

Seattle Department of Transportation

# 2020 TRAFFIC REPORT

Data from January 1 to December 31, 2019



**Seattle**  
Department of  
Transportation



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# EXECUTIVE SUMMARY

Significant changes have occurred in traffic patterns due to COVID-19 and the emergency closure of West Seattle High Bridge in 2020 and beyond. This report presents 2019 data year review of the core data sets the Seattle Department of Transportation (SDOT) collects and maintains including volumes, speeds, and collisions. The use of this data, guided by department plans and policies, serves as the foundation for making informed decisions on nearly all work at SDOT from safety improvements to repaving to grant applications. It is fundamental to measuring project performance. The breadth and depth of the data collected allows objective discussion of project merits and results, be it a new crosswalk or an entire safety corridor. As the demands and complexity of Seattle's transportation network grow, the information supporting decisions about that network continues to expand and now includes significant data on pedestrians, bicycles, and trucks.

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

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

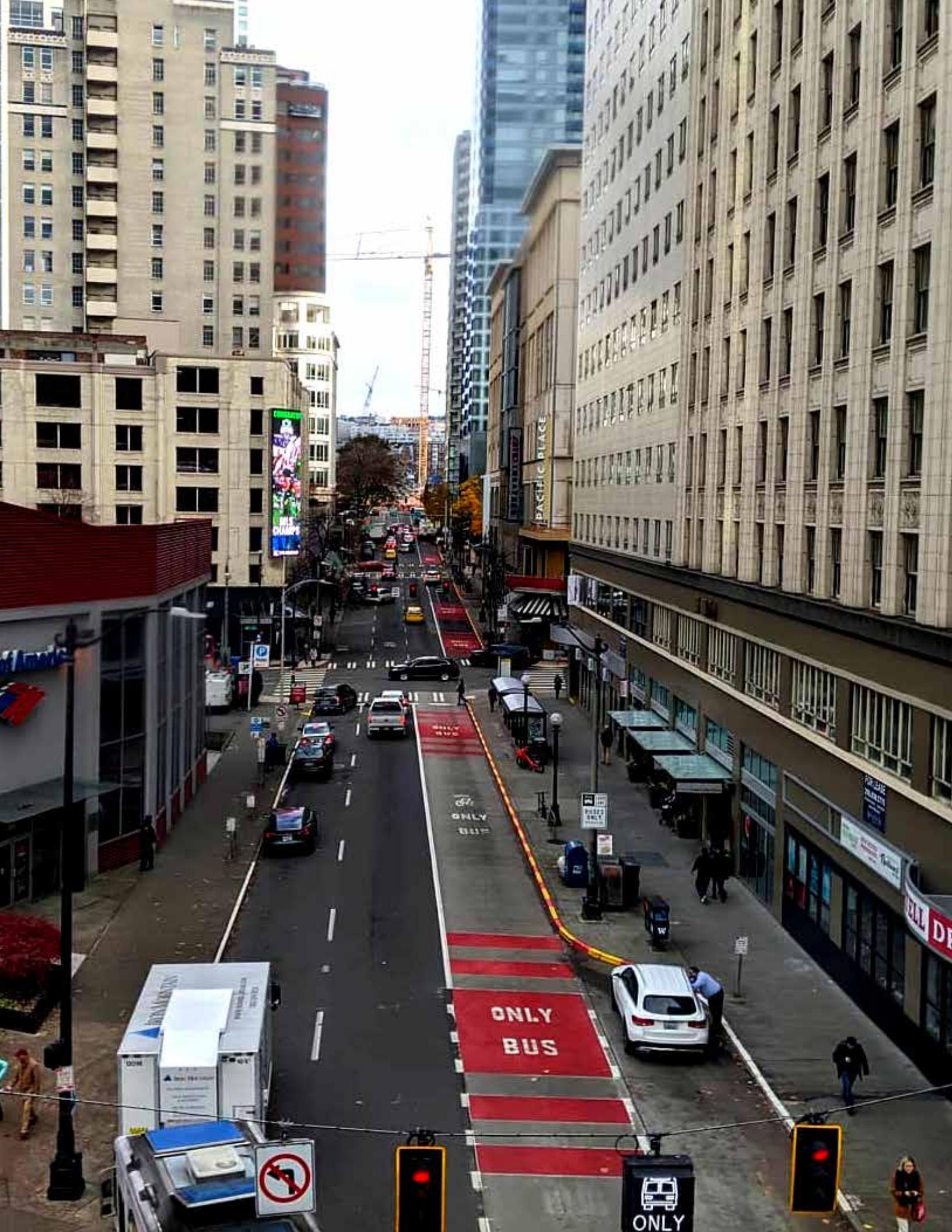
For additional information about traffic data and collisions on Seattle streets, readers may contact the City Traffic Engineer Dongho Chang at [dongho.chang@seattle.gov](mailto:dongho.chang@seattle.gov) or visit the SDOT webpage at [www.seattle.gov/transportation/](http://www.seattle.gov/transportation/).



Sam Zimbabwe, SDOT Director  
Seattle Department of Transportation



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



PACIFIC PLACE

DRIVERS ONLY

ONLY  
BUS

ONLY

# TRAFFIC VOLUMES AND SPEEDS

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

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

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

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

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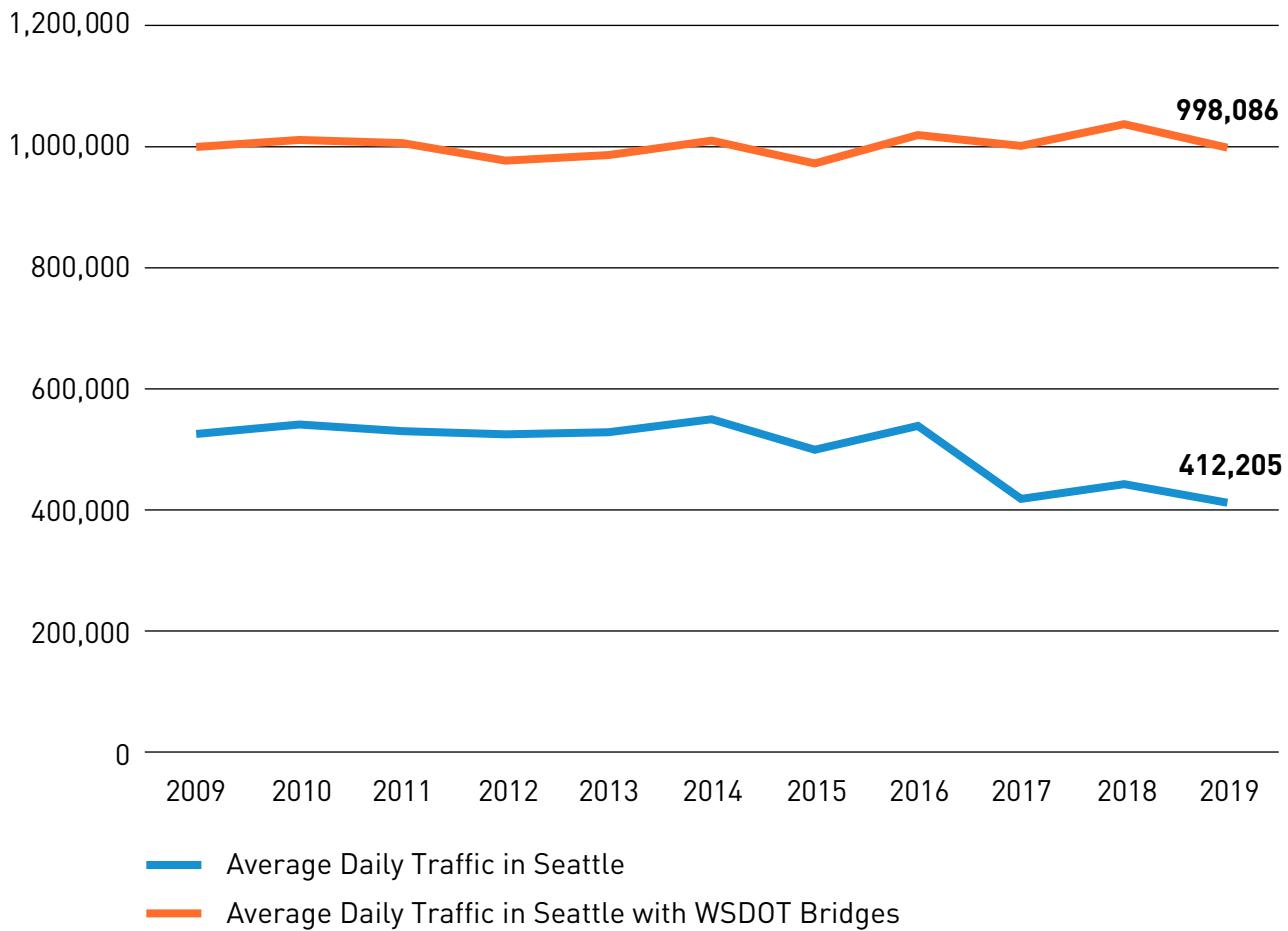
## MOTOR VEHICLE VOLUMES

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

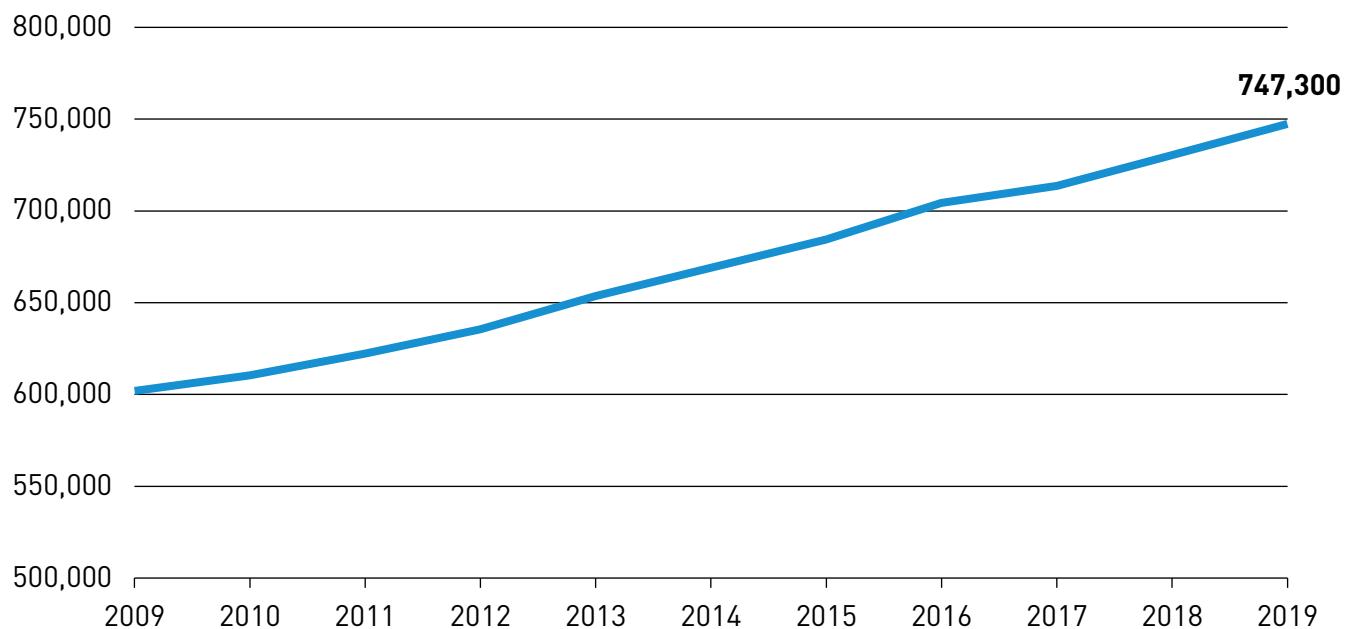
At 20 locations, SDOT conducts control counts every month. These counts are used to create a monthly control factor. This factor can be applied to every count we take to adjust for seasonal changes in traffic. We also measured vehicle volume at 467 additional locations. The locations of control and other regular counts are shown on maps in the Supporting Data. SDOT also measures volume at ad hoc locations throughout the year as needed for traffic analysis and engineering studies.

Using the annual counts taken at 19 of Seattle's bridges (including I-5, I-90, SR 520, and 1st Ave S), SDOT derives a proxy number for citywide motor vehicle average daily traffic (ADT). Traffic volumes decreased by 3.7% from 2018 to 2019. The Figure 1 graph of Seattle's ADT shows overall trend since 2009. Population, employment, and transit ridership trends are also shown in Figure 2 through Figure 5, along with commute mode share for context.

**FIGURE 1: AVERAGE DAILY TRAFFIC IN SEATTLE**

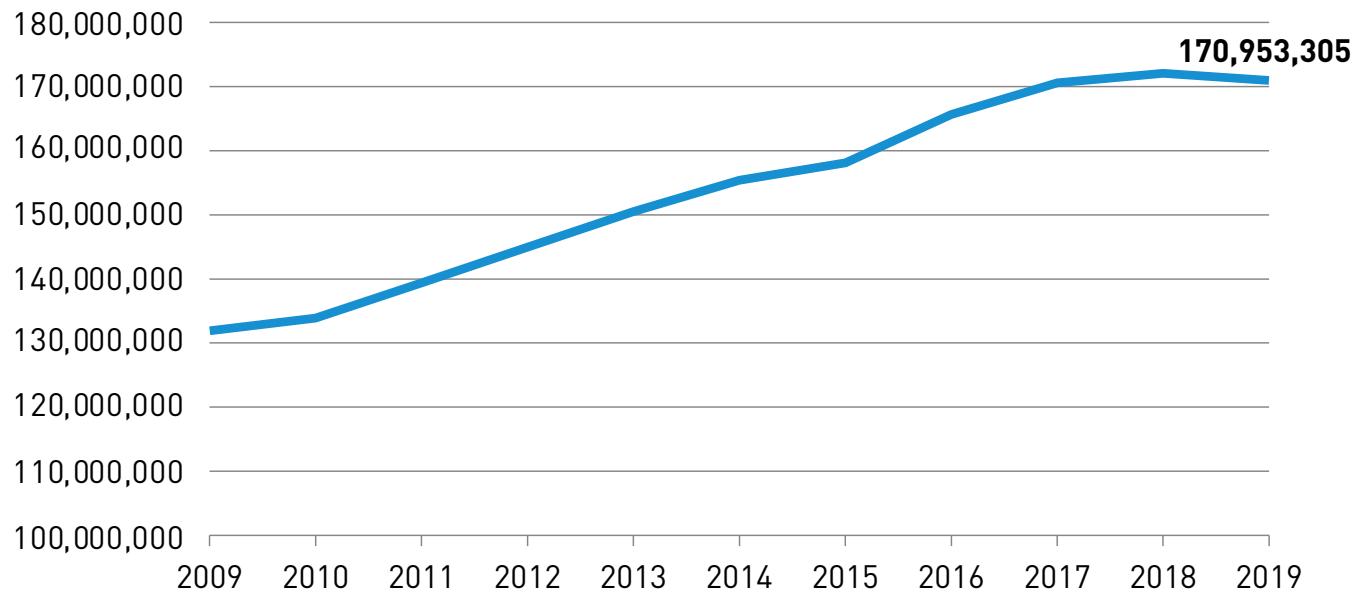


**FIGURE 2: SEATTLE POPULATION**

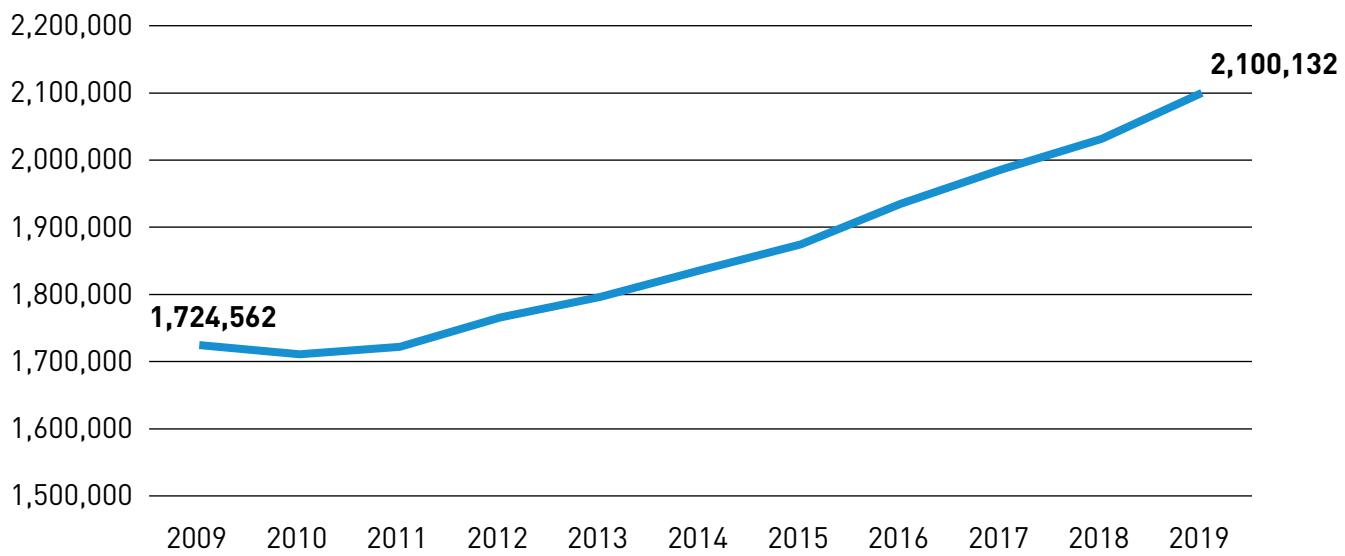


Source: Washington State Office of Financial Management

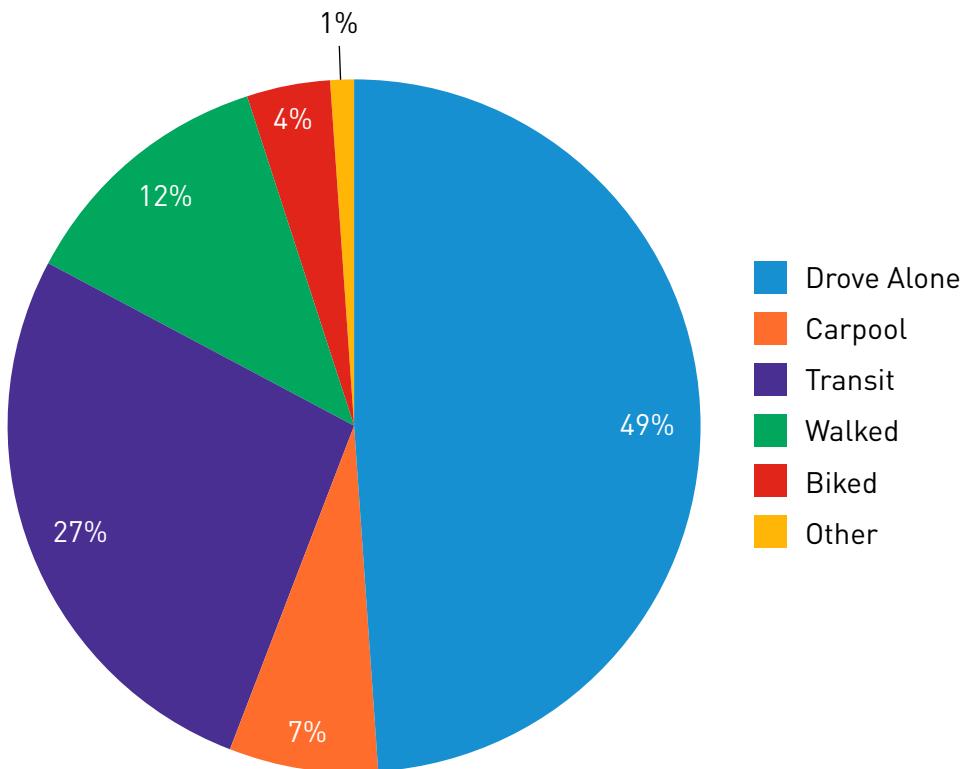
**FIGURE 3: ANNUAL REGIONAL TRANSIT RIDERSHIP**



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



Source: Puget Sound Regional Council

**FIGURE 5: 2019 SEATTLE COMMUTE MODE SHARE**

### TRAFFIC FLOW MAP

The 2019 Traffic Flow Map, shown in figure 7, is one of the products of the volume counts program. The volumes on the map represent the Average Annual Weekday Traffic (AAWDT) (5-days, 24-hour) for that section of roadway. A fullsize version of this map is available on SDOT's website at: [www.seattle.gov/transportation/documentlibrary/reports-and-studies](http://www.seattle.gov/transportation/documentlibrary/reports-and-studies)

In 2019 the top ten arterials for traffic volume, shown in table 1, includes three streets that were not on the list in 2019: West Marginal Way South at South Holden Street, Rainier Avenue South at South Dearborn Street, and Denny Way at 2nd Avenue. The West Seattle Bridge east of the Delridge ramps continues to be the busiest city street, as measured by SDOT.

