Seattle Department of Transportation

2015 TRAFFIC REPORT

SDOT

Seattle Department of Transportation

VISION ZERØ

SAFER STREETS FOR SEATTLE

*2014 data

CONTENTS

EXECUTIVE SUMMARY

As Seattle continues to grow, we look to our data to monitor trends and respond to needs citywide. The annual Traffic Report presents a review of the core data sets the Seattle Department of Transportation (SDOT) collects and maintains.

In terms of how people are getting around the city, we continue to have an impressive commute mode split – nearly 50 percent of trips are made by means other than driving alone. For those commuting downtown, nearly 70 percent are taking transit, carpooling, biking, or walking. However, average daily traffic volumes increased for the second consecutive year in 2014. Still, daily volumes remain six percent lower than volumes recorded in 2004, despite gaining 100,000 new residents in the past decade.

Bicycle volumes continue to climb and put us on track to meet our goal of quadrupling ridership by 2030. Ridership was up an impressive 8.4 percent at the Fremont Bridge, where more than 1 million total bicycle crossings were made in 2014.

Transit ridership is up 44 percent in the last decade and 2014 was the fifth consecutive year of increased ridership. Transit service continues to sustain our transportation system and Seattle residents made it clear that transit service is a priority by approving Proposition 1 in November of 2014, which provides more service hours to 85 percent of bus routes.

Population growth and increasing transit use suggest that more pedestrians are using our street network between transit stops, homes, and destinations. Pedestrian count data shows this is true at most locations we monitor through regular counts. We also know that the highest population growth rates in the last decade were children under five and adults age 55 to 64. We should account for this demographic change as we design, maintain, and regulate our streets – ensuring they work well for people of all ages and abilities. It is people walking and biking, as well as our youngest and oldest, who are the most vulnerable to traffic death and injury.

Seattle continues to support one of the safest urban transportation networks in the world. We continue to work toward our Vision Zero goal of ending traffic deaths and serious injuries. Data show that our efforts to improve road safety are paying off. Total collisions are down 31 percent in the last decade and our fatality rate continues to drop. Still, there were 10,815 police reported collisions on streets operated by SDOT in 2014. That's an average of nearly 30 crashes per day. Collisions cause property damage, tie up our emergency responders, and cause congestion. Crashes caused more than 3,000 injuries, 169 serious injuries, and 17 fatalities in 2014.

Behavioral issues continue to cause trouble on

our streets. In the last three years, collisions involving inattention increased by more than 200 percent. This alarming increase is likely due to two factors: more people using their cell phone/texting while driving and greater emphasis on this issue from law enforcement officials when investigating collisions. While impairment-related traffic fatalities decreased to the lowest number (2) in nearly a decade, there was an increase in the total number of impairment- attributed crashes. These crashes are not accidents. They are 100 percent preventable and Seattle will work with our partners to raise awareness of these issues and enforce our existing traffic laws.

Streets are our largest public spaces. They provide critical links between neighborhoods and businesses, schools and parks, homes and places of work. Streets contribute to a healthy economy and serve as important public spaces for socializing, exercising, and exploring Seattle. We will continue to use data to help achieve our goals of creating a safe, interconnected, vibrant, affordable, and innovative city for all.

Scott Kubly, Director
Seattle Department of Transportation

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

TRAFFIC VOLUMES AND SPEEDS

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

The Seattle Department of Transportation (SDOT) collects and maintains volume data for vehicles (including trucks), pedestrians, and bicycles. Engineers and planners use volume data to select future project locations, support grant applications, and track the performance of transportation 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, the Road Safety Action Plan, and crossing improvements.

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

MOTOR VEHICLE VOLUMES

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

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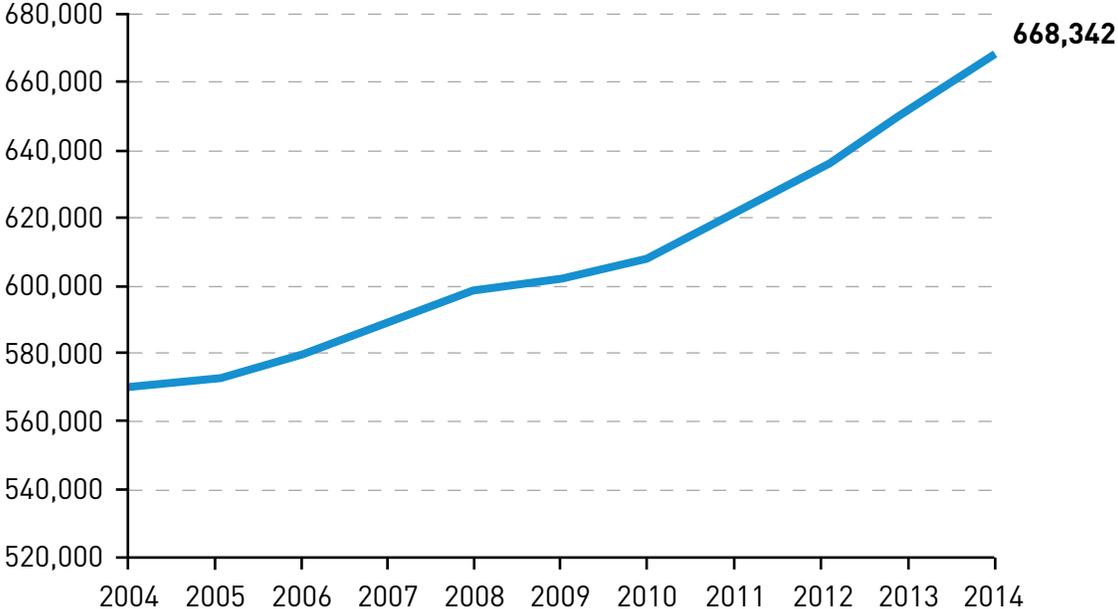
of control, screen line, and other regular counts are shown on maps in the appendix. SDOT also measures volume at ad hoc locations throughout the year as needed for traffic analysis and engineering studies.

Using the annual counts taken at 19 of Seattle's bridges (including I-90, SR 520, and 1st Ave S), SDOT derives a proxy number for citywide motor vehicle average daily traffic (ADT). Based on this data, volume has increased 2.4 percent compared to 2013. The following graph of Seattle's ADT notes a decreasing trend for the past decade, with an up tick in the past two years, despite a steadily increasing population. Population, employment, and transit ridership trends are also shown in graphs, along with commute mode share for context.

AVERAGE DAILY TRAFFIC IN SEATTLE

SEATTLE POPULATION

668,342

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |

TRANSIT RIDERSHIP

155,396,997

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
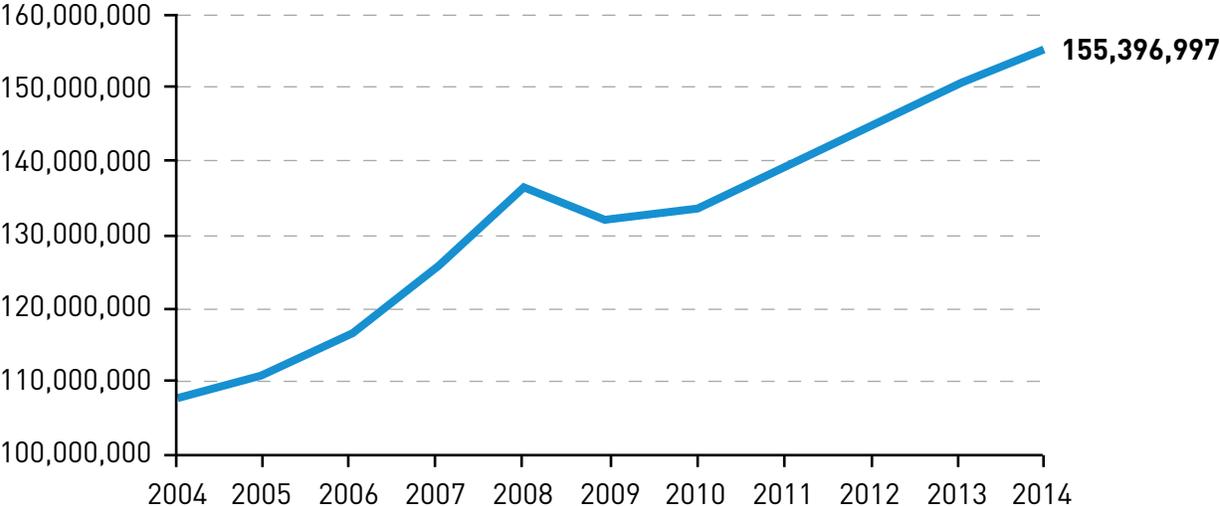
AVERAGE ANNUAL EMPLOYMENT - SEATTLE, TACOMA, BELLEVUE

1,836,144

1,900,000	
1,850,000	
1,800,000	
1,750,000	
1,700,000	
1,650,000	
1,600,000	
1,550,000	
1,500,000	
1,450,000	

2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014
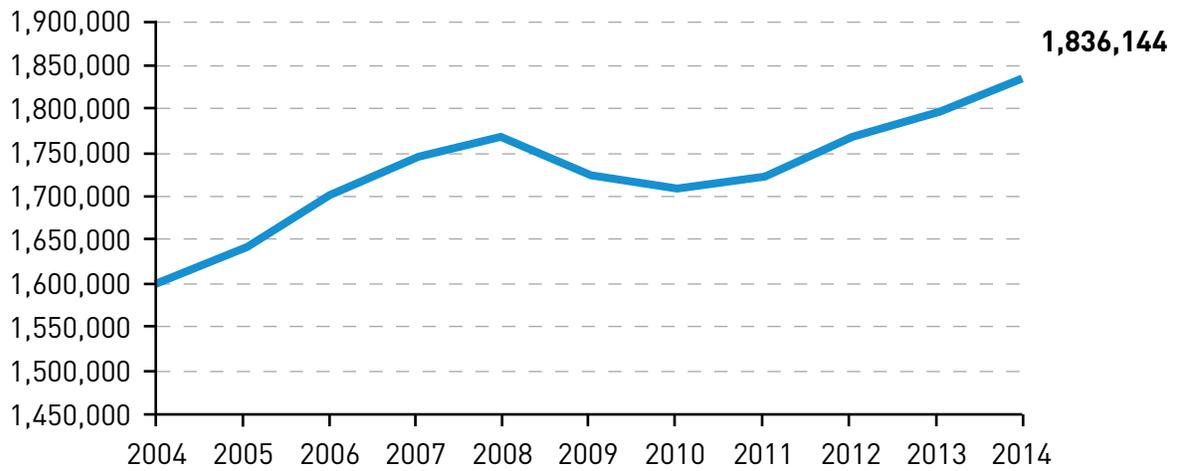
2014 SEATTLE COMMUTE MODE SHARE

2%
5%
14%
39%
30%
10%

- Drove Alone
- Carpool
- Transit
- Walked
- Biked
- Other
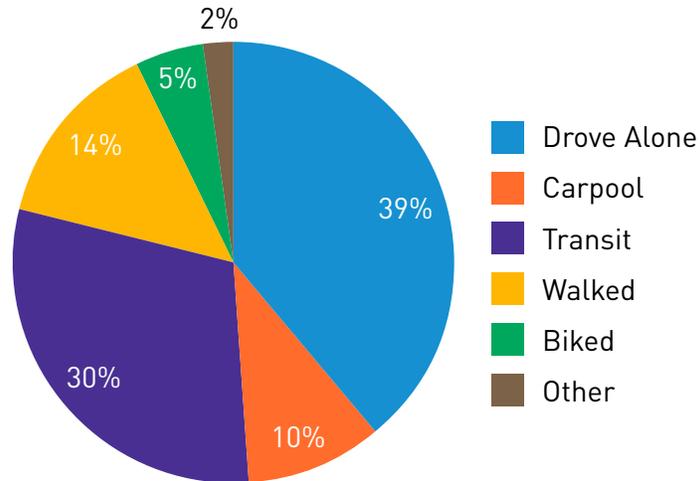
In 2014 the top ten arterials for traffic volume includes four streets that were not on the list in 2013: Lake City Way NE, northeast of NE 95th St, S Columbian Way, northwest of 14th Ave S, Denny Way, west of 2nd Ave, Rainier Ave S, northwest of S McClellan St And 4th Ave S, south of Seattle Blvd S. The West Seattle Bridge east of the Delridge ramps continues to be the busiest city street, as measured by SDOT.

Top 10 Arterials by Volume	Average Week Day Traffic (AWDT)
West Seattle Bridge, west of Alaskan Way Vl northbound on ramp	106,376
East Marginal Way S, south of S Alaska St	59,461
Elliott Ave W, southeast of W Mercer Pl	50,349
Montlake Blvd NE, north of NE Pacific Pl	47,997
15th Ave W, N/O W Armory Way	42,087
Lake City Way NE, northeast of NE 95th St	42,850
S Columbian Way, northwest of 14th Ave S	39,006
Denny Way, west of 2nd Ave	38,738
Rainier Ave S, northwest of S McClellan St	37,674
4th Ave S, south of Seattle Blvd S	35,807

TRAFFIC FLOW MAP

The 2014 Traffic Flow Map is one of the products of the volume counts program. The volumes on the map represent the Average Annual Weekday Traffic (AAWDT) (5-days, 24-hour) for that section of roadway. A full size version of this map is available on SDOT's website at: www.seattle.gov/transportation/tfdmaps.htm

2014 Seattle Traffic Flow Map

Average Annual Weekday Traffic
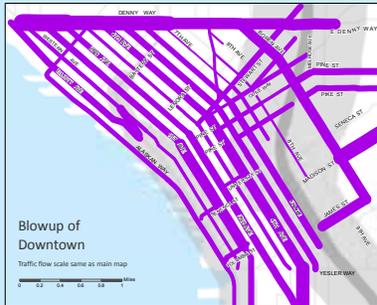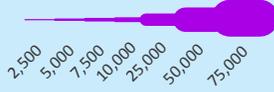
2,500 5,000 7,500 10,000 25,000 50,000 75,000

Miles
0   0.5   1   1.5   2

N W E S

Blowup of Downtown
Traffic flow scale same as main map
0   0.2   0.4   0.6   0.8   1   Miles

DENNY WAY
E DENNY WAY
PIKE ST
PIKE ST
SENECA ST
MADISON ST
YESLER WAY

BICYCLE VOLUMES

In 2014, SDOT collected bicycle volume data with three different programs: automated permanent bicycle counters at 10 locations, multiday short counts, and regular spot counts at 50 intersections.

Automated Bicycle Counters

In October 2012, the Fremont bridge was equipped to count bicycles crossing the bridge on both walkways of the bridge. These counts show both hourly and daily patterns for bicycle volume and allow the effects of weather and other factors to be evaluated. This is the second year of complete data for the Fremont bridge bicycle counter. The total bicycle volume for 2014 was just over one million, an 8.4% increase over 2013.

FREMONT BRIDGE BICYCLE COUNTS
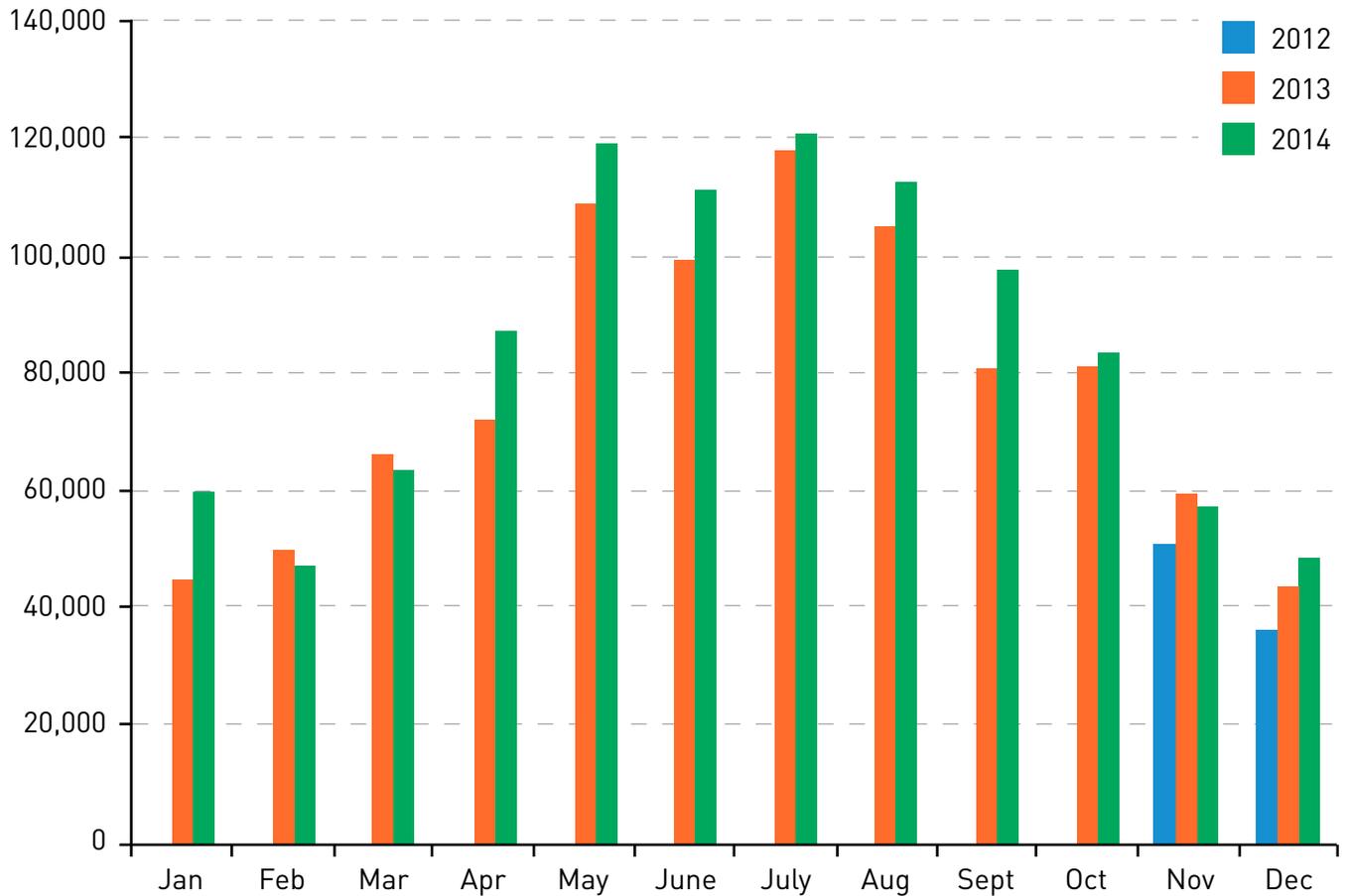
Fremont Bridge 2014	
Total	1,006,196
Peak Day Bicycle Volume	Tue, May 13, 2014 (6,088)
Minimum Day Bicycle Volume	Sun, Feb 9, 2014 (221)
Max Day of the Week	Tuesday
Hourly Average	115
Daily Average	2,757
Monthly Average	83,907

2014 marks the first year of full counts from nine permanent bicycle counters that were installed at the end of 2013 on multi-use trails and neighborhood greenways. All of these counters capture bicycle volume by direction; additionally, three locations capture pedestrian volume. These counts give a better illustration of daily bicycle ridership throughout the city. A map with all the permanent bicycle counter locations can be found in the appendices, as well as the overall numbers from each counter.

