

Seattle Department of Transportation

# 2022 TRAFFIC REPORT

Data from January 1 to December 31, 2021



Release date: July 2023



**Seattle**  
Department of  
Transportation



500  
James ST

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NO  
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PARKING

James St

NO  
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ARK

BICYCLE



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**SLOW**



**CHILDREN  
AT PLAY**



# Executive Summary

In 2021, Seattle continued to experience changes in traffic patterns due to the global COVID-19 pandemic and the emergency closure of the West Seattle High-Rise Bridge. Traffic volumes on city streets experienced a partial rebound but were still below pre-COVID-19 levels. Police-reported crashes on our streets saw a significant uptick (11% more) in 2021, including serious and fatal collisions with significant increases (20% and 25% more, respectively) in crashes involving the most vulnerable travelers, people walking, rolling, and biking. This report presents the traffic data that – along with our department plans and policies – serve as the foundation of project and program decisions. The breadth and depth of the data collected allows objective discussion of project merits and results, be it a new crosswalk or an entire safety corridor. As the demands and complexity of Seattle’s transportation network grow, the information supporting decisions about that network continues to expand and now includes significant data on pedestrians, bicycles, and freight.

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

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

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



Greg Spotts, SDOT Director  
Seattle Department of Transportation



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



# Traffic Volumes and Speeds

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

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

Speed data also provides important information about the types of vehicles using city streets, including motorcycles, cars, buses and numerous types of trucks. Such data gives planners and engineers a better understanding of the movement of people and goods within the city.

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

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## MOTOR VEHICLE VOLUMES

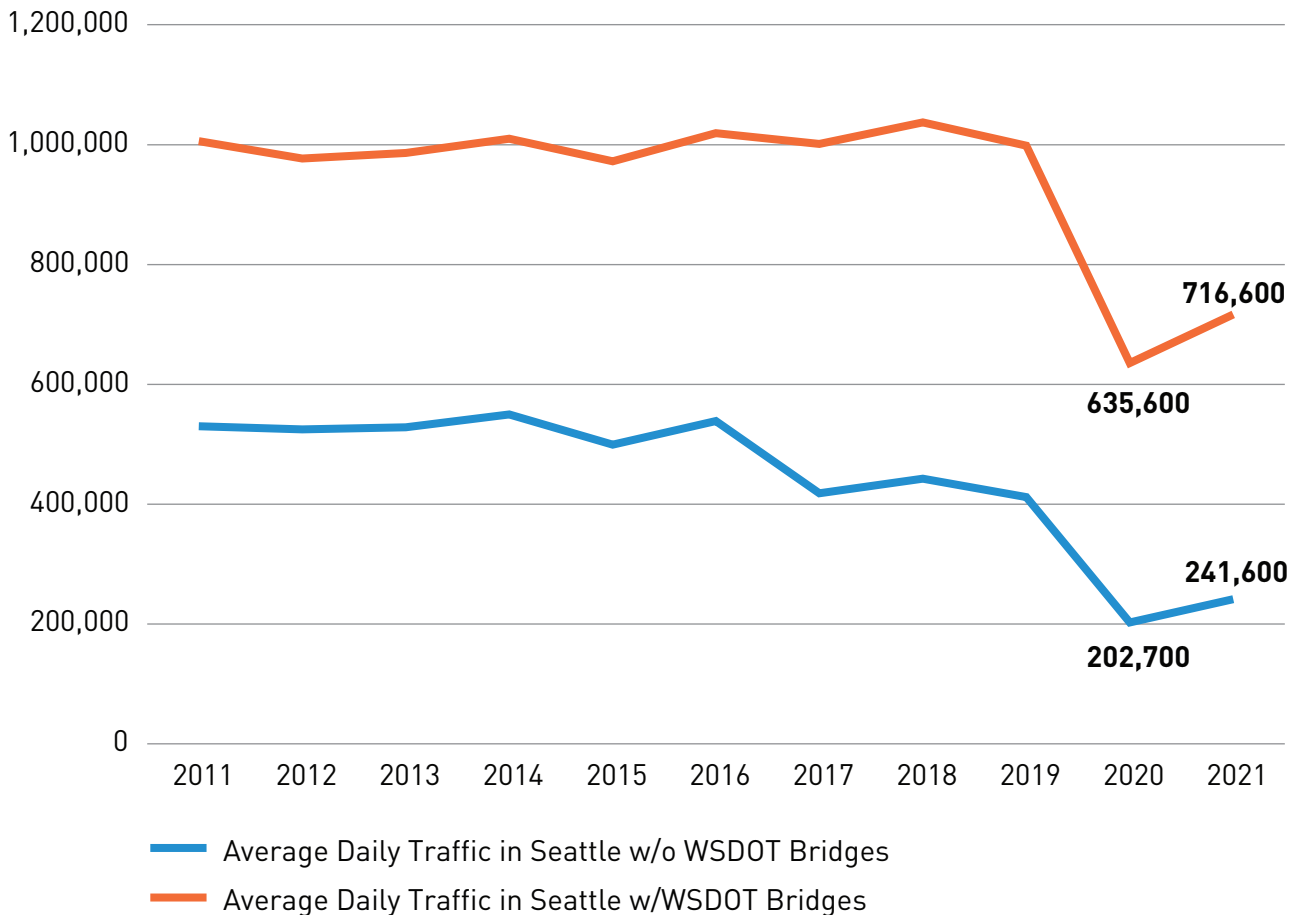
SDOT is responsible for counting the volume of traffic on certain city arterial streets each year.

SDOT conducts control counts at about 20 locations every month. These counts are used to create a monthly control factor. This factor can be applied to every count collected to adjust for seasonal changes in traffic. SDOT also measures vehicle volume at approximately 200 additional locations. The locations of control and other regular counts are shown on maps and tables in the Supporting Data at the end of this report. SDOT also measures vehicle volume at ad hoc locations throughout the year as needed for traffic analysis and engineering studies.

Using the annual counts taken at 13 bridges in Seattle (including I-5, I-90, SR 520, and 1st Ave S), SDOT derives a proxy number for citywide motor vehicle Average Daily Traffic (ADT) volume. Traffic volumes were fairly level between 2011 and 2019.

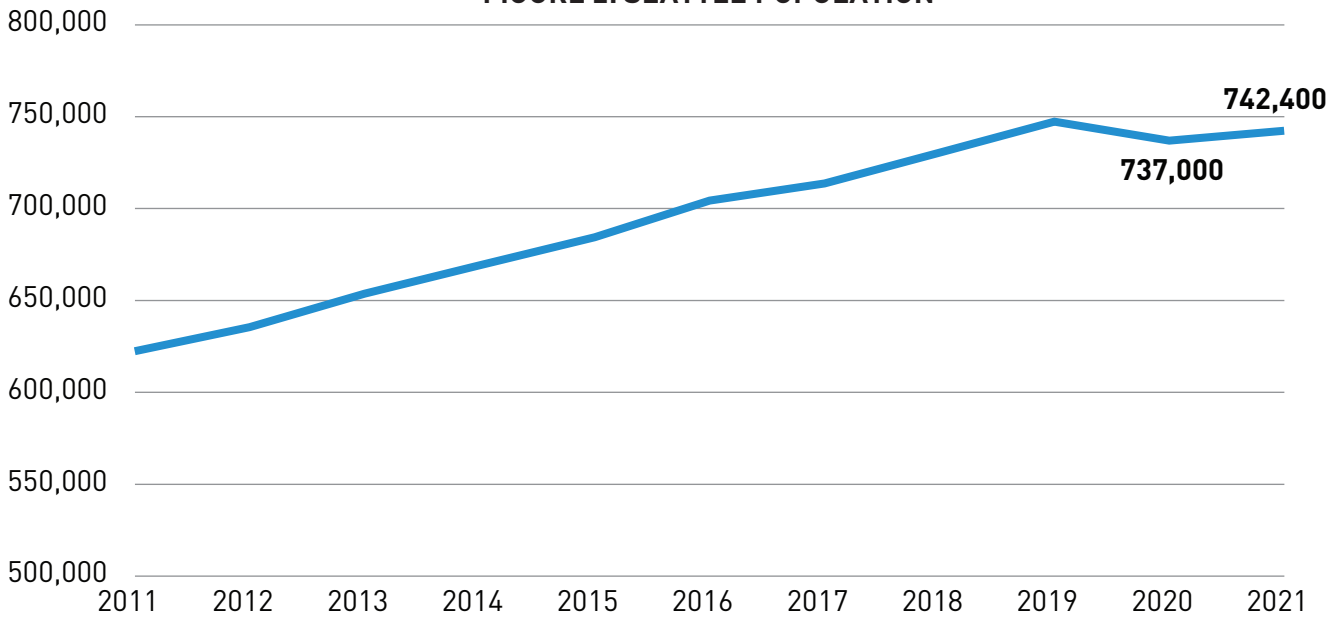
Beginning in 2020, the combination of the COVID-19 pandemic, a shift to mass telecommuting, and the emergency closure of the West Seattle High-Rise Bridge led to a sharp decrease in traffic volumes. For 2021, the traffic volumes rebounded somewhat but remained below pre-COVID and pre-West Seattle High-Rise Bridge closure numbers. Figure 1 shows Seattle's overall ADT trend since 2009. Population, employment, and transit ridership trends are shown in Figures 2 through 5, along with commute mode share for context.

**FIGURE 1: AVERAGE DAILY TRAFFIC (ADT) IN SEATTLE**



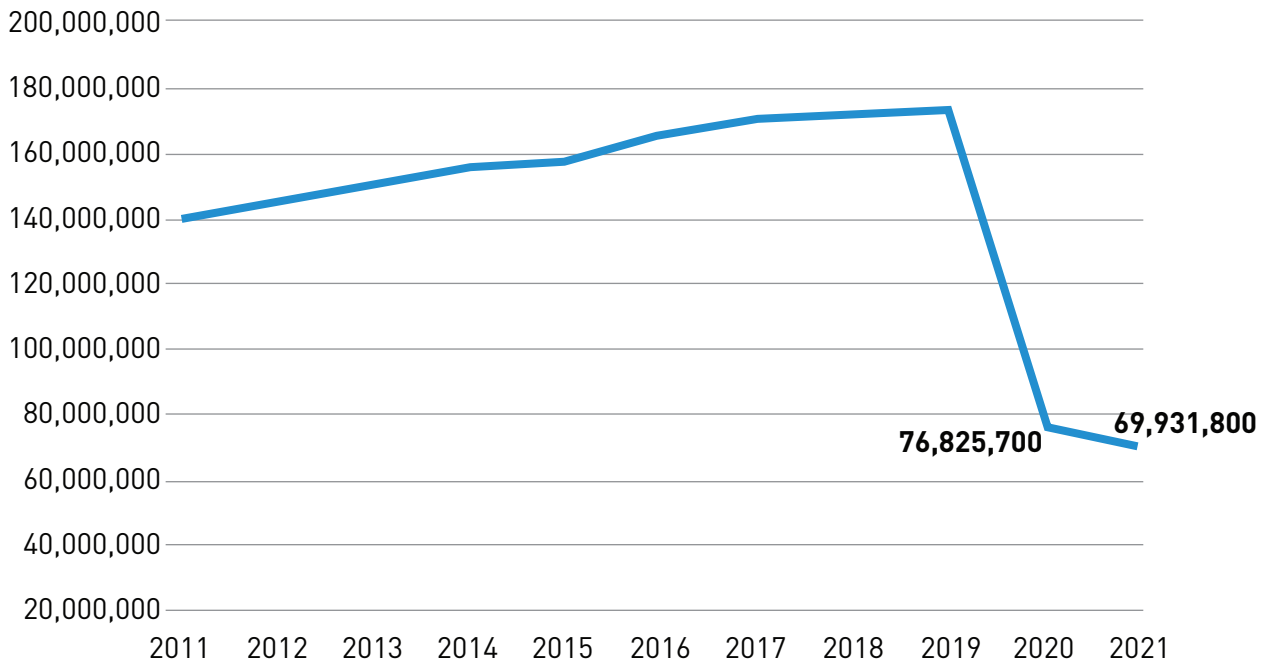


**FIGURE 2: SEATTLE POPULATION**



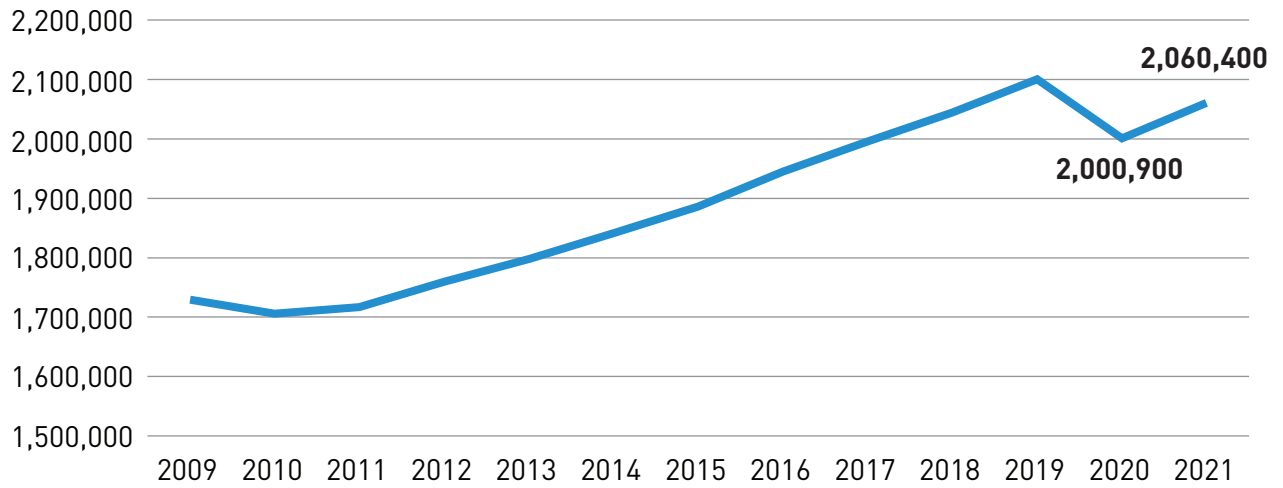
Note: Washington State Office of Financial Management updated 2020 Population numbers. The change is reflected above.

**FIGURE 3: ANNUAL REGIONAL TRANSIT RIDERSHIP**



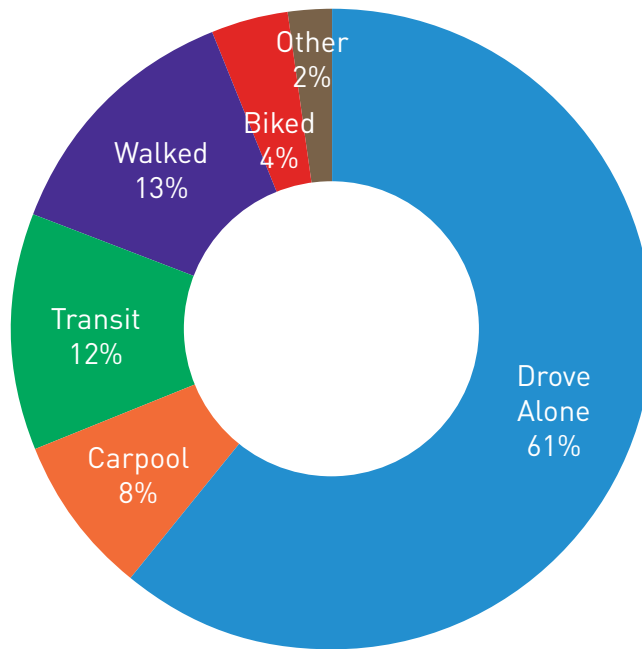
Note: King County Metro revised 2020 Total Ridership down by almost 50%. The new 2020 Regional Transit Ridership has been updated to reflect this change.

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



Source: Bureau of Labor, 2022, <https://beta.bls.gov/dataViewer/view/timeseries/LAUMT534266000000005>

**FIGURE 5: SEATTLE COMMUTE MODE SHARE**



Source: US Census Bureau <https://data.census.gov/table?q=seattle+B08301&g=1600000US5363000&tid=ACSDT1Y2021.B08301>



### TRAFFIC FLOW AND ARTERIAL CLASS MAPS

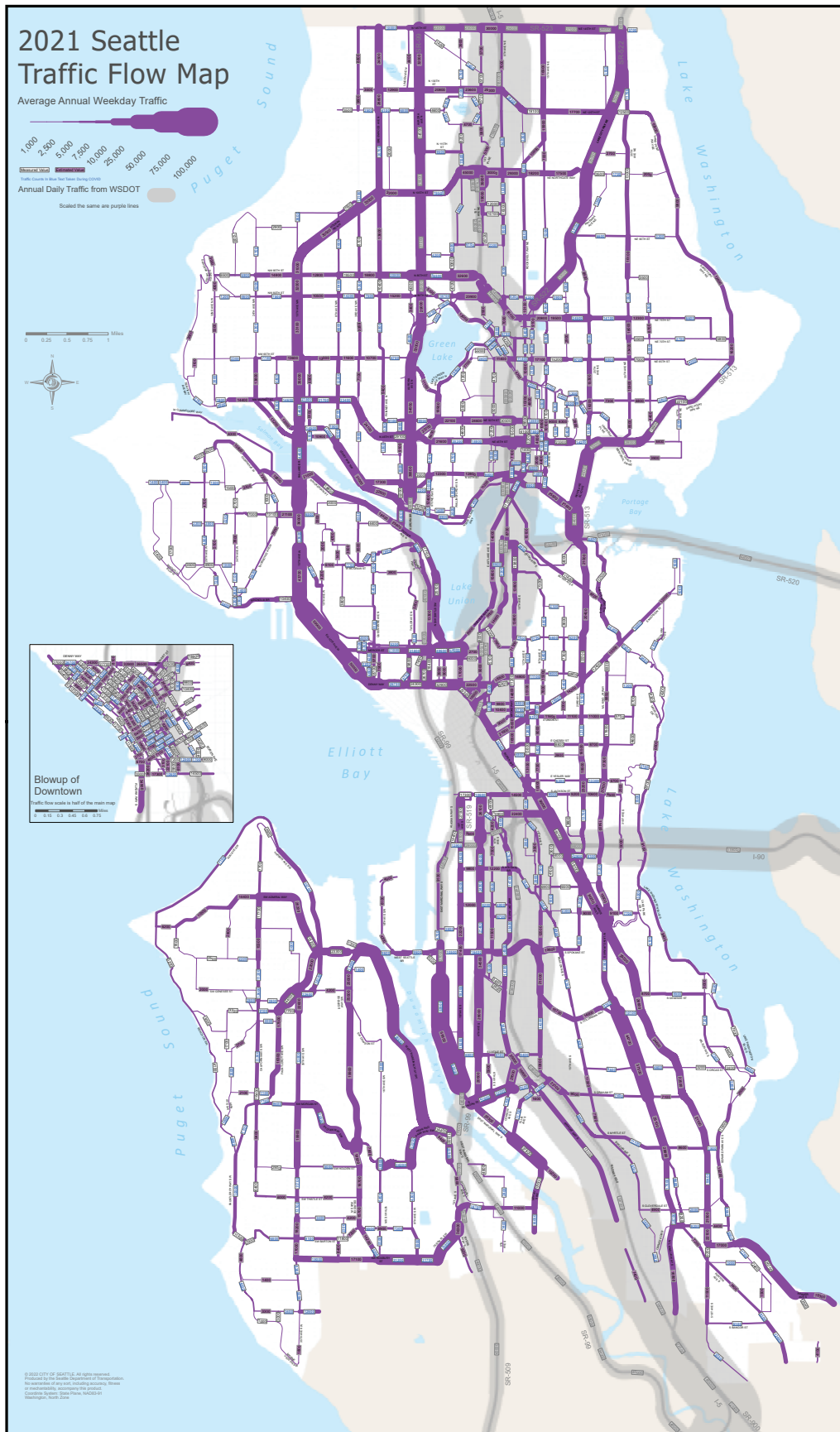
The 2021 Traffic Flow Map, shown in Figure 6 and the Arterial Classification Map, shown in Figure 7, are two products of the volume counts program. The volumes on the map represent the Average Weekday Daily Traffic (AWDT) (Monday through Friday, 24-hour) for that section of roadway. A full-size version of this map is available on SDOT’s website at: [www.seattle.gov/transportation/documentlibrary/reports-and-studies](http://www.seattle.gov/transportation/documentlibrary/reports-and-studies)

Table 1 lists the busiest ten arterials by Average Weekday Daily Traffic (AWDT) as measured in 2021. During 2021, the COVID-19 pandemic-induced shift to teleworking and the closure of the West Seattle High-Rise Bridge continued to contribute to reduced AWDT numbers in the top ten rankings. Several arterials such as 1st Ave Bridge, East Marginal Way S, and S Michigan St are detour routes for the multiyear West Seattle High-Rise Bridge closure.

