Seattle Department of Transportation

2016 TRAFFIC REPORT

*2015 data

Seattle Department of Transportation

VISION ZERO
SAFER STREETS FOR SEATTLE


COLLISION
roosevelt
auto body

CONTENTS

EXECUTIVE SUMMARY

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

In terms of how people are getting around the city, we continue to have an impressive commute mode split – nearly 50% of trips are made by means other than driving alone. For those commuting downtown, nearly 70% are taking transit, carpooling, biking, or walking. Summer pedestrian count showed an increase of 9.6% in downtown Seattle. Average daily traffic volumes increased by less than one percent in 2015, which is lower than the 3.6% increase in all state highways in Washington State.

Bicycle volumes continue to climb and put us on track to meet our goal of quadrupling ridership by 2030. Ridership was up an impressive 14.5% in the citywide quartly count program. Our 2nd Ave protected bike lanes have seen nearly triple the number of riders since 2014.

Transit ridership is up 1.7% in the last year. Transit service continues to sustain our transportation system and Seattle residents made it clear that transit service is a priority by approving Proposition 1 in November 2014, which provides more service hours to 85% of bus routes.

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

In February 2015, Seattle launched our Vision Zero initiative to end traffic deaths and serious injuries by 2030. It's an aggresive goal that will be guided by data and a desire to improve safety fo everyone who travels in and around Seattle's streets, no matter how they get around.

Scott Kubly, Director
Seattle Department of Transportation

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

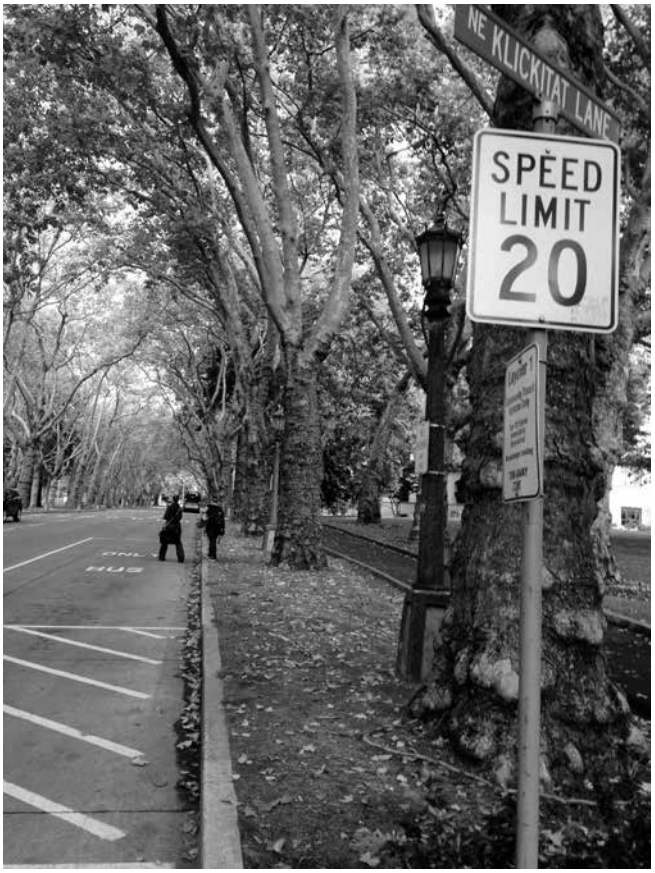
TRAFFIC VOLUMES AND SPEEDS

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

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

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

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



MOTOR VEHICLE VOLUMES

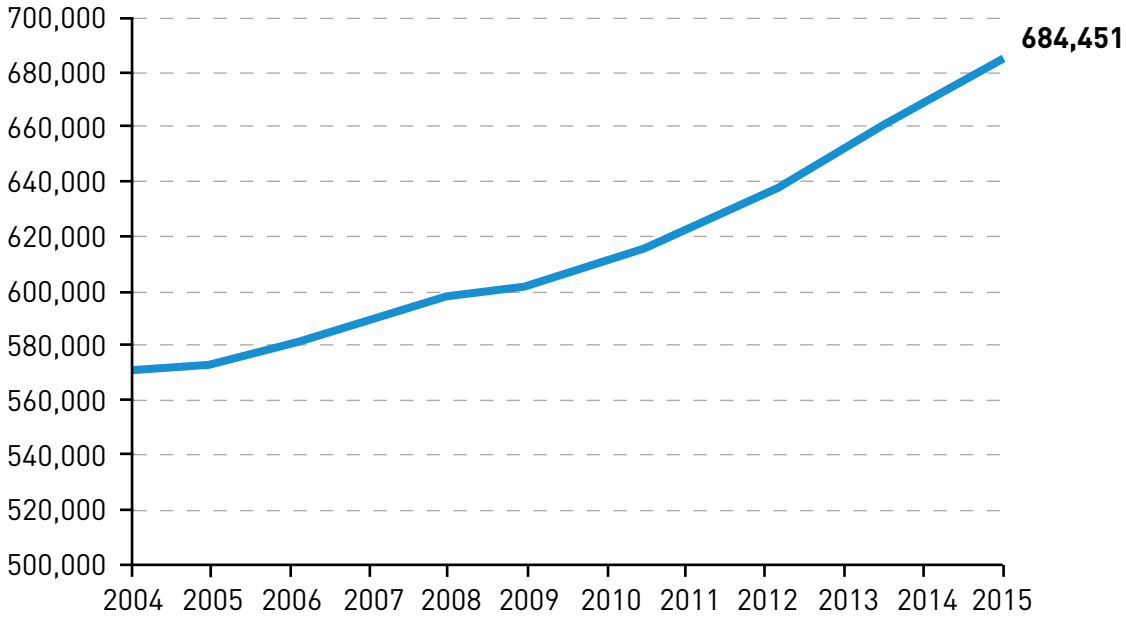
SDOT is responsible for counting the volume of traffic on certain city arterial streets each year. Traffic counts are taken throughout the year at 20 control count locations, 164 screen line locations and 111 additional locations.

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

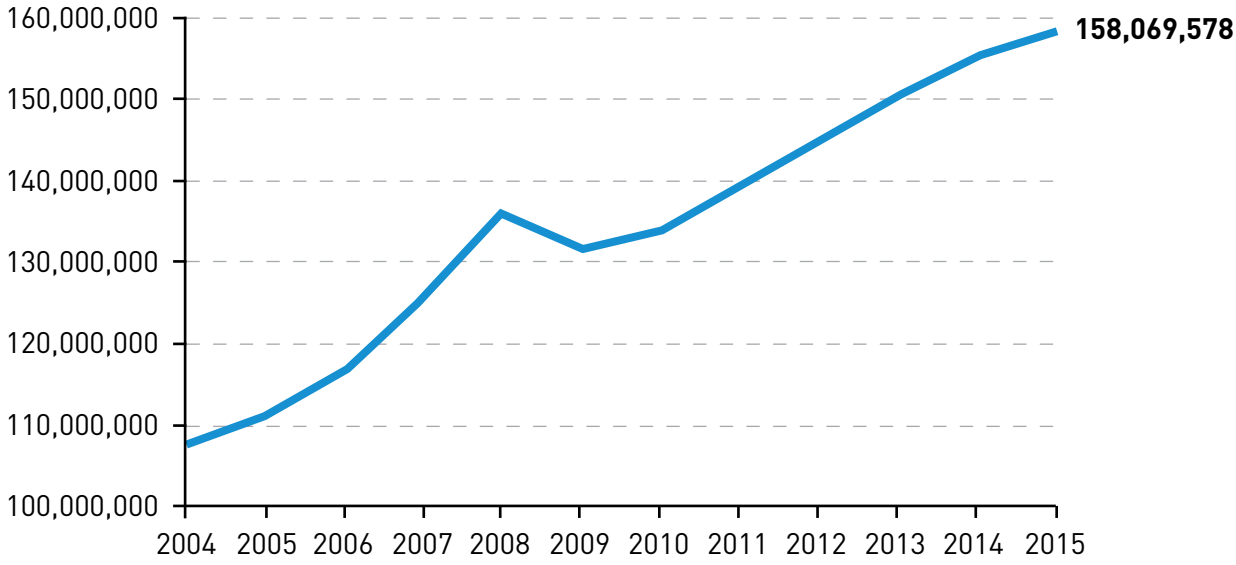
Using the annual counts taken at 19 of Seattle's bridges (including I-90, SR 520, and 1st Ave S), SDOT derives a proxy number for citywide motor vehicle average daily traffic (ADT). Counts from the 16th Ave S Bridge were not included in the data due to closure in 2011. Based on this data, volume has increased 0.9% compared to 2014. The following graph of Seattle's ADT notes an increasing trend after a low period recorded in 2012. Population, employment, and transit ridership trends are also shown in graphs, along with commute mode share for context.

