

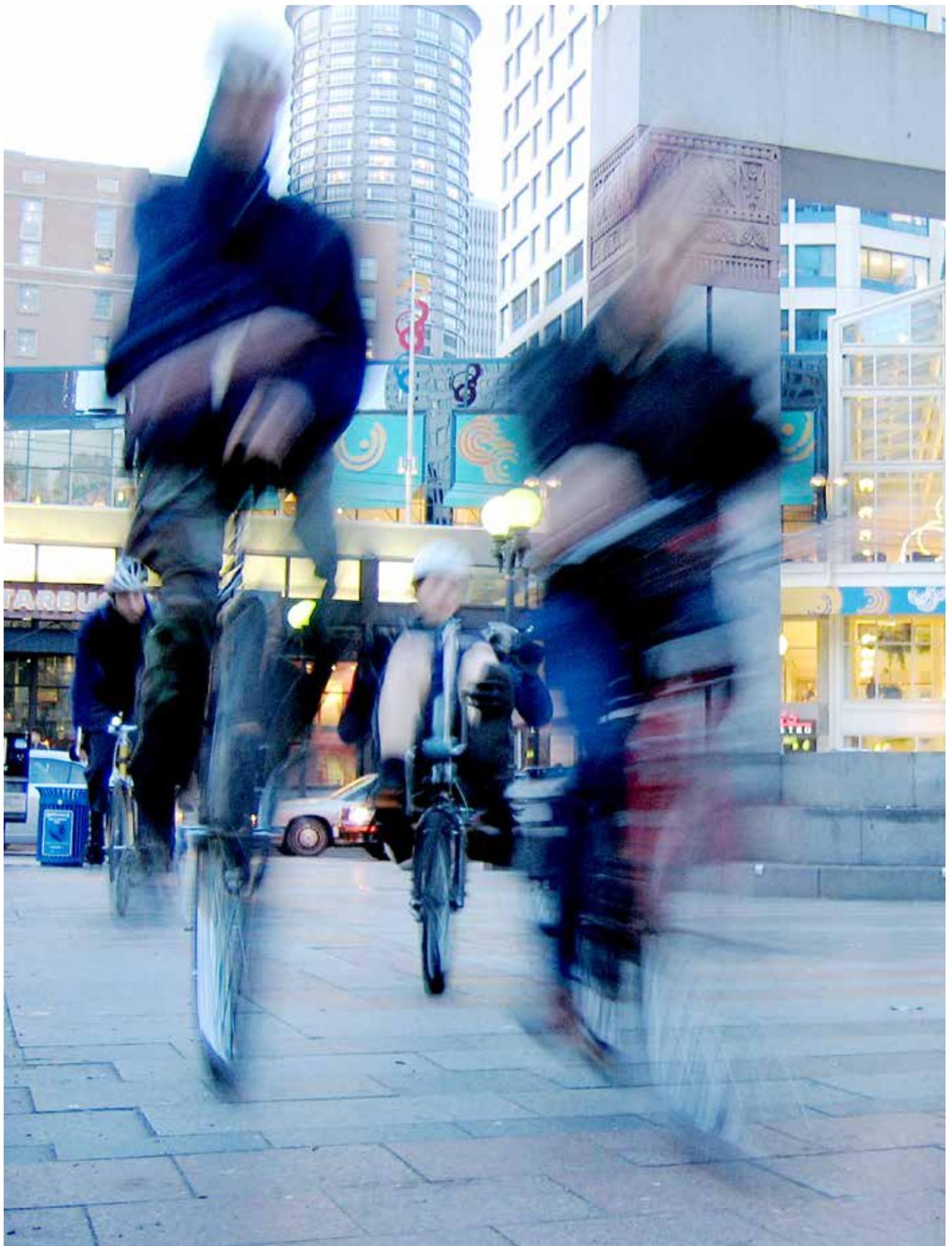


The Seattle Department of Transportation

2014* TRAFFIC REPORT

*2013 data





CONTENTS

5	Introduction	
6	Traffic Volumes and Speeds	
7	Motor Vehicle Volumes	
11	Traffic Flow Map	
12	Bicycle Volumes	
16	Pedestrian Volumes	
19	Motor Vehicle Speeds	
20	Traffic Collisions	
21	Citywide Collision Rate	
22	Serious and Fatal Collisions	
24	Pedestrian Collisions	
27	Bicycle Collisions	
30	Road Safety Action Plan Update	
30	Be Super Safe	
31	Speeding	
31	Distraction	
32	Impairment	
32	Granting Right-of-Way	
33	Supporting Data	
33	Volume Data	
40	Speed Data	
46	Historical Data	
48	2013 All Collisions	
53	2013 Pedestrian Collisions	
63	2013 Bicycle Collisions	
77	Glossary	

INTRODUCTION

This report presents an end of year review of the core data sets the Seattle Department of Transportation (SDOT) collects and maintains including volumes, speeds, and collisions. The use of this data, guided by department plans and policies, serves as the foundation for making informed decisions on nearly all work at SDOT from safety improvements to repaving to grant applications. It is fundamental to measuring project performance. The breadth and depth of the data collected allows objective discussion of project merits and results, be it a new crosswalk or an entire safety corridor. As the demands and complexity of Seattle's transportation network grow, the information supporting decisions about that network continues to expand and now includes significant data on pedestrians, bicycles, and trucks.

This report is prepared in compliance with Seattle Municipal Code 11.16.220, which requires the City Traffic Engineer to present an annual traffic report that includes information about traffic trends and traffic collisions on City of Seattle streets. Beyond this legal requirement, the report strives to serve as an accessible reference of Seattle traffic data and trends for all.

In gathering and compiling the information in this report, the Seattle Department of Transportation does not waive the limitations on this information's discoverability or admissibility under 23 U.S.C § 409.

For additional information about traffic data and collisions on Seattle streets, readers may contact the City Traffic Engineer Dongho Chang at dongho.chang@seattle.gov or visit the SDOT webpage at www.seattle.gov/transportation.



Scott Kubly, Director
Seattle Department of Transportation



Dongho Chang, P.E., City Traffic Engineer
Seattle Department of Transportation

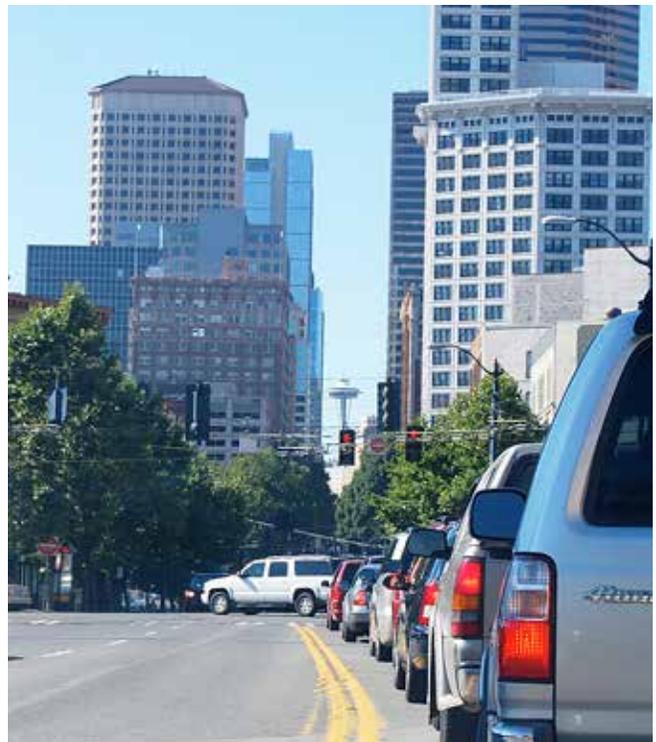
TRAFFIC VOLUMES AND SPEEDS

Traffic volumes, speeds, and reported collisions are the three cardinal pieces of data traffic engineers and planners use to evaluate changes to the streets.

The Seattle Department of Transportation (SDOT) collects and maintains volume data for vehicles (including trucks), pedestrians, and bicycles. Engineers and planners use volume data to select future project locations, support grant applications, and track the performance of traffic projects once they are installed.

SDOT also collects vehicle speed data. Speed data is particularly useful for making traffic safety decisions such as those connected with traffic calming, Safe Routes to School, the Road Safety Action Plan, and crossing improvements.

Speed data can also be reprocessed into vehicle classification data that categorizes vehicles in up to 13 different groups, including motorcycles, cars, and numerous types of trucks. Such data gives planners and engineers a better understanding of the movement of goods in the city.



MOTOR VEHICLE VOLUMES

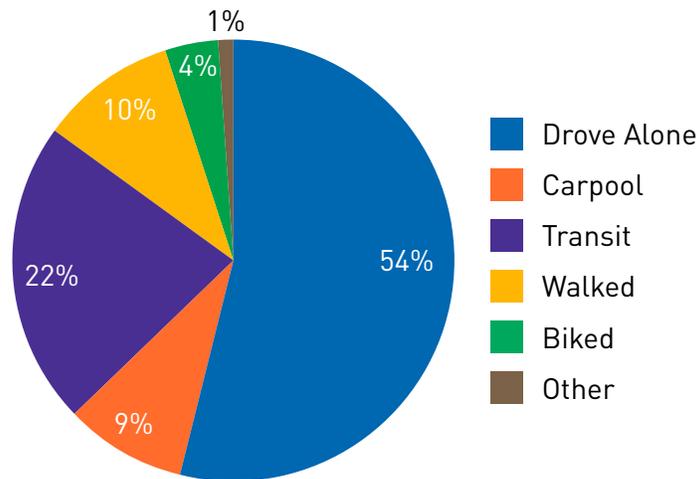
SDOT is responsible for counting the volume of traffic on certain city arterial streets each year. Traffic counts are taken throughout the year at 20 control count locations, 164 screen line locations and 111 additional locations.

SDOT conducts control counts at 20 locations every month. These counts are added together and divided by 12 to derive a monthly control factor. This factor can be applied to every count we take to adjust for seasonal changes in traffic. In addition, SDOT measures vehicle volume at 164 screen line locations. These locations are identified in Seattle's Comprehensive Plan, and the counts are used to determine screen line levels of service as required by the plan. We also measure vehicle volume at 111 additional locations each year. The locations of control,

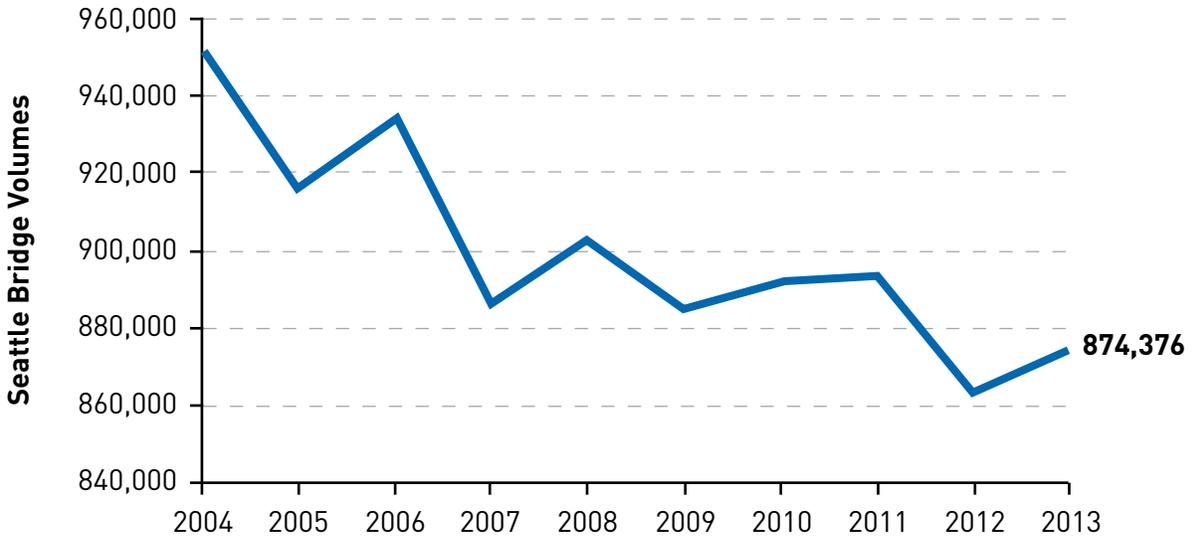
screen line, and other regular counts are shown on maps in the Supporting Data section. SDOT also measures volume at ad hoc locations throughout the year as needed for traffic analysis and engineering studies.

Using the annual counts taken at 19 of Seattle's bridges (including I-90, SR 520, and 1st Ave S), SDOT derives a proxy number for citywide motor vehicle average daily traffic (ADT). Counts from the 16th Ave S Bridge were not included in the data due to closure in 2011. Based on this data, volume has increased 1 percent compared to 2012. The following graph of Seattle's ADT notes a decreasing trend for the past decade, despite a steadily increasing population. Population, employment, and transit ridership trends are also shown in graphs, along with commute mode share for context.

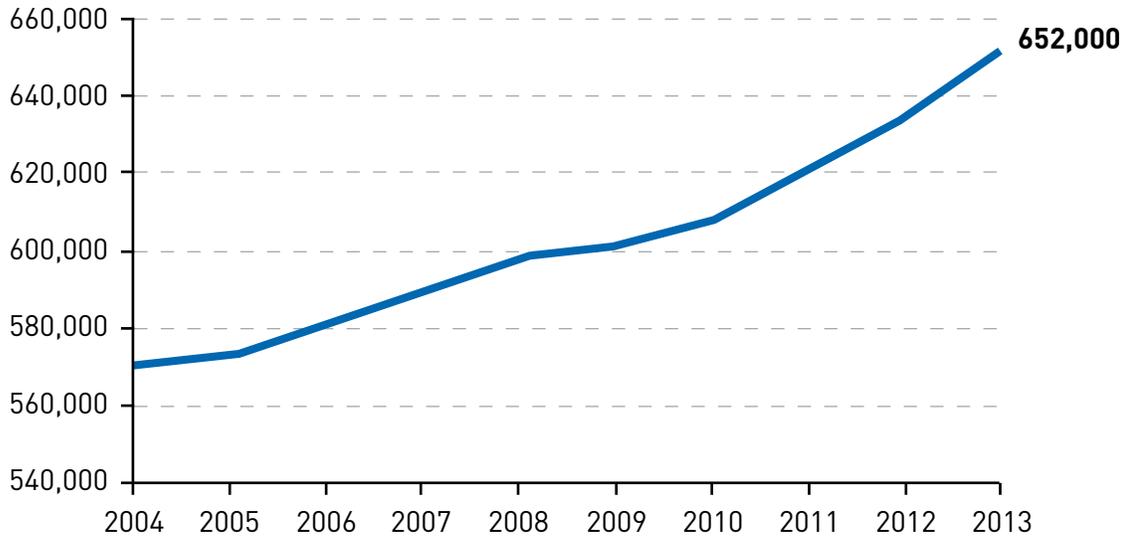
2013 SEATTLE COMMUTE MODE SHARE



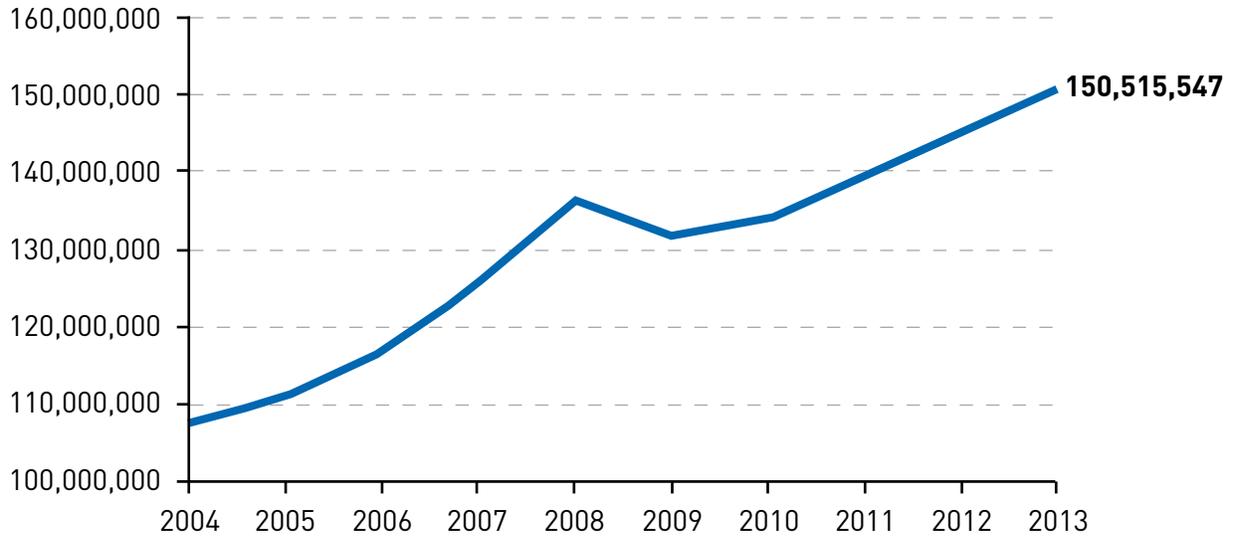
AVERAGE DAILY TRAFFIC IN SEATTLE



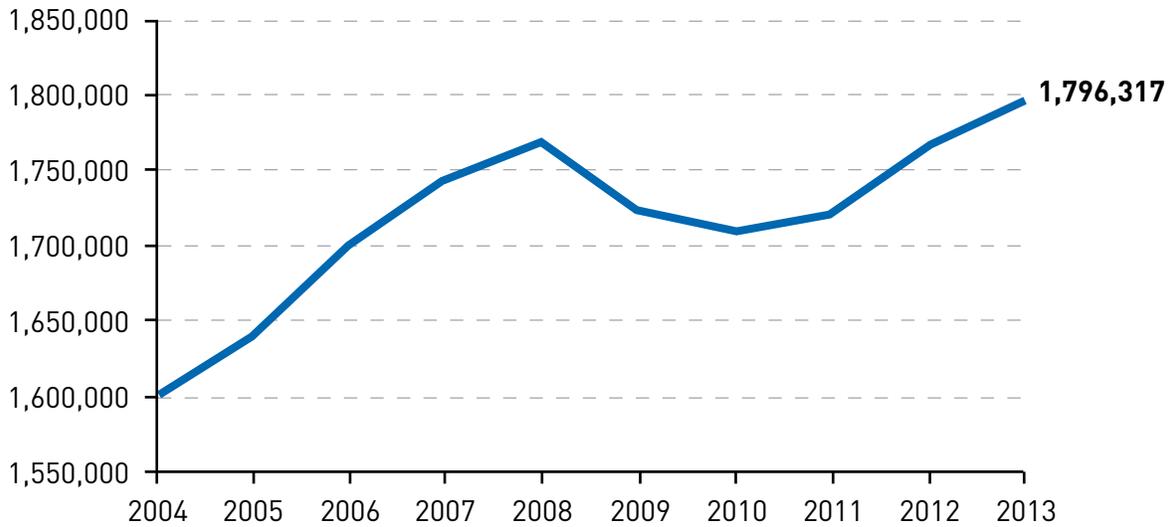
SEATTLE POPULATION



REGIONAL TRANSIT RIDERSHIP



AVERAGE ANNUAL EMPLOYMENT - SEATTLE, TACOMA, BELLEVUE



In 2013, the top ten arterials for traffic volume includes four streets that were not on the list in 2012: Montlake Bridge, Lake City Way south of NE 145th St, NE 45th St west of NE 45th Pl and Aurora Ave N south of N 145th St. These replaced Aurora Ave N south of Harrison St (not

counted due to construction), NE 45th St west of Roosevelt Way NE, S Michigan St east of 6th Ave S and Lake City Way NE southwest of NE 115th St. The West Seattle Bridge east of the Delridge ramps continues to be the busiest city street, as measured by SDOT.

Top 10 Arterials by Volume	Average Week day Traffic (AWDT)
West Seattle Bridge west of Alaskan Way Viaduct NB On Ramp	94,274
East Marginal Way S south of S Alaska St	65,555
Montlake BR south of Point A (drawspan)	56,737
Mercer St west of Fairview Ave N	50,030
Montlake Blvd NE north of NE Pacific Pl	43,264
Elliott Ave W southeast of W Mercer Pl	42,276
Lake City Way NE south of NE 145th St	41,351
15th Ave W north of W Armory Way	39,186
NE 45th St west of NE 45th Pl	38,336
Aurora Ave N south of N 145th St	37,950

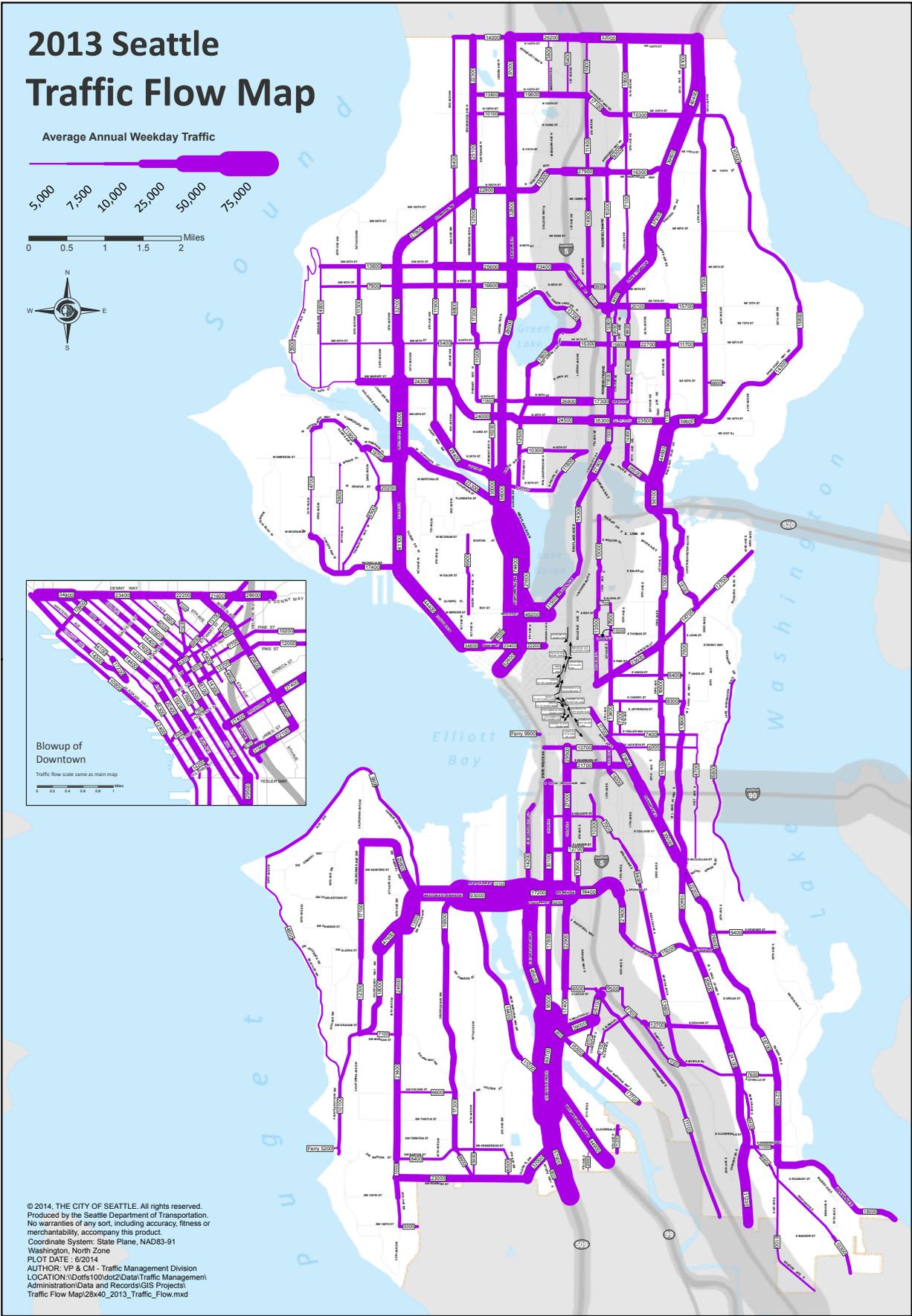
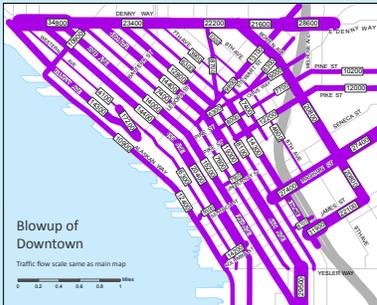
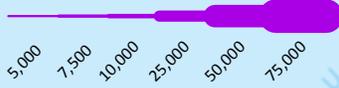
TRAFFIC FLOW MAP

The 2013 Traffic Flow Map is one of the products of the volume counts program. The volumes on the map represent the Average Annual Weekday

Traffic (AAWDT) [5-days, 24-hour] for that section of roadway. A full size version of this map is available on SDOT's website at: www.seattle.gov/transportation/tfdmaps.htm

2013 Seattle Traffic Flow Map

Average Annual Weekday Traffic



© 2014, THE CITY OF SEATTLE. All rights reserved.
 Produced by the Seattle Department of Transportation.
 No warranties of any sort, including accuracy, fitness or
 merchantability, accompany this product.
 Coordinate System: State Plane, NAD83-91
 Washington, North Zone
 PLOT DATE : 6/2014
 AUTHOR: VP & CM - Traffic Management Division
 LOCATION: \\dots100\dots2\Data\Traffic Management\
 Administration\Data and Records\GIS Projects\
 Traffic Flow Map\28x40_2013_Traffic_Flow.mxd

BICYCLE VOLUMES

In 2013, SDOT collected bicycle volume data with three different count programs: a quarterly citywide program, automated permanent bicycle counters at 10 locations, and multiday counts at various locations.

