

Seattle Department of Transportation

2019 TRAFFIC REPORT

Data from January 1 to December 31, 2018

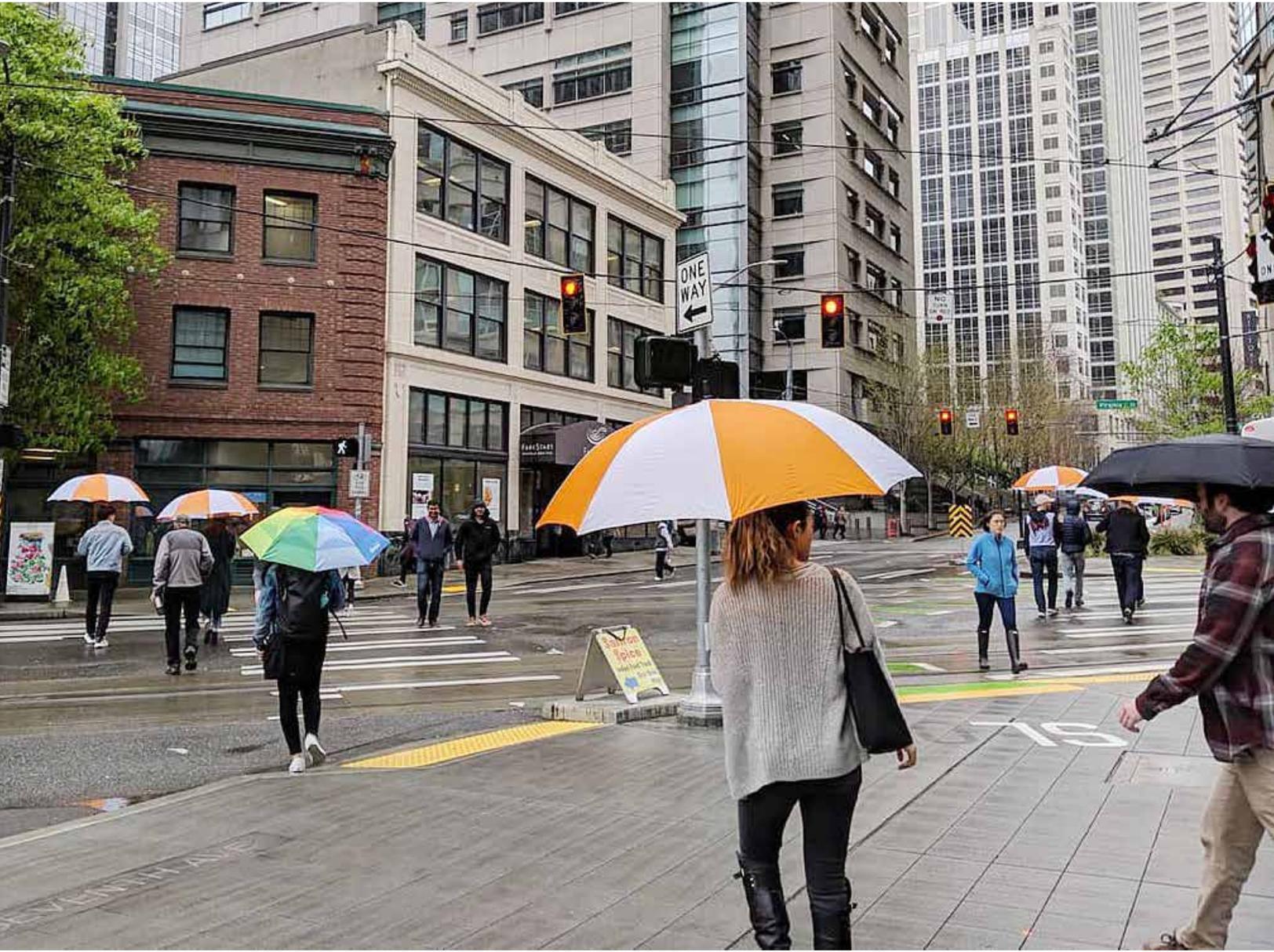


Seattle
Department of
Transportation



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EXECUTIVE SUMMARY

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/.



Sam Zimbabwe, SDOT Director
Seattle Department of Transportation



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TRAFFIC VOLUMES AND SPEEDS

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 collects vehicle speed data in addition to volume data. Speed data is particularly useful for making traffic safety decisions such as those connected with traffic calming, Safe Routes to School, Seattle's Vision Zero 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 within the city.

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



MOTOR VEHICLE VOLUMES

SDOT is responsible for counting the volume of traffic on certain city arterial streets each year.

At 20 locations, SDOT conducts control counts every month. These counts are used to create 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. 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-5, I-90, SR 520, and 1st Ave S), SDOT derives a proxy number for citywide motor vehicle average daily traffic (ADT). Traffic volumes increased by 3.6% from 2017 to 2018. The Figure 1 graph of Seattle's ADT shows overall trend since 2009. Population, employment, and transit ridership trends are also shown in Figure 2 through Figure 5, along with commute mode share for context.

FIGURE 1: AVERAGE DAILY TRAFFIC IN SEATTLE

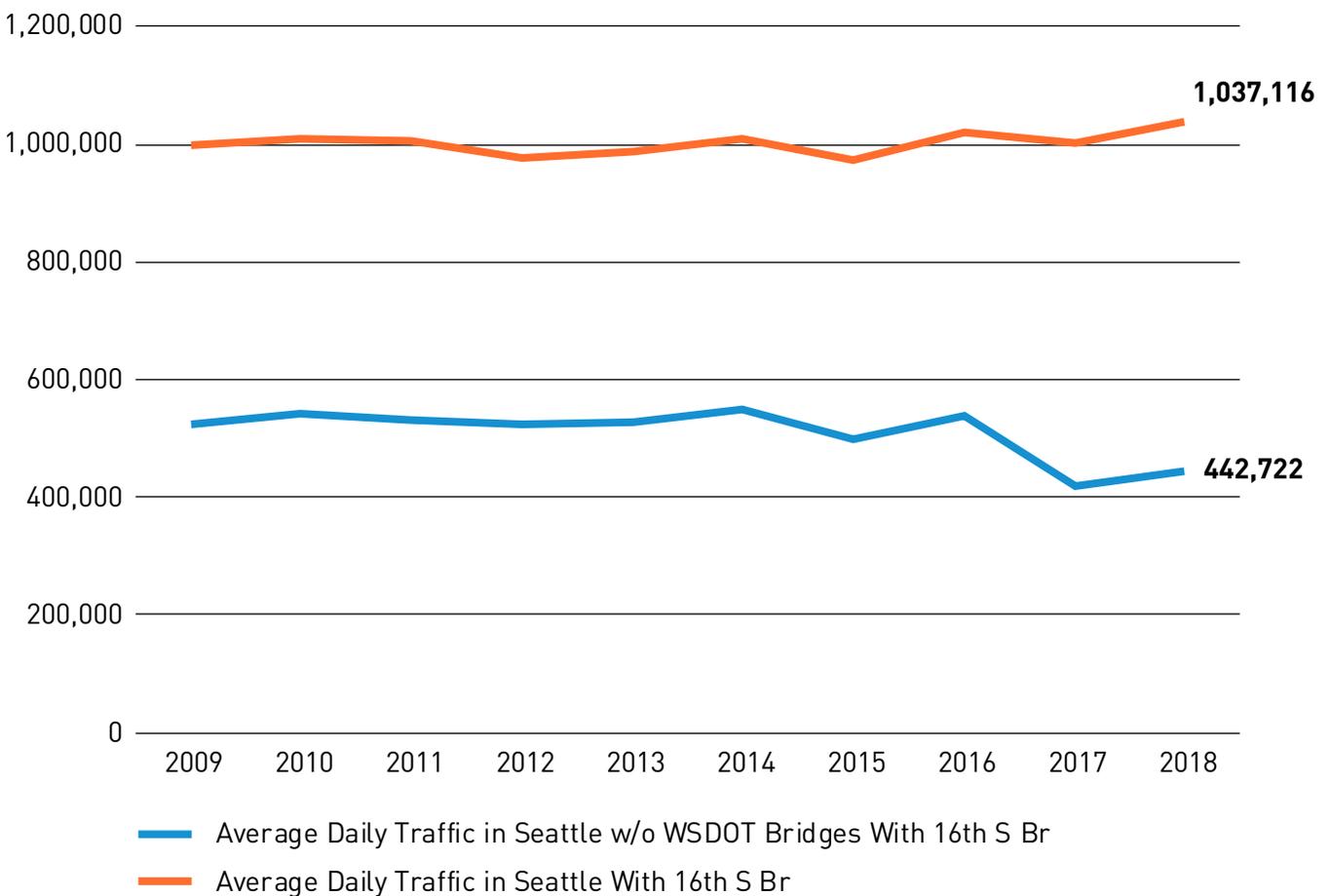
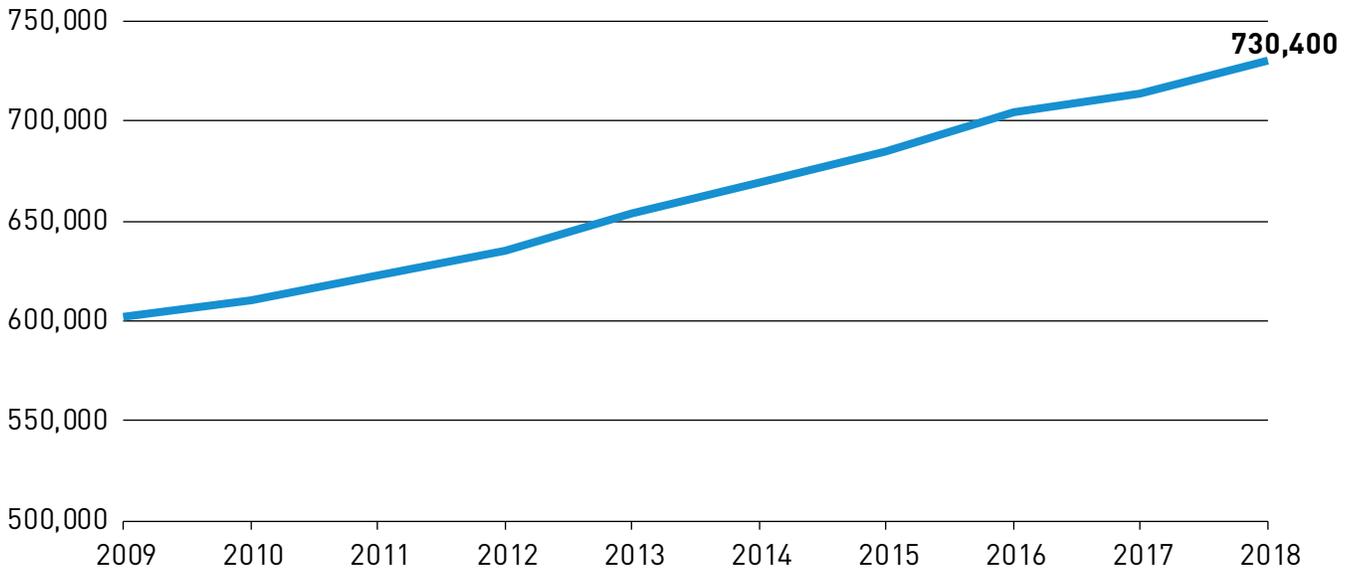
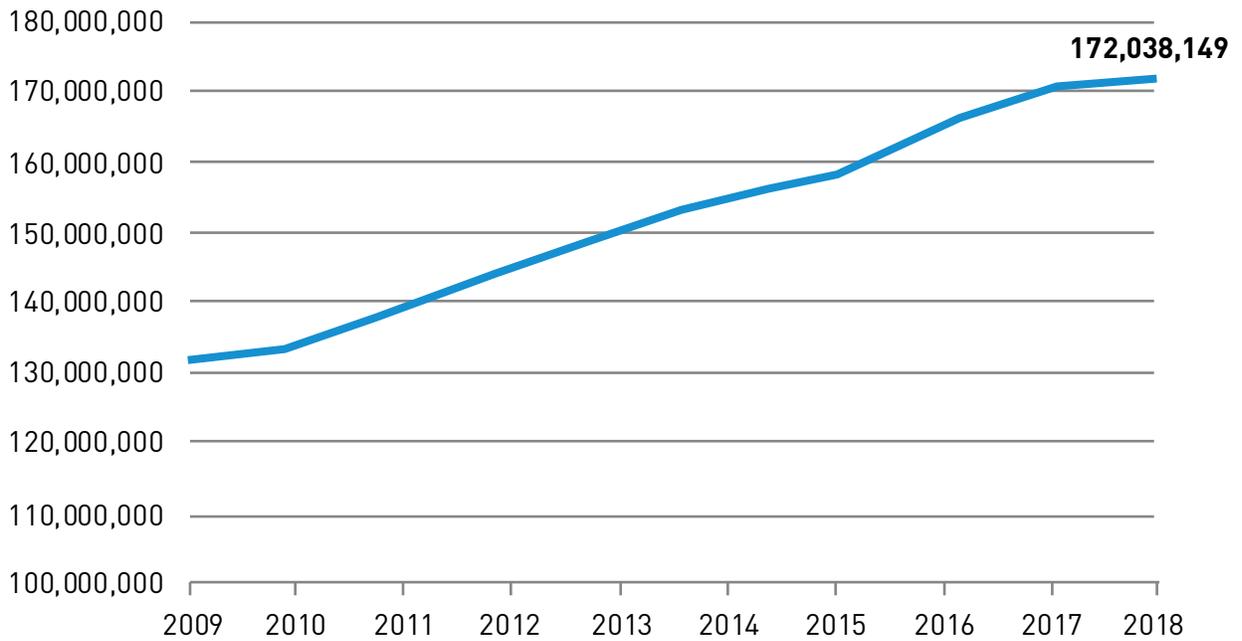


FIGURE 2: SEATTLE POPULATION



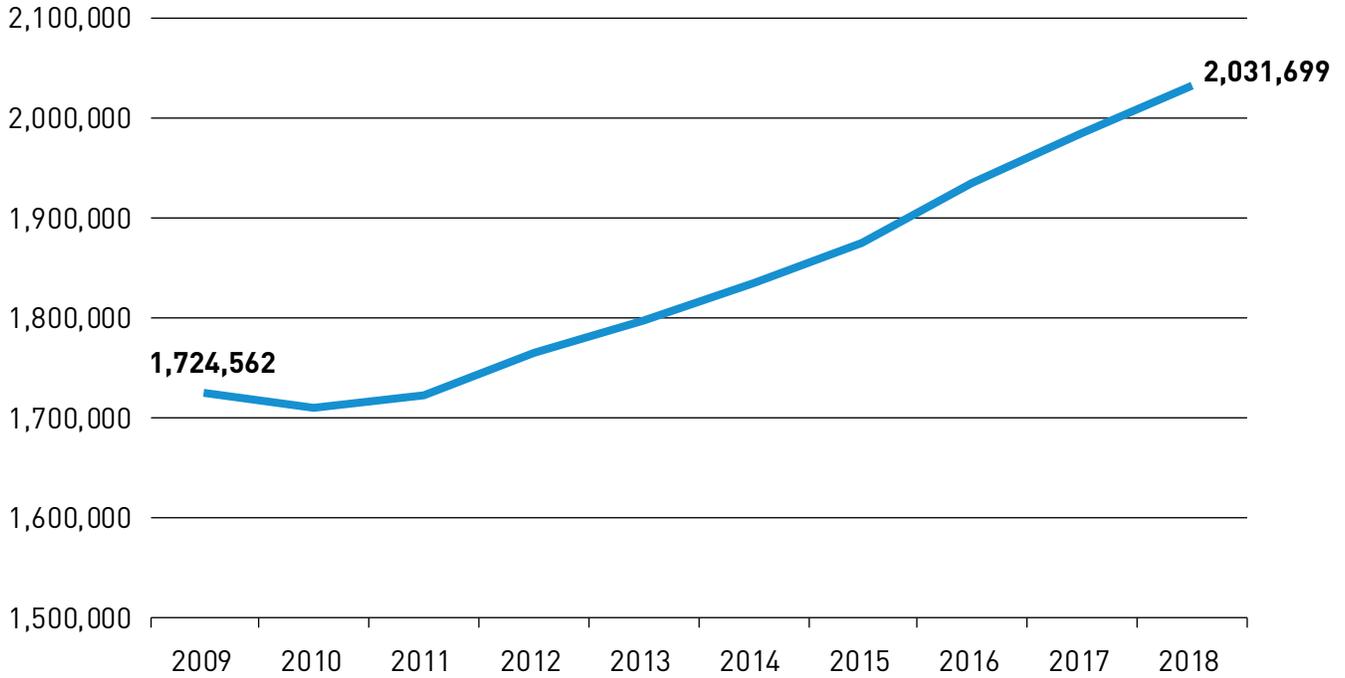
Source: Washington State Office of Financial Management

FIGURE 3: ANNUAL REGIONAL TRANSIT RIDERSHIP



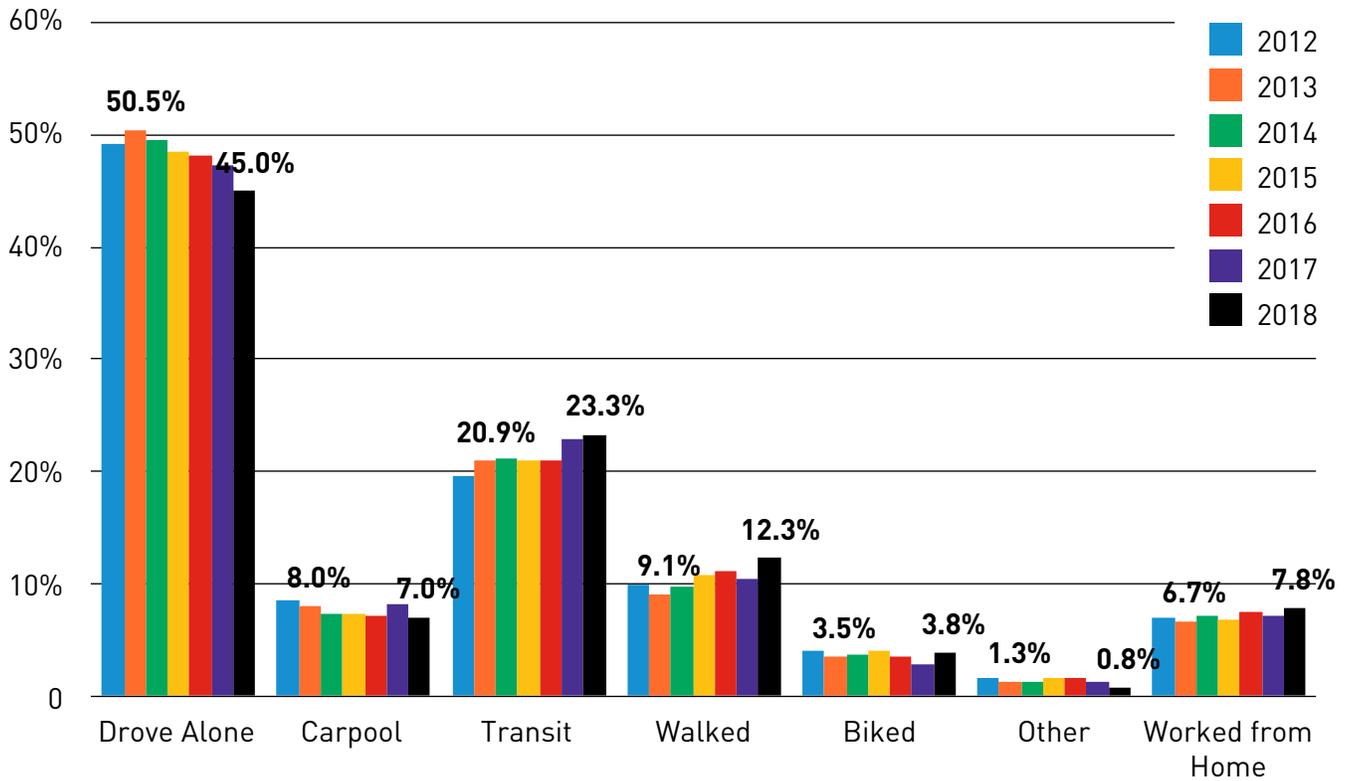
Source: King County Metro

FIGURE 4: AVERAGE ANNUAL EMPLOYMENT - SEATTLE, TACOMA, BELLEVUE



Source: Puget Sound Regional Council

FIGURE 5: SEATTLE COMMUTE MODE SHARE





TRAFFIC FLOW MAP

The 2018 Traffic Flow Map, shown in figure 7, 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/documentlibrary/reports-and-studies

In 2018 the top ten arterials for traffic volume, shown in table 1, includes three streets that were not on the list in 2017: Elliott Ave W northwest of W Lee St, 1st Ave S north of Olson Pl SW and 4th Ave S south of S Royal Brougham Way. The West Seattle Bridge east of the Delridge ramps continues to be the busiest city street, as measured by SDOT.