AVERAGE DAILY TRAFFIC IN SEATTLE

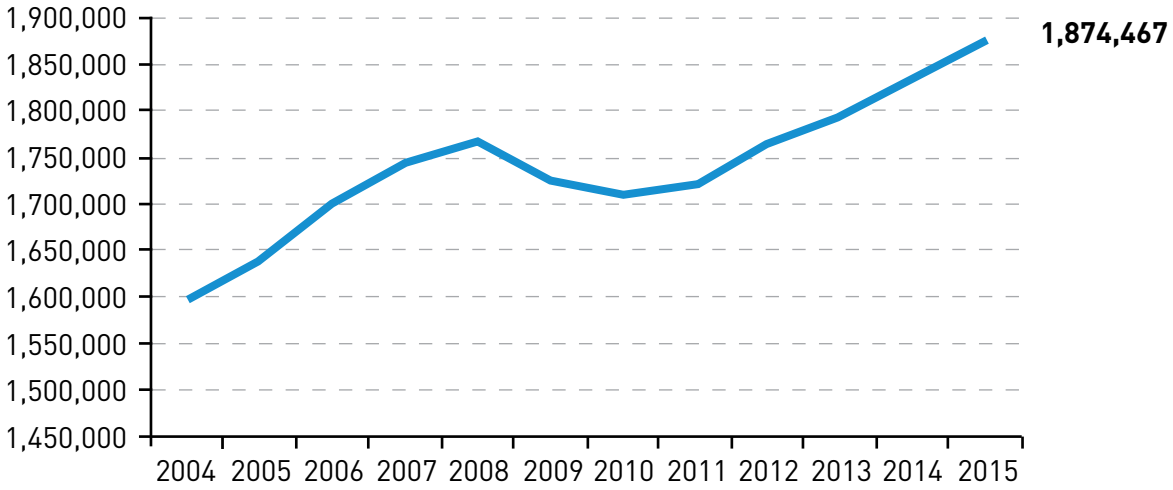
SEATTLE POPULATION



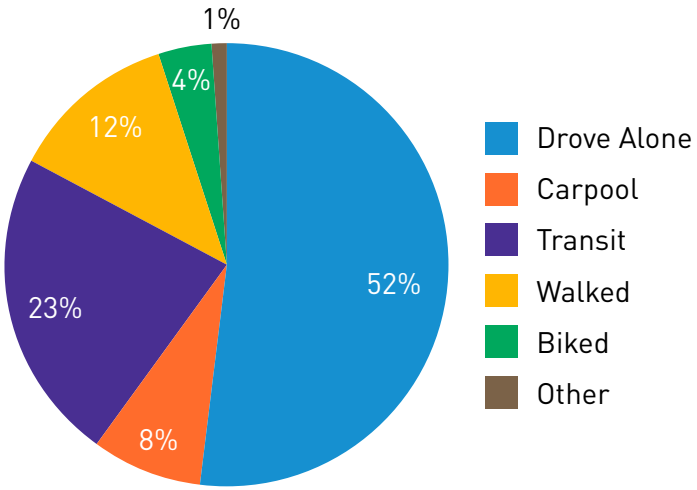
TRANSIT RIDERSHIP



AVERAGE ANNUAL EMPLOYMENT - SEATTLE, TACOMA, BELLEVUE



2015 SEATTLE COMMUTE MODE SHARE

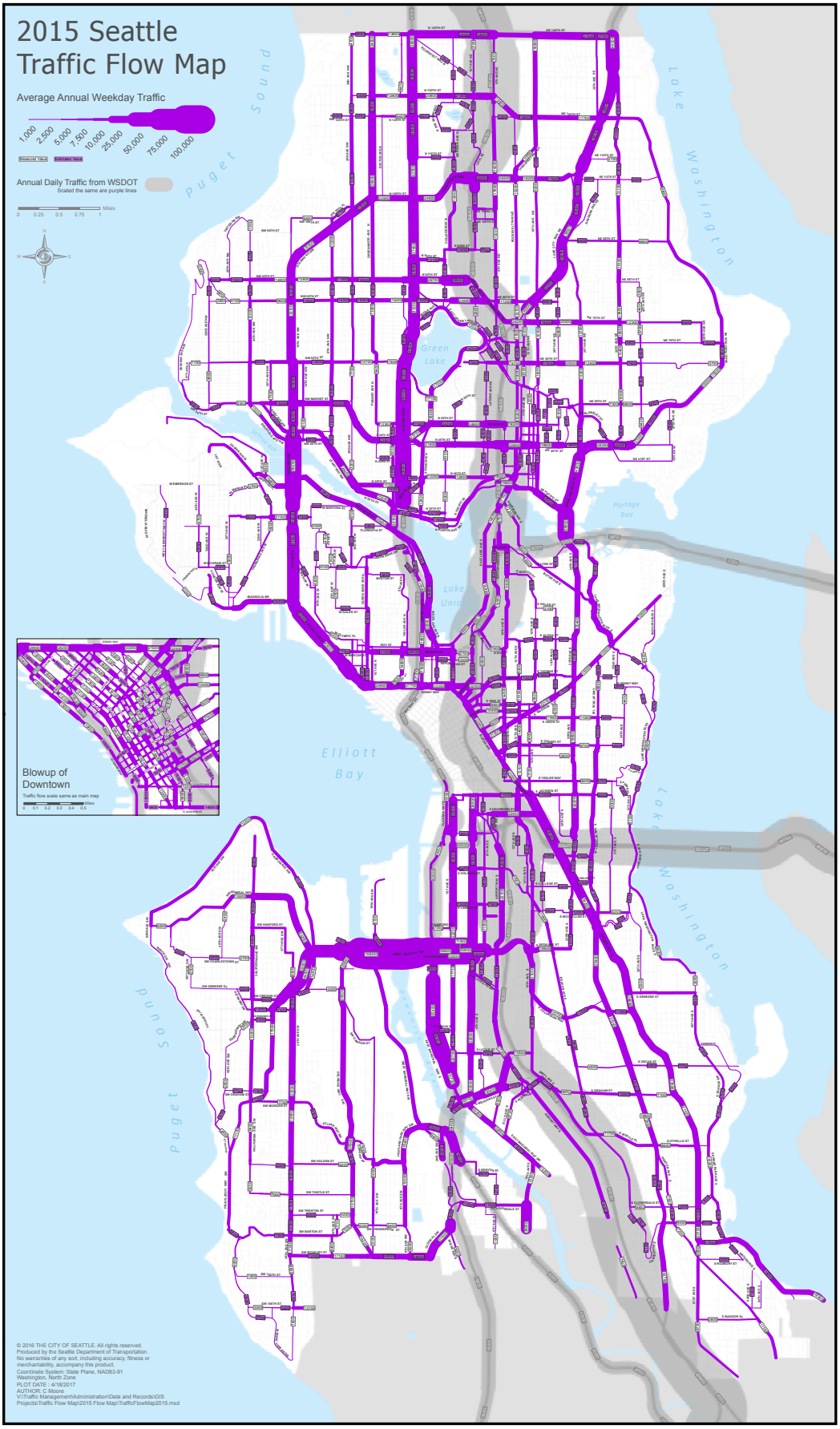


In 2015 the top ten arterials for traffic volume includes three streets that were not on the list in 2014: The Ballard bridge, 1st Ave S Bridge, and S Michigan St west of 4th Ave S. The West Seattle Bridge east of the Delridge ramps continues to be the busiest city street, as measured by SDOT.

Top 10 Arterials by Volume	Average Week Day Traffic (AWDT)
West Seattle Bridge, w/o Alaskan Way Viaduct	108,179
Ballard Bridge	59,190
Montlake Bridge	58,880
East Marginal Way S, s/o S Alaska St	52,362
1st Ave S Bridge	49,880
Lake City Way NE, s/o NE 145th St	49,254
S Michigan St, w/o 4th Ave S	48,057
15th Ave W, n/o W Armory Way	43,705
Elliott Ave W, se/o W Mercer Pl	43,626
Montlake Blvd NE, n/o NE Pacific Pl	43,595

TRAFFIC FLOW MAP

The 2015 Traffic Flow Map is one of the products of the volume counts program. The volumes on the map represent the Average Annual Weekday Traffic (AAWDT) (5-days, 24-hour) for that section of roadway. A full size version of this map is available on SDOT's website at: www.seattle.gov/transportation/tfdmaps.htm


2015 Seattle
Traffic Flow Map
Average Annual Weekday Traffic
1,000
2,500
5,000
7,500
10,000
25,000
50,000
75,000
100,000
Measured Value
Estimated Value
Annual Daily Traffic from WSDOT
Scaled the same are purple lines
Miles
0 0.25 0.5 0.75 1
N
W E
S
Blowup of
Downtown
Traffic flow scale same as main map
0 0.1 0.2 0.3 0.4 0.5
Puget Sound
Lake Washington
Green Lake
Portage Bay
Lake Union
Elliott Bay
© 2016 THE CITY OF SEATTLE. All rights reserved.
Produced by the Seattle Department of Transportation.
No warranties of any sort, including accuracy, fitness or
merchantability, accompany this product.
Coordinate System: State Plane, NAD83-91
Washington, North Zone
PLOT DATE : 4/18/2017
AUTHOR: C Moore
V:\Traffic Management\Administration\Data and Records\GIS
Projects\Traffic Flow Map\2015 Flow Map\TrafficFlowMap2015.mxd

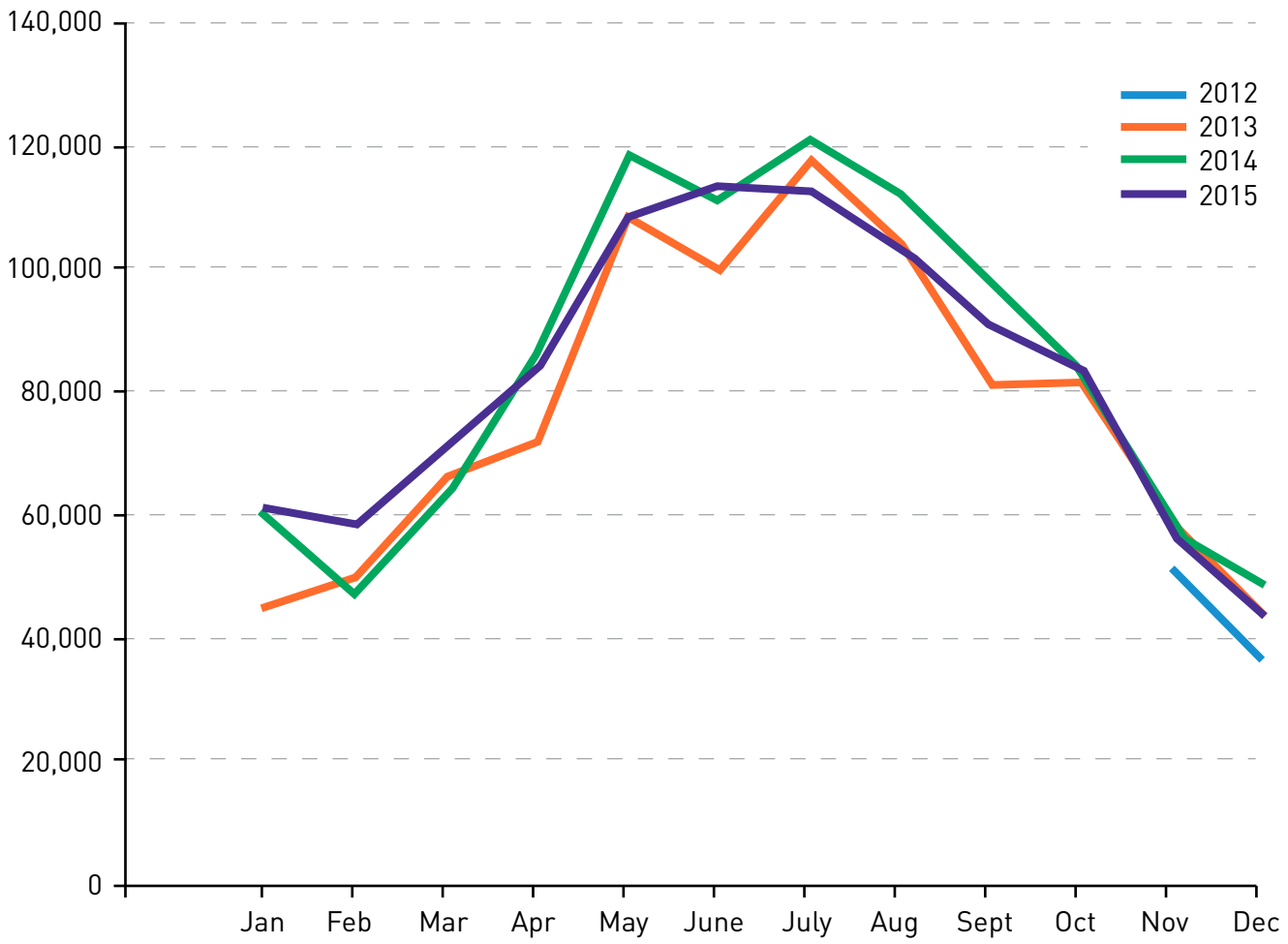
BICYCLE VOLUMES

In 2015, SDOT collected bicycle volume data with three different programs: automated permanent bicycle counters at 10 locations, multiday short counts, and regular spot counts at 50 intersections. There was a 14.5% increase in the number of bicycle riders counted in the citywide quarterly program.

Automated Bicycle Counters

In October 2012, the Fremont bridge totem was installed to count bikes crossing the bridge on both walkways of the bridge. These counts show both hourly and daily patterns for bike volume and allow the effects of weather and other factors to be evaluated. This is the third full year of complete data for the Fremont bridge bike counter. The total bike volume for 2015 was just little under a million at 986,556, which represents 2% reduction in bicycle volume from 2014.

FREMONT BRIDGE BICYCLE COUNTS



Fremont Bridge Totem 2015	
Annual Total	986556
Peak Day	Thu, May 28, 2015 (5,142)
Minimum Day	Sun, Dec 27, 2015 (202)
Max Day of the Week	Wednesday
Hourly Average	113
Daily Average	2703
Monthly Average	82269

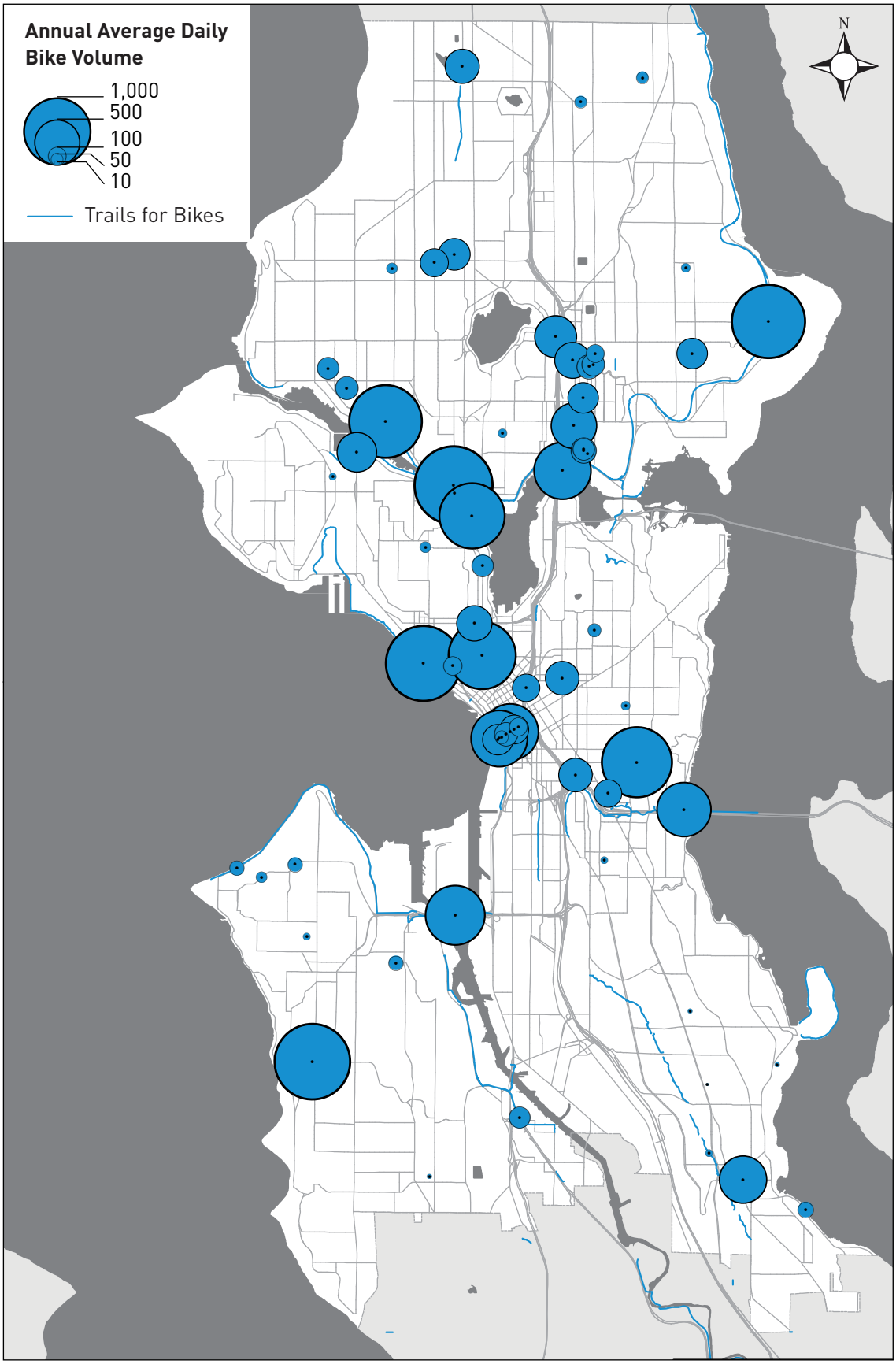
2015 marks the third continuous year of full counts from ten permanent bike counters that were installed at the end of 2013 on multi-use trails and neighborhood greenways. A permanent bike counter display was added to the 2nd Ave Cycle track to display counts in real time. All of these counters capture bike volume by direction; additionally, three locations capture pedestrian volume. These counts give a better illustration of daily bike ridership throughout the city. A map with all the permanent bike counter locations can be found in the appendices as well as the overall numbers from each counter.

