Seattle Department of Transportation

2025 Traffic Report

DATA FROM JANUARY 1 - DECEMBER 31, 2024

Seattle Department of Transportation

Release date: 4.2026


BREATHWISE
MASSAGE &
BODYWORK
Tallman Ave NW
COACH
FAVORITE
VALLURE
JEWELRY,
CLOTHING,
POTTERY,
ANTIQUES,
AND MORE

Contents

Executive Summary

This report presents the traffic data that – along with our department plans and policies – serve as the foundation of project and program 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 people walking, biking, and taking transit. The following are key findings based on 2024 and historical data:

- Seattle's population and employment increased by 2.4% and 0.6% from 2023, respectively.
- The annual average daily traffic in Seattle increased 2.9% from 2023.
- The share of commuters working from home decreased by 4.1% from 2023.

- Regional transit ridership increased by 10.5% from 2023 and rebounded to 74% of 2019 levels.
- King County Metro ridership in Seattle has rebounded at a greater rate during the weekends and during off-peak hours.
- The permanent bike counter volumes, at all locations except the Elliott Bay Trail location, increased 3.1% from 2023, but the 2024 volumes were 28.8% lower than in 2019.
- The number of people walking at 50 National Bicycle and Pedestrian Documentation (NBPD) locations increased 6.2% from 2023.
- The number of crashes where police were dispatched to the scene decreased by 12.5% in 2024.
- The total number of lives lost on Seattle Streets increased to 31 from 28 in 2023.
- The number of serious injuries in Seattle Streets decreased from 268 in 2023 to 213 in 2024.
- The rate of crashes involving people walking remained similar to 2023.
- The number of crashes where people walking were seriously injured decreased from 74 in 2023 to 71, and the number of fatal crashes involving people walking decreased from 13 to 10 in the same year-over-year.
- The rate of crashes involving bicyclists decreased by 7% from 2023.
- The number of crashes where bicyclists were seriously injured decreased from 48 in 2023 to 46, with a decrease in the number of fatal crashes involving bicyclists from 3 to 1 in the same year-over-year.

This report is prepared in compliance with Seattle Municipal Code 11.16.220, and beyond this legal requirement, the report strives to serve as an accessible reference of Seattle traffic data and trends for all. Please note, micromobility devices are novel to our transportation network; thus related data may be reflected in future annual traffic reports as additional information and trends are gathered. 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.

Additional information about traffic data and crashes on Seattle streets can be found on the Seattle Open Data Portal: data.seattle.gov/ and the SDOT webpage: seattle.gov/transportation/.

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Traffic Volume and Speeds

The Seattle Department of Transportation (SDOT) collects and maintains volume data of vehicle types (including freight and buses), of people walking, and of people biking. Seattle's partner transit agencies also collect ridership data for the transit modes that provide service within and around Seattle. Engineers and planners use volume data to inform future project locations and designs, support grant applications, and track the performance of projects once they are installed.

SDOT collects vehicle speed data and purchases citywide speed data analytics, which is particularly useful for making traffic safety decisions such as those connected with neighborhood and safety-focused traffic calming, Safe Routes to School, Seattle's Vision Zero program, crossing improvements, etc. The same is true for volume data, which provides information about the types of vehicles using city streets, including motorcycles, cars, buses, and numerous types of trucks. These two data types give planners and engineers a better understanding of the movement of people and goods within Seattle.

Volumes, reported crashes, and speeds are three fundamental pieces of data that traffic engineers and planners use to evaluate the performance of Seattle's right-of-way.

CITYWIDE TRANSPORTATION AND SOCIOECONOMIC FACTORS

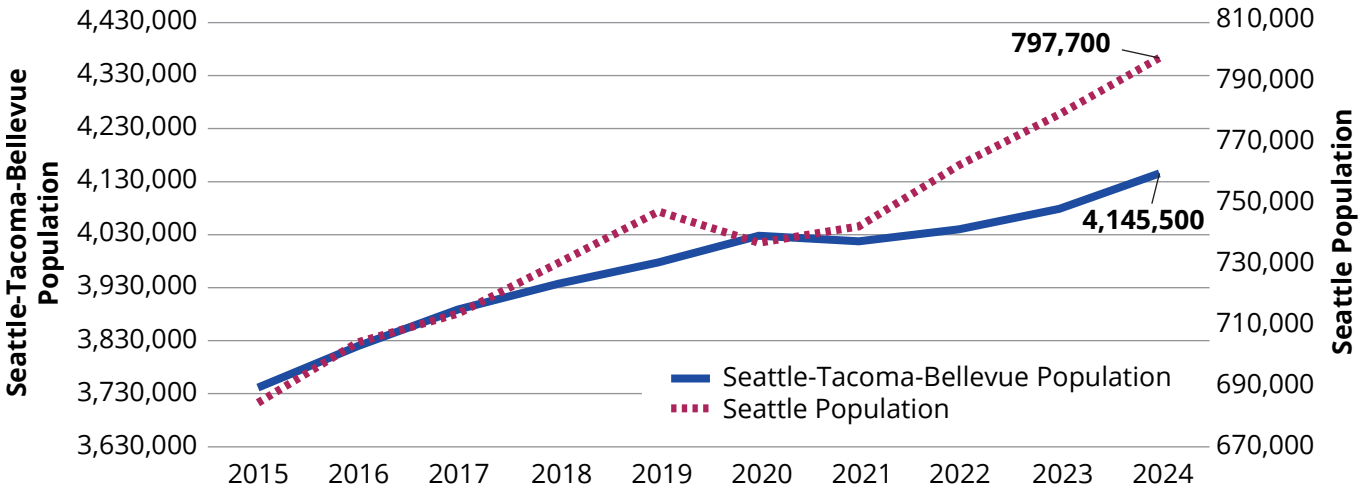
Key Findings

- Seattle's population and employment increased by 2.4% and 0.6% from 2023, respectively.
- The annual average daily traffic in Seattle increased 2.9% from 2023.
- Regional transit ridership increased by 10.5% from 2023.
- The share of commuters working from home decreased by 4.1% from 2023.

Transportation trends are greatly influenced by where people live, work, engage in day-to-day activities, and by the movement of goods in Seattle and around the region. Figures 1 and 2 show population and employment, respectively, in Seattle and the Seattle, Tacoma and Bellevue Metropolitan Statistical Area (MSA). Seattle's percentage growth in both population and employment has outpaced that of the MSA since 2015.

To track motor vehicle volume trends over the years, SDOT uses motor vehicle volume counts at 13 bridges in Seattle, with five bridges designated as WSDOT routes: I-5, I-90, SR 99 and SR 520. From these critical corridors, SDOT derives a proxy number for system-wide motor vehicle Annual Average Daily Traffic (AADT) volume. Figure 3 shows these system-wide volumes from 2015 to 2024, and Table 12 in the Supporting Data section lists the 13 bridges.

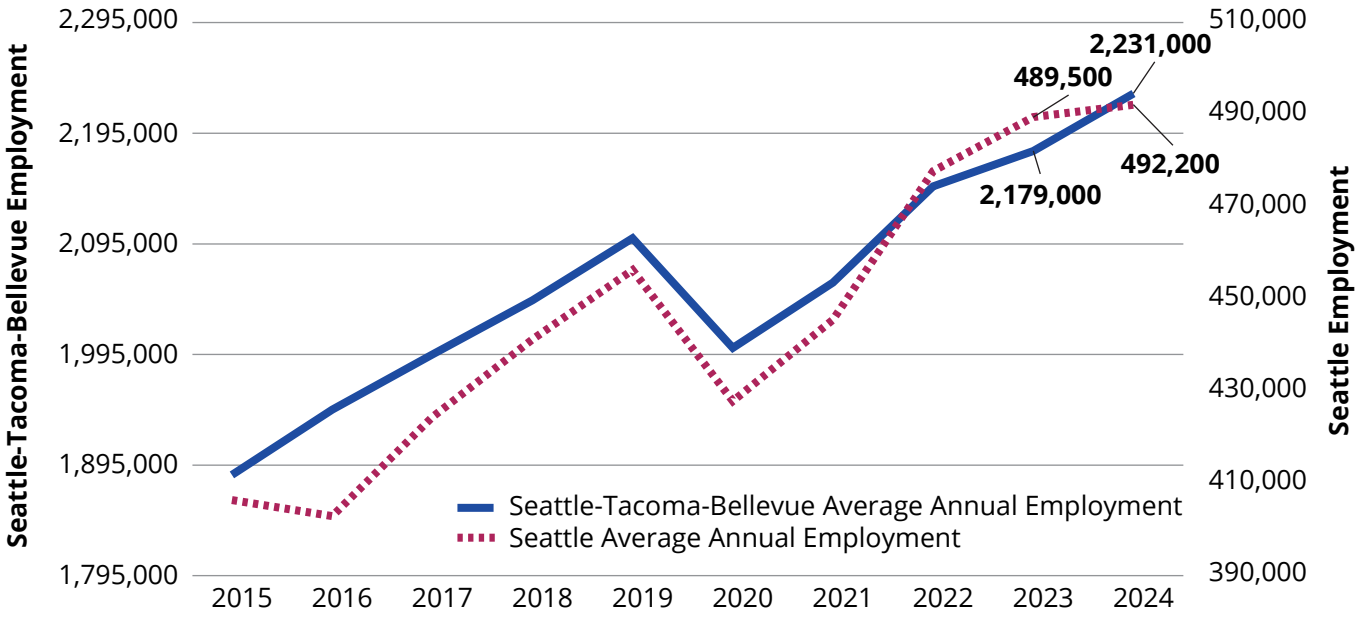
Figure 1 – 2015-2024 Population in Seattle and Seattle, Tacoma, Bellevue Metropolitan Statistical Area



Source: United States Census Bureau

DETAILED DESCRIPTION OF THE CHART

Figure 2 – 2015-2024 Employment in Seattle and Seattle, Tacoma, Bellevue Metropolitan Statistical Area



Source: U.S Bureau of Labor Statistics

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Figure 3 – 2015-2024 Annual Average Daily Traffic (AADT) In Seattle

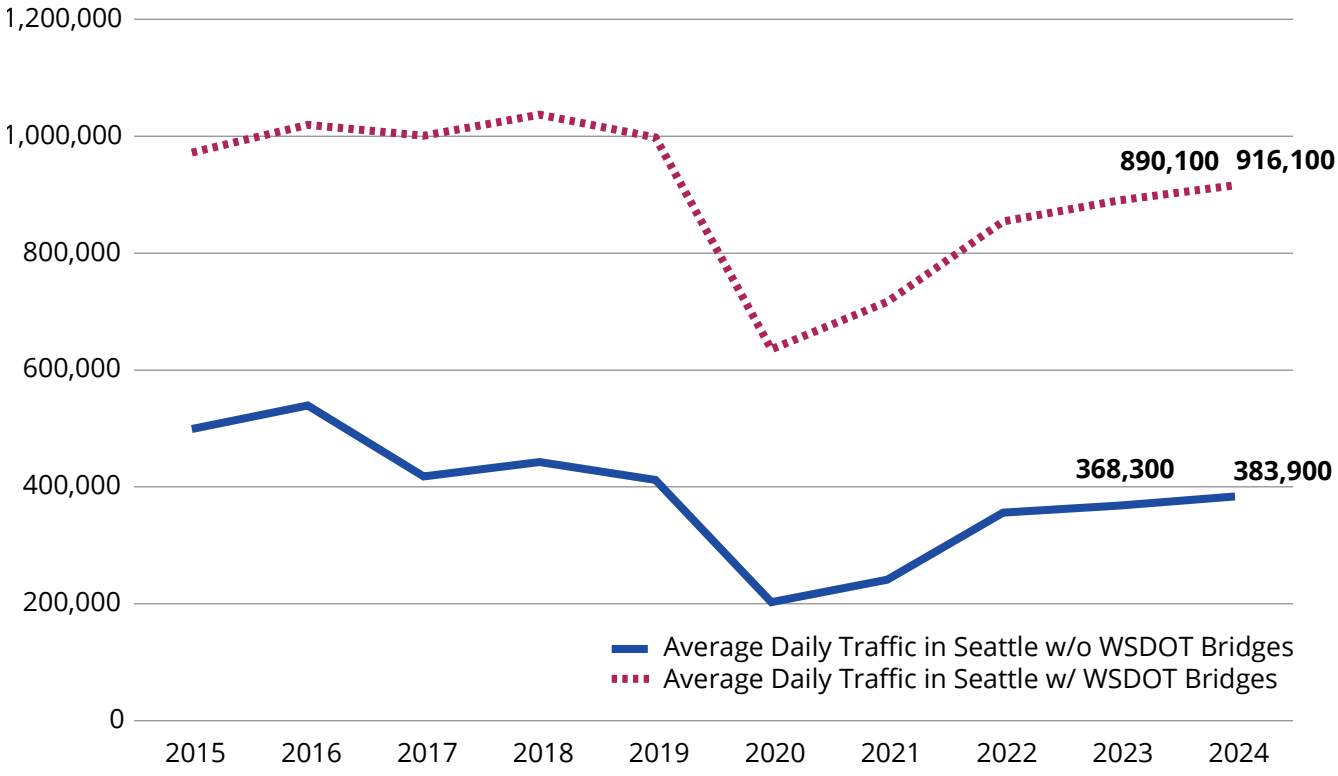
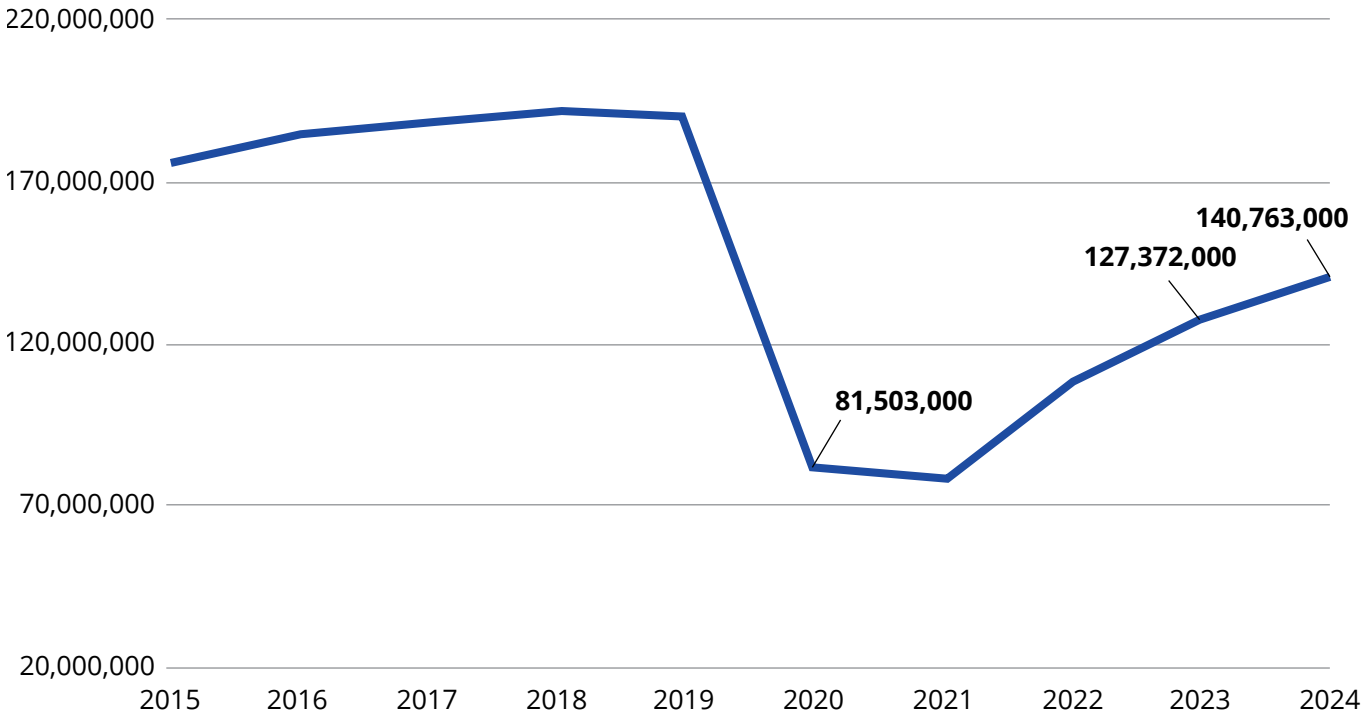


Figure 4 shows the annual regional transit ridership from 2015 to 2024. While regional transit ridership has increased by 10.5% from 2023 and significantly from its lowest recent volume in 2021, it remains approximately 26% below 2019 ridership.

Figure 5 shows the commute mode share for Seattle in 2024, with most either driving alone (41%), working from home (25%) or taking transit (15%) to work. Table 1 shows the historical commute mode volumes from 2015 to 2024, showing the most significant change over the past 10 years has been the increase of telecommuting.

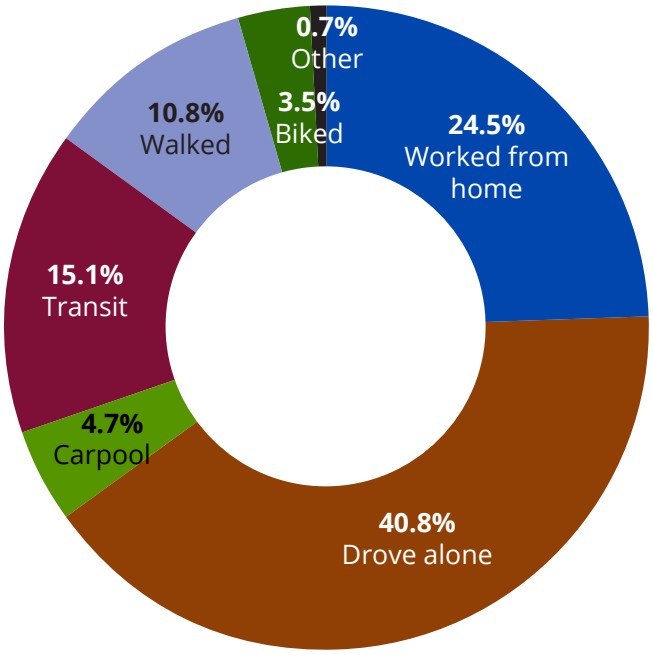
Echoing these trends, the City's Commute Trip Reduction (CTR) survey data gathered from large employers in 2023 and 2024 provides a more detailed view of mode split between neighborhoods in Seattle, indicating varied transportation demands between neighborhoods. The full Seattle Commute Trip Reduction Program 2023/2024 Performance Update can be found here.

Figure 4 – 2015-2024 Annual Regional Transit Ridership



Sources: King County Metro, Sound Transit, Community Transit, Washington State Ferries, Kitsap Transit, Seattle Center

Figure 5 – Seattle Commute Mode Share in 2024



Source: U.S. Bureau of Labor Means of Transportation to Work

Table 1 – 2015-2024 Seattle Commute Mode Share

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Worked from home	27,700	31,700	30,800	34,300	36,300	62,600	205,300	165,200	132,700	116,100
Drove alone	197,700	201,800	201,500	197,200	205,500	194,400	142,300	171,700	180,400	193,300
Carpool	30,000	29,800	35,200	30,800	31,300	29,700	17,600	20,000	28,000	22,100
Transit	85,700	87,900	97,600	102,300	116,000	92,000	28,100	52,800	66,400	71,700
Walked	43,700	46,700	44,200	53,900	49,400	48,100	29,900	33,200	39,400	51,000
Biked	16,300	14,800	12,000	16,800	17,100	14,000	9,000	11,300	12,700	16,700
Other	3,300	6,500	5,400	3,300	2,700	3,500	5,300	4,400	4,700	3,400

Source: U.S. Bureau of Labor Means of Transportation to Work

MOTOR VEHICLE VOLUMES AND SPEEDS

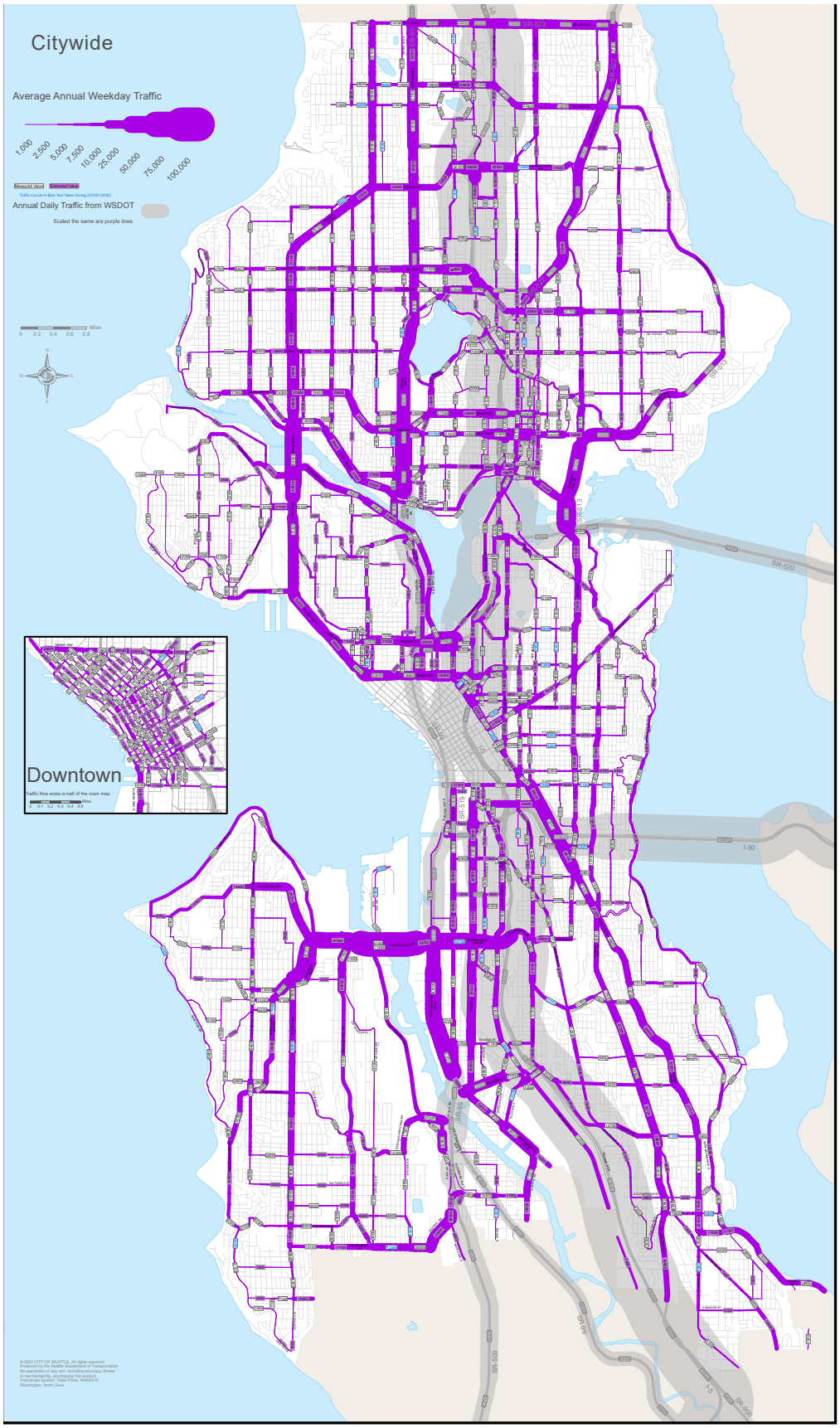
SDOT programmatically collects hundreds of seven-day motor vehicle counts on a three-year rotation to develop citywide Annual Average Weekday Daily Traffic (AAWDT) volumes. AAWDT represents motor vehicle volumes measured Monday through Friday, 24 hours each day, and adjusted for the differences in the seasons. To adjust for these changing differences, SDOT measures 20 control locations each month to develop monthly factors. For each year, any control location with one or more months of data missing are excluded; for 2024, 19 of the 20 locations were used to generate the monthly factors. Tables 11 in the Supporting Data section shows the 19 control count locations and Table 13 shows the monthly factors developed from the control count volumes. The 2024 monthly trends show volumes increased from January to July, reaching a high point, and trended downward from August to December. Table 2 shows the 25 highest volume locations by AAWDT from 2022 to 2024. Figure 6 shows a map of AAWDT taken from representative segments of the Seattle street network for 2024. A full-size version of Figure 6 and previous iterations are available here. Additionally, Figure 7 below shows each arterial in Seattle by functional classification.

