Seattle Department of Transportation

2021 TRAFFIC REPORT

Data from January 1 to December 31, 2020

Seattle
Department of
Transportation

Release date: December 2021

CONTENTS

5 Executive Summary

7 Traffic Volumes
- 8 Motor Vehicle Volumes
- 11 Traffic Flow Map
- 14 Bicycle Volumes
- 19 Pedestrian Volumes

22 Traffic Collisions and Speeds
- 23 Citywide Collision Rate
- 24 Fatal and Serious Injury Collisions
- 26 Pedestrian-Involved Collision Rate
- 29 Bicycle Collision Rate
- 32 Motor Vehicle Speeds

33 Supporting Data
- 33 Volume Data
- 41 Historical Collision Data
- 43 2020 All Collisions
- 46 2020 Pedestrian Collisions
- 55 2020 Bicycle Collisions
- 63 Speed Data

65 Glossary


PUBLIC
MARKET

EXECUTIVE SUMMARY

In 2020, Seattle saw significant changes in traffic patterns due to the global COVID-19 pandemic and the emergency closure of the West Seattle High-Rise Bridge. The city was faced with one difficult decision after another regarding the safety of our streets, the stewardship of our assets and how people and goods move throughout our city. This report presents the traffic data that – along with our department plans and policies – serve as the foundation of those decisions. 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 freight.

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 Venu Nemani at venu.nemani@seattle.gov or visit the SDOT webpage at www.seattle.gov/transportation/.

Sam Zimbabwe, SDOT Director
Seattle Department of Transportation

Venu Nemani, P.E., City Traffic Engineer
Seattle Department of Transportation


Harbor Island
U-TURN ROUTE
GATES 3 & 4
TERMINAL
18
GATE 1

TRAFFIC VOLUMES

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 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 also provides important information about the types of vehicles using city streets, 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, reported collisions, and speeds 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. We also measured vehicle volume at 213 additional locations. The locations of control 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 13 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 trended upwards from 2012 to 2016 with a leveling off period from 2016 to 2019. For 2020, the combination of the COVID-19 pandemic, a shift to mass telecommuting and the emergency closure of the West Seattle Bridge led to a sharp decrease in traffic volumes. Figure 1 shows Seattle's overall ADT trend since 2009. Population, employment, and transit ridership trends are shown in Figure 2 through Figure 5, along with commute mode share for context. ADT dropped 35% between 2019 and 2020. Excluding WSDOT bridges, ADT dropped 51% during the same time period.

FIGURE 1: AVERAGE DAILY TRAFFIC (ADT) IN SEATTLE

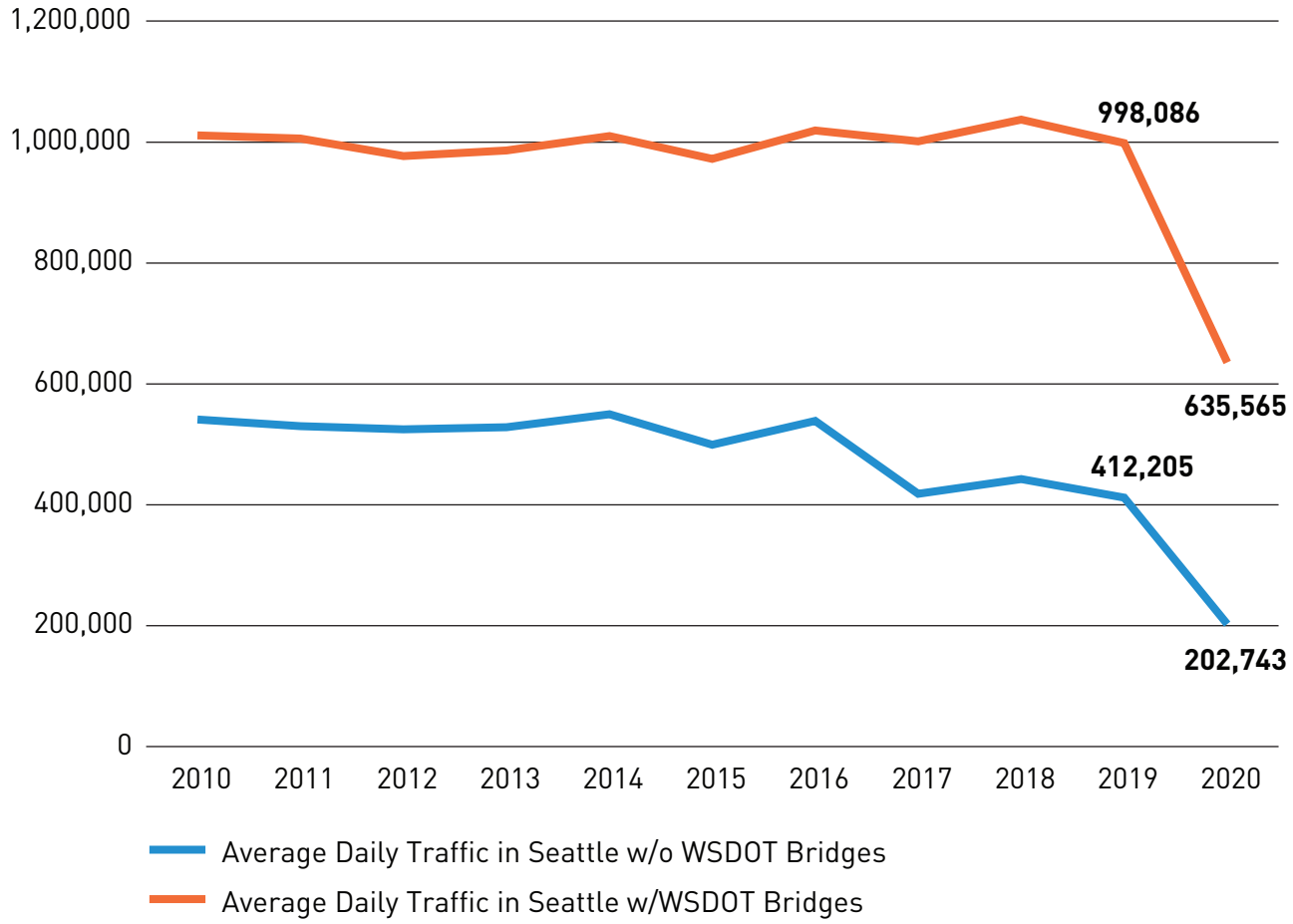
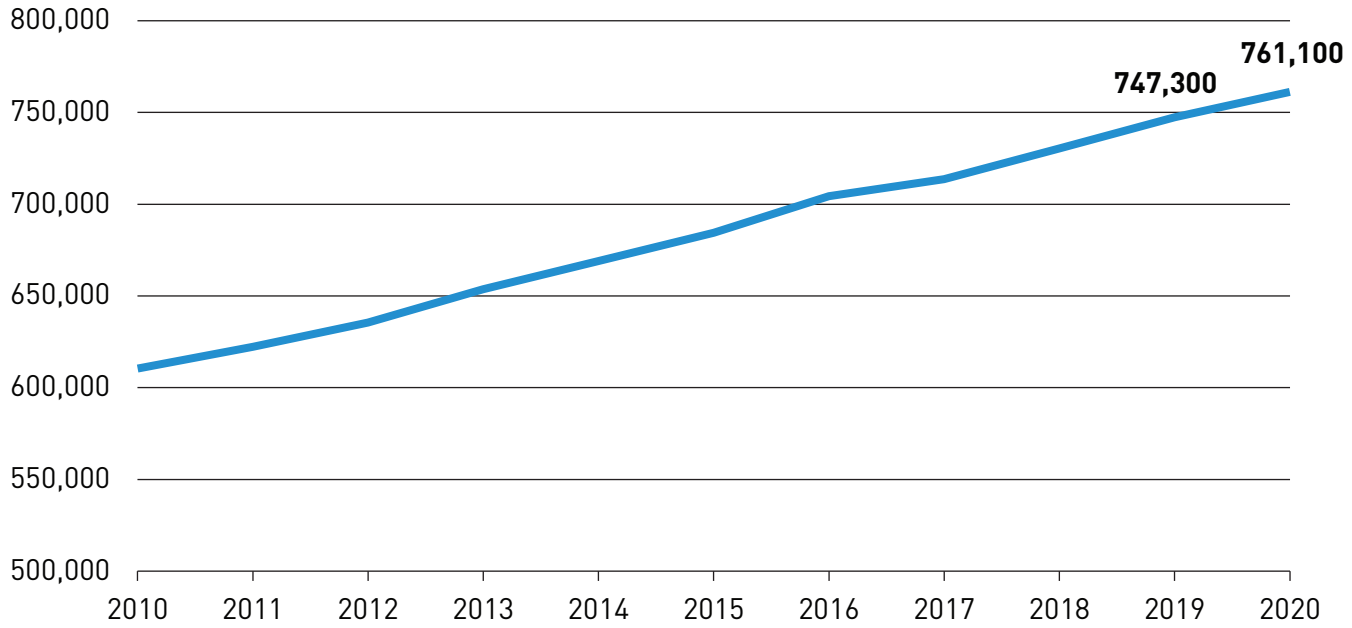


FIGURE 2: SEATTLE POPULATION



Source: Washington State Office of Financial Management

FIGURE 3: ANNUAL REGIONAL TRANSIT RIDERSHIP

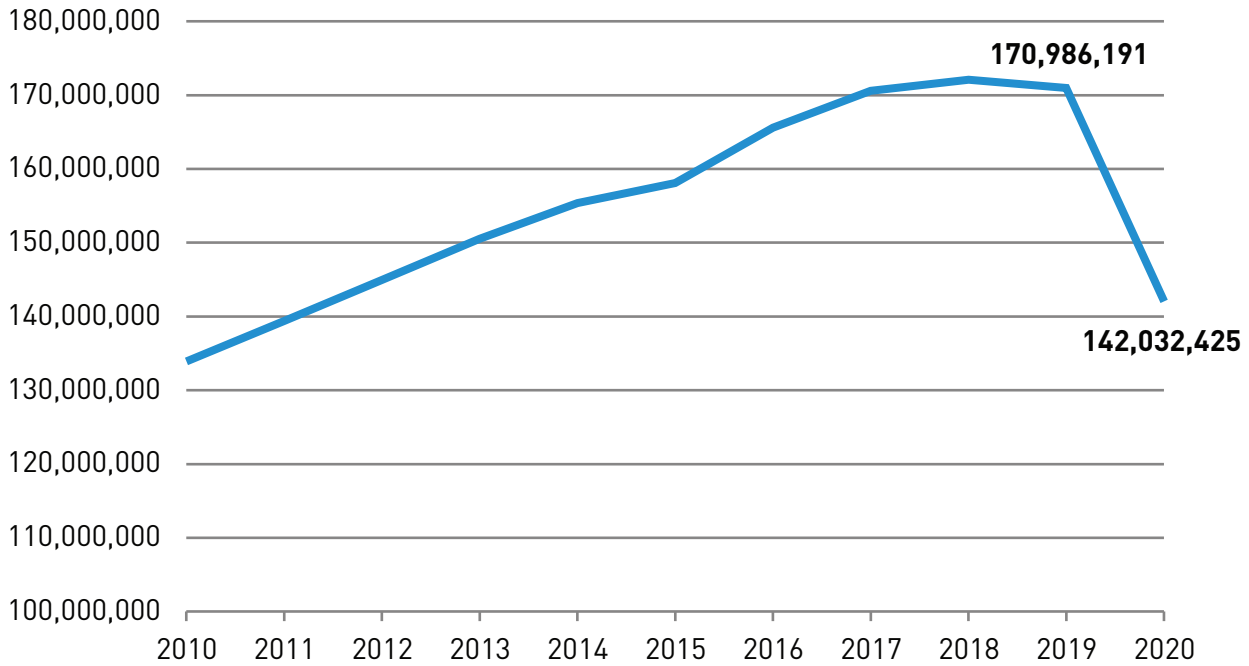
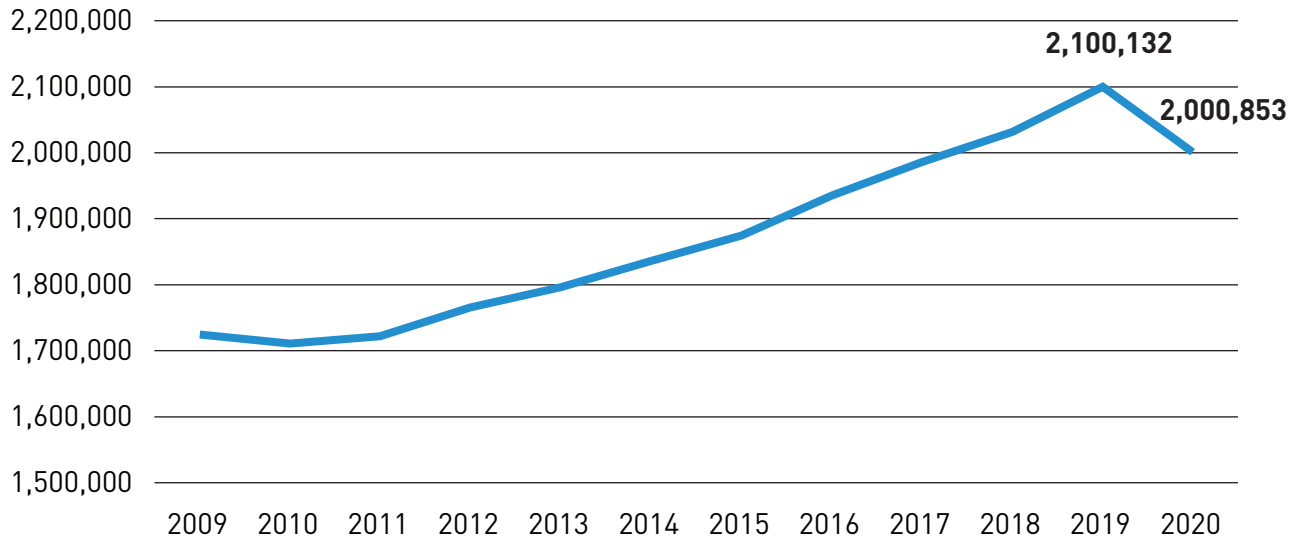


FIGURE 4: AVERAGE ANNUAL EMPLOYMENT - SEATTLE, TACOMA, BELLEVUE



Source: Puget Sound Regional Council

FIGURE 5: 2020 SEATTLE COMMUTE MODE SHARE

Data for 2020 commute mode share in Seattle is unavailable

TRAFFIC FLOW MAP & ARTERIAL CLASS MAPS

The 2020 Traffic Flow Map, shown in Figure 6 and the Arterial Classification Map, shown in Figure 7, are two products of the volume counts program. The volumes on the map represent the Average Weekday Traffic (AWDT) (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

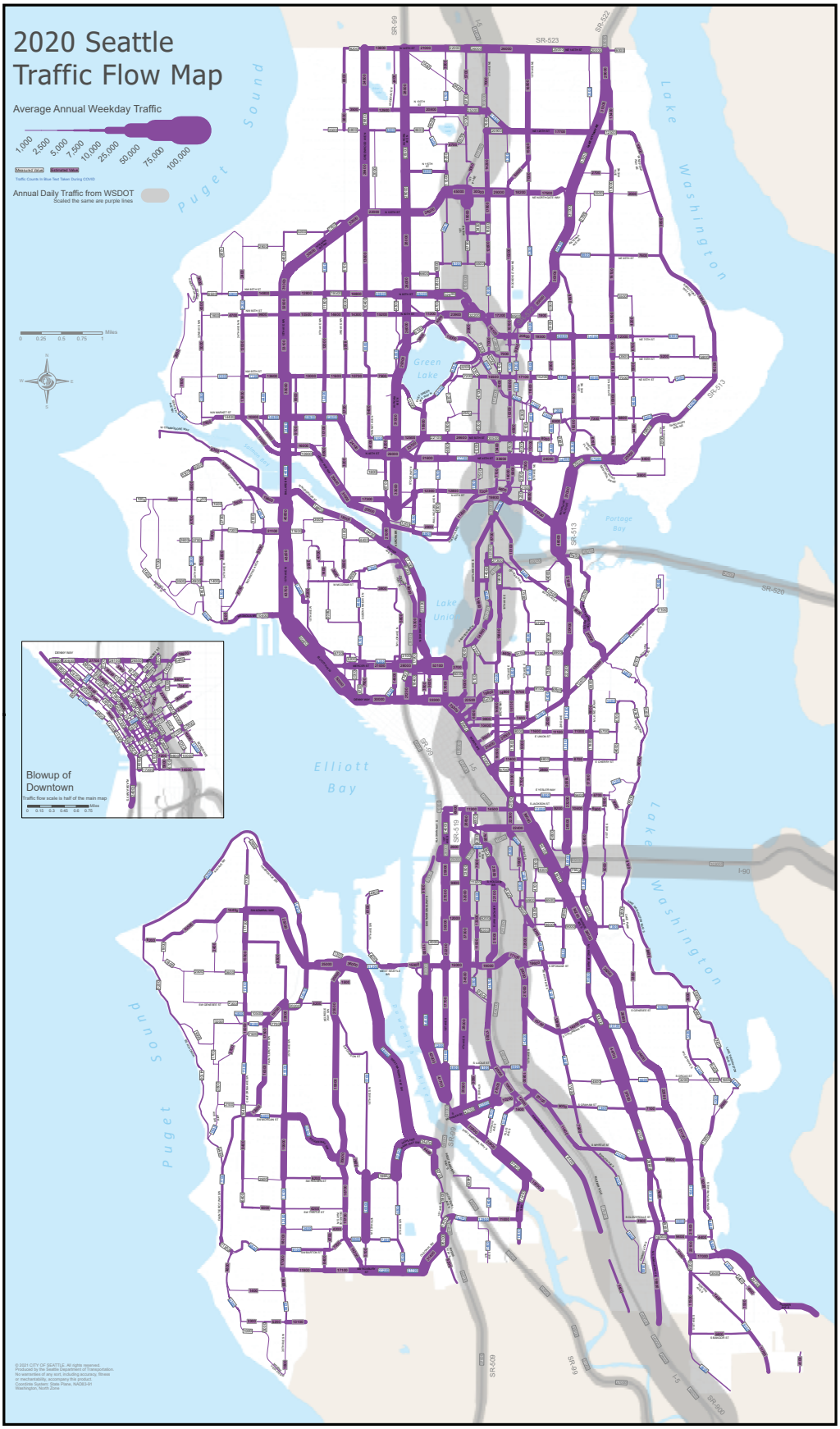
Table 1 lists the busiest ten arterials by Average Weekday Daily Traffic (AWDT) as measured in 2020. The COVID-19 pandemic-induced shift to teleworking and the closure of the West Seattle Bridge led to much reduced AWDT numbers in the top ten rankings. Also, half of the list (East Marginal Way S, West Marginal Way S, Highland Park Way SW, S Michigan St, and SW Roxbury St) are detour routes for the multiyear West Seattle Bridge closure.

