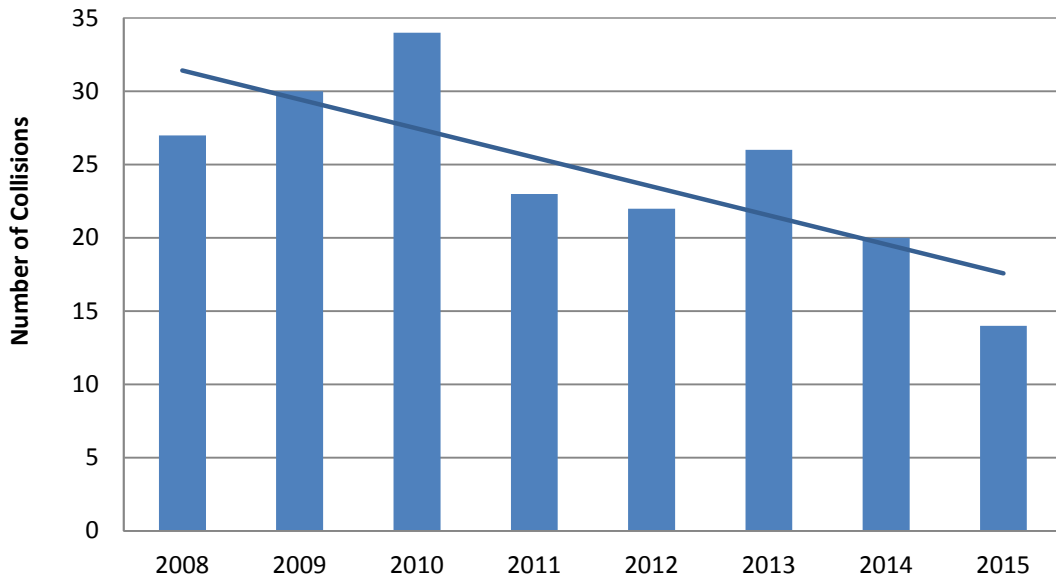


Contributing Circumstance Driver Distraction or Inattention



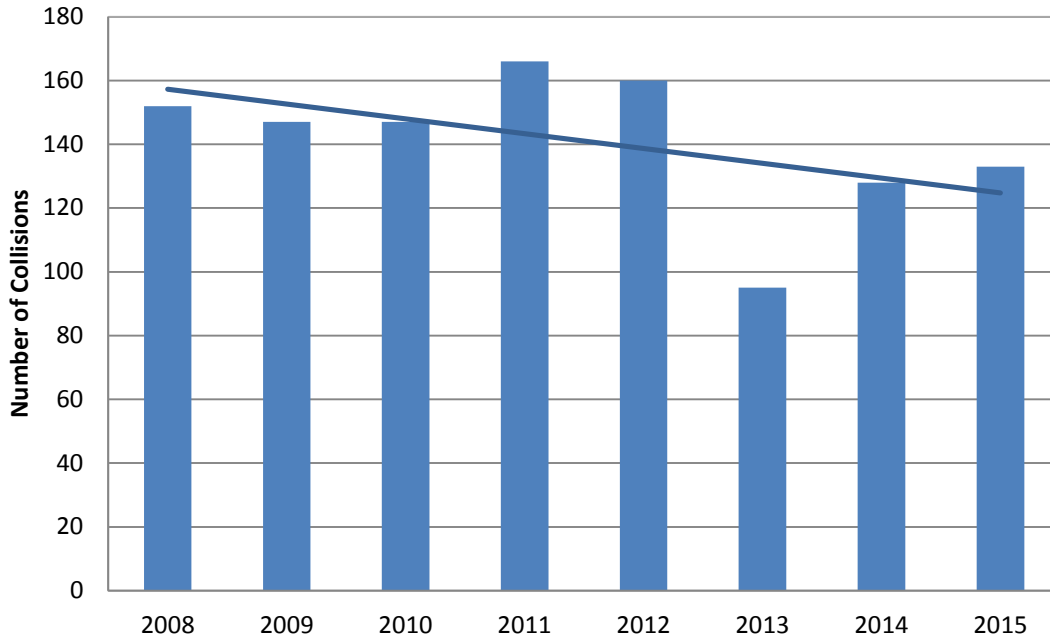
Collisions in Shoreline related to impaired driving continue to decline.

Contributing Circumstance Under Influence of Alcohol or Drugs



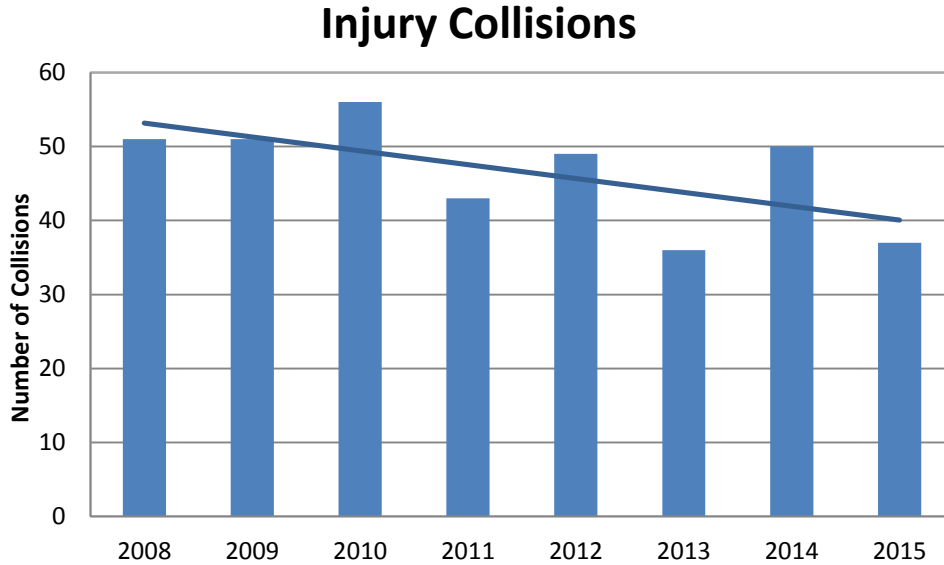
“Did Not Grant Right of Way” is the leading contributing circumstance which has been trending downward consistent with overall collisions.

Contributing Circumstance Did Not Grant Right of Way



Injury Collisions

For the purpose of injury collision analysis, Fatal, Serious Injury, and Evident Injury collisions were analyzed, excluding Possible Injury collisions. The majority contributing circumstance accounting for fatal or injury collisions was listed as “Did Not Grant Right of Way” (31%). “Driver Distraction or Inattention” accounted for another large portion at 29%. There were a total of 37 injury collisions in 2015, down from 50 in 2014. Overall, injury collisions have been trending downward since 2008.

