

Biking in Seattle

Coursera Capstone Report Presentation

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October 2020



Data Set

- ✎ Seattle DOT Collision Records Dating April 2004 to Present
 - ✎ 194,673 total collision records
 - ✎ 5,527 total collisions involving a bicycle
 - ✎ 4,805 bicycle collisions that resulted in a serious injuries
- [✎ Link to Data](#)




Variables

-  4,407 bicycle collisions occurred on Dry Road Conditions
 -  80% of the total bicycle collisions
-  3,146 bicycle collisions occurred at Intersections
 -  56.92% of total bicycle collisions
-  4,370 collisions involved a front end at angle impact
 -  79% of total bicycle collisions

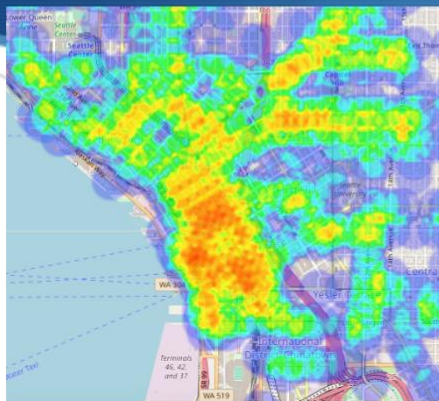
Selected Collision Pool

- ✎ When combined 2,479 collisions on Dry Roads at Intersections
 - ✎ 80% of all collisions that occurred at intersections
- ✎ 2,276 of those collisions involved front end at angle impacts
 - ✎ 41% of total bike collisions

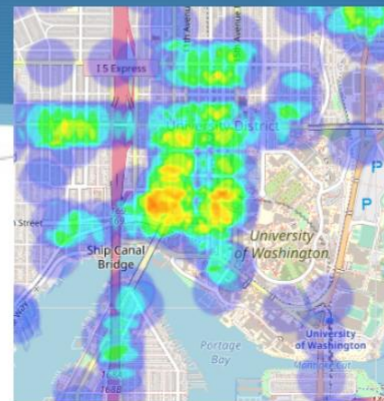
What do these collisions tell?

-  Dry Roads played little factor into the stopping distance or cause of the crash
-  Intersections means at least one party should be stopped or stopping
-  Front end at angle impacts means one party either didn't obey traffic signal or didn't see the other

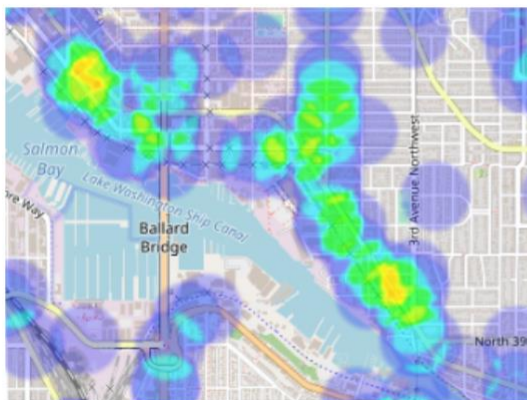
Dangerous Intersections



Downtown

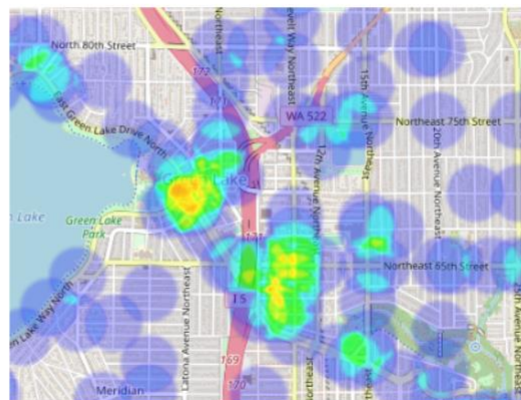


U of Washington
Campus



Leary Way

Between Ballard Bridge and 3rd Ave







Green Lake Area



Phiney Ave
& Green Ave

What Can Be Done?

-  Campaign directed towards bicyclist to stop at all intersections
 -  Includes added enforcement
-  Study Bike Lane use in high collision areas to determine if they are being used or need re-routed
-  Study Intersection design to see if a different layout would lower the number of collisions

Conclusions

- ✎ While the collision numbers per year are small a bicyclist is 3x as likely to be seriously injured in a collision than a motorist
- ✎ Updating bike lanes and intersections can also reduce the number of pedestrian collisions as well
- ✎ Getting riders to abide by traffic laws will be difficult but will save lives