



Local Road Safety Plan

Lake Stevens, Washington

2022

Prepared for City of Lake Stevens

Prepared by Transpo Group

2022

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LAKE STEVENS



Welcomes You



Introduction

The City of Lake Stevens is committed to the safety of its transportation system for users of all modes and abilities, with a goal of ending traffic fatalities and serious injuries on City roads by 2030. To achieve this safety vision, the City supports the *Target Zero Washington State Strategic Highway Safety Plan* and seeks to reduce the number and risk of crashes, especially involving a serious injury or fatality, in its transportation network. To meet the 2030 goal, the City of Lake Stevens has created a Local Road Safety Plan (LRSP), using a data-based, proactive approach to identifying prioritized risk factors and applying systemic improvements across the City's transportation network. The LRSP allows the City to focus on systemic improvements to the transportation network, in addition to spot improvements, which can not only address reported and observed crashes, but proactively address conditions which meet risk factors for future crashes.

History of Safety Projects

The City of Lake Stevens is dedicated to improving the safety of the City's roadways and active transportation facilities. The following are recent actions the City has taken to address safety:

- ◆ Safe Routes to School sidewalk improvements at 4th Street SE and 91st Avenue SE – The City was awarded Safe Routes to School funding in 2017 and completed sidewalk and curb ramp improvements to construct over 900 feet of sidewalk along 91st Avenue SE (between 2nd Place SE and 4th Street SE) and along 4th Street SE, connecting into the campus of Hillcrest Elementary School.
- ◆ Roundabout intersection at State Route 9 and State Route 204 - replacement of an existing signalized intersection with a roundabout through a partnership with WSDOT. The project will be completed in 2022 and will reduce the risk of angle-type crashes as well as calm traffic speeds near a busy retail section of the City.
- ◆ A 2017 project on Callow Road added curb, gutter and a 5-foot-wide concrete sidewalk along the east side of Callow Road between Lundeen Parkway and Oak Road.
- ◆ Approximately 2,100 ft of concrete sidewalk on the west side of 117th Avenue between 20th Street NE and 26th Street NE with estimated completion 2022-2023, connecting into the campus of Lake Stevens High School.

Local Road Safety Plan Process

The City of Lake Stevens' Local Road Safety Plan follows a process developed by the Federal Highway Administration (FHWA) and promoted by WSDOT to proactively address safety concerns based on crash data. WSDOT's success with a similar program at the County level in reducing crash rates for targeted risk factors has led to the application of the LRSP process to cities to identify risk factors and targeted countermeasures. Transpo, on behalf of the City of Lake Stevens, analyzed crash data reports to identify risk factors. Analysis includes a statistical look at the rate that certain contributing factors were cited in crashes, as well as a spatial look at the locations and groupings of crashes. Risk factors are prioritized and compared to the City's transportation network and existing infrastructure to identify effective countermeasures and a program of prioritized improvements.

Data Sources

Data for the City of Lake Stevens' Local Road Safety Plan comes from WSDOT resources, which are coordinated with the Washington State Patrol and the local Lake Stevens Police Department through the SECTOR system. The data for the LRSP is limited to a 5-year study period, January 1, 2016 through December 31, 2020. WSDOT verifies and calibrates crash data on a calendar year basis, therefore only data through the end of 2020 is included in the plan. Future updates to the plan will include a revised 5-year window.

Existing Transportation Infrastructure

The City of Lake Stevens covers a large geographical area and surrounds the lake which is its namesake. State Routes 9 bisects the western half of the City beginning at the southern City limits near S Lake Stevens Road to the northern City limits at State Route 92 (Granite Falls Highway). State Route 204 begins at the southwest City limits and

terminates at the intersection with State Route 9. State Route 92 follows the City's northern border from State Route 9 to 127th Drive NE.

The City's commercial retail center is located at the intersection of State Route 9 and State Route 204. In the northwest section of the City, the land use along and near Old Hartford Road is industrial in nature. Major arterials within the City include 20th Street E, Lundeen Parkway, 91st Avenue SE, Grade Road, and Machias Road. Most intersections are stop-controlled for the minor leg, with a few all-way stops. Traffic signals exist at several intersections throughout the City with State Routes such as the intersection of State Route 9 and State Route 204, intersection of State Route 9 and State Route 92, and State Route 9 and 20th Street E. Traffic signals exist outside of this condition at various locations within the City. A roundabout for the intersection of State Route 9 and State Route 204 has been designed and will be constructed starting in 2022.

The topography of the City consists of rolling terrain. Therefore the City's roadway network consists of a mixture of both straight and curved roadways. 91st Avenue SE is an example of a corridor with changing vertical grade along its length, but a typically straight alignment. The majority of the City consists of residential suburban neighborhoods with subdivisions. Curb gutter, sidewalk, and street lighting exists on some, but not all, of the neighborhood residential roadways. On-street parking is allowed on some neighborhood residential roadways.

The 30 mile long Centennial Trail runs through the City along the eastern border. It is a shared use trail including pedestrians and cyclists that is maintained by the County. Community Transit services the City with the Lake Stevens Transit Center located on 9414 4th Street adjacent to State Route 9. Lake Stevens School District services the City and there are 15 schools throughout the City, including three within 1/8 mile of the 91st Avenue SE corridor.

Data Analysis

Crash Data Summary

During the 5-year study period (2016-2020), the City of Lake Stevens had 1,081 total crashes on City roads, 21 of which (1.9%) resulted in a serious injury or fatality (SIF). The total number of crashes was 6.2% lower in the current 5-year period (2016-2020) than the previous 5-year period (2014-2018). The percentage of SIF crashes was lower in the current period than the previous 5-year period (2.2%). The statistical difference between the two five-year periods reflects the random nature of crashes and is not necessarily indicative of an overall trend in crashes in the City. Many factors, including reduced traffic volumes from the pandemic, could have contributed to the change in total and SIF crashes. The City will continue to monitor total crashes and trends through ongoing LRSP updates.

Crash Data Analysis

Statistical Analysis

The summary data for crashes on City of Lake Stevens roads was compared to statewide data for all roads, and western Washington statistics for other City roads to identify causes and contributing factors related to the transportation user (drivers, cyclists and pedestrians) and the transportation environment (roadway geometry, characteristics, enhancements, etc.). Statistical analysis of the City's crash data identifies factors related to the roadway and driver that are overrepresented in crashes over the study period. The City of Lake Stevens experienced a low number of serious injury crashes and no fatal crashes in the five-year study period. To avoid any statistical bias that could miss larger crash trends, the data for all crashes, not just serious injury and fatal crashes, was analyzed for contributing factors.

	Total Crashes ¹								
	2016-2020	%	2020	2019	2018	2017	2016	2015-2011	%
Total # of Collisions	1,081	-	192	217	197	229	246	1,194	-
# of Fatal Collisions	3	0.3%	1	-	-	1	1	2	0.2%
# of Serious Injury Collisions	18	1.7%	2	4	4	5	3	19	1.6%

Source: WSDOT, November 2021.

Note: Table does not include data from SR 9, SR 204, SR 92

¹ Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Fixed Objects¹

The most prominent factor involved in crashes in the City of Lake Stevens is fixed objects on the roadside. Fixed object crashes include impacts with utility poles, embankments, ditches, guardrail and culverts. Fixed objects were involved in nearly a quarter of all crashes that occurred on City streets during the study period. Utility poles, guardrail, culverts, and mailboxes are the most overrepresented fixed objects hit, compared to other cities. Over a quarter of the hit fixed objects crashes resulted in a SIF crash. Some of the other risk factors are coincident with fixed object crashes.

	Total Crashes						Serious Injury and Fatal Crashes					
	All WA City Roads		Western WA City Roads		Lake Stevens Roads		All WA City Roads		Western WA City Roads		Lake Stevens Roads	
Utility Pole	3,019	9.5%	2,263	9.4%	32	14.0%	105	12.9%	85	11.8%	-	0.0%
Guardrail	968	3.0%	847	3.5%	20	8.7%	34	4.2%	29	4.0%	-	0.0%
Culvert	110	0.3%	100	0.4%	4	1.7%	7	0.9%	6	0.8%	1	20.0%
Mailboxes	943	3.0%	795	3.3%	17	7.4%	17	2.1%	15	2.1%	-	0.0%

Source: WSDOT, November 2021.

Note: Table does not include data from SR 9, SR 204, SR 92

Pedestrians on Roadway¹

While the City's rate of pedestrian crashes was comparable to other cities, the severity of pedestrian-involved crashes was one of the top three SIF crash types over the data study period. Because of the severity, pedestrian crashes warranted analysis. One contributing factor to pedestrian-involved crashes that was overrepresented in the City, as compared to other cities, are crashes where the pedestrian are on the roadway. The rate of pedestrian on roadway crashes are high both in total crash rates and SIF crash rates.

	Total Crashes						Serious Injury and Fatal Crashes					
	All WA City Roads		Western WA City Roads		Lake Stevens Roads		All WA City Roads		Western WA City Roads		Lake Stevens Roads	
Hit Pedestrian Roadways	8,175	2.9%	6,707	3.1%	17	1.6%	1,545	29.5%	1,253	29.6%	3	14.3%
Ped in Unmarked Crosswalk	2,350	26.4%	1,899	26.1%	7	38.9%	685	40.5%	562	40.9%	2	66.7%
Ped in Marked Crosswalk	776	8.7%	579	7.9%	2	11.1%	118	7.0%	86	6.3%	-	0.0%
Ped in Marked Crosswalk	4,355	49.0%	3,665	50.3%	5	27.8%	618	36.5%	515	37.5%	-	0.0%

Source: WSDOT, November 2021.

Note: Table does not include data from SR 9, SR 204, SR 92

Angled Intersection Crashes¹

Angled T and angled left turn crash types were involved in a majority of SIF crashes and at higher rates than other Cities. The total rate of angled crashes is similar to or lower than other Cities, indicating crash severity should be the focus of addressing crashes at intersections.

	Total Crashes						Serious Injury and Fatal Crashes					
	All WA City Roads		Western WA City Roads		Lake Stevens Roads		All WA City Roads		Western WA City Roads		Lake Stevens Roads	
Angle (T)	71,916	25.8%	53,392	24.5%	229	21.2%	768	14.6%	567	13.4%	6	28.6%
Angle (Left Turn)	28,100	10.1%	22,171	10.2%	56	5.2%	473	9.0%	384	9.1%	3	14.3%

Source: WSDOT, November 2021.

Note: Table does not include data from SR 9, SR 204, SR 92

Roadway Geometry¹

Roadway geometry factors include crashes in horizontal curvature and vertical grade, alone or in combination. In Lake Stevens, the percentage of crashes involving horizontal curvature and grade together is double the percentage compared to westside cities. For crashes in horizontal curvature alone, the percentage is nearly double as compared to westside cities and for the SIF crashes in the category they were higher than compared to westside cities. Crashes in vertical curves were similar with a higher percentage in total crashes compared to westside cities.

	Total Crashes						Serious Injury and Fatal Crashes					
	All WA City Roads		Western WA City Roads		Lake Stevens Roads		All WA City Roads		Western WA City Roads		Lake Stevens Roads	
Horizontal Curve	11,977	4.3%	9,583	4.4%	93	8.6%	386	7.4%	311	7.3%	2	9.5%
Horizontal Curve & Grade	9,126	3.4%	7,920	3.6%	69	6.4%	302	5.8%	269	6.4%	1	4.8%
Vertical Curve	5,266	1.9%	4,444	2.0%	32	3.0%	132	2.5%	115	2.7%	-	0.0%

Source: WSDOT, November 2021.

Note: Table does not include data from SR 9, SR 204, SR 92

Driver Behavior¹

Driver inattention was cited in over one third of crashes. While the rate is consistent with other Cities, it represents a significant risk factor to be considered. Excessive speed was cited in a higher percentage of overall crashes compared to other Cities as well at a higher percentage in SIF crashes.

	Total Crashes						Serious Injury and Fatal Crashes					
	All WA City Roads		Western WA City Roads		Lake Stevens	%	All WA City Roads		Western WA City Roads		Lake Stevens	%
Inattention/ Distraction	88,410	30.8%	72,180	32.0%	469	40.0%	1,016	20.5%	842	21.2%	5	19.2%
Exceeding Safe/ Stated Speed	22,638	7.9%	18,382	8.2%	105	9.0%	945	19.0%	742	18.7%	5	19.2%

Source: WSDOT, November 2021

Note: Data does not include SR-9, SR-204, or SR-97

¹ Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Spatial Analysis

Crashes in the City of Lake Stevens during the study period were mapped according to the coordinates obtained from WSDOT records. The crash records used for the mapping includes all City streets, excluding state routes within the City (State Route 9, State Route 92, and State Route 204). Through the spatial analysis process, patterns of crashes can be identified which are not as apparent through the data analysis alone. Spatial analysis helps to better define the City's risk factors for future crashes. A selection of the maps generated are included in the Appendix.

All Crashes

When all crashes are mapped, it is apparent that a higher concentration of crashes tend to occur on the higher classification roadways throughout the City. In addition, most of the serious injury and fatalities occurred on these same higher classification roadways. These higher classification roadways in Lake Stevens typically have speed limits of 35 mph such as Lundeen Parkway and 20th Street SE. Roadways with horizontal curvature throughout the City saw a history of crashes that can be seen from the maps.