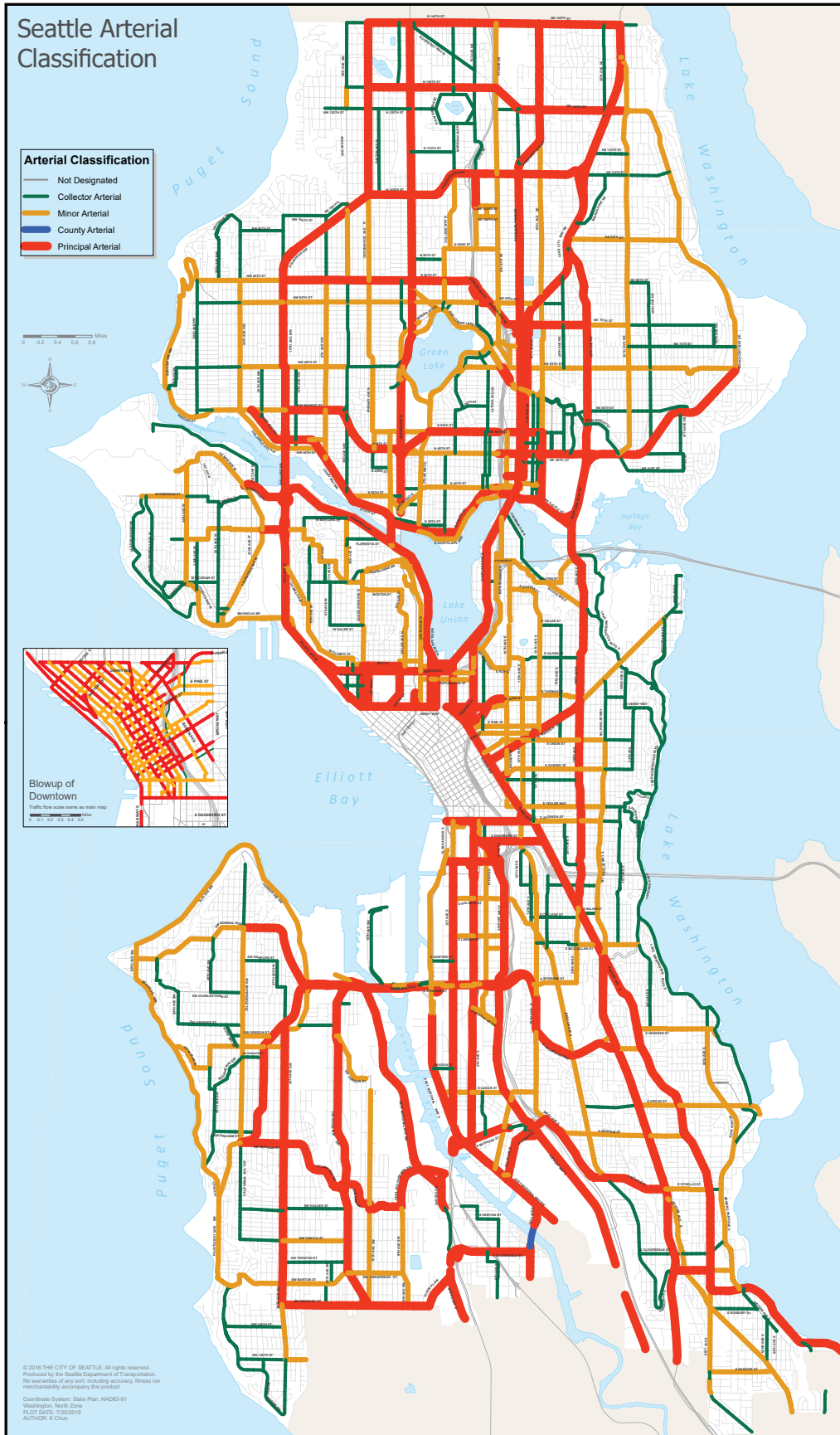
**TABLE 1: TOP 10 ARTERIALS BY VOLUME\***

| Top 10 Arterials by Volume - as measured in 2021 | Average Weekday Daily Traffic (AWDT) |
|--|--------------------------------------|
| 1st Avenue S Bridge                              | 77,000                               |
| East Marginal Way S at 1st Avenue S              | 64,976                               |
| Aurora Bridge                                    | 58,878                               |
| Mercer Street at Boren Avenue N                  | 54,009                               |
| Montlake Bridge                                  | 54,000                               |
| Ballard Bridge                                   | 44,045                               |
| S Michigan Street at 4th Avenue S                | 39,027                               |
| Olson Place SW at 2nd Avenue SW                  | 33,781                               |
| Lake City Way NE at NE 95th St                   | 30,070                               |
| Denny Way at 2nd Ave N                           | 26,656                               |

FIGURE 6: 2021 SEATTLE TRAFFIC FLOW MAP



**FIGURE 7: SEATTLE ARTERIAL CLASSIFICATION**



## BICYCLE VOLUMES

In 2021, SDOT collected volumes of people biking with three different programs: automated permanent bicycle counters at 5 locations, 43 multiday short counts, and regular spot counts at 50 intersections.

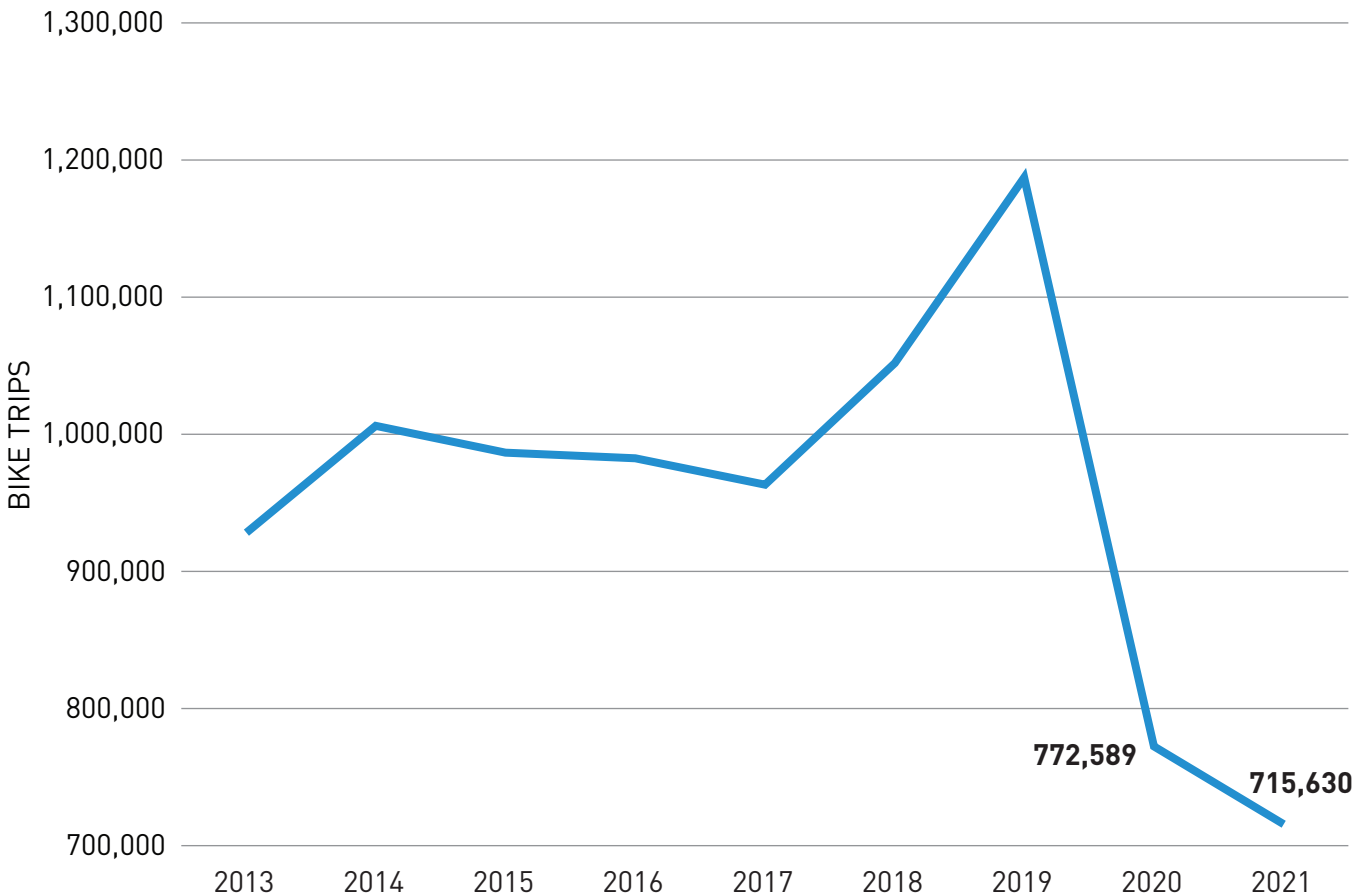
### Automated Bicycle Counters

In October 2012, the Fremont Bridge permanent bike counter was installed to count people biking across the bridge on both walkways. These counts show both hourly and daily patterns of people biking and allow the effects of weather

and other factors to be evaluated. As seen in Figure 8, the total bike volume for 2021 was 715,630, which represents about a 40% decrease in bicyclist volume from 2019. 2021 also marks the ninth full year of complete data for the Fremont Bridge bike counter.

The impact of COVID-19 pandemic and the induced shift to teleworking continues to impact volumes of people biking. Table 2 on the next page provides more detailed breakdowns of the Fremont Bridge bike count averages for 2021.

**FIGURE 8: FREMONT BRIDGE ANNUAL BIKE COUNT TOTAL**



**TABLE 2: 2021 FREMONT BRIDGE BIKE COUNTER SUMMARY**

|                         |           |
|-------------------------|-----------|
| Total                   | 715,630   |
| Peak Day                | 4/17/2021 |
| Max Day of the Week     | Wednesday |
| Daily Average           | 1,961     |
| Average Weekday Traffic | 2,045     |
| Average Weekend Traffic | 1,748     |
| Weekly Average          | 14,722    |

Additionally, 2021 marks the ninth continuous year of full counts from ten permanent bike counters that were installed on multi-use trails and neighborhood greenways. These counters capture numbers of people biking by direction; additionally, three locations capture the number of people walking. Of the ten permanent bike counters, six continuous bike counters were used to help create day of the year factor for daily ridership for 2021.

To obtain total annual bike count numbers, SDOT used the day of the year data to fill in data gaps from the permanent bike counters in accordance with the National Cooperative Highway Research Program (NCHRP) Report 797 methodology. The results are shown in Table 3, presenting the total annual bike count at 5 locations from 2018 to 2021.



**TABLE 3: BICYCLE PERMANENT COUNTS**

| Site*                             | 2018 Annual Count | 2019 Annual Count | 2020 Annual Count | 2021 Annual Count |
|-----------------------------------|-------------------|-------------------|-------------------|-------------------|
| Burke Gilman north of NE 70th St  | 348,110           | 511,730           | 420,000           | 311,200           |
| Elliott Bay in Myrtle Edward Park | 439,670           | 448,350           | 387,180           | 378,600           |
| Fremont Totem                     | 1,051,880         | 1,187,150         | 772,590           | 715,630           |
| MTS west of I-90                  | 202,780           | 238,060           | 186,620           | 108,100           |
| Spokane St Bridge                 | 239,500           | 321,810           | 285,630           | 269,360           |

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



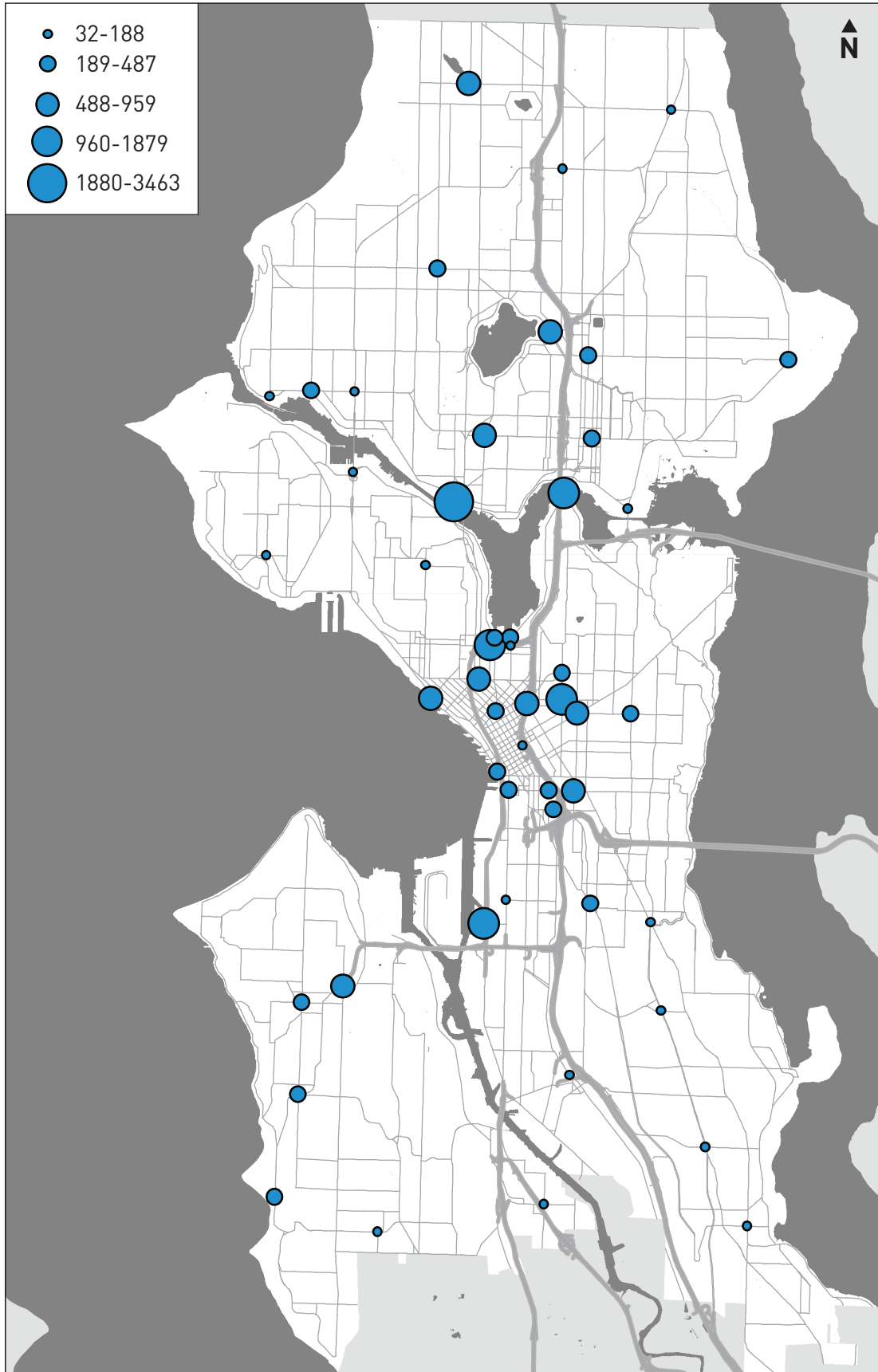
### Multiday Short Bike Counts

In 2021, SDOT conducted 43 multiday short bike counts in different parts of the city in addition to the permanent bike counting locations. These 7-day bike counts provide a snapshot of the number of people biking across a wider geographic area than the locations with permanent bike counters. These multiday short bike counts support the Bicycle Master Plan’s ridership performance measurement and/or ad-hoc projects across Seattle.

Using bike volumes from the permanent counting locations, SDOT created daily volume factors to extrapolate short bike counts into annual volume estimates for 43 locations (as per NCHRP report 797). This extrapolated bike data, along with that from our permanent counters, is mapped on Figure 9 as annual average daily bicycle volume. Because of the high seasonal variation in volume of people biking, the daily summer volume is often higher than the annual average daily volume. In contrast, the number of people biking in the winter is lower than the annual average.



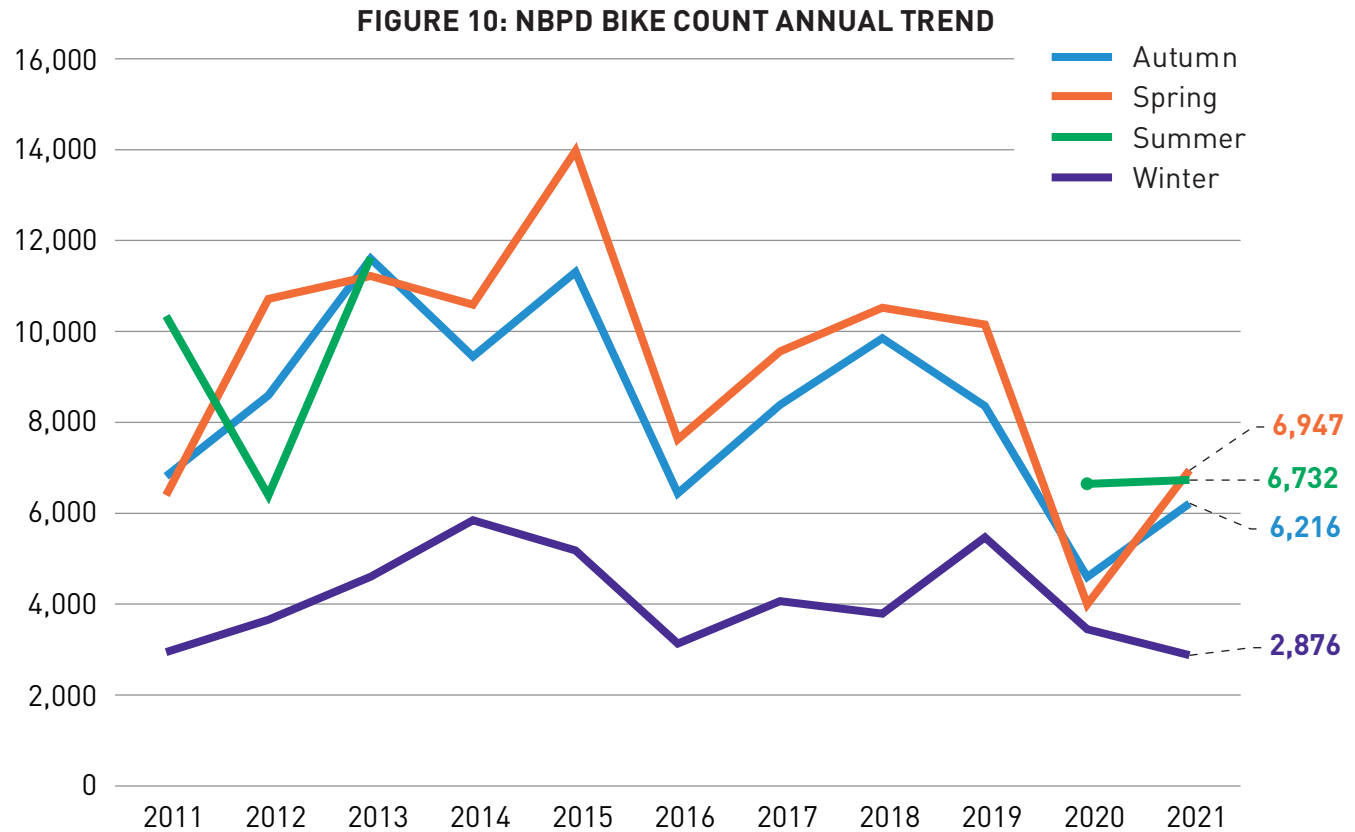
FIGURE 9: 2021 AVERAGE DAILY BIKE VOLUMES FOR NBPD



### Quarterly Citywide Bike Counts

In 2011 SDOT began a systematic bicycle counts program that uses the National Bicycle and Pedestrian Documentation (NBPD) methodology to count bicycles and pedestrians at 50 locations citywide multiple times a year. These counts are taken quarterly in winter, spring, summer, and autumn for 2011 to 2013 and 2020 onwards, and were taken three times a year between 2014 and 2019. For every count iteration, the volume of people biking is collected during weekday PM peak (5-7pm), off peak (10am-noon), and Saturday (noon-2pm) time periods at 50 locations. Figure 9 shows the bike count annual trend from 2011 to 2021.

In 2021, the quarterly citywide bike count program documented 22,771 people biking for winter, spring, summer, and autumn. The overall number of people biking rebounded from 2020, but it was still lower compared to the pre-COVID-19 conditions. The volumes rebounded in all seasons except winter, which continues to register lower bike counts. We also conducted short counts in different locations and have permanent counters. These counts provide a better assessment on daily ridership due to longer periods of counts. From the NBPD count analysis Fremont Ave N showed the most overall ridership with 2,120 total weekday riders. Figure 10 shows the volume of people biking for the 2021 NBPD iteration. SDOT resumed collecting these counts in summer along with other seasons. The disjointed green line indicates the trends in summer.



