CITY OF SNOHOMISH
Snohomish, Washington

ORDINANCE 2484

AN ORDINANCE OF THE CITY OF SNOHOMISH, WASHINGTON, ADOPTING THE LOCAL ROAD SAFETY PLAN.

WHEREAS, the Federal Highway Administration and the Washington State Department of Transportation have adopted a Target Zero plan, aiming to eliminate traffic deaths and serious injuries on their roadways by 2030; and

WHEREAS, a Local Road Safety Plan ("Plan") has been prepared that reflects the City of Snohomish's commitment, priorities, and plan for reaching Target Zero on our roadways; and

WHEREAS, the Plan employs a data-centric approach, utilizing analysis of available data, to identify critical safety issues and implement responsible solutions using the best available engineering techniques; and

WHEREAS, the Plan integrates a diverse set of strategies, ensuring an effective response to our unique safety challenges; and

WHEREAS, the Plan supports and aligns with the updates proposed for the Comprehensive Plan and other planning documents; and

WHEREAS, the Plan establishes mechanisms for ongoing evaluation and adaptation, ensuring relevance and effectiveness over time;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SNOHOMISH, WASHINGTON:

Section 1. **Adopt**. The Local Road Safety Plan attached as "Exhibit A" is hereby adopted and incorporated herein by this reference as though fully set forth herein.

Section 2. **Severability**. If any section, subsection, paragraph, sentence, clause or phrase of this Ordinance or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such a decision or pre-emption shall not affect the validity or constitutionality of the remaining portions of this Ordinance or its application to any other persons or circumstances.

Section 3. **Authority to make necessary corrections.** The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener's clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. **Effective date**. This Ordinance shall be effective five days after adoption and publication by summary.

PASSED by the City Council and **APPROVED** by the Mayor this 19th day of March, 2024.

CITY OF SNOHOMISH

By _____
Linda Redmon, Mayor

ATTEST:

By _____
Brandi Whitson, City Clerk

APPROVED AS TO FORM:

By _____
Emily Guildner, City Attorney

Date of publication: March 23 2024

Effective date: March 28 2024

EXHIBIT A

City of Snohomish
Local Road Safety Plan

Ordinance 2484

March 2024

EXECUTIVE SUMMARY

The City of Snohomish's Local Road Safety Plan has been created to solidify and direct our efforts to provide safe roads for all. It demonstrates our commitment to prioritize safety for all users and enhance the overall quality of transportation within our community. This executive summary offers an overview of the plan, outlining its primary goals and strategies.

KEY COMPONENTS:

1. Data-Driven Decision Making. The plan employs a data-centric approach, utilizing analysis of available traffic models, accident data, citizen reports, and site-specific investigations to identify critical safety issues and implement responsible solutions using the best available engineering techniques.

2. Multifaceted Safety Strategies. From infrastructure improvements to public awareness campaigns, the plan integrates a diverse set of strategies, ensuring an effective response to our unique safety challenges.

3. Integration with Other City Priorities. Aligned with our broader vision, the plan supports and aligns with the proposed Complete Streets plan, the citywide multimodal improvement plan, the urban forestry plan, the transportation plan, the transit expansion plan, and the goals and polices in the updated comprehensive plan. Utilizing consistent citywide goals ensures that safety improvements are woven into the fabric of a more accessible, equitable, and inclusive transportation network.

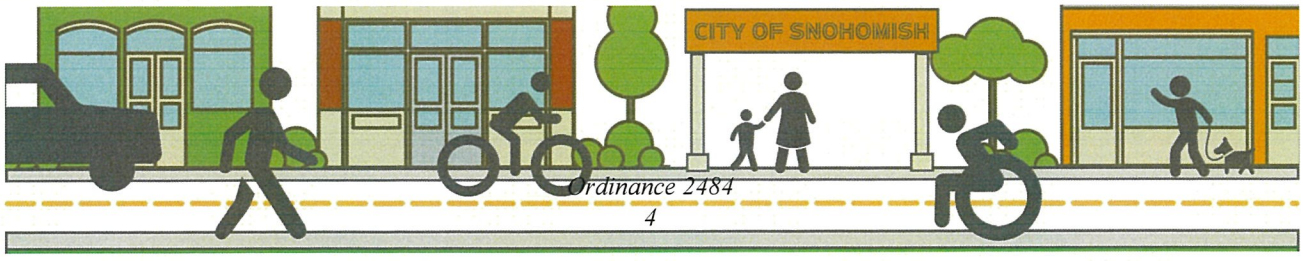
4. Continuous Evaluation and Adaptation. Recognizing the dynamic nature of transportation, the plan establishes mechanisms for ongoing evaluation and adaptation, ensuring relevance and effectiveness over time.

5. Commitment to Implementation. The plan is a blueprint for action. The City of Snohomish is fully committed to the practical implementation of the plan's recommendations, dedicating resources, personnel, and collaboration to transform its principles into tangible safety improvements.

Adoption of the Local Road Safety Plan is part of the City's ongoing effort to integrate long term planning and prioritization of all projects and programs.

_____

Nova Heaton, P.E.
Director of Public Works



INTRODUCTION

The Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT) have adopted a Target Zero plan, aiming to eliminate traffic deaths and serious injuries on their roadways by 2030, a goal the city supports. The City of Snohomish (City) has developed a Local Road Safety Plan to commit our municipality to the Target Zero plan and enhance safety for all users of City Streets. This includes ongoing annual evaluations of the safety and efficiency of the transportation system across all modes to adequately serve the city's residents and businesses.

The last traffic death on a city street occurred in Spring 2016 on Bickford Ave. Though multiple factors can be involved in any incident that are outside the control of the municipality, the City is committed to doing its part to prevent more lives from being lost on Snohomish streets. The City has implemented projects and taken appropriate measures to increase the safety of our transportation system. Still, suspected serious injuries have been reported annually between 2018 and 2022. Consequently, the City is committed to the creation and implementation of the Local Road Safety Plan to reduce traffic fatalities and serious injuries.

This plan involves analyzing collision data to identify areas with a history of collisions and understand the circumstances surrounding them. The plan delves into a comprehensive analysis of collision injury data sourced from WSDOT, offering invaluable insights into the multifaceted nature of road safety challenges. Within this dataset, a diverse array of injury severities stemming from collisions is meticulously documented. Highlights of those findings include the following:

- 502 recorded incidents indicating no apparent injuries, suggesting successful outcomes for individuals involved in most accidents. It also highlights the importance of preventative measures to avoid harm.

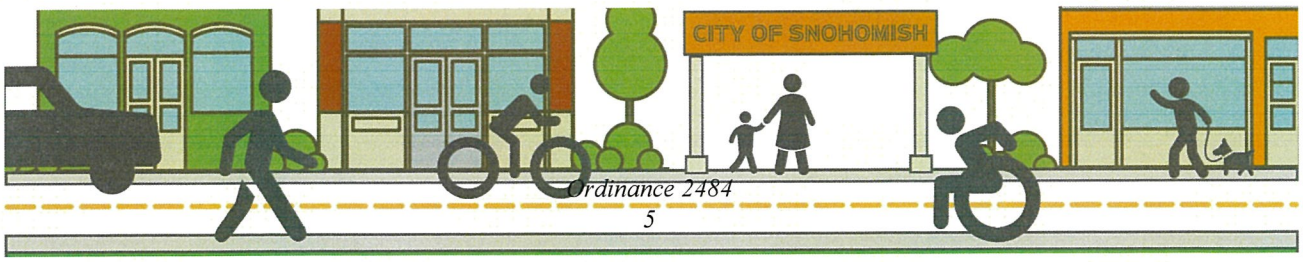
- 178 instances with possible or documented injuries, prompting a closer examination of contributing factors and potential mitigating strategies to reduce their occurrence.

- 39 cases classified as suspected minor injuries showing the need for targeted interventions to address underlying risk factors and enhance safety measures.

- 18 collisions categorized as unknown demonstrates the complexity of some incidents, emphasizing the necessity for enhanced data collection methodologies and analytical approaches to uncover underlying patterns and inform effective safety strategies.

- 13 incidents with suspected serious injuries, with pedestrians notably involved in five instances and a bicyclist in another, emphasizing the vulnerability of certain road users and the imperative need to prioritize their protection.

This comprehensive dataset serves as a robust foundation for understanding the intricate dynamics of road safety within our jurisdiction, underscoring the need for ongoing efforts to address emerging challenges and foster a safer transportation environment for all.



VISION, MISSION, GOALS, AND ACTIONS

VISION STATEMENT

A city where safe and enjoyable travel is accessible to all people, utilizing various modes of transportation and fostering connectivity within our community.

MISSION STATEMENT

The City of Snohomish's Local Road Safety Plan is dedicated to establishing a secure and efficient transportation network that prioritizes the well-being of our residents, visitors, and businesses. Through proactive planning, innovative strategies, and community collaboration, we strive to reduce accidents, improve road infrastructure, and instill a sense of confidence and protection for every road user. The City will nurture a culture of safety, and equity, ensuring that Snohomish remains a place where all can travel, connect, and thrive without compromise.