Multiday Short Counts
In 2014 we conducted machine short counts in different parts of the city. These counts are a better indication of bicycle ridership than spot counts since they capture multiple days of data instead of the two hour window of the spot counts. Some of these counts support the Bicycle Master Plan's ridership performance measure and will be counted on annual basis going forward.

Using data from our permanent counters we created daily volume factors that allowed us to extrapolate our short counts into annual volume estimates for each short count location. 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 bicycle volumes, the daily summer volume is often three times the annual average daily volume. Similarly, the daily volume in the winter is lower.

Average daily bicycle volumes at locations counted ranged from 2760 on the Fremont Bridge to 5 on 17th Ave SW north of S Henderson St. See the appendix for a complete list of the values.

2014 AVERAGE DAILY BIKE VOLUMES

Annual Average Daily Bike Volume

1,000
500
100
50

— Trails for Bikes

N
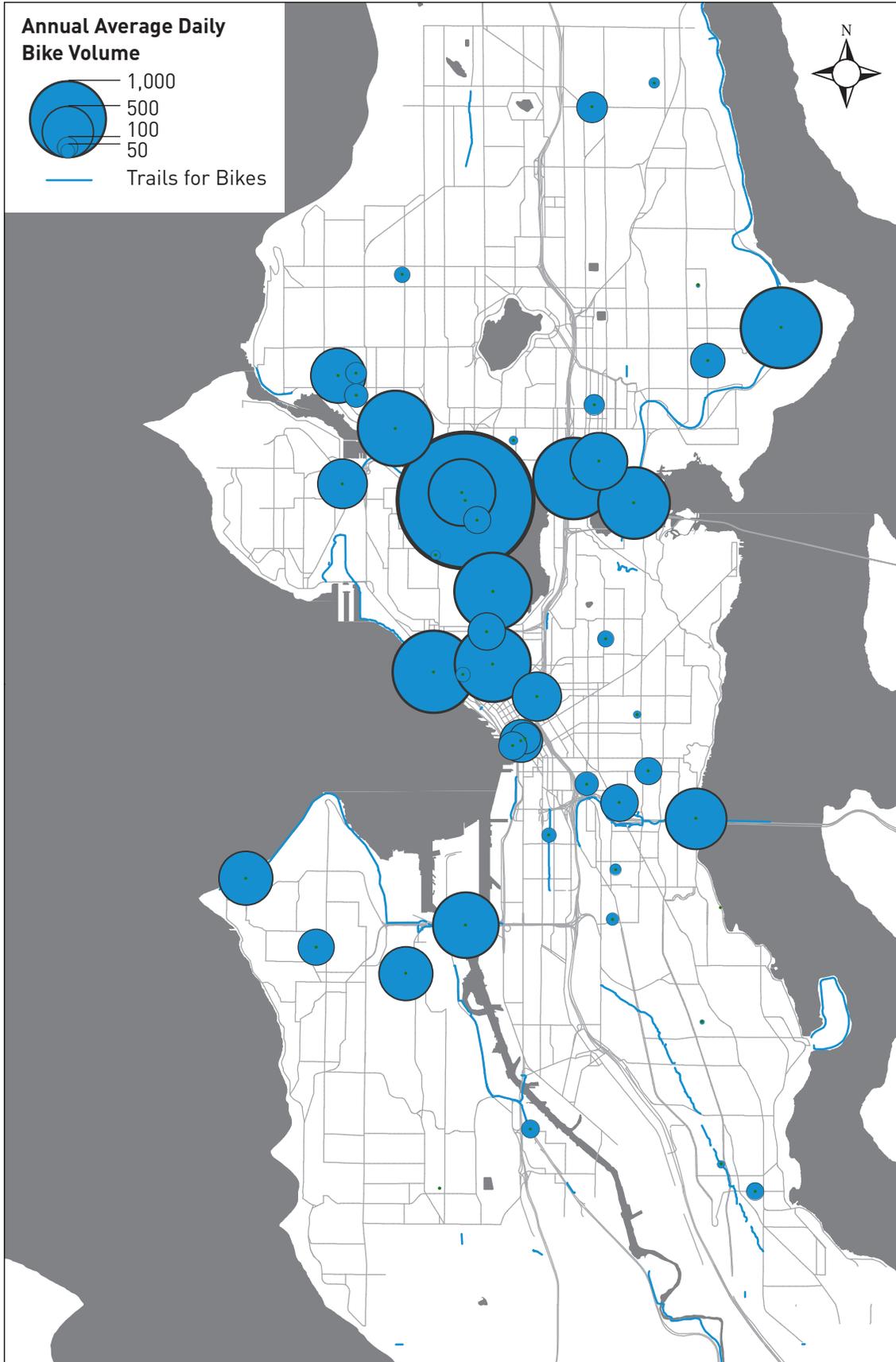
Spot Bicycle Counts

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 2014 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 eliminated the July counts since the days these are conducted land on the week of the July 4th, which did not accurately represent peak summer volumes.

In 2014, the quarterly citywide program counted 26,683 cyclists for the months of January, May and September. Omitting last year's July counts, the overall number of cyclists counted decreased by 14.3% from 2013 to 2014 at valid count locations. Weather has a significant impact on these counts due to their short duration and can make annual comparisons difficult. Even though the counts may have decreased, we conduct short counts in different locations and have other permanent counters that have shown an increase in bicycle ridership. Details of the 2014 counts by location are available on the web at this location: https://data.seattle.gov/d/ewwk-ty4e?category=Transportation&view_name=2013-NBPD-Bike-Counts

PEDESTRIAN VOLUMES

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

Downtown Seattle Association Counts
The pedestrian counts increased 15% from 2013 to 2014 during the holiday count and increased 3% during the summer count. The average value has been increasing each year since 2010.

DOWNTOWN SEATTLE PEDESTRIAN COUNTS

Summer — 40373
Average — 38058
Holiday — 35743
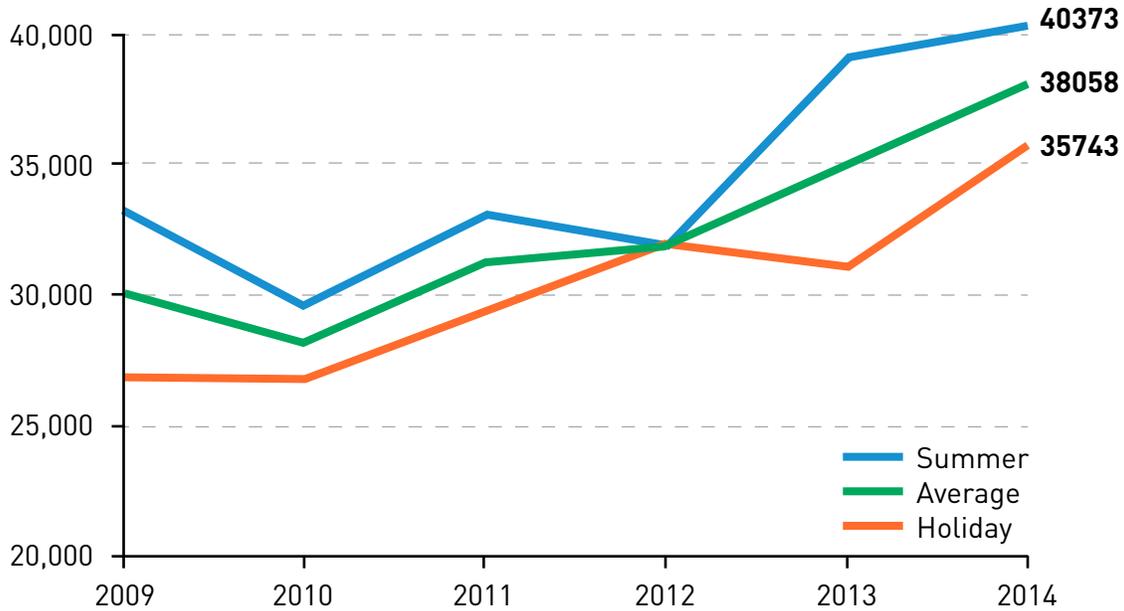
Spot Pedestrian Counts

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

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

This ongoing program expands SDOT's pedestrian data beyond the city center; it also provides insight into seasonal and daily pedestrian patterns. A chart of the trends in this data is presented below. In general, volumes have consistently increased for each season year over year, except for the summer season, which is highly variable from year to year due to the fact the counts are conducted during the Fourth of July holiday week. With this, we decided to eliminate those counts in 2014 and rely on the January, May, and September counts, which aren't affected by holidays.

The total number of pedestrians counted in 2014 by the program was 246,527. The busiest pedestrian location counted in 2014 was Broadway and East Pine Street with 18,373 total pedestrians counted, this location also had the most pedestrians counted previous years. The following map shows the total pedestrian volumes for each location counted in 2014. Details of the 2014 counts by location are available on the web at www.seattle.gov/transportation/pedestrian.htm.

NBPD PEDESTRIAN COUNT ANNUAL TREND
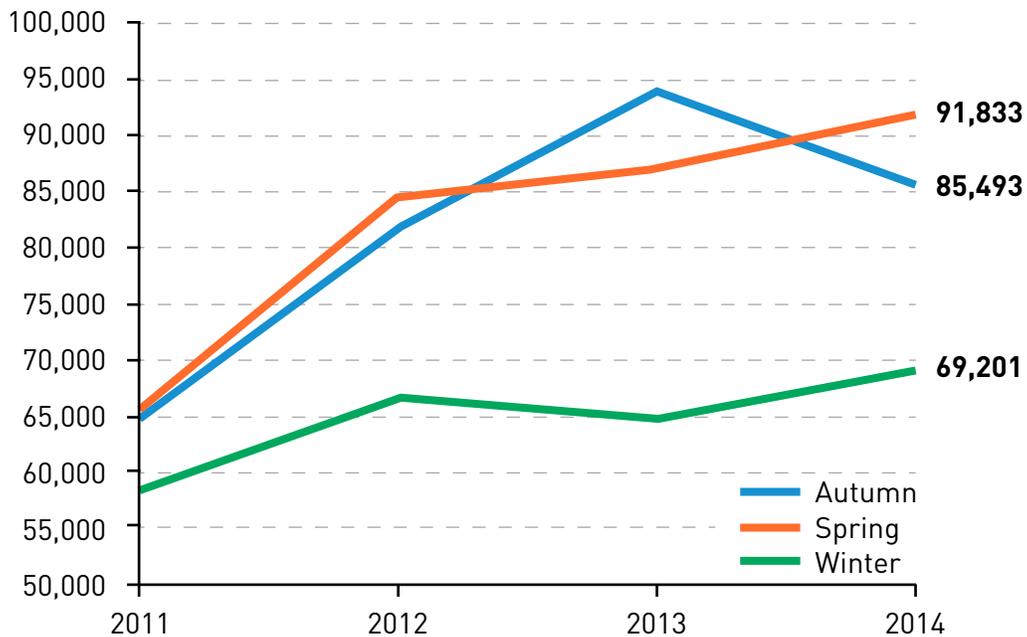
AVERAGE VOLUMES FOR 2014 PEDESTRIAN COUNTS

**Average Pedestrian Volume
2014 NBPD Counts**

Symbols Proportional to Volume
Representative Scale Below

- 10
- 50
- 100
- 500
- 1,000
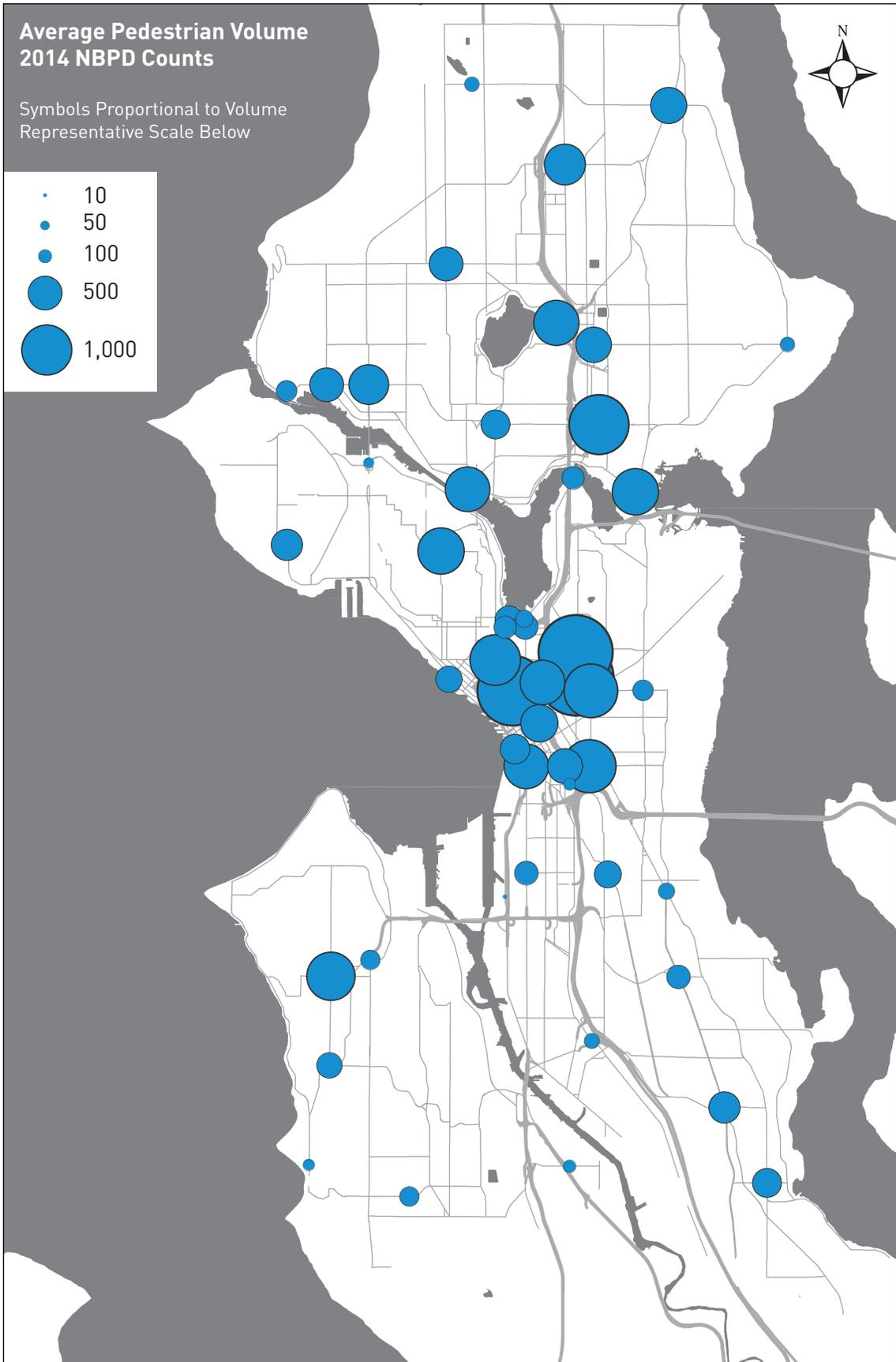
MOTOR VEHICLE SPEEDS

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 evaluation of completed projects.

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

Aurora Avenue N, Stone Way N, Fauntleroy Avenue SW, 24th Avenue NW, and Rainier Avenue S are all specified in the Pedestrian Master Plan as locations to report on trends in the 85th percentile speed of traffic. The 2014 results for these locations are listed in the table below. For more results of the speed studies program, see the appendix.

Location	Direction	85th Percentile Speed	High End Speeder Percentage	Speed Limit
Aurora Ave N, south of N 112th St	NB	25.5	1.10%	35
Aurora Ave N, south of N 112th St	SB	42.1	5.20%	35
Stone Way N, south of N 45th St	NB	23.6	0.00%	30
Stone Way N, south of N 45th St	SB	26.7	0.00%	30
24th Ave NW, south of NW 80th St	NB	31.8	0.80%	30
24th Ave NW, south of NW 80th St	SB	31.6	0.40%	30
Rainier Ave S, northwest of S Holly St	NWB	39.9	17.80%	30
Rainier Ave S, northwest of S Holly St	SEB	37.5	8.40%	30
Fauntleroy Way SW, south of SW Alaska St	NB	35.2	1.00%	35
Fauntleroy Way SW, south of SW Alaska St	SB	20.9	0.10%	35

TRAFFIC COLLISIONS

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

There were 10,815 police reported-collisions on Seattle streets in 2014. In addition there were 2,425 self-reported collisions, which are not included in our analysis due to reliability and completeness

There were 10,815 collisions in 2014 on Seattle streets reported by police.

factors. The number of Seattle collisions increased slightly from 2013 but remains near historically low levels. The trend for all types of reports is listed on the Supporting Data section.