Multiday Short Counts

In 2015 we conducted machine short counts in different parts of the city in addition to the spot counts. These counts are a better indication of bike ridership since they capture at least one week of data instead of the 2-hour window of the spot counts. Some of these counts support the Bicycle Master Plan's ridership performance measure and will be counted on annual basis going forward.

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

2015 AVERAGE DAILY BIKE VOLUMES



Spot Bike Counts

In 2011 SDOT began a systematic bicycle counts program that uses National Bicycle and Pedestrian Documentation (NBPD) methodology to count bicycles and pedestrians at 50 locations citywide multiple times a year. In 2015 these counts were conducted in January, May, and September. Each month counts are collected for PM peak (5-7pm), off peak (10am-noon), and Saturday (noon-2pm) time periods at each location. In 2014 we removed the July counts since the days these were conducted landed on the week of the July 4th. We observed that these counts don't correctly show true ridership numbers.

14.5% increase in bicycle riders from 2014 to 2015

In 2015, the quarterly citywide program counted 31,217 cyclists for the months of January, May and September. The overall number of cyclists counted increased by 14.5% from 2014 to 2015 at these valid count locations. Weather can play a factor to these counts due to being on the same day. We also conduct short counts in different locations and have other permanent counters that have shown also an increase in bicycle ridership. Fremont Ave N and N 34th St was again the busiest location with 3,491 cyclists counted.

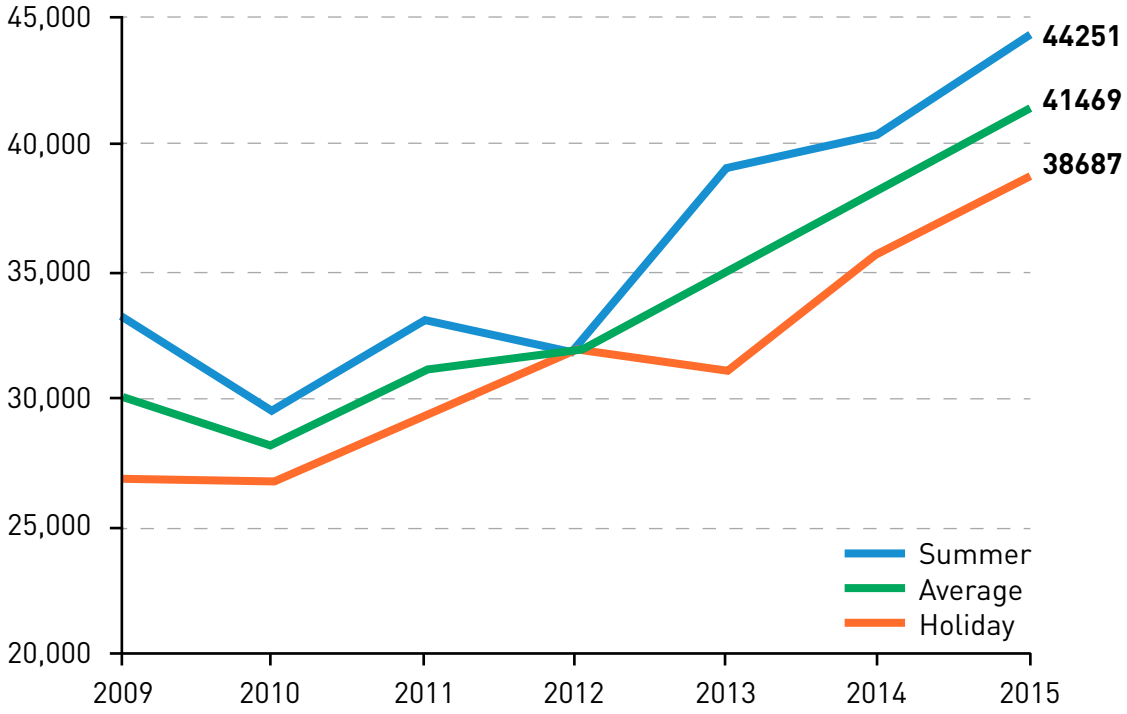
PEDESTRIAN VOLUMES

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

Downtown Seattle Association Counts

The pedestrian counts increased 8.2% during the holiday count from 35743 in 2014 to 38,687 in 2015 and increased 9.6% during the summer count from 40,373 in 2014 to 44,251 in 2015. One of the locations was removed from the counts so the data has been reflected to show more accurate numbers. The average value from each year is increasing.

DOWNTOWN SEATTLE PEDESTRIAN COUNTS



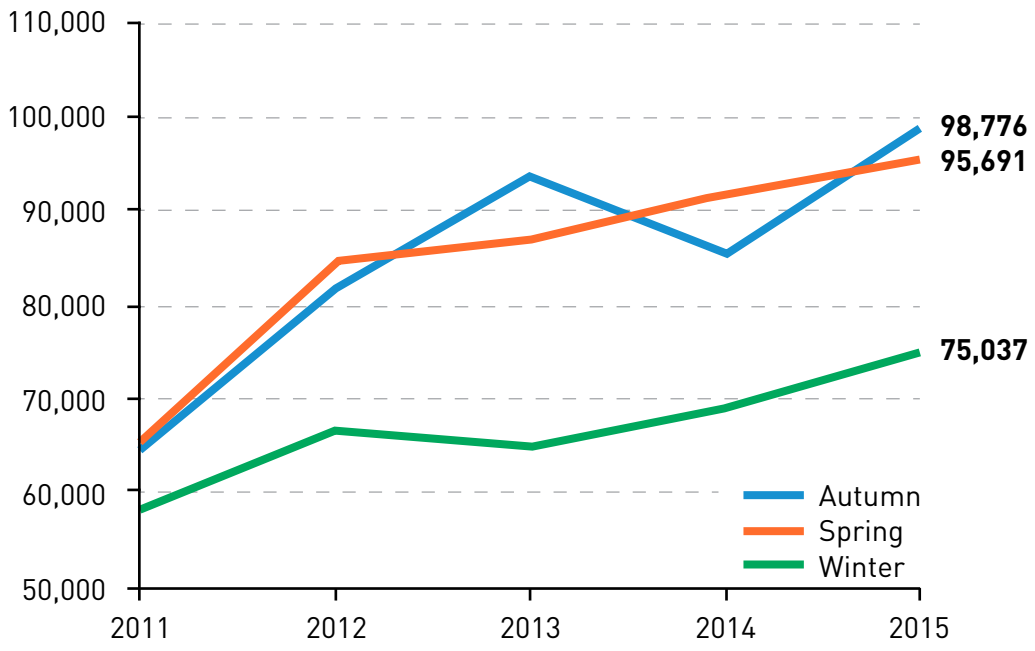
Quarterly Citywide Pedestrian Counts
In 2011, SDOT started using the National Bicycle and Pedestrian Documentation project methodology for counting bicycles and pedestrians. These spot counts provide consistent, annual pedestrian volumes that we can track over time. Each count is conducted at an intersection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

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

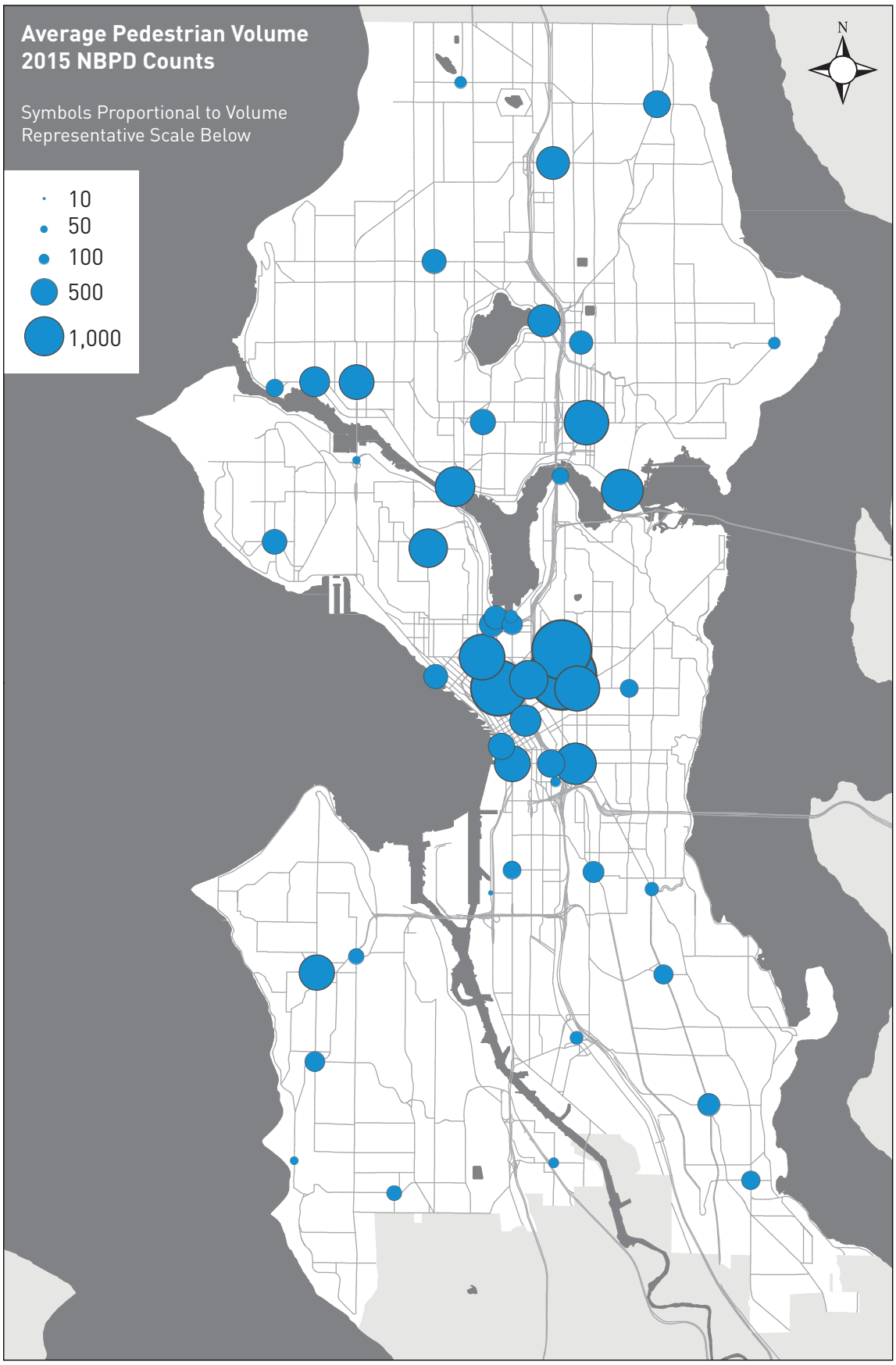
This ongoing program expands SDOT's pedestrian data beyond the city center; it also provides insight into seasonal and daily pedestrian patterns. A chart of the trends in this data is presented below. In general, volumes have consistently increased for each season year over year, except for the summer season, which is highly variable from year to year due to the fact the counts are conducted during the Fourth of July holiday week. With this, we have decided to remove those counts and rely on our other permanent counters.

The total number of pedestrians counted in 2015 by the program was 273,631. The busiest pedestrian location counted in 2015 was again Broadway and East Pine Street with 23,998 total pedestrians counted, this location also had the most pedestrians counted previous years. The following map shows the total pedestrian volumes for each location counted in 2015. Details of the 2015 counts by location are available on the web at www.seattle.gov/transportation/pedestrian.htm.