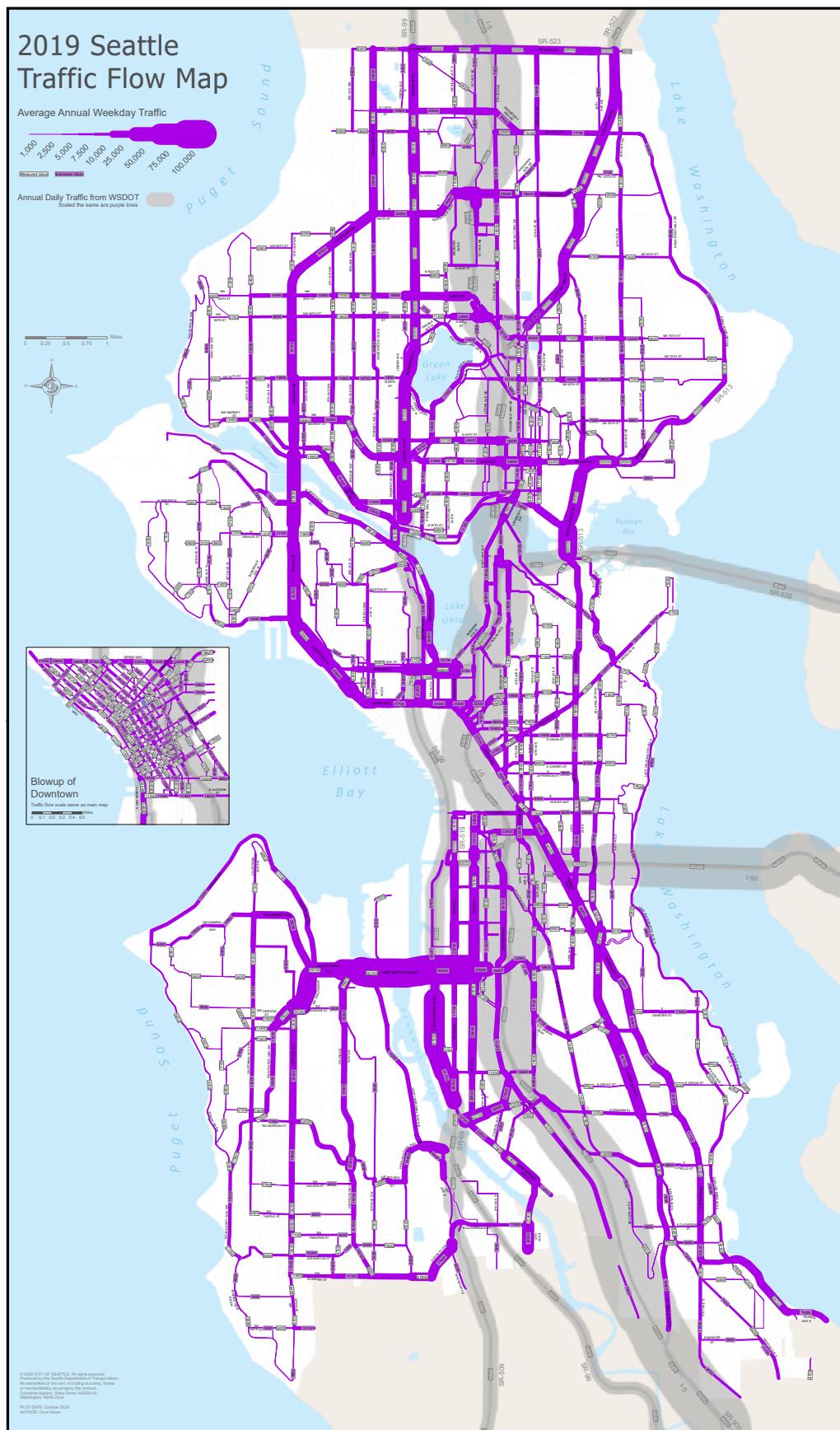
**TABLE 1: TOP 10 ARTERIAL BY VOLUME**

2019 Top 10 Arterials by Volume	Average Week Day Traffic (AWDT)
West Seattle Bridge@DMS Sign	84,119
Montlake Bridge	68,396
East Marginal Way S, S/O S Alaska St	63,929
Mercer St@Boren Ave N	60,593
Ballard Bridge Count Station	47,705
West Marginal Way S, N/O S Holden St	43,469
Aurora Ave N (Sr99)@Ward St	42,007
Rainier Ave S, SE/O S Dearborn St	39,602
Lake City Way NE, NE/O NE 95th St	39,296
Denny Way, W/O 2nd Ave	38,767

**FIGURE 6: SEATTLE ARTERIAL CLASSIFICATION**



**FIGURE 7: 2019 SEATTLE TRAFFIC FLOW MAP**



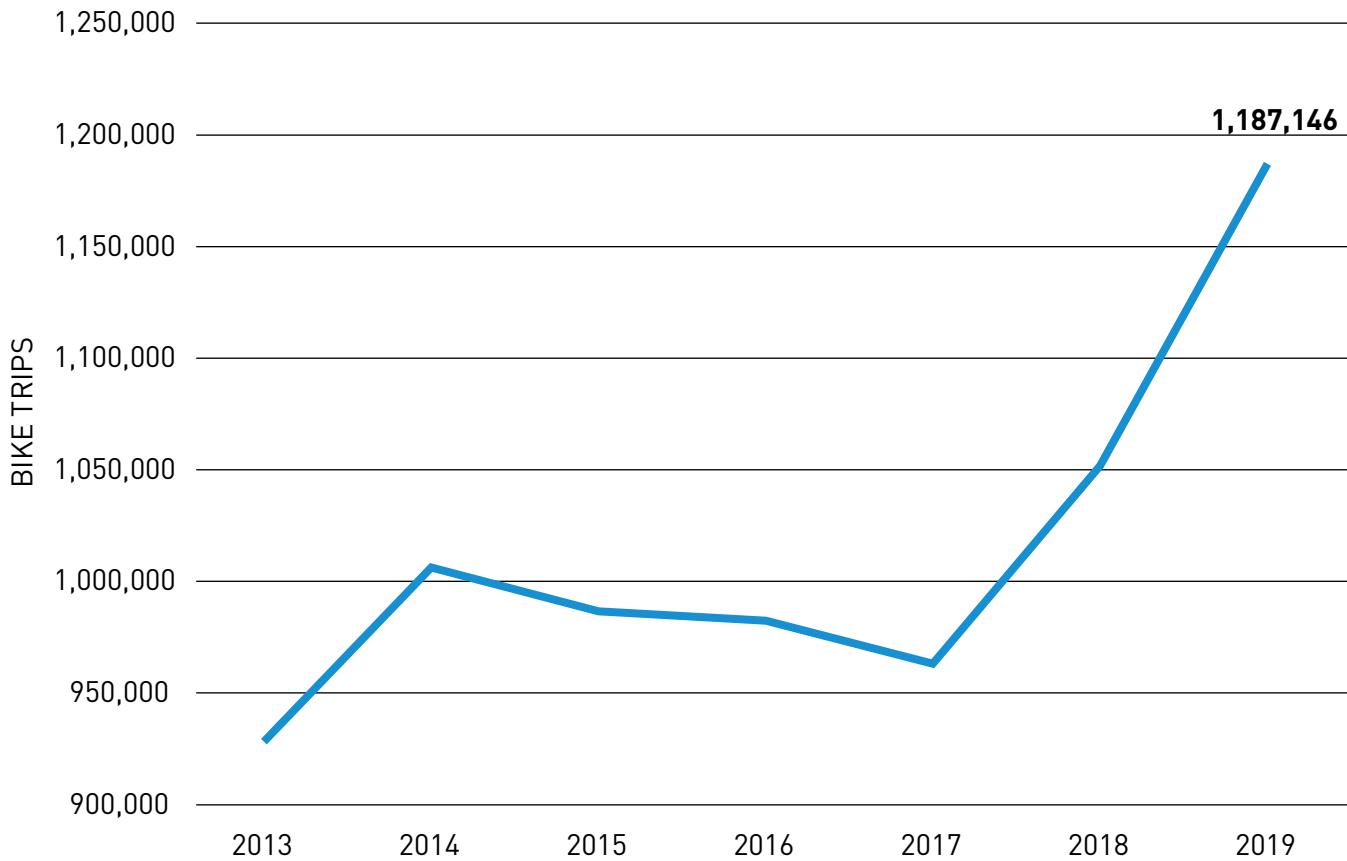
## BICYCLE VOLUMES

In 2019, SDOT collected bicycle volume data with three different programs: automated permanent bicycle counters at 10 locations, 63 multiday short counts, and regular spot counts at 50 intersections.

## Automated Bicycle Counters

In October 2012, the Fremont bridge totem was installed to count bikes crossing the bridge on both walkways of the bridge. These counts show both hourly and daily patterns for bike volume and allow the effects of weather and other factors to be evaluated. This is the fifth full year of complete data for the Fremont bridge bike counter. The total bike volume for 2019 was over a million at 1,187,146 which represents a 12% increase in bike volume from 2018.

**FIGURE 8: BIKE RIDES OVER THE FREMONT BRIDGE**





**TABLE 2: 2019 FREMONT BRIDGE COUNTER SUMMARY**

Total	1,187,146
Peak Day	Tue, 11 Jun, 2019 (6,428)
Minimum Day	Sun, 10 Feb, 2019 (38)
Max Day of the Week	Wednesday
Hourly Average	136
Daily Average	3,252
Average Workday Traffic	3,826
Average Weekend Traffic	1,814
Weekly Average	22,767
Monthly Average	98,997

2019 marks the seven continuous year of full counts from ten permanent bike counters that were installed on multi-use trails and neighborhood greenways. These counters capture bike volume by direction; additionally, three locations capture pedestrian volume. These counts give a better illustration of daily bike ridership throughout the city.

Seven continuous counters were used to create day of year factors for 2019. The short counts were then factored up into yearly bike volume estimates based on these factors. Using daily factors provides for the estimates to be within 15% of the actual values when we have at least six days of data (as per NCHRP report 797).

**TABLE 3: BICYCLE PERMANENT COUNTS**

Site	2016 Annual Count	2017 Annual Count	2018 Annual Count	2019 Annual Count
26th Ave SW Greenway at SW Oregon St Total	29,469	34,419	23,598	35,757
2nd Avenue Display	N/A	236,762	313,503	559,946
39th Ave NE Greenway at NE 62nd St Total	80788	55,178	44,500*	N/A
BGT North of NE 70th St	405393	374,871	231,797	367,992
Broadway Cycle Track	114399	106,515	108,279	110,867
Elliott Bay Trail in Myrtle Edwards Park	411192	396,574	439,672	448,349
Fremont Bridge Totem	982470	963,135	1,051,880	1,187,146
MTS Trail West of I-90 Bridge	231177	234,122	199,369	200,437
Spokane St. Bridge Total	297474	275,536	284,608	321,809

\*Factored

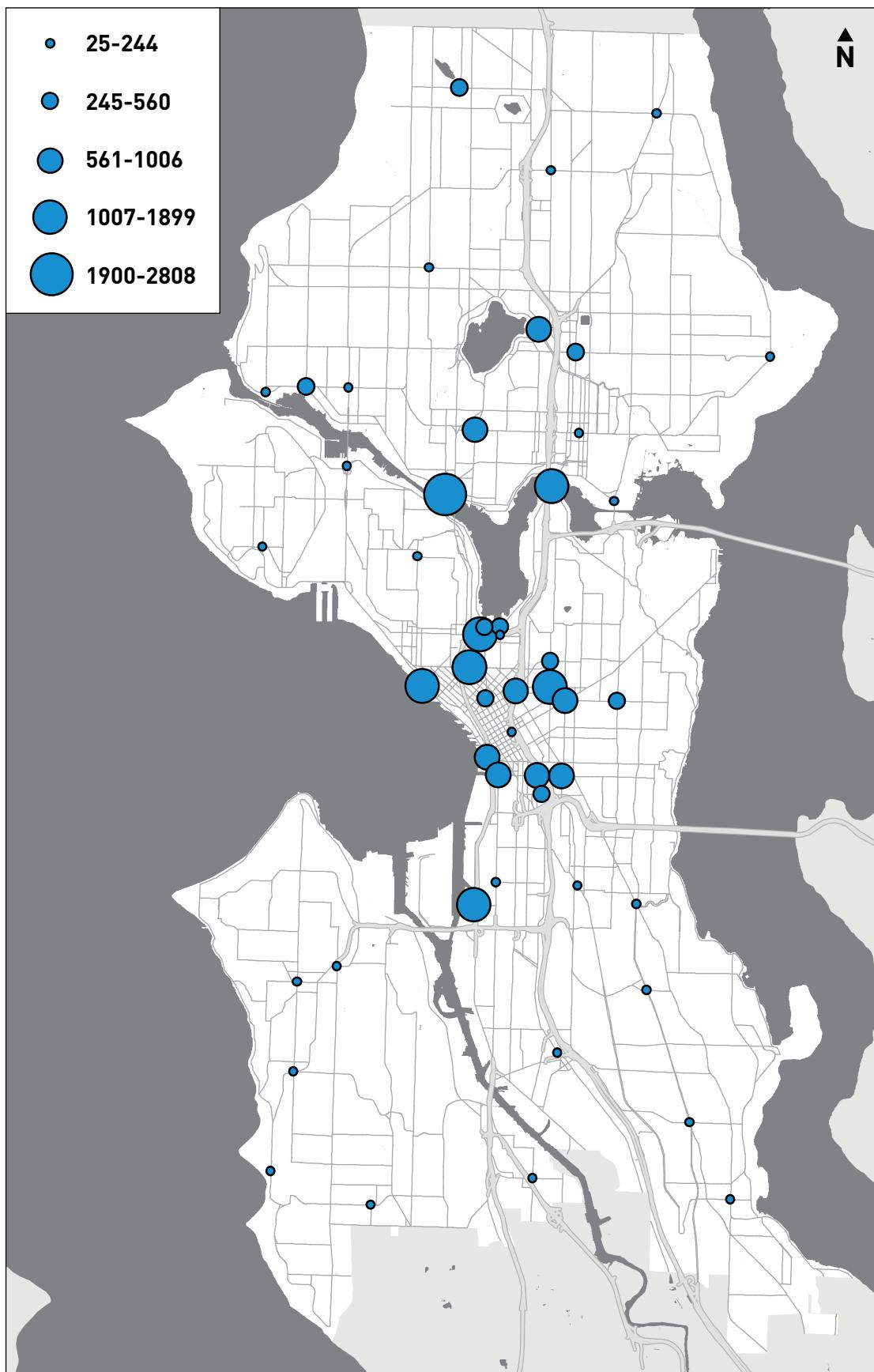
### Multiday Short Counts

In 2019 we conducted 133 machine short counts in different parts of the city in addition to the spot counts. These counts are a better indication of bike ridership since they capture at least one week of data instead of the 2-hour window of the spot counts. Some of these counts support the Bicycle Master Plan's ridership performance measure.

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

*University Bridge*

FIGURE 9: 2019 AVERAGE DAILY BIKE VOLUMES

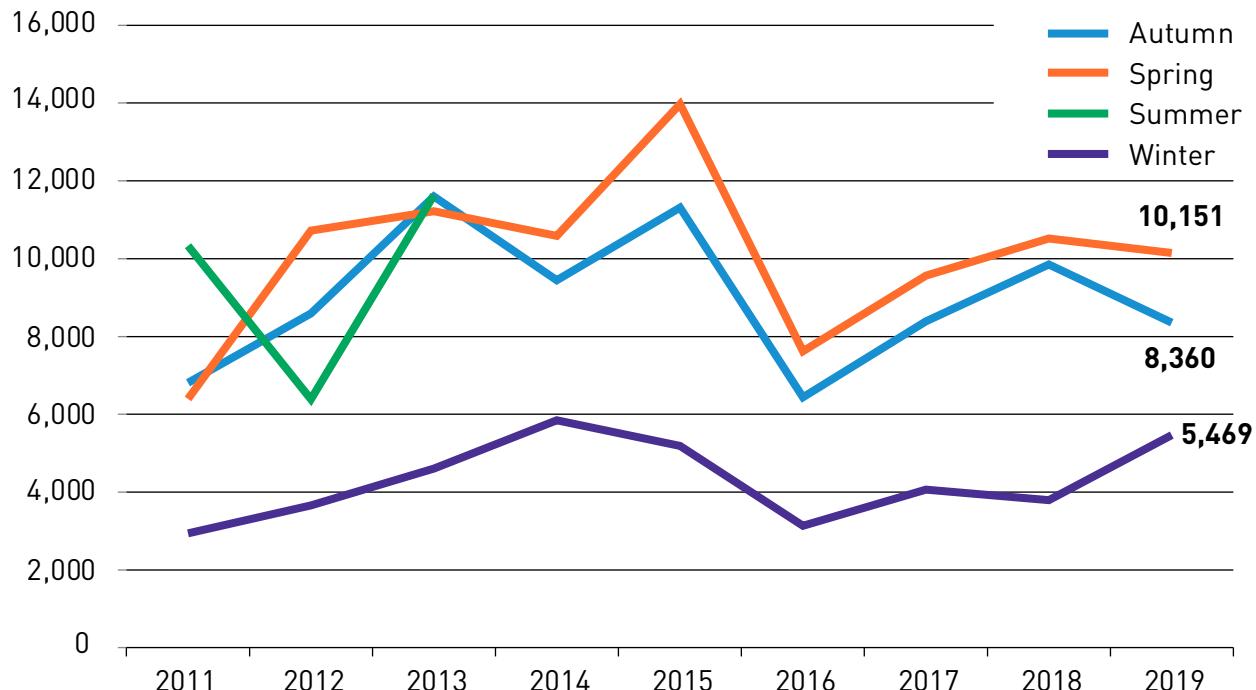


## Spot Bike Counts

In 2011 SDOT began a systematic bicycle counts program that uses National Bicycle and Pedestrian Documentation (NBPD) methodology to count bicycles and pedestrians at 50 locations citywide multiple times a year. In 2019 these counts were conducted in January, May, and September. Each month counts are collected for PM peak (5-7pm), off peak (10am-noon), and Saturday (noon-2pm) time periods at each location. In 2014 we removed the July counts since the days these were conducted landed on the week of the July 4th. We observed that these counts don't correctly show true ridership numbers.