## PEDESTRIAN VOLUMES

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

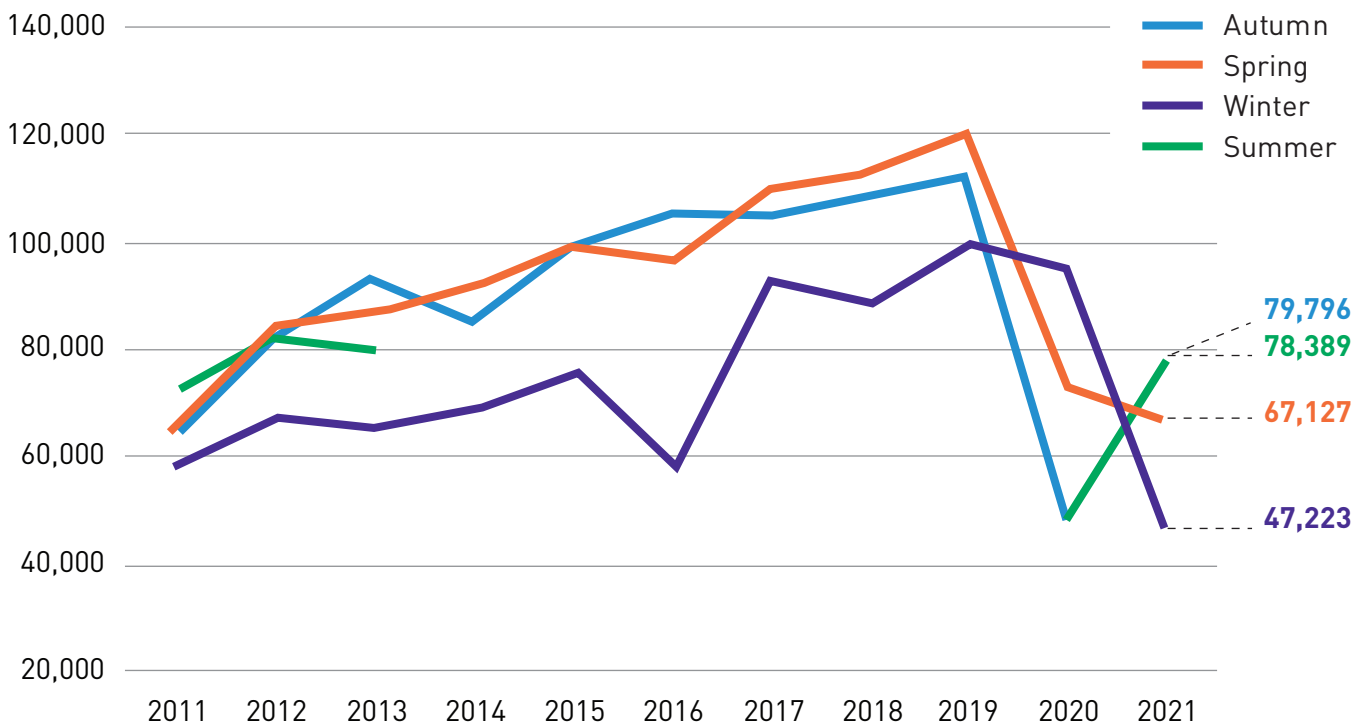
### Quarterly Citywide Pedestrian Counts

In 2011, SDOT started using the NBPD project methodology for counting the volume of people walking and biking. These spot counts provide consistent, annual pedestrian volumes that we can track over time. Each count is conducted at an intersection and records the number of

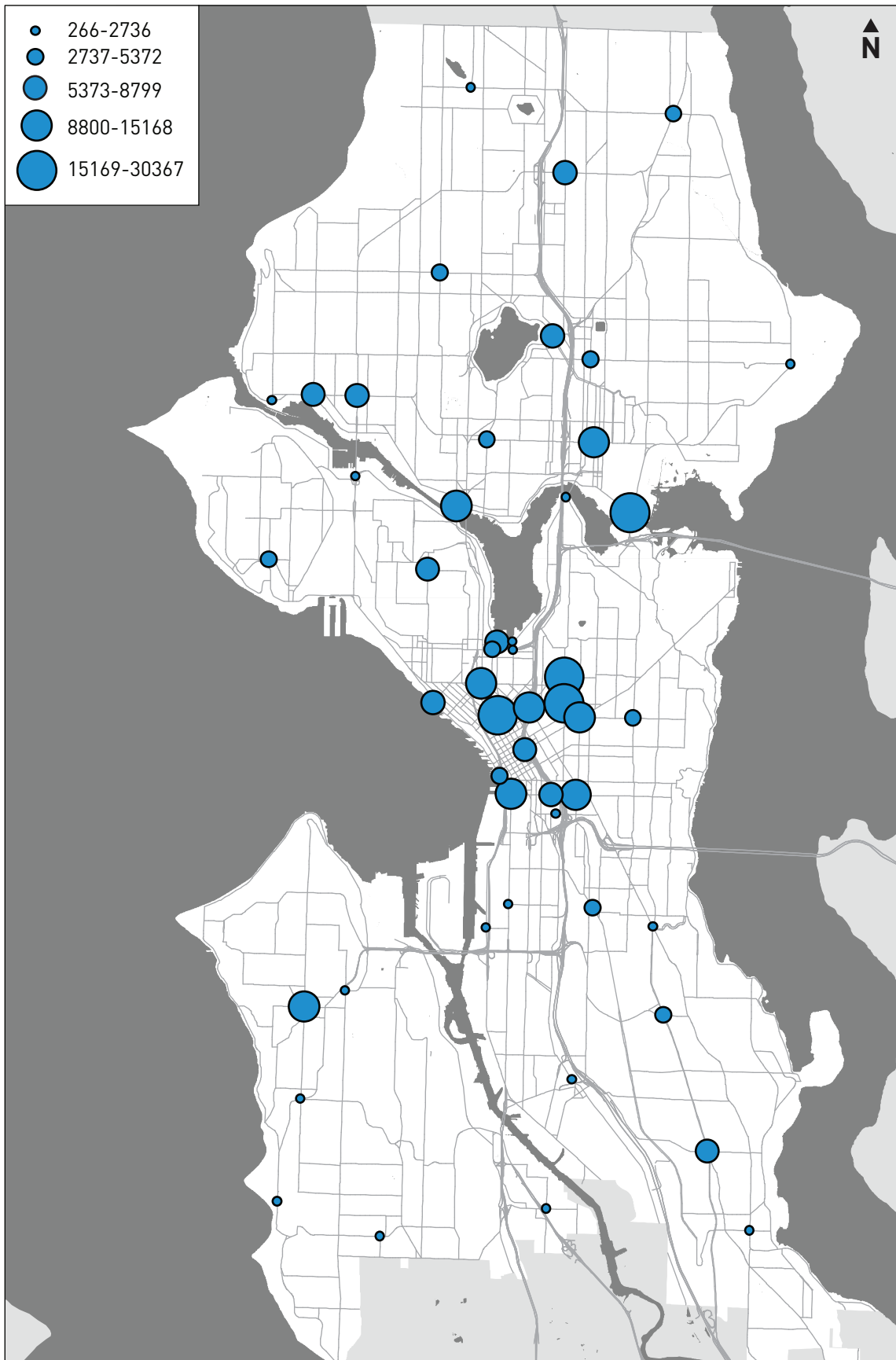
pedestrians crossing each leg of the intersection. Figure 11 shows the total combined annual pedestrian volumes at the 50 NBPD locations for the past 10 years. The disjointed green trendline indicates counts collected in summer. SDOT recently resumed collecting this data.

The total number of people walking counted in 2021 by the program was 272,535, representing a decrease of 18% from 2019 during the COVID-19 pandemic. The busiest pedestrian location counted in 2021 was Broadway and East Olive Street with 20,020 total pedestrians counted; this location also had the highest pedestrian volumes counted for the previous years. Figure 12 shows the shows the pedestrian volumes and count locations for the 2021 NBPD iteration. Details of the 2021 counts by location are available on the web at <http://data.seattle.gov>.

FIGURE 11: NBPD PEDESTRIAN COUNT ANNUAL TREND



**FIGURE 12: 2021 AVERAGE DAILY PEDESTRIAN VOLUME FOR NBPD**



## 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. Finally, SDOT subscribed to a third-party data service to better understand speeds on most streets in Seattle. The third-party vendor uses anonymized probe data to calculate speeds on street segments. While not for the entire city, this data is available for most city street segments, especially on busier arterials.

Engineers measure speed in different ways, including the 85th percentile speed of traffic and high-end speeder percentage. The 85th percentile measure is the most used and represents the speed at or below which 85 percent of traffic travels. The high-end speeds are percentage of drivers who exceed the posted speed limit by 10 MPH or more.

The locations listed in Table 4 are street segments with the highest 85th percentile speeds based on third-party vendor probe data collected on October 1, 2021. SDOT uses two tubes on the surface to measure speeds in a four-year rotation. These locations were last counted in 2021 and the segments with the highest 85th percentile speeds are shown in Table 5.

**TABLE 4: HIGHEST SPEED LOCATIONS BASED ON PROBE DATA**

| Location                            | Direction | Speed Limit | 85th Percentile Speed |
|-------------------------------------|-----------|-------------|-----------------------|
| 1st Ave S, S/O S Spokane SR St      | NB        | 30          | 44.2                  |
| 1st Ave S, S/O S Spokane SR St      | SB        | 30          | 43.4                  |
| Myers Way S, S/O Olson Pl SW        | SB        | 25          | 43.2                  |
| Myers Way S, S/O Olson Pl SW        | NB        | 25          | 43.0                  |
| Lake City Way NE, NE/O NE 95th St   | NEB       | 35          | 41.1                  |
| Lake City Way NE, NE/O NE 95th St   | SWB       | 35          | 40.9                  |
| S Columbian WB Way, NW/O 14th Ave S | NWB       | 35          | 40.3                  |
| Airport Way S, NW/O S Lucile St     | SEB       | 30          | 40.3                  |
| N 145th St, W/O Meridian Ave N      | EB        | 35          | 39.4                  |
| N 145th St, W/O Meridian Ave N      | WB        | 35          | 39.3                  |
| Westlake Ave N, S/O Highland Dr     | SB        | 25          | 37.9                  |
| Westlake Ave N, S/O Highland Dr     | NB        | 25          | 37.9                  |
| S Columbian EB Way, NW/O 14th Ave S | SEB       | 35          | 37.8                  |
| Aurora Ave N, S/O N 112th St        | SB        | 35          | 36.9                  |
| Montlake Blvd NE, N/O NE Pacific Pl | NB        | 30          | 36.7                  |
| 4th Ave S, N/O S Michigan St        | NB        | 30          | 36.3                  |
| 4th Ave S, N/O S Michigan St        | SB        | 30          | 35.8                  |
| Aurora Ave N, S/O N 112th St        | NB        | 35          | 35.8                  |
| Airport Way S, NW/O S Lucile St     | NWB       | 30          | 35.6                  |
| 15th Ave S, S/O S Bradford St       | NB        | 25          | 35.1                  |

**TABLE 5: HIGHEST SPEED LOCATIONS BASED ON SDOT ROAD TUBE DATA**

| Location                               | Direction | Speed Limit | 85th Percentile Speed |
|--|-----------|-------------|-----------------------|
| Roosevelt Way NE, S/O NE Northgate Way | NB        | 25          | 41.6                  |
| SW Spokane Br, W/O SW Spokane E St     | EB        | 25          | 41.3                  |
| SW Spokane Br, W/O SW Spokane E St     | WB        | 25          | 41.3                  |
| Roosevelt Way NE, S/O NE Northgate Way | SB        | 25          | 38.9                  |
| Renton Ave S, SE/O S Bangor St         | SEB       | 25          | 38.8                  |
| N 145th St, W/O Linden Ave N           | EB        | 35          | 38.2                  |
| N 145th St, W/O Linden Ave N           | WB        | 35          | 37.3                  |
| Renton Ave S, SE/O S Bangor St         | NWB       | 25          | 37.2                  |
| N Northgate Way W/O Ashworth Ave N     | EB        | 30          | 36.8                  |
| Renton Ave S, N/O S Cloverdale St      | NB        | 25          | 36.5                  |
| N Northgate Way, W/O Ashworth Ave N    | WB        | 30          | 36.2                  |
| Alki Ave SW, W/O Harbor Ave SW         | WB        | 25          | 35.8                  |
| SW 106th St, W/O Seola Beach Dr SW     | EB        | 25          | 35.7                  |
| Renton Ave S, N/O S Cloverdale St      | SB        | 25          | 35.5                  |
| SW 106th St, W/O Seola Beach Dr SW     | WB        | 25          | 35.5                  |
| SW Holden St, W/O Delridge Way SW      | EB        | 25          | 34.7                  |
| 20th Ave W, S/O W Dravus St            | SB        | 25          | 34.4                  |
| 35th Ave SW, S/O SW Alaska St          | NB        | 25          | 34.4                  |
| Alki Ave SW, W/O Harbor Ave SW         | EB        | 25          | 34.4                  |
| 20th Ave W, S/O W Dravus St            | NB        | 25          | 34.1                  |

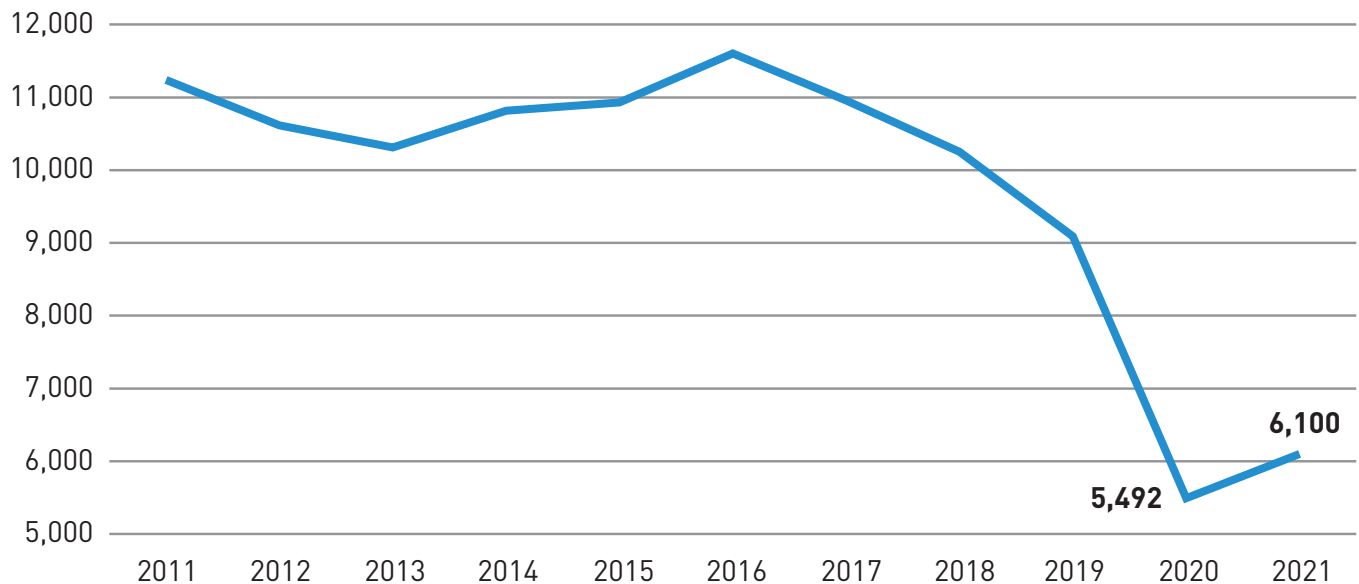
# Traffic Collisions

Collision data is used to help evaluate the effectiveness of engineering, education, and enforcement efforts. Collision data helps identify locations that may benefit from safe systems interventions to enhance systemic safety.

There were 6,100 police reported collisions on Seattle streets in 2021. In addition, there were 2,001 self-reported collisions, which are not included in our analysis due to reliability and completeness factors. Figure 13 shows the trend of police reported collisions on Seattle streets for the past 10 years. As seen in Figure 13, the total number of collisions for 2021 was 6,100, which represents a 32% decrease from 2019. The trend for all types of reports is listed on the Supporting Data section.

**There were 6,100 collisions in 2021 on Seattle streets reported by police.**

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

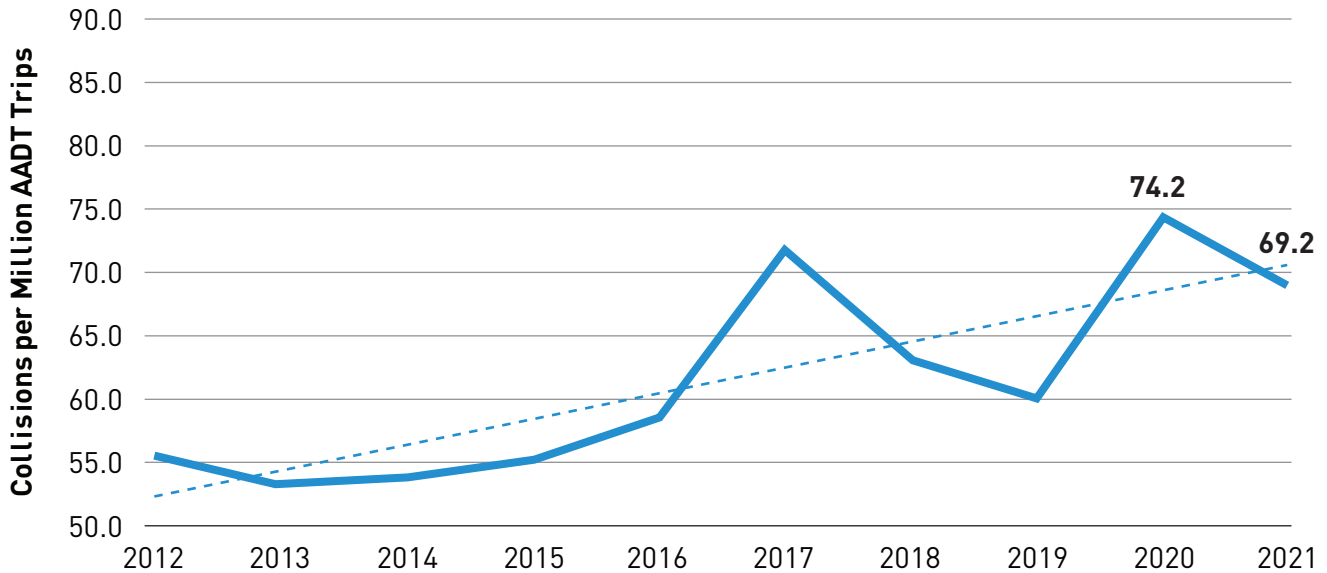


### CITYWIDE COLLISION RATE

The Citywide Collision rate is the number of police reported collisions per Average Annual Daily Trips (AADT). The AADT is a citywide approximation of arterial traffic volumes. In this case, AADT has been adjusted to exclude volumes on I-5, I-90 and SR-520 because our collision data do not include collisions on these roadways.

Figure 14 and Table 6 shows the collision trends for the past decade. For 2021, the overall citywide police reported collision rate increased by 14.6% compared to 2019 (pre-pandemic) but decreased when compared to 2020. While the number of collisions decreased in 2021, so did the AADT, resulting in a higher citywide collision rate.

**FIGURE 14: CITYWIDE COLLISION RATE**



**TABLE 6: COLLISION AND COLLISION RATE TRENDS**

| Year | All Collisions | Police Reported Collisions | Average Daily Traffic | AADT        | Citywide Collision Rate |
|------|----------------|----------------------------|-----------------------|-------------|-------------------------|
| 2012 | 12,725         | 10,614                     | 524,732               | 191,527,180 | 55.4                    |
| 2013 | 12,736         | 10,310                     | 528,174               | 192,783,510 | 53.5                    |
| 2014 | 12,034         | 10,815                     | 549,655               | 200,624,075 | 53.9                    |
| 2015 | 14,244         | 10,930                     | 539,600               | 196,954,000 | 55.5                    |
| 2016 | 13,641         | 11,603                     | 539,106               | 196,773,690 | 59.0                    |
| 2017 | 12,469         | 10,953                     | 418,187               | 152,638,255 | 71.8                    |
| 2018 | 12,185         | 10,249                     | 442,722               | 161,593,530 | 63.4                    |
| 2019 | 11,202         | 9,088                      | 412,205               | 150,454,825 | 60.4                    |
| 2020 | 7,211          | 5,492                      | 202,743               | 74,001,195  | 74.2                    |
| 2021 | 8,101          | 6,100                      | 241,598               | 88,183,215  | 69.2                    |

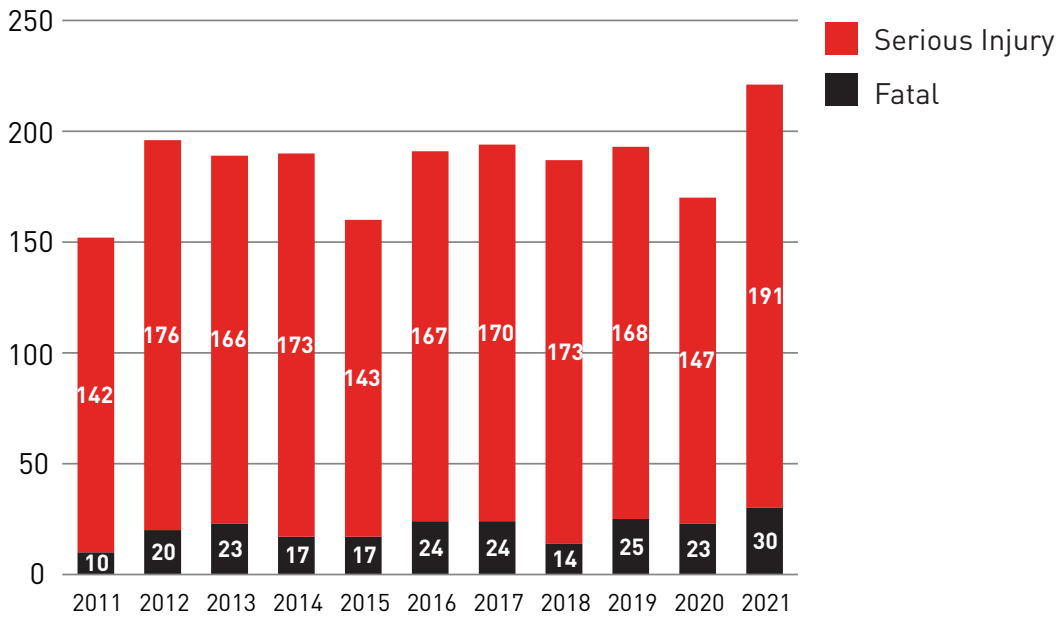


### FATAL AND SERIOUS INJURY COLLISIONS

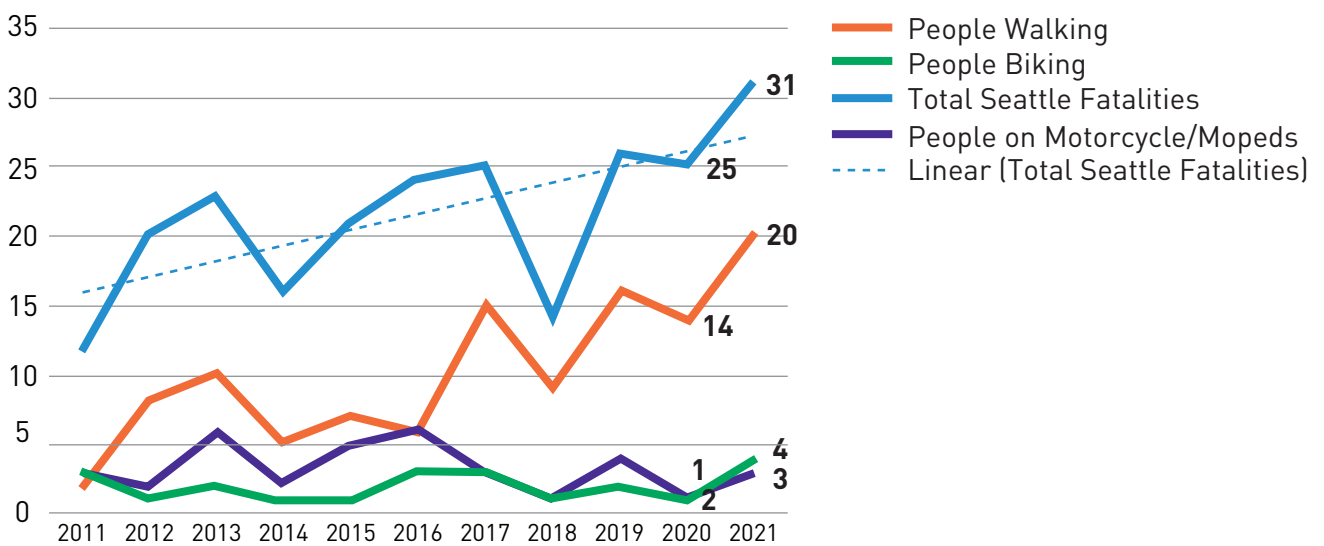
Figures 15 and 16 show the trend of fatal and serious injury collisions on Seattle streets since 2010, obtained from police reports. Figure 17 maps the locations of fatal collisions for 2021. SDOT adopted Vision Zero and set a goal of eliminating these collisions by 2030. In 2021 there were a total of 221 fatal and serious injury collisions, representing an 11% increase from 2019.