NBPD PEDESTRIAN COUNT ANNUAL TREND



AVERAGE VOLUMES FOR 2015 PEDESTRIAN COUNTS



MOTOR VEHICLE SPEEDS

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

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

Aurora Ave N, Stone Way N, Fauntleroy Avenue SW, 24th Avenue NW, and Rainier Avenue S are all specified in the Pedestrian Master Plan as locations to report on trends in the 85th percentile speed of traffic. The 2015 results for these locations are listed in the table below. For more results of the speed studies program, see the appendix.

Location	Direction	85th Percentile Speed	High End Speeder Percentage	Speed Limit
Aurora Ave N, s/o N 112th St	NB	42.9	8.2%	35
Aurora Ave N, s/o N 112th St	SB	42.2	6.0%	35
Stone Way N, s/o N 45th St	NB	25.2	0.1%	30
Stone Way N, s/o N 45th St	SB	26.9	0.1%	30
24th Ave NW, s/o NW 80th St	NB	30	0.1%	30
24th Ave NW, s/o NW 80th St	SB	31.1	0.1%	30
Rainier Ave S, nw/o S Holly St	NWB	38.8	12.3%	30
Rainier Ave S, nw/o S Holly St	SEB	37	7.2%	30
Fauntleroy Way SW, s/o SW Alaska St*	NB	ND	ND	35
Fauntleroy Way SW, s/o SW Alaska St*	SB	ND	ND	35

*Data unavailable due to construction activity.

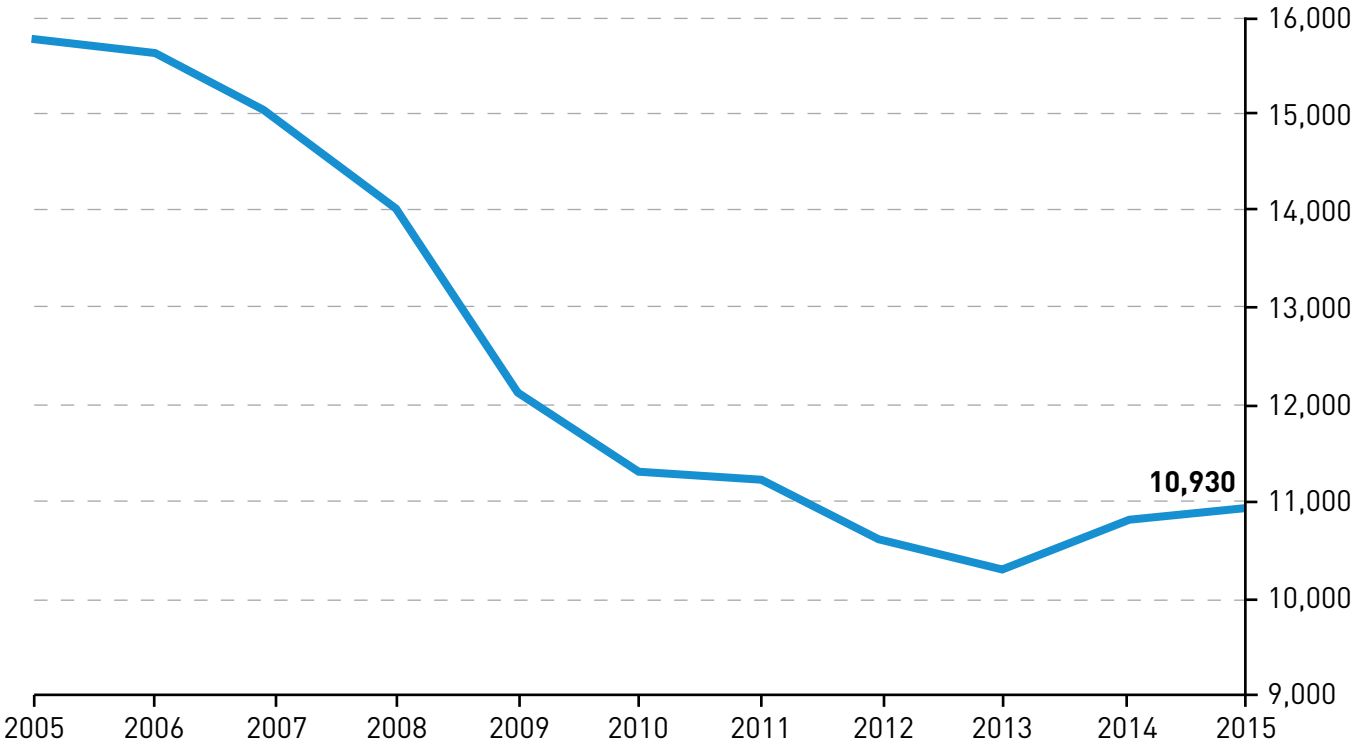
TRAFFIC COLLISIONS

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

There were 10,930 collisions in 2015 on Seattle streets reported by police.

There were 10,930 police reported collisions on Seattle streets in 2015. In addition, there were 3,314 self-reported collisions, which are not included in our analysis due to reliability and completeness factors. The number of Seattle collisions increased slightly since 2014. The trend for all types of reports is listed on the Supporting Data section.

POLICE REPORTED-COLLISIONS ON SEATTLE STREETS

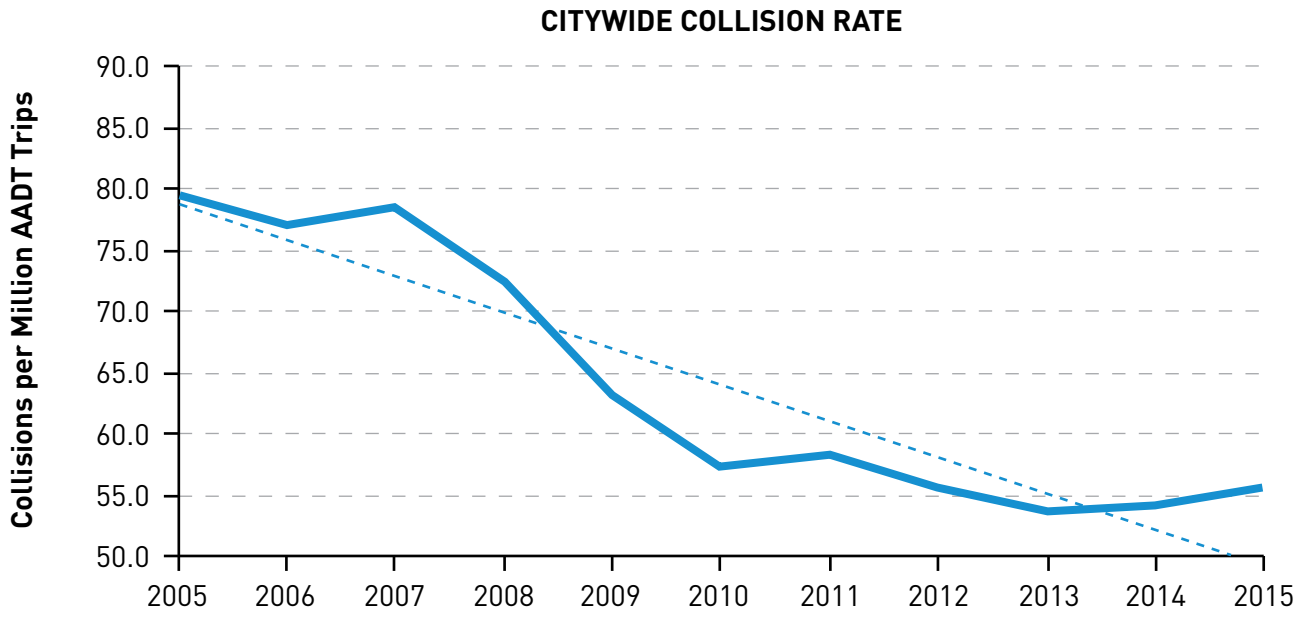


CITYWIDE COLLISION RATE

The collision rate increased by 1% from 2014 to 2015.

The rate that SDOT uses is the number of police reported collisions per Average Annual Daily Trips (AADT). The AADT used is a citywide approximation of arterial traffic volumes and in this case it has been adjusted to exclude volumes on I-5, I-90 and SR-520 because our collision data do not include collisions on these roadways. The 16th Ave S Bridge counts have been included into the ADT. The count for 2014 has been added to the years 2011, 2012 and 2013 since the counts were not done that year due to closure for construction.

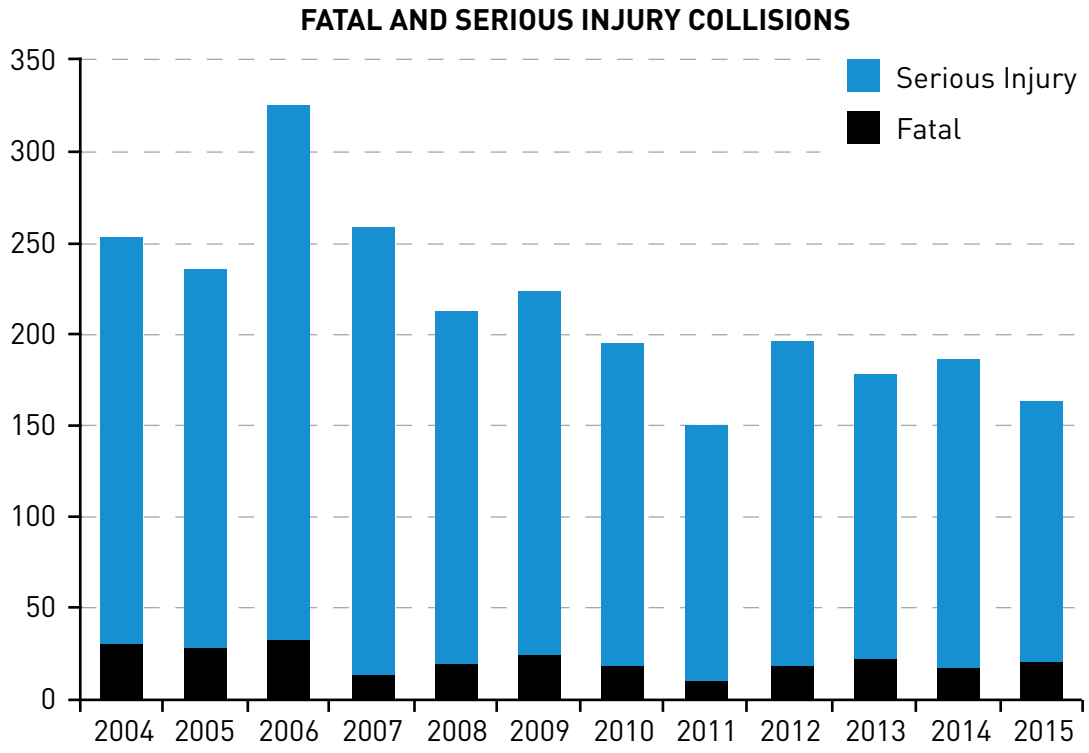
Year	Police Reported Collisions	Average Daily Traffic	AADT	Citywide Collision Rate
2005	15,744	543,444	198,357,060	79.4
2006	15,625	555,997	202,938,905	77.0
2007	14,971	523,342	191,019,830	78.4
2008	14,037	531,930	194,154,450	72.3
2009	12,101	525,758	191,901,732	63.1
2010	11,288	541,170	197,527,114	57.1
2011	11,240	529,988	193,445,620	58.1
2012	10,614	524,732	191,527,180	55.4
2013	10,310	528,174	192,783,510	53.5
2014	10,815	549,655	200,624,075	53.9
2015	10,930	539,600	196,954,000	55.5

