

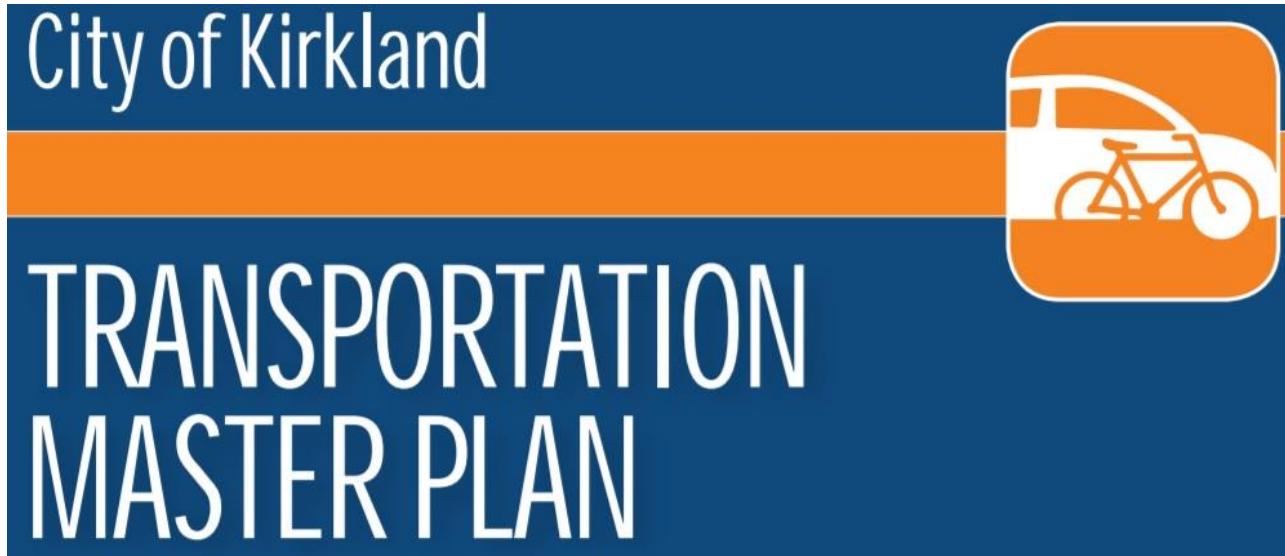


VISION ZERO

KIRKLAND

April 24, 2019
Transportation Commission
Kim Scrivner, Transportation Planner

Vision Zero



Goal 0: Zero traffic fatalities and serious injuries by 2035



How many collisions involving family members or friends are acceptable?



Core Principals of Vision Zero

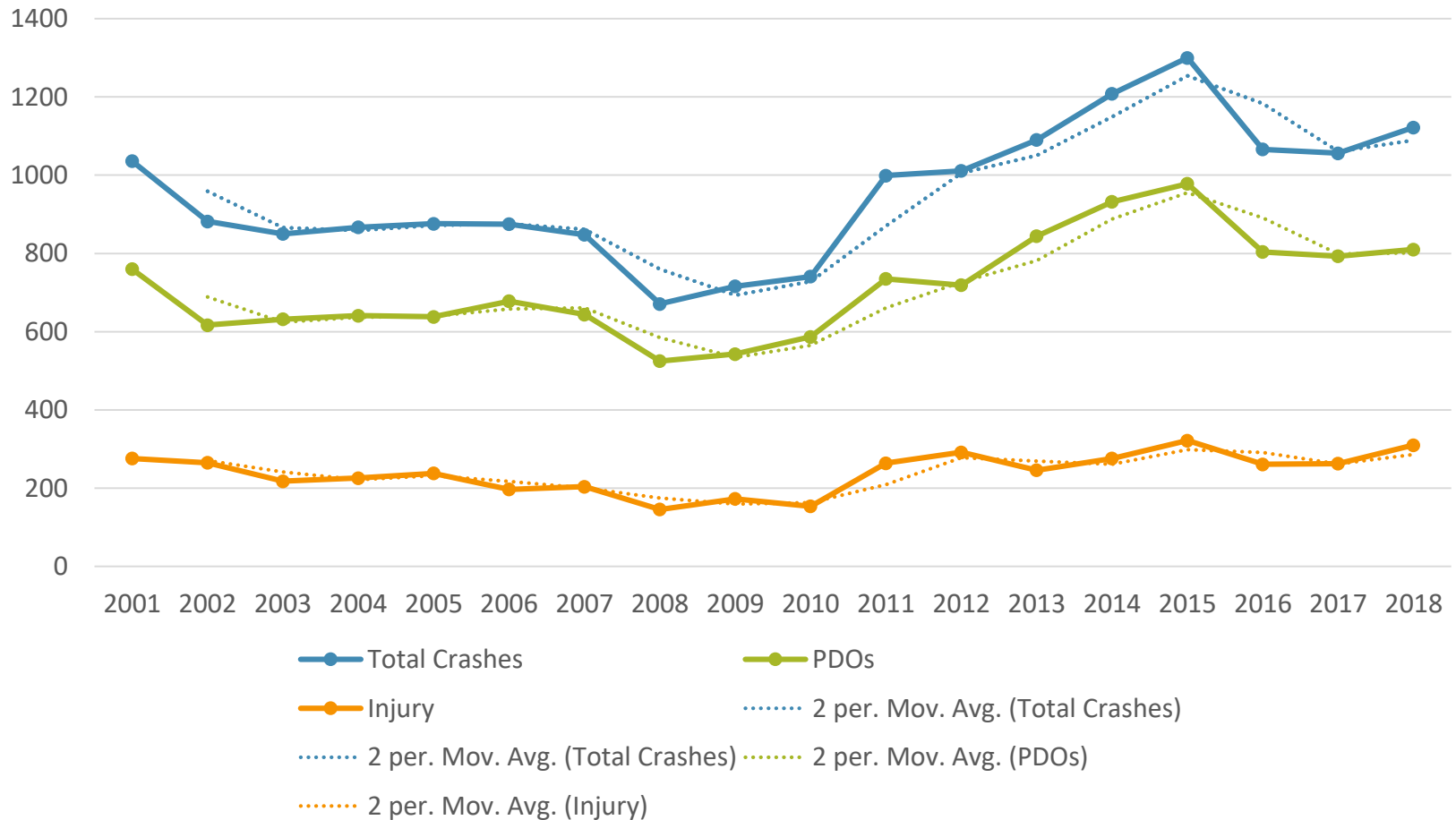
1. Life takes priority over mobility
2. Traffic deaths are preventable and unacceptable
3. Speed is a fundamental factor in crash survival
4. Safe human behaviors, education, and enforcement are essential contributors to a safe system