Quarterly Bike Counts

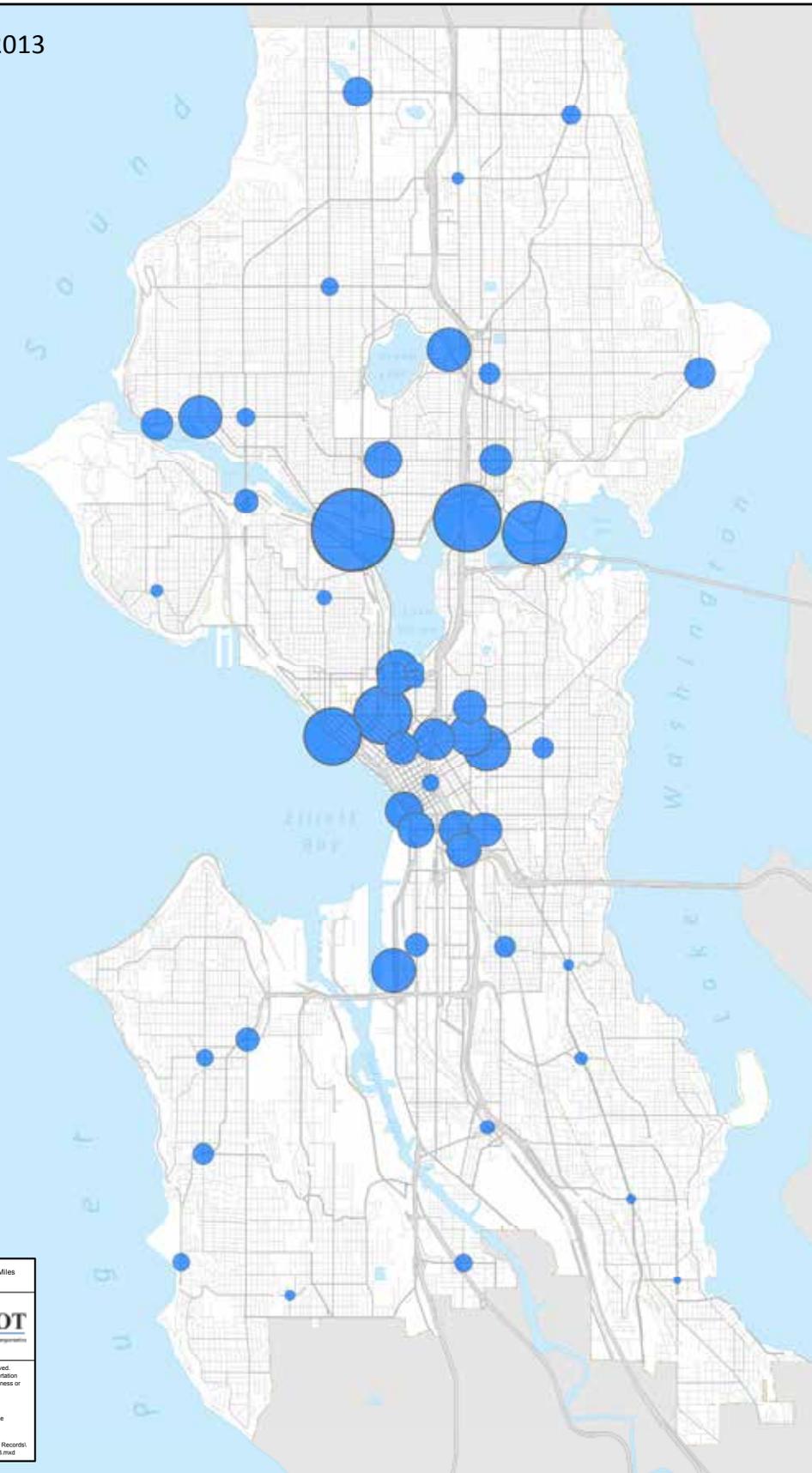
In 2011, SDOT began a systematic bicycle counts program that uses *National Bicycle and Pedestrian Documentation (NBPD) methodology* to count bicycles and pedestrians at 50 locations citywide, four times a year. These counts were conducted quarterly in January, May, July, and September. Each quarter counts were collected for PM peak (5-7pm), off peak (10am-noon), and Saturday (noon-2pm) time periods at each location. This adds up to 600 counts per year.

In 2013, the quarterly citywide program counted 39,053 cyclists. Overall the number of cyclists counted increased 15.7 % from 2012 to 2013 at valid count locations. The map to the right displays the total volume counted at each of the 50 locations. The September, May and July count totals were very similar to one another, with the summer counts being the highest at 11,632. Fremont Ave N and N 34th St was again the busiest location with 4,546 cyclists counted. Details of the 2013 counts by location are available on the web at: data.seattle.gov/d/eww-ty4e?category=Transportation&view_name=2013-NBPD-Bike-Counts



Bicycles - 2013

- 10
- 25
- 50
- 75
- 100



0 0.3 0.6 0.9 1.2 Miles



©2014 THE CITY OF SEATTLE. All rights reserved.
Produced by the Seattle Department of Transportation
No warranties of any sort, including accuracy, fitness or
merchantability, accompany this product.

Coordinate System:
State Plane, NAD83-91, Washington, North Zone

PLOT DATE: 11/9/2014
Q:\Traffic Management\Administration\Data and Records\
2013 Traffic Report\Maps\Bike Ped Counts 2013.mxd

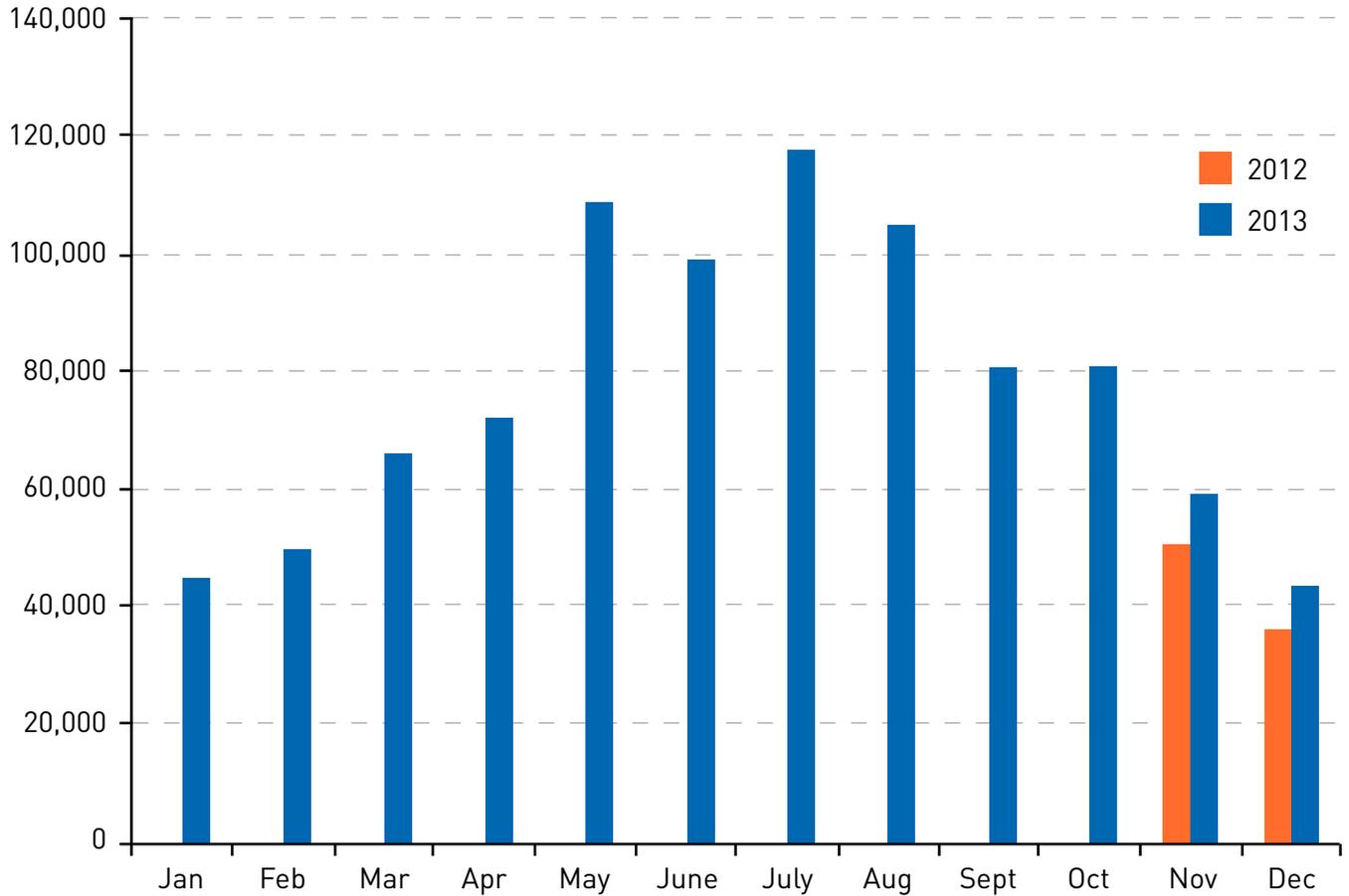
Average Volumes for 2013 Quarterly Bicycle Counts

Automated Permanent Bicycle Counters

In October 2012, the Fremont bridge totem was installed to count bikes crossing the bridge on both walkways of the bridge. These counts show both hourly and daily patterns for bike volume

and allow the effects of weather and other factors to be evaluated. This is the first year of complete data for the Fremont bridge bike counter. The total bike volume for the year was just under one million.

FREMONT BRIDGE BIKE COUNTS



Fremont Bridge Totem	
Total	928,279
Peak Day	Tue, Jun 4, 2013 (5,121)
Minimum Day	Wed, Dec 25, 2013 (371)
Max Day of the Week	Tuesday
Daily Average	2,543
Monthly Average	77,357
Bicycles as a percent of total vehicles	8.9%

In 2013, an additional nine permanent bike counters were installed at locations including protected bike lanes, trails, and greenways. The first full year of data for these locations will be available in the 2014 traffic report. A map with all the permanent bike counter locations as of 2013 can be found in the Supporting Data section.



PEDESTRIAN VOLUMES

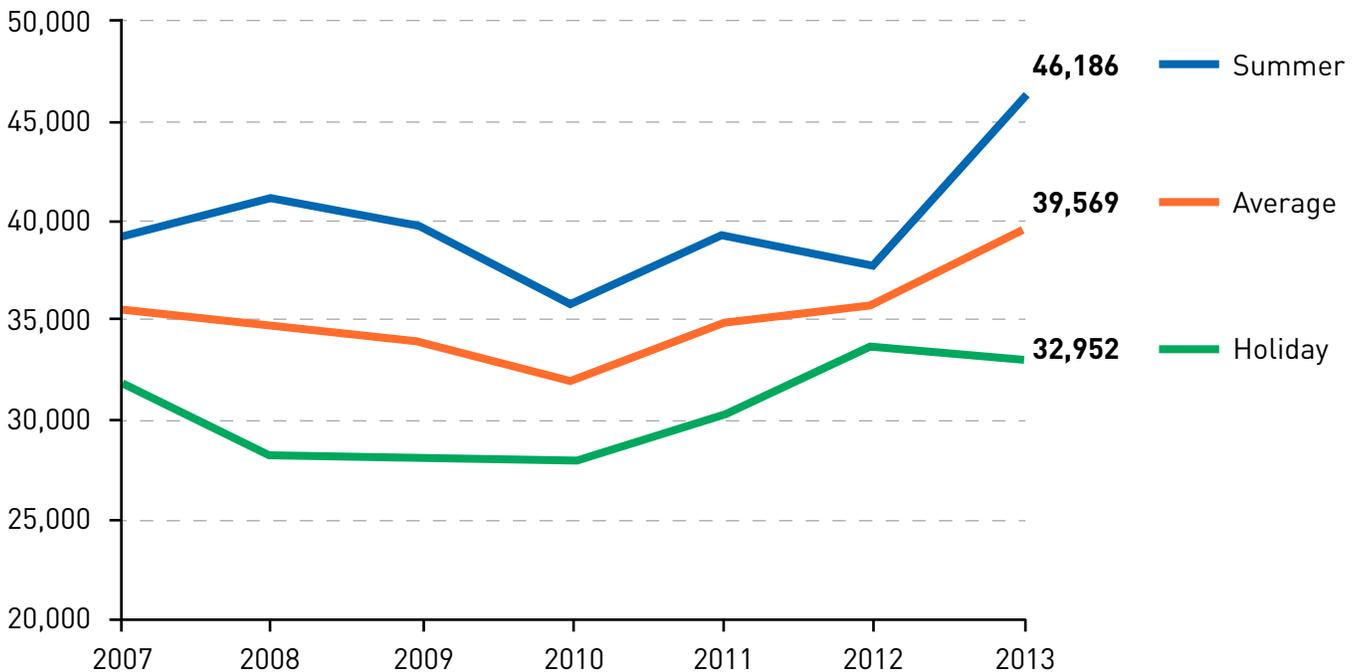
SDOT has been using the Downtown Seattle Association's downtown pedestrian counts from the summer and holiday season since 2007 as one measure of pedestrian volumes. Beginning in 2011, SDOT began collecting quarterly citywide counts using the National Bike and Pedestrian Documentation (NBPD) methodology. Pedestrian volume is also being recorded at the newly installed permanent trail counter locations. The map of these locations can be found in the Supporting Data section.

Downtown Seattle Association Counts

The pedestrian counts decreased during the holiday count from 33,635 in 2012 to 32,952 in 2013 and increased significantly during the summer count from 37,738 in 2012 to 46,186 in 2013. The average value continued its increasing trend for the third year.



DOWNTOWN SEATTLE PEDESTRIAN COUNTS



Quarterly Citywide Pedestrian Counts

In 2011, SDOT started using the National Bicycle and Pedestrian Documentation (NBPD) project methodology for counting bicycles and pedestrians. These spot counts provide consistent, annual pedestrian volumes that we can track over time. Each count is conducted at an intersection and records the number of pedestrians crossing each leg of the intersection.

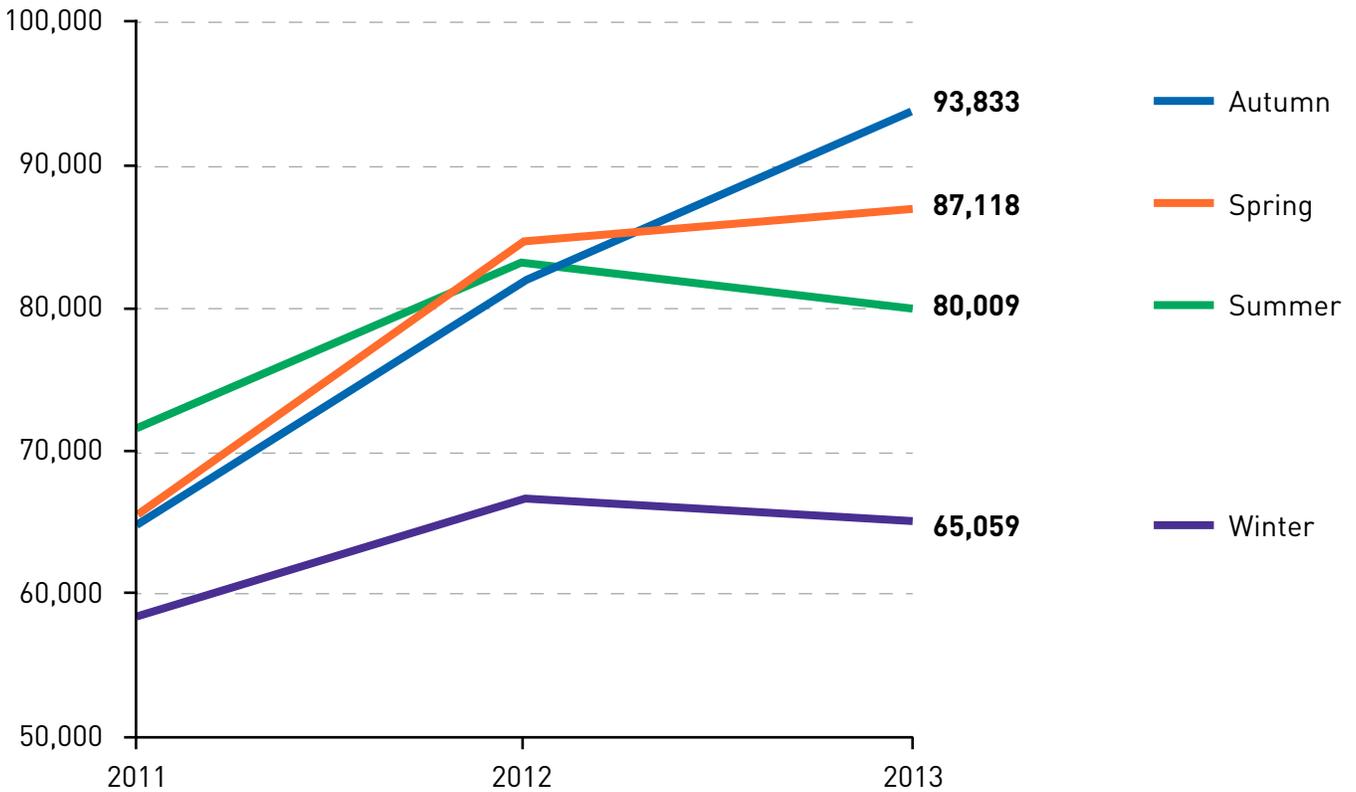
Since these counts are collected in conjunction with the quarterly bicycle counts, they share the January, May, July, and September count dates as well as the PM peak (5-7pm), off peak (10am-noon), and Saturday (noon-2pm) time periods.

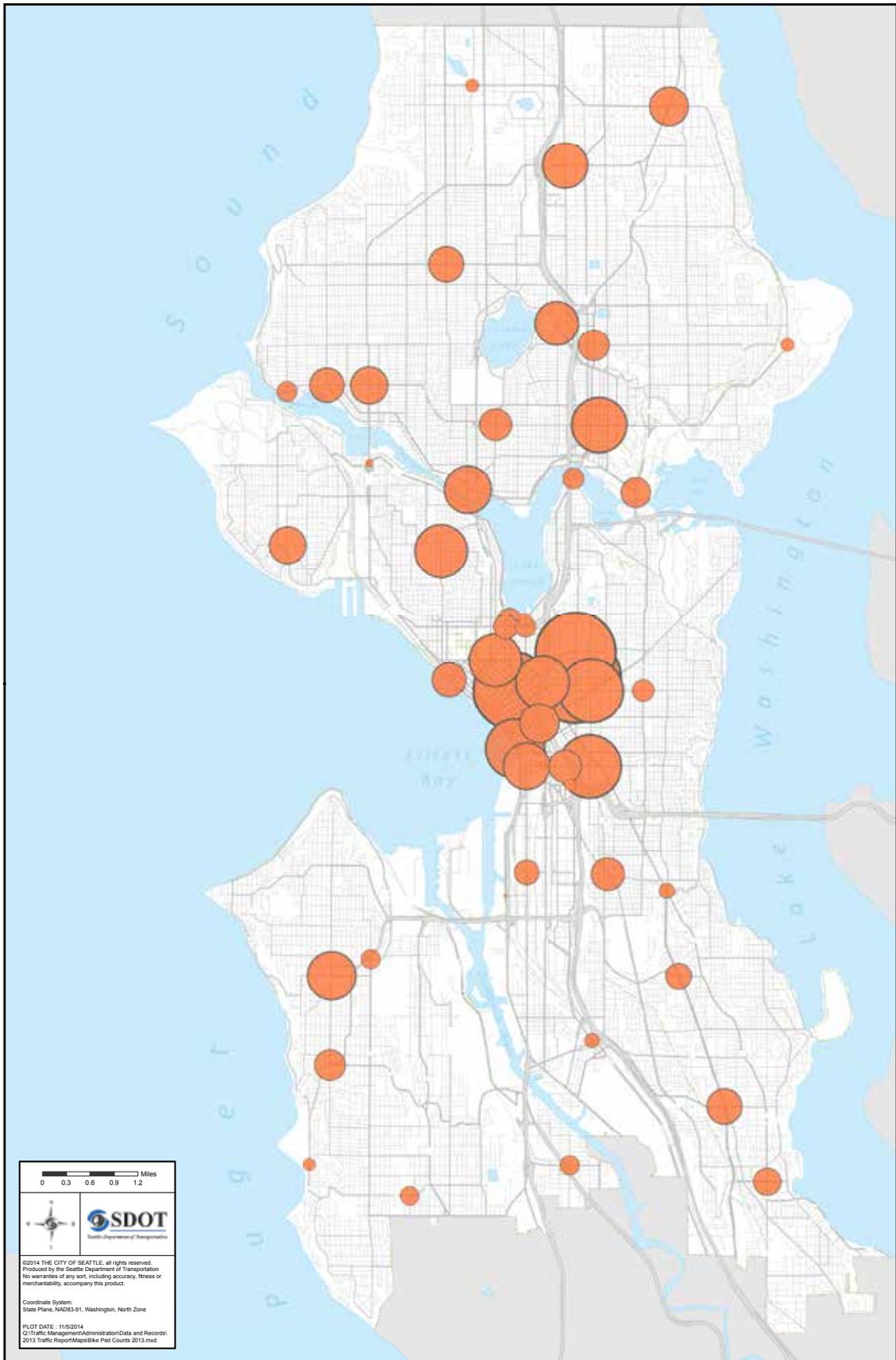
This ongoing program expands SDOT's pedestrian data beyond the city center, it also provides insight into seasonal and daily pedestrian

patterns. A chart of the trends in this data is presented below. In general, volumes have consistently increased for each season year over year, except for the summer season, which is highly variable from year to year due to the fact the counts are conducted during the Fourth of July holiday week.