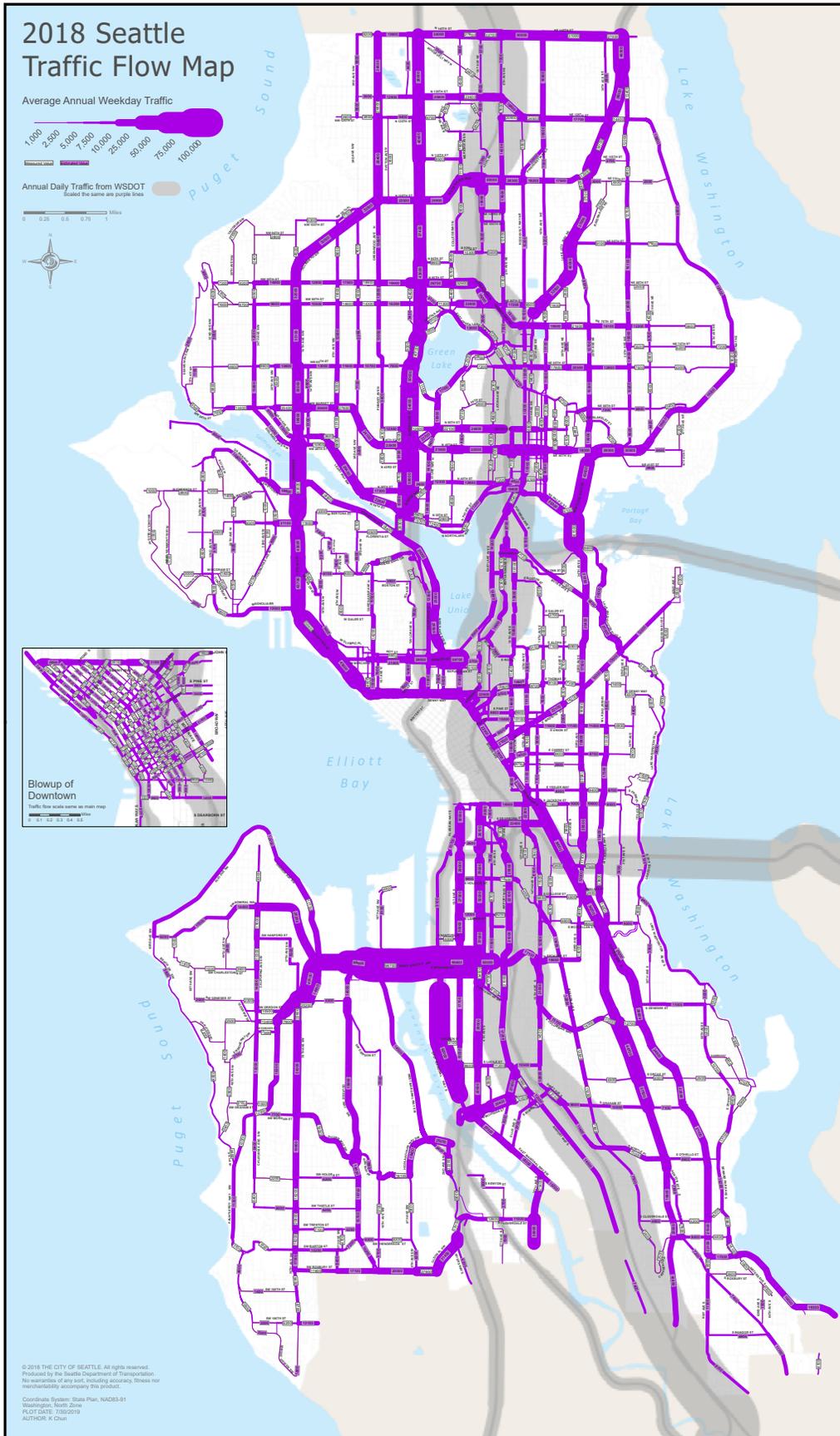
TABLE 1: TOP 10 ARTERIAL BY VOLUME

Top 10 Arterials by Volume	Average Week Day Traffic (AWDT)
West Seattle Bridge @ DMS Sign	90,742
East Marginal Way S, S/O S Alaska St	76,386
Aurora Ave N (SR99) @ Ward St	66,854
Montlake Bridge	61,549
Elliott Ave W, NW/O W Lee St	61,388
Mercer St @ Boren Ave N	60,627
Ballard Bridge Count Station	49,500
1st Ave S, N/O Olson Pl SW	39,474
Lake City Way NE, NE/O NE 95th St	37,815
4th Ave S, S/O S Royal Brougham Way	37,765

FIGURE 6: SEATTLE ARTERIAL CLASSIFICATION



FIGURE 7: 2018 SEATTLE TRAFFIC FLOW MAP



BICYCLE VOLUMES

In 2018, SDOT collected bicycle volume data with three different programs: automated permanent bicycle counters at 10 locations, 63 multiday short counts, and regular spot counts at 50 intersections.

Automated Bicycle Counters

In October 2012, the Fremont Bridge bike counter was installed to count bikes crossing on both sides 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 sixth full year of complete data for the Fremont Bridge bike counter. The total bike volume for 2018 was over a million at 1,051,800 which represents a 9.2% increase in bike volume from 2017.

FIGURE 8: BIKE RIDES OVER THE FREMONT BRIDGE

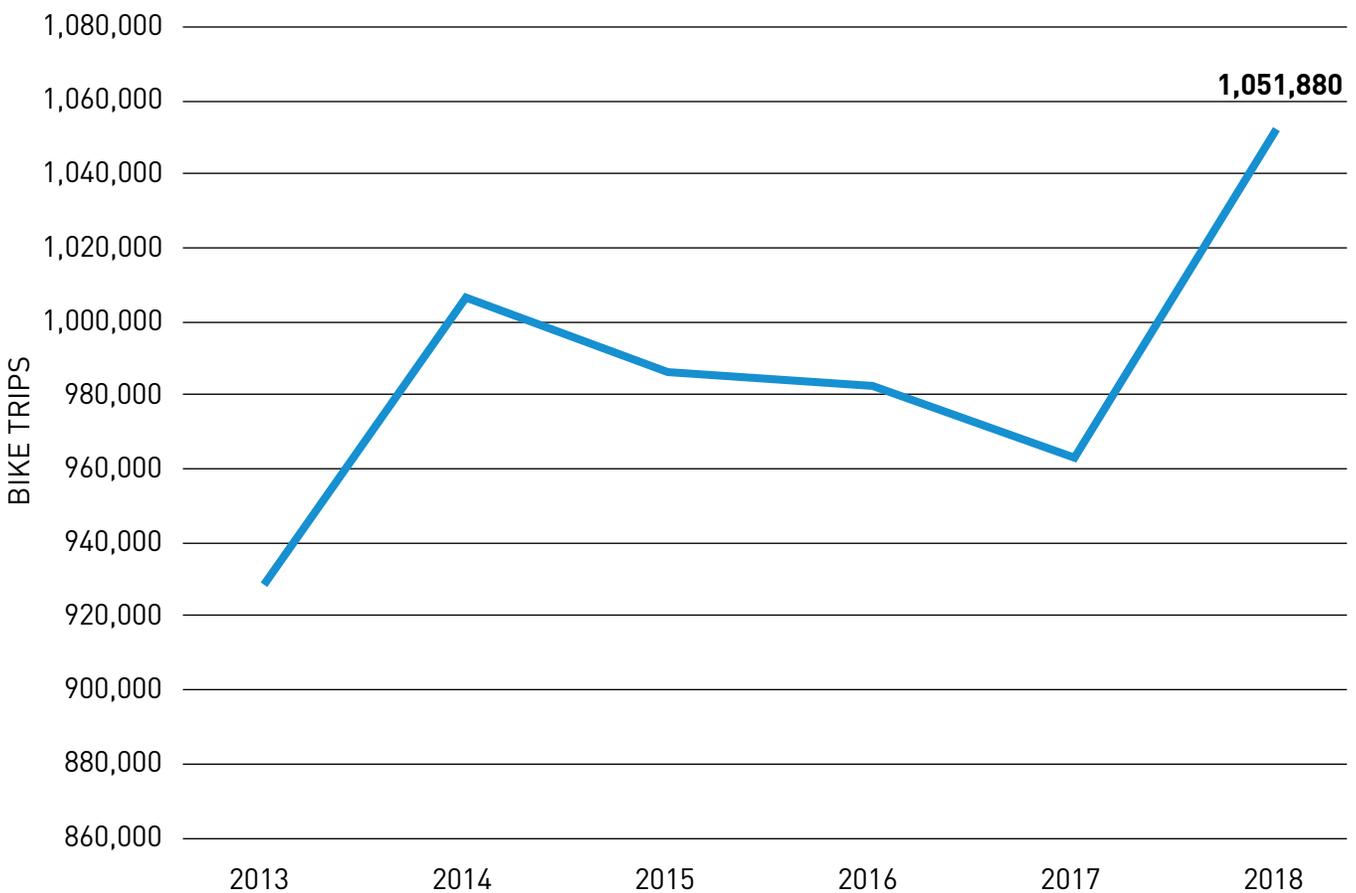




TABLE 2: 2018 FREMONT BRIDGE COUNTER SUMMARY

Total	1,051,880
Peak Day	Tue, 22 May, 2018 (5,787)
Minimum Day	Sun, 9 Dec, 2018 (292)
Max Day of the Week	Tuesday
Hourly Average	120
Daily Average	2,882
Average Workday Traffic	3,432
Average Weekend Traffic	1,502
Weekly Average	20,173
Monthly Average	87,717

2018 marks the sixth continuous year of full counts from ten permanent bike counters that were installed on multi-use trails and neighborhood greenways. These counters capture bike volume by direction. Additionally, three locations capture pedestrian volume. These counts give a better illustration of daily bike ridership throughout the city.

Seven continuous counters were used to create day of year factors for 2018. The short counts were then used to estimate yearly bike volumes. Using daily factors provides for the estimates to be within 15% of the actual values when we have at least six days of data (as per NCHRP report 797). Three of the seven continuous counters had no missing days. Four of the seven continuous counters had too many missing days to average so instead used a regression equation that relied on the day of year, Fremont bridge counts, and Spokane St bridge counts to estimate the replacement data.

TABLE 3: BICYCLE PERMANENT COUNTS

Site	2015 Annual Count	2016 Annual Count	2017 Annual Count	2018 Annual Count
2nd Avenue Display	217,687	231,195	236,762	313,503
Broadway Cycle Track	99,595	114,399	101,335	108,279
Elliott Bay Trail in Myrtle Edwards Park	410,464	411,192	392,362	439,672
Fremont Bridge Totem	986,556	982,470	963,135	1,051,880
Spokane St. Bridge Total	299,550	297,474	275,536	293,382

Multiday Short Counts

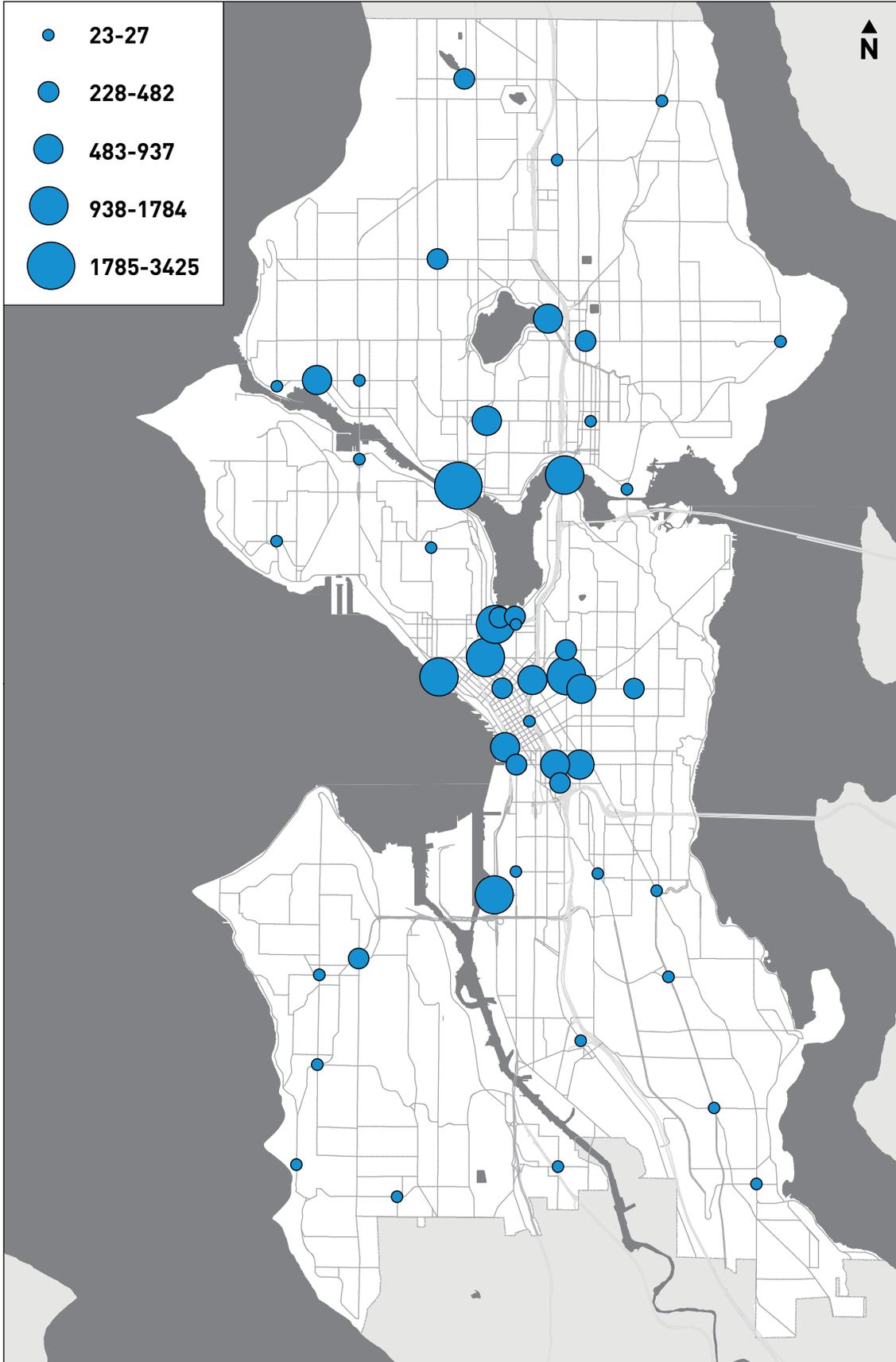
In 2018 we conducted 133 machine short counts in different parts of the city in addition to the spot counts. These counts are a better indication of bike ridership since they capture at least one week of data instead of the 2-hour window of the spot counts. Some of these counts support the Bicycle Master Plan’s ridership performance measure and will be counted on annual basis going forward.

Using data from our permanent counters we created daily volume factors that allowed us to extrapolate our short counts into annual volume estimates for each short count location (as per NCHRP report 797). This data, along with that from our permanent counters, is mapped on Figure 9 as annual average daily bicycle volume. Because of the high seasonal variation in bike volumes, the daily summer volume is often three times the annual average daily volume. Similarly, the daily volume in the winter is lower.



Broadway at East Howell St

FIGURE 9: 2018 AVERAGE DAILY BIKE VOLUMES

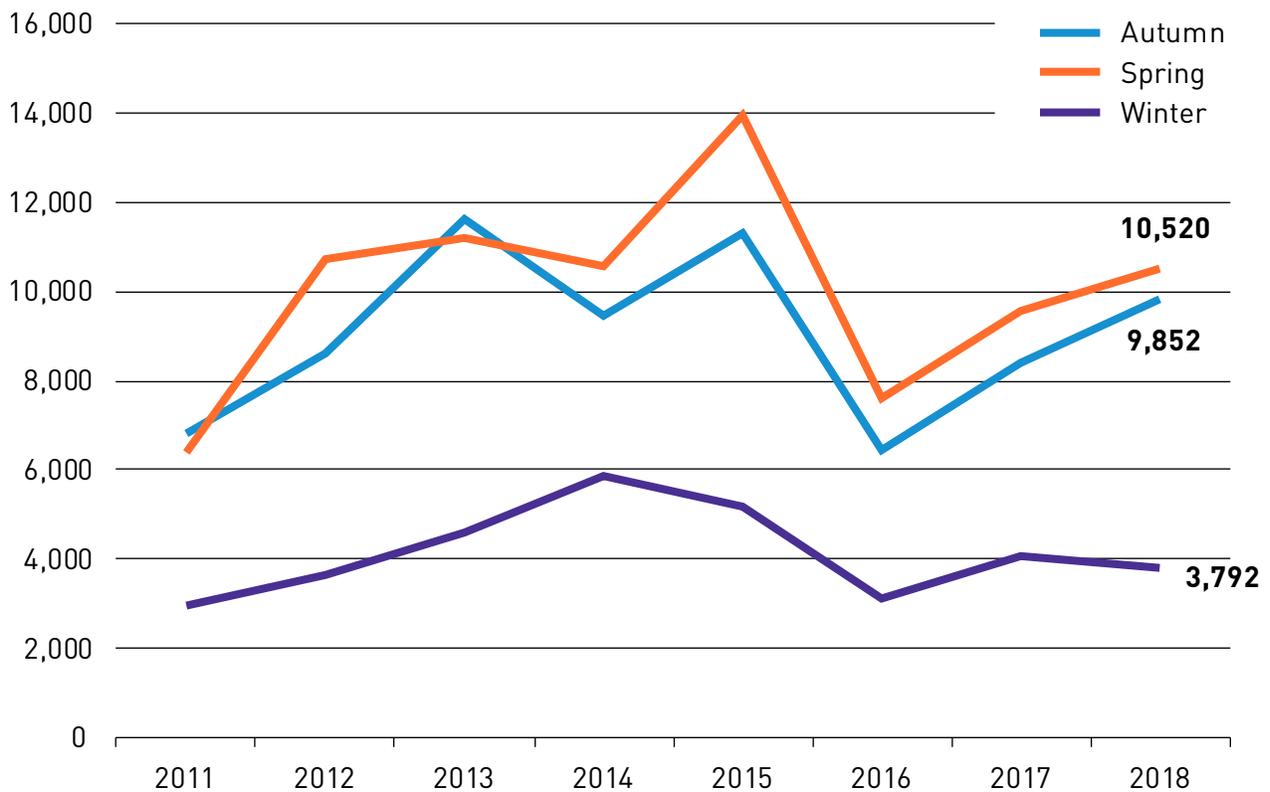


Spot Bike Counts

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 multiple times a year. In 2017 these counts were conducted in January, May, and September. Each month counts are collected for PM peak (5-7pm), off peak (10am-noon), and Saturday (noon-2pm) time periods at each location. In 2014 we removed the July counts since the days these were conducted landed on the week of the July 4th. We observed that these counts don't correctly show true ridership numbers.

In 2018, the quarterly citywide program counted 26,182 cyclists for the months of January, May and September. The overall number of cyclists counted increased by 4,171 or 19% at these valid count locations. We also conduct short counts in different locations and have permanent counters. These counts provide a better assessment on daily ridership due to longer periods of counts. From the NBPD count analysis Fremont Ave N and N 34th St showed the most overall ridership with 2,310 total weekday riders.