POLICE REPORTED-COLLISIONS ON SEATTLE STREETS
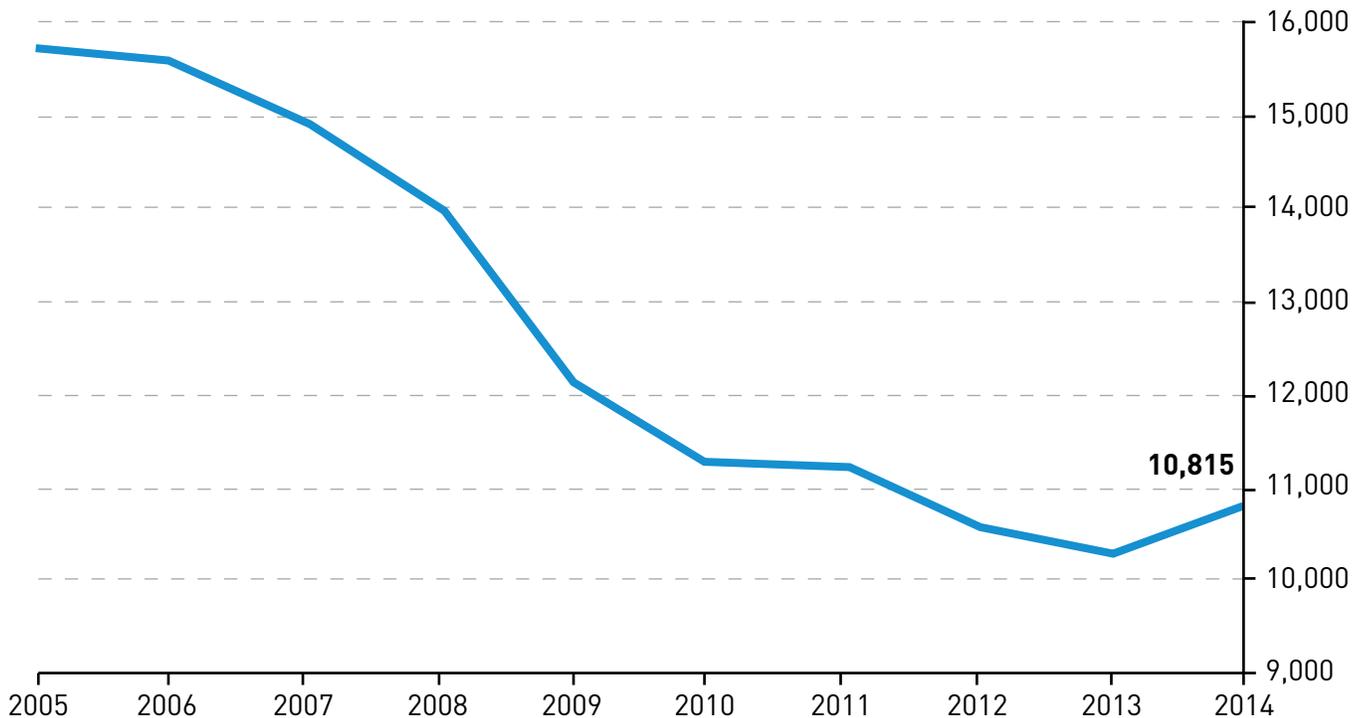
CITYWIDE COLLISION RATE

CITYWIDE COLLISION RATE

The collision rate continues its downward trend even with a 0.08 percent increase in 2014.

The rate that SDOT uses is the number of police reported collisions per Average Annual Daily Trips (AADT). The AADT used is a citywide approximation of arterial traffic volumes and in this case it has been adjusted to exclude volumes on WSDOT bridges (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 ADT and the value for 2014 has been added to the years 2011, 2012 and 2013 since counts were not done those years due to closure for construction.

Year	Police Reported Collisions	Average Daily Traffic (no WSDOT bridges)	AADT (no WSDOT bridges)	Citywide Collision Rate
2005	15,744	543,444	198,357,060	79.4
2006	15,625	555,997	202,938,905	77.0
2007	14,971	523,342	191,019,830	78.4
2008	14,037	531,930	194,154,450	72.3
2009	12,101	525,758	191,901,732	63.1
2010	11,288	541,170	197,527,114	57.1
2011	11,240	529,988	193,445,620	58.1
2012	10,614	524,732	191,527,180	55.4
2013	10,310	528,174	192,783,510	53.5
2014	10,815	549,655	200,624,075	53.9

FATAL AND SERIOUS INJURY COLLISIONS

The chart below shows the trend of fatal and serious injury collisions on Seattle streets since 2004. The Road Safety Action Plan set out a goal of reducing these collisions to zero. The 2014 total of 186 fatal and serious injury collisions is in line with the downward trend of the past decade.

In 2014, there were 17 fatalities on Seattle streets. These numbers do not include incidents on limited access State Highways and Interstates, but do include incidents on the Alaskan Way Viaduct. Details of each fatality and tables of historical trends can be found in the appendices.

FATAL AND SERIOUS INJURY COLLISIONS
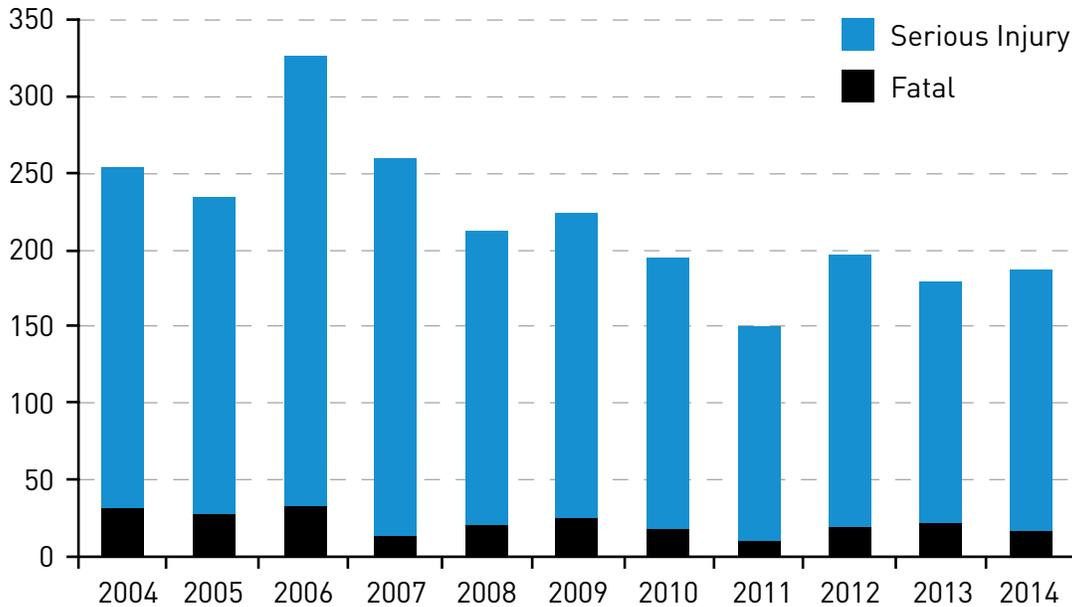
TRAFFIC FATALITIES ON SEATTLE STREETS
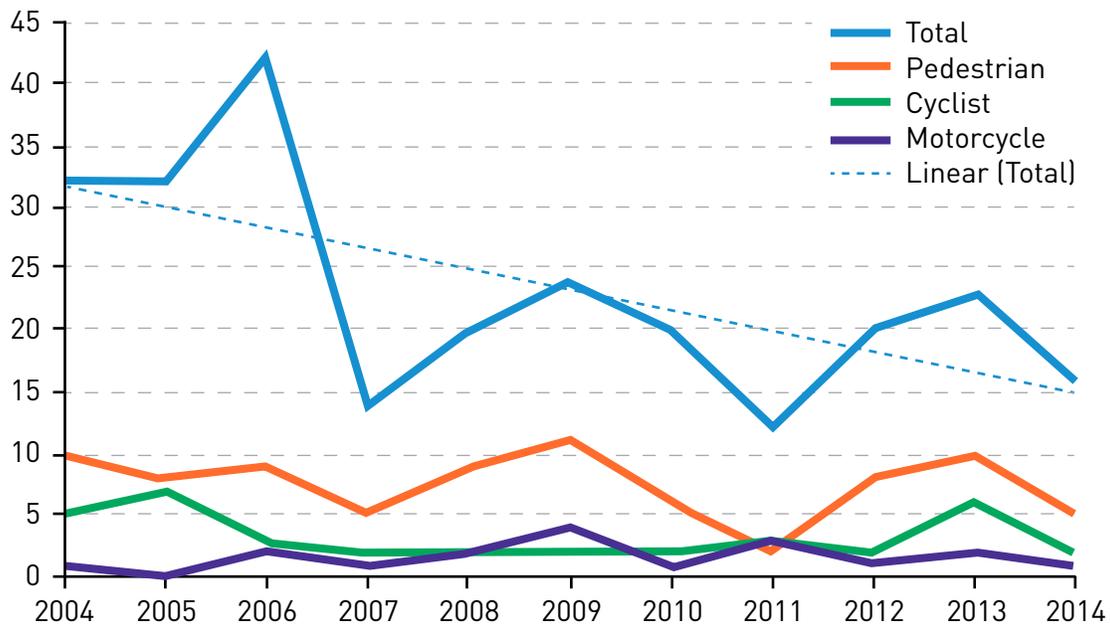
2014 SERIOUS AND FATAL COLLISION LOCATIONS ON SEATTLE STREETS

Legend:

- 🚶 Walking Fatality
- 🚲 Biking Fatality
- 🏍 Motorcycle Fatality
- 🚗 Driving Fatality
- ✚ Serious Injury Collision

Numbers indicate multiple fatalities
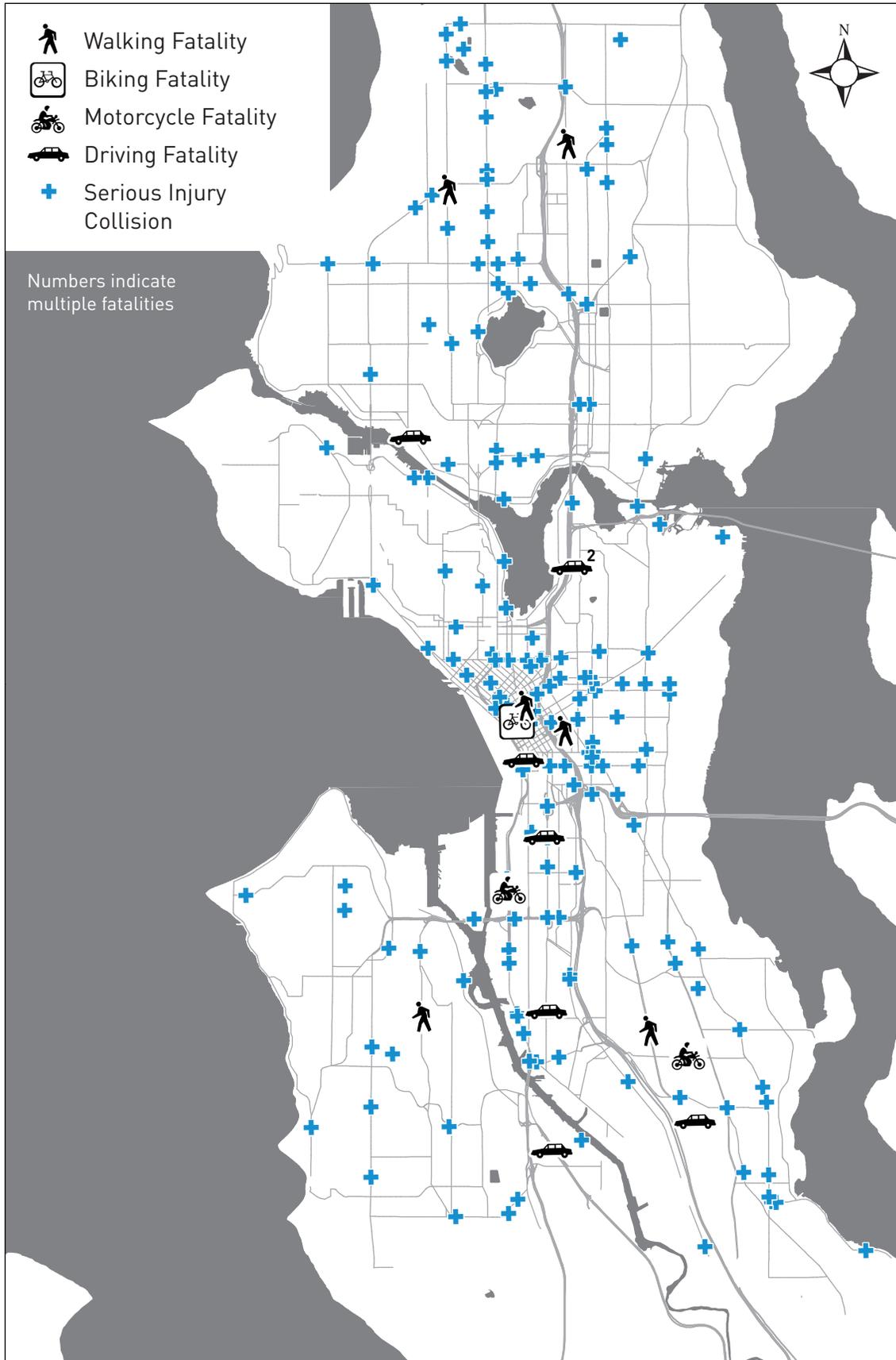
PEDESTRIAN COLLISIONS

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

The following charts show the trends for pedestrian collision rate and absolute numbers, followed by a map displaying the locations of all pedestrian collision in Seattle for 2014. Both the rates of pedestrian collisions and number of collisions increased in 2014. Seattle ranks second lowest of 52 large cities in the United States for pedestrian fatality rates (2014 Benchmarking Report).

PEDESTRIAN COLLISIONS PER 100,000 INHABITANTS
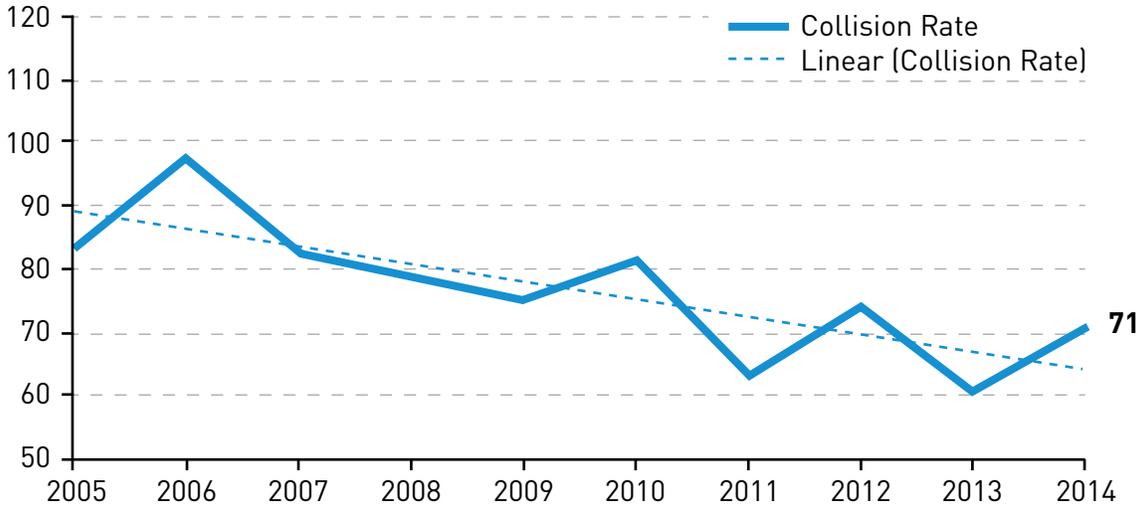
PEDESTRIAN COLLISIONS

2014 PEDESTRIAN COLLISIONS ON SEATTLE STREETS

Pedestrian Collisions

- 1
- 2
- 3

N
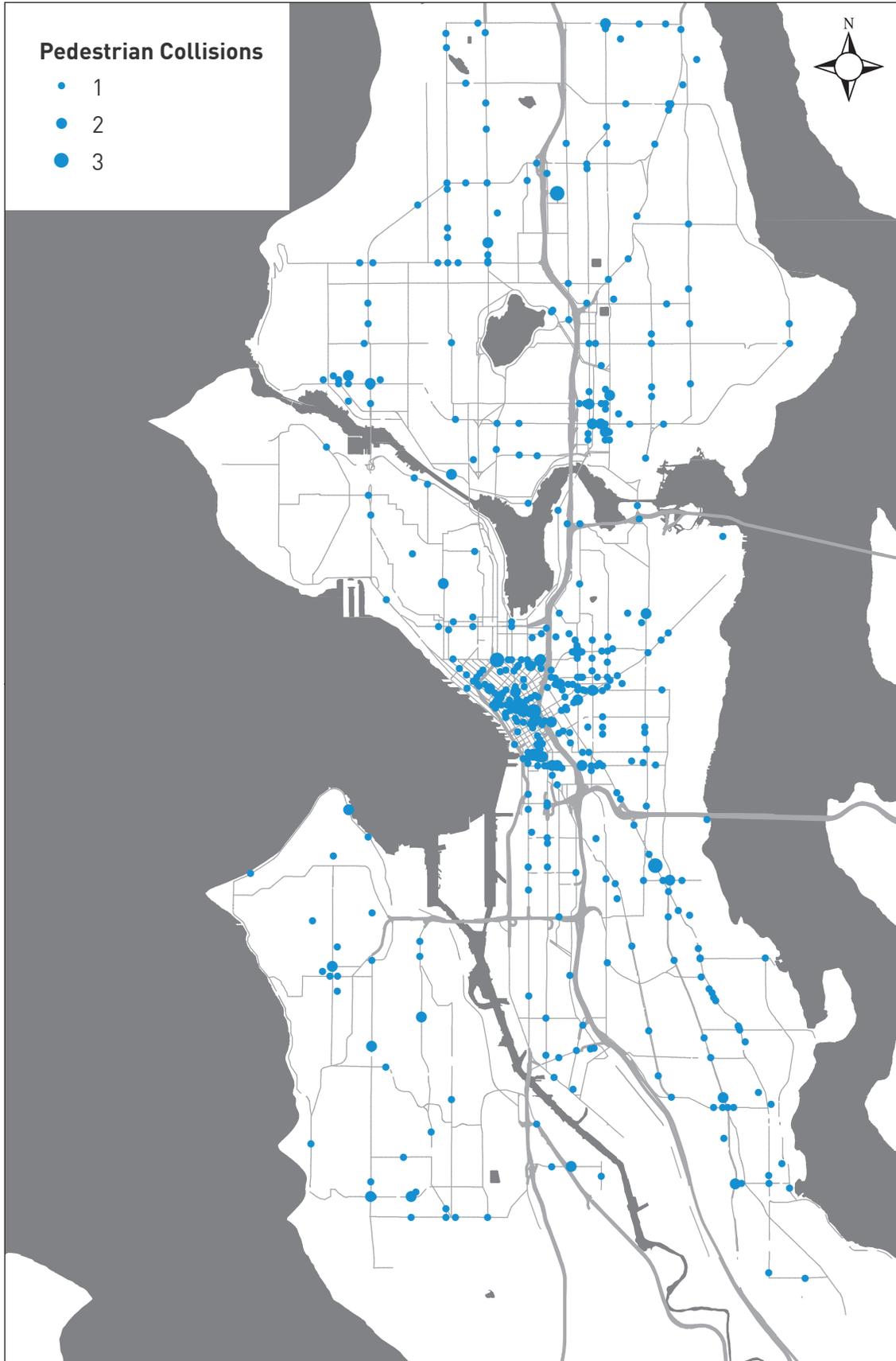
BICYCLE COLLISIONS

The chart below shows the bicycle collision rate as a factor of the number of bicycle commuters as reported by the U.S. Census Bureau's Amercian Community Survey (ACS). Currently, the ACS number is the best proxy SDOT has for the total number of cycling trips in Seattle. The bicycle collision rate shows a decreasing trend since 2007 when SDOT Bicycle Master Plan was implemented. Seattle also ranks 8th lowest among 52 large cities for fatality rate among people biking.