The total number of pedestrians counted in 2013 by the program was 326,019. The busiest pedestrian location counted in 2013 was Broadway and East Pine Street with 28,853 total pedestrians counted, this location also had the most pedestrians counted last year. The following map shows the seasonal average pedestrian volumes for each location counted in 2013. Details of the 2013 counts by location are available on the web at: www.seattle.gov/transportation/pedestrian.htm.

NBPD PEDESTRIAN COUNT ANNUAL TREND





0 0.3 0.6 0.9 1.2 Miles

©2014 THE CITY OF SEATTLE, all rights reserved.
 Produced by the Seattle Department of Transportation
 No warranties of any kind, including accuracy, fitness or
 merchantability, accompany this product.

Coordinate System:
 State Plane, NAD83-91, Washington, North Zone

PLOT DATE: 11/5/2014
 Q:\Traffic Management\Administration\Data and Records\
 2013 Traffic Report\Maps\like Ped Counts 2013.mxd

Average Volumes for 2013 Quarterly Pedestrian Counts

MOTOR VEHICLE SPEEDS

Starting in 2010, SDOT began collecting speed data at consistent locations each year, in addition to the ad-hoc locations that serve site-specific traffic evaluation needs. SDOT also collects vehicle speeds for purposes of traffic safety investigations, prospective project selection and design, and for evaluation of completed projects.

Engineers gauge speed a number of different ways, including the 85th percentile speed of traffic and high-end speeder percentage. The 85th percentile measure is the most commonly

used and represents the speed at or below which 85 percent of traffic travels. The high-end speeder percentage is the percentage of drivers who exceed the posted speed limit by 10 miles per hour or more.

Aurora Ave N, Stone Way N, Fautleroy Avenue SW, 24th Avenue NW, and Rainier Avenue S are all specified in the Pedestrian Master Plan as locations to report on trends in the 85th percentile speed of traffic. The 2013 results for these locations are listed in the table below. For more results of the speed studies program, see the Supporting Data section.

Location	Direction	85th Percentile Speed	High End Speeder Percentage	Speed Limit
Aurora Ave N, south of N 112th St	NB	42.7	6.7%	35
Aurora Ave N, south of N 112th St	SB	42.2	5.5%	35
Stone Way N, south of N 45th St	NB	25.1	0.8%	30
Stone Way N, south of N 45th St	SB	27.1	0.4%	30
24th Ave NW, south of NW 80th St	NB	31.8	0.1%	30
24th Ave NW, south of NW 80th St	SB	31.6	0.4%	30
Rainier Ave S, northwest of S Holly St	NWB	39.1	5.8%	30
Rainier Ave S, northwest of S Holly St	SEB	37.1	5.7%	30
Fautleroy Way SW, south of SW Alaska St	NB	35.2	0.4%	35
Fautleroy Way SW, south of SW Alaska St	SB	33.1	0.1%	35

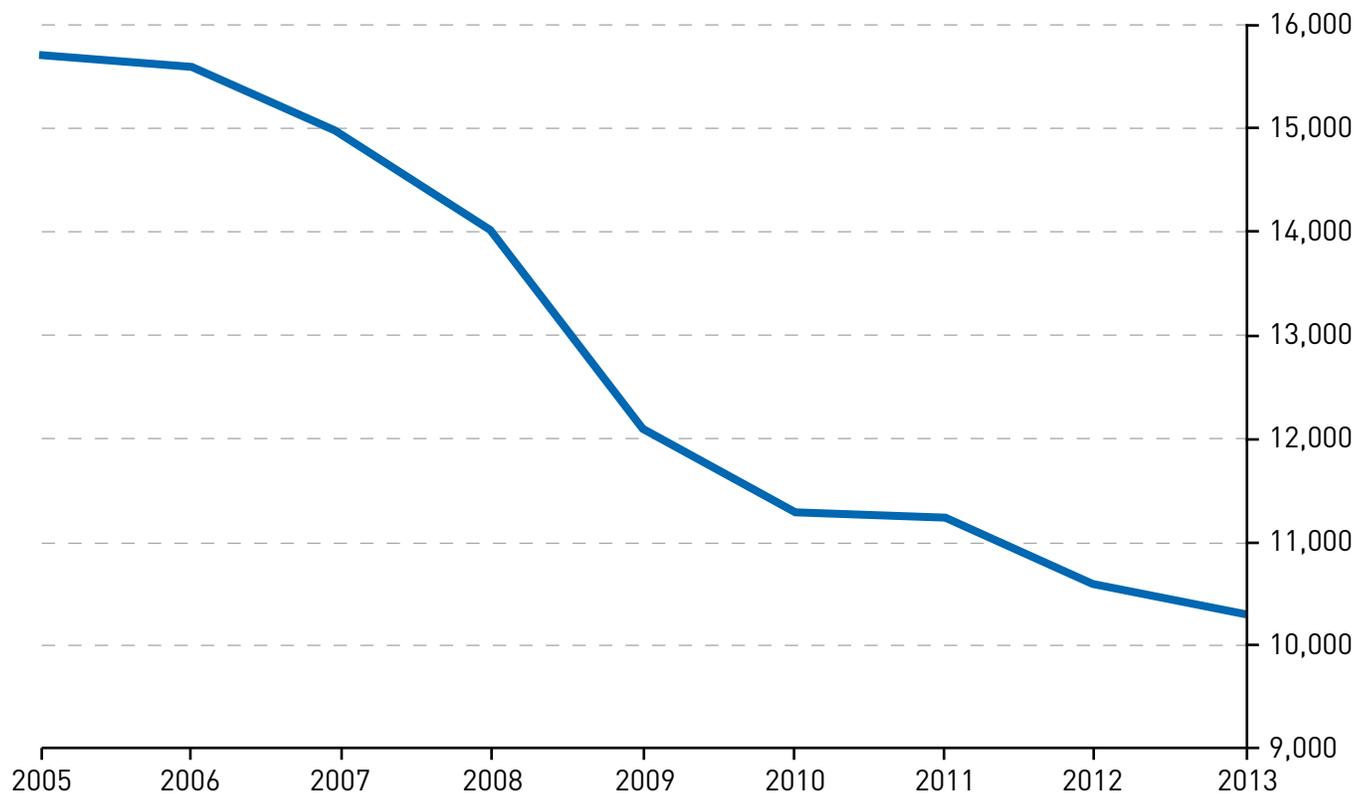
TRAFFIC COLLISIONS

There were 10,310 collisions in 2013 on Seattle streets reported by police.

While most collisions result from road user error or inattention, collision data can be used to help gauge the effectiveness of engineering and enforcement efforts. Collision data helps identify locations that may benefit from additional engineering treatments or enhanced enforcement efforts.

There were 10,310 police reported collisions on Seattle streets in 2013. In addition there were 2,426 self-reported collisions, which are not included in our analysis due to reliability and completeness factors. The number of police reported collisions dropped slightly from 2012 and remains at historically low levels. The trend for all types of reports is listed on the Supporting Data section.

POLICE REPORTED COLLISIONS ON SEATTLE STREETS



CITYWIDE COLLISION RATE

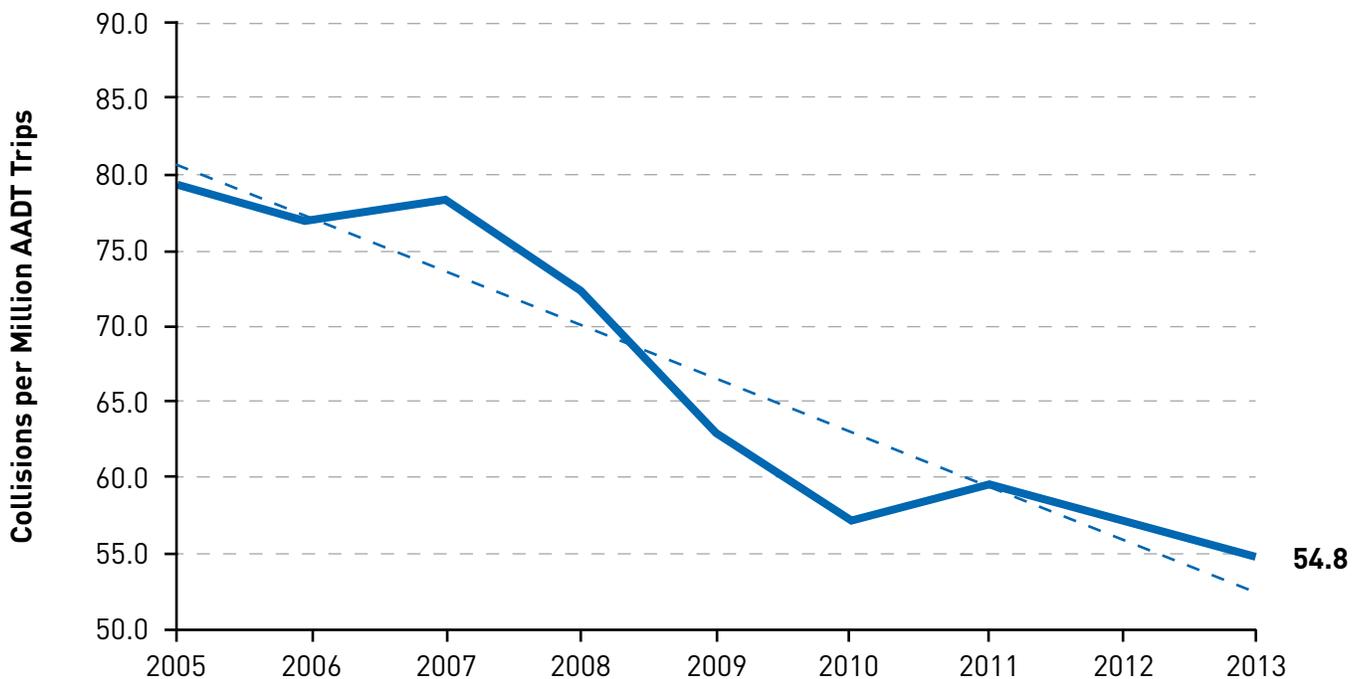
The collision rate continues to decline.

The rate that SDOT uses is the number of police reported collisions per Average Annual

Daily Trips (AADT). The AADT used is a citywide approximation of arterial traffic volumes and in this case it has been adjusted to exclude volumes on I-5, I-90 and SR-520 because our collision data do not include collisions on these roadways.

Year	Police Reported Collisions	Average Daily Traffic	AADT	Citywide Collision Rate
2005	15,744	543,444	198,357,060	79.4
2006	15,625	555,997	202,938,905	77.0
2007	14,971	523,342	191,019,830	78.4
2008	14,037	531,930	194,154,450	72.3
2009	12,101	525,758	191,901,732	63.1
2010	11,288	541,170	197,527,114	57.1
2011	11,240	517,513	188,892,243	59.5
2012	10,614	512,257	186,973,701	56.8
2013	10,310	515,699	188,230,291	54.8

CITYWIDE COLLISION RATE

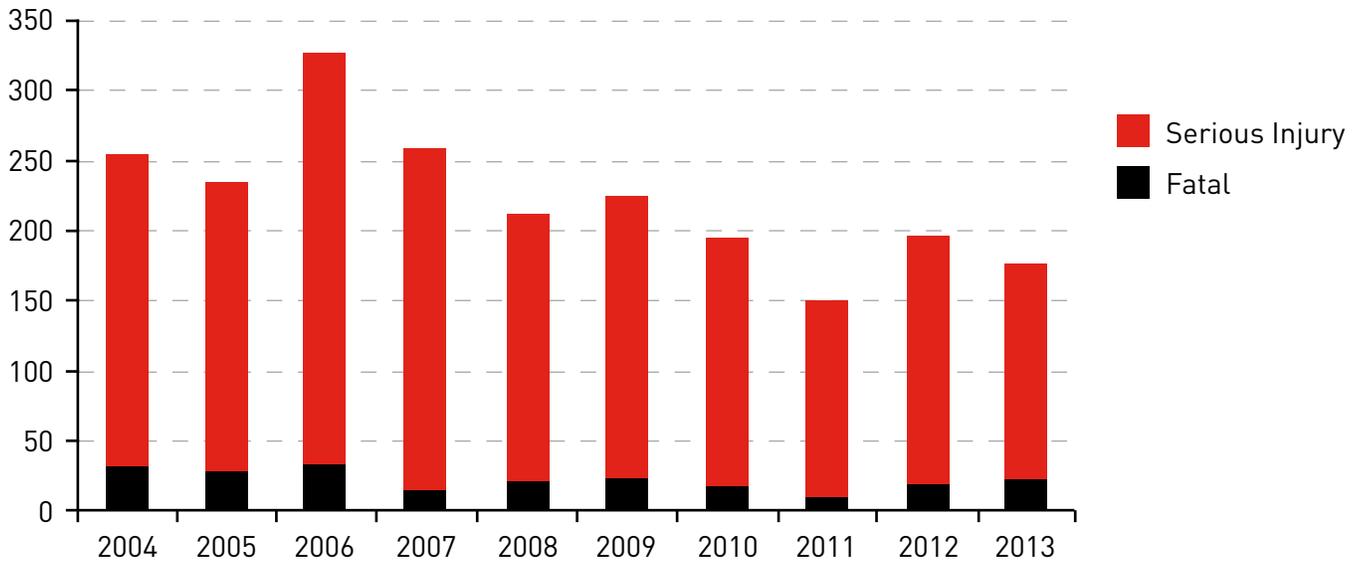


SERIOUS AND FATAL COLLISIONS

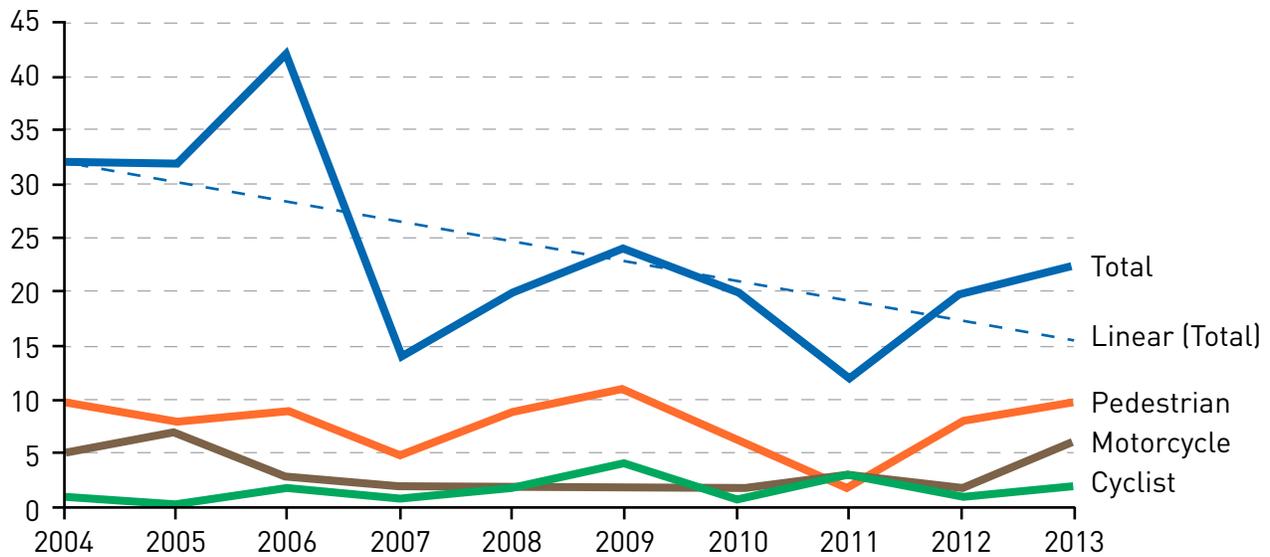
The chart below shows the trend of fatal and serious injury collisions on Seattle streets since 2004. The Road Safety Action Plan set a goal of reducing these collisions to zero. The 2013 total of 177 fatal and serious injury collisions is in line with the downward trend of the past decade.

In 2013, there were 23 fatalities on Seattle streets. These numbers do not include incidents on limited access State Highways and Interstates, but do include incidents on the Alaskan Way Viaduct. Details of each fatality and tables of historical trends can be found in the Supporting Data section.

FATAL AND SERIOUS INJURY COLLISIONS



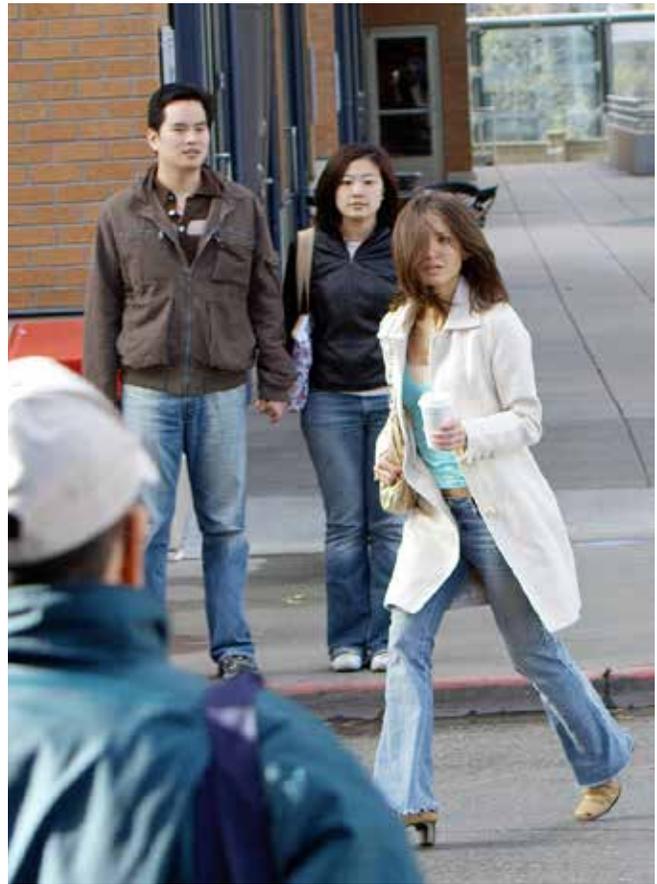
TRAFFIC FATALITIES ON SEATTLE STREETS



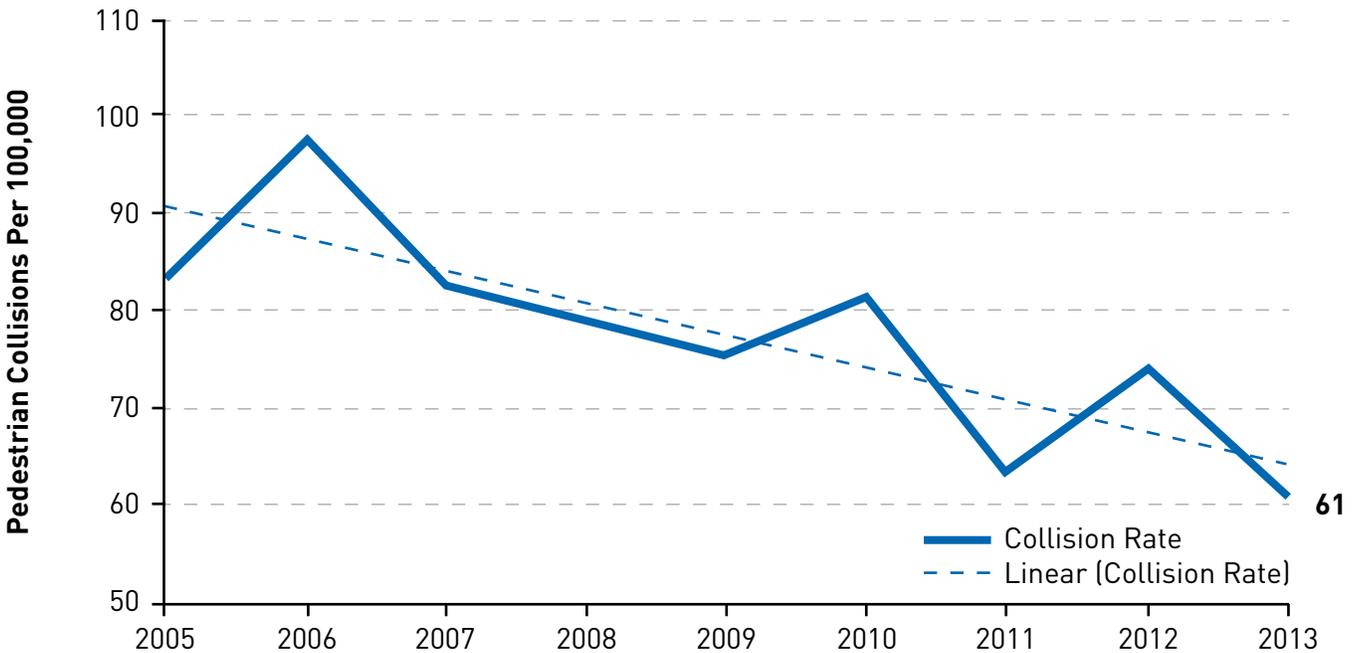
PEDESTRIAN COLLISIONS

The 2009 Pedestrian Master Plan defined a decreasing trend in the rate of collisions involving pedestrians as a safety goal. SDOT continues to measure its pedestrian collision rate as the number of pedestrian collisions divided by the population of the City of Seattle.

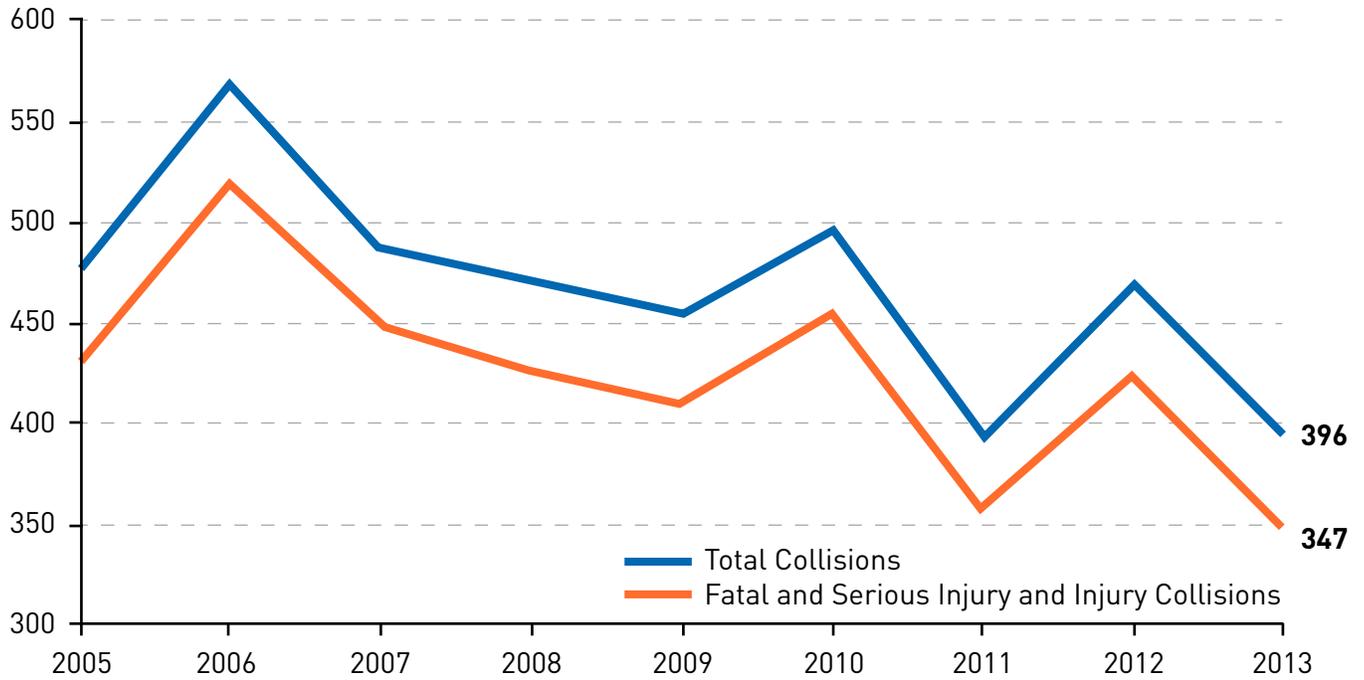
There was a decrease of 13 pedestrian collisions per 100,000 inhabitants from 2012 to 2013. Seattle ranks second lowest of 52 large cities in pedestrian fatality rates (2014 Benchmarking Report). Both the rate of pedestrian collisions and number of collisions decreased in 2013.