Where we are now:

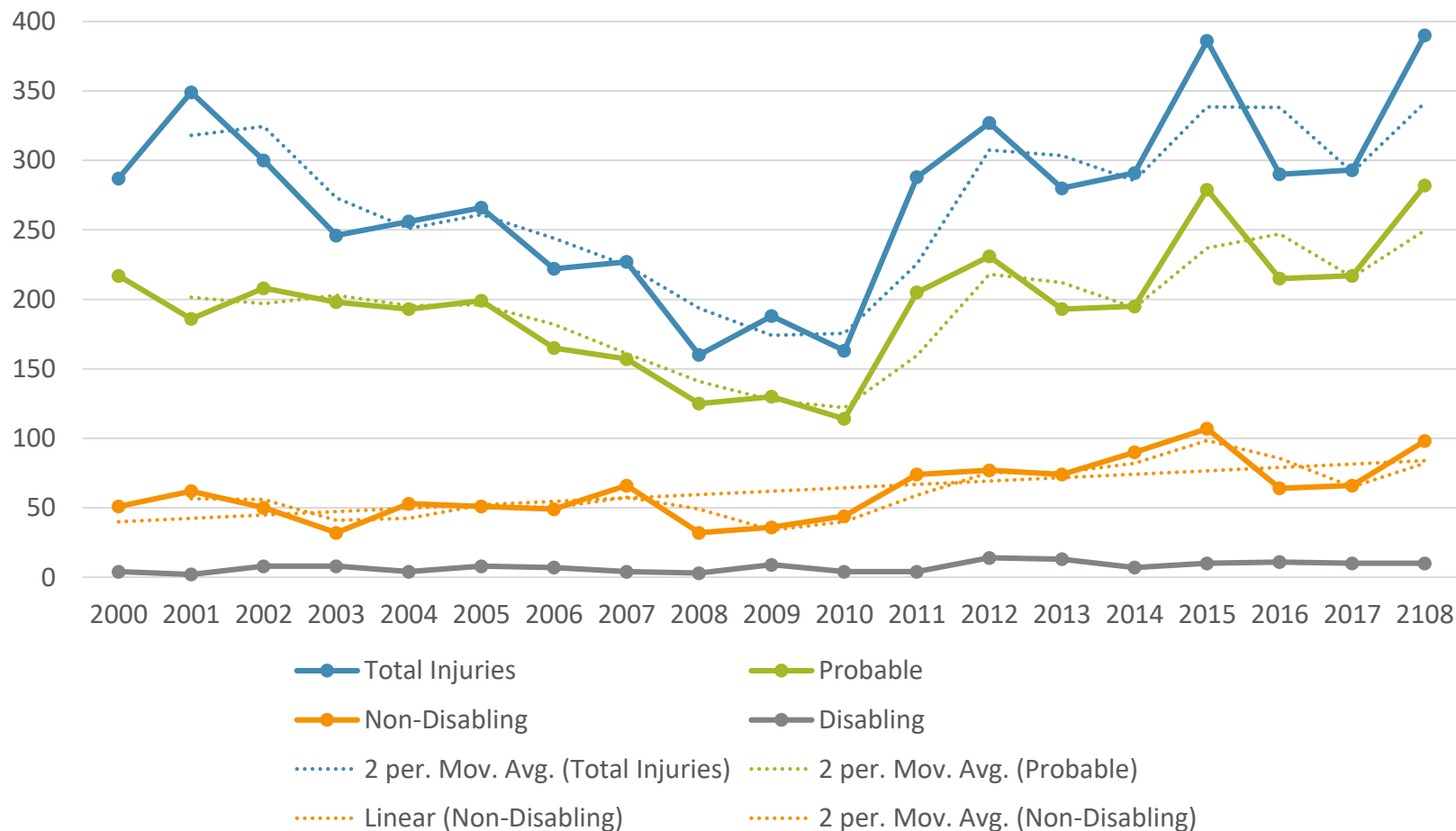


- 2015 - Kirkland adopted Transportation Master Plan with a goal to eliminate all transportation related serious/ fatal crashes and a policy to develop a multidisciplinary Vision Zero safety plan.
- 2016 – background and research on Vision Zero
- Jan 2017 - Kirkland's Vision Zero Service Team Charter was developed