Table 2 – 2022-2024 Top 25 Arterials by AAWDT

Count Location	Annual Average Weekday Daily Traffic (AWDT)	Data Year(s)
1ST AVE S BRIDGE (SR99)*	91,700	2022-2024
WEST SEATTLE HIGH BRIDGE*	67,800	2022-2024
AURORA BRIDGE (SR99)*	61,000	2022-2024
MERCER ST, W/O FAIRVIEW AVE N*	60,300	2023-2024
MONTLAKE BRIDGE (SR513)*	54,700	2022-2024
EAST MARGINAL WAY, NW/O 1ST AVE S (SR99)*	52,700	2022-2023
S SPOKANE ST VIADUCT, E/O 1ST AVE S*	50,600	2022-2023
EAST MARGINAL WAY, S/O S ALASKA ST (SR99)	47,600	2024
MERCER ST, E/O WESTLAKE AVE N	44,100	2022
BALLARD BRIDGE*	43,600	2022-2024
NE 45TH ST, E/O U VILLAGE DR (SR513)	40,000	2024
WEST SEATTLE BRIDGE FAUNTLEROY BRANCH*	39,300	2023-2024
RAINIER AVE S, SE/O S DEARBORN ST	38,100	2024
N NORTHGATE WAY, E/O MERIDIAN AVE N	36,100	2023
EAST MARGINAL WAY S, NW/O 14TH AVE S	36,000	2024
AURORA AVE N, S/O N 125TH ST (SR99)	35,000	2023
MONTLAKE BLVD NE, SW/O NE 45TH ST	34,000	2024
FAUNTLEROY WAY SW, NE/O SW OREGON ST	33,500	2023
15TH AVE W, N/O W ARMOUR ST	33,300	2024
ELLIOTT AVE W, NW/O W MERCER PL	32,400	2022
NE 50TH ST, E/O LATONA E AVE NE	32,300	2024
S MICHIGAN ST, W/O CORSON AVE S	31,600	2024
NE 145TH ST, W/O 32ND AVE NE (SR523)	31,500	2024
4TH AVE S, S/O S SPOKANE SR ST	31,400	2024
AURORA AVE N, S/O N 130TH ST (SR99)	31,100	2023

*Permanent count location

Figure 6 – Map of 2024 Arterial Annual Average Weekday Traffic Volumes



DETAILED DESCRIPTION OF THE MAP

Figure 7 – Map of Arterial Classifications

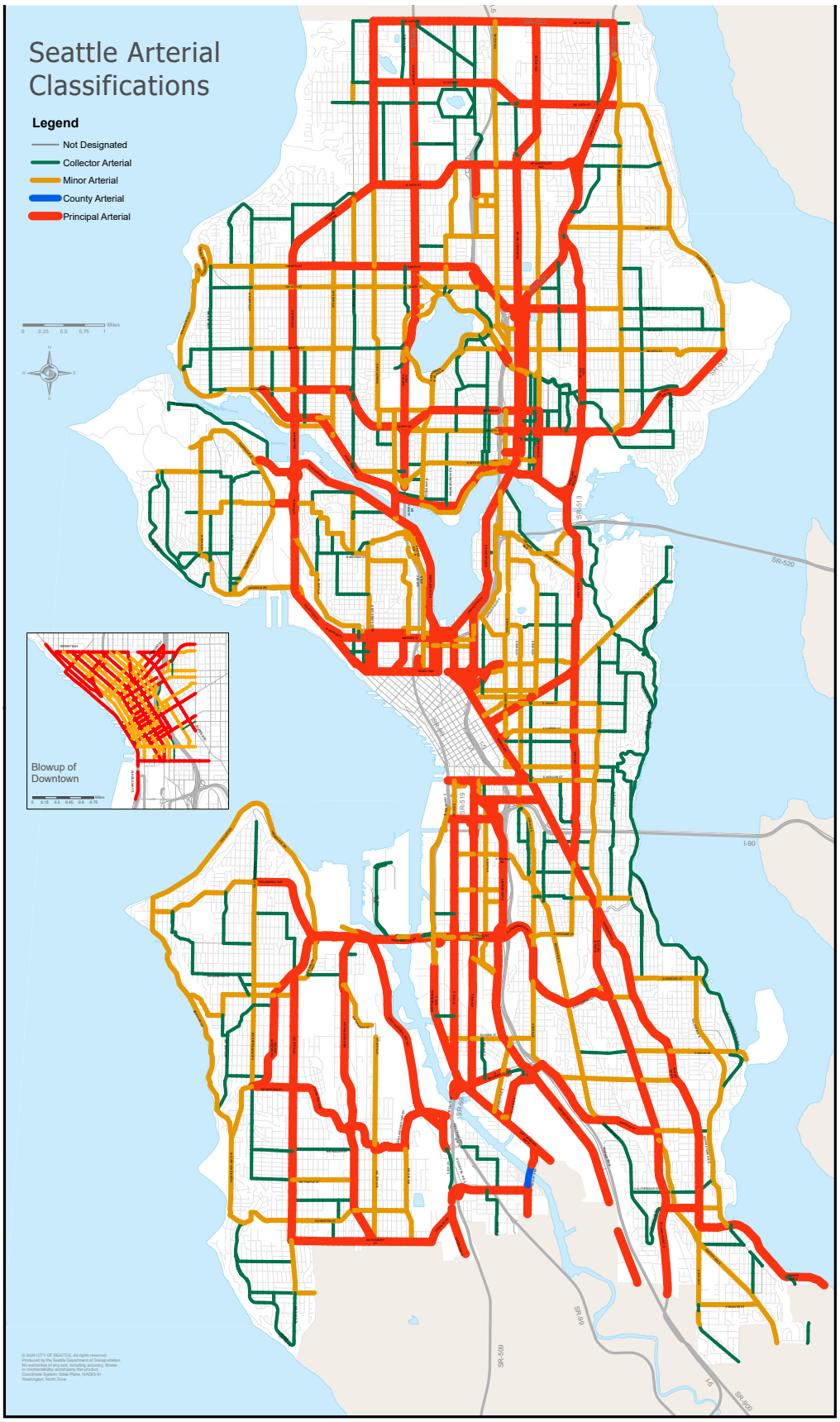


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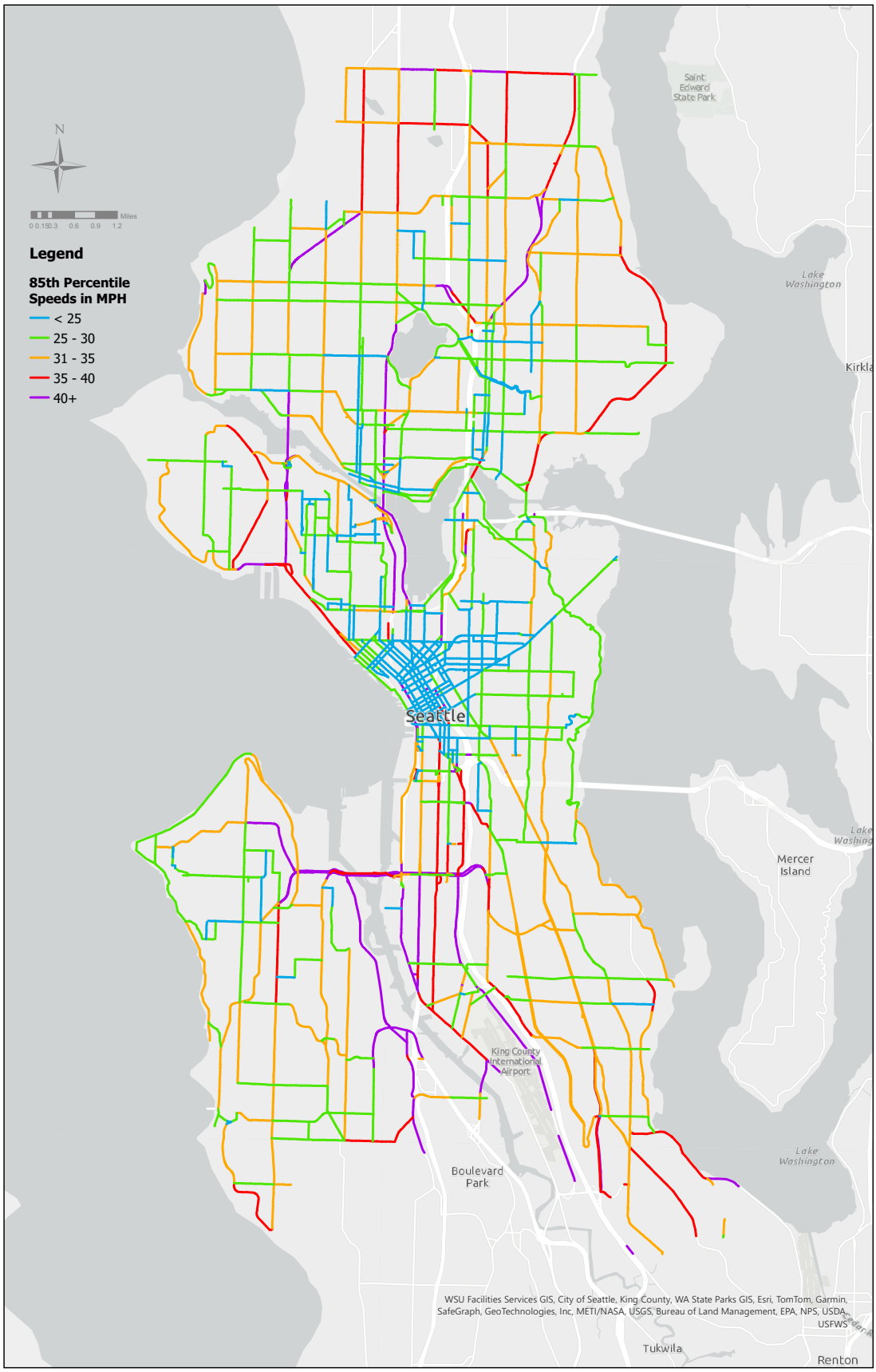
Figure 8 – Map of 2024 85th Percentile Speeds Measured with Connected Vehicle Data



DETAILED DESCRIPTION OF THE MAP

Engineers measure speed in different ways, but the 85th percentile measure is the most widely used. It represents the speed at or below which 85 percent of vehicles travel. Starting in 2022, SDOT began purchasing citywide connected vehicle speed data analytics through a private vendor that provides real-time and historical speed data. The vendor pulls together data from connected vehicles to provide information on speeds for almost every arterial street and during any specified timeframe. The connected vehicle data supplements traditional data collection techniques for more detailed and up-to-date information on vehicle speeds. Figure 8 shows maximum monthly 85th percentile speeds during midday weekday periods using connected vehicle speed data in 2024.

Historically, SDOT has programmatically collected speed data on a four-year cycle at about 250 unique spot locations using tubes placed across the road. However, as the quality of connected vehicle data has improved based on vehicle penetration rates and sample sizes (both metrics of how well the data represents real world conditions), some count locations have been retired to optimize data collection efforts. The remaining count locations reported in Tables 3 and 37 have been retained to vet connected vehicle data and to measure spot speeds in places where connected vehicle data isn't as robust. Conditions that may warrant retention of a programmatic count location include low penetration rates more common in industrial areas, as well as Downtown streets where tall buildings can interfere with GPS signals and skew the data. Table 3 presents the locations with 85th percentile speeds exceeding 35 miles per hour (MPH) for the four-year cycle from 2021 to 2024, while Table 37 in the Supporting Data section presents the full list of programmatic spot speed study locations. Prior to the 2021-2024 reporting period, SDOT completed reducing the posted speed limit on most arterials across the city to 25 MPH.

Table 3 – 2021-2024 Programmatic Spot Speed Study Locations Measured with Pneumatic Tubes with 85th Percentile Speeds Exceeding 35 MPH

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR COLLECTED
RAINIER AVE S, E/O 75TH AVE S	WB	25	44.6	2024
16TH AVE S, N/O 16TH AVE S BR	NB	30	43.9	2022
16TH AVE S, N/O 16TH AVE S BR	SB	30	43.4	2022
RAINIER AVE S, E/O 75TH AVE S	EB	25	43	2024
WEST MARGINAL WAY SW, NW/O 2ND AVE SW	NWB	25	42.5	2024
ROOSEVELT WAY NE, S/O NE NORTHGATE WAY	NB	25	41.6	2021
SW SPOKANE BR, W/O SW SPOKANE E ST	EB	25	41.3	2021
SW SPOKANE BR, W/O SW SPOKANE E ST	WB	25	41.3	2021
WEST MARGINAL WAY SW, NW/O 2ND AVE SW	SEB	25	40.7	2024

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR COLLECTED
ROOSEVELT WAY NE, S/O NE NORTHGATE WAY	SB	25	38.9	2021
RENTON AVE S, SE/O S BANGOR ST	SEB	25	38.8	2021
GREENWOOD AVE N, N/O N 107TH ST	SB	30	38.5	2024
EAST MARGINAL NB WAY S, N/O ALASKAN WY VI NB	NB	25	38.4	2023
NE NORTHGATE WAY, W/O 15TH AVE NE	EB	25	38.3	2022
N 145TH ST, W/O LINDEN AVE N	EB	35	38.2	2021
EAST MARGINAL SB WAY S, S/O DUWAMISH AVE S	SB	40	38.1	2023
LAKE CITY WAY NE, S/O NE 145TH ST	SB	35	38.1	2024
GREENWOOD AVE N, N/O N 107TH ST	NB	30	37.7	2024
PINEHURST WAY NE, NE/O NE 115TH ST	SWB	25	37.5	2022
HOLMAN RD NW, NE/O 13TH E AVE NW	SWB	30	37.5	2023
HOLMAN RD NW, NE/O 13TH E AVE NW	NEB	30	37.4	2023
LAKE CITY WAY NE, S/O NE 145TH ST	NB	35	37.4	2024
N 145TH ST, W/O LINDEN AVE N	WB	35	37.3	2021
RENTON AVE S, SE/O S BANGOR ST	NWB	25	37.2	2021
NE NORTHGATE WAY, W/O 15TH AVE NE	WB	25	37.2	2022
N NORTHGATE WAY, W/O ASHWORTH AVE N	EB	30	36.8	2021
15TH AVE NE, S/O NE NORTHGATE WAY	NB	25	36.8	2024
ELLIS AVE S, S/O S WARSAW ST	NB	25	36.6	2022
RENTON AVE S, N/O S CLOVERDALE ST	NB	25	36.5	2021
PINEHURST WAY NE, NE/O NE 115TH ST	NEB	25	36.5	2022
N NORTHGATE WAY, W/O ASHWORTH AVE N	WB	30	36.2	2021
SEAVIEW AVE NW, N/O NW 67TH ST	NB	25	36.2	2022
ALKI AVE SW, W/O HARBOR AVE SW	WB	25	35.8	2021
SW 106TH ST, W/O SEOLA BEACH DR SW	EB	25	35.7	2021
RENTON AVE S, N/O S CLOVERDALE ST	SB	25	35.5	2021
SW 106TH ST, W/O SEOLA BEACH DR SW	WB	25	35.5	2021
NE 125TH ST, W/O 27TH AVE NE	WB	25	35.4	2022
15TH AVE NE, S/O NE NORTHGATE WAY	SB	25	35.3	2024
SW AVALON WAY, N/O 30TH AVE SW	NB	25	35.1	2022

TRANSIT VOLUMES AND RIDERSHIP

Key Findings

- 2024 regional transit ridership increased by 10.5% from 2023 and rebounded to 74% of 2019 levels.
- King County Metro ridership in Seattle has rebounded at a greater rate during the weekends and during off-peak hours.

Regional Transit Ridership

Figure 9, Table 4, and Table 7 below show the regional annual transit ridership by mode. For the modes listed, over 140 million rides occurred in 2024, representing 74% of 2019 ridership levels and an annual increase of 10.5%. Ridership for routes or modes that operated in King County were included, and routes or modes that did not operate in King County were excluded. For example, reported Washington State Ferry ridership reflects ridership on all ferry routes that have a terminus in King County – about 48% of total ridership of the Washington State Ferry (WS Ferry) system in 2024. For Community Transit (CT) regional bus ridership, the commuter bus service which connects Snohomish County with King County is represented, however regular transit bus service, which includes routes solely within Snohomish County, was excluded. Of the modes listed in Table 4 and 7, Sounder commuter rail, Link light rail, and King County Metro (Metro) bus service were the main modes that drove overall regional transit growth.

Metro provides the bulk of bus transit service in King County – including services branded as RapidRide, Frequent, Express, and Local. Other bus transit operators have commuter routes that extend into Seattle. As of the end of 2024, Sound Transit operates 17 routes that begin or end in Seattle and Community Transit operates 3 commuter routes to Seattle. Commuter bus service has been restructured to adapt to Link light rail extensions. In 2024, Community Transit restructured some commuter routes after the opening of the Lynnwood Link light rail extension so that riders transfer at the new Lynnwood City Center Link Station instead of being provided service directly into Seattle.

Figure 9 – 2024 Regional Transit Ridership by Mode

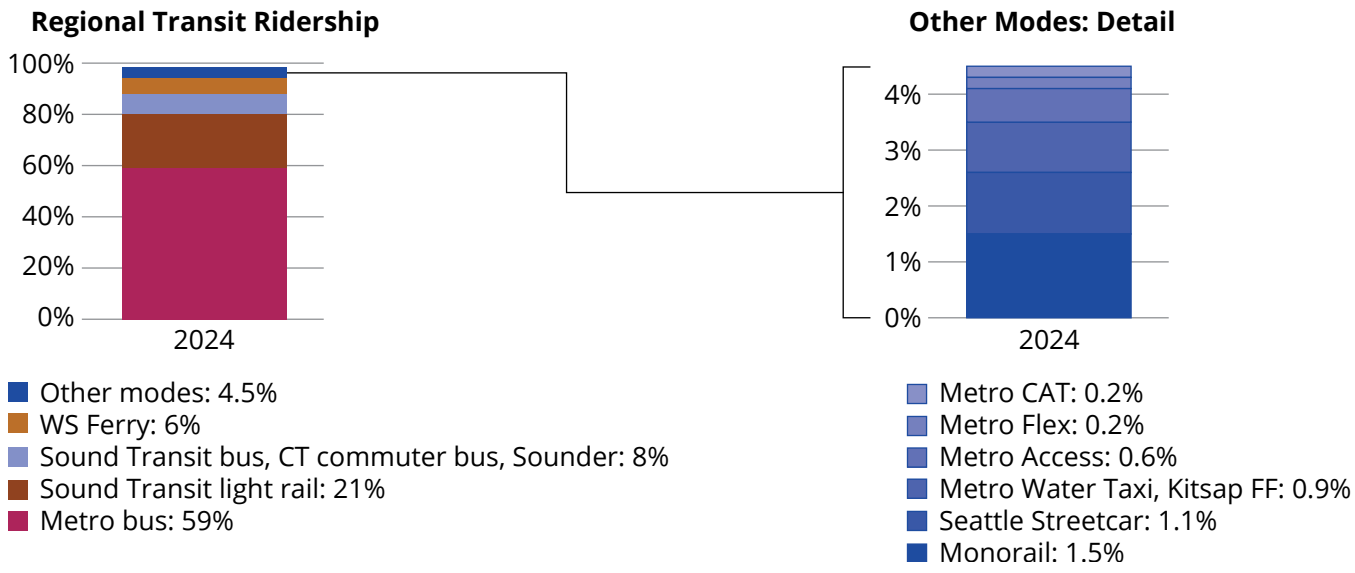


Table 4 – 2015-2024 Regional Ridership by Transit Operator and Mode

Year	Metro Bus and Trolleybus	Sound Transit Light Rail	Sound Transit Commuter Bus	Sound Transit Sounder	Community Transit Commuter Bus	Other Modes: Ferry, Streetcar, Monorail, and On Demand Transit	Total Transit Ridership
2024	83,330,000	30,115,000	9,197,000	1,876,000	725,000	15,520,000	140,763,000
2023	74,337,000	26,883,000	8,568,000	1,628,000	976,000	14,981,000	127,372,000
2022	63,079,000	23,624,000	6,853,000	1,129,000	726,000	13,073,000	108,484,000
2021	50,088,000	11,517,000	5,146,000	703,000	561,000	10,528,000	78,544,000
2020	57,229,000	7,900,000	6,265,000	1,119,000	860,000	8,130,000	81,503,000
2019	120,836,000	25,130,000	17,495,000	4,062,000	3,080,000	18,765,000	189,367,000
2018	121,504,000	24,470,000	18,189,000	4,632,000	2,994,000	19,420,000	191,209,000
2017	120,939,000	22,994,000	18,375,000	4,446,000	2,890,000	18,959,000	188,603,000
2016	120,903,000	19,030,000	18,470,000	4,312,000	2,868,000	18,431,000	184,014,000
2015	121,072,000	11,401,000	18,313,000	3,852,000	2,832,000	17,063,000	174,533,000

King County Metro Bus Service in Seattle

Overall, Metro's regional fixed route bus service notched over 83 million rides in 2024—a 12% increase over 2023. Figure 10 below shows how 2024 Metro regional ridership compares with Seattle-based service. About 69% of the 2024 ridership occurred on "Seattle bus routes" - defined in this report as Metro bus routes that have 65% or more of their bus stops within the City of Seattle. This shows that Seattle destinations are important trip generators and Seattle itself serves as a regional transit hub.

Figure 10 – Regional and Seattle-Based Metro Bus Ridership in 2024

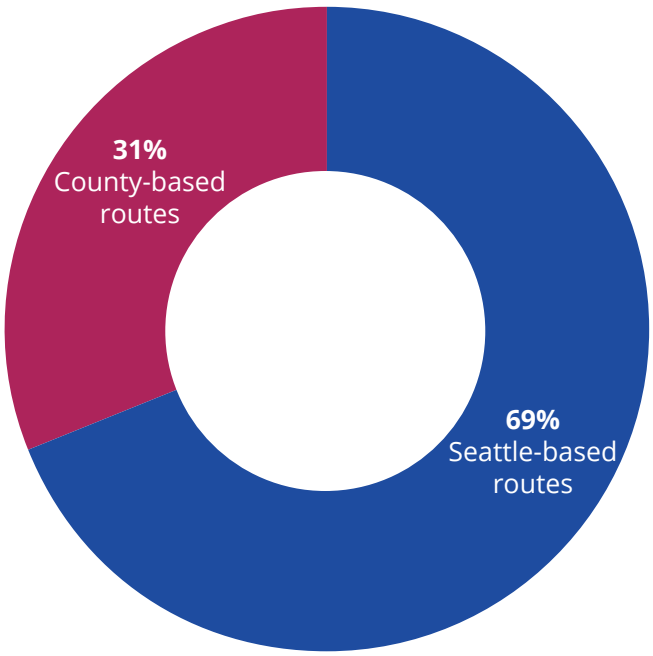
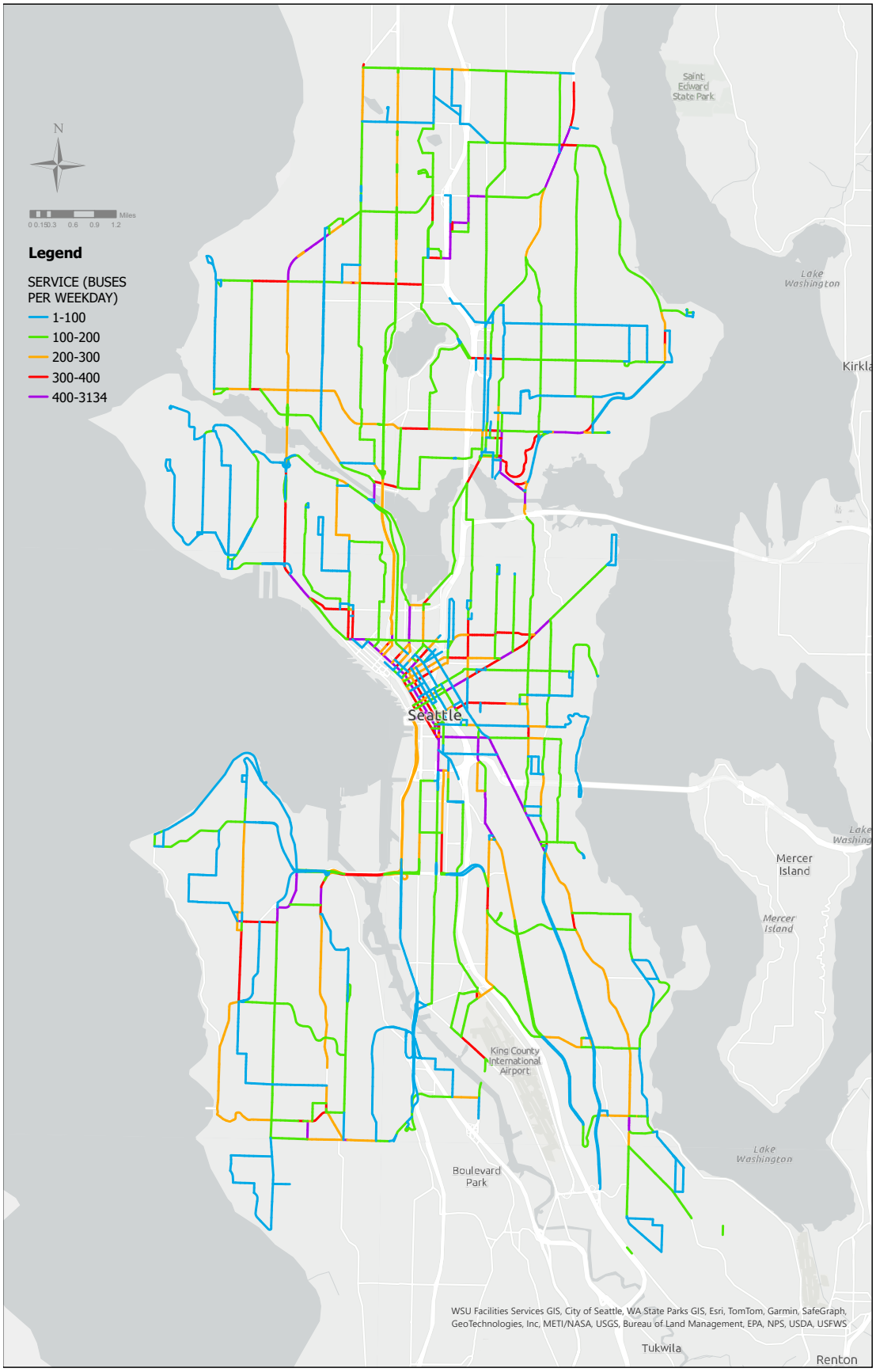


Figure 11 below maps weekday daily Metro bus volumes on Seattle streets. Bus volumes represent the total number of buses on an average weekday traveling in both directions on a two-way street and in one direction on a one-way or divided street. While the biannual spring and fall Metro service changes typically introduce minor modifications, a notable change in September 2024 was the opening of Rapid Ride G Line along the Madison St corridor.

Figures 12 and 13 below summarize Metro ridership in Seattle by period of day and day of week, respectively. Since the COVID-19 pandemic, ridership patterns show a shift toward all-day transit use, with off-peak travel (midday, evening, night) rising from 39% of total weekday ridership in 2019 to 48% in 2024. Flexible work schedules, remote work, and diverse trip purposes contributed to this change. It is evident that ridership recovery is greater on weekends than on weekdays, with Saturdays at 89% of Fall 2019 ridership levels, Sundays at 95% of 2019 levels, and weekdays at 67% of 2019 levels.