In 2019, the quarterly citywide program counted 23,980 cyclists for the months of January, May and September. The overall number of cyclists counted decreased at these valid count locations. Weather played a factor to these counts due to being on the same day. Weather impacts ridership in which lower volumes will be recorded. We also conduct short counts in different locations and have permanent counters. These counts provide a better assessment on daily ridership due to longer periods of counts. From the NBPD count analysis Fremont Ave N and N 34th St showed the most overall ridership with 1,498 total weekday riders.

**FIGURE 10: NBPD BIKE COUNT ANNUAL TREND**



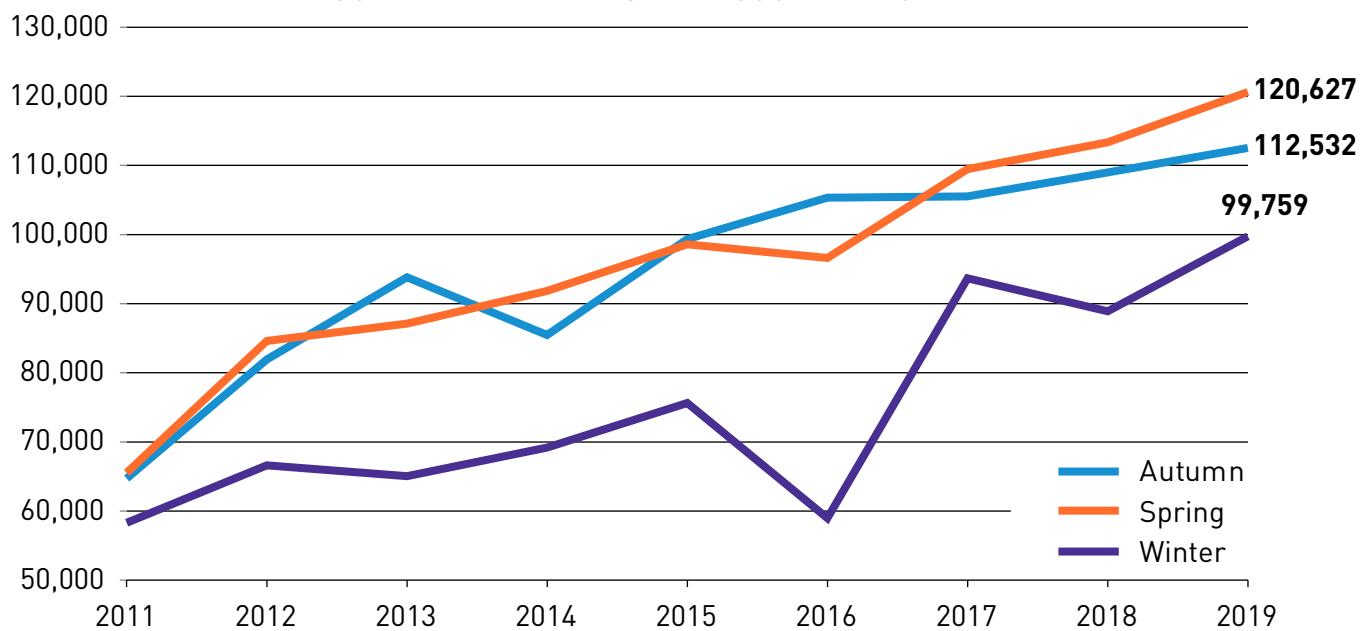
## PEDESTRIAN VOLUMES

Beginning in 2011, SDOT began collecting quarterly citywide counts using the National Bike and Pedestrian Documentation (NBPD) methodology. Pedestrian volume is also being recorded at the newly installed permanent multi-use trail counter locations. The map if these locations can be found in the Supporting Data section.

## Quarterly Citywide Pedestrian Counts

In 2011, SDOT started using the National Bicycle and Pedestrian Documentation project methodology for counting bicycles and pedestrians. These spot counts provide consistent, annual pedestrian volumes that we can track over time. Each count is conducted at an intersection and records the number of pedestrians crossing each leg of the intersection. Since these counts are collected in conjunction with the quarterly bicycle counts, they share the January, May, July and September count dates as well as the PM Peak (5-7pm), off peak (10am-noon) and Saturday (noon-2pm) time periods. In 2019, the highest pedestrian volume count was recorded with an additional 21,683 people or 7% increase from 2018.

**FIGURE 11: NBPD PEDESTRIAN COUNT ANNUAL TREND**

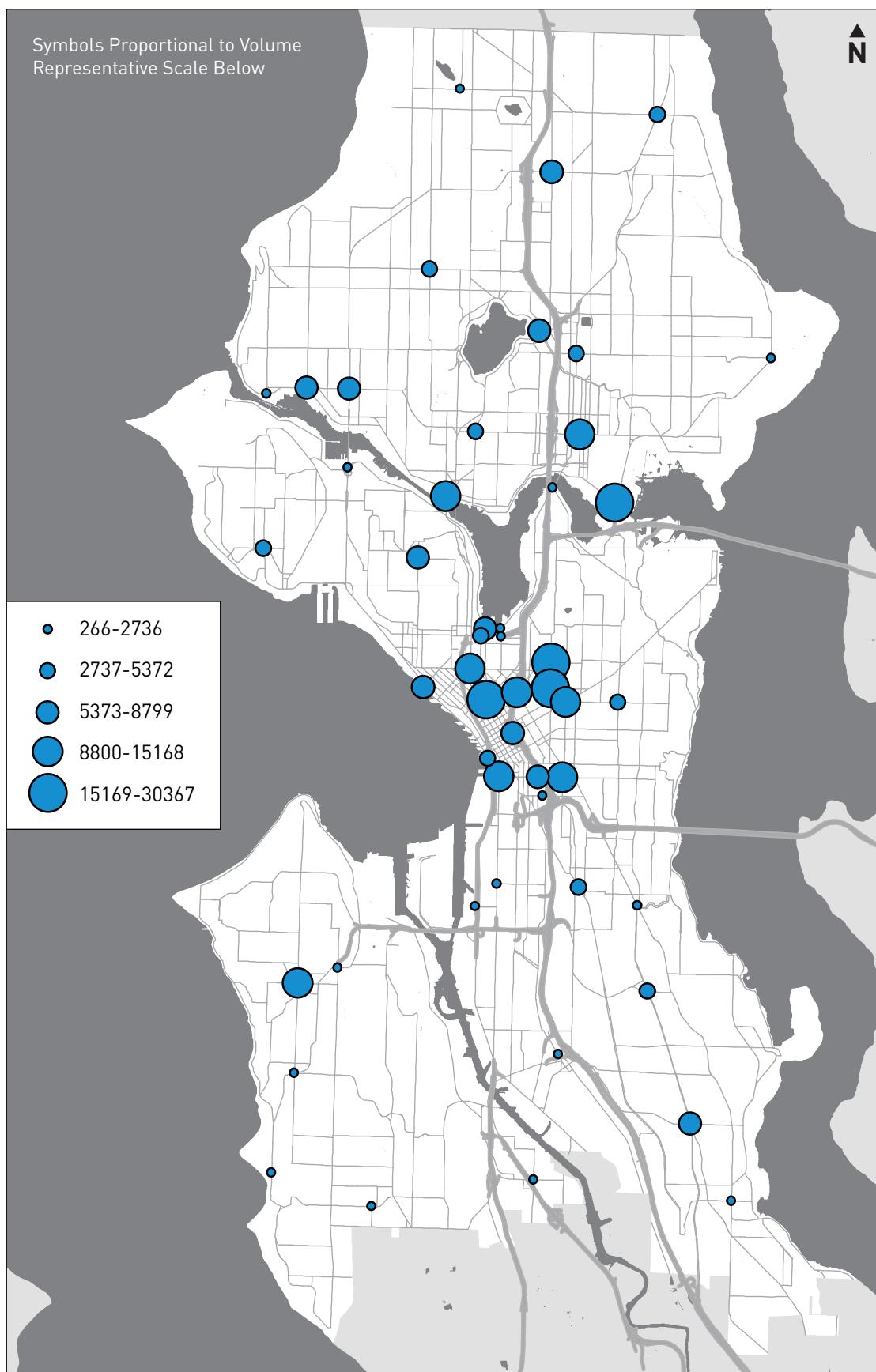


The ongoing program expands SDOT's pedestrian data beyond the city center. It also provides insight into seasonal and daily pedestrian patterns. In general, volumes have consistently increased for each season year over year. We have omitted summer pedestrian counts because observations in some years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

The total number of pedestrians counted in 2019 by the program was 332,918. The busiest pedestrian location counted in 2019 was again Broadway and East Olive Street with 30,367 total pedestrians counted, this location also had the most pedestrians counted previous years. Figure 12 shows the total pedestrian volumes for each location counted in 2019. Details of the 2019 counts by location are available on the web at <http://data.seattle.gov>.



**FIGURE 12: AVERAGE VOLUMES FOR 2019 PEDESTRIAN COUNTS**



## MOTOR VEHICLE SPEEDS

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

Engineers gauge speed several different ways, including the 85th percentile speed of traffic

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

The locations listed in the Table 4 are areas with the highest 85th percentile speeds. Locations are counted in a four-year rotation. These locations were last counted in 2015.

**TABLE 4: 2019 HIGHEST SPEED COUNT LOCATIONS**

Locations	Directions	Speed Limit	2018 85th Percentile Speed
16TH AVE S, N/O 16TH AVE S BR	NB	30	44.3
16TH AVE S, N/O 16TH AVE S BR	SB	30	43.4
AURORA AVE N, S/O N 112TH ST	NB	35	43.2
OLSON PL SW, SW/O 1ST AVE S	NEB	35	42.5
AURORA AVE N, S/O N 112TH ST	SB	35	42.2
M L KING JR ER WAY S, N/O S ANDOVER ST	NB	35	42.0
M L KING JR WR WAY S, N/O S ANDOVER ST	SB	35	41.1
OLSON PL SW, SW/O 1ST AVE S	SWB	35	40.4
S DEARBORN ST, W/O 13TH AVE S	EB	30	39.2
24TH AVE E, N/O E PROSPECT ST	SB	30	38.5

# TRAFFIC COLLISIONS

Collision data can be used to help gauge the effectiveness of engineering and enforcement efforts. Collision data helps identify locations that may benefit from additional engineering treatments or enhanced enforcement efforts.

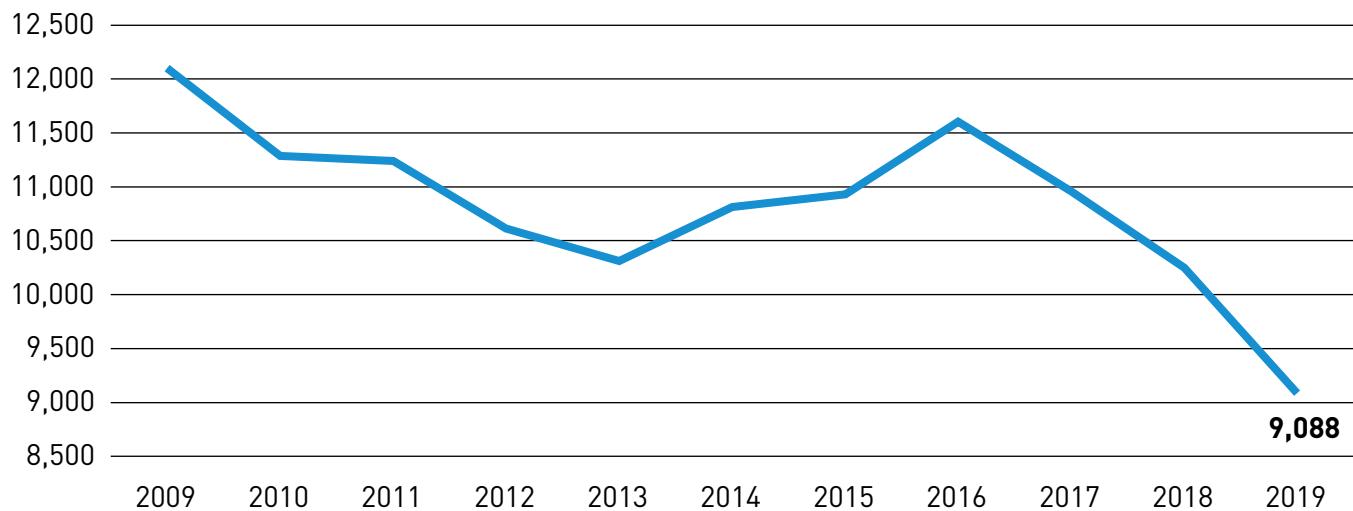
There were 9,088 police reported collisions on Seattle streets in 2019. In addition, there were 2,114 self-reported collisions, which are not included in our analysis due to reliability and completeness factors. The trend for all types of reports is listed on the Supporting Data section.

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*There were 9,088 collisions in 2019 on Seattle streets reported by police.*

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**FIGURE 13: POLICE REPORTED COLLISIONS ON SEATTLE STREETS**



## CITYWIDE COLLISION RATE

The collision rate decreased by 4.7% from 2018 to 2019.

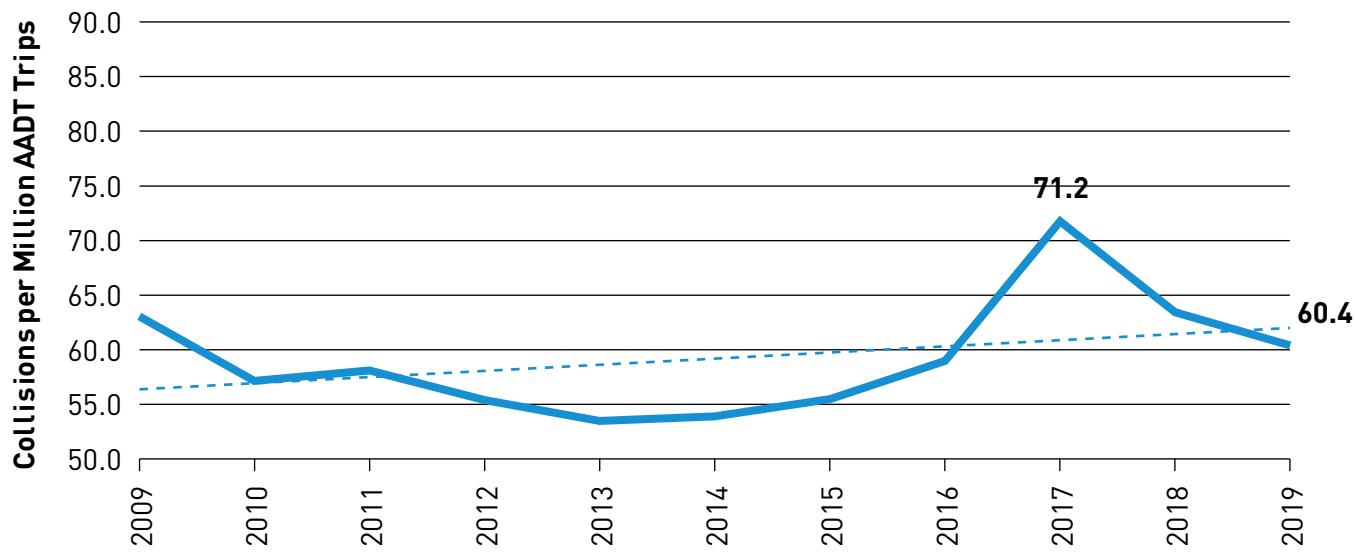
The Citywide Collision rate is the number of police reported collisions per Average Annual Daily Trips (AADT). The AADT is a citywide approximation of arterial traffic volumes. In this case, AADT has

been adjusted to exclude volumes on I-5, I-90 and SR-520 because our collision data do not include collisions on these roadways. The 16th Ave S Bridge counts have been included into the AADT. The count for 2014 has been added to the years 2011, 2012 and 2013 since the counts were not done that year due to closure for construction.

TABLE 5: COLLISION AND COLLISION RATE TRENDS

Year	All Collisions	Police Reported Collisions	Average Daily Traffic	AADT	Citywide Collision Rate
2009	13,272	12,101	525,758	191,901,732	63.1
2010	11,948	11,288	541,170	197,527,114	57.1
2011	12,405	11,240	529,988	193,445,620	58.1
2012	12,725	10,614	524,732	191,527,180	55.4
2013	12,736	10,310	528,174	192,783,510	53.5
2014	12,034	10,815	549,655	200,624,075	53.9
2015	14,244	10,930	539,600	196,954,000	55.5
2016	13,641	11,603	539,106	196,773,690	59.0
2017	12,469	10,953	418,187	152,638,255	71.8
2018	12,185	10,249	442,722	161,593,530	63.4
2019	11,202	9,088	412,205	150,454,825	60.4

FIGURE 14: CITYWIDE COLLISION RATE

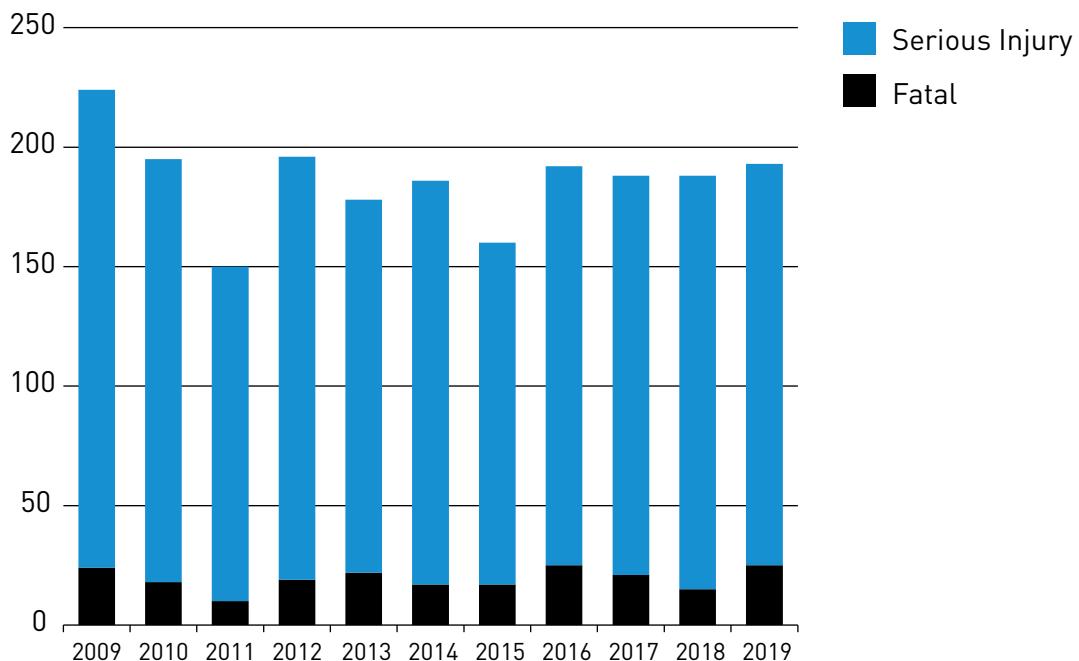


## FATAL AND SERIOUS INJURY COLLISIONS

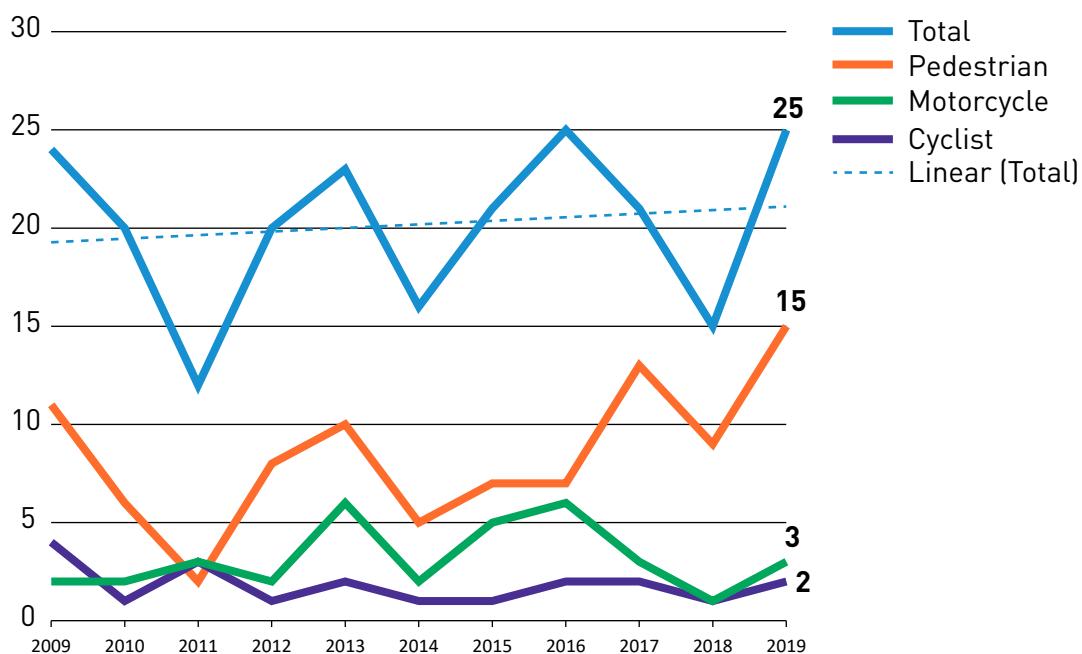
Figure 15 shows the trend of fatal and serious injury collisions on Seattle streets since 2009. Vision Zero set out a goal of reducing these collisions to zero. In 2019 there were a total of 193 fatal and serious injury collisions, representing

a slight increase from 2018. In 2019, there were 25 fatalities on Seattle streets. These numbers do not include incidents on limited access State Highways and Interstates. Details of each fatality and tables of historical trends can be found in the Supporting Data section.