- March 2017 - VZ Service team kick-off meeting, updated charter
- Logo concepts were developed and initial outlines created
- January 2018 VZ meeting with Public Works
- April 24th – Transportation Commission
- April 29th – VZ Service Team meeting

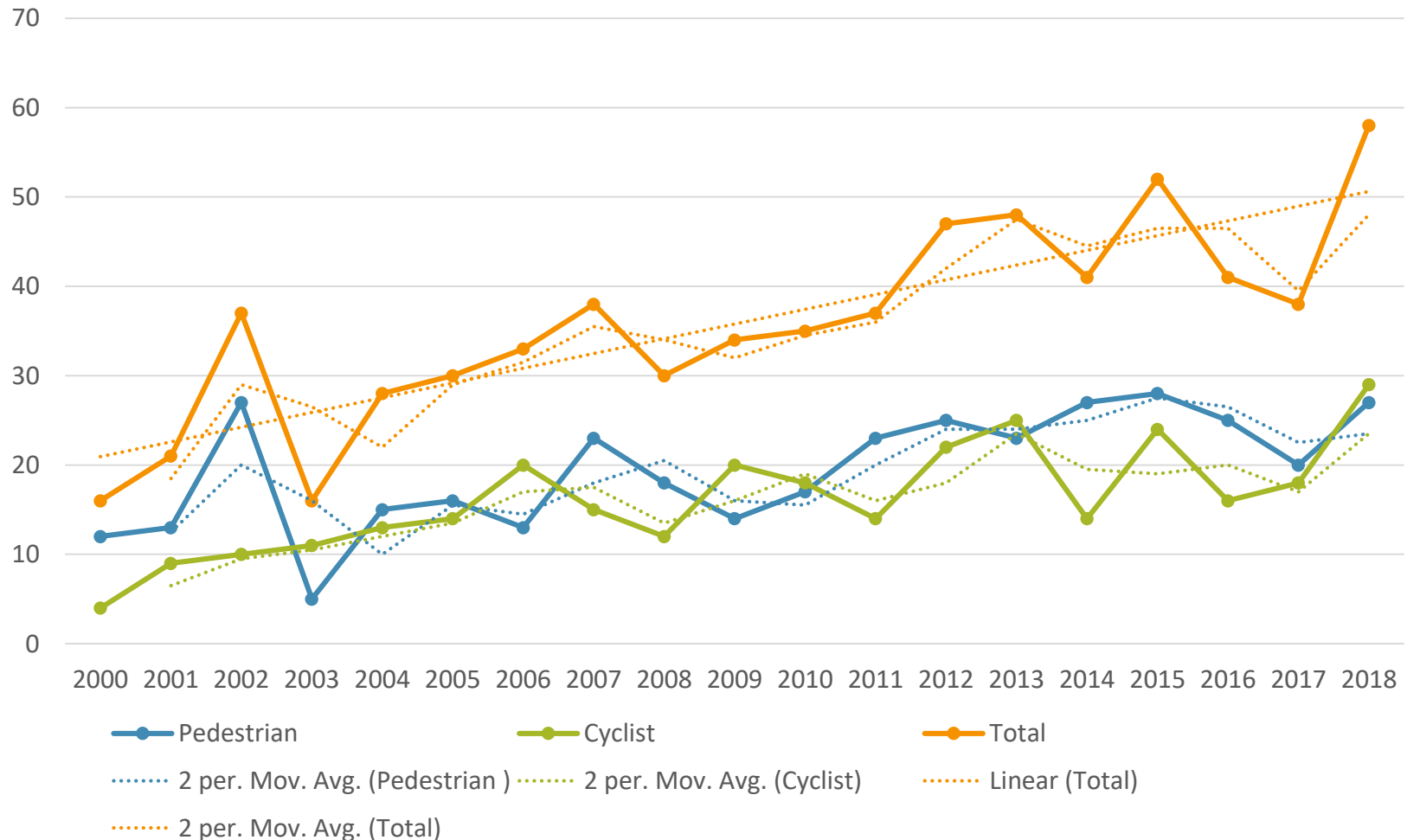
Kirkland - Crashes by Type (2001-2018)