FIGURE 10: NBPD BIKE COUNT ANNUAL TREND



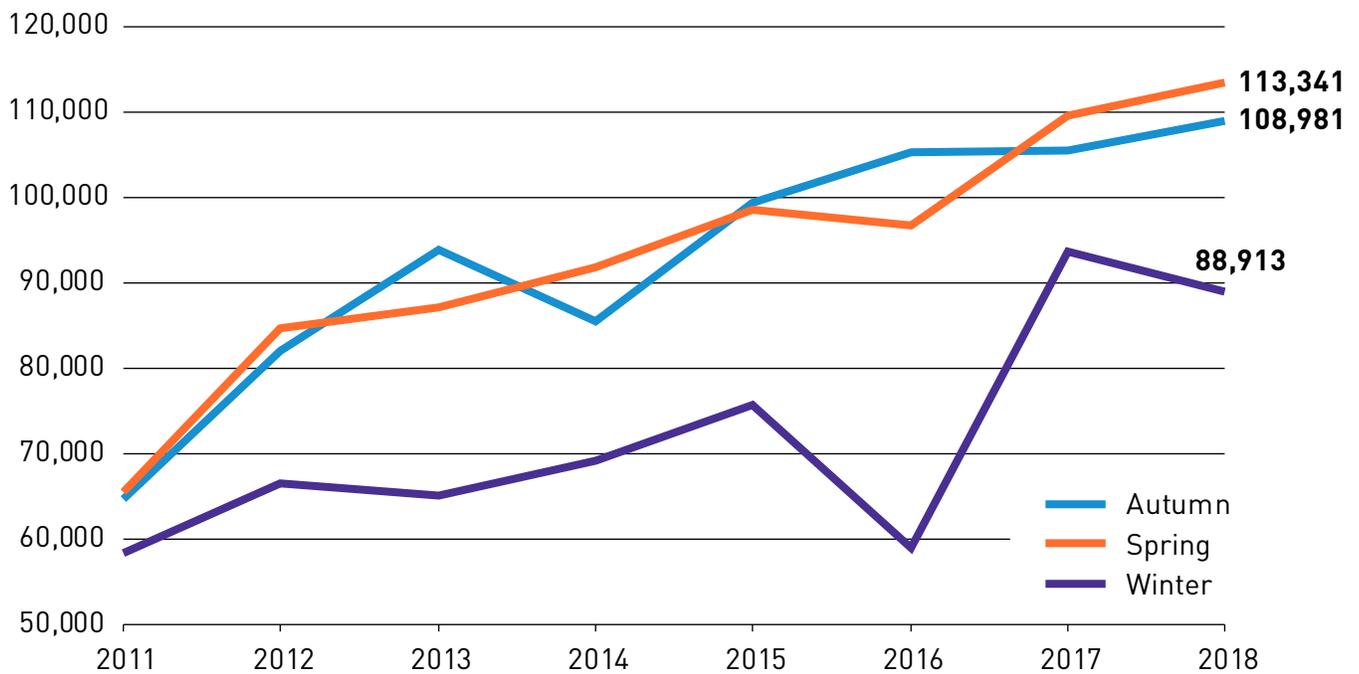
PEDESTRIAN VOLUMES

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 multi-use trail counter locations. The map of these locations can be found in the Supporting Data section.

Quarterly Citywide Pedestrian Counts

In 2011, SDOT started using the National Bicycle and Pedestrian Documentation 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 crosswalk. 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. In 2018, the highest pedestrian volume count was recorded with an additional 4,574 people or 1.5% increase from 2017.

FIGURE 11: NBPD PEDESTRIAN COUNT ANNUAL TREND

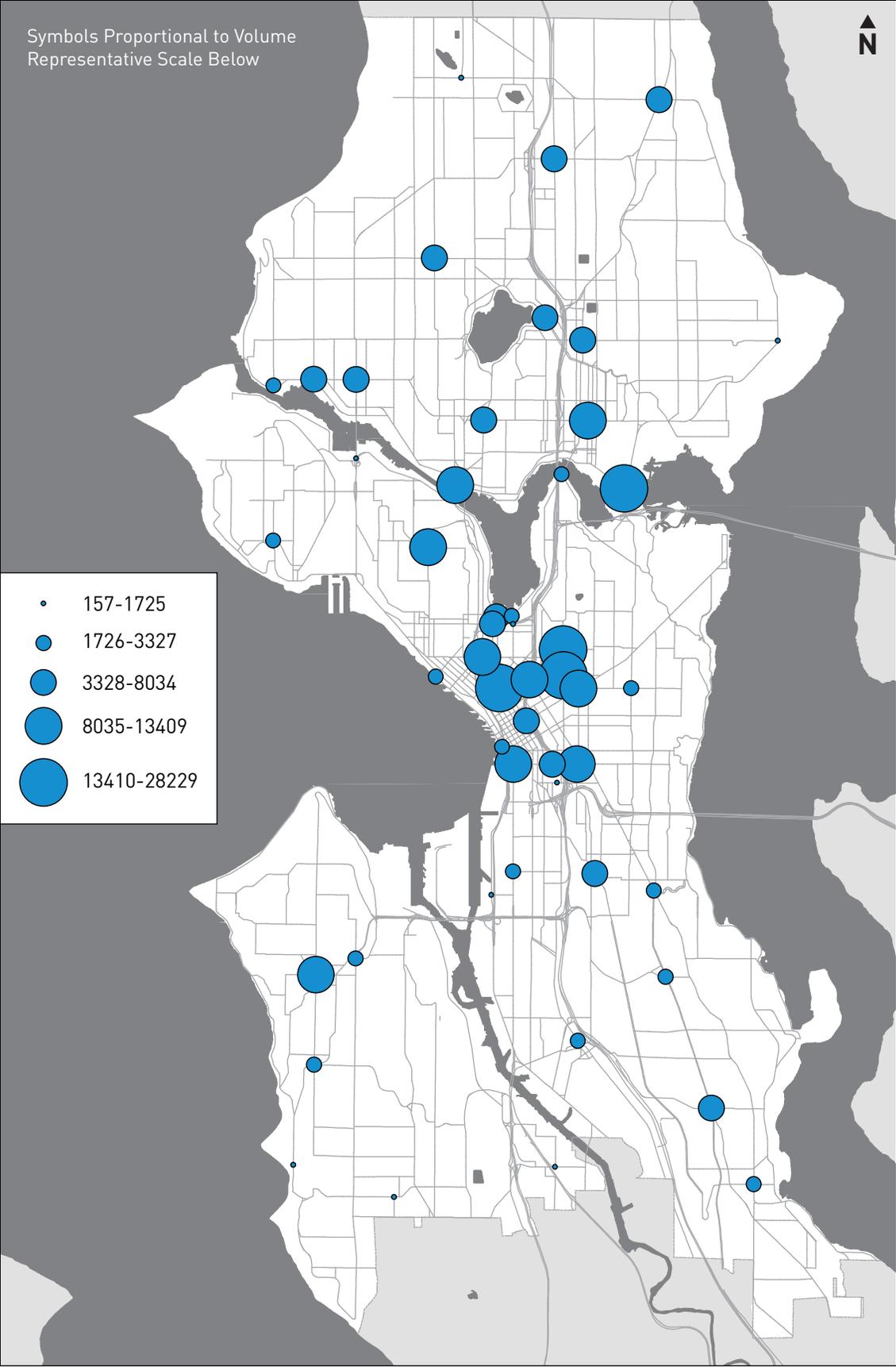


The ongoing program expands SDOT's pedestrian data beyond the city center. It also provides insight into seasonal and daily pedestrian patterns. In general, volumes have consistently increased for each season year over year. We have omitted summer pedestrian counts because observations in some years were conducted over the Fourth of July holiday week resulting in inconsistent data.

The total number of pedestrians counted in 2018 by the program was 313,253. The busiest pedestrian location counted in 2018 was again Broadway and East Olive Street with 28,229 total pedestrians counted, this location also had the most pedestrians counted in previous years. Figure 12 shows the total pedestrian volumes for each location counted in 2018. Details of the 2018 counts by location are available on the web at <http://data.seattle.gov>.



FIGURE 12: AVERAGE VOLUMES FOR 2018 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 several different ways, including the 85th percentile speed of traffic and

high-end speeder percentage. The 85th percentile is the most commonly used measurement and means that 85 percent of people were driving at this speed or slower. The high-end speeder percentage is the percentage of drivers who exceed the posted speed limit by 10 miles per hour or more.

The locations listed in the Table 4 are areas with the highest 85th percentile speeds. Locations are counted in a four-year rotation. These locations were last counted in 2014.

TABLE 4: 2018 HIGHEST SPEED COUNT LOCATIONS

Locations	Directions	Speed Limit	2018 85th Percentile Speed
4th Ave S, N/O S Dawson St	N	35	45.6
4th Ave S, N/O S Dawson St	S	35	44.8
SW Admiral Way, SE/O SW City View St	SE	35	44.4
16th Ave S, N/O 16th Ave S Br	S	30	43.9
Aurora Ave N S/O N 112th St	S	35	43.1
SW Admiral Way, SE/O SW City View St	NW	35	42
16th Ave S, N/O 16th Ave S Br	N	30	41.3
Aurora Ave N S/O N 112th St	N	35	41
N 130th St, E/O Ashworth Ave N	E	30	40.5
N 130th St, E/O Ashworth Ave N	W	30	40.3



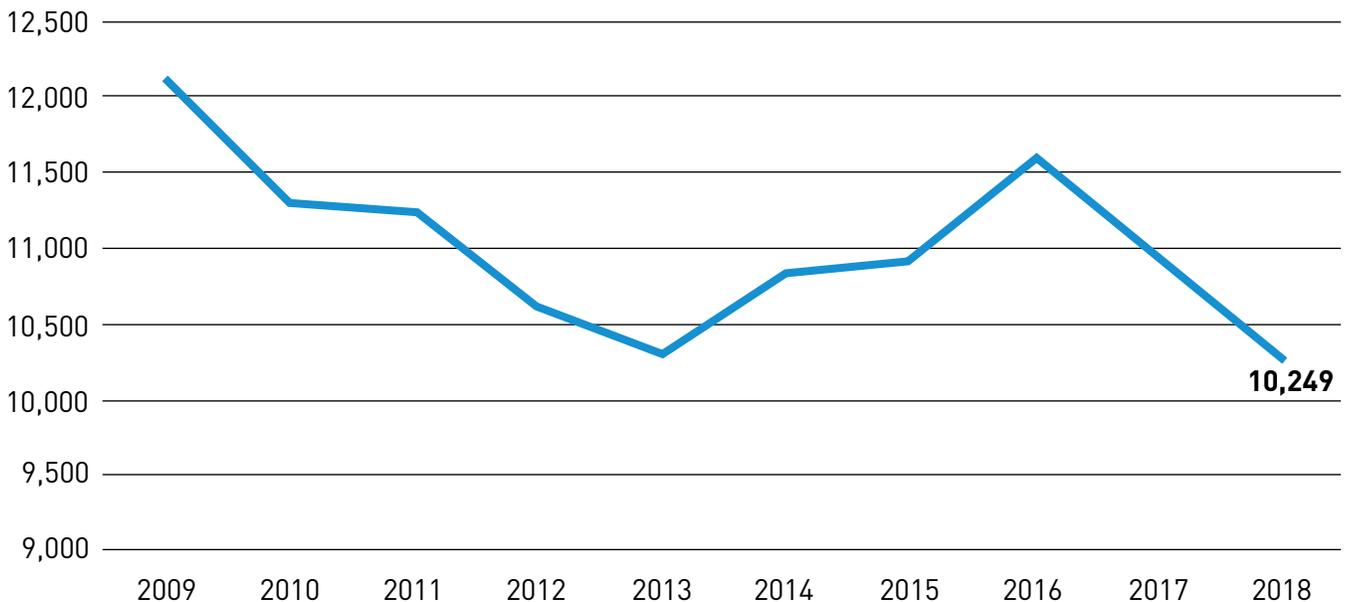
TRAFFIC COLLISIONS

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 10,249 police reported collisions on Seattle streets in 2018. In addition, there were 1,936 self-reported collisions, which are not included in our analysis due to reliability and completeness factors. The trend for all types of reports is listed on the Supporting Data section.

There were 10,249 collisions in 2018 on Seattle streets reported by police.

FIGURE 14: POLICE REPORTED COLLISIONS ON SEATTLE STREETS



CITYWIDE COLLISION RATE

The collision rate decreased by 11.6% from 2017 to 2018, but has been trending up according to preliminary 2019 data.

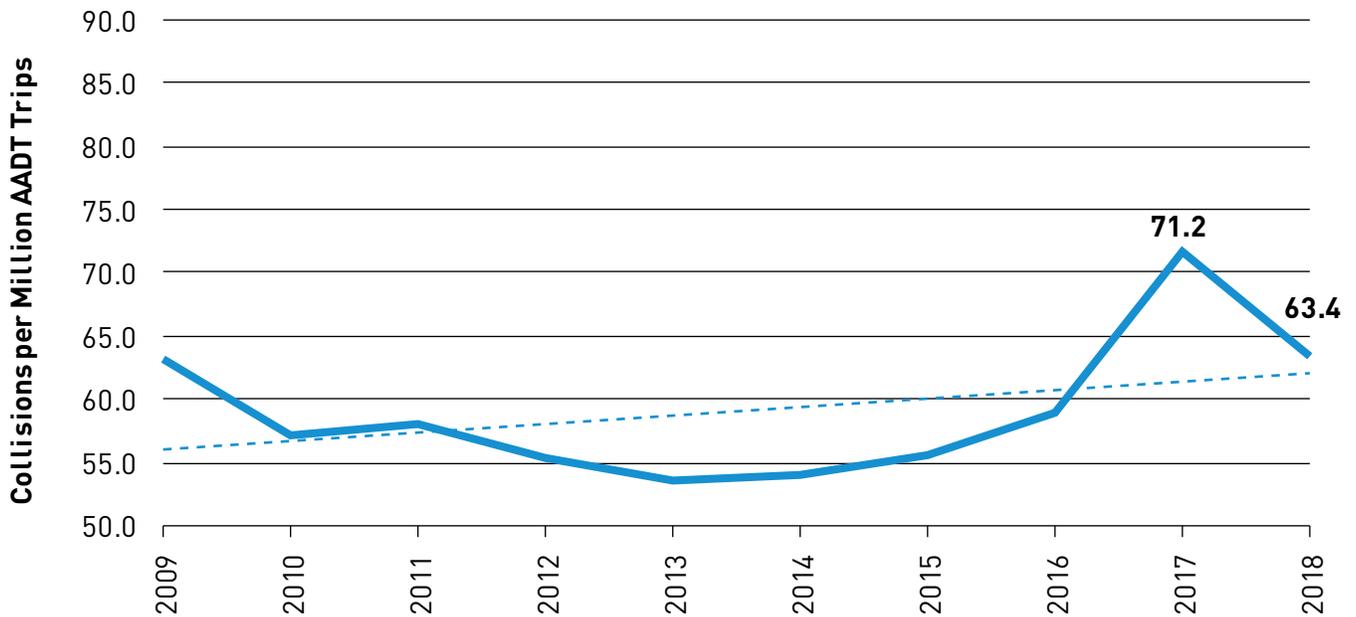
The Citywide Collision rate is the number of police reported collisions per Average Annual Daily Trips (AADT). The AADT is a citywide approximation of arterial traffic volumes. In

this case, AADT 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. The 16th Ave S Bridge counts have been included into the AADT. The count for 2014 has been added to the years 2011, 2012 and 2013 since the counts were not done that year due to closure for construction.

TABLE 5: COLLISION AND COLLISION RATE TRENDS

Year	Police Reported Collisions	Average Daily Traffic	AADT	Citywide Collision Rate
2009	12,101	525,758	191,901,732	63.1
2010	11,288	541,170	197,527,114	57.1
2011	11,240	529,988	193,445,620	58.1
2012	10,614	524,732	191,527,180	55.4
2013	10,310	528,174	192,783,510	53.5
2014	10,815	549,655	200,624,075	53.9
2015	10,930	499,322	182,252,530	60.0
2016	11,603	539,106	196,773,690	59.0
2017	10,953	418,187	152,638,255	71.8
2018	10,249	544,722	161,593,530	63.4

FIGURE 15: CITYWIDE COLLISION RATE



FATAL AND SERIOUS INJURY COLLISIONS

Figure 16 shows the trend of fatal and serious injury collisions on Seattle streets since 2009. Vision Zero set out a goal of reducing these collisions to zero. In 2018 there were a total of 191 fatal and serious injury collisions, representing a slight increase from 187 in 2017.

In 2018, there were 14 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.