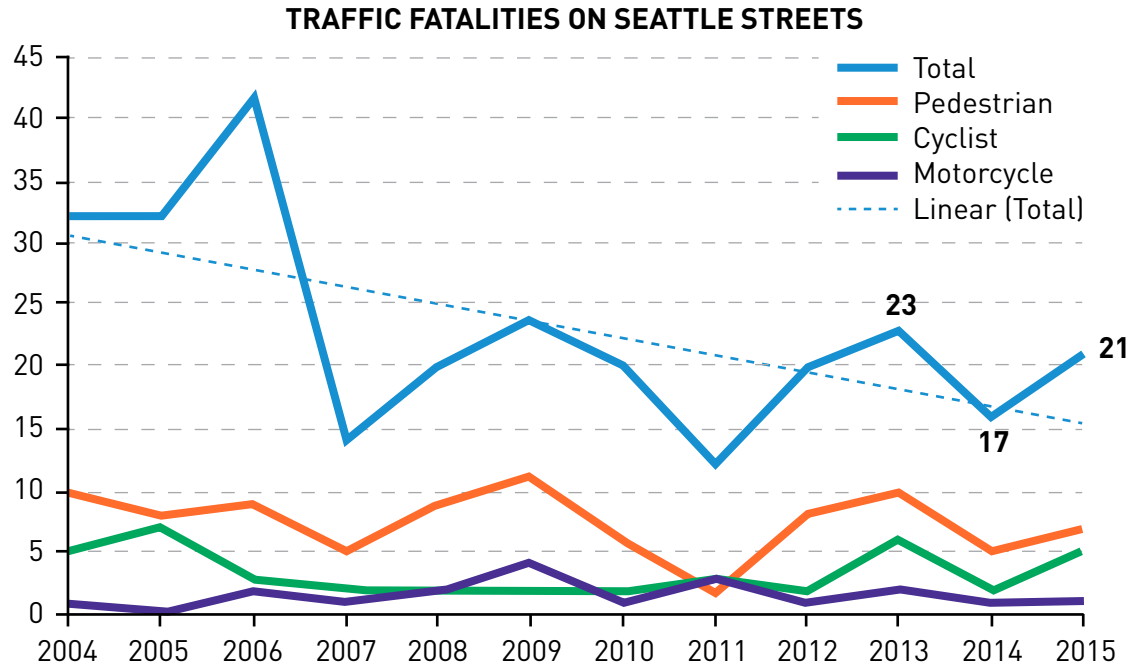


FATAL AND SERIOUS INJURY COLLISIONS

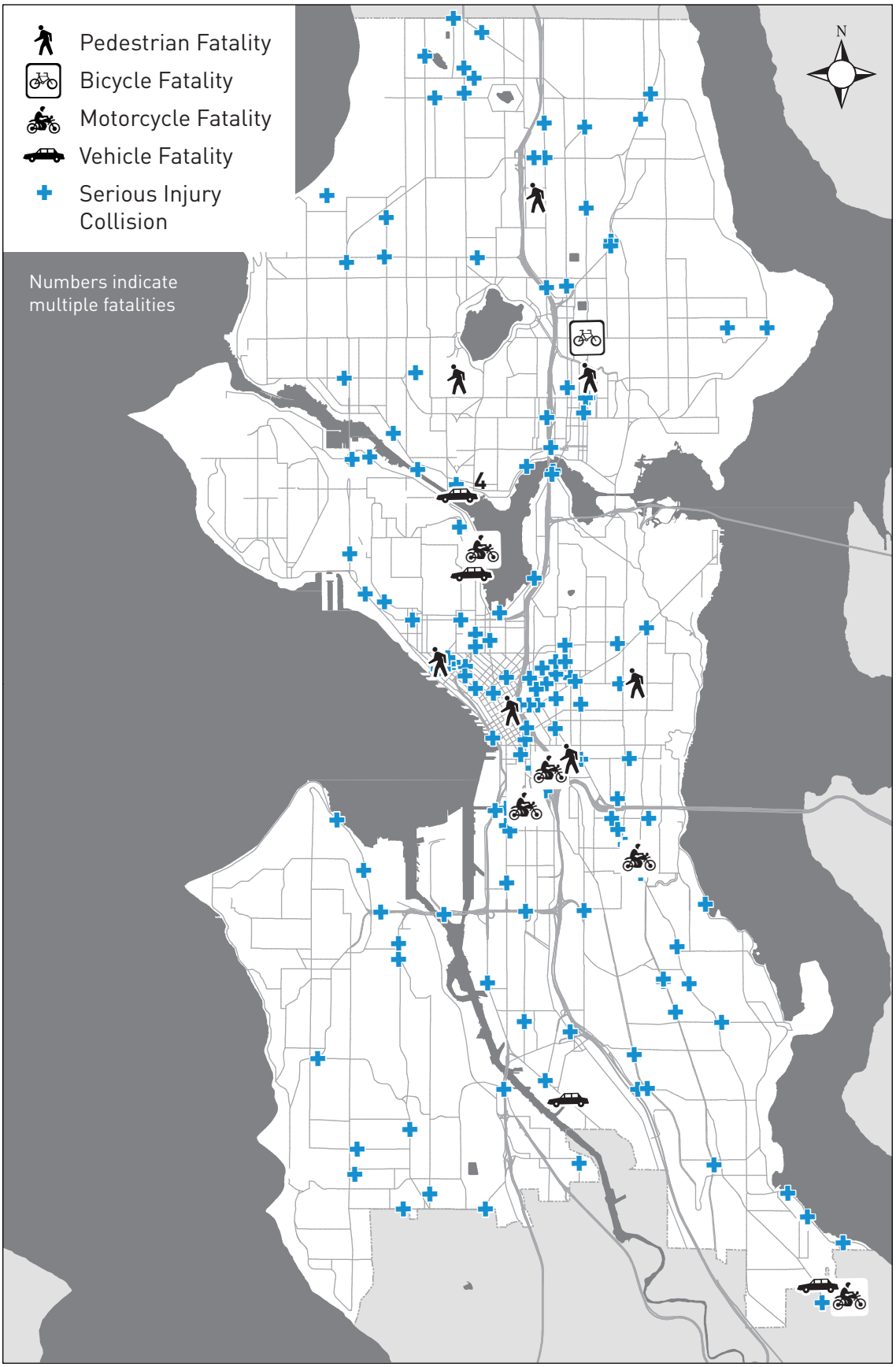
This chart below shows the trend of fatal and serious injury collisions on Seattle streets since 2004. The Vision Zero Action Plan set out a goal of reducing these collisions to zero. The 2015 total of 164 fatal and serious injury collisions, which represents 11.8% decrease from 2014.

In 2015, there were 21 fatalities on Seattle streets. One crash on the Aurora Bridge accounted for 23% of these fatalities. These numbers do not include incidents on limited access State Highways and Interstates, but do include incidents on the Alaskan Way Viaduct. Details of each fatality and tables of historical trends can be found in the appendices.





2015 SERIOUS AND FATAL COLLISION LOCATIONS ON SEATTLE STREETS

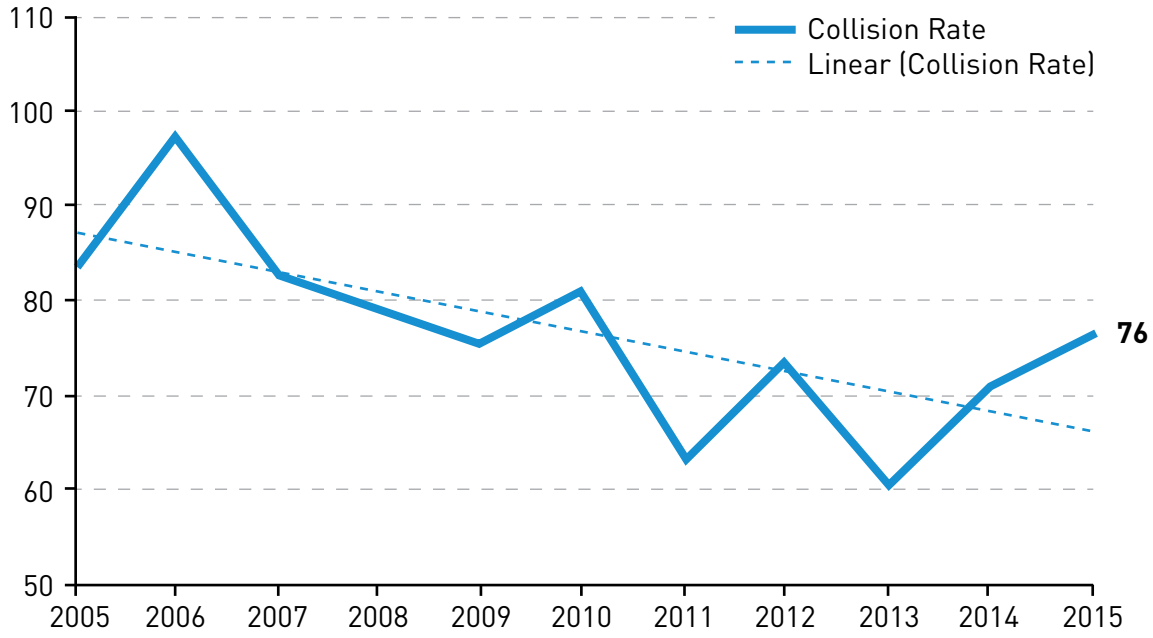


PEDESTRIAN COLLISION RATE

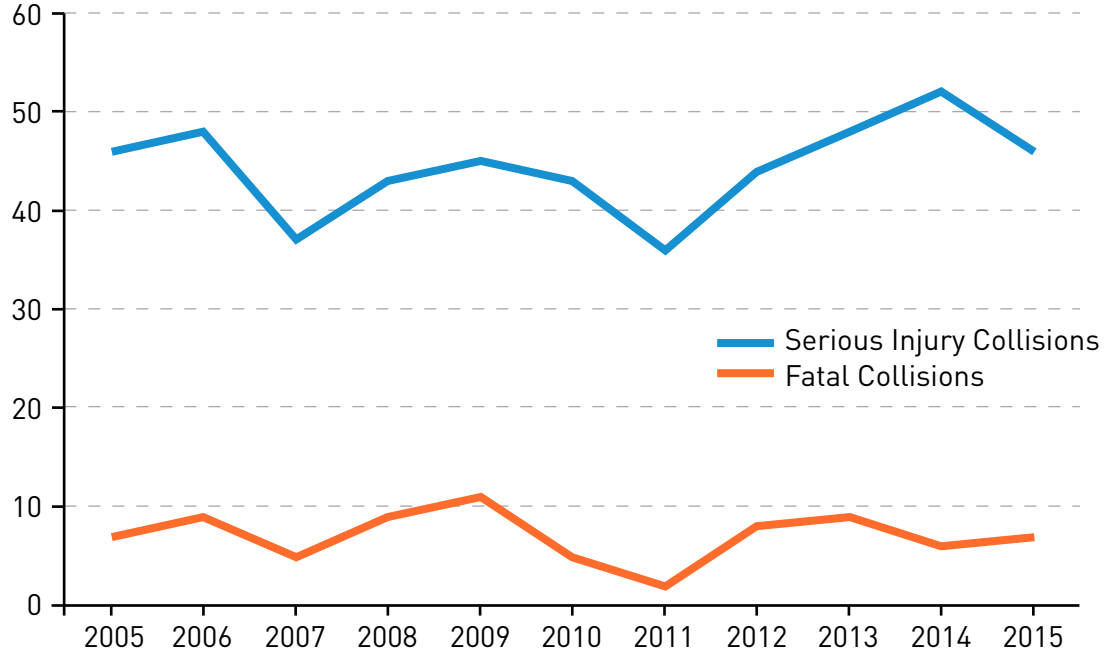
The 2009 Pedestrian Master Plan defined a decreasing trend in the rate of collisions involving pedestrians as a safety goal. SDOT continues to measure its pedestrian collision rate as the number of pedestrian collision divided by the population of the City of Seattle.

The total number of pedestrian serious injury and fatality collisions decreased from 2014 to 2015 by 8.6% from 58 people to 53. There was a 7% increase of pedestrian collisions per 100,000 inhabitants from 2014 to 2015.

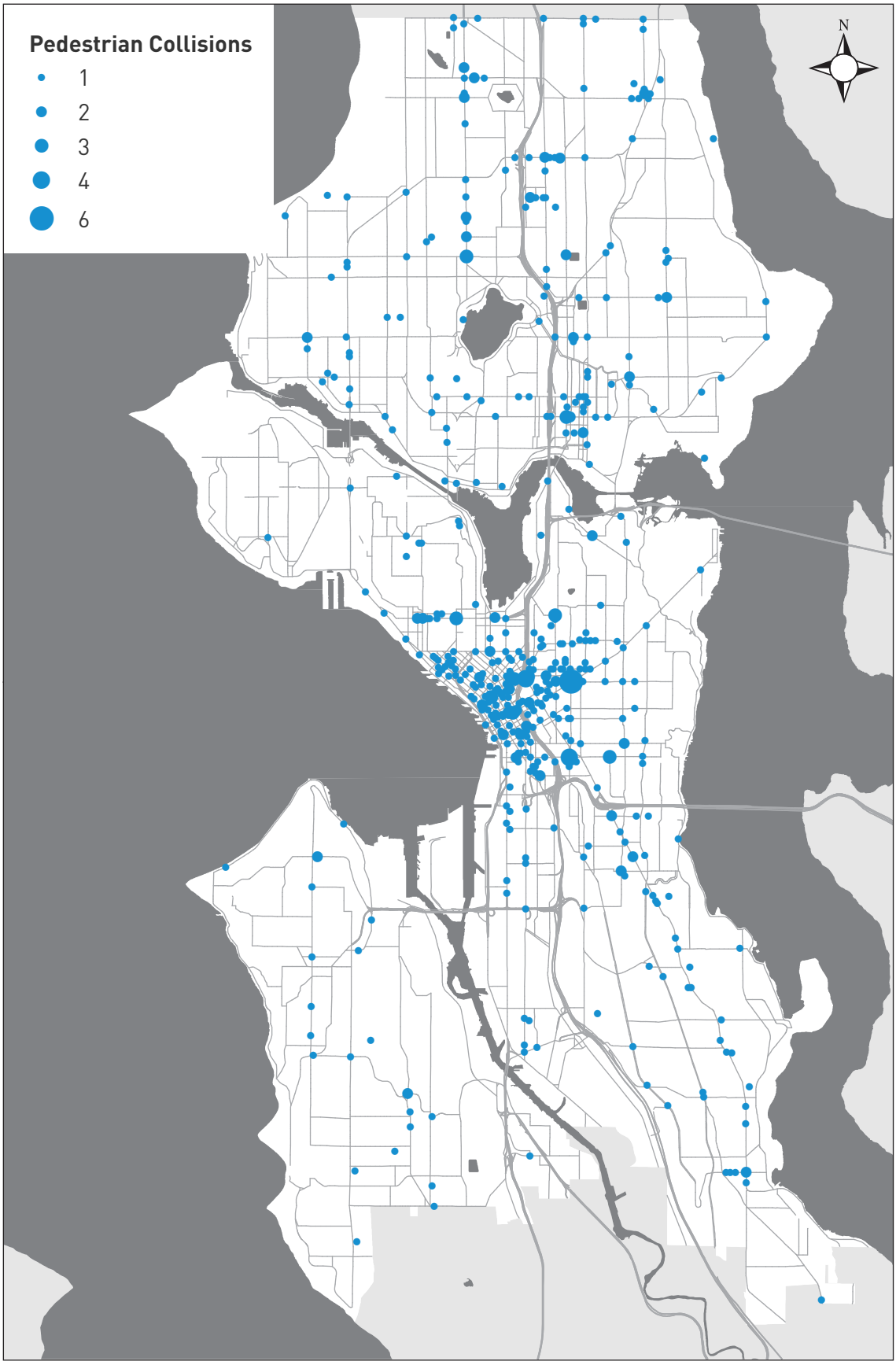
PEDESTRIAN-INVOLVED COLLISION RATE PER 100,000 RESIDENTS