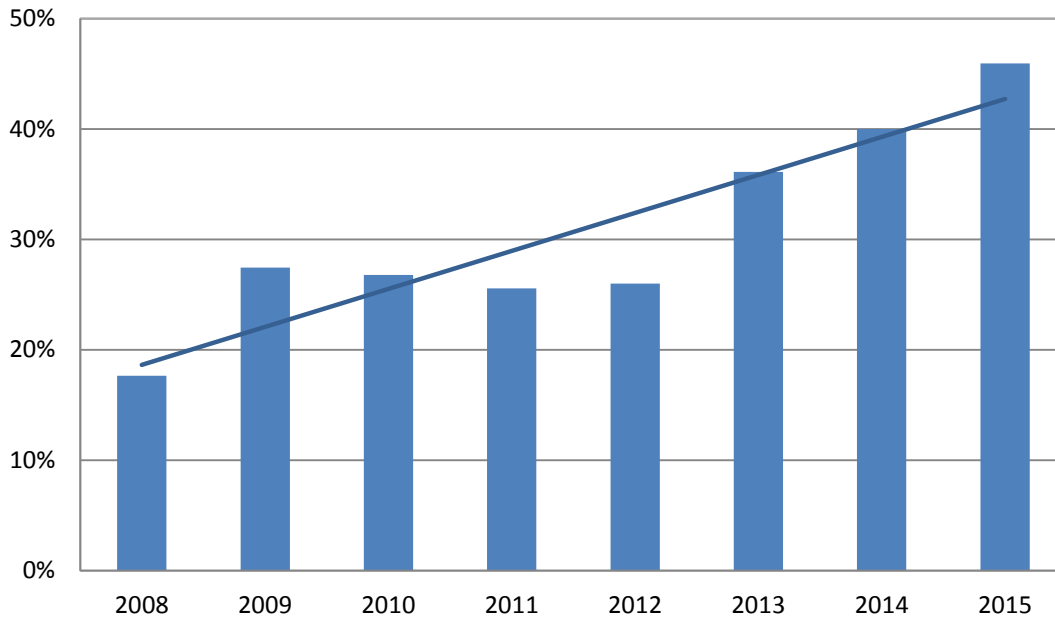


*** Includes fatal, serious injury, and evident injury collisions**

Although injury collisions are decreasing, one important trend to note regarding injury collisions is the portion of pedestrian or bike collisions as part of the overall number of injuries is on the rise. In 2015, 46% of injury collisions were pedestrian or bicycle related, representing the highest proportion on record. A summary is provided in the graph below.

Pedestrian & Bicycle Injury Collisions

(as a percentage of overall injury collisions)



* Includes fatal, serious injury, and evident injury collisions only

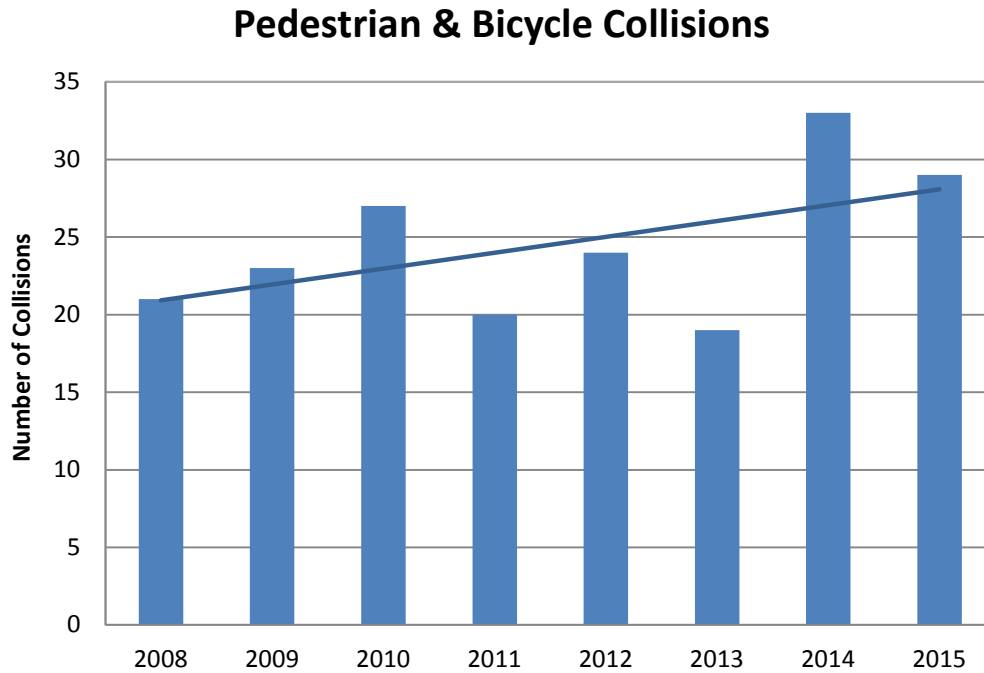
No other notable trends for injury collisions were revealed during analysis such as light or surface condition, time of day, or time of year.

WSDOT's most current Annual Collision Summary (2013) provides Statewide and County Serious Injury and Fatal Injury rates per 10,000 population. In comparison, Shoreline's Serious and Fatal Injury rates are significantly lower as summarized in the table below.

	Serious Injury Rate per 10,000 Population	Fatal Injury Rate per 10,000 Population
Statewide (2013)	2.78	0.63
King County (2013)	2.64	0.39
Shoreline (2015)	1.48	0.18

Pedestrian and Bicycle Collisions

The total number of pedestrian and bicycle collisions are down in comparison to 2014 however the overall trend since 2008 is still on the rise.