GOALS AND ACTIONS

1. Reduce vehicular accidents by 10% in a 12-month period.

   Action Items:
   - Target distracted driving through driver education programs, addressing the cause of 29% of all accidents within the last 5 years.
   - Collaborate with the police department on enforcement and driver education to address traffic violations, which contributed to 37% of all accidents in the last 5 years.

2. Implement measures to decrease pedestrian and bicycle accidents by 20% over the next 5 years.

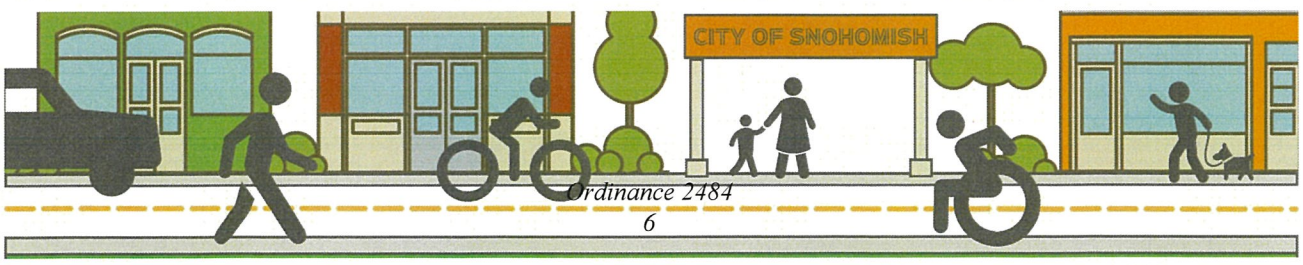
   Action Item:
   - Focus on the safety of pedestrians and bicyclists, who constitute less than 4% of all accidents but account for 16% of those resulting in possible injury reports, thereby enhancing safety for all road users.

3. Work towards eliminating serious injury crashes by 2030.

   Action Item:
   - Conduct yearly reviews and set appropriate objectives to achieve the target of zero deaths and serious injuries by 2030.

4. Achieve zero fatal crashes on our roadways.

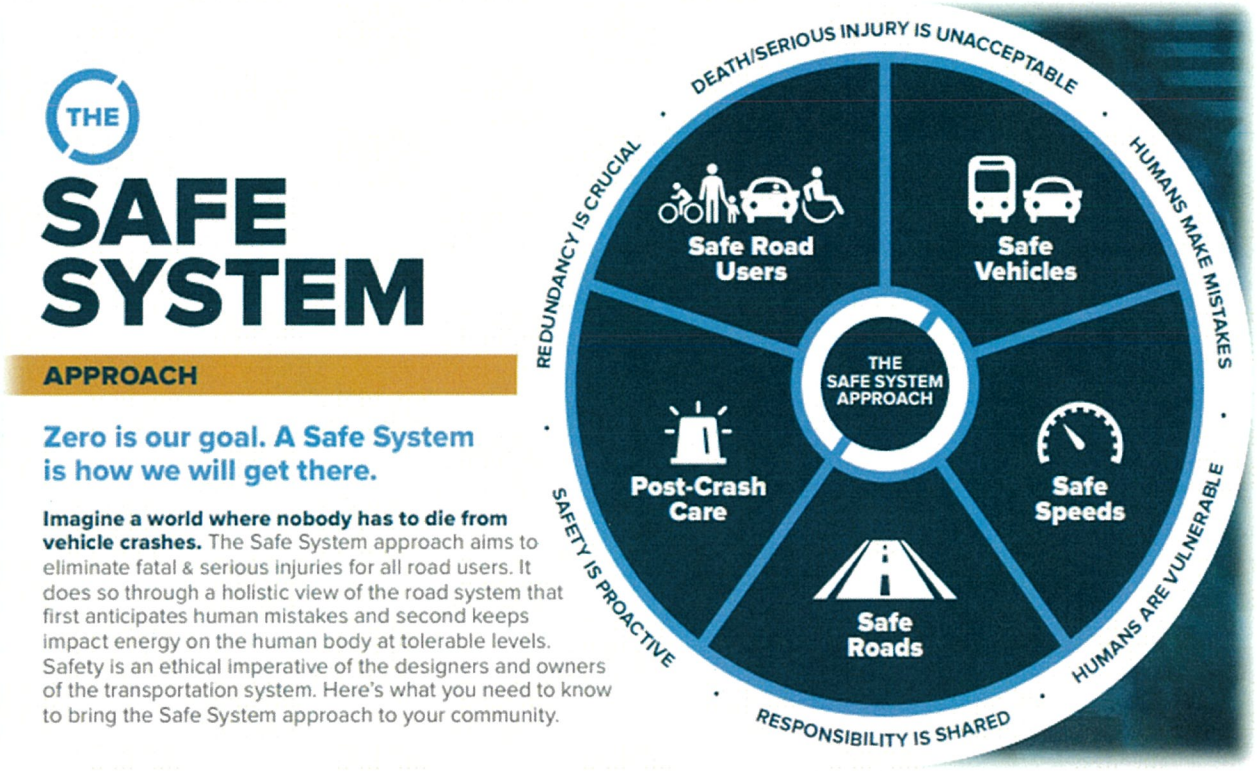
   Action Item:
   - Continuously prioritize safety in all aspects of roadway design, construction, maintenance, and operations.



APPROACH

The City will implement a Safe System approach, modeled after the FHWA, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death.

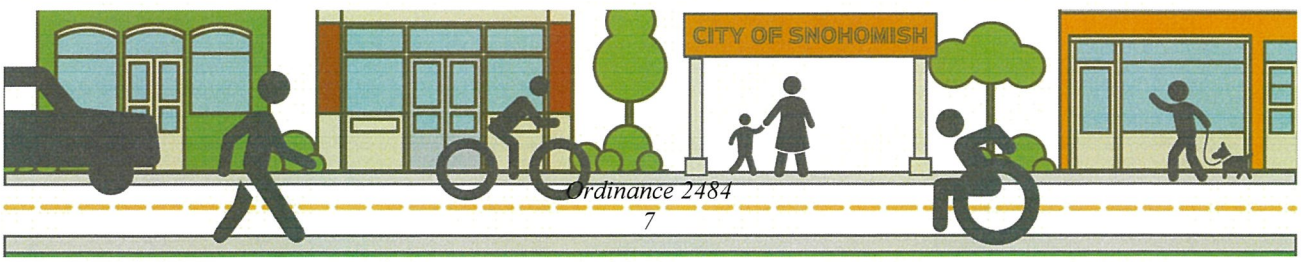
Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.



Source: Federal Highway Administration

The City's role in fulfilling each component of the Safe System approach is discussed below:

- Safe Road Users. The City's past crash data over the last 5 years showed two user actions as the most prevalent factors in accidents: distracted driving and not following traffic laws. Distracted driving can include passengers, outside factors, food, or radio, but more often it is drivers on their cell phones. Failure to follow traffic laws can include not yielding the right of way to vehicles or pedestrians, exceeding the speed limit, or failure to stop at traffic control. The City is committed to fostering education and awareness for all users to mitigate these factors.

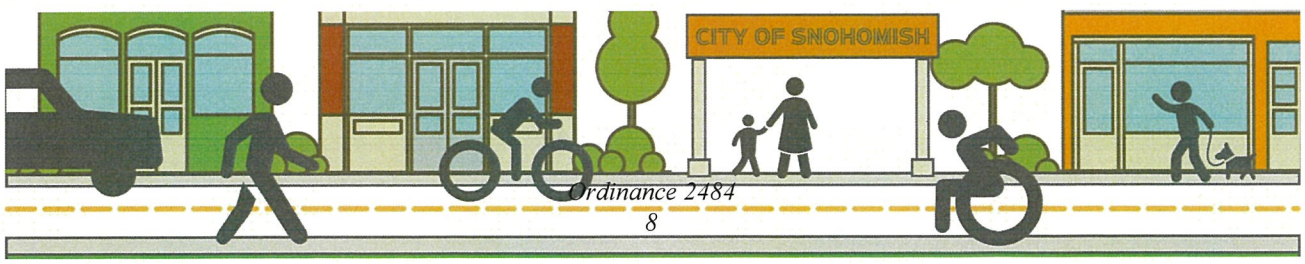


- Safe Vehicles: The City maintains a fleet of safe and reliable vehicles for City business.

- Safe Speeds: The goal of safe speeds begins with smart design that naturally encourages driver behavior. For existing roadways, staff review and update speed limits as conditions change, and traffic volumes fluctuate. The City works with the Police Department to identify and patrol problem spots Implementing targeted changes to roadways that remind drivers of safe speeds.

- Safe Roads: All roadway designs include safety for all users as the number one priority. Roadway design professionals unitize the most up-to-date technology and strategies.