FIGURE 16: FATAL/SERIOUS INJURY COLLISION TREND

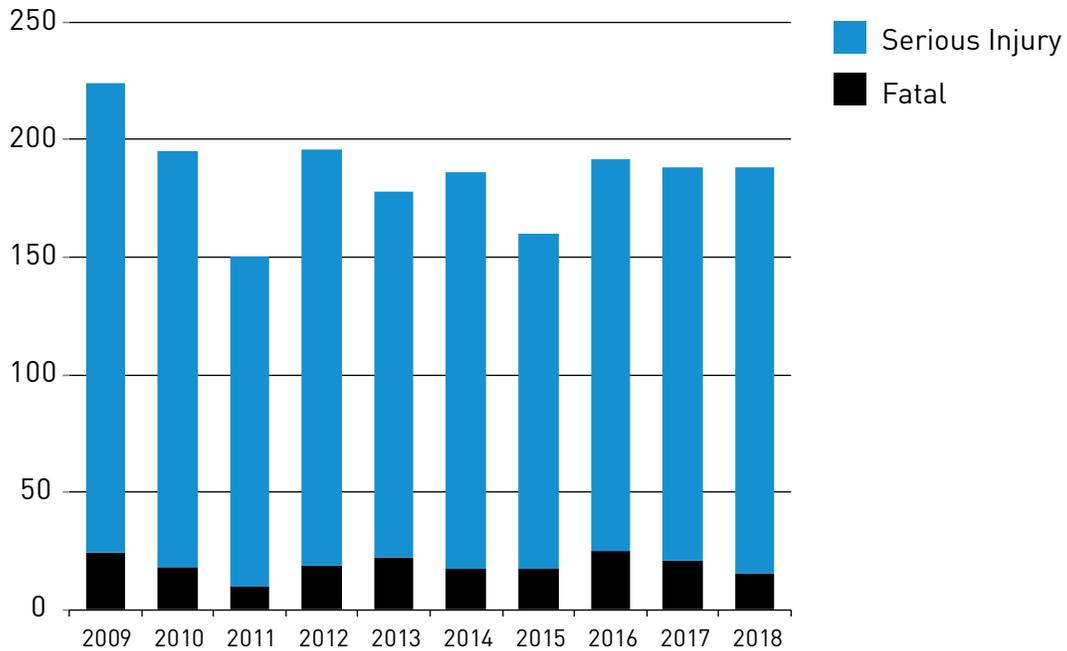


FIGURE 17: TRAFFIC FATALITIES ON SEATTLE STREETS

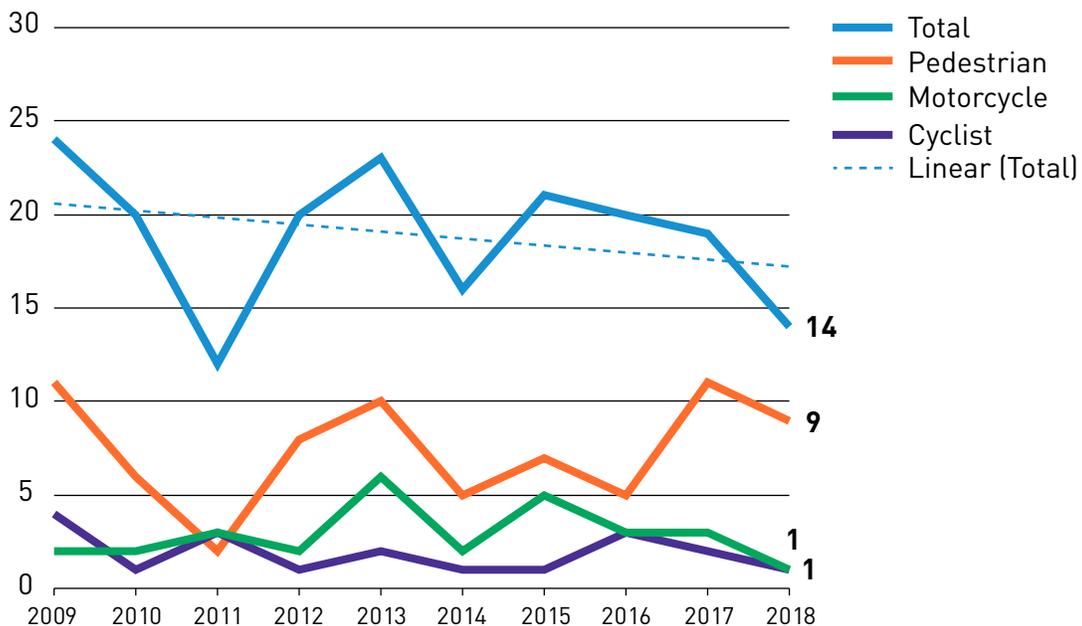
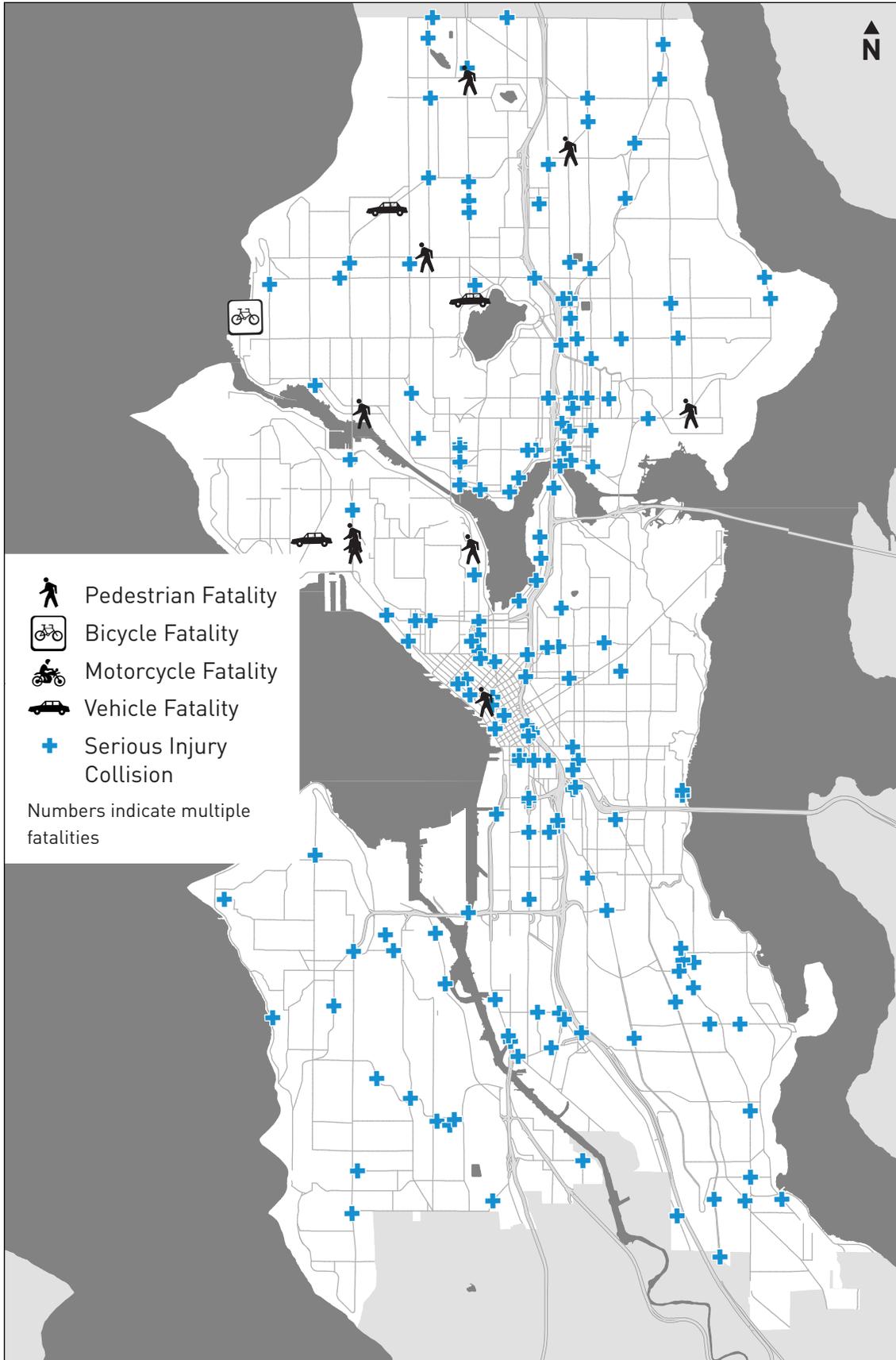


FIGURE 18: 2018 SERIOUS AND FATAL COLLISION LOCATIONS ON SEATTLE STREETS



PEDESTRIAN COLLISION RATE

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.

The pedestrian collisions per 100,000 inhabitants remained the same from 2017 to 2018. The total number of pedestrian serious injuries and fatalities decreased 5.5% from 73 to 69.

FIGURE 19: PEDESTRIAN-INVOLVED COLLISION RATE PER 100,000 RESIDENTS

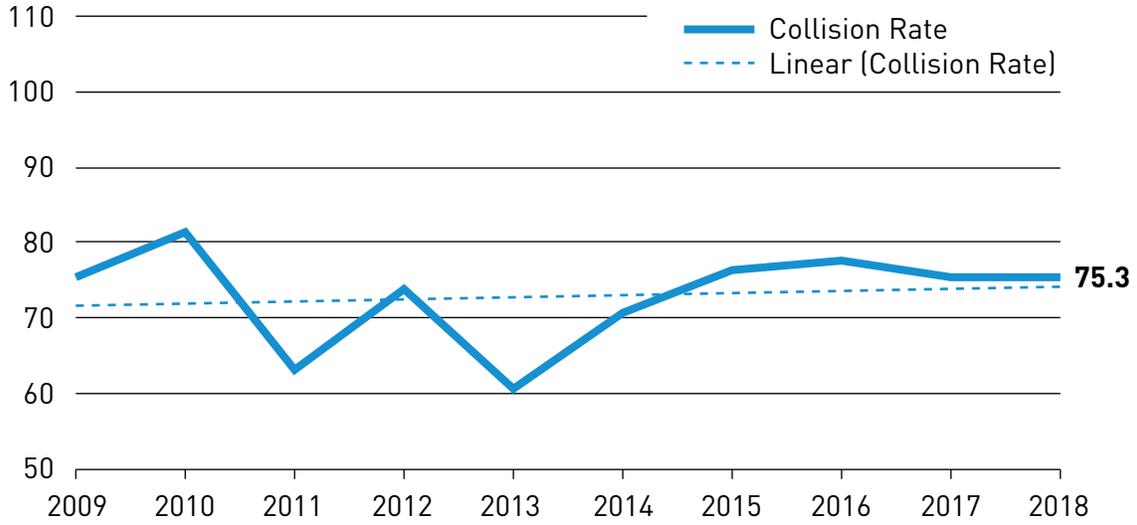


FIGURE 20: SERIOUS AND FATAL COLLISIONS FOR PEDESTRIANS

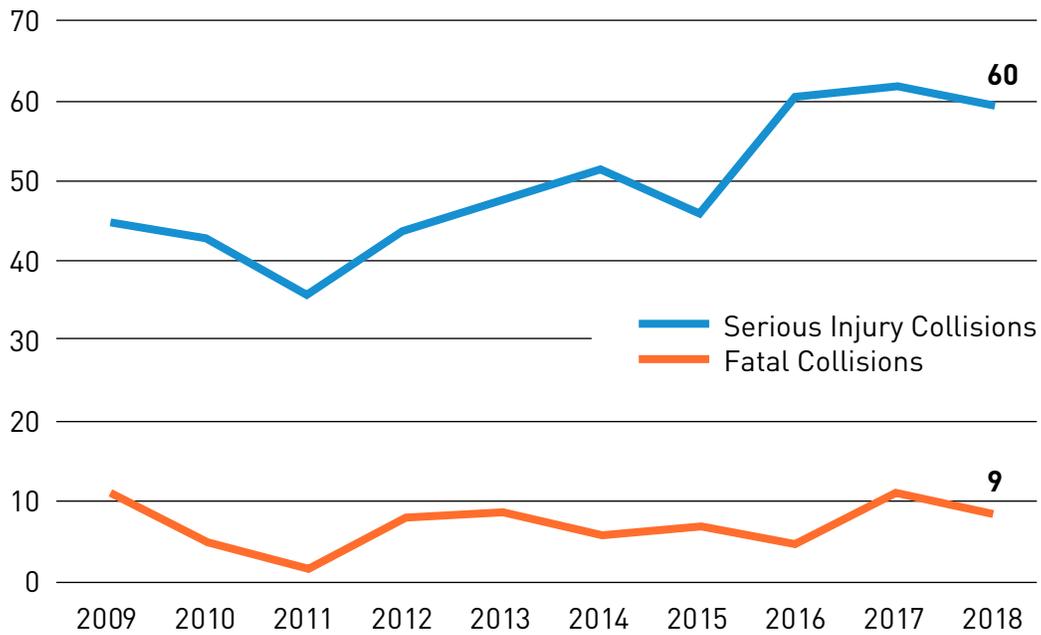
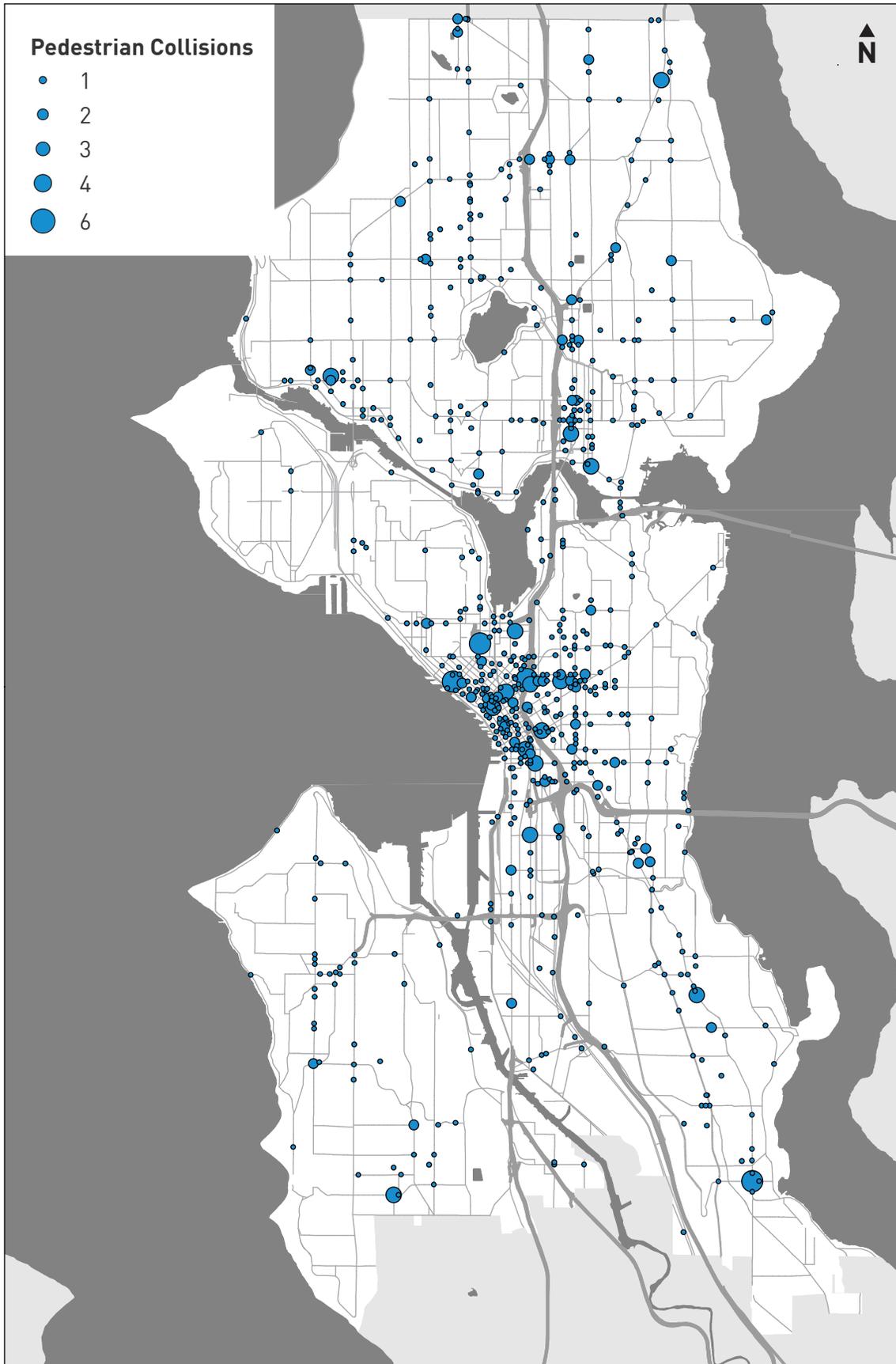




FIGURE 21: 2018 PEDESTRIAN COLLISIONS ON SEATTLE STREETS





BICYCLE COLLISION RATE

Figure 22 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 bicycle collision rate shows a decreasing trend since 2007 when the first SDOT Bicycle Master Plan was adopted.

FIGURE 22: BICYCLE COLLISION RATE PER 1,000 COMMUTERS

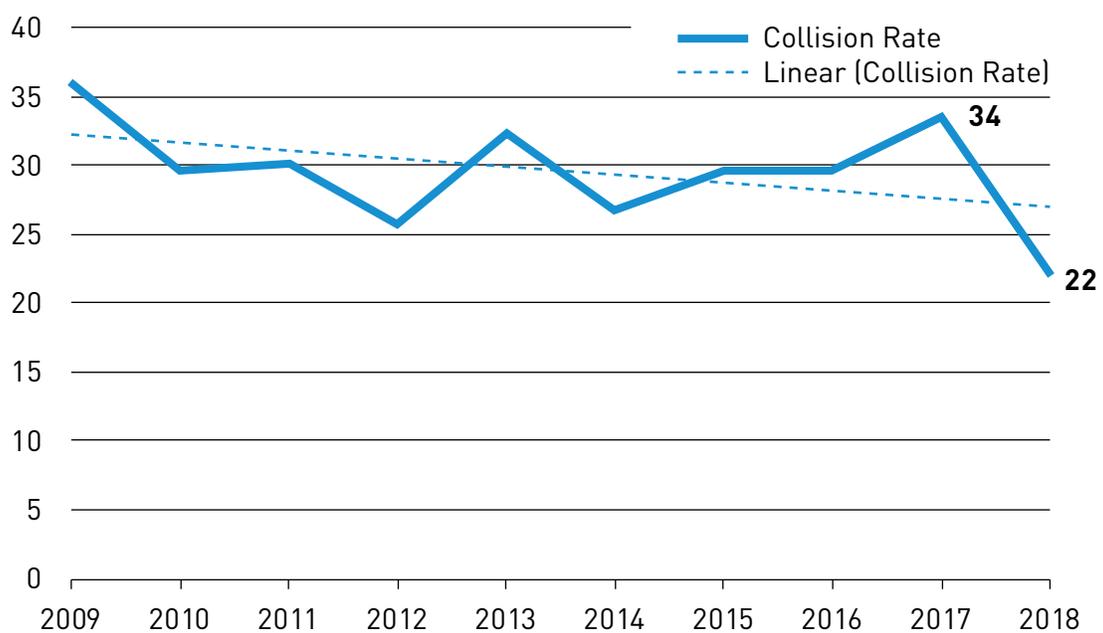




FIGURE 23: SERIOUS AND FATAL COLLISIONS FOR BICYCLES

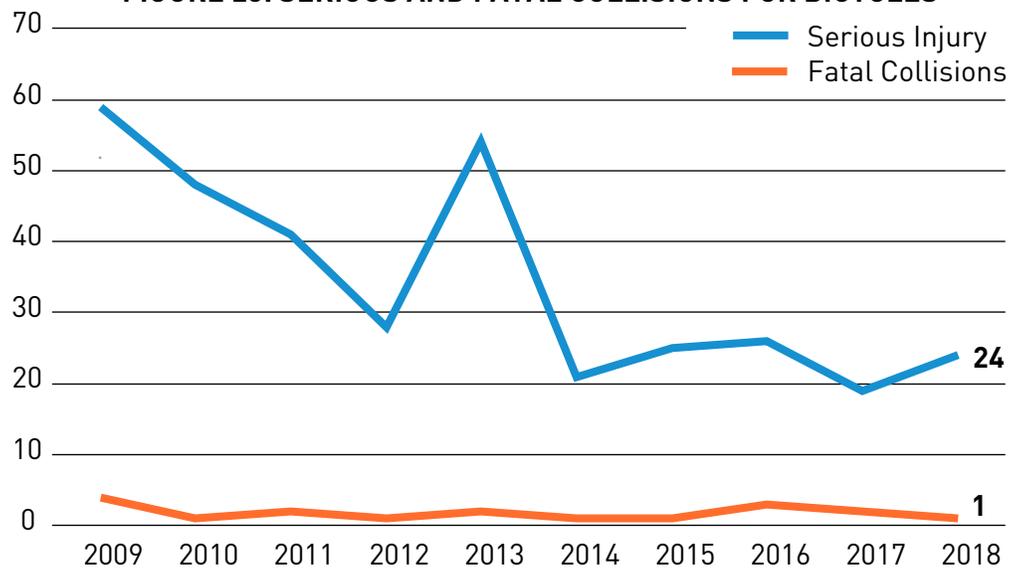
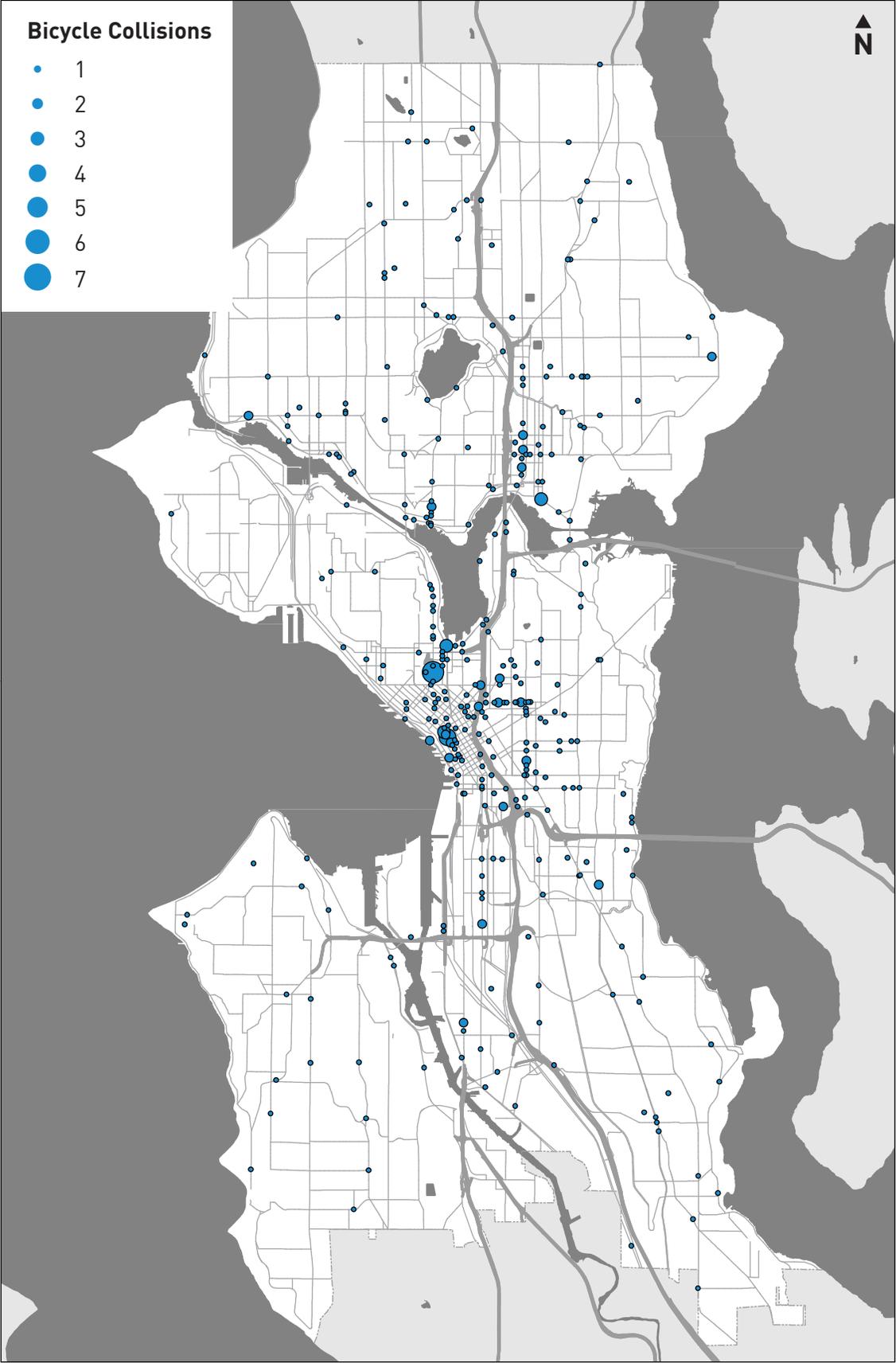


FIGURE 24: 2018 BICYCLE COLLISIONS ON SEATTLE STREETS



SUPPORTING DATA

VOLUME DATA

These locations on Table 6 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.