SERIOUS AND FATAL COLLISIONS FOR PEDESTRIANS

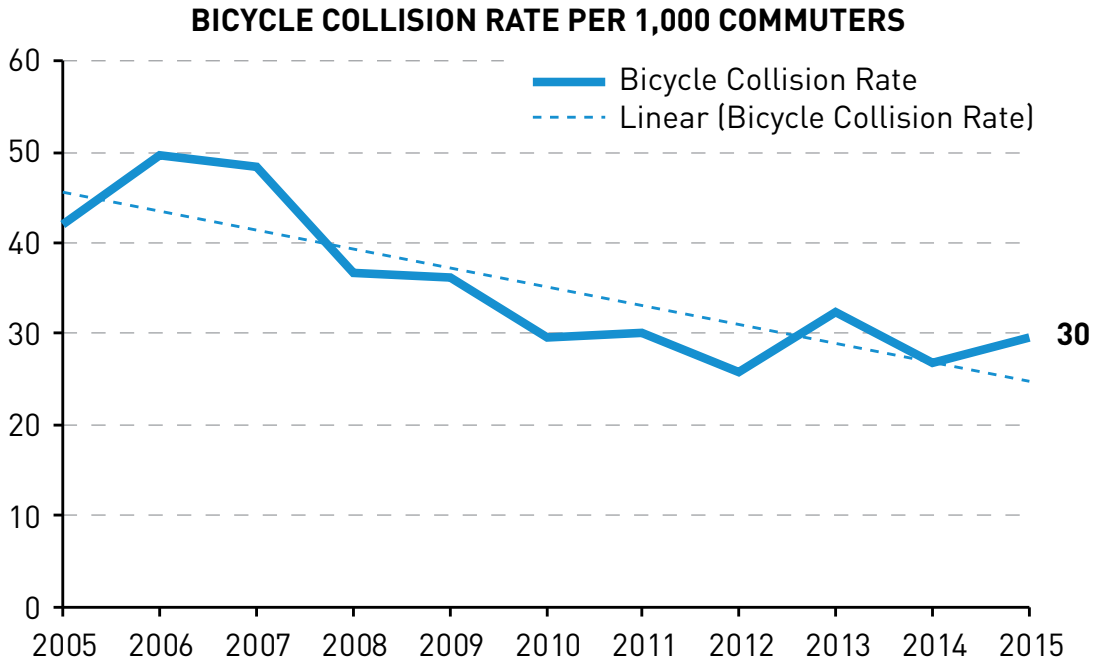


2015 PEDESTRIAN COLLISIONS ON SEATTLE STREETS

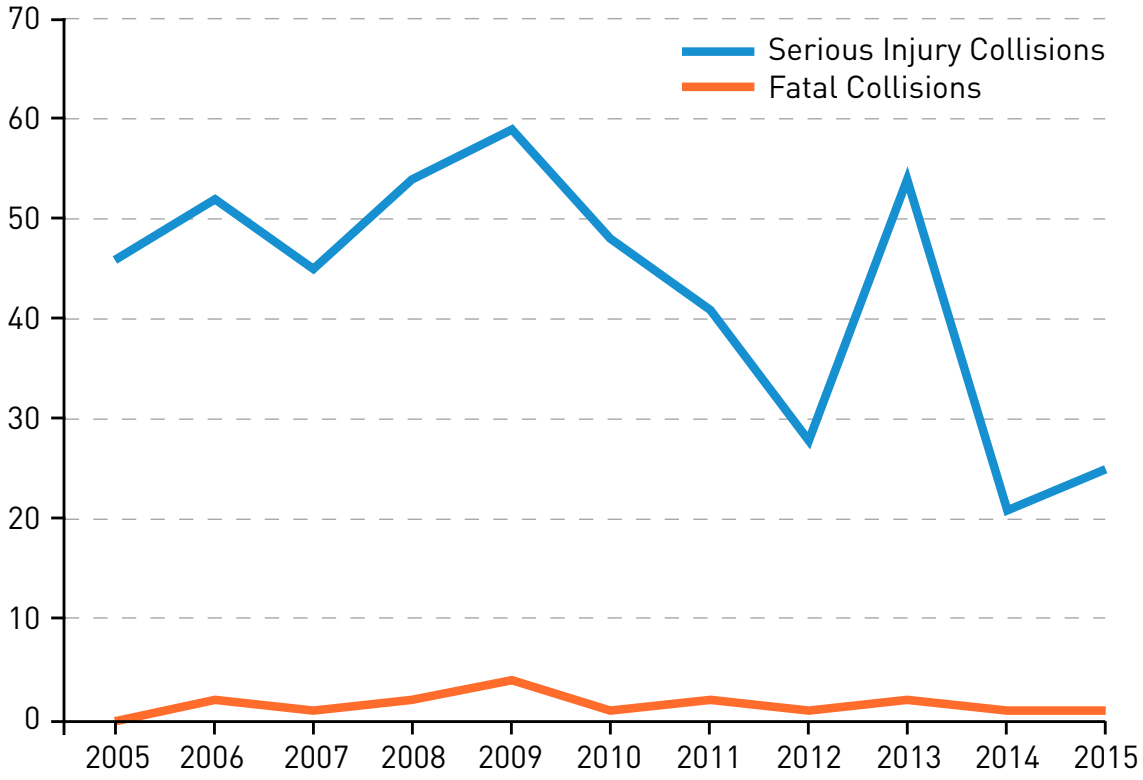


BICYCLE COLLISION RATE

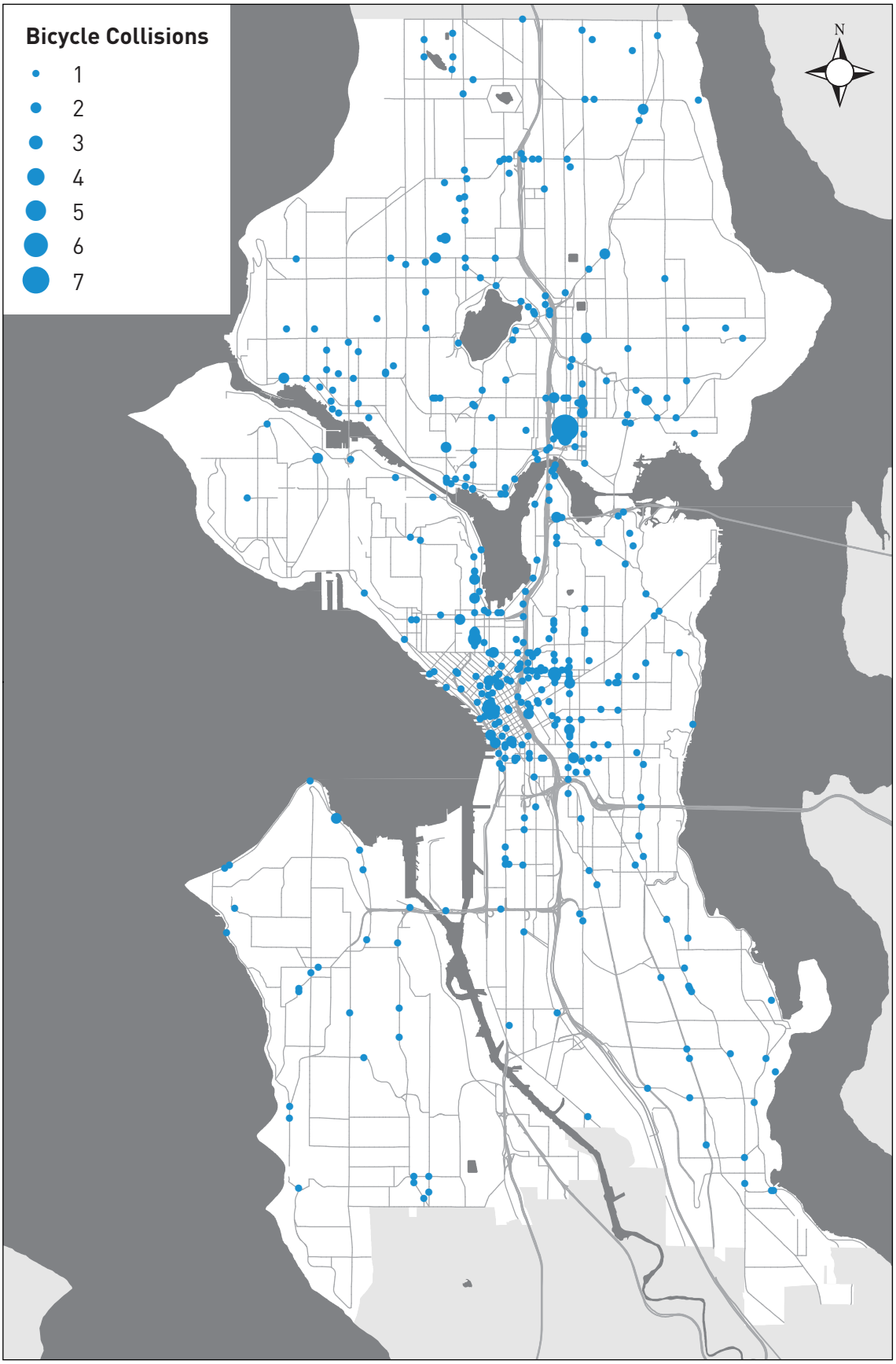
The chart below shows the bicycle collision rate as a factor of the number of bicycle commuters as reported by the U.S. Census Bureau's Amercian Community Survey (ACS). Currently, the ACS number is the best proxy SDOT has for the total number of cycling trips in the City of Seattle. The bicycle collision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



SERIOUS AND FATAL COLLISIONS FOR BICYCLES



2015 BICYCLE COLLISIONS ON SEATTLE STREETS



SUPPORTING DATA

VOLUME DATA

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

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

2015 Bridge Count Locations
1. Aurora Bridge
2. Ballard Bridge
3. Fremont Bridge
4. Montlake Bridge
5. Spokane Street Corridor (Duwamish West Waterway)
6. West Seattle Bridge (High-rise)
7. SW Spokane Bridge (Swing)
8. University Bridge
9. 1 Ave S Bridge
10. 16th Ave S Bridge (closed – not counted in 2013)
11. 1-90 Bridge
12. SR520 Bridge
13. I-5 Bridge

Year	Average Daily Traffic in Seattle
2004	1,068,932
2005	1,032,264
2006	1,054,570
2007	1,006,782
2008	1,017,930
2009	999,465
2010	1,010,870
2011	1,005,616
2012	976,625
2013	986,174
2014	1,009,764
2015	1,019,044

2015 Monthly Expansion Factor						
	JAN	FEB	MAR	APR	MAY	JUN
Count	417,019	466,192	459,913	471,336	460,974	477,076
Factor	1.106	0.989	1.003	0.979	1.001	0.967
	JUL	AUG	SEP	OCT	NOV	DEC
Count	491,372	456,699	466,556	467,550	444,675	455,858
Factor	0.939	1.01	0.989	0.987	1.037	1.012