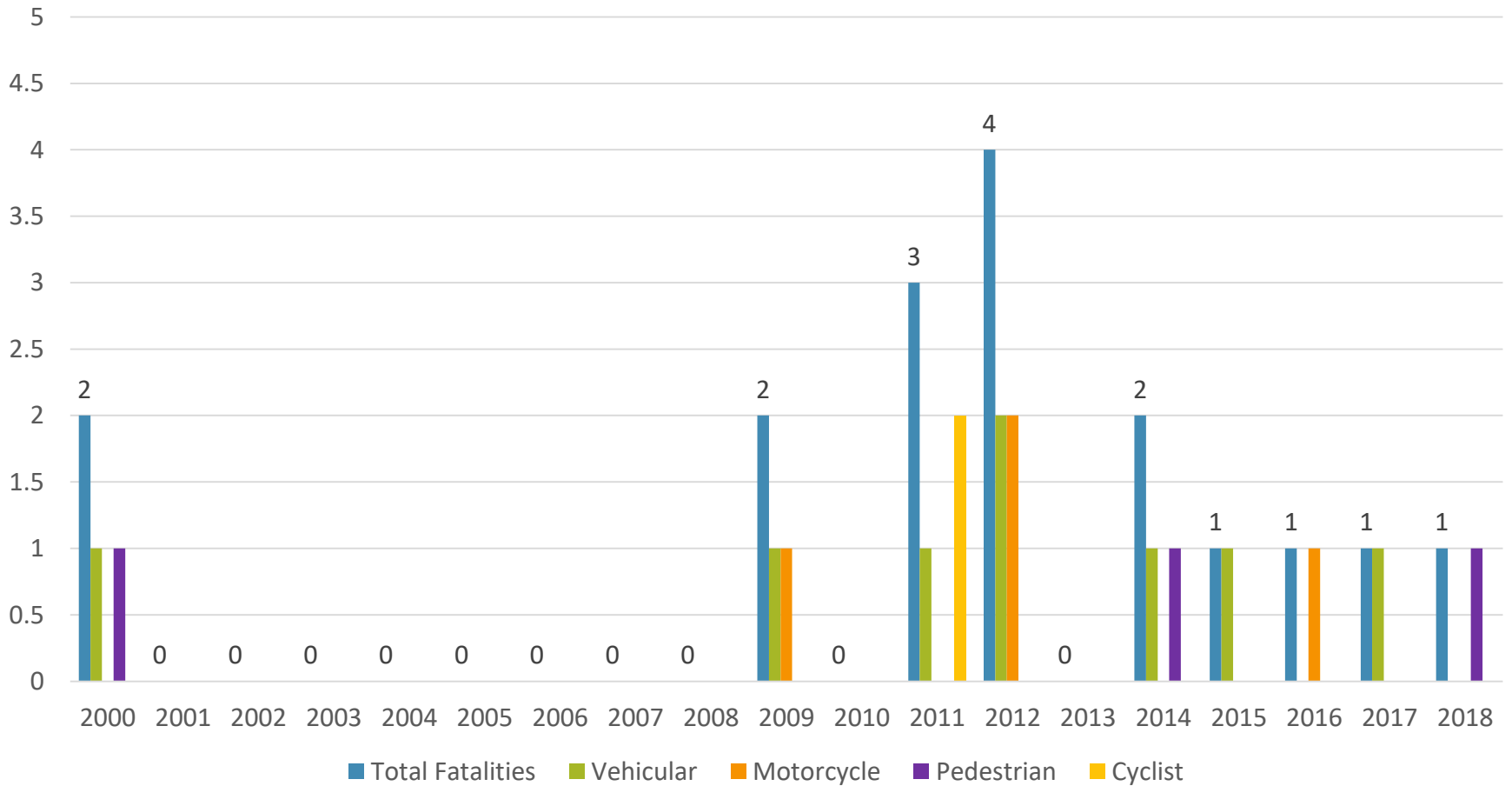
Kirkland - Injuries by Severity Type (2000-2018)