TABLE 6: 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

TABLE 7: 2018 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. 1 Ave S Bridge
10. 16th Ave S Bridge
11. I-90 Bridge
12. SR520 Bridge
13. I-5 Bridge

TABLE 8: AVERAGE DAILY TRAFFIC VOLUMES

Year	Average Daily Traffic in Seattle
2009	983,404
2010	994,642
2011	993,141
2012	964,150
2013	973,699
2014	997,289
2015	959,588
2016	1,006,663
2017	988,187
2018	1,015,722

TABLE 9: 2018 MONTHLY EXPANSION FACTOR

	JAN	FEB	MAR	APR	MAY	JUN
Count	427,307	447,506	464,126	441,126	492,086	463,494
Factor	1.06	1.012	0.976	1.027	0.921	0.978
	JUL	AUG	SEP	OCT	NOV	DEC
Count	466,448	451,187	429,190	452,284	434,562	467,272
Factor	0.971	1.004	1.056	1.002	1.043	0.97

TABLE 10: 2018 TOP ARTERIAL TRAFFIC COUNTS

Location	AAWDT Scaled
West Seattle Bridge @ DMS Sign	90,742
East Marginal Way S, S/O S Alaska St	76,386
Aurora Ave N (Sr99) @ Ward St	66,854
Montlake Bridge	61,549
Elliott Ave W, NW/O W Lee St	61,388
Mercer St @ Boren Ave N	60,627
Ballard Bridge Count Station	49,500
1st Ave S, N/O Olson Pl SW	39,474
Lake City Way NE, NE/O NE 95th St	37,815
4th Ave S, S/O S Royal Brougham Way	37,765



TABLE 11: SEATTLE POPULATION

Year	Seattle Population
2009	602,000
2010	610,383
2011	622,354
2012	635,521
2013	653,713
2014	669,112
2015	684,451
2016	704,352
2017	713,700
2018	730,400

TABLE 12: REGIONAL EMPLOYMENT

Year	Seattle/Tacoma/Bellevue Employment
2009	1,724,562
2010	1,710,769
2011	1,722,178
2012	1,765,426
2013	1,796,317
2014	1,836,144
2015	1,874,467
2016	1,935,205
2017	1,985,968
2018	2,031,699

TABLE 13: REGIONAL ANNUAL TRANSIT RIDERSHIP

Year	Metro Ridership	Access Boardings	Taxi Boardings	CAT* Boardings	ST Boardings	Total Transit Ridership
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
2014	120,950,922	1,079,309	27,490	342,989	32,996,287	155,396,997
2015	121,842,972	980,086	24,059	362,461	34,860,000	158,069,578
2016	121,547,394	961,478	20,156	347,550	42,738,763	165,615,341
2017	122,233,133	958,439	17,162	340,265	47,031,781	170,580,780
2018	122,446,992	1,027,395	15,992	330,122	48,217,648	172,038,149

*Community Access Transit

FIGURE 25: SDOT BIKE AND PEDESTRIAN SPOT COUNT LOCATIONS

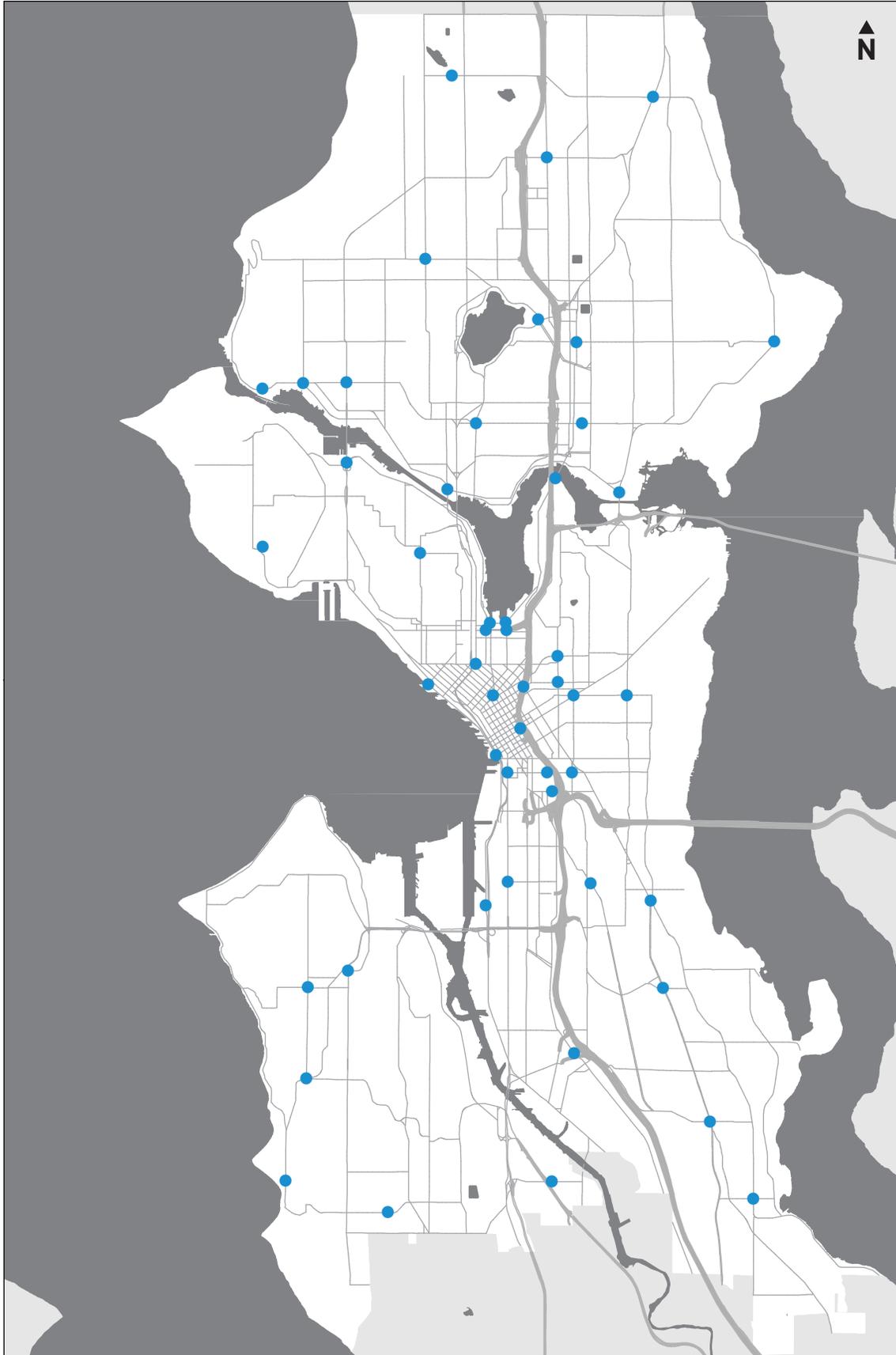


FIGURE 26: SDOT SCREENLINE TRAFFIC VOLUME COUNT LOCATIONS

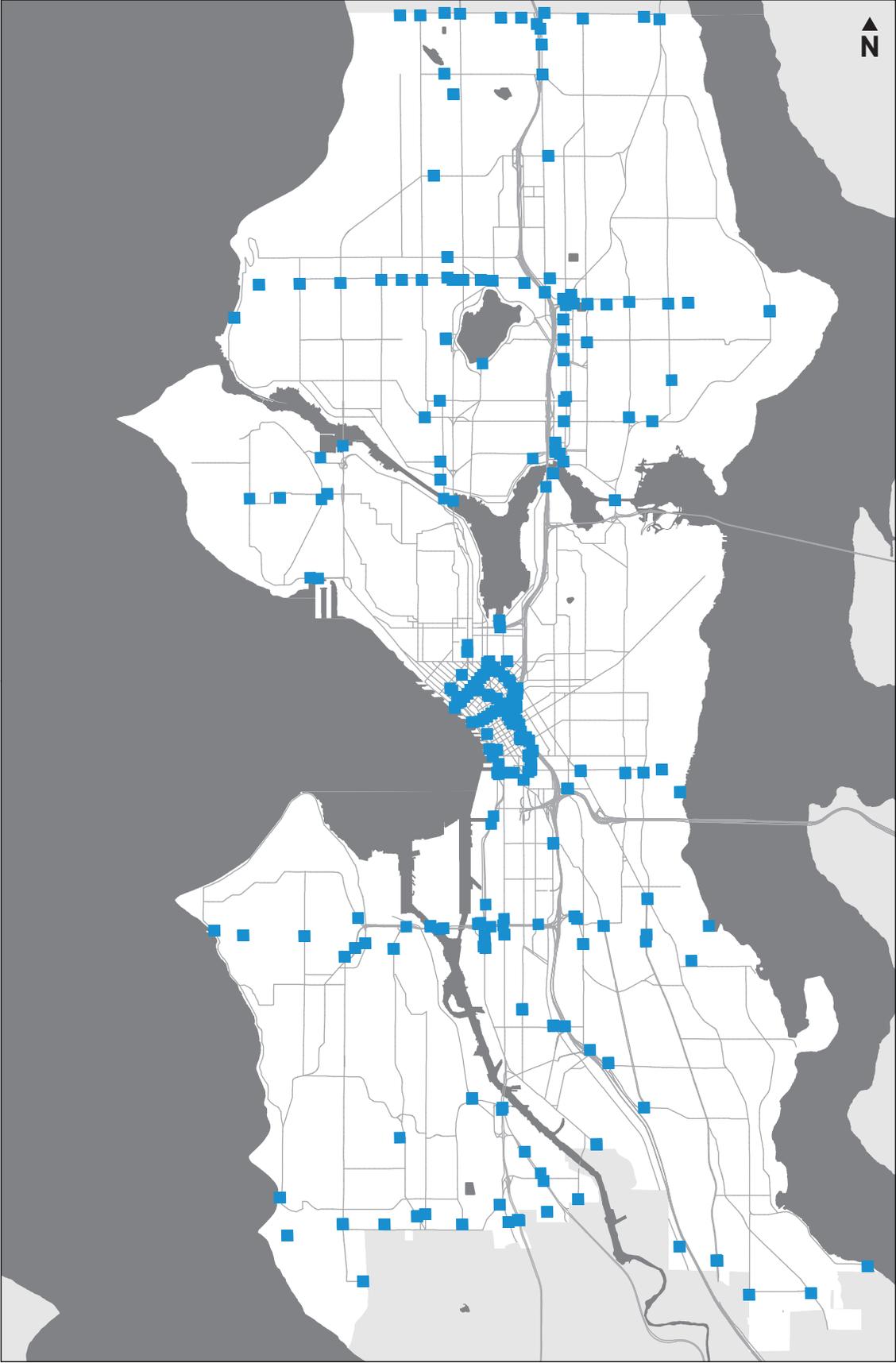


FIGURE 27: SDOT 2018 TRAFFIC FLOW MAP VOLUME COUNT LOCATIONS

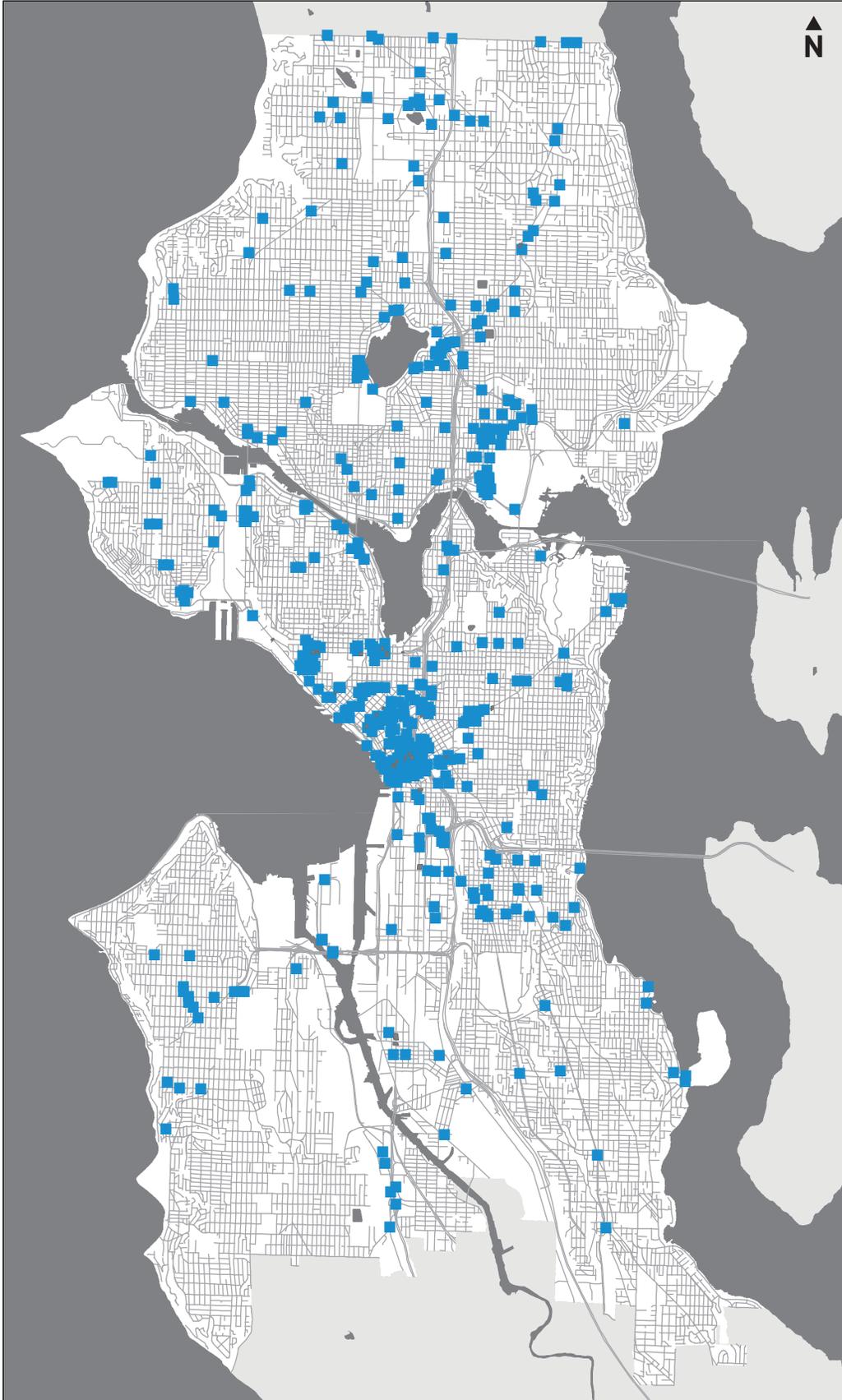


FIGURE 28: PERMANENT BICYCLE AND PEDESTRIAN COUNT LOCATIONS



TABLE 14: FREMONT BRIDGE TOTAL

Month	2012	2013	2014	2015	2016	2017	2018
January	n/a	44,884	59,873	60,630	51,733	49,805	58,591
February	n/a	50,027	47,025	58,659	60,381	42,001	50,677
March	n/a	66,089	63,494	71,144	69,804	58,747	77,284
April	n/a	71,998	86,855	83,697	93,639	68,413	79,947
May	n/a	108,574	118,644	107,775	114,159	109,089	129,813
June	n/a	99,280	110,907	113,717	107,617	107,801	113,145
July	n/a	117,974	120,669	112,780	105,683	118,904	128,018
August	n/a	104,549	112,490	103,351	112,380	120,188	111,809
September	n/a	80,729	97,558	91,140	94,157	96,498	96,242
October	n/a	81,352	83,184	83,003	69,883	88,143	90,982
November	50,647	59,270	56,990	56,668	64,097	57,684	68,431
December	36,369	43,553	48,507	43,992	38,937	45,862	46,941

TABLE 15: 2018 MACHINE BICYCLE COUNTS

Location	Count Type	Calculated Annual Average Bike Volume
Fremont Bridge Totem	Continuous Counter	2,880
Westlake Ave N W/O 4th Ave N	Short Duration Count	1,640
Montlake Br North Approach Sidewalk	Short Duration Count	1,620
University Br S of Point A	Short Duration Count	1,410
Burke Gilman Trail E/O 9th Ave NW	Short Duration Count	1,350
Elliott Bay Trail in Myrtle Edwards Park	Continuous Counter	1,200
2nd Ave PBL N/O Spring St	Short Duration Count	1,000
BGT North of NE 70th St	Continuous Counter	950
2nd Ave Cycle Track	Continuous Counter	860
Spokane St Bridge	Continuous Counter	790
Dexter Ave N S/O Howe St	Short Duration Count	740
Mercer St PBL E/O Taylor Ave N	Short Duration Count	700
Mercer St PBL E/O 6th Ave N	Short Duration Count	680
Dexter Ave N N/O Denny Way	Short Duration Count	650
MTS I-90 Trail	Continuous Counter	560
Gilman Ave W NW/O W Bertona St	Short Duration Count	540
Ballard Br Sidewalk	Short Duration Count	380
2nd Ave NW of Cedar St	Short Duration Count	350
Lk Wash Blvd S N/O S Horton NR St	Short Duration Count	330
Broadway Cycle Track	Continuous Counter	320

TABLE 15: MACHINE BICYCLE COUNT (CONTINUED)

Location	Count Type	Calculated Annual Average Bike Volume
Greenlake Way N N/O N 54th St	Short Duration Count	320
Fremont Ave N N/O N 86th St	Short Duration Count	290
Pike St sw of Terry Ave	Short Duration Count	250
Alki Ave SW (Alki Trl) SW/O 59th Ave	Short Duration Count	240
NE 40th St E/O Brooklyn Ave NE	Short Duration Count	240
Interlake Dr E N/O E Galer St	Short Duration Count	200
Hiawatha Pl S SE/O S Charles St	Short Duration Count	190
S Jackson St E/O 23rd Ave S	Short Duration Count	190
12th Ave S S/O S Weller St	Short Duration Count	120
22nd Ave S/O E Union St	Short Duration Count	120
39th Ave Greenway at 62nd St	Continuous Counter	120
Duwamish River Trail NW/O S Holden St	Short Duration Count	120
Fautleroy Way SW SW/O California Ave SW	Short Duration Count	110
NW 58 St Greenway at 22nd Ave NW	Continuous Counter	110
12th Ave NE N/O NE 50th St	Short Duration Count	100
Roosevelt Way NE S/O NE 45th St	Short Duration Count	100
22nd Ave SE/O E Madison St	Short Duration Count	90
45th Ave SW N/O SW Dakota St	Short Duration Count	80
Greenwood Ave N S/O N 85th St	Short Duration Count	80
SODO Trail N/O S Forest St	Short Duration Count	80
21st Ave E S/O E Mercer St	Short Duration Count	70
24th Ave S S/O S Judkins ST	Short Duration Count	70
26th Ave SW at Oregon St	Continuous Counter	60
E Columbia St W/O 23rd Ave	Short Duration Count	50
E Republican St W/O 16th Ave E	Short Duration Count	50
Lafayette Ave S N/O S Hinds St	Short Duration Count	50
N 44th St W/O Corliss Ave N	Short Duration Count	50
NE 68th St E/O Ravenna Ave NE	Short Duration Count	50
NW 83rd St W/O 8th Ave NW	Short Duration Count	50
W Boston St E/O 1st Ave W	Short Duration Count	50
22nd Ave N/O E Columbia St	Short Duration Count	40
22nd Ave SW N/O SW Andover St	Short Duration Count	40
26th Ave S S/O S Norman St	Short Duration Count	40
N 43rd St W/O Burke Ave N	Short Duration Count	40
NE 68th St E/O 27th Ave NE	Short Duration Count	40