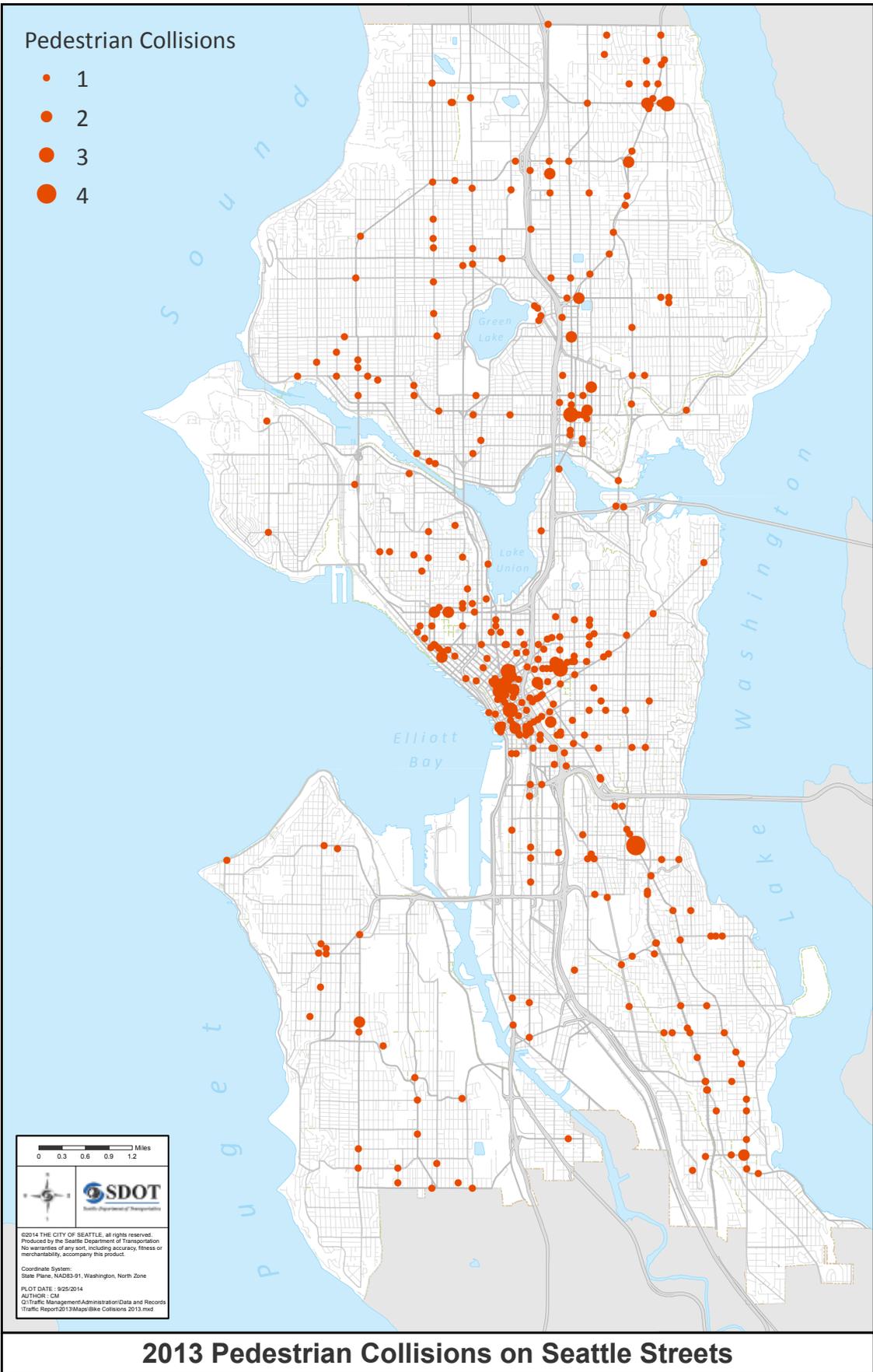


PEDESTRIAN-INVOLVED COLLISION RATE PER 100,000 RESIDENTS



PEDESTRIAN-INVOLVED COLLISIONS





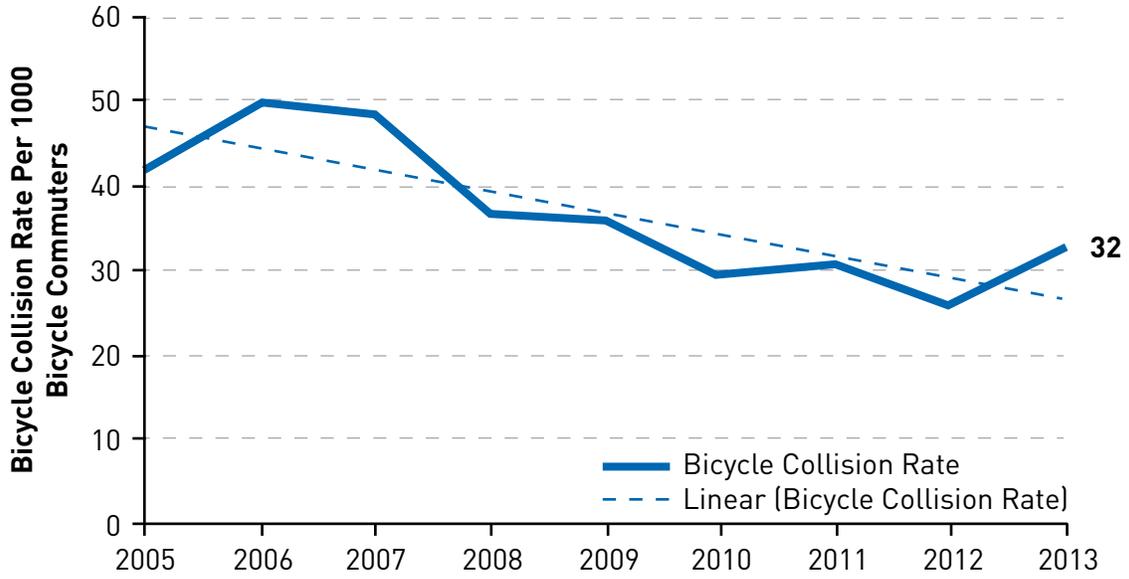
BICYCLE COLLISIONS

The chart on the following page shows the bicycle collision rate as a factor of the number of bicycle commuters as reported by the U.S. Census Bureau's American Community Survey (ACS). Currently, the ACS number is the best proxy SDOT has for the total number of cycling trips in the City of Seattle. The number of bicycle

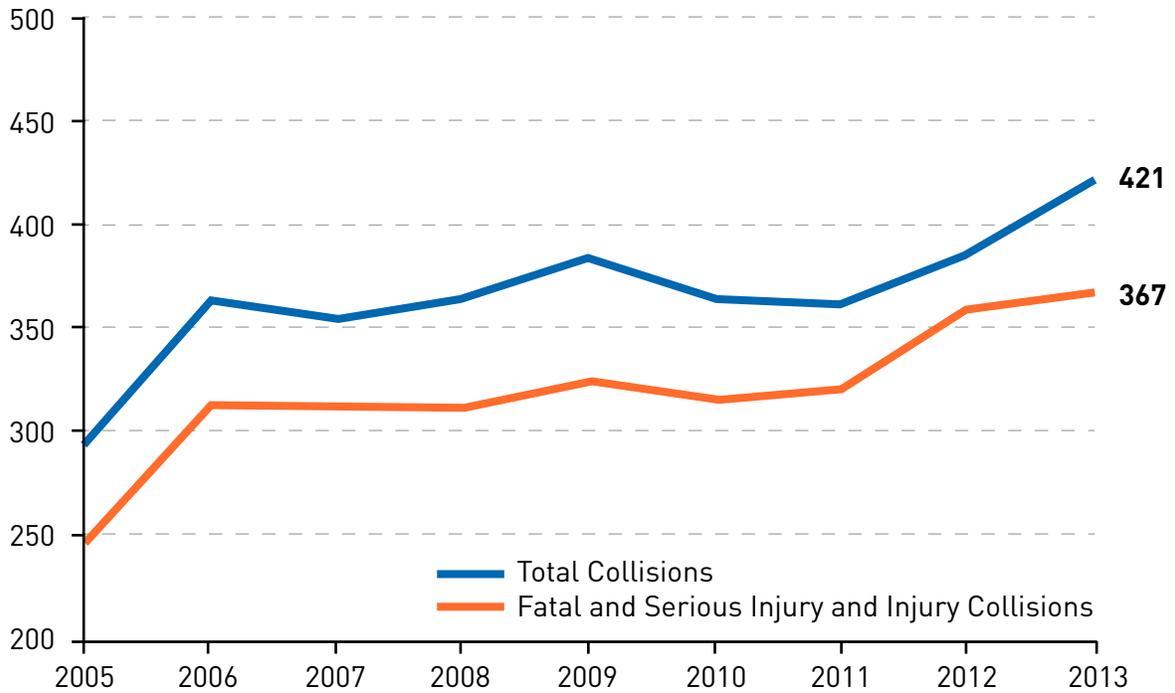
commuters reported decreased from 2012 along with an uptick in collisions leading to the first increase in bicycle collision rate after seven years of decline. The bicycle collision rate shows a decreasing trend since 2007 when SDOT Bicycle Master Plan was implemented. Seattle also ranks 8th lowest among 52 large cities for bicyclist fatality rate.

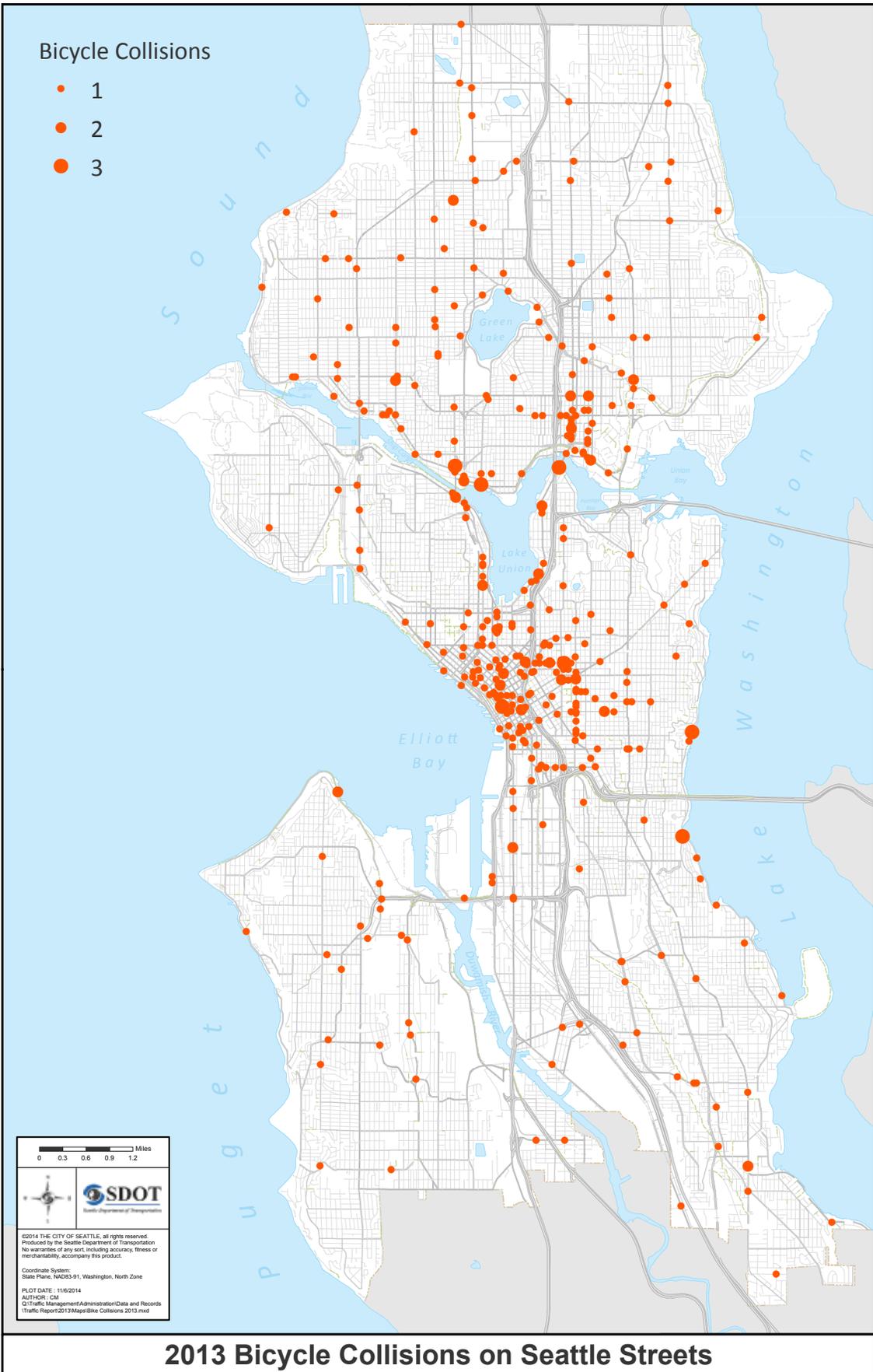


BICYCLE COLLISION RATE PER 1000 BICYCLE COMMUTERS



BICYCLE COLLISIONS





ROAD SAFETY ACTION PLAN UPDATE

In August 2012, Seattle launched the Road Safety Action Plan with the goal of eliminating fatalities and serious injuries on our streets by 2030. The plan identified several focus areas for achieving our goal including:

- Fewer people speeding
- Fewer people traveling impaired
- Fewer people traveling distracted
- More people knowing and following the rules of the road
- Safer roadway design

Total collisions, serious injury collisions, and traffic fatalities continue to be at or near historic lows in Seattle. Still, nearly 30 collisions occur daily on our streets daily which result in hundreds of serious injuries and approximately 20 deaths each year. Through the Road Safety Action Plan, the City of Seattle developed a multifaceted approach to address collisions that includes new enforcement tactics, changes to street designs and a new public outreach and engagement campaign.

BE SUPER SAFE

SDOT's Be Super Safe education campaign was launched to address the riskiest behaviors on our streets: speeding, distraction and impairment. This campaign targets mainly young drivers since they are behind the wheel in more than 50 percent of the crashes attributed to these behaviors. Collision data tells us that young drivers continue to have problems on our streets and will remain a key demographic group to target with educational messages moving forward.



BE SUPER SAFE
SEATTLE

www.seattle.gov/besupersafe

Look out for each other when driving Lake City Way!



What is the Lake City Way Traffic Safety Project?

The project is a community effort to make Lake City Way a safe street for our neighborhood. We will be:

- ▶ Using "Your Speed" signs to tell drivers to slow down
- ▶ Improving crosswalks, sidewalks and ramps
- ▶ Adjusting signal timing
- ▶ Boosting police traffic patrols
- ▶ Talking to drivers and neighbors about safety

Why is this so important?

On Lake City Way in 2012 there were:

- ▶ 97 people hurt in crashes
- ▶ 14 people hit while walking
- ▶ A total of 139 crashes – one every 3rd day

Crashes hurt our community. They injure our neighbors, waste public dollars, increase insurance rates, and slow traffic.

Who are we?

We are community members, business owners, and state and local governments working together to make Lake City Way safe for everyone.

To learn more go to www.seattle.gov/lcw



SPEEDING

The total number of collisions attributed to speeding dropped slightly from 479 in 2010 to 473 in 2013. Speeding remains a significant issue in Seattle. Speed makes it more difficult for drivers to recognize potential hazards and increases the time and distance it takes to bring a vehicle to a stop. Higher speeds increase the likelihood of crashes and the severity of collisions as well. Data indicate that drivers between the ages of 16 and 25 contributed to 37 percent of speed-related crashes; these drivers will continue to be the focus of educational outreach. Seattle has taken measures to reduce speeds on arterial streets including the installation of permanent photo enforcement cameras in nine school zones, rechannelizations on roadways such as NE 125th Street and NE 75th Street, safety corridor projects on arterial streets such as Lake City Way NE and SW Roxbury Street, and through speed limit reductions on streets such as Beacon Avenue S.

DISTRACTION

The number of collisions attributed to distraction increased substantially in 2013. This could be due to improved efforts by law enforcement to recognize distraction as a factor in collisions or an increase in the number of people who are distracted. In 2010, 961 crashes were caused by inattention. Total collisions involving distraction increased 36 percent in 2013 and contributed to more than 3600 collisions. Distraction was a factor in 1306 injury collisions, 53 serious injury collisions and two fatalities. Young drivers are particularly at risk for distraction-related crashes but data indicate that this is a significant issue for all travelers. Seattle will continue to focus on deterring distraction for the foreseeable future. We will increase distraction emphasis patrols and continue to raise awareness about this significant public health issue through our safety education efforts.

Breakdown of Collisions Involving Distraction, 2013

Age Group	Fatality Collision	Serious Injury Collision	Possible or Evident Injury Collision	Property Damage Only Collision	Totals	Percent of Distracted Drivers	Percent of All Drivers
15 and under			1	5	6	0%	0%
16 - 25		18	308	588	914	25%	19%
26 - 35	1	13	310	580	904	25%	25%
36 - 45		11	237	362	610	17%	20%
46 - 55	1	1	194	301	497	14%	16%
56 - 65		7	150	225	382	11%	12%
65 and over		3	106	190	299	8%	7%
Totals	2	53	1306	2251	3612		

IMPAIRMENT

Impairment remains the top contributor to serious injuries and fatalities on our streets. While fatal collisions involving impairment dropped substantially, from a four year average of 48 percent to 29 percent of all fatalities in 2013, intoxication contributed to several tragic and completely preventable crashes on our streets last year. Since launching our renewed road safety efforts in 2012, Seattle has employed a variety of approaches to prevent these collisions. Tactics include targeted DUI emphasis patrols by our partners at the Seattle Police Department and participation in statewide Target Zero DUI efforts. SDOT activates our network of dynamic message signs to support these extra enforcement efforts which reach more than 300,000 people during typical weekend activation periods. We developed late night taxi stands and pre-paid parking options to provide drivers with an opportunity to leave their car behind if impaired and engaged the traveling public with impairment-related marketing efforts through radio, television and online outreach.

GRANTING RIGHT OF WAY

Failure to grant the right-of-way to pedestrians or vehicles continues to be the top contributor to crashes on our streets and contributes to more than 2400 crashes each year. Furthermore, our



collision data show that not granting the right-of-way is the top contributing factor in crashes involving pedestrians and bicyclists. While our Be Super Safe campaign has addressed this subject through several different avenues, this information clearly indicates that more can be done to prevent collisions involving pedestrians, bicyclists and drivers. Seattle will increase pedestrian and bicycle emphasis patrols and install preventative measures like turn restrictions, protected turn phases, and leading and lagging pedestrian intervals.

Drivers with Contributing Circumstance of Not Granting ROW (to Vehicles and Pedestrians)

Age Group of Driver	Fatality collision	Serious injury collision	Injury Collision	Property Damage Only Collision	Totals	Percent of Drivers Not Granting ROW	Percent of All Drivers
15 and under			1		1	0%	0%
16 - 25		9	207	341	557	23%	19%
26 - 35	1	14	256	333	604	25%	25%
36 - 45		10	181	216	407	17%	20%
46 - 55	1	10	179	176	366	15%	16%
56 - 65	2	5	105	135	247	10%	12%
65 and over		5	112	129	246	10%	7%
Totals	4	53	1041	1330	2428		

SUPPORTING DATA

VOLUME DATA

These locations are counted every month. The resulting counts (except the West Seattle Bridge) are added together and divided by 12 to determine a monthly control factor. This factor can then be applied to counts to correct for seasonal variation.