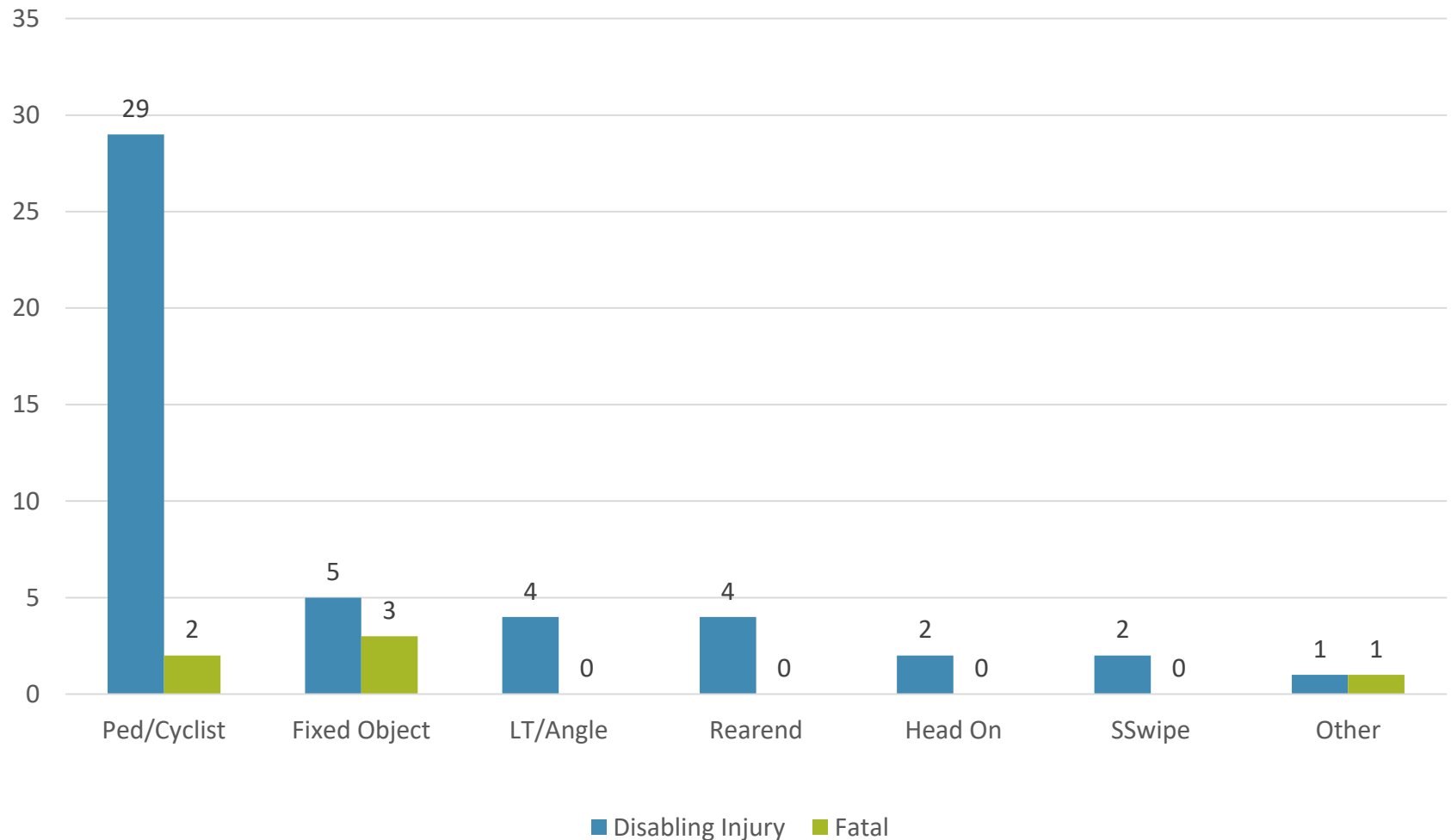
Kirkland - Pedestrian and Cyclist Crashes (2000-2018)