TABLE 1: TOP 10 ARTERIALS BY VOLUME*

Top 10 Arterials by Volume, Measured in 2020	Average Weekday Daily Traffic (AWDT)
MERCER ST @ FAIRVIEW AVE N	55,208
MONTLAKE BRIDGE	48,000
EAST MARGINAL WAY S @ S ALASKA ST	44,140
WEST MARGINAL WAY SW @ SW IDAHO ST	36,013
BALLARD BRIDGE	34,777
15TH AVE NW @ NW 52ND ST	34,556
HIGHLAND PARK WAY SW @ W. MAR. W. SW	33,240
S MICHIGAN ST @ 6TH AVE S	32,540
SW ROXBURY ST @ 6TH AVE SW	31,661
NE 45TH ST @ U VILLIAGE DR	27,477
Top 10 Arterials by Volume, Measured in 2019	**Average Weekday Daily Traffic (AWDT)**
WEST SEATTLE BRIDGE@DMS SIGN	84,119
MONTLAKE BRIDGE	68,396
EAST MARGINAL WAY S, S/O S ALASKA ST	63,929
MERCER ST@BOREN AVE N	60,593
BALLARD BRIDGE COUNT STATION	47,705
WEST MARGINAL WAY S, N/O S HOLDEN ST	43,469
AURORA AVE N (SR99)@WARD ST	42,007
RAINIER AVE S, SE/O S DEARBORN ST	39,602
LAKE CITY WAY NE, NE/O NE 95TH ST	39,296
DENNY WAY, W/O 2ND AVE	38,767

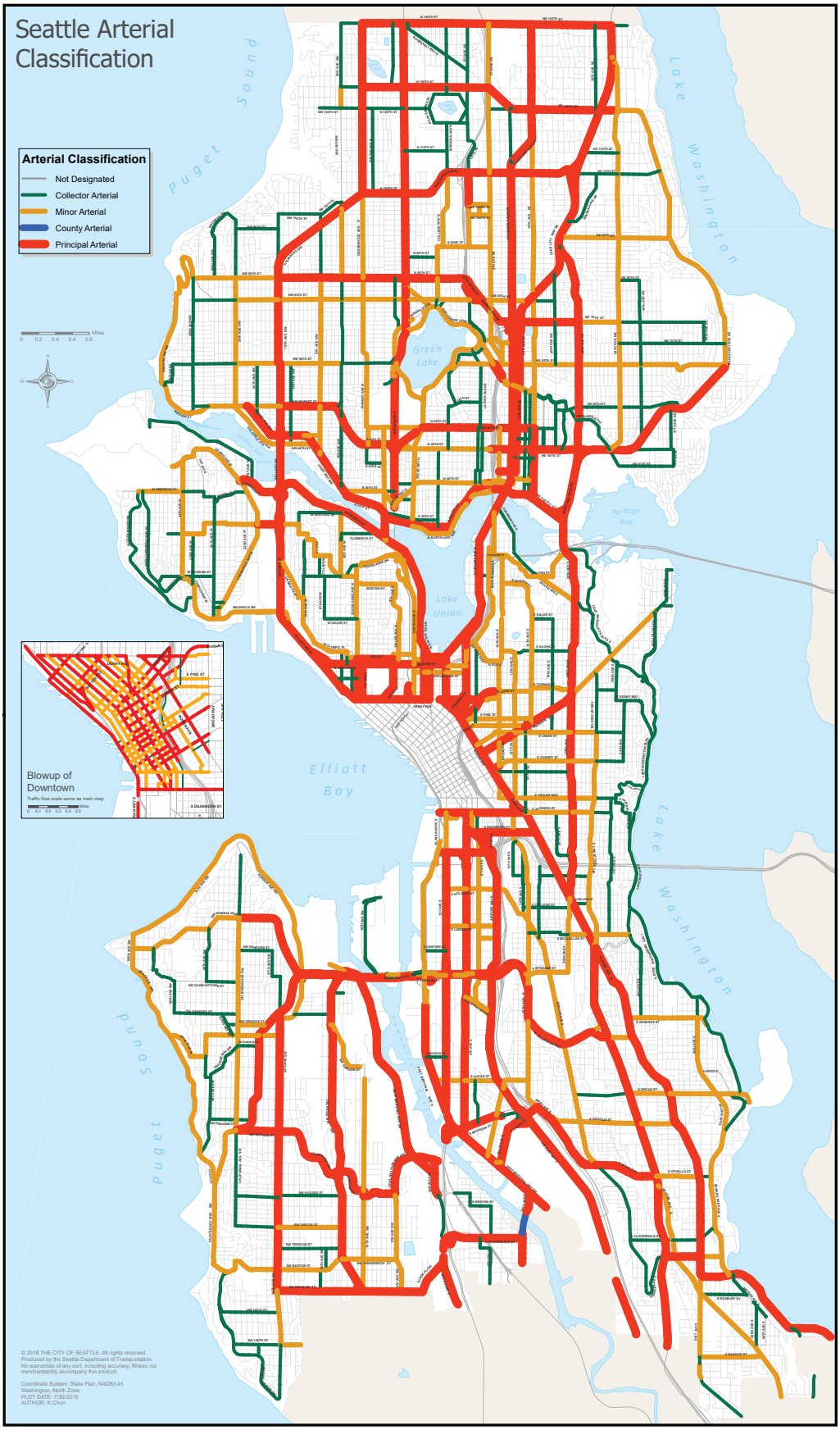
*2020 Traffic volumes impacted by the COVID-19 pandemic and the West Seattle Bridge closure.

FIGURE 6: 2020 SEATTLE TRAFFIC FLOW MAP*



*Traffic volumes impacted by COVID-19 pandemic and the West Seattle Bridge closure.

FIGURE 7: SEATTLE ARTERIAL CLASSIFICATION



BICYCLE VOLUMES

In 2020, SDOT collected bicycle volume data with three different programs: automated permanent bicycle counters at 10 locations, 40 multiday short counts, and regular spot counts at 50 intersections.

Automated Bicycle Counters

In October 2012, the Fremont bridge totem was installed to count bikes crossing the bridge on both walkways. 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 eighth full year of complete data for the Fremont bridge bike counter. As seen in Figure 8, the total bike volume for 2020 was 772,589, which represents a 35% decrease in bike volume from 2019.

The COVID-19 pandemic and the induced shift to teleworking likely caused this sharp reduction. Table 2 provides more detailed breakdowns of Fremont Bridge bike count averages for 2020.

FIGURE 8: BIKE RIDES OVER THE FREMONT BRIDGE

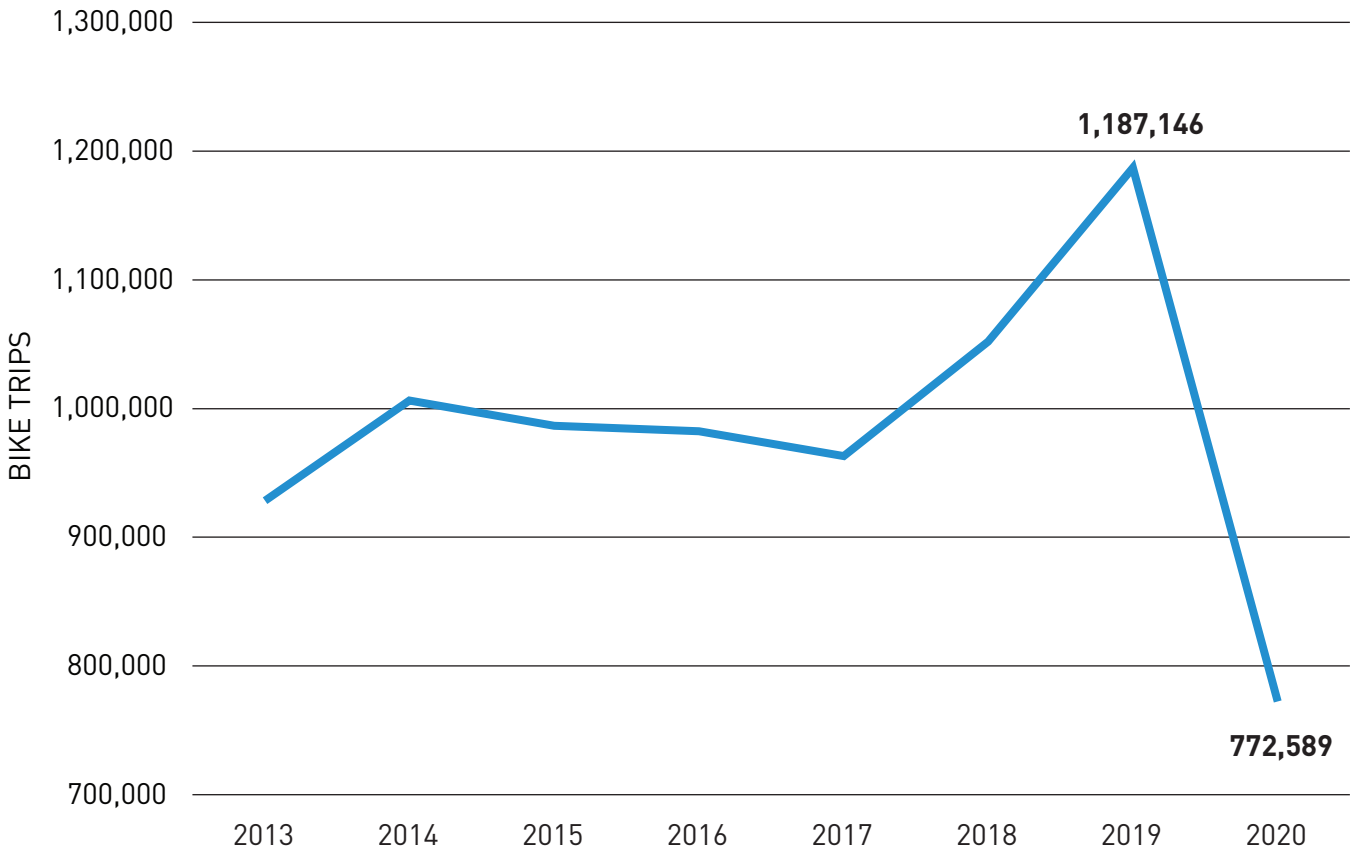


TABLE 2: 2020 FREMONT BRIDGE COUNTER SUMMARY

Total	772,589
Peak Day	Thur, 27 Feb, 2020 (4,230)
Max Day of the Week	Sunday
Minimum Day	Saturday
Hourly Average	88
Daily Average	2,111
Average Workday Traffic	1,837
Average Weekend Traffic	1,734
Weekly Average	14,722
Monthly Average	64,382

2020 marks the 8th 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.

Five continuous counters were used to create day of year factors for 2020. The short counts were then factored up into yearly bike volume estimates based on these factors shown in Table 3. 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).

TABLE 3: BICYCLE PERMANENT COUNTS

Site*	2020 Annual Count	2019 Annual Count	2018 Annual Count	2017 Annual Count
Burke Gilman north of NE 70th St	420,000	511,730	348,110	518,260
Elliott Bay in Myrtle Edward Park	387,180	448,350	439,670	396,570
Fremont Totem	772,590	1,187,150	1,051,880	963,140
MTS west of I-90	186,620	238,060	202,780	287,670
Spokane St Bridge**	285,630	321,810	239,500	275,540

*Several permanent count stations had reliability issues and were excluded from this list.
**Spokane St Bridge bike counts may have been influenced by the West Seattle Bridge closure/detours and the corresponding mode shift.

Multiday Short Counts

In 2020, due to challenges associated with the COVID-19 pandemic, we conducted 11 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.

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 10 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.

Quarterly Citywide 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. These counts are taken quarterly in winter, spring, summer, and autumn for 2011 to 2013 and 2020 onwards, and were taken thrice a year for 2014 to 2019. For every count iteration, bike volumes are collected for weekday PM peak (5-7pm), off peak (10am-noon), and Saturday (noon-2pm) time periods at 50 locations. Figure 9 shows the bike count annual trend from 2011 to 2020.

In 2020, the quarterly citywide program counted 18,679 people biking for winter, spring, summer, and autumn. The overall number of people biking counted decreased at these count locations with COVID-19 accelerating the work-from-home trend. The sharpest decrease occurred in the spring 2020 counts, which were taken during the pandemic. We also conducted 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 2,240 total weekday riders. Figure 10 shows the bike volumes and count locations for the 2020 NBPD iteration.

FIGURE 9: NBPD BIKE COUNT ANNUAL TREND

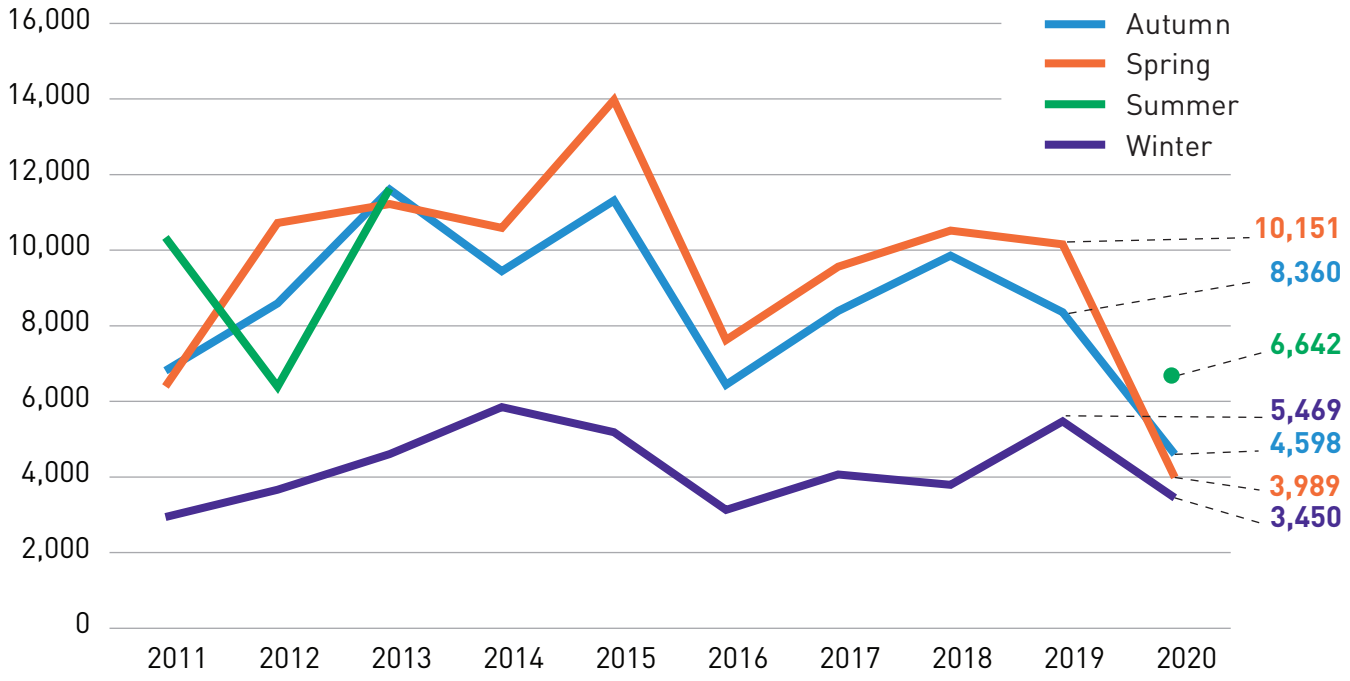
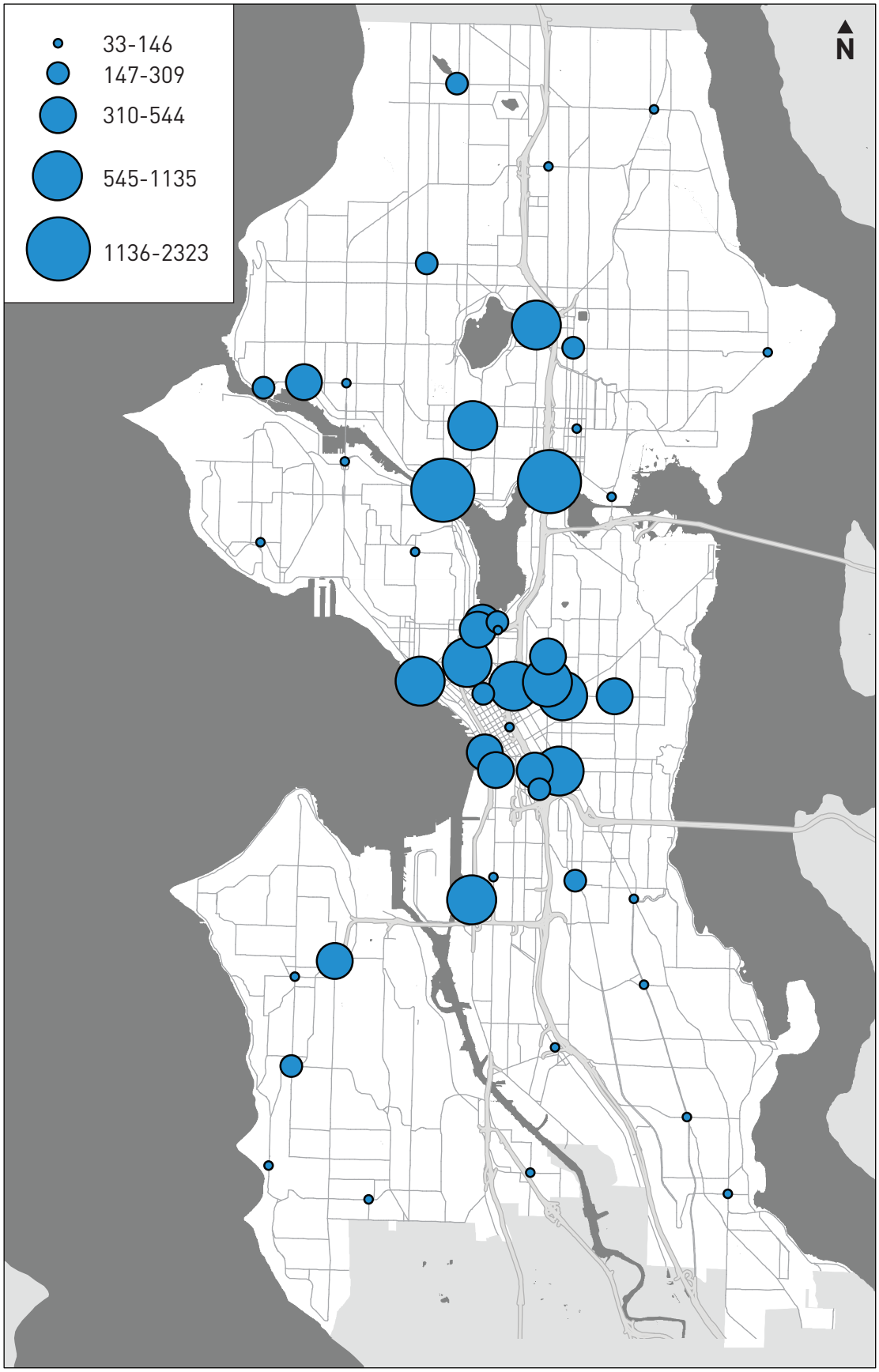