Angled Crashes

Angle type crashes, which included angled left turn and angled-T crashes occurred at both signalized and un-signalized intersections within the City. A large concentration of angle type crashes were observed on 91st Avenue SE, 20th Street SE, Lundeen Parkway, Market Place/Chapel Hill Road. The highest concentration of angle type crashes occurred near the retail core near the State Route 9 and State Route 204 intersection.

Crashes with Fixed Objects

Crashes with fixed objects primarily are concentrated along the higher volume roadways in the City, including 20th Street E, Lundeen Parkway, 99th Avenue NE, Old Hartford Road, and S/E Lake Stevens Road. The most commonly hit roadside objects are utilities, which include poles, ditches, and barriers/guardrails. In locations with horizontal curvature, higher concentrations of crashes with fixed objects can be seen in these locations. Projects ensure drivers are aware of changing

roadway conditions and that roadside objects have delineation, protection, and illumination at intersections and roadway geometry changes.

Pedestrian and Bicycle Crashes

Crashes involved pedestrians in Lake Stevens have occurred at both signalized and un-signalized intersections. A considerable number of bicycle crashes were noted with occurring on 91st Avenue SE which is a higher volume corridor. Other pedestrian and bicycle crashes were noted as occurring in residential areas.

Crashes by Streetlight Condition

Crashes involving the streetlight condition were mapped. With streetlights on, crashes tended to be concentrated on the high volume corridors throughout the City especially at intersections. Street lights not present tended to be on minor arterials and residential roadways outside of the higher volume corridors.

Risk Factors

Based on a combination of the statistical and spatial analysis of the crash data for Lake Stevens, the following risk factors for future crashes were identified. The risk factors will guide the City's implementation of countermeasures in a proactive effort to reduce future crashes. The list of risk factors below does not cover all risk of future crashes, but is a prioritized set of factors that can be addressed through systemic countermeasures implemented City-wide. The use of a systemic approach to prioritized risk factors provides a higher potential safety benefit for the City's investment in safety improvements, compared to investment in more reactionary spot improvements, or attempting to spread limited resources addressing all risk factors. **The risk factors below are presented in priority order.**

Crash Risk Factors



1 Lane Departure

The lane departure risk factor combines the risk from impacts with roadside fixed objects and the risk from horizontal curves and vertical grades. The spatial analysis of Lake Stevens crashes strongly suggests that the City's roadways with horizontal and vertical geometry as well as combined horizontal and vertical geometry, represent a risk factor for future crashes and should be the highest priority target for systemic safety improvements. Because of changes in roadway geometry, drivers who leave lanes without available recovery space are at risk for objects outside the travel lane to be involved in a crash. The visibility and delineation of the roadway edge or physical protection and delineation of fixed objects themselves are also risk factors for lane departure.



2 Horizontal Curves and Vertical Grades

The risks for crashes in Lake Stevens are elevated in locations where roadway geometry is in a horizontal curve, vertical grade, or a combination of the two.

Crashes in areas of horizontal curves and/or vertical grades involving several other compounding contributing factors, including driver behavior, drowsiness, darkness without street lights, and fixed objects, can be seen in the higher volume corridors within the City.



3 Speed/Inattention

Excessive speed/inattention are the driver behaviors that can contribute to several other risk factors. Both of these factors are cited in several of the City's SIF crashes. Speed contributes to risk for vulnerable users of active transportation and can contribute to a drivers' inability to recover and avoid crashes with roadside objects.



4 Pedestrian-Involved Crashes

The risk for pedestrian involved crashes is at the following types of locations within the city: un-signalized crossings, signalized crossings, locations without sidewalks, and mid-block crossings. Although the City has a lower percentage of pedestrian involved crashes compared to other cities, these pedestrian involved crashes tended to be located on the higher volume corridors in the City. In addition, several schools exist within the vicinity of these corridors which compounds as a risk factor to pedestrian. An example of this is 91st Avenue SE which has Hill Crest Elementary, Skyline Elementary, and Like Stevens Middle Schools within walking distance to this roadway.



5 Angled Crashes at Intersections

Intersection risk factors, specific to angled crashes, relate to intersection control, striping and delineation and visibility to all legs of the intersection. Traffic volumes and operations can also contribute to the risk factor for angled crashes, especially for left turns. In addition to the risk to drivers, intersections with an angled crash risk can be a compounded risk for pedestrians in marked crosswalks.



Profiled striping helps to delineate curves, provide audible warning of lane departures, and is more resilient, reducing long term maintenance costs.

Countermeasures

Countermeasures are the actions, including engineering, enforcement and education, which the City of Lake Stevens will pursue to proactively address risk factors for future crashes. The City's focused risk factors in certain corridors with horizontal curves and vertical grades are well suited for a range of potential countermeasures that address driver awareness of roadway geometry, especially in limited visibility situations due to ambient light or weather conditions, as well as lane departure and recovery countermeasures.

The effectiveness of countermeasures was evaluated using several sources including the *National Highway Traffic Safety Administration's Countermeasures That Work* publication, *Washington State's Target Zero* plan, and FHWA's Crash Modification Factor (CMF) Clearinghouse website. The cited resources help to identify not only potential projects, but provide research-backed documentation of the anticipated effectiveness of treatments on reducing crash rates.

For the City's projects addressing lane departure crashes, the CMF Clearinghouse contains numerous related research projects that can predict the improvement in crash rates following completion of projects. Research was conducted on a project that installed rumble strips and wider markings on both the road edge and centerline, and found a 40% reduction in all crashes and a 50% reduction

in severe crashes¹. There are no CMFs specifically applicable to electronic perimeter lit signage or enforcement and education expansions. But, both of these types of countermeasures have been demonstrated through other research to cause a reduction in overall speeds on roadways, and the relationship between a reduction in speed and a reduction in crash severity is well documented.

The proposed countermeasures for the City's LRSP include:



High Visibility Striping

Roadway edge and centerline stripes using a profiled thermoplastic can provide increased durable reflectivity over painted lines, and an audible warning to drivers who cross the stripe. While thermoplastic stripes are more expensive than painted stripes to install, they are significantly more durable, so limit long-term maintenance costs, and carry an added safety benefit. Centerline striping that is spaced wider than the standard 4" stripes with a 4" gap can not only increase the visibility of the centerline, but provide some recovery area for drivers in a lane departure situation before crossing into oncoming traffic.

¹ http://www.cmfclearinghouse.org/study_detail.cfm?stid=309



Sidewalks are one of several methods to provide designated, physically separated facilities that increase safety for all modes, especially on school walking routes



Separated Pedestrian Facilities

Separated pedestrian facilities, including sidewalks, side paths, protected and widened shoulders and multi-use paths, all provide a significant safety benefit by separating active mode users from vehicular traffic. Some types of separated facilities, like sidewalks and multi-use paths, can be very resource-intensive to design and install. Seeking opportunities to increase separation and delineation as part of other projects such as re-striping, roadway maintenance, utility projects, etc. are ways to increase the number of separated pedestrian facilities at a lower cost.



Speed Reduction

Traffic calming measures are engineering, enforcement and education measures designed to slow traffic speeds. For the City of Lake Stevens, this countermeasure should be focused on 35 mph roadways. Roads with other speed limits can be evaluated for traffic calming needs, but 35 mph roadways represent the greatest risk for total crashes and especially for SIF crashes. Speed reduction countermeasures provide driver feedback and raise awareness of posted speed limits. Many calming measures that physically restrict drivers' ability to speed are not recommended in higher volume arterial corridors, which are those typically signed at 35 mph in the City of Lake Stevens. Physical calming measures are more appropriate on lower speed, lower volume residential roadways. Some physical measures, such as reducing lane widths, roundabouts and narrowing intersections, can be implemented on 35 mph roadways, but have impacts on transit and freight traffic, and can be expensive to design and implement.

Engineering Safety Projects

The City of Lake Stevens has identified and prioritized engineering projects which proactively address risk factors. Engineering safety projects include a mix of those already in development and targeted for funding sources outside of the Highway Safety Improvement Program (HSIP), as well as new projects which the City will seek to fund through HSIP. The engineering safety projects represent a proactive, systemic approach to the City's transportation safety vision, addressing risk factors, rather than one-off, targeted modifications to reactively address specific crashes.

Non-HSIP Projects

The City of Lake Stevens has been planning for safety improvements prior to the development of the LRSP, and is pursuing safety-related projects addressing the prioritized risk factors. These projects use the identified countermeasures, and other means, to accomplish similar safety goals to the HSIP projects. Because funding for these projects has been identified through other means, or the projects require additional longer term coordination with other agencies and the public, the following safety engineering projects will not be pursued through HSIP.

SR 9 – SR 204 Intersection Improvements



The City of Lake Stevens is working with WSDOT to improve intersection operations and safety at the intersection of State Route 9 and State Route 204. The existing signalized intersection experiences heavy congestion and delays to the traveling public. This intersection is located right in the retail core of the City with many high volume generating businesses as well as a transit center within the vicinity. Improvements to this intersection will consist of four roundabouts and widen State Route 9 to two lanes in each direction south of the State Route 204 intersection. The overall project will be completed in three stages with the first stage completed in 2019, the second stage completed in the summer of 2021 and the last stage to be completed in 2022. Roundabouts provide a safe alternative for pedestrians and bicyclists as they reduce the number of conflict points compared to a traffic signal. Vehicles travel at a much slower speed as they approach the roundabout due to the geometric design of the splitter islands to promote a slower speed. In addition, roundabouts reduce the number of angled collisions compared to a traffic signal since the design of the roundabout for one-way travel reduces the possibility for angled-T type crashes.

Status: **FUNDED**

All Way Stop Intersection Improvements



The City has been developing context-specific intersection plans for existing low-volume local roadway intersections with a history or risk factor for crashes. The City has analyzed all-way stop control and added stop signs where warranted, and added crosswalk striping to delineate pedestrian facilities. Upgrading of curb ramps and improving pedestrian walkways and sidewalks near the intersections, as local funding resources allow, is also part of the locally funded systemic improvement.

Status: **PLANNED**

Traffic Calming Program



Implementing a formalized traffic calming program with a public reporting mechanism, either through a website form or app will allow the City to collect feedback from system users and the police regarding traffic concerns. With defined criteria for responding to citizen concerns, such as thresholds for implementing certain speed calming techniques, and a defined yearly budget, a traffic calming program can help to reduce excessive speeds and raise awareness of locations, such as specific uncontrolled intersections, where people feel more at risk, independent of the number of crashes that have occurred at that location.

Status: **UNFUNDED**

Multiuse Path Program



The City is planning on an expansion of citywide multimodal facilities, focused on multiuse pathways as the best solution for the desired user and targeted safety improvement. Multiuse pathways are planned along Grade Road, Main Street and 117th Avenue NE between 20th Street NE and 26th Street NE

Status: **PLANNED**

HSIP Projects

The City of Lake Stevens intends to pursue HSIP funding for projects as listed below. The City's limited project implementation resources will be an influence on the proposed schedule for HSIP-funded improvements. In addition, the scheduling and prioritization of projects is aligned with the other expected safety improvement projects.

Project 01

Citywide Enhanced Striping Program



Project 01 addresses locations within the city with both a history and a risk for future crashes involving fixed objects, roadway geometry, and speed/inattention type crashes. This project will install new profiled thermoplastic striping on identified corridors throughout the City.

Enhanced striping improvements will include profiled double yellow centerlines, two-way left turn lane lines, lane lines, and edge lines. The improvements described will provide drivers with increased visibility of the centerline and roadway edge, including hazards at the roadway edge. Profiled striping will provide audible warning to draw drivers' attention to potential lane departure. In addition, along corridors with no street lights the new striping will help further delineate the travel way compared to heavily traveled and worn out striping.

Enhanced striping will be added to the following corridors:

- ◆ Market Place/Chapel Hill Road from 95th Drive to S Davies Road
- ◆ Davies Road from S Lake Stevens Road to Vernon Road
- ◆ Vernon Road from N Davies Road to Lundeen Pkwy
- ◆ S/E Lake Stevens Road from 20th Street SE to 16th Street NE
- ◆ Main Street/Grade Way from 16th Street NE to State Route 92
- ◆ Lundeen Pkwy from State Route 205 to Vernon Road
- ◆ Soper Hill Road from Lake Drive to State Route 9
- ◆ Vernon Road/N Lake Shore Drive from Lundeen Parkway to Main Street
- ◆ 116th Avenue NE/26th Street NE/115th Avenue NE/28th Street NE/113th Avenue NE from 20th Street NE to State Route 92
- ◆ 127th Drive NE from 36th Street NE to State Route 92

A map of striping locations is included in the Appendix.

Estimated Project Cost: \$1,273,000



Children walking from school northbound on the shoulder of 91st Avenue SE within the gap in existing sidewalks between 4th and 8th Streets.
Photo captured from Google Streetview, March, 2022

Project 02

91st Avenue SE Sidewalk Gaps/Safe Route to School



Project 02 closes an existing sidewalk gap on 91st Avenue SE between 4th Street SE and 8th Street SE. The City was awarded a Safe Routes to School grant in 2017 that installed sidewalks on 91st Avenue SE north of 4th Street SE, and along 4th Street SE east of 91st Avenue SE connecting to Hillcrest Elementary School. South of 8th Street SE along the east side of 91st Avenue SE, there are existing sidewalks that connect to the combined campus of Lake Stevens Middle School and Skyline Elementary School. Between 4th Street SE and 8th Street SE, there is a gap in the sidewalks. With the City's elevated rate of pedestrians in crashes when using the street, and with the connecting facilities, closing the sidewalk gap is an important safety improvement that benefits a wide range of vulnerable users. There are no existing bike lanes or other bike infrastructure connecting to either end of the gap in sidewalks. Considering the intended user mix of school

children and their guardians, striped bike lanes are not recommended as a treatment. The project will focus on installing sidewalks that meet the City's standards and are sensitive to the context of the developed properties, including significant trees, fences and retaining walls, as well as open ditch drainage, on the east side of 91st Avenue SE.