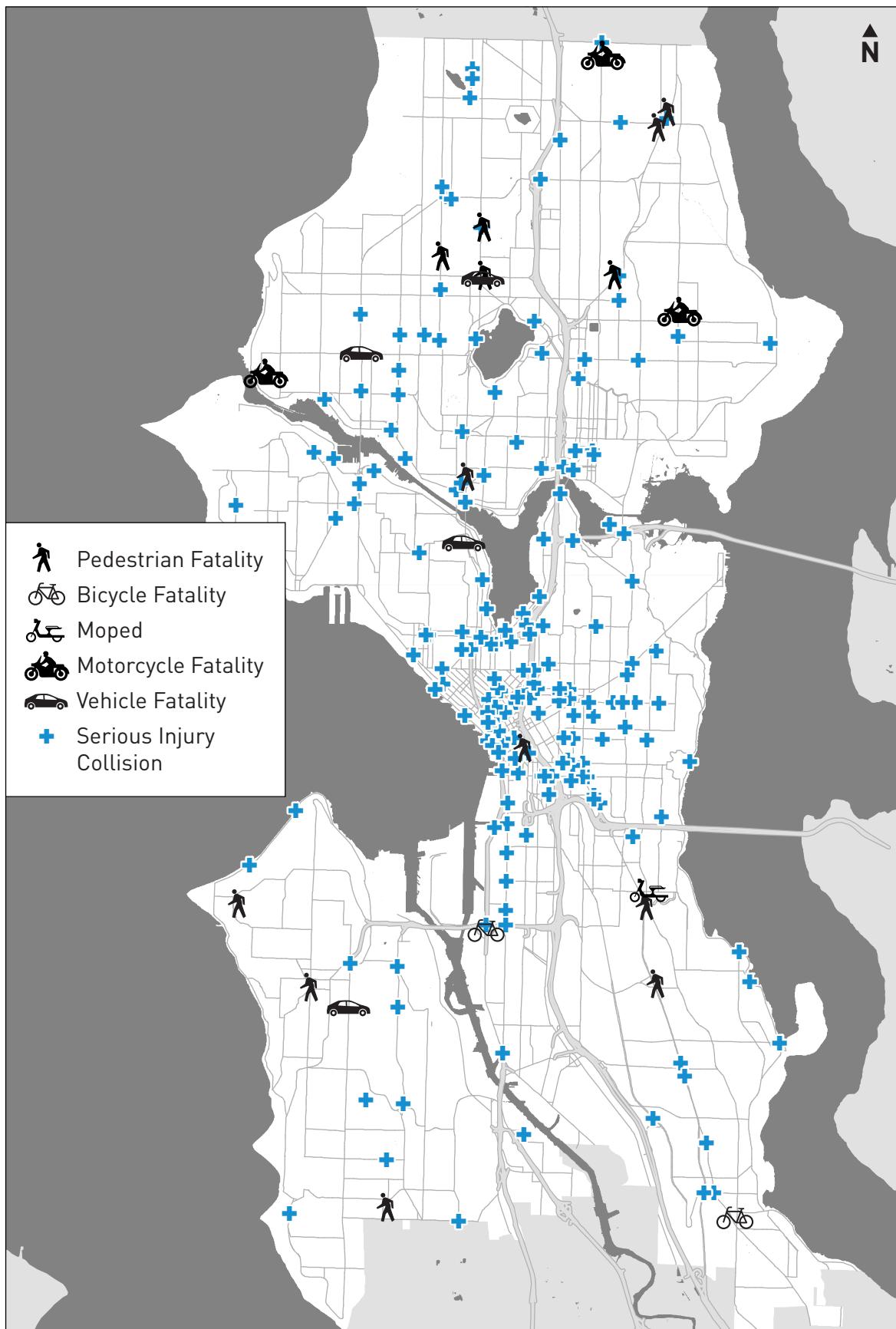
**FIGURE 15: FATAL/SERIOUS INJURY COLLISION TREND**



**FIGURE 16: TRAFFIC FATALITIES ON SEATTLE STREETS**



**FIGURE 17: 2019 SERIOUS AND FATAL COLLISION LOCATIONS ON SEATTLE STREETS**

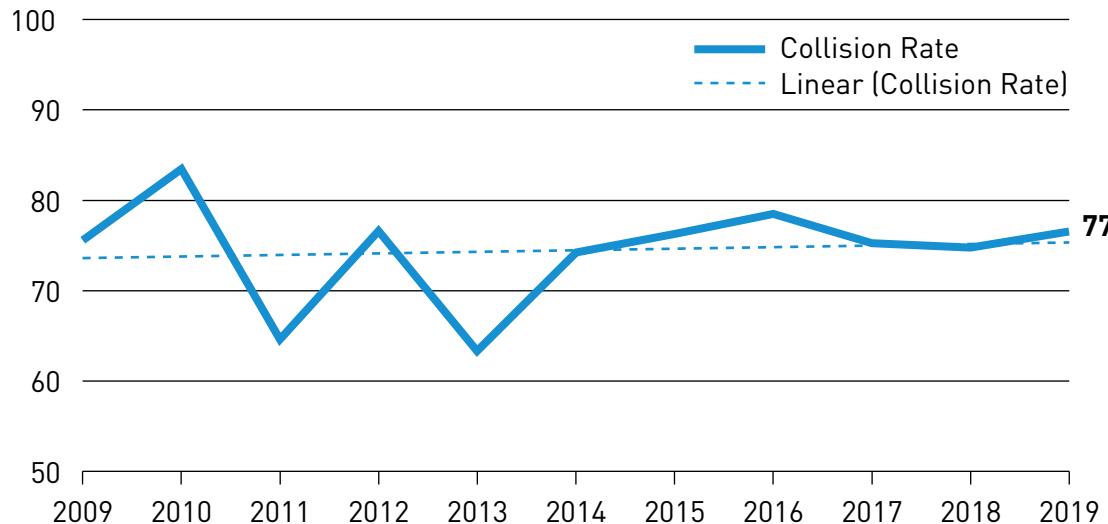


## PEDESTRIAN COLLISION RATE

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

The pedestrian collisions per 100,000 inhabitants increased from 75 to 77 from 2018 to 2019. The total number of pedestrian serious injury and fatality increased from 69 to 88.

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



**FIGURE 19: SERIOUS AND FATAL COLLISIONS FOR PEDESTRIANS**

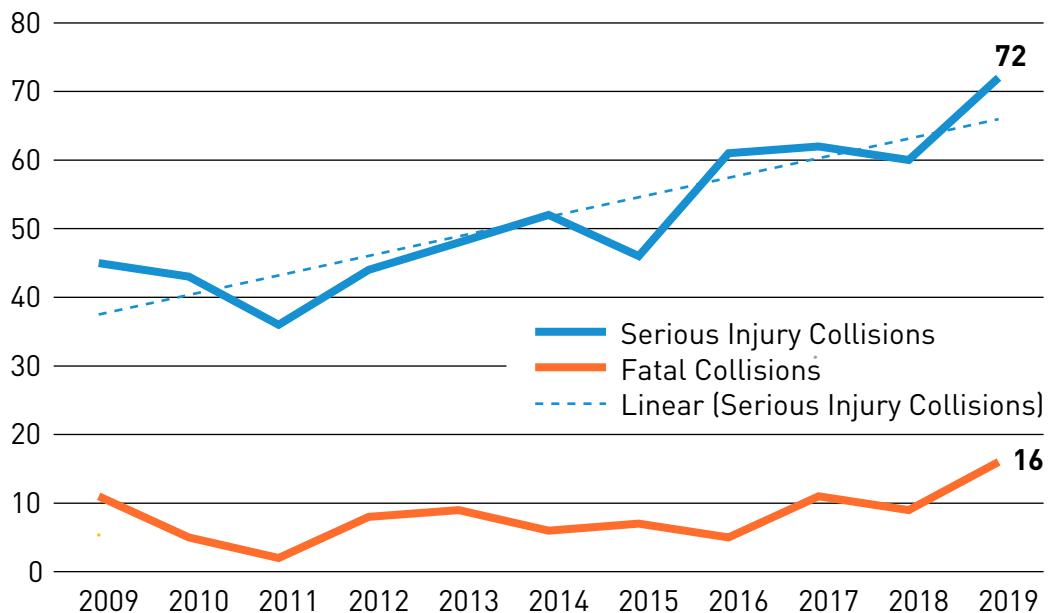
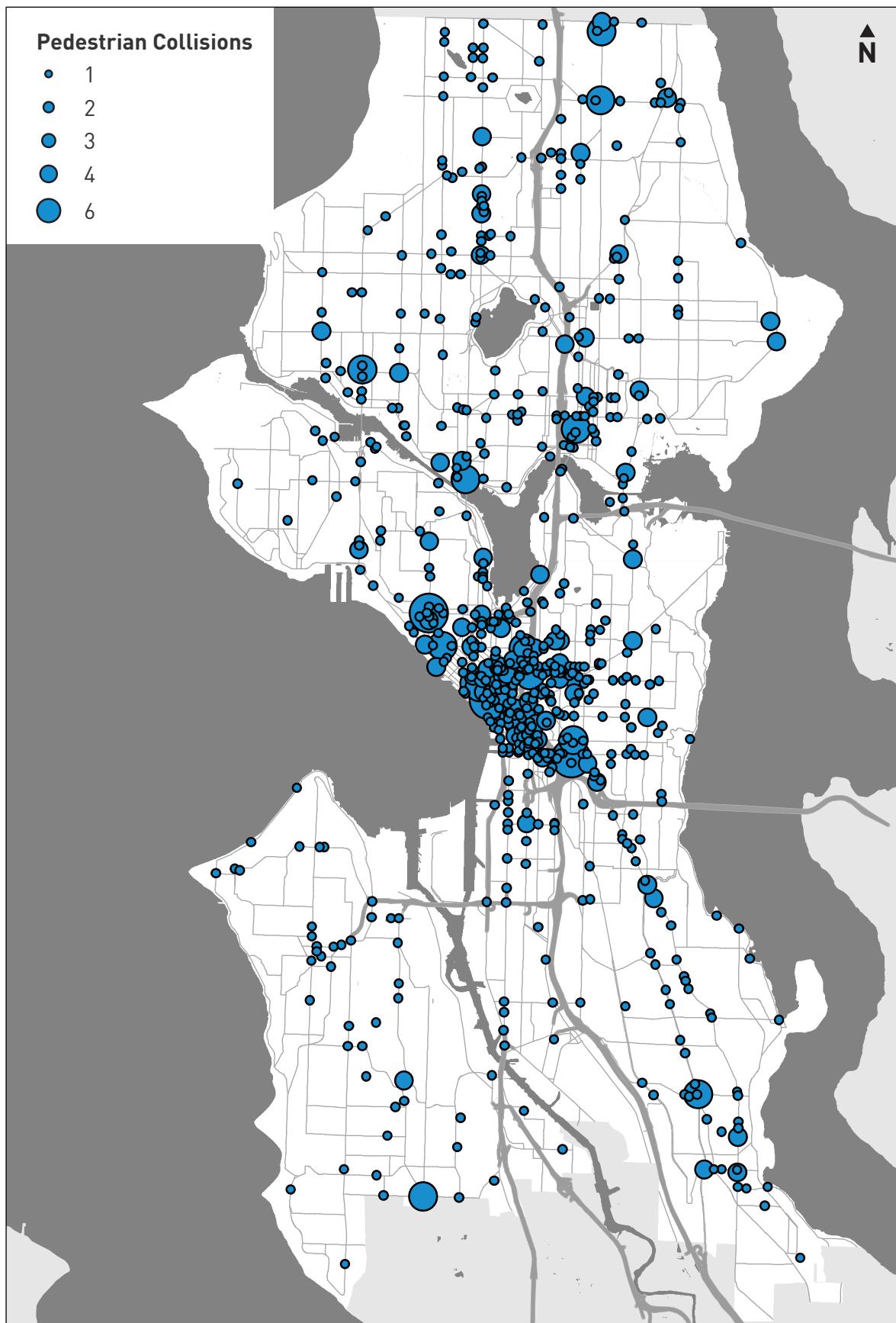




FIGURE 20: 2019 PEDESTRIAN COLLISIONS ON SEATTLE STREETS



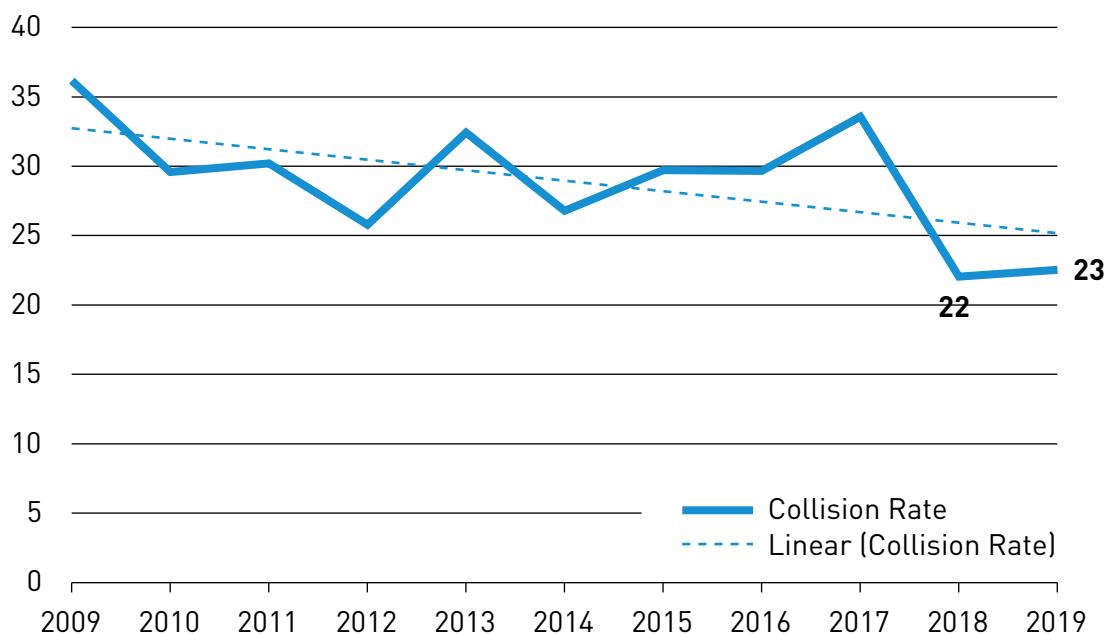


## BICYCLE COLLISION RATE

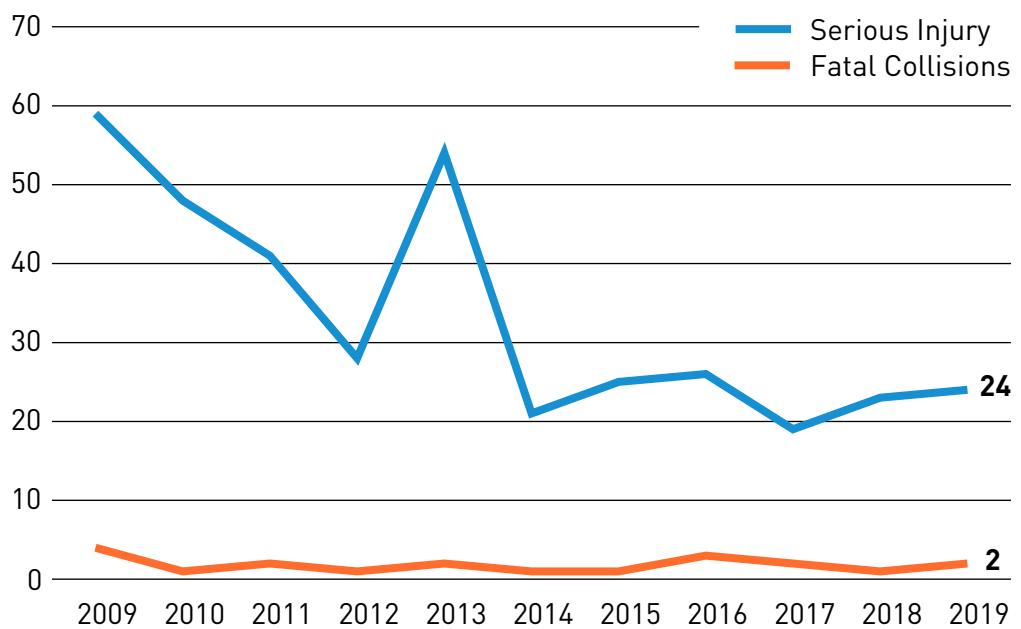
Figure 21 shows the bicycle collision rate as a factor of the number of bicycle commuters as reported by the U.S. Census Bureau's American Community Survey (ACS). Currently, the ACS

number is the best proxy SDOT has for the total number of cycling trips in the City of Seattle. The bicycle collision rate shows a decreasing trend since 2007 when SDOT Bicycle Master Plan was adopted.