FIGURE 10: 2020 AVERAGE DAILY BIKE VOLUMES FOR NBPD



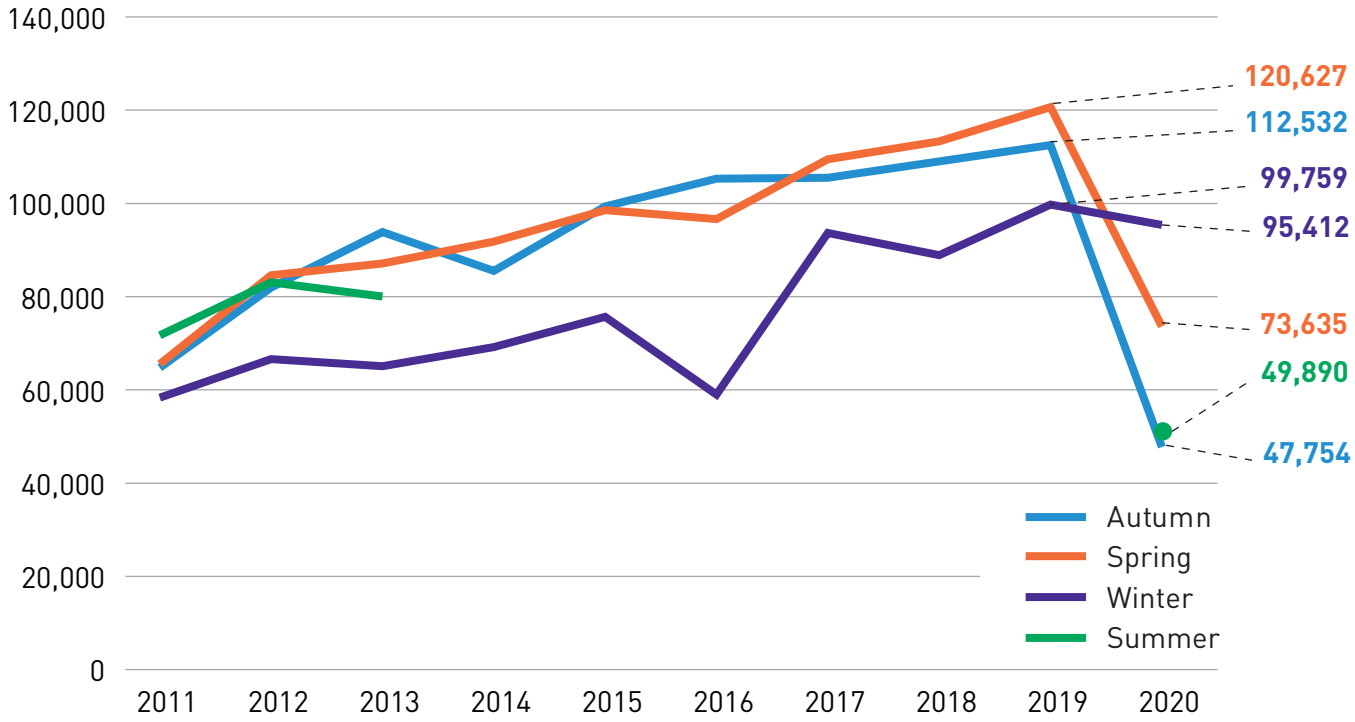
PEDESTRIAN VOLUMES

Beginning in 2011, SDOT began collecting quarterly citywide counts using the National Bicycle and Pedestrian Documentation (NBPD) methodology. Since these pedestrian volumes are collected in conjunction with the bicycle counts, they share the quarterly frequency, as well as the PM Peak (5-7pm), off peak (10am- noon) and Saturday (noon-2pm) time periods. Recently-installed permanent multi-use trail counter locations also measure pedestrian volumes.

Quarterly Citywide Pedestrian Counts

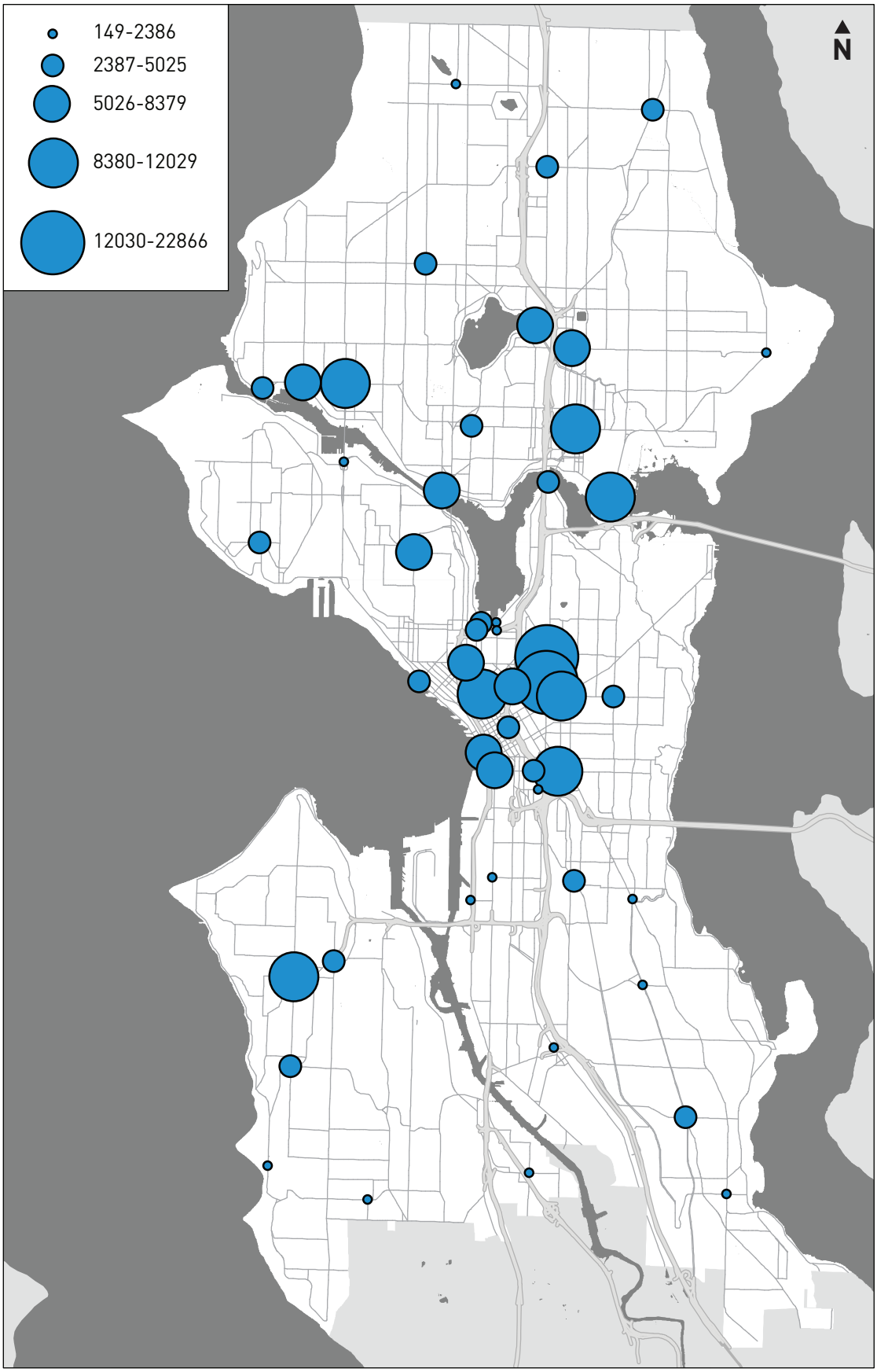
In 2011, SDOT started using the NBPD project methodology for counting bicycles and pedestrians. These spot counts provide consistent, annual pedestrian volumes that we can track over time. Each count is conducted at an intersection and records the number of pedestrians crossing each leg of the intersection. Figure 11 shows the total combined annual pedestrian volumes at the 50 NBPD locations for the past 10 years.

FIGURE 11: NBPD PEDESTRIAN COUNT ANNUAL TREND



The total number of pedestrians counted in 2020 by the program was 266,691, representing a decrease of 20% from 2019 in large part because of the COVID-19 pandemic. The busiest pedestrian location counted in 2020 was Broadway and East Olive Street with 22,866 total pedestrians counted; this location also had the highest pedestrian volumes counted for the previous years. Figure 12 shows the shows the pedestrian volumes and count locations for the 2020 NBPD iteration. Details of the 2020 counts by location are available on the web at http://data.seattle.gov.

FIGURE 12: 2020 AVERAGE DAILY PEDESTRIAN VOLUME FOR NBPD



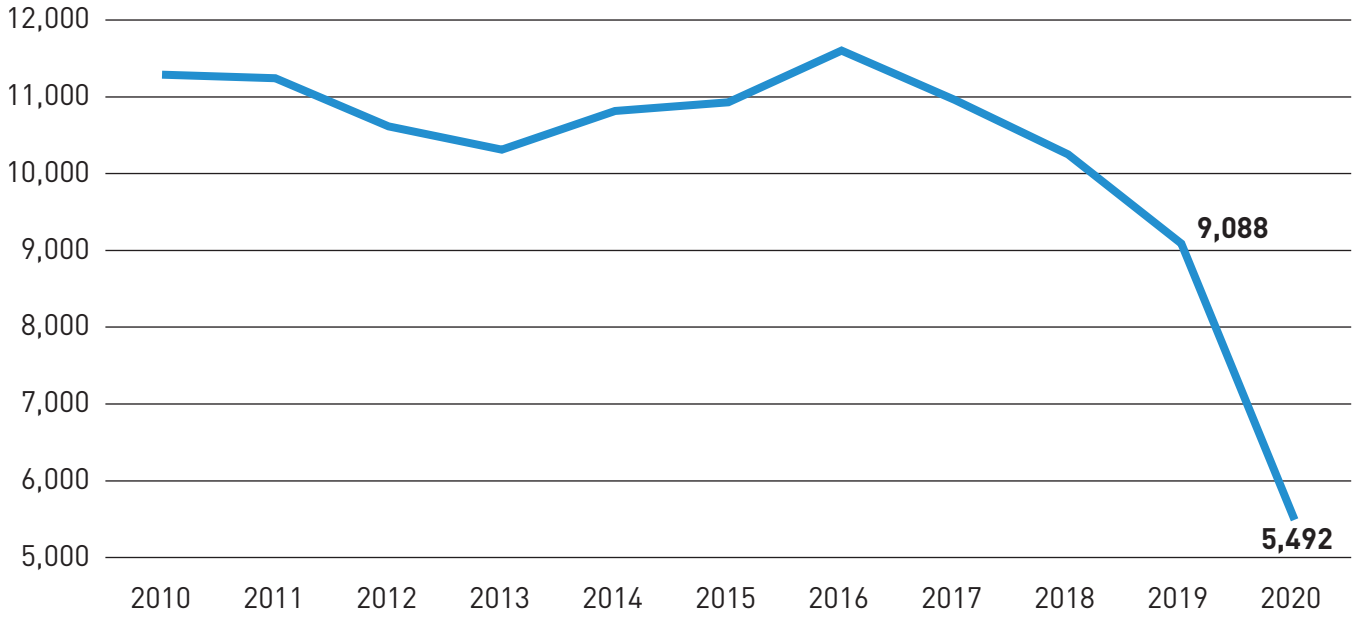
TRAFFIC COLLISIONS AND SPEEDS

Collision data is used to 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 5,492 police reported collisions on Seattle streets in 2020. In addition, there were 1,719 self-reported collisions, which are not included in our analysis due to reliability and completeness factors. Figure 13 shows the trend of police reported collisions on Seattle streets for the past 10 years. As seen in Figure 13, the total number of collisions for 2020 was 5,492, which represents a 40% decrease from 2019. The trend for all types of reports is listed on the Supporting Data section.

There were 5,492 collisions in 2020 on Seattle streets reported by police.

FIGURE 13: POLICE REPORTED COLLISIONS ON SEATTLE STREETS



CITYWIDE COLLISION RATE

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.

Figure 14 and Table 5 shows the collision trends for the past decade.

For 2020, the overall citywide collision rate increased by 14% compared to 2019. While the number of collisions decreased in 2020, so did the AADT, resulting in a higher citywide collision rate.

FIGURE 14: CITYWIDE COLLISION RATE

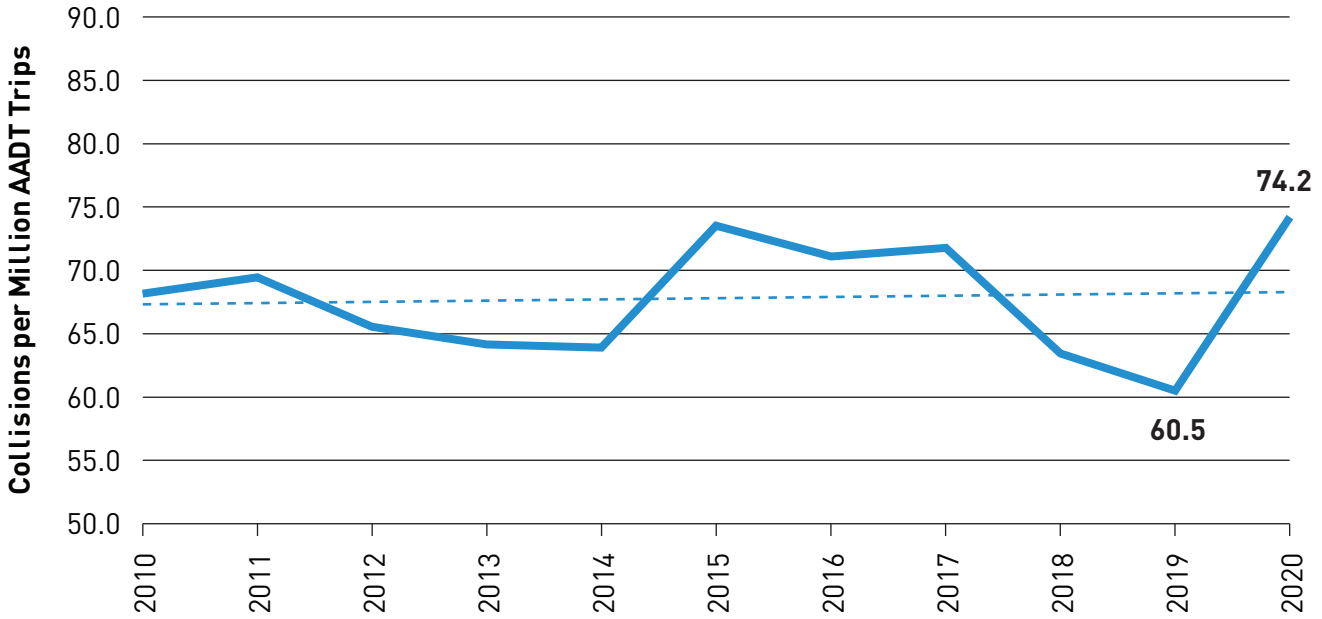


TABLE 4: COLLISION AND COLLISION RATE TRENDS

Year	All Collisions	Police Reported Collisions	Average Daily Traffic	AADT	Citywide Collision Rate
2010	11,948	11,288	541,170	197,527,114	57.1
2011	12,405	11,240	529,988	193,445,620	58.1
2012	12,725	10,614	524,732	191,527,180	55.4
2013	12,736	10,310	528,174	192,783,510	53.5
2014	12,034	10,815	549,655	200,624,075	53.9
2015	14,244	10,930	539,600	196,954,000	55.5
2016	13,641	11,603	539,106	196,773,690	59.0
2017	12,469	10,953	418,187	152,638,255	71.8
2018	12,185	10,249	442,722	161,593,530	63.4
2019	11,202	9,088	412,205	150,454,825	60.4
2020	7,211	5,492	202,743	74,001,195	74.2

FATAL AND SERIOUS INJURY COLLISIONS

Figures 15 and 16 show the trend of fatal and serious injury collisions on Seattle streets since 2010, while Figure 17 maps the locations of fatal collisions for 2020. SDOT has adopted Vision Zero and set a goal of eliminating these collisions by 2030. In 2020 there were a total of 165 fatal and serious injury collisions, representing a 15% decrease from 2019.

These numbers do not include incidents on limited access State Highways and Interstates. Additional details on fatalities and tables of historical trends can be found in the Supporting Data section.