Figure 11 – Map of 2024 Weekday Daily Metro Bus Volumes



DETAILED DESCRIPTION OF THE MAP

Figure 12 – 2019-2024 Daily Average Weekday Ridership by Time Period, Seattle Metro Bus Routes

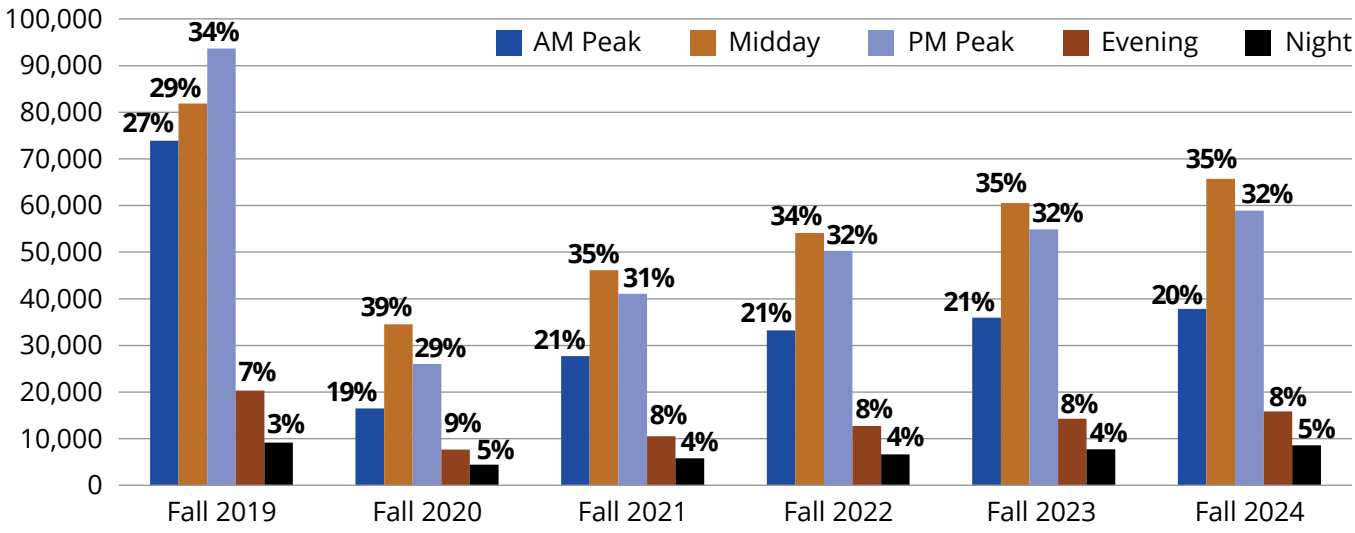
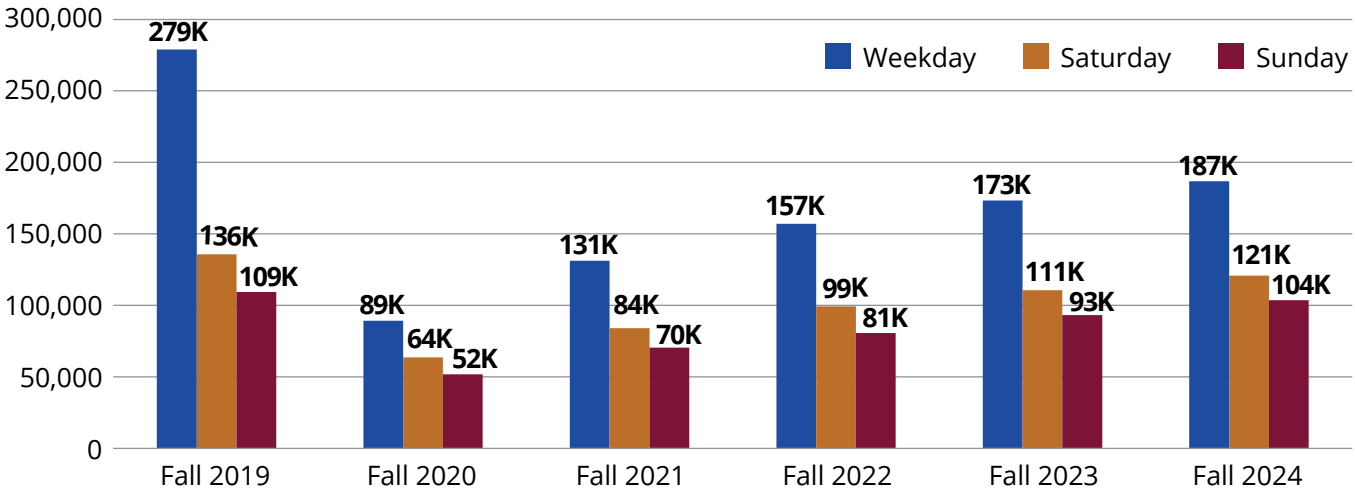


Figure 13 – 2019-2024 Daily Average Ridership by Day of Week, Seattle Metro Bus Routes



Rail

Seattle is served by Link light rail and Sounder commuter rail (both operated by Sound Transit), as well as Amtrak. Table 5 shows the annual ridership figures for Link from 2019 to 2024. The right-most column contains spark charts for each station. Stations located in Seattle are indicated by light blue shading. Between 2019 and 2024, Link light rail has experienced three expansions: the Northgate Link Extension, the Lynnwood Link Extension, and the beginning of the 2 Line between Redmond Technology Center and South Bellevue. With each Link extension project, Metro has adjusted the bus network to ensure people can reach the new Link stations and to leverage the high capacity of light rail service. This incremental expansion of light rail changes ridership at specific Link stations as well as Metro bus routes. An example is that the University of Washington station used to be the northern terminus of the Link 1 Line; after the Northgate Link extension in late 2021, bus routes were adjusted to meet Link at Northgate rather than the UW station, leading to a decrease in ridership at UW station.

Table 6 below shows the annual ridership figures by station for Sound Transit Sounder rail service. Systemwide, Sounder ridership increased by 15.2% from 2023 to 2024. The North Line saw an increase in ridership of 27.8% between 2023 and 2024, while the South Line saw an increase of 14.7% in that period.

Table 5 – 2019-2024 Link Light Rail Ridership by Station

Station	2019	2020	2021	2022	2023	2024
Lynnwood City Center[1]	-	-	-	-	-	509,000
Mountlake Terrace[1]	-	-	-	-	-	148,000
Shoreline North/185th[1]	-	-	-	-	-	106,000
Shoreline South/148th[1]	-	-	-	-	-	120,000
Northgate[2]	-	-	628,000	2,769,000	3,319,000	2,378,000
Roosevelt[2]	-	-	264,000	1,192,000	1,416,000	1,234,000
U District[2]	-	-	441,000	2,092,000	2,413,000	2,232,000
University of Washington	3,309,000	1,077,000	1,343,000	1,594,000	1,671,000	1,636,000
Capitol Hill	2,503,000	619,000	1,022,000	2,224,000	2,501,000	2,683,000
Westlake/Seattle	4,067,000	791,000	1,447,000	2,886,000	3,321,000	3,536,000
Symphony	1,824,000	374,000	610,000	1,284,000	1,396,000	1,455,000
Pioneer Square[3]	1,369,000	1,377,000	351,000	675,000	925,000	882,000
International District/ Chinatown	2,227,000	500,000	783,000	1,505,000	1,623,000	1,780,000
Stadium	582,000	124,000	250,000	590,000	549,000	557,000
SODO	749,000	266,000	327,000	515,000	540,000	603,000
Beacon Hill	956,000	254,000	365,000	640,000	711,000	836,000
Mount Baker	797,000	249,000	340,000	547,000	615,000	723,000
Columbia City	905,000	246,000	316,000	526,000	590,000	693,000
Othello	912,000	299,000	375,000	661,000	698,000	785,000
Rainier Beach	669,000	216,000	255,000	416,000	491,000	531,000
Tukwila International Blvd	963,000	343,000	483,000	739,000	816,000	1,066,000
SeaTac/Airport	2,060,000	558,000	1,122,000	1,669,000	1,912,000	2,799,000
Angle Lake	1,239,000	606,000	794,000	1,102,000	1,374,000	1,616,000
2 Line[4]						1,204,000
Total Link Ridership	**25,131,000**	**7,899,000**	**11,516,000**	**23,626,000**	**26,881,000**	**30,112,000**

[1]These stations were a part of the the Lynnwood Link Extension, opening August 30, 2024;
[2]These stations were a part of the Northgate Link Extension, opening October 2, 2021;
[3]In early 2020, the Connect 2020 project built a connector between the 1 Line and 2 Line. Passengers traveling through Pioneer Square were required to transfer. A temporary platform was built between the tracks, allowing direct transfers back and forth between trains and increasing rides recorded at this station.
[4]The 2 Line starter line began service on April 27, 2024 between Bellevue and Redmond.

Table 6 – 2019-2024 Sounder Rail Ridership by Station

Line	Station	2019	2020	2021	2022	2023	2024
North	Everett Station	62,000	19,000	7,000	9,000	13,000	17,000
	Mukilteo Station	32,000	9,000	4,000	6,000	7,000	10,000
	Edmonds Station	71,000	18,000	5,000	10,000	16,000	20,000
	King Street Station	157,000	39,000	13,000	25,000	36,000	45,000
South	King Street Station	1,539,000	409,000	275,000	431,000	646,000	735,000
	Tukwila Station	223,000	57,000	34,000	52,000	68,000	84,000
	Kent Station	471,000	130,000	78,000	136,000	195,000	221,000
	Auburn Station	370,000	105,000	69,000	112,000	155,000	178,000
	Sumner Station	290,000	83,000	54,000	89,000	122,000	126,000
	Puyallup Station	386,000	113,000	77,000	116,000	166,000	198,000
	Tacoma Dome Station	300,000	85,000	49,000	92,000	134,000	162,000
	South Tacoma Station	62,000	20,000	13,000	17,000	20,000	24,000
	Lakewood Station	99,000	32,000	25,000	34,000	50,000	56,000
	Sounder Total	**4,062,000**	**1,119,000**	**703,000**	**1,129,000**	**1,628,000**	**1,876,000**

Other Transit Modes

The Seattle Streetcar is a modern streetcar system owned by the City of Seattle and comprising two lines: The First Hill Streetcar (opened 2016) and the South Lake Union Streetcar (opened 2007). Post-pandemic ridership recovery on the Seattle Streetcar has outpaced the regional recovery rate, with 2024 ridership approximately 80% of the levels recorded in 2019. The combined First Hill and South Lake Union line ridership figures from 2015-2024 are shown in Table 7 below. More information can be found here: seattle.gov/transportation/getting-around/transit/streetcar.

The Seattle Monorail opened for the World's Fair in 1962 and still provides a vital connection between Westlake Plaza, Seattle Center and Climate Pledge Arena (previously Key Arena). 2024 ridership on monorail has grown by 11.4% compared to pre-pandemic 2019 ridership. During this time, Climate Pledge Arena was closed for reconstruction between late-2018 to 2021 and reopened for sporting and special events afterwards. The monorail ridership figures from 2015-2024 are shown in Table 7 below.

Washington State Ferries operate six routes that serve King County and four routes that terminate in Seattle. Together these six routes generated over 9 million rides in 2024. 42% of these riders were drivers with their vehicles, while 58% represent car passengers or foot passengers. The Washington State Ferries ridership figures from 2015-2024 are shown in Table 7 below.

King County Metro operates two Water Taxis – one route shuttles passengers between Downtown and West Seattle, the other between Downtown and Vashon Island. Together these routes recorded 446,800 rides in 2024. The Kitsap Fast Ferry has three routes that end in Seattle, with just over

850,000 rides in 2024. The combined Metro Water Taxi and Kitsap Fast Ferry ridership was about 1.3 million for 2024. The Water Taxi and Kitsap Fast Ferry ridership figures from 2015-2024 are shown in Table 7 below.

Metro Flex is an on-demand neighborhood transit service that can help people get around a neighborhood area or connect to frequent transit and Link. There are three Metro Flex service areas that operate fully or partially within the City of Seattle. As this is a relatively new service model, data only goes back to 2023, as reflected in Table 7 below.

The Americans with Disabilities Act (ADA) requires equal access to public transportation for persons with disabilities. Metro's Access Transportation program operates a network of accessible vans that allow customers to access many local destinations within the service area. The ridership provided in Table 7 below is only for the program at a county level. In 2024, ridership was 830,000.

Community access transportation (CAT) services include the Hyde Shuttle – which is a shuttle for seniors operated by Sound Generations and other services for seniors and people with disabilities, operated by jurisdictions or service agencies with County-owned, lift-equipped vans. The CAT ridership figures from 2015-2024 are shown in Table 7 below.

Table 7 – 2015-2024 Streetcar, Monorail, WS Ferry, Water Taxi, Flex and Access Ridership

Year	Seattle Streetcar[5]	Monorail	Washington State Ferry	Water Taxi, Kitsap FF[6] [7]	Metro Flex[8]	Metro Access[9]	Metro CAT[10]
2024	1,492,360	2,160,883	9,118,336	1,301,367	324,676	830,198	292,533
2023	1,411,888	2,134,970	8,812,628	1,169,419	316,578	888,700	246,400
2022	1,117,605	1,633,951	8,628,383	911,349	--	552,290	229,500
2021	806,120	666,872	7,701,903	614,941	--	468,100	270,000
2020	749,443	298,349	6,028,752	339,263	--	455,400	258,800
2019	1,863,409	1,939,224	12,658,292	1,069,505	--	887,900	346,500
2018	1,828,438	2,021,780	13,271,469	941,002	--	1,027,000	330,100
2017	1,557,766	2,121,725	13,262,153	718,360	--	958,400	340,300
2016	1,240,129	2,238,020	13,042,152	601,942	--	961,500	347,600
2015	662,314	2,292,953	12,765,322	--	--	980,100	362,500

[5]First Hill Streetcar opened on January 23, 2016.
[6]Note, Kitsap Fast Ferry service began in July 2017.
[7]Metro took over water taxi service previously operated by the King County Ferry District in 2015; however, ridership was not reported to the National Transit Database until 2016.
[8]Metro Flex initiated in 2023 as a permanent on-demand transit mode at Metro - previously there had been several "Via to Transit" pilot areas, but that data is not included here.
[9]Metro's Access Transportation program operates a network of accessible vans in compliance with the Americans with Disabilities Act (ADA) requirement for equal access to public transportation for persons with disabilities.
[10]Metro's Community Access Transportation (CAT) includes transportation operated by jurisdictions and service agencies expressly for seniors or people with disabilities. The Hyde Shuttle is most widely available service under the CAT heading.

BICYCLE VOLUMES

Key Finding

The permanent bike counter volumes, at all locations except the Elliott Bay Trail, which was excluded due to reliability issues, increased 3.1% from 2023, but the 2024 volumes were 28.8% lower than in 2019.

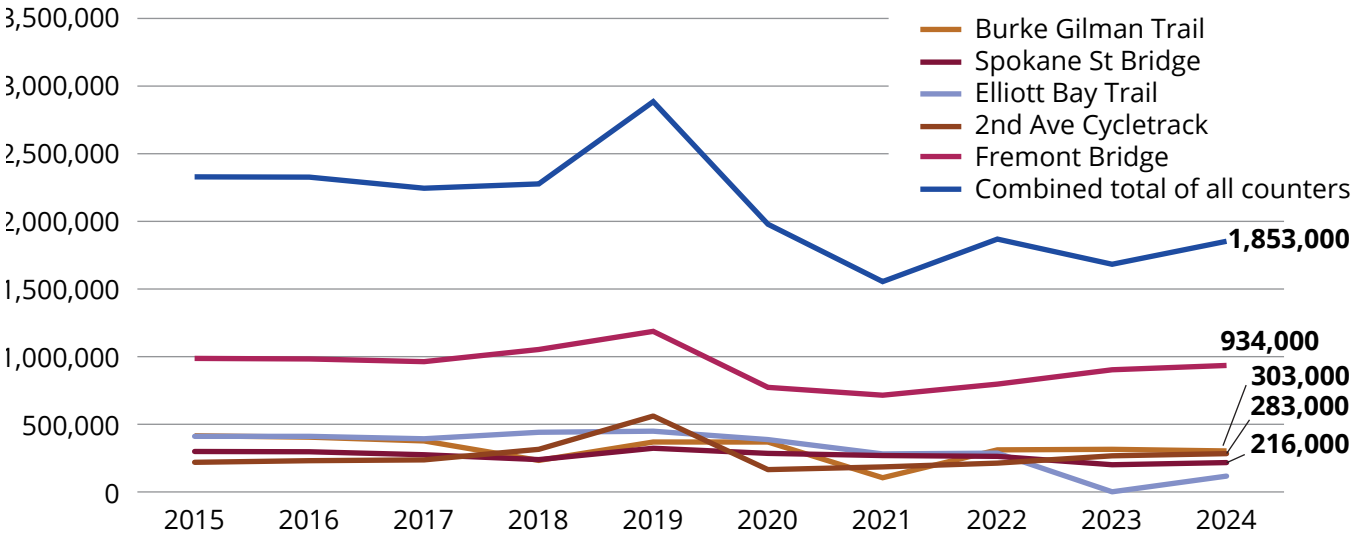
Automated Permanent Bicycle Counters

The automated permanent bicycle counters collect volumes at five locations 24 hours a day, 7 days a week. This data shows both hourly and daily patterns of bicyclists and allows the effects of weather and other factors to be evaluated. The first automated permanent bicycle counter was installed in October 2012 to count people biking across Fremont Bridge on both eastern and western sidewalks.

Figure 14 charts annual permanent bicycle counter volumes from 2015-2024, and Table 8 presents more granular bicycle counter statistics for each of the five counter locations in 2024. In 2024, the Fremont Bridge count location was Seattle's busiest, comprising 50% of the bicyclist volumes measured by permanent counters and a 3.4% increase from 2023 at this location.

To account for short unexpected gaps in the annual data steam due to maintenance or operational issues, the data is pulled together using day-of-the-year factors developed in accordance with the National Cooperative Highway Research Program (NCHRP) Report 797 methodology.

Figure 14 – 2015-2024 Automated Permanent Bike Counter Annual Totals[11]



[11]The Elliott Bay Trail counter location was under repair from January 2023 through July 2024. The data represented in 2024 is from August through December.

Table 8 – 2024 Automated Permanent Bike Counter Summary[12]

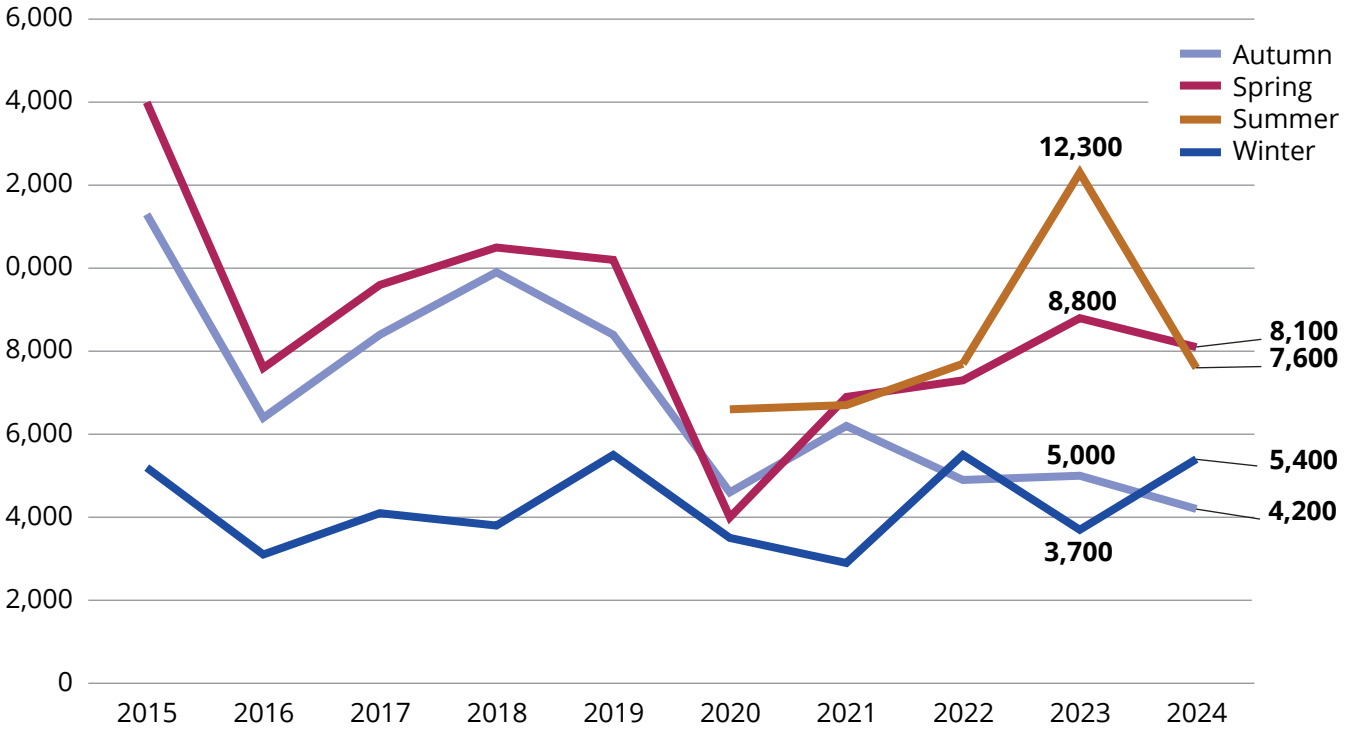
Counting Site	Total	Daily Average	Average Weekday Volume	Average Weekend Volume	Daily Median Volume	Peak Day of the Year	Peak Daily Count	Average Peak Day
2nd Avenue Cycle Track, south of Madison St	283,000	800	800	700	700	Thursday, October 10, 2024	2,664	Thursday
Burke Gilman Trail, north of NE 70th St	303,000	800	700	1100	700	Saturday, June 8, 2024	2,508	Saturday
Elliott Bay Trail in Myrtle Edwards Park	117,000	500	500	500	400	Sunday, February 25, 2024	1,308	Thursday
Fremont Bridge Sidewalks, south of N 34th St	934,000	2,600	2,800	1,800	2,500	Tuesday, July 23, 2024	4,908	Tuesday
Spokane St. Bridge, west of 11th Ave SW	216,000	600	600	500	600	Sunday, May 5, 2024	2,488	Thursday

Citywide Quarterly NBPD Bike Counts

In 2011, SDOT began a systematic bicycle counts program that uses National Bicycle and Pedestrian Documentation (NBPD) methodology to count numbers of people biking four times per year, at 50 locations citywide. These counts were taken three times a year in winter, spring, and autumn from 2015 to 2019; and since 2020, counts have been taken quarterly in winter, spring, summer, and autumn. For every count iteration, the volume of people biking was collected during the weekday AM peak (7-9 am), the weekday PM peak (5-7 pm), and Saturday (noon-2pm) time periods. Figure 15 shows the citywide quarterly bike count totals from 2015 to 2024 by season. Figure 16 represents the annual total of people counted biking at each of the 50 NBPD count locations in 2024. SDOT began collecting counts during the summer season in 2020, as indicated by the discontinuous data trend line.

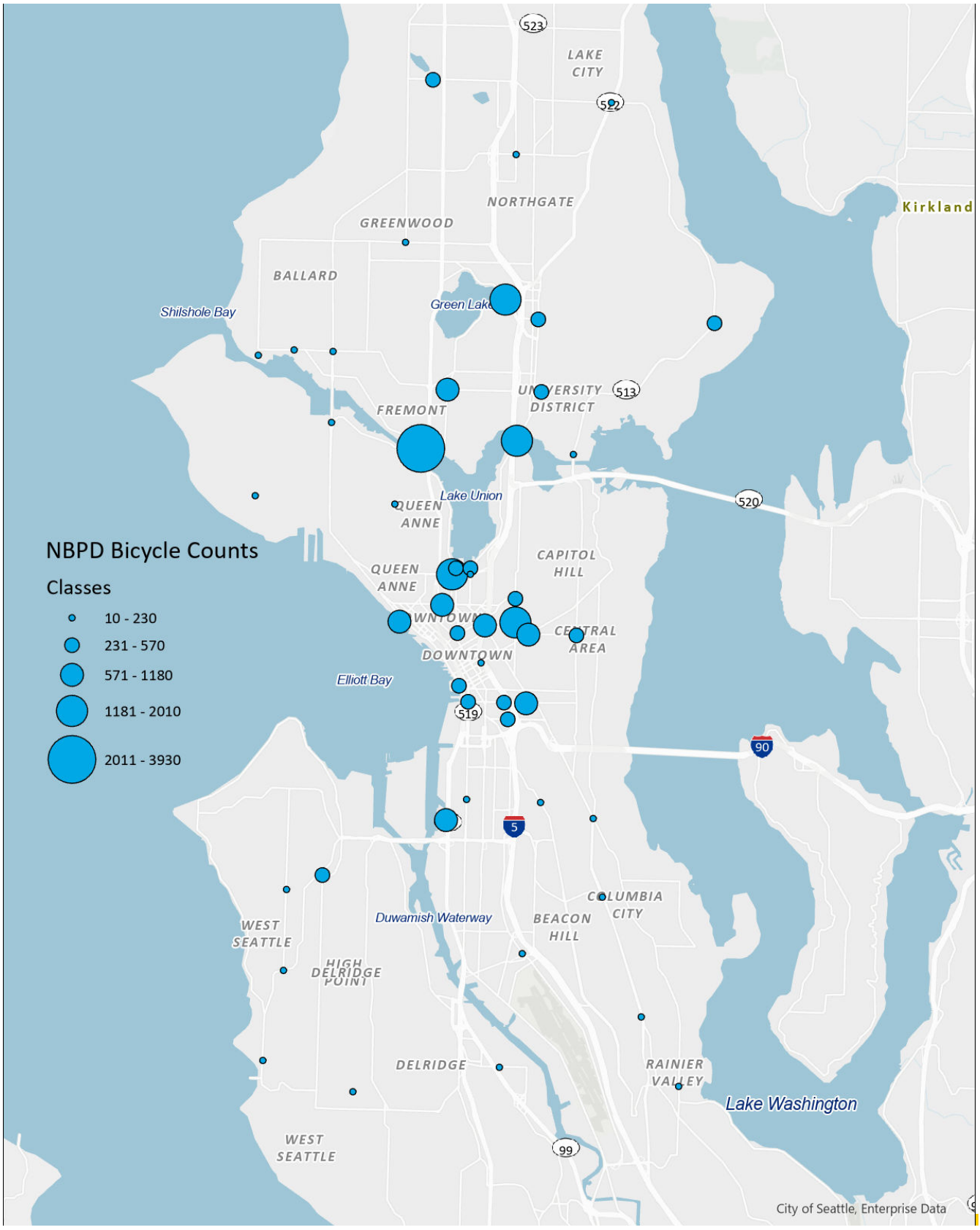
[12]The Elliott Bay Trail counter location was under repair from January 2023 through July 2024. The data represented in 2024 is from August through December.

Figure 15 – 2015-2024 Sum of Citywide Quarterly NBPD Bike Counts by Season



DETAILED DESCRIPTION OF THE CHART

Figure 16 - 2024 Citywide Quarterly NBPD Bike Counts by Location



DETAILED DESCRIPTION OF THE MAP

PEDESTRIAN VOLUMES

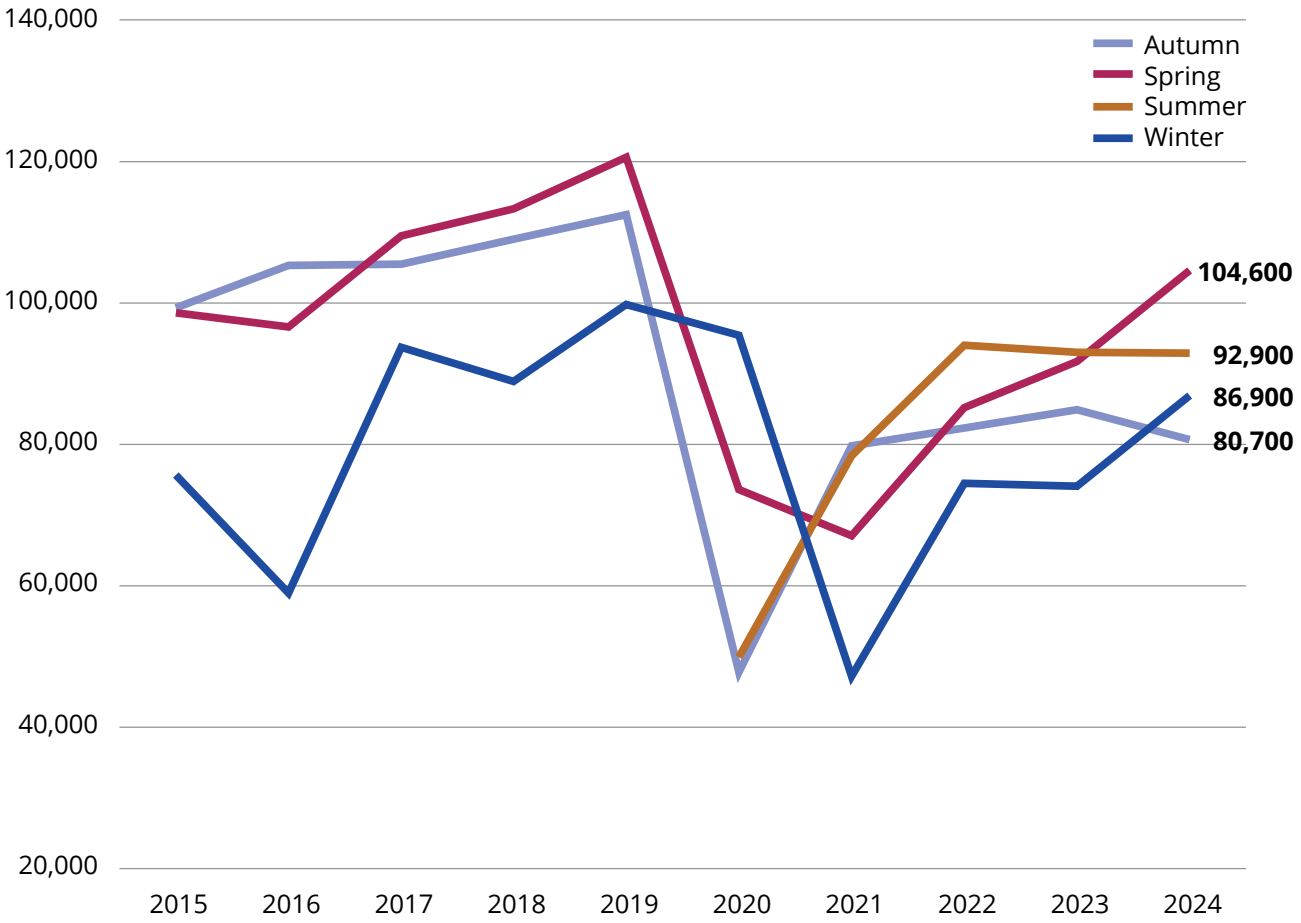
Key Findings

In 2024, the count of people walking at 50 National Bicycle and Pedestrian Documentation (NBPD) locations increased 6.2% from 2023.