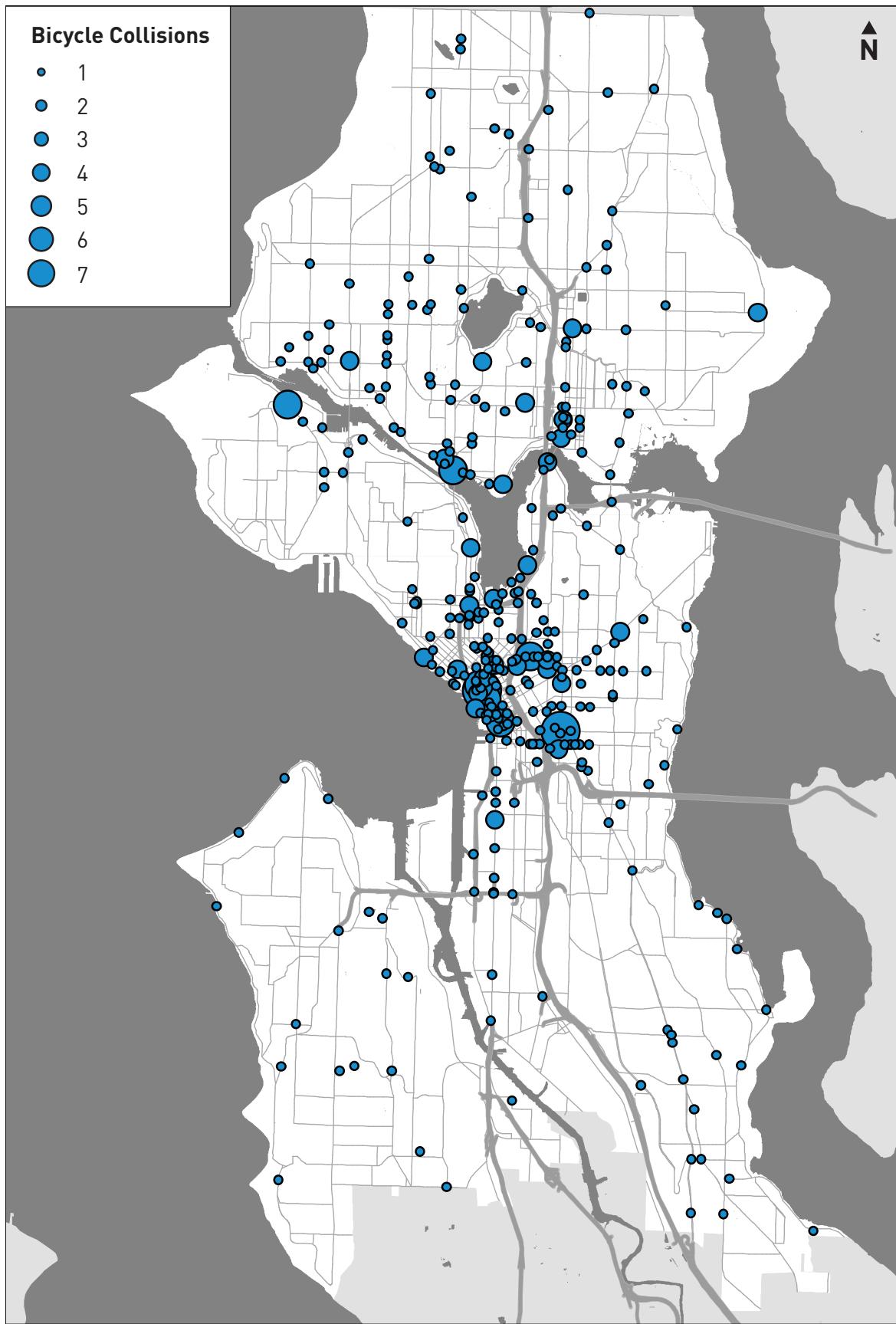
**FIGURE 21: BICYCLE COLLISION RATE PER 1,000 COMMUTERS**



**FIGURE 22: SERIOUS AND FATAL COLLISIONS FOR BICYCLES**



**FIGURE 23: 2019 BICYCLE COLLISIONS ON SEATTLE STREETS**



# SUPPORTING DATA

## VOLUME DATA

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

**TABLE 6: CONTROL COUNT LOCATIONS**

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

**TABLE 7: 2019 BRIDGE COUNT LOCATIONS**

1. Aurora Bridge
2. Ballard Bridge
3. Fremont Bridge
4. Montlake Bridge
5. Spokane Street Corridor (Duwamish West Waterway)
6. West Seattle Bridge (High-rise)
7. SW Spokane Bridge (Swing)
8. University Bridge
9. 1 Ave S Bridge
10. 16th Ave S Bridge
11. I-90 Bridge
12. SR520 Bridge
13. I-5 Bridge

**TABLE 8: AVERAGE DAILY TRAFFIC VOLUMES**

Year	Average Daily Traffic in Seattle
2009	983,404
2010	994,642
2011	993,141
2012	964,150
2013	973,699
2014	997,289
2015	959,588
2016	1,006,663
2017	988,187
2018	1,015,722
2019	998,086



**TABLE 9: 2019 MONTHLY EXPANSION FACTOR**

	JAN	FEB	MAR	APR	MAY	JUN
<b>Count</b>	415,736	458,021	457,541	441,247	452,419	476,181
<b>Factor</b>	1.089	0.989	0.99	1.026	1.001	0.951
	JUL	AUG	SEP	OCT	NOV	DEC
<b>Count</b>	454,425	436,998	458,553	463,041	450,200	469,869
<b>Factor</b>	0.997	1.036	0.988	0.978	1.006	0.964

**TABLE 10: 2019 TOP ARTERIAL TRAFFIC COUNTS**

Location	AAWDT Scaled
West Seattle Bridge @ DMS Sign	84,119
Montlake Bridge	68,396
East Marginal Way S, S/O S Alaska St	63,929
Mercer St @ Boren Ave N	60,593
Ballard Bridge Count Station	47,705
West Marginal Way S, N/O S Holden St	43,469
Aurora Ave N (SR99) @ Ward St	42,007
Rainier Ave S, SE/O S Dearborn St	39,602
Lake City Way NE, NE/O NE 95th St	39,296
Denny Way, W/O 2nd Ave	38,767

**TABLE 11: SEATTLE POPULATION**

<b>Year</b>	<b>Seattle Population</b>
2009	602,000
2010	610,383
2011	622,354
2012	635,521
2013	653,713
2014	669,112
2015	684,451
2016	704,352
2017	713,700
2018	730,400
2019	747,300

**TABLE 12: REGIONAL EMPLOYMENT**

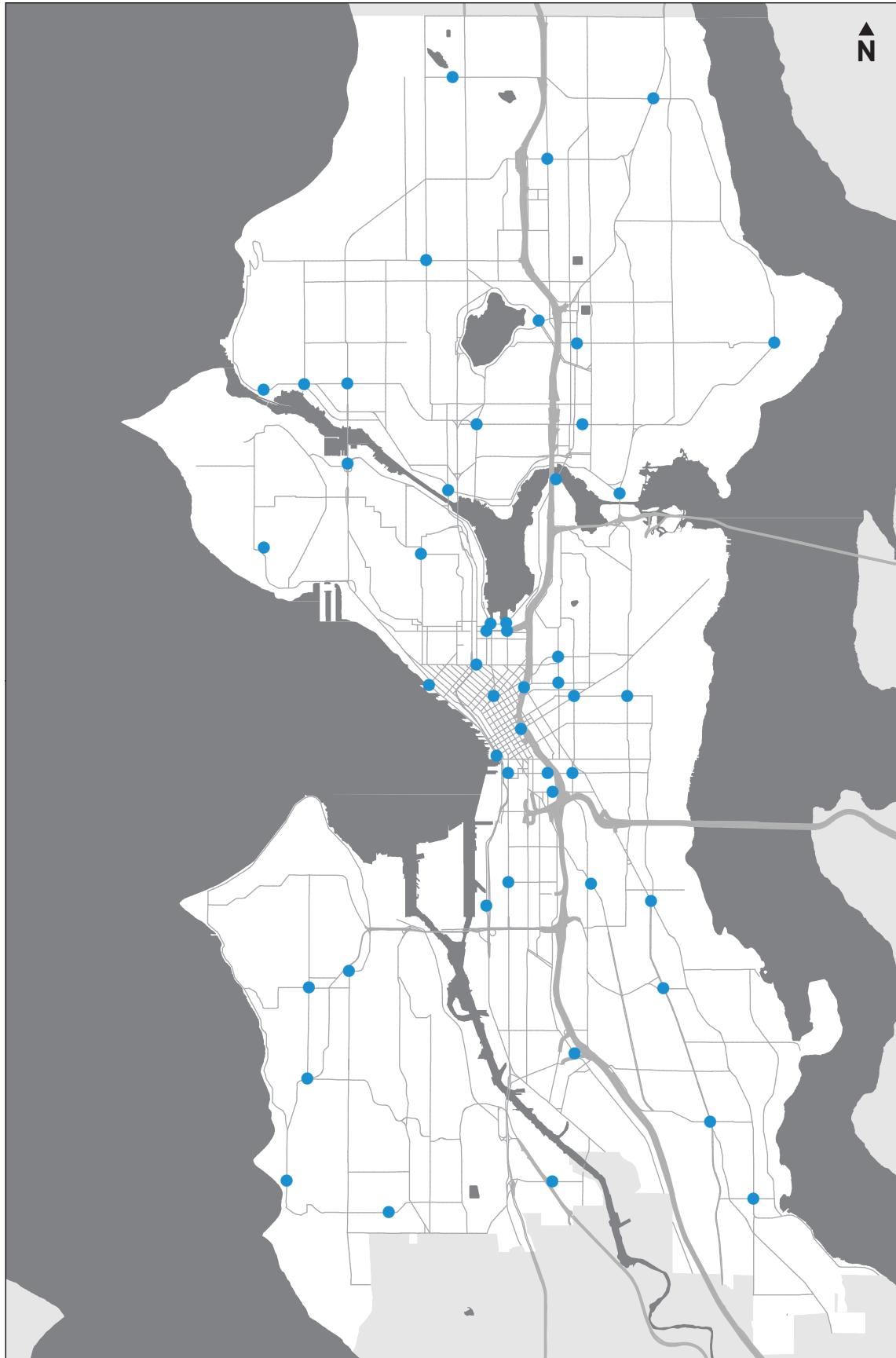
<b>Year</b>	<b>Seattle/Tacoma/Bellevue Employment</b>
2009	1,724,562
2010	1,710,769
2011	1,722,178
2012	1,765,426
2013	1,796,317
2014	1,836,144
2015	1,874,467
2016	1,935,205
2017	1,985,968
2018	2,031,699
2019	2,115,045

**TABLE 13: REGIONAL ANNUAL TRANSIT RIDERSHIP**

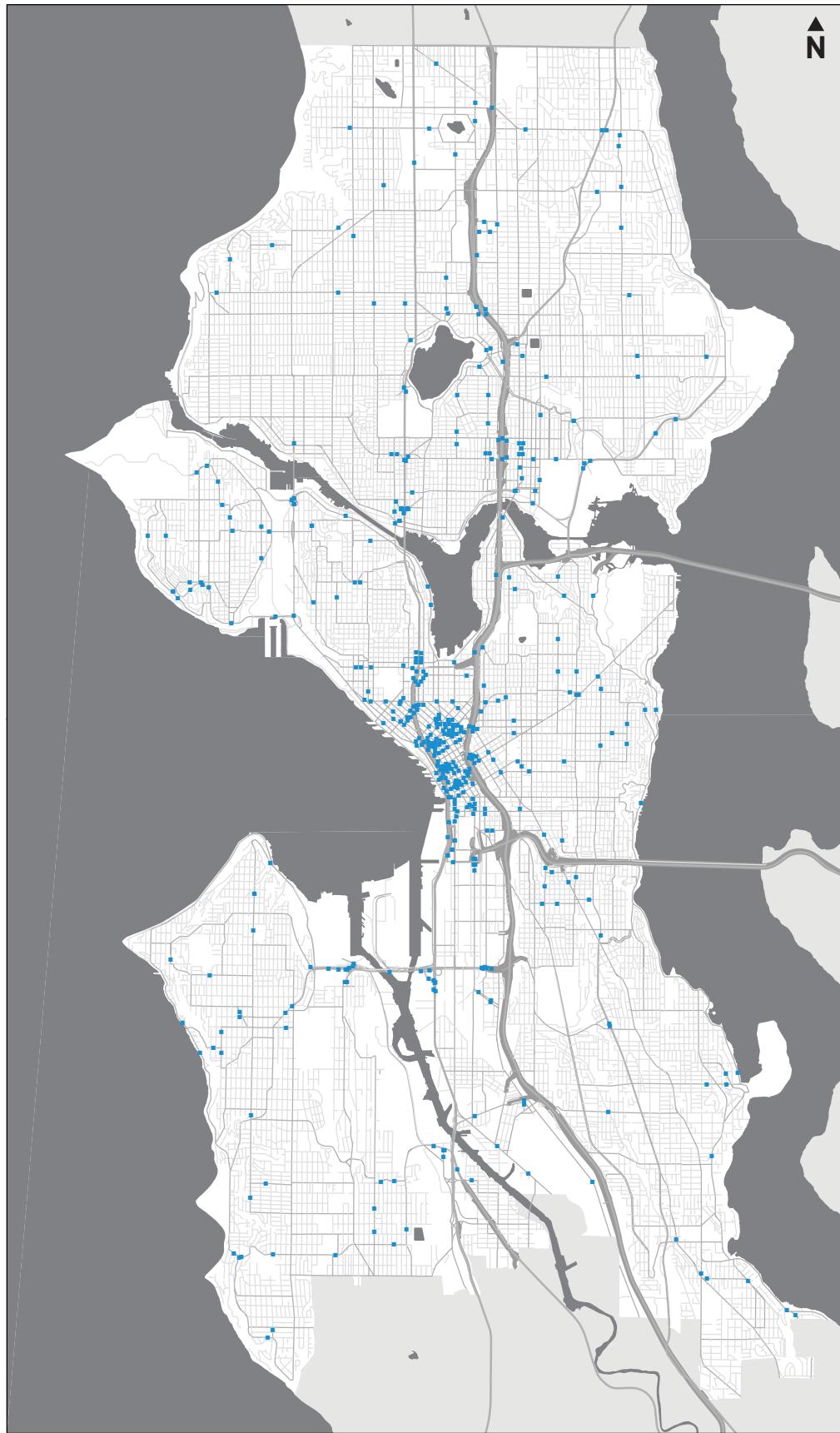
<b>Year</b>	<b>Metro Ridership</b>	<b>Access Boardings</b>	<b>Taxi Boardings</b>	<b>CAT* Boardings</b>	<b>ST Boardings</b>	<b>Total Transit Ridership</b>
2009	111,717,152	1,119,927	34,320	211,417	18,810,635	131,893,451
2010	109,583,654	1,229,039	32,502	250,369	22,802,673	133,898,237
2011	112,766,328	1,221,392	32,352	303,428	25,079,792	139,403,292
2012	115,410,304	1,164,935	31,228	312,795	28,029,348	144,948,610
2013	118,629,373	1,158,467	31,271	316,723	30,379,713	150,515,547
2014	120,950,922	1,079,309	27,490	342,989	32,996,287	155,396,997
2015	121,842,972	980,086	24,059	362,461	34,860,000	158,069,578
2016	121,547,394	961,478	20,156	347,550	42,738,763	165,615,341
2017	122,233,133	958,439	17,162	340,265	47,031,781	170,580,780
2018	122,446,992	1,027,395	15,992	330,122	48,217,648	172,038,149
2019	121,735,703	887,915	177,791	346,484	52,260,000	175,407,893

\*Community Access Transit

**FIGURE 24: SDOT BIKE AND PEDESTRIAN SPOT COUNT LOCATIONS**



**FIGURE 25: SDOT 2019 TRAFFIC FLOW MAP VOLUME COUNT LOCATIONS**



**FIGURE 26: PERMANENT BICYCLE AND PEDESTRIAN COUNT LOCATIONS**



**TABLE 14: FREMONT BRIDGE TOTAL**

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

**TABLE 15: 2019 MACHINE BICYCLE COUNTS**

Location	2019 AADT
Fremont Bridge Totem	3250
Westlake PBL and Newton St	2070
BGT n/o NE 70th St	1400
Montlake Br Sidewalks (aggregate)	1380
Elliott Bay Trl in Myrtle Edwards Park	1230
BGT at 9th Ave NW	1150
University Br Sidewalks (aggregate)	1110
2nd Ave Cycle Track	1070
2nd Ave PBL and Cedar (bad CC)	1010
Spokane St Bridge	880
Mountain to Sound Greenway (I-90)	650
Dexter Ave N nw/o Howe St	610
Gilman Ave W nw/o W Berettona St	610
Dexter Ave N n/o Denny Way (aggregate)	500
Mercer St PBL w/o 6th Ave N	440
Lake Washington Blvd S n/o S Horton St SR	410
Roosevelt Way NE s/o NE 45th St	380
Broadway Cycle Track	360
Ballard Br Bikeways (aggregate)	350
Alki Trl w/o 59th Ave SW	340

**TABLE 15: MACHINE BICYCLE COUNT (CONTINUED)**

Location	2019 AADT
Fremont Ave N n/o N 86th St	230
NE 40th St e/o Brooklyn Ave NE	220
Pike St w/o Terry Ave (aggregate)	190
Greenlake Way N n/o N 54th St (aggregate)	170
Hiawatha Pl S nw/o S Bush Pl	170
12th Ave S s/o S Weller St (NB)	160
S Jackson St w/o 25th Ave S (aggregate)	150
NW 58th St Greenway (bad CC)	120
Greenwood Ave N s/o N 85th St (aggregate)	110
12th Ave NE s/o NE 50th St	100
12th Ave S s/o S Weller St (SB)	100
26th Ave SW Greenway at SW Oregon St	90
E Republican St w/o Malden Ave E	90
12th Ave NE n/o NE 50th St	80
18th Ave S n/o S Bayview St	70
Duwamish River Trl n/o S Holden St	70
E Republican St w/o 16th Ave E	70
Fauntleroy Way SW w/o California Ave SW (aggregate)	70
SODO Trl n/o S Forest St	70
Lafayette Ave S n/o S Hinds St	60
NW 83rd St w/o 8th Ave NW	60
E Republican St e/o 16th Ave E	50
27th Ave NE n/o NE 130th St	40
E Republican St e/o 20th Ave E	40
W Boston St e/o 1st Ave W	40
22nd Ave n/o E Columbia St	30
Chief Sealth Trl n/o SW Thistle St (bad CC)	30
E Republican St e/o 17th Ave E	30
N 43rd St w/o Wallingford Ave N	30
Renton Ave S s/o S Bennett St	30
S Henderson St w/o 50th Ave S (aggregate)	30
13th Ave E n/o E Republican St	20
45th Ave SW n/o SW Dakota St	20
NE 125th St w/o 12th Ave NE (aggregate)	20
17th Ave SW n/o SW Henderson St	10
E Roy St e/o 11th Ave E	10

## SPEED DATA

**TABLE 16: SPEED DATA**

Locations	Direction	2019 Speed Limit	85th Percentile Speed	Date
16TH AVE S, N/O 16TH AVE S BR	NB	30	44.3	10/1/19
16TH AVE S, N/O 16TH AVE S BR	SB	30	43.4	10/1/19
AURORA AVE N, S/O N 112TH ST	NB	35	43.2	12/8/19
OLSON PL SW, SW/O 1ST AVE S	NEB	35	42.5	4/27/19
AURORA AVE N, S/O N 112TH ST	SB	35	42.2	12/8/19
M L KING JR ER WAY S, N/O S ANDOVER ST	NB	35	42.0	8/21/19
M L KING JR WR WAY S, N/O S ANDOVER ST	SB	35	41.1	8/21/19
OLSON PL SW, SW/O 1ST AVE S	SWB	35	40.4	4/27/19
S DEARBORN ST, W/O 13TH AVE S	EB	30	39.2	8/20/19
24TH AVE E, N/O E PROSPECT ST	SB	30	38.5	10/13/19
NE NORTHGATE WAY, W/O 15TH AVE NE	EB	30	38.4	1/10/19
M L KING JR WR WAY S, SE/O S HOLLY ST	SEB	35	38.1	8/21/19
NE 145TH ST, E/O 5TH AVE NE	EB	35	37.9	12/8/19
HOLMAN RD NW, NE/O 13TH E AVE NW	NEB	35	37.9	12/8/19
SAND POINT WAY NE, S/O NE 74TH ST	NB	40	37.8	4/3/19
HOLMAN RD NW, NE/O 13TH E AVE NW	SWB	35	37.7	12/8/19
SWIFT AVE S, NW/O S ALBRO PL	NWB	30	37.5	4/25/19
M L KING JR ER WAY S, SE/O S HOLLY ST	NWB	35	37.4	8/21/19
N 105TH ST, W/O EVANSTON W AVE N	WB	30	37.3	12/8/19
EAST MARGINAL NB WAY S, S/O DUWAMISH AVE S	NB	35	37.3	4/23/19
SAND POINT WAY NE, S/O NE 74TH ST	SB	40	37.1	4/3/19
EAST MARGINAL SB WAY S, S/O DUWAMISH AVE S	SB	35	36.7	4/23/19
24TH AVE E, N/O E PROSPECT ST	NB	30	36.4	10/13/19
MERCER ST, W/O 6TH AVE N	EB	25	36.3	10/5/19
NE NORTHGATE WAY, W/O 15TH AVE NE	WB	30	36.3	1/10/19
31ST AVE S, S/O S JACKSON ST	SB	30	36.3	5/16/19
6TH AVE S, S/O S FOREST ST	NB	30	36.3	8/20/19
6TH AVE S, S/O S FOREST ST	SB	30	36.3	8/20/19
NW MARKET ST, W/O 8TH AVE NW	WB	30	36.2	8/14/19
RAINIER AVE S, NW/O S HOLLY ST	NWB	30	35.8	11/17/19
RAINIER AVE S, S/O S OTHELLO ST	SB	30	35.6	11/17/19
SWIFT AVE S, NW/O S ALBRO PL	SEB	30	35.3	4/25/19
N 105TH ST, W/O EVANSTON W AVE N	EB	30	35.2	12/8/19