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

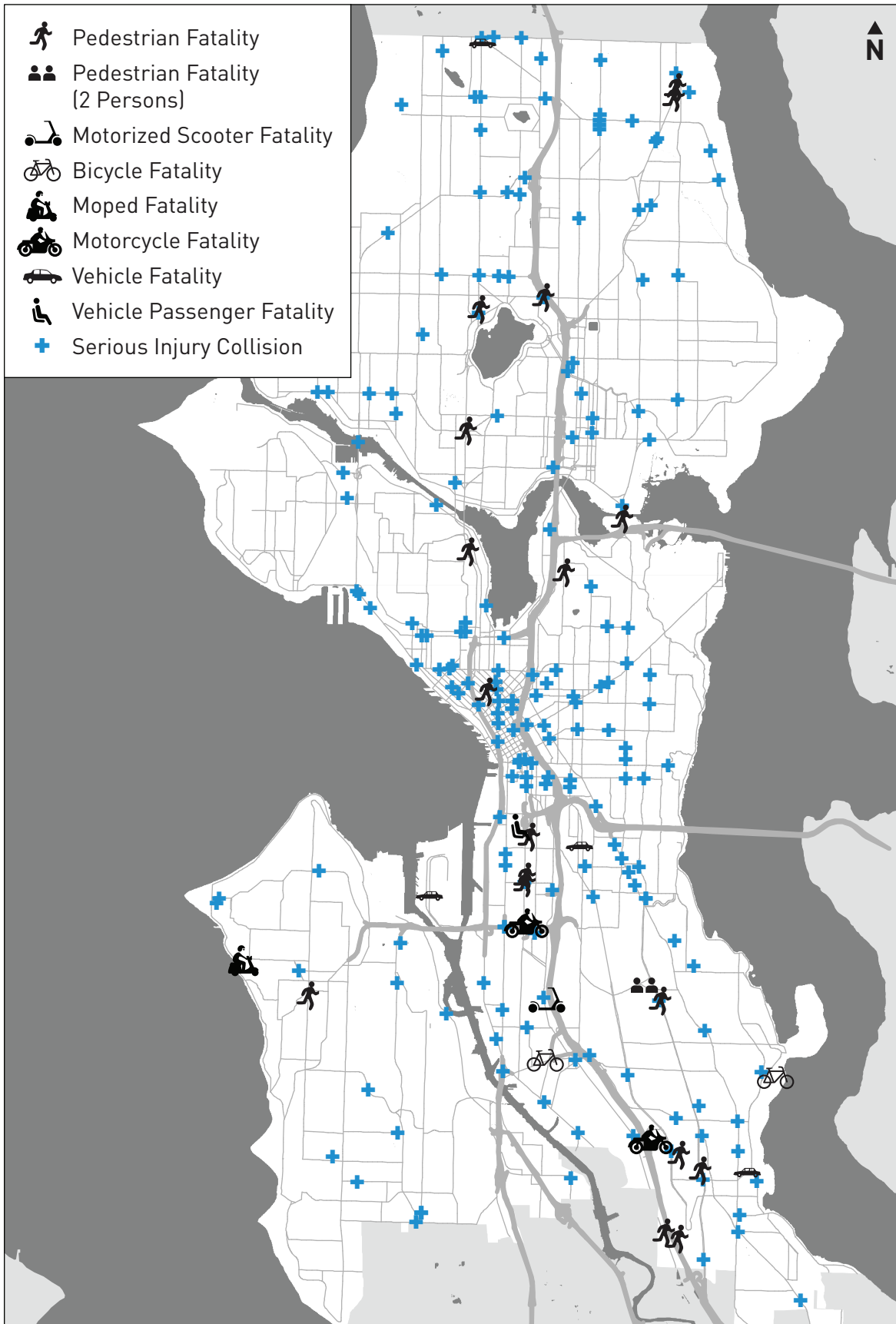
**FIGURE 15: FATAL/SERIOUS INJURY COLLISION TREND**



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



**FIGURE 17: MAP OF SERIOUS AND FATAL COLLISIONS IN SEATTLE FOR 2021**

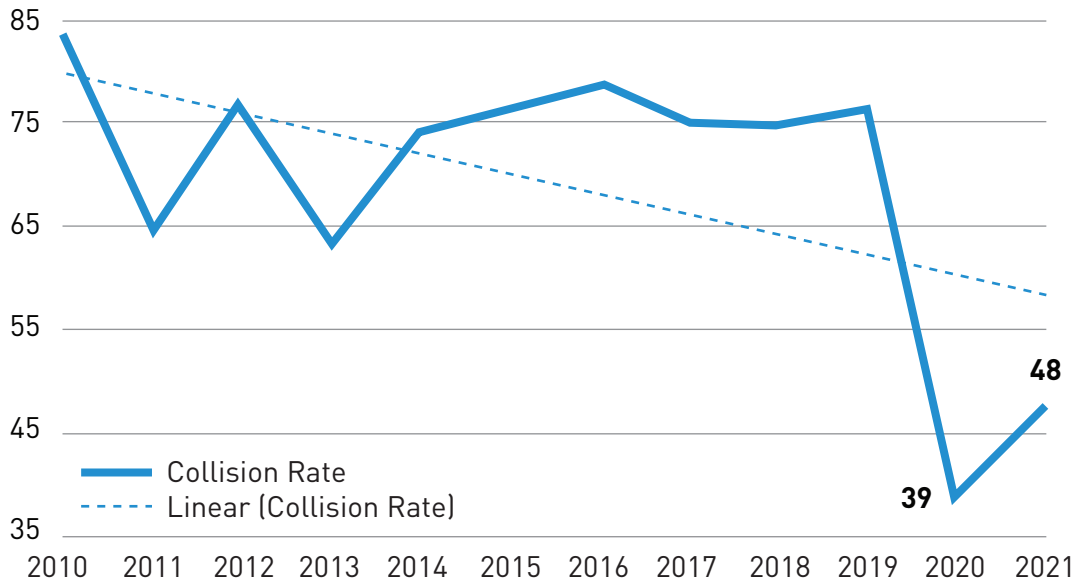


### PEDESTRIAN-INVOLVED COLLISION RATE

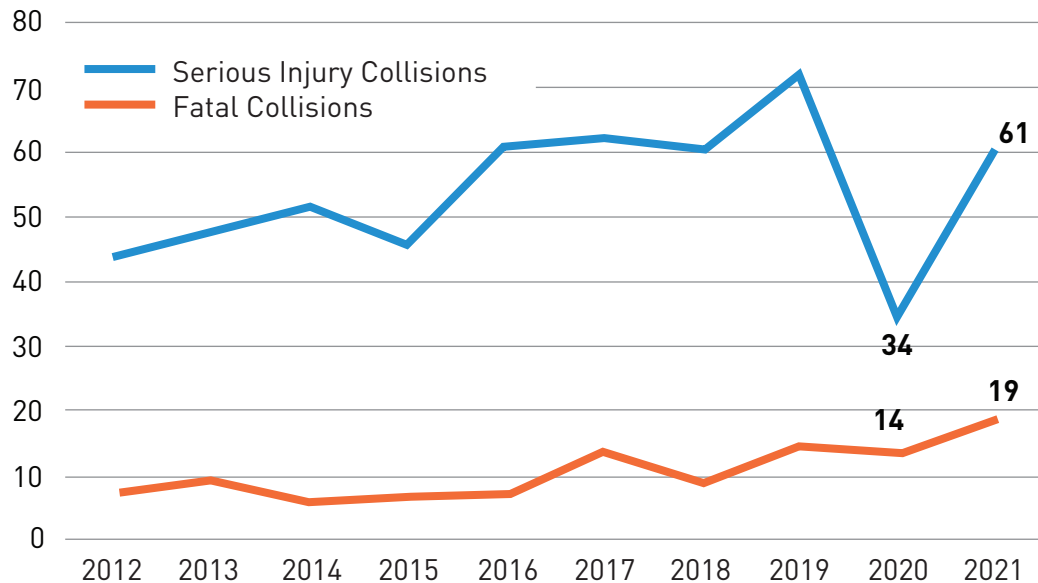
Along with Vision Zero, the 2009 Pedestrian Master Plan defined a decreasing trend in the rate of collisions involving pedestrians as a safety goal. SDOT continues to measure its pedestrian-involved vehicle collision rate as the number of pedestrian-involved collisions divided by the population of the City of Seattle.

The pedestrian-involved collisions per 100,000 residents decreased from 77 to 48 from 2019 to 2021, shown in Figure 18. The total number of pedestrian serious injuries and fatalities decreased from 87 to 80, as seen in Figure 19. Lastly, Figure 20 maps the locations of all pedestrian-involved collisions in Seattle for 2021.

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



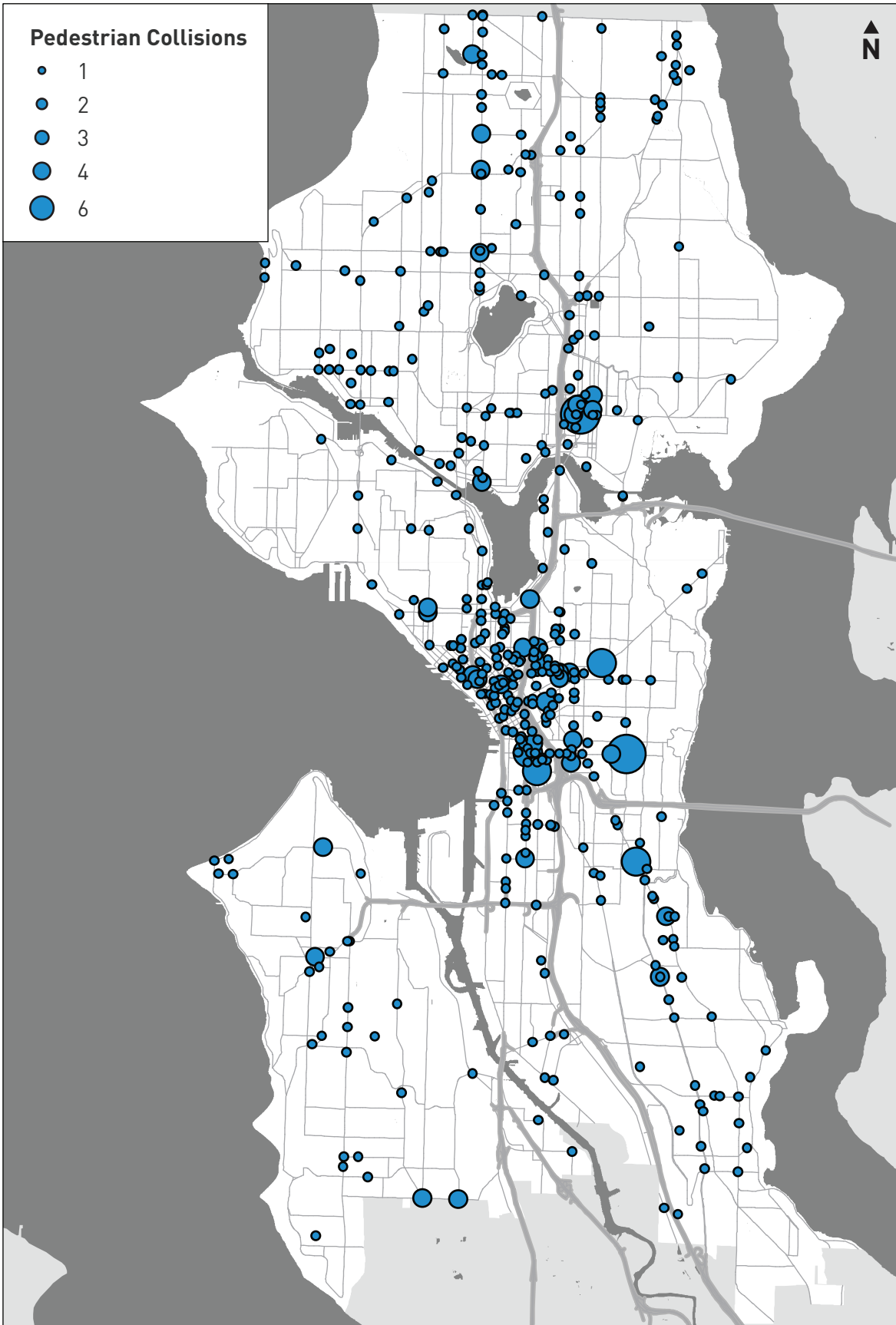
**FIGURE 19: SERIOUS AND FATAL COLLISIONS FOR PEDESTRIANS**



BULLET TRAIN  
\$6 TUESDAY ALL SE  
WWW.MAJESTICBAY



FIGURE 20: MAP OF PEDESTRIAN-INVOLVED COLLISIONS IN SEATTLE FOR 2021



### BICYCLE COLLISION RATE

Data on the number of bicycle commuters as reported by the U.S. Census Bureau’s American Community Survey (ACS) has been unavailable for a couple of years now. As a result, the bicycle collision rate per 1,000 commuters could not be calculated.

Alternatively, serious injury and fatal bicycle collisions trends are shown in Figure 21 below. Data indicate the number of serious injury bicycle collisions has been on a downward trend, while fatal bicycle collisions are increasing. Finally, Figure 22 maps the location of all bicycle collisions in Seattle for 2021.

**FIGURE 21: SERIOUS AND FATAL COLLISIONS FOR BICYCLES**

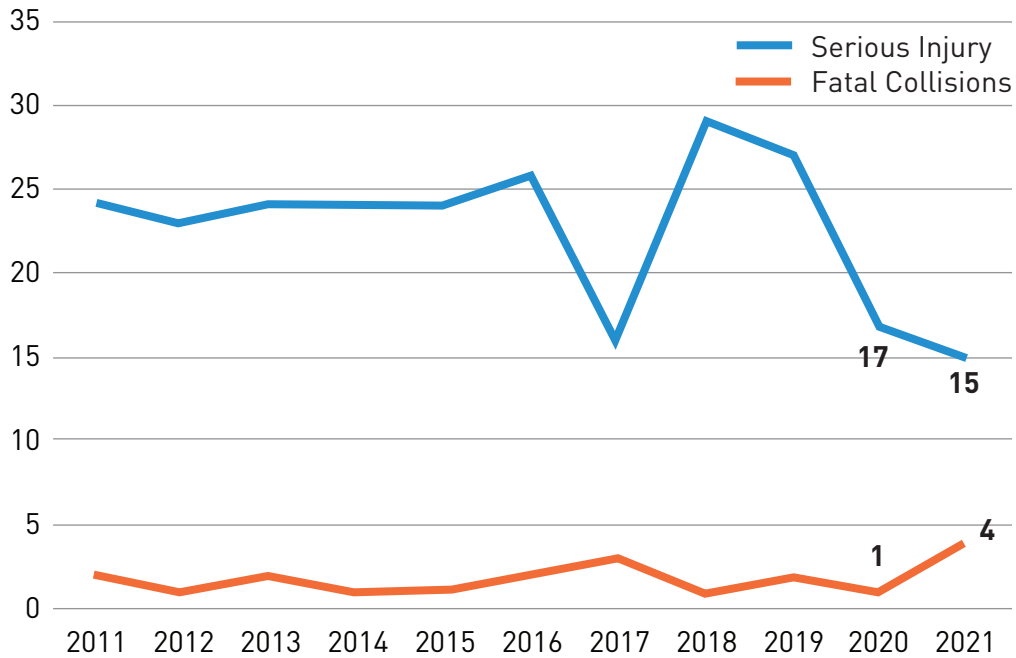
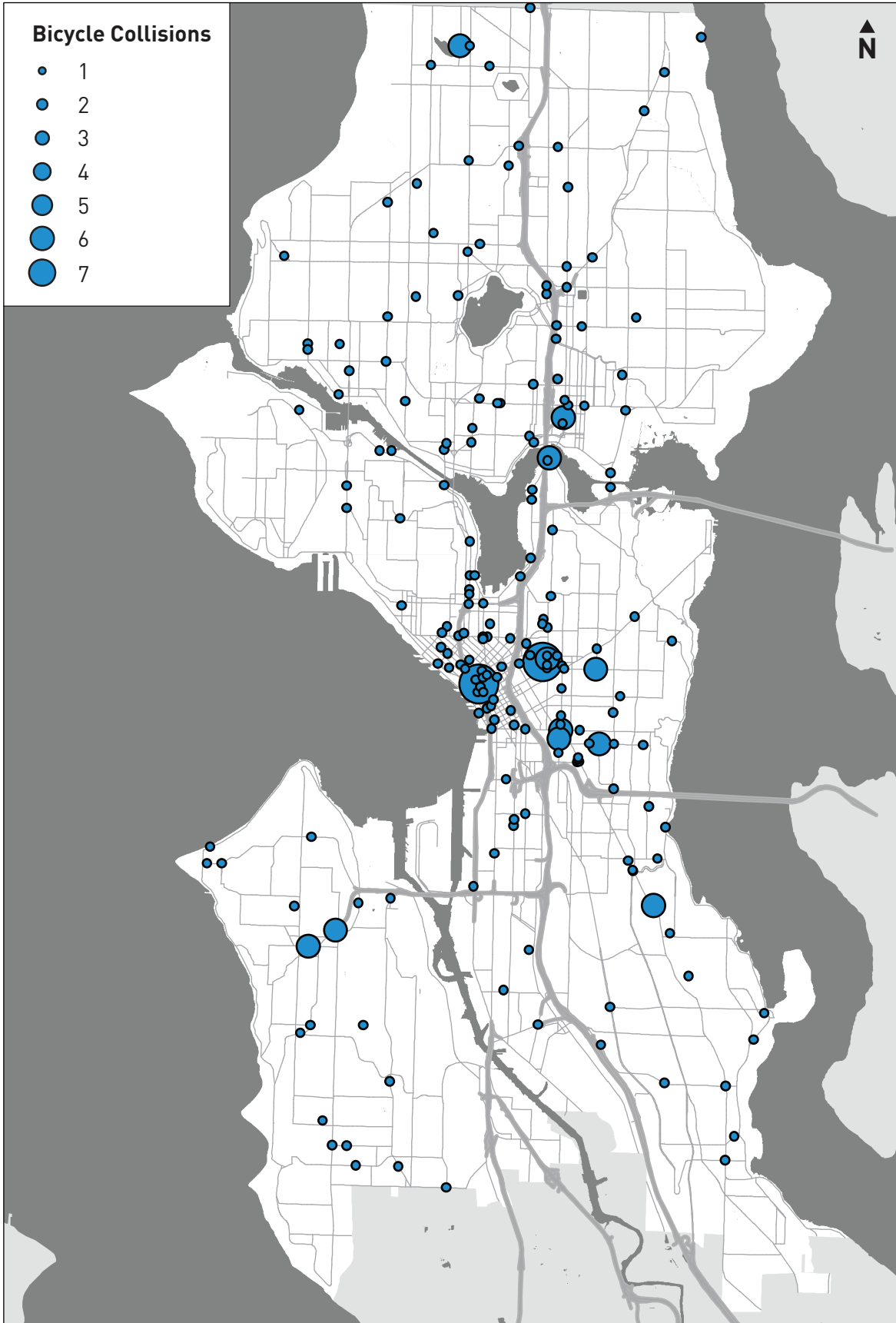




FIGURE 22: MAP OF BICYCLE COLLISIONS IN SEATTLE FOR 2021





# 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 an average monthly control factor. This factor can then be applied to counts to correct for seasonal variation.