Control Count Locations
1. Denny Way, W/O 2nd Ave
2. E Madison St, SW/O 17th Ave
3. East Green Lake Way N, NE/O N 57th St
4. Fremont Br, S/O Point A
5. N 85th St, W/O Ashworth Ave N
6. Queen Anne Ave N, S/O Crockett St
7. University Br, SW/O Point A
8. Lake City Way NE, NE/O NE 95th St
9. M L King Jr. Way S, N/O S Andover St
10. NW Market St, W/O 8th Ave NW
11. Rainier Ave S, S/O S Othello St
12. S Lander St, W/O 6th Ave S
13. Alki Ave SW, W/O Harbor Ave SW
14. 3rd Ave SE/O Union St
15. Alaskan Way SE/O Blanchard
16. Stewart St, NE/O 4th Ave
17. University St, SW/O 4th Ave
18. East Marginal Way S, S/O S Alaska St
19. West Seattle Bridge, NE/O Fauntleroy
20. SW Spokane Bridge, W/O SW Spokane St

2013 Bridge Count Locations
1. Aurora Bridge
2. Ballard Bridge
3. Fremont Bridge
4. Montlake Bridge
5. Spokane Street Corridor (Duwamish West Waterway)
6. West Seattle Bridge (High-rise)
7. SW Spokane Bridge (Swing)
8. University Bridge
9. 1st Ave S Bridge
10. 16th Ave S Bridge (closed – not counted in 2013)
11. 1-90 Bridge
12. SR520 Bridge
13. I-5 Bridge

Year	Average Daily Traffic in Seattle
2004	951,492
2005	915,470
2006	934,009
2007	886,486
2008	902,434
2009	884,942
2010	892,146
2011	893,530
2012	863,249
2013	874,376

2013 Monthly Expansion Factors						
	JAN	FEB	MAR	APR	MAY	JUN
Count	418,062	446,928	422,875	432,090	450,108	443,709
Factor	1.05	0.983	1.039	1.016	0.976	0.99
	JUL	AUG	SEP	OCT	NOV	DEC
Count	466,177	451,300	449,775	425,738	418,426	444,553
Factor	0.942	0.973	0.976	1.032	1.05	0.988

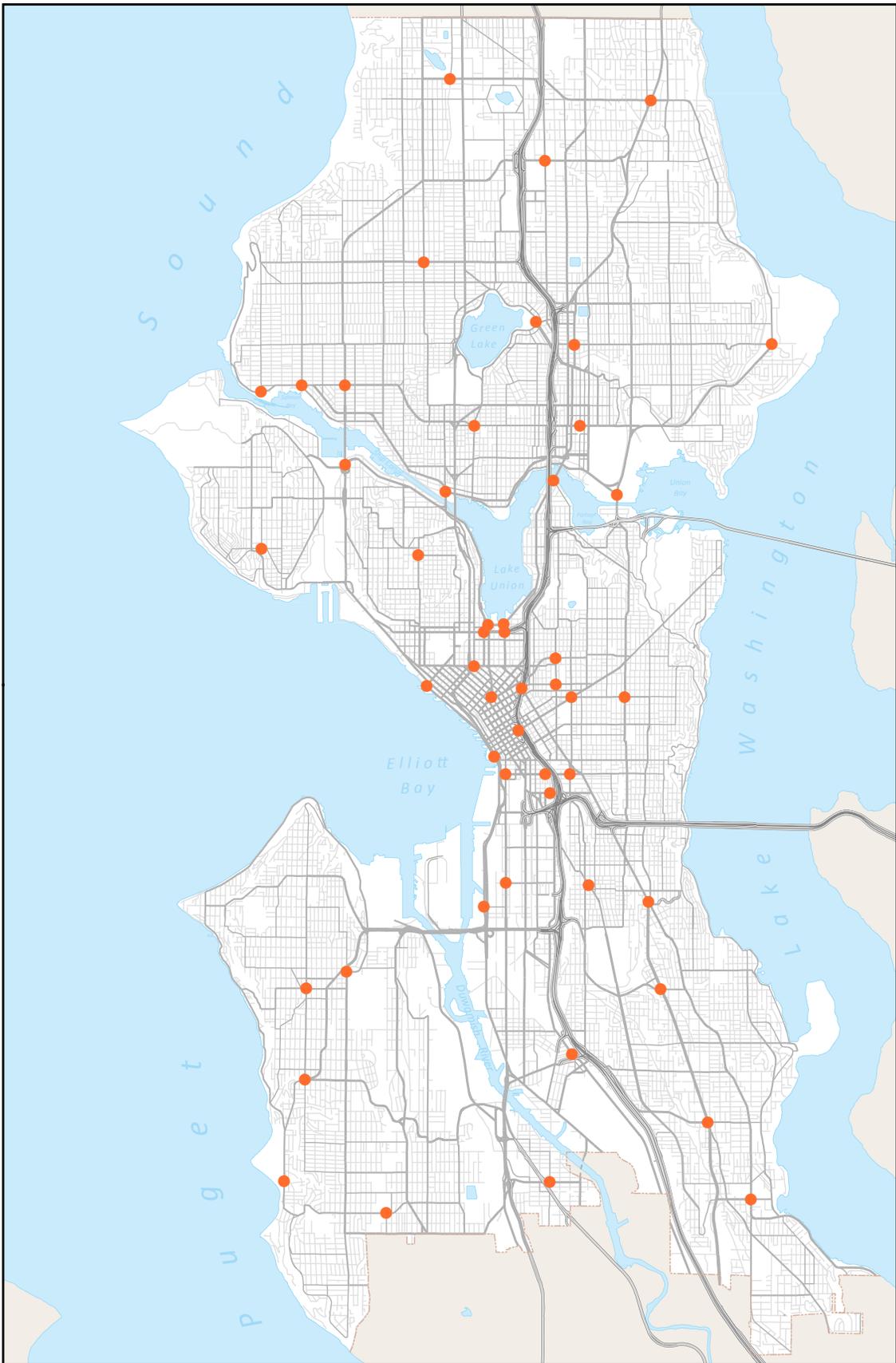
Year	Seattle Population
2000	563,374
2001	569,041
2002	569,271
2003	569,101
2004	570,375
2005	573,296
2006	580,485
2007	589,304
2008	598,541
2009	602,000
2010	608,660
2011	620,778
2012	634,535
2013	652,000

Year	Seattle/Tacoma/Bellevue Employment
2004	1,600,367
2005	1,640,012
2006	1,702,077
2007	1,744,923
2008	1,768,195
2009	1,724,562
2010	1,710,769
2011	1,722,178
2012	1,765,426
2013	1,796,317

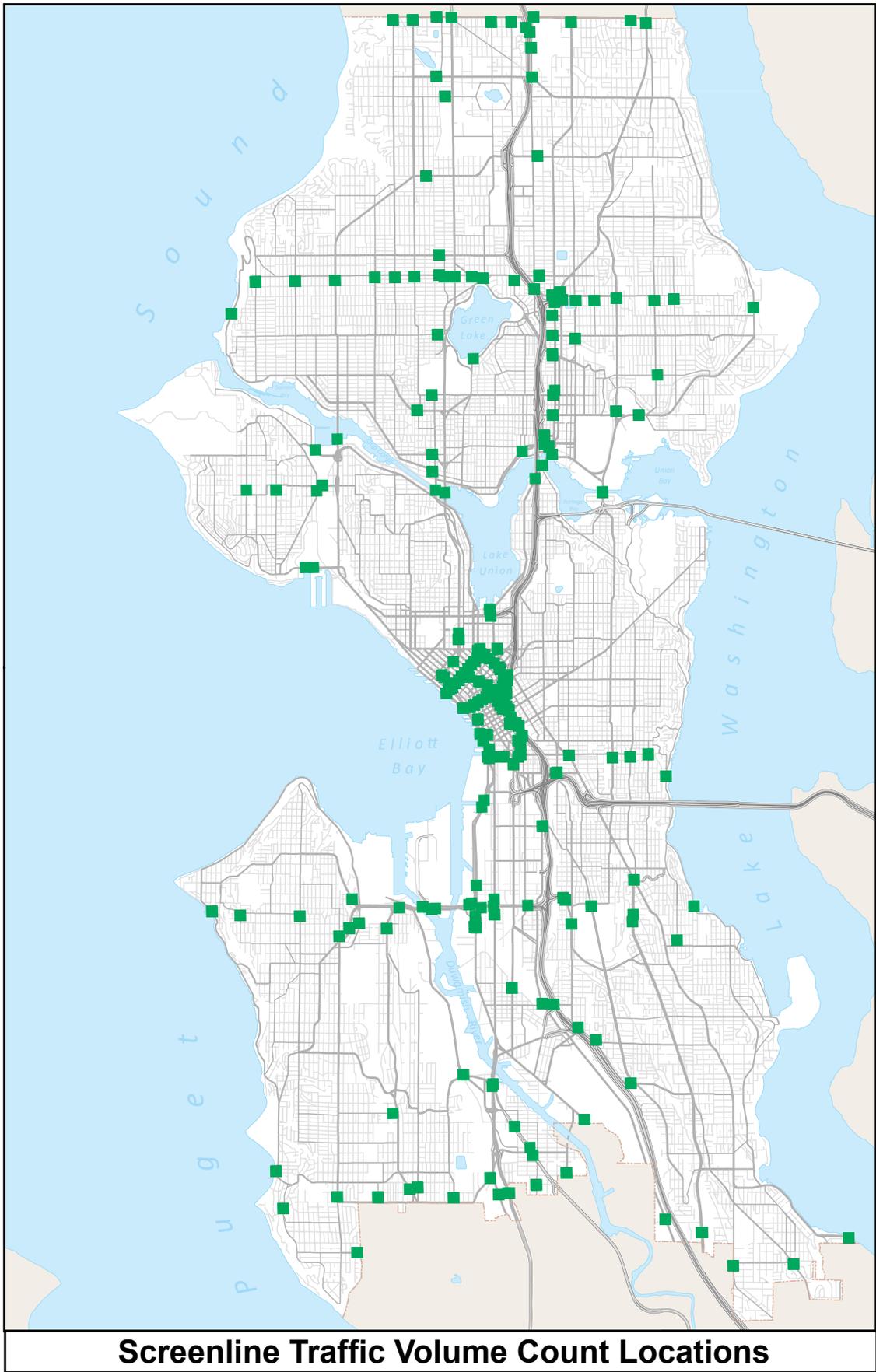
Labor data on Seattle-Bellevue-Everett MSA from:
Source: www.bls.gov/eag/eag.wa_seattle_msa.htm

Annual Transit Ridership						
Year	Metro Ridership	Access Boardings	Taxi Boardings	CAT Boardings	ST Boardings	Total Transit Ridership
2004	96,507,443	1,062,092	50,314	117,004	10,144,153	107,881,006
2005	98,957,216	1,104,480	44,797	127,685	10,968,979	111,203,157
2006	103,242,414	1,128,496	40,474	129,460	12,256,022	116,796,866
2007	110,600,190	1,118,400	35,320	141,368	13,764,711	125,659,989
2008	118,824,795	1,121,776	34,046	155,456	16,128,142	136,264,215
2009	111,717,152	1,119,927	34,320	211,417	18,810,635	131,893,451
2010	109,583,654	1,229,039	32,502	250,369	22,802,673	133,898,237
2011	112,766,328	1,221,392	32,352	303,428	25,079,792	139,403,292
2012	115,410,304	1,164,935	31,228	312,795	28,029,348	144,948,610
2013	118,629,373	1,158,467	31,271	316,723	30,379,713	150,515,547

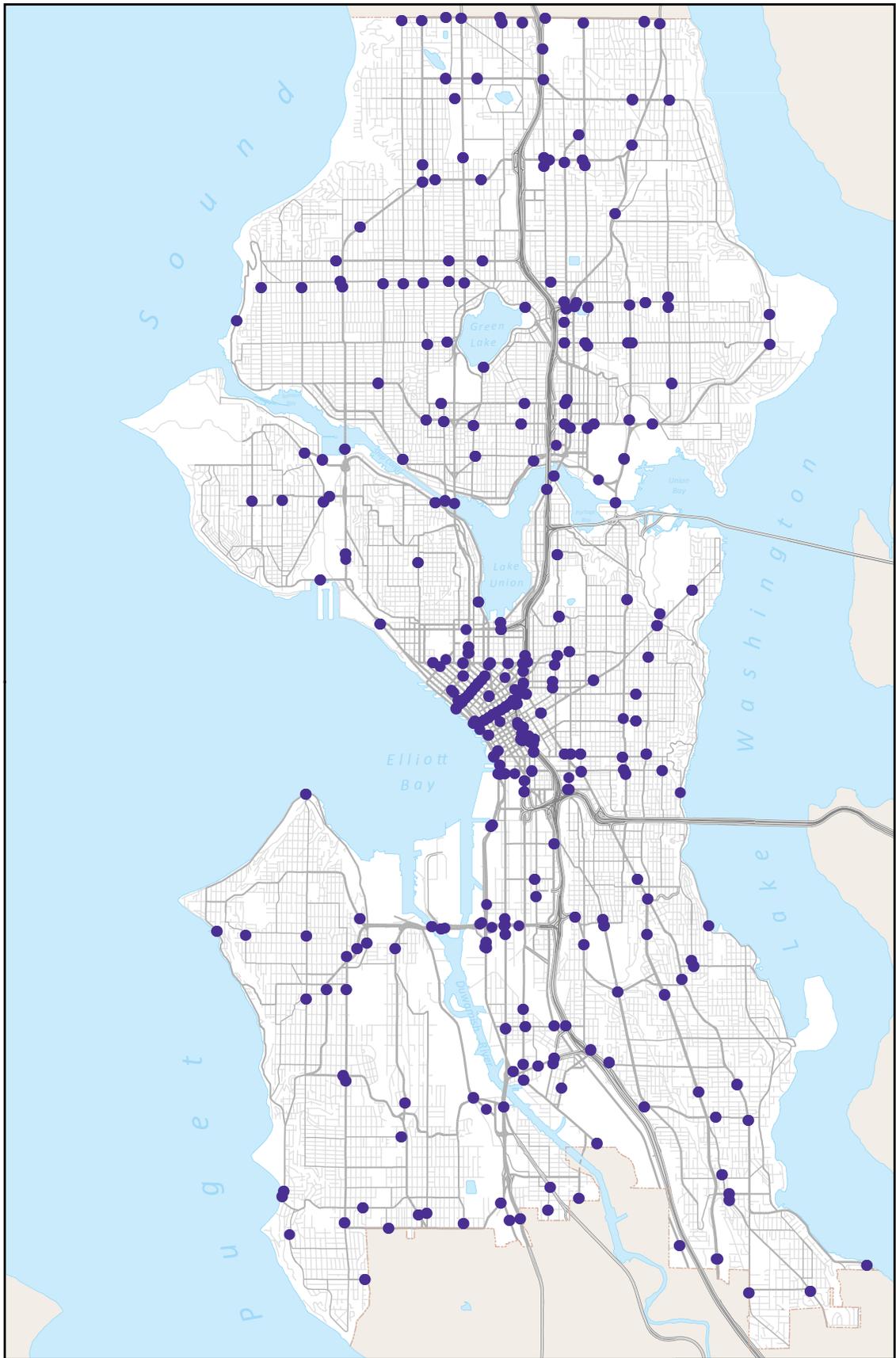
Links for Annual Transit Ridership Sources:
metro.kingcounty.gov/am/reports/annual-measures/ridership.html
www.soundtransit.org/Rider-Community/Rider-news/Quarterly-Ridership-Report
www.soundtransit.org/About-Sound-Transit/Accountability/Financial-documents



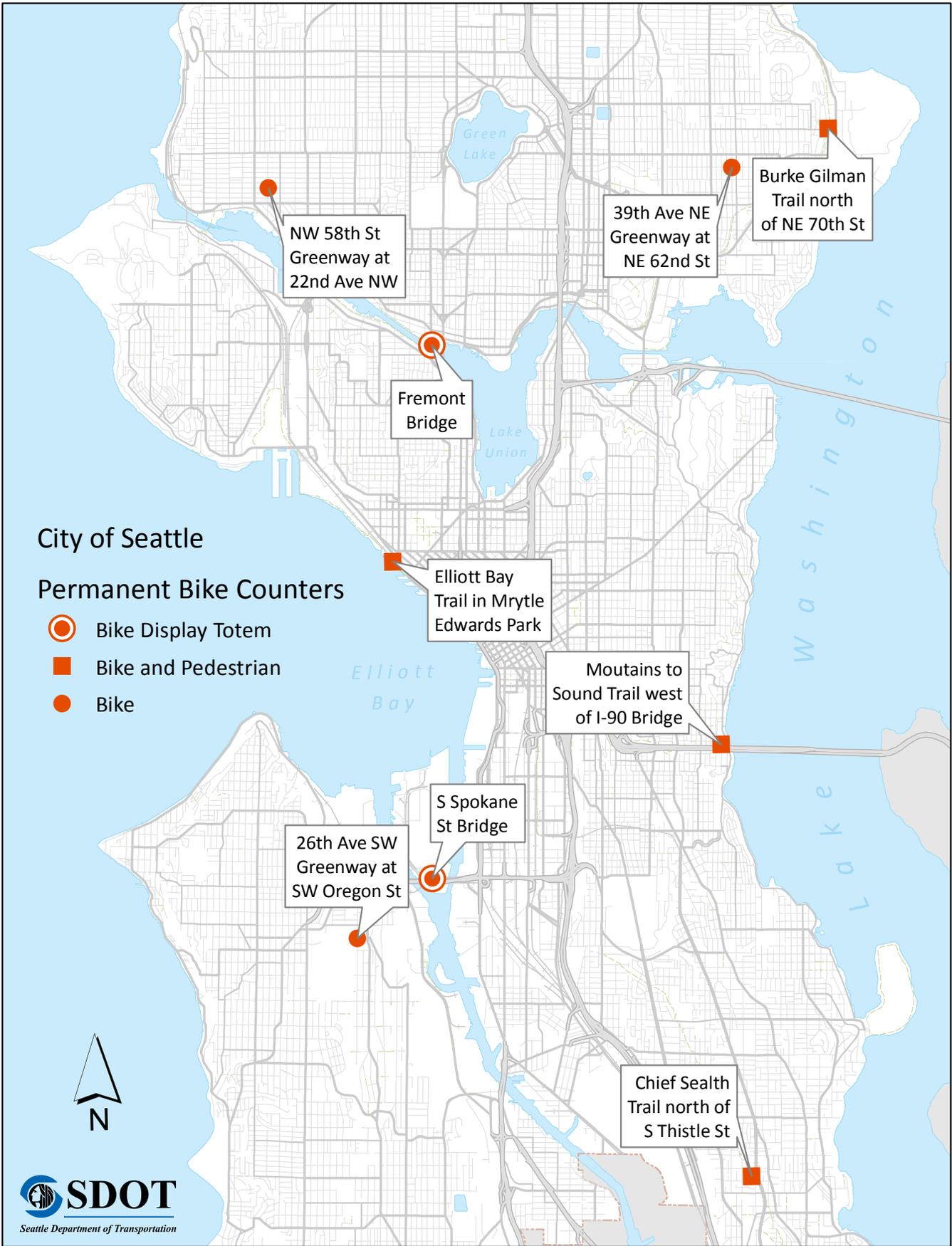
Quarterly Bicycle and Pedestrian Count Locations



Screenline Traffic Volume Count Locations



Flow Map Traffic Volume Count Locations



Fremont Bridge Counter Counts

Date	2012 Fremont Bridge Total	2013 Fremont Bridge Total
January	n/a	44884
February	n/a	50027
March	n/a	66089
April	n/a	71998
May	n/a	108574
June	n/a	99280
July	n/a	117974
August	n/a	104549
September	n/a	80729
October	n/a	81352
November	50,647	59270
December	36,369	43553

SPEED DATA

Location	Direction	Speed Limit	85th Percentile Speed	High End Speeder Percentage	Date
Mercer St, W/O Dexter Ave N (South Rd)	EB	30	36.7	4.9%	1/23/13
Mercer St, W/O Dexter Ave N (North Rd)	EB	30	34.7	2.8%	1/14/13
Renton Ave S, N/O S Cloverdale St	NB	30	35.9	4.7%	11/18/13
Renton Ave S, N/O S Cloverdale St	SB	30	35.5	3.1%	11/18/13
Myers Way S, S/O Olson Pl SW	NB	40	48.6	10.3%	5/8/13
Myers Way S, S/O Olson Pl SW	SB	40	44.3	2.2%	5/8/13
N 130th St, W/O Linden Ave N	EB	30	36.0	3.1%	9/9/13

Location	Direction	Speed Limit	85th Percentile speed	High End Speeder Percentage	Date
N 130th St, W/O Linden Ave N	WB	30	33.6	1.1%	9/9/13
15th Ave NE, S/O NE 65th St	NB	30	30.8	0.5%	10/2/13
15th Ave NE, S/O NE 65th St	SB	30	31.7	0.5%	10/2/13
15th Ave S, S/O S Bradford St	NB	30	38.2	1.4%	6/5/13
15th Ave S, S/O S Bradford St	SB	30	37.5	1.0%	6/5/13
1st Ave S, S/O S Spokane SR St	NB	35	44.0	13.8%	6/5/13
1st Ave S, S/O S Spokane SR St	SB	35	41.7	4.9%	6/5/13
20th Ave W, S/O W Dravus St	NB	30	35.5	2.0%	3/27/13
20th Ave W, S/O W Dravus St	SB	30	33.9	0.6%	3/27/13
Airport Way S, NW/O S Lucile St	NWB	35	44.8	14.0%	6/5/13
Airport Way S, NW/O S Lucile St	SEB	35	43.9	10.4%	6/5/13
Alki Ave SW, W/O Harbor Ave SW	EB	30	35.1	1.9%	8/16/13
Alki Ave SW, W/O Harbor Ave SW	WB	30	36.3	3.2%	8/16/13
Aurora Ave N, S/O N 112th St	NB	35	42.7	6.7%	7/22/13
Aurora Ave N, S/O N 112th St	SB	35	42.2	5.5%	7/22/13
Stone Way N, S/O N 45th St	NB	30	25.1	0.8%	7/25/13
Stone Way N, S/O N 45th St	SB	30	27.1	0.4%	7/25/13
25th Ave NE, S/O NE 75th St	NB	30	27.9	0.6%	12/9/13
25th Ave NE, S/O NE 75th St	SB	30	30.3	0.1%	11/5/13
5th Ave NE, S/O NE Northgate Way	NB	30	30.6	0.4%	8/20/13
5th Ave NE, S/O NE Northgate Way	SB	30	31.4	0.1%	8/20/13
35th Ave NE, N/O NE 75th St	NB	30	32.0	0.3%	7/30/13
35th Ave NE, N/O NE 75th St	SB	30	32.3	0.5%	7/30/13
Corson Ave S, N/O S Michigan St	NB	30	33.7	0.1%	11/18/13
Corson Ave S, N/O S Michigan St	SB	30	37.8	8.4%	11/18/13
Delridge Way SW, S/O SW Andover St	NB	35	36.3	0.4%	6/3/13
Delridge Way SW, S/O SW Andover St	SB	35	35.5	0.3%	6/3/13

Location	Direction	Speed Limit	85th Percentile speed	High End Speeder Percentage	Date
N 145th St, W/O Linden Ave N	EB	35	37.4	5.8%	9/9/13
N 145th St, W/O Linden Ave N	WB	35	37.2	5.3%	9/9/13
N 65th St, W/O Linden Ave N	EB	30	26.8	0.0%	9/10/13
N 65th St, W/O Linden Ave N	WB	30	25.5	0.0%	9/10/13
N 80th St, W/O Linden Ave N (Fremont Ave N)	EB	30	30.0	0.2%	12/9/13
N 80th St, W/O Linden Ave N (Fremont Ave N)	WB	30	29.8	0.1%	12/9/13
N Northgate Way, W/O Ashworth Ave N	EB	30	37.3	5.1%	9/18/13
N Northgate Way, W/O Ashworth Ave N	WB	30			
Corson Ave S, S/O S Michigan St	NB	30	30.8	0.4%	11/18/13
Corson Ave S, S/O S Michigan St	SB	30	34.0	1.7%	11/18/13
Delridge Way SW, NW/O SW Cambridge St	NWB	30	32.8	0.4%	5/7/13
Delridge Way SW, NW/O SW Cambridge St	SEB	30	33.9	0.9%	5/7/13
Fauntleroy Way SW, N/O SW Barton St	NB	30	32.2	0.5%	2/28/13
Fauntleroy Way SW, N/O SW Barton St	SB	30	33.5	0.6%	2/28/13
NE 45th St, W/O Roosevelt Way NE	EB	30	28.7	0.3%	10/1/13
NE 45th St, W/O Roosevelt Way NE	WB	30	28.9	0.3%	10/1/13
Renton Ave S, SE/O S Bangor St	NWB	30	34.1	1.2%	5/9/13
Renton Ave S, SE/O S Bangor St	SEB	30	34.3	1.4%	5/21/13
NE 75th St, E/O 12th Ave NE	EB	30	32.7	0.2%	8/20/13
NE 75th St, E/O 12th Ave NE	WB	30	32.8	0.2%	8/20/13
14th Ave S, N/O S Director St	NB	30	32.7	0.9%	5/8/13