TABLE 15: MACHINE BICYCLE COUNT (CONTINUED)

Location	Count Type	Calculated Annual Average Bike Volume
NE 70th St W/O 15th Ave NE	Short Duration Count	40
SW Myrtle St W/O 18th Ave SW	Short Duration Count	40
18th Ave S N/O S Bayview St	Short Duration Count	30
23rd Ave E S/O E Lynn St	Short Duration Count	30
25th Ave S N/O S Massachusetts St	Short Duration Count	30
30th Ave SW N/O SW Barton St	Short Duration Count	30
Boyer Ave E (PBL) NW/O 23rd Ave E	Short Duration Count	30
Burke Ave N N/O N 43rd St	Short Duration Count	30
N 43rd St W/O Wallingford Ave N	Short Duration Count	30
NE 44th St W/O Latona Ave NE	Short Duration Count	30
S Judkins St W/O 26th Ave S	Short Duration Count	30
27th Ave NE N/O NE 130th St	Short Duration Count	20
30th Ave SW N/O SW Roxbury St	Short Duration Count	20
30th Ave SW N/O SW Trenton St	Short Duration Count	20
34th Ave SW N/O SW Morgan St	Short Duration Count	20
39th Ave NE S/O NE 60th St	Short Duration Count	20
E Highland Dr W/O 21st Ave E	Short Duration Count	20
NE 68th St E/O 17th Ave NE	Short Duration Count	20
NE 68th St E/O 37th Ave NE	Short Duration Count	20
NE 82nd St W/O 38th Ave NE	Short Duration Count	20
S Henderson St W/O 50th Ave S	Short Duration Count	20
SW Kenyon St W/O 31st Ave SW	Short Duration Count	20
17th Ave SW N/O SW Henderson St	Short Duration Count	10
20th Ave E N/O E Highland Dr	Short Duration Count	10
30th Ave SW N/O SW Thistle St	Short Duration Count	10
34th Ave SW N/O SW Kenyon St	Short Duration Count	10
34th Ave SW N/O SW Myrtle St	Short Duration Count	10
NE 125th St E/O 12th Ave NE	Short Duration Count	10
NE 89th St W/O 35th Ave NE	Short Duration Count	10
S Grand St E/O 24th Ave S	Short Duration Count	10
S Norman St W/O 26th Ave S	Short Duration Count	10
SW Kenyon St W/O 16th Ave SW	Short Duration Count	10
SW Cambridge St E/O 30th Ave SW	Short Duration Count	5

SPEED DATA

TABLE 16: SPEED DATA

Locations	Directions	Speed Limit	85th Percentile speed	High End Speeder Percentage	Date
12th Ave NE S/O NE 75th St	N	25	30.2	2.1%	2/26/2018
16th Ave S, N/O 16th Ave S Br	S	30	43.9	37.1%	8/23/2018
16th Ave S, N/O 16th Ave S Br	N	30	41.3	21.0%	8/23/2018
1st Ave NE, S/O NE 145th St	S	30	34.4	2.0%	2/26/2018
1st Ave NE, S/O NE 145th St	N	30	34.1	1.3%	2/26/2018
24th Ave E, N/O E Prospect St	S	30	39.6	13.1%	10/24/2018
24th Ave E, N/O E Prospect St	N	30	37.5	6.2%	10/24/2018
24th Ave NW, S/O NW 80th St	N	30	31.2	0.4%	2/26/2018
24th Ave NW, S/O NW 80th St	S	30	30.4	0.2%	2/26/2018
31st Ave S S/O S Jackson St	N	30	36.6	4.5%	6/29/2018
31st Ave S S/O S Jackson St	S	30	33.2	0.6%	7/11/2018
35th Ave SW, S/O SW Morgan St	S	35	39.1	1.4%	9/20/2018
35th Ave SW, S/O SW Morgan St	N	35	36.9	0.8%	9/20/2018
3rd Ave NW, S/O NW 145th St	S	30	32.1	0.3%	5/21/2018
3rd Ave NW, S/O NW 145th St	N	30	30.6	0.2%	5/21/2018
4th Ave S, N/O S Dawson St	N	35	45.6	17.8%	8/24/2018
4th Ave S, N/O S Dawson St	S	35	44.8	14.1%	8/23/2018
8th Ave S, S/O S Director St	N	30	31.6	0.6%	6/6/2018
8th Ave S, S/O S Director St	S	30	31.5	0.6%	6/6/2018
8th Ave SW, N/O SW Roxbury St	S	30	34.0	1.7%	2/8/2018
8th Ave SW, N/O SW Roxbury St	N	30	21.2	0.0%	2/8/2018
Aurora Ave N S/O N 112th St	S	35	43.1	8.0%	7/19/2018
Aurora Ave N S/O N 112th St	N	35	41.0	3.1%	10/13/2018
Beach Dr SW, SE/O 61st Ave SW	SE	30	30.1	0.2%	2/8/2018
Beach Dr SW, SE/O 61st Ave SW	NW	30	29.9	0.1%	2/8/2018
Delridge Way SW, N/O SW Myrtle St	N	30	36.5	3.8%	2/8/2018
Delridge Way SW, N/O SW Myrtle St	S	30	21.7	0.0%	2/8/2018
E Madison St SW/O Lake Washington Blvd E	SW	30	29.4	0.2%	1/19/2018
E Madison St SW/O Lake Washington Blvd E	NE	30	28.9	0.2%	1/19/2018
East Green Lake Dr, NW/O Latona Ave NE	SE	30	30.5	0.3%	5/21/2018
East Green Lake Dr, NW/O Latona Ave NE	NW	30	29.3	0.1%	5/21/2018

TABLE 16: SPEED DATA (CONTINUED)

Locations	Directions	Speed Limit	85th Percentile speed	High End Speeder Percentage	Date
Elliott Ave W, SE/O W Mercer Pl	S	35	38.9	1.9%	10/24/2018
Elliott Ave W, SE/O W Mercer Pl	N	35	37.4	1.2%	10/24/2018
Ellis Ave S, S/O S Warsaw St	N	30	37.1	5.5%	6/6/2018
Ellis Ave S, S/O S Warsaw St	S	30	22.6	0.0%	2/8/2018
Fautleroy Way SW, S/O SW Alaska St	S	30	32.6	1.3%	10/3/2018
Fautleroy Way SW, S/O SW Alaska St	N	30	31.9	1.0%	8/29/2018
Fremont Ave N, S/O N 46th St	N	30	22.3	0.0%	5/21/2018
Fremont Ave N, S/O N 46th St	S	30	24.9	0.0%	5/21/2018
Greenwood Ave N, N/O N 103rd St	S	30	33.1	0.8%	9/27/2018
Greenwood Ave N, N/O N 103rd St	N	30	30.5	0.4%	9/27/2018
Greenwood Ave N, S/O N 145th St	S	35	35.5	0.4%	10/13/2018
Greenwood Ave N, S/O N 145th St	N	35	33.5	0.2%	10/13/2018
M L King Jr Er Way S, S/O S Holly St	N	35	37.0	1.4%	6/6/2018
M L King Jr Wr Way S, S/O S Holly St	S	35	37.2	1.7%	3/28/2018
Mercer St, W/O Dexter Ave N	E	25	35.0	15.0%	10/27/2018
Mercer St, W/O Dexter Ave N	W	25	32.1	7.2%	10/27/2018
N 105th St, W/O Evanston W Ave	W	30	35.9	4.0%	8/22/2018
N 105th St, W/O Evanston W Ave	E	30	35.8	3.7%	8/16/2018
N 130th St, E/O Ashworth Ave N	E	30	40.5	17.3%	2/8/2018
N 130th St, E/O Ashworth Ave N	W	30	40.3	16.4%	2/8/2018
N 46th St, W/O Phinney Ave N	E	30	34.2	1.4%	6/25/2018
N 46th St, W/O Phinney Ave N	W	30	34.1	1.4%	6/25/2018
N 50th St, W/O 1 Ave NE (Wb 4ch)	W	30	36.9	4.7%	6/11/2018
N 50th St, W/O 1 Ave NE (Wb 4ch)	E	30	34.5	1.2%	6/11/2018
NE 125th St, E/O 26th Ave NE	W	30	35.2	2.5%	4/19/2018
NE 125th St, E/O 26th Ave NE	E	30	33.5	1.1%	4/19/2018
NE 65th St, W/O 15th Ave NE	W	25	30.6	3.0%	9/27/2018
NE 65th St, W/O 15th Ave NE	E	25	29.7	1.8%	9/27/2018
NE Northgate Way, W/O 15th Ave NE	E	30	38.2	8.3%	1/12/2018
NE Northgate Way, W/O 15th Ave NE	W	30	37.1	5.3%	1/12/2018
Nickerson St, NW/O Florentia St	NW	30	36.3	4.5%	10/18/2018
Nickerson St, NW/O Florentia St	SE	30	33.0	1.9%	10/18/2018
Phinney Ave N, S/O N 65th St	S	30	27.2	0.1%	5/21/2018
Phinney Ave N, S/O N 65th St	N	30	26.7	0.2%	5/21/2018
Pinehurst Way NE, NE/O NE 115th St	SW	30	37.6	5.9%	5/21/2018

TABLE 16: SPEED DATA (CONTINUED)

Locations	Directions	Speed Limit	85th Percentile speed	High End Speeder Percentage	Date
Pinehurst Way NE, NE/O NE 115th St	NE	30	35.6	2.8%	5/21/2018
Rainier Ave S, NW/O S Morgan St	NW	30	38.8	10.7%	11/28/2018
Rainier Ave S, NW/O S Morgan St	SE	30	37.4	6.5%	11/28/2018
Roosevelt Way NE, N/O NE 50th St	S	25	28.9	1.7%	6/11/2018
S Columbian Way, SE/O S Angeline W St	NW	30	34.9	2.0%	9/20/2018
S Columbian Way, SE/O S Angeline W St	SE	30	32.3	0.8%	9/20/2018
S Lander St, W/O 6th Ave S	N	30	N/A	N/A	N/A
S Lander St, W/O 6th Ave S	S	30	N/A	N/A	N/A
S Lucile St, E/O 4th Ave S	E	30	28.8	1.0%	1/26/2018
S Lucile St, E/O 4th Ave S	W	30	25.5	0.7%	1/26/2018
S Othello St, E/O 43rd Ave S	E	30	34.2	1.7%	1/26/2018
S Othello St, E/O 43rd Ave S	W	30	32.2	0.9%	1/26/2018
S Spokane Nr St, E/O 1st Ave S	W	35	27.9	0.1%	11/28/2018
S Spokane Sr St, W/O 4th Ave S	E	30	29.7	0.5%	11/28/2018
Sand Point Way NE, S/O NE 74th St	N	40	38.3	0.3%	6/11/2018
Sand Point Way NE, S/O NE 74th St	S	40	38.3	0.2%	6/11/2018
Seaview Ave NW, N/O NW 67th St	N	35	36.2	0.6%	6/25/2018
Seaview Ave NW, N/O NW 67th St	S	35	34.6	0.2%	6/25/2018
Stone Way N, S/O N 45th St	S	30	25.6	0.0%	1/19/2018
Stone Way N, S/O N 45th St	N	30	24.8	0.0%	1/19/2018
SW Admiral Way, SE/O SW City View St	SE	35	44.4	12.7%	10/27/2018
SW Admiral Way, SE/O SW City View St	NW	35	42.0	5.3%	10/27/2018
SW Avalon Way, N/O 30th Ave SW	S	30	32.3	0.5%	2/8/2018
SW Avalon Way, N/O 30th Ave SW	N	30	22.2	0.0%	2/8/2018
SW Roxbury St, E/O 25th Ave SW	W	30	34.7	1.4%	3/28/2018
SW Roxbury St, E/O 25th Ave SW	E	30	22.6	0.0%	6/6/2018

HISTORICAL COLLISION DATA

TABLE 17: HISTORICAL COLLISION DATA

Year	Statewide Collisions	Seattle Collisions	Police Reported	Citizen Reported
2009	103,002	13,272	12,101	1,171
2010	101,874	11,948	11,288	660
2011	98,945	12,405	11,240	1,165
2012	99,615	12,725	10,614	2,111
2013	99,770	12,736	10,310	2,426
2014	107,685	12,034	10,815	2,425
2015	117,080	14,244	10,930	3,314
2016	122,399	13,641	11,603	2,038
2017	121,081	12,469	10,959	1,516
2018	116,001	12,185	10,249	1,936

TABLE 18: FATAL/SERIOUS COLLISIONS

Year	Fatal	Serious Injury	Total Serious Fatal
2009	24	200	224
2010	18	177	195
2011	10	140	150
2012	19	177	196
2013	22	156	178
2014	17	169	186
2015	21	143	164
2016	20	171	191
2017	19	168	187
2018	14	177	191

TABLE 19: BICYCLE COLLISIONS

Year	Total Collisions	Possible/ Evident Injury	Serious Injury	Fatal Collisions	Fatal and Serious Injury Collisions
2009	383	320	59	4	324
2010	364	315	48	1	316
2011	362	319	41	2	321
2012	387	358	28	1	359
2013	421	365	54	2	367
2014	380	316	21	1	317
2015	483	404	25	1	405
2016	440	352	26	3	381
2017	393	324	19	2	345
2018	370	284	23	1	308

TABLE 20: PEDESTRIAN COLLISIONS

Year	Total Collisions	Possible/ Evident Injury	Serious Injury	Fatal Collisions	Fatal and Serious Injury Collisions
2009	454	398	45	11	56
2010	496	448	43	5	48
2011	393	355	36	2	38
2012	469	417	44	8	52
2013	396	339	48	9	57
2014	473	360	52	6	58
2015	522	412	46	7	53
2016	553	428	61	5	66
2017	537	396	62	11	73
2018	546	425	60	9	69

2018 ALL COLLISIONS

FIGURE 29: 2018 COLLISION SEVERITY

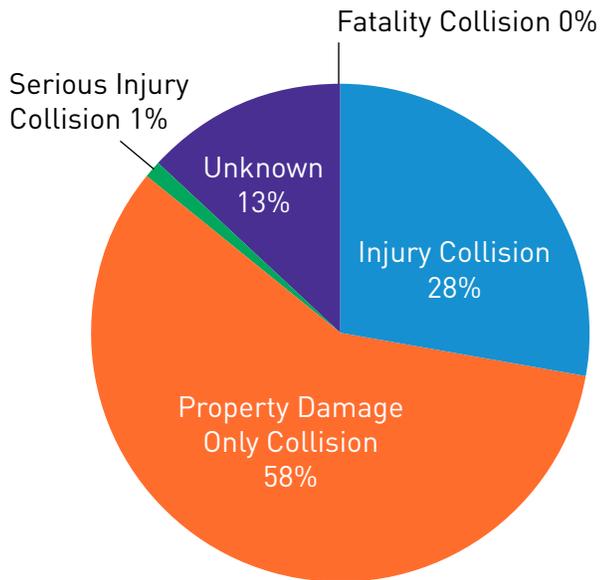


TABLE 21: 2018 TOTAL COLLISION BY STATE COLLISION TYPE

	Count
All Other Multi Vehicle	4
All other non-collision	3
Breakage of any part of the vehicle resulting in injury or in further property damage	4
Domestic animal other (cat, dog, etc.)	4
Entering at angle	2,106
Fire started in vehicle	1
Fixed object	748
From Opposite Direction	810
From Same Direction	3,251
Not stated	6
Parked	2,033
Another object	15
Bicycle	136
Train	10
Same Direction	135
Vehicle	793
Blank	2,126

TABLE 22: CONTRIBUTING CIRCUMSTANCES FOR ALL 2018 COLLISIONS

	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Apparently Asleep		1	17	24	42
Apparently Fatigued			8	9	17
Apparently Ill		1	7	10	18
Did not Grant Right of Way to Pedestrian	1	11	169	15	195
Did not Grant Right of Way to Vehicle	1	21	516	769	1,307
Disregard Flagger/Officer			2	3	5
Disregard Stop and Go Light	2	9	139	108	258
Disregard Stop Sign/Flashing Red	1	1	101	106	209
Disregard Yield Sign/Flashing Yellow		1	9	15	25
Driver Adjusting Audio or Entertainment System				4	4
Driver Distractions Outside Vehicle		1	18	23	42
Driver Eating or Drinking			2	3	5
Driver Grooming			1		1
Driver Interacting with passengers, Animals, or Objects Inside Vehicle			12	9	21
Driver Not Distracted		21	408	664	1,093
Driver Operating Handheld Telecommunications Device		1	5	15	21
Driver Operating Hands-free Wireless Telecommunications Device			1	3	4
Driver Operating Other Electronic Devices (computers, navigational, etc.)			6	4	10
Exceeding Reasonable and Safe Speed		4	102	144	250
Exceeding Stated Speed Limit		4	22	26	52
Failing to Signal			2	8	10
Failure to Use Xwalk	2	7	19	1	29
Following Too Closely		5	251	353	609
Had Taken Medication			2	3	5
Headlight Violation				1	1
Improper Backing		1	17	162	180
Improper Parking Location				11	11
Improper Passing		3	30	80	113
Improper Signal			5	3	8
Improper Turn		6	115	234	355
Improper U-Turn			26	61	87

TABLE 22: CONTRIBUTING CIRCUMSTANCES FOR ALL 2018 COLLISIONS (CONTINUED)

	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Inattention		20	687	1,262	1,969
None	11	134	2,958	5,502	8,605
On Wrong Side OF Road			9	14	23
Operating Defective Equipment		2	16	60	78
Other	6	40	471	1,792	2,309
Other Driver Distractions Inside Vehicle		2	11	12	25
Over Center Line		2	18	30	50
Under the Influence of Alcohol	1	13	140	263	417
Under the Influence of Drugs		5	26	41	72
Unknown Driver Distraction	2	25	328	919	1,274

TABLE 23: 2018 FATALITIES

Location	Collision Date	Collision Type
Seaview Ave NW Between NW 67th St And NW 75th St	1/14/2018	Bicycle
Holman Rd NW Between 9th Ave NW and 7th Ave NW	2/2/2018	Vehicle
Aurora Ave N Between N 128th St And N 130th St	2/18/2018	Pedestrian
Sand Point Way NE Between NE 45th St and 40th Ave NE	4/30/2018	Pedestrian
1st Ave And Pine St	5/1/2018	Pedestrian
Pinehurst Way NE and Roosevelt S Way NE	5/21/2018	Pedestrian
15th Ave W and W Armory Way	6/13/2018	Pedestrian
Aurora Ave N Between Howe St And Lynn St	6/14/2018	Pedestrian
Seaview Ave NW Between NW 67th St And NW 75th St	8/14/2018	Motorcycle
14th Ave NW and NW 46th St	8/27/2018	Pedestrian
Aurora Ave N and Winona Ave N	9/30/2018	Vehicle
Thorndyke Ave W and Thorndyke Pl W	10/1/2018	Vehicle
15th Ave W Between W Boston St And W Wheeler St	12/12/2018	Pedestrian
Palatine Ave N and N 85th St	12/31/2018	Pedestrian