Year	Seattle Population
2000	563,374
2001	569,041
2002	569,271
2003	569,101
2004	570,375
2005	573,296
2006	580,485
2007	589,304
2008	598,541
2009	602,000
2010	608,660
2011	620,778
2012	634,535
2013	652,000
2014	668,342
2015	684,451

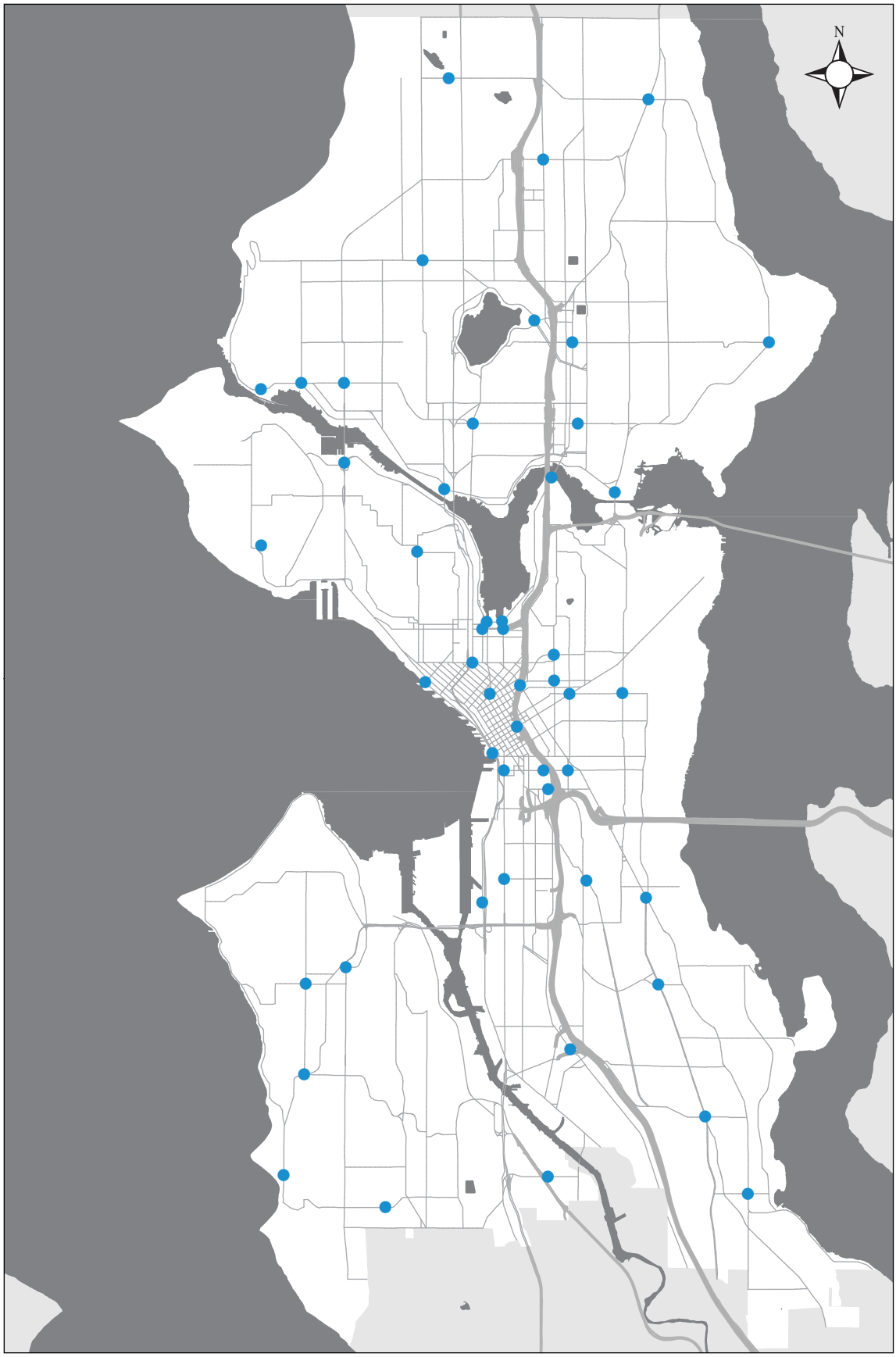
Year	Seattle/Tacoma/Bellevue Employment
2004	1,600,367
2005	1,640,012
2006	1,702,077
2007	1,744,923
2008	1,768,195
2009	1,724,562
2010	1,710,769
2011	1,722,178
2012	1,765,426
2013	1,796,317
2014	1,836,144
2015	1,874,467

Annual Transit Ridership						
Year	Metro Ridership	Access Boardings	Taxi Boardings	CAT* Boardings	ST Boardings	Total Transit Ridership
2004	96,507,443	1,062,092	50,314	117,004	10,144,153	107,881,006
2005	98,957,216	1,104,480	44,797	127,685	10,968,979	111,203,157
2006	103,242,414	1,128,496	40,474	129,460	12,256,022	116,796,866
2007	110,600,190	1,118,400	35,320	141,368	13,764,711	125,659,989
2008	118,824,795	1,121,776	34,046	155,456	16,128,142	136,264,215
2009	111,717,152	1,119,927	34,320	211,417	18,810,635	131,893,451
2010	109,583,654	1,229,039	32,502	250,369	22,802,673	133,898,237
2011	112,766,328	1,221,392	32,352	303,428	25,079,792	139,403,292
2012	115,410,304	1,164,935	31,228	312,795	28029,348	144,948,610
2013	118,629,373	1,158,467	31,271	316,723	30,379,713	150,515,547
2014	120,950,922	1,079,309	27,490	342,989	32,996,287	155,396,997
2015	121,849,972	980,086	24,059	362,461	34,860,000	158,069,578

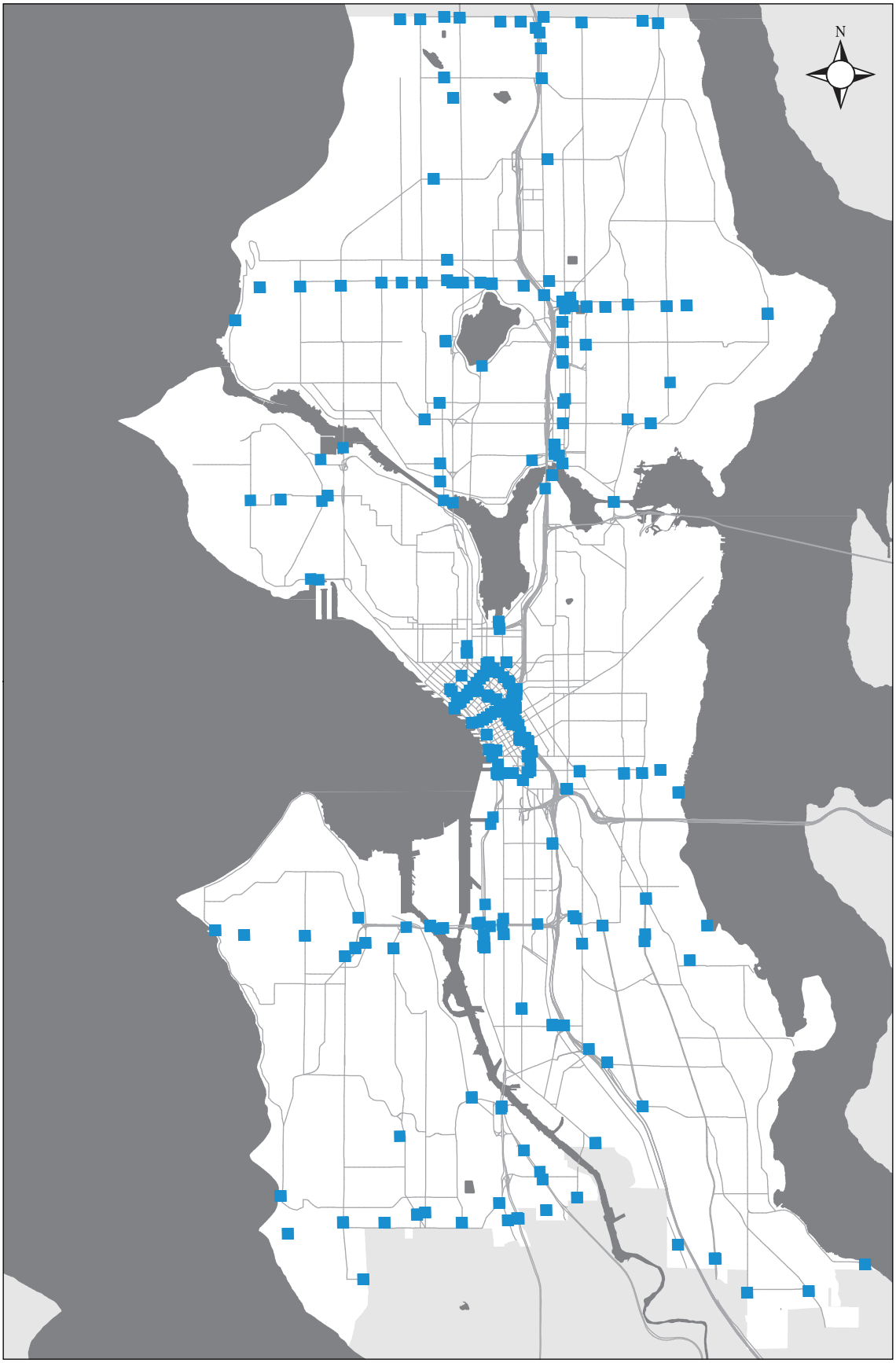
*Community Access Transit

Fremont Bridge Total				
Month	2012	2013	2014	2015
January	n/a	44,884	59,873	60,630
February	n/a	50,027	47,025	58,659
March	n/a	66,089	63,494	71,144
April	n/a	71,998	86,855	83,697
May	n/a	108,574	118,644	107,775
June	n/a	99,280	110,907	113,717
July	n/a	117,974	120,669	112,780
August	n/a	104,549	112,490	103,351
September	n/a	80,729	97,558	91,140
October	n/a	81,352	83,184	83,003
November	50,647	59,270	56,990	56,668
December	36,369	43,553	48,507	43,992

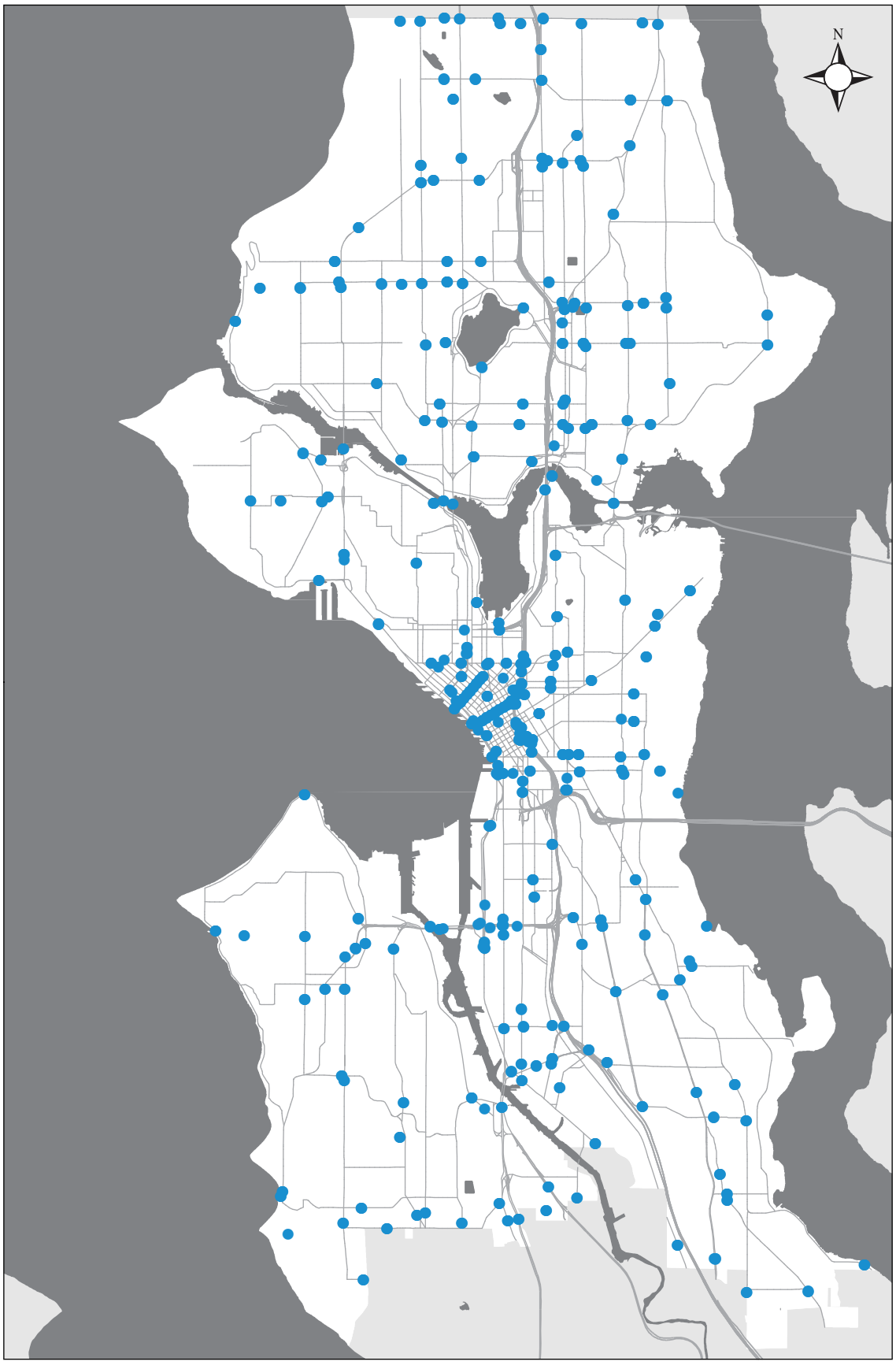
SDOT BIKE AND PEDESTRIAN SPOT COUNT LOCATIONS