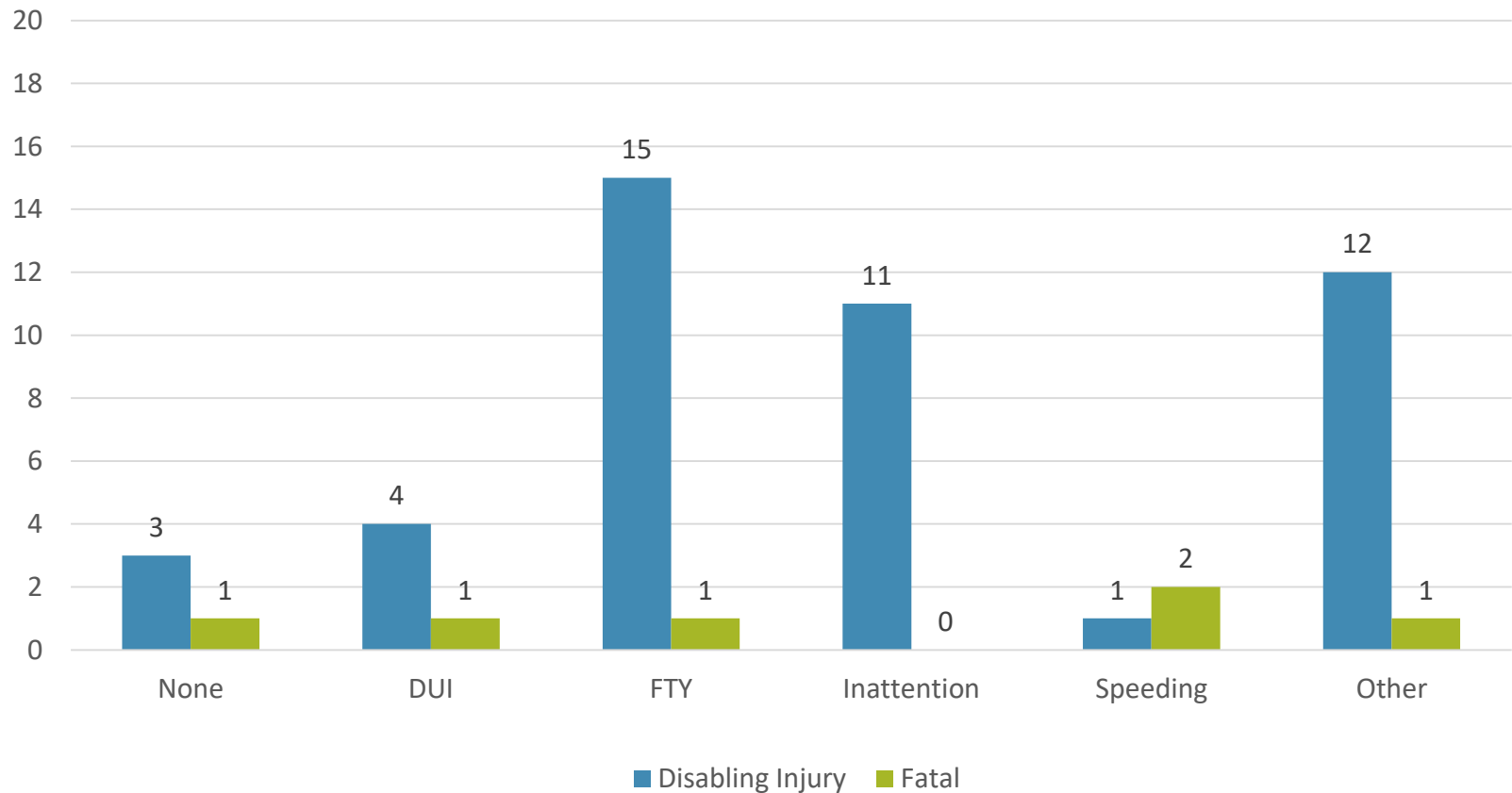
Kirkland - Fatalities (2000-2018)