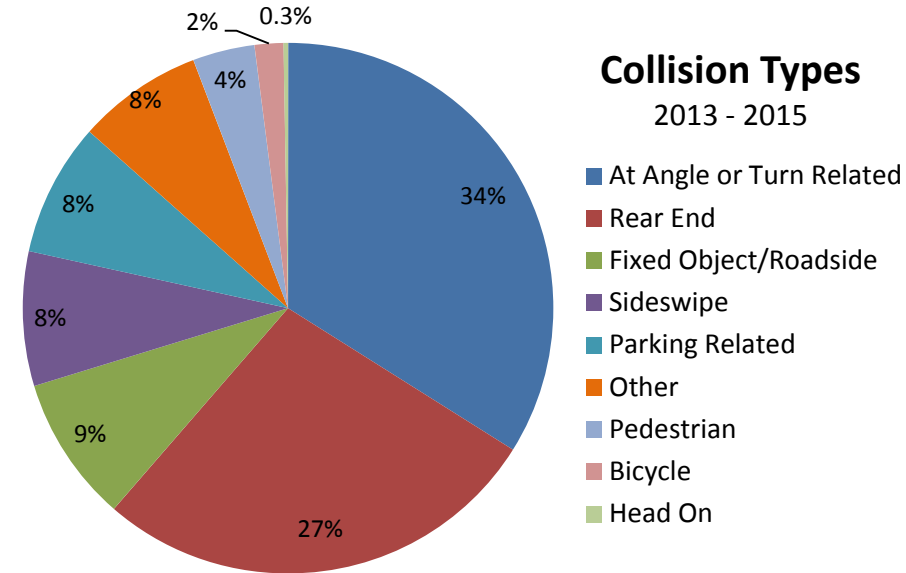


The primary contributing circumstance listed for pedestrian and bicycle collisions is “Did Not Grant Right of Way”. Additional information regarding pedestrian and bicycle collision locations is located in the High Collision Locations section of this report.

	2008	2009	2010	2011	2012	2013	2014	2015
Bike Collisions	4	5	9	6	8	7	9	9
Pedestrian Collisions	17	18	18	14	16	12	24	20

Other Collision Statistics

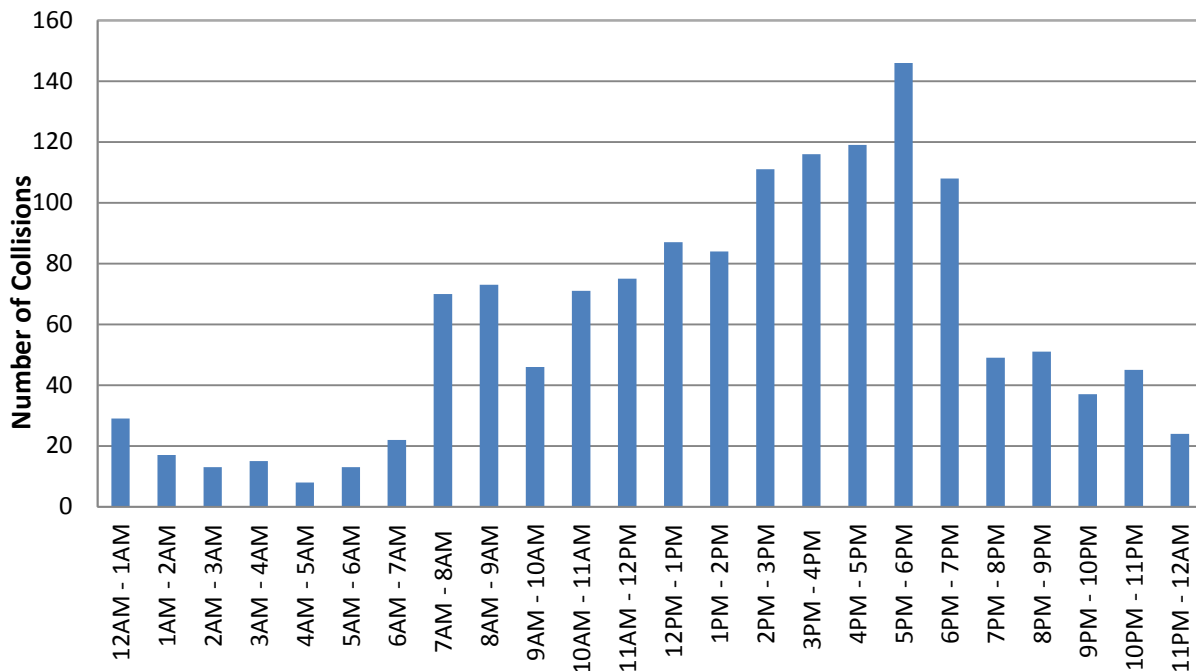
As shown in the following chart, “At Angle or Turn Related” and “Rear End” collisions make up the majority of collision types. Approximately 14% of all collisions were listed as “Hit and Run”.



Collisions in Shoreline most often occur during the PM peak hour of 5 to 6 PM. Injury collisions most often occurred in the middle of the day and during the PM peak.