Citywide Quarterly NBPD Pedestrian Counts

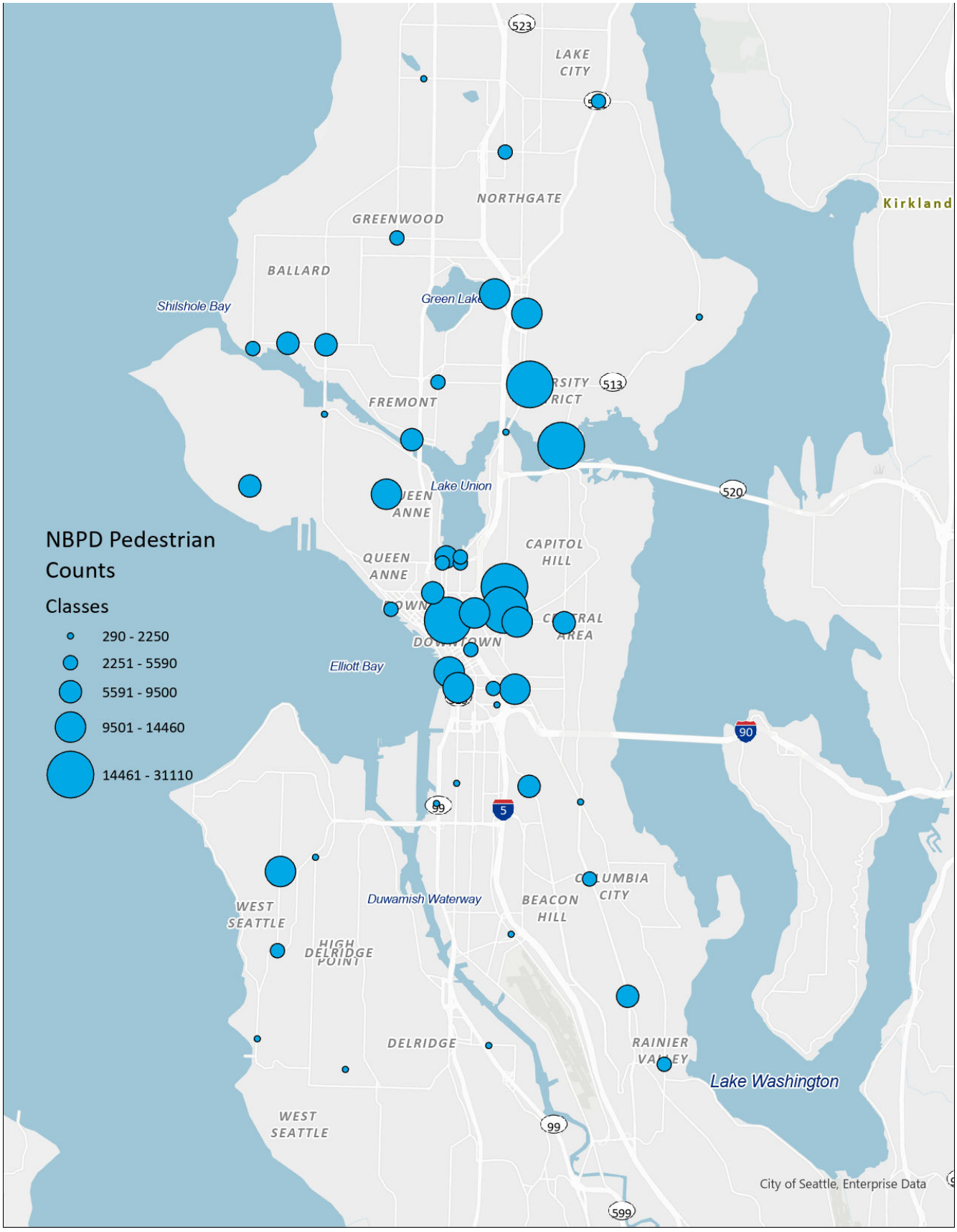
In 2011, SDOT began a systematic pedestrian counts program that uses NBPD methodology to count numbers of people walking four times per year, at 50 locations citywide. The NBPD counts provide consistent, annual counts of people walking to track changes over the years. Each NBPD count is conducted at an intersection and records the number of people crossing each leg of the intersection. The counts were taken three times a year in winter, spring, and autumn from 2015 to 2019; and since 2020, counts have been taken quarterly in winter, spring, summer, and autumn. For every count iteration, the volume of people walking was collected during the weekday AM peak (7-9 am), the weekday PM peak (5-7 pm), and Saturday (noon-2pm) time periods. Figure 17 shows the citywide quarterly pedestrian count totals from 2015 to 2024 by season. Figure 18 represents the annual total of people counted walking at each of the 50 NBPD count locations in 2024.

Figure 17 – 2015-2024 Sum of Citywide Quarterly NBPD Pedestrian Counts by Season



DETAILED DESCRIPTION OF THE CHART

Figure 18 – 2024 Citywide Quarterly NBPD Pedestrian Counts by Location



DETAILED DESCRIPTION OF THE MAP

TRAFFIC CRASHES

KEY FINDING

The number of crashes in 2024 where police were dispatched to the scene decreased by 12.5% in 2024.

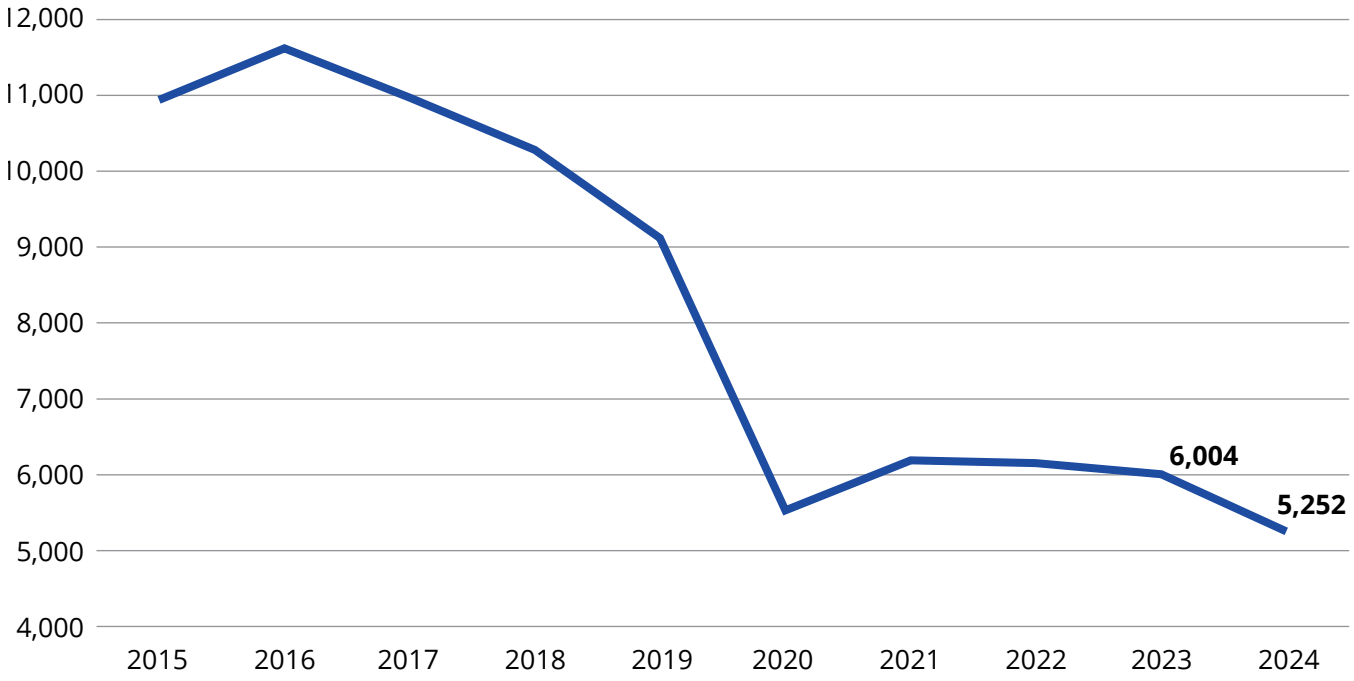
The Seattle Police Department (SPD) is the primary agency responsible for responding to and reporting on traffic crashes, and relays crash data to SDOT and other agencies. It is acknowledged that there may be crashes on city streets that are not reported to SPD. The below data and analysis is based solely on police-reported sourced data.

There were 5,252 crashes on Seattle streets in 2024 where police were dispatched to the scene. This represents a 12.5% decrease from 2023. In addition, there were 1,205 crashes reported through the SPD's Internet Telephone Reporting Unit (ITRU), which unless otherwise specified, are excluded in this report's data summaries due to reliability and completeness considerations. The ITRU is a unit of SPD comprised of sworn personnel who provide an alternative method of reporting when police response to the scene is not required. Both police-dispatch and ITRU reporting pathways result in a Police Traffic Collision Report (PTCR) being filed with the Washington State Patrol. For comparison of historical crash data, note that City practices and policies for triaging response to crashes changed in 2020 and 2021, likely resulting in a diversion of crash events from the police-dispatched reporting pathway to the ITRU or other

alternative reporting methods. Figure 19 shows the trend of police-dispatched crashes on Seattle streets from 2015 to 2024. This data excludes incidents on limited-access state highways and interstate freeways, which are SR509, SR520, I-5 and I-90, respectively. Data for both types of reports is listed in Table 15 in Section 4.2.

Throughout Sections 3 and 4 of this report, the terms 'pedestrian' and 'people walking' are inclusive of people walking or using a mobility device other than motorized foot scooters. Similarly, the terms 'bicyclist' and 'people biking' are inclusive of people riding bicycles, electric-assisted bicycles, and motorized foot scooters.

Figure 19 – 2015-2024 Crashes on Seattle Streets where Police were Dispatched



DETAILED DESCRIPTION OF THE CHART

FATAL AND SERIOUS INJURY CRASHES

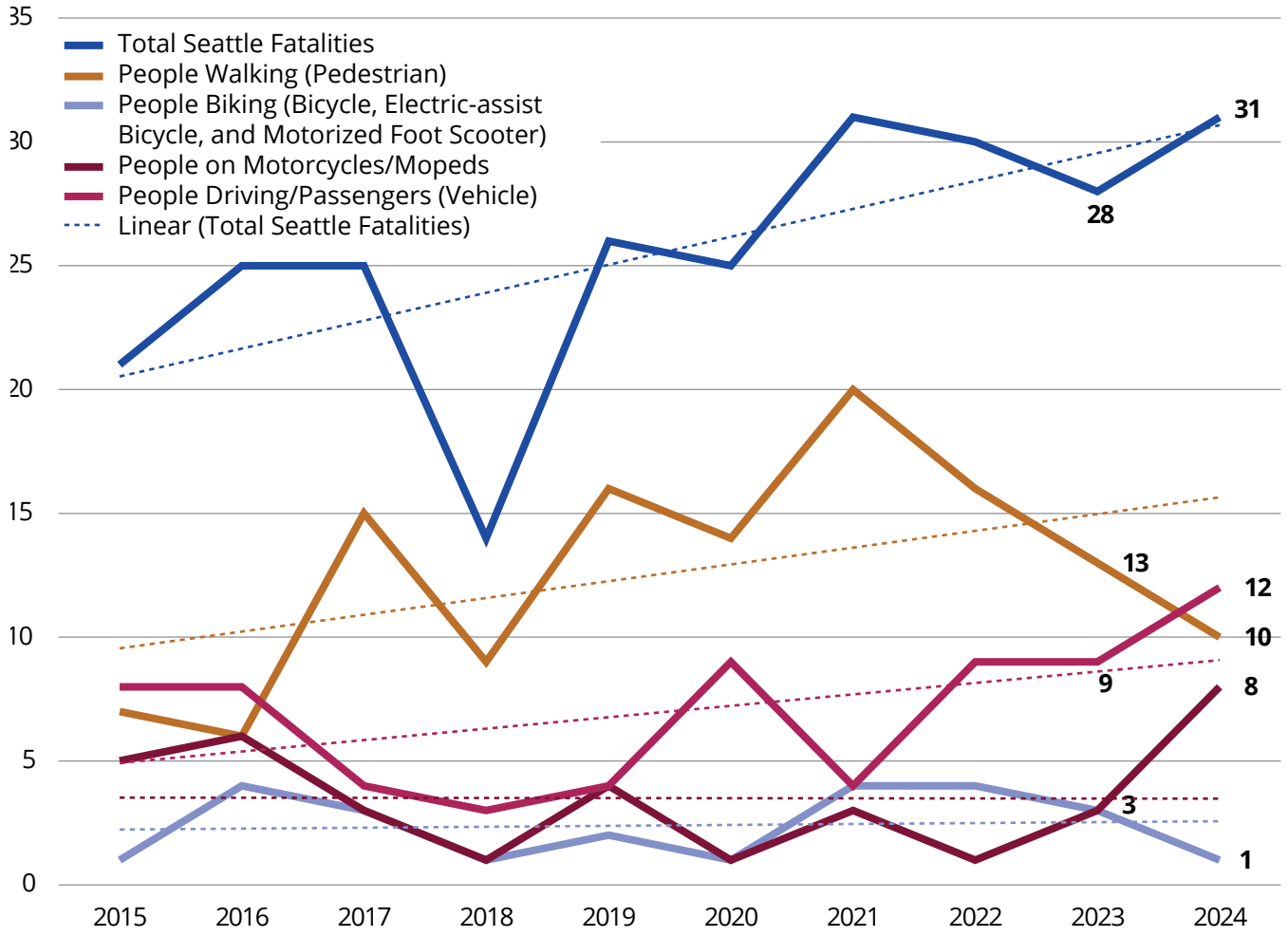
Key Finding

- The total number of lives lost on Seattle Streets increased to 31 in 2024, from 28 in 2023.
- The number of serious injuries in Seattle Streets decreased to 214 in 2024, from 268 2023.

In 2015, SDOT established the Vision Zero program which set a goal of eliminating fatal and serious injury crashes based on the Safe System Approach principles. These principles are that death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and that redundancy is crucial. Crash data is used to inform safety analyses to identify locations for future investments based on the Safe Systems Approach. Figure 20 shows the trend of lives lost on Seattle streets since 2015, and Figure 21 shows the trend of fatal and serious injury crashes since 2015. Figure 22 shows the fatal and serious injury crash rate per 100,000 Seattle population, and Figure 23 maps the locations of fatal and serious injury crashes in 2024.

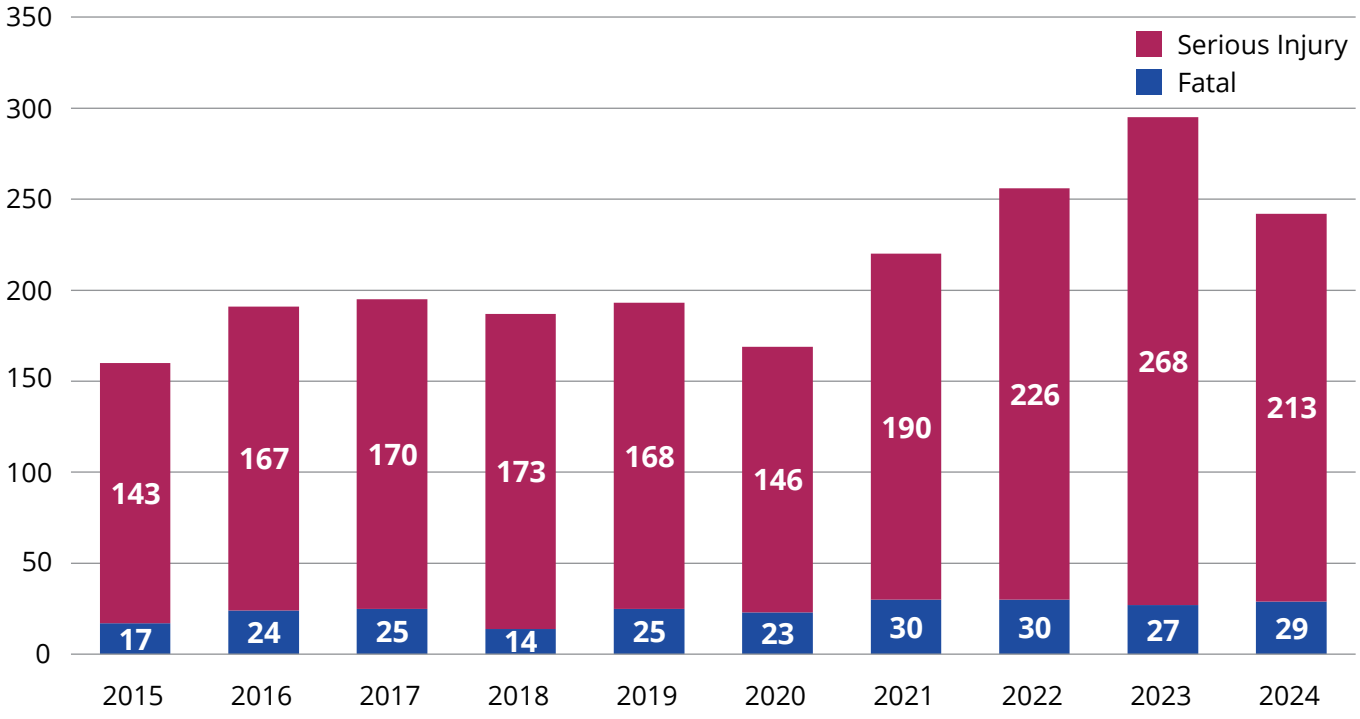
Additional details on fatalities and tables of historical trends can be found in Section 4.2.

Figure 20 – 2015-2024 Lives Lost on Seattle Streets



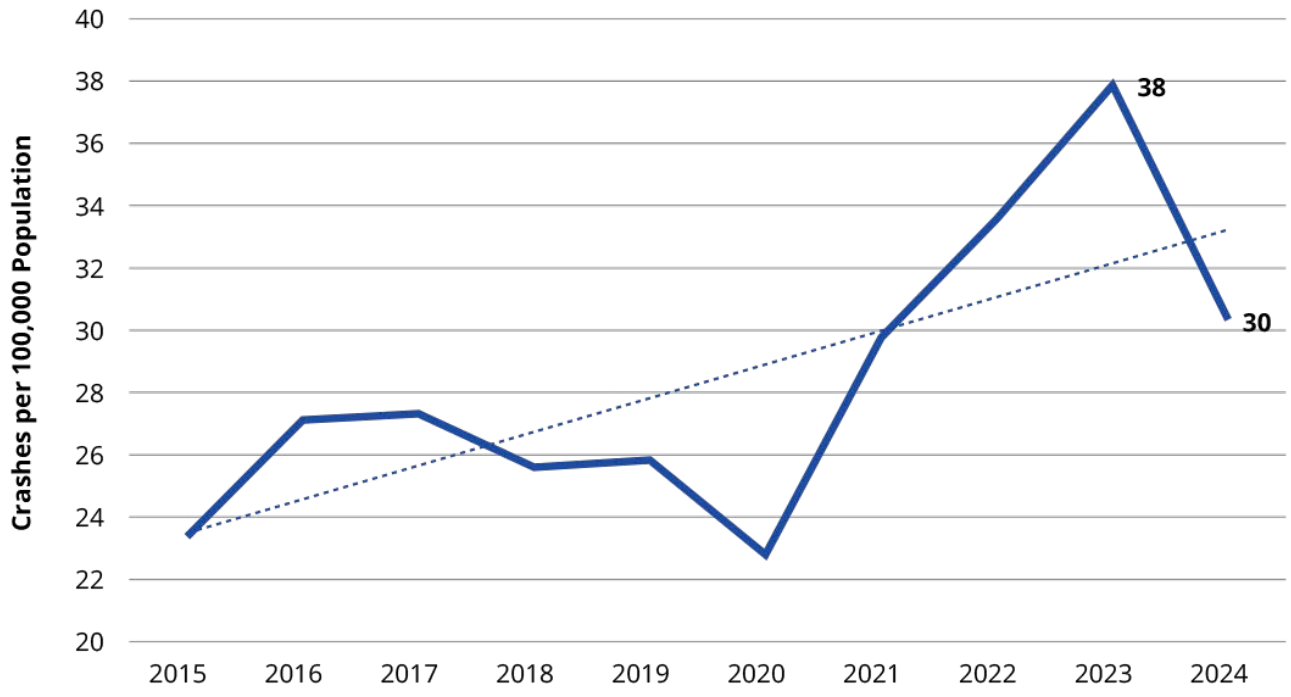
DETAILED DESCRIPTION OF THE CHART

Figure 21 – 2015-2024 Fatal and Serious Injury Crashes



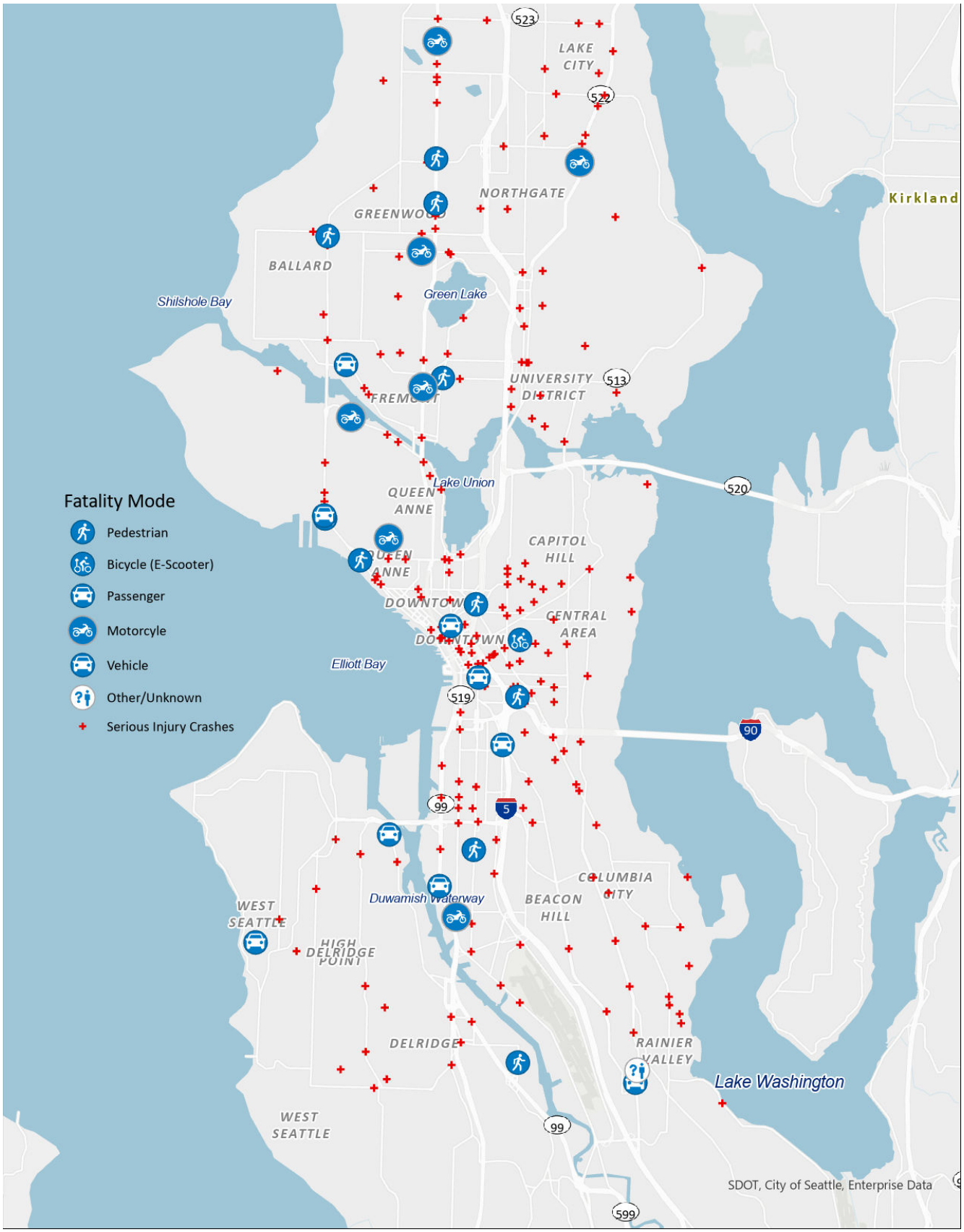
DETAILED DESCRIPTION OF THE CHART

Figure 22 – 2015-2024 Fatal and Serious Injury Crash Rates



DETAILED DESCRIPTION OF THE CHART

Figure 23 – 2024 Fatal and Serious Injury Crash Map



DETAILED DESCRIPTION OF THE MAP

CRASHES INVOLVING PEDESTRIANS

Key Findings

- The 2024 rate of crashes involving people walking is similar to 2023.
- The number of crashes where people walking were seriously injured decreased from 74 in 2023 to 71 in 2024, and the number of fatal crashes involving people walking decreased from 13 to 10 in the same period.

Prior to the inception of SDOT's Vision Zero program, the 2009 Pedestrian Master Plan defined reducing the rate of crashes involving people walking as a safety goal. SDOT continues to measure the pedestrian crash rate as the number of crashes involving people walking divided by Seattle's population.