**TABLE 7: CONTROL COUNT LOCATIONS**

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

**TABLE 8: 2021 BRIDGE COUNT LOCATIONS**

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

**TABLE 9: AVERAGE DAILY TRAFFIC VOLUMES**

| Year | Average Daily Traffic in Seattle |
|------|----------------------------------|
| 2011 | 1,005,616                        |
| 2012 | 976,625                          |
| 2013 | 986,174                          |
| 2014 | 1,009,764                        |
| 2015 | 972,112                          |
| 2016 | 1,019,295                        |
| 2017 | 1,001,095                        |
| 2018 | 1,037,116                        |
| 2019 | 998,086                          |
| 2020 | 635,565                          |
| 2021 | 716,598                          |



**TABLE 10: 2021 MONTHLY EXPANSION FACTOR**

|               | JAN     | FEB     | MAR     | APR     | MAY     | JUN     |
|---------------|---------|---------|---------|---------|---------|---------|
| <b>Count</b>  | 249,086 | 259,487 | 277,100 | 288,371 | 291,168 | 292,231 |
| <b>Factor</b> | 1.193   | 1.145   | 1.072   | 1.03    | 1.02    | 1.017   |
|               | JUL     | AUG     | SEP     | OCT     | NOV     | DEC     |
| <b>Count</b>  | 324,420 | 299,343 | 327,230 | 316,425 | 320,029 | 319,595 |
| <b>Factor</b> | 0.916   | 0.992   | 0.908   | 0.939   | 0.928   | 0.929   |

**TABLE 11: 2021 TOP ARTERIAL TRAFFIC COUNTS**

| Location                        | Average Weekday Daily Traffic (AWDT) |
|---------------------------------|--------------------------------------|
| 1st Ave S Bridge                | 77,000                               |
| East Marginal Way S @ 1st Ave S | 64,976                               |
| Aurora Bridge                   | 58,878                               |
| Mercer St @ Boren Ave N         | 54,009                               |
| Montlake Bridge                 | 54,000                               |
| Ballard Bridge                  | 44,045                               |
| S Michigan St @ 4th Ave S       | 39,027                               |
| Olson Pl SW @ 2nd Ave SW        | 33,781                               |
| Lake City Way NE @ NE 95th St   | 30,070                               |
| Denny Way @ 2nd Ave N           | 26,656                               |

**TABLE 12: SEATTLE POPULATION**

| Year | Seattle Population |
|------|--------------------|
| 2011 | 622,354            |
| 2012 | 635,521            |
| 2013 | 653,713            |
| 2014 | 669,112            |
| 2015 | 684,451            |
| 2016 | 704,352            |
| 2017 | 713,700            |
| 2018 | 730,400            |
| 2019 | 747,300            |
| 2020 | 737,015            |
| 2021 | 742,400            |

**TABLE 13: REGIONAL EMPLOYMENT**

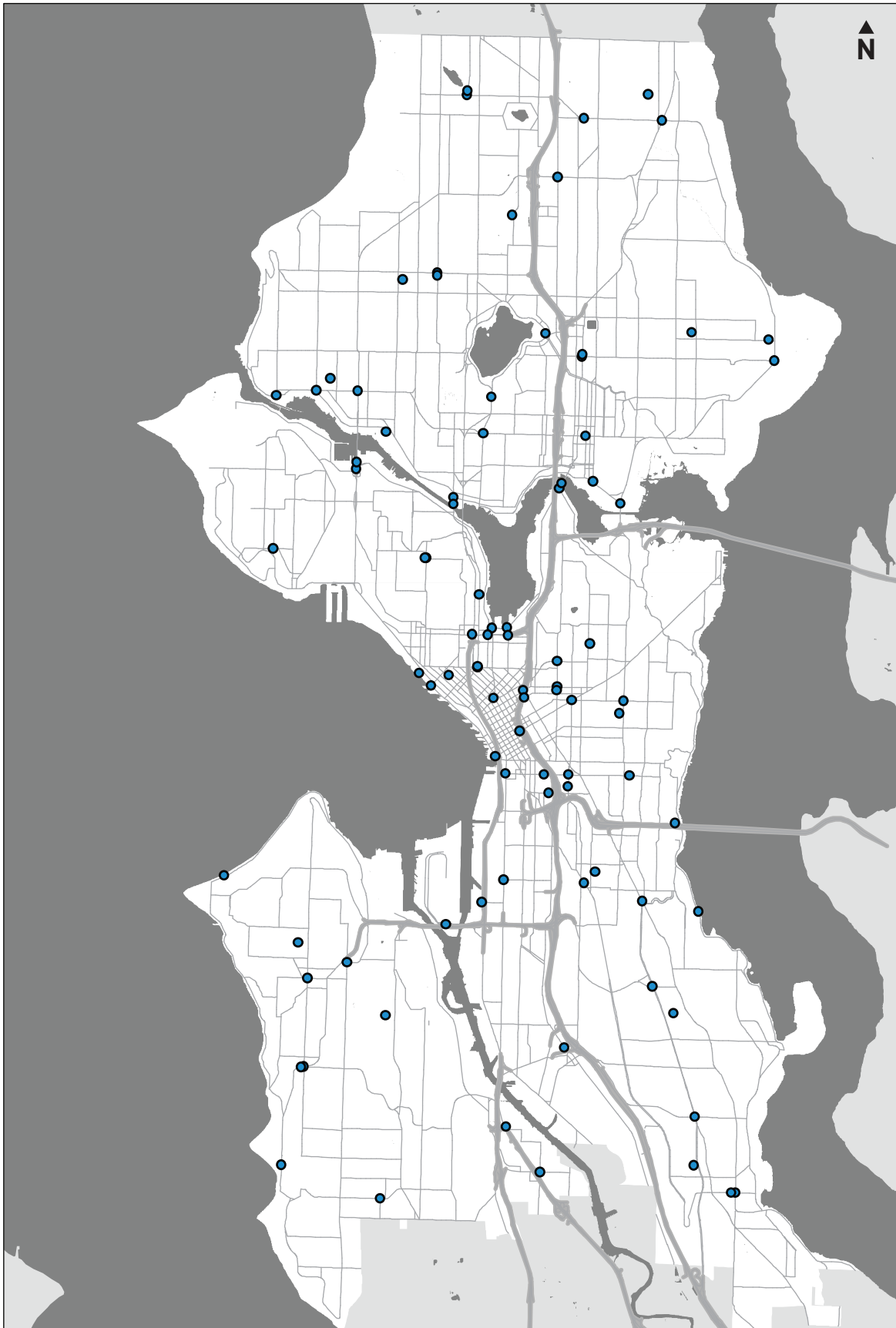
| Year | Seattle/Tacoma/Bellevue Employment |
|------|------------------------------------|
| 2011 | 1,716,567                          |
| 2012 | 1,759,506                          |
| 2013 | 1,798,108                          |
| 2014 | 1,841,328                          |
| 2015 | 1,886,367                          |
| 2016 | 1,944,616                          |
| 2017 | 1,995,395                          |
| 2018 | 2,043,836                          |
| 2019 | 2,100,132                          |
| 2020 | 2,000,853                          |
| 2021 | 2,060,393                          |

**TABLE 14: REGIONAL ANNUAL TRANSIT RIDERSHIP**

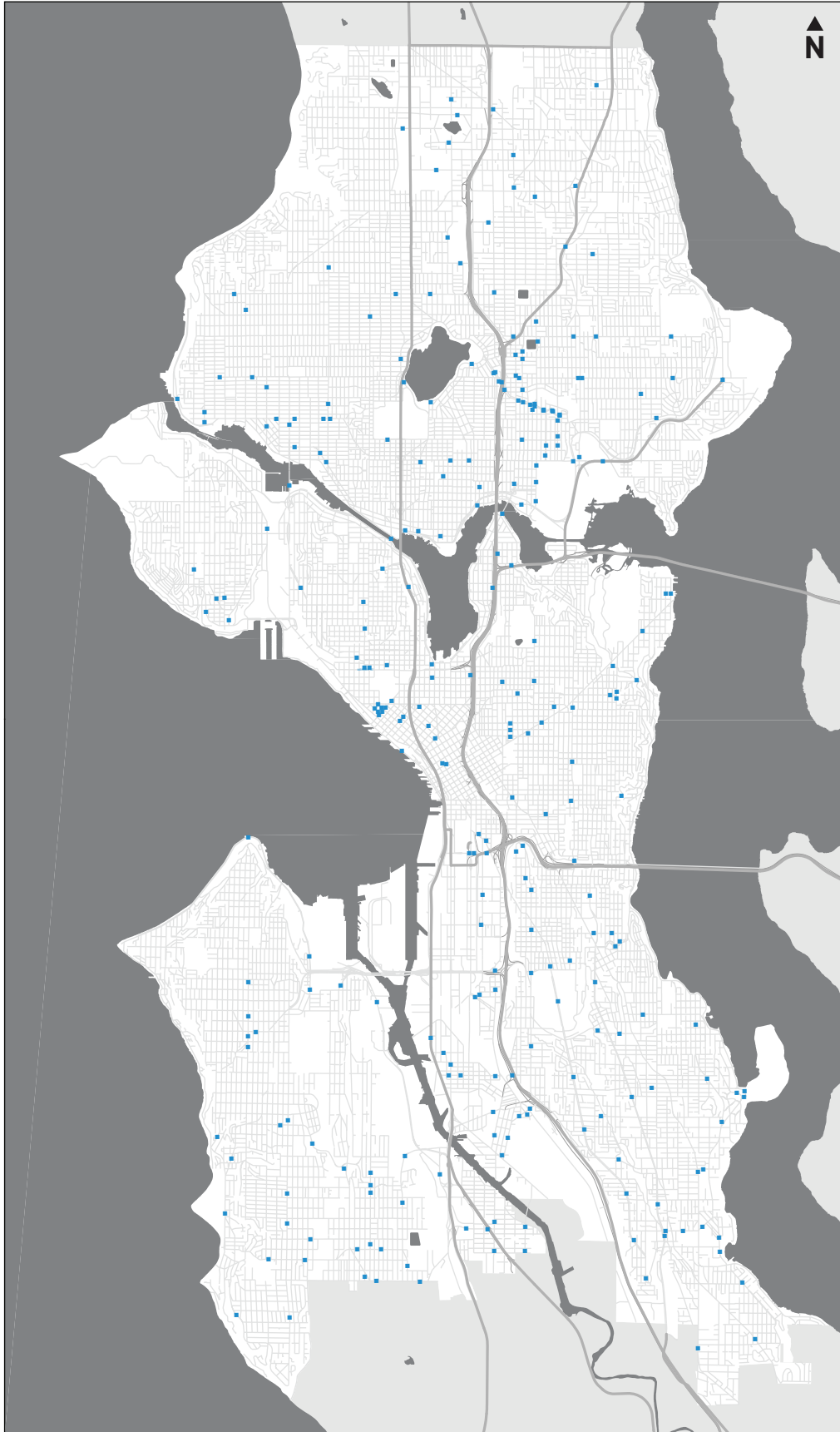
| Year | Metro Ridership | Access Boardings | Taxi Boardings | CAT* Boardings | ST Boardings | Total Transit Ridership |
|------|-----------------|------------------|----------------|----------------|--------------|-------------------------|
| 2011 | 112,766,328     | 1,221,392        | 32,352         | 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   | 50,515,547              |
| 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        | 48,253,859   | 172,074,360             |
| 2019 | 123,534,423     | 887,915          | 177,791        | 346,484        | 47,838,298   | 172,784,911             |
| 2020 | 58,392,349      | 455,391          | 86,460         | 258,818        | 17,632,644   | 76,825,662              |
| 2021 | 51,342,342      | 468,104          | 88,944         | 269,969        | 17,762,400   | 69,931,759              |

\*Community Access Transit

**FIGURE 23: SDOT BIKE AND PEDESTRIAN SPOT COUNT LOCATIONS**



**FIGURE 24: SDOT 2021 TRAFFIC FLOW MAP VOLUME COUNT LOCATIONS**



**FIGURE 25: PERMANENT BICYCLE AND PEDESTRIAN COUNT LOCATIONS**



**TABLE 15: FREMONT BRIDGE TOTAL**

| Month     | 2013    | 2014    | 2015    | 2016    | 2017    | 2018    | 2019    | 2020   | 2021   |
|-----------|---------|---------|---------|---------|---------|---------|---------|--------|--------|
| January   | 44,884  | 59,873  | 60,630  | 51,733  | 49,805  | 58,591  | 72,883  | 58,986 | 35,616 |
| February  | 50,027  | 47,025  | 58,659  | 60,381  | 42,001  | 50,677  | 36,099  | 72,457 | 29,479 |
| March     | 66,089  | 63,494  | 71,144  | 69,804  | 58,747  | 77,284  | 85,457  | 57,897 | 50,200 |
| April     | 71,998  | 86,855  | 83,697  | 93,639  | 68,413  | 79,947  | 87,932  | 65,375 | 69,345 |
| May       | 108,574 | 118,644 | 107,775 | 114,159 | 109,089 | 129,813 | 129,123 | 72,668 | 73,033 |
| June      | 99,280  | 110,907 | 113,717 | 107,617 | 107,801 | 113,145 | 132,512 | 75,787 | 77,473 |
| July      | 117,974 | 120,669 | 112,780 | 105,683 | 118,904 | 128,018 | 137,714 | 88,177 | 93,994 |
| August    | 104,549 | 112,490 | 103,351 | 112,380 | 120,188 | 111,809 | 142,414 | 88,351 | 86,354 |
| September | 80,729  | 97,558  | 91,140  | 94,157  | 96,498  | 96,242  | 112,174 | 58,143 | 74,366 |
| October   | 81,352  | 83,184  | 83,003  | 69,883  | 88,143  | 90,982  | 104,498 | 58,751 | 58,181 |
| November  | 59,270  | 56,990  | 56,668  | 64,097  | 57,684  | 68,431  | 84,963  | 39,920 | 40,130 |
| December  | 43,553  | 48,507  | 43,992  | 38,937  | 45,862  | 46,941  | 61,377  | 36,077 | 27,459 |

**TABLE 16: 2021 MACHINE BICYCLE COUNTS**

| Location  | 2021 AADT |
|---|-----------|
| Fremont Bridge Totem                            | 1,960     |
| Elliott Bay Trl in Myrtle Edwards Park (bad CC) | 1,040     |
| Montlake Br s/o NE Pacific St (E Sidewalk)      | 950       |
| BGT n/o NE 70th St (bad CC)                     | 850       |
| Spokane St Bridge                               | 740       |
| Lake Washington Blvd S n/o S Horton St NR       | 590       |
| 2nd Avenue Display                              | 500       |
| University Br n/o Point A (NB Bike Path)        | 420       |
| Gilman Ave W nw/o 20th Ave W                    | 400       |
| University Br n/o Point A (SB Bike Path)        | 370       |
| N Northlake Way w/o Stone Way N                 | 360       |
| MTS Trl w/o I-90 Bridge (bad CC)                | 300       |
| Fremont Ave n/o N 86TH ST                       | 280       |
| Broadway Cycle Track                            | 240       |
| Roosevelt Way Ne s/o NE 45th St                 | 230       |
| Montlake Br s/o NE Pacific St (W Sidewalk)      | 170       |
| Dexter Ave N n/o Howe St (NB)                   | 150       |
| Dexter Ave N n/o Howe St (SB)                   | 120       |
| NE 40th St e/o Brooklyn Ave NE                  | 120       |
| Duwamish River Trl n/o S Holden St              | 90        |
| NW 58th St Greenway                             | 90        |
| Ballard BR (E Sidewalk)                         | 80        |

**TABLE 16: 2021 MACHINE BICYCLE COUNT (CONTINUED)**

| Location                                      | 2021 AADT |
|---|-----------|
| Ballard BR (W Sidewalk)                       | 80        |
| 18th Ave S n/o S Bayview St                   | 70        |
| 26th Ave SW Greenway at SW Oregon St (bad CC) | 70        |
| S Jackson St e/o 23rd Ave S (EB)              | 70        |
| 21st Ave SW s/o SW Juneau St                  | 60        |
| Bike Trl @ Gilman Ave W                       | 60        |
| NW 83rd St w/o 8th Ave NW                     | 60        |
| S Jackson St e/o 23rd Ave S (WB)              | 60        |
| Sodo Trail n/o S Forest St                    | 60        |
| 21st Ave SW n/o SW Myrtle St                  | 50        |
| Fauntleroy Way SW w/o California Ave SW (SB)  | 50        |
| Greenwood Ave N s/o N 85th St (SB)            | 50        |
| 12th Ave NE s/o NE 50th St                    | 40        |
| 22nd Ave n/o E Columbia St                    | 40        |
| Fauntleroy Way SW w/o California Ave SW (NB)  | 40        |
| Greenwood Ave N s/o N 85th St (NB)            | 40        |
| 12th Ave NE n/o NE 50th St                    | 30        |
| 27th Ave NE n/o NE 130th St                   | 30        |
| 17th Ave SW n/o SW Cloverdale St              | 20        |
| 17th Ave SW n/o SW Henderson St               | 20        |
| 45th Ave Sw n/o SW Dakota St                  | 20        |
| N 43rd St w/o Wallingford Ave N               | 20        |
| Renton Ave S s/o Bennett St                   | 20        |
| NE 125th St w/o 12th Ave NE (EB)              | 10        |
| NE 125th St w/o 12th Ave NE (WB)              | 10        |
| SW Trenton St w/o 13th Ave SW                 | 10        |



## HISTORICAL COLLISION DATA

**TABLE 17: HISTORICAL COLLISION DATA**

| Year | Statewide Collisions | Seattle Collisions | Police Reported | Citizen Reported |
|------|----------------------|--------------------|-----------------|------------------|
| 2011 | 98,945               | 12,405             | 11,240          | 1,165            |
| 2012 | 99,609               | 12,725             | 10,614          | 2,111            |
| 2013 | 99,766               | 12,736             | 10,310          | 2,426            |
| 2014 | 107,673              | 12,034             | 10,815          | 2,425            |
| 2015 | 117,077              | 14,244             | 10,930          | 3,314            |
| 2016 | 122,398              | 13,641             | 11,603          | 2,038            |
| 2017 | 121,152              | 12,469             | 10,959          | 1,516            |
| 2018 | 116,076              | 12,185             | 10,249          | 1,936            |
| 2019 | 111,679              | 11,202             | 9,088           | 2,114            |
| 2020 | 86,290               | 7,211              | 5,492           | 1,719            |
| 2021 | 103,159              | 8,101              | 6,100           | 2,001            |

**TABLE 18: FATAL/SERIOUS COLLISIONS**

| Year | Fatal | Serious Injury | Total Serious Fatal |
|------|-------|----------------|---------------------|
| 2011 | 10    | 143            | 150                 |
| 2012 | 20    | 175            | 196                 |
| 2013 | 23    | 166            | 178                 |
| 2014 | 17    | 172            | 186                 |
| 2015 | 17    | 143            | 160                 |
| 2016 | 24    | 167            | 191                 |
| 2017 | 24    | 167            | 191                 |
| 2018 | 14    | 173            | 187                 |
| 2019 | 25    | 169            | 194                 |
| 2020 | 23    | 144            | 167                 |
| 2021 | 30    | 191            | 218                 |

**TABLE 19: BICYCLE COLLISIONS**

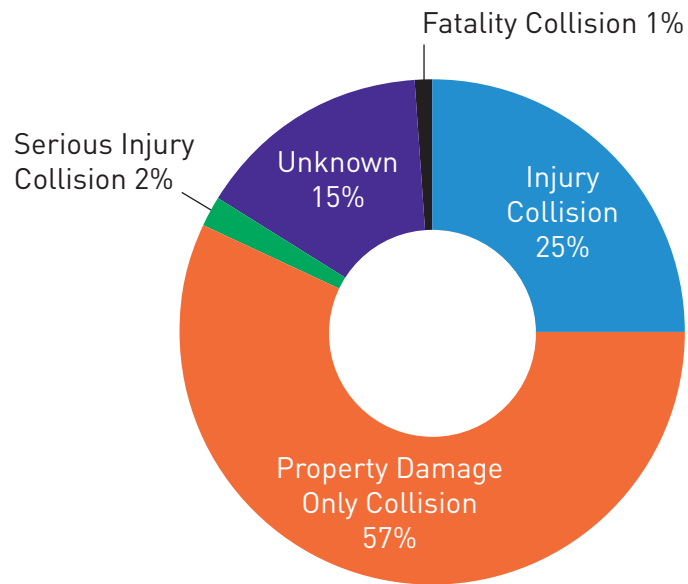
| Year | Total Collisions | Possible/<br>Evident Injury | Serious Injury | Fatal Collisions | Fatal and Serious Injury Collisions |
|------|------------------|-----------------------------|----------------|------------------|-------------------------------------|
| 2011 | 362              | 319                         | 41             | 2                | 43                                  |
| 2012 | 387              | 358                         | 28             | 1                | 29                                  |
| 2013 | 421              | 365                         | 54             | 2                | 56                                  |
| 2014 | 380              | 316                         | 21             | 1                | 22                                  |
| 2015 | 483              | 404                         | 25             | 1                | 26                                  |
| 2016 | 440              | 352                         | 26             | 2                | 28                                  |
| 2017 | 393              | 324                         | 19             | 3                | 22                                  |
| 2018 | 370              | 284                         | 23             | 1                | 24                                  |
| 2019 | 385              | 315                         | 24             | 2                | 26                                  |
| 2020 | 177              | 139                         | 14             | 1                | 15                                  |
| 2021 | 212              | 158                         | 15             | 4                | 17                                  |

**TABLE 20: PEDESTRIAN COLLISIONS**

| Year | Total Collisions | Possible/<br>Evident Injury | Serious Injury | Fatal Collisions | Fatal and Serious Injury Collisions |
|------|------------------|-----------------------------|----------------|------------------|-------------------------------------|
| 2011 | 393              | 355                         | 36             | 2                | 38                                  |
| 2012 | 469              | 417                         | 44             | 8                | 52                                  |
| 2013 | 396              | 339                         | 48             | 9                | 57                                  |
| 2014 | 473              | 360                         | 52             | 6                | 58                                  |
| 2015 | 522              | 412                         | 46             | 7                | 53                                  |
| 2016 | 553              | 428                         | 61             | 7                | 68                                  |
| 2017 | 537              | 396                         | 62             | 14               | 76                                  |
| 2018 | 546              | 425                         | 60             | 9                | 69                                  |
| 2019 | 572              | 415                         | 72             | 15               | 87                                  |
| 2020 | 297              | 208                         | 34             | 14               | 48                                  |
| 2021 | 355              | 228                         | 61             | 19               | 80                                  |

## 2021 ALL COLLISIONS

**FIGURE 26: 2021 COLLISION SEVERITY**



**TABLE 21: 2021 TOTAL COLLISION BY STATE COLLISION TYPE**

| State Collision Type   | Total |
|--|-------|
| All other non-collision  | 1     |
| Breakage of any part of the vehicle resulting in injury or property damage | 2     |
| Domestic animal other (cat, dog, etc)                                      | 1     |
| Entering at angle  | 1,199 |
| Fixed object   | 642   |
| From Opposite Direction  | 527   |
| From Same Direction  | 1,643 |
| One car entering parked position   | 16    |
| One car leaving parked position  | 82    |
| One parked--one moving   | 991   |
| Other object   | 15    |
| Bicycle  | 218   |
| Railway Vehicle Strikes Vehicle  | 6     |
| Same Direction   | 62    |
| Strikes or Was Struck by a Part of Another Vehicle (Not from Load)         | 2     |
| Strikes or Was Struck by Object from the Load of Another Vehicle           | 1     |
| Vehicle Hits Pedestrian  | 303   |
| Vehicle overturned   | 16    |
| Vehicle Strikes Railway Vehicle  | 7     |
| Blank  | 2,366 |
| Not stated   | 1     |