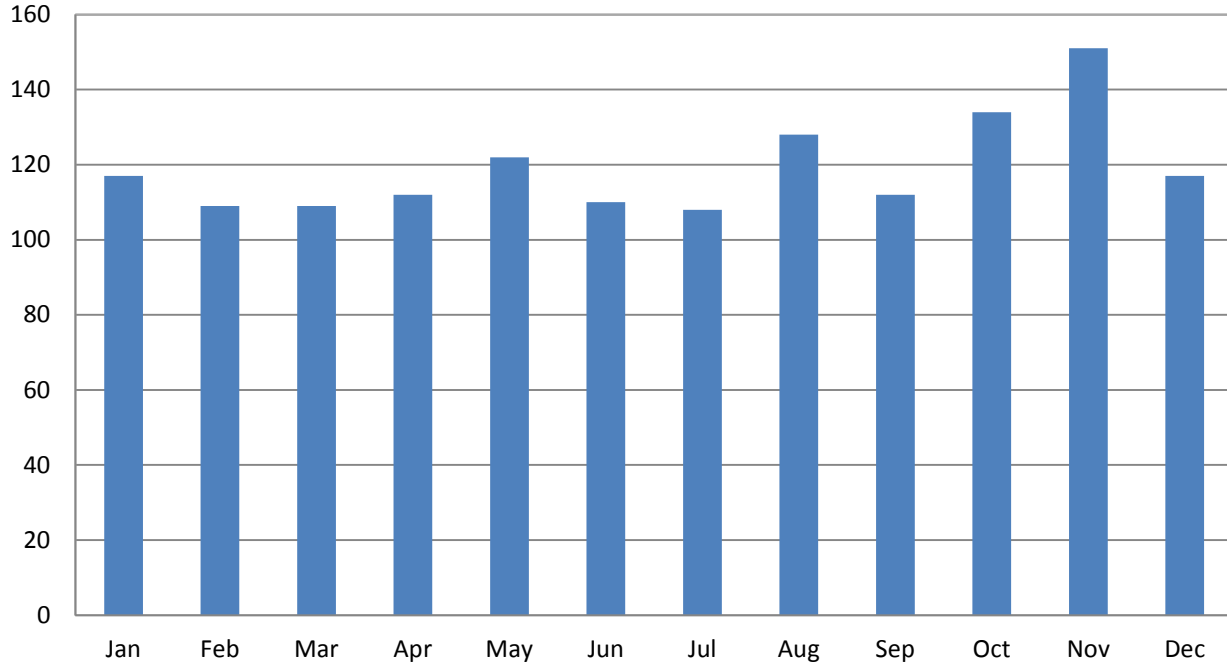
All Collisions by Time of Day

2013 - 2015

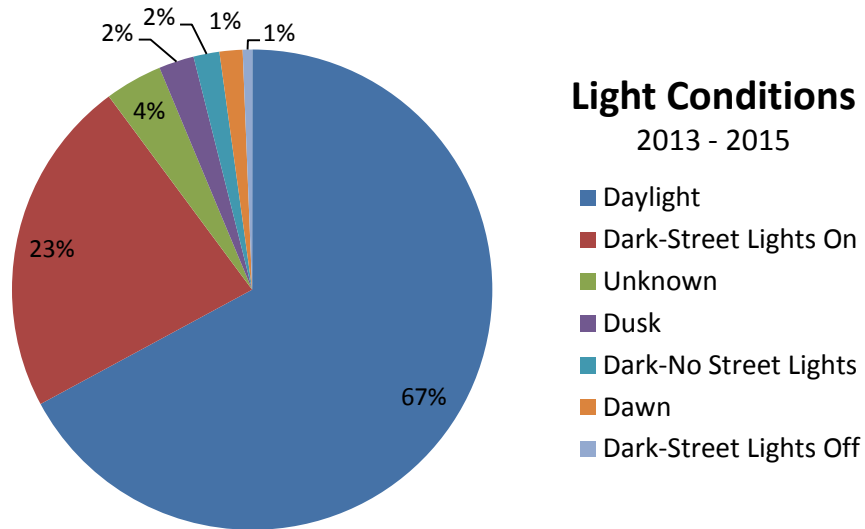


November is the month with the highest overall and injury collisions, consistent with the statewide trend.

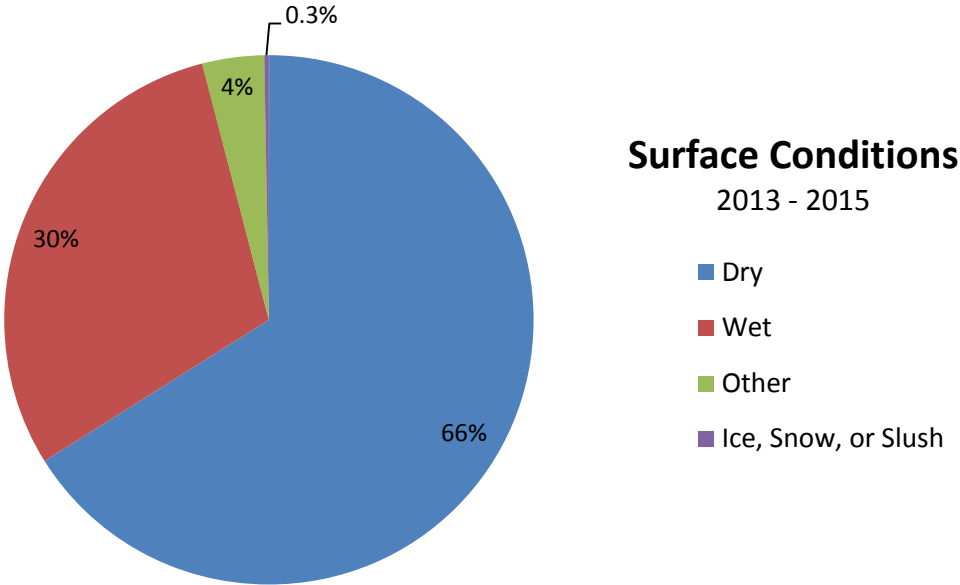
All Collisions by Month
2013 - 2015



Most collisions occur during daylight hours, with “Dark – Street Lights On” representing the next highest category. Injury collisions follow a similar trend.



Nearly 66% of collisions occur on dry pavement. Injury collisions follow a similar trend.



High Collision Locations

The top 25 High Collision Locations are identified by reviewing three years of collision data, separating locations into Intersections or Segments in order to better target mitigation strategies. The High Collision Locations tables list locations with the highest number of reported collisions in descending order. Also included is the collision rate associated with the location in order to provide context; while a high number of collisions may seem alarming, when traffic volumes and segment lengths are taken into account, the rate may be more reflective of the overall risk associated with a location. Number of injuries at the location is also included for reference. In addition, a review of pedestrian and bicycle locations over a 5 year period is included in this section.

There is no industry standard as to what number of collisions or collision rate is considered “high”. Nationally, locations with 5 or more correctable collisions in a 12 month period may be considered for some additional traffic control devices, such as stop signs and traffic signal revisions.

The following tables provide information regarding High Collision Locations based on intersection, street segment, or whether pedestrian or bicycle related. Consistent with previous sections within this report, injury collisions presented in these tables represent Fatal, Serious, or Evident Injury collisions.

The top 25 High Collision Location intersections, sorted by number of collisions, are presented in the table below. At locations with five collisions, collision rates were evaluated to determine the last position in the table. Although the overall number of collisions in the analysis period is down in comparison to last year’s report, many High Collision Locations have seen a marked increase, further highlighting the need to focus safety improvements on these specific locations.

High Collision Location – Intersections (2013 – 2015)

Rank	Location	Signalized	Total Collisions	Injury Collisions	% Change from 2014 Report	Collision Rate
1	Aurora Ave N & N 163rd St	No	26	1	117%	0.62
2	3rd Ave NW & Rchmnd Bch Rd	Yes	20	3	18%	0.89
3	Aurora Ave N & N 200th St	Yes	15	0	7%	0.35
4	15th Ave NE & Ballinger Way	Yes	14	0	100%	0.35
5	19th Ave NE & Ballinger Way NE	Yes	13	1	0%	0.45
6	Aurora Ave N & N 160th St	Yes	13	1	160%	0.29
7	Aurora Ave N & N 175th St	Yes	13	1	18%	0.22
8	Aurora Ave N & N 185th St	Yes	12	1	50%	0.24
9	Aurora Ave N & N 155th St	Yes	11	1	38%	0.20
10	Linden Ave N & N 185th St	Yes	10	1	11%	0.58
11	8th Ave NE & NE 175th St	No	10	3	67%	0.49
12	15th Ave NE & NE 180th St	Yes	9	2	29%	0.47
13	15th Ave NE & NE 155th St	Yes	9	1	29%	0.40
14	5th Ave NE & NE 175th St	Yes	9	0	-18%	0.37

High Collision Location – Intersections (2013 – 2015) - Cont.