As shown in Figure 24, the rate of crashes involving pedestrians per 100,000 Seattle population has been generally decreasing over time but remained approximately the same between 2023 and 2024. In contrast, Figure 25 shows that the total number of fatal and serious injury crashes involving pedestrians has been generally increasing from 2015 to 2024. Table 9 shows all crashes involving pedestrians by crash severity. Lastly, Figure 26 maps the locations of all crashes involving pedestrians in Seattle for 2024.

Figure 24 – 2015-2024 Rate of Crashes Involving Pedestrians

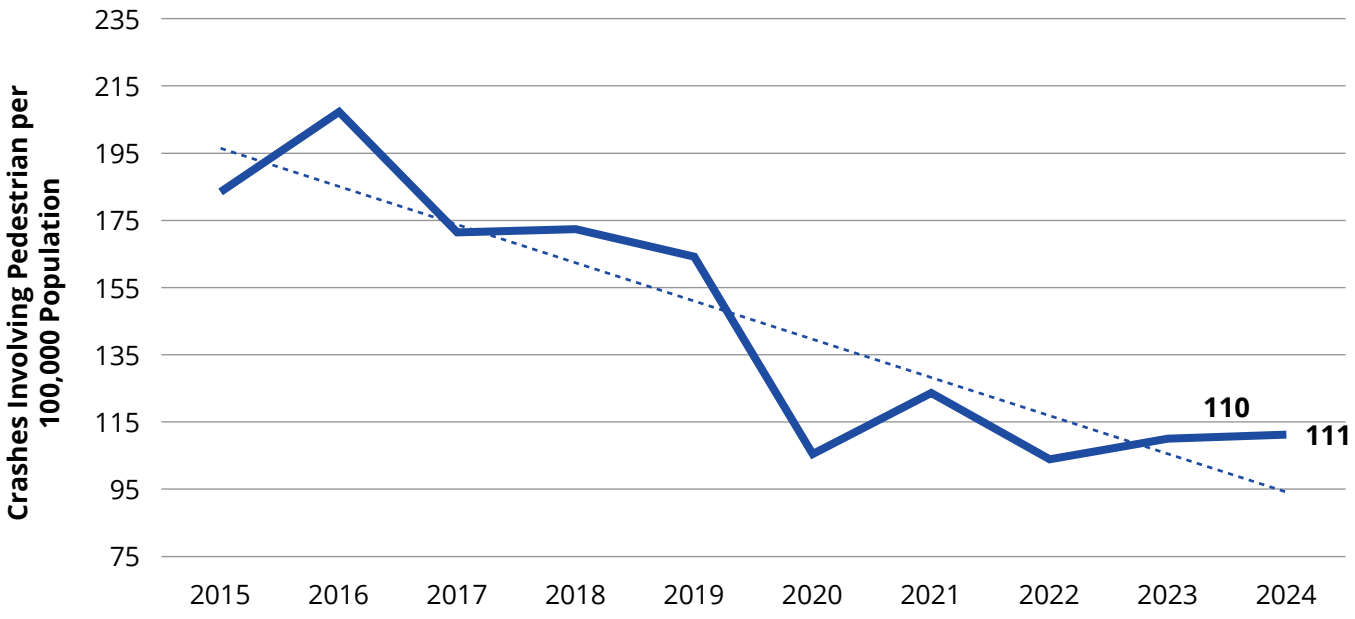


Figure 25 – 2015-2024 Fatal and Serious Injury Crashes Involving Pedestrians

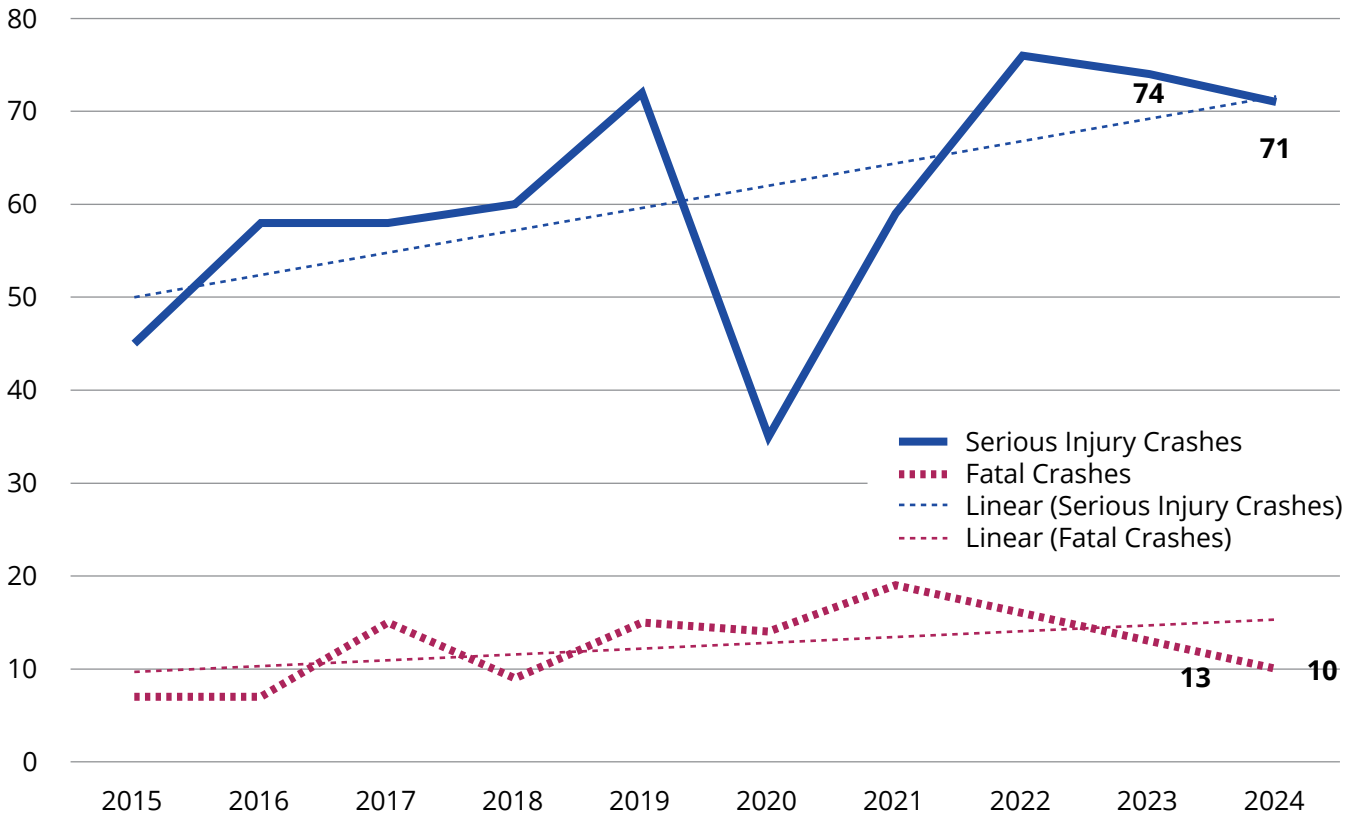
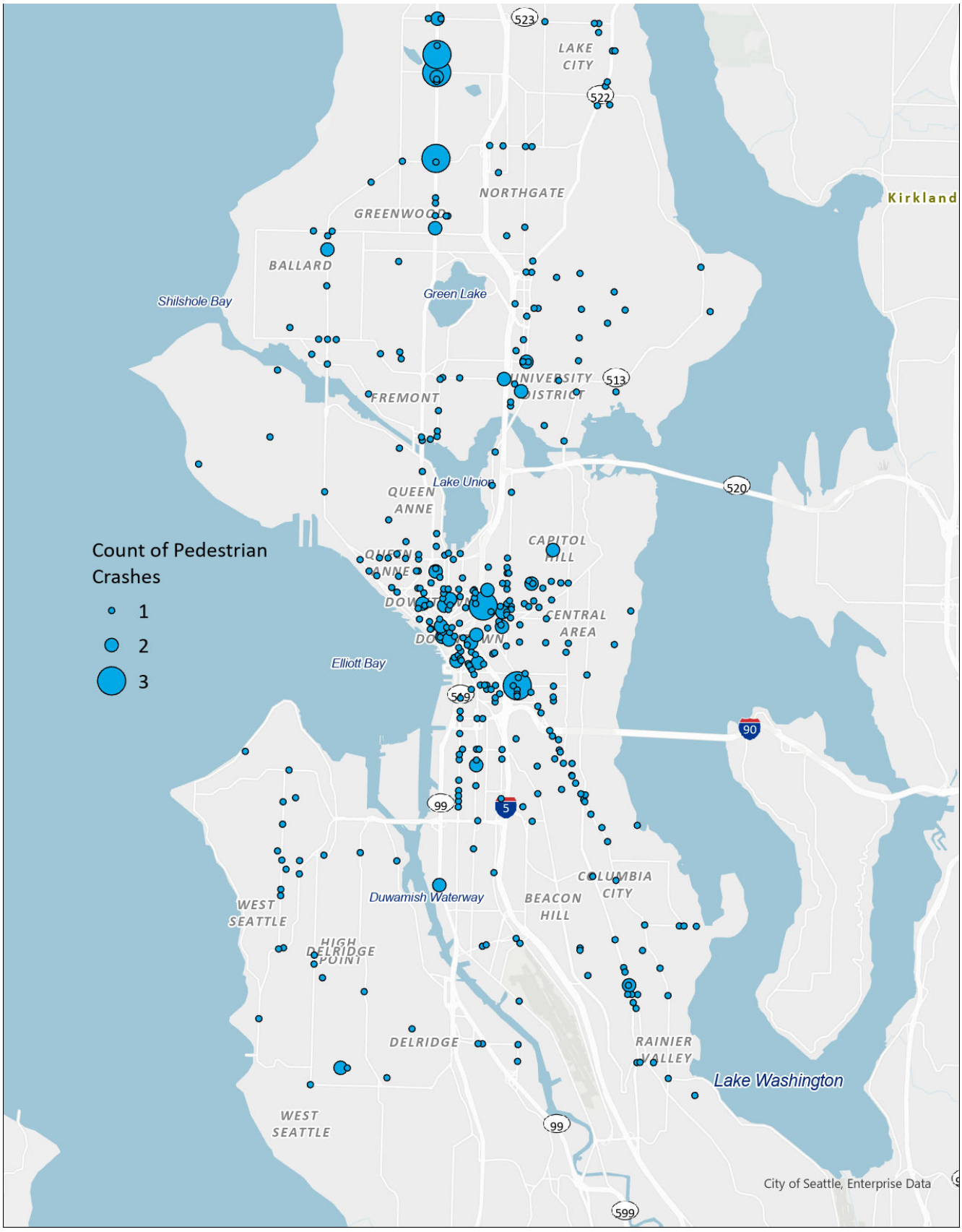


Table 9 – 2015-2024 Crashes Involving Pedestrians by Severity

Year	Total Crashes	Possible/ Evident Injury	Serious Injury Crashes	Fatal Crashes	Fatal and Serious Injury Crashes
2015	502	400	45	7	52
2016	541	423	58	7	65
2017	529	391	58	15	73
2018	540	420	60	9	69
2019	550	401	72	15	87
2020	282	196	35	14	49
2021	337	220	59	19	78
2022	349	219	76	16	92
2023	378	248	74	13	87
2024	382	255	71	10	81

Figure 26 – Map of 2024 Crashes Involving Pedestrians



DETAILED DESCRIPTION OF THE MAP

CRASHES INVOLVING BICYCLISTS

Key Findings

- The 2024 rate of crashes involving bicyclists decreased by 7% from 2023.
- The number of crashes where bicyclists were seriously injured decreased from 48 in 2023 to 46 in 2024, with a decrease in the number of fatal crashes involving bicyclists from 3 to 1 in the same period.

Figure 27 below shows the 2015-2024 crash rate involving bicyclists as the number of crashes involving bicyclists divided by Seattle's population. Since 2020, the rate has been on a slight upward trend, however there was a reduction in rate in 2024, which more closely aligns with the 10-year trend. Bicycle-involved fatal and serious injury crash trends are shown in Figure 28 and Table 10 below. Both the number of fatal and serious injury crashes involving bicyclists decreased in 2024. Figure 29 maps the location of all crashes involving bicyclists in Seattle for 2024.

Figure 27 – 2015-2024 Rate of Crashes Involving Bicyclists

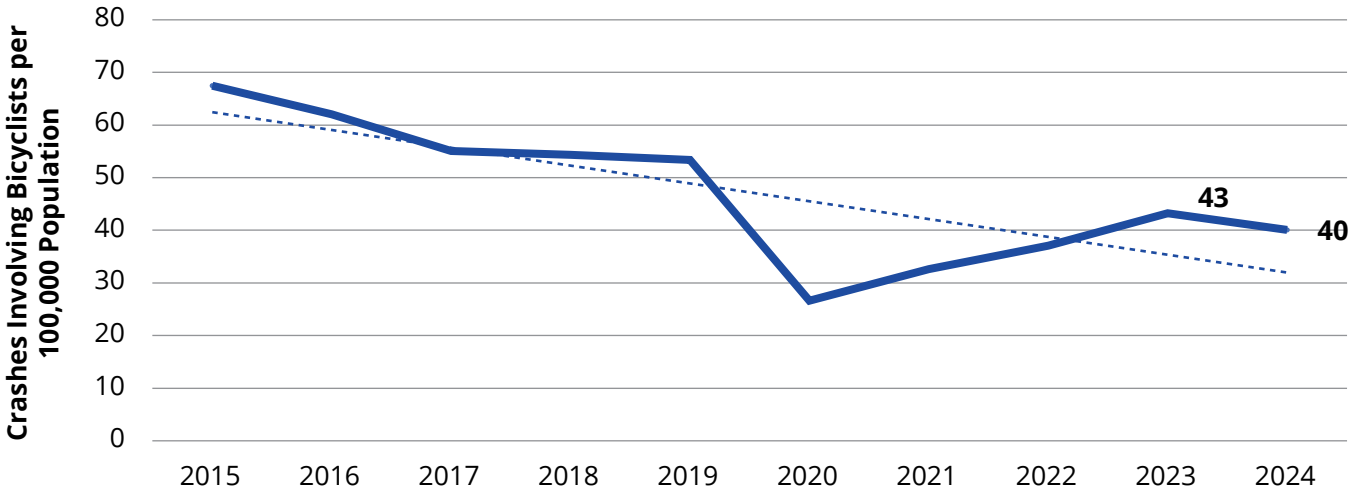


Figure 28 – 2015-2024 Fatal and Serious Injury Crashes Involving Bicyclists

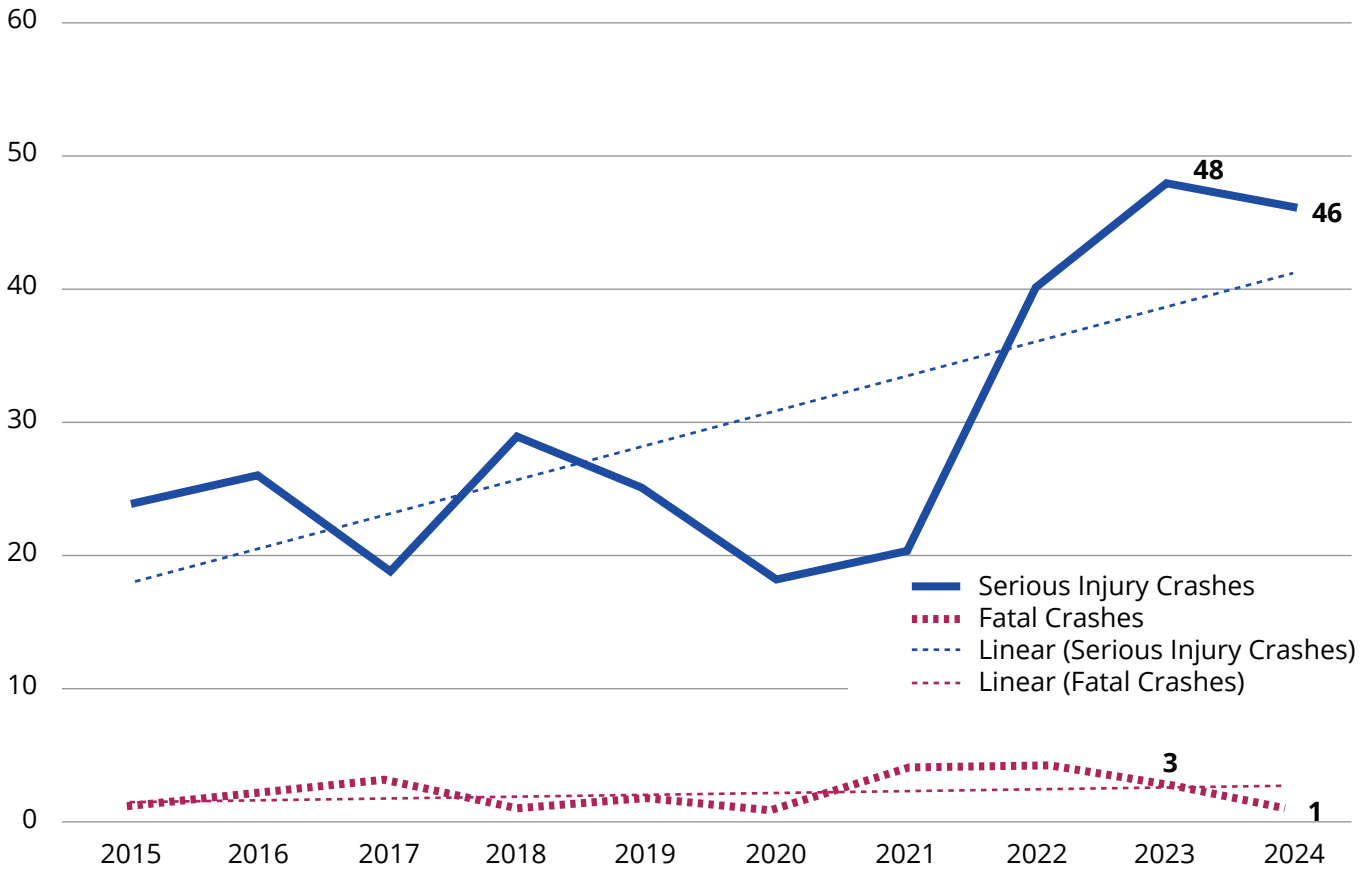
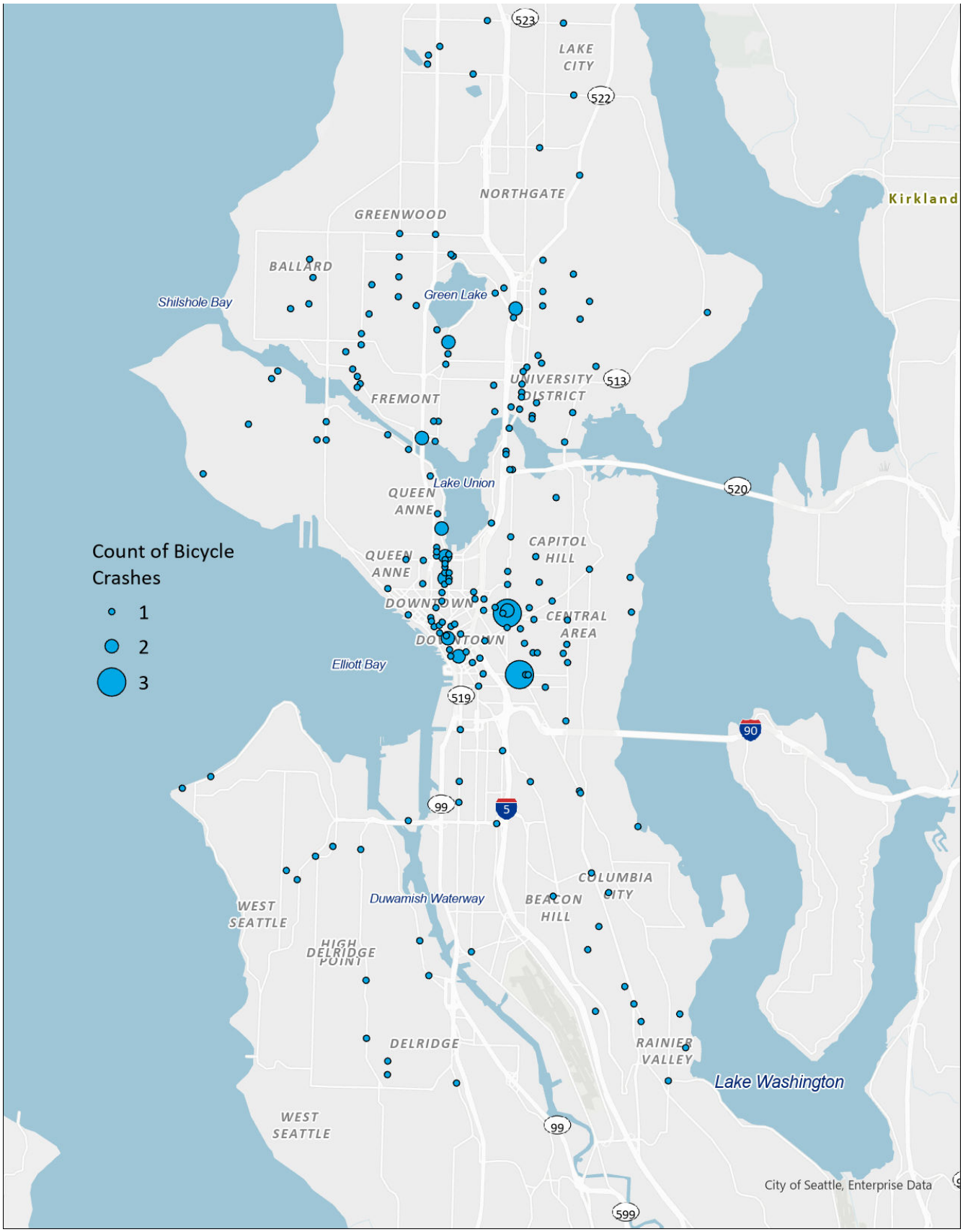


Table 10 – 2015-2024 Crashes Involving Bicyclists by Severity

Year	Total Crashes	Possible/ Evident Injury	Serious Injury Crashes	Fatal Crashes	Fatal and Serious Injury Crashes
2015	462	399	24	1	25
2016	437	354	26	2	28
2017	393	323	19	3	22
2018	397	312	29	1	30
2019	399	333	25	2	27
2020	196	158	18	1	19
2021	242	182	20	4	24
2022	283	210	40	4	44
2023	330	237	48	3	51
2024	320	241	46	1	47

Figure 29 – Map of 2024 Crashes Involving Bicyclists



DETAILED DESCRIPTION OF THE MAP

SUPPORTING DATA

VOLUME DATA

Table 11 shows the Control Count locations that are counted every month for 2024. The resulting counts are added together (all locations for all 12 months). The resulting sum is then divided by 12 to get an average sum, which is then divided by the sum of the volume counts for a particular month. This ratio of the average sum divided by the sum of the volume counts for a particular month produces the monthly control factor, shown in Table 13. This factor can then be applied to counts to correct for seasonal variation.