Kirkland - Disabling and Fatal Crashes by Type (2014-2018)



Kirkland - Disabling and Fatal Crashes by Contributing Factors (2014 – 2018)



FINDINGS: Total Number of Crashes

- Down from 2001 to 2009.
- Upward trend from 2010 to 2015
- Crashes in the annexation area may account for/contribute toward the upward trend during this period
- Another down turn after 2015, but #crashes are up by 6% in 2018

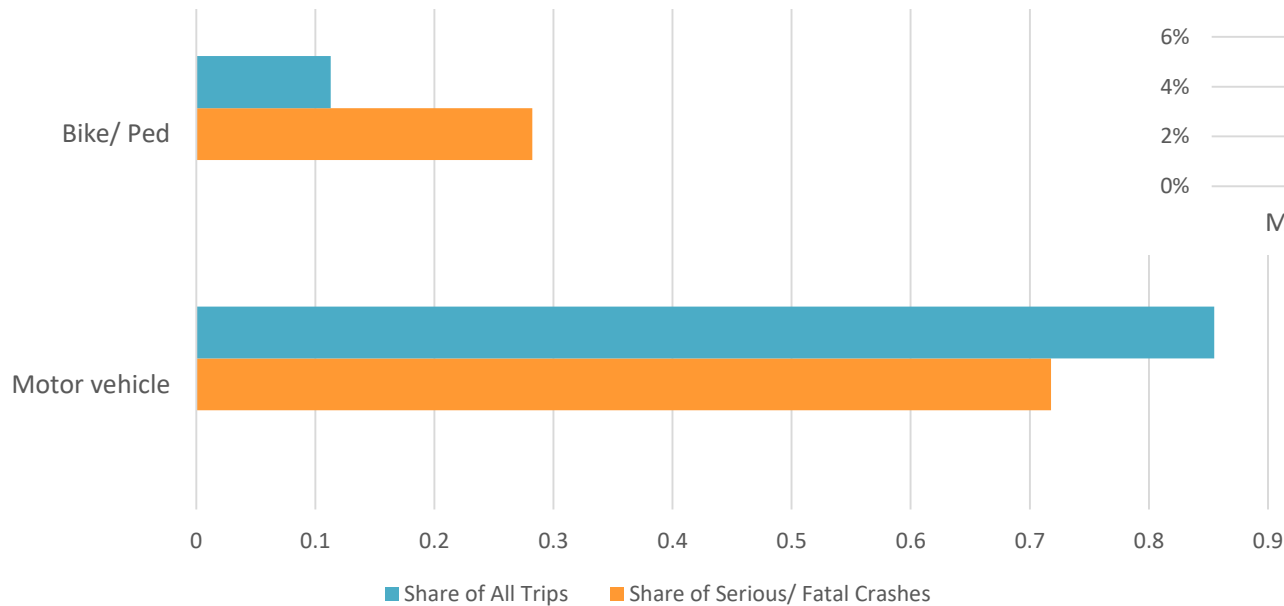
FINDINGS: Crash Severity

Similar to that one for the total number of crashes

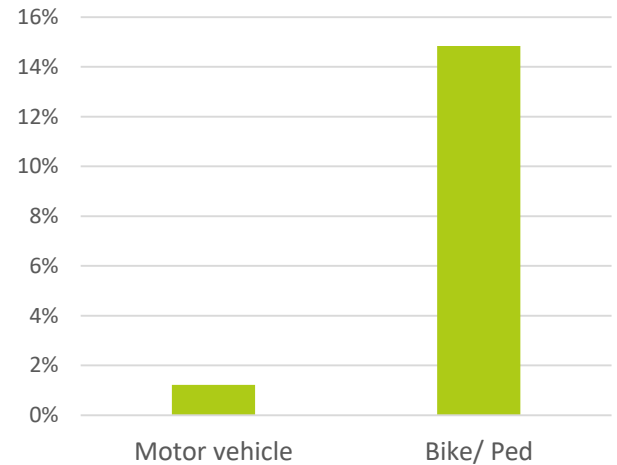
- The overall percentage injury crashes is about 25%, which means one out of every four crashes results in injuries
- It increased to 28% in 2018, which resulted in a significant increase in the number of injuries (18% increase from 2017 to 2018)
- Number of disabling/fatal crashes per year has remained stable
- Failure to Yield and Inattention are the contributing factors in 51% of all disabling and fatal crashes

Crash Comparisons by Mode (Regional)

Share of Serious/ Fatal Crashes Compared to Share of All Trips



Share of All Crashes (by mode) that are Serious/ Fatal



Data Source: Puget Sound Regional Council and Washington State DOT
Puget Sound Region - 2015

The Speed Effect

● If hit by a person driving at:

● Person Survives the Collision

● Results in a Fatality

20 MPH



90%

10%



30 MPH



60%

40%



40 MPH



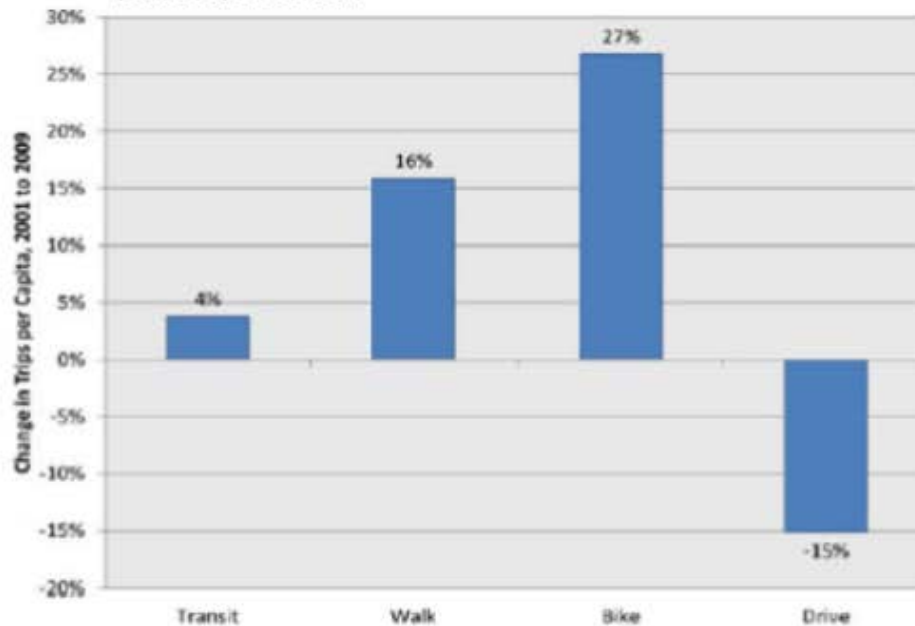
20%

80%



Travel Patterns are also Changing

Chart 1: Change in the number of trips per capita among 16 to 34-year-olds, 2001-2009



Source: Millennials in Motion: Changing Travel Habits of Young Americans, 2015

Table 1: Percent of People walking and biking for transportation, Today vs. 2040

	Today	2040	Change
Region	31%	36%	+14%
People of Color	32%	39%	+22%
People with Low Income	35%	44%	+26%