Rank	Location	Signalized	Total Collisions	Injury Collisions	% Change from 2014 Report	Collision Rate
15	15th Ave NE & NE 175th St	Yes	9	1	13%	0.33
16	10th Ave NE & NE 175th St	Yes	8	0	33%	0.44
17	Aurora Ave N & N 165th St	Yes	8	0	New	0.18
18	Meridian Ave N & N 185th St	Yes	8	0	0%	0.33
19	Ashworth Ave N & N 192nd St	No	7	0	-29%	1.43
20	Westminster Way N & N 155th St	Yes	7	1	New	0.38
21	Fremont Ave N & N 185th St	Yes	6	0	-25%	0.26
22	Meridian Ave N & N 155th St	Yes	6	0	-25%	0.32
23	Meridian Ave N & N 200th St	Yes	6	3	-14%	0.42
24	Wallingford Av N & N 200th St	Yes	6	1	New	0.68
25	Linden Ave N & N 182 nd St	No	5	0	New	0.65

The following table represents the top 25 High Collision Location segments sorted by number of collisions.

High Collision Location – Segments (2013 – 2015)

Rank	Location	Total Collisions	% Change from 2014 Report	Injury Collisions	Collision Rate
1	Ballinger Way NE from 19th Ave NE to 15th Ave NE	32	-20%	1	4.56
2	Aurora Ave N from N 149th St to N 152nd St	22	22%	3	3.87
3	Aurora Ave N from N 160th St to N 163rd St	22	-8%	1	4.80
4	Aurora Ave N from N 199th St to N 200th St	21	-13%	0	9.64
5	Aurora Ave N from N 152nd St to N 155th St	18	-18%	0	2.74
6	Aurora Ave N from Ronald PI N to N 175th St	18	13%	1	5.23
7	NW Richmond Bch Rd from 3rd Ave NW to 8th Ave NW	16	33%	1	3.88
8	Aurora Ave N from N 175th St to Ronald PI N	15	-6%	2	1.65
9	N 175th St from Meridian Ave N to Corliss Ave N	15	0%	1	2.72
10	Aurora Ave N from N 170th St to Ronald PI N	14	-22%	2	2.11
11	Aurora Ave N from N 200th St to N 205th St	14	-26%	0	1.69
12	Aurora Ave N from N 163rd St to N 165th St	13	18%	1	2.82
13	Aurora Ave N from Firlands Way N to N 192nd St	12	-8%	1	2.59
14	Aurora Ave N from N 155th St to Westminster Way N	12	0%	1	1.72
15	N 175th St from Midvale Ave N to Ashworth Ave N	12	33%	0	2.94
16	Aurora Ave N from N 184th St to Firlands Way N	11	-8%	1	7.86
17	Aurora Ave N from Echo Lake PI N to Firlands Way N	10	-23%	1	6.42
18	Aurora Ave N from N 165th St to N 167th St	10	New	1	1.91
19	NE 175th St from 12th Ave Ne to 15th Ave NE	10	New	0	5.07
20	15th Ave NE from Forest Park Dr NE to Ballinger Way NE	9	-18%	0	4.06

High Collision Location – Segments (2013 – 2015) – Cont.

Rank	Location	Total Collisions	% Change from 2014 Report	Injury Collisions	Collision Rate
21	15th Ave NE from NE 175th St to NE 177th St	9	0%	2	4.33
22	5th Ave NE from NE 183rd Ct to 7th Ave NE	9	New	0	16.85
23	N 155th St from Aurora Ave N to Midvale Ave N	9	-18%	1	9.80
24	Aurora Ave N from N 182nd St to N 184th St	8	60%	0	3.17
25	Aurora Ave N from N 145 th St to N 149 th St	8	-33%	0	1.12

Below is a table which presents locations with three or more pedestrian or bicycle collisions in the last five years (2011 – 2015). Last year’s summary had seven locations with three or more collisions. This year, the top two locations have increased by one collision for the new analysis period. The Aurora and N 165th location is new to the list this year. The remaining two locations retained the same number of collisions in comparison to last year’s analysis.

Pedestrian and Bicycle Collision Locations (2011 – 2015)

Location	Signalized	Pedestrian & Bicycle Collisions
3rd Ave NW & NW Richmond Bch Rd	Yes	4
Linden Ave N & N 185th St	Yes	4
Aurora Ave N & N 165 th St	Yes	4
Aurora Ave N from N 170th St to Ronald Pl N	No	3
Meridian Ave N & N 200 th St	Yes	3

Collision Reduction Strategies

The City of Shoreline strives to reduce overall, injury, and fatality collisions on its roadways consistent with the Washington State Strategic Highway Safety Plan's Target Zero Initiative. The goal of this initiative is to achieve zero deaths and serious injury collisions by 2030.

Shoreline engages in the 'Three E's' in working toward this goal. They are:

- Education Gives drivers, pedestrians, and bicyclists information about how to make safer choices. Examples of this include Shoreline's Neighborhood Traffic Safety and Action Plans, outreach to residents that provides information about the dangers speeding and collisions and encourages safer travel, utilizing radar speed carts to remind drivers of their speed, web-based information, and working with schools on Safe Routes to School plans.
- Enforcement Utilizes the Shoreline Police Department Traffic Division to focus enforcement efforts on problem areas to increase community awareness and compliance. Emphasis patrols can target specific violations such as speeding, failure to yield to pedestrians, cell phone use while driving, and disobeying traffic control devices.
- Engineering Implements best engineering practices to prevent or reduce the severity of collisions. This includes operational evaluation of facilities (including signals, signs, striping and guardrail, etc.), designing capital improvements with safety as a guiding factor, installing traffic calming devices (such speed humps, chicanes, or traffic circles, etc), and providing routine maintenance of traffic assets.

Roadway users can make Shoreline roads safer too:

- Get educated on the rules of the road.
- Obey the law.
- Share the road with bicyclists.
- When biking and walking, wear reflective bright clothing to increase visibility.
- Stop, look, and listen before crossing the street.
- Be alert.
- Don't be a distracted driver and never text and drive.
- Never drive while under the influence of alcohol and/or drugs.
- Be courteous and patient.

Recommendations

Shoreline Police and Public Works staff work together to review the top 10 High Collision Locations. Focusing on the top 10 locations facilitates strategic and systematic prioritization of limited City resources. This year, the top 10 locations were prioritized based on number of collisions in order to maximize the benefit of recommendations and improvements, working toward the goal of decreasing the number of overall and injury collisions.

Using the Three E's discussed in the previous section, recommendations were developed to address identified collision patterns. Staff also considered long-term strategies to address identified issues.