Table 11 – 2024 Control Count Locations

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

Table 12 – 2024 Bridge Count Locations

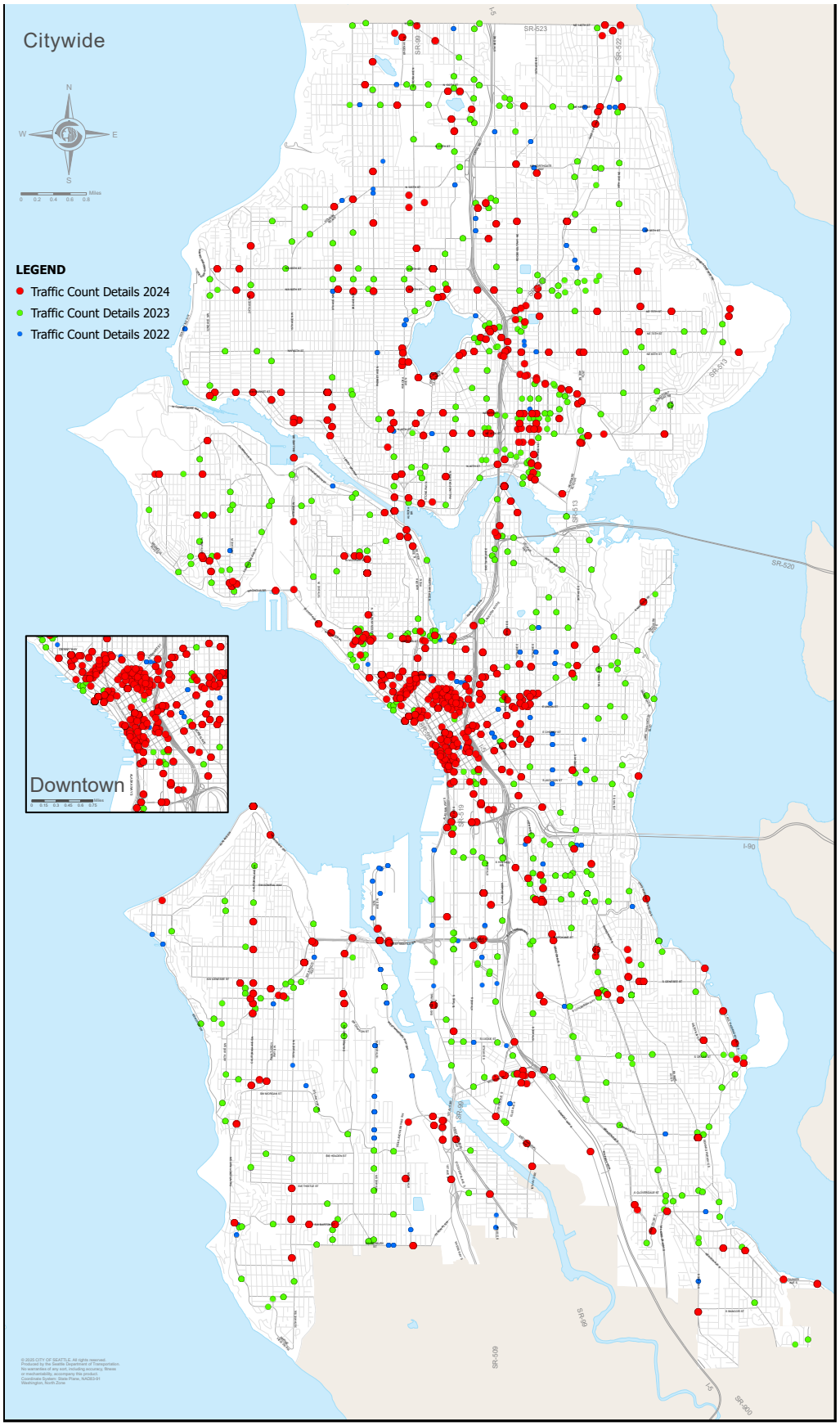
1. Aurora Bridge (George Washington Memorial Bridge)
2. Ballard Bridge
3. Fremont Bridge
4. Montlake Bridge
5. Spokane Street Corridor (Duwamish West Waterway)
6. SW Spokane St Swing Bridge (West Seattle Low-Level Bridge)
7. University Bridge
8. 1st Ave S Bridge
9. 16th Ave S Bridge (South Park Bridge)
10. West Seattle High-Rise Bridge
11. I-90 Lacey V. Murrow and Homer M. Hadley Memorial Floating Bridges
12. SR-520 Evergreen Point Floating Bridge (Governor Albert D. Rosellini Bridge)
13. I-5 Ship Canal Bridge

Table 13 – 2024 Monthly Control Factors

MONTH	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	316,925	332,746	338,711	335,611	355,074	375,484
FACTOR	1.086	1.034	1.016	1.025	0.969	0.916

MONTH	JUL	AUG	SEP	OCT	NOV	DEC
TOTAL	355,133	336,870	346,149	343,341	351,792	340,803
FACTOR	0.969	1.021	0.994	1.002	0.978	1.010

Figure 30 – 2022-2024 Traffic Count Locations



DETAILED DESCRIPTION OF THE MAP

Figure 31 - Permanent Bicycle and Pedestrian Count Locations

Table 14 – 2015-2024 Fremont Bridge Bicycle Volumes by Month

Month	2015	2016	2017	2018	2019
January	60,600	51,700	49,800	58,600	72,900
February	58,700	60,400	42,000	50,700	36,100
March	71,100	69,800	58,700	77,300	85,500
April	83,700	93,600	68,400	79,900	87,900
May	107,800	114,200	109,100	129,800	129,100
June	113,700	107,600	107,800	113,100	132,500
July	112,800	105,700	118,900	128,000	137,700
August	103,400	112,400	120,200	111,800	142,400
September	91,100	94,200	96,500	96,200	112,200
October	83,000	69,900	88,100	91,000	104,500
November	56,700	64,100	57,700	68,400	85,000
December	44,000	38,900	45,900	46,900	61,400
Month	**2020**	**2021**	**2022**	**2023**	**2024**
January	59,000	35,600	34,300	47,629	43,027
February	72,500	29,500	38,600	40,366	52,749
March	57,900	50,200	56,400	60,118	67,998
April	65,400	69,300	63,200	60,494	78,330
May	72,700	73,000	73,500	105,039	93,884
June	75,800	77,500	85,300	102,158	96,353
July	88,200	94,000	99,900	112,791	116,192
August	88,400	86,400	104,100	108,541	108,115
September	58,100	74,400	91,000	89,287	96,012
October	58,800	58,200	74,500	79,185	84,052
November	39,900	40,100	49,900	58,015	53,269
December	36,100	27,500	27,000	39,303	43,615

CRASH DATA
Historical Crash Data

Table 15 – 2015-2024 Historical Crash Data

Year	Statewide Crashes	Seattle Crashes	Police-Dispatched to Scene	ITRU-Reported
2015	117,062	14,259	10,937	3,322
2016	122,378	13,955	11,620	2,335
2017	121,152	12,485	10,968	1,517
2018	116,078	12,218	10,280	1,938
2019	111,709	11,235	9,119	2,116
2020	86,345	7,253	5,533	1,720
2021	103,309	8,173	6,189	1,984
2022	103,235	7,678	6,153	1,525
2023	104,443	7,358	6,004	1,354
2024	104,261	6,457	5,252	1,205

Table 16 – 2015-2024 Crash and Crash Rate Trends

Year	All Crashes	Police-Dispatched to Scene Crashes	Average Daily Traffic	AADT	Seattle Population	Police-Dispatched to Scene Crashes
2015	13,955	10,937	539,600	196,954,000	684,451	1,598
2016	12,485	11,620	539,106	196,773,690	704,352	1,650
2017	12,218	10,968	418,187	152,638,255	713,700	1,537
2018	11,235	10,280	442,722	161,593,530	730,400	1,407
2019	7,253	9,119	412,205	150,454,825	747,300	1,220
2020	8,173	5,533	202,743	74,001,195	737,000	751
2021	8,101	6,189	241,598	88,183,215	742,400	834
2022	7,678	6,153	356,067	129,964,294	762,500	807
2023	7,358	6,004	368,298	134,428,770	779,200	771
2024	6,457	5,252	383,915	140,128,975	797,700	658

2024 Crash Data

All crash data contained in this section is representative of all non-excepted crashes on Seattle streets as recorded in SDOT's Crash Database, including both ITRU-reported crashes and police-dispatched-to-scene crashes.

Table 17 - 2024 Crashes by Type

Crash Type	Count
All other non-crash	5
Domestic animal other (cat, dog, etc.)	2
Entering at angle	1154
Fire started in vehicle	1
Fixed object	554
From Opposite Direction	447
From Same Direction	1430
Jackknife Trailer	1
Not Stated	1161
One car entering parked position	15
One car leaving parked position	74
One parked--one moving	878
Other object	15
Pedal cyclist	96
Railway Vehicle Strikes Pedestrian	1
Railway Vehicle Strikes Vehicle	12
Vehicle Crash Same Direction	61
Vehicle backing hits pedestrian	7
Vehicle going straight hits pedestrian	178
Vehicle hits Pedestrian - All Other Actions	11
Vehicle overturned	14
Vehicle Strikes Pedal cyclist	165
Vehicle Strikes Railway Vehicle	7
Vehicle turning left hits pedestrian	112
Vehicle turning right hits pedestrian	56

Figure 32 - 2024 Crash Severity

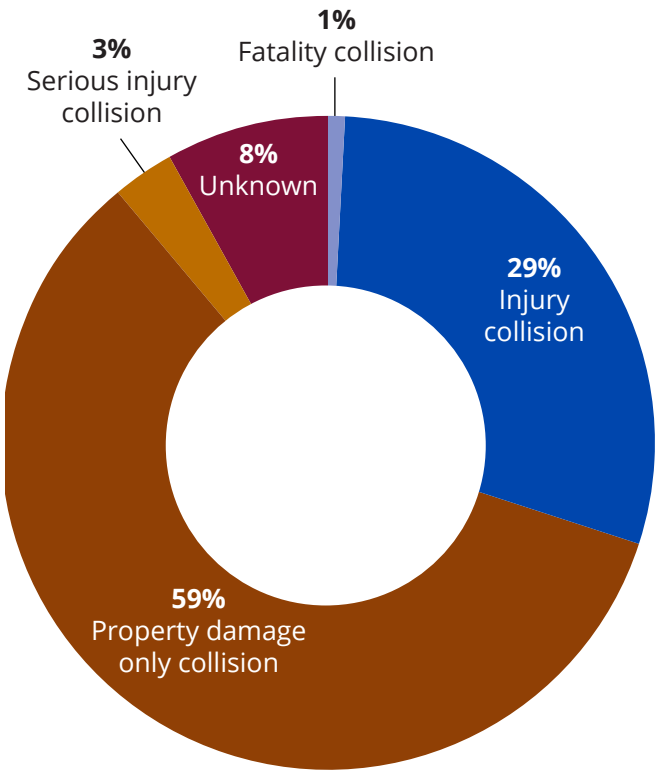


Table 18 – Contributing Circumstances for all Persons Involved for 2024 Crashes

Contributing Circumstance	Fatality Crash	Serious Injury Crash	Injury Crash	Property Damage Only Crash	Total
Apparently Emotional (Depressed, Angry, Disturbed, etc.)			1		1
Did not Grant Right of Way to Vehicle	1	8	9	5	23
Disregard Flagger/Officer		1	2		3
Disregard Traffic Sign or Signal		8	8		16
Distractions Outside Vehicle		1			1
Exceeding Reasonable and Safe Speed			1		1
Failure to Use Xwalk	3	8	8	4	23
Following Too Closely			1		1
Had Taken Medication		1			1
Improper Turn/Merge		1			1
Non motorist on Wrong Side OF Road		1			1
None		21	144	15	180
Other Distractions		2	2	1	5
Other/Contributing Circ. Not Listed		8	13	4	25
Under the Influence of Alcohol	3		5	3	11
Under the Influence of Drugs		1	1		2
Unknown Distraction	3	1	13	4	21
Not Listed		4	6	2	12

Table 19 - 2024 Fatal Crashes

Location	Date	Victim Mode	Victims
ELLIOTT AVE W BETWEEN W HARRISON ST AND 6TH AVE W	1/11/2024	Pedestrian	1
4TH AVE S BETWEEN DIAGONAL AVE S AND COSTCO DR	1/24/2024	Pedestrian	1
AIRPORT WAY S BETWEEN S MASSACHUSETTS ST AND S HOLGATE N ST	1/27/2024	Vehicle (passenger)	1
AURORA AVE N BETWEEN N 93RD ST AND N 94TH ST	2/4/2024	Pedestrian	1
15TH AVE NW BETWEEN NW 83RD ST AND NW 85TH ST	3/1/2024	Pedestrian	1
NW LEARY WAY BETWEEN 11TH AVE NW AND LEARY WAY NW	4/27/2024	Vehicle	1
1ST AVE S AND S LUCILE ST	5/1/2024	Vehicle (motorcycle)	1
4TH AVE S AND S WASHINGTON ST	5/23/2024	Vehicle (passenger)	1
AURORA AVE N BETWEEN N 105TH ST AND N 107TH S ST	5/23/2024	Pedestrian	1
AURORA AVE N BETWEEN N 138TH ST AND N 140TH ST	5/23/2024	Vehicle (motorcycle)	1
OLIVE WAY BETWEEN BOREN AVE AND MINOR AVE	5/24/2024	Pedestrian	1
12TH AVE S BETWEEN S WELLER ST AND S LANE XW ST	5/26/2024	Pedestrian	1
M L KING JR ER WAY S BETWEEN S DIRECTOR ST AND MERTON WAY S	5/29/2024	Vehicle (passenger)	1
EAST MARGINAL WAY S BETWEEN S ALASKA AND S HUDSON ST	6/3/2024	Vehicle	1
N 80TH ST BETWEEN FREMONT AVE N AND LINDEN AVE N	6/3/2024	Vehicle (motorcycle)	1
AURORA AVE N BETWEEN N 43RD S ST AND N 43RD N ST	7/1/2024	Vehicle (motorcycle)	1
15TH AVE E AND E GARFIELD ST	7/5/2024	Vehicle	1
LAKE CITY WAY NE AND NE 107TH ST	7/20/2024	Vehicle (motorcycle)	1
WEST MARGINAL WAY SW BETWEEN MARGINAL SB PL SW AND SW ANDOVER ST	7/26/2024	Vehicle	1
S DIRECTOR ST AND MLK JR WAY S	8/1/2024	Other/Unknown	1
QUEEN ANNE AVE N AND W PROSPECT ST	8/19/2024	Vehicle (motorcycle)	2
12TH AVE BETWEEN E CHERRY ST AND E COLUMBIA ST	10/6/2024	Bicycle (e-scooter)	1
4TH AVE AND PINE ST	10/11/2024	Vehicle	2
48TH AVE SW BETWEEN SW GRAHAM ST AND SW EDDY ST	10/30/2024	Vehicle	1
N 145TH ST BETWEEN STONE AVE N AND INTERLAKE AVE N	10/30/2024	Pedestrian	1
ALLEY BOUNDED BY S KING ST, S JACKSON ST, 5TH AVE S, AND 6TH AVE S	11/8/2024	Pedestrian	1
ELLIOTT AVE W AND W GALER ST	11/23/2024	Vehicle	1
8TH AVE W AND W NICKERSON ST	12/6/2024	Vehicle (motorcycle)	1
14TH AVE S AND S HENDERSON ST	12/9/2024	Pedestrian	1

2024 Crash Data Involving Pedestrians

Figure 33 - 2024 Crashes Involving Pedestrians by Severity and Time of Day

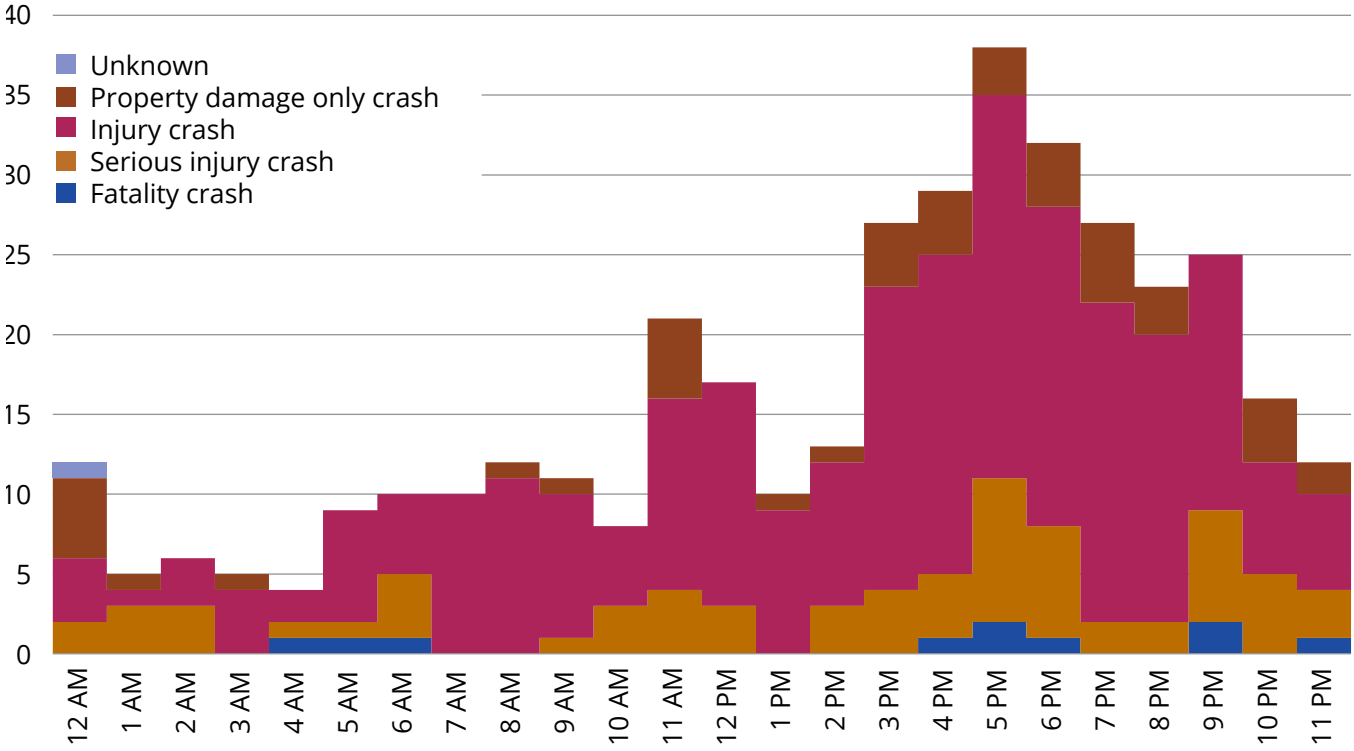


Table 20 - 2024 Crashes Involving Pedestrians by Severity and Time of Day

Hour	Fatality Crash	Serious Injury Crash	Injury Crash	Property Damage Only Crash	Unknown
12 AM		2	4	5	1
1 AM		3	1	1	
2 AM		3	3		
3 AM			4	1	
4 AM	1	1	2		
5 AM	1	1	7		
6 AM	1	4	5		
7 AM			10		
8 AM			11	1	
9 AM		1	9	1	
10 AM		3	5		
11 AM		4	12	5	
12 PM		3	14		
1 PM			9	1	
2 PM		3	9	1	
3 PM		4	19	4	
4 PM	1	4	20	4	
5 PM	2	9	24	3	
6 PM	1	7	20	4	
7 PM		2	20	5	
8 PM		2	18	3	
9 PM	2	7	16		
10 PM		5	7	4	
11 PM	1	3	6	2	

Figure 34 - 2024 Crashes Involving Pedestrians by Severity and Day of Week

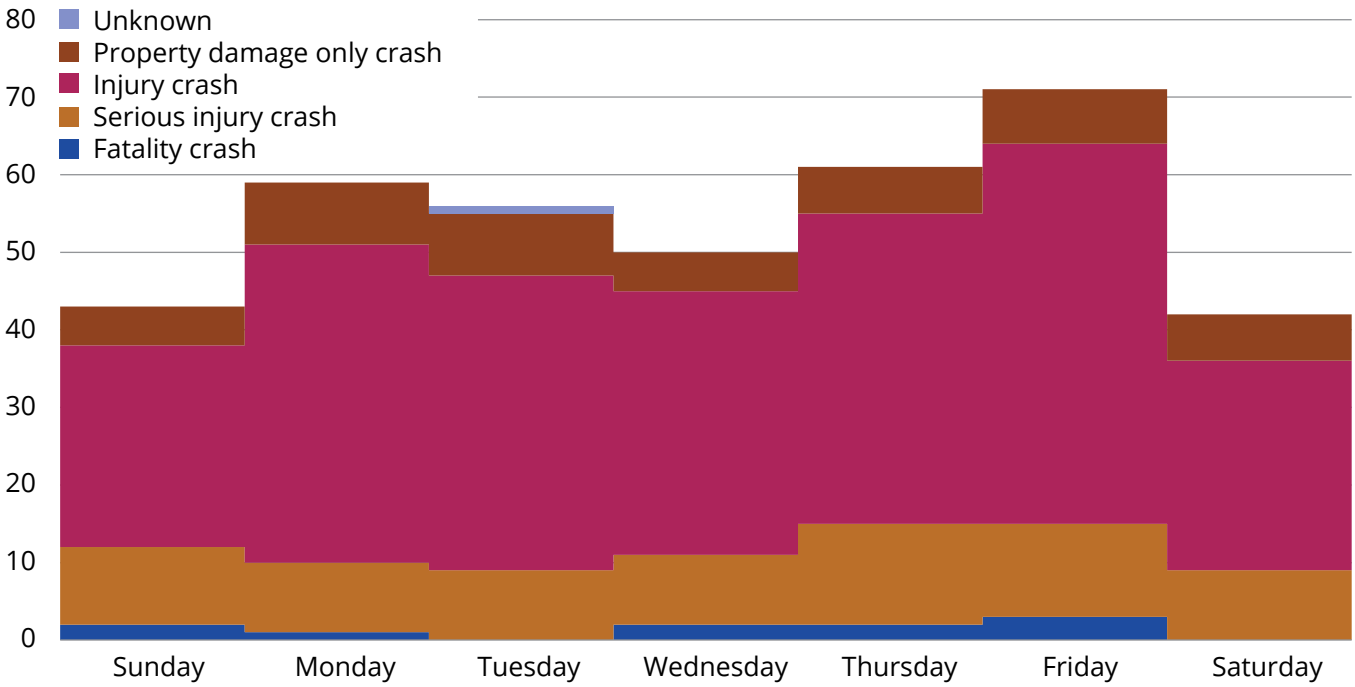


Table 21 - 2024 Crashes Involving Pedestrians by Severity and Day of Week

Day	Fatality Crash	Serious Injury Crash	Injury Crash	Property Damage Only Crash	Unknown
Sunday	2	10	26	5	
Monday	1	9	41	8	
Tuesday		9	38	8	1
Wednesday	2	9	34	5	
Thursday	2	13	40	6	
Friday	3	12	49	7	
Saturday		9	27	6	

Table 22 - 2024 Crashes Involving Pedestrians by Severity and Month

Month	Fatality Crash	Serious Injury Crash	Injury Crash	Property Damage Only Crash	Unknown
January	2	7	33	7	
February	1	6	18	2	
March	1	3	21	4	
April		3	13	4	
May	3	6	22	1	
June		4	19	4	
July		5	21	1	
August		4	20	3	1
September		7	18	4	
October	1	8	19	3	
November	1	8	29	10	
December	1	10	22	2	

Figure 35 - 2024 Crashes Involving Pedestrians by Severity and Month

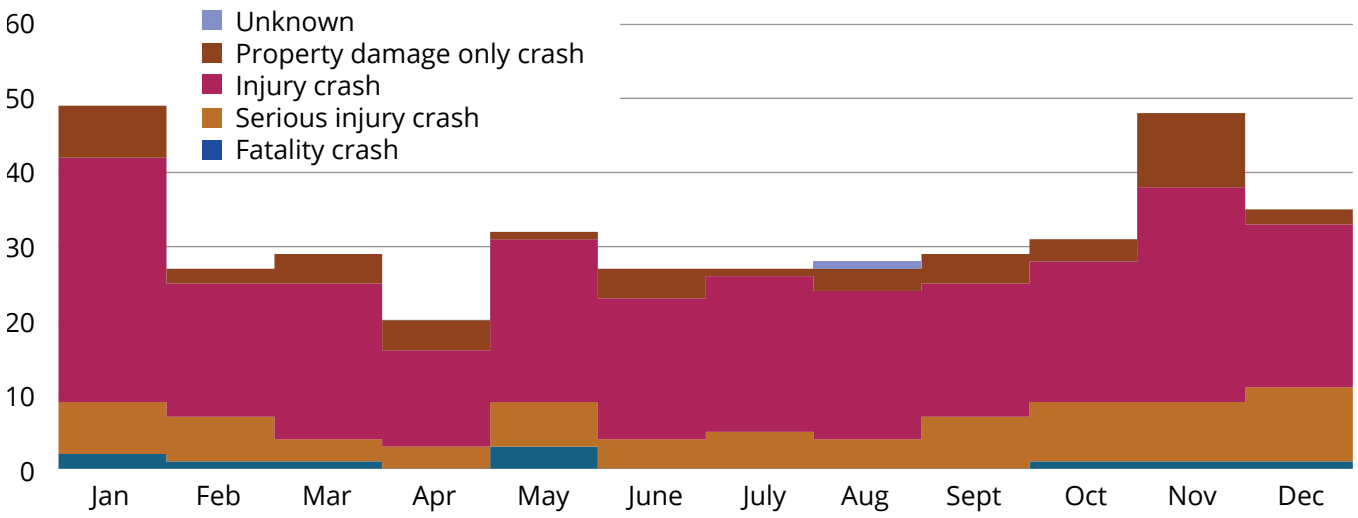


Figure 36 - 2024 Crashes Involving Pedestrians by Location

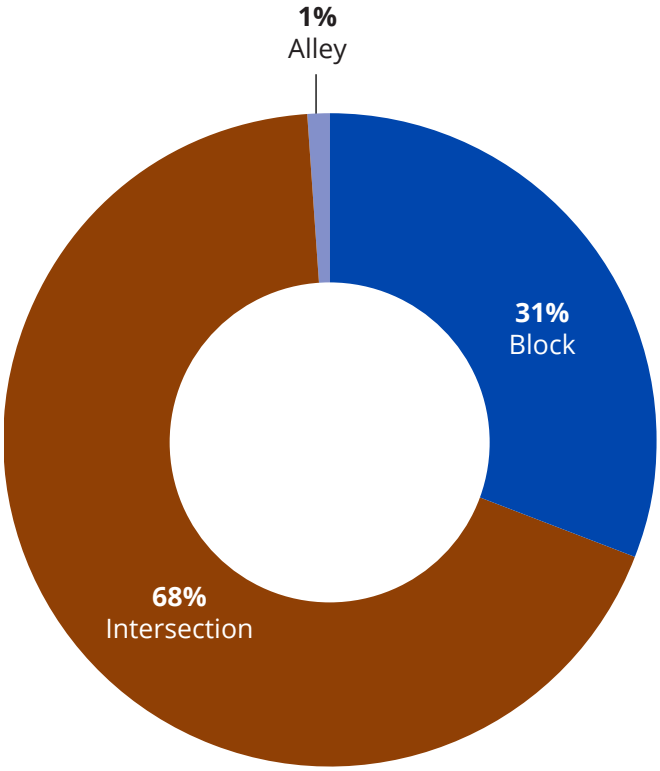
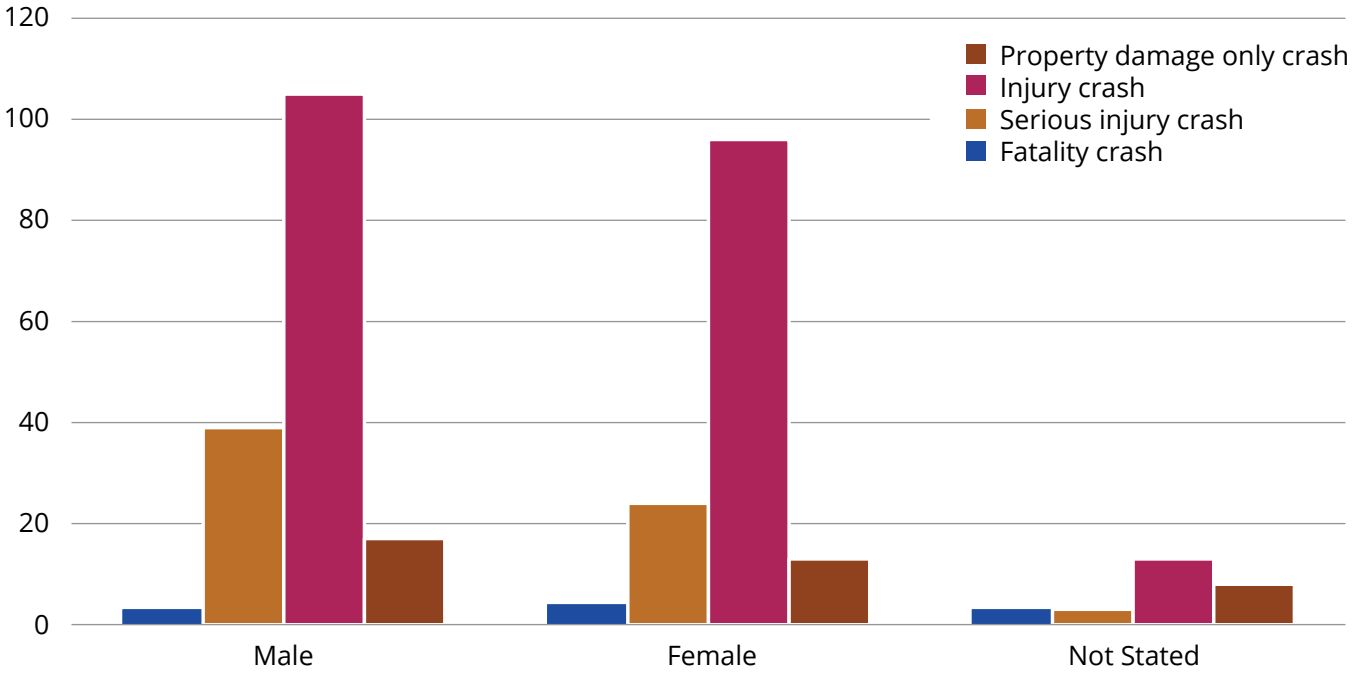


Table 23 – 2024 Crashes Involving Pedestrians by Severity and Age of Pedestrian*

Age	Fatality Crash	Injury Crash	Property Damage Only Crash	Serious Injury Crash	Severity Unknown	Total
18 and Under		16	3	2		21
19-29	1	42	5	7		55
30-40	1	36	8	15		60
41-51	1	23		9		33
52-62	2	27	3	13		45
63-73	3	25	3	4		35
74-84		4		4		8
85 and Over		3				3
Not Stated	3	39	18	6	2	68

*Only includes police-dispatched crashes reported to Washington State through a PTCR.