BICYCLE COLLISION RATE PER 1,000 COMMUTERS

— Bicycle Collision Rate
⋯ Linear (Bicycle Collision Rate)

27

BICYCLE COLLISIONS

- Total Collisions
- Fatal and Injury Collisions

380

317

(Y-axis: 200, 250, 300, 350, 400, 450, 500)
(X-axis: 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014)
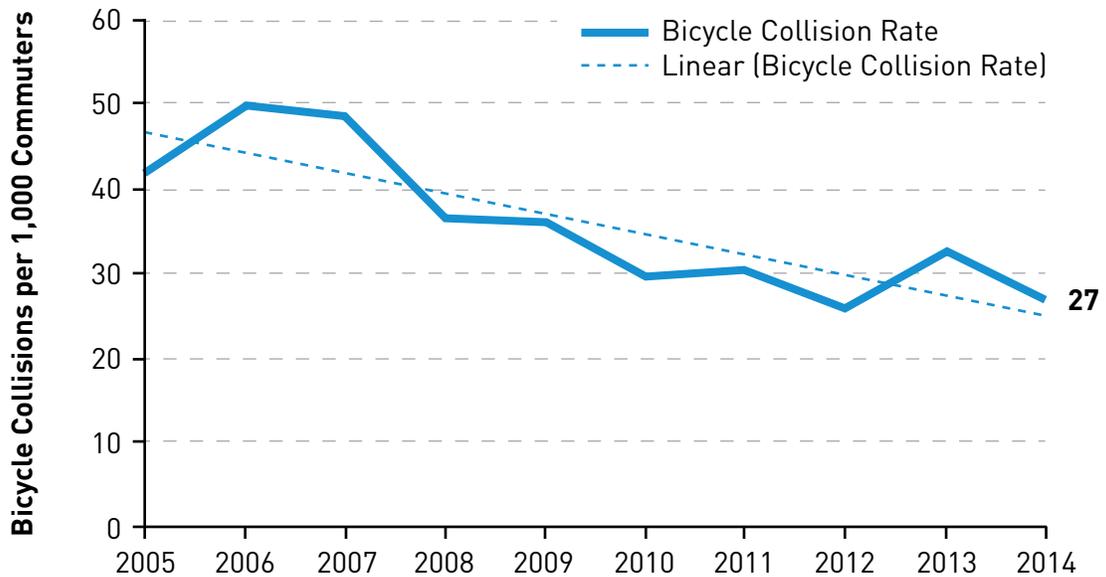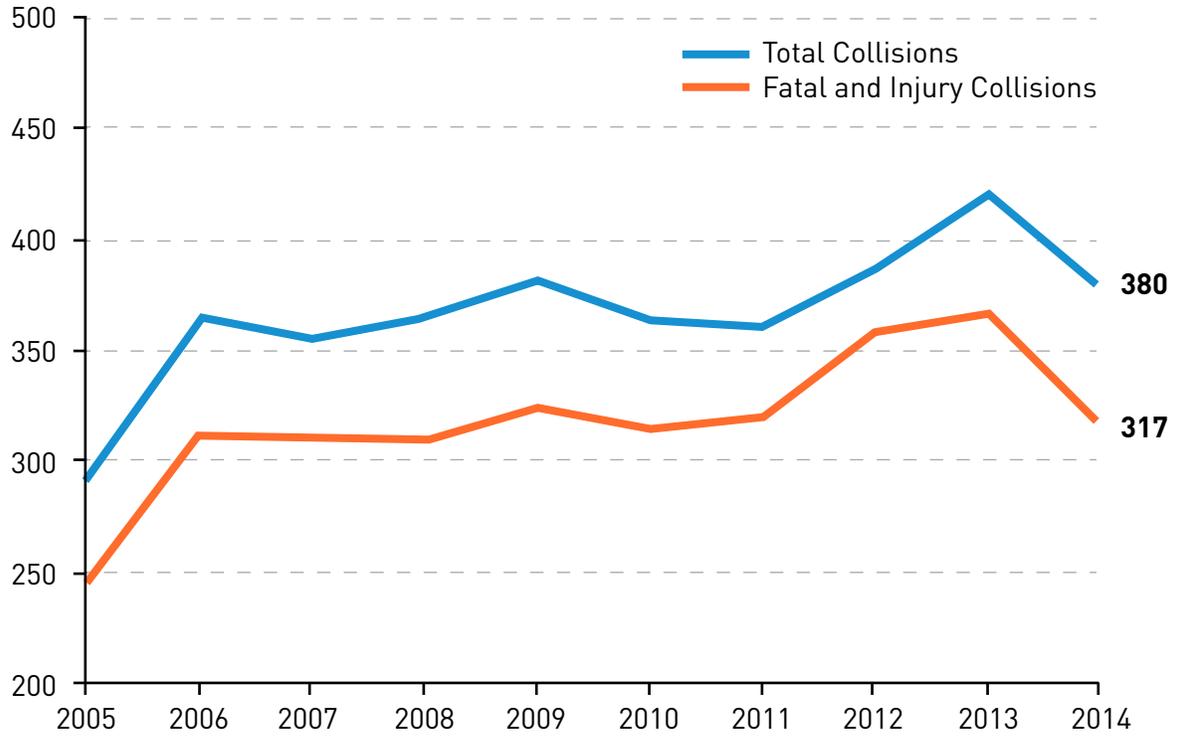
2014 BICYCLE COLLISIONS ON SEATTLE STREETS

Bicycle Collisions
- 1
- 2
- 3
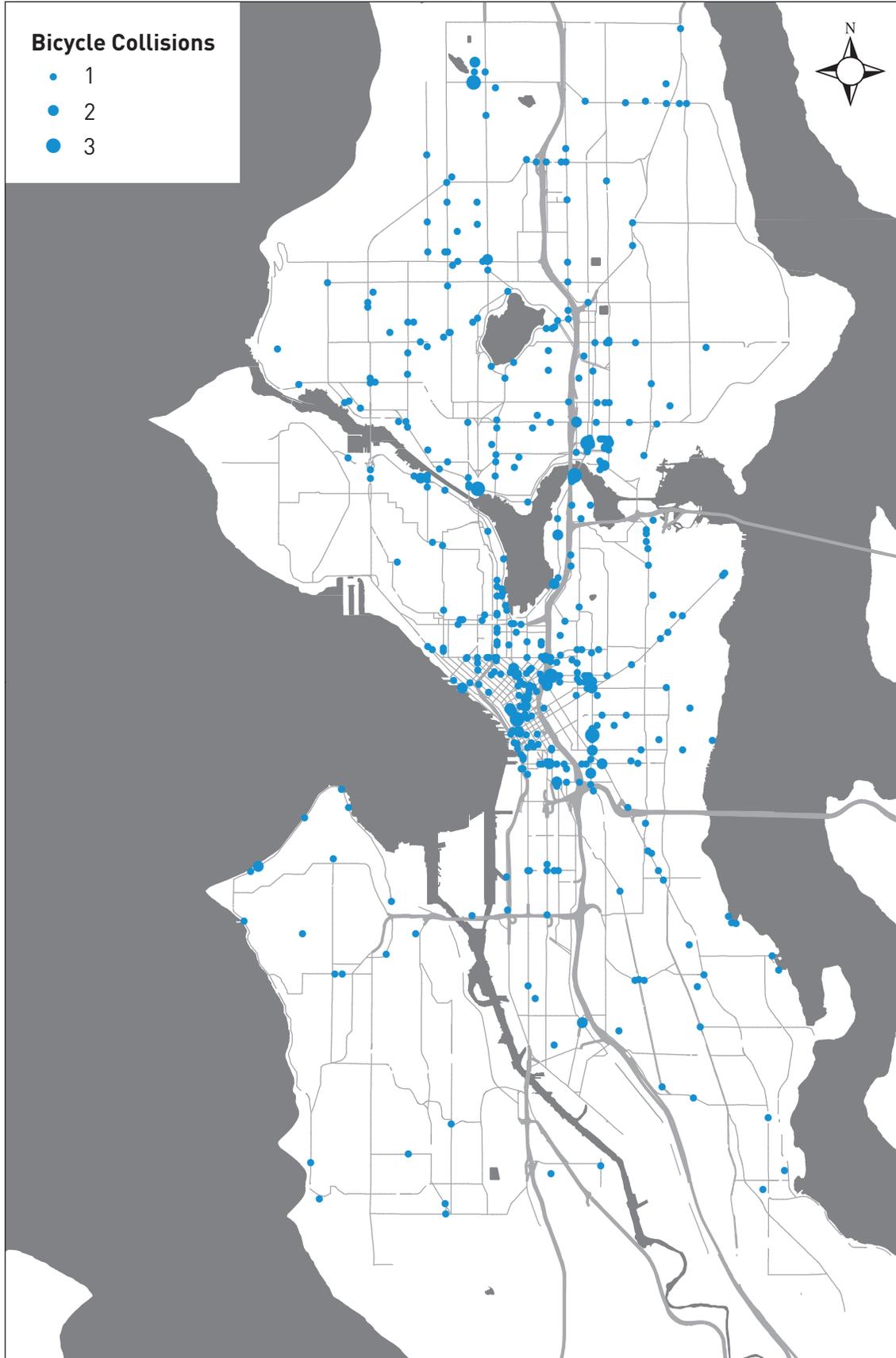
SUPPORTING DATA

VOLUME DATA

The 20 control count locations below 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. The 13 bridge count locations are added together to generate the proxy number for citywide annual volume.

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

2014 Bridge Count Locations
1. Aurora Bridge
2. Ballard Bridge
3. Fremont Bridge
4. Montlake Bridge
5. Spokane Street Corridor (Duwamish West Waterway)
6. West Seattle Bridge (High-rise)
7. SW Spokane Bridge (Swing)
8. University Bridge
9. 1st Ave S Bridge
10. 16th Ave S Bridge (closed – not counted in 2013)
11. 1-90 Bridge
12. SR520 Bridge
13. I-5 Bridge

Year	Average Daily Traffic in Seattle Including WSDOT Bridges
2004	1,068,932
2005	1,032,264
2006	1,054,570
2007	1,006,782
2008	1,017,930
2009	999,465
2010	1,010,870
2011	1,005,616
2012	976,625
2013	986,174
2014	1,009,764

2014 Monthly Expansion Factors					
	JAN	**FEB**	**MAR**	**APR**	**MAY**	**JUN**
Count	426,344	443,234	460,302	451,757	472,022	485,439
Factor	1.074	1.033	0.994	1.013	0.97	0.943
	JUL	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**
Count	470,131	450,905	471,058	453,600	454,767	452,415
Factor	0.974	1.015	0.972	1.009	1.006	1.012

Year	Seattle Population
2000	563,374
2001	569,041
2002	569,271
2003	569,101
2004	570,375
2005	573,296
2006	580,485
2007	589,304
2008	598,541
2009	602,000
2010	608,660
2011	620,778
2012	634,535
2013	652,000
2014	668,342

Year	Seattle/Tacoma/Bellevue Employment
2004	1,600,367
2005	1,640,012
2006	1,702,077
2007	1,744,923
2008	1,768,195
2009	1,724,562
2010	1,710,769
2011	1,722,178
2012	1,765,426
2013	1,796,317
2014	1,836,144

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

Annual Transit Ridership					
Year	Metro Ridership	Access Boardings	Taxi Boardings	CAT Boardings	ST Boardings	Total Transit Ridership
2004	96,507,443	1,062,092	50,314	117,004	10,144,153	107,881,006
2005	98,957,216	1,104,480	44,797	127,685	10,968,979	111,203,157
2006	103,242,414	1,128,496	40,474	129,460	12,256,022	116,796,866
2007	110,600,190	1,118,400	35,320	141,368	13,764,711	125,659,989
2008	118,824,795	1,121,776	34,046	155,456	16,128,142	136,264,215
2009	111,717,152	1,119,927	34,320	211,417	18,810,635	131,893,451
2010	109,583,654	1,229,039	32,502	250,369	22,802,673	133,898,237
2011	112,766,328	1,221,392	32,352	303,428	25,079,792	139,403,292
2012	115,410,304	1,164,935	31,228	312,795	28029348	144,948,610
2013	118,629,373	1,158,467	31,271	316,723	30379713	150,515,547
2014	120,950,922	1,079,309	27,490	342,989	32996287	155,396,997

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

SDOT BIKE AND PEDESTRIAN SPOT COUNT LOCATIONS
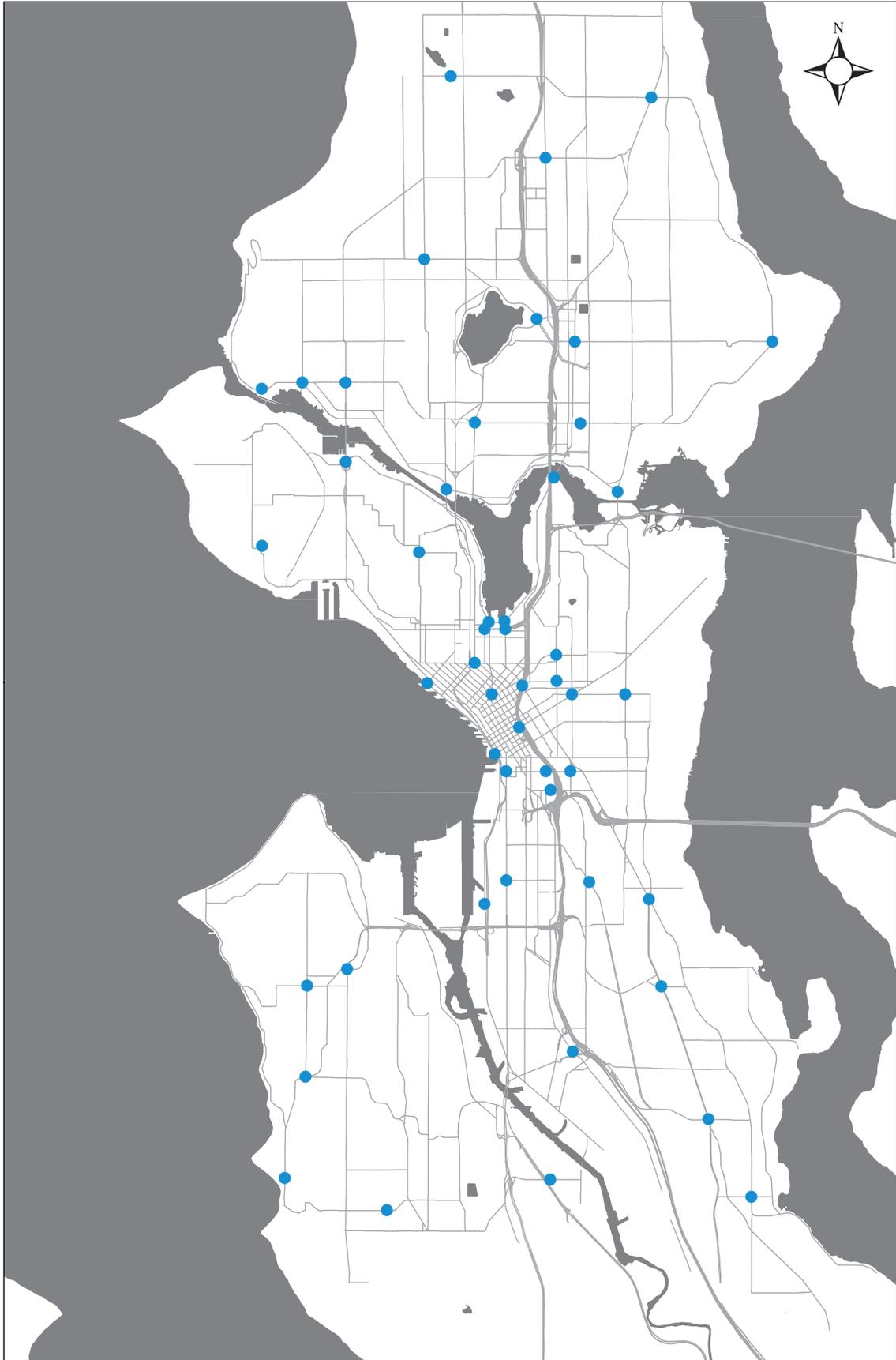
SDOT SCREENLINE TRAFFIC VOLUME COUNT LOCATIONS
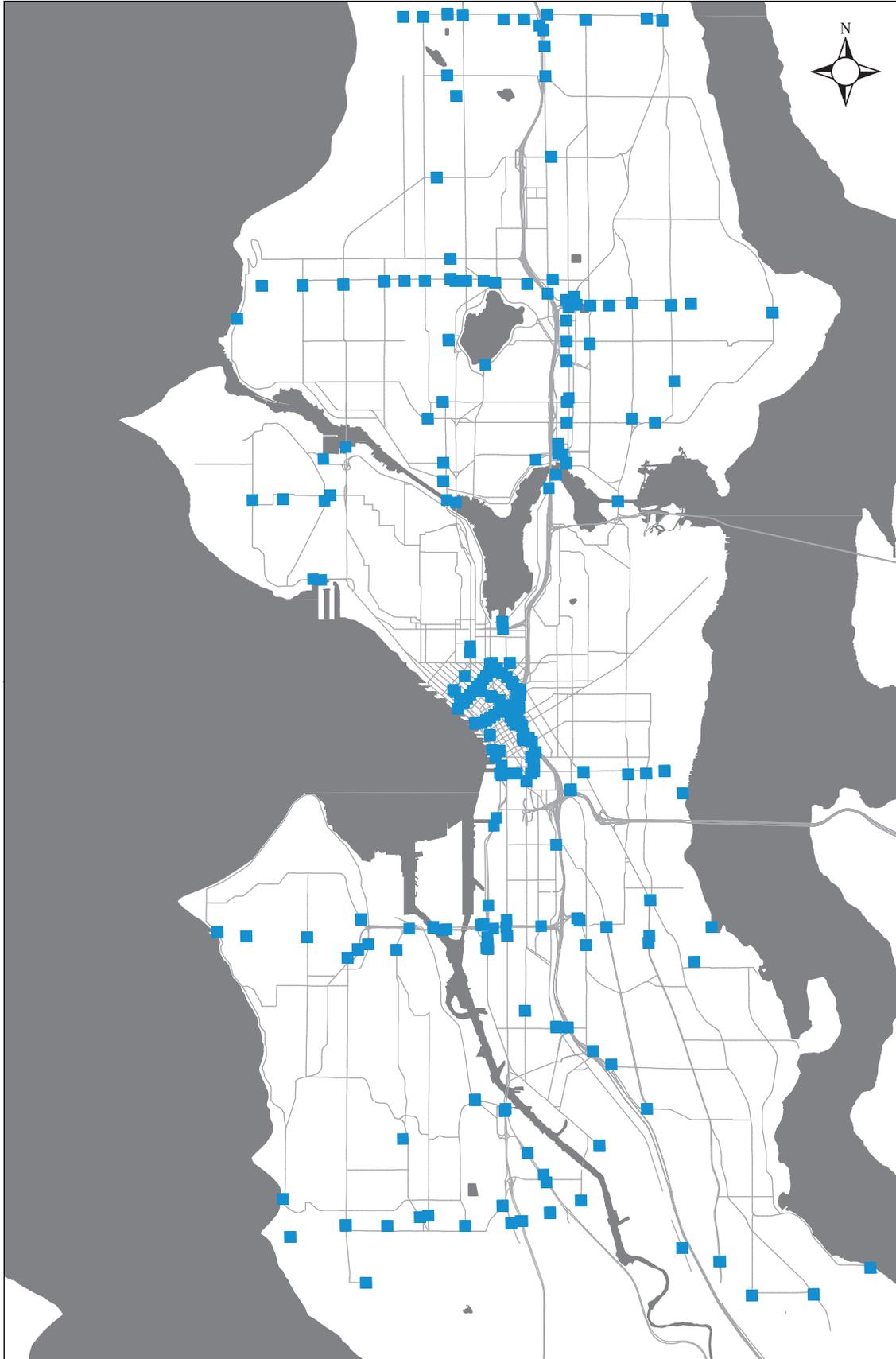
SDOT FLOW MAP TRAFFIC VOLUME COUNT LOCATIONS