2018 PEDESTRIAN COLLISIONS

FIGURE 30: 2018 PEDESTRIAN COLLISION LOCATIONS

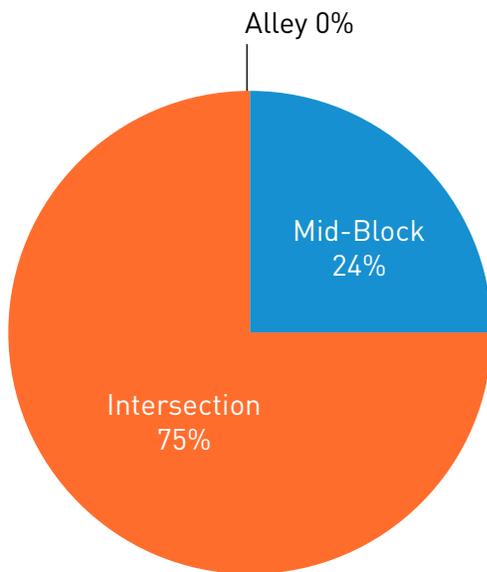


TABLE 24: COLLISION LOCATION

Collision Location	Count
Alley	3
Block	132
Intersection	410
Total	545

TABLE 25: PEDESTRIAN - INVOLVED COLLISION RATE PER MILLION INHABITANTS

Year	Pedestrian Collisions	Seattle Population	Pedestrian Collisions Per Capita	Pedestrian Collisions Per 100,000
2009	455	602,000	0.000756	76
2010	508	608,660	0.000835	83
2011	401	620,778	0.000646	65
2012	486	634,535	0.000766	77
2013	413	652,000	0.000633	63
2014	496	668,342	0.000742	74
2015	522	684,451	0.000763	76
2016	553	704,352	0.000785	79
2017	537	713,700	0.000752	75
2018	546	730,400	0.000788	75

TABLE 26: INJURY CLASS OF PEDESTRIANS INVOLVED IN 2018 COLLISIONS BY FACILITY TYPE

Facility	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Designated Bike Route			3		3
Marked Cross Walk	4	37	253	27	321
Other			17	4	21
Roadway	3	25	99	10	137
Shoulder		4	6		10
Sidewalk	1	3	17	2	23
Unmarked Crosswalk		4	36	4	44
Walkway		1	9		10
Not Stated			2		2

TABLE 27: INJURY CLASS OF PEDESTRIANS INVOLVED IN COLLISIONS IN 2018

Age	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
14 and Under		4	23	2	29
15 - 24		12	74	4	90
25 - 34	1	16	94	8	119
35 - 44	1	12	77	6	96
45 - 54		10	60	4	74
55 - 64	3	10	53	7	73
65 and over	4	5	37	6	51
Not Stated		5	24	10	39

FIGURE 31: FACILITY THE PEDESTRIAN WAS USING FOR 2018 COLLISIONS

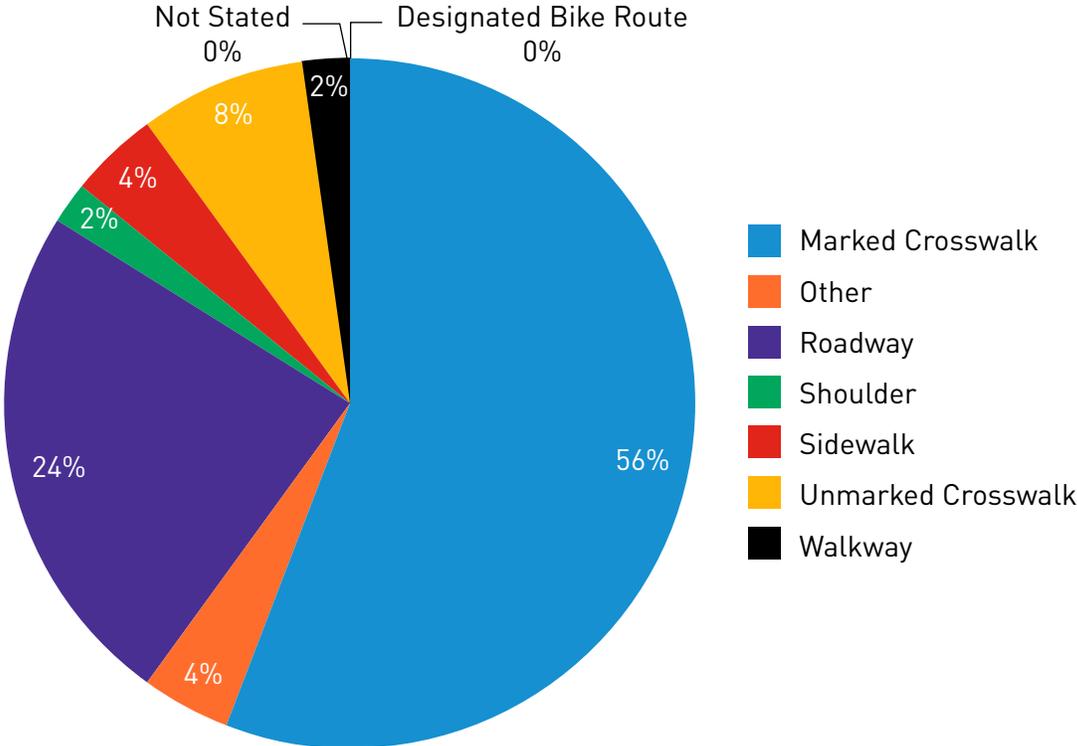


FIGURE 32: GENDER OF PEDESTRIANS IN 2018 COLLISIONS

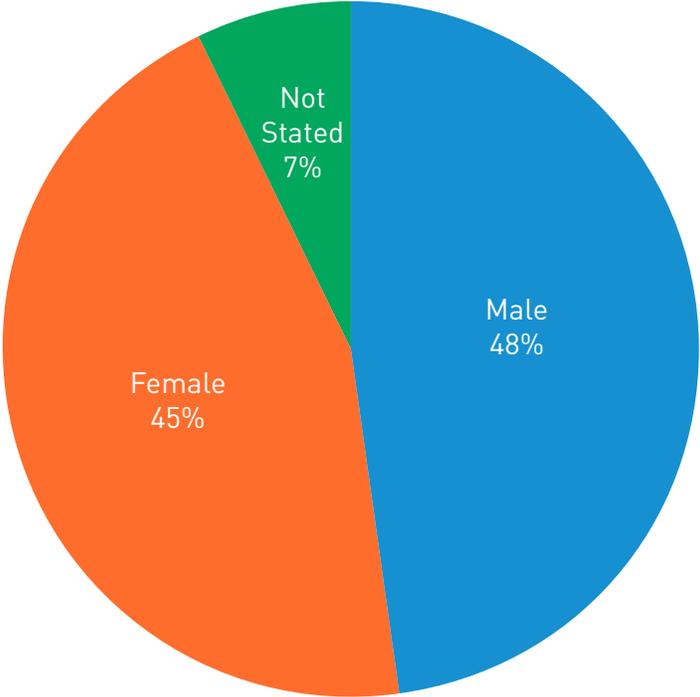


FIGURE 33: 2018 PEDESTRIAN COLLISION SEVERITY BY HOUR OF THE DAY

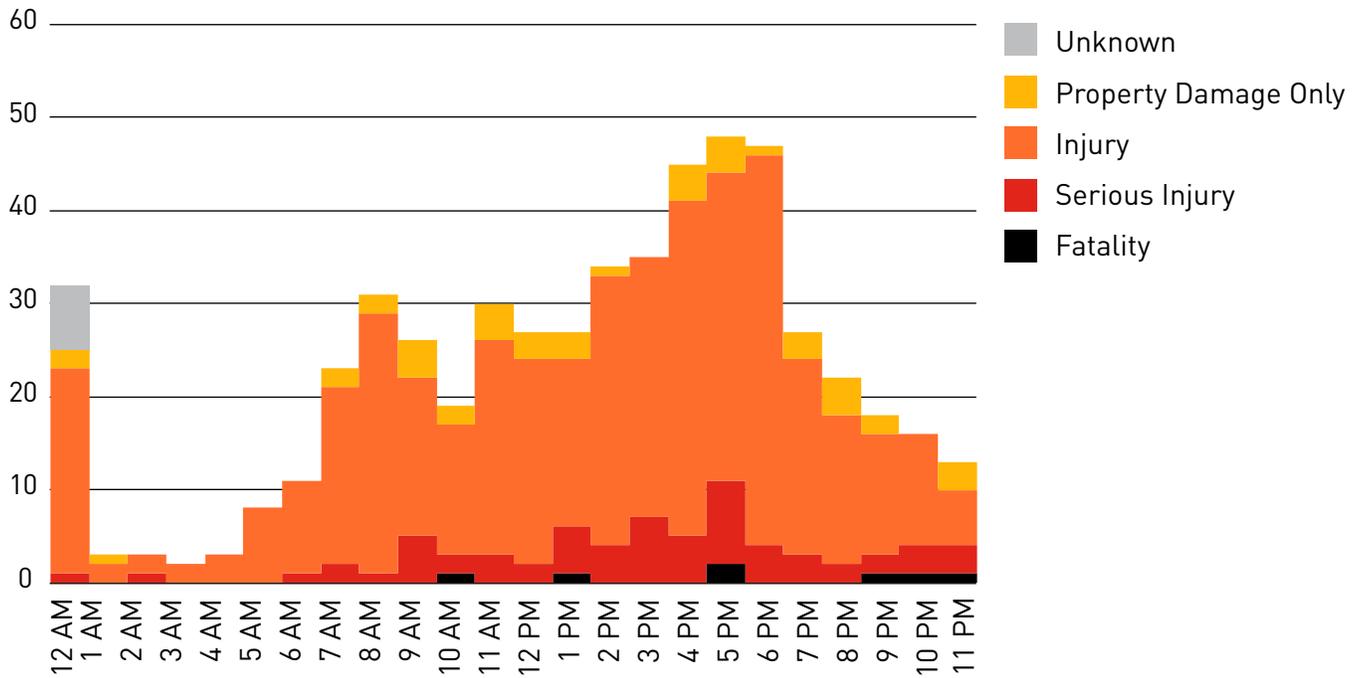


TABLE 28: PEDESTRIAN COLLISION SEVERITY BY HOUR OF DAY IN 2018

Hour	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
12 AM		1	22	2	7	32
1 AM			2	1		3
2 AM		1	2			3
3 AM			2			2
4 AM			3			3
5 AM			8			8
6 AM		1	10			11
7 AM		2	19	2		23
8 AM		1	28	2		31
9 AM		5	17	4		26
10 AM	1	2	14	2		19
11 AM		3	23	4		30
12 PM		2	22	3		27
1 PM	1	5	18	3		27
2 PM		4	29	1		34
3 PM		7	28			35
4 PM		5	36	4		45
5 PM	2	9	33	4		48
6 PM		4	42	1		47
7 PM		3	21	3		27
8 PM		2	16	4		22
9 PM	2	2	13	2		19
10 PM	1	3	12			16
11 PM	1	3	6	3		13

FIGURE 34: 2018 PEDESTRIAN COLLISION SEVERITY BY DAY OF WEEK

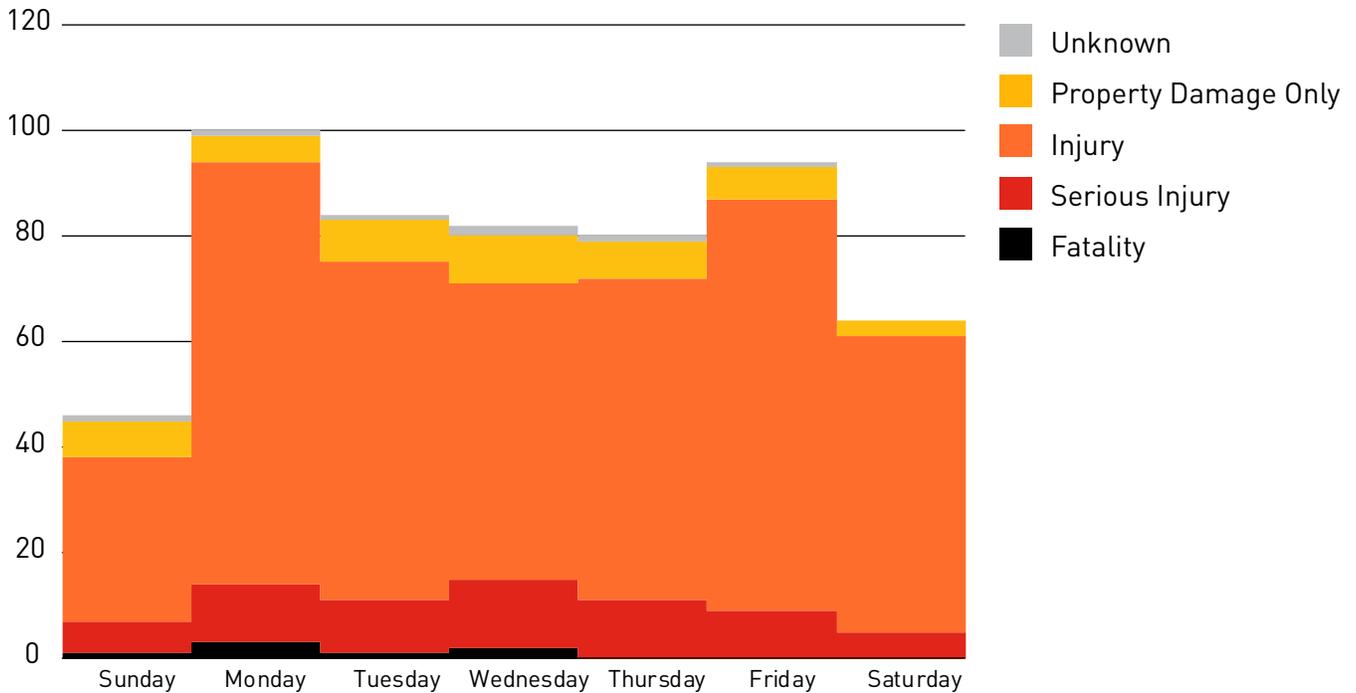


TABLE 29: PEDESTRIAN COLLISION SEVERITY BY DAY OF WEEK IN 2018

Day of Week	Fatality Collision	Injury Collision	Property Damage Only Collision	Serious Injury Collision	Unknown	Total
Sunday	1	6	31	7	1	46
Monday	4	11	80	5	1	101
Tuesday	1	10	64	8	1	84
Wednesday	2	13	56	9	2	82
Thursday		11	61	7	1	80
Friday		9	78	6	1	94
Saturday		5	56	3		64

FIGURE 35: 2018 PEDESTRIAN COLLISION SEVERITY BY MONTH

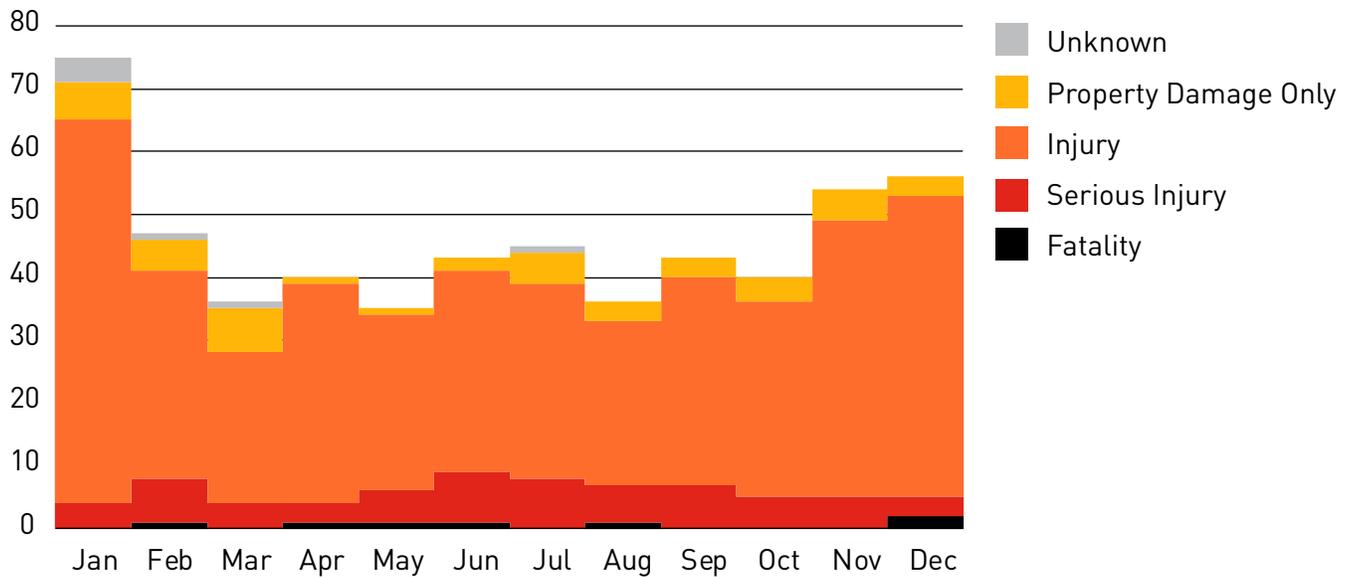


TABLE 30: PEDESTRIAN COLLISION SEVERITY BY MONTH IN 2018

Month	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
January		4	61	6	4	75
February	1	7	33	5	1	47
March		4	24	7	1	36
April	1	3	35	1		40
May	2	5	28	1		36
June	1	8	32	2		43
July		8	31	5	1	45
August	1	6	26	3		36
September		7	33	3		43
October		5	31	4		40
November		5	44	5		54
December	2	3	48	3		56

TABLE 31: VEHICLE ACTIONS IN PEDESTRIAN COLLISIONS IN 2018

	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Vehicle backing hits pedestrian			8	2	10
Vehicle going straight hits pedestrian	5	43	145	13	206
Vehicle turning left hits pedestrian	3	9	150	12	174
Vehicle turning right hits pedestrian		4	71	12	87
Vehicle turning right hits pedestrian	2	6	59		67

TABLE 32: INJURY CLASS OF PEDESTRIANS INVOLVED IN 2018 COLLISIONS BY WEATHER

Weather Condition	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Not Stated		1	14	1	7	23
Blowing Sand or Dirt or Snow			1			1
Clear or Partly Cloudy	6	49	245	32		332
Fog/Smog/Smoke			2			2
Overcast		4	50	6		60
Raining	1	8	100	6		115
Severe Crosswind	1					1
Snowing		1	1			2
Unknown		2	13			15

TABLE 33: 2018 PEDESTRIAN COLLISIONS BY LIGHT CONDITIONS

	Count
Dark - No Street Lights	7
Dark - Street Lights Off	4
Dark - Street Lights On	175
Dawn	6
Daylight	315
Dusk	13
Unknown	8



TABLE 34: 2018 PEDESTRIAN COLLISIONS BY ROAD CONDITION

Condition	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Not Stated		1	14	1	7	23
Dry	7	50	266	33		356
Ice		1	1			2
Unknown		3	12			15
Wet	1	10	133	11		155

2018 BICYCLE COLLISIONS

FIGURE 36: 2018 BICYCLE COLLISION LOCATIONS

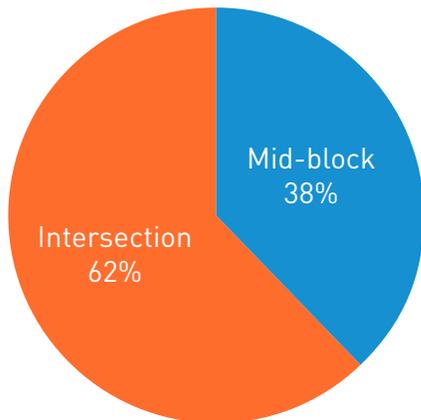


TABLE 35: CONTRIBUTING CIRCUMSTANCE FOR CYCLISTS IN 2018 BICYCLE COLLISIONS

Circumstance	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Did not Grant Right of Way to Pedestrian		2	3			5
Did not Grant Right of Way to Vehicle		1	27	3		31
Disregard Flagger/Officer			1			1
Disregard Stop and Go Light		2	6	1		9
Disregard Stop Sign/Flashing Red			9			9
Driver Distractions Outside Vehicle				1		1
Driver Not Distracted		2	20	1	1	24
Exceeding Reasonable and Safe Speed			6	1		7
Following Too Closely		1	3	1		5
Improper Passing		1	4			5
Improper Turn		1	2	1		4
Inattention		4	8	3		15
None		8	139	23		170
On Wrong Side of Road			2			2
Other	1	2	19	8		30
Under the Influence of Drugs			1			1
Unknown Driver Distraction		3	11	2		16
Not Stated		1	18	3		22