**TABLE 22: CONTRIBUTING CIRCUMSTANCES FOR ALL 2021 COLLISIONS**

| Circumstance  | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision | Total |
|---|--------------------|--------------------------|------------------|--------------------------------|-------|
| Apparently Asleep   | 0                  | 0                        | 25               | 34                             | 59    |
| Apparently Emotional (Depressed, Angry, Disturbed, etc.)                  | 0                  | 1                        | 2                | 2                              | 5     |
| Apparently Ill  | 1                  | 2                        | 7                | 13                             | 23    |
| Did not Grant Right of Way to Pedestrian                                  | 1                  | 16                       | 118              | 26                             | 161   |
| Did not Grant Right of Way to Vehicle                                     | 2                  | 20                       | 333              | 462                            | 817   |
| Disregard Flagger/Officer   | 0                  | 0                        | 1                | 3                              | 4     |
| Disregard Traffic Sign or Signal  | 1                  | 9                        | 127              | 137                            | 274   |
| Distracted by Adjusting Vehicle Controls                                  | 0                  | 0                        | 8                | 12                             | 20    |
| Distracted by Other Occupant  | 0                  | 1                        | 6                | 10                             | 17    |
| Driver Distractions Outside Vehicle                                       | 1                  | 4                        | 26               | 45                             | 76    |
| Driver Eating or Drinking   | 0                  | 0                        | 3                | 6                              | 9     |
| Driver Grooming   | 0                  | 0                        | 0                | 1                              | 1     |
| Driver Operating Handheld Telecommunications Device                       | 0                  | 1                        | 10               | 18                             | 29    |
| Driver Operating Hands-free Wireless Telecommunications Device            | 0                  | 0                        | 3                | 3                              | 6     |
| Driver Operating Other Electronic Devices (computers, navigational, etc.) | 0                  | 0                        | 5                | 7                              | 12    |
| Exceeding Reasonable and Safe Speed                                       | 0                  | 4                        | 75               | 153                            | 232   |
| Exceeding Stated Speed Limit  | 0                  | 9                        | 25               | 29                             | 63    |
| Failing To Signal   | 0                  | 0                        | 3                | 1                              | 4     |
| Failure to Use X-walk   | 3                  | 6                        | 11               | 1                              | 21    |
| Following Too Closely   | 0                  | 1                        | 138              | 196                            | 335   |
| Had Taken Medication  | 0                  | 0                        | 1                | 1                              | 2     |
| Headlight Violation   | 0                  | 0                        | 1                | 1                              | 2     |
| Improper Backing  | 0                  | 0                        | 7                | 94                             | 101   |
| Improper Parking Location   | 0                  | 1                        | 1                | 11                             | 13    |
| Improper Passing  | 1                  | 1                        | 16               | 55                             | 73    |
| Improper Signal   | 0                  | 0                        | 2                | 4                              | 6     |
| Improper Turn   | 2                  | 3                        | 104              | 267                            | 376   |
| Improper U-Turn   | 0                  | 1                        | 17               | 32                             | 50    |
| Lost in Thought or Day Dreaming   | 0                  | 0                        | 12               | 18                             | 30    |
| On Wrong Side OF Road   | 0                  | 1                        | 4                | 3                              | 8     |

**TABLE 22: CONTRIBUTING CIRCUMSTANCES FOR ALL 2021 COLLISIONS (CONTINUED)**

| Circumstance                       | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision | Total |
|------------------------------------|--------------------|--------------------------|------------------|--------------------------------|-------|
| Operating Defective Equipment      | 0                  | 3                        | 21               | 64                             | 88    |
| Operating Reckless or Aggressively | 1                  | 1                        | 15               | 30                             | 47    |
| Other                              | 4                  | 14                       | 228              | 734                            | 980   |
| Other Distractions                 | 0                  | 6                        | 47               | 110                            | 163   |
| Overcorrecting/Oversteering        | 1                  | 2                        | 9                | 28                             | 40    |
| Physically Impaired                | 0                  | 0                        | 1                | 2                              | 3     |
| Racing                             | 0                  | 0                        | 1                | 0                              | 1     |
| Under the Influence of Alcohol     | 4                  | 20                       | 128              | 228                            | 380   |
| Under the Influence of Drugs       | 0                  | 6                        | 23               | 54                             | 83    |
| Unknown Driver Distraction         | 10                 | 46                       | 275              | 700                            | 1,031 |



**TABLE 23: 2021 FATALITIES**

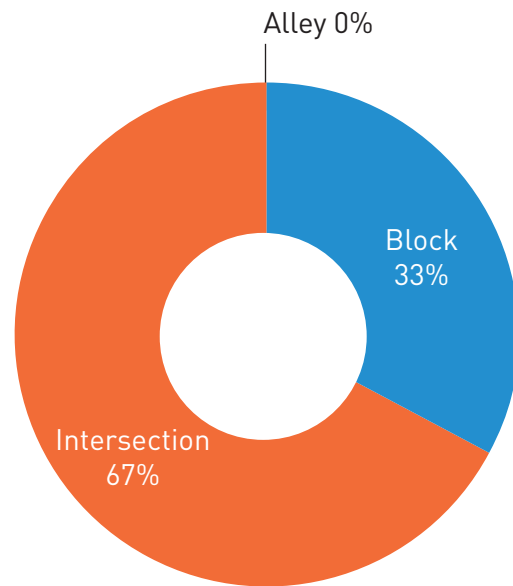
| Location   | Collision Date | Collision Type    |
|--|----------------|-------------------|
| Montlake Blvd E between E Shelby St and Montlake Br                | 01-Jan-21      | Person Walking    |
| 4th Ave S and S Massachusetts St                                   | 22-Jan-21      | Person Walking    |
| 4th Ave S between 4th Ave NB on RP and S Massachusetts St          | 24-Jan-21      | Vehicle Passenger |
| 16th Ave SW between SW Lander St and Klickitat ER Ae SW            | 30-Jan-21      | Vehicle Driver    |
| 10th Ave E between E Howe St and E Newton St                       | 24-Feb-21      | Person Walking    |
| Corson Ave S and S Michigan St                                     | 24-Mar-21      | Biking            |
| Lake City Way NE between NE 133rd St and NE 135th St               | 30-Mar-21      | Person Walking    |
| S Cloverdale Pl and Wabash Ave S                                   | 31-Mar-21      | Biking            |
| Beach Dr SW between SW Genesee St and SW Oregon St                 | 02-Apr-21      | Moped             |
| Aurora Ave N between McGraw St and Dexter Way N                    | 10-Apr-21      | Person Walking    |
| Seward Park Ave S between Oakhurst S Rd S and Wilson N AVE S       | 11-Apr-21      | Biking            |
| Military Rd S between 29th Ave S and S Austin St                   | 28-May-21      | Motorcycle        |
| W Seattle Br EB 4 Ave off RP between W Seattle Br EB and 4th Ave S | 28-May-21      | Motorcycle        |
| Airport Way S between City Limits C and S Norfolk St               | 03-Jun-21      | Person Walking    |
| M L King Jr ER Way S and S Edmunds St                              | 06-Jun-21      | Person Walking    |
| M L King Jr WR Way S and S Alaska St                               | 02-Jul-21      | Person Walking    |
| 37th Ae S between S Pilgrim St and S Perry St                      | 14-Jul-21      | Person Walking    |
| Aurora Ave N between N 143rd St and Roosevelt Way N                | 23-Jul-21      | Vehicle Driver    |
| 5TH AVE and LENORA ST  | 28-Jul-21      | Person Walking    |
| California Ave SW between Erskine Way SW and SW Hudson St          | 10-Aug-21      | Person Walking    |
| Aurora Ave N and N 46 Upper St                                     | 09-Sep-21      | Person Walking    |
| 4th Ave S between S Stacy St and S Lander St                       | 15-Sep-21      | Person Walking    |
| Airport Way S between S Edmunds St and Airport Way S VI            | 08-Oct-21      | Motorized Scooter |
| Aurora Ave N between N 76th St and N 77th St                       | 20-Oct-21      | Person Walking    |
| 37th Ave S between S Kenyon ST and S Rose St                       | 21-Oct-21      | Person Walking    |
| 4th Ave S and S Lander St  | 21-Oct-21      | Person Walking    |
| Corliss Way N and NE 80th St                                       | 25-Oct-21      | Person Walking    |
| M L King Jr WR Way S and S Thistle St                              | 01-Nov-21      | Person Walking    |
| 15th Ave S between S Grand St and S Holgate St                     | 03-Nov-21      | Vehicle Driver    |
| Lake City Way NE between NE 130th St and NE 133rd St               | 13-Nov-21      | Person Walking    |

## 2021 PEDESTRIAN COLLISIONS

**TABLE 24: COLLISION LOCATION**

| Collision Location | Count      |
|--------------------|------------|
| Alley              | 2          |
| Block              | 116        |
| Intersection       | 237        |
| <b>Total</b>       | <b>355</b> |

**FIGURE 27: 2021 PEDESTRIAN COLLISION LOCATIONS**



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

| Year | Pedestrian Collisions | Seattle Population | Pedestrian Collisions Per Capita | Pedestrian Collisions Per 100,000 |
|------|-----------------------|--------------------|----------------------------------|-----------------------------------|
| 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            | 0.000748                         | 75                                |
| 2019 | 572                   | 747,300            | 0.000765                         | 77                                |
| 2020 | 297                   | 761,100            | 0.000390                         | 39                                |
| 2021 | 355                   | 742,400            | 0.000478                         | 48                                |

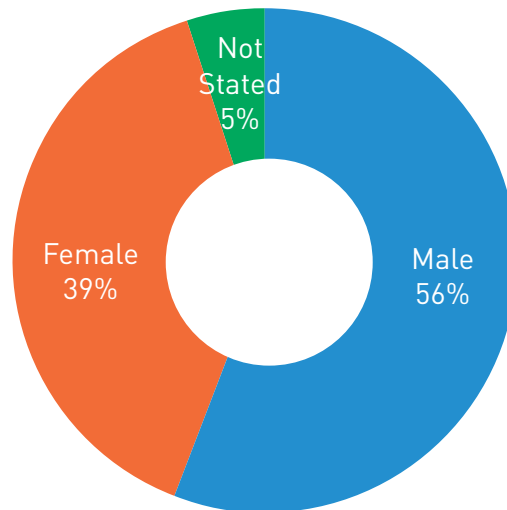
**TABLE 26: INJURY CLASS OF 2021 PEDESTRIAN-INVOLVED COLLISIONS BY FACILITY TYPE**

| Facility          | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision |
|-------------------|--------------------|--------------------------|------------------|--------------------------------|
| Not Stated        | 19                 | 129                      | 437              | 76                             |
| Marked Cross Walk | 0                  | 0                        | 3                | 0                              |
| Roadway           | 0                  | 0                        | 1                | 0                              |

**TABLE 27: INJURY CLASS OF PEDESTRIANS-INVOLVED COLLISIONS IN 2021**

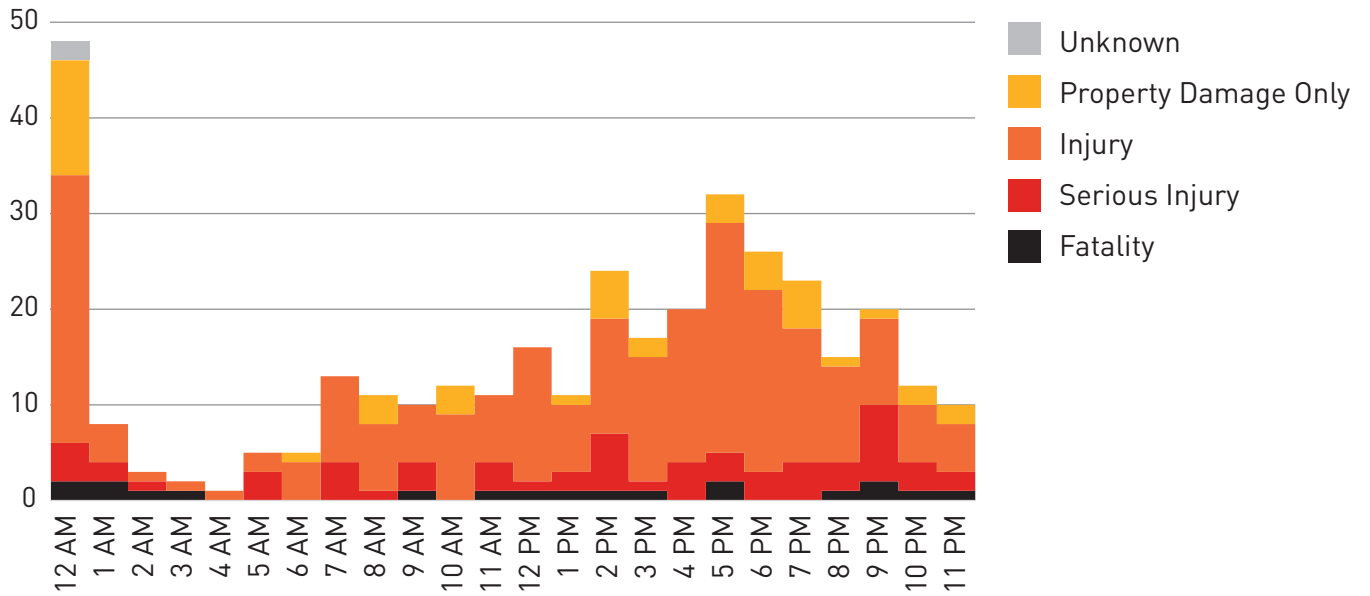
| Age          | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision | Total |
|--------------|--------------------|--------------------------|------------------|--------------------------------|-------|
| 15 and Under | 0                  | 2                        | 9                | 1                              | 12    |
| 16-26        | 2                  | 14                       | 35               | 8                              | 59    |
| 27-37        | 4                  | 12                       | 51               | 7                              | 74    |
| 38-49        | 3                  | 12                       | 42               | 4                              | 61    |
| 50-60        | 4                  | 11                       | 40               | 1                              | 56    |
| 61-69        | 2                  | 5                        | 18               | 3                              | 28    |
| 70 and Over  | 5                  | 4                        | 19               | 0                              | 28    |
| Not Stated   | 0                  | 3                        | 9                | 11                             | 23    |

**FIGURE 28: GENDER OF PEDESTRIANS IN 2021 COLLISIONS**





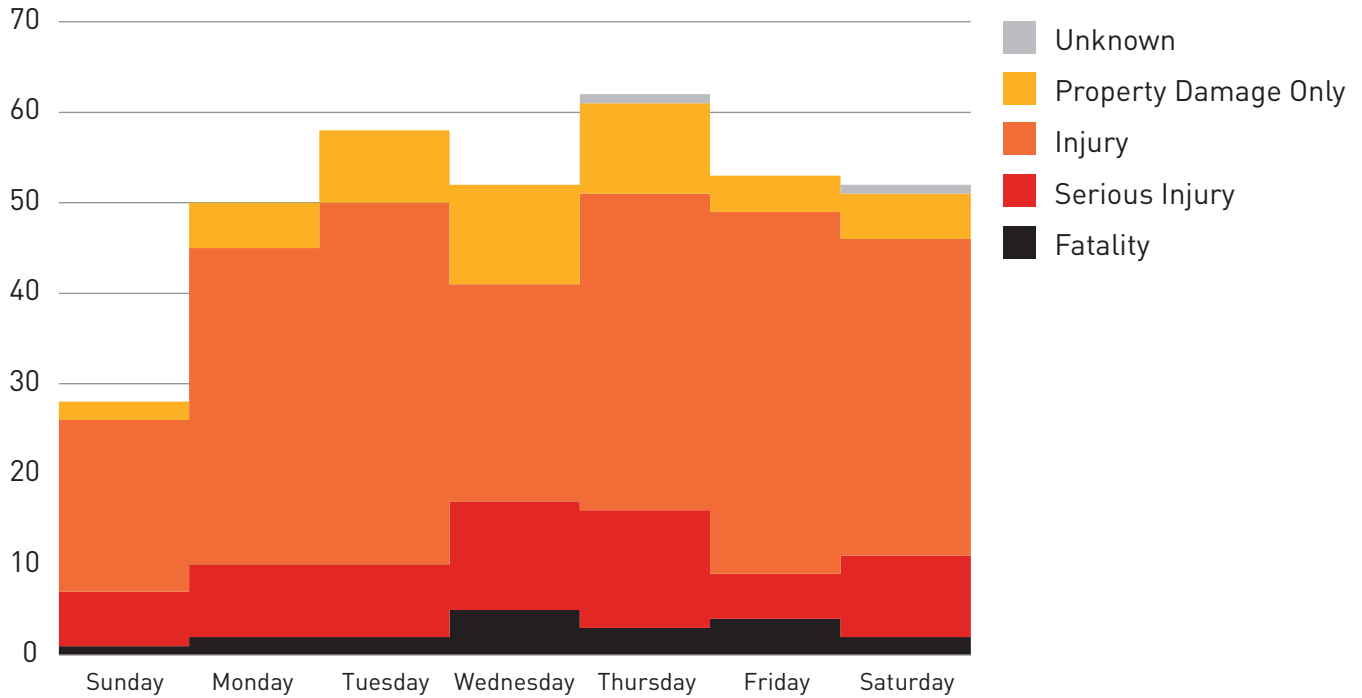
**FIGURE 29: 2021 PEDESTRIAN COLLISION SEVERITY BY HOUR OF THE DAY**



**TABLE 28: PEDESTRIAN-INVOLVED COLLISION SEVERITY BY HOUR OF DAY IN 2021**

| Hour  | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision | Unknown | Total |
|-------|--------------------|--------------------------|------------------|--------------------------------|---------|-------|
| 12 AM | 2                  | 4                        | 28               | 12                             | 2       | 48    |
| 1 AM  | 2                  | 2                        | 4                | 0                              | 0       | 8     |
| 4 AM  | 1                  | 1                        | 1                | 0                              | 0       | 3     |
| 5 AM  | 1                  | 0                        | 1                | 0                              | 0       | 2     |
| 6 AM  | 0                  | 0                        | 1                | 0                              | 0       | 1     |
| 7 AM  | 0                  | 3                        | 2                | 0                              | 0       | 5     |
| 8 AM  | 0                  | 0                        | 4                | 1                              | 0       | 5     |
| 9 AM  | 0                  | 4                        | 9                | 0                              | 0       | 13    |
| 10 AM | 0                  | 1                        | 7                | 3                              | 0       | 11    |
| 11 AM | 1                  | 3                        | 6                | 0                              | 0       | 10    |
| 12 PM | 0                  | 0                        | 9                | 3                              | 0       | 12    |
| 1 PM  | 1                  | 3                        | 7                | 0                              | 0       | 11    |
| 2 PM  | 1                  | 1                        | 14               | 0                              | 0       | 16    |
| 3 PM  | 1                  | 2                        | 7                | 1                              | 0       | 11    |
| 4 PM  | 1                  | 6                        | 12               | 5                              | 0       | 24    |
| 5 PM  | 1                  | 1                        | 13               | 2                              | 0       | 17    |
| 6 PM  | 0                  | 4                        | 16               | 0                              | 0       | 20    |
| 7 PM  | 2                  | 3                        | 24               | 3                              | 0       | 32    |
| 8 PM  | 0                  | 3                        | 19               | 4                              | 0       | 26    |
| 9 PM  | 0                  | 4                        | 14               | 5                              | 0       | 23    |
| 10 PM | 1                  | 3                        | 10               | 1                              | 0       | 15    |
| 11 PM | 2                  | 8                        | 9                | 1                              | 0       | 20    |
| 10 PM | 1                  | 3                        | 6                | 2                              | 0       | 12    |
| 11 PM | 1                  | 2                        | 5                | 2                              | 0       | 10    |

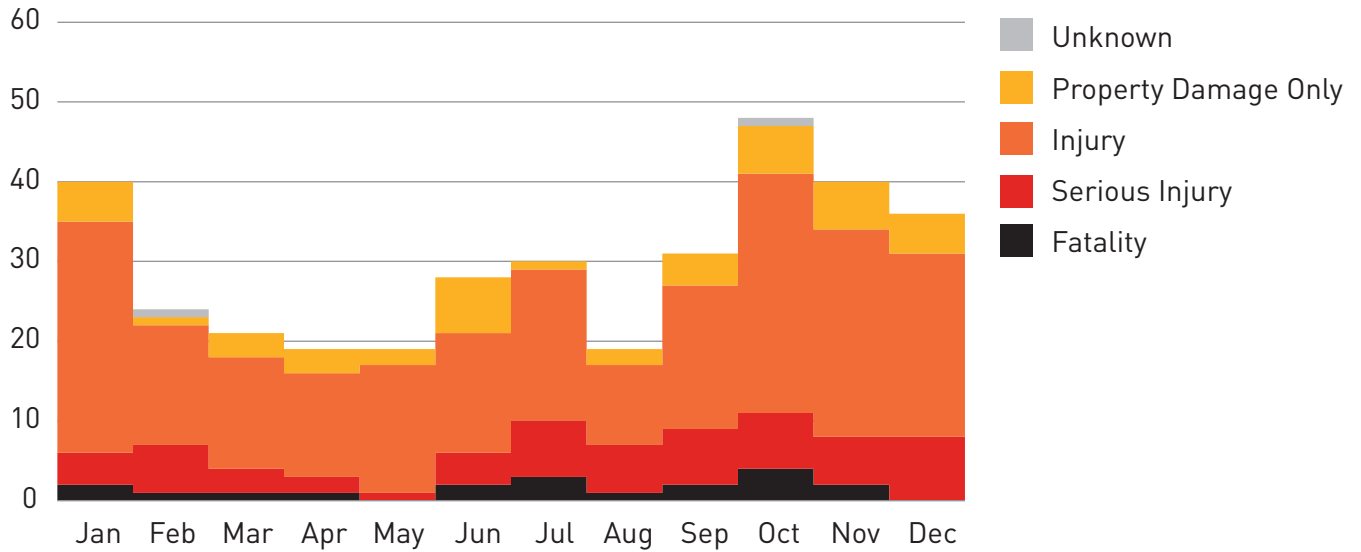
**FIGURE 30: 2021 PEDESTRIAN COLLISION SEVERITY BY DAY OF WEEK**