High Collision Location (2013 – 2015) – Intersection Recommendations

Location	Total Collisions	Injury Collisions	Recommendation
Aurora Ave N & N 163rd St	26	1	Improved signal coordination in 2016 will help to address queueing patterns that form in the vicinity of 163 rd .
3rd Ave NW & Richmond Bch Rd	20	3	Phase changes were recently implemented at this intersection and should help to decrease collisions.
Aurora Ave N & N 200th St	15	0	Intersection was reconstructed in 2015 and will be retimed in 2016.
15th Ave NE & Ballinger Way	14	0	Review signal timing, phasing and channelization with WSDOT.
19th Ave NE & Ballinger Way NE	13	1	Signal phase changes were made in 2015 to add a flashing yellow arrow which should help to decrease the number of collisions.
Aurora Ave N & N 160th St	13	1	Signal timing will be revised in 2016. Possibly add leading ped interval. In addition, a flashing yellow arrow phase change was added in 2015.
Aurora Ave N & N 175th St	13	1	Signal timing will be revised in 2016.
Aurora Ave N & N 185th St	12	1	Signal timing will be revised in 2016. Southbound right turn on red was restricted in mid-2015.
Linden Ave N & N 185th St	10	1	Included in current TIP. Pursue grant funding for intersection improvements.
8th Ave NE & NE 175th St	10	3	Evaluate sight distance and potential turn restrictions.

The top ten segment locations and associated recommendations are shown below.

High Collision Location (2013 – 2015) – Intersection Recommendations

Location	Total Collisions	Injury Collisions	Recommendation
Ballinger Way NE from 19th Ave NE to 15th Ave NE	32	1	Access control project included in the current TIP.
Aurora Ave N from N 149th St to N 152nd St	22	3	Signal retiming will be completed in 2016.
Aurora Ave N from N 160th St to N 163rd St	22	1	Signal retiming will be completed in 2016.
Aurora Ave N from N 199th St to N 200th St	21	0	Signal retiming will be completed in 2016.
Aurora Ave N from N 152nd St to N 155th St	18	0	Signal retiming will be completed in 2016.
Aurora Ave N from Ronald PI N to N 175th St	18	1	Signal retiming will be completed in 2016.
NW Richmond Bch Rd from 3rd Ave NW to 8th Ave NW	16	1	Rechannelization project included in the proposed 2016-2021 CIP.
Aurora Ave N from N 175th St to Ronald PI N	15	2	Signal retiming will be completed in 2016.
N 175th St from Meridian Ave N to Corliss Ave N	15	1	Receiving funding from PSRC for design/environmental. Project description included in current TIP, CIP, and TMP.
Aurora Ave N from N 170 th St to Ronald PI N	14	2	Signal retiming will be completed in 2016.

The table below shows locations with three or more pedestrian collisions in a five year period and associated recommendations.

Pedestrian and Bicycle Collision Location (2011 – 2015) – Recommendations

Location	Pedestrian & Bike Collisions (2011-2015)	Recommendation
3rd Ave NW & NW Richmond Bch Rd	4	Phase changes implemented in 2016 should improve pedestrian safety. Consider installing count down pedestrian heads in 2016.
Linden Ave N & N 185th St	4	Pursue grant funding for intersection improvements. Project included in current TIP.
Aurora Ave N & N 165 th St	4	Consider phase changes or leading pedestrian interval during Aurora signal retiming.
Aurora Ave N from N 170th St to Ronald PI N	3	Jaywalking emphasis patrol.
Meridian Ave N & N 200 th St	3	Consider phase changes or leading pedestrian interval.

In addition to High Collision Locations, staff recommends focusing on pedestrian and bicycle safety strategies. Many cities have been successful in implementing safety campaigns to educate drivers, pedestrians, and bicyclists about the rules of the road and safe practices. It is recommended that outlets such as Currents, the City website, and neighborhood groups be utilized to spread key messages in order to reduce the number of bicyclist and pedestrian collisions which would help to reduce injury collisions.

There continue to be some notable trends in collision-contributing circumstance. It is recommended that police enforcement continue to target cell phones use while driving in order to reduce the number of collisions related to distracted driving. In addition, enforcement should continue to focus on speeding, since excessive speed is another leading contributing circumstance. It is important to note that focused enforcement often results in opportunities to educate drivers of their behavior rather than simply issuing citations.

The Police Department and Traffic Services will continue to meet quarterly to review speed differential and collision data to identify additional opportunities.

The Neighborhood Traffic Action Plans (NTAP) and Neighborhood Traffic Safety Program (NTSP) managed through Traffic Services will continue to utilize education to support neighborhood traffic safety concerns. Police will also continue to provide education outreach efforts through the following types of activities:

- Safe driving presentations to at-risk drivers ages 16-19 years old. The Shoreline Police School Resource Officer and Traffic Unit work jointly to support this effort.
- Safe driving and traffic complaint reporting presentations at neighborhood meetings. These are conducted through joint efforts between the Shoreline Police Community Outreach Officer and Traffic Unit.

Implemented Recommendations (2014)

- All way stop control was installed at Ashworth Avenue N and N 192nd Street.
- Signal phase changes at 3rd Avenue NW and Richmond Beach Road were implemented to address left turn related collisions.
- Flashing yellow arrow phase changes were made at Ballinger Way and 19th Avenue NE to address left turn related collisions.
- Flashing yellow arrow phase changes were made at Aurora Avenue N and N 160th Street to increase pedestrian safety.
- Substantial completion of the third mile of Aurora.
- Pedestrian signage was installed at Meridian Avenue N and N 200th Street to bring attention to pedestrian crossings at the intersection.
- Accessible Pedestrian Pushbutton units were installed at multiple locations.

Traffic Speed Summary

The City of Shoreline Traffic Services and Police departments have been working together to identify and target speed enforcement. Speed data is collected throughout the year and compared to the posted speed limit in order to identify streets where speeding is a problem.

Speed data collected in 2015 shows that there are less locations with speeds in excess of eight (8) mph over the speed limits in comparison to 2014.

See the Appendix for the 2014 and 2015 Traffic Speed Differential Maps which show the difference between the measured 85th percentile speed and the posted speed limit.

Traffic Volume Summary

Traffic volume data is regularly collected at eight (8) locations, which include:

- Aurora Avenue N south of N 175th Street
- Meridian Avenue N south of N 175th Street
- NW Richmond Beach Road east of 3rd Avenue NW
- 5th Avenue NE south of NE 175th Street
- 15th Avenue NE south of NE 172nd Street
- 25th Avenue NE south of NE 171st Street
- NE 175th Street west of 5th Avenue NE
- NW 175th Street west of 3rd Avenue NW

Below is a summary of data collected at these locations. As shown in the table, daily traffic volumes are down from 2014 by 1.06%. This may be in part due to shifting modes of transportation; see Transit and Pedestrian and Bicycle Count Summaries.