FIGURE 37: GENDER IDENTITY OF CYCLISTS INVOLVED IN 2018 COLLISIONS

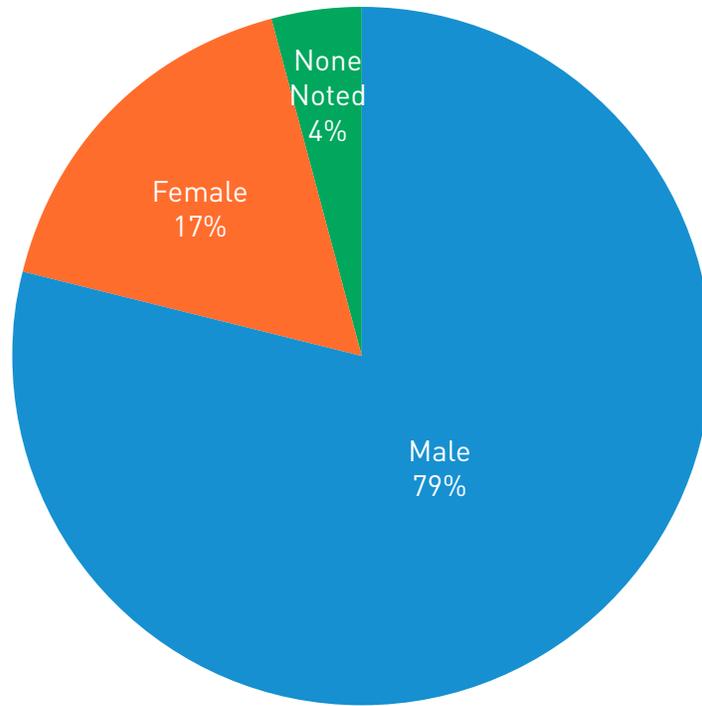


TABLE 36: GENDER OF CYCLISTS INVOLVED IN 2018 COLLISIONS

Row Labels	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Male	1	21	218	39	1	280
Female		6	52	4		62
Not Stated		1	9	5		15

FIGURE 38: AGE OF CYCLISTS INVOLVED IN 2018 COLLISIONS

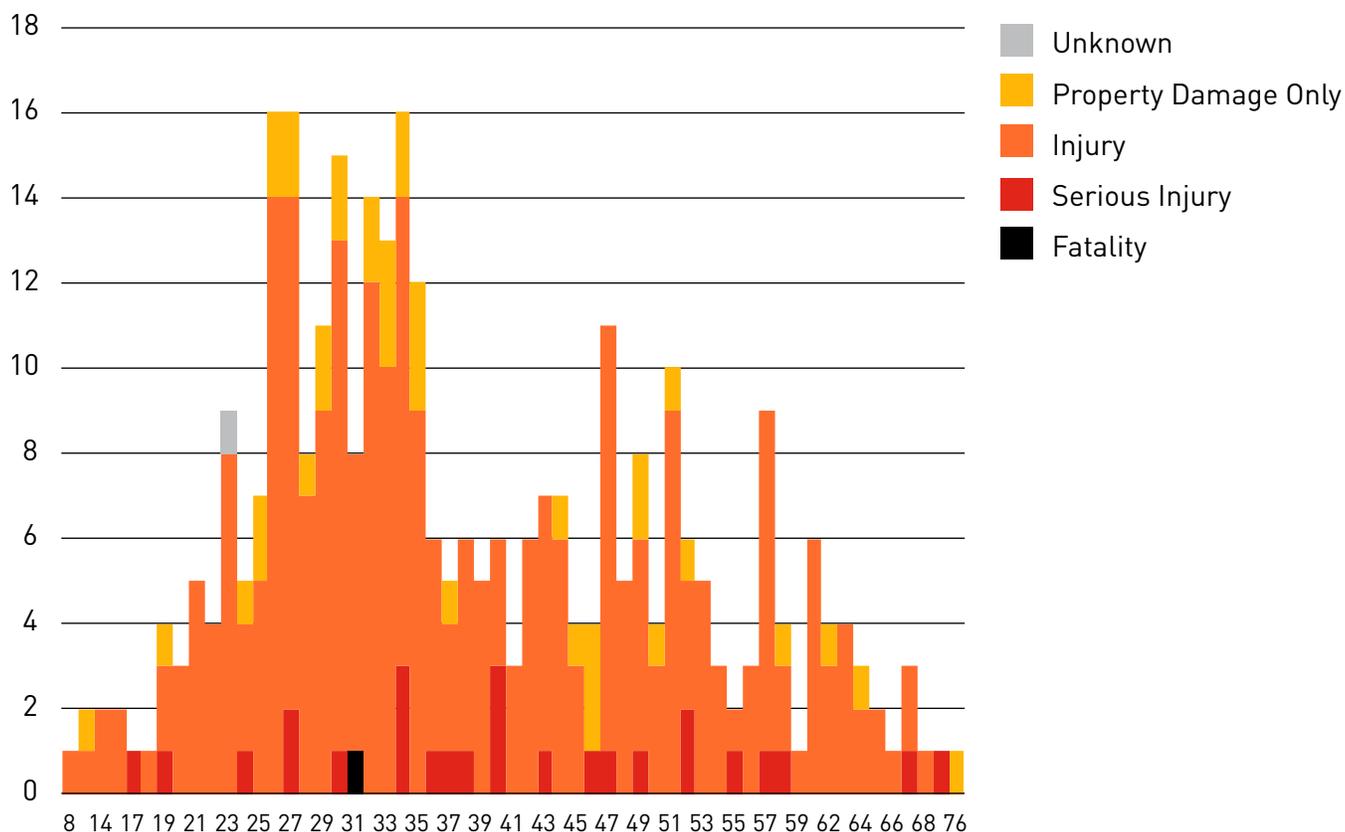


TABLE 37: AGE OF CYCLISTS INVOLVED IN 2018 COLLISIONS

Age Grouped	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
13 and Under			2	1		3
14-24		3	30	2	1	36
25-34	1	6	99	18		124
35-44		7	51	5		63
45-54		5	46	9		60
55-64		3	30	3		36
65-Over		2	6	1		9
Not Stated		2	15	9		26

FIGURE 39: 2018 BICYCLE COLLISIONS BY MONTH

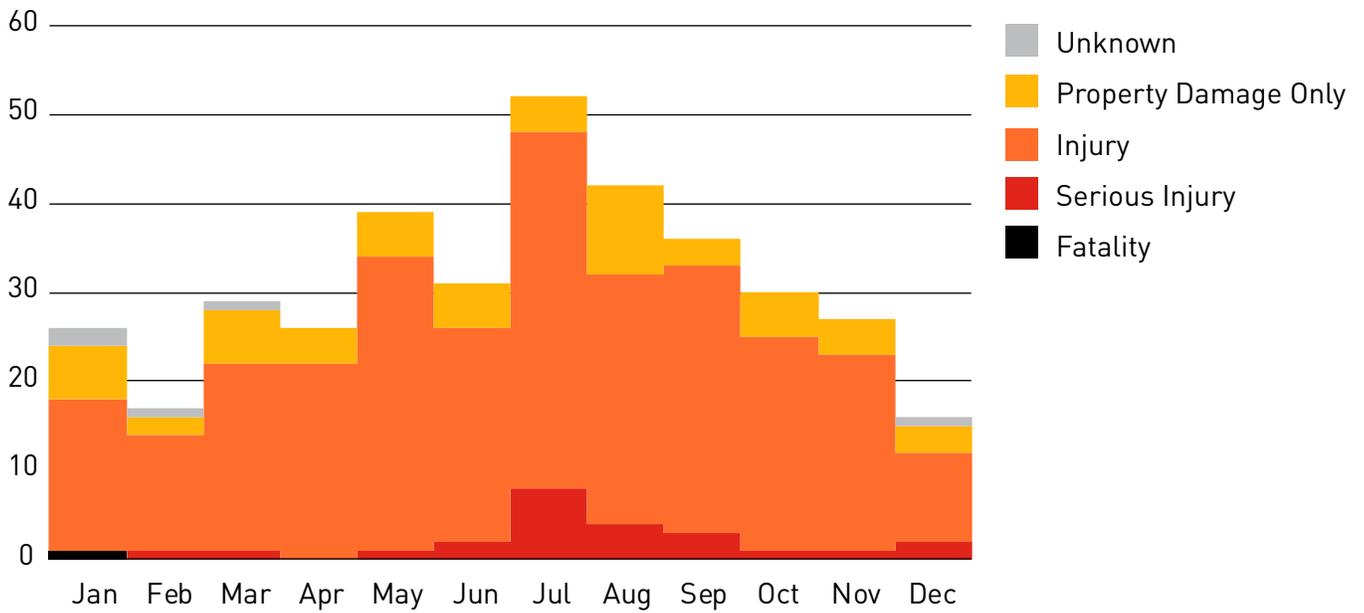


TABLE 38: BICYCLE COLLISIONS BY MONTH IN 2018

Month	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Jan	1		17	6	2	26
Feb		1	13	2	1	17
Mar		1	21	6	1	29
Apr			22	4		26
May		1	33	5		39
Jun		2	24	5		31
Jul		8	40	4		52
Aug		4	28	10		42
Sep		3	30	3		36
Oct		1	24	5		30
Nov		1	22	4		27
Dec		2	10	3	1	16

FIGURE 40: 2018 BIKE COLLISION SEVERITY BY HOUR OF THE DAY

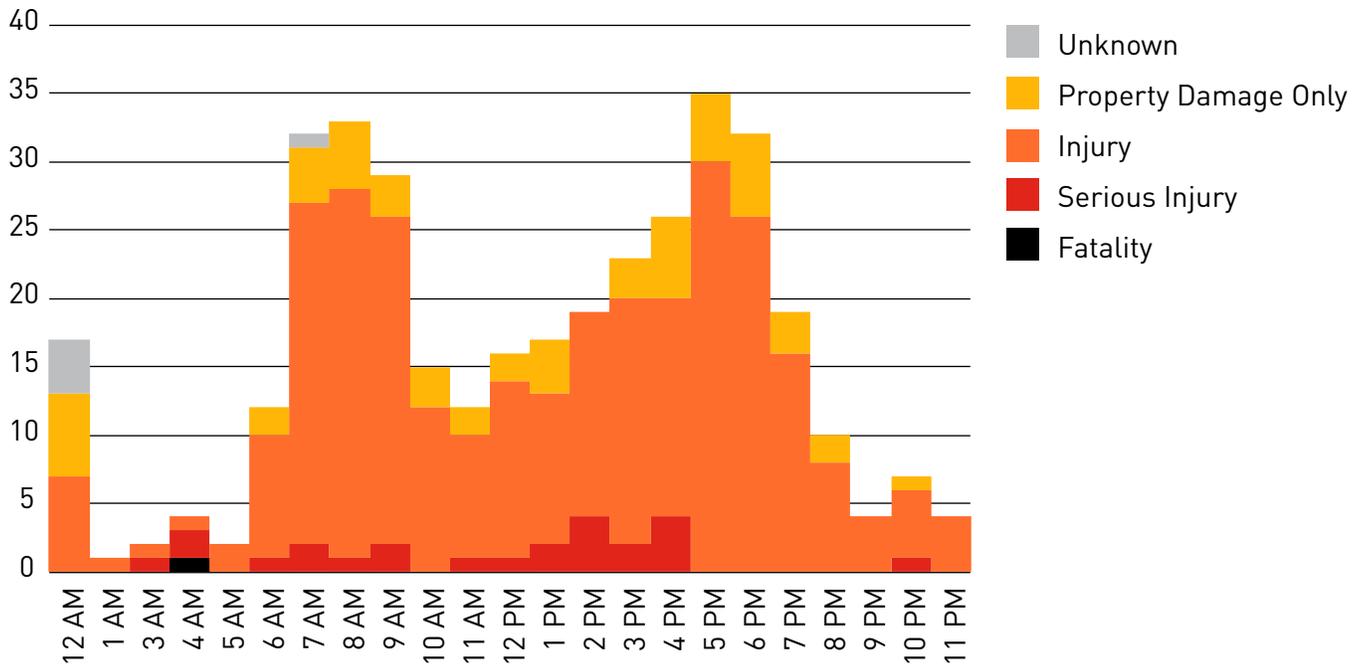


TABLE 39: BIKE COLLISION SEVERITY BY HOUR OF DAY IN 2018

Hour	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
12 AM			7	6	4	17
1 AM			1			1
2 AM		1	1			2
4 AM	1	2	1			4
5 AM			2			2
6 AM		1	9	2		12
7 AM		2	25	4	1	32
8 AM		1	27	5		33
9 AM		2	24	3		29
10 AM			12	3		15
11 AM		1	9	2		12
12 PM		1	13	2		16
1 PM		2	11	4		17
2 PM		4	15			19
3 PM		2	18	3		23
4 PM		4	16	6		26
5 PM			30	5		35
6 PM			26	6		32
7 PM			16	3		19
8 PM			8	2		10
9 PM			4			4
10 PM		1	5	1		7
11 PM			4			4

FIGURE 41: BIKE COLLISION SEVERITY BY DAY 2018

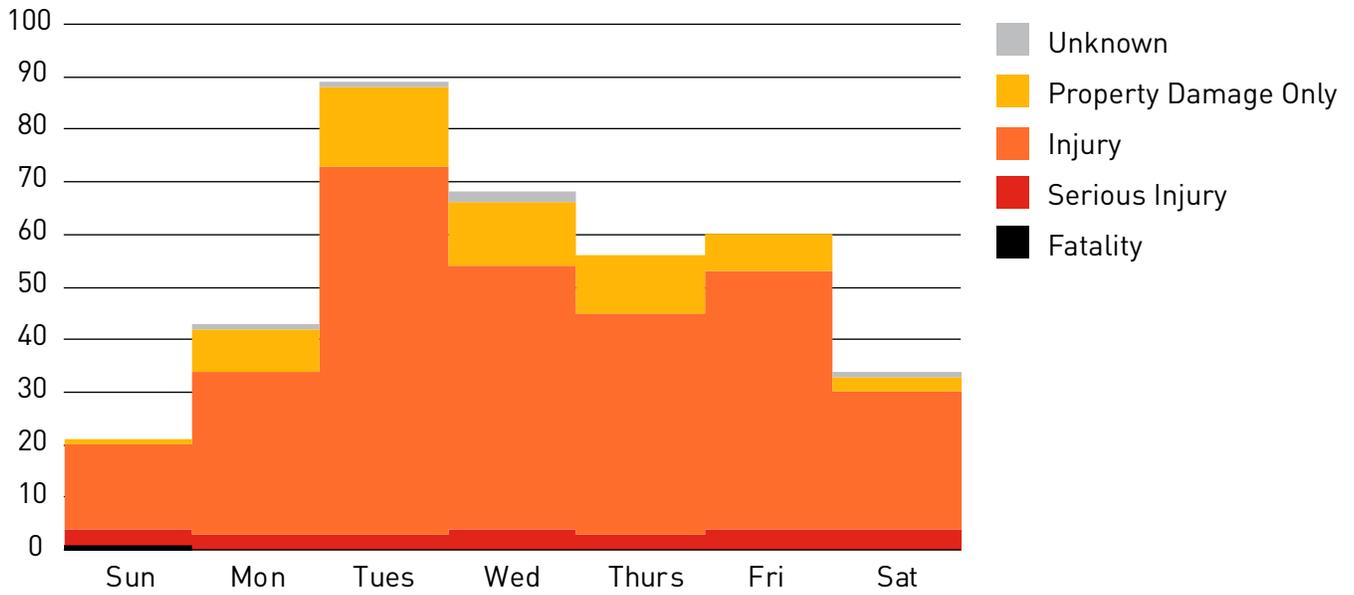


TABLE 40: BIKE COLLISION SEVERITY OF THE DAY IN 2018

Day	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Sunday	1	3	16	1		21
Monday		3	31	8	1	43
Tuesday		3	70	15	1	89
Wednesday		4	50	12	2	68
Thursday		3	42	11		56
Friday		4	49	7		60
Saturday		4	26	3	1	34

FIGURE 42: FACILITY TYPE FOR CYCLISTS INVOLVED IN 2018 COLLISIONS

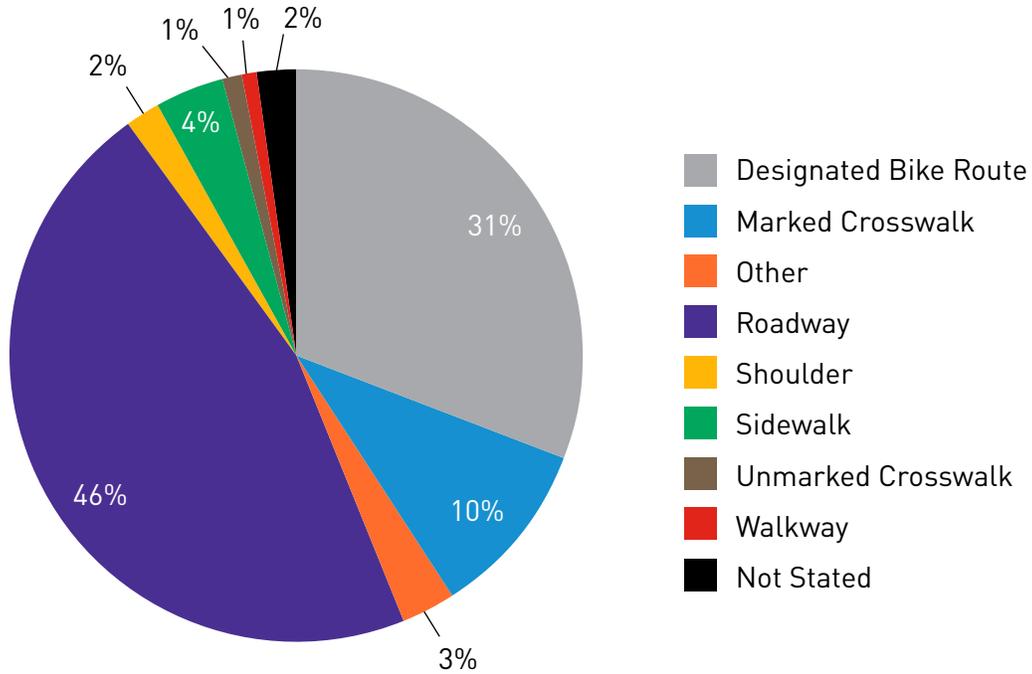


TABLE 41: 2018 INJURY CLASS OF CYCLISTS BY FACILITY TYPE

Facility	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Designated Bike Route		7	93	11	1	112
Marked Cross Walk	1	2	26	8		37
Other		1	8	1		10
Roadway		15	127	20		162
Shoulder		2	5	1		8
Sidewalk		1	9	3		13
Unmarked Crosswalk			4			4
Walkway			3			3
Not Stated			4	4		8

TABLE 42: INJURY CLASS OF CYCLISTS IN 2018 COLLISIONS BY WEATHER

Weather	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Clear or Partly Cloudy	1	22	204	28		255
Fog/Smog/Smoke			2	1		3
Other			2			2
Overcast		2	38	14	1	55
Raining			28	7		35
Unknown			3	1		4
Unknown			4	1		5

TABLE 43: CLOTHING VISIBILITY FOR CYCLISTS INVOLVED IN 2018 COLLISIONS BY FACILITY TYPE

Clothing Visibility	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Dark	1	6	51	11		69
Light		5	38	6	1	50
Mixed		13	147	19		179
Other Reflective Apparel - Shoes, Patches		1	11	3		15
Retro - Reflective		1	22	2		25
Not Stated		2	10	7		19



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.

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 <http://data.seattle.gov>.

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