Permanent Bike Counters

⊙ Bike Display Totem

■ Bike and Pedestrian

● Bike

NW 58th St Greenway at 22nd Ave NW

39th Ave NE Greenway at NE 62nd St

Burke Gilman Trail north of NE 70th St

Fremont Bridge

Elliott Bay Trail in Myrtle Edwards Park

Mountains to Sound Trail west of I-90 Bridge

S Spokane St Bridge

26th Ave NW Greenway at SW Oregon St

Chief Sealth Trail north of S Thistle St

N
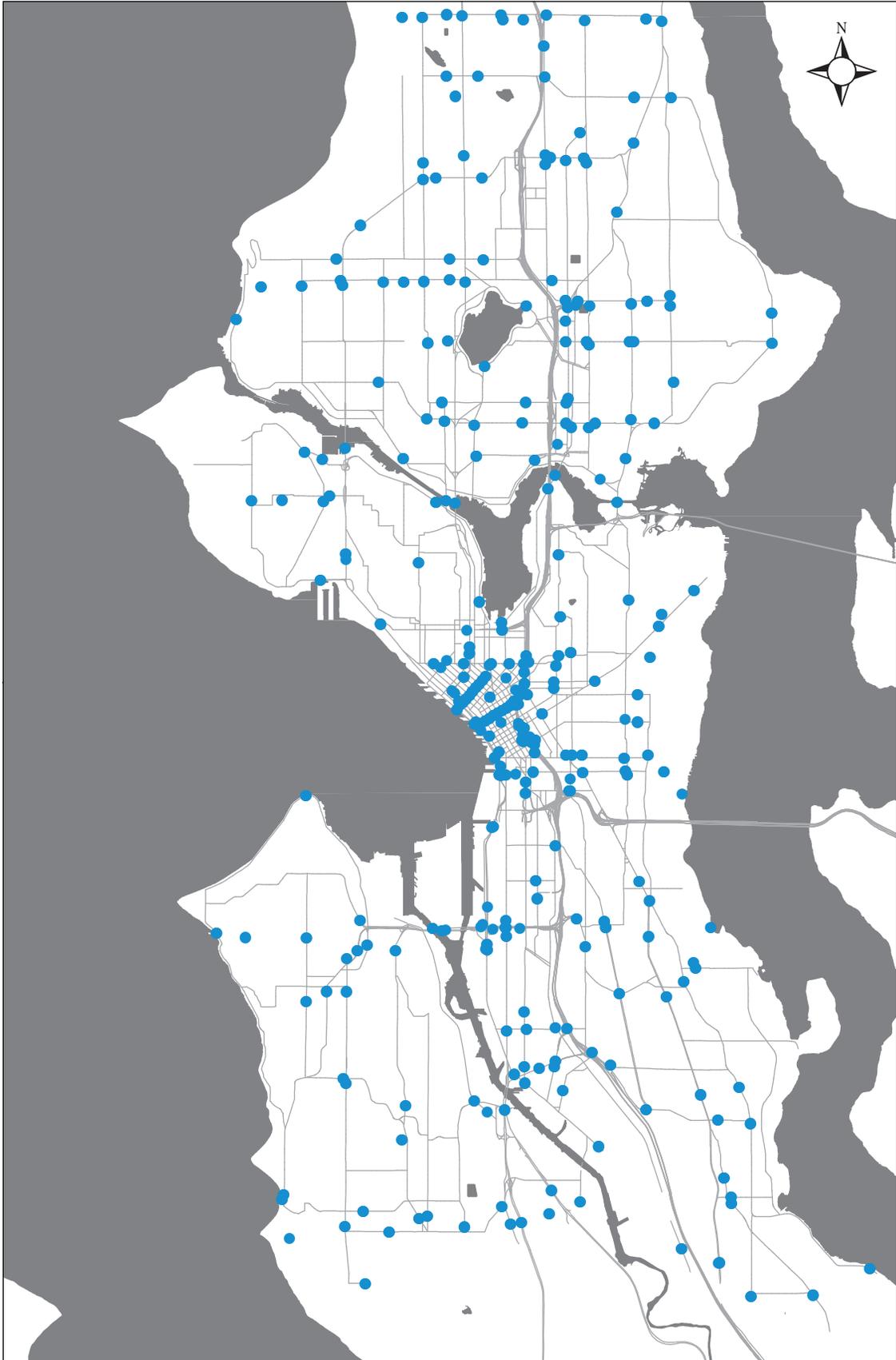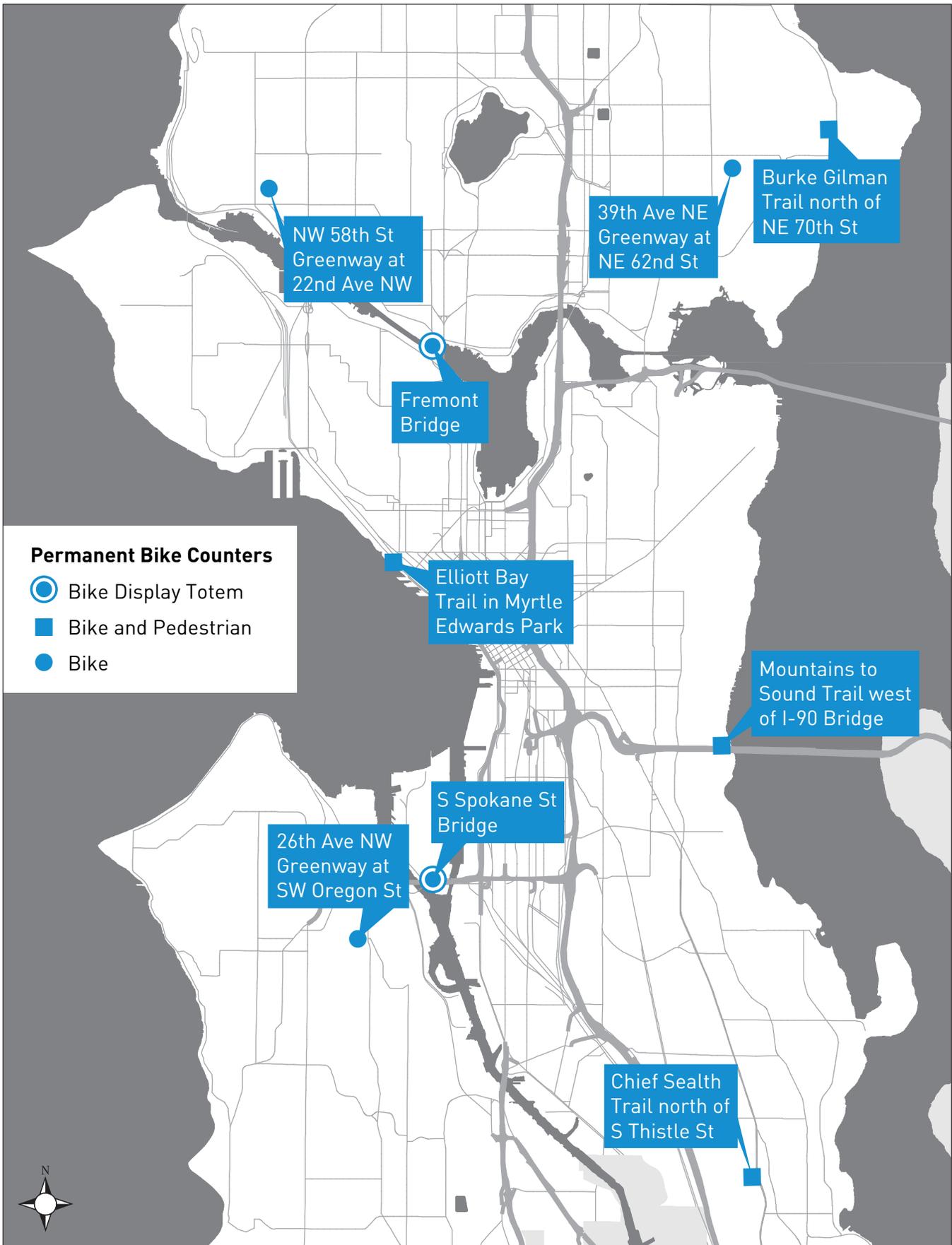
Fremont Bridge Total			
Month	2012	2013	2014
January	n/a	44,884	59,873
February	n/a	50,027	47,025
March	n/a	66,089	63,494
April	n/a	71,998	86,855
May	n/a	108,574	118,644
June	n/a	99,280	110,907
July	n/a	117,974	120,669
August	n/a	104,549	112,490
September	n/a	80,729	97,558
October	n/a	81,352	83,184
November	50647	59,270	56,990
December	36369	43,553	48,507

2014 Bicycle Counts			
Count Location	Count Type	Facility	Calculated Annual Average Daily Bicycle Volume
Fremont Bridge	Permanent	Multi Use Trail	2,760
Elliott Bay Trail in Mrytle Edwards Park	Permanent	Multi Use Trail	1,150
University Bridge	Short	Protected Bike Lane	1,130
Burke Gilman north of NE 70th St	Permanent	Multi Use Trail	1,110
Dexter Ave N at N Howe St	Short	Minor Separation	1,020
Burke Gilman Trail e/o 9th Ave NW	Short	Multi Use Trail	990
Montlake Bridge	Short	None	900
N 34th St w/o Fremont Ave N	Short	Minor Separation	800
S Spokane St at 11th Ave S	Permanent	Multi Use Trail	780
MTS Trail w/o I-90 Bridge	Permanent	Multi Use Trail	680
NE 40th st e/o Brooklyn Ave NE	Short	Protected Bike Lane	610
NW 58th St at 22nd Ave NW	Permanent	Greenway	560
26th Ave SW at SW Oregon St	Permanent	Greenway	550
Alki w/o 59th Ave SW	Short	Minor Separation	550
Gilman Ave W NB n/o W Bertona	Short	Minor Separation	470
Pike St w/o Terry Ave	Short	Sharrows	460

2014 Bicycle Counts			
Count Location	Count Type	Facility	Calculated Annual Average Daily Bicycle Volume
2nd Ave PBL s/o Madison St	Permanent	Protected Bike Lane	370
Mercer St and Aurora Ave N	Short	None	290
Haiwatha Pl n/o S Bush Pl	Short	None	290
45th Ave SW n/o SW Dakota	Short	None	270
39th Ave NE s/o NE 62nd St	Permanent	Greenway	250
3rd Ave s/o Madison NB	Short	None	210
NE 125th St e/o 12th Ave NE	Short	Minor Separation	200
Western Ave s/o Madison St	Short	Minor Separation	180
S Jackson Btwn 23rd and 25th	Short	Minor Separation	160
Westlake Ave N sw/o 4th Ave N	Short	Multi Use Trail	160
12th Ave S s/o S Weller St NB	Short	Minor Separation	130
17th Ave NW n/o nw 53rd	Short	None	130
17th Ave NW n/o nw 58th	Short	None	110
12th Ave NE n/o NE 50th St	Short	None	100
S Henderson w/o 50th Ave S	Short	Minor Separation	80
Duwamish Trail s/o Holden St	Short	Multi Use Trail	80
E Republican St w/o 16th Ave E	Short	Sharrows	70
NW 83rd St w/o 8th Ave NW	Short	None	60
2nd Ave n/o Cedar St	Short	Minor Separation	60
SDOD trail at S Massachusetts St	Short	Multi Use Trail	60
18th Ave S n/o S Bayview St	Short	Greenway	40
Lafayette Ave S n/o S Spokane St	Short	Greenway	40
27th Ave NE n/o n130th St	Short	Greenway	30
W Boston St w/o Queen Anne Ave N	Short	Sharrows	30
Chief Sealth Trail n/o S Thistle St	Permanent	Multi Use Trail	20
22nd Ave E n/o S Columbia St	Short	None	20
N 43rd St w/o Wallingford Ave N	Short	Greenway	20
Renton Ave S s/o S Bennett St	Short	None	10
38th ave NE n/o NE 80th st	Short	Greenway	10
17th Ave SW n/o SW Henderson	Short	None	5
Dexter N n/o Denny Way	Short	Protected Bike Lane	1,110

SPEED DATA

Location	Direction	Speed Limit	85th Percentile Speed	High End Speeder Percentage	Date
12th Ave NE, S/O NE 75th St	N	30	29.8	0.0%	12/24/2014
12th Ave NE, S/O NE 75th St	S	30			
16th Ave S, N/O 16th Ave S Br	N	30	42.4	35.4%	11/6/2014
16th Ave S, N/O 16th Ave S Br	S	30	40.7	22.3%	11/6/2014
1st Ave NE, S/O NE 145th St	N	30	34.1	1.7%	5/8/2014
1st Ave NE, S/O NE 145th St	S	30	33.9	1.6%	5/8/2014
24th Ave E, N/O E Highland Dr	N	30	38.7	11.9%	3/3/2014
24th Ave E, N/O E Highland Dr	S	30	24.4	1.1%	3/19/2014
24th Ave NW, S/O NW 80th St	N	30	31.8	0.8%	11/12/2013
24th Ave NW, S/O NW 80th St	S	30	31.6	0.4%	11/15/2013
31st Ave S, S/O S Jackson St	N	30	33.4	1.5%	5/13/2014
31st Ave S, S/O S Jackson St	S	30	33.1	2.8%	5/13/2014
35th Ave SW, S/O SW Morgan St	N	35	37.4	2.8%	12/30/2014
35th Ave SW, S/O SW Morgan St	S	35	38.2	0.8%	12/30/2014
4th Ave S, N/O S Dawson St	S	35	42.4	6.7%	6/10/2014
8th Ave S, S/O S Director St	N	30	35.1	4.1%	5/14/2014
8th Ave S, S/O S Director St	S	30	33.1	3.0%	5/14/2014
8th Ave SW, N/O SW Roxbury St	N	30	33.1	0.3%	5/14/2014
8th Ave SW, N/O SW Roxbury St	S	30	34.4	0.6%	5/14/2014
Aurora Ave N, S/O N 112th St	N	35	25.5	1.1%	12/9/2014
Aurora Ave N, S/O N 112th St	S	35	42.1	5.2%	12/9/2014
Beach Dr SW, SE/O 61st Ave SW	N	30	30.3	3.9%	6/10/2014
Beach Dr SW, SE/O 61st Ave SW	S	30	28.7	0.3%	6/10/2014
Delridge Way SW, N/O SW Myrtle St	N	35	35.2	0.1%	12/11/2015
Delridge Way SW, N/O SW Myrtle St	S	35	35.6	0.2%	12/11/2015
East Green Lake Dr N, NW/O Latona Ave NE	NW	30	32.2	0.4%	9/2/2014
East Green Lake Dr N, NW/O Latona Ave NE	SE	30	30.5	0.1%	9/3/2014
Elliott Ave W SE/O W Mercer Pl	NW	35	40	3.7%	10/6/2014