Location	Direction	Speed Limit	85th Percentile speed	High End Speeder Percentage	Date
14th Ave S, N/O S Director St	SB	30	32.7	1.1%	5/8/13
Roosevelt Way NE, N/O NE 73rd St	N				
Roosevelt Way NE, N/O NE 73rd St	S	30	28.8	0.2%	11/7/13
Roosevelt Way NE, S/O NE Northgate Way	NB	30	30.4	0.1%	7/30/13
Roosevelt Way NE, S/O NE Northgate Way	SB	30	34.9	2.2%	7/30/13
4th Ave S, N/O S Michigan St	NB	35	37.9	0.4%	7/23/13
4th Ave S, N/O S Michigan St	SB	35	33.8	0.2%	7/23/13
35th Ave SW, S/O SW Alaska St	NB	35	37.7	1.0%	11/18/13
35th Ave SW, S/O SW Alaska St	SB	35	34.1	0.2%	11/18/13
8th Ave NW, S/O NW 80th St	NB	30	32.1	0.1%	11/4/13
8th Ave NW, S/O NW 80th St	SB	30	31.2	0.1%	11/4/13
23rd Ave S, S/O S Jackson St	NB	30	34.0	1.6%	3/22/13
23rd Ave S, S/O S Jackson St	SB	30	33.8	1.5%	3/22/13
4th Ave S, S/O 2nd Ave ET S	NB	30	30.8	0.7%	4/15/13
4th Ave S, S/O 2nd Ave ET S	SB	30	31.6	0.6%	4/15/13
Meridian Ave N, S/O N 145th St	NB	30	34.1	1.4%	5/2/13
Meridian Ave N, S/O N 145th St	SB	30	33.6	1.1%	5/2/13
Fauntleroy Way SW, S/O SW Alaska St	NB	35	35.2	0.4%	4/18/13
Fauntleroy Way SW, S/O SW Alaska St	SB	35	33.1	0.1%	4/18/13
Montlake Blvd NE, N/O NE Pacific Pl	NB	35	41.6	4.5%	10/15/13
Montlake Blvd NE, N/O NE Pacific Pl	SB	35	39.7	2.2%	10/15/13
NE 80th St, E/O 5th Ave NE	EB	30	29.2	0.1%	7/18/13
NE 80th St, E/O 5th Ave NE	WB	30	31.7	0.2%	7/18/13

Location	Direction	Speed Limit	85th Percentile speed	High End Speeder Percentage	Date
NW 80th St, W/O 15th Ave NW	EB	30	29.3	0.0%	7/22/13
NW 80th St, W/O 15th Ave NW	WB	30	29.7	0.8%	8/19/13
Queen Anne Ave N, S/O Crockett St	NB	30	22.0	0.1%	12/11/13
Queen Anne Ave N, S/O Crockett St	SB	30	21.2	0.1%	12/11/13
Rainier Ave S, NW/O S Holly St	NWB	30	39.1	5.8%	7/31/13
Rainier Ave S, NW/O S Holly St	SEB	30	37.1	5.7%	7/31/13
E Aloha St, E/O 10th Ave E	EB	30	24.8	0.5%	2/27/13
E Aloha St, E/O 10th Ave E	WB	30	25.3	0.7%	2/27/13
Eastlake Ave E, SW/O Harvard Ave E	NWB	30	31.4	0.4%	10/2/13
Eastlake Ave E, SW/O Harvard Ave E	SEB	30			
Elliott Ave, W/O Lenora St	EB	30	27.8	0.1%	3/4/13
Western Ave, NW/O Lenora St	NWB	30	26.4	0.0%	3/4/13
S Henderson St, E/O Renton Ave S	EB	30	29.5	0.1%	11/18/13
S Henderson St, E/O Renton Ave S	WB	30	29.9	0.2%	11/18/13
S Myrtle St, W/O Beacon WR Ave S	EB	30	34.6	0.2%	4/15/13
S Myrtle St, W/O Beacon WR Ave S	WB	30	31.7	3.7%	4/15/13
4th Ave S, S/O Seattle Blvd S	NB	30	22.8	0.2%	8/26/13
4th Ave S, S/O Seattle Blvd S	SB	30	37.4	7.0%	7/23/13
5th Ave NE, N/O NE Northgate Way	NB	30	28.0	0.7%	8/20/13
5th Ave NE, N/O NE Northgate Way	SB	30	28.4	2.2%	8/20/13
Lake City Way NE, NE/O NE 95th St	NEB	30	29.7	0.1%	10/24/13
Lake City Way NE, NE/O NE 95th St	SWB	30	29.7	0.2%	10/24/13
24th Ave NW, S/O NW 80th St	NB	30	31.8	0.1%	11/4/13
24th Ave NW, S/O NW 80th St	SB	30	31.6	0.4%	11/4/13
Lake Washington Blvd E, NW/O E Madison St	NWB	25	33.1	6.4%	5/22/13
Lake Washington Blvd E, NW/O E Madison St	SEB	25	28.2	0.8%	5/22/13

Location	Direction	Speed Limit	85th Percentile speed	High End Speeder Percentage	Date
12th Ave, N/O E Yesler Way	NB	30	30.3	0.3%	12/2/13
12th Ave, N/O E Yesler Way	SB	30	28.7	0.2%	12/2/13
SW 106th St, W/O Seola Beach Dr SW	EB	30	37.7	6.6%	5/7/13
SW 106th St, W/O Seola Beach Dr SW	WB	30	36.4	3.9%	5/7/13
SW Holden St, W/O Delridge Way SW	EB	30	35.1	2.3%	4/24/13
SW Holden St, W/O Delridge Way SW	WB	30	32.7	0.5%	4/24/13
SW Spokane Br, W/O SW Spokane E St	EB	30	39.7	13.6%	12/16/13
SW Spokane Br, W/O SW Spokane E St	WB	30	41.3	20.2%	12/16/13
W Emerson Pl, SE/O 21st Ave W	NWB	30	34.3	1.3%	8/5/13
W Emerson Pl, SE/O 21st Ave W	SEB	30	34.4	1.5%	8/22/13
West Marginal Way SW, NW/O Highland Park Way SW	NWB	40	46.3	3.8%	6/3/13
West Marginal Way SW, NW/O Highland Park Way SW	SEB	40	46.9	5.1%	6/3/13
Westlake Ave N, S/O Highland Dr	NB	30	36.0	3.5%	7/25/13
Westlake Ave N, S/O Highland Dr	SB	30	34.1	1.8%	7/25/13

* Annual Count – others on a four year cycle

HISTORICAL DATA

Year	Statewide Collisions	Seattle Collisions	Police Reported	Self-Reported
2005	123,158	16,016	15,744	272
2006	122,172	15,784	15,625	159
2007	118,829	15,065	14,971	94
2008	110,494	14,139	14,037	102
2009	103,008	13,272	12,101	1,171
2010	101,887	* 11,948	11,288	660
2011	98,881	12,405	11,240	1,165
2012	99,560	12,725	10,614	2,111
2013	99,689	12,736	10,310	2,426

Seattle collisions do not include those on limited access State Highways and Interstates within the city limits. Seattle collisions only include those reported by the police or self-reported to the police that occur in public right of way and are not intentional.
 * Not all self-reported collision were entered into the database in 2010

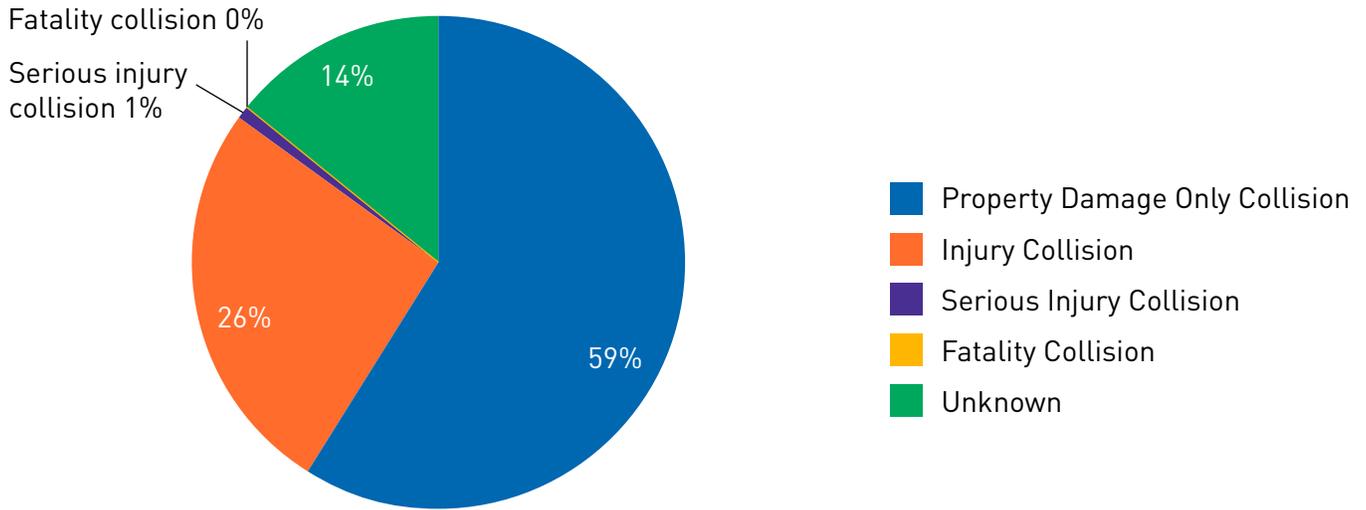
Fatal/Serious Collisions		
Year	Fatal	Serious Injury
2005	28	206
2006	33	293
2007	14	245
2008	20	193
2009	24	200
2010	18	177
2011	10	140
2012	19	177
2013	22	156

Bicycle Collisions				
Year	Total Collisions	Possible/Evident Injury	Serious Injury	Fatal Collisions
2005	293	223	24	0
2006	365	280	31	2
2007	356	263	47	1
2008	365	280	29	2
2009	383	297	23	4
2010	364	292	23	1
2011	362	295	24	2
2012	387	319	24	1
2013	421	340	25	2

Pedestrian Collisions				
Year	Total Collisions	Possible/Evident Injury	Serious Injury	Fatal Collisions
2005	477	376	47	8
2006	567	423	87	9
2007	487	396	49	5
2008	470	369	49	9
2009	454	352	46	11
2010	496	403	45	6
2011	393	310	45	2
2012	469	360	57	8
2013	396	301	38	9

2013 ALL COLLISIONS

2013 COLLISION SEVERITY



2013 Total Collisions by State Collision Type

State Collision Type	Collisions	Percent of All Collisions
Parked Car	2253	22.3%
Right Angle	2037	20.1%
Rear End	1910	18.9%
Sideswipe	1266	12.5%
Struck Fixed Object	783	7.7%
Left Turn	725	7.2%
Bicycle	396	3.9%
Pedestrian	393	3.9%
Right Turn	171	1.7%
From Opposite Direction - Not Head On	73	0.7%
Vehicle Overturned	47	0.5%
Head On	46	0.5%
Other	11	0.1%
Train	3	0.0%
Total	10114	

Contributing Circumstances for All 2013 Collisions

Contributing Circumstance	Fatality Collision	Serious Injury Collision	Possible or Evident Injury Collision	Property Damage Only Collision	Total
None	14	118	3523	4957	8612
Other	13	53	717	2391	3174
Inattention	2	22	892	1889	2805
Did not Grant Right of Way to Vehicle	4	32	884	1428	2348
Unknown Driver Distraction		27	269	871	1167
Driver Not Distracted	1	37	345	632	1015
Following Too Closely	1	3	364	549	917
Under the Influence of Alcohol	3	15	181	276	475
Improper Turn		8	99	314	421
Disregard Stop and Go Light	2	12	181	191	386
Improper Backing			22	354	376
Exceeding Reasonable and Safe Speed	2	6	150	215	373
Did not Grant Right of Way to Pedestrian	3	17	255	28	303
Disregard Stop Sign/Flashing Red		2	115	144	261
Operating Defective Equipment		2	52	104	158
Over Center Line		3	37	107	147
Improper U-Turn		1	36	83	120
Exceeding Stated Speed Limit	5	4	41	59	109
Improper Passing	1		31	66	98
Driver Distractions Outside Vehicle			32	44	76
Apparently Asleep		5	16	35	56
Apparently Ill		3	32	14	49
Other Driver Distractions Inside Vehicle			25	24	49

Contributing Circumstances for All 2013 Collisions

Contributing Circumstance	Fatality Collision	Serious Injury Collision	Possible or Evident Injury Collision	Property Damage Only Collision	Total
Disregard Yield Sign/Flashing Yellow		1	18	19	38
Driver Interacting with passengers, Animals, or Objects Inside Vehicle			19	19	38
Driver Operating Handheld Telecommunications Device		3	16	17	36
Improper Parking Location			1	26	27
Failure to Use Xwalk		5	12	2	19
Failing To Signal			2	16	18
Apparently Fatigued			6	10	16
Improper Signal			4	8	12
Headlight Violation			7	4	11
Driver Operating Other Electronic Devices (computers, navigational, etc.)			2	7	9
Driver Adjusting Audio or Entertainment System			3	4	7
Driver Eating or Drinking			4	1	5
Disregard Flagger/Officer				4	4
Driver Reading or Writing			1	3	4
Had Taken Medication			2	2	4
Driver Smoking			1	2	3
On Wrong Side OF Road			2		2
Driver Operating Hands-free Wireless Telecommunications Device				1	1

Vehicles Involved in 2013 Collisions by Collision Severity

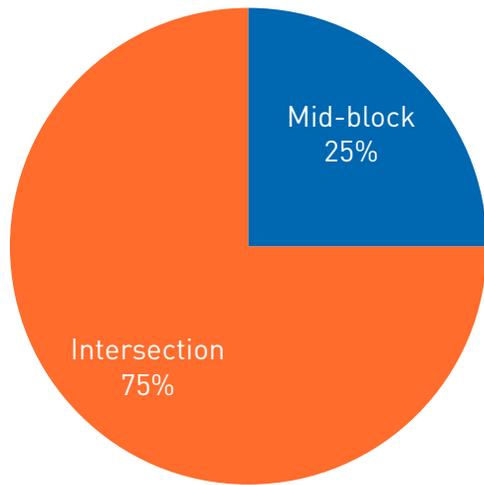
Vehicle Type	Fatal	Serious Injury	Possible or evident injury	Property Damage Only	Total	Percent of All Vehicles in Collisions	Percent of Serious and Fatal
Passenger Car	8	118	3337	6789	10252	55.2%	48.3%
Pickup, Panel Truck or Vannette < 10,000 lbs	9	70	1738	4001	5818	31.3%	30.3%
Not Stated	1	5	127	1111	1244	6.7%	2.3%
Truck (Flatbed, Van, etc.)		1	64	299	364	2.0%	0.4%
Bus or Motor Stage	1	3	66	181	251	1.4%	1.5%
Motorcycle	6	31	117	56	210	1.1%	14.2%
Truck Tractor and Semi-Trailer	2		20	145	167	0.9%	0.8%
Taxi		1	23	63	87	0.5%	0.4%
Other		1	9	51	61	0.3%	0.4%
Scooter Bike		4	20	13	37	0.2%	1.5%
Truck and Trailer			3	30	33	0.2%	0.0%
School Bus			7	14	21	0.1%	0.0%
Moped			9	7	16	0.1%	0.0%
Truck Tractor			3	11	14	0.1%	0.0%
Truck - Double trailer Combinations				8	8	0.0%	0.0%
Railway Vehicle			1	1	2	0.0%	0.0%
Farm Tractor and/or Farm Equipment				1	1	0.0%	0.0%
Totals	27	234	5544	12781	18586		

2013 Fatalities on Seattle Streets

Location	Coll. Date	Time	Coll.Type	Additional Information
1st Ave S and S Hudson St	03/02/13	18:47	Motorcycle	Motorcycle struck left turning vehicle
NE 75th St and 33rd Ave NE	03/25/13	16:10	Ped	Vehicle struck pedestrian in crosswalk
NE 75th St and 33rd Ave NE	03/25/13	17:10	Ped	Vehicle struck pedestrian in crosswalk
East Marginal Way S and S Hanford St	05/01/13	7:10	Bike	Cyclist collided with right turning truck
1st Ave S and S Findlay St	05/14/13	15:10	Ped	Left turning vehicle struck pedestrian using unmarked crossing
Airport Way S 9400 block	05/30/13	6:48	Bike	Vehicle struck bike
Rainier Ave S 3100 block	06/26/13	15:50	Ped	Hit and run pedestrian collision
California Ave Sw and SW Oregon St	07/26/13	3:03	Motorcycle	Motorcycle ran red light and was struck by vehicle
Delridge Way SW and SW Kenyon St	07/27/13	21:11	Vehicle	Vehicle running a red light struck left turning vehicle
Aurora Ave N and N 115th St	08/04/13	16:50	Vehicle	Vehicle struck parked vehicle
12th Ave S on Jose Rizal Bridge	09/21/13	3:10	Vehicle	Vehicle struck pole
SR-99 NB at Railroad Way S	09/25/13	21:26	Motorcycle	Motorcycle struck barrier
SR-99 NB at S King St	09/26/13	14:51	Motorcycle	Motorcycle struck curb and barrier
4800 blk of W Marginal Wy SW	10/13/13	0:15	Vehicle	Vehicle struck tree
23rd Ave S and S king St	10/19/13	3:46	Vehicle	Vehicle struck pole
E Marginal Wy SW and S Spokane St	10/22/13	13:00	Motorcycle	Motorcycle struck vehicle
E Pine St btwn 11th Ave and 12th Ave	10/28/13	6:03	Ped	Vehicle struck pedestrian
Aurora Ave N and N Allen Pl	12/09/13	18:00	Ped	Vehicle struck pedestrian
35th Ave SW and SW Graham St	12/29/13	21:14	Ped	Vehicle struck pedestrian
8700 block Rainier Ave S	08/28/13	14:32	Motorcycle	Motorcycle overturned in roadway
ML King Jr Way S and S Othello St	09/29/13	18:37	Ped	Vehicle truck pedestrian crossing against light
5th Ave NE and NE 106th St	12/16/13	15:14	Ped	Left turning vehicle struck pedestrian using marked crossing
S Jackson St and 17th Ave S	12/07/13	18:04	Ped	Vehicle struck pedestrian

2013 PEDESTRIAN COLLISIONS

2013 PEDESTRIAN COLLISION LOCATIONS



Collision Location	Count
Mid-block	98
Intersection	298
Grand Total	396

Pedestrian- Involved Collision Rate per Capita

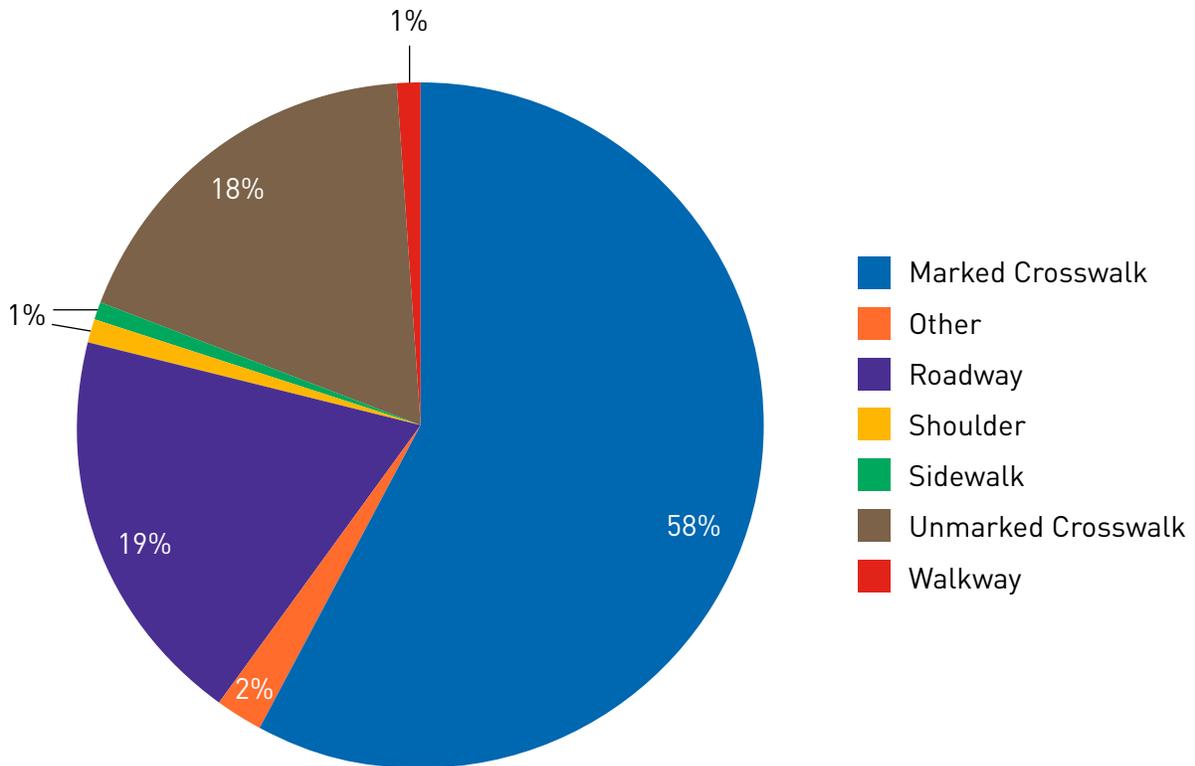
Year	Pedestrian-Involved Collisions	Seattle Population	Pedestrian collisions per 100,000
2005	477	573,296	83
2006	567	580,485	98
2007	487	589,304	83
2008	470	598,541	79
2009	454	602,000	75
2010	496	608,660	81
2011	393	620,778	63
2012	469	634,535	74
2013	396	652,000	61

Injury Class of Pedestrians Involved in 2013 Collision by Facility Type

Facility Type	Fatality	Serious Injury	No Injury	Injury	Possible Injury	Unknown	Total
Marked Crosswalk	2	21	16	79	94	13	225
Other		2	1	2	1	2	8
Roadway	1	8	2	29	28	4	72
Shoulder		1		2	1		4
Sidewalk		1		2	3		6
Unmarked Crosswalk	5	7	4	20	28	5	69
Walkway				1	3		4
Total	8	40	23	135	158	24	388