- Post Crash Care: Staff are committed to reviewing and updating crash data on an annual basis, as well as follow up investigations into all suspected serious injury accidents within the City. The Engineering staff analyzes the data for information that might point to possible improvements within the system or design that could be implemented in the future. Our Street Team and Engineering staff visit the site, take photos, review the accident reports, and look for any changes that could or should be made within the right-of-way.



SAFETY PARTNERS AND STAKEHOLDERS

Identifying and engaging key partners and stakeholders is critical to the success of the Local Road Safety Plan. The following organizations have been identified as vital contributors to each bringing unique perspective and resources to the table:

Federal Highway Administration

Safety is the top priority of the US DOT. For FHWA, this means a road system that is designed to protect its users, through implementing life-saving programs and infrastructure safety solutions. FHWA's goal is to reduce transportation related fatalities and serious injuries across the transportation system, and for this reason it fully supports the vision of zero deaths and serious injuries on the Nation's roads.

Washington State Department of Transportation (WSDOT)

WSDOT plays a pivotal role in maintaining and improving state highways and transportation systems. Their expertise in traffic engineering, data analysis, and transportation planning provides valuable guidance in identifying high-risks area and implementing effective safety measures.

Snohomish County

As a regional authority, Snohomish County possesses valuable data and insights into broader transportation trends and infrastructure needs. Their collaboration enriches our understanding of regional road safety challenges and supports coordinated efforts across jurisdictional boundaries.

Snohomish County Health Department

The Health Department brings a public health perspective to road safety, emphasizing the importance of injury prevention and promoting active transportation options. Their expertise in health promotion and community outreach can inform strategies to address underlying risk factors and prioritize interventions that promote equitable access to safe transportation options.

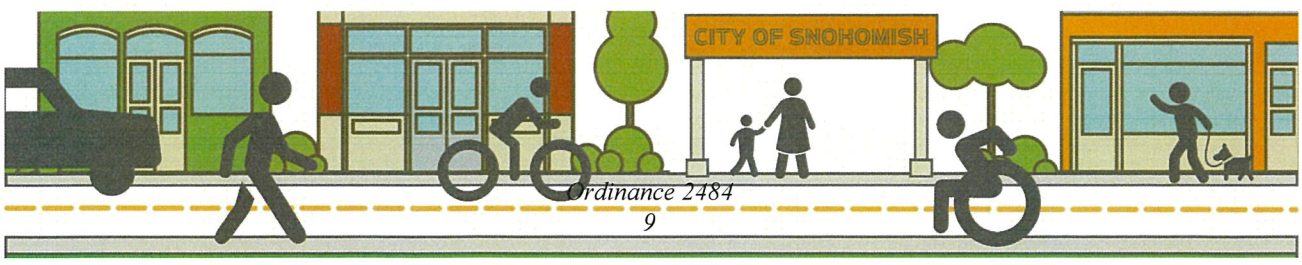
City of Snohomish Police Department

Law enforcement plays a crucial role in enforcing traffic laws, investigating crashes, and promoting traffic safety education and awareness. Collaborating with the police department facilitates data sharing, identifies enforcement priorities, and enhances public outreach efforts aimed at improving compliance with traffic regulations.

Snohomish School District

Engaging with the school district is essential for understanding the unique mobility needs of students and ensuring safe routes to schools. Collaboration with school officials informs targeted interventions aimed at enhancing pedestrian and bicycle safety in school zones and surrounding neighborhoods.

By actively involving these stakeholders throughout the process, we leverage their expertise, resources, and community connections to develop a comprehensive and effective LRSP. Together we work towards our shared goal of reducing accidents and creating safer streets for all residents and visitors of Snohomish.



PLAN DEVELOPMENT PROCESS

Our Local Road Safety Plan for the City of Snohomish was crafted through a collaborative and efficient process:

- Team Formation. We meticulously assembled a diverse, multidisciplinary team that drew expertise from various city staff, including transportation, administration, planning, and engineering. This ensured comprehensive coverage of all aspects related to road safety and urban development.

- Public Engagement. Public input was not just encouraged, but actively sought, at every step of the process. In coordination with the Comprehensive Plan process, residents were engaged with at meetings, community workshops, public events, and accessible online surveys. Their insights and concerns formed the bedrock of our planning decisions.

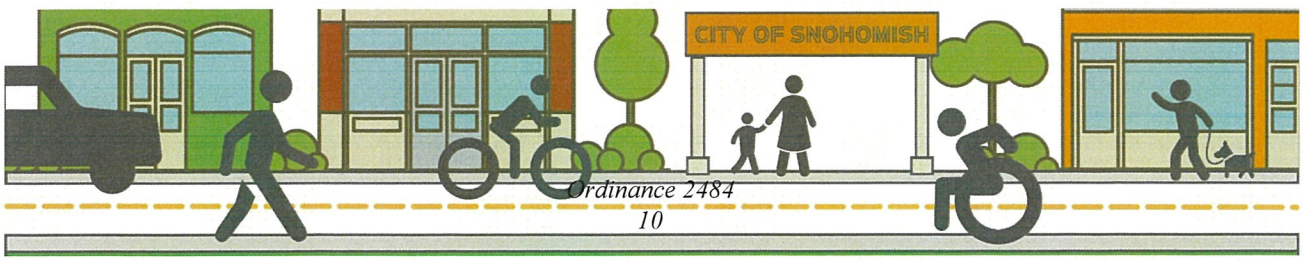
- Data-Driven Problem Identification. Our approach to problem identification was rigorous and data-centric. Through in-depth analysis of traffic incidents, historical data on accidents and fatalities, and detailed community feedback, we were able to pinpoint specific road safety issues and high-risk zones within the city. This informed the precise locations where interventions were most urgently needed.

- Equity Integration. Recognizing the diverse needs of our community, we applied an equity lens to our planning process. By considering factors such as socio-economic status, accessibility needs, and geographic disparities, we ensured that our safety initiatives promote fair access to safe transportation for all residents.

- Alignment with Existing Plans. Our plan was developed to be strategically aligned with existing City plans and initiatives. By harmonizing with the City's Comprehensive Plan, Transportation Master Plan, Multimodal Improvement Plan, and the Complete Streets initiative, we are building cohesion with broader urban development and accessibility goals.

- Iterative Review. Our review process is ongoing and will include a yearly update in May when the previous year's accident data becomes available. This data-driven approach allows us to assess our progress, identify areas for improvement, and adapt our strategies, accordingly, ensuring the plan remains dynamic and effective in safeguarding our community.

Through this meticulous and inclusive process, the LRSP reflects the specific priorities and aspirations of the Snohomish community, positioning our city for safer, more accessible, more sustainable roadways.



EXISTING EFFORTS

The City has implemented a diverse array of efforts and initiatives to tackle transportation safety, underlining a commitment to continuous evaluation and enhancement. Those are delineated below:

Current Initiatives

- Traffic Enforcement Programs. Engaging in collaborative ventures with law enforcement agencies to enforce traffic regulations and bolster overall safety.
- Pedestrian Crosswalk Improvements. Installing marked crosswalks, pedestrian signals, and signage to prioritize pedestrian safety.
- Public Awareness Campaigns. Regular campaigns at educating the community on safe driving, walking, and cycling practices.
- School Zone Safety Measures. Implementing reduced speed limits and additional safety measures in school zones during peak hours.
- Crosswalk Maintenance Plan. Comprehensive review and evaluation of existing pavement markings and scheduled improvement by priority.

Projects and Programs to be Evaluated

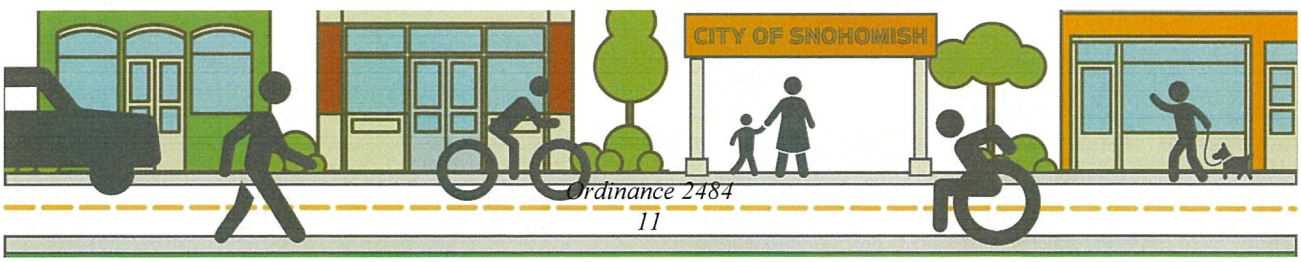
- Intersection Safety Assessment. Evaluating high-traffic intersections for potential improvements, such as signal timing adjustments and visibility enhancements.
- Data-Driven Analysis. Continuously assessing accident data to identify emerging patterns and prioritize targeted interventions.