**TABLE 29: PEDESTRIAN COLLISION SEVERITY BY DAY OF WEEK IN 2021**

| Day of Week | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision | Unknown | Total |
|-------------|--------------------|--------------------------|------------------|--------------------------------|---------|-------|
| Sunday      | 1                  | 6                        | 19               | 2                              | 0       | 28    |
| Monday      | 2                  | 8                        | 35               | 5                              | 0       | 50    |
| Tuesday     | 2                  | 8                        | 40               | 8                              | 0       | 58    |
| Wednesday   | 5                  | 12                       | 24               | 11                             | 0       | 52    |
| Thursday    | 3                  | 13                       | 35               | 10                             | 1       | 62    |
| Friday      | 4                  | 5                        | 40               | 4                              | 0       | 53    |
| Saturday    | 2                  | 9                        | 35               | 5                              | 1       | 52    |

**FIGURE 31: 2021 PEDESTRIAN COLLISION SEVERITY BY MONTH**



**TABLE 30: PEDESTRIAN COLLISION SEVERITY BY MONTH IN 2021**

| Month     | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision | Unknown | Total |
|-----------|--------------------|--------------------------|------------------|--------------------------------|---------|-------|
| January   | 2                  | 4                        | 29               | 5                              | 0       | 40    |
| February  | 1                  | 6                        | 15               | 1                              | 1       | 24    |
| March     | 1                  | 3                        | 14               | 3                              | 0       | 21    |
| April     | 1                  | 2                        | 13               | 3                              | 0       | 19    |
| May       | 0                  | 1                        | 16               | 2                              | 0       | 19    |
| June      | 2                  | 4                        | 15               | 7                              | 0       | 28    |
| July      | 3                  | 7                        | 19               | 1                              | 0       | 30    |
| August    | 1                  | 6                        | 10               | 2                              | 0       | 19    |
| September | 2                  | 7                        | 18               | 4                              | 0       | 31    |
| October   | 4                  | 7                        | 30               | 6                              | 1       | 48    |
| November  | 2                  | 6                        | 26               | 6                              | 0       | 40    |
| December  | 0                  | 8                        | 23               | 5                              | 0       | 36    |

**TABLE 31: VEHICLE ACTIONS IN PEDESTRIAN COLLISIONS IN 2021**

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

**TABLE 32: INJURY CLASS OF PEDESTRIANS INVOLVED IN 2021 COLLISIONS BY WEATHER**

| Weather Condition | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision | Unknown | Total |
|-------------------|--------------------|--------------------------|------------------|--------------------------------|---------|-------|
| Clear             | 9                  | 33                       | 117              | 19                             | 0       | 178   |
| Fog/Smog/Smoke    | 0                  | 0                        | 1                | 0                              | 0       | 1     |
| Other             | 0                  | 0                        | 2                | 0                              | 0       | 2     |
| Overcast          | 5                  | 6                        | 30               | 4                              | 0       | 45    |
| Partly Cloudy     | 0                  | 0                        | 1                | 0                              | 0       | 1     |
| Raining           | 4                  | 17                       | 52               | 9                              | 0       | 82    |
| Snowing           | 0                  | 1                        | 0                | 1                              | 0       | 2     |
| Not Stated        | 1                  | 4                        | 25               | 12                             | 2       | 44    |



**TABLE 33: 2021 PEDESTRIAN COLLISIONS BY LIGHT CONDITIONS**

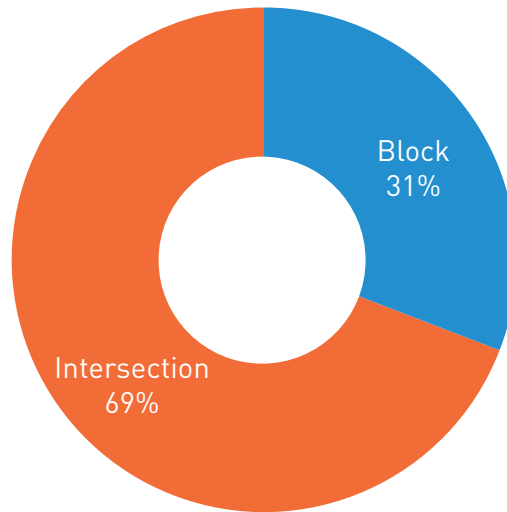
| Condition                | Total |
|--------------------------|-------|
| Dark – No Street Lights  | 3     |
| Dark – Street Lights Off | 2     |
| Dark – Street Lights On  | 116   |
| Dark – Unknown Lighting  | 11    |
| Dawn                     | 4     |
| Daylight                 | 161   |
| Dusk                     | 7     |
| Other                    | 2     |
| Unknown                  | 5     |
| Not Stated               | 44    |

**TABLE 34: 2021 PEDESTRIAN COLLISIONS BY ROAD CONDITION**

| Condition  | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision | Unknown | Total |
|------------|--------------------|--------------------------|------------------|--------------------------------|---------|-------|
| Dry        | 14                 | 36                       | 139              | 21                             | 0       | 210   |
| Unknown    | 0                  | 1                        | 4                | 0                              | 0       | 5     |
| Wet        | 4                  | 21                       | 60               | 12                             | 0       | 97    |
| Not Stated | 1                  | 3                        | 25               | 12                             | 2       | 43    |

## 2021 BICYCLE COLLISIONS

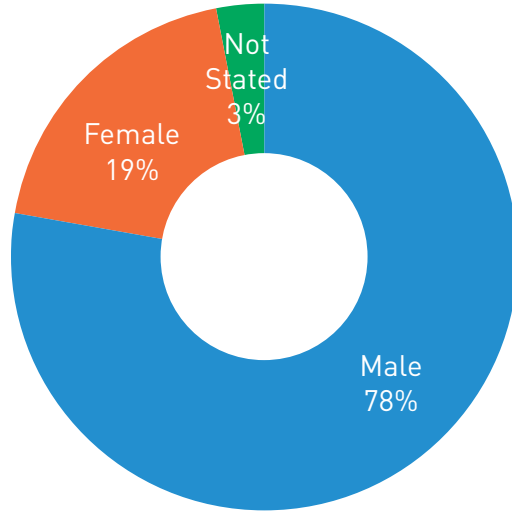
**FIGURE 32: 2021 BICYCLE COLLISION LOCATIONS**



**TABLE 35: CONTRIBUTING CIRCUMSTANCE FOR CYCLISTS IN 2021 BICYCLE COLLISIONS**

| Condition                                | Fatality | Serious Injury | Non Serious Injury (Evident Injury) | Possible Injury | No Injury | Unknown | Total |
|--|----------|----------------|-------------------------------------|-----------------|-----------|---------|-------|
| Did not Grant Right of Way to Pedestrian | 0        | 0              | 1                                   | 1               | 0         | 0       | 2     |
| Did not Grant Right of Way to Vehicle    | 0        | 2              | 7                                   | 2               | 1         | 1       | 13    |
| Disregard Traffic Sign or Signal         | 0        | 1              | 5                                   | 3               | 1         | 0       | 10    |
| Exceeding Reasonable and Safe Speed      | 0        | 0              | 2                                   | 1               | 1         | 0       | 4     |
| Following too Closely                    | 0        | 0              | 1                                   | 1               | 1         | 0       | 3     |
| Improper Passing                         | 0        | 0              | 1                                   | 0               | 0         | 0       | 1     |
| None                                     | 0        | 6              | 58                                  | 33              | 13        | 3       | 113   |
| On Wrong Side of Road                    | 0        | 0              | 2                                   | 2               | 1         | 0       | 5     |
| Operating Defective Equipment            | 0        | 0              | 0                                   | 0               | 1         | 0       | 1     |
| Other                                    | 0        | 1              | 2                                   | 1               | 0         | 0       | 4     |
| Other Distractions                       | 0        | 0              | 0                                   | 0               | 1         | 0       | 1     |
| Under the Influence of Alcohol           | 0        | 0              | 1                                   | 0               | 0         | 0       | 1     |
| Unknown Driver Distraction               | 1        | 1              | 5                                   | 2               | 1         | 1       | 11    |
| Not Stated                               | 3        | 1              | 9                                   | 3               | 2         | 0       | 16    |

**FIGURE 33: GENDER IDENTITY OF CYCLISTS INVOLVED IN 2021 COLLISIONS**



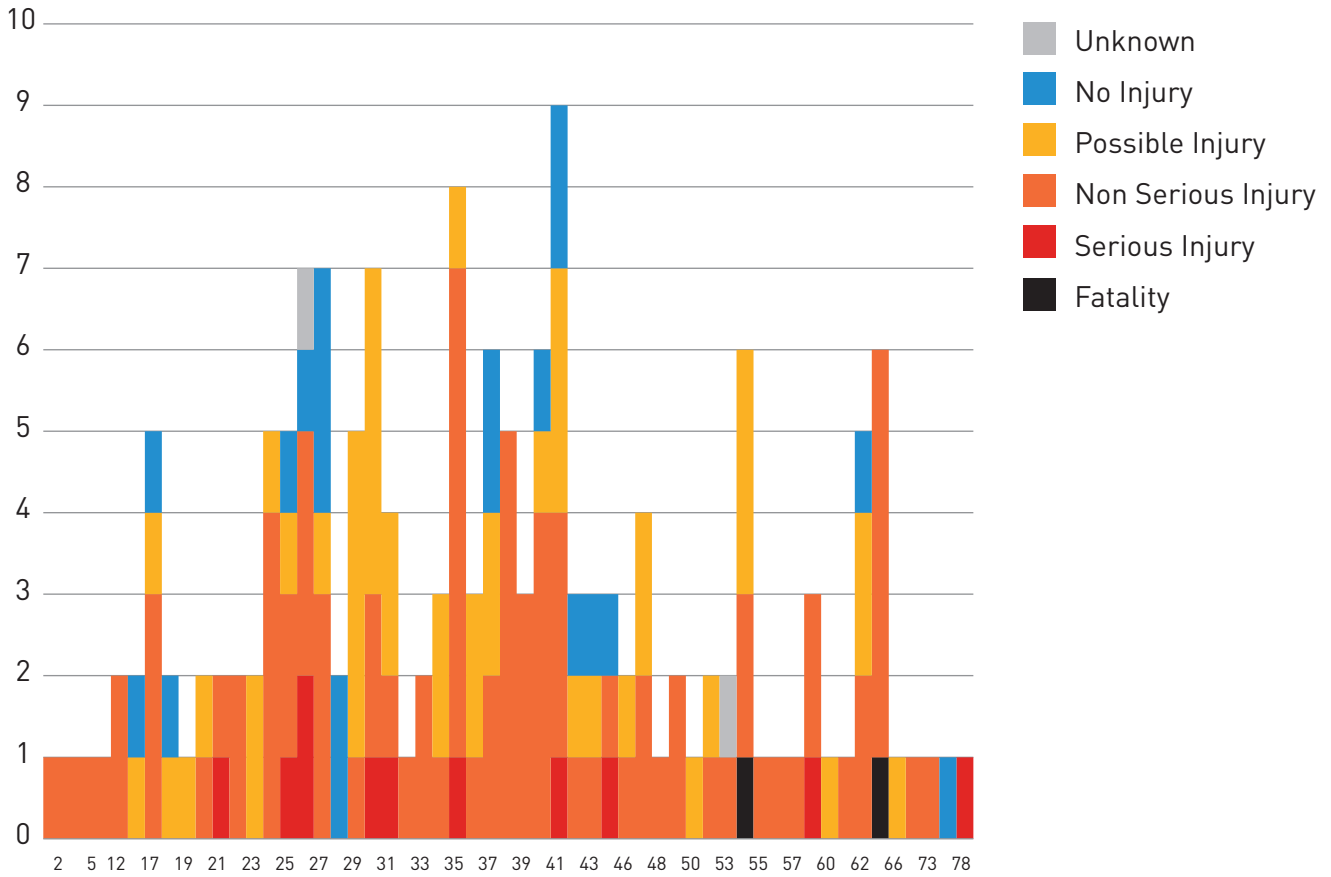
**TABLE 36: GENDER OF CYCLISTS INVOLVED IN 2021 COLLISIONS**

| Gender     | Fatality | Serious Injury | Possible Injury | Non-Serious Injury | No Injury | Unknown | Total |
|------------|----------|----------------|-----------------|--------------------|-----------|---------|-------|
| Male       | 2        | 8              | 36              | 75                 | 21        | 2       | 144   |
| Female     | 0        | 3              | 13              | 18                 | 2         | 0       | 36    |
| Not Stated | 2        | 1              | 0               | 1                  | 0         | 3       | 5     |





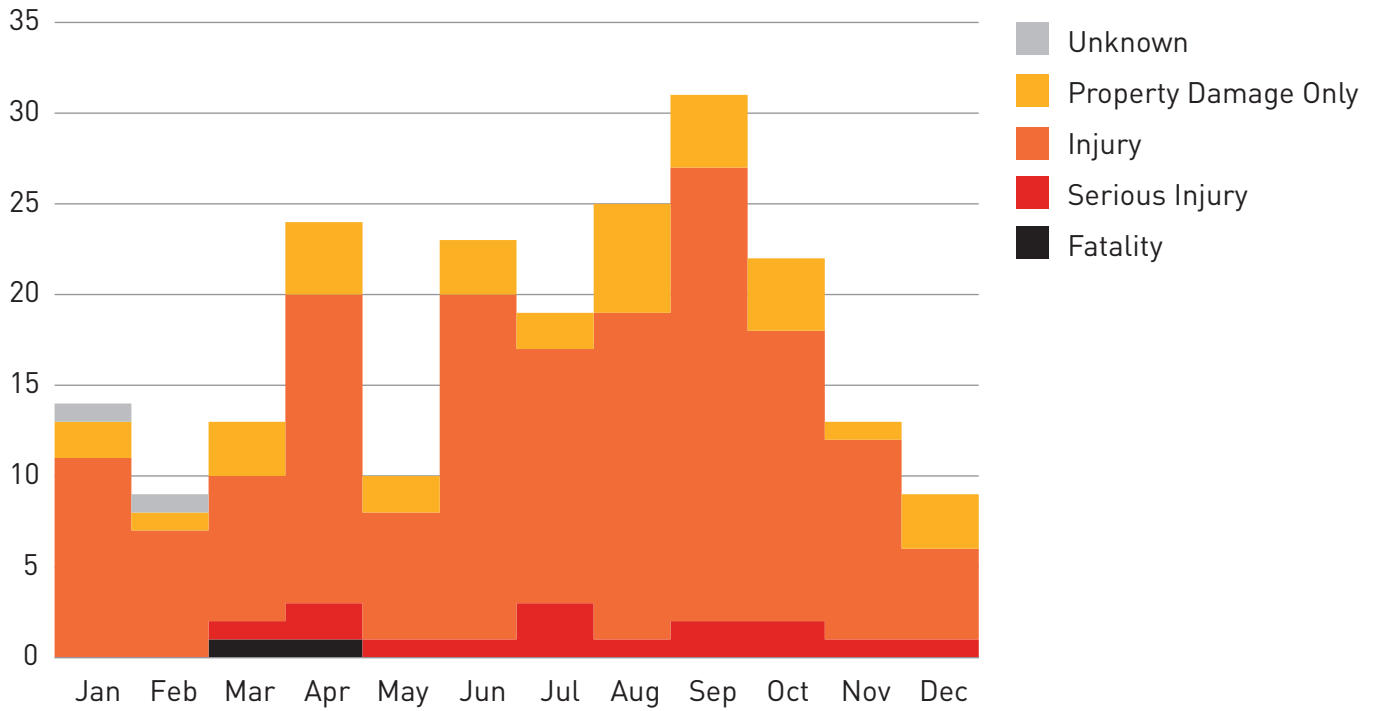
**FIGURE 34: AGE OF CYCLISTS INVOLVED IN 2021 COLLISIONS**



**TABLE 37: AGE OF CYCLISTS INVOLVED IN 2021 COLLISIONS**

| Age          | Fatality | Serious Injury | Non-Serious Injury | Possible Injury | No Injury | Unknown | Total |
|--------------|----------|----------------|--------------------|-----------------|-----------|---------|-------|
| 16 and Under | 0        | 0              | 6                  | 1               | 1         | 0       | 8     |
| 17-27        | 0        | 4              | 19                 | 9               | 7         | 1       | 40    |
| 28-38        | 0        | 3              | 22                 | 17              | 4         | 0       | 46    |
| 39-49        | 0        | 2              | 19                 | 9               | 6         | 0       | 36    |
| 50-60        | 1        | 1              | 9                  | 6               | 0         | 1       | 18    |
| 61 and Over  | 1        | 1              | 10                 | 3               | 2         | 0       | 17    |
| Not Stated   | 2        | 1              | 9                  | 4               | 3         | 3       | 22    |

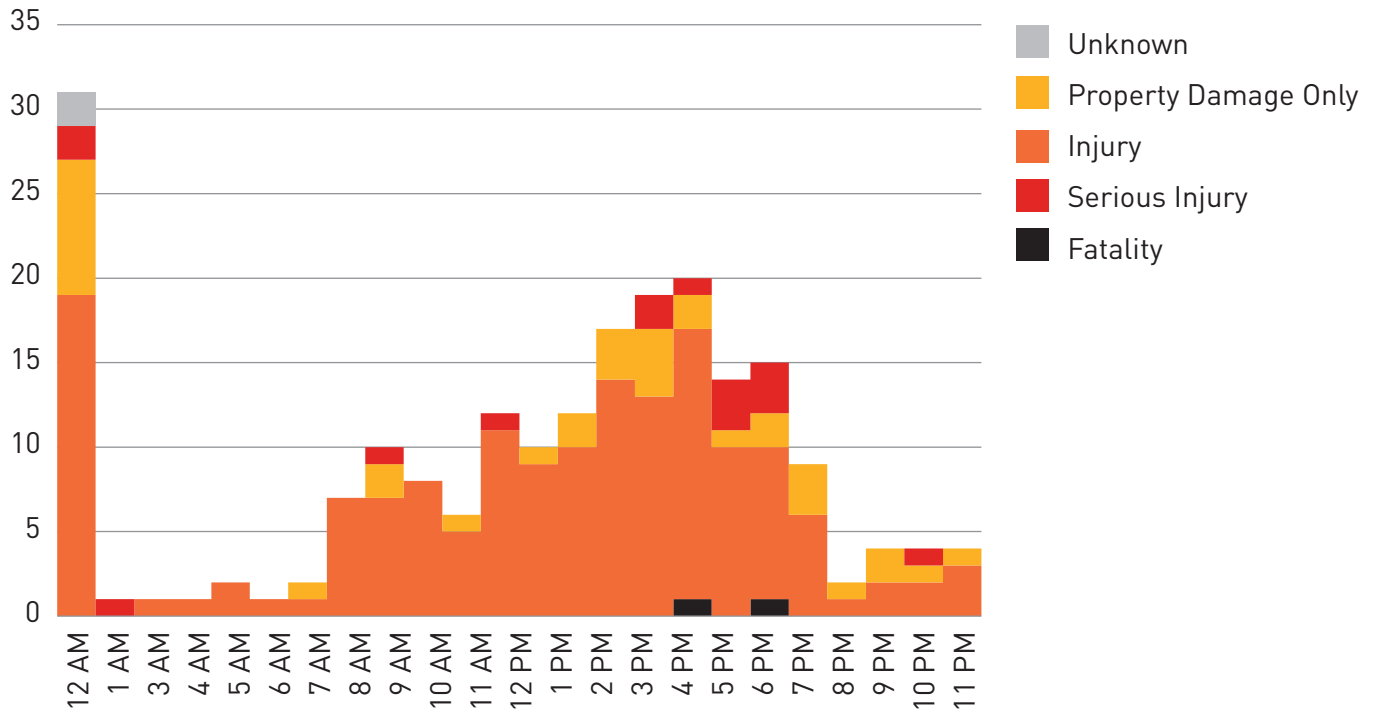
**FIGURE 35: 2021 BICYCLE COLLISIONS BY MONTH**



**TABLE 38: BICYCLE COLLISIONS BY MONTH IN 2021**

| Month | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision | Unknown | Total |
|-------|--------------------|--------------------------|------------------|--------------------------------|---------|-------|
| Jan   | 0                  | 0                        | 11               | 2                              | 1       | 14    |
| Feb   | 0                  | 0                        | 7                | 1                              | 1       | 9     |
| Mar   | 2                  | 1                        | 8                | 3                              | 0       | 14    |
| Apr   | 1                  | 2                        | 17               | 4                              | 0       | 24    |
| May   | 0                  | 1                        | 7                | 2                              | 0       | 10    |
| Jun   | 0                  | 1                        | 19               | 3                              | 0       | 23    |
| Jul   | 0                  | 3                        | 14               | 2                              | 0       | 19    |
| Aug   | 0                  | 1                        | 18               | 6                              | 0       | 25    |
| Sep   | 0                  | 2                        | 25               | 4                              | 0       | 31    |
| Oct   | 1                  | 2                        | 16               | 4                              | 0       | 23    |
| Nov   | 0                  | 1                        | 11               | 1                              | 0       | 13    |
| Dec   | 0                  | 1                        | 5                | 3                              | 0       | 9     |