FIGURE 15: FATAL/SERIOUS INJURY COLLISION TREND

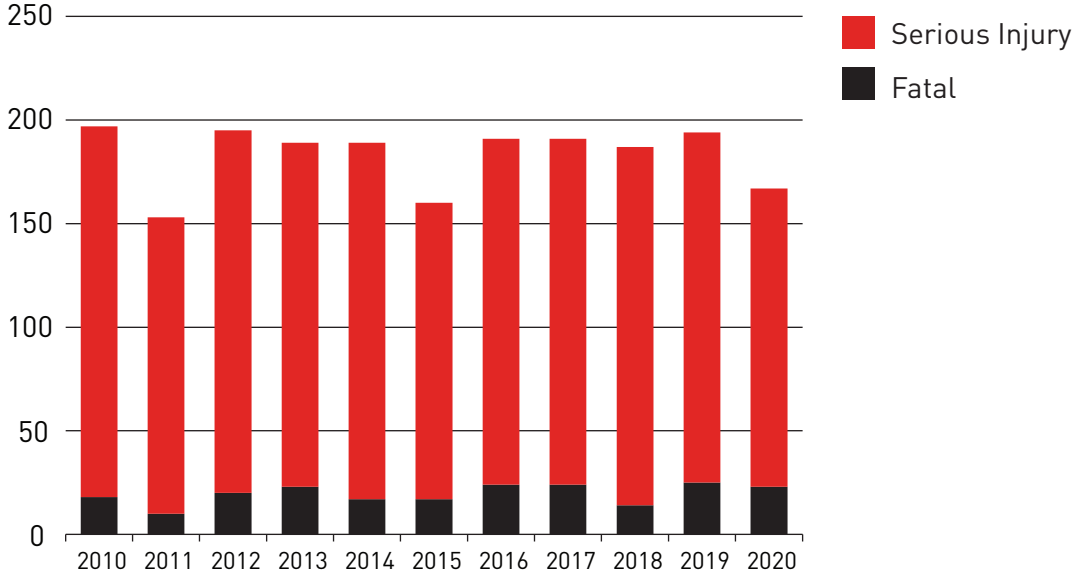


FIGURE 16: TRAFFIC FATALITIES ON SEATTLE STREETS

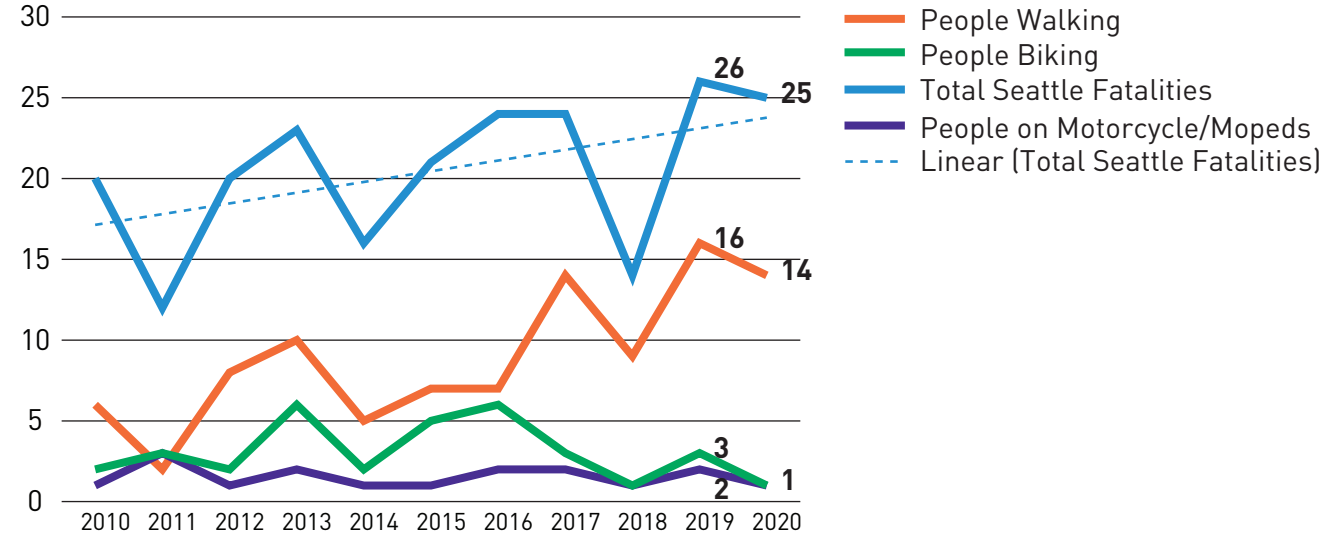
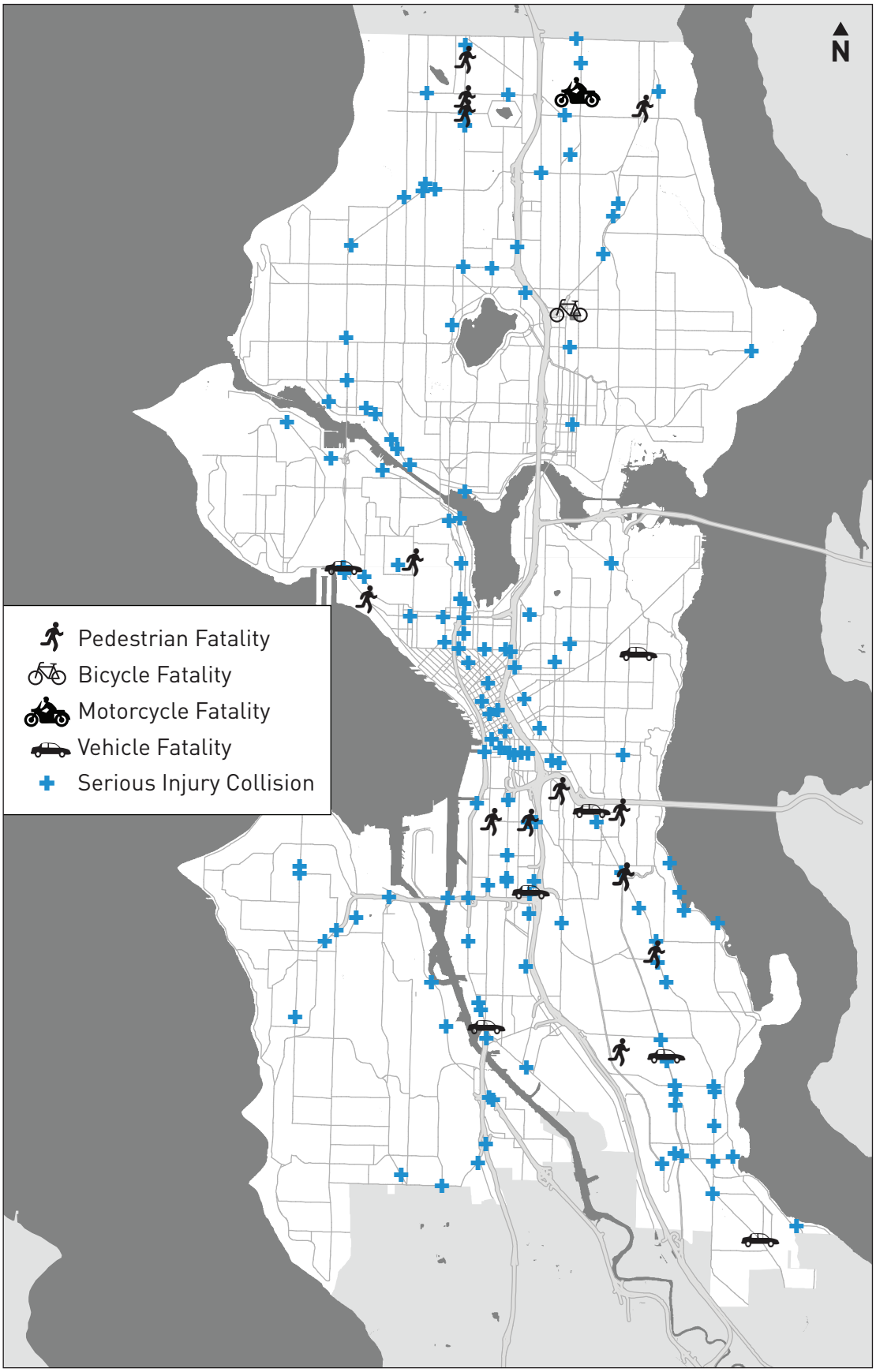


FIGURE 17: MAP OF SERIOUS AND FATAL COLLISIONS IN SEATTLE FOR 2020



PEDESTRIAN-INVOLVED 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-involved collision rate as the number of pedestrian-involved collisions divided by the population of the City of Seattle.

The pedestrian-involved collisions per 100,000 inhabitants decreased from 77 to 39 from 2019 to 2020, shown in Figure 18. The total number of pedestrian serious injuries and fatalities decreased from 88 to 47, as seen in Figure 19 . Lastly, Figure 20 maps the locations of all pedestrian-involved collisions in Seattle for 2020.

FIGURE 18: PEDESTRIAN-INVOLVED COLLISION RATE PER 100,000 RESIDENTS

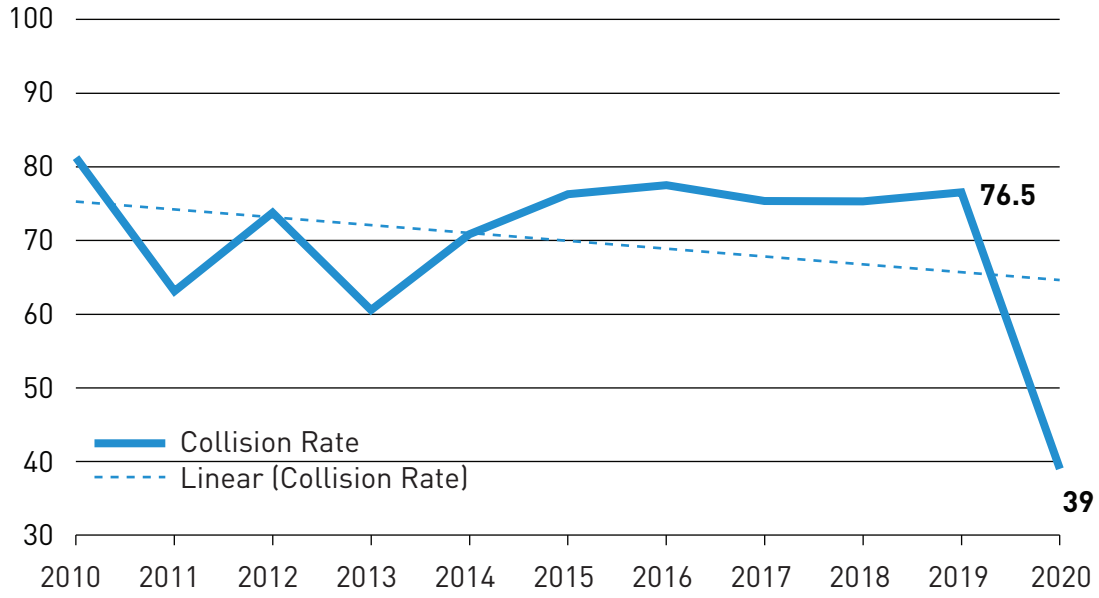
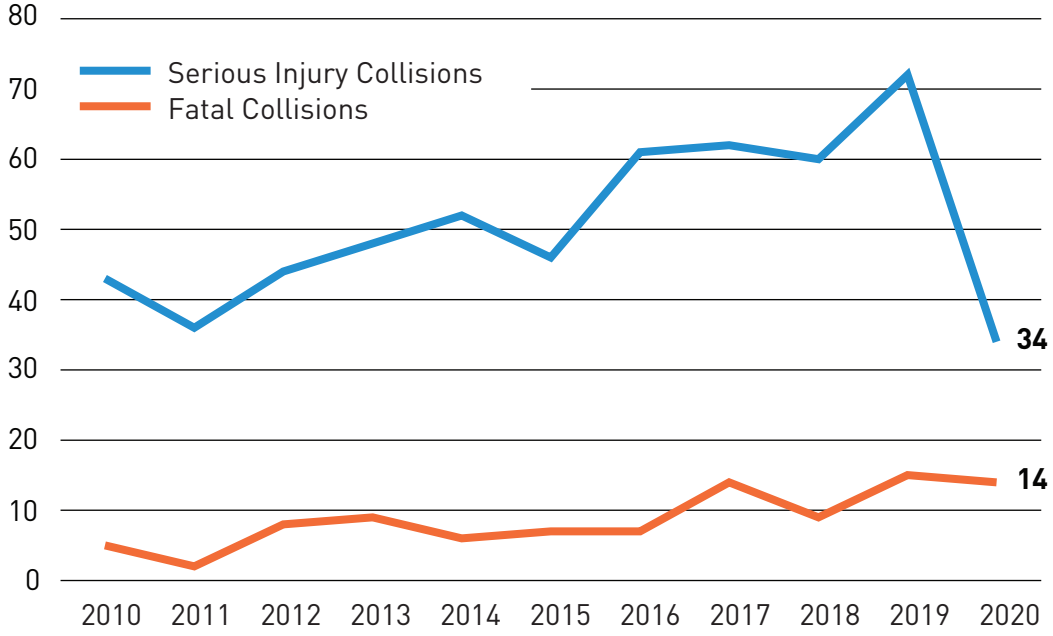
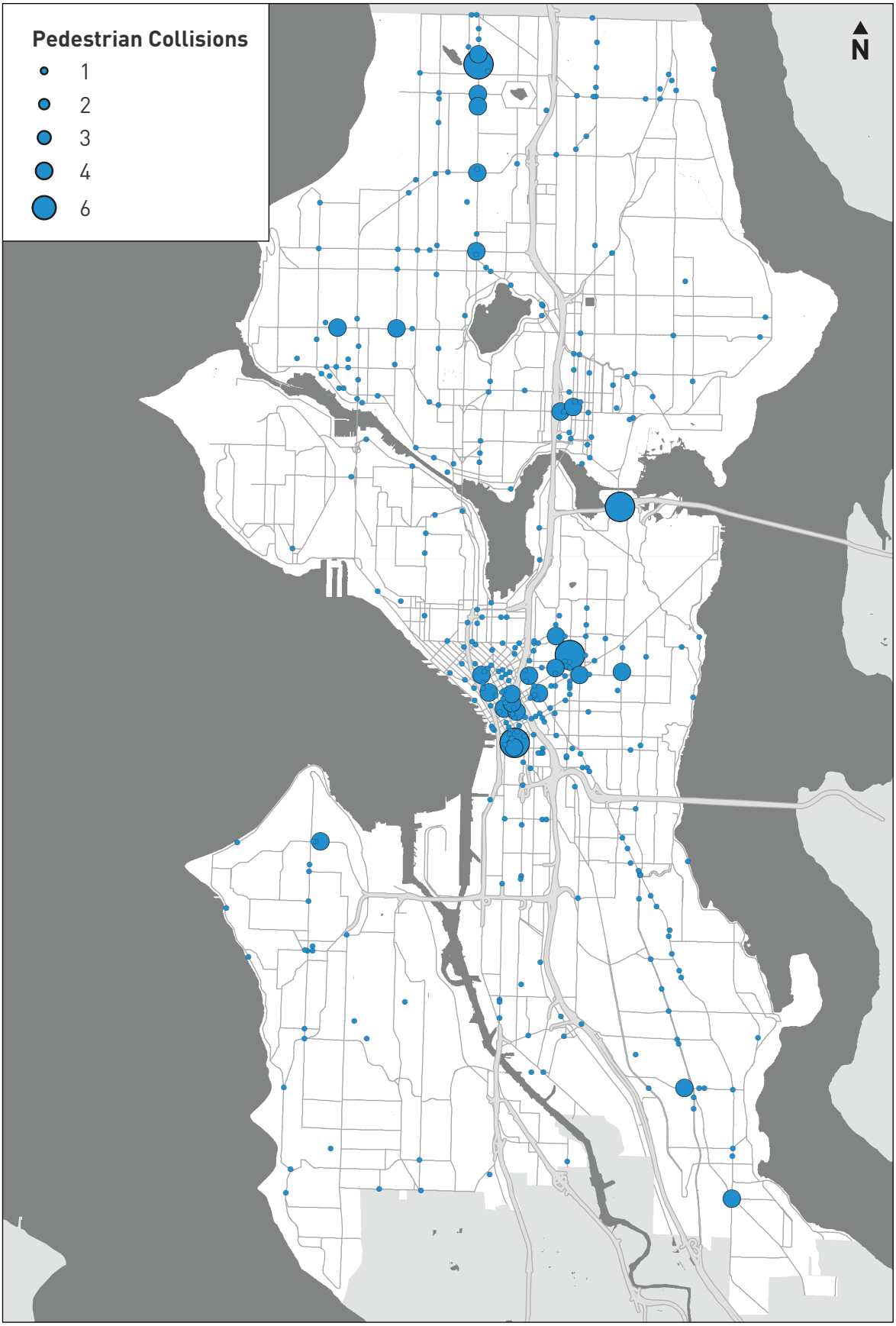


FIGURE 19: SERIOUS AND FATAL COLLISIONS FOR PEDESTRIANS




STATE
HOTEL
AMERICA
NEVER RESTS
WGU

FIGURE 20: MAP OF PEDESTRIAN-INVOLVED COLLISIONS IN SEATTLE FOR 2020



BICYCLE COLLISION RATE

Figure 21 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. Similarly, the number of serious bicycle collisions has been on a downward trend, while fatal bicycle incidents remain consistent, as seen in Figure 22. Finally, Figure 23 maps the location of all bicycle collisions in Seattle for 2020.