**TABLE 16: SPEED DATA (CONTINUED)**

Locations	Direction	2019 Speed Limit	85th Percentile Speed	Date
RAINIER AVE S, S/O S OTHELLO ST	NB	30	35.2	11/17/19
N 46TH ST, W/O PHINNEY AVE N	EB	30	34.3	3/28/19
NW MARKET ST, W/O 8TH AVE NW	EB	30	34.2	8/14/19
RAINIER AVE S, NW/O S HOLLY ST	SEB	30	34.1	11/17/19
EAST MARGINAL WAY S, NW/O S MICHIGAN ST	NWB	35	34.0	10/20/19
EAST MARGINAL WAY S, NW/O S MICHIGAN ST	SEB	35	34.0	10/20/19
NE 145TH ST, E/O 5TH AVE NE	WB	35	33.9	12/8/19
1ST AVE S, S/O S HANFORD ST	SB	35	33.9	10/20/19
W DRAVUS ST, E/O 20TH AVE W	WB	30	33.8	9/19/19
S COLUMBIAN WAY, NW/O BEACON WR AVE S	NWB	30	33.7	4/25/19
MERCER ST, W/O 6TH AVE N	WB	25	33.6	10/5/19
NE PACIFIC ST, NE/O 2ND AVE NE	NEB	30	33.5	8/14/19
SW AVALON WAY, N/O 30TH AVE SW	NB	30	33.3	10/1/19
E UNION ST, W/O 26TH AVE	WB	30	33.2	1/10/19
1ST AVE S, S/O S HANFORD ST	NB	35	33.1	10/20/19
W DRAVUS ST, E/O 20TH AVE W	EB	30	32.9	9/19/19
S GRAHAM ST, E/O SWIFT AVE S	WB	30	32.8	4/25/19
N 46TH ST, W/O PHINNEY AVE N	WB	30	32.7	3/28/19
S JACKSON ST, W/O 23RD AVE S	WB	25	32.6	8/5/19
10TH AVE E, S/O E BOSTON ST	NB	30	32.4	4/17/19
EAST GREEN LAKE DR N, NW/O LATONA AVE NE	NWB	30	32.3	1/10/19
NE PACIFIC ST, NE/O 2ND AVE NE	SWB	30	32.3	8/14/19
SW AVALON WAY, N/O 30TH AVE SW	SB	30	32.1	10/1/19
3RD AVE NW, S/O NW 145TH ST	SB	30	32.0	1/8/19
S COLUMBIAN WAY, NW/O BEACON WR AVE S	SEB	30	32.0	4/25/19
16TH AVE SW, S/O SW BARTON ST	NB	30	32.0	11/12/19
10TH AVE E, S/O E BOSTON ST	SB	30	31.8	4/17/19
S JACKSON ST, W/O 23RD AVE S	EB	25	31.8	8/5/19
16TH AVE SW, S/O SW BARTON ST	SB	30	31.7	11/12/19
FAUNTLEROY WAY SW, S/O SW ALASKA ST	SB	30	31.6	10/1/19
SW MORGAN ST, W/O 35TH AVE SW	WB	30	31.6	4/27/19
M L KING JR WAY E, S/O E JOHN ST	SB	30	31.5	3/27/19
32ND AVE NW, S/O NW 80TH ST	NB	30	31.5	1/8/19
FAUNTLEROY WAY SW, S/O SW ALASKA ST	NB	30	31.5	10/1/19

**TABLE 16: SPEED DATA (CONTINUED)**

Locations	Direction	2019 Speed Limit	85th Percentile Speed	Date
E UNION ST, W/O 26TH AVE	EB	30	31.4	1/10/19
NW 85TH ST, W/O 16TH AVE NW	WB	25	31.3	3/6/19
M L KING JR WAY, N/O E YESLER WAY	NB	30	31.2	3/4/19
32ND AVE NW, S/O NW 80TH ST	SB	30	31.1	1/8/19
24TH AVE NW, S/O NW 80TH ST	NB	30	30.9	1/8/19
30TH AVE NE, S/O NE 145TH ST	NB	30	30.7	1/10/19
30TH AVE NE, S/O NE 145TH ST	SB	30	30.6	1/10/19
RENTON AVE S, SE/O S HENDERSON ST	NWB	30	30.6	5/9/19
BEACH DR SW, SE/O 61ST AVE SW	NWB	30	30.6	5/9/19
28TH AVE W, S/O W DRAVUS ST	SB	30	30.6	3/27/19
E CHERRY ST, W/O 26TH AVE	WB	30	30.5	1/10/19
M L KING JR WAY E, S/O E JOHN ST	NB	30	30.3	3/27/19
EAST GREEN LAKE DR N, NW/O LATONA AVE NE	SEB	30	30.3	1/10/19
28TH AVE W, S/O W DRAVUS ST	NB	30	30.3	3/27/19
GILMAN AVE W, NW/O W EMERSON PL	NWB	30	30.2	4/30/19
3RD AVE NW, S/O NW 145TH ST	NB	30	30.1	1/8/19
24TH AVE NW, S/O NW 80TH ST	SB	30	30.0	1/8/19
S GRAHAM ST, E/O SWIFT AVE S	EB	30	30.0	4/25/19
E CHERRY ST, W/O 26TH AVE	EB	30	29.8	1/10/19
M L KING JR WAY, N/O E YESLER WAY	SB	30	29.7	3/4/19
BEACH DR SW, SE/O 61ST AVE SW	SEB	30	29.6	5/9/19
GILMAN AVE W, NW/O W EMERSON PL	SEB	30	29.6	4/30/19
14TH AVE, N/O E YESLER WAY	SB	25	29.3	4/18/19
RENTON AVE S, SE/O S HENDERSON ST	SEB	30	29.3	5/9/19
BOREN AVE, SE/O PIKE ST	SEB	25	29.2	10/5/19
35TH AVE NE, S/O NE 75TH ST	SB	30	29.1	1/10/19
35TH AVE NE, S/O NE 75TH ST	NB	30	28.9	1/10/19
SW MORGAN ST, W/O 35TH AVE SW	EB	30	28.5	4/27/19
NW 85TH ST, W/O 16TH AVE NW	EB	25	28.4	3/6/19
15TH AVE NE, S/O NE 45TH ST	SB	25	28.2	8/5/19
34TH AVE W, N/O W BARRETT ST	NB	30	27.4	3/27/19
14TH AVE, N/O E YESLER WAY	NB	25	27.3	4/17/19
PHINNEY AVE N, S/O N 65TH ST	NB	30	27.1	3/19/19
PHINNEY AVE N, S/O N 65TH ST	SB	30	27.1	3/19/19

**TABLE 16: SPEED DATA (CONTINUED)**

Locations	Direction	2019 Speed Limit	85th Percentile Speed	Date
15TH AVE NE, S/O NE 45TH ST	NB	25	26.9	8/5/19
S LANDER ST, W/O 6TH AVE S	EB	30	26.8	8/20/19
NE 55TH ST, E/O 35TH AVE NE	EB	30	26.6	6/3/19
N 40TH ST, E/O STONE WAY N	EB	30	26.5	3/19/19
11TH AVE NE, S/O NE 45TH ST	NB	25	26.5	4/25/19
BOREN AVE, SE/O PIKE ST	NWB	25	26.4	10/5/19
N 40TH ST, E/O STONE WAY N	WB	30	26.4	3/19/19
STONE WAY N, S/O N 45TH ST	SB	30	26.0	3/19/19
BROADWAY, S/O E DENNY WAY	NB	25	25.1	9/5/19
NE 55TH ST, E/O 35TH AVE NE	WB	30	24.9	6/3/19
S LANDER ST, W/O 6TH AVE S	WB	30	24.8	8/20/19
BROADWAY, S/O E DENNY WAY	SB	25	24.6	9/5/19
34TH AVE W, N/O W BARRETT ST	SB	30	24.2	3/27/19
E JOHN ST, E/O BROADWAY E	EB	25	24.1	9/19/19
E PINE ST, W/O BROADWAY	EB	25	24.1	3/27/19
E JOHN ST, E/O BROADWAY E	WB	25	23.9	9/19/19
E PINE ST, W/O BROADWAY	WB	25	23.9	3/27/19
STONE WAY N, S/O N 45TH ST	NB	30	23.8	3/19/19
E PIKE ST, W/O BROADWAY	EB	25	22.7	3/27/19
1ST AVE NE, S/O NE 145TH ST	NB	30	22.2	1/8/19
E PIKE ST, W/O BROADWAY	WB	25	21.8	3/27/19
1ST AVE NE, S/O NE 145TH ST	SB	30	20.1	1/8/19

## HISTORICAL COLLISION DATA

**TABLE 17: HISTORICAL COLLISION DATA**

Year	Statewide Collisions	Seattle Collisions	Police Reported	Citizen Reported
2009	103,002	13,272	12,101	1,171
2010	101,874	11,948	11,288	660
2011	98,945	12,405	11,240	1,165
2012	99,615	12,725	10,614	2,111
2013	99,770	12,736	10,310	2,426
2014	107,685	12,034	10,815	2,425
2015	117,080	14,244	10,930	3,314
2016	122,399	13,641	11,603	2,038
2017	121,081	12,469	10,959	1,516
2018	116,001	12,185	10,249	1,936
2019	111,548	11,238	9,103	2,135

**TABLE 18: FATAL/SERIOUS COLLISIONS**

Year	Fatal	Serious Injury	Total Serious Fatal
2009	24	200	224
2010	18	177	195
2011	10	140	150
2012	19	177	196
2013	22	156	178
2014	17	169	186
2015	17	143	160
2016	25	167	192
2017	21	167	188
2018	15	173	188
2019	25	168	193

**TABLE 19: BICYCLE COLLISIONS**

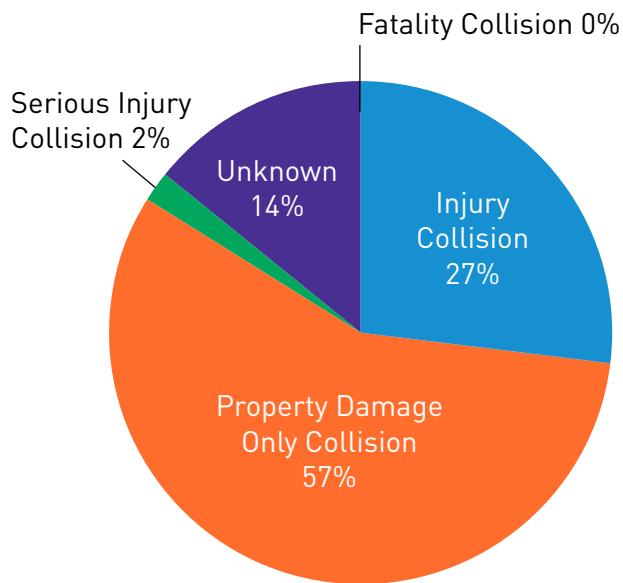
Year	Total Collisions	Possible/Evident Injury	Serious Injury	Fatal Collisions	Fatal and Serious Injury Collisions
2009	383	320	59	4	63
2010	364	315	48	1	49
2011	362	319	41	2	43
2012	387	358	28	1	29
2013	421	365	54	2	56
2014	380	316	21	1	22
2015	483	404	25	1	26
2016	440	352	26	3	29
2017	393	324	19	2	21
2018	370	284	23	1	24
2019	385	315	24	2	26

**TABLE 20: PEDESTRIAN COLLISIONS**

Year	Total Collisions	Possible/Evident Injury	Serious Injury	Fatal Collisions	Fatal and Serious Injury Collisions
2009	454	398	45	11	56
2010	496	448	43	5	48
2011	393	355	36	2	38
2012	469	417	44	8	52
2013	396	339	48	9	57
2014	473	360	52	6	58
2015	522	412	46	7	53
2016	553	428	61	5	66
2017	537	396	62	11	73
2018	546	425	60	9	69
2019	572	415	72	16	88

## 2019 ALL COLLISIONS

**FIGURE 27: 2019 COLLISION SEVERITY**



**TABLE 21: 2019 TOTAL COLLISION BY STATE COLLISION TYPE**

State Collision Type	Total
All Other Multi Vehicle	4
All other non-collision	6
Breakage of any part of the vehicle resulting in injury or in further property damage	3
Domestic animal other (cat, dog, etc.)	1
Entering at angle	1,801
Fixed object	681
From Opposite Direction	710
From Same Direction	2,839
Not stated	4
From Parked Position	191
One parked--one moving	1,616
Other object	10
Bicycle	386
Person fell, jumped or was pushed from vehicle	1
Railway	16
Same Direction	132
Strikes or Was Struck by a Part of Another Vehicle (Not from Load)	3
Strikes or Was Struck by Object from the Load of Another Vehicle	5
Pedestrian	523
Vehicle overturned	24
Blank	2,246

**TABLE 22: CONTRIBUTING CIRCUMSTANCES FOR ALL 2019 COLLISIONS**

Circumstance	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Apparently Asleep	1	1	14	14	30
Apparently Fatigued			7	10	17
Apparently Ill		1	19	12	32
Did not Grant Right of Way to Pedestrian	1	16	167	18	202
Did not Grant Right of Way to Vehicle	4	15	455	649	1,123
Disregard Flagger/Officer			3	2	5
Disregard Stop and Go Light		10	138	124	272
Disregard Stop Sign/Flashing Red		1	92	84	177
Disregard Traffic Sign or Signal			1	2	3
Disregard Yield Sign/Flashing Yellow	1	3	11	4	19
Driver Adjusting Audio or Entertainment System			1	3	4
Driver Distractions Outside Vehicle		2	9	22	33
Driver Eating or Drinking			1	1	2
Driver Grooming			1		1
Driver Interacting with passengers, Animals, or Objects Inside Vehicle			8	11	19
Driver Not Distracted	3	26	346	553	928
Driver Operating Handheld Telecommunications Device			7	9	16
Driver Operating Hands-free Wireless Telecommunications Device			1	1	2
Driver Operating Other Electronic Devices (computers, navigational, etc.)			2	7	9
Exceeding Reasonable and Safe Speed	1	4	86	128	219
Exceeding Stated Speed Limit	2	5	17	32	56
Failing to Signal			1	2	3
Failure to Use Xwalk	1	8	21	4	34
Following Too Closely		5	218	268	491
Headlight Violation			1	2	3
Improper Backing			13	165	178
Improper Parking Location			3	16	19
Improper Passing		1	27	97	125
Improper Signal			4	1	5
Improper Turn		9	128	221	358
Improper U-Turn		1	28	52	81

**TABLE 22: CONTRIBUTING CIRCUMSTANCES FOR ALL 2019 COLLISIONS (CONTINUED)**

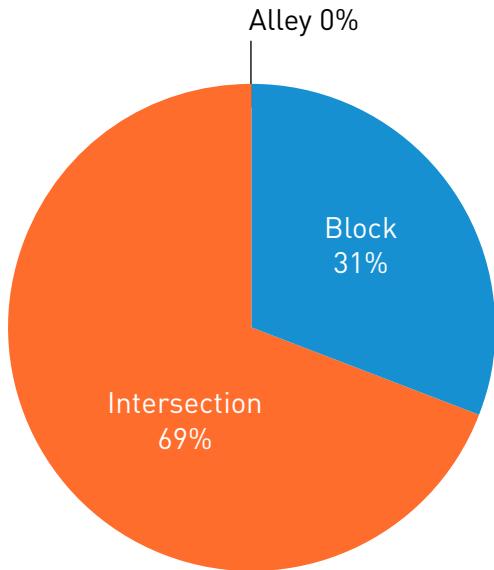
Circumstance	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Inattention		25	596	1,056	1,677
None	15	122	2,673	4,891	7,701
On Wrong Side OF Road		1	9	8	18
Operating Defective Equipment		3	22	36	61
Other	15	26	484	1,601	2,126
Other Driver Distractions Inside Vehicle		1	10	8	19
Over Center Line			15	23	38
Under the Influence of Alcohol		14	119	257	390
Under the Influence of Drugs	1	6	27	20	54
Unknown Driver Distraction	6	15	254	770	1,045

**TABLE 23: 2019 FATALITIES**

Location	Collision Date	Collision Type
Aurora Ave N Between N 84th St and N 85th St	1/18/2019	Vehicle
4th Ave and Columbia St	1/31/2019	Pedestrian
Lake City Way NE Between NE 85th St and 20th Ave NE	2/22/2019	Pedestrian
Rainier Ave S and Sturtevant Ave S	2/25/2019	Bicycle
Lake City Way NE and NE 127th St	3/29/2019	Pedestrian
35th Ave SW and SW Hudson St	4/20/2019	Vehicle
17th Ave NE and NE 145th St	5/6/2019	Motorcycle
Aurora Ave N Between Halladay St and Raye St	5/14/2019	Vehicle
35th Ave NE and NE 75th St	6/10/2019	Motorcycle
M L King Jr Way S and S McClellan St	6/25/2019	Moped
SW Barton St Between 26th Ave SW and 29th Ave SW	7/3/2019	Pedestrian
SW Admiral Way Between 57th Ave SW and 59th Ave SW	7/15/2019	Pedestrian
M L King Jr ER Way S and S Alaska St	8/6/2019	Pedestrian
Aurora Ave N Between N 84th St and N 85th St	8/13/2019	Pedestrian
Aurora Ave N Between N 85th St and N 86th St	8/14/2019	Pedestrian
East Marginal ER Way S and S Spokane NR St	9/3/2019	Bicycle
Greenwood Ave N and N 90th St	9/20/2019	Pedestrian
28th Ave NE and NE 125th St	9/30/2019	Pedestrian
Rainier Ave S Between M L King Jr Way S and S Mount Baker WB BV	10/20/2019	Pedestrian
Aurora Ave N and N 98th St	10/21/2019	Pedestrian
Stone Ave N and N 85th W St	10/29/2019	Pedestrian
42nd Ave SW Between SW Oregon St and SW Alaska St	11/27/2019	Pedestrian
Aurora Ave N Between N 38 Upper St and N 39th St	11/29/2019	Pedestrian
Seaview Ave NW Between 38th Ave NW and NW 61st St	12/6/2019	Motorcycle
NW 65th Street and 15th Ave NW	12/25/2019	Vehicle