Figure 37 - 2024 Crashes Involving Pedestrians by Severity and Gender Identity of Pedestrians*



*Only includes police-dispatched crashes reported to Washington State through a PTCR.

DETAILED DESCRIPTION OF THE CHART

Table 24 - 2024 Crashes Involving Pedestrians by Severity and Pedestrian Action*

Pedestrian Action	Fatality Crash	Serious Injury Crash	Injury Crash	Property Damage Only Crash	Severity Unknown	Total
MOTOR VEHICLE STRUCK PEDESTRIAN						
All Other Actions		6	18	1		25
At Intersection Not Using Crosswalk		4	2			6
Crossing - Non-Intersection - In Crosswalk		1	8	1		10
Crossing - Non-Intersection - No Crosswalk	4	12	18	5		39
Crossing at Intersection - No Signal		11	42	4		57
Crossing at Intersection Against Signal	1	12	15	3		31
Crossing at Intersection with Signal	1	9	83	10		103
Fell or Pushed into Path of Vehicle	2	1		1		4
From Behind Parked Vehicle		1	1			2
Lying In Roadway	1	1	1			3
Not in Roadway		4	2	2		8
Playing in Roadway			1	2		3
Standing or Working in Roadway	1		4	2		7
Walking In Roadway Opposite Traffic		1		1		2
Walking In Roadway with Traffic		2	3	2		7
Not Listed	1	2	32	9	2	46
MOTORIZED SCOOTERIST STRUCK PEDESTRIAN						
Crossing at Intersection with Signal			1			1
Not Listed			1			1
PEDALCYCLIST STRUCK PEDESTRIAN						
Crossing – Non-Intersection - No Crosswalk			1			1
Not Listed			1			1

*Only includes police-dispatched crashes reported to Washington State through a PTCR.

Table 25 - 2024 Crashes Involving Pedestrians by Severity and Weather*

Weather	Fatality Crash	Serious Injury Crash	Injury Crash	Property Damage Only Crash	Unknown	Total
Clear	4	47	128	21		200
Fog/Smog/Smoke			1			1
Other		1	3	1		5
Overcast	2	9	41	10	1	63
Partly Cloudy		1	1			2
Raining	2	21	47	8		78
Sleet/Hail/Freezing Rain			1			1
Snowing	1					1
Not Listed	1	2	36	9	2	50

*Only includes police-dispatched crashes reported to Washington State through a PTCR.

Table 26 – 2024 Crashes Involving Pedestrians by Severity and Clothing Visibility of Pedestrians*

Clothing Visibility	Fatality Crash	Serious Injury Crash	Injury Crash	Property Damage Only Crash	Total
Dark	5	25	63	10	103
Light		6	23	4	33
Mixed	3	33	115	22	173
Other Reflective Apparel - Shoes, Patches		1	2		3
Retro - Reflective			1		1
Not Listed	2	1	10	2	15

*Only includes police-dispatched crashes reported to Washington State through a PTCR.

Table 27 - 2024 Crashes Involving Pedestrians by Severity and Light Condition*

Light Condition	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Dark - No Street Lights		3	5		8
Dark - Street Lights Off			2		2
Dark - Street Lights On	8	34	70	17	129
Dark - Unknown Lighting		2	4	1	7
Dawn		1	6		7
Daylight	1	23	111	19	154
Dusk	1	3	11		15
Not Listed			5	1	6

*Only includes police-dispatched crashes reported to Washington State through a PTCR.

Table 28 – Contributing Circumstances for 2024 Crashes Involving Pedestrians*

Driver Action	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Not Listed		1	2	1	4
Apparently Ill				1	1
Did not Grant Right of Way to Non-Motorist		14	71	9	94
Disregard Traffic Sign or Signal		2	8		10
Distracted by Adjusting Vehicle Controls			1		1
Distractions Outside Vehicle		1	5	1	7
Exceeding Reasonable and Safe Speed		3	1		4
Exceeding Stated Speed Limit		2			2
Improper Backing			1		1
Improper Passing			1		1
Improper Turn/Merge		1	4		5
Improper U-Turn		1	1		2
None	3	33	57	15	108
Operating Defective Equipment	1	1			2
Operating Handheld Cell Phone	1	1	1		3
Operating Reckless or Aggressively			1		1
Other Distractions		1	2	1	4
Other/Contributing Circ. Not Listed	1	8	19	7	35
Under the Influence of Alcohol		1	2		3
Unknown Distraction	4	4	31	5	44

*Only includes police-dispatched crashes reported to Washington State through a PTCR.

2024 Crash Data Involving Bicyclists

Figure 38 - 2024 Crashes Involving Bicyclists by Severity and Time of Day

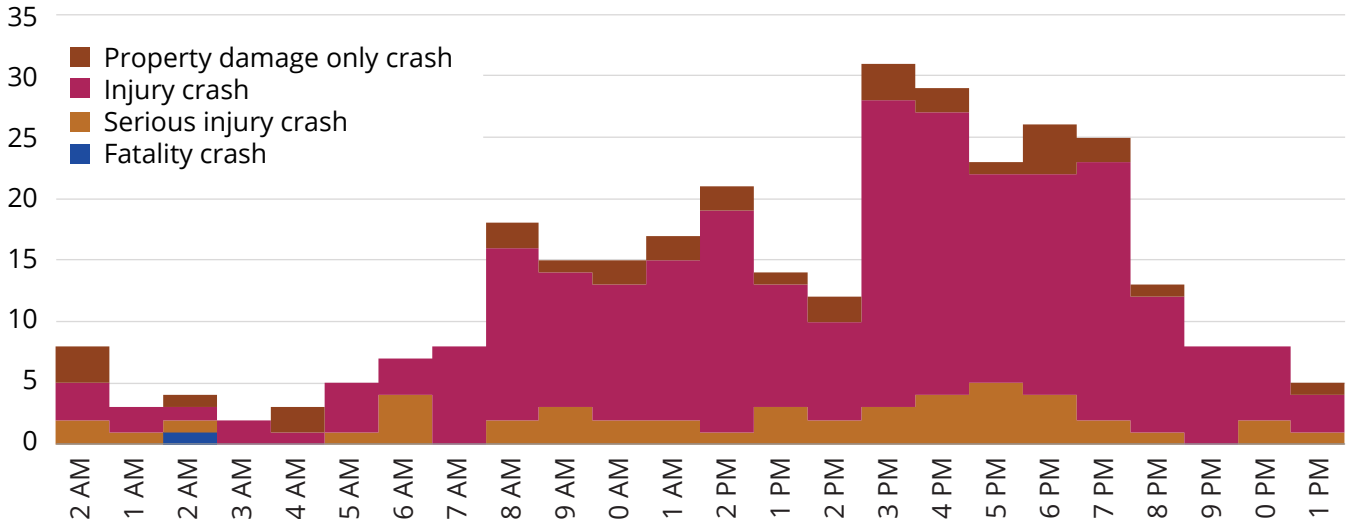


Table 29 - 2024 Crashes Involving Bicyclists by Severity and Time of Day

Hour	Fatality Crash	Serious Injury Crash	Injury Crash	Property Damage Only Crash
12 AM		2	3	3
1 AM		1	2	
2 AM	1	1	1	1
3 AM			2	
4 AM			1	2
5 AM		1	4	
6 AM		4	3	
7 AM			8	
8 AM		2	14	2
9 AM		3	11	1
10 AM		2	11	2
11 AM		2	13	2
12 PM		1	18	2
1 PM		3	10	1
2 PM		2	8	2
3 PM		3	25	3
4 PM		4	23	2
5 PM		5	17	1
6 PM		4	18	4
7 PM		2	21	2
8 PM		1	11	1
9 PM			8	
10 PM		2	6	
11 PM		1	3	1

Figure 39 - 2024 Crashes Involving Bicyclists by Severity and Day of Week

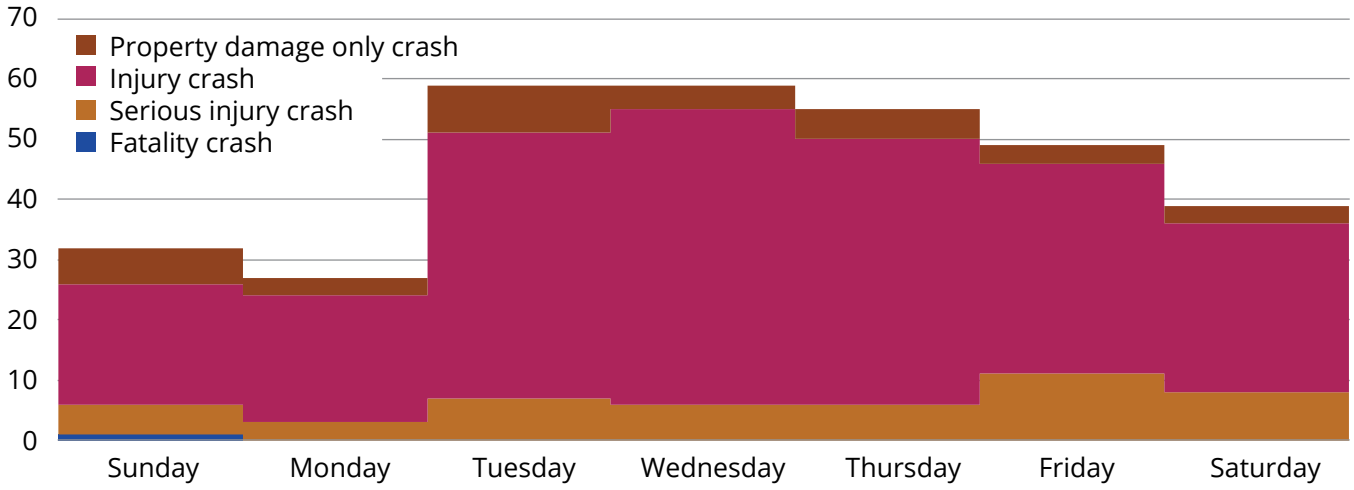


Table 30 - 2024 Crashes Involving Bicyclists by Severity and Day of Week

Day	Fatality Crash	Serious Injury Crash	Injury Crash	Property Damage Only Crash
Sunday	1	5	20	6
Monday		3	21	3
Tuesday		7	44	8
Wednesday		6	49	4
Thursday		6	44	5
Friday		11	35	3
Saturday		8	28	3

Figure 40 - 2024 Crashes Involving Bicyclists by Severity and Month

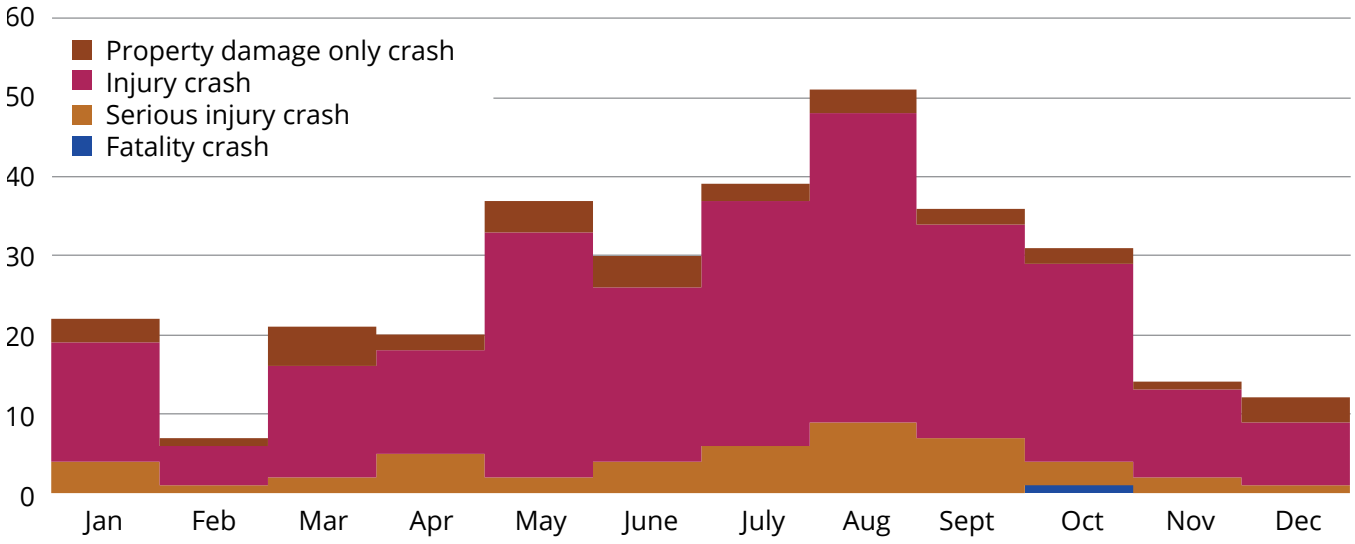


Table 31 - 2024 Crashes Involving Bicyclists by Severity and Month

Month	Fatality Crash	Serious Injury Crash	Injury Crash	Property Damage Only Crash
January		4	15	3
February		1	5	1
March		2	14	5
April		5	13	2
May		2	31	4
June		4	22	4
July		6	31	2
August		9	39	3
September		7	27	2
October	1	3	25	2
November		2	11	1
December		1	8	3

Figure 41 – 2024 Crashes Involving Bicyclists by Location

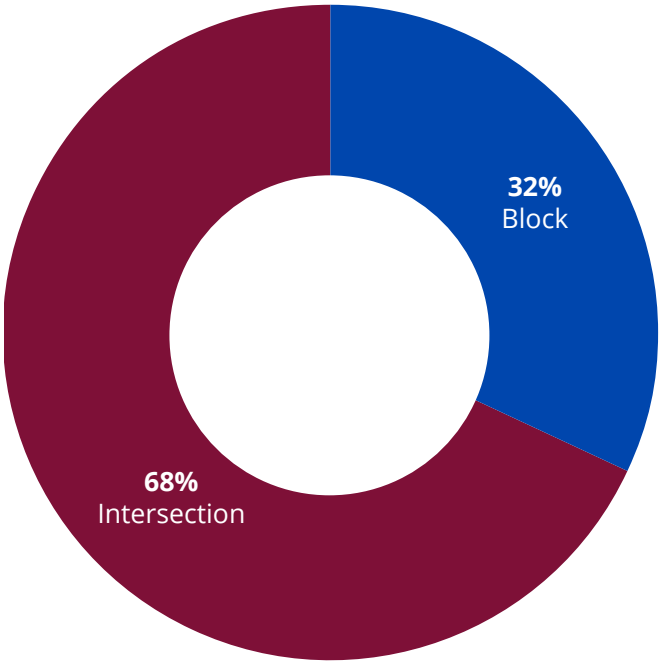
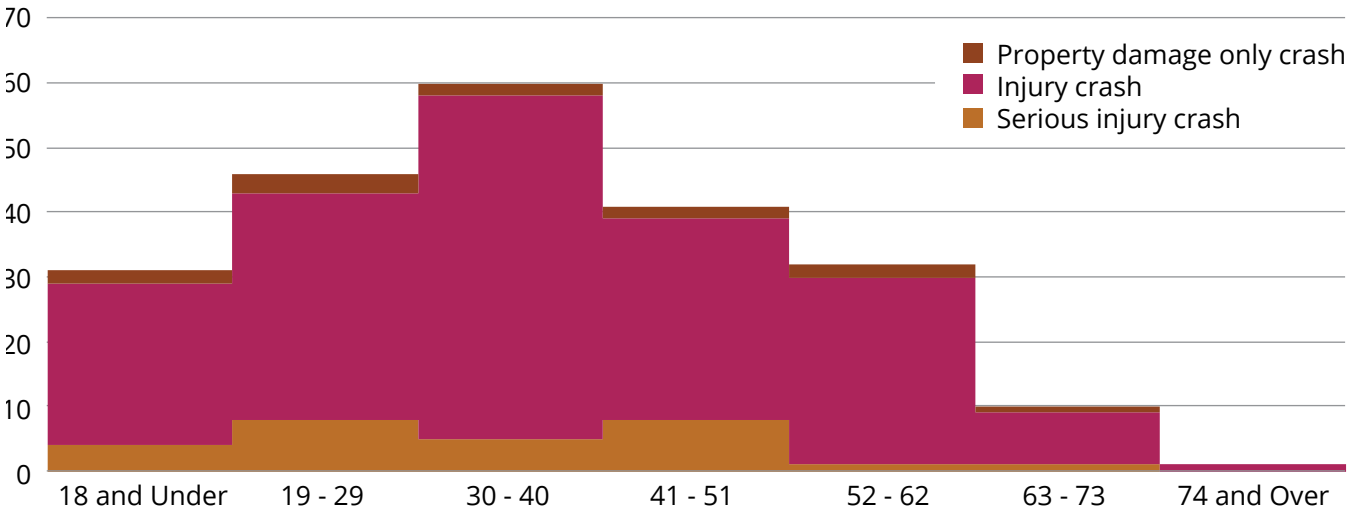


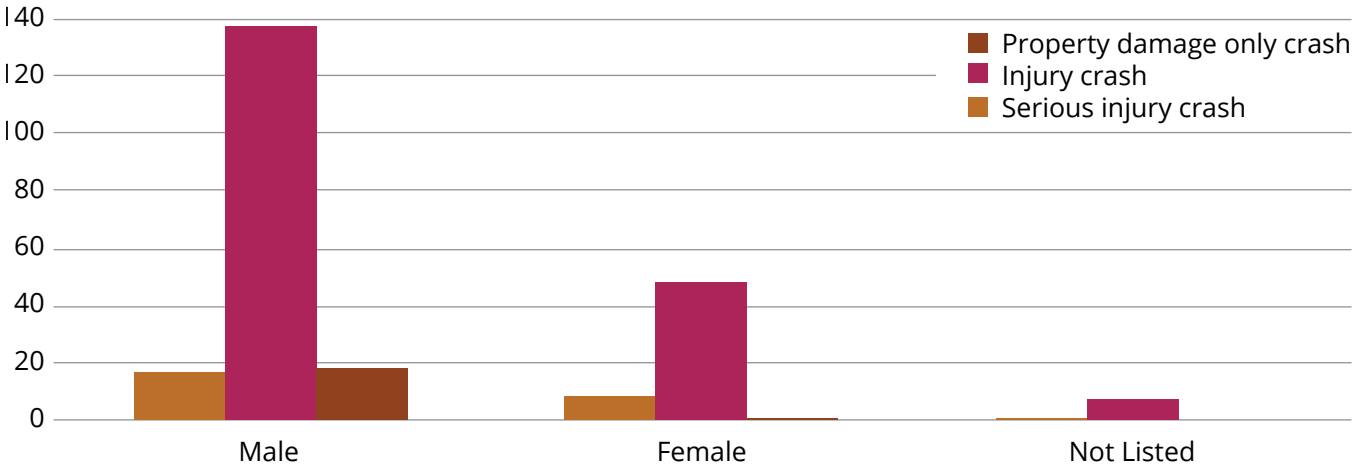
Figure 42 - 2024 Crashes Involving Bicyclists by Severity and Age of Rider*



*Only includes police-dispatched crashes reported to Washington State through a PTCR.

DETAILED DESCRIPTION OF THE CHART

Figure 43 – 2024 Crashes Involving Bicyclists by Severity and Gender Identity of Riders*



*Only includes police-dispatched crashes reported to Washington State through a PTCR.

DETAILED DESCRIPTION OF THE CHART

Table 32 - 2024 Crashes Involving Bicyclists by Severity and Motorist Action*

Action	Serious Injury Crash	Injury Crash	Property Damage Only Crash	Total
Backing		2		2
Changing Lanes	1	7		8
Going Straight Ahead	16	68	13	97
Illegally Parked, Occupied		1		1
Legally Parked, Occupied		2		2
Legally Parked, Unoccupied			1	1
Making Left Turn	7	52	3	62
Making Right Turn	9	55	5	69
Making U-Turn	1	4		5
Merging (Entering Traffic)		1		1
Other		2	1	3
Overtaking and Passing	1	4		5
Slowing		1		1
Starting From Parked Position		2		2
Starting in Traffic Lane		6		6
Stopped at Signal or Stop Sign			2	2
Stopped for Traffic		3	1	4
Stopped in Roadway	1	1		2

*Only includes police-dispatched crashes reported to Washington State through a PTCR.

Table 33 - 2024 Crashes Involving Bicyclists by Severity and Weather*

Weather	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Clear	27	149	19		195
Fog/Smog/Smoke		1			1
Other	2	3			5
Overcast	6	47	5		58
Raining	3	17	2		22
Not Stated	3	28	8	1	40

*Only includes police-dispatched crashes reported to Washington State through a PTCR.

Table 34 – 2024 Crashes Involving Bicyclists by Severity and Clothing Visibility of Riders*

Clothing	Serious Injury Crash	Injury Crash	Property Damage Only Crash	Total
Dark	8	43	6	57
Light	3	19	2	24
Mixed	12	111	10	133
Other Reflective Apparel		4	2	6
Retro - Reflective	1	3	1	5

*Only includes police-dispatched crashes reported to Washington State through a PTCR.

Table 35 - 2024 Crashes Involving Bicyclists by Severity and Light Condition*

Light Condition	Serious Injury Crash	Injury Crash	Property Damage Only Crash	Total
Dark - No Street Lights		2		2
Dark - Street Lights On	10	32	5	47
Dark - Unknown Lighting	1	2		3
Dawn	1	4	2	7
Daylight	23	162	19	204
Dusk	1	6		7
Unknown		3		3

*Only includes police-dispatched crashes reported to Washington State through a PTCR.

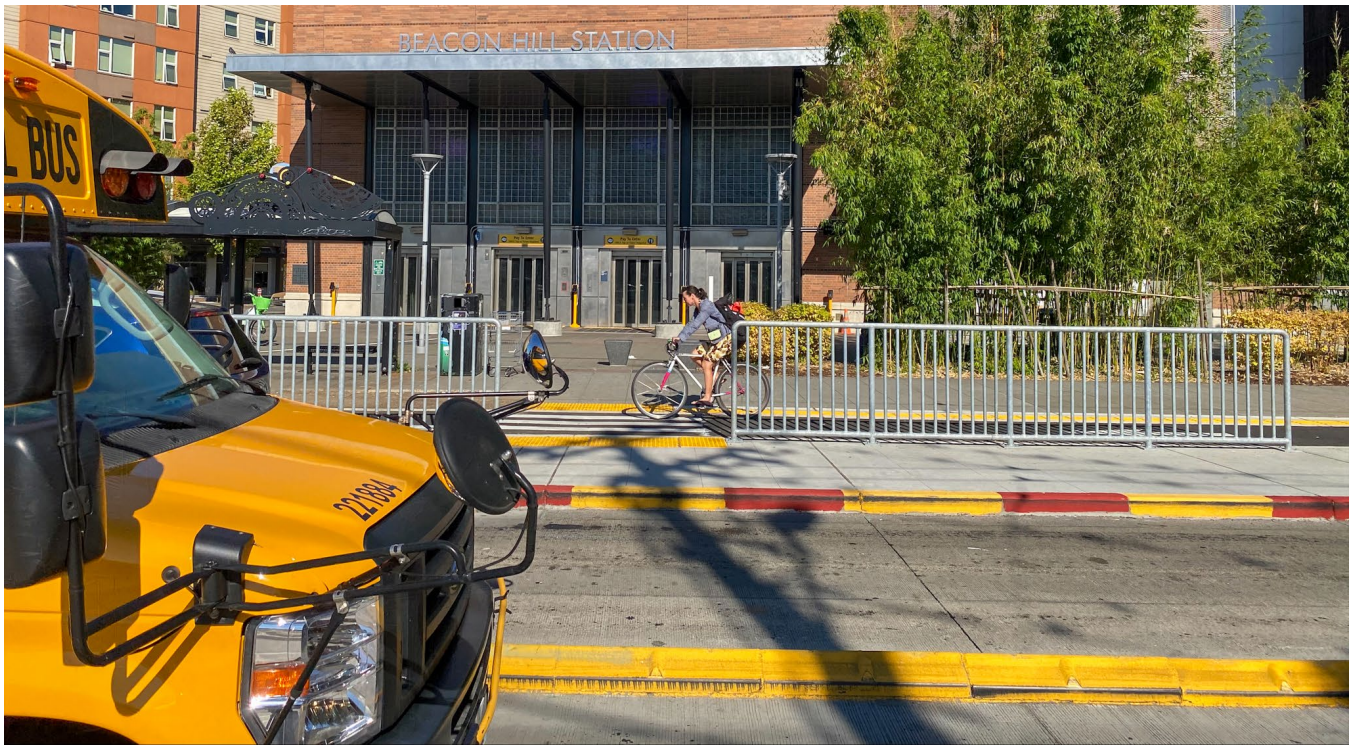


Table 36 – Contributing Circumstances for 2024 Crashes Involving Bicyclists*

Driver action	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Did not Grant Right of Way to Non-Motorist		1		1
Did not Grant Right of Way to Vehicle	4	15	1	20
Disregard Flagger/Officer		1		1
Disregard Traffic Sign or Signal	3	6	4	13
Exceeding Reasonable and Safe Speed	1	4	1	6
Exceeding Stated Speed Limit		2		2
Following Too Closely		2	1	3
Improper Signal		2		2
Improper Turn/Merge		2	1	3
Non motorist on Wrong Side OF Road		6	1	7
None	14	124	6	144
Operating Defective Equipment		1		1
Operating Handheld Cell Phone		1		1
Operating Reckless or Aggressively		1		1
Other Distractions		1		1
Other/Contributing Circ. Not Listed	3	9	2	14
Under the Influence of Alcohol		3		3
Unknown Distraction	1	6	3	10

*Only includes police-dispatched crashes reported to Washington State through a PTCR.