The project estimate assumes 10' wide sidewalk and a wide plaza at the intersection of 91st Avenue SE and 4th Street SE, complimenting the wide corner plaza on the north side that was constructed as part of the 2017 Safe Routes to School project.

The 91st Avenue SE project is both a general safety improvement and a Safe Route to School. The City intends on seeking funding through the 2022 WSDOT Safe Routes to School program as well.

A map of the project location, a conceptual sidewalk layout and section are included in the Appendix.

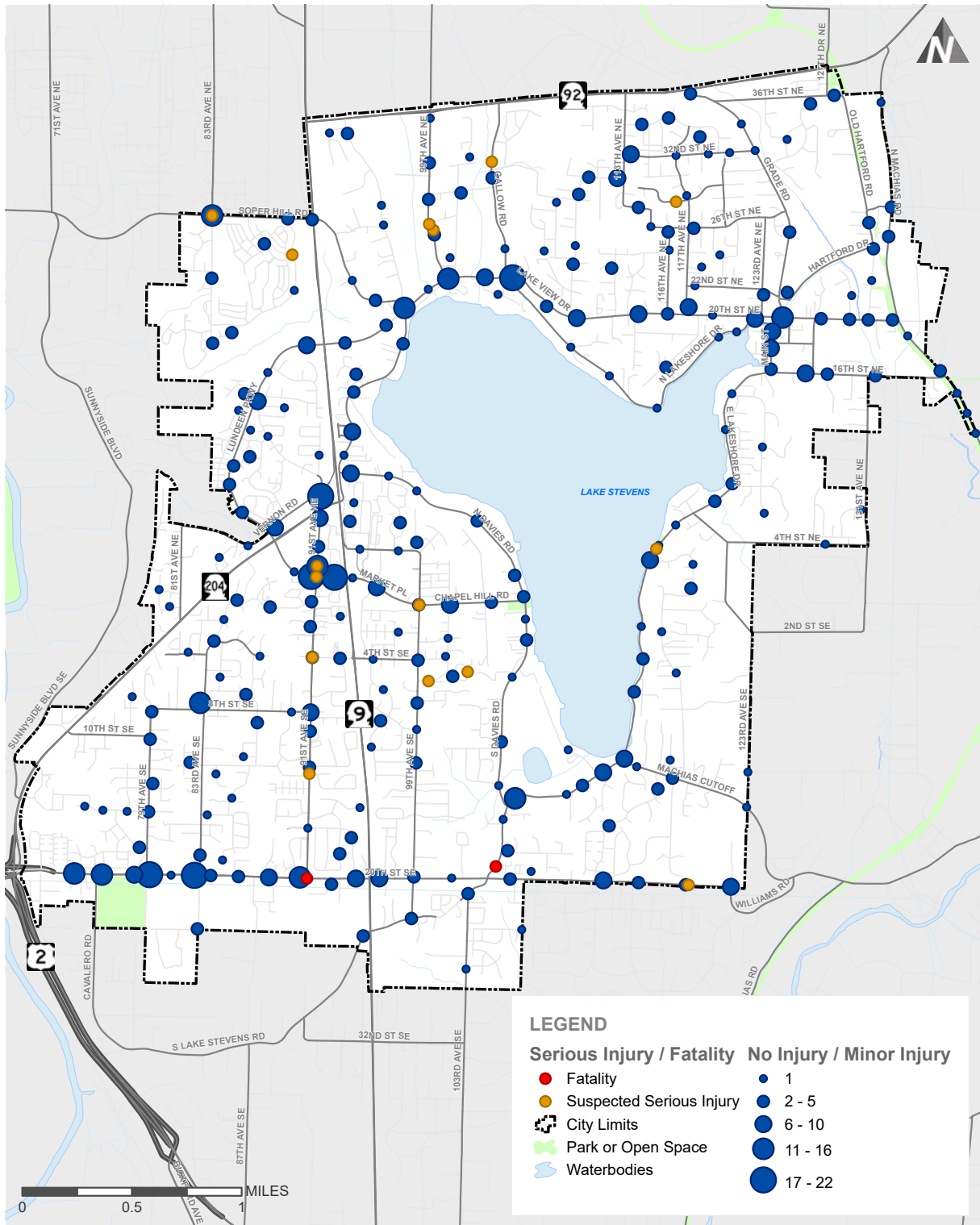
Estimated Project Cost: \$1,777,000



Future Updates

The Local Road Safety Plan is planned for future updates on a biennial basis, aligned with the WSDOT funding cycle for HSIP funding. Future updates will document projects completed and repeat the analysis of the data to identify any changes from the current analysis and risk factors.

Appendix



All Crashes by Injury Type

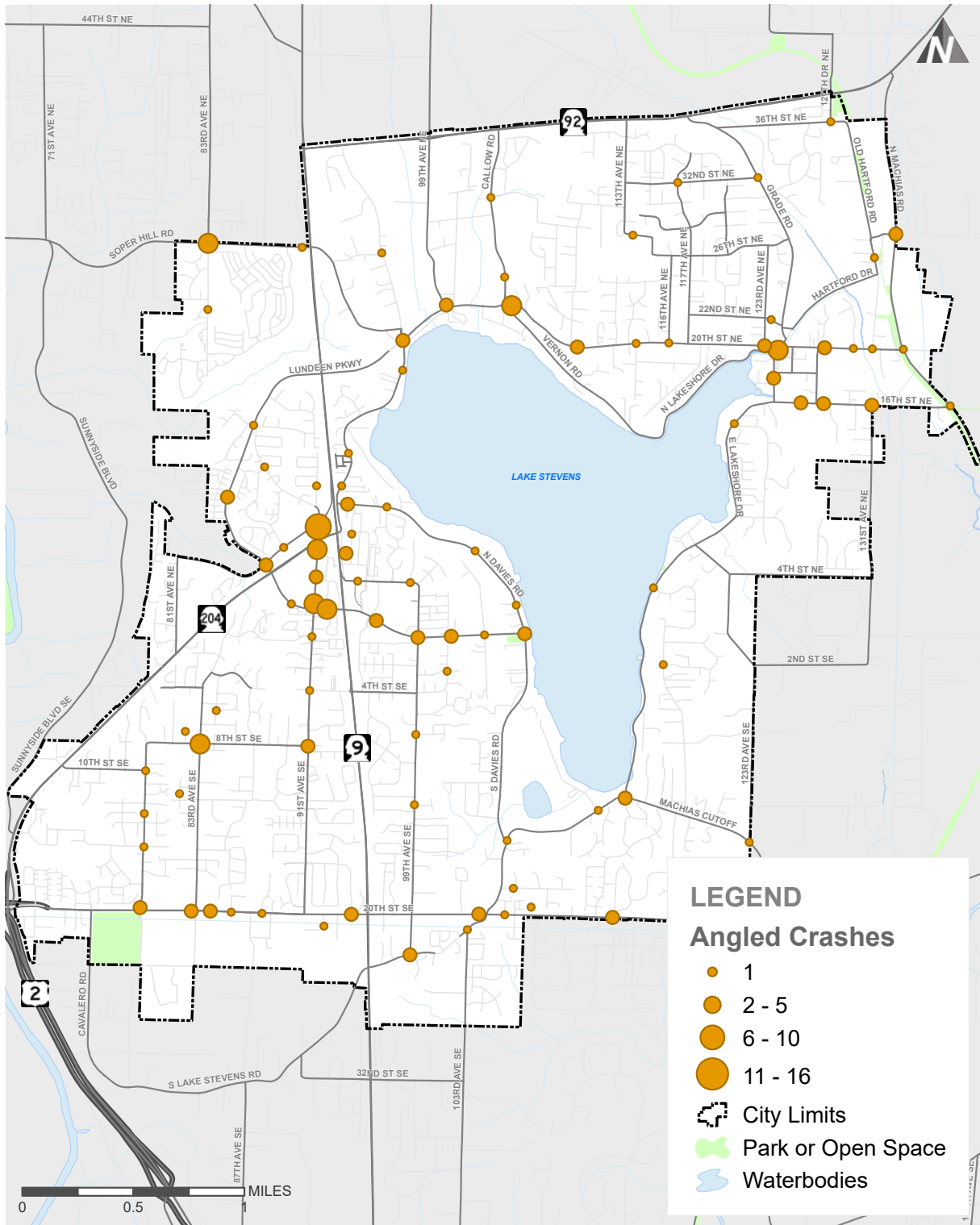
Lake Stevens LRSP

FIGURE

1



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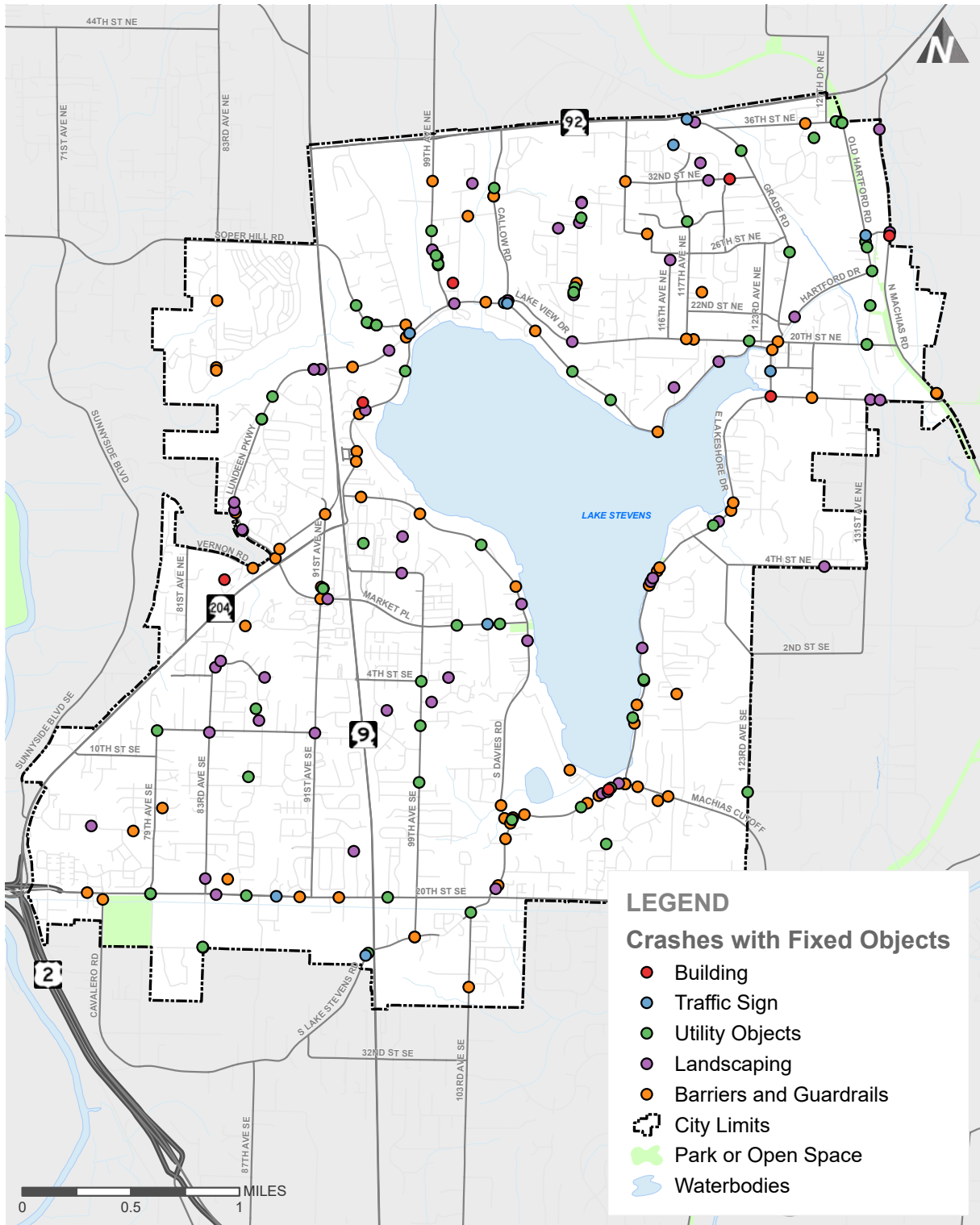


Angled Crashes
Lake Stevens LRSP

FIGURE
2



\\srv-dfs-wal\Projects\2111.21081.00 - Lake Stevens On-Call Engineering Services\GIS\ArcGISPro\LakeStevens_LRSP_FigureExport\LakeStevens_LRSP_FigureExport.aprx