## 2019 PEDESTRIAN COLLISIONS

**FIGURE 28: 2019 PEDESTRIAN COLLISION LOCATIONS**



**TABLE 24: COLLISION LOCATION**

Collision Location	Count
Alley	3
Block	175
Intersection	394
<b>Total</b>	<b>572</b>

**TABLE 25: PEDESTRIAN - INVOLVED COLLISION RATE PER MILLION INHABITANTS**

Year	Pedestrian Collisions	Seattle Population	Pedestrian Collisions Per Capita	Pedestrian Collisions Per 100,000
2009	455	602,000	0.000756	76
2010	508	608,660	0.000835	83
2011	401	620,778	0.000646	65
2012	486	634,535	0.000766	77
2013	413	652,000	0.000633	63
2014	496	668,342	0.000742	74
2015	522	684,451	0.000763	76
2016	553	704,352	0.000785	79
2017	537	713,700	0.000752	75
2018	546	730,400	0.000788	75
2019	572	747,300	0.000765	77

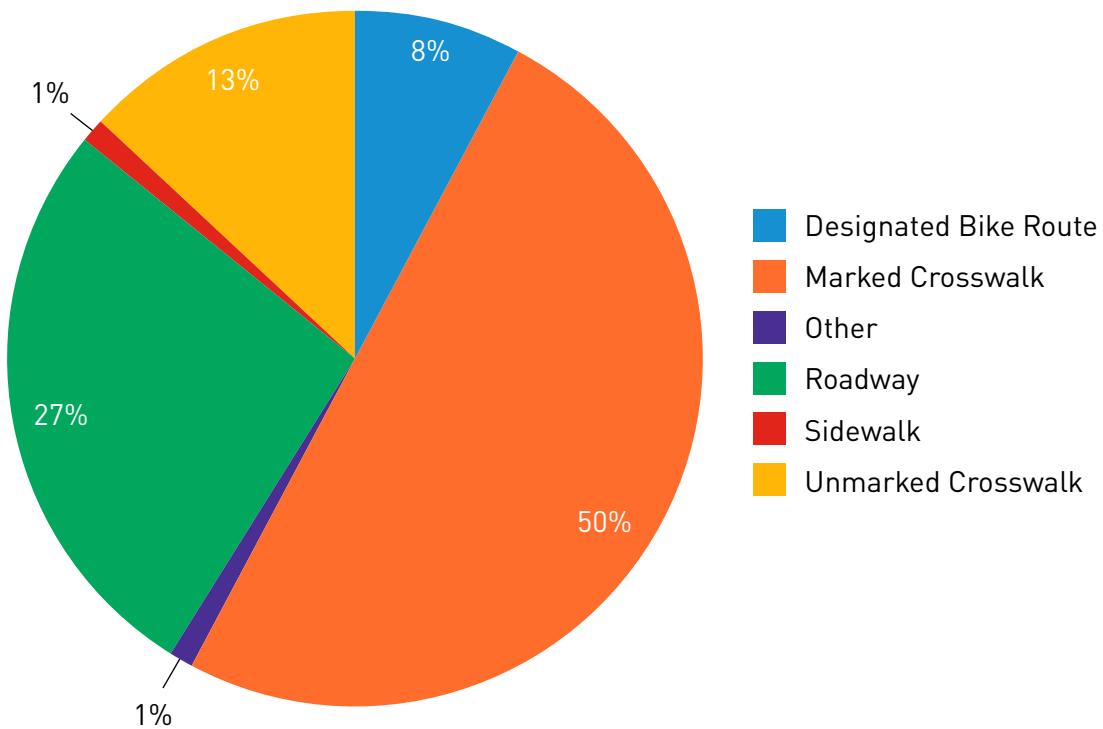
**TABLE 26: INJURY CLASS OF PEDESTRIANS INVOLVED IN 2019 COLLISIONS BY FACILITY TYPE**

Facility	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Designated Bike Route		8	120	9	137
Marked Cross Walk		4	66	6	76
Other	1	1	7	2	11
Roadway	2	20	125	23	170
Shoulder			13	1	14
Sidewalk		2	12		14
Unmarked Crosswalk		2	12		14
Walkway			4	1	5

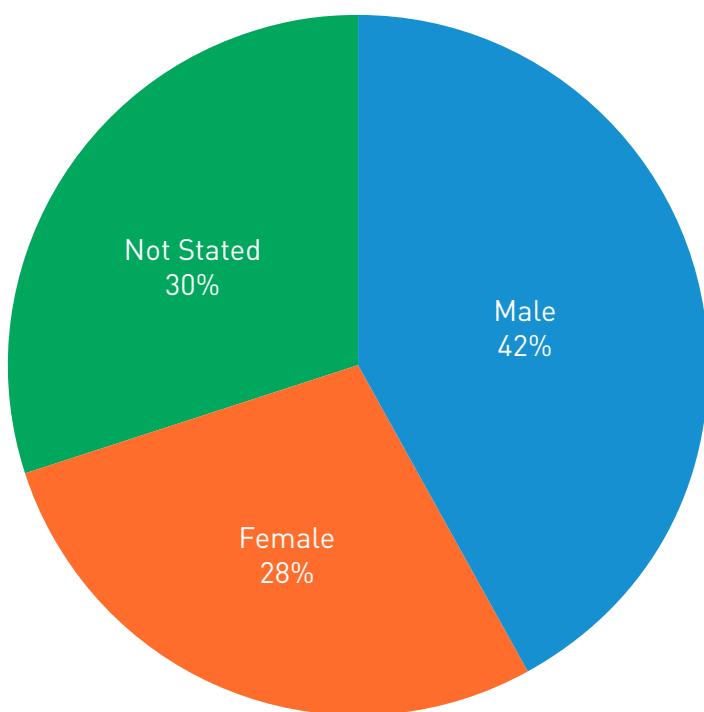
**TABLE 27: INJURY CLASS OF PEDESTRIANS INVOLVED IN COLLISIONS IN 2019**

Age	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
14 and Under		2	25	2	29
15 - 24	1	10	64	7	82
25 - 34	5	12	108	12	137
35 - 44		12	58	5	75
45 - 54		10	44	7	61
55 - 64	3	17	59	7	86
65 and Over	8	11	43	4	66
Not Stated	2	2	20	17	41

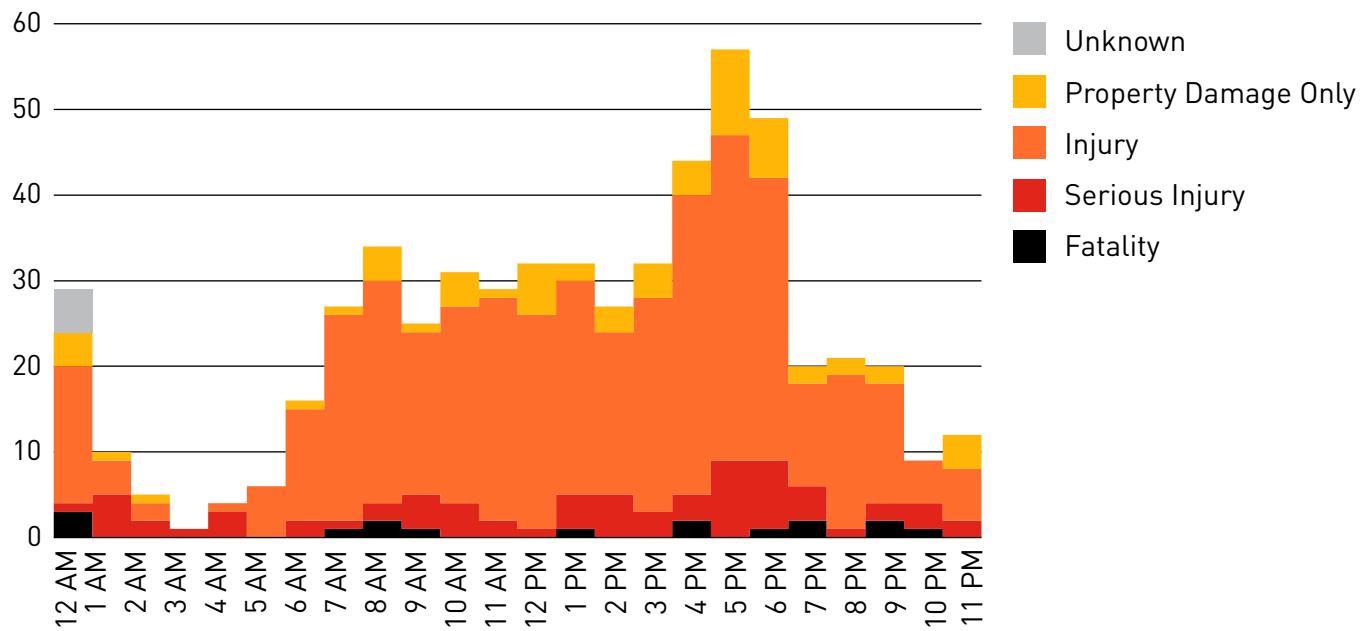
**FIGURE 29: FACILITY THE PEDESTRIAN WAS USING FOR 2019 COLLISIONS**



**FIGURE 30: GENDER OF PEDESTRIANS IN 2019 COLLISIONS**



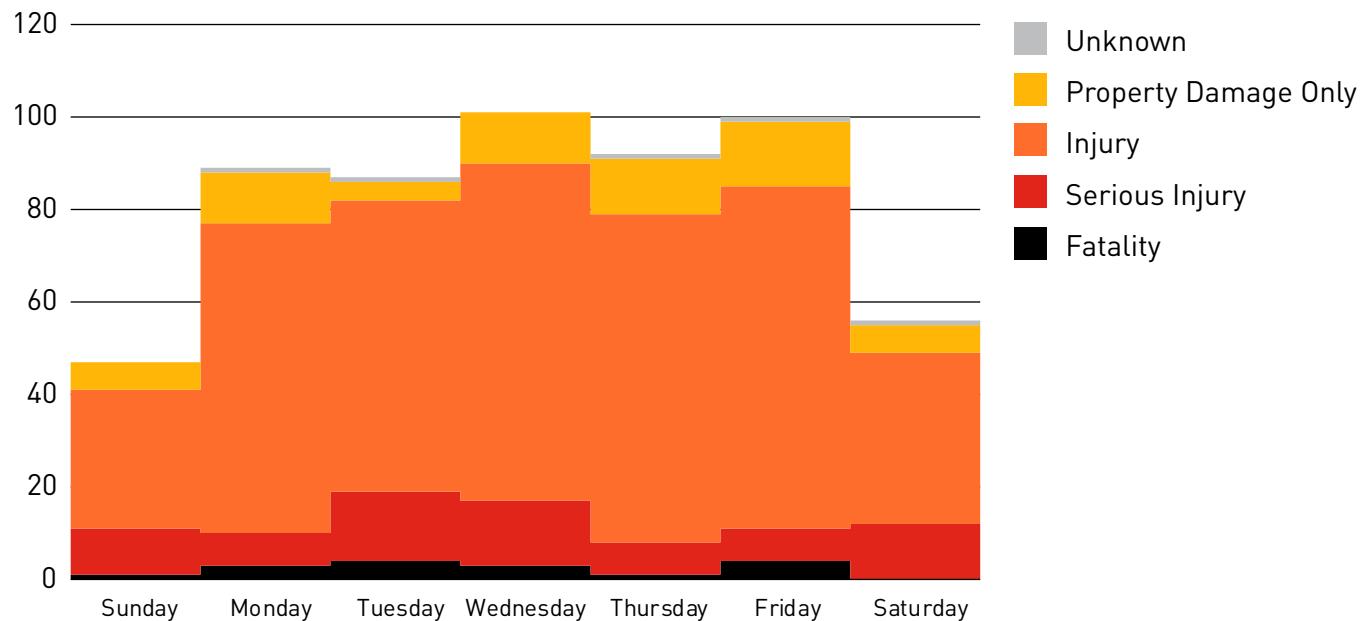
**FIGURE 31: 2019 PEDESTRIAN COLLISION SEVERITY BY HOUR OF THE DAY**



**TABLE 28: PEDESTRIAN COLLISION SEVERITY BY HOUR OF DAY IN 2019**

Hour	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
12 AM	3	1	16	4	5	29
1 AM		5	4	1		10
2 AM		2	2	1		5
3 AM		1				1
4 AM		3	1			4
5 AM			6			6
6 AM		2	13	1		16
7 AM	1	1	24	1		27
8 AM	2	2	26	4		34
9 AM	1	4	19	1		25
10 AM		4	23	4		31
11 AM		2	26	1		29
12 PM		1	25	6		32
1 PM	1	4	25	2		32
2 PM		5	19	3		27
3 PM		3	25	4		32
4 PM	2	3	35	4		44
5 PM		9	38	10		57
6 PM	1	8	33	7		49
7 PM	2	4	12	2		20
8 PM		1	18	2		21
9 PM	2	2	14	2		20
10 PM	1	3	5			9
11 PM		2	6	4		12

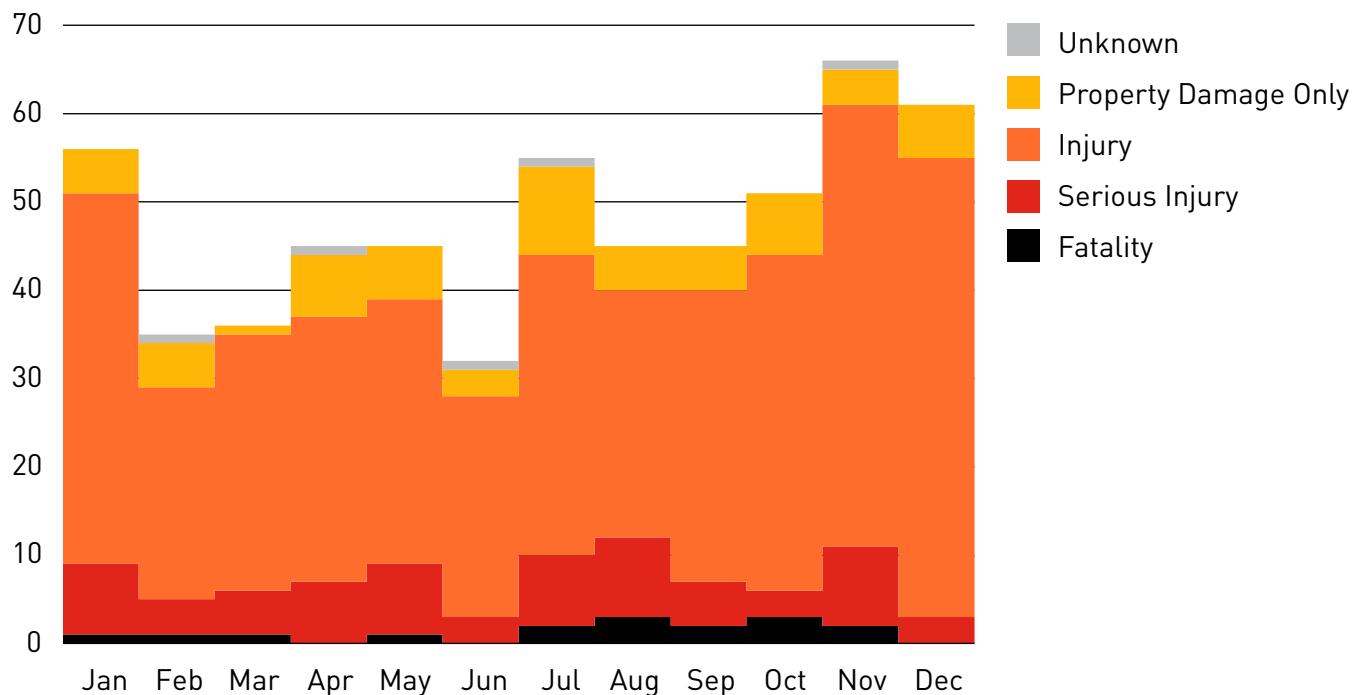
**FIGURE 32: 2019 PEDESTRIAN COLLISION SEVERITY BY DAY OF WEEK**



**TABLE 29: PEDESTRIAN COLLISION SEVERITY BY DAY OF WEEK IN 2019**

Day of Week	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Sunday	1	10	30	6	0	47
Monday	3	7	67	11	1	89
Tuesday	4	15	63	4	1	87
Wednesday	3	14	73	11	0	101
Thursday	1	7	71	12	1	92
Friday	4	7	74	14	1	100
Saturday	0	12	37	6	1	56

**FIGURE 33: 2019 PEDESTRIAN COLLISION SEVERITY BY MONTH**



**TABLE 30: PEDESTRIAN COLLISION SEVERITY BY MONTH IN 2019**

Month	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
January	1	8	42	5	0	56
February	1	4	24	5	1	35
March	1	5	29	1	0	36
April	0	7	30	7	1	45
May	1	8	30	6	0	45
June	0	3	25	3	1	32
July	2	8	34	10	1	55
August	3	9	28	5	0	45
September	2	5	33	5	0	45
October	3	3	38	7	0	51
November	2	9	50	4	1	66
December	0	3	52	6	0	61

**TABLE 31: VEHICLE ACTIONS IN PEDESTRIAN COLLISIONS IN 2019**

Vehicle Action	Total
Entering at angle	6
Fixed object	11
From opposite direction - one left turn - one straight	2
From same direction - both going straight - one stopped - rear-end	1
One parked--one moving	1
Pedal cyclist Strikes Pedal cyclist or Pedestrian	7
Same direction -- both turning right -- both moving -- sideswipe	1
Vehicle backing hits pedestrian	16
Vehicle going straight hits pedestrian	261
Vehicle hits Pedestrian - All Other Actions	21
Vehicle turning left hits pedestrian	169
Vehicle turning right hits pedestrian	81

**TABLE 32: INJURY CLASS OF PEDESTRIANS INVOLVED IN 2019 COLLISIONS BY WEATHER**

Weather Condition	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Other			1			1
Overcast	3	11	65	9		88
Raining	1	5	76	13		95
Sleet/Hail/Freezing Rain			1			1
Snowing			1			1
Unknown			5	1		6
Not Stated	2	1	16	4	5	28
Clear	10	55	250	37		352
Unknown		2	13			15

**TABLE 33: 2019 PEDESTRIAN COLLISIONS BY LIGHT CONDITIONS**

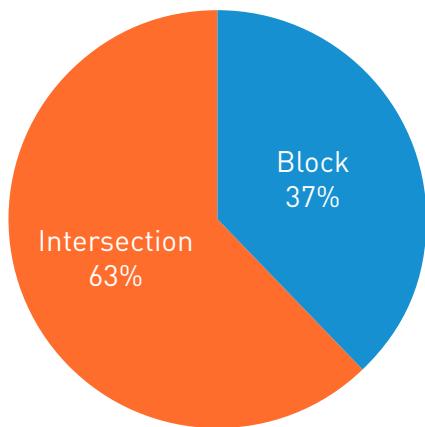
Condition	Total
Dark - No Street Lights	5
Dark - Street Lights Off	2
Dark - Street Lights On	162
Dawn	13
Daylight	329
Dusk	29
Other	2
Unknown	3
Not Stated	27

**TABLE 34: 2019 PEDESTRIAN COLLISIONS BY ROAD CONDITION**

Condition	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Dry	14	62	283	40		399
Ice			2			2
Snow/Slush			2			2
Standing Water				1		1
Unknown			7			7
Wet		10	105	19		134
Not Stated	2		16	4	5	27