Opportunities for Improvement

- Enhanced Data Collection. Improving data collection mechanisms to capture a more comprehensive set of variables, facilitating a more nuanced understanding of safety challenges.
- Community Engagement Enhancements. Expanding and enhancing community engagement efforts to gather diverse perspectives on transportation safety concerns.

Ongoing Efforts

- Complete Street Implementation. Continued commitment to the Complete Streets initiative, integrating safety improvements into street design and planning.
- Regular Safety Audits. Periodic safety audits of roadways to identify and address potential hazards before they escalate.



- Collaboration with Schools. Sustaining partnerships with local schools to promote safe routes and implement targeted safety measures, including the recent installation of new signs around school premises.

Policies, Guidelines, and Procedures

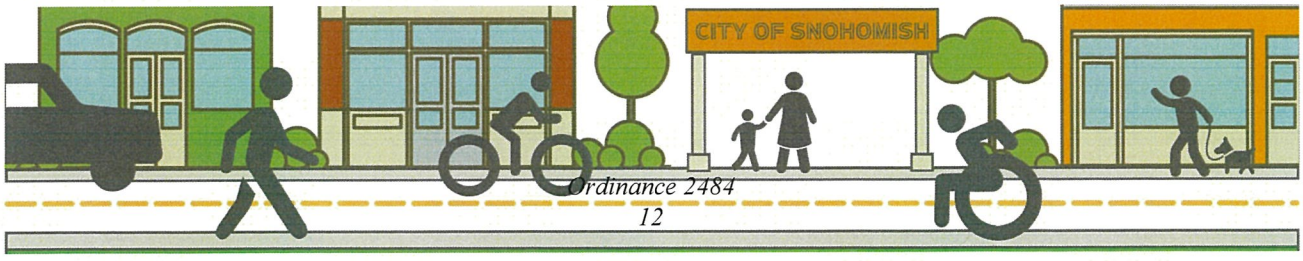
- Comprehensive Plan Integration. Integration of transportation safety goals into the City's Comprehensive Plan to guide long-term development. This includes developing a Multi-Modal Improvement Plan (MMIP) to identify non-motorized improvements along City streets, which will be incorporated into the Transportation Master Plan.

- Policy Advocacy. Actively engaging in advocating for regional and state policies that align with our commitment to transportation safety.

Notable Projects and Partnerships

- In 2011, the City received a grant from the Puget Sound Regional Council (PSRC) and the Washington State Transportation Improvement Board (TIB) for the Second Street & Lincoln Avenue Intersection Improvement Project. This included constructing a traffic signal at the Centennial Trail crossing aimed at enhancing safety at this high-traffic crossing used by non-motorized users.
- A grant from PRSC and TIB in 2012 funded the construction of the 15th Street & Avenue D Roundabout Project, replacing a five-way stop-controlled intersection with a roundabout. This improved safety for both motorized and non-motorized users by enhancing traffic flow and pedestrian crossing.
- In 2017, the City reduced the speed limit on First Street from 25 mph to 20 mph, enhancing pedestrian safety in the bustling area known for its historic charm and high pedestrian traffic.
- In 2021, the City secured a grant from PSRC for the Bickford Avenue & Weaver Road Intersection Improvement Project, aiming to replace a two-way stop-controlled intersection with a traffic signal to improve safety for pedestrians and vehicles.
- Collaborating with the Snohomish School District, the City has implemented various pedestrian safety measures near schools, including the installation of rectangular rapid flashing beacons and bulb-outs. Further improvements are planned for AIM High School and Snohomish High School crosswalks.
- Additionally, radar speed signs were posted on streets in coordination with the Snohomish Police Department in 2024.

In summary, the City of Snohomish has laid a robust foundation of initiatives to address transportation safety. We will diligently evaluate and refine existing projects and programs, seize opportunities for improvements, and uphold our dedication to ongoing and beneficial efforts. The city remains steadfast in its mission to foster a safe and secure transportation environment for all residents and visitors.



STATISTICAL ANALYSIS AND OVERVIEW

The analysis conducted for the plan relied on crash data sourced from WSDOT, spanning the period from 2018 to 2022, and compiled from Police Traffic Collision Reports. The crash data presented in this plan pertains specifically to incidents occurring on City streets. It is important to note that collisions reported on State Routes or County Roads within or in close proximity to the City are not included in this analysis.

Collision Summary

Table 1 provides a summary of collision and injury data gathered from 2018 to 2022. During this period, this period, there were a total of 680 collisions reported on City streets.

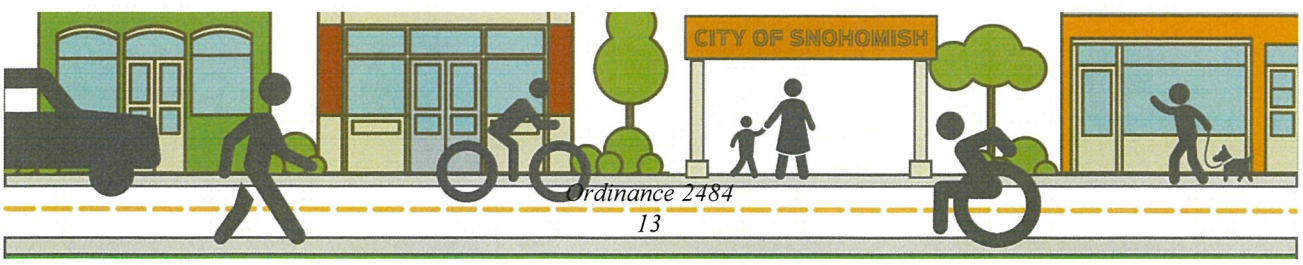
Table 1. Collision Summary

	2018	2019	2020	2021	2022	2018-2022	%
Total Collisions	141	150	102	158	129	680	-
No Apparent Injury	111	107	77	117	90	502	73.8%
Possible Injury	21	30	18	25	15	109	16.0%
Suspected Minor Injury	3	5	4	7	20	39	5.7%
Unknown	3	5	2	7	1	18	2.6%
Suspected Serious Injury	3	3	1	2	3	12	1.8%
Fatality	0	0	0	0	0	0	0.0%

In approximately 26% of these collisions, injuries were potentially sustained. Among them, 12 collisions resulted in suspected serious injuries. Fortunately, there were no reported fatalities during this time period.

Notably, 2020 saw the lowest number of collisions, likely attributed to the traffic volume reduction resulting from COVID restrictions.

When looking at Snohomish County as a whole for 2022, the county reported 11,203 collisions and 55 fatalities. This means collisions occurring within the City of Snohomish represented approximately 1% of total incidents countywide.



Suspected Serious Injury Collision Summary

Table 2 provides a summary of the twelve suspected serious injury incidents. Among these incidents, nine occurred during peak traffic hours in the daytime. Five of the suspected serious injuries involved pedestrians and bicyclists.

A majority of these collisions (3 out of 12) took place on Bickford Avenue, a crucial north-south corridor in the City with significant traffic flow and connections to SR 9 and SR 2. Despite its importance, the condition of the road and intersection did not appear to be contributing factors to these incidents.

Two collisions occurred at the Bickford Avenue/30th Street intersection, both attributed to traffic violations.

It is evident that these incidents were primarily caused by traffic violations and driver inattention.

Table 2. Suspected Serious Injury Collision Summary

LOCATION	YEAR	LIGHTING CONDITION	COLLISION TYPE	CONTRIBUTING CIRCUMSTANCE
Tenth Street/Cole Avenue	2018	Daylight	Entering at angle	Exceeding Reas. Safe Speed
Second Street/Avenue B	2022	Dark-Street Lights On	Vehicle going straight hits pedestrian	Not Listed
Fifth Street 3-feet East of Avenue F	2021	Daylight	Vehicle hits Pedestrian - All Other Actions	Vehicle Backing
64th Street SE (22nd Street) 60-feet West of Park Avenue	2020	Daylight	Pedal Cyclist Strikes Moving Vehicle	Lost in Thought / Day Dreaming
Avenue D/Lake Avenue	2018	Dark-No Street Lights	Earth Bank or Ledge	Under Influence of Alcohol
Avenue D/13th Street	2019	Dark-Street Lights On	Vehicle turning left hits pedestrian	Pedestrian Did Not Grant RW to Vehicle
Bickford Avenue/ Fobes Road	2018	Daylight	Building	Not Listed
Bickford Avenue/30th Street	2021	Daylight	From opposite direction - one left turn - one straight	Did Not Grant RW to Vehicle
Bickford Avenue/30th Street	2022	Daylight	From opposite direction - one left turn - one straight	Exceeding Stated Speed Limit
Interurban Trail 180-feet Northwest of Avenue A	2019	Daylight	All Other Fixed Objects (On the Road)	Driver Not Distracted
Lincoln Avenue/ Alder Avenue	2022	Daylight	Entering at angle	Did Not Grant RW to Vehicle
Pine Avenue 25-feet South of 21st Drive	2019	Daylight	Vehicle hits Pedestrian - All Other Actions	Other Driver Distractions Inside Vehicle

