



## CITY OF KIRKLAND

### Department of Public Works

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[www.kirklandwa.gov](http://www.kirklandwa.gov)

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## MEMORANDUM

**To:** Transportation Commission

**From:** Victoria Kovacs, AICP, Transportation Planner

**Date:** May 21, 2025

**Subject:** Vision Zero Fatal and Serious Injury Traffic Collision Dashboard

### Staff Recommendation

It is recommended that the Transportation Commission receive a demonstration of the Vision Zero Fatal and Serious Injury (FSI) Traffic Collision Dashboard.

### Background

Vision Zero is the goal for zero traffic fatalities and serious injuries on our streets. Traffic deaths and serious injuries are preventable and unacceptable. Intervention requires a systems-based approach that not only integrates human behavior through engagement and education, but also incorporates engineering and street design as well as transportation policies and enforcement. This is what is referred to as the Safe System Approach. The five core objectives of the Safe System Approach include Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care. The City of Kirkland first adopted Vision Zero as part of the 2015 Transportation Master Plan. This goal was reaffirmed with adoption of the 2024 Transportation Strategic Plan:

*Goal T-1. By 2035, eliminate all transportation related fatal and serious injury crashes in Kirkland*

The City's first Vision Zero Action Plan<sup>1</sup> (VZAP) was adopted in June 2022. This document evaluates crash data to identify areas with crash patterns and indicators, and outlines key objectives, strategies, and actions for a systems-based approach to achieve Vision Zero. Among the action items includes development of a public facing web interface:

*Objective 3: Build a Robust and Transparent Data Framework*  
*Strategy 3b. Improve web interface to provide more transparent data to the public (web-map, dashboard)*

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<sup>1</sup> [https://www.kirklandwa.gov/files/sharedassets/public/v/2/public-works/transportation/plans-and-studies/vision-zero-action-plan/final\\_vzap\\_2022-ver4.pdf](https://www.kirklandwa.gov/files/sharedassets/public/v/2/public-works/transportation/plans-and-studies/vision-zero-action-plan/final_vzap_2022-ver4.pdf)

## Crash Data Analysis

Crash data is generated from state and local law enforcement officer traffic and collision reports that are entered into the statewide database called SECTOR (Statewide Electronic Collision & Ticket Online Records). This data is publicly available through WSDOT.

The Vision Zero Action Plan includes a robust analysis of this crash data in Kirkland from 2015-2019 to identify year over year trends, contributing factors, fatal and serious injury crashes, and bicyclist and pedestrian injury crashes. This analysis is illustrated with charts and maps of high crash corridors and bicycle and pedestrian high priority corridors. While this plan was adopted in 2022, data from 2020-2021 was excluded from this evaluation given the drastic variation of travel behaviors due to the COVID-19 pandemic. However, the City has conducted many other detailed crash data evaluations beyond the content of the VZAP.

Since 2020, the City has comprehensively examined crash data within Kirkland over five and ten year analysis periods for development of a Local Road Safety Plan (LRSP), which is updated every two years. The LRSP identifies street segments and/or area-wide locations that have the highest safety priority based upon crash type and frequency and identifies safety improvement projects that can leverage the City's Capital Improvement Program. Development of a LRSP is a requirement for the City to pursue federal grant funding through the Highway Safety Improvement Program (HSIP) which is administered to local agencies via WSDOT's City Safety Program. Kirkland has successfully won funds every program cycle for implementation of safety improvement projects:

- 2020 Downtown Kirkland and NE 124th St Pedestrian Safety Improvements: \$1,614,000
- 2022 NE 68th St Pedestrian & Bicyclist Safety Improvements (108th Ave NE to 104th Ave NE and intersection of 112th Ave NE): \$500,000
- 2024 Lake Washington Boulevard Pedestrian Safety Enhancements: \$1,665,000

The City also regularly evaluates crash data for intersections and corridors as part of the design process of transportation capital projects, as part of annual traffic signal operations review, in response to community requests, or in response to a fatal or serious injury crashes to identify any near-term engineering countermeasures.

## Public Communications

In addition to the LRSP and VZAP, the City has produced an annual report card of citywide fatal and serious injury crashes as part of monitoring the 2015 Transportation Master Plan:

**Table 1: Ten Year Fatal and Serious Injury Crash History in Kirkland**

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Population (WA OFM estimate)	83,460	84,680	86,080	87,240	88,940	90,660	92,900	93,570	96,920	96,710
Disabling Injuries	10	11	10	10	12	13	10	9	20	20
Fatalities	1	1	1	1	3	2	4	0	1	2
Disabling Injuries Rate (per 10,000 pop.)	1.2	1.3	1.2	1.2	1.3	1.4	1.1	1.0	2.1	2.1
Fatalities Rate (per 10,000 pop.)	0.1	0.1	0.1	0.1	0.3	0.2	0.4	0.0	0.1	0.2

While all crash data is publicly available and the City has published several planning documents and annual reports as described above, the data is typically displayed in a static, tabular format. As part of the outreach for the ongoing Kirkland Safety Action Plan, the City launched a web-based Fatal and Serious Injury Traffic Collision Dashboard<sup>2</sup> with a map, charts, and data indicators as a more dynamic and user friendly means of displaying and exploring crash data. The purpose of the dashboard is to communicate the impact of individual behavior and provide transparency about how the City is tracking and addressing safety related challenges. The launch of the dashboard directly meets an action item in the VZAP, and supports the broader plan objectives to Build a Robust and Transparent Data Framework and Promote and Institutionalize a Culture of Safety.

### **Next Steps**

Staff will provide a demonstration to the Transportation Commission of how to use the new FSI Traffic Collision Dashboard with filters, map layers, and chart indicators. Following this demonstration will be a related Vision Zero topic discussion on the ongoing Kirkland Safety Action Plan,<sup>3</sup> which is evaluating high crash corridors and intersections to identify engineering countermeasures and updating the speed limit setting policy.

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<sup>2</sup> <https://kirklandwa.maps.arcgis.com/apps/dashboards/ef7461a711a949c58fd7895a5aa7653d>

<sup>3</sup> <https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division/Kirkland-Safety-Action-Plan>