Location	Direction	Speed Limit	85th Percentile Speed	High End Speeder Percentage	Date
Elliott Ave W SE/O W Mercer Pl	SE	35	ND	ND	
Ellis Ave S, S/O S Warsaw St	N	30	39.2	13.9%	8/8/2014
Ellis Ave S, S/O S Warsaw St	S	30	37.4	7.5%	8/8/2014
Fauntleroy Way SW, S/O Sw Alaska St	N	35	35.2	1.0%	4/25/2013
Fauntleroy Way SW, S/O Sw Alaska St	S	35	20.9	0.1%	4/25/2013
Fremont Ave N, S/O N 46th St	N	30	28.2	0.1%	5/7/2014
Fremont Ave N, S/O N 46th St	S	30	26.4	0.0%	5/7/2014
Greenwood Ave N, S/O N 145th St	N	35	31.8	0.6%	5/8/2014
Greenwood Ave N, S/O N 145th St	S	35	35.2	0.5%	5/8/2014
M L King Jr Way S, S/O S Holly St	N	35	37.5	1.3%	8/12/2014
M L King Jr Way S, S/O S Holly St	S	35	36.6	0.8%	8/8/2014
N 105th St, W/O Evanston W Ave N	E	30	34.8	2.6%	9/10/2014
N 105th St, W/O Evanston W Ave N	W	30	34.2	4.2%	9/10/2014
N 130th St, W/O Ashworth Ave N	E	30	38.1	1.2%	12/9/2014
N 130th St, W/O Ashworth Ave N	W	30	ND	ND	
N 46th St, W/O Phinney Ave N	E	30	34.2	1.6%	5/29/2014
N 46th St, W/O Phinney Ave N	W	30	33.7	0.9%	5/29/2014
NE 125th St, W/O 27th Ave NE	E	30	33.3	0.9%	5/12/2014
NE 125th St, W/O 27th Ave NE	W	30	33.5	1.0%	5/12/2014
NE 50th St, W/O 1 Ave NE	E	30	34.4	1.5%	10/20/2014
NE 50th St, W/O 1 Ave NE	W	30	36.9	6.0%	10/16/2014
NE 65th St, W/O 15th Ave NE	E	30	30	0.2%	10/16/2014
NE 65th St, W/O 15th Ave NE	W	30	30.7	0.3%	10/16/2014
NE Northgate Way, W/O 15th Ave NE	E	30	36.4	4.7%	10/15/2014
NE Northgate Way, W/O 15th Ave NE	W	30	36.8	5.1%	10/15/2014
Nickerson St, NW/O Florentia St	SE	30	31.8	2.0%	5/7/2014
Nickerson St, NW/O Florentia St	NW	30	ND	ND	
Phinney Ave N, S/O N 65th St	N	30	26.8	0.1%	9/11/2014
Phinney Ave N, S/O N 65th St	S	30	28.3	0.4%	9/11/2014
Rainier Ave S, NW/O S Holly St	NW	30	39.9	17.8%	10/2/2014

Location	Direction	Speed Limit	85th Percentile Speed	High End Speeder Percentage	Date
Rainier Ave S, NW/O S Holly St	SE	30	37.5	8.4%	10/2/2014
S Columbian Way, W/O Beacon WR Ave S	W	30	33.8	1.0%	10/6/2014
S Columbian Way, W/O Beacon WR Ave S	E	30	ND	ND	
S Lucile St, E/O 4th Ave S	E	30	33.5	5.3%	8/8/2014
S Lucile St, E/O 4th Ave S	W	30	40.1	26.8%	8/8/2014
S Othello St, E/O 43rd Ave S	E	30	32.8	1.6%	9/25/2014
S Othello St, E/O 43rd Ave S	W	30	33.9	2.3%	9/25/2014
S Spokane NR St, E/O 1st Ave S	W	35	29.5	0.0%	10/2/2014
S Spokane SR St, W/O 4th Ave S	E	30	20.6	0.3%	10/2/2014
Sand Point Way NE, S/O NE 74th St	N	40	36.6	0.1%	10/1/2013
Sand Point Way NE, S/O NE 74th St	S	40	36.5	0.2%	10/1/2013
Stone Way N, S/O N 45th St	N	30	23.6	0.0%	9/2/2014
Stone Way N, S/O N 45th St	S	30	26.7	0.0%	9/2/2014
SW Admiral Way, SE/O Sw City View St	S	35	42.3	6.6%	12/24/2014
SW Admiral Way, SE/O Sw City View St	N	35	39.3	1.6%	12/24/2014
SW Avalon Way, N/O 30th Ave SW	S	35	34.6	0.1%	6/9/2014
SW Avalon Way, N/O 30th Ave SW	N	35	36.3	0.2%	6/10/2014
SW Roxbury St, E/O 26th Ave SW	E	30	34.3	3.1%	12/11/2014
SW Roxbury St, E/O 26th Ave SW	W	30	33.4	2.4%	12/11/2014

* Annual Count – others on a four year cycle

HISTORICAL COLLISION DATA

Year	Statewide Collisions	Seattle Collisions	Police Reported	Citizen Reported
2014	N/A	12,034	10,815	2,425
2013	99,689	12,736	10,310	2,426
2012	99,560	12,725	10,614	2,111
2011	98,881	12,405	11,240	1,165
2010	101,887	11,948	11,288	660
2009	103,008	13,272	12,101	1,171
2008	110,494	14,139	14,037	102
2007	118,829	15,065	14,971	94
2006	122,172	15,784	15,625	159
2005	123,158	16,016	15,744	272

Seattle collisions do not include those on limited access State Highways and Interstates within the city limits. Seattle collisions only include those reported by the police or self-reported to the police that occur in public right of way and are not intentional.

Fatal/Serious Collisions		
Year	Fatal	Serious Injury	Total Serious Fatal
2004	31	222	253
2005	28	206	234
2006	33	293	326
2007	14	245	259
2008	20	193	213
2009	24	200	224
2010	18	177	195
2011	10	140	150
2012	19	177	196
2013	22	156	178
2014	17	169	186

Bicycle Collisions					
Year	Total Collisions	Injury Collisions	Serious Injury Collisions	Fatal Collisions	Fatal and Serious Injury and Injury Collisions
2005	293	247	46	0	247
2006	365	311	52	2	313
2007	356	310	45	1	311
2008	365	309	54	2	311
2009	383	320	59	4	324
2010	364	315	48	1	316
2011	362	319	41	2	321
2012	387	358	28	1	359
2013	421	365	54	2	367
2014	380	316	21	1	317

Pedestrian Collisions					
Year	Total Collisions	Injury Collisions	Serious Injury Collisions	Fatal Collisions	Fatal and Serious Injury and Injury Collisions
2005	477	424	46	7	431
2006	567	510	48	9	519
2007	487	445	37	5	450
2008	470	418	43	9	427
2009	454	398	45	11	409
2010	496	448	42	6	454
2011	393	355	36	2	357
2012	469	417	44	8	425
2013	396	339	49	8	347
2014	473	360	52	6	366

2014 COLLISION SEVERITY
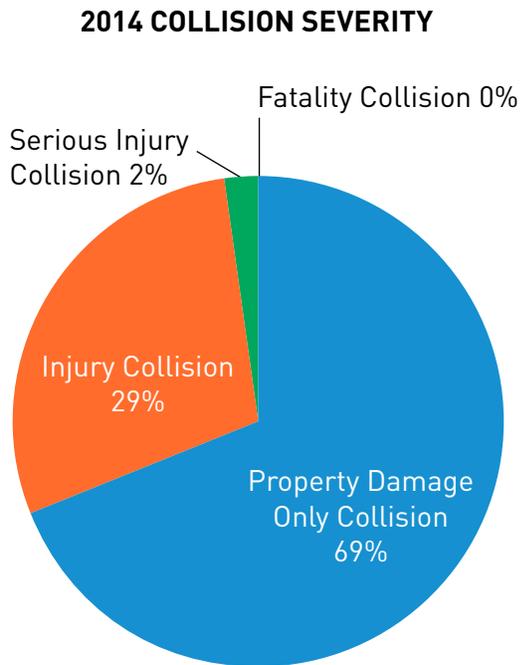
2014 Total Collisions by State Type		
State Collision Type	**Collisions**	**Percent of All Collisions**
Bicycle	415	3.5%
Entering At Angle	2,067	17.5%
Left Turn	930	7.9%
Non-Collisions	4	0.0%
Not Stated	8	0.1%
Opposite Direction	130	1.1%
Other	280	2.4%
Parked Car	3,119	26.5%
Pedestrian	475	4.0%
Rear End	2,057	17.5%
Right Turn	245	2.1%
Sideswipe	1,138	9.7%
Struck Fixed Object	859	7.3%
Train	9	0.1%
Vehicle Overturned	47	0.4%
Total	**11,783**	

Contributing Circumstances for All 2014 Collisions					
Contributing Circumstance	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Apparently Asleep		1	24	25	50
Apparently Fatigued		1	13	13	27
Apparently Ill		1		12	28
Did not Grant Right of Way to Pedestrian	1	18	199	25	243
Did not Grant Right of Way to Vehicle	1	27	706	1,182	1,916
Disregard Flagger/Officer		0	3	5	8
Disregard Stop and Go Light		12	191	155	358
Disregard Stop Sign/Flashing Red		2	97	113	212
Disregard Yield Sign/Flashing Yellow		1	15	16	32
Driver Adjusting Audio or Entertainment System		0	2	3	5
Driver Distractions Outiside Vehicle		2	39	50	91
Driver Eating or Drinking		0	2	4	6
Driver Interacting with passengers, Animals, or Objects Inside Vehicle		1	12	11	24
Driver Not Distracted	1	29	505	964	1,499
Driver Operating Handheld Telecommunications Device		2	15	25	42
Driver Operating Hands-free Wireless Telecommunications Device		0	3	2	5
Driver Operating Other Electronic Devices (computers, navigational, etc.)		1	4	17	22
Driver Smoking				2	2
Exceeding Reasonable and Safe Speed	1	16	129	219	365
Exceeding Stated Speed Limit	5	10	34	62	111
Failing To Signal		0	6	7	13

Contributing Circumstances for All 2014 Collisions					
Contributing Circumstance	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Following Too Closely		5	301	458	764
Had Taken Medication		0	1	4	5
Headlight Violation		1	6	4	11
Improper Backing		0	23	323	346
Improper Parking Location			3	30	33
Improper Passing		2	22	142	166
Improper Signal		0	4	9	13
Improper Turn		4	116	310	430
Improper U-Turn		1	29	52	82
Inattention		30	1,103	2,143	3,276
None	5	113	2,718	5,207	8,043
On Wrong Side OF Road		2			2
Operating Defective Equipment		1	71	122	194
Other	8	40	545	1,784	2,377
Other Driver Distractions Inside Vehicle		1	22	29	52
Over Center Line		4	39	88	131
Under the Influence of Alcohol	1	20	127	266	414
Under the Influence of Drugs		5	17	34	56
Unknown Driver Distraction	4	20	295	1,577	1,896

2014 Fatalities on Seattle Streets				
Location	**Coll. Date**	**Coll.Type**	**Additional Information**	**Fatalities**
Lakeview Blvd E and E Blaine St	1/1/2014	Vehicle	Vehicle rolled over on roadway	2
Beacon Ave S and S Orcas St	2/5/2014	Ped	Vehicle struck pedestrian in crosswalk	1
4th Ave S s/o S Bennett St	2/28/2014	Vehicle	Head on collision of two vehicles	1
5th Ave NE and NE 115th St	4/14/2014	Ped	Vehicle struck ped in crossing at intersection	1
SR 99 at S Dearborn St	5/18/2014	Motorcycle	Vehicle struck guard rail	1
7500 block of Beacon Ave S	5/19/2014	Vehicle	Vehicle left roadway and struck pole	1
NW 43rd and 8th Ave NW	7/8/2014	Vehicle	Vehicle left roadway and struck building	1
9th Ave and James St	7/31/2014	Ped	Vehicle struck ped in crosswalk while turning right	1
SR 99 SB at S Massachusetts St	8/9/2014	Motorcycle	Motorcycle sideswiped bus	1
S Graham St and 32nd Ave S	8/11/2014	Motorcycle	Motorcycle struck vehicle	1
2nd Ave and University St	8/29/2014	Bicycle	Cyclist struck by left turning truck	1
Greenwood Ave N and N 104th St	10/24/2014	Ped	Vehicle struck pedestrian crossing roadway	1
Delridge Way SW and SW Brandon St	11/20/2014	Ped	Vehicle struck pedestrian crossing against the signal	1
5th Ave s/o Pike St	11/22/2014	Ped	Vehicle struck pedestrian	1
S Holgate St at 3rd Ave S	12/5/2014	Vehicle	Vehicle struck train	1
8200 blk of 5th Ave S	12/28/2014	Vehicle	Vehicle ran off roadway and struck object	1

2014 PEDESTRIAN COLLISION LOCATIONS
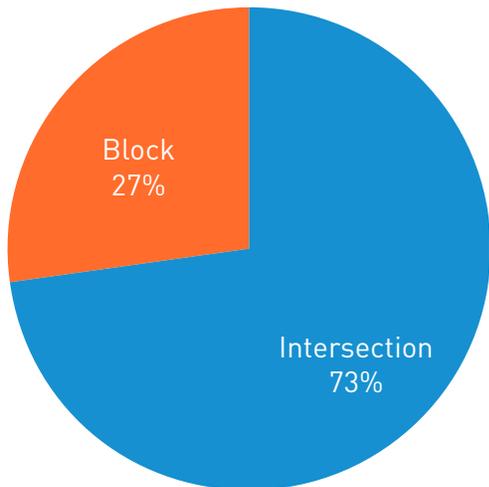
Collision Location	Count
Mid-block	129
Intersection	344
Total	**473**

Pedestrian-Involved Collision Rate per One Hundred Thousand Inhabitants			
Year	Pedestrian-Involved Collisions	Seattle Population	Pedestrian Collisions per 100,000
2005	477	573,296	83
2006	567	580,485	98
2007	487	589,304	83
2008	470	598,541	79
2009	454	602,000	75
2010	496	608,660	81
2011	393	620,778	63
2012	469	634,535	74
2013	396	652,000	61
2014	473	668,342	71

Injury Class of Pedestrians Involved in 2014 Collisions by Facility Type							
Facility Type	Fatality	Serious Injury	Non Serious Injury (Evident Injury)	Possible Injury	No Injury	Unknown	Total
Designated Bike Route		1		1			2
Marked Cross Walk	3	24	93	117	18	16	271
Other		4	2	7		2	15
Roadway	2	18	36	37	5	6	104
Shoulder		2	4	3	1		10
Sidewalk			8	10	1	1	20
Unmarked Crosswalk	1	2	13	25	1	4	46
Walkway		1	3				4
Total	**6**	**52**	**159**	**200**	**26**	**29**	**472**

For collisions with State data

FACILITY THE PEDESTRIAN WAS USING FOR 2014 COLLISIONS
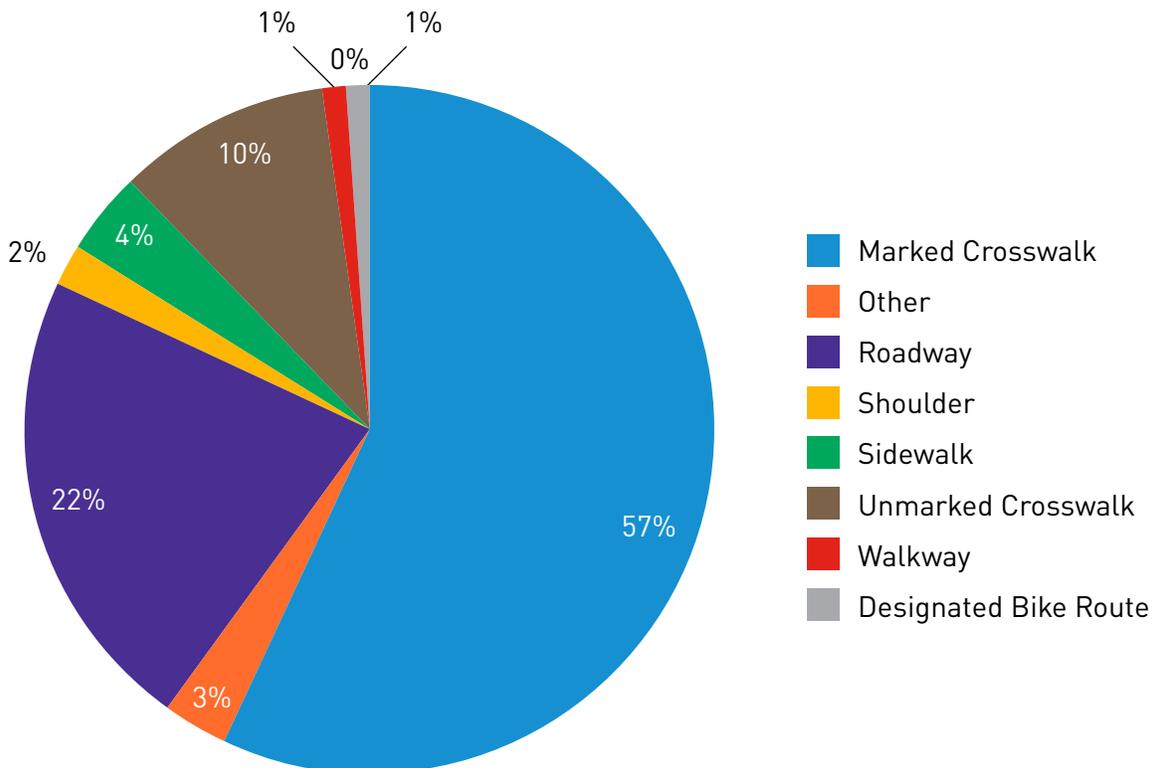
Injury Class of Pedestrians Involved in Collisions in 2014							
Age Group	Fatality	Serious Injury	Non Serious Injury (Evident Injury)	Possible Injury	No Injury	Unknown	Total
14 and Under		1	7	11		4	23
15 - 24	1	10	24	42	2	3	82
25 - 34		9	36	42	11	3	101
35-44	1	10	16	26	3	3	59
45-54	2	7	27	28	3	4	71
55 - 64		5	18	17	2	3	45
65 and Over	2	7	14	18	2	1	44
Total	**6**	**49**	**142**	**184**	**23**	**21**	**425**