Collision by Corridor Summary

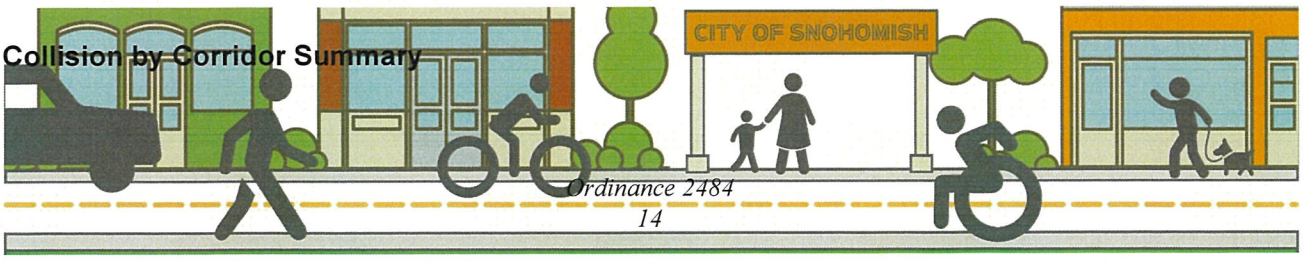


Table 3 summarizes the corridors with 10 or more collisions from 2018 to 2022. The table includes the average daily traffic (ADT) data for the year 2022. For streets lacking 2022 ADT figures, the 2014 ADT is provided.

Avenue D, Second Street, and Bickford Avenue emerge as the corridors with the highest number of collisions, correlating with their status as the busiest streets in the City. Generally, streets with higher ADT witnessed a greater number of collisions, reflecting the relationship between traffic volume and collision frequency.

Notably, Lincoln Avenue and Thirteenth Street experienced relatively fewer collisions compared to streets with similar ADT levels. It's worth mentioning that all collisions on Lincoln Avenue occurred south of Second Street.

Table 3. Collision By Corridor

	2018	2019	2020	2021	2022	2018-2022	%	2022 ADT
Avenue D	30	27	16	30	23	126	18.5%	15,174
Second Street	24	22	12	21	16	95	14.0%	17,089
Bickford Avenue	14	23	15	21	15	88	12.9%	13,623
Maple Avenue	9	10	3	10	12	44	6.5%	6,142
Pine Avenue	8	13	4	8	9	42	6.2%	6,771 (2014)
First Street	13	6	3	5	3	30	4.4%	5,175
Tenth Street	6	6	3	6	4	25	3.7%	5,540
Fourth Street	3	4	4	5	5	21	3.1%	2,817
Avenue A	2	2	4	3	3	14	2.1%	2,203 (2014)
Lincoln Avenue	1	2	2	5	4	14	2.1%	4,696
Park Avenue	2	0	3	5	2	12	1.8%	1,649
Thirteenth Street	2	2	5	0	2	11	1.6%	5,100
Union Avenue	1	4	2	1	2	10	1.5%	1,838 (2014)

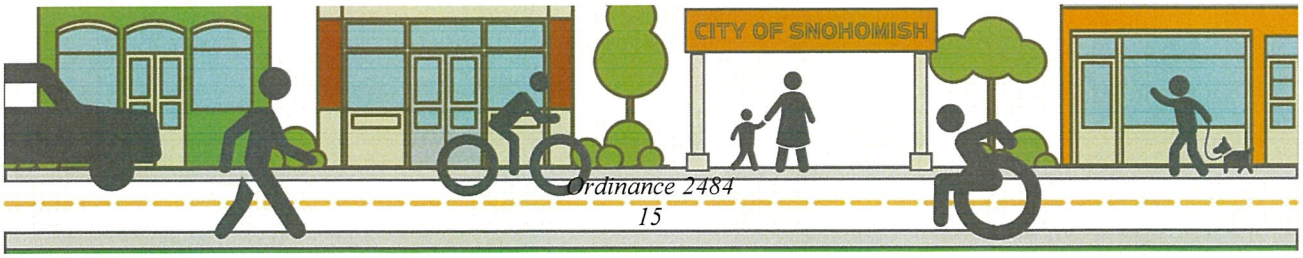
Collision by Intersection Summary

Table 4 provides a summary of intersections where 10 or more collisions occurred between 2018 and 2022. Pine Ave/Tenth Street recorded the highest number of collisions, with a total of 25 incidents. Notably, no pedestrians were involved in these collisions, although a bicyclist was potentially injured in a collision at this intersection in 2022. The data suggests that the driver was distracted during this incident.

Additionally, a pedestrian was involved in a collision at Avenue D/Fourth Street in 2022, where distracted driving was once again considered a contributing factor.

Table 4. Collision By Intersection

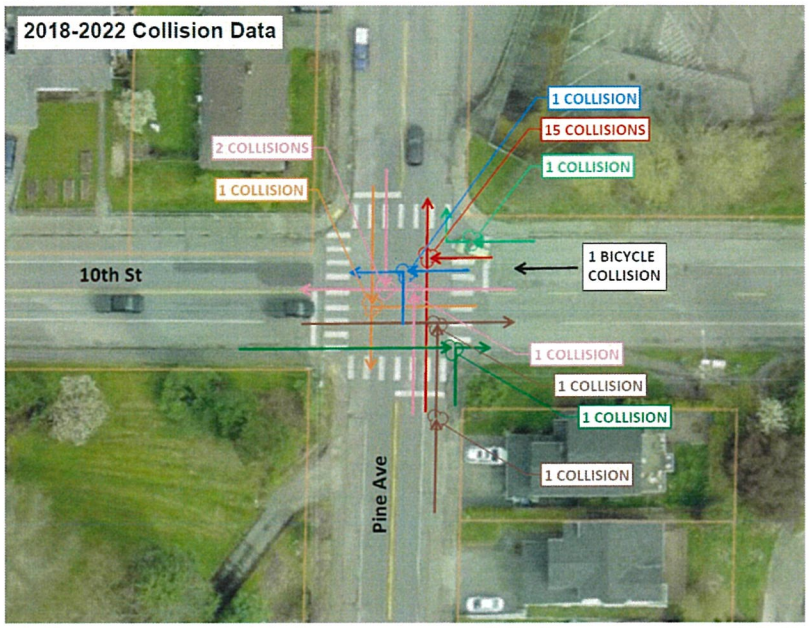
	2018	2019	2020	2021	2022	2018-2022	%
Pine Avenue/ Tenth Street (All-Way Stop)	4	8	2	6	5	25	18.5%
Second Street/ Avenue D (Traffic Signal)	4	5	5	5	0	19	14.0%
Second Street/ Maple Avenue (Traffic Signal)	3	2	0	4	4	13	12.9%
Avenue D/ Fourth Street (Two-Way Stop)	2	2	3	1	3	11	6.5%
Maple Avenue/ Fourth Street (All-Way Stop)	2	2	0	3	3	10	6.2%



Tables 7 and 8 on the following pages provide summaries of pedestrian and bicycle collisions, respectively. Each intersection listed was controlled by traffic signals or stop signs, with Avenue D/4th Street being the only exception, lacking control on all four legs.

Most collisions at Pine Avenue/10th Street occurred during daylight and on dry road surfaces. One collision occurred on an icy road. The circumstances identified for these collisions include:

- Inattention (7)
- Failure to grant right of way to vehicle (7)
- Disregard for traffic signs and signals (4)
- Circumstance not identified (4)
- Exceeding reasonable safe speed (1)
- Failing to signal (1)
- Unknown distraction (1)



There were 21 collisions due to traffic violations by westbound drivers on 10th Street or due to inattention. Similar circumstances were observed at other intersections listed in Table 4. Additionally, 'Following Too Closely' and 'Operating Defective Equipment' were identified as causes for collisions at these intersections.

Collision Circumstance Summary

Table 5 provides a summary of the circumstances outlined in the collision data. The highest reported factors were traffic violations and distractions/inattention, collectively accounting approximately 65% of the collisions. Instances where the circumstance was not identified are categorized as 'None.'

Table 5. Collision Circumstance

	2018	2019	2020	2021	2022	2018-2022	%
Alcohol/Drugs	6	8	8	6	15	43	6.3%
Distraction/Inattention	56	61	22	35	23	197	29.0%
Physical State	5	2	1	3	5	16	2.4%
Traffic Violation	43	37	46	70	54	250	36.8%
None	28	39	23	43	26	159	14.6%
Other	3	3	2	1	6	15	11.0%

Under the category of physical state, factors such as sleeping, fatigue, depression, and illness were identified. Additionally, other contributing factors encompassed operating defective equipment and oversteering.