Crashes with Fixed Objects

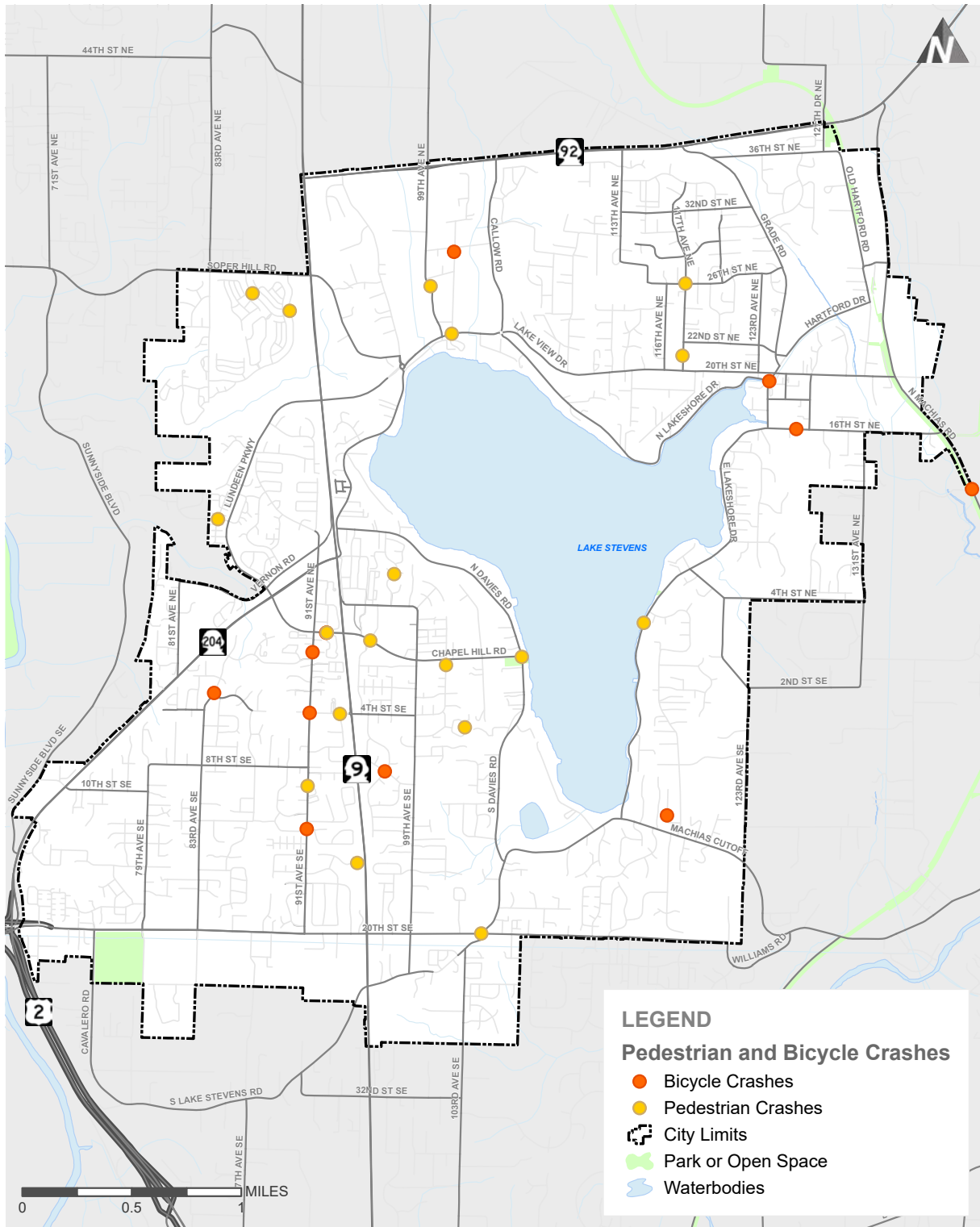
Lake Stevens LRSP

FIGURE

3



\\srv-dfs-wa\Projects\2111.21081.00 - Lake Stevens On-Call Engineering Services\GIS\ArcGISPro\LakeStevens_LRSP_FigureExport\LakeStevens_LRSP_FigureExport.aprx



Pedestrian and Bicycle Crashes

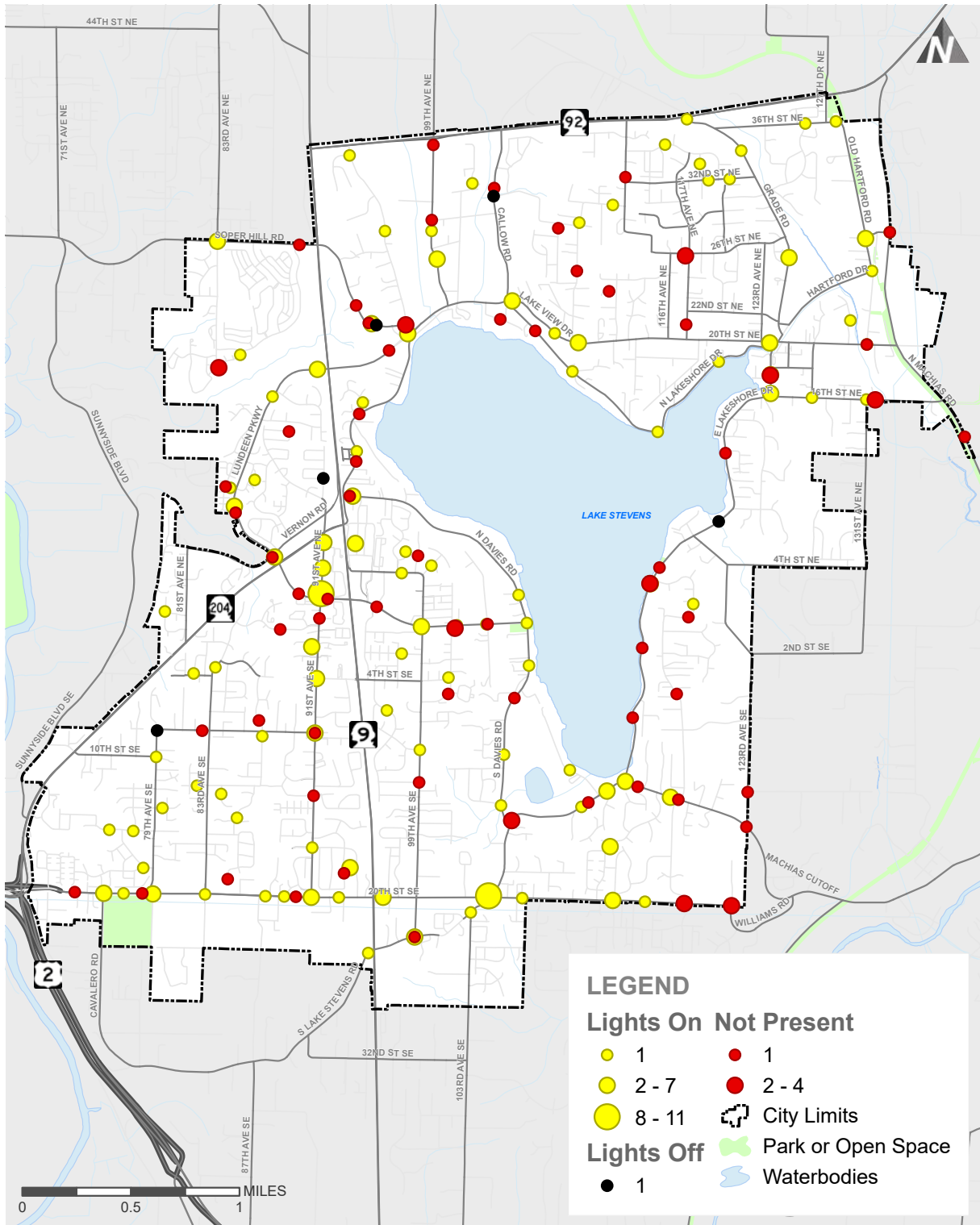
FIGURE

Lake Stevens LRSP

transpogroup

4





Crashes by Streetlight Condition

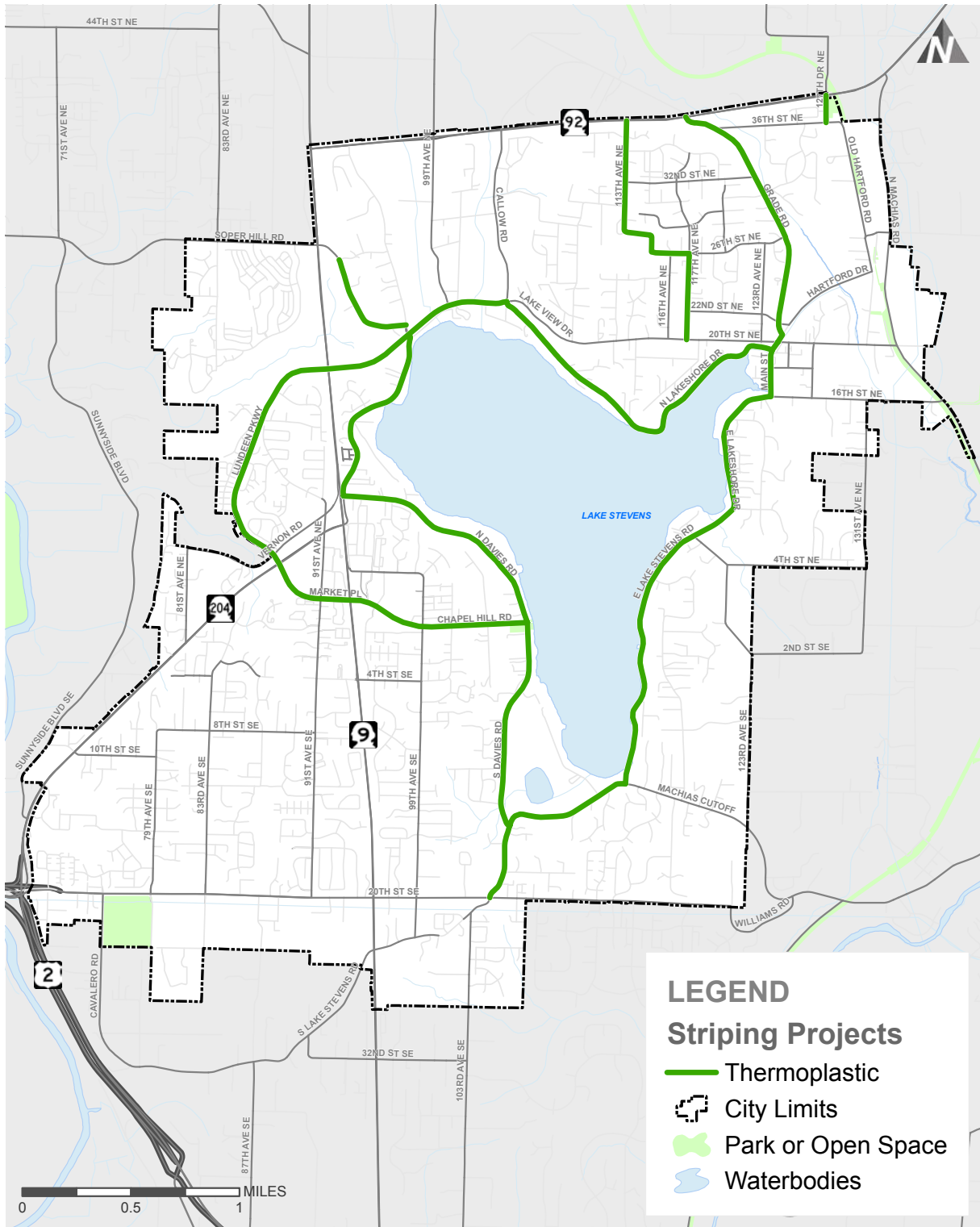
Lake Stevens LRSP

FIGURE

5



\\srv-dfs-wa\Projects\2111.21081.00 - Lake Stevens On-Call Engineering Services\GIS\ArcGISPro\LakeStevens_LRSP_FigureExport\LakeStevens_LRSP_FigureExport.aprx