For collisions with State data

GENDER OF PEDESTRIANS IN 2014 COLLISIONS
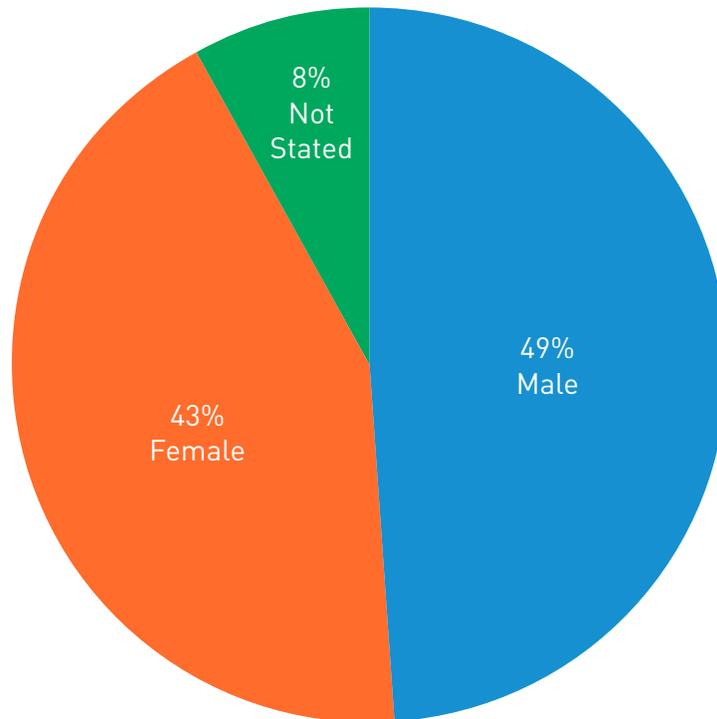
49% Male

43% Female

8% Not Stated

2014 PEDESTRIAN COLLISION SEVERITY BY HOUR OF THE DAY

Legend:
- Unknown
- Property Damage Only
- Injury
- Serious Injury
- Fatality

Time of Day
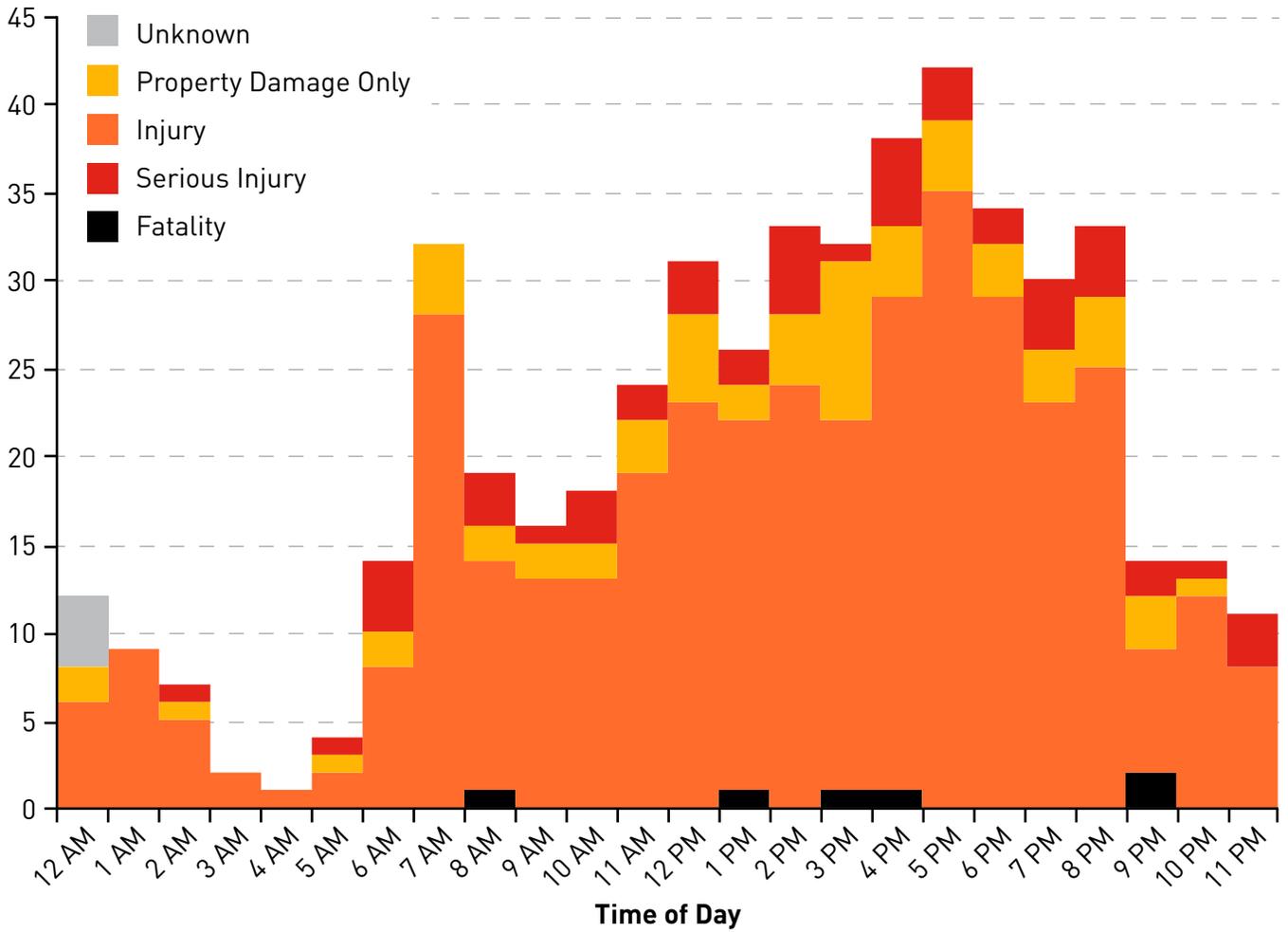
Hour	Fatality	Injury	Property Damage Only	Serious Injury	Unknown	Total
12 AM		6	2		4	12
1 AM		9				9
2 AM		5	1	1		7
3 AM		2				2
4 AM		1				1
5 AM		2	1	1		4
6 AM		8	2	4		14
7 AM		28	4			32
8 AM	1	13	2	3		19
9 AM		13	2	1		16
10 AM		13	2	3		18
11 AM		19	3	2		24
12 PM		23	5	3		31
1 PM	1	21	2	2		26
2 PM		24	4	5		33
3 PM	1	21	9	1		32
4 PM	1	28	4	5		38
5 PM		35	4	3		42
6 PM		29	3	2		34
7 PM		23	3	4		30
8 PM		25	4	4		33
9 PM	2	7	3	2		14
10 PM		12	1	1		14
11 PM		8		3		11
Total	**6**	**375**	**61**	**50**	**4**	**496**

For collisions with State data

2014 PEDESTRIAN COLLISION SEVERITY BY DAY

Legend:
- Unknown
- Property Damage Only
- Injury
- Serious Injury
- Fatality
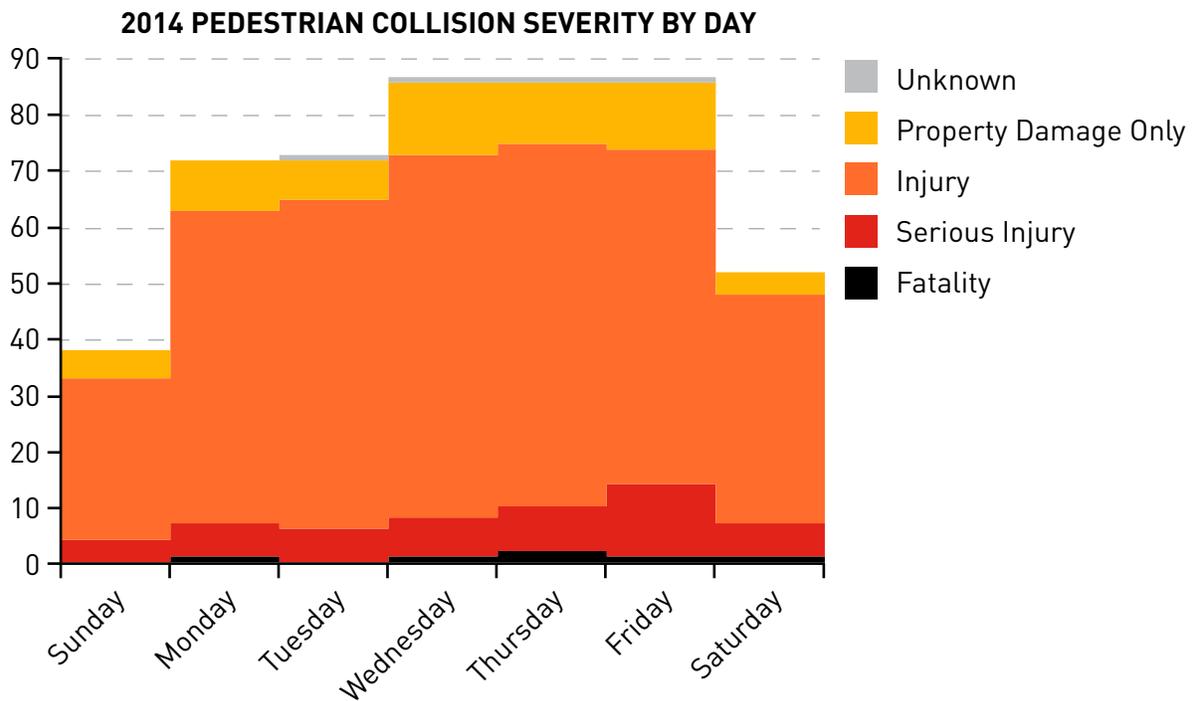
Pedestrian Collision Severity by Day in 2014						
Day	Fatality	Serious Injury	Injury	Property Damage Only	Unknown	Total
Sunday		4	29	5		38
Monday	1	6	56	9		72
Tuesday		6	59	7	1	73
Wednesday	1	7	65	13	1	87
Thursday	2	8	65	11	1	87
Friday	1	13	60	12	1	87
Saturday	1	6	41	4		52
Total	6	50	375	61	4	496

For collisions with State data

2014 PEDESTRIAN COLLISION SEVERITY BY MONTH
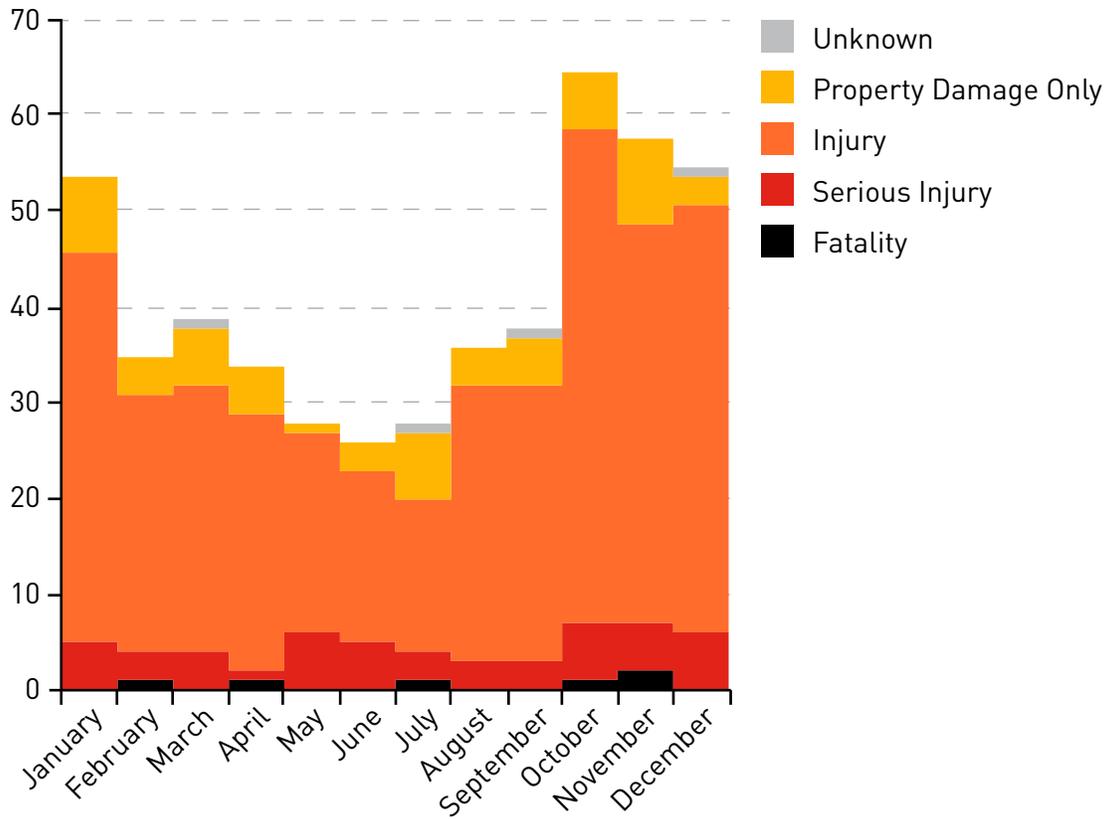
Pedestrian Collision Severity by Month in 2014						
Month	Fatality	Serious Injury	Injury	Property Damage Only	Unknown	Total
January		5	41	8		54
February	1	3	27	4		35
March		4	28	6	1	39
April	1	1	27	5		34
May		6	21	1		28
June		5	18	3		26
July	1	3	16	7	1	28
August		3	29	4		36
September		3	29	5	1	38
October	1	6	52	6		65
November	2	5	42	9		58
December		6	45	3	1	55
Total	**6**	**50**	**375**	**61**	**4**	**496**

For collisions with State data

Vehicle Actions in Pedestrian Collisions in 2014						
Vehicle Action	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Unknown		1	2	2	4	9
Bicycle			8	1		9
Entering At Angle			1			1
From Opposite Direction - One Left Turn - One Straight				2		2
Struck Fixed Object			3			3
Vehicle Backing Hits Pedestrian		2	11	1		14
Vehicle Going Straight Hits Pedestrian	5	32	138	23		198
Vehicle Hits Pedestrian - All Other Actions			7			7
Vehicle Turning Left Hits Pedestrian		12	130	15		157
Vehicle Turning Right Hits Pedestrian	1	5	60	11		77
Total	6	52	360	55	4	477

For collisions with State data

Injury Class of Pedestrians Involved in 2014 Collisions by Weather					
Weather	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Clear or Partly Cloudy	4	25	198	34	261
Fog/Smog/Smoke			3	1	4
Overcast		7	55	7	69
Raining	2	16	93	10	121
Unknown		1	8		9
Total	**6**	**49**	**357**	**52**	**464**

For collisions with State data.

2014 Pedestrian Collisions by Light Conditions	
Light Condition	Total
Dark - No Street Lights	8
Dark - Street Lights Off	5
Dark - Street Lights On	161
Dawn	9
Daylight	274
Dusk	19
Unknown	20
Total	**496**

For collisions with State data

2014 Pedestrian Collisions by Road Conditions	
Road Condition	Total
Dry	320
Snow/Slush	2
Unknown	11
Wet	155
Unknown	8
Total	**496**

For collisions with State data

2014 BICYCLE COLLISION LOCATIONS
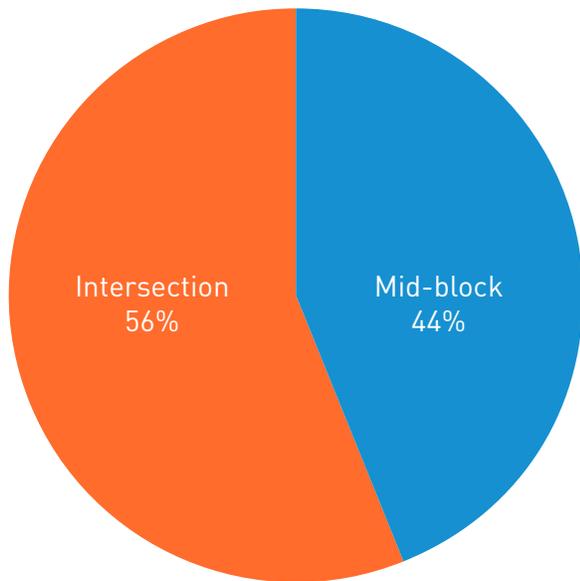
Intersection 56%

Mid-block 44%

Contributing Circumstances for Cyclists in 2014 Bicycle Collisions						
Contributing Circumstance	**Fatal**	**Serious Injury**	**Non Serious Injury (Evident Injury)**	**Possible Injury**	**No Injury**	**Unknown**
Did not Grant Right of Way to Vehicle		2	7	13	3	
Disregard Stop and Go Light		1	4	2	2	1
Disregard Stop Sign/ Flashing Red			2			
Disregard Yield Sign/ Flashing Yellow			1			
Driver Not Distracted		3	12	7	1	1
Exceeding Reasonable and Safe Speed			3	1	1	
Following Too Closely			3	1		
Headlight Violation			2	1		
Improper Passing			1		1	
Improper Turn			1			

| Contributing Circumstances for Cyclists in 2014 Bicycle Collisions						
Contributing Circumstance	Fatal	Serious Injury	Non Serious Injury (Evident Injury)	Possible Injury	No Injury	Unknown
None		7	104	55	16	1
On Wrong Side OF Road		1				
Operating Defective Equipment			1			
Other		3	24	18	6	4
Under the Influence of Alcohol		1	1	1		
Unknown Driver Distraction	1	2	1	4		1
Unknown Driver Distraction	1		1	4	2	1

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

Gender of Cyclists Involved in 2014 Collisions							
Gender	Fatality	Serious Injury	Non Serious Injury (Evident Injury)	Possible Injury	No Injury	Unknown	Total
Not Noted		2	20	16	1	4	43
Male		15	122	77	24	4	242
Female	1	4	45	36	8	1	95
Total	**1**	**21**	**187**	**129**	**33**	**9**	**380**