Collision Type Summary

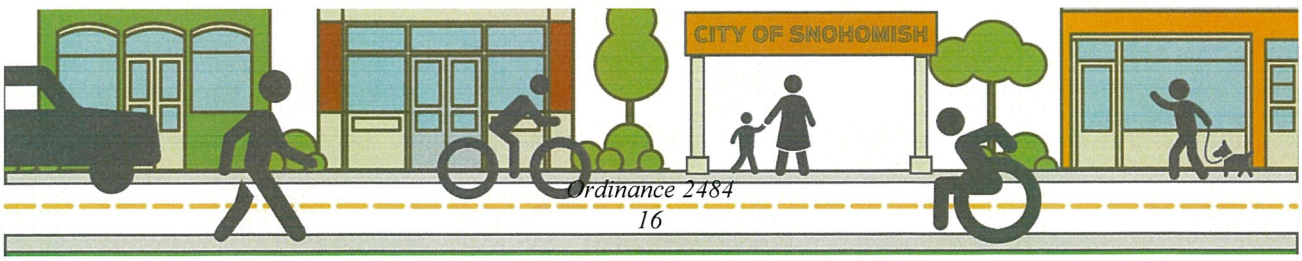


Table 6 summarizes the type of collision, with roughly 30% of the collisions involved a non-moving object. This includes fixed objects such as fire hydrants, guardrails, mailboxes, utility poles, and others. Additionally, less than 5% of collisions involved a bicyclist or pedestrian.

Table 6. Collision Type

	2018	2019	2020	2021	2022	2018-2022	%
Bicyclist	1	0	3	1	1	6	0.9%
Pedestrian	7	5	1	4	3	20	2.9%
Fixed Object	16	17	12	19	14	78	11.5%
Moving Vehicle	89	106	67	106	83	451	66.3%
Parked Vehicle	28	22	18	28	28	124	18.2%
Object Not Stated	0	0	1	0	0	1	0.1%

Pedestrian Collision Summary

Table 7 provides a summary of pedestrian collisions, making up around 3% of the total collisions during the specified period. All pedestrian collisions resulted in potential injuries. Specifically, 10 collisions transpired at marked crosswalks, while 7 occurred at intersections controlled by a traffic signal or all-way stop signs.

Table 7. Pedestrian Collision Summary

	2018	2019	2020	2021	2022	2018-2022	%
Total Pedestrian Collisions	7	5	1	4	3	20	-
No Apparent Injury	0	0	0	0	0	0	0%
Possible Injury	6	3	1	1	1	12	60%
Suspected Minor Injury	1	0	0	2	1	4	20%
Unknown	0	0	0	0	0	0	0%
Suspected Serious Injury	0	2	0	1	1	4	20%
Fatality	0	0	0	0	0	0	0%

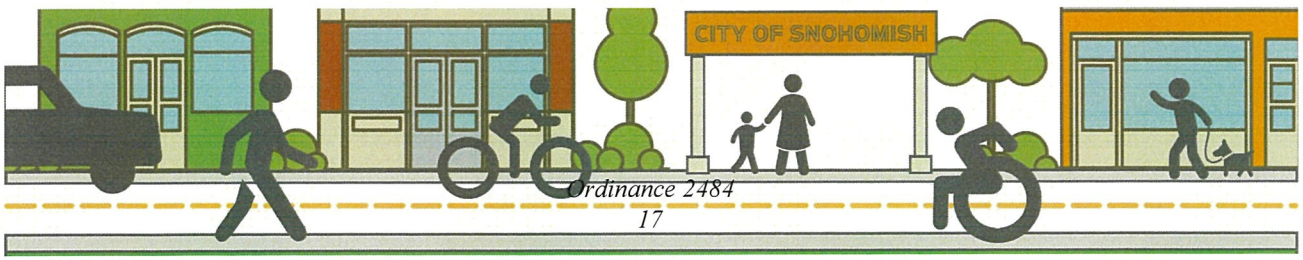
Bicycle Collision Summary

Table 8 summarizes bicycle collisions, accounting for approximately 1% of the total collisions within the specified time frame. Similar to pedestrian collisions, all bicycle collisions resulted in potential injuries

Note: Refer to Figure A for the visual representation of pedestrian collision locations, with the majority occurring along the Bickford Avenue/Avenue D corridor.

Table 8. Bicycle Collision Summary

	2018	2019	2020	2021	2022	2018-2022	%
Total Bicycle Collisions	1	0	3	1	1	6	-
No Apparent Injury	0	0	0	0	0	0	0%
Possible Injury	1	0	2	0	0	3	50.0%
Suspected Minor Injury	0	0	1	0	1	2	33.3%
Unknown	0	0	0	0	0	0	0%
Suspected Serious Injury	0	0	0	1	0	1	16.7%
Fatality	0	0	0	0	0	0	0%



CONCLUSION

The majority of collisions were attributed to traffic violations and distraction/inattention. To effectively reduce the number of collisions in the City, it is imperative for drivers to adhere to the rules of the road and maintain focus while driving. Merely installing traffic signals, stop signs, or crosswalks may not suffice in preventing or reducing collision if users of streets, sidewalks, and trails fail to remain vigilant and aware of their surroundings.

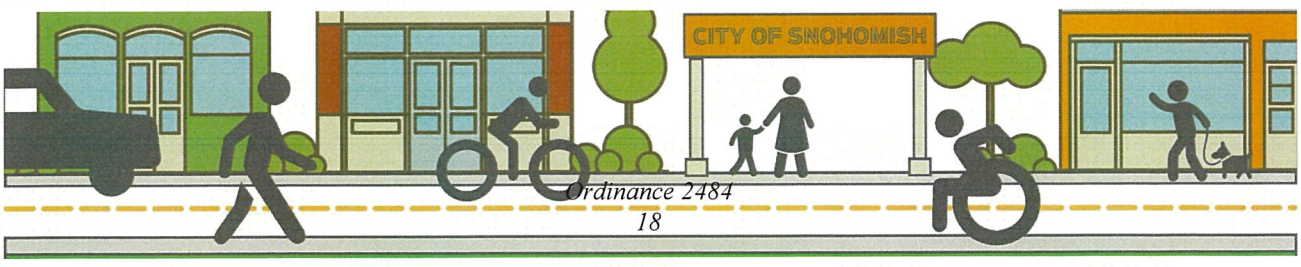
RECOMMENDATIONS

1. Implement education and outreach programs based on the analysis of collision data, focusing on enhancing awareness and safety knowledge.

2. Collaborate with the Police Department to identify and establish speed enforcement and monitoring locations, enhancing traffic safety measures.

3. Conduct a thorough review of intersections with the highest incidence of collisions to identify opportunities for potential improvements and safety enhancements.

4. Update engineering design standards to incorporate design-driven safety measures, ensuring alignment with current best practices and promoting safer road infrastructure.



FOCUS AREAS AND SAFETY STRATEGIES

Driver Education – Inattentive/Distraction

Description: Analysis of collision data reveals that distraction or inattentiveness contributed to 29% of all collisions.

Goal: Decrease instances of distracted and inattentive driving.

Strategies:

1. Public outreach – Utilize local statistics to raise awareness of the issue and promote behavior change through community engagement. *(CESI)*

2. Enforcement – Collaborate with the police department to implement targeted enforcement efforts aimed at curbing distracted driving behaviors. *(Police)*

Potential Funding Sources: City funding, Grant Funding.

Driver Education – Addressing Traffic Violation

Description: Analysis of collision data reveals that 36% of all collisions were linked to traffic violations.

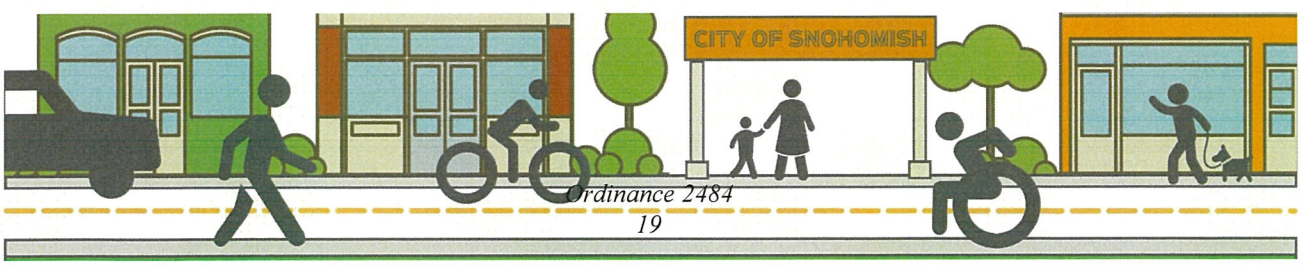
Goal: Reduce instances of traffic violations and improve road safety.

Strategies:

1. Public outreach – Utilize local statistical data to enhance awareness and encourage behavioral changes through targeted education initiatives. *(CESI)*

2. Enforcement – Collaborate with the police department to implement focused enforcement measures targeting traffic violations, including speeding and failure to yield. *(Police)*

Potential Funding Sources: City funding, Grant Funding.



Speed Reduction Initiative

Description: Studies indicate that higher speeds correlated with increased severity of accidents.

Goal: Decrease driving speeds to enhance road safety.