Project 01: Citywide Enhanced Striping

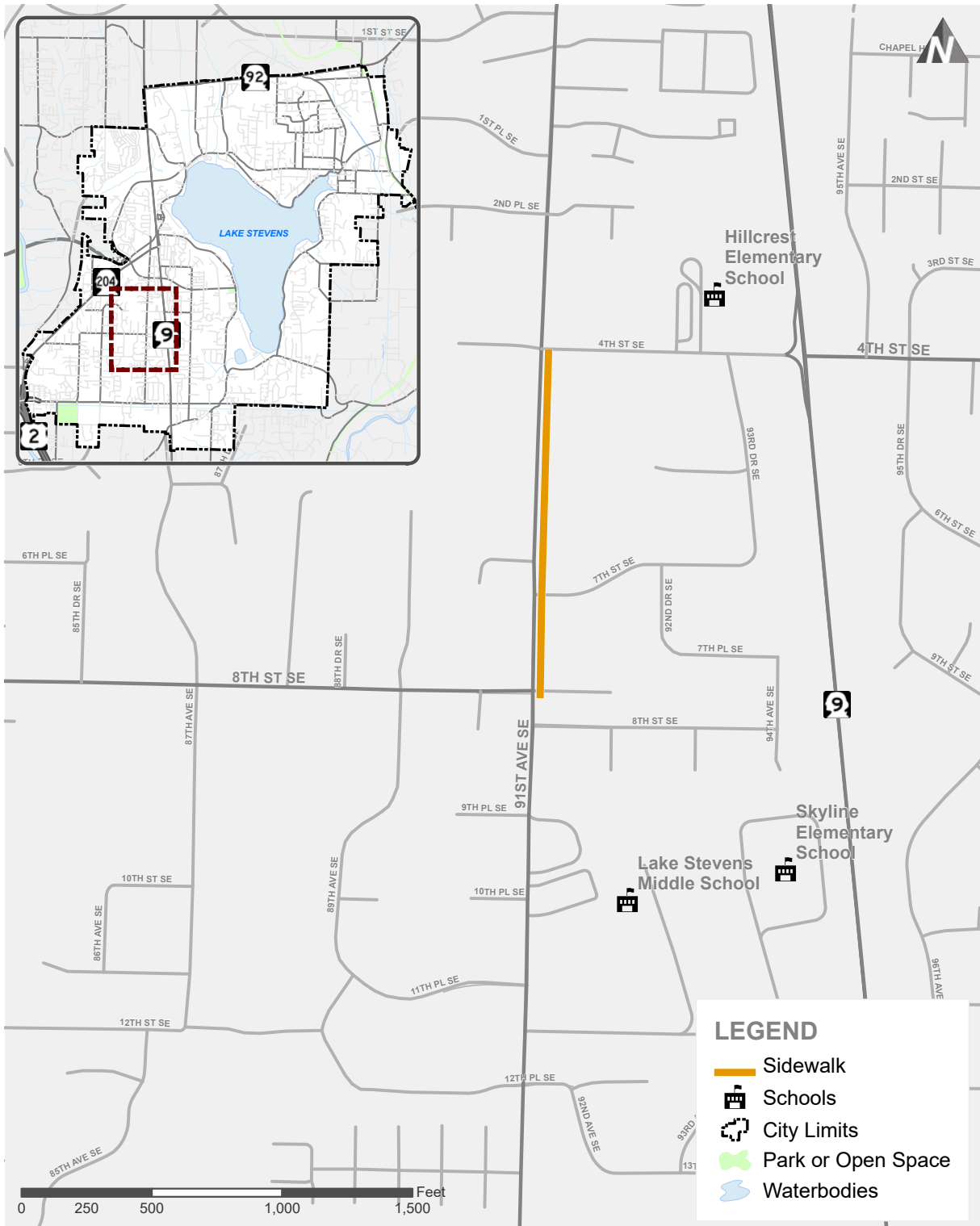
FIGURE

Lake Stevens LRSP

6



\\srv-dfs-wa\Projects\2111.21081.00 - Lake Stevens On-Call Engineering Services\GIS\ArcGISPro\LakeStevens_LRSP_FigureExport\LakeStevens_LRSP_FigureExport.aprx



Project 02 - 91st Ave SE Sidewalk Gaps / Safe Routes to School

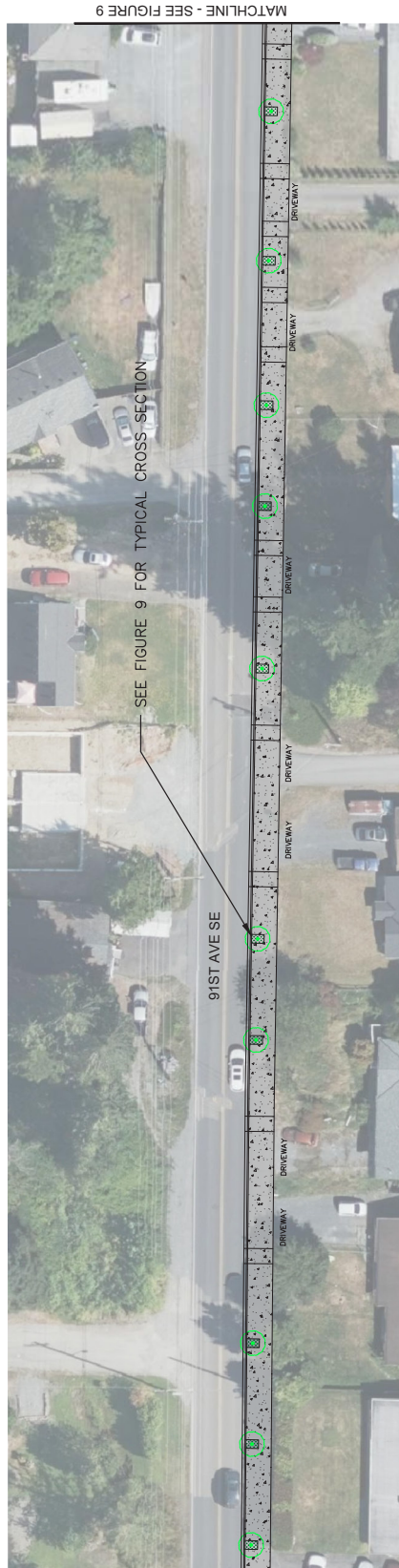
FIGURE

Lake Stevens LRSP

7



\\srv-dfs-wal\Projects\2111.21081.00 - Lake Stevens On-Call Engineering Services\GIS\ArcGISPro\LakeStevens_LRSP_FigureExport\LakeStevens_LRSP_FigureExport.aprx



NOT FOR CONSTRUCTION

February 25, 2022

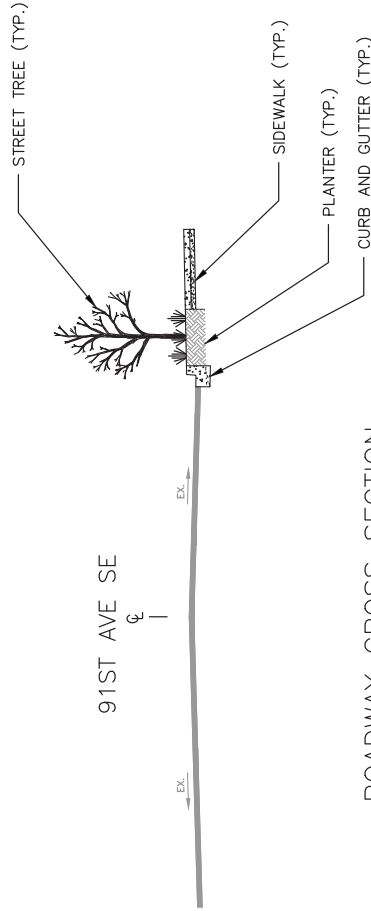
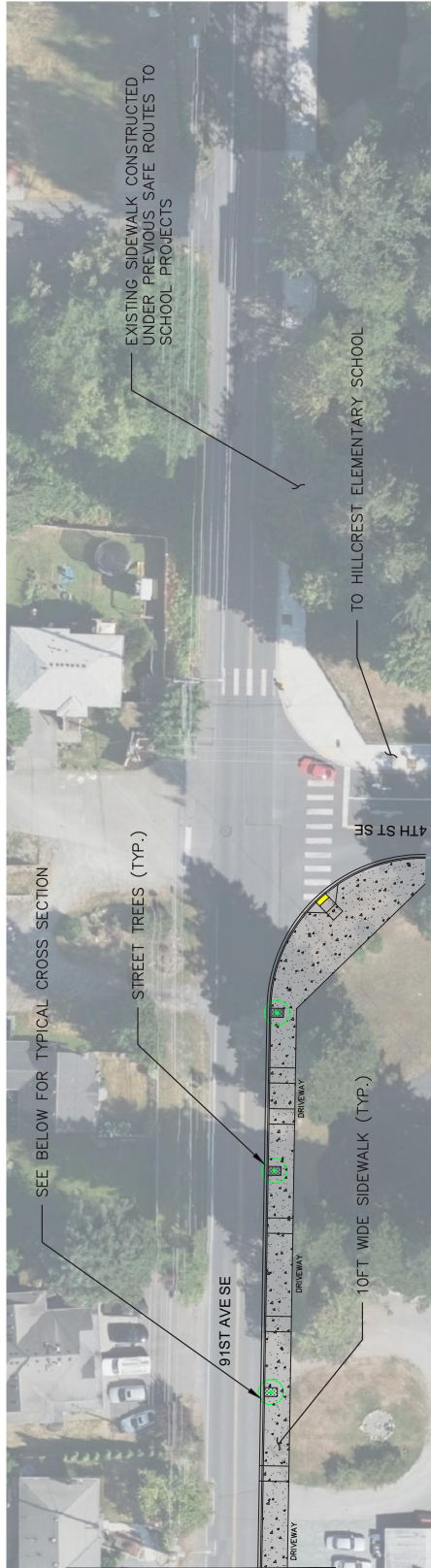
FIGURE 8

Project 02 - 91st Ave SE Sidewalk Gaps / Safe Routes to School Concept



1.21147.00 - Edgewood 2021 On-Call Consulting Services

Feb 25, 2022 - 2:27pm tuam M:\21\1-21081.00 - Lake Stevens On-Call Engineering Services\Task 3 - USFS\Engineering\CAD\Conceptual\21081-CONCEPT-91st Ave SE SRTS.dwg Layout: FIG 8



ROADWAY CROSS SECTION
N.T.S.



February 25, 2022
transpogroup
WHAT TRANSPORTATION CAN BE.
FIGURE 9

Project 02 - 91st Ave SE Sidewalk Gaps / Safe Routes to School Concept

1.211147.00 - Edgewood 2021 On-Call Consulting Services
Feb. 25, 2022 - 2:28pm tuann M:\21\1-21081.00 - Luke Stevens On-Call Engineering Services\Task 3 - USFS\Engineering\CAD\Conceptual\21081-CONCEPT-91st Ave SE SRTS.dwg Layout: FIG 9

Fatal/Serious Crashes (1/3)

Select City:

INCLUDES CRASHES ON STATE HIGHWAYS MANAGED BY LITES.