Source: PSRC Activity Based model output

What's the Risk

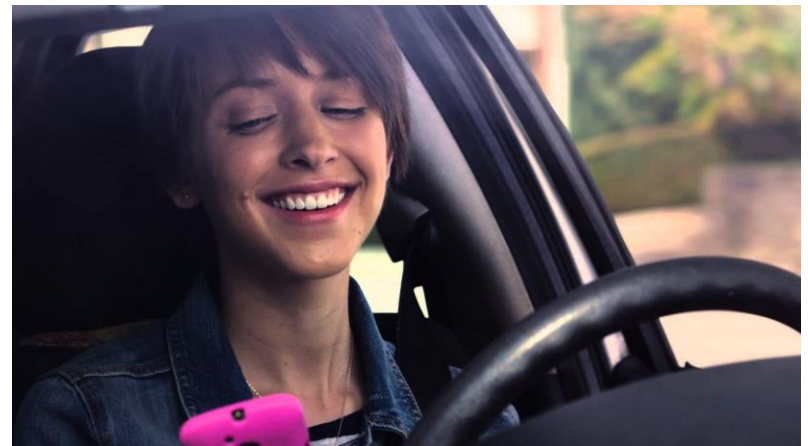


Ineffective Design

Ineffective Education



Comfort levels on Road



Solutions

Maximize
separation
as much as
possible



Minimize
conflict points
between
modes

Reduce
Speeds



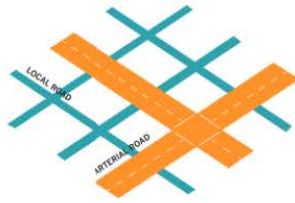
Education



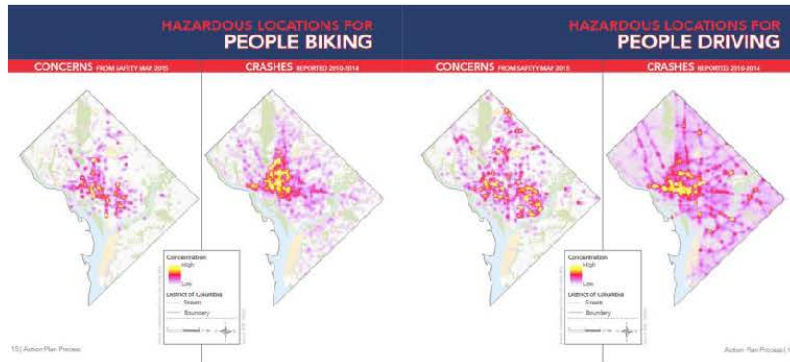
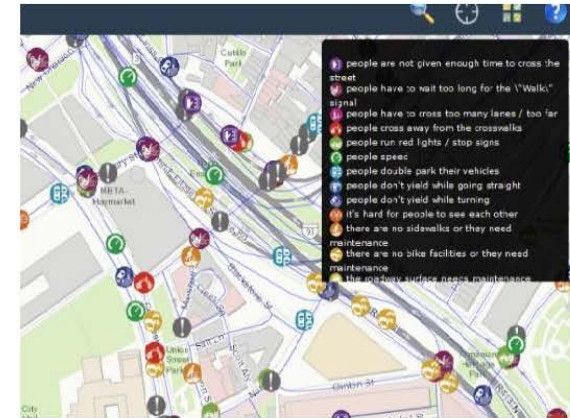
Enforcement

Analysis

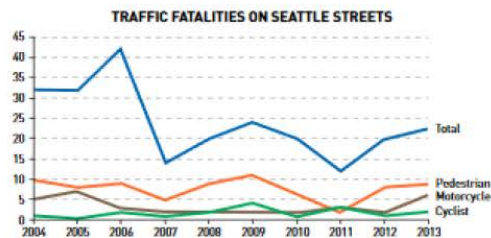
ARTERIAL ROADWAYS ARE DISPROPORTIONATELY DANGEROUS FOR ALL MODES.



Source: Fatality data 2010-2014 – Boston Police Department, GIS data – City of Boston



Developed and implemented in less than six months (in 2013), the NE 75th Street Road Safety Corridor Project reduced speeds by 3 mph eastbound and 4 mph westbound. Crashes are down 50 percent. This is a strategy that works.



TYPE	BEFORE	AFTER	CHANGE	%REDUCTION
Total crashes	2,240	1,863	-377	16.8%
Injury crashes	840	673	-168	20.0%
Number of injuries	1,251	996	-255	20.4%

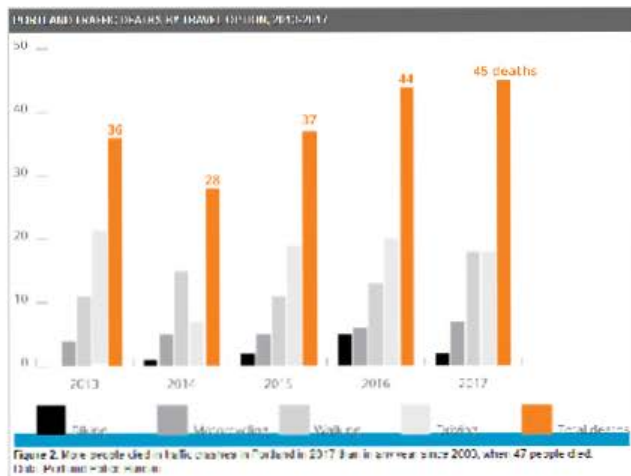
Source: Speed Limit and Safety Nexus Studies for Automated Enforcement Locations in the District of Columbia, 2014

Opportunities



19
CROSSWALKS
IMPROVED

14
NEW
CROSSWALKS



Action Plan

Read the District's plan to achieve zero fatalities by 2024 and reports on our progress



Maps & Data

Explore transportation safety data



Take Action

Request a safety evaluation or report a hazardous location



Stay Connected

Contact us to share your feedback

Next Steps

1. Service Team Kick-off (2.0)
2. Coordination with Departments/ Identify Actions (May-July)
3. Develop Action Plan (Aug – Oct)
4. Council Action (Nov – Jan)
5. Implementation - 2020

Questions?

Kim Scrivner, Transportation Planner – Public Works