For collisions with State data

GENDER OF CYCLISTS INVOLVED IN 2014 COLLISIONS
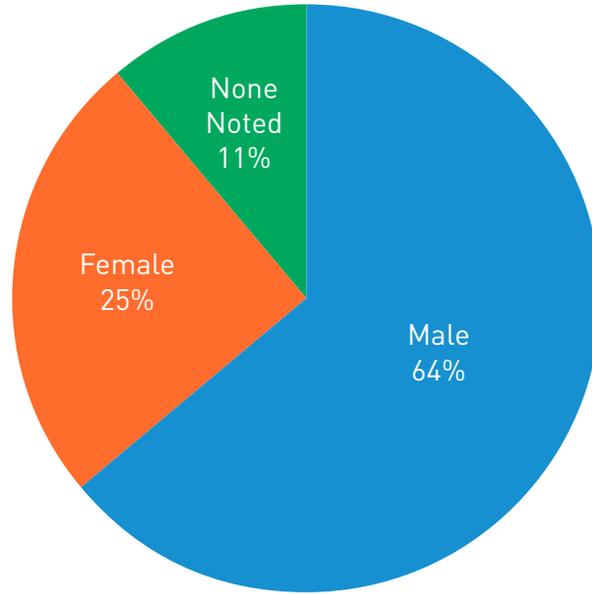
Age of Cyclists Involved in 2014 Collisions by Injury Class							
Cyclist Age Group	Fatal	No Injury	Non Serious Injury (Evident Injury)	Possible Injury	Serious Injury	Unknown	Total
14 and Under		2	2	7			11
17 - 24		3	30	17	3		53
25 - 34	1	14	60	39	8	1	123
35 - 44		8	38	28	5	2	81
45 - 54		1	20	12	2	1	36
55 - 64		1	12	9	2		24
65 and Over		1	7	3			11
Total	**1**	**30**	**169**	**115**	**20**	**4**	**339**

For collisions with State data

AGE OF CYCLISTS INVOLVED IN 2014 COLLISIONS

Legend:
- Unknown
- No Injury
- Possible Injury
- Non Serious Injury (Evident Injury)
- Serious Injury
- Fatality
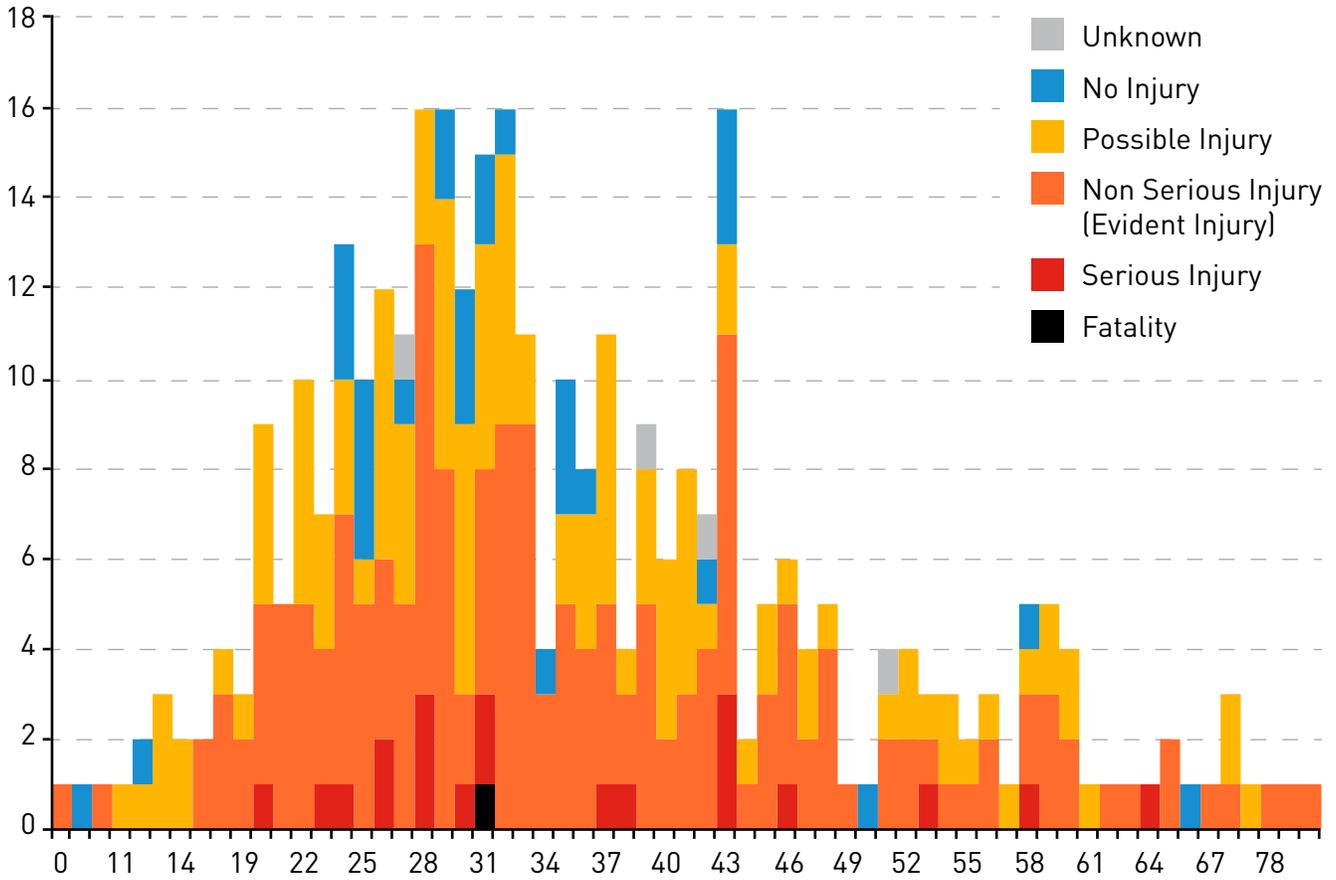
2014 Bicycle Collisions by Month						
Month	Fatality	Serious Injury	Injury	Property Damage Only	Unknown	Total
January			26	2		28
February			13	3	1	17
March			27	4	2	33
April		4	42	6	1	53
May		7	35	7		49
June		4	34	3	1	42
July		5	46	7	2	60
August	1	4	33	7		45
September			28	5	2	35
October		3	35	4	1	43
November		1	18	4	3	26
December			32	5		37
Total	1	28	369	57	13	468

2014 BICYCLE COLLISIONS BY MONTH
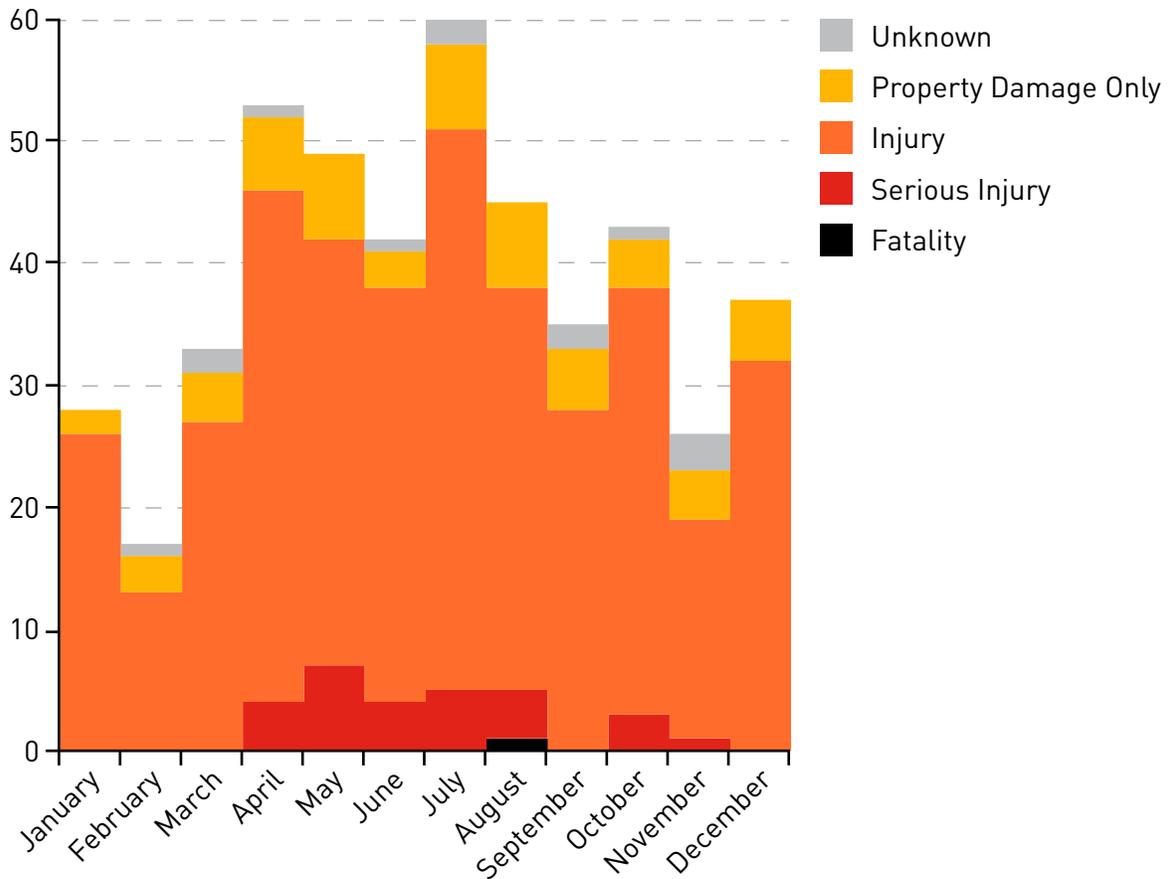
Hour of the Day	Fatality	Serious Injury	Injury	Property Damage Only	Unknown	Total
Bike Collisions Severity by Hour of the Day in 2014						
12 AM		3	6	1	13	23
1 AM			2	1		3
2 AM			2			2
3 AM		1				1
5 AM			1			1
6 AM		1	8	1		10
7 AM		4	25	1		30
8 AM	1	1	34	6		42
9 AM		1	16	3		20
10 AM		1	17	3		21
11 AM		1	18			19
12 PM			21	3		24
1 PM			17	1		18
2 PM			28	5		33
3 PM		2	20	3		25
4 PM			27	2		29
5 PM		3	47	10		60
6 PM		3	27	6		36
7 PM		4	21	4		29
8 PM		1	9	5		15
9 PM		1	12	1		14
10 PM		1	8	1		10
11 PM			3			3
Total	**1**	**28**	**369**	**57**	**13**	**468**

For collisions with State data

2014 BICYCLE COLLISIONS SEVERITY BY HOUR OF THE DAY

Legend:
- Unknown
- Property Damage Only
- Injury
- Serious Injury
- Fatality
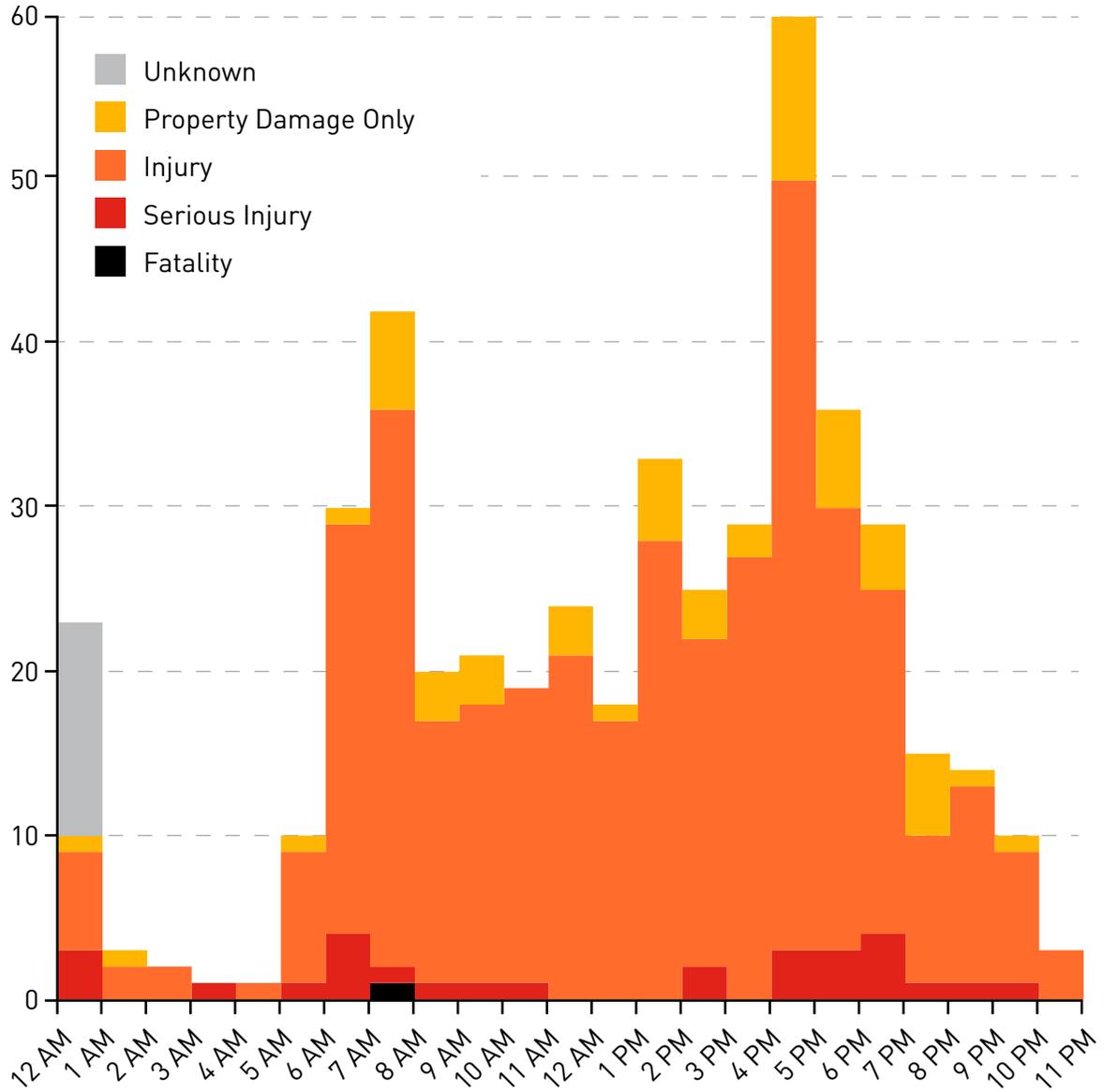
Injury Class of Cyclists by Facility Type in 2014							
Facility Type	Fatality	Serious Injury	Non Serious Injury (Evident Injury)	Possible Injury	No Injury	Unknown	Total
Not Stated		1	5	3	4		13
Designated Bike Route	1	7	56	24	5	1	94
Marked Cross Walk			12	18	2		32
Other		1	5	3			9
Roadway		10	91	63	16	7	187
Shoulder		1	2	2	3		8
Sidewalk			10	12	3		25
Unmarked Crosswalk		1	4	3			8
Walkway			**2**	**1**		**1**	**4**
Total	**1**	**21**	**187**	**129**	**33**	**9**	**380**

For collisions with State data

FACILITY TYPE FOR CYCLISTS INVOLVED IN 2014 COLLISIONS

- 26% Designated Bike Route
- 9% Marked Crosswalk
- 2% Other
- 51% Roadway
- 2% Shoulder
- 7% Sidewalk
- 2% Unmarked Crosswalk
- 1% Walkway
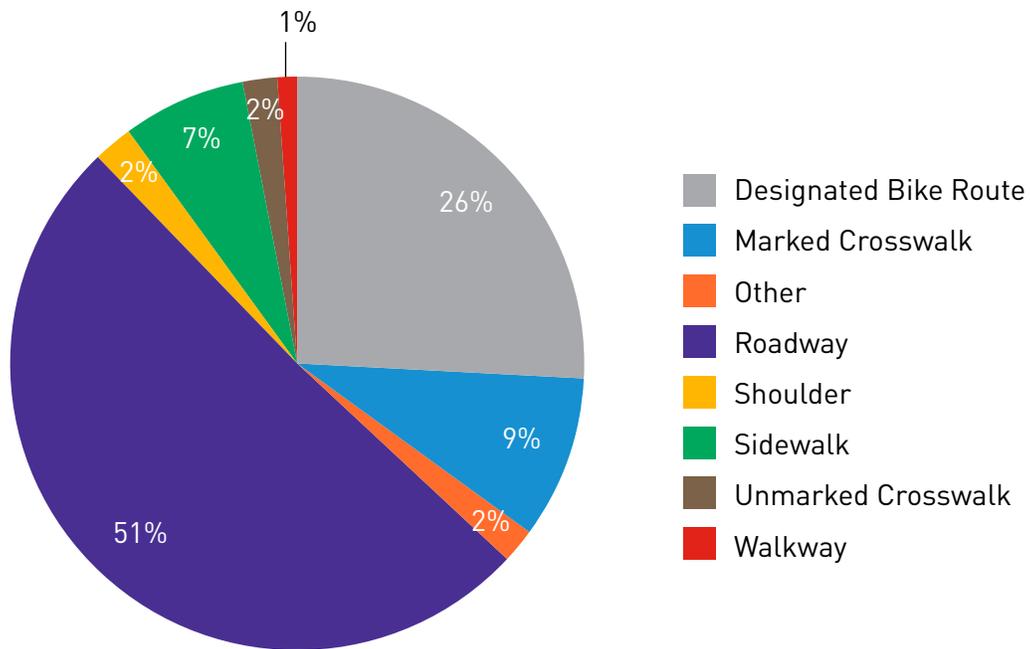
Injury Class of Cyclists in 2014 Collisions by Weather					
Weather	**Fatality Collision**	**Serious Injury Collision**	**Injury Collision**	**Property Damage Only Collision**	**Total**
Clear or Partly Cloudy	1	16	229	31	277
Overcast		5	51	6	62
Raining		1	42	7	50
Unknown		1	7	1	9
Total	**1**	**23**	**329**	**45**	**398**

For collisions with State data

Injury Class for Cyclists Involved in 2014 Collisions by Clothing							
Clothing	**Dead On Arrival**	**Serious Injury**	**Non Serious Injury (Evident Injury)**	**Possible Injury**	**No Injury**	**Unknown**	**Total**
Not Stated		2	11	4	8	3	28
Dark		2	24	31	3	2	62
Light		6	34	10	4	2	56
Mixed	1	8	108	70	16	2	205
Other Reflective Apparel - Shoes, Patches			8	9	1		18
Retro - Reflective		3	2	5	1		11
Total	**1**	**21**	**187**	**129**	**33**	**9**	**380**

For collisions with State data

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SDOT
Seattle Department of Transportation

11.2015