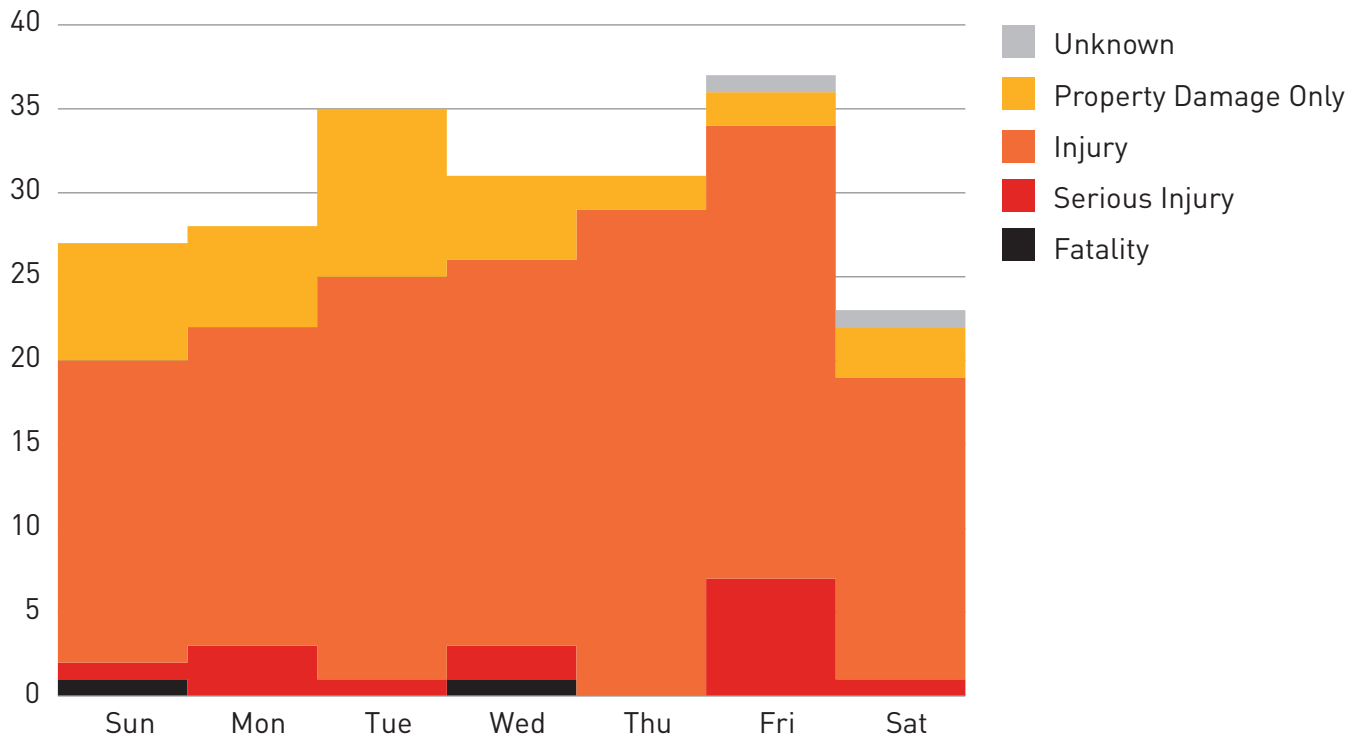
**FIGURE 36: 2021 BIKE COLLISION SEVERITY BY HOUR OF THE DAY**



**TABLE 39: BIKE COLLISION SEVERITY BY HOUR OF DAY IN 2021**

| Hour  | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision | Unknown | Total |
|-------|--------------------|--------------------------|------------------|--------------------------------|---------|-------|
| 12 AM | 0                  | 2                        | 19               | 8                              | 2       | 31    |
| 1 AM  | 0                  | 1                        | 0                | 0                              | 0       | 1     |
| 2 AM  | 0                  | 0                        | 1                | 0                              | 0       | 1     |
| 3 AM  | 0                  | 0                        | 1                | 0                              | 0       | 1     |
| 4 AM  | 0                  | 0                        | 2                | 0                              | 0       | 2     |
| 5 AM  | 0                  | 0                        | 1                | 0                              | 0       | 1     |
| 6 AM  | 0                  | 0                        | 1                | 1                              | 0       | 2     |
| 7 AM  | 0                  | 0                        | 7                | 0                              | 0       | 7     |
| 8 AM  | 0                  | 1                        | 7                | 2                              | 0       | 10    |
| 9 AM  | 0                  | 0                        | 8                | 0                              | 0       | 8     |
| 10 AM | 0                  | 0                        | 5                | 1                              | 0       | 6     |
| 11 AM | 1                  | 1                        | 11               | 0                              | 0       | 13    |
| 12 PM | 0                  | 0                        | 9                | 1                              | 0       | 10    |
| 1 PM  | 0                  | 0                        | 10               | 2                              | 0       | 12    |
| 2 PM  | 0                  | 0                        | 14               | 3                              | 0       | 17    |
| 3 PM  | 0                  | 2                        | 13               | 4                              | 0       | 19    |
| 4 PM  | 1                  | 1                        | 16               | 2                              | 0       | 20    |
| 5 PM  | 0                  | 3                        | 10               | 1                              | 0       | 14    |
| 6 PM  | 1                  | 3                        | 9                | 2                              | 0       | 15    |
| 7 PM  | 0                  | 0                        | 6                | 3                              | 0       | 9     |
| 8 PM  | 0                  | 0                        | 1                | 1                              | 0       | 2     |
| 9 PM  | 1                  | 0                        | 2                | 2                              | 0       | 5     |
| 10 PM | 0                  | 1                        | 2                | 1                              | 0       | 4     |
| 11 PM | 0                  | 0                        | 3                | 1                              | 0       | 4     |

**FIGURE 37: BIKE COLLISION SEVERITY BY DAY 2021**



**TABLE 40: BIKE COLLISION SEVERITY OF THE DAY IN 2021**

| Day       | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision | Unknown | Total |
|-----------|--------------------|--------------------------|------------------|--------------------------------|---------|-------|
| Sunday    | 1                  | 1                        | 18               | 7                              | 0       | 27    |
| Monday    | 0                  | 3                        | 19               | 6                              | 0       | 28    |
| Tuesday   | 0                  | 1                        | 24               | 10                             | 0       | 35    |
| Wednesday | 2                  | 2                        | 23               | 5                              | 0       | 31    |
| Thursday  | 0                  | 0                        | 29               | 2                              | 0       | 31    |
| Friday    | 1                  | 7                        | 27               | 2                              | 1       | 37    |
| Saturday  | 0                  | 1                        | 18               | 3                              | 1       | 23    |

**TABLE 41: INJURY CLASS OF CYCLISTS IN 2021 COLLISIONS BY WEATHER**

| Weather        | Fatality Collision | Serious Injury Collision | Injury Collision | Property Damage Only Collision | Unknown | Total |
|----------------|--------------------|--------------------------|------------------|--------------------------------|---------|-------|
| Clear          | 1                  | 10                       | 111              | 18                             | 0       | 140   |
| Fog/Smog/Smoke | 0                  | 0                        | 2                | 1                              | 0       | 3     |
| Other          | 0                  | 0                        | 0                | 1                              | 0       | 1     |
| Overcast       | 0                  | 3                        | 16               | 3                              | 0       | 22    |
| Partly Cloudy  | 0                  | 0                        | 1                | 0                              | 0       | 1     |
| Raining        | 1                  | 0                        | 11               | 4                              | 0       | 16    |
| Not Stated     | 2                  | 2                        | 17               | 8                              | 2       | 31    |

**TABLE 42: CLOTHING VISIBILITY FOR CYCLISTS INVOLVED IN 2021 COLLISIONS BY FACILITY TYPE**

| Clothing Visibility                       | Fatality | Serious Injury | Non-Serious Injury | Possible Injury | Non-Traffic Injury | No Injury | Unknown | Total |
|---|----------|----------------|--------------------|-----------------|--------------------|-----------|---------|-------|
| Dark                                      | 0        | 4              | 22                 | 13              | 3                  | 2         | 44      | 34    |
| Light                                     | 1        |                | 17                 | 7               | 5                  | 1         | 31      | 29    |
| Mixed                                     | 1        | 6              | 35                 | 25              | 12                 | 2         | 81      | 81    |
| Other Reflective Apparel - Shoes, Patches | 0        | 0              | 6                  | 2               | 0                  | 0         | 8       | 5     |
| Retro - Reflective                        | 0        | 1              | 5                  | 0               | 1                  | 0         | 7       | 3     |
| Not Stated                                | 2        | 1              | 9                  | 2               | 2                  | 0         | 16      | 4     |

**SPEED DATA**

**TABLE 43: SPEED DATA FOR 2021**

| Location                                  | Direction | 2021 Speed Limit | 85th Percentile Speed | Date      | Total Average Daily |
|---|-----------|------------------|-----------------------|-----------|---------------------|
| Western Ave, NW/O Lenora St               | NWB       | 25               | 24.0                  | 6/22/2021 | 3268.4              |
| Elliott Ave, NW/O Lenora St               | SEB       | 25               | 26.0                  | 6/23/2021 | 2022.5              |
| 12th Ave, N/O E Yesler Way***             | NB        | 25               | 25.6                  | 10/1/2021 | N/A                 |
|   | SB        |                  | 26.2                  |           | N/A                 |
| 20th Ave W, S/O W Dravus St               | NB        | 25               | 34.1                  | 9/23/2021 | 2319.6              |
|   | SB        |                  | 34.4                  |           | 2312.3              |
| E Aloha St, E/O 10th Ave E                | EB        | 25               | 24.1                  | 6/23/2021 | 3272.2              |
|   | WB        |                  | 23.7                  |           | 2387.4              |
| Eastlake Ave E, SW/O Harvard Ave E***     | NEB       | 25               | 28.4                  | 10/1/2021 | N/A                 |
|   | SWB       |                  | 28.9                  |           | N/A                 |
| Lake Washington Blvd E, NW/O E Madison St | NWB       | 25               | 27.7                  | 6/21/2021 | 6098.2              |
|   | SEB       |                  | 26.3                  |           | 6489.3              |
| Aurora Ave N, S/O N 112th St***           | NB        | 35               | 35.8                  | 10/1/2021 | N/A                 |
|   | SB        |                  | 36.9                  |           | N/A                 |
| Mercer St, W/O Dexter Ave N***            | EB        | 25               | 29.7                  | 10/1/2021 | N/A                 |
|   | WB        |                  | 30.1                  |           | N/A                 |
| Mercer St, W/O Fairview Ave N***          | EB        | 25               | 26.4                  | 10/1/2021 | N/A                 |
|   | WB        |                  | 28.2                  |           | N/A                 |
| Meridian Ave N, S/O N 145th St***         | NB        | 25               | N/A                   | N/A       | N/A                 |
|   | SB        |                  | N/A                   |           | N/A                 |
| N 130th St, W/O Linden Ave N***           | EB        | 25               | 21.4                  | 10/1/2021 | N/A                 |
|   | WB        |                  | 24.4                  |           | N/A                 |
| N 145th St, W/O Linden Ave N              | EB        | 35               | 38.2                  | 9/23/2021 | 4136.5              |
|   | WB        |                  | 37.3                  |           | 4472.3              |
| N 145th St, W/O Meridian Ave N***         | EB        | 35               | 39.4                  | 10/1/2021 | N/A                 |
|   | WB        |                  | 39.3                  |           | N/A                 |
| N 65th St, W/O Linden Ave N               | EB        | 25               | 26.8                  | 7/12/2021 | 2143.8              |
|   | WB        |                  | 29.3                  |           | 2571.6              |
| N 80th St, W/O Linden Ave N               | EB        | 25               | 30.1                  | 7/12/2021 | 6399.0              |
|   | WB        |                  | 30.4                  |           | 5382.7              |
| N Northgate Way, W/O Ashworth Ave N       | EB        | 30               | 36.8                  | 7/15/2021 | 12252.4             |
|   | WB        |                  | 36.2                  |           | 7215.2              |
| Queen Anne Ave N, S/O Crockett St***      | NB        | 25               | 24.0                  | 10/1/2021 | N/A                 |
|   | SB        |                  | 23.5                  |           | N/A                 |
| Stone Way N, S/O N 45th St***             | NB        | 25               | 24.5                  | 10/1/2021 | N/A                 |
|   | SB        |                  | 27.3                  |           | N/A                 |
| Valley St, W/O Fairview Ave N             | EB        | 25               | 26.0                  | 6/23/2021 | 3095.7              |
|   | WB        |                  | 26.7                  |           | 5422.7              |
| Westlake Ave N, S/O Highland Dr***        | NB        | 25               | 37.9                  | 10/1/2021 | N/A                 |
|   | SB        |                  | 37.9                  |           | N/A                 |

\*\*\*Speed measured with Iteris Clearguide probe data

**TABLE 43: SPEED DATA FOR 2021 (CONTINUED)**

| Location                               | Direction | 2021 Speed Limit | 85th Percentile Speed | Date      | Total Average Daily |
|--|-----------|------------------|-----------------------|-----------|---------------------|
| 15th Ave NE, S/O NE 65th St            | NB        | 25               | 29.2                  | 10/6/2021 | 2552.9              |
|  | SB        |                  | 29.4                  |           | 2456.1              |
| 25th Ave NE, S/O NE 75th St            | NB        | 25               | 28.0                  | 8/2/2021  | 4321.5              |
|  | SB        |                  | 30.6                  |           | 4639.1              |
| 35th Ave NE, N/O NE 75th St            | NB        | 25               | 29.1                  | 8/2/2021  | 4910.9              |
|  | SB        |                  | 27.2                  |           | 4238.4              |
| 5th Ave NE, N/O NE Northgate Way       | NB        | 25               | 27.3                  | 7/15/2021 | 2941.6              |
|  | SB        |                  | 25.1                  |           | 2783.3              |
| 5th Ave NE, S/O NE Northgate Way       | NB        | 25               | 29.2                  | 7/15/2021 | 5010.1              |
|  | SB        |                  | 25.9                  |           | 4556.1              |
| Lake City Way NE, NE/O NE 95th St***   | NEB       | 35               | 41.1                  | 10/1/2021 | N/A                 |
|  | SWB       |                  | 40.9                  |           | N/A                 |
| Montlake Blvd NE, N/O NE Pacific Pl*** | NB        | 30               | 36.7                  | 10/1/2021 | N/A                 |
|  | SB        |                  | 29.1                  |           | N/A                 |
| NE 45th St, W/O Roosevelt Way NE***    | EB        | 25               | 25.2                  | 10/1/2021 | N/A                 |
|  | WB        |                  | 24.8                  |           | N/A                 |
| NE 75th St, E/O 12th Ave NE***         | EB        | 25               | 28.8                  | 10/1/2021 | N/A                 |
|  | WB        |                  | 28.9                  |           | N/A                 |
| NE 80th St, E/O 5th Ave NE             | EB        | 25               | 28.8                  | 8/2/2021  | 4513.9              |
|  | WB        |                  | 30.3                  |           | 3092.3              |
| Roosevelt Way NE, N/O NE 73rd St***    | SB        | 25               | 26.0                  | 10/1/2021 | N/A                 |
| Roosevelt Way NE, S/O NE Northgate Way | NB        | 25               | 41.6                  | 7/21/2021 | 3332.7              |
|  | SB        |                  | 38.9                  |           | 4573.8              |
| 24th Ave NW, S/O NW 80th St***         | NB        | 25               | 33.2                  | 10/1/2021 | N/A                 |
|  | SB        |                  | 32.8                  |           | N/A                 |
| 8th Ave NW, S/O NW 80th St***          | NB        | 25               | 31.5                  | 10/1/2021 | N/A                 |
|  | SB        |                  | 31.8                  |           | N/A                 |
| NW 80th St, W/O 15th Ave NW            | EB        | 25               | 28.5                  | 7/21/2021 | 3601.0              |
|  | WB        |                  | 25.8                  |           | 3884.1              |
| 14th Ave S, N/O S Director St***       | NB        | 25               | N/A                   | N/A       | N/A                 |
|  | SB        |                  | N/A                   |           | N/A                 |
| 15th Ave S, S/O S Bradford St***       | NB        | 25               | 35.1                  | 10/1/2021 | N/A                 |
|  | SB        |                  | 25.0                  |           | N/A                 |
| 1st Ave S, S/O S Spokane SR Sr***      | NB        | 30               | 44.2                  | 10/1/2021 | N/A                 |
|  | SB        |                  | 43.4                  |           | N/A                 |
| 23rd Ave S, S/O S Jackson St           | NB        | 25               | 29.7                  | 6/21/2021 | 4938.0              |
|  | SB        |                  | 30.6                  |           | 7700.9              |
| 4th Ave S, N/O S Michigan St***        | NB        | 30               | 36.3                  | 10/1/2021 | N/A                 |
|  | SB        |                  | 35.8                  |           | N/A                 |
| 4th Ave S, S/O 2nd Ave Ext S***        | NB        | 25               | 31.3                  | 10/1/2021 | N/A                 |
|  | SB        |                  | 34.4                  |           | N/A                 |
| 4th Ave S, S/O Airport Way S***        | NB        | 25               | 31.3                  | 10/1/2021 | N/A                 |
|  | SB        |                  | 34.4                  |           | N/A                 |

\*\*\*Speed measured with Iteris Clearguide probe data

**TABLE 43: SPEED DATA FOR 2021 (CONTINUED)**

| Location   | Direction | 2021 Speed Limit | 85th Percentile Speed | Date      | Total Average Daily |
|--|-----------|------------------|-----------------------|-----------|---------------------|
| Airport Way S, NW/O S Lucile St***                 | NWB       | 30               | 35.6                  | 10/1/2021 | N/A                 |
|  | SEB       |                  | 40.3                  |           | N/A                 |
| Corson Ave S, N/O S Michigan St***                 | NB        | 25               | 31.0                  | 10/1/2021 | N/A                 |
|  | SB        |                  | 29.0                  |           | N/A                 |
| Corson Ave S, S/O S Michigan St                    | NB        | 25               | 27.0                  | 7/13/2021 | 3600.1              |
|  | SB        |                  | 31.5                  |           | 2626.3              |
| Myers Way S, S/O Olson Pl SW***                    | NB        | 25               | 43.0                  | 10/1/2021 | N/A                 |
|  | SB        |                  | 43.2                  |           | N/A                 |
| Rainier Ave S, NW/O S Holly St***                  | NWB       | 25               | 32.4                  | 10/1/2021 | N/A                 |
|  | SEB       |                  | 30.4                  |           | N/A                 |
| Renton Ave S, N/O S Cloverdale St                  | NB        | 25               | 36.5                  | 7/13/2021 | 3508.0              |
|  | SB        |                  | 35.5                  |           | 3247.5              |
| Renton Ave S, SE/O S Bangor St                     | NWB       | 25               | 37.2                  | 7/13/2021 | 4818.3              |
|  | SEB       |                  | 38.8                  |           | 7631.1              |
| S Columbian EB Way, NW/O 14th Ave S***             | SEB       | 35               | 37.8                  | 10/1/2021 | N/A                 |
| S Columbian WB Way, NW/O 14th Ave S***             | NWB       | 35               | 40.3                  | 10/1/2021 | N/A                 |
| S Henderson St, E/O Renton Ave S                   | EB        | 25               | 31.3                  | 7/13/2021 | 4740.9              |
|  | WB        |                  | 31.5                  |           | 4537.9              |
| S Myrtle St, W/O Beacon WR Ave S                   | EB        | 25               | 30.7                  | 7/13/2021 | 4860.0              |
|  | WB        |                  | 33.9                  |           | 4735.3              |
| 35th Ave SW, S/O SW Alaska St                      | NB        | 25               | 34.4                  | 7/27/2021 | 6998.7              |
|  | SB        |                  | 32.8                  |           | 6059.7              |
| Alki Ave SW, W/O Harbor Ave SW                     | EB        | 25               | 34.4                  | 8/5/2021  | 4219.2              |
|  | WB        |                  | 35.8                  |           | 4653.4              |
| Delridge Way SW, NW/O SW Cambridge St              | NWB       | 25               | 32.6                  | 8/5/2021  | 5880.4              |
|  | SEB       |                  | 30.0                  |           | 5977.3              |
| Delridge Way SW, S/O SW Andover St***              | NB        | 25               | 33.0                  | 10/1/2021 | N/A                 |
|  | SB        |                  | 26.3                  |           | N/A                 |
| SW Spokane BR, W/O SW Spokane E St                 | EB        | 25               | 41.3                  | 8/10/2021 | 4692.1              |
|  | WB        |                  | 41.3                  |           | 4490.1              |
| Fautleroy Way SW, S/O SW Alaska St***              | NB        | 25               | 31.6                  | 10/1/2021 | N/A                 |
|  | SB        |                  | 31.1                  |           | N/A                 |
| Fautleroy Way SW, N/O SW Barton St                 | NB        | 25               | 32.6                  | 8/5/2021  | 5281.7              |
|  | SB        |                  | 33.7                  |           | 4437.4              |
| SW 106th St, W/O Seola Beach Dr SW                 | EB        | 25               | 35.7                  | 7/27/2021 | 6520.0              |
|  | WB        |                  | 35.5                  |           | 5561.5              |
| SW Holden St, W/O Delridge Way SW                  | EB        | 25               | 34.7                  | 7/27/2021 | 2478.5              |
|  | WB        |                  | 32.0                  |           | 2551.7              |
| West Marginal Way SW, NW/O Highland Park Way SW*** | NWB       | 30               | 25.8                  | 10/1/2021 | N/A                 |
|  | SEB       |                  | 29.6                  |           | N/A                 |
| W Emerson Pl, SE/O 21st Ave W***                   | NWB       | 25               | 32.5                  | 10/1/2021 | N/A                 |
|  | SEB       |                  | 32.4                  |           | N/A                 |

\*\*\*Speed measured with Iteris Clearguide probe 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 Venu Nemani at [venu.nemani@seattle.gov](mailto:venu.nemani@seattle.gov) or visit <http://data.seattle.gov>.

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