2016-2020 Data Lake Stevens	Fatal/Serious Injury Crashes Only																		
	All Roads		All Cities		Westside Cities														
	2016-2020	%	2016-2020	%	2016-2020	%	2016-2020	%	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	
Overall Numbers																			
Total # of Collisions	12,358	-	5,246	-	4,234	-	21	-	3	4	4	6	4	6	5	2	4	4	
# of Fatal Collisions	2,586	20.9%	751	14.3%	595	14.1%	3	14.3%	1	0	0	1	1	0	1	1	0	0	
# of Serious Injury Collisions	9,771	79.1%	4,494	85.7%	3,638	85.9%	18	85.7%	2	4	4	5	3	6	4	1	4	4	
# of Drug/Alcohol-Related Collisions	2,082	16.8%	757	14.4%	579	13.7%	2	9.5%	0	1	1	0	0	2	1	1	2	1	
Total # of Fatalities	2,761	-	786	-	627	-	3	-	1	0	0	1	1	0	1	1	0	0	
Total # of Injuries	16,645	-	6,843	-	5,530	-	24	-	4	4	5	8	3	12	12	4	5	5	
By Collision Type																			
Hit Fixed Object	3,404	27.5%	881	16.8%	723	17.1%	6	28.6%	1	0	1	2	2	1	0	1	1	1	
Angle (T)	1,435	11.6%	768	14.6%	567	13.4%	6	28.6%	1	3	1	1	0	1	0	1	1	0	
Angle (Left Turn)	864	7.0%	473	9.0%	384	9.1%	3	14.3%	0	0	0	2	1	1	1	0	0	0	
Hit Pedestrian	2,125	17.2%	1,545	29.5%	1,253	29.6%	3	14.3%	1	0	1	0	1	2	2	0	1	0	
Rearend	923	7.5%	255	4.9%	212	5.0%	1	4.8%	0	0	1	0	0	0	0	0	0	2	
Hit Cyclist	660	5.3%	510	9.7%	426	10.1%	1	4.8%	0	1	0	0	0	0	0	0	0	0	
Hit Parked Car	209	1.7%	130	2.5%	106	2.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Sideswipe (Same Direction)	266	2.2%	77	1.5%	62	1.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Sideswipe (Opposite Direction)	213	1.7%	54	1.0%	44	1.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Wildlife/Animal	88	0.7%	5	0.1%	4	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Angle (Right Turn)	38	0.3%	21	0.4%	20	0.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Overturn	846	6.8%	167	3.2%	122	2.9%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Head On	649	5.3%	170	3.2%	149	3.5%	0	0.0%	0	0	0	0	0	0	2	0	0	1	
Other	619	5.0%	179	3.4%	151	3.6%	1	4.8%	0	0	0	1	0	1	0	0	1	0	
By Roadway Surface Condition																			
Dry	9,255	74.9%	3,962	75.5%	3,096	73.1%	18	85.7%	3	4	4	4	3	6	2	1	2	1	
Wet	2,563	20.7%	1,169	22.3%	1,063	25.1%	3	14.3%	0	0	0	2	1	0	3	1	2	3	
Ice	219	1.8%	42	0.8%	25	0.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Snow/Slush	143	1.2%	24	0.5%	12	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Other	45	0.4%	10	0.2%	7	0.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
By Light Condition																			
Daylight	6,706	54.3%	2,832	54.0%	2,282	53.9%	11	52.4%	3	3	1	3	1	4	2	1	3	2	
Dark-Street Lights On	2,915	23.6%	1,855	35.4%	1,506	35.6%	8	38.1%	0	1	3	3	1	1	0	1	1	1	
Dark-No Street Lights	1,931	15.6%	234	4.5%	172	4.1%	1	4.8%	0	0	0	0	1	0	1	0	0	0	
Dawn	221	1.8%	74	1.4%	70	1.7%	1	4.8%	0	0	0	0	1	0	1	0	0	1	
Dusk	411	3.3%	178	3.4%	146	3.4%	0	0.0%	0	0	0	0	0	0	1	0	0	0	
Dark-Street Lights Off	92	0.7%	40	0.8%	30	0.7%	0	0.0%	0	0	0	0	0	1	0	0	0	0	
Other	24	0.2%	8	0.2%	6	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
By Junction Relationship																			
Non-Intersection (Not Related)	7,593	61.4%	2,307	44.0%	1,899	44.9%	11	52.4%	2	1	2	3	3	2	3	2	1	1	
Intersection Related	3,963	32.1%	2,491	47.5%	1,980	46.8%	7	33.3%	0	3	1	2	1	2	2	0	3	3	
Driveway-Related	763	6.2%	426	8.1%	343	8.1%	2	9.5%	1	0	0	1	0	2	0	0	0	0	
Roundabout Related	39	0.3%	22	0.4%	12	0.3%	1	4.8%	0	0	1	0	0	0	0	0	0	0	
By Roadway Curvature																			
Straight & Level	6,524	52.8%	3,139	59.8%	2,463	58.2%	8	38.1%	0	2	2	3	1	2	2	0	3	0	
Straight & Grade	1,904	15.4%	895	17.1%	776	18.3%	5	23.8%	0	2	1	1	1	1	2	2	1	0	
Horizontal Curve	1,508	12.2%	386	7.4%	311	7.3%	2	9.5%	1	0	1	0	0	0	1	1	0	1	
Horizontal Curve & Grade	1,406	11.7%	302	5.8%	269	6.4%	1	4.8%	1	0	0	0	0	0	0	0	1	0	
Vertical Curve	392	3.2%	132	2.5%	115	2.7%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Unknown	16	0.1%	9	0.2%	9	0.2%	2	9.5%	0	0	0	1	1	0	0	0	0	0	
Hit Fixed Object Crashes Only - By Fixed Object Hit																			
Tree / Stump (Stationary)	633	20.0%	190	23.3%	173	23.9%	2	40.0%	1	0	0	1	0	1	0	0	0	0	
Fence	173	5.5%	60	7.4%	47	6.5%	1	20.0%	0	0	0	0	1	0	0	0	0	0	
Metal Sign Post	87	2.7%	40	4.9%	27	3.7%	1	20.0%	0	0	1	0	0	0	0	0	0	0	
Culvert	46	1.5%	7	0.9%	6	0.8%	1	20.0%	0	0	0	0	1	0	0	0	0	0	
Utility Pole	257	8.1%	105	12.9%	85	11.8%	0	0.0%	0	0	0	0	0	0	0	0	1	1	
Curb / Raised Traffic Island	163	5.1%	114	14.0%	88	12.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Guardrail	322	10.2%	34	4.2%	29	4.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Mail Box	62	2.0%	17	2.1%	15	2.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Roadway Ditch	400	12.6%	30	3.7%	26	3.6%	0	0.0%	0	0	0	0	0	0	0	1	0	0	
Earth Bank	304	9.6%	32	3.9%	25	3.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Wood Sign Post	61	1.9%	12	1.5%	10	1.4%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Retaining Wall	66	2.1%	35	4.3%	31	4.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Ran Over Embankment	229	7.2%	26	3.2%	19	2.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Building	40	1.3%	29	3.6%	21	2.9%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Fire Hydrant	10	0.3%	6	0.7%	6	0.8%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Utility Box	15	0.5%	6	0.7%	6	0.8%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Traffic Signal Pole	26	0.8%	19	2.3%	18	2.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Concrete Barrier	174	5.5%	29	3.6%	25	3.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Fallen Rock / Tree	12	0.4%	1	0.1%	1	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	

Fatal/Serious Crashes (2/3)

Select City: ▼

INCLUDES CRASHES ON STATE HIGHWAYS MANAGED BY LUTES.

2016-2020 Data Lake Stevens	Fatal/Serious Injury Crashes Only																		
	All Roads		All Cities		Westside Cities														
	2016-2020	%	2016-2020	%	2016-2020	%	2016-2020	%	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	
Boulder (Stationary)	54	1.7%	8	1.0%	4	0.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Into River / Lake	10	0.3%	1	0.1%	1	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Bridge Rail	47	1.5%	9	1.1%	9	1.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Misc. Debris on Road	16	0.5%	1	0.1%	1	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Temporary Traffic Sign / Barricade	9	0.3%	5	0.6%	5	0.7%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Crash Cushions - Impact Attenuators	21	0.7%	1	0.1%	1	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Manhole Cover	1	0.0%	1	0.1%	1	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Guide Post	8	0.3%	1	0.1%	1	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Other Objects	52	1.6%	23	2.8%	16	2.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
By Contributing Circumstance																			
Inattention / Distraction	2,417	18.1%	1,016	20.5%	842	21.2%	5	19.2%	0	3	0	1	1	2	3	1	0	1	
Exceeding Safe / Stated Speed	3,129	23.4%	945	19.0%	742	18.7%	5	19.2%	1	0	3	0	1	5	1	2	2	2	
Failing to Yield	1,240	9.3%	608	12.2%	466	11.7%	4	15.4%	1	1	1	1	0	1	0	0	1	0	
Under Influence of Alcohol / Drugs	2,473	18.5%	751	15.1%	585	14.7%	2	7.7%	0	0	1	1	0	2	0	0	3	0	
Disregard Stop Sign	179	1.3%	67	1.3%	52	1.3%	2	7.7%	0	0	2	0	0	0	0	0	0	0	
Headlight Violation	21	0.2%	11	0.2%	8	0.2%	2	7.7%	0	0	0	1	1	0	0	0	0	0	
Improper Passing	301	2.3%	80	1.6%	71	1.8%	1	3.8%	0	0	0	0	1	0	0	0	0	0	
Following Too Close	374	2.8%	101	2.0%	78	2.0%	0	0.0%	0	0	0	0	0	0	0	0	0	2	
Operating Defective Equipment	306	2.3%	78	1.6%	62	1.6%	0	0.0%	0	0	0	0	0	0	0	0	0	1	
Improper Turn	149	1.1%	102	2.1%	89	2.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Improper Backing	22	0.2%	10	0.2%	9	0.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Apparently Asleep	173	1.3%	32	0.6%	24	0.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Disregard Signal	242	1.8%	174	3.5%	136	3.4%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Apparently Fatigued	65	0.5%	13	0.3%	10	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Improper U-Turn	73	0.5%	33	0.7%	32	0.8%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Over Centerline	455	3.4%	96	1.9%	86	2.2%	0	0.0%	0	0	0	0	0	1	0	0	1	1	
Apparently Ill	139	1.0%	61	1.2%	52	1.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
On Wrong Side of Road	216	1.6%	53	1.1%	41	1.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Failing to Yield to Ped / Cyclist	280	2.1%	241	4.9%	198	5.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Failing to Signal	9	0.1%	3	0.1%	3	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Disregard Yield Sign	22	0.2%	13	0.3%	13	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Improper Signal	10	0.1%	3	0.1%	2	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Improper Parking Location	4	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Other	1,040	7.8%	472	9.5%	372	9.4%	5	19.2%	0	0	0	2	3	0	0	0	1	0	
By Motor Vehicle Type																			
Light Truck/SUV	7,543	40.5%	2,952	38.5%	2,332	37.7%	14	42.4%	1	4	3	5	1	4	3	0	3	1	
Passenger Car	7,448	40.0%	3,455	45.1%	2,848	46.1%	12	36.4%	2	1	2	4	3	4	3	4	0	6	
Motorcycle	2,391	12.9%	878	11.5%	681	11.0%	5	15.2%	1	1	1	1	1	2	1	0	2	0	
Heavy Truck	845	4.5%	187	2.4%	155	2.5%	1	3.0%	1	0	0	0	0	0	0	0	0	0	
School Bus	26	0.1%	17	0.2%	13	0.2%	0	0.0%	0	0	0	0	0	0	1	0	1	0	
Bus	77	0.4%	65	0.8%	60	1.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Other	274	1.5%	113	1.5%	92	1.5%	1	3.0%	0	1	0	0	0	0	0	0	0	0	
By Speed Limit																			
20 MPH	169	1.1%	121	1.9%	108	2.1%	0	0.0%	0	0	0	0	0	0	0	0	1	0	
25 MPH	1,900	12.4%	1,465	23.6%	1,204	24.0%	7	25.0%	2	1	2	0	2	4	0	1	0	1	
30 MPH	1,673	10.9%	1,429	23.0%	1,007	20.0%	5	17.9%	0	2	0	2	1	0	5	0	0	0	
35 MPH	4,196	27.3%	2,398	38.6%	2,049	40.8%	14	50.0%	2	3	4	5	0	5	0	2	3	2	
40 MPH	1,070	7.0%	440	7.1%	377	7.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
45 MPH	1,008	6.6%	225	3.6%	185	3.7%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
50 MPH	1,778	11.6%	104	1.7%	75	1.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
55 MPH	1,278	8.3%	19	0.3%	9	0.2%	2	7.1%	0	1	0	1	0	0	3	0	2	4	
60 MPH	2,271	14.8%	13	0.2%	13	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
By Traffic Control																			
No Traffic Control	13,759	74.8%	4,571	60.7%	3,643	60.0%	18	56.3%	4	3	1	5	5	3	6	4	3	3	
Signals	2,907	15.8%	2,121	28.2%	1,766	29.1%	7	21.9%	0	0	2	5	0	5	2	0	0	4	
Stop Sign	1,214	6.6%	608	8.1%	457	7.5%	6	18.8%	0	4	2	0	0	0	0	0	1	0	
Yield	82	0.4%	42	0.6%	35	0.6%	1	3.1%	0	0	1	0	0	0	0	0	0	0	
Officer/Flagger	63	0.3%	12	0.2%	10	0.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Flashing Amber	56	0.3%	33	0.4%	32	0.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Flashing Red	32	0.2%	15	0.2%	13	0.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Other Traffic Control	229	1.2%	101	1.3%	87	1.4%	0	0.0%	0	0	0	0	0	2	0	0	1	0	
Unknown	23	0.1%	16	0.2%	16	0.3%	0	0.0%	0	0	0	0	0	0	0	0	1	0	
By Roadway Type																			
Two Way - Undivided	11,862	47.3%	4,575	44.2%	3,615	43.2%	18	43.9%	6	2	2	2	6	10	6	2	8	8	
Two Way - Divided, no Barrier	6,910	27.6%	3,461	33.4%	2,940	35.2%	15	36.6%	0	2	4	7	2	0	2	3	0	0	
Two Way - Divided, with Barrier	3,948	15.8%	1,093	10.6%	881	10.5%	2	4.9%	0	0	0	2	0	0	0	0	0	0	
Center-Two Way Left Turn Lane	638	2.5%	482	4.7%	387	4.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
One Way	624	2.5%	343	3.3%	217	2.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
Interchange Ramp	448	1.8%	62	0.6%	58	0.7%	0	0.0%	0	0	0	0	0	0	0	0	0	0	

Fatal/Serious Crashes (3/3)

Select City: 

INCLUDES CRASHES ON STATE HIGHWAYS MANAGED BY LCDCS.

2016-2020 Data Lake Stevens	Fatal/Serious Injury Crashes Only																			
	All Roads		All Cities		Westside Cities															
	2016-2020	%	2016-2020	%	2016-2020	%	2016-2020	%	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011		
Driveway	146	0.6%	108	1.0%	84	1.0%	0	0.0%	0	0	0	0	0	2	0	0	0	0		
Alley	38	0.2%	36	0.3%	26	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Reversible Road	49	0.2%	23	0.2%	23	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Other	390	1.6%	162	1.6%	124	1.5%	6	14.6%	0	4	2	0	0	0	0	0	0	0		
Unknown	10	0.0%	6	0.1%	6	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
By Roadway Surface Type																				
Blacktop	15,849	86.0%	6,589	87.3%	5,180	85.1%	30	93.8%	4	7	4	10	5	9	8	4	4	7		
Concrete	2,080	11.3%	883	11.7%	846	13.9%	2	6.3%	0	0	2	0	0	1	0	0	2	0		
Dirt	98	0.5%	11	0.1%	7	0.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Brick or Wood Block	10	0.1%	4	0.1%	2	0.0%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Gravel	159	0.9%	20	0.3%	13	0.2%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Other	208	1.1%	27	0.4%	21	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Unknown	18	0.1%	16	0.2%	16	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
By Contributing Circumstance (Ped Only)																				
Inattention / Distraction	276	20.3%	189	20.7%	150	20.3%	0	0.0%	0	0	0	0	0	0	2	0	0	0		
Failure to Use Crosswalk	177	13.0%	148	16.2%	129	17.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Failing to Yield	400	29.4%	275	30.2%	211	28.6%	0	0.0%	0	0	0	0	0	0	1	0	0	0		
Under Influence of Alcohol / Drugs	155	11.4%	83	9.1%	61	8.3%	0	0.0%	0	0	0	0	0	0	1	0	0	0		
Exceeding Safe / Stated Speed	4	0.3%	2	0.2%	2	0.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Other	287	21.1%	169	18.5%	145	19.6%	0	0.0%	0	0	0	0	0	0	0	0	1	0		
By Facility Used (Ped Only)																				
Roadway	1,088	46.6%	685	40.5%	562	40.9%	2	66.7%	1	0	1	0	0	0	2	0	0	0		
Shoulder	120	5.1%	44	2.6%	36	2.6%	1	33.3%	0	0	0	0	1	0	0	0	0	0		
Marked Crosswalk	718	30.8%	618	36.5%	515	37.5%	0	0.0%	0	0	0	0	0	1	0	0	1	0		
Unmarked Crosswalk	142	6.1%	118	7.0%	86	6.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Sidewalk	114	4.9%	105	6.2%	87	6.3%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Other	138	5.9%	111	6.6%	79	5.8%	0	0.0%	0	0	0	0	0	1	0	0	0	0		
By Contributing Circumstance (Bike Only)																				
On Wrong Side of Road	13	3.1%	8	2.6%	7	2.7%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Failing to Yield	114	27.3%	81	26.5%	61	23.9%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Other	50	12.0%	37	12.1%	27	10.6%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
By Facility Used (Bike Only)																				
Shoulder	63	9.4%	29	5.6%	22	5.1%	1	100.0%	0	1	0	0	0	0	0	0	0	0		
Roadway	341	50.7%	260	50.3%	215	49.9%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Marked Crosswalk	79	11.8%	58	11.2%	45	10.4%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Designated Bike Route	104	15.5%	95	18.4%	90	20.9%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Unmarked Crosswalk	17	2.5%	16	3.1%	15	3.5%	0	0.0%	0	0	0	0	0	0	0	0	0	0		
Other	14	2.1%	11	2.1%	9	2.1%	0	0.0%	0	0	0	0	0	0	0	0	0	0		

Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Total Crashes (1/3)

Select City: ▼

2016-2020 Data Lake Stevens		Total Crashes																		
		All Roads		All Cities		Westside Cities														
		2016-2020	%	2016-2020	%	2016-2020	%	2016-2020	%	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	
Overall Numbers																				
Total # of Collisions	557,354	-	278,847	-	217,521	-	1,081	-	192	217	197	229	246	245	235	230	250	234		
# of Fatal Collisions	2,586	0.5%	751	0.3%	595	0.3%	3	0.3%	1	0	0	1	1	0	1	1	0	0		
# of Serious Injury Collisions	9,771	1.8%	4,494	1.6%	3,638	1.7%	18	1.7%	2	4	4	5	3	6	4	1	4	4		
# of Drug/Alcohol-Related Collisions	31,064	5.6%	14,834	5.3%	11,325	5.2%	55	5.1%	0	13	19	14	9	15	20	18	13	17		
Total # of Fatalities	2,761	-	786	-	627	-	3	-	1	0	0	1	1	0	1	1	0	0		
Total # of Injuries	224,374	-	114,666	-	90,226	-	360	-	58	70	68	80	84	107	95	76	70	65		
By Collision Type																				
Hit Fixed Object	103,151	18.5%	30,820	11.1%	24,200	11.1%	231	21.4%	48	36	35	51	61	50	51	64	59	50		
Angle (T)	97,319	17.5%	71,916	25.8%	53,392	24.5%	229	21.2%	46	49	47	38	49	37	42	44	61	46		
Angle (Left Turn)	39,676	7.1%	28,100	10.1%	22,171	10.2%	56	5.2%	5	10	6	20	15	14	14	11	14	9		
Hit Pedestrian	9,947	1.8%	8,175	2.9%	6,707	3.1%	17	1.6%	2	5	4	3	3	10	6	1	7	4		
Rearend	161,032	28.9%	65,619	23.5%	52,093	23.9%	294	27.2%	44	58	58	63	71	74	56	59	54	59		
Hit Cyclist	6,038	1.1%	5,054	1.8%	4,241	1.9%	12	1.1%	5	1	3	2	1	1	3	0	1	1		
Hit Parked Car	30,150	5.4%	25,818	9.3%	19,208	8.8%	100	9.3%	21	20	17	20	22	20	32	24	21	22		
Sideswipe (Same Direction)	49,829	8.9%	21,306	7.6%	17,907	8.2%	48	4.4%	5	14	10	9	10	10	4	8	3	9		
Sideswipe (Opposite Direction)	3,993	0.7%	1,787	0.6%	1,487	0.7%	16	1.5%	4	3	3	4	2	1	2	4	4	1		
Wildlife/Animal	10,375	1.9%	495	0.2%	373	0.2%	12	1.1%	2	4	0	4	2	3	2	0	2	2		
Angle (Right Turn)	5,933	1.1%	4,286	1.5%	3,392	1.6%	9	0.8%	1	2	2	2	2	2	2	0	3	3		
Overturn	9,476	1.7%	1,423	0.5%	1,086	0.5%	8	0.7%	3	1	1	1	1	2	6	0	1	5		
Head On	3,076	0.6%	1,425	0.5%	1,165	0.5%	4	0.4%	0	2	1	0	1	1	7	2	2	2		
Other	27,161	4.9%	12,470	4.5%	9,963	4.6%	45	4.2%	6	12	10	12	5	16	14	12	14	22		
By Roadway Surface Condition																				
Dry	377,213	67.7%	194,401	69.7%	146,271	67.2%	685	63.4%	112	147	122	145	159	154	147	141	133	127		
Wet	143,913	25.8%	71,149	25.5%	64,399	29.6%	328	30.3%	66	53	69	63	77	84	73	78	96	76		
Ice	14,942	2.7%	4,964	1.8%	2,263	1.0%	23	2.1%	2	4	2	11	4	3	8	5	7	13		
Snow/Slush	14,053	2.5%	4,547	1.6%	1,493	0.7%	21	1.9%	7	6	1	4	3	0	4	3	8	7		
Other	914	0.2%	291	0.1%	170	0.1%	0	0.0%	0	0	0	0	0	0	0	1	0	1		
By Light Condition																				
Daylight	368,072	66.0%	190,101	68.2%	146,874	67.5%	703	65.0%	117	141	123	160	162	159	145	144	155	157		
Dark-Street Lights On	109,769	19.7%	65,654	23.5%	52,845	24.3%	221	20.4%	43	39	45	40	54	55	61	38	51	40		
Dark-No Street Lights	45,482	8.2%	6,541	2.3%	4,732	2.2%	71	6.6%	11	20	18	14	8	19	12	22	20	17		
Dawn	10,661	1.9%	3,941	1.4%	3,247	1.5%	30	2.8%	3	3	5	5	14	2	4	10	7	5		
Dusk	14,979	2.7%	7,825	2.8%	6,173	2.8%	31	2.9%	9	10	3	4	5	3	7	10	6	4		
Dark-Street Lights Off	3,094	0.6%	1,397	0.5%	1,058	0.5%	5	0.5%	1	1	1	1	1	5	1	1	6	1		
Other	786	0.1%	398	0.1%	330	0.2%	0	0.0%	0	0	0	0	0	0	2	0	0	0		
By Junction Relationship																				
Non-Intersection (Not Related)	295,261	53.0%	98,809	35.4%	78,826	36.2%	454	42.0%	84	95	72	99	104	110	98	97	85	93		
Intersection Related	207,030	37.1%	140,545	50.4%	107,891	49.6%	420	38.9%	76	82	82	83	97	87	89	86	115	102		
Driveway-Related	50,499	9.1%	37,126	13.3%	29,082	13.4%	146	13.5%	20	31	27	37	31	34	31	40	39	31		
Roundabout Related	4,564	0.8%	2,367	0.8%	1,722	0.8%	61	5.6%	12	9	16	10	14	14	17	7	11	8		
By Roadway Curvature																				
Straight & Level	336,836	60.4%	179,038	64.2%	135,213	62.2%	337	31.2%	70	60	65	59	83	84	95	99	111	107		
Straight & Grade	90,207	16.2%	41,884	15.0%	35,467	16.3%	226	20.9%	32	47	49	44	54	71	46	57	60	66		
Horizontal Curve	37,465	6.7%	11,977	4.3%	9,583	4.4%	93	8.6%	14	19	14	24	22	21	19	17	21	27		
Horizontal Curve & Grade	35,640	6.4%	9,126	3.4%	7,920	3.6%	69	6.4%	11	10	13	18	17	14	28	13	17	12		
Vertical Curve	12,729	2.3%	5,266	1.9%	4,444	2.0%	32	3.0%	7	8	7	4	6	3	7	13	14	11		
Unknown	718	0.1%	522	0.2%	486	0.2%	22	2.0%	0	2	1	5	14	0	16	31	27	11		
Hit Fixed Object Crashes Only - By Fixed Object Hit																				
Tree / Stump (Stationary)	9,757	9.4%	4,282	13.5%	3,689	15.2%	27	11.8%	5	5	3	9	5	10	8	10	5	11		
Fence	8,260	8.0%	3,687	11.6%	2,577	10.6%	25	10.9%	5	0	5	3	12	4	8	7	8	6		
Metal Sign Post	4,367	4.2%	1,990	6.3%	1,470	6.1%	12	5.2%	3	1	2	1	5	5	1	0	2	0		
Culvert	765	0.7%	110	0.3%	100	0.4%	4	1.7%	1	0	0	1	2	0	1	0	1	0		
Utility Pole	7,320	7.1%	3,019	9.5%	2,263	9.4%	32	14.0%	10	6	3	4	9	6	5	5	9	5		
Curb / Raised Traffic Island	4,249	4.1%	3,014	9.5%	2,432	10.0%	22	9.6%	3	5	5	6	3	3	3	2	6	4		
Guardrail	9,058	8.7%	968	3.0%	847	3.5%	20	8.7%	9	0	1	4	6	1	2	5	3	0		
Mail Box	2,455	2.4%	943	3.0%	795	3.3%	17	7.4%	3	6	2	3	3	2	8	5	2	2		
Roadway Ditch	13,429	13.0%	1,191	3.8%	1,066	4.4%	13	5.7%	2	1	2	3	5	2	6	9	5	9		
Earth Bank	6,450	6.2%	586	1.8%	472	2.0%	9	3.9%	2	2	1	3	1	1	1	4	5	1		
Wood Sign Post	2,668	2.6%	941	3.0%	761	3.1%	6	2.6%	1	2	1	2	0	0	1	4	5	7		
Retaining Wall	1,723	1.7%	1,099	3.5%	866	3.6%	5	2.2%	0	1	2	2	0	3	1	2	1	0		
Ran Over Embankment	4,386	4.2%	511	1.6%	425	1.8%	5	2.2%	1	0	1	2	1	2	1	2	1	1		
Building	1,465	1.4%	1,127	3.6%	814	3.4%	5	2.2%	0	0	1	2	2	1	0	1	0	0		
Fire Hydrant	980	0.9%	747	2.4%	553	2.3%	5	2.2%	0	2	1	1	1	2	1	1	2	1		
Utility Box	883	0.9%	420	1.3%	315	1.3%	4	1.7%	0	1	1	0	2	0	0	2	0	1		
Traffic Signal Pole	983	0.9%	686	2.2%	514	2.1%	2	0.9%	0	0	2	0	0	1	0	0	0	0		
Concrete Barrier	9,514	9.2%	737	2.3%	635	2.6%	2	0.9%	0	1	0	1	0	2	0	0	2	0		
Fallen Rock / Tree	848	0.8%	84	0.3%	81	0.3%	2	0.9%	0	0	1	1	0	1	0	0	0	0		

Total Crashes (2/3)