## 2019 BICYCLE COLLISIONS

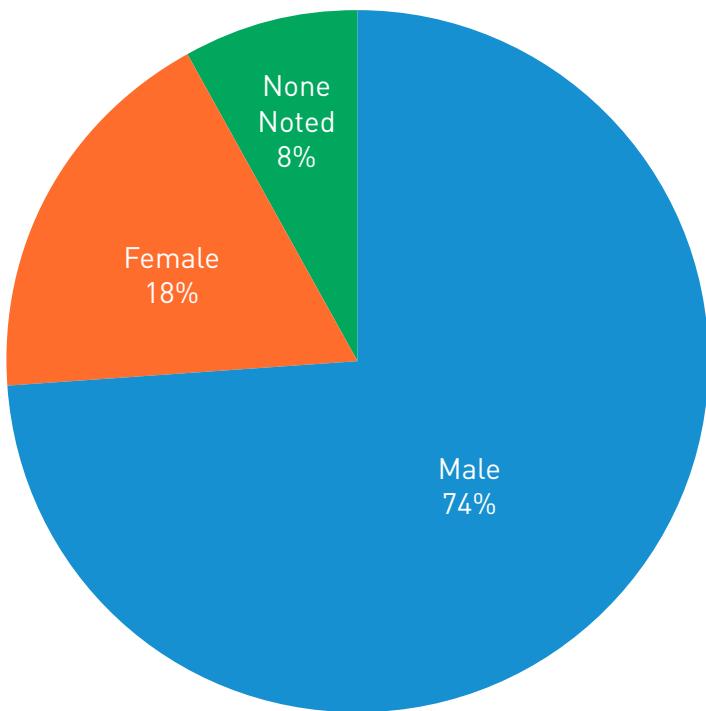
**FIGURE 34: 2019 BICYCLE COLLISION LOCATIONS**



**TABLE 35: CONTRIBUTING CIRCUMSTANCE FOR CYCLISTS IN 2019 BICYCLE COLLISIONS**

Condition	Fatality	Serious Injury	Non Serious Injury	Possible Injury	Unknown	No Injury	Total
Did not Grant Right of Way to Vehicle		3	6	2	1	1	13
Disregard Stop and Go Light		2	6	3	2	1	14
Disregard Stop Sign/Flashing Red			3	2			5
Disregard Yield Sign/Flashing Yellow			1				1
Driver Not Distracted			7	10			17
Exceeding Reasonable and Safe Speed			3	2			5
Following Too Closely				2			2
Improper Passing			5	1			6
Improper Signal			1				1
Improper Turn			1				1
Inattention		1	4	6	2	2	15
None		12	91	87	1	13	204
On Wrong Side OF Road			2	1			3
Operating Defective Equipment		1	1				2
Other	2	1	9	7			19
Under the Influence of Alcohol			2				2
Under the Influence of Drugs		1					1
Unknown Driver Distraction		1	5	4	3		13

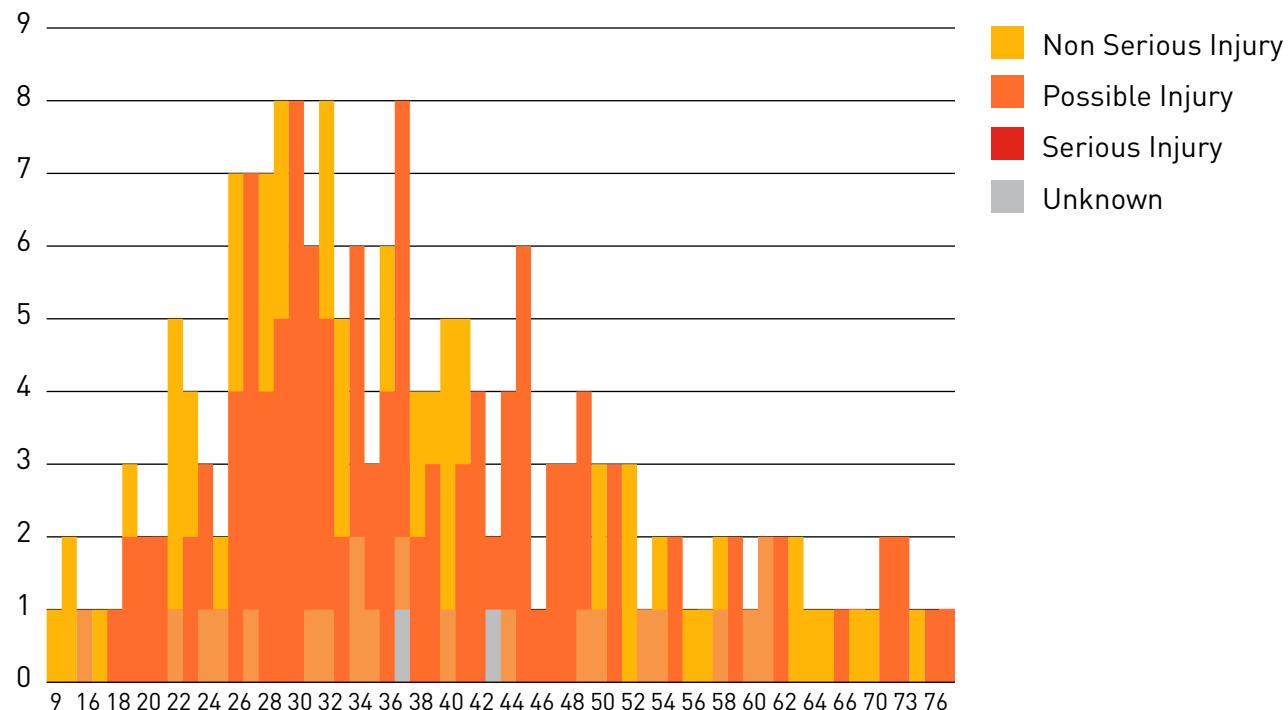
**FIGURE 35: GENDER IDENTITY OF CYCLISTS INVOLVED IN 2019 COLLISIONS**



**TABLE 36: GENDER OF CYCLISTS INVOLVED IN 2019 COLLISIONS**

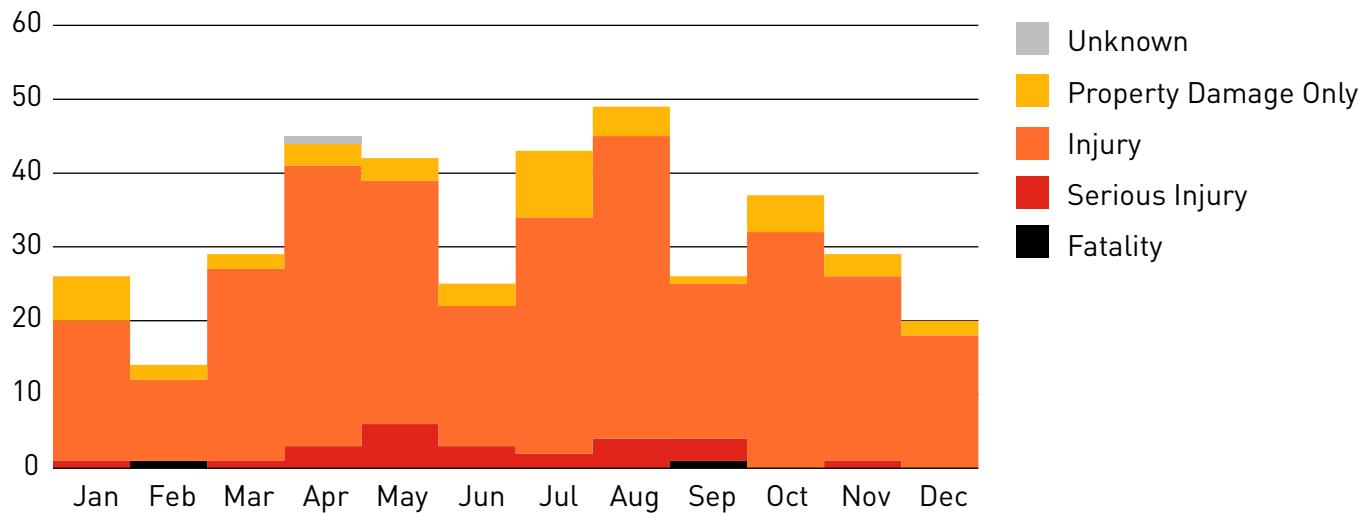
Gender	Fatality	Serious Injury	Non-Serious Injury	Possible Injury	Unknown	No Injury	Total
Male	2	20	121	100	5	17	265
Female		3	26	31	2	2	64
Not Stated		1	7	8	9	2	27

**FIGURE 36: AGE OF CYCLISTS INVOLVED IN 2019 COLLISIONS**



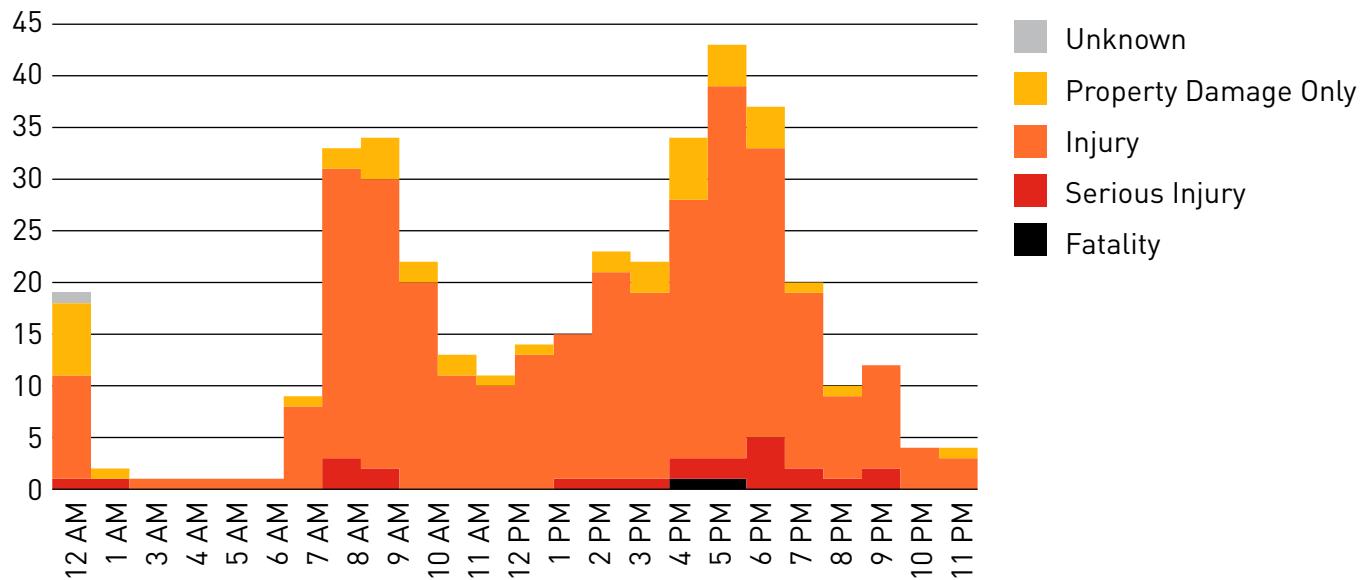
**TABLE 37: AGE OF CYCLISTS INVOLVED IN 2019 COLLISIONS**

Age Grouped	Fatality	Serious Injury	Possible Injury	Non-Serious Injury	No Injury	Unknown	Total
13 and Under		1		3			4
14-24		4	25	33	6		68
25-34		7	53	58	8	1	127
35-44		3	33	26	4	1	67
45-54		5	8	18	1		32
55-64	2	2	10	9			23
65-Over		2	10	7	2	14	35
Not Stated		2	15	9			26

**FIGURE 37: 2019 BICYCLE COLLISIONS BY MONTH****TABLE 38: BICYCLE COLLISIONS BY MONTH IN 2019**

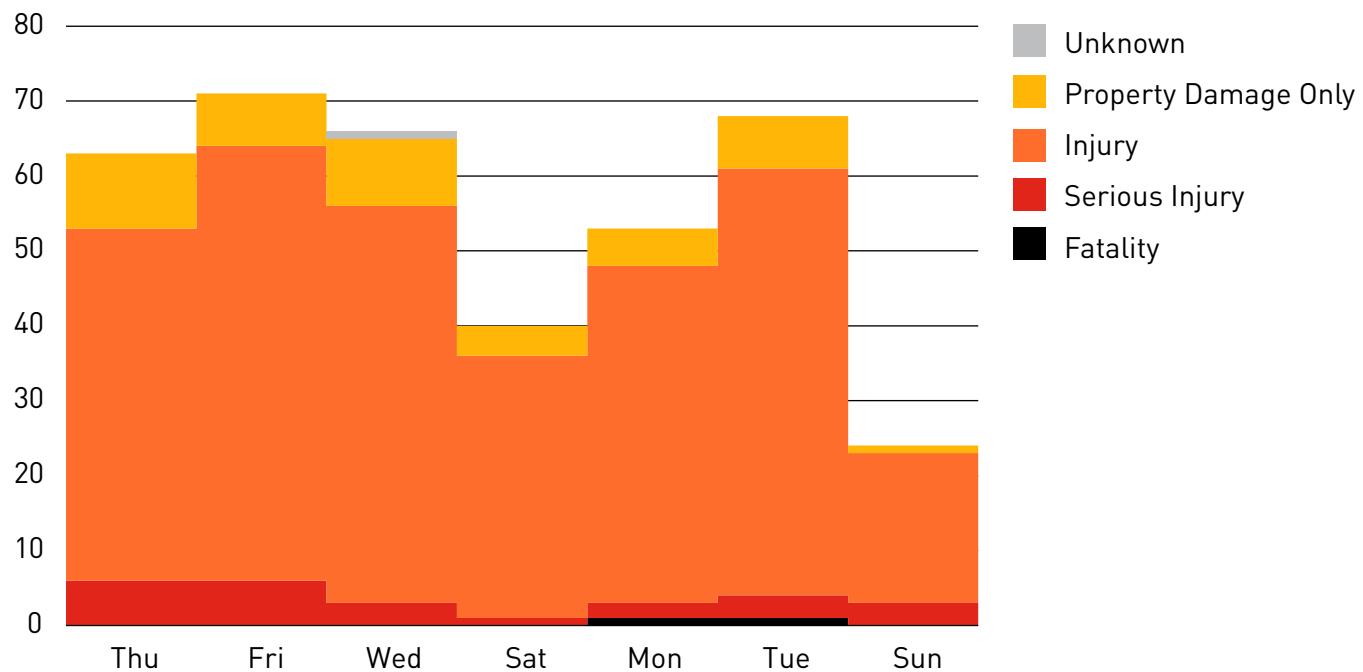
Month	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Jan	0	1	19	6	0	26
Feb	1	0	11	2	0	14
Mar	0	1	26	2	0	29
Apr	0	3	38	3	1	45
May	0	6	33	3	0	42
Jun	0	3	19	3	0	25
Jul	0	2	32	9	0	43
Aug	0	4	41	4	0	49
Sep	1	3	21	1	0	26
Oct	0	0	32	5	0	37
Nov	0	1	25	3	0	29
Dec	0	0	18	2	0	20

**FIGURE 38: 2019 BIKE COLLISION SEVERITY BY HOUR OF THE DAY**



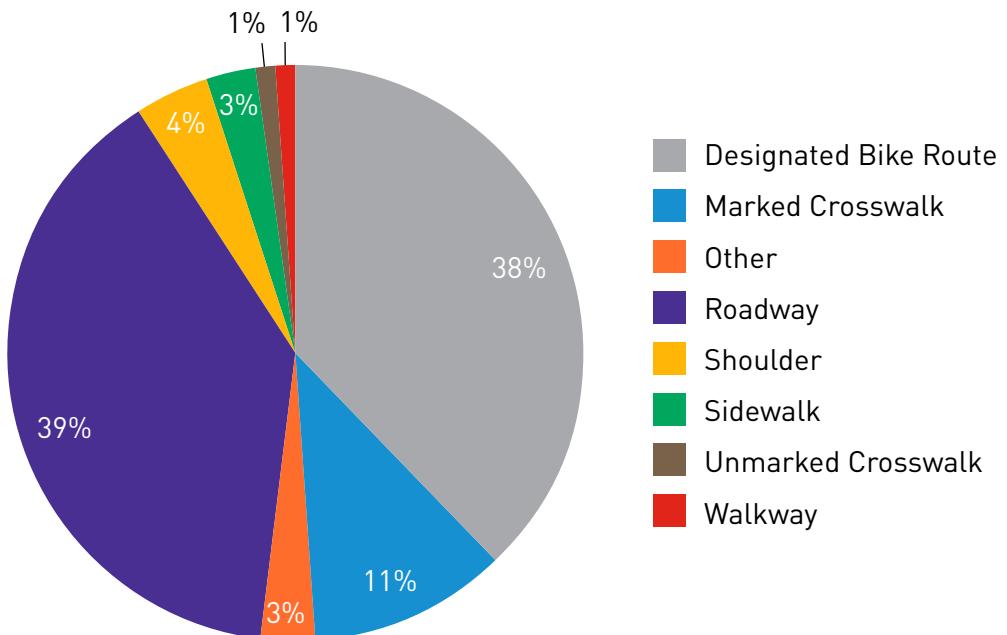
**TABLE 39: BIKE COLLISION SEVERITY BY HOUR OF DAY IN 2019**

Hour	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
12 AM		1	10	7	1	19
1 AM		1		1		2
2 AM			1			1
3 AM			1			1
4 AM			1			1
5 AM			1			1
6 AM			8	1		9
7 AM		3	28	2		33
8 AM		2	28	4		34
9 AM			20	2		22
10 AM			11	2		13
11 AM			10	1		11
12 PM			13	1		14
1 PM		1	14			15
2 PM		1	20	2		23
3 PM		1	18	3		22
4 PM	1	2	25	6		34
5 PM	1	2	36	4		43
6 PM		5	28	4		37
7 PM		2	17	1		20
8 PM		1	8	1		10
9 PM		2	10			12
10 PM			4			4
11 PM			3	1		4

**FIGURE 39: BIKE COLLISION SEVERITY BY DAY 2019****TABLE 40: BIKE COLLISION SEVERITY OF THE DAY IN 2019**

Day	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Sunday	0	0	0	0	0	24
Monday	1	2	45	5	0	53
Tuesday	1	3	57	7	0	68
Wednesday	0	3	53	9	1	66
Thursday	0	6	47	10	0	63
Friday	0	6	58	7	0	71
Saturday	0	1	35	4	0	40

**FIGURE 40: FACILITY TYPE FOR CYCLISTS INVOLVED IN 2019 COLLISIONS**



**TABLE 41: 2019 INJURY CLASS OF CYCLISTS BY FACILITY TYPE**

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

**TABLE 42: INJURY CLASS OF CYCLISTS IN 2019 COLLISIONS BY WEATHER**

Weather	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Other			1			1
Overcast		4	50	5		59
Raining		2	29	2		33
Unknown		1	4			5
Not Stated			9	6	1	16
Clear	2	17	222	30		271

**TABLE 43: CLOTHING VISIBILITY FOR CYCLISTS INVOLVED IN 2019 COLLISIONS BY FACILITY TYPE**

Clothing Visibility	Fatality	Serious Injury	Non-Serious Injury	Possible Injury	No Injury	Unknown	Total
Dark	1	7	26	23	5	6	68
Light		8	19	13	3	1	44
Mixed	1	7	91	88	8	5	200
Other Reflective Apparel - Shoes, Patches			2	4	2	1	9
Retro - Reflective		1	9	7	3		20
Unknown		1	7	4		3	15



# GLOSSARY

## TRAFFIC VOLUME TERMS

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

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

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

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

## INJURY TYPES

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

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

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

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

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

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

**ROADWAY CLASSIFICATION TYPES** Source – City of Seattle Comprehensive Plan, Section 3.4 and SDOT

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

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

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

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

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

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

For additional information about traffic data and collisions on Seattle streets, readers may contact the City Traffic Engineer Dongho Chang at [dongho.chang@seattle.gov](mailto:dongho.chang@seattle.gov) or visit <http://data.seattle.gov>.

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