For collisions with State data

FACILITY THE PEDESTRIAN WAS USING FOR 2013 COLLISIONS

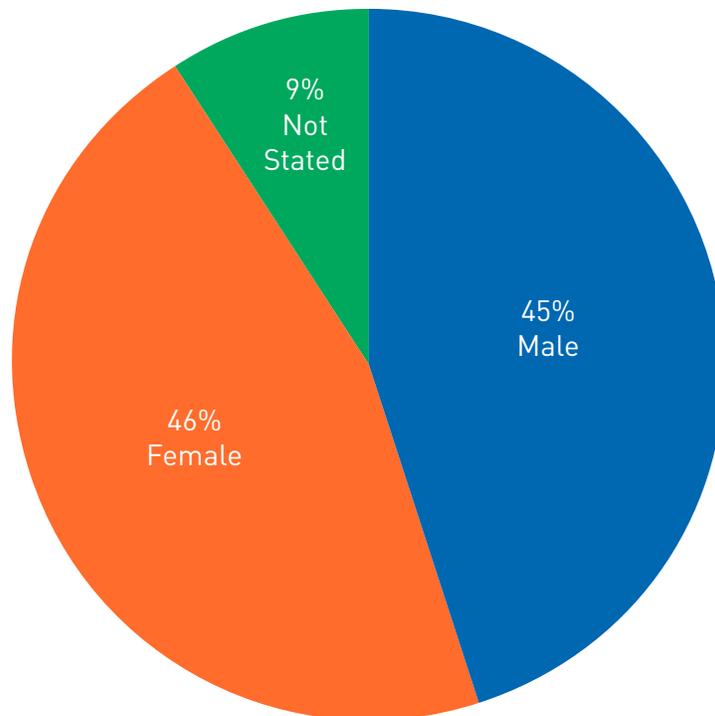


Injury Class of Pedestrians Involved in Collisions in 2013

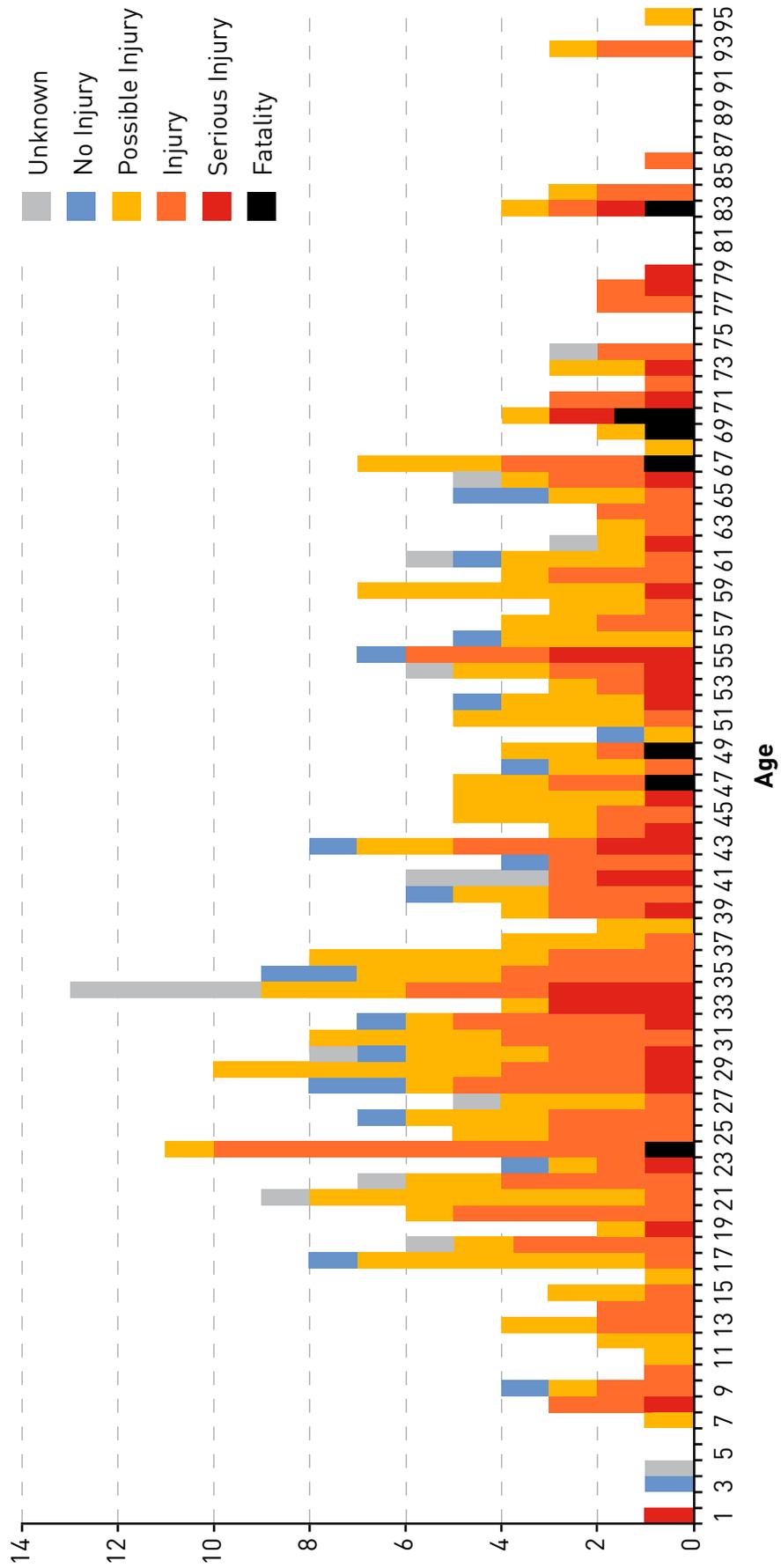
Age Group	Fatality	Serious Injury	Injury	Possible Injury	No Injury	Unknown	Total
14 and under		2	10	9	2	1	24
15 - 24	1	2	28	23	2	3	59
25 - 34		10	28	28	7	6	79
35 - 44		6	19	19	3	3	50
45 - 54	2	7	21	21	4	1	46
55 - 64		2	22	22	4	2	41
65 and over	5	7	15	15		2	46
Age Missing		4	21	21	1	6	43
Total	8	40	158	158	23	24	388

For collisions with State data

GENDER OF PEDESTRIANS IN 2013 COLLISIONS



INJURY CLASS OF PEDESTRIAN BY AGE FOR 2013 COLLISIONS

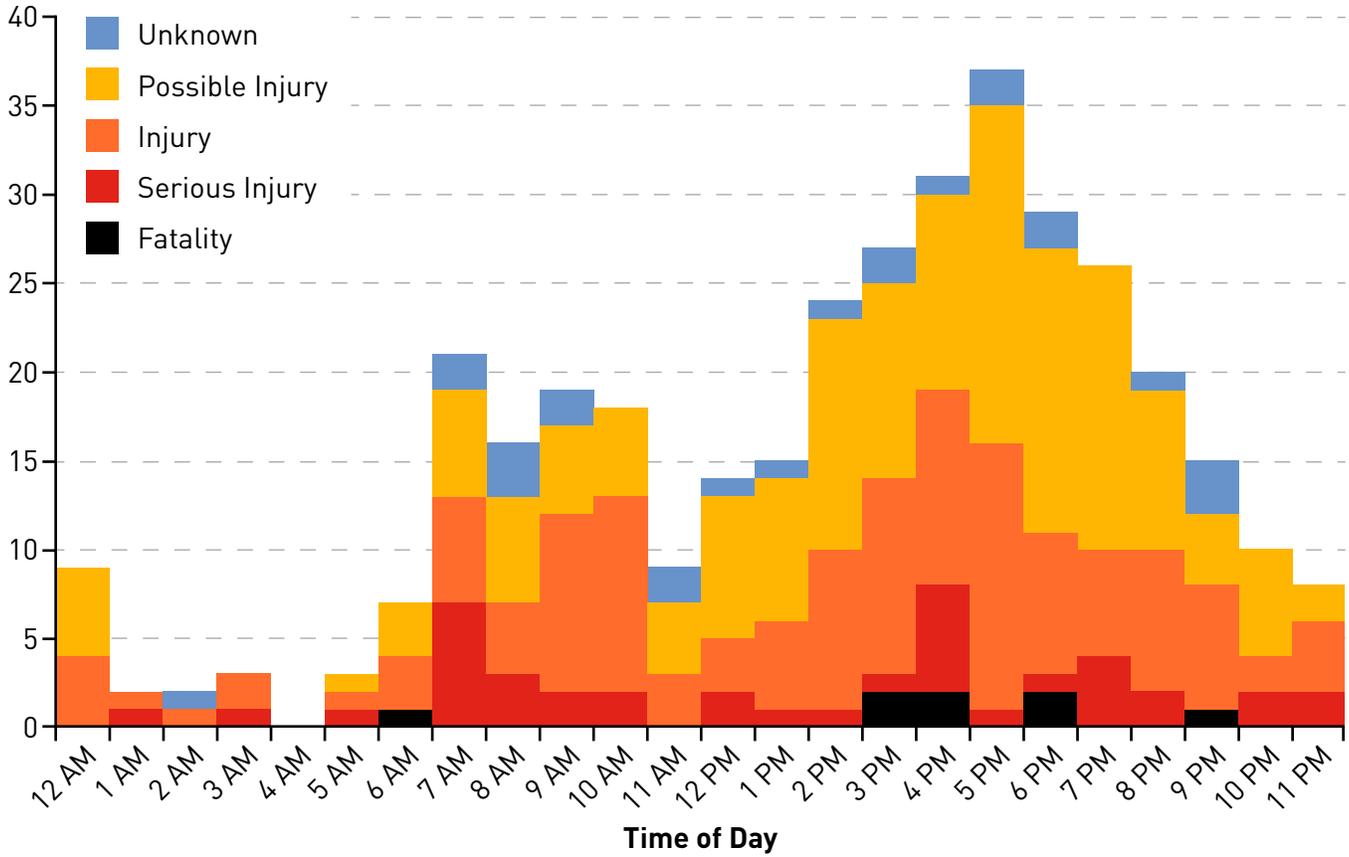


Pedestrian Collision Severity by Time of Day

Hour of the Day	Fatality	Serious Injury	Injury	Possible Injury	Unknown	Total
12:00 AM			4	5		9
1:00 AM		1	1			2
2:00 AM			1		1	2
3:00 AM		1	2			3
4:00 AM						
5:00 AM		1	1	1		3
6:00 AM	1		3	3		7
7:00 AM		7	6	6	2	21
8:00 AM		3	4	6	3	16
9:00 AM		2	10	5	2	19
10:00 AM		2	11	5		18
11:00 AM			3	4	2	9
12:00 PM		2	3	8	1	14
1:00 PM		1	5	8	1	15
2:00 PM		1	9	13	1	24
3:00 PM	2	1	11	11	2	27
4:00 PM	2	6	11	11	1	31
5:00 PM		1	15	19	2	37
6:00 PM	2	1	8	16	2	29
7:00 PM		4	6	16		26
8:00 PM		2	8	9	1	20
9:00 PM	1		7	4	3	15
10:00 PM		2	2	6		10
11:00 PM		2	4	2		8
Total	8	40	135	158	24	365

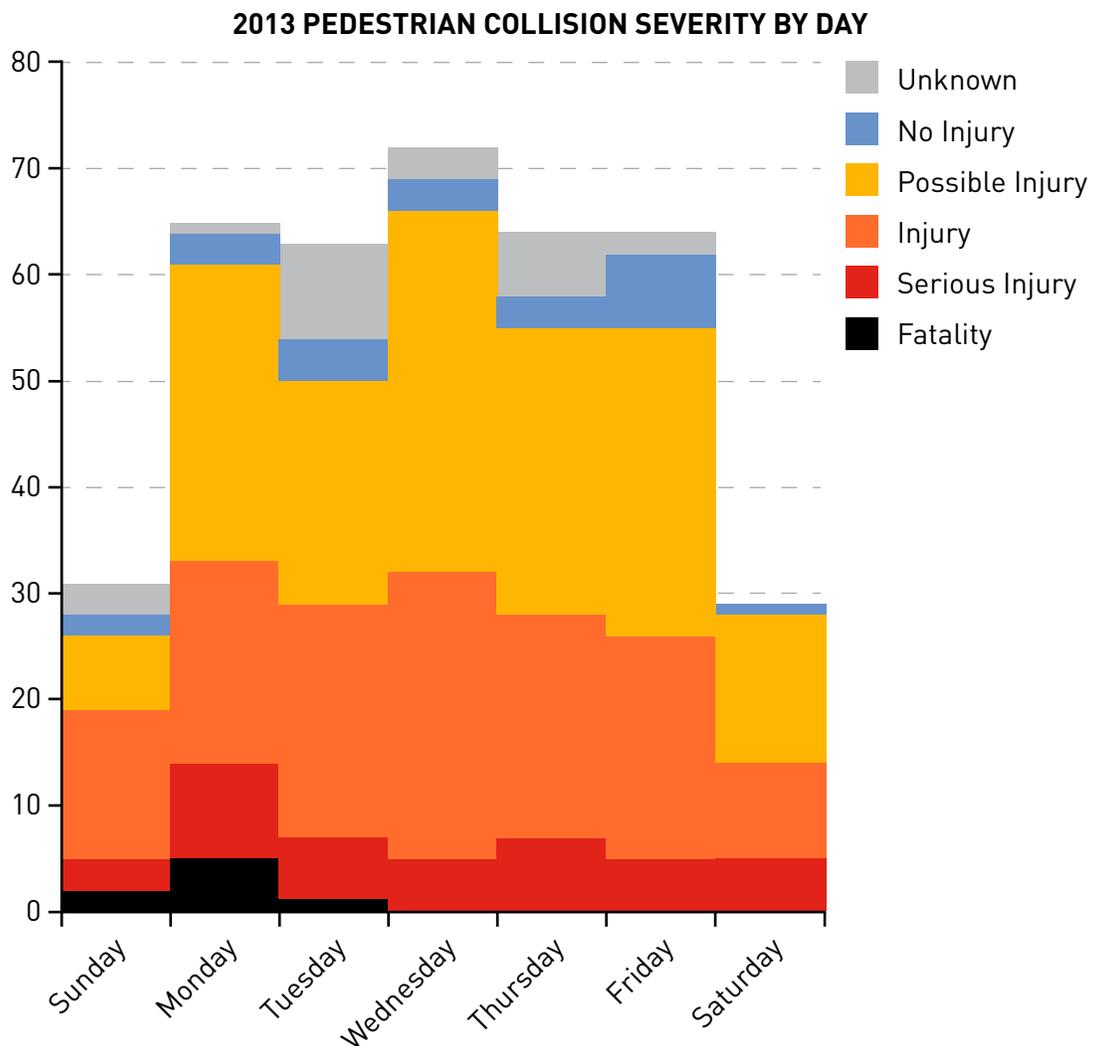
For collisions with State data

2013 PEDESTRIAN COLLISION SEVERITY BY HOUR OF THE DAY



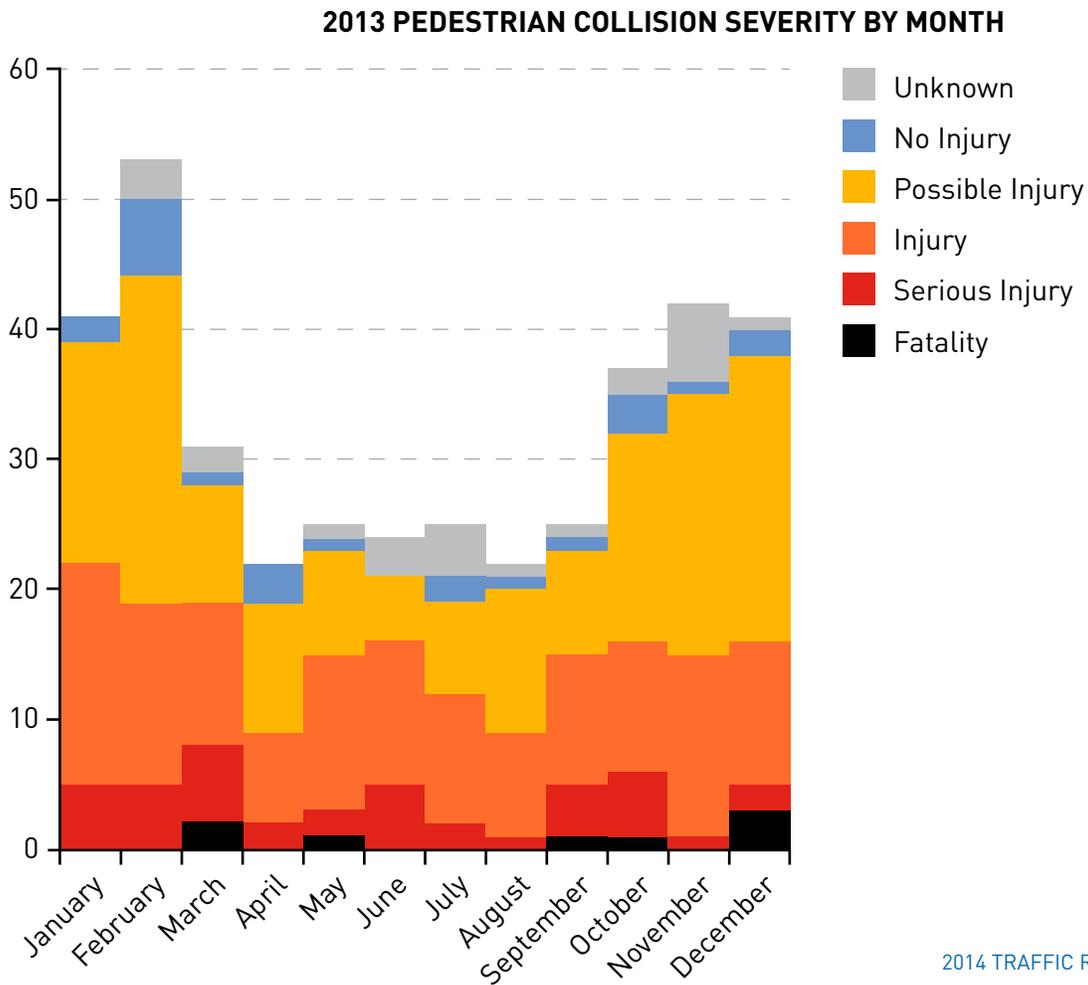
Day of Week	Fatality	Serious Injury	Injury	Possible Injury	No Injury	Unknown	Total
Sunday	2	3	14	7	2	3	31
Monday	5	9	19	28	3	1	65
Tuesday	1	6	22	21	4	9	63
Wednesday		5	27	34	3	3	72
Thursday		7	21	27	3	6	64
Friday		5	23	27	7	2	64
Saturday		5	9	14	1		29
Total	8	40	135	158	23	24	388

For collisions with State data



2013 Pedestrian Collision Severity by Month							
Month	Fatality	Serious Injury	Injury	Possible Injury	No Injury	Unknown	Totals
January		5	17	17	2		41
February		5	14	25	6	3	53
March	2	6	11	9	1	2	31
April		2	7	10	3		22
May	1	2	12	8	1	1	25
June		5	11	5		3	24
July		2	10	7	2	4	25
August		1	8	11	1	1	22
September	1	4	10	8	1	1	25
October	1	5	10	16	3	2	37
November		1	14	20	1	6	42
December	3	2	11	22	2	1	41
Totals	8	40	135	158	23	24	388

For collisions with State data



2013 Vehicle Actions in Pedestrian Collisions

Vehicle Action	Fatality Collision	Serious Injury Collision	Possible or Evident Injury Collision	Property Damage Only Collision	Total
Backing			10	1	11
Changing Lanes			1	1	2
Going Straight Ahead	5	21	119	18	163
Legally Parked, Occupied			1		1
Legally Parked, Unoccupied		2	1		3
Making Left Turn	2	11	109	16	138
Making Right Turn		2	41	9	52
Merging (Entering Traffic)			1		1
Other	1	3	7		11
Overtaking and Passing			1		1
Slowing			1		1
Starting From Parked Position		1	1	1	3
Starting in Traffic Lane		1	6	1	8
Stopped for Traffic			2		2
Total	8	41	301	47	397

For collisions with State data

2013 Pedestrian Collisions by Weather					
Weather	Fatality Collision	Serious Injury Collision	Possible or Evident Injury Collision	Property Damage Only Collision	Total
Clear or Partly Cloudy	5	23	174	26	228
Fog/Smog/Smoke			1	1	2
Other			1	1	2
Overcast	2	7	41	8	58
Raining	1	8	68	7	84
Unknown			9	1	10
Total	8	38	294	44	384

For collisions with State data.

2013 Pedestrian Collisions by Light Conditions	
Light Condition	Total
Dark - No Street Lights	5
Dark - Street Lights Off	3
Dark - Street Lights On	137
Dawn	4
Daylight	213
Dusk	8
Other	1
Unknown	13
Total	384

For collisions with State data

2013 Pedestrian Collisions by Road Conditions	
Road Condition	Total
Dry	256
Ice	2
Unknown	11
Wet	115
Total	384

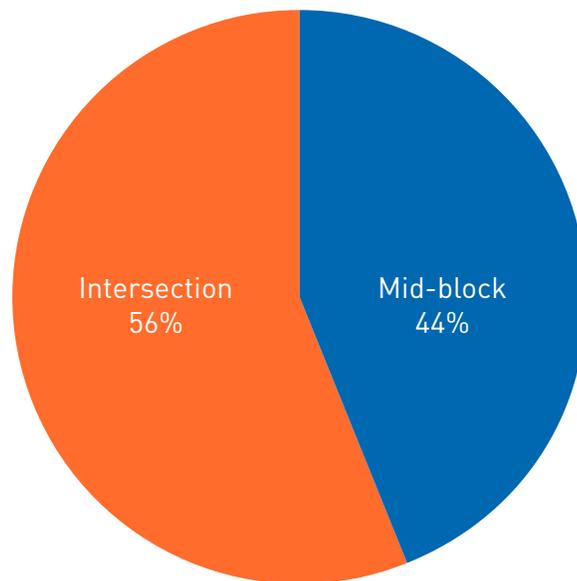
For collisions with State data

Clothing for Pedestrians in 2013 Collisions							
Clothing	Serious Injury	Injury	Possible Injury	No Injury	Unknown	Fatality	Total
Dark	14	34	64	8	7	4	131
Light	3	10	14	6	4	1	38
Mixed	23	83	74	8	13	3	204
Other Reflective Apparel - Shoes, Patches		2					2
Total	40	129	152	22	24	8	375

For collisions with State data

2013 BIKE COLLISIONS

2013 BIKE COLLISION LOCATIONS



Contributing Circumstances for Cyclists in 2013 Bicycle Collisions

Contributing Circumstance	Fatality	Serious Injury	Injury	Possible Injury	Unknown	Total
None	1	11	111	62	8	193
Other		5	32	22	3	62
Did not Grant Right of Way to Vehicle		1	13	9	1	24
Inattention	1	1	12	9	1	24
Unknown Driver Distraction		1	6	3		10
Exceeding Reasonable and Safe Speed	1		5	3	1	9
Disregard Stop and Go Light		1	1	3		5
Disregard Stop Sign/ Flashing Red			5			5
On Wrong Side of Road			2	2		4
Following Too Closely			1	1		2
Headlight Violation			1	1		2
Over Center Line		1	1			2
Under the Influence of Alcohol		1	1			2
Improper Passing				1		1
Improper Turn				1		1
Operating Defective Equipment			1			1
Total	2	22	192	117	14	347

Not all collisions note contributing circumstances. Some collisions note multiple contributing circumstances.

Contributing Circumstances for Drivers in 2013 Bicycle Collisions

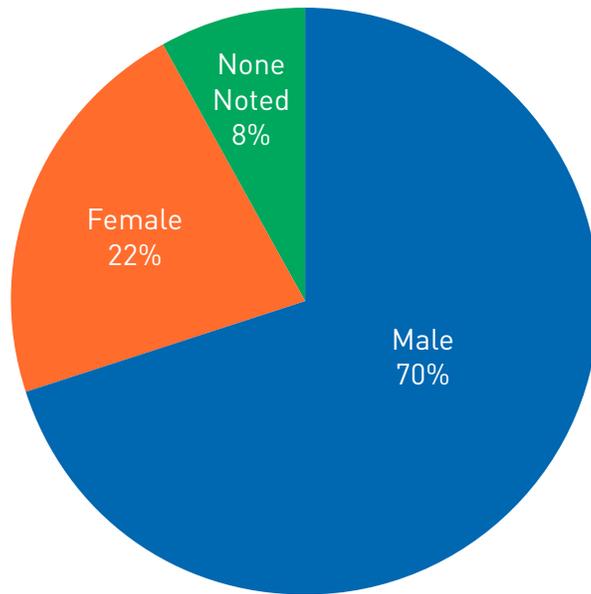
Contributing Circumstance	Fatality Collision	Serious Injury Collision	Possible or Evident Injury Collision	Property Damage Only Collision	Total
Did not Grant Right of Way to Pedestrian		8	88	8	104
Did not Grant Right of Way to Vehicle		1	31	3	35
Disregard Stop and Go Light			3		3
Disregard Stop Sign/Flashing Red			3		3
Driver Distractions Outside Vehicle			2	1	3
Driver Not Distracted		1	7	1	9
Driver Operating Other Electronic Devices			1		1
Exceeding Reasonable and Safe Speed		1	1		2
Failing to Signal			3		3
Improper Passing			1		1
Improper Signal			1		1
Improper Turn			7	2	9
Improper U-Turn			4		4
Inattention		6	52	7	65
None	1	10	75	15	101
Other	1	7	50	6	64
Operating Defective Equipment			1		1
Under the Influence of Alcohol			2		2
Unknown Driver Distraction			11	2	13
Total	2	34	343	45	424

Not all collisions note contributing circumstances. Some collisions note multiple contributing circumstances.