	2011	2012	2013	2014	2015	5 Year Average
AM Peak Aggregate AAWDT	6599	7064	7444	6935	7039	7016
PM Peak Aggregate AAWDT	9012	9314	9521	8804	8666	9063
Daily Aggregate AAWDT	105313	108025	111441	109070	107913	108352

In comparison to 2014 volumes, the AM peak volumes are up by 1.5% and the PM peak volumes are down by 1.57%.

Streets near the Shoreline Community College (not included in the aggregate counts described above) have seen significant increase in traffic volumes.

See the Appendix for the 2015 Traffic Flow Map which shows average daily weekday traffic volumes on City of Shoreline Streets.

Transit Summary

Transit ridership is similar to last year with average daily transit boardings down slightly (-0.2%) from the spring of 2014.

	Average Daily Transit Boardings in Shoreline	% Change
Spring 2015	8,301	-0.2%
Spring 2014	8,318	7.3%
Spring 2013	7,750	-

**King County Metro data only*

Pedestrian and Bicycle Count Summary

The Washington State Documentation Project collects bicycle and pedestrian data in cities throughout the State. It occurs annually in the early fall. One table taken from the 2014 short report shows that there has been a significant increase in pedestrian and bicycle activity since 2009. Other reports by national agencies show the same trend; there has been a general uptick in the amount trips taken by bike or on foot. The State's report shows an increase of 2.98% (combined bike and pedestrian) from 2013 to 2014 and a 36.82% difference from 2009 to 2014.

Comparison between 2009 and 2014 Results⁵

Mode	AM Locations			PM Locations			Total		
	2009	2014	Difference	2009	2014	Difference	2009	2014	Difference
Bicycle	2,658	3,651	37.36%	4,212	5,712	35.61%	6,870	9,363	36.29%
Pedestrian	5,934	11,450	92.96%	13,060	14,574	11.59%	18,994	26,024	37.01%
Total	8,592	15,101	75.76%	17,272	20,286	17.45%	25,864	35,387	36.82%

⁵ Comparison based on 89 total locations; 88 consistent AM locations and 80 consistent PM locations counted in 2009 & 2014.

More information about this project can be found online at:

<http://www.wsdot.wa.gov/bike/Count.htm>

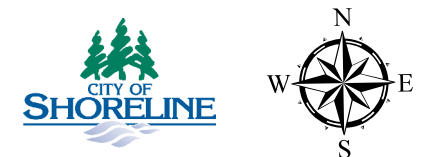
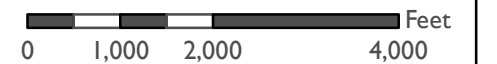
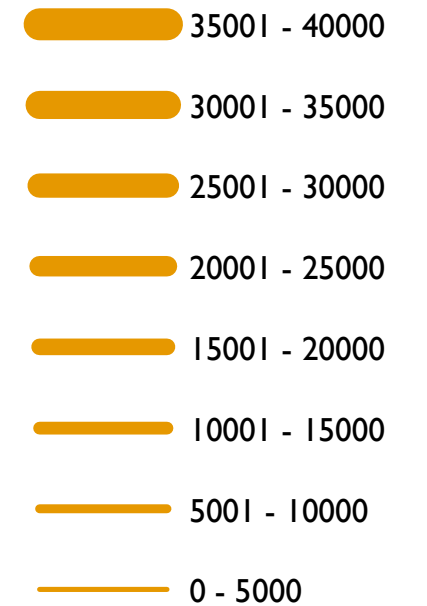
Appendix

1. 2015 Traffic Flow Map
2. 2014 Traffic Speed Differential Map
3. 2015 Traffic Speed Differential Map

City of Shoreline Traffic Flow Map 2015

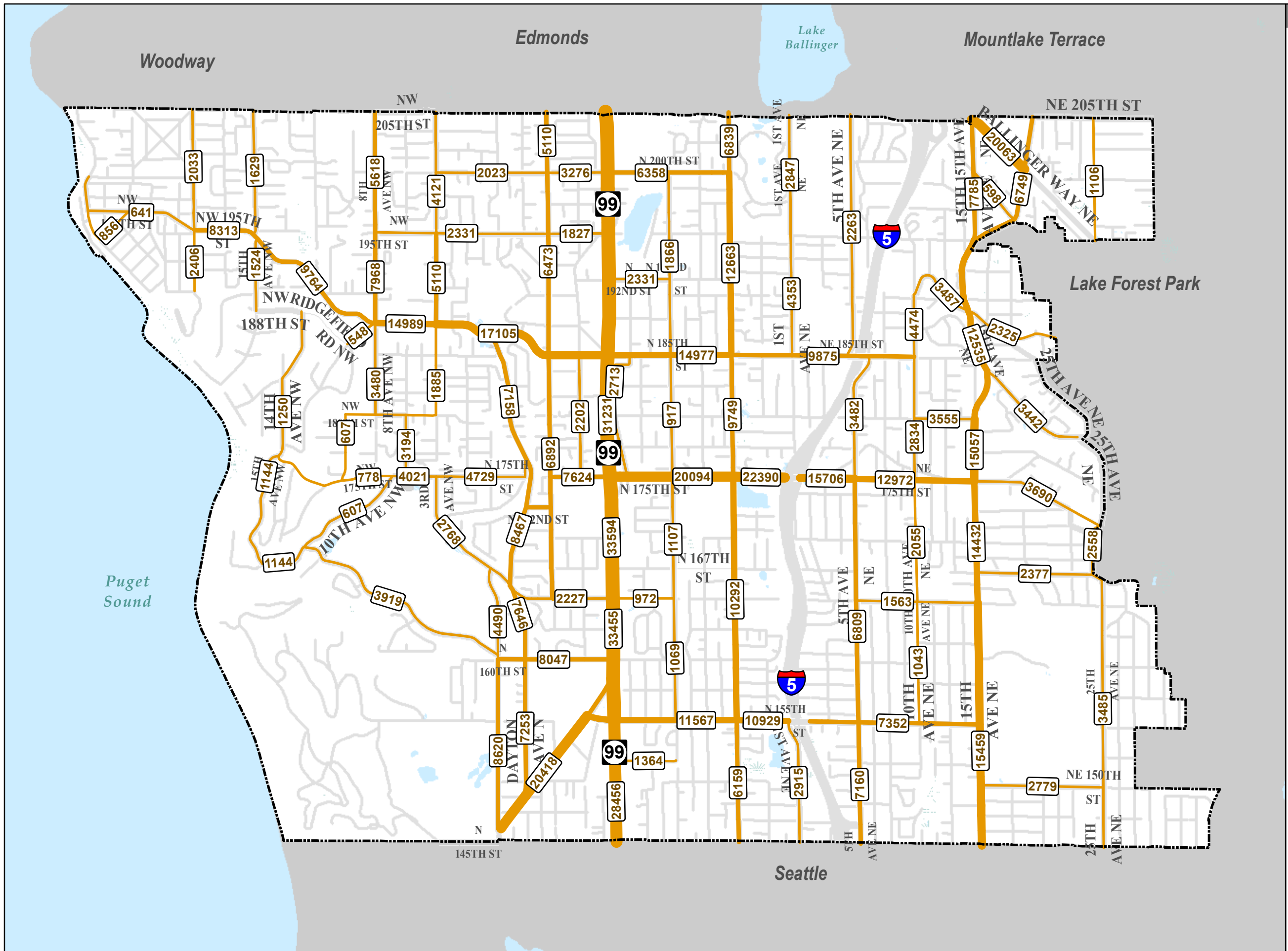
24-Hour Average Weekday Traffic
(Combined Two-Directional Totals)