SDOT SCREENLINE TRAFFIC VOLUME COUNT LOCATIONS



SDOT FLOW MAP TRAFFIC VOLUME COUNT LOCATIONS




Permanent Bike Counters
Bike with Display
Bike and Pedestrian
Bike
N
Linden Ave N south of N 135th St
Burke Gilman Trail north of NE 70th St
NW 58th St east of 22nd Ave NW
39th Ave NE south of NE 62nd St
Fremont Bridge
Elliott Bay Trail in Myrtle Edwards Park
Broadway PBL between Pike St and Union St
2nd Ave PBL south of Madison
S Spokane St Bridge
MTS Trail (I-90) at Lakeside Ave S
26th Ave SW south of SW Oregon St - Delridge Greenway
Chief Sealth Trail north of S Thistle St

2015 Bicycle Counts			
Count Location	Count Type	Facility	Calculated Annual Average Daily Bicycle Volume
Fremont Totem	Permanent	Multi Use Trail	2703
NE 40th St e/o Brooklyn Ave NE	Short	Protected Bike Lane	1820
N 34th St w/o Fremont Ave N	Short	Minor Separation	1320
Fauntleroy Way SW w/o California Ave SW Total	Short	None	1250
Elliott Bay Trail in Myrtle Edward Park	Permanent	Multi Use Trail	1220
Burke Gilman north of NE 70th St	Permanent	Multi Use Trail	1170
Burke Gilman Trail at 9th Ave NW	Short	Multi Use Trail	1160
S Jackson e/o 23rd Ave S Total	Short	Minor Separation	1100
Dexter n/o Denny Way Total	Short	Protected Bike Lane	1010
Westlake Ave N e/o Aurora Ave N	Short	Multi Use Trail	970
S Spokane St at 11th Ave S	Permanent	Multi Use Trail	821
University Br West Bike Path NB	Short	Protected Bike Lane	760
2nd Ave Cycle Track	Permanent	Protected Bike Lane	750
Alaskan Way Bike Trl btwn Madison St and Marion St	Short	None	750
MTS west of I-90	Permanent	Multi Use Trail	690
S Henderson St w/o 50th Ave S Total	Short	Minor Separation	550
Roosevelt Way NE s/o NE 45th St Bike Lane	Short	Protected Bike Lane	520
NE Ravenna Blvd nw/o NE 65th St	Short	Minor Separation	450
Ballard BR s/o Point A Total	Short	None	400
NE Ravenna Blvd nw/o Roosevelt Way NE	Short	Minor Separation	340
Mercer St at Aurora	Short	Protected Bike Lane	330
Linden Ave N	Short	Multi Use Trail	310
12th Ave S s/o S Weller St Total	Short	Minor Separation	300
Broadway Cycle Track	Short	Protected Bike Lane	300
Fremont Ave N n/o N 86th St	None	None	270
12th Ave NE s/o NE 50th st Total	Short	Greenway	260
Alaskan btwn Madison St and Marion St	Short	None	260
39th Ave Greenway at 62nd St	Permanent	Greenway	257
3rd Ave btwn Madison St and Marion St Total	Short	None	230
Greenwood Ave N s/o N 85th St	Short	Minor Separation	220
Haiwatha Pl btw Bush st and Charles St	Short	Greenway	210
Pike St w/o Terry Ave Total	Short	Sharrows	210

2015 Bicycle Counts			
Count Location	Count Type	Facility	Calculated Annual Average Daily Bicycle Volume
NE Campus e/o 12th Ave NE EB	Short	None	180
NE Ravenna Blvd w/o University Way NE	Short	Minor Separation	170
1st Ave btwn Madison St and Marion St	Short	None	160
17th Ave NW n/o NW 53rd St	Short	None	150
Cowen Pl NE n/o Ravenna Blvd Total	Short	Minor Separation	150
Dexter Ave N s/o Howe St Total	Short	Minor Separation	140
NE Campus e/o 12th Ave NE WB	Short	None	140
NW 58 St Greenway at 22nd Ave NW	Permanent	Greenway	140
Duwamish River Trl n/o S Holden St	Short	Multi Use Trail	130
2nd Ave s/o Cedar St SB	Short	Minor Separation	110
4th Ave s/o Madison St NB	Short	None	100
Cowen Pk Br n/o Cowen Pl Total	Short	Minor Separation	100
Rainier Ave S n/o S Keppler St	Short	Minor Separation	80
26th Ave SW and Oregon St	Permanent	Greenway	70
Alki Ave SW w/o 59th Ave SW	Short	Minor Separation	70
SW Admiral NE/o 48th Ave SW	Short	None	70
E Republican w/o 16th Ave E	Short	Sharrows	60
Western Ave btwn Madison St and Marion St NB	Short	Minor Separation	60
27th Ave NE n/o NE 130th St	Short	Greenway	50
NE 125th St e/o 12th Ave NE Total	Short	Minor Separation	50
NW 83rd St w/o 8th Ave NW	Short	None	40
SW Admiral NE/o SW Stevens	Short	None	40
W Boston St e/o 1st Ave W	Short	Sharrows	40
22nd Ave n/o E Columbia	Short	None	30
38th Ave NE n/o NE 82nd St	Short	Greenway	30
N 43rd St w/o Wallingford	Short	Greenway	30
18th ave S n/o S Bayview St	Short	Greenway	20
45th Ave SW n/o SW Dakota St	Short	None	20
Chief Sealth north of SW Thistle St	Permanent	Multi Use Trail	20
Gilman Ave W n/o Bertona St SB	Short	Minor Separation	20
17th Ave SW n/o Henderson NB SB	Short	None	10
Renton Ave S s/o S Bennett St	Short	None	10
S Morgan St w/o Seward Park Ave	Short	Nonw	10
S Willow St e/o 42 Ave S	Short	None	10

SPEED DATA

Location	Direction	Speed Limit	85th Percentile speed	High End Speeder Percentage	Date
10th Ave E, s/o E Boston St	N	30	33.7	0.1%	7/21/2015
10th Ave E, s/o E Boston St	S	30	32.8	0.1%	8/21/2015
14th Ave, n/o E Yesler Way	N	30	28.8	2.5%	3/2/2015
14th Ave, n/o E Yesler Way	S	30	29.2	0.1%	3/2/2015
24th Ave E, n/o E Prospect St	N	30	41.6	29.0%	6/5/2015
24th Ave E, n/o E Prospect St	S	30	38.9	12.2%	7/31/2015
Boren Ave, se/o Pike St	NW	30	28.5	11.2%	8/31/2015
Boren Ave, se/o Pike St	SE	30	18	0.3%	12/15/2015
Broadway, s/o E Denny Way	N	30	24.2	0.1%	12/15/2015
Broadway, s/o E Denny Way	S	30	25.6	0.1%	12/15/2015
E Cherry St, w/o 26th Ave	E	30	29.7	0.1%	3/2/2015
E Cherry St, w/o 26th Ave	W	30	33	0.1%	3/2/2015
E John St, e/o Broadway E	E	30	27.1	0.1%	12/15/2015
E Pike St, w/o Broadway	E	30	22.6	0.1%	7/23/2015
E Pike St, w/o Broadway	W	30	22.9	0.1%	7/23/2015
E Pine St, w/o Broadway	E	30	21.2	0.4%	12/15/2015
E Pine St, w/o Broadway	W	30	21.8	0.1%	12/15/2015
E Union St, w/o 26th Ave	E	30	35	1.9%	5/27/2015
E Union St, w/o 26th Ave	W	30	31.3	0.1%	12/14/2015
M L King Jr Way E, s/o E John St	N	30	32.7	0.1%	5/12/2015
M L King Jr Way E, s/o E John St	S	30	31.9	0.1%	5/12/2015
M L King Jr Way, n/o E Yesler Way	N	30	33	0.1%	5/12/2015
M L King Jr Way, n/o E Yesler Way	S	30	30.4	0.1%	5/12/2015
Aurora Ave N, s/o N 112th St	N	35	42.9	8.2%	8/31/2015
Aurora Ave N, s/o N 112th St	S	35	42.2	6.0%	8/31/2015
Mercer St, w/o Dexter Ave N	E	30	ND	ND	
Mercer St, w/o Dexter Ave N	W	30	ND	ND	
East Green Lake Dr N, nw/o Latona Ave NE	NW	30	31.6	0.1%	8/14/2015
East Green Lake Dr N, Nw/O Latona Ave NE	SE	30	30.4	0.1%	8/14/2015
N 105th St, w/o Evanston W Ave N	E	30	36.4	5.0%	9/1/2015
N 105th St, w/o Evanston W Ave N	W	30	35.9	4.3%	9/1/2015
N 40th St, e/o Stone Way N	E	30	25.4	0.1%	8/14/2015
N 40th St, e/o Stone Way N	W	30	23.1	0.0%	12/14/2015
N 46th St, w/o Phinney Ave N	E	30	34.3	0.2%	9/2/2015

Location	Direction	Speed Limit	85th Percentile speed	High End Speeder Percentage	Date
N 46th St, w/o Phinney Ave N	W	30	33.3	0.1%	9/2/2015
Phinney Ave N, s/o N 65th St	N	30	28	0.1%	8/6/2015
Phinney Ave N, s/o N 65th St	S	30	27	0.1%	8/21/2015
Stone Way N, s/o N 45th St	N	30	25.2	0.1%	8/21/2015
Stone Way N, s/o N 45th St	S	30	26.9	0.1%	8/6/2015
11th Ave NE, s/o NE 45th St	N	30	ND	ND	
12th Ave NE, s/o NE 75th St	N	30	ND	ND	
12th Ave NE, s/o NE 75th St	S	30	ND	ND	
15th Ave NE, s/o NE 45th St	N	30	27	0.1%	5/18/2015
15th Ave NE, s/o NE 45th St	S	30	27.8	0.2%	6/5/2015
1st Ave NE, s/o NE 145th St	N	30	22	0.1%	5/19/2015
1st Ave NE, s/o NE 145th St	S	30	21	0.0%	5/19/2015
30th Ave NE, s/o NE 145th St	N	30	ND	ND	
30th Ave NE, s/o NE 145th St	S	30	ND	ND	
35th Ave NE, s/o NE 75th St	N	30	ND	ND	
35th Ave NE, s/o NE 75th St	S	30	ND	ND	
NE 145th St, e/o 5th Ave NE	E	35	38.6	1.3%	3/18/2015
NE 145th St, e/o 5th Ave NE	W	35	36	0.7%	3/18/2015
NE 55th St, e/o 35th Ave NE	E	30	27.5	0.0%	10/22/2015
NE 55th St, e/o 35th Ave NE	W	30	25.1	0.0%	10/22/2015
NE Northgate Way, w/o 15th Ave NE	E	30	38.3	1.6%	7/28/2015
NE Northgate Way, w/o 15th Ave NE	W	30	36.4	0.7%	8/21/2015
NE Pacific St, ne/o 2nd Ave NE	NE	30	33.5	0.7%	10/20/2015
NE Pacific St, ne/o 2nd Ave NE	SW	30	31.7	0.1%	10/20/2015
Sand Point Way NE, s/o NE 74th St	N	40	ND	ND	
Sand Point Way NE, s/o NE 74th St	S	40	ND	ND	
24th Ave NW, s/o NW 80th St	N	30	31	0.1%	11/16/2015
24th Ave NW, s/o NW 80th St	S	30	31.1	0.1%	11/16/2015
32nd Ave NW, s/o NW 80th St	N	30	32	0.6%	11/16/2015
32nd Ave NW, s/o NW 80th St	S	30	32.6	0.7%	11/16/2015
3rd Ave NW, s/o NW 145th St	N	30	30.9	0.0%	5/19/2015
3rd Ave NW, s/o NW 145th St	S	30	31.5	0.0%	5/19/2015
Holman Rd NW, ne/