FIGURE 21: BICYCLE COLLISION RATE PER 1,000 COMMUTERS (to be updated)

TK

FIGURE 22: SERIOUS AND FATAL COLLISIONS FOR BICYCLES

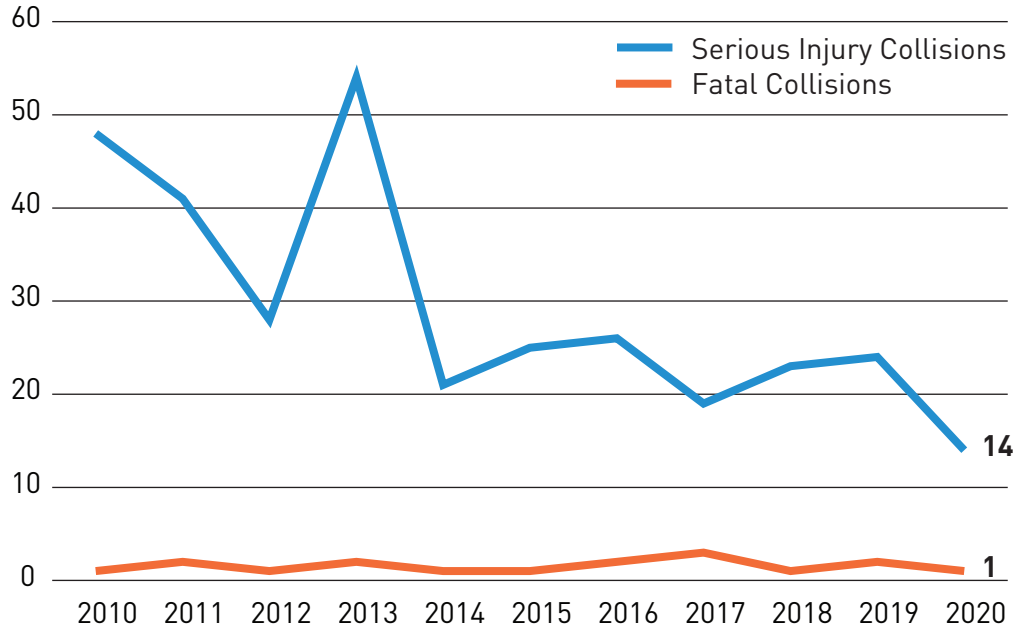
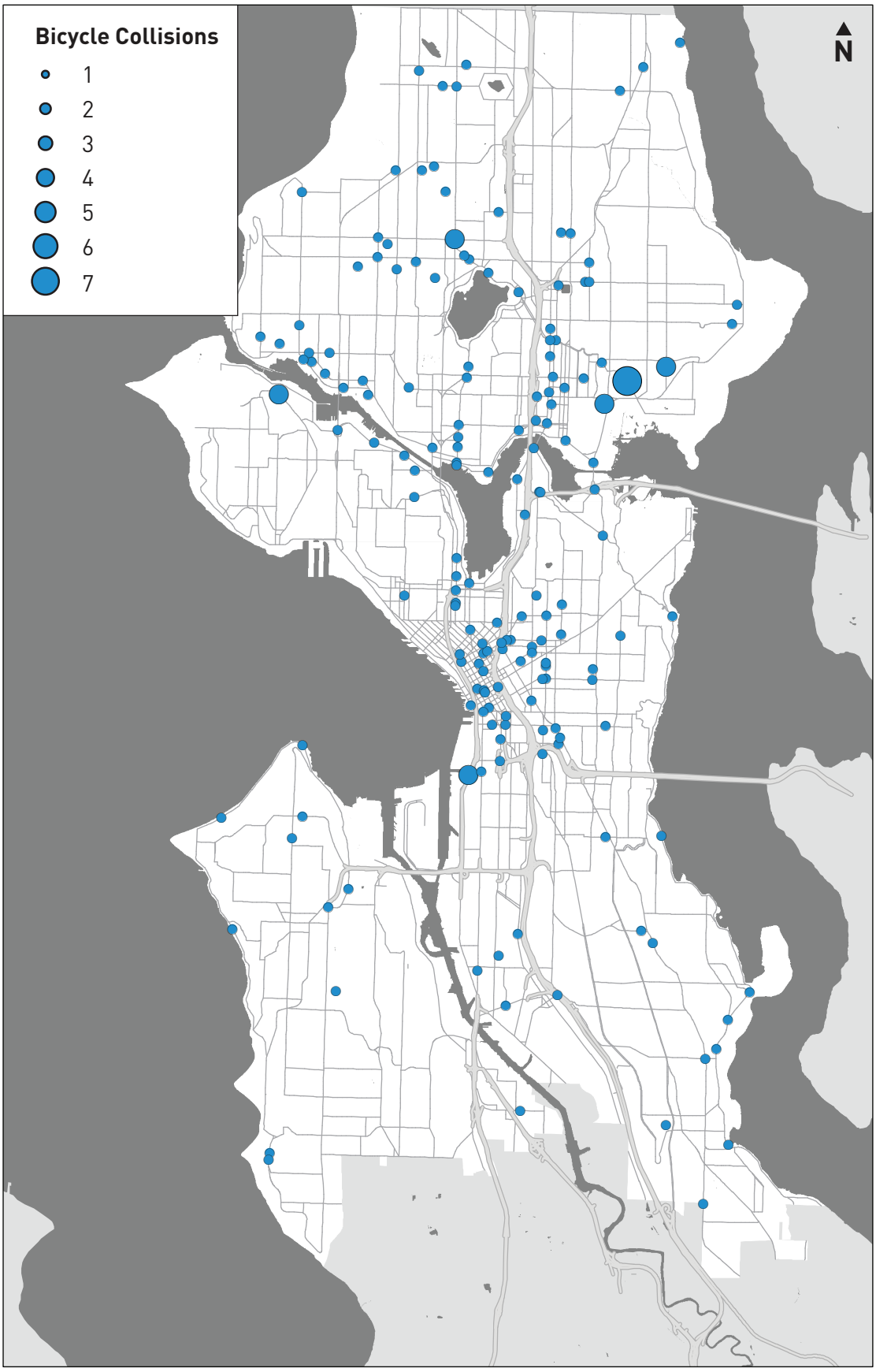


FIGURE 23: MAP OF BICYCLE COLLISIONS IN SEATTLE FOR 2020



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 measure is the most 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.

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 2020.

TABLE 5: 2020 HIGHEST SPEED COUNT LOCATIONS*

Locations	Direction	Speed Limit	85th Percentile Speed
AURORA AVE N, S/O N 112TH ST	NB	35	47.2
AURORA AVE N, S/O N 112TH ST	SB	35	47.2
SAND POINT WAY NE, SW/O NE 65TH ST	NEB	35	42.7
SAND POINT WAY NE, SW/O NE 65TH ST	SWB	35	41.5
MERCER ST, W/O DEXTER AVE N	WB	25	40.6
N 85TH ST, W/O ASHWORTH AVE N	EB	25	39.3
N 85TH ST, W/O ASHWORTH AVE N	WB	25	38.3
ROOSEVELT WAY NE, SE/O NE 130TH N ST	SEB	30	38.1
15TH AVE NE, S/O NE NORTHGATE WAY	NB	30	37.0
15TH AVE NE, S/O NE NORTHGATE WAY	SB	30	36.8
ROOSEVELT WAY NE, SE/O NE 130TH N ST	NWB	30	36.5
RAINIER AVE S, NW/O S HOLLY ST	NWB	25	35.9
S LUCILE ST, W/O 12TH AVE S	EB	25	35.4
RAINIER AVE S, NW/O S HOLLY ST	SEB	25	35.3
N 125TH ST, W/O AURORA AVE N	EB	30	35.2
N 85TH ST, W/O LINDEN AVE N	EB	25	35.1
N 85TH ST, W/O LINDEN AVE N	WB	25	35.0

*The City began reducing speed limits on arterial roads in 2020 and completed the project in 2021. Refer to the below webpage for more info. www.seattle.gov/transportation/projects-and-programs/safety-first/vision-zero/speedlimits

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.

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: 2020 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
2019	998,086
2020	635,556

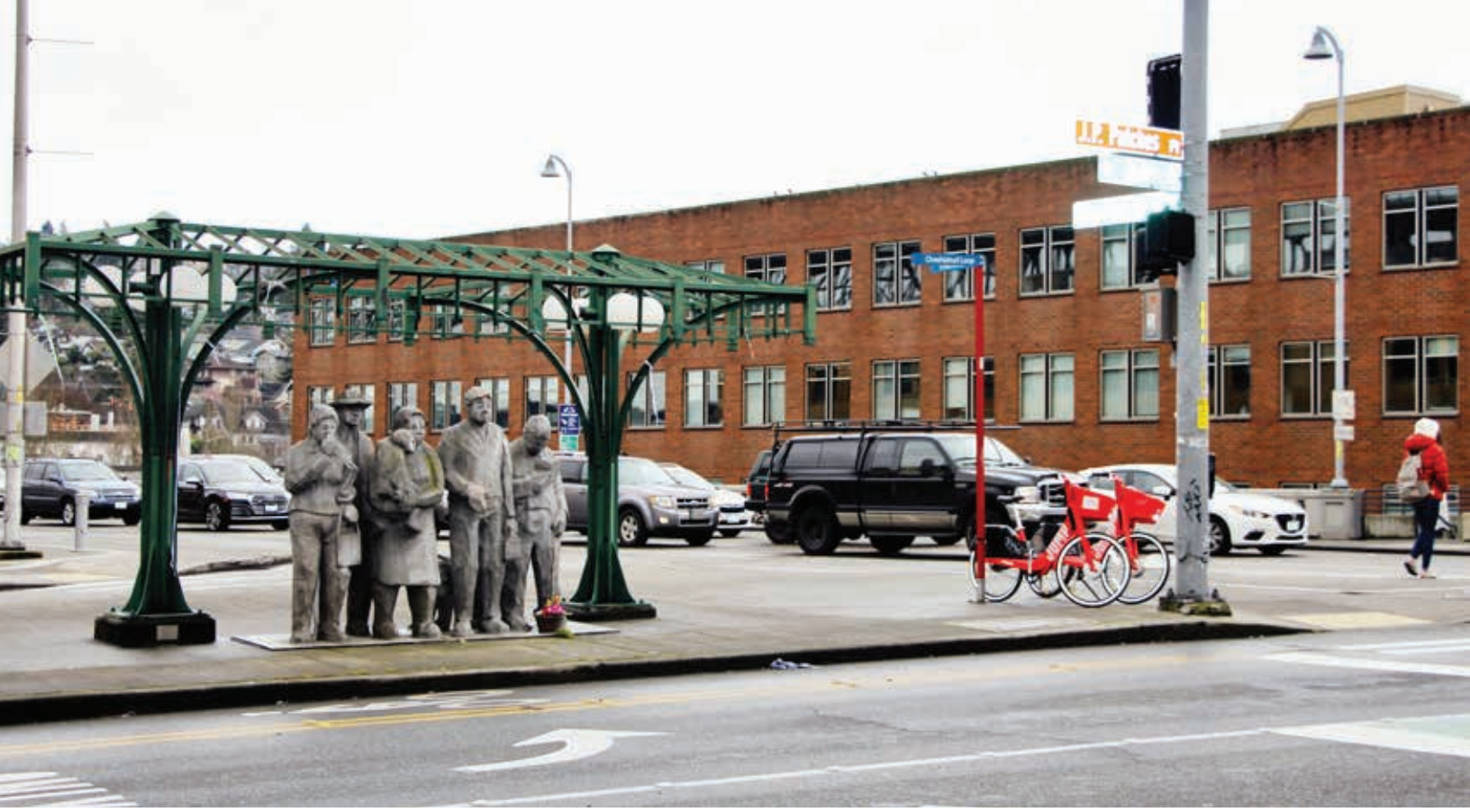


TABLE 9: 2020 MONTHLY EXPANSION FACTOR

	JAN	FEB	MAR	APR	MAY	JUN
Count	399,660	418,206	297,469	196,240	244,218	301,558
Factor	0.746	0.713	1.003	1.52	1.221	0.989
	JUL	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**
Count	288,705	291,566	293,327	300,450	286,144	261,484
Factor	1.033	1.023	1.017	0.993	1.042	1.141

TABLE 10: 2020 TOP ARTERIAL TRAFFIC COUNTS

Location	AAWDT Scaled
MERCER ST @ FAIRVIEW AVE N	53,100
MONTLAKE BRIDGE	48,000
EAST MARGINAL WAY S @ S ALASKA ST	44,100
WEST MARGINAL WAY SW @ SW IDAHO ST	36,000
BALLARD BRIDGE	34,800
15TH AVE NW @ NW 52ND ST	34,600
HIGHLAND PARK WAY SW @ W. MAR. W. SW	33,200
S MICHIGAN ST @ 6TH AVE S	32,500
SW ROXBURY ST @ 6TH AVE SW	31,700
NE 45TH ST @ U VILLIAGE DR	27,500

TABLE 11: SEATTLE POPULATION

Year	Seattle Population
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
2019	747,300
2020	761,100

TABLE 12: REGIONAL EMPLOYMENT

Year	Seattle/Tacoma/Bellevue Employment
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
2019	2,100,132
2020	2,000,853

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
2019	121,735,703	887,915	177,791	346,484	52,260,000	175,407,893
2020	123,599,112	455,391	86,460	258,818	17,632,644	142,032,425