Legend Traffic Volume



City of Shoreline
 Randy Witt, Public Works Director
 Kendra Dedinsky, City Traffic Engineer
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SHORELINE

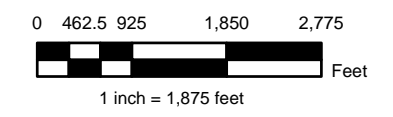
Geographic Information System

City of Shoreline Traffic Speed Map 2014

Difference Between
85th Percentile Speeds* and
Posted Speed Limit**

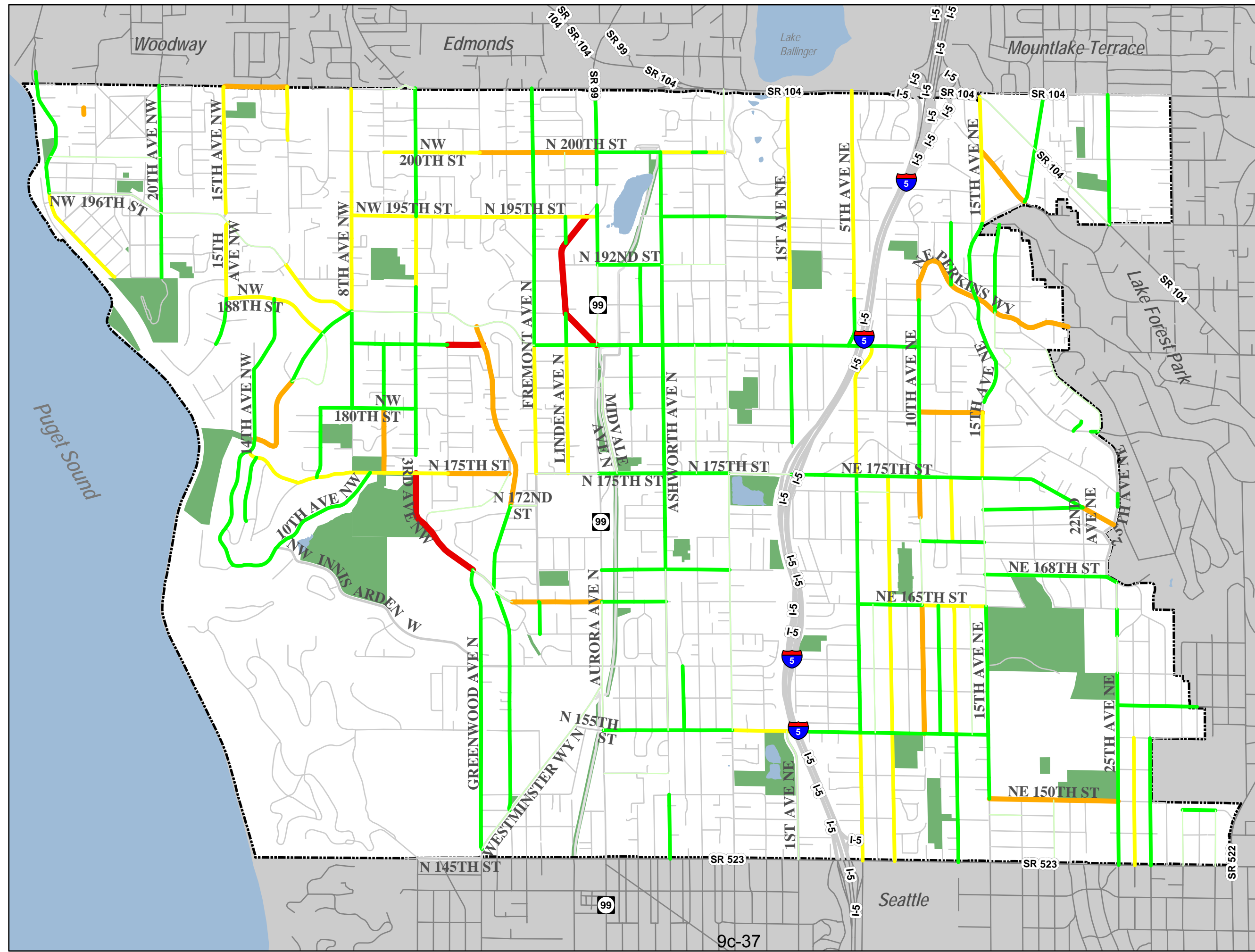
Legend for Speed Ranges

- 10 to 13 MPH Over
- 8 to 9 MPH Over
- 6 to 7 MPH Over
- 3 to 5 MPH Over
- 1 to 2 MPH Over



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Map Data: Through December 2013
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City of Shoreline Traffic Speed Differential Map 2015

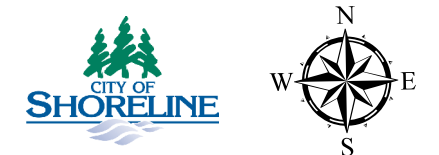
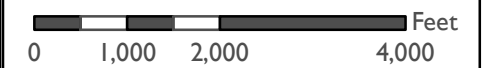
Difference Between
85th Percentile Speeds* and
Posted Speed Limit**

Legend

Differential

Speed (mph)

- 10 - 13
- 8 - 10
- 5 - 8
- 2 - 5
- 1 - 2



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