SPEED DATA

Table 37 – 2021-2024 Programmatic Spot Speed Study Locations Measured with Pneumatic Tubes

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
RAINIER AVE S, E/O 75TH AVE S	WB	25	44.6	2024
16TH AVE S, N/O 16TH AVE S BR	NB	30	43.9	2022
16TH AVE S, N/O 16TH AVE S BR	SB	30	43.4	2022
RAINIER AVE S, E/O 75TH AVE S	EB	25	43	2024
WEST MARGINAL WAY SW, NW/O 2ND AVE SW	NWB	25	42.5	2024
ROOSEVELT WAY NE, S/O NE NORTHGATE WAY	NB	25	41.6	2021
SW SPOKANE BR, W/O SW SPOKANE E ST	EB	25	41.3	2021
SW SPOKANE BR, W/O SW SPOKANE E ST	WB	25	41.3	2021
WEST MARGINAL WAY SW, NW/O 2ND AVE SW	SEB	25	40.7	2024
ROOSEVELT WAY NE, S/O NE NORTHGATE WAY	SB	25	38.9	2021
RENTON AVE S, SE/O S BANGOR ST	SEB	25	38.8	2021
GREENWOOD AVE N, N/O N 107TH ST	SB	30	38.5	2024
EAST MARGINAL NB WAY S, N/O ALASKAN WY VI NB	NB	25	38.4	2023
NE NORTHGATE WAY, W/O 15TH AVE NE	EB	25	38.3	2022
N 145TH ST, W/O LINDEN AVE N	EB	35	38.2	2021
EAST MARGINAL SB WAY S, S/O DUWAMISH AVE S	SB	40	38.1	2023
LAKE CITY WAY NE, S/O NE 145TH ST	SB	35	38.1	2024
GREENWOOD AVE N, N/O N 107TH ST	NB	30	37.7	2024
PINEHURST WAY NE, NE/O NE 115TH ST	SWB	25	37.5	2022
HOLMAN RD NW, NE/O 13TH E AVE NW	SWB	30	37.5	2023
HOLMAN RD NW, NE/O 13TH E AVE NW	NEB	30	37.4	2023
LAKE CITY WAY NE, S/O NE 145TH ST	NB	35	37.4	2024
N 145TH ST, W/O LINDEN AVE N	WB	35	37.3	2021
RENTON AVE S, SE/O S BANGOR ST	NWB	25	37.2	2021
NE NORTHGATE WAY, W/O 15TH AVE NE	WB	25	37.2	2022
N NORTHGATE WAY, W/O ASHWORTH AVE N	EB	30	36.8	2021
15TH AVE NE, S/O NE NORTHGATE WAY	NB	25	36.8	2024
ELLIS AVE S, S/O S WARSAW ST	NB	25	36.6	2022
RENTON AVE S, N/O S CLOVERDALE ST	NB	25	36.5	2021
PINEHURST WAY NE, NE/O NE 115TH ST	NEB	25	36.5	2022
N NORTHGATE WAY, W/O ASHWORTH AVE N	WB	30	36.2	2021
SEAVIEW AVE NW, N/O NW 67TH ST	NB	25	36.2	2022
ALKI AVE SW, W/O HARBOR AVE SW	WB	25	35.8	2021

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
SW 106TH ST, W/O SEOLA BEACH DR SW	EB	25	35.7	2021
RENTON AVE S, N/O S CLOVERDALE ST	SB	25	35.5	2021
SW 106TH ST, W/O SEOLA BEACH DR SW	WB	25	35.5	2021
NE 125TH ST, W/O 27TH AVE NE	WB	25	35.4	2022
15TH AVE NE, S/O NE NORTHGATE WAY	SB	25	35.3	2024
SW AVALON WAY, N/O 30TH AVE SW	NB	25	35.1	2022
1ST AVE NE, S/O NE 145TH ST	NB	25	34.8	2022
E MADISON ST, SW/O 38TH AVE E	SWB	25	34.8	2024
N 125TH ST, W/O AURORA AVE N	EB	25	34.8	2024
SW HOLDEN ST, W/O DELRIDGE WAY SW	EB	25	34.7	2021
1ST AVE NE, S/O NE 145TH ST	NB	25	34.6	2023
SEAVIEW AVE NW, N/O NW 67TH ST	SB	25	34.5	2022
20TH AVE W, S/O W DRAVUS ST	SB	25	34.4	2021
35TH AVE SW, S/O SW ALASKA ST	NB	25	34.4	2021
ALKI AVE SW, W/O HARBOR AVE SW	EB	25	34.4	2021
8TH AVE S, S/O S DIRECTOR ST	NB	25	34.4	2022
BEACON AVE S, S/O S SPOKANE ST	NB	25	34.4	2024
SAND POINT WAY NE, S/O NE 74TH ST	SB	30	34.2	2023
20TH AVE W, S/O W DRAVUS ST	NB	25	34.1	2021
ELLIS AVE S, S/O S WARSAW ST	SB	25	34	2022
E MADISON ST, SW/O 38TH AVE E	NEB	25	34	2024
S MYRTLE ST, W/O BEACON WR AVE S	WB	25	33.9	2021
1ST AVE NE, S/O NE 145TH ST	SB	25	33.9	2022
S LUCILE ST, W/O 12TH AVE S	EB	25	33.8	2024
FAUNTLEROY WAY SW, N/O SW BARTON ST	SB	25	33.7	2021
BEACON AVE S, S/O S SPOKANE ST	SB	25	33.7	2024
NE 125TH ST, W/O 27TH AVE NE	EB	25	33.5	2022
1ST AVE NE, S/O NE 145TH ST	SB	25	33.5	2023
31ST AVE S, S/O S JACKSON ST	NB	25	33.3	2023
15TH AVE NE, S/O NE 75TH ST	SB	25	33.2	2024
31ST AVE S, S/O S JACKSON ST	NB	25	33.1	2022
S COLUMBIAN WAY, W/O BEACON WR AVE S	WB	25	33.1	2022
S LUCILE ST, W/O 12TH AVE S	WB	25	33.1	2024
8TH AVE S, S/O S DIRECTOR ST	SB	25	32.9	2022
35TH AVE SW, S/O SW ALASKA ST	SB	25	32.8	2021
NE 75TH ST, W/O 30TH AVE NE	WB	25	32.8	2024
M L KING JR WAY E, S/O E JOHN ST	NB	25	32.7	2023

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
SW BARTON ST, W/O 30TH AVE SW	WB	25	32.7	2024
DELRIDGE WAY SW, NW/O SW CAMBRIDGE ST	NWB	25	32.6	2021
FAUNTLEROY WAY SW, N/O SW BARTON ST	NB	25	32.6	2021
GREENWOOD AVE N, S/O HOLMAN RD N	SB	25	32.6	2022
31ST AVE S, S/O S JACKSON ST	SB	25	32.4	2022
SW AVALON WAY, N/O 30TH AVE SW	SB	25	32.3	2022
31ST AVE S, S/O S JACKSON ST	SB	25	32.3	2023
NE 125TH ST, E/O 35TH AVE NE	EB	25	32.3	2024
12TH AVE S, S/O S WELLER ST	SB	25	32.2	2024
15TH AVE NE, S/O NE 75TH ST	NB	25	32.1	2024
SW HOLDEN ST, W/O DELRIDGE WAY SW	WB	25	32	2021
S COLUMBIAN WAY, W/O BEACON WR AVE S	EB	25	31.8	2022
N 125TH ST, W/O AURORA AVE N	WB	25	31.8	2024
32ND AVE NW, S/O NW 80TH ST	SB	25	31.7	2023
N 50TH ST, W/O FREMONT AVE N	EB	25	31.6	2024
SW BARTON ST, W/O 30TH AVE SW	EB	25	31.6	2024
CORSON AVE S, S/O S MICHIGAN ST	SB	25	31.5	2021
S HENDERSON ST, E/O RENTON AVE S	WB	25	31.5	2021
3RD AVE NW, S/O NW 145TH ST	NB	25	31.5	2022
3RD AVE NW, S/O NW 145TH ST	SB	25	31.5	2022
SAND POINT WAY NE, S/O NE 74TH ST	NB	30	31.5	2023
S HENDERSON ST, E/O RENTON AVE S	EB	25	31.3	2021
GREENWOOD AVE N, S/O HOLMAN RD N	NB	25	31.3	2022
E UNION ST, W/O 26TH AVE	EB	25	31.3	2023
12TH AVE S, S/O S WELLER ST	NB	25	31.3	2024
S OTHELLO ST, E/O 43RD AVE S	WB	25	31.2	2022
EAST GREEN LAKE WAY N, NE/O N 57TH ST	NEB	25	31	2024
N 50TH ST, W/O FREMONT AVE N	WB	25	31	2024
FAUNTLEROY WAY SW, S/O SW ALASKA ST	SB	25	30.8	2022
S MYRTLE ST, W/O BEACON WR AVE S	EB	25	30.7	2021
NE 65TH ST, W/O 15TH AVE NE	EB	25	30.7	2022
BEACH DR SW, SE/O 61ST AVE SW	NWB	25	30.7	2022
M L KING JR WAY E, S/O E JOHN ST	SB	25	30.7	2023
25TH AVE NE, S/O NE 75TH ST	SB	25	30.6	2021
23RD AVE S, S/O S JACKSON ST	SB	25	30.6	2021
E YESLER WAY, W/O 23RD AVE	WB	25	30.6	2024
EAST GREEN LAKE DR N, NW/O LATONA AVE NE	SEB	25	30.5	2022

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
24TH AVE NW, S/O NW 80TH ST	SB	25	30.5	2022
N 80TH ST, W/O LINDEN AVE N	WB	25	30.4	2021
30TH AVE NE, S/O NE 145TH ST	SB	25	30.4	2023
NE 125TH ST, E/O 35TH AVE NE	WB	25	30.4	2024
NE 75TH ST, W/O ROOSEVELT WAY NE	WB	25	30.4	2024
NE 80TH ST, E/O 5TH AVE NE	WB	25	30.3	2021
24TH AVE NW, S/O NW 80TH ST	NB	25	30.3	2022
32ND AVE NW, S/O NW 80TH ST	NB	25	30.2	2023
N 80TH ST, W/O LINDEN AVE N	EB	25	30.1	2021
30TH AVE NE, S/O NE 145TH ST	NB	25	30.1	2023
NE 75TH ST, W/O 30TH AVE NE	EB	25	30.1	2024
DELRIDGE WAY SW, NW/O SW CAMBRIDGE ST	SEB	25	30	2021
3RD AVE NW, S/O NW 145TH ST	NB	25	30	2023
N 45TH ST, W/O EASTERN AVE N	WB	25	30	2024
E UNION ST, W/O 26TH AVE	WB	25	29.9	2023
FAUNTLEROY WAY SW, S/O SW ALASKA ST	NB	25	29.8	2022
N 45TH ST, W/O EASTERN AVE N	EB	25	29.8	2024
23RD AVE S, S/O S JACKSON ST	NB	25	29.7	2021
S OTHELLO ST, E/O 43RD AVE S	EB	25	29.7	2022
NW 85TH ST, W/O 16TH AVE NW	WB	25	29.6	2023
15TH AVE NE, S/O NE 65TH ST	SB	25	29.4	2021
24TH AVE NW, S/O NW 80TH ST	SB	25	29.4	2024
N 65TH ST, W/O LINDEN AVE N	WB	25	29.3	2021
EAST GREEN LAKE DR N, NW/O LATONA AVE NE	NWB	25	29.3	2022
3RD AVE NW, S/O NW 145TH ST	SB	25	29.3	2023
28TH AVE W, S/O W DRAVUS ST	SB	25	29.3	2023
15TH AVE NE, S/O NE 65TH ST	NB	25	29.2	2021
5TH AVE NE, S/O NE NORTHGATE WAY	NB	25	29.2	2021
35TH AVE NE, N/O NE 75TH ST	NB	25	29.1	2021
S LUCILE ST, E/O 4TH AVE S	EB	25	29.1	2022
NE 75TH ST, W/O ROOSEVELT WAY NE	EB	25	29.1	2024
NE 65TH ST, E/O 25TH AVE NE	EB	25	29	2024
24TH AVE NW, S/O NW 80TH ST	NB	25	29	2024
BEACH DR SW, SE/O 61ST AVE SW	SEB	25	28.9	2022
28TH AVE W, S/O W DRAVUS ST	NB	25	28.9	2023
E YESLER WAY, W/O 23RD AVE	EB	25	28.9	2024
NE 80TH ST, E/O 5TH AVE NE	EB	25	28.8	2021

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
BEACON AVE S, N/O S SPOKANE ST	NB	25	28.8	2024
14TH AVE, N/O E YESLER WAY	SB	25	28.6	2023
BEACON AVE S, N/O S SPOKANE ST	SB	25	28.6	2024
NW 80TH ST, W/O 15TH AVE NW	EB	25	28.5	2021
NE 65TH ST, W/O 15TH AVE NE	WB	25	28.1	2022
25TH AVE NE, S/O NE 75TH ST	NB	25	28	2021
PHINNEY AVE N, S/O N 65TH ST	NB	25	28	2022
51ST AVE S, S/O S BANGOR ST	SB	25	28	2024
S LANDER ST, W/O 6TH AVE S	EB	25	27.8	2023
NE 65TH ST, E/O 25TH AVE NE	WB	25	27.8	2024
LAKE WASHINGTON BLVD E, NW/O E MADISON ST	NWB	25	27.7	2021
NE 65TH ST, W/O 25TH AVE NE	WB	25	27.7	2024
NW 85TH ST, W/O 16TH AVE NW	EB	25	27.6	2023
3RD AVE NW, S/O NW 80TH ST	SB	25	27.6	2024
14TH AVE, N/O E YESLER WAY	NB	25	27.4	2023
5TH AVE NE, N/O NE NORTHGATE WAY	NB	25	27.3	2021
35TH AVE NE, N/O NE 75TH ST	SB	25	27.2	2021
CALIFORNIA AVE SW, S/O SW CHARLESTOWN ST	NB	25	27.2	2024
CALIFORNIA AVE SW, S/O SW CHARLESTOWN ST	SB	25	27.2	2024
24TH AVE NW, S/O NW 80TH ST	NB	25	27.1	2023
CORSON AVE S, S/O S MICHIGAN ST	NB	25	27	2021
S LUCILE ST, E/O 4TH AVE S	WB	25	27	2022
24TH AVE NW, S/O NW 80TH ST	SB	25	27	2023
NE 65TH ST, W/O 25TH AVE NE	EB	25	27	2024
PHINNEY AVE N, S/O N 65TH ST	SB	25	26.9	2022
S LANDER ST, W/O 6TH AVE S	WB	25	26.9	2023
3RD AVE NW, S/O NW 80TH ST	NB	25	26.9	2024
N 65TH ST, W/O LINDEN AVE N	EB	25	26.8	2021
12TH AVE E, N/O E JOHN ST	SB	25	26.8	2024
EAST GREEN LAKE WAY N, NE/O N 57TH ST	SWB	25	26.8	2024
VALLEY ST, W/O FAIRVIEW AVE N	WB	25	26.7	2021
NE 55TH ST, E/O 35TH AVE NE	EB	25	26.6	2023
N 40TH ST, E/O STONE WAY N	EB	25	26.4	2023
LAKE WASHINGTON BLVD E, NW/O E MADISON ST	SEB	25	26.3	2021
GREENWOOD AVE N, S/O N 80TH ST	SB	25	26.1	2024
CALIFORNIA AVE SW, S/O ERSKINE WAY SW	SB	25	26.1	2024
ELLIOTT AVE, NW/O LENORA ST	SEB	25	26	2021

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
VALLEY ST, W/O FAIRVIEW AVE N	EB	25	26	2021
12TH AVE E, N/O E JOHN ST	NB	25	26	2024
5TH AVE NE, S/O NE NORTHGATE WAY	SB	25	25.9	2021
N 40TH ST, E/O STONE WAY N	WB	25	25.9	2023
NW 80TH ST, W/O 15TH AVE NW	WB	25	25.8	2021
S GENESEE ST, E/O 38TH AVE S	EB	25	25.8	2024
GREENWOOD AVE N, S/O N 80TH ST	NB	25	25.7	2024
51ST AVE S, S/O S BANGOR ST	NB	25	25.6	2024
5TH AVE NE, N/O NE NORTHGATE WAY	SB	25	25.1	2021
STONE WAY N, S/O N 45TH ST	SB	25	24.9	2022
STONE WAY N, S/O N 45TH ST	SB	25	24.9	2024
FREMONT AVE N, S/O N 46TH ST	SB	25	24.2	2022
E ALOHA ST, E/O 10TH AVE E	EB	25	24.1	2021
STONE WAY N, S/O N 45TH ST	NB	25	24.1	2022
WESTERN AVE, NW/O LENORA ST	NWB	25	24	2021
S GENESEE ST, E/O 38TH AVE S	WB	25	24	2024
CALIFORNIA AVE SW, S/O ERSKINE WAY SW	NB	25	24	2024
FREMONT AVE N, S/O N 46TH ST	NB	25	23.9	2022
E ALOHA ST, E/O 10TH AVE E	WB	25	23.7	2021
NE 55TH ST, E/O 35TH AVE NE	WB	25	23.5	2023
E JOHN ST, E/O BROADWAY E	EB	25	23.4	2023
E PINE ST, W/O BROADWAY	WB	25	23.3	2023
STONE WAY N, S/O N 45TH ST	NB	25	23.2	2024
E PINE ST, W/O BROADWAY	EB	25	23	2023
E JOHN ST, E/O BROADWAY E	WB	25	22.1	2023
E PIKE ST, W/O BROADWAY	WB	25	21.8	2023
E PIKE ST, W/O BROADWAY	EB	25	21.1	2023

Glossary

TRAFFIC VOLUME TERMS

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

AAWDT: Average Weekday Daily Traffic. An average 24-hour traffic volume occurring on weekdays over a full 365-day year.

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 (PTCR) Instruction Manual

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

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 temporary impairment, e.g., a broken limb. It does not mean that the crash resulted in a permanent disability.

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

ROADWAY CLASSIFICATION TYPES

Source – City of Seattle Comprehensive Plan, Section 3.4

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.

Appendix: Chart Captions

Figure 1 – 2015-2024 Population in Seattle and Seattle, Tacoma, Bellevue Metropolitan Statistical Area

This two-axis line chart shows Seattle's population within city limits, plotted on the right axis, and the population within the Seattle-Tacoma-Bellevue Metropolitan Statistical Area, plotted on the left axis for each year in 2015-2024. A Metropolitan Statistical Area is a region of relatively high population density and economic interdependence between the named cities. Both populations increased from 2015 to 2024, overall, with a shallow decline from 2019 to 2021 due to the coronavirus pandemic.

Figure 2 – 2015-2024 Employment in Seattle and Seattle, Tacoma, Bellevue Metropolitan Statistical Area

This two-axis line chart shows Seattle's employment within city limits, plotted on the left axis, and employment within the Seattle-Tacoma-Bellevue Metropolitan Statistical Area, plotted on the right axis for each year in 2015-2024. A Metropolitan Statistical Area is a region of relatively high population density and economic interdependence between the named cities. Employment within city limits and the MSA both increased from 2015 to 2024, overall, with a brief drop in 2019 to 2021 due to the coronavirus pandemic.

Figure 6 – Map of 2024 Arterial Annual Average Weekday Traffic Volumes

Two maps of average annual daily traffic volumes across Seattle's arterial street network and WSDOT's state routes for 2024; one map shows overall Seattle and the other showing only Downtown. The annual average daily traffic volume values are shown in different symbols; the white label with black text indicates traffic volumes directly measured with, while the white label with blue text are traffic volumes measured during the coronavirus pandemic in 2022 and the purple label with black text are traffic volumes measured in 2021 or earlier. The average annual daily traffic volumes are represented by line thicknesses, with the thicker lines indicating larger traffic volumes.

Figure 7 – Map of Arterial Classifications

Two maps classifying Seattle's arterial street network into four types of arterials, collector, county and principal; one map shows overall Seattle and the other showing Downtown only. As of 2024, the classification categories have remained unchanged since 2019.

Figure 8 – Map of 2024 85th Percentile Speeds Measured with Connected Vehicle Data

A map showing the speed in miles per hour at which 85% of traffic moves slower than as measured with connected vehicles across Seattle's traffic network in 2024. Traffic planners and engineers

commonly use this 85% percentile speed to identify corridors where motor vehicle speed poses safety risks to all road users. The map breaks down the maximum measured 85th percentile speeds (in miles per hour) into 5 bins of less than 25 (blue), 25-30 (green), 30-35 (orange), 35-40 (red), greater than 40 (purple).

Figure 11 – Map of 2024 Weekday Daily Metro Bus Volumes

A map showing the level of service, as measured in buses per weekday, for the Seattle street network for 2024. There are 5 bins of buses per weekday; 1-100 (blue), 100-200 (green), 200-300 (orange), 300-400 (red) and 400-3134 (purple).

Figure 15 – 2015-2024 Sum of Citywide Quarterly NBPD Bike Counts by Season

The line chart shows the autumn, spring, summer and winter bike ridership sum in accordance with the National Bicycle and Pedestrian Documentation, a methodology for recording existing bicycle and pedestrian activity. The bicycle ridership is measured at 50 locations within Seattle and the sum of the 50 locations is plotted for each season (quarter) for autumn, spring and winter for 2015-2024. Summer season (quarter) only has data for 2020-2024. Each location and season (quarter) has bike counts measured for a single weekday, 7-9 AM and 5-7 pm, plus noon-2 pm on one Saturday. The general trend for winter bike ridership has been steady for 2015-2024, while it has been decreasing for spring and autumn for the same decade span. Summer ridership has been on a slight upward trend for 2020-2024, excluding the spike in 2023.

Figure 16 - 2024 Citywide Quarterly NBPD Bike Counts by Location

A map showing the sum of winter, spring, summer and autumn bike counts measured at each of the 50 locations for 2024. The size of the circle at each location shows the sum, with the bins being 10-230, 231-570, 571-1180, 1181-2010, 2011-3930 (bicycles). Note that each location and season (quarter) has bike counts measured for a single weekday, 7-9 AM and 5-7 pm, plus noon-2 pm on one Saturday.

Figure 17 – 2015-2024 Sum of Citywide Quarterly NBPD Pedestrian Counts by Season

The line chart shows the autumn, spring, summer and winter pedestrian count in accordance with the National Bicycle and Pedestrian Documentation, a methodology for recording existing bicycle and pedestrian activity. The pedestrian count is measured at 50 locations within Seattle and the sum of the 50 locations is plotted for each season (quarter) for autumn, spring and winter for 2015-2024. Summer season (quarter) only has data for 2020-2024. Each location and season (quarter) has pedestrian volumes measured for a single weekday, 7-9 AM and 5-7 pm, plus noon-2 pm on one Saturday. The overall trend for pedestrian counts for winter and spring have been flat dy for 2015-2024, with a dip for 2020-2021 due to the coronavirus pandemic. The autumn pedestrian count has been on a decreasing trend for 2015-2024, with a dip in 2020 due to the pandemic and a muted recovery that failed to reach its pre-pandemic numbers. The summer counts have been on an increasing trend for 2020-2024, but this is because this data series only goes back 5 years.

Figure 18 – 2024 Citywide Quarterly NBPD Pedestrian Counts by Location

A map showing the sum of winter, spring, summer and autumn pedestrian counts measured at each of the 50 locations for 2024. The size of the circle at each location shows the sum, with the bins being 290-2250, 2251-5590, 5591-9500, 9501-14460, 14461-31110 (pedestrians). Note that each location and season (quarter) has pedestrian counts measured for a single weekday, 7-9 AM and 5-7 pm, plus noon-2 pm on one Saturday.

Figure 19 – 2015-2024 Crashes on Seattle Streets where Police were Dispatched

The line chart shows how many crashes per year within Seattle, where police were dispatched to scene of the traffic crash for 2015-2024. There is an overall decreasing trend of crashes where police were able to make it to the scene.

Figure 20 – 2015-2024 Lives Lost on Seattle Streets

The line chart shows how many people lost their lives in Seattle-owned streets each year by mode and a total for each year in 2015-2024. There are four total modes - people walking (pedestrian), people biking (includes bicycle, electric-assist bicycle, motorized foot scooter), people on motorcycles/mopeds and people driving/passenger (vehicle). The first two modes show a general uptrend in fatalities for 2015-2024, while the last two modes show a flatline for the same decade. The total number of lives lost on Seattle-owned streets has been on a uptrend for 2015-2024.

Figure 21 – 2015-2024 Fatal and Serious Injury Crashes

A stacked bar chart showing the number of serious injury in red bar and fatal crashes in blue bar on Seattle-owned streets in each year for 2015-2024. There is a general uptrend in serious injury crashes for 2015-2024, with an apex in 2023 and the same is true for fatality crashes, but with an apex in 2021 and 2022.

Figure 22 – 2015-2024 Fatal and Serious Injury Crash Rates

The line chart shows the fatal and serious injury crash rate on Seattle-owned streets for each year in 2015-2024, as measured in crashes per 100,000 population. While the fatal and serious injury crash rate was on a downward trend through 2020, rates increased from 2020 to 2023 and decreased in 2024.

Figure 23 – 2024 Fatal and Serious Injury Crash Map

A map showing the locations of fatal and serious injury crashes on Seattle-owned streets for 2024, with the mode of travel for the decedent being broken out into pedestrian, bicycle (includes e-scooter), passenger [in-vehicle], motorcycle, vehicle [driver] and unknown, with accompanying pictograms. A red cross shows the locations of serious injury crashes.

Figure 26 – Map of 2024 Crashes Involving Pedestrians

A map showing the locations of crashes that involved a pedestrian on Seattle-owned streets in 2024, with the size of circle indicating the number of crashes of this type. The bins are 1, 2, 3, with larger circles showing more crashes involving a pedestrian at a particular location.

Figure 29 – Map of 2024 Crashes Involving Bicyclists

A map showing the locations of crashes that involved a bicyclist on Seattle-owned streets in 2024, with the size of circle indicating the number of crashes of this type. The bins are 1, 2, 3, with larger circles showing more crashes involving a bicyclist at a particular location.

Figure 30 – 2022-2024 Traffic Count Locations

A map showing where SDOT measured motor vehicle volumes in each year for 2022-2024 within the city. 2024 measurement locations are in large red circles, 2023 measurement spots are in medium green circles and 2022 measurement locations are in small blue circles. The map shows widely scattered measurement locations for 2022 and 2023, while 2024 shows a focus on Downtown and U District areas.

Figure 37 - 2024 Crashes Involving Pedestrians by Severity and Gender Identity of Pedestrians

A bar chart that shows the gender of pedestrians involved in a crash on Seattle-owned streets where police were dispatched and the crash severity for 2024. For the year in question, most pedestrian involved collisions had a male or female that was injured, while there were more males seriously injured in collisions than females. Pedestrians that were killed in crashes, pedestrian involved crashes with property damage only and crashes where the gender of the pedestrian involved was not stated made up the minority of crashes that involved a pedestrian. Fatal pedestrian-involved crashes are in blue bar, serious injury pedestrian-involved crashes are in dull orange bar, injury pedestrian-involved crashes are in dull red bar, and property-damage only pedestrian involved crashes are in brown bar.

Figure 42 - 2024 Crashes Involving Bicyclists by Severity and Age of Rider

A bar chart that shows the age of bicycle riders involved in a crash on Seattle-owned streets where police were dispatched and the crash severity for 2024. The chart has the following rider age bins, under 18, 19-29, 30-40, 41-51, 52-62, 63-73 and over 74, and crash severities, dull orange for serious injury crash, dull red for injury crash and brown for property damage only crashes. Bicyclists injured in a crash and aged 19 to 51 made up the majority of crashes, with an apex at the 30-40 age group. For serious injury crashes, most of the bicycle riders involved were aged 19 to 51, with double peaks at 19-29 and 41-51 bins.

Figure 43 – 2024 Crashes Involving Bicyclists by Severity and Gender Identity of Riders*

A bar chart that shows the gender of bicycle riders involved in a crash on Seattle-owned streets where police were dispatched and the crash severity for 2024. For the year in question, male bicyclists that were injured made up the majority of crashes, far outnumbering female bicyclists injured in crashes. Male bicyclists seriously injured in a crash or involved in property damage only crash, female bicyclists seriously injured.

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 data.seattle.gov.

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