*Community Access Transit

FIGURE 24: SDOT BIKE AND PEDESTRIAN SPOT COUNT LOCATIONS

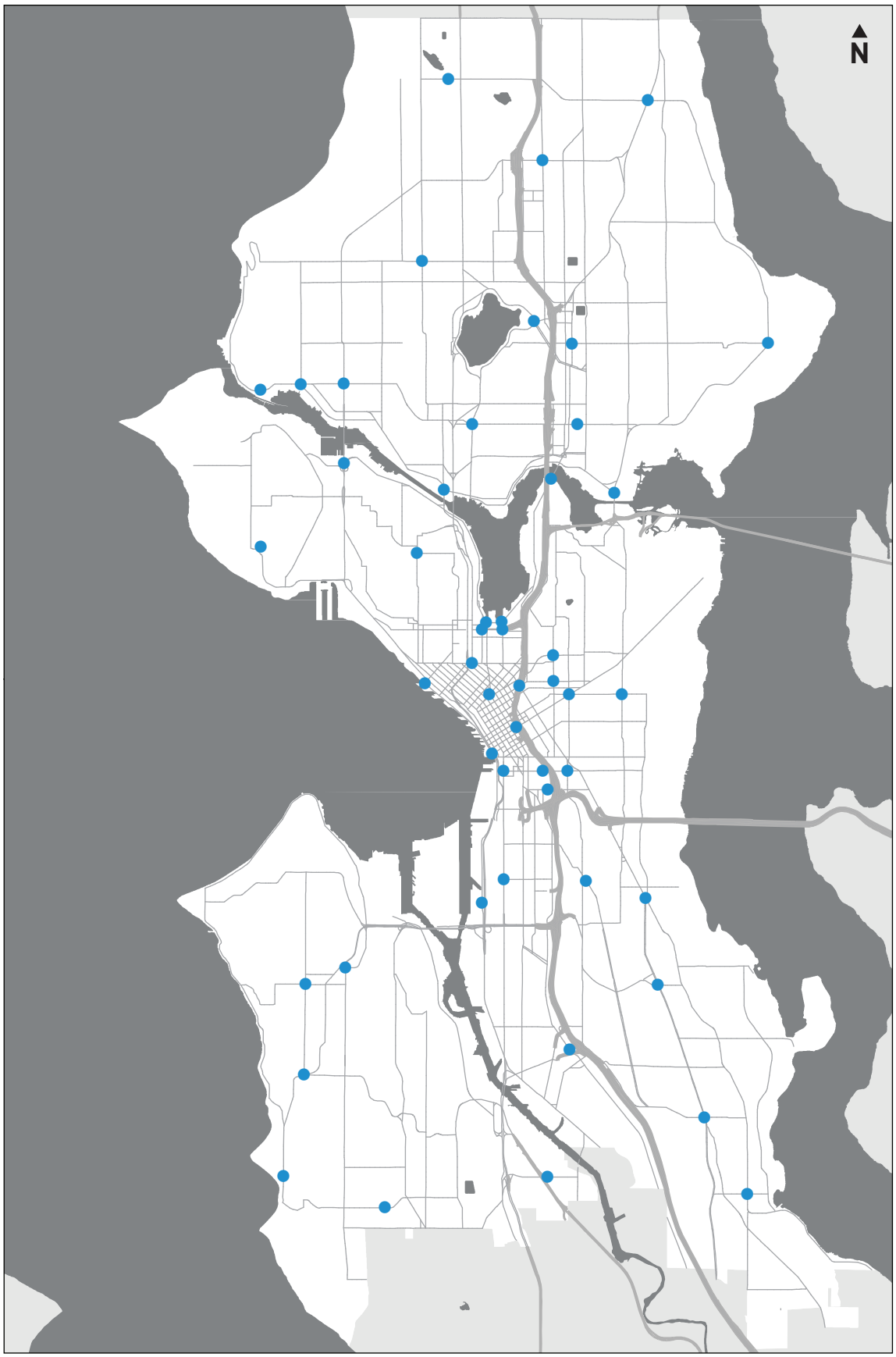


FIGURE 25: SDOT 2020 TRAFFIC FLOW MAP VOLUME COUNT LOCATIONS

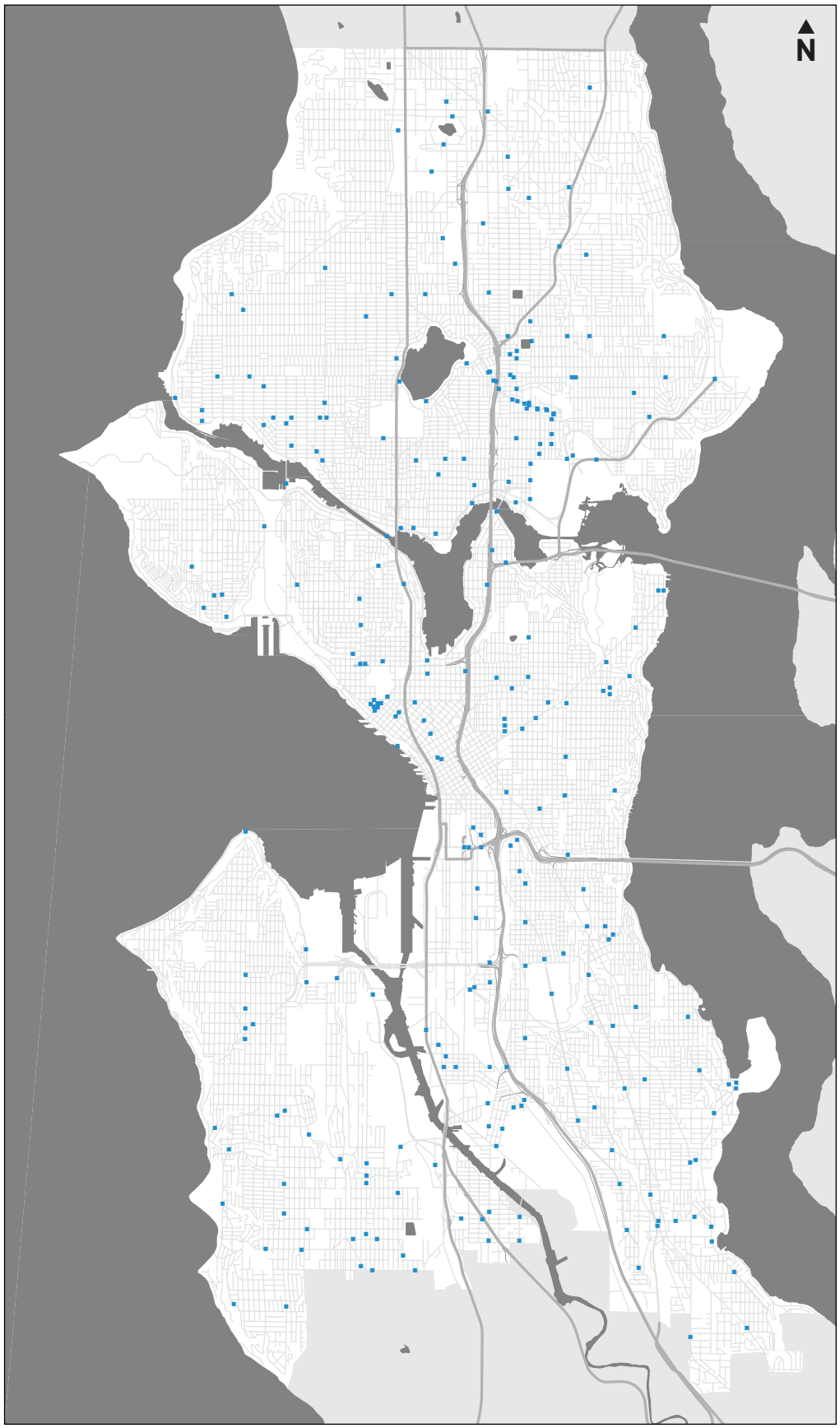


FIGURE 26: PERMANENT BICYCLE AND PEDESTRIAN COUNT LOCATIONS

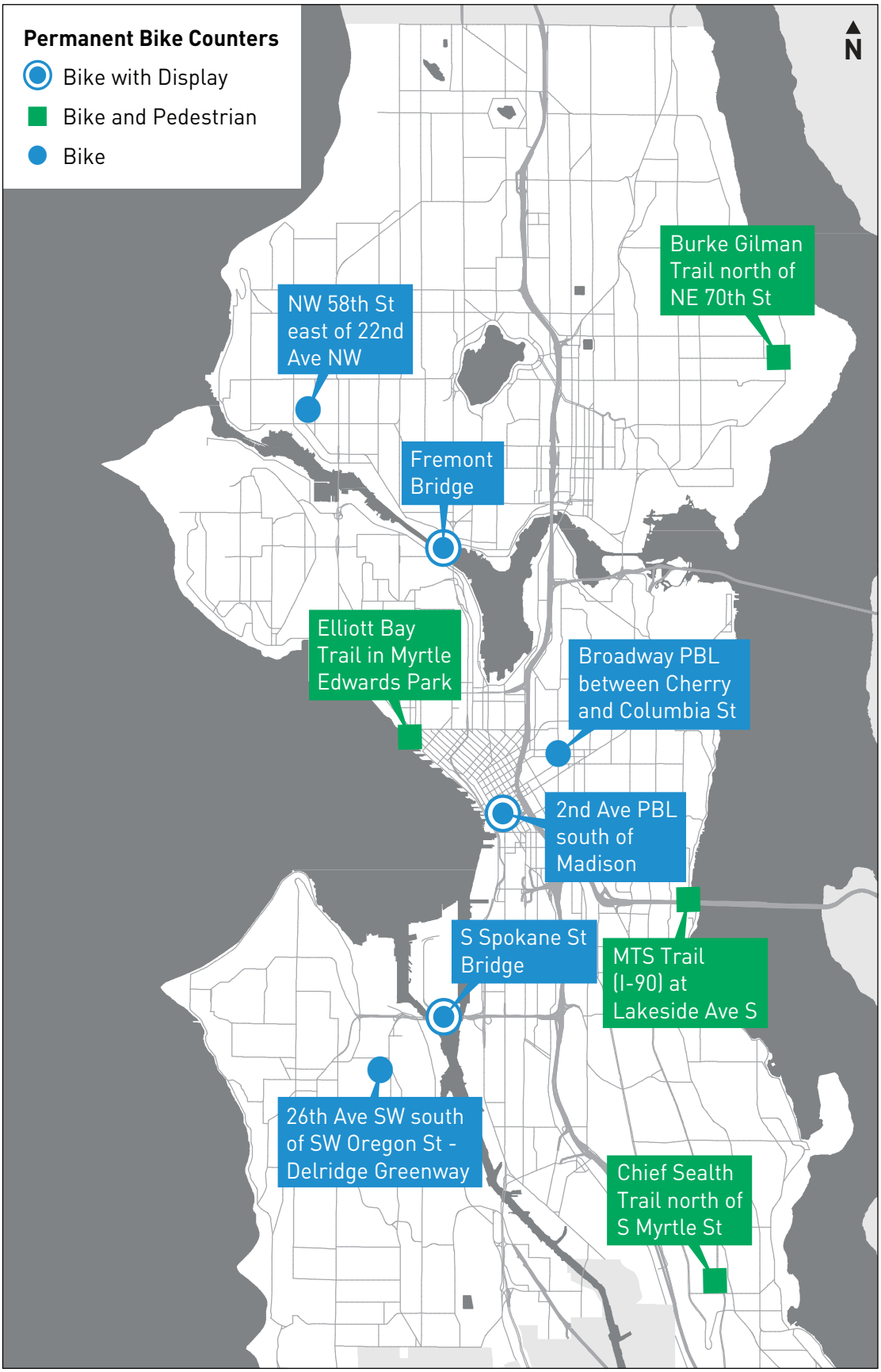


TABLE 14: FREMONT BRIDGE TOTAL

Month	2012	2013	2014	2015	2016	2017	2018	2019	2020
January	n/a	44,884	59,873	60,630	51,733	49,805	58,591	72,883	58,986
February	n/a	50,027	47,025	58,659	60,381	42,001	50,677	36,099	72,457
March	n/a	66,089	63,494	71,144	69,804	58,747	77,284	85,457	57,897
April	n/a	71,998	86,855	83,697	93,639	68,413	79,947	87,932	65,375
May	n/a	108,574	118,644	107,775	114,159	109,089	129,813	129,123	72,668
June	n/a	99,280	110,907	113,717	107,617	107,801	113,145	132,512	75,787
July	n/a	117,974	120,669	112,780	105,683	118,904	128,018	137,714	88,177
August	n/a	104,549	112,490	103,351	112,380	120,188	111,809	142,414	88,351
September	n/a	80,729	97,558	91,140	94,157	96,498	96,242	112,174	58,143
October	n/a	81,352	83,184	83,003	69,883	88,143	90,982	104,498	58,751
November	50,647	59,270	56,990	56,668	64,097	57,684	68,431	84,963	39,920
December	36,369	43,553	48,507	43,992	38,937	45,862	46,941	61,377	36,077

TABLE 15: 2020 MACHINE BICYCLE COUNTS

Location	2020 AADT
Fremont Bridge Totem	2110
Westlake Cycle Track	1210
Montlake Bridge	1210
BGT n/o NE 70th St	1150
Elliott Bay Trl in Myrtle Edwards Park	1060
Lake Washington Blvd S se/o S Angeline St (August)	890
Spokane St Bridge	780
Lake Washington Blvd S se/o S Angeline St (May)	550
Mountain to Sound Greenway (I-90)	510
Lake Washington Blvd S se/o S Angeline St (June)	480
2nd Ave Cycle Track	450
Fremont Ave N s/o N 109th St	360
Broadway Cycle Track	320
Fremont Ave N s/o N 94th St	300
17th Ave NW s/o NW 65th St	150
1st Ave NW n/o NW 78th St	150
Hiawatha Pl S nw/o S Bush Pl	120
NW 58th St Greenway	100
Lafayette Ave S n/o S Hinds St	100
Lafayette Ave S n/o S Spokane St	90
18th Ave S n/o S Bayview St	80
1st Ave NW n/o NW 95th St	80

TABLE 15: 2020 MACHINE BICYCLE COUNT (CONTINUED)

Location	2020 AADT
26th Ave SW Greenway at SW Oregon St	80
NE 40th St e/o Brooklyn Ave NE	80
18th Ave S s/o S Hill St (July)	80
38th Ave S n/o S Alaska St	70
25th Ave S s/o S Jackson St	70
E Columbia St e/o 12th Ave	70
17th Ave NW n/o NW 85th St	70
21st Ave SW n/o SW Myrtle St	70
Chief Sealth Trl n/o SW Thistle St	60
27th Ave NE n/o NE 133rd St	60
22nd Ave s/o E Union St	60
SODO Trl n/o S Forest St	60
E Columbia St e/o 23rd Ave	60
25th Ave n/o E Cherry St	50
25th Ave n/o E Yesler Way	50
12th Ave NE n/o NE 50th St	50
12th Ave NE s/o NE 50th St	50
Courtland Pl S n/o S Dakota St	50
34th Ave S s/o S Mount Baker EB Blvd	50
18th Ave S s/o S Hill St (June)	40
46th Ave S s/o S Holden St	40
N 92nd St e/o Aurora Ave N	40
17th Ave SW s/o SW Thistle St	30
37th Ave NE s/o NE 135th St (July)	30
13th Ave S n/o S Snoqualmie St (July)	30
13th Ave S n/o S Snoqualmie St (May)	30
39th Ave S s/o S Holden St	30
N 43rd St w/o Wallingford Ave N	30
SW Graham St e/o 34th Ave SW	30
37th Ave NE s/o NE 135th St (May)	30
Renton Ave S se/o S Bennett St	30
High Point Dr SW n/o SW Morgan St	20
Renton Ave S n/o S Orcas St	20
NE 44th St w/o Latona Ave NE	20
34th Ave SW n/o SW Morgan St	20
S Willow St e/o 42nd Ave S	20
SW Trenton St w/o 13th Ave SW	10
Lake Washington Blvd S n/o S Horton St	0

HISTORICAL COLLISION DATA

TABLE 16: HISTORICAL COLLISION DATA

Year	Statewide Collisions	Seattle Collisions	Police Reported	Citizen Reported
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
2019	111,548	11,238	9,103	2,135
2020	86,219	7,211	5,492	1,719

TABLE 17: FATAL/SERIOUS COLLISIONS

Year	Fatal	Serious Injury	Total Serious Fatal
2010	18	179	195
2011	10	143	150
2012	20	175	196
2013	23	166	178
2014	17	172	186
2015	17	143	160
2016	24	167	191
2017	24	167	191
2018	14	173	187
2019	25	169	194
2020	23	144	167

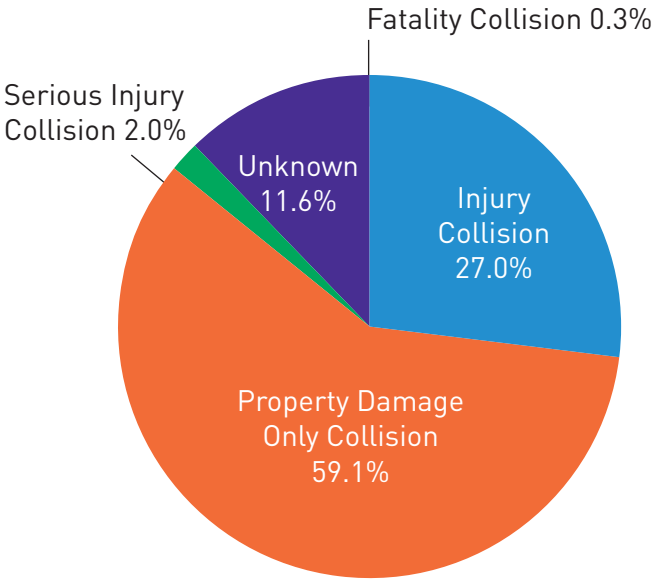
TABLE 18: BICYCLE COLLISIONS

Year	Total Collisions	Possible/ Evident Injury	Serious Injury	Fatal Collisions	Fatal and Serious Injury Collisions
2010	364	315	48	1	49
2011	362	319	41	2	43
2012	387	358	28	1	29
2013	421	365	54	2	56
2014	380	316	21	1	22
2015	483	404	25	1	26
2016	440	352	26	2	28
2017	393	324	19	3	22
2018	370	284	23	1	24
2019	385	315	24	2	26
2020	177	139	14	1	15

TABLE 19: PEDESTRIAN COLLISIONS

Year	Total Collisions	Possible/ Evident Injury	Serious Injury	Fatal Collisions	Fatal and Serious Injury Collisions
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	7	68
2017	537	396	62	14	76
2018	546	425	60	9	69
2019	572	415	72	15	87
2020	297	208	34	14	48

FIGURE 27: 2020 COLLISION SEVERITY



2020 ALL COLLISIONS

TABLE 20: 2020 TOTAL COLLISION BY STATE COLLISION TYPE

State Collision Type	Total
All other non-collision	4
Breakage of any part of the vehicle resulting in injury or in further property damage	2
Entering at angle	1204
Fixed object	601
From Opposite Direction	479
From Same Direction	1601
Not stated	1
One car entering parked position	10
One car leaving parked position	84
One parked--one moving	924
Other object	21
Bicycle	186
Person fell, jumped or was pushed from vehicle	2
Railway	4
Same Direction	67
Strikes or Was Struck by a Part of Another Vehicle (Not from Load)	3
Strikes or Was Struck by Object from the Load of Another Vehicle	1
Vehicle Hits Pedestrian	260
Vehicle overturned	19
Blank	1738

TABLE 21: CONTRIBUTING CIRCUMSTANCES FOR ALL 2020 COLLISIONS

Circumstance	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Apparently Asleep		2	24	32	58
Apparently Emotional (Depressed, Angry, Disturbed, etc.)		1	6	6	13
Apparently Ill		3	11	7	21
Did not Grant Right of Way to Pedestrian	1	8	105	10	124
Did not Grant Right of Way to Vehicle	3	23	303	481	810
Disregard Flagger/Officer			1		1
Disregard Traffic Sign or Signal		4	134	122	260
Distracted by Adjusting Vehicle Controls			5	8	13
Distracted by Other Occupant			4	13	17
Driver Distractions Outiside Vehicle		2	23	51	76
Driver Eating or Drinking			1	5	6
Driver Grooming			1		1
Driver Operating Handheld Telecommunications Device		1	15	12	28
Driver Operating Hands-free Wireless Telecommunications Device			2		2
Driver Operating Other Electronic Devices (computers, navigational, etc.)			2	7	9
Driver Smoking				1	1
Exceeding Reasonable and Safe Speed	1	12	70	147	230
Exceeding Stated Speed Limit	4	8	20	31	63
Failing To Signal			2	4	6
Failure to Use Xwalk	2	5	9	4	20
Following Too Closely			142	204	346
Had Taken Medication			1		1
Headlight Violation			2		2
Improper Backing			8	94	102
Improper Parking Location			2	9	11
Improper Passing		1	16	45	62
Improper Signal			2	2	4
Improper Turn		9	98	235	342
Improper U-Turn		2	16	37	55
Lost in Thought or Day Dreaming			10	21	31
None	10	104	1823	3406	5343
On Wrong Side OF Road			3	2	5
Operating Defective Equipment		1	18	48	67

TABLE 21: CONTRIBUTING CIRCUMSTANCES FOR ALL 2020 COLLISIONS (CONTINUED)

Circumstance	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Operating Reckless or Aggressively		1	6	20	
Other		10	246	763	
Other Distractions	1	1	65	96	
Overcorrecting/Oversteering		4	6	30	
Physically Impaired		1	5	2	
Racing		1		1	
Under the Influence of Alcohol	3	18	85	209	
Under the Influence of Drugs	1	3	31	35	
Unknown Driver Distraction	8	24	264	613	
Not Stated	12	78	1190	2205	

TABLE 22: 2020 FATALITIES

Location	Collision Date	Collision Type
S HOLGATE BR AND S HOLGATE ST	07-Jan-20	Pedestrian
RAINIER AVE S AND S MASSACHUSETTS ST	18-Jan-20	Vehicle
AURORA AVE N AND N 125TH ST	01-Apr-20	Pedestrian
M L KING JR WAY S AND RAINIER AVE S	16-Apr-20	Pedestrian
ELLIOTT AVE W BETWEEN W MERCER PL AND W PROSPECT ST	23-Apr-20	Pedestrian
AIRPORT WAY S BETWEEN S HINDS ST AND 8TH AVE S	25-Apr-20	Vehicle
14TH AVE S BETWEEN GOLF DR S AND S JUDKINS ST	03-May-20	Pedestrian
15TH AVE NE AND NE 130TH ST	20-May-20	Motorcycle
AURORA AVE N AND N 128TH ST	12-Jul-20	Pedestrian
15TH AVE W BETWEEN MAGNOLIA BR OFF RP AND MAGNOLIA BR	18-Jul-20	Vehicle
30TH AVE BETWEEN E HOWELL ST AND E DENNY WAY	26-Jul-20	Vehicle
RENTON AVE S AND S PRENTICE S ST	11-Aug-20	Vehicle
M L KING JR ER WAY S AND S HOLLY ST	11-Sep-20	Vehicle
1ST AV S BR NB AND EAST MARGINAL WAY S	13-Sep-20	Vehicle
28TH AVE S BETWEEN S WARSAW ST AND S HOLLY ST	19-Sep-20	Pedestrian
12TH AVE NE BETWEEN NE 73RD ST AND NE 75TH ST	27-Sep-20	Bicycle
RAINIER AVE S BETWEEN M L KING JR WAY S AND S MOUNT BAKER WB BV	02-Oct-20	Pedestrian
S HOLGATE ST BETWEEN 1ST AVE S AND OCCIDENTAL AVE S	02-Oct-20	Pedestrian
NE 127TH ST BETWEEN 30TH AVE NE AND LAKE CITY WAY NE	20-Oct-20	Pedestrian
RAINIER AVE S BETWEEN S OREGON ST AND S ALASKA ST	31-Oct-20	Pedestrian
AURORA AVE N BETWEEN N 137TH ST AND N 140TH ST	04-Nov-20	Pedestrian
M L KING JR WAY S AND S MASSACHUSETTS ST	28-Nov-20	Pedestrian
BLAINE ST AND QUEEN ANNE AVE N	08-Dec-20	Pedestrian

2020 PEDESTRIAN COLLISIONS

FIGURE 28: 2020 PEDESTRIAN COLLISION LOCATIONS

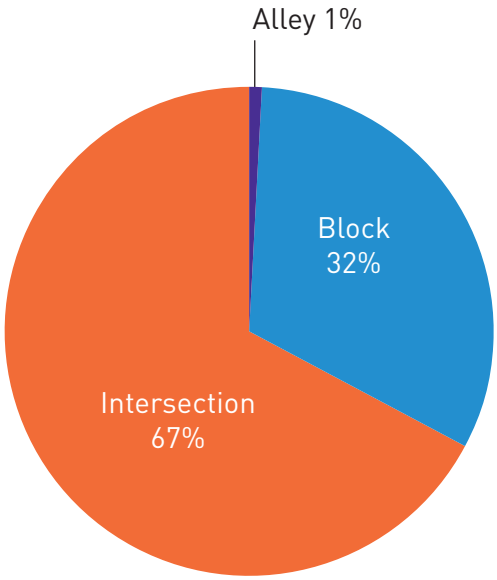


TABLE 23: COLLISION LOCATION

Collision Location	Count
Alley	2
Block	96
Intersection	198
Total	**296**

TABLE 24: 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
2019	572	747,300	0.000765	77
2020	297	761,100	0.000390	39

TABLE 25: INJURY CLASS OF PEDESTRIANS INVOLVED IN 2020 COLLISIONS BY FACILITY TYPE

Facility	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Designated Bike Route			1		1
Marked Cross Walk		1	1		2
Shoulder			1		1
Sidewalk			1		1
Not Listed	24	69	401	77	572

TABLE 26: INJURY CLASS OF PEDESTRIANS INVOLVED IN COLLISIONS IN 2020

Age	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
14 and Under		1	5	1	7
15 - 24		1	24	4	29
25 - 34	2	6	52	7	67
35 - 44	2	6	46	7	61
45 - 54	1	4	26	2	33
55 - 64	2	4	21	3	30
65 and Over	3	10	22	4	39
Not Stated	1	7	4	7	19