Select City: ▼

2016-2020 Data		Total Crashes																	
Lake Stevens		All Roads		All Cities		Westside Cities		2016-2020		2020-2011									
	2016-2020	%	2016-2020	%	2016-2020	%	2016-2020	%	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	
Boulder (Stationary)	1,075	1.0%	398	1.3%	273	1.1%	2	0.9%	0	0	0	0	2	1	1	0	0	0	
Into River / Lake	293	0.3%	44	0.1%	33	0.1%	2	0.9%	1	1	0	0	0	0	0	0	0	0	
Bridge Rail	2,646	2.6%	462	1.5%	412	1.7%	1	0.4%	1	0	0	0	0	1	0	1	0	1	
Misc. Debris on Road	908	0.9%	185	0.6%	142	0.6%	1	0.4%	0	0	1	0	0	0	0	1	1	0	
Temporary Traffic Sign / Barricade	419	0.4%	144	0.5%	114	0.5%	1	0.4%	1	0	0	0	0	1	0	0	0	0	
Crash Cushions - Impact Attenuators	728	0.7%	56	0.2%	46	0.2%	1	0.4%	0	1	0	0	0	0	0	0	0	0	
Manhole Cover	67	0.1%	49	0.2%	36	0.1%	1	0.4%	0	0	0	0	1	0	0	0	0	0	
Guide Post	216	0.2%	73	0.2%	55	0.2%	0	0.0%	0	0	0	0	0	0	0	0	0	1	
Other Objects	2,824	2.7%	1,283	4.0%	923	3.8%	3	1.3%	0	0	0	1	2	2	2	2	2	5	
By Contributing Circumstance																			
Inattention / Distraction	162,412	27.4%	88,410	30.8%	72,180	32.0%	469	40.0%	0	66	81	89	233	132	87	94	58	51	
Exceeding Speed / Stated Speed	90,014	15.2%	22,638	7.9%	18,382	8.2%	105	9.0%	22	15	14	18	36	31	26	39	46	52	
Falling to Yield	89,271	15.1%	56,677	19.7%	43,013	19.1%	159	13.6%	29	36	31	31	32	37	27	27	45	42	
Under influence of Alcohol / Drugs	32,271	5.4%	14,676	5.1%	11,108	4.9%	60	5.1%	10	10	11	14	15	10	13	15	13	15	
Disregard Stop Sign	6,114	1.0%	4,351	1.5%	3,003	1.3%	10	0.9%	0	3	3	1	3	0	1	1	9	6	
Headlight Violation	237	0.0%	143	0.0%	120	0.1%	3	0.3%	0	0	0	2	1	0	0	0	0	0	
Improper Passing	6,940	1.2%	2,905	1.0%	2,474	1.1%	9	0.8%	1	1	1	4	2	0	4	5	5	3	
Following Too Close	88,457	14.9%	30,416	10.6%	21,430	9.5%	133	11.3%	25	31	24	20	33	16	20	23	27	33	
Operating Defective Equipment	11,908	2.0%	3,918	1.4%	2,973	1.3%	25	2.1%	3	5	4	6	7	6	3	8	10	6	
Improper Turn	11,475	1.9%	8,622	3.0%	7,040	3.1%	17	1.4%	0	7	5	5	5	7	4	10	4	10	
Improper Backing	6,598	1.1%	5,157	1.8%	3,539	1.6%	16	1.4%	5	3	3	3	2	6	6	5	10	12	
Apparently Asleep	5,720	1.0%	1,392	0.5%	1,115	0.5%	14	1.2%	0	1	2	11	4	2	3	2	3	2	
Disregard Signal	10,518	1.8%	8,086	2.8%	5,997	2.7%	14	1.2%	0	1	3	3	7	3	6	3	7	4	
Apparently Fatigued	3,085	0.5%	1,000	0.3%	808	0.4%	8	0.7%	0	3	3	2	0	0	0	2	1	0	
Improper U-Turn	3,410	0.6%	2,178	0.8%	1,908	0.8%	7	0.6%	1	3	1	2	0	1	3	5	4	7	
Over Centerline	4,445	0.7%	1,719	0.6%	1,352	0.6%	7	0.6%	0	2	0	2	3	3	3	10	11	13	
Apparently Ill	2,582	0.4%	1,161	0.4%	926	0.4%	7	0.6%	1	3	1	1	1	1	0	4	4	0	
On Wrong Side of Road	1,786	0.3%	899	0.3%	659	0.3%	5	0.4%	0	0	3	1	1	0	0	0	0	0	
Failing to Yield to Ped / Cyclist	2,609	0.4%	2,277	0.8%	1,897	0.8%	4	0.3%	0	0	2	2	0	2	0	0	1	1	
Failing to Signal	573	0.1%	280	0.1%	230	0.1%	1	0.1%	0	1	0	0	0	0	0	0	0	1	
Disregard Yield Sign	753	0.1%	560	0.2%	471	0.2%	0	0.0%	0	0	0	0	0	1	0	0	2	0	
Improper Signal	611	0.1%	275	0.1%	221	0.1%	0	0.0%	0	0	0	0	0	0	0	0	1	0	
Improper Parking Location	413	0.1%	282	0.1%	206	0.1%	0	0.0%	0	0	0	0	0	0	1	0	0	3	
Other	50,610	8.5%	29,356	10.2%	24,127	10.7%	100	8.5%	0	0	33	23	44	43	47	36	32	29	
By Motor Vehicle Type																			
Light Truck/SUV	450,622	44.9%	228,058	43.7%	171,962	42.3%	1,091	49.3%	166	193	165	215	352	201	195	199	191	183	
Passenger Car	499,309	49.7%	271,405	52.0%	216,738	53.3%	1,038	46.9%	142	187	175	181	353	202	200	184	205	213	
Motorcycle	10,390	1.0%	4,471	0.9%	3,521	0.9%	22	1.0%	6	3	2	3	8	10	4	7	11	5	
Heavy Truck	35,114	3.5%	12,261	2.3%	9,985	2.5%	38	1.7%	7	9	3	7	12	5	8	5	5	4	
School Bus	1,764	0.2%	1,098	0.2%	821	0.2%	10	0.5%	3	1	2	1	3	4	2	3	3	0	
Bus	3,563	0.4%	2,637	0.5%	2,221	0.5%	6	0.3%	1	2	0	1	2	1	1	0	2	0	
Other	3,702	0.4%	1,896	0.4%	1,535	0.4%	7	0.3%	2	1	1	0	3	1	0	3	0	1	
By Speed Limit																			
20 MPH	11,936	1.5%	9,469	2.4%	7,887	2.5%	20	1.1%	2	2	2	11	3	4	14	7	5	3	
25 MPH	127,511	15.9%	106,139	26.5%	82,383	26.3%	575	31.0%	107	110	99	118	141	143	111	121	145	118	
30 MPH	111,350	13.9%	97,202	24.2%	67,005	21.4%	191	10.3%	28	49	40	43	31	45	50	58	32	33	
35 MPH	228,316	28.5%	150,816	37.6%	123,884	39.6%	633	34.1%	94	120	114	135	170	153	117	96	117	132	
40 MPH	49,098	6.1%	21,506	5.4%	18,460	5.9%	50	2.7%	0	0	1	2	47	2	2	1	2	0	
45 MPH	37,034	4.6%	11,225	2.8%	9,758	3.1%	0	0.0%	0	0	0	0	0	0	1	0	0	1	
50 MPH	39,208	4.9%	2,583	0.6%	1,945	0.6%	6	0.3%	4	0	2	0	0	0	3	0	1	0	
55 MPH	30,054	3.7%	765	0.2%	571	0.2%	382	20.6%	36	57	49	42	198	31	31	61	47	56	
60 MPH	167,326	20.9%	1,306	0.3%	1,192	0.4%	0	0.0%	0	0	0	0	0	0	0	0	0	0	
By Traffic Control																			
No Traffic Control	681,993	68.9%	292,945	57.9%	229,212	57.8%	1,367	63.9%	203	263	227	271	403	276	265	272	237	238	
Signals	211,131	21.3%	151,608	29.9%	121,106	30.6%	472	22.1%	51	69	55	59	238	70	73	59	88	78	
Stop Sign	67,279	6.8%	46,221	9.1%	33,694	8.5%	196	9.2%	35	40	33	42	46	40	30	38	51	48	
Yield	10,043	1.0%	4,916	1.0%	3,875	1.0%	42	2.0%	12	4	10	6	10	8	14	6	11	10	
Officer/Flagger	2,510	0.3%	966	0.2%	785	0.2%	8	0.4%	3	0	3	0	2	4	0	2	0	0	
Flashing Amber	2,204	0.2%	1,404	0.3%	1,100	0.3%	2	0.1%	1	0	0	1	0	1	1	0	0	3	
Flashing Red	1,922	0.2%	1,183	0.2%	821	0.2%	2	0.1%	0	1	0	1	0	0	0	0	0	0	
Other Traffic Control	10,186	1.0%	5,244	1.0%	4,240	1.1%	45	2.1%	7	4	12	8	14	12	4	7	9	8	
Unknown	1,773	0.2%	1,380	0.3%	1,182	0.3%	5	0.2%	0	1	2	0	2	0	1	1	9	8	
By Roadway Type																			
Two Way - Undivided	432,449	38.7%	251,200	46.0%	191,568	44.8%	635	26.3%	103	119	88	100	225	176	162	223	377	395	
Two Way - Divided, no Barrier	277,460	24.8%	171,620	31.4%	141,459	33.0%	1,512	62.5%	233	264	233	317	465	243	173	145	41	17	
Two Way - Divided, with Barrier	266,625	23.9%	52,773	9.7%	43,026	10.1%	88	3.6%	15	9	7	6	51	10	6	10	10	2	
Center-Two Way Left Turn Lane	30,241	2.7%	23,332	4.3%	17,659	4.1%	41	1.7%	7	12	14	4	4	2	12	22	16	14	
One Way	48,407	4.3%	23,640	4.3%	15,194	3.5%	22	0.9%	4	2	8	6	2	2	12	4	2	0	
Interchange Ramp	33,587	3.0%	4,195	0.8%	3,688	0.9%	20	0.8%	0	0	4	0	16	0	0	0	0	0	

Total Crashes (3/3)

Select City: ▼

2016-2020 Data		Total Crashes																	
Lake Stevens		All Roads		All Cities		Westside Cities													
2016-2020	%	2016-2020	%	2016-2020	%	2016-2020	%	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011		
Driveway	8,568	0.8%	6,901	1.3%	5,548	1.3%	12	0.5%	2	0	2	6	2	12	6	14	34	40	
Alley	2,273	0.2%	2,178	0.4%	1,502	0.4%	6	0.2%	2	2	0	2	0	0	0	0	2	0	
Reversible Road	1,634	0.1%	738	0.1%	655	0.2%	0	0.0%	0	0	0	0	0	2	0	0	0	0	
Other	15,067	1.3%	9,083	1.7%	7,026	1.6%	83	3.4%	6	16	26	18	17	8	21	6	6	0	
Unknown	1,083	0.1%	785	0.1%	717	0.2%	0	0.0%	0	0	0	0	0	2	2	27	13	8	
By Roadway Surface Type																			
Blacktop	826,233	83.3%	447,647	88.1%	341,743	85.9%	1,933	90.4%	282	338	306	334	673	365	333	354	375	380	
Concrete	152,742	15.4%	55,279	10.9%	52,264	13.1%	193	9.0%	30	40	34	50	39	41	51	26	17	2	
Dirt	1,391	0.1%	440	0.1%	259	0.1%	3	0.1%	0	1	1	1	0	2	2	0	0	0	
Brick or Wood Block	979	0.1%	622	0.1%	490	0.1%	2	0.1%	0	0	0	1	1	2	1	0	0	0	
Gravel	3,508	0.4%	1,091	0.2%	655	0.2%	1	0.0%	0	0	1	0	0	1	1	2	0	0	
Other	5,050	0.5%	1,151	0.2%	784	0.2%	6	0.3%	0	3	0	2	1	0	0	1	1	0	
Unknown	2,180	0.2%	1,767	0.3%	1,722	0.4%	1	0.0%	0	0	0	0	1	0	0	2	12	9	
By Contributing Circumstance (Ped Only)																			
Inattention / Distraction	1,113	26.3%	851	26.5%	681	26.1%	2	66.7%	0	1	0	0	1	1	2	1	0	0	
Failure to Use Crosswalk	550	13.0%	459	14.3%	410	15.7%	1	33.3%	0	1	0	0	0	0	0	0	1	0	
Failing to Yield	1,096	25.9%	835	26.0%	639	24.5%	0	0.0%	0	0	0	0	0	0	3	0	0	1	
Under Influence of Alcohol / Drugs	422	10.0%	282	8.8%	219	8.4%	0	0.0%	0	0	0	0	0	0	2	0	1	0	
Exceeding Safe / Stated Speed	13	0.3%	10	0.3%	7	0.3%	0	0.0%	0	0	0	0	0	1	0	0	0	0	
Other	795	18.8%	582	18.1%	487	18.7%	0	0.0%	0	0	0	0	0	0	0	0	1	0	
By Facility Used (Ped Only)																			
Roadway	3,245	29.8%	2,350	26.4%	1,899	26.1%	7	38.9%	2	1	2	1	1	3	4	0	3	2	
Shoulder	418	3.8%	204	2.3%	173	2.4%	2	11.1%	0	0	1	0	1	2	0	0	0	1	
Marked Crosswalk	4,946	45.5%	4,355	49.0%	3,665	50.3%	5	27.8%	0	2	1	1	1	3	1	0	4	0	
Unmarked Crosswalk	879	8.1%	776	8.7%	579	7.9%	2	11.1%	0	1	0	1	0	1	0	1	0	1	
Sidewalk	753	6.9%	695	7.8%	572	7.9%	0	0.0%	0	0	0	0	0	1	0	0	0	0	
Other	537	4.9%	420	4.7%	323	4.4%	2	11.1%	1	1	0	0	0	1	0	0	0	0	
By Contributing Circumstance (Bike Only)																			
On Wrong Side of Road	171	5.5%	126	5.0%	98	4.8%	2	66.7%	0	0	2	0	0	0	0	0	0	0	
Failing to Yield	807	25.8%	647	25.5%	492	24.2%	1	33.3%	1	0	0	0	0	0	0	0	0	1	
Other	422	13.5%	355	14.0%	303	14.9%	0	0.0%	0	0	0	0	0	1	0	0	0	0	
By Facility Used (Bike Only)																			
Shoulder	416	6.8%	234	4.6%	193	4.5%	4	33.3%	1	1	2	0	0	0	0	0	1	0	
Roadway	2,366	38.9%	1,968	38.8%	1,636	38.5%	3	25.0%	3	0	0	0	0	0	3	0	0	1	
Marked Crosswalk	1,048	17.2%	866	17.1%	714	16.8%	2	16.7%	0	0	0	1	1	0	0	0	0	0	
Designated Bike Route	1,024	16.8%	936	18.5%	897	21.1%	1	8.3%	0	0	0	1	0	1	0	0	0	0	
Unmarked Crosswalk	197	3.2%	170	3.4%	116	2.7%	1	8.3%	1	0	0	0	0	0	0	0	0	0	
Other	167	2.7%	138	2.7%	106	2.5%	1	8.3%	0	0	1	0	0	0	0	0	0	0	