Strategies:

1. Design – Revise city design standards to incorporate traffic calming measures aimed at influencing driver behavior. *(Engineering)*

2. Signage – Implement smart signs and other proven measures to mitigate speeds effectively. *(Streets)*

3. Speed Management – Conduct a comprehensive review and adjustment of speed limits for all road users. *(Engineering)*

4. Public outreach – Utilize local statistical data to inform and educate the public, fostering awareness and behavior change. *(CESI)*

5. Enforcement – Collaborate with the police department to enforce targeted measures against speeding and other traffic violations. *(Police)*

Potential Funding Sources: City funding, Grant Funding.

Pedestrian and Bicycle Safety Enhancement

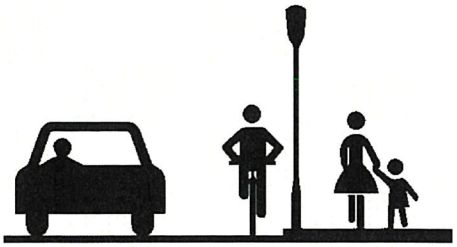
Description: Despite comprising less than 4% of total accidents within the city, collisions involving pedestrians and bicycles account for 16% of accidents resulting in at least a 'possible injury' report.

Goal: Mitigate pedestrian and bicycle collisions to improve overall road safety.

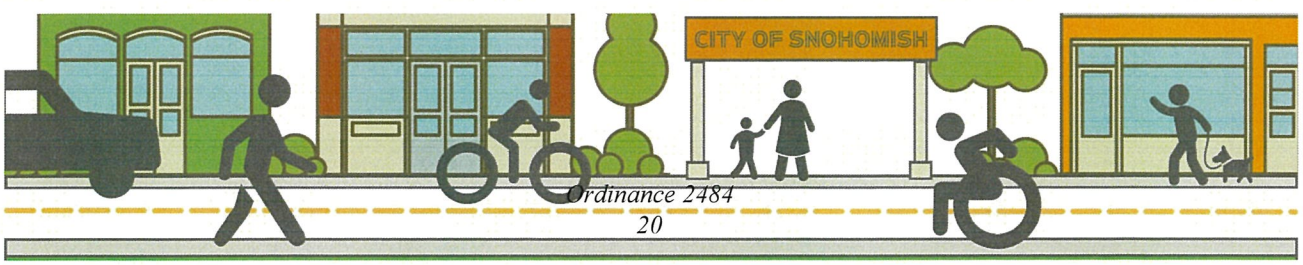
Strategies:

1. Improve facilities – Implement projects aligned with the multimodal improvement plan and prioritize safety measures for all modes of travel. *(Engineering)*

2. Crosswalk Visibility Enhancements – Enhance crosswalk visibility by refreshing markings and exploring additional features to improve existing pedestrian crossings. *(Streets)*



Potential Funding Sources: City funding, Grant Funding.



Systematic Intersection Safety Enhancement

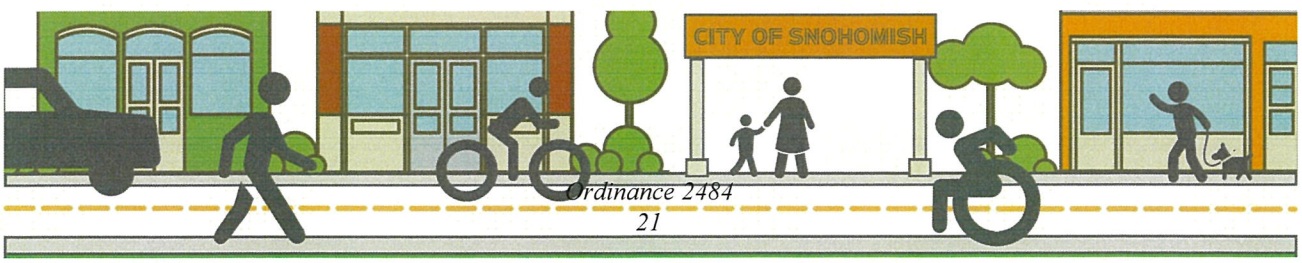
Description: Analysis reveals that five intersections experienced more than 10 accidents each. Focusing on these high-incident intersections, staff will implement a range of low-cost countermeasures to enhance safety effectively.

Goal: Decrease collisions at intersections.

Strategies:

1. Systematic Approach – Employing FHWA's systematic methodology, assess and determine appropriate countermeasures for each intersection. Conduct through review and analysis post-installation to evaluate effectiveness. *(Engineering)*

Potential Funding Sources: Grant Funding, City funds.



STRATEGIC SAFETY ACTION LISTING

1. **Crosswalk Renewal Initiative**
   - Safety Impact: Enhancing pedestrian safety and visibility across the city.
   - Risk Assessment: Identifying high-risk pedestrian crossing areas.
   - Community Feedback: Gathering input from residents on crosswalk safety concerns.
   - Data-Driven Approach: Analyzing accident data to prioritize deployments in areas with the highest pedestrian accident rates.

   Deployment time range: 2024

2. **10th and Pine Intersection Enhancement**
   - Safety Impact: Improving safety for all road users at a high-traffic intersection.
   - Risk Assessment: Identifying as a collision hotspot.
   - Strategic Importance: Aligning with broader transportation goals to enhance road user interaction.
   - Emergency Response: Improving emergency access and response times.

   Deployment time range: 2024

3. **Pedestrian Crossing Visibility Enhancement**
   - Safety Impact: Enhancing visibility at key pedestrian crossing points.
   - Vulnerability: Prioritizing crossings near schools, parks, and senior centers.
   - Data-Driven Approach: Analyzing visibility-related accident data to identify priority locations.

   Deployment time range: 2024-2026

4. **Interurban and Centennial Trail Connection Project**
   - Safety Impact: Creating safe trail connections for pedestrians and cyclists.
   - Risk Assessment: Identifying areas with inadequate trail access or safety hazards.
   - Equity: Ensuring equitable access to recreational trails across different neighborhoods.
   - Compliance: Meeting regulatory requirements for trail design and accessibility.

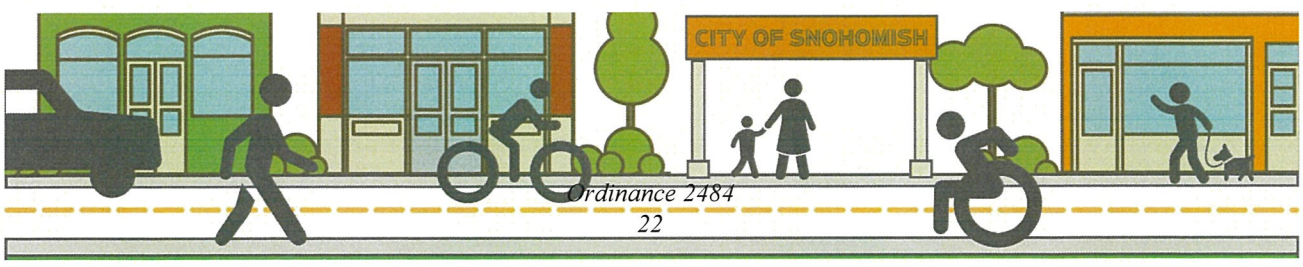
   Deployment time range: 2025-2026

5. **Driver Education Campaign for Road Safety**
   - Safety Impact: Promoting safe driving behaviors to reduce accidents.
   - Community Feedback: Incorporating input from residents on road safety concerns.
   - Cost-Effectiveness: Evaluating the campaign's effectiveness in reducing accident rates per dollar spent.

   Deployment time range: 2024

6. **First Street Master Plan Development**
   - Safety Impact: Prioritizing safe road design principles in street planning.
   - Strategic Importance: Aligning with city planning goals for urban development.
   - Equity: Ensuring safe infrastructure in underserved neighborhoods.

   Deployment time range: 2024-2026



7. East-West Bike Corridor (13th St, 10th St, Fourth St)

- Safety Impact: Creating dedicated bike routes to enhance cyclist safety.
- Risk Assessment: Identifying streets with high cyclist accident rates or inadequate bike infrastructure.
- Strategic Importance: Connecting key destinations and neighborhoods with safe cycling routes.

Deployment time range: 2025-2026

8. Bickford and Weaver Intersection Upgrades

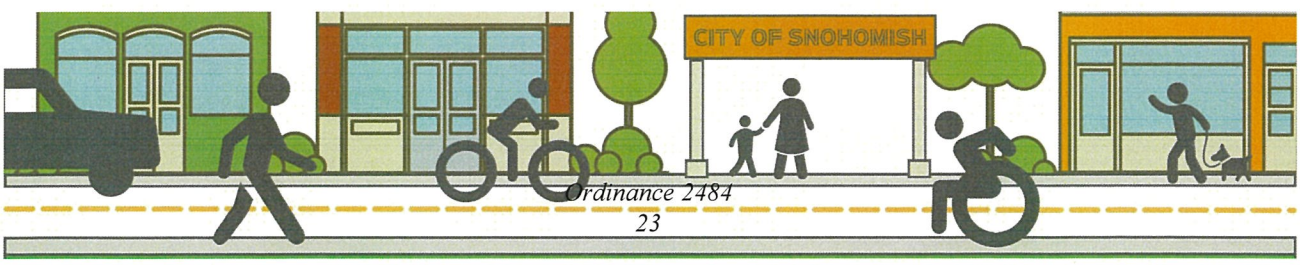
- Safety Impact: Enhancing safety for all road users at a problematic intersection.
- Risk Assessment: Identifying collision patterns and safety hazards at the intersection.
- Emergency Response: Improving emergency vehicle access and safety features.