FIGURE 29: FACILITY THE PEDESTRIAN WAS USING FOR 2020 COLLISIONS

Facility-type information for 2020 pedestrian-involved collisions is unavailable

FIGURE 30: GENDER OF PEDESTRIANS IN 2020 COLLISIONS

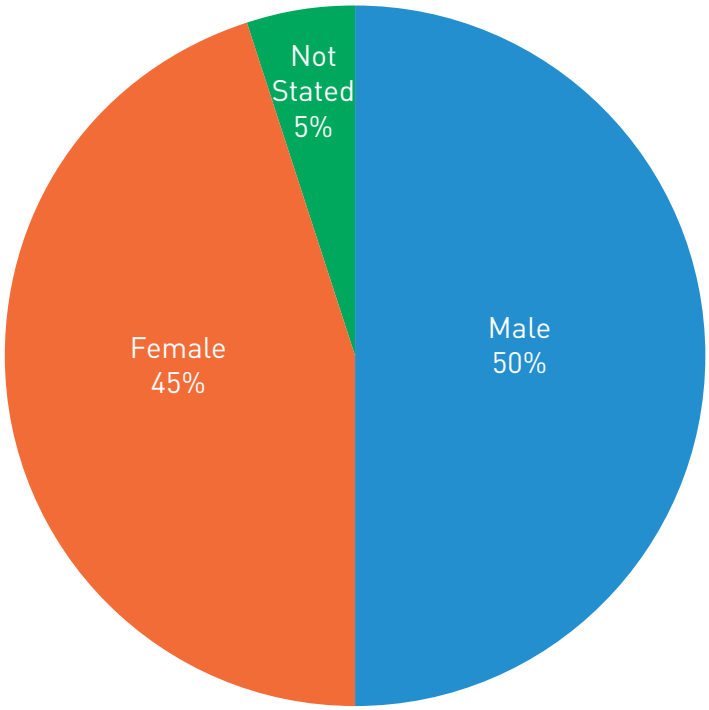


FIGURE 31: 2020 PEDESTRIAN COLLISION SEVERITY BY HOUR OF THE DAY

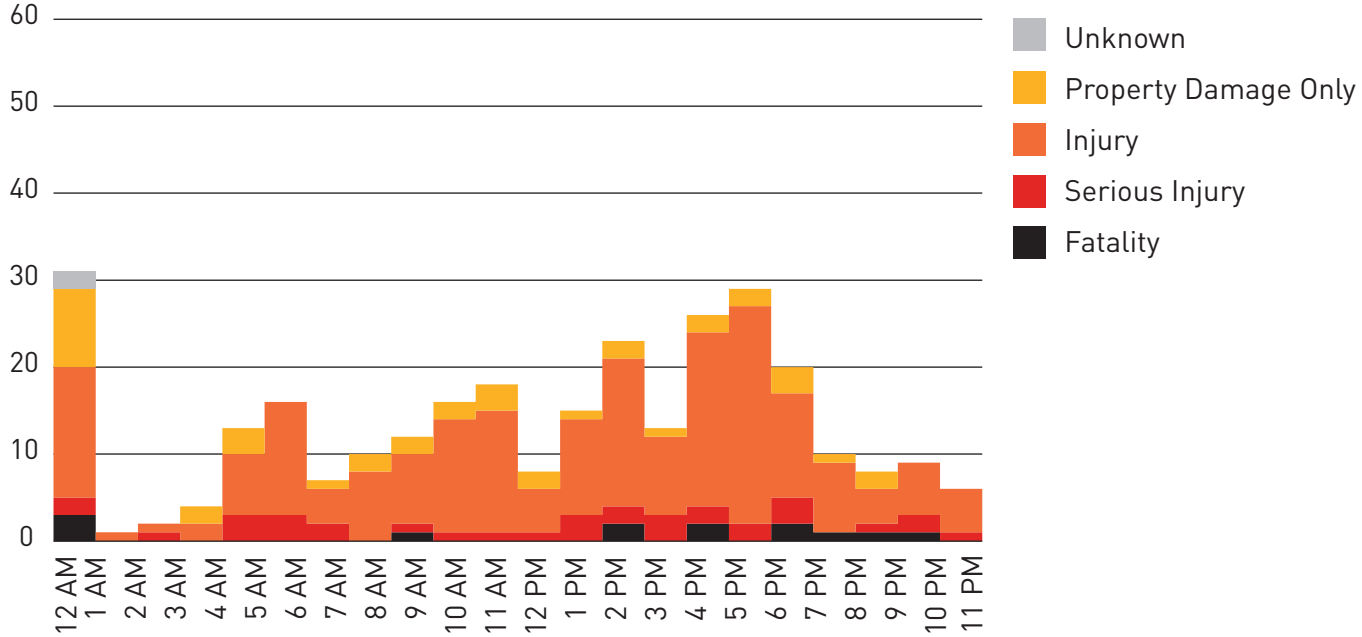


TABLE 27: PEDESTRIAN COLLISION SEVERITY BY HOUR OF DAY IN 2020

Hour	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
12 AM	3	2	15	9	2	31
1 AM			1			1
4 AM		1	1			2
5 AM			2	2		4
6 AM		3	7	3		13
7 AM		3	13			16
8 AM		2	4	1		7
9 AM			8	2		10
10 AM	1	1	8	2		12
11 AM		1	13	2		16
12 PM		1	14	3		18
1 PM		1	5	2		8
2 PM		3	11	1		15
3 PM	2	2	17	2		23
4 PM		3	9	1		13
5 PM	2	2	20	2		26
6 PM		2	25	2		29
7 PM	2	3	12	3		20
8 PM	1		8	1		10
9 PM	1	1	4	2		8
10 PM	1	2	6			9
11 PM		1	5			6
10 PM	1	3	5			9
11 PM		2	6	4		12

FIGURE 32: 2020 PEDESTRIAN COLLISION SEVERITY BY DAY OF WEEK

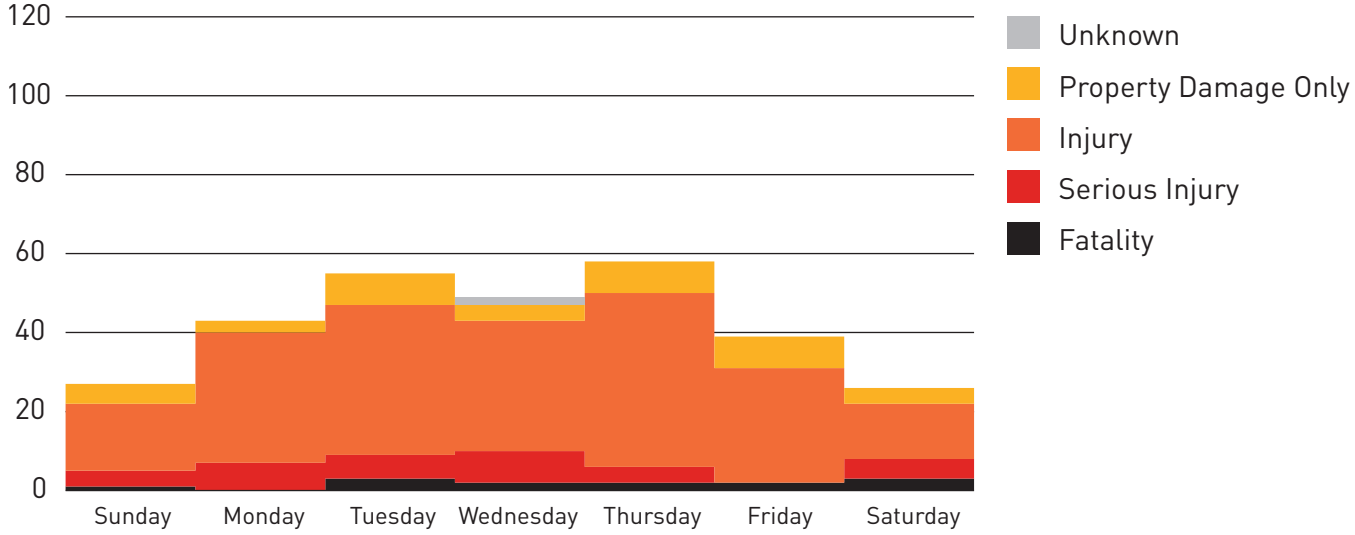


TABLE 28: PEDESTRIAN COLLISION SEVERITY BY DAY OF WEEK IN 2020

Day of Week	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Sunday	1	4	17	5		27
Monday		7	33	3		43
Tuesday	3	6	38	8		55
Wednesday	2	8	33	4	2	49
Thursday	2	4	44	8		58
Friday	2		29	8		39
Saturday	3	5	14	4		26

FIGURE 33: 2020 PEDESTRIAN COLLISION SEVERITY BY MONTH

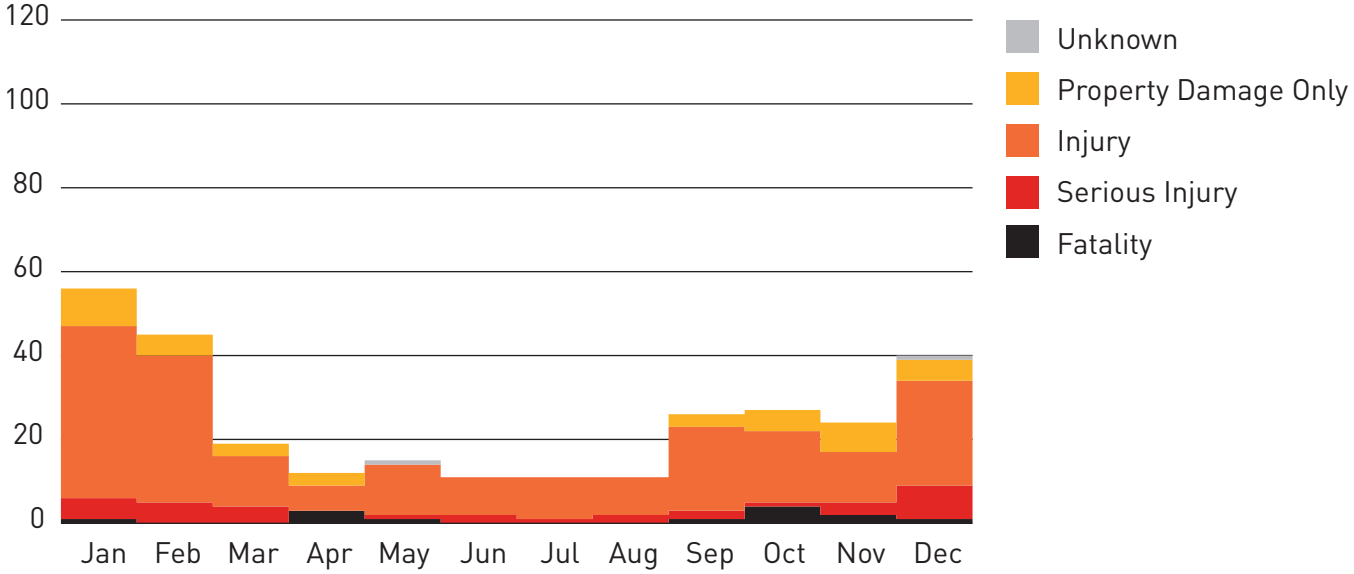


TABLE 29: PEDESTRIAN COLLISION SEVERITY BY MONTH IN 2020

Month	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
January	1	5	41	9		56
February		5	35	5		45
March		4	12	3		19
April	3		6	3		12
May	1	1	12		1	15
June		2	9			11
July		1	10			11
August		2	9			11
September	1	2	20	3		26
October	4	1	17	5		27
November	2	3	12	7		24
December	1	8	25	5	1	40

TABLE 30: VEHICLE ACTIONS IN PEDESTRIAN COLLISIONS IN 2020

Vehicle Action	Total
Entering at angle	5
Fixed object	8
From opposite direction - all others	1
From same direction - both going straight - one stopped - rear-end	1
One parked--one moving	2
Other object	1
Cyclist strikes cyclist or pedestrian	2
Vehicle backing hits pedestrian	9
Vehicle going straight hits pedestrian	116
Vehicle hits pedestrian - all other actions	9
Vehicle overturned	1
Vehicle turning left hits pedestrian	83
Vehicle turning right hits pedestrian	47

TABLE 31: INJURY CLASS OF PEDESTRIANS INVOLVED IN 2020 COLLISIONS BY WEATHER

Weather Condition	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Clear	6	18	106	18	1	149
Fog/Smog/Smoke			2			2
Other			2			2
Overcast	1	8	28	4		41
Raining	4	5	55	9		73
Sleet/Hail/Freezing Rain			2			2
Snowing		1	1	1		3
Not Stated	2	2	12	8	1	25

TABLE 32: 2020 PEDESTRIAN COLLISIONS BY LIGHT CONDITIONS

Condition	Total
Dark - No Street Lights	4
Dark - Street Lights Off	1
Dark - Street Lights On	98
Dark - Unknown Lighting	5
Dawn	9
Daylight	144
Dusk	10
Unknown	1
Not Stated	25

TABLE 33: 2020 PEDESTRIAN COLLISIONS BY ROAD CONDITION

Condition	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Dry	6	23	120	19		168
Unknown			4			4
Wet	4	9	72	13	1	99
Not Stated	3	2	12	8	1	26

2020 BICYCLE COLLISIONS

FIGURE 34: 2020 BICYCLE COLLISION LOCATIONS

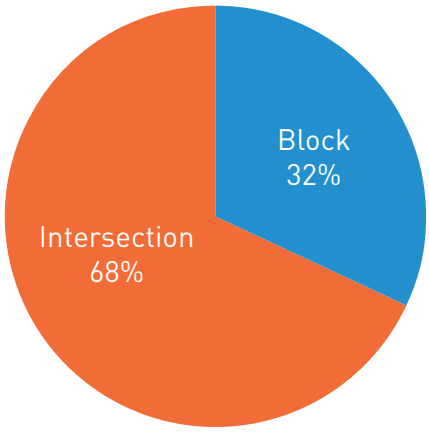


TABLE 34: CONTRIBUTING CIRCUMSTANCE FOR CYCLISTS IN 2020 BICYCLE COLLISIONS

Condition	Fatality	Serious Injury	Non Serious Injury (Evident Injury)	Possible Injury	Non-Traffic Injury	No Injury	Unknown	Total
Apparently Ill		1						1
Did not Grant Right of Way to Pedestrian				1		1		2
Did not Grant Right of Way to Vehicle		2	7	7		4		20
Disregard Traffic Sign or Signal		2	2			1	3	8
Distracted by Adjusting Vehicle Controls				1				1
Exceeding Reasonable and Safe Speed			2					2
Headlight Violation			1					1
Improper Passing			1	1				2
Improper Turn		1	2	1		1		5
None		5	50	29	1	4	2	91
On Wrong Side OF Road			1	1				2
Other			2					2
Other Distractions	1			1			1	3

TABLE 34: CONTRIBUTING CIRCUMSTANCE FOR CYCLISTS IN 2020 BICYCLE COLLISIONS (CONTINUED)

Condition	Fatality	Serious Injury	Non Serious Injury (Evident Injury)	Possible Injury	Non-Traffic Injury	No Injury	Unknown	Total
Under the Influence of Alcohol			1					1
Unknown Driver Distraction		1	4	1				6
Not Stated		1	7				1	9
Under the Influence of Drugs		1					1	
Unknown Driver Distraction		1	5	4	3		13	

FIGURE 35: GENDER IDENTITY OF CYCLISTS INVOLVED IN 2020 COLLISIONS

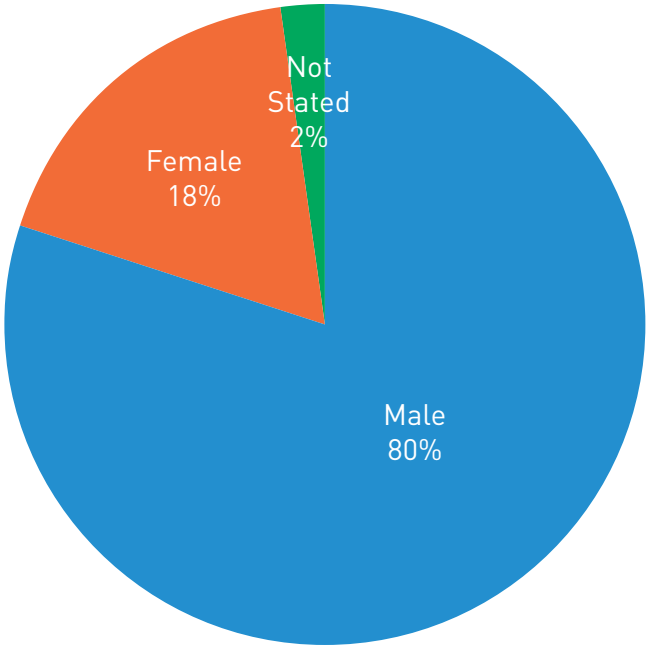


TABLE 35: GENDER OF CYCLISTS INVOLVED IN 2020 COLLISIONS

Gender	Fatality	Serious Injury	Non-Serious Injury	Possible Injury	Non-Traffic Injury	No Injury	Unknown	Total
Male	1	9	65	36	1	9	4	125
Female		4	15	7		1	1	28
Not Stated						1	2	3

FIGURE 36: AGE OF CYCLISTS INVOLVED IN 2020 COLLISIONS

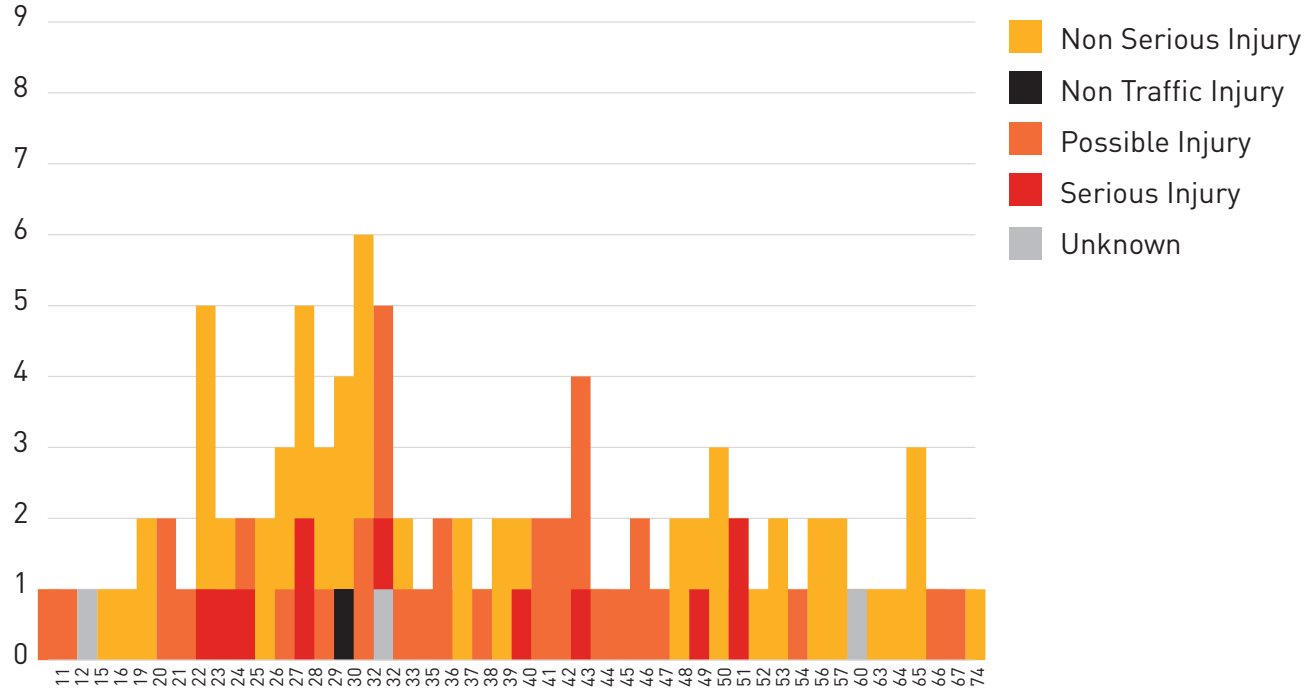


TABLE 36: AGE OF CYCLISTS INVOLVED IN 2020 COLLISIONS

Age	Fatality	Serious Injury	Non-Serious Injury	Possible Injury	Non-Traffic Injury	No Injury	Unknown	Total
16 and Under			2	2			1	5
17-27		3	17	7		1		28
28-38		4	24	14	1	3	1	47
39-49	1	3	14	13		3		34
50-60		2	13	2		1	1	19
65 and Over			7	2				9
Not Stated		1	3	3		3	4	14