Gender of Cyclists Involved in 2013 Collisions							
Gender	Fatality	Serious Injury	Injury	Possible Injury	No Injury	Unknown	Total
Male	2	16	127	84	26	7	262
Female		4	47	23	4	3	81
None Noted			17	9	1	4	31
Total	2	20	191	116	31	14	374

For collisions with State data

GENDER OF CYCLISTS INVOLVED IN 2013 COLLISIONS

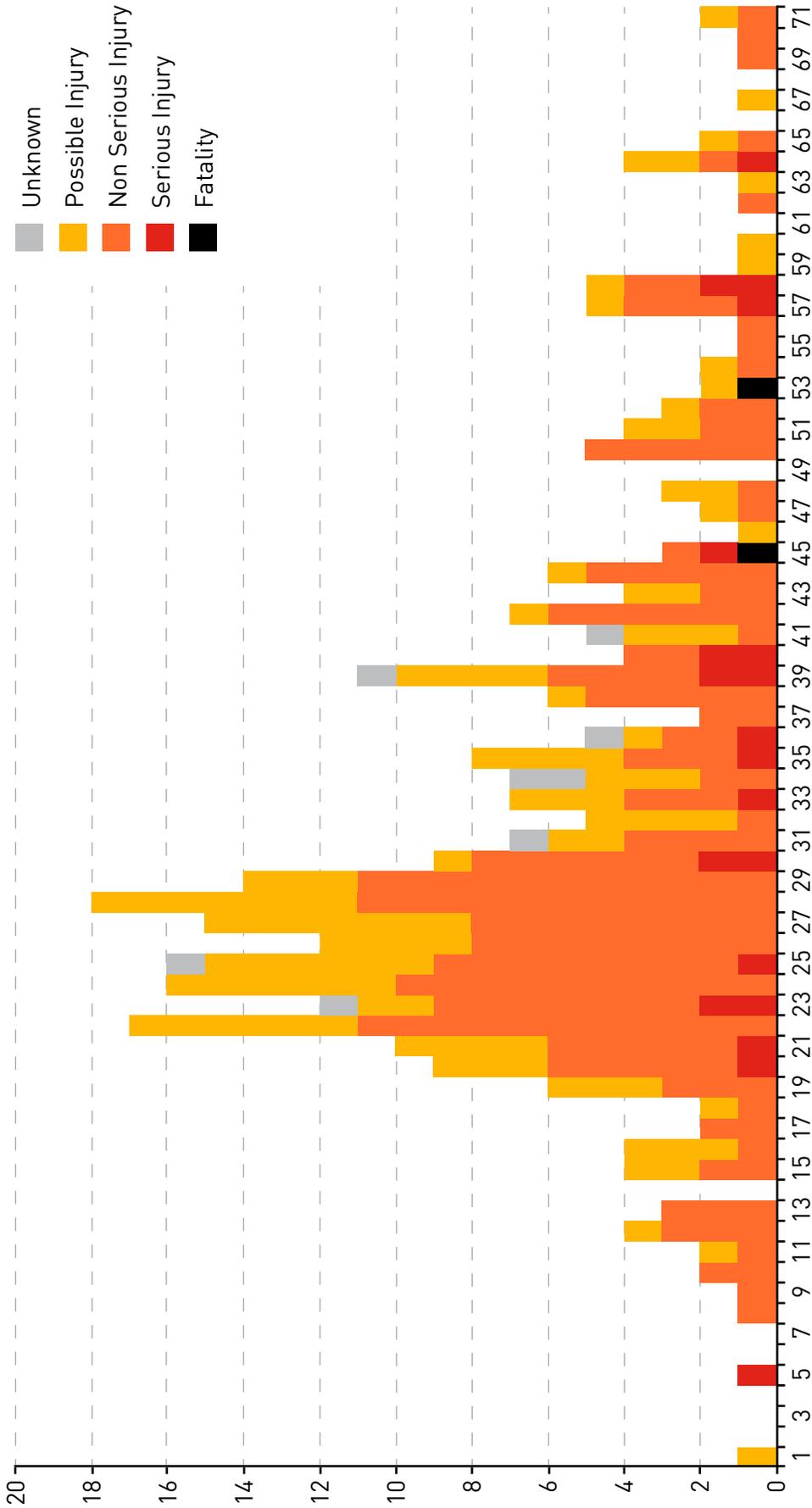


Age of Cyclists Involved in 2013 Collisions by Injury Class

Cyclist Age Group	Fatality	Serious Injury	Injury	Possible Injury	Unknown	Total	Percent of Total
2 to 14		1	11	3		15	4%
16 to 24		4	37	24	1	66	19%
25 to 34		4	70	43	2	119	35%
35 to 44		6	29	19	5	59	17%
45 to 54	2	1	17	9		29	8%
55 to 64		3	9	6		18	5%
65 and Over		1	5	5		11	3%
Missing			13	7	6	26	8%
Total	2	20	191	116	14	343	100%

For collisions with State data

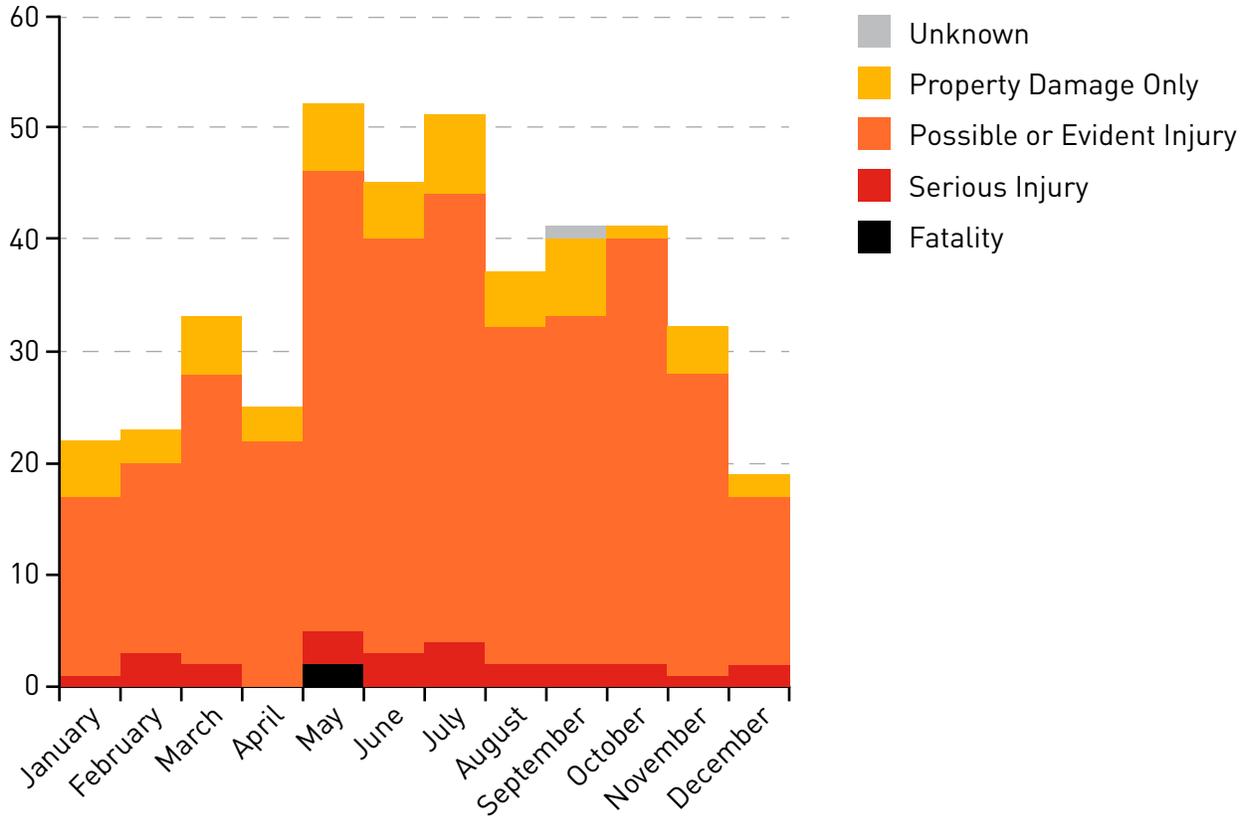
AGE OF CYCLISTS INVOLVED IN 2013 COLLISIONS



2013 Bicycle Collisions by Month

Month	Fatality Collision	Serious Injury Collision	Possible or Evident Injury Collision	Property Damage Only Collision	Unknown	Total
January		1	16	5		22
February		3	17	3		23
March		2	26	5		33
April			22	3		25
May	2	3	41	6		52
June		3	37	5		45
July		4	40	7		51
August		2	30	5		37
September		2	31	7	1	41
October		2	38	1		41
November		1	27	4		32
December		2	15	2		19
Total	2	25	340	53	1	421

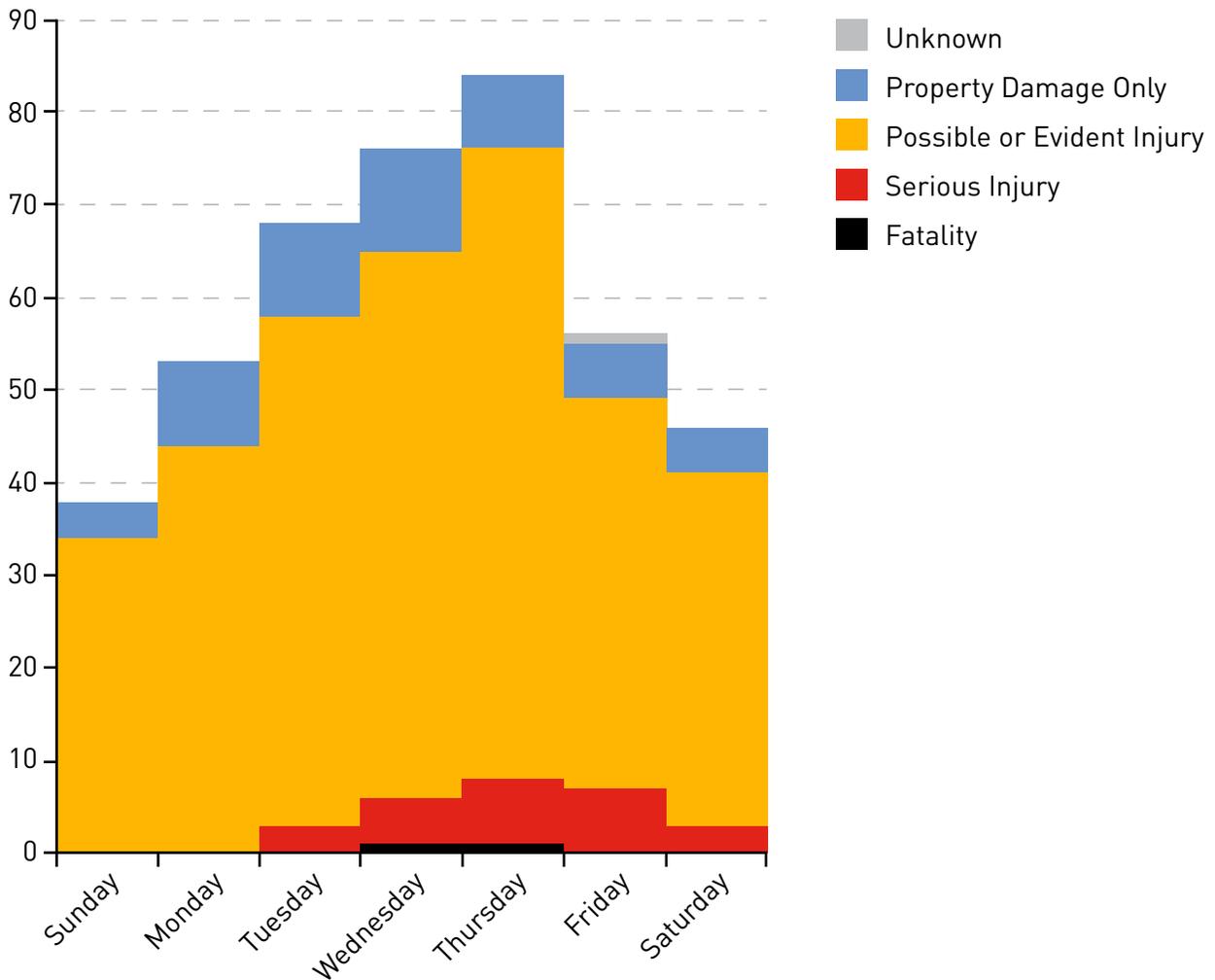
2013 BIKE COLLISIONS SEVERITY BY MONTH



2013 Bike Collision Severity by Day of Week						
Day of the Week	Fatality Collision	Serious Injury Collision	Possible or Evident Injury Collision	Property Damage Only Collision	Unknown	Total
Sunday			34	4		38
Monday			44	9		53
Tuesday		3	55	10		68
Wednesday	1	5	59	11		76
Thursday	1	7	68	8		84
Friday		7	42	6	1	56
Saturday		3	38	5		46
Total	2	25	340	53	1	421

For collisions with State data

2013 BIKE COLLISIONS SEVERITY BY DAY

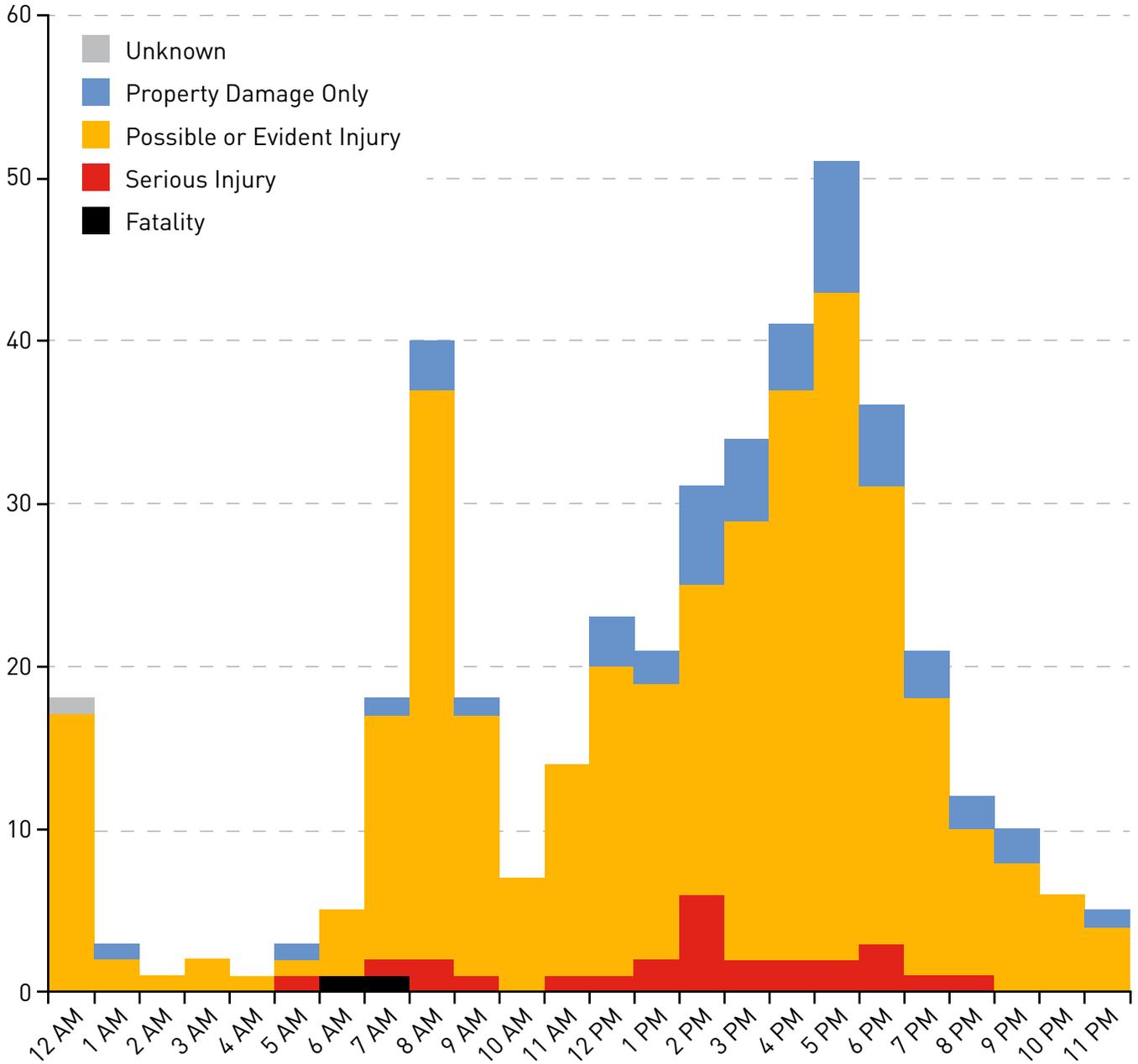


2013 Bike Collision Severity by Hour of the Day

Hour of the Day	Fatality Collision	Serious Injury Collision	Possible or Evident Injury Collision	Property Damage Only Collision	Unknown	Total
12 AM			12	5	1	18
1 AM			2	1		3
2 AM			1			1
3 AM			2			2
4 AM			1			1
5 AM		1	1	1		3
6 AM	1		4			5
7 AM	1	1	15	1		18
8 AM		2	35	3		40
9 AM		1	16	1		18
10 AM			7			7
11 AM		1	13			14
12 PM		1	19	3		23
1 PM		2	17	2		21
2 PM		6	19	6		31
3 PM		2	27	5		34
4 PM		2	35	4		41
5 PM		1	42	8		51
6 PM		3	28	5		36
7 PM		1	17	3		21
8 PM		1	9	2		12
9 PM			8	2		10
10 PM			6			6
11 PM			4	1		5
Total	2	25	340	53	1	421

For collisions with State data

2013 BIKE COLLISIONS SEVERITY BY HOUR OF THE DAY

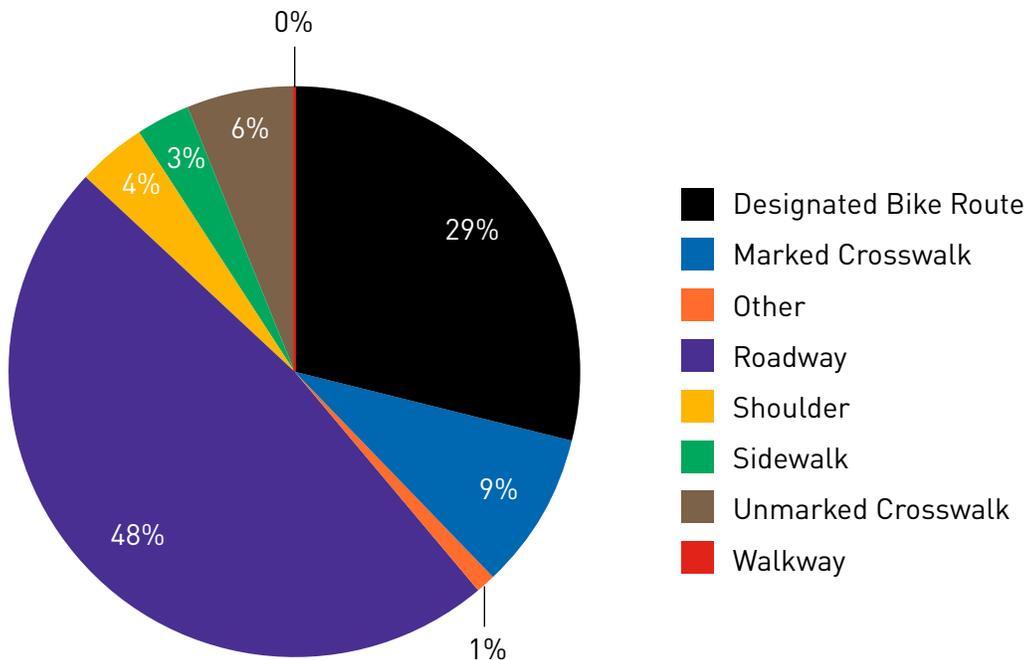


Injury Class of Cyclists Involved in 2013 Collisions by Facility Type

Facility Type	Fatality	Serious Injury	Injury	Possible Injury	Unknown	Total
Designated Bike Route		5	62	27	4	98
Marked Crosswalk			15	14	2	31
Other			3			3
Roadway	2	12	84	59	6	163
Shoulder		2	9	1	1	13
Sidewalk			4	6	1	11
Unmarked Crosswalk			14	7		21
Walkway		1		1		2
Total	2	20	191	115	14	342

For collisions with State data

FACILITY TYPE FOR CYCLISTS INVOLVED IN 2013 COLLISIONS



Injury Class of Cyclists Involved in 2013 Collisions by Weather

Weather	Fatality Collision	Serious Injury Collision	Possible or Evident Injury Collision	Property Damage Only Collision	Total
Clear or Partly Cloudy		15	228	33	276
Other	1				1
Overcast	1	1	50	10	62
Raining		5	49	5	59
Unknown		4	5	2	11
Total	2	25	332	50	409

For collisions with State data

Injury Class for Cyclists Involved in 2013 Collisions by Clothing

Clothing	Fatality	Serious Injury	Non Serious Injury	Possible Injury	Total
Dark		5	32	28	65
Light		1	26	10	37
Mixed	2	12	114	67	195
Other Reflective Apparel - Shoes, Patches			6	3	9
Retro - Reflective		1	10	5	16
Total	2	19	188	113	322

For collisions with State data

GLOSSARY

TRAFFIC VOLUME TERMS

Source – William R. McShane and Roger P. Roess, *Traffic Engineering* (Englewood Cliffs, New Jersey: Prentice Hall, 1990) 49.

ADT: Average Daily Traffic. An average 24-hour traffic volume at a given location for some period less than a year.

AWDT: Average Weekday Daily Traffic. An average 24-hour traffic volume occurring on weekdays for some period of time less than one year, such as for a month or a season.

AADT: Average Annual Daily Traffic. The average 24-hour traffic volume at a given location over a full 365-day year.

INJURY TYPES

Source – State of Washington Police Traffic Collision Report Instruction Manual and SDOT

No Injury: Applies when the officer at the scene has no reason to believe that, at the time of the collision, the person received any bodily harm due to the collision.

Possible Injury: Any injury reported to the officer or claimed by the individual such as momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, hysteria, etc. These are counted as injuries when the total number of injuries is presented.

Non Serious Injury (Evident Injury): Any injury other than fatal or disabling at the scene, including broken fingers or toes, abrasions, etc.

Serious Injury: Any injury that results in at least a temporary impairment, e.g. a broken limb. It does not mean that the collision resulted in a permanent disability.

Fatality: This category includes persons who died at the scene of the collisions, were dead on arrival at the hospital, or died within 30 days of the collision from collision-related injuries.

ROADWAY CLASSIFICATION TYPES

Source – City of Seattle Comprehensive Plan, Section 3.4 and SDOT

Residential (Non-Arterial) Streets: Roadways that provide localized traffic circulation, including access to neighborhood land uses, commercial and industrial land uses, and access to higher level traffic streets.

Collector Arterials: Roadways that collect and distribute traffic from principal and minor arterials to local access streets or provide direct access to destinations.

Minor Arterials: Roadways that distribute traffic from principal arterials to collector arterials and access streets.

Principal Arterials: Roadways that are intended to serve as the primary routes for moving traffic through the city, connecting urban centers and urban villages to one another, or to the regional transportation network.

The Seattle Department of Transportation
700 5th Avenue, Suite 3800
PO Box 34996
Seattle, WA 98124-4996
(206) 684-ROAD (7623)
www.seattle.gov/transportation