Deployment time range: 2024-2025

9. Second Street Corridor Enhancement

- Safety Impact: Improving safety and accessibility along the Second Street corridor.
- Risk Assessment: Identifying safety hazards such as inadequate lighting or sidewalk obstructions.
- Community Feedback: Incorporating input from residents and businesses on safety concerns.

Deployment time range: 2026-2028



EXECUTION AND ASSESSMENT

To ensure the effective implementation, evaluation, and adaptation of the City of Snohomish Local Road Safety Plan, the following process will be employed:

Evaluation of Projects and Treatments

Regular assessments of projects and treatments will be conducted to measure their impact on reducing accidents, improving safety, and aligning with plan objectives. Data from traffic models, accident reports, and community feedback will inform effectiveness.

Frequency of Goal Evaluation

Goals in the Plan will be annually assessed to track progress and ensure alignment with objectives. This ongoing evaluation will enable timely adjustments to maintain goal alignment.

Data Based Evaluation

Evaluation will utilize diverse data sources, including collision reports, traffic flow data, and stakeholder feedback. This comprehensive approach, integrating quantitative and qualitative data, will enhance understanding of safety outcomes and identify areas for improvement.

Revision Consideration

The Plan will be a dynamic document, reviewed and updated yearly to integrate new data, emerging trends, and lessons learned from implementation efforts.

Oversight Commitment

Interdepartmental staff representatives will monitor plan implementation, convening regularly to review progress, address challenges, and propose improvements.

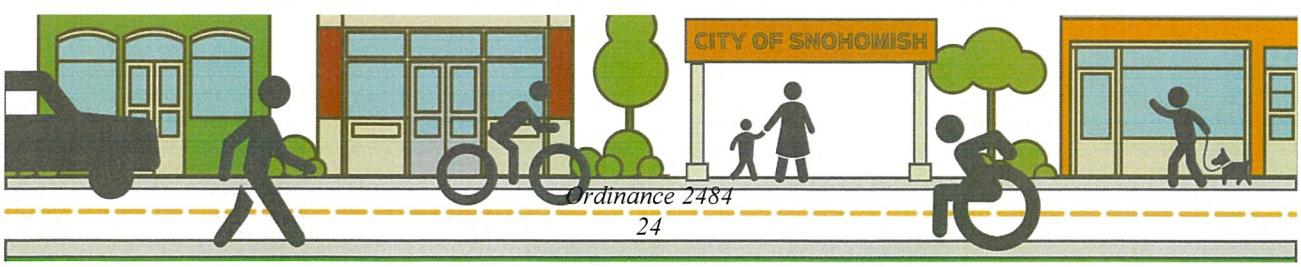
Accountability Measures

Departments will be accountable for Plan implementation, with defined responsibilities, targets, and regular performance reviews ensuring goal attainment.

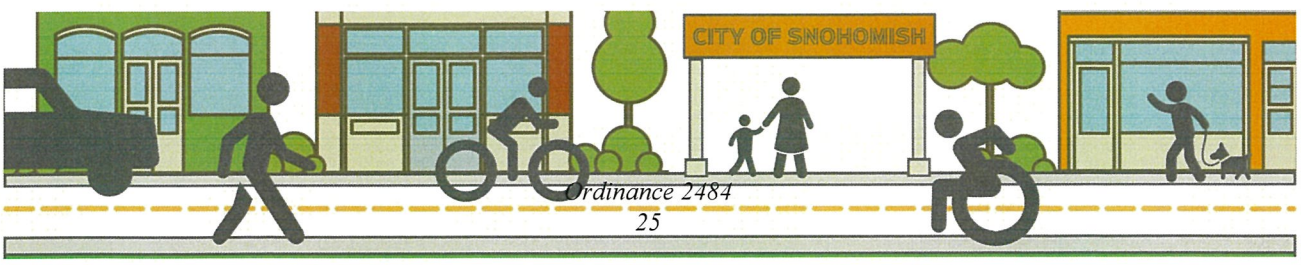
Collaborating with Safety Partners

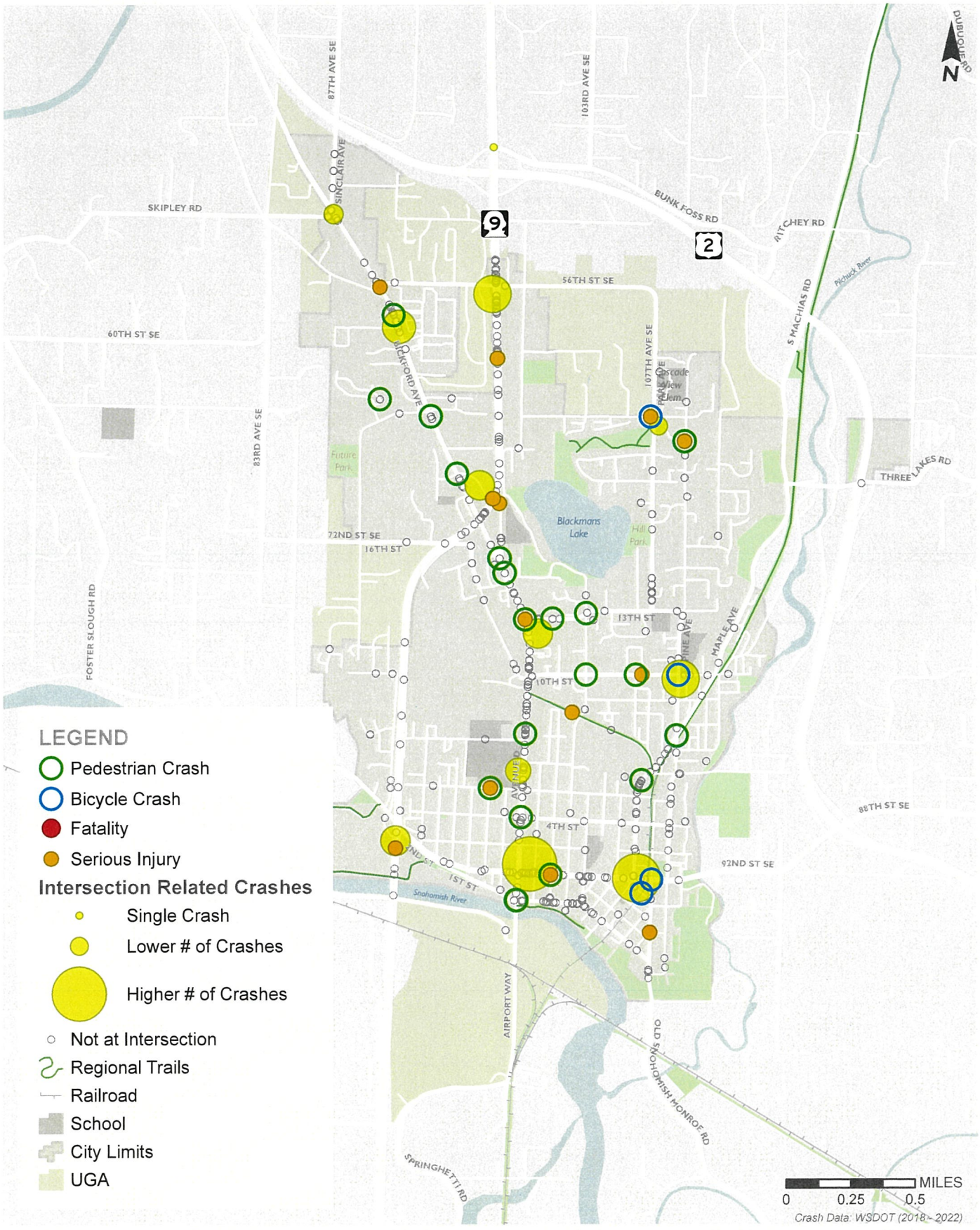
Collaboration with external partners and stakeholders, including FHWA, WSDOT, Snohomish County, public health, schools and law enforcement, will enrich safety initiatives and foster community engagement.

By following this comprehensive process, the City of Snohomish will ensure the successful implementation, evaluation, and adaptation of the Local Road Safety Plan, ultimately contributing to the creation of safer streets for all residents and visitors.



APPENDIX





Crash History (2018 - 2022)

City of Snohomish Transportation Element Update

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