FIGURE 37: 2020 BICYCLE COLLISIONS BY MONTH

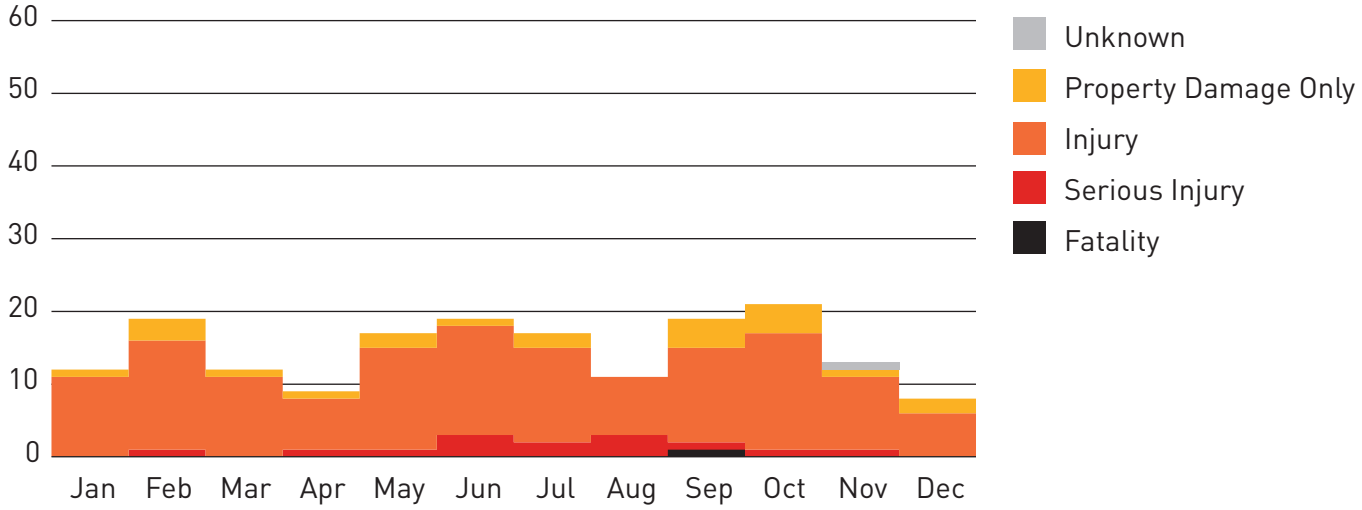


TABLE 37: BICYCLE COLLISIONS BY MONTH IN 2020

Month	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Jan			11	1		12
Feb		1	15	3		19
Mar			11	1		12
Apr		1	7	1		9
May		1	14	2		17
Jun		3	15	1		19
Jul		2	13	2		17
Aug		3	8			11
Sep	1	1	13	4		19
Oct		1	16	4		21
Nov		1	10	1	1	13
Dec			6	2		8

FIGURE 38: 2020 BIKE COLLISION SEVERITY BY HOUR OF THE DAY

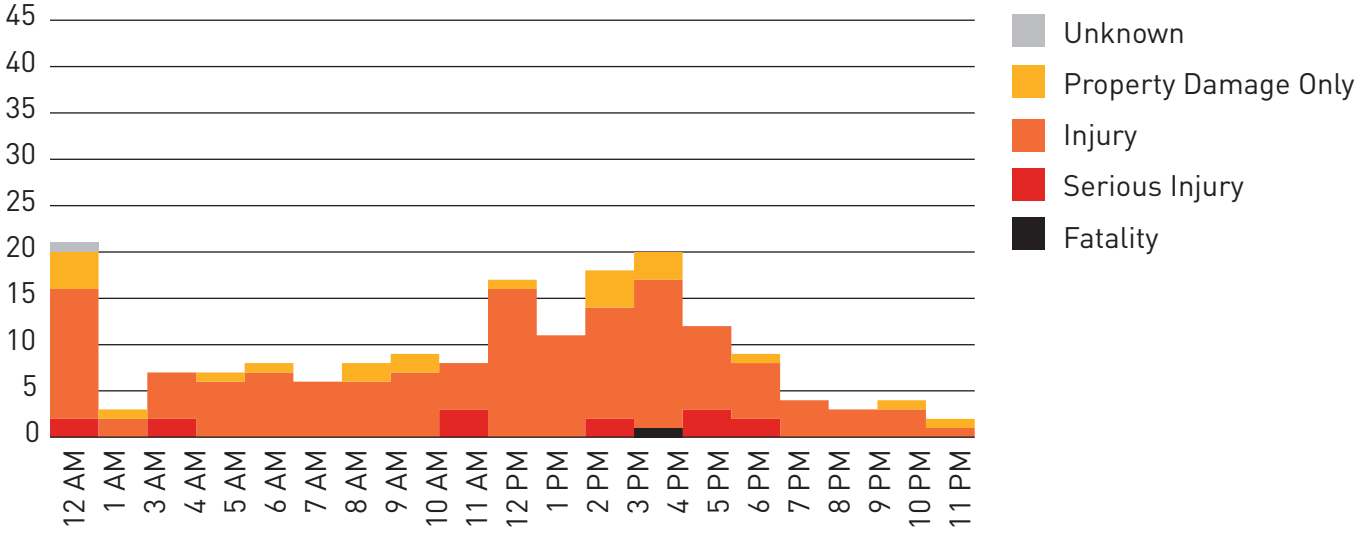


TABLE 38: BIKE COLLISION SEVERITY BY HOUR OF DAY IN 2020

Hour	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
12 AM		2	14	4	1	21
1 AM			2	1		3
2 AM		2	5			7
3 AM			6	1		7
4 AM			7	1		8
5 AM			6			6
6 AM			6	2		8
7 AM			7	2		9
8 AM		3	5			8
9 AM			16	1		17
10 AM			11			11
11 AM		2	12	4		18
12 PM	1		16	3		20
1 PM		3	9			12
2 PM		2	6	1		9
3 PM			4			4
4 PM			3			3
5 PM			3	1		4
6 PM			1	1		2
7 PM		2	17	1		20
8 PM		1	8	1		10
9 PM		2	10			12
10 PM			4			4
11 PM			3	1		4

FIGURE 39: BIKE COLLISION SEVERITY BY DAY 2020

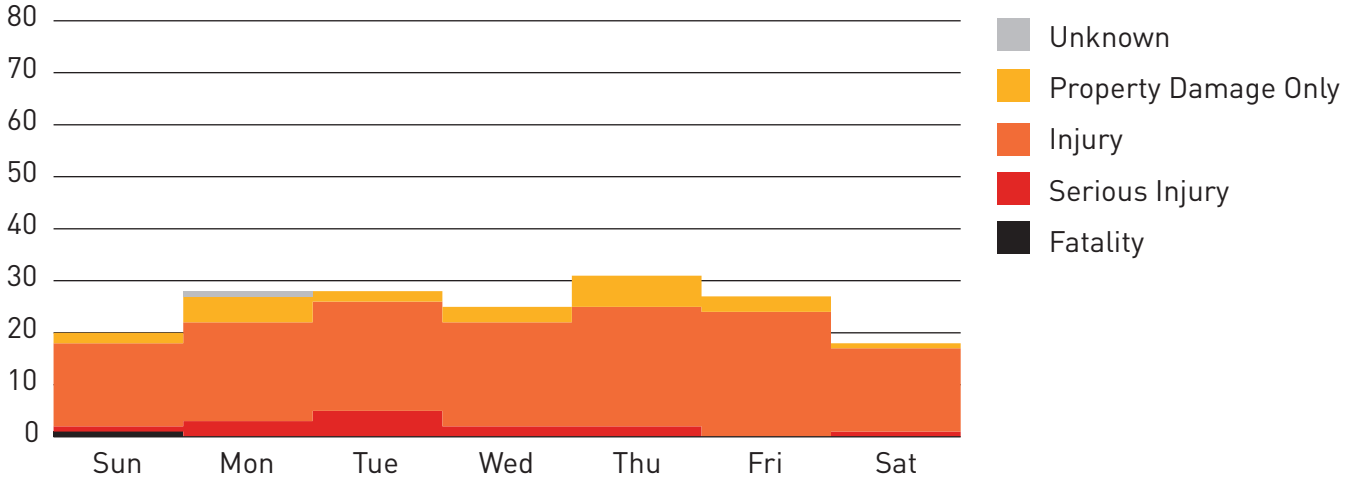
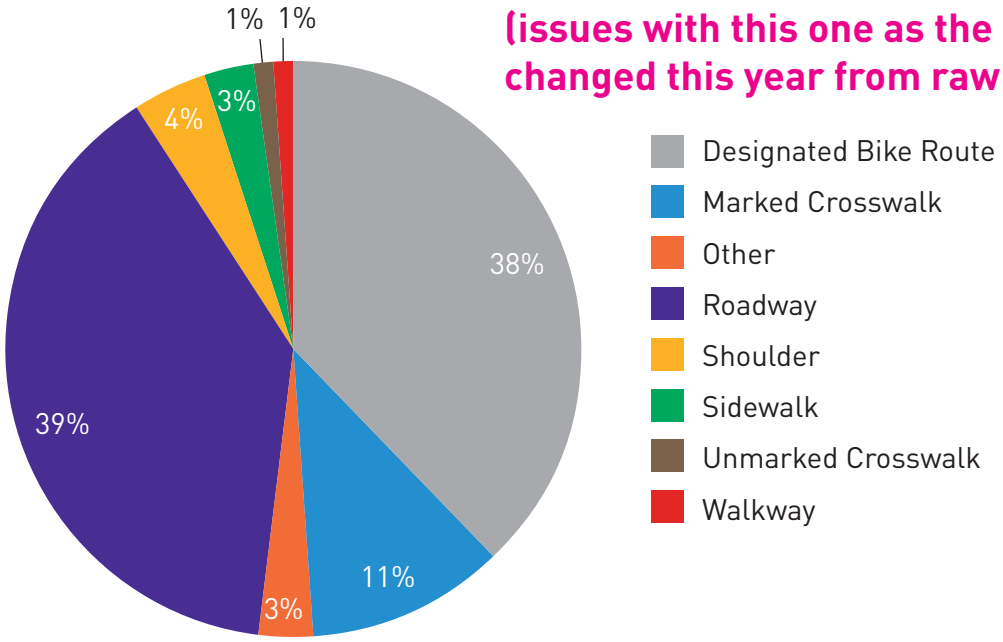


TABLE 39: BIKE COLLISION SEVERITY OF THE DAY IN 2020

Day	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Sunday	1	1	16	2		20
Monday		3	19	5	1	28
Tuesday		5	21	2		28
Wednesday		2	20	3		25
Thursday		2	23	6		31
Friday			24	3		27
Saturday		1	16	1		18

FIGURE 40: FACILITY TYPE FOR CYCLISTS INVOLVED IN 2019 COLLISIONS



TK

TABLE 40: 2019 INJURY CLASS OF CYCLISTS BY FACILITY TYPE

Facility	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Designated Bike Route		8	115	9	132
Marked Cross Walk		1	35	3	39
Other	1		7	2	10
Roadway	1	13	104	18	136
Shoulder			13	1	14
Sidewalk		2	8		10
Unmarked Crosswalk			5		5
Walkway			4		4

TABLE 41: INJURY CLASS OF CYCLISTS IN 2020 COLLISIONS BY WEATHER

Weather	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Clear	1	12	91	16		120
Fog/Smog/Smoke			1	1		2
Other			2			2
Overcast		1	19			20
Raining			16	1		17
Not Stated		1	10	4	1	16

TABLE 42: CLOTHING VISIBILITY FOR CYCLISTS INVOLVED IN 2020 COLLISIONS BY FACILITY TYPE

Clothing Visibility	Fatality	Serious Injury	Non-Serious Injury	Possible Injury	Non-Traffic Injury	No Injury	Unknown	Total
Dark		2	16	11		3	2	34
Light		1	17	9		2		29
Mixed	1	10	39	20	1	6	4	81
Other Reflective Apparel - Shoes, Patches			2	2			1	5
Retro - Reflective			2	1				3
Unknown			4					4

SPEED DATA

TABLE 43: SPEED DATA

Locations	Direction	2020 Speed Limit	85th Percentile Speed	Date	Total Daily Average
BROAD ST, SW/O 3RD AVE	NEB	25	29.1	7/29/20	2,246.0
	SWB		24.2		2055.8
BROAD ST, NE/O DENNY WAY	NEB	25	31.7	7/29/20	1938.8
	SWB		31.0		2432.8
12TH AVE E, N/O E JOHN ST	NB	25	26.0	2/4/20	3237.8
	SB		26.1		4739.8
23RD AVE, N/O E CHERRY ST	NB	25	31.3	7/29/20	5569.9
	SB		31.3		6134.3
BOREN AVE, NW/O E YESLER WAY	NWB	25	33.6	1/29/20	8551.2
	SEB		34.4		6887.9
E MADISON ST, SW/O 17TH AVE	NEB	25	32.0	6/23/20	5622.4
	SWB		28.8		6063.8
E MADISON ST, SW/O 38TH AVE E	NEB	25	33.8	3/3/20	4652.6
	SWB		34.8		4914.0
E YESLER WAY, W/O 23RD AVE	EB	25	25.7	3/3/20	2288.3
	WB		28.4		3009.0
AURORA AVE N, S/O N 112TH ST	NB	35	47.2	10/5/20	13676.7
	SB		47.2		14019.7
EAST GREEN LAKE WAY N, NE/O N 57TH ST	NEB	30	32.1	6/16/20	4101.8
	SWB		31.0		3899.8
GREENWOOD AVE N, S/O N 80TH ST	NB	25	32.2	3/3/20	3922.2
	SB		32.0		4390.4
MERCER ST, W/O DEXTER AVE N	EB	25	34.4	10/1/20	14133.1
	WB		40.6		14480.4
N 125TH ST, W/O AURORA AVE N	EB	30	35.2	6/25/20	3243.2
	WB		31.9		3262.6
N 45TH ST, W/O EASTERN AVE N	EB	25	31.7	5/5/20	7177.4
	WB		31.1		6755.6
N 50TH ST, W/O FREMONT AVE N	EB	30	27.2	3/3/20	3429.4
	WB		27.9		4244.4
N 85TH ST, W/O ASHWORTH AVE N	EB	25	39.3	6/16/20	10527.9
	WB		38.3		6816.7
N 85TH ST, W/O LINDEN AVE N	EB	25	35.1	6/16/20	9924.3
	WB		35.0		10843.4

TABLE 43: SPEED DATA (CONTINUED)

Locations	Direction	2020 Speed Limit	85th Percentile Speed	Date	Total Daily Average
STONE WAY N, S/O N 45TH ST	NB	30	23.4	7/13/20	3559.9
	SB		25.9		4471.1
15TH AVE NE, S/O NE 75TH ST	NB	25	30.5	3/4/20	3250.4
	SB		31.6		2783.7
15TH AVE NE, S/O NE NORTHGATE WAY	NB	30	37.0	7/9/20	2398.0
	SB		36.8		2356.9
NE 65TH ST, E/O 25TH AVE NE	EB	30	28.1	3/4/20	4271.5
	WB		28.5		3266.1
NE 75TH ST, W/O 30TH AVE NE	EB	30	34.9	3/4/20	6498.4
	WB		31.4		6873.0
NE 75TH ST, W/O ROOSEVELT WAY NE	EB	30	31.5	7/30/20	6529.9
	WB		33.3		6336.5
ROOSEVELT WAY NE, SE/O NE 130TH N ST	NWB	30	36.5	7/30/20	7309.7
	SEB		38.1		8410.6
SAND POINT WAY NE, SW/O NE 65TH ST	NEB	35	42.7	7/30/20	6374.6
	SWB		41.5		6231.5
51ST AVE S, S/O S BANGOR ST	NB	25	24.5	2/5/20	2224.4
	SB		26.9		2673.4
BEACON AVE S, N/O S SPOKANE ST	NB	25	31.2	2/4/20	4919.7
	SB		30.3		4147.9
BEACON AVE S, S/O S SPOKANE ST	NB	25	34.1	2/26/20	3820.6
	SB		33.7		5263.9
RAINIER AVE S, NW/O S HOLLY ST	NWB	25	35.9	10/5/20	7396.9
	SEB		35.3		7561.4
S GENESEE ST, E/O 38TH AVE S	EB	25	24.1	5/12/20	2316.9
	WB		26.0		3101.8
S LUCILE ST, W/O 12TH AVE S	EB	25	35.4	5/5/20	2935.1
	WB		34.5		3365.7
CALIFORNIA AVE SW, S/O ERSKINE WAY SW	NB	25	31.0	5/28/20	4122.7
	SB		30.5		4090.1
CALIFORNIA AVE SW, S/O SW CHARLESTOWN ST	NB	25	30.6	5/28/20	4068.5
	SB		30.0		4442.0
FAUNTLEROY WAY SW, S/O SW ALASKA ST	NB	25	31.7	10/5/20	3240.3
	SB		32.1		3316.3
SW BARTON ST, W/O 30TH AVE SW	EB	25	32.1	5/27/20	3212.8
	WB		33.0		3660.0

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 Venu Nemani at venu.nemani@seattle.gov or visit http://data.seattle.gov.

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
www.seattle.gov/visionzero

Seattle Department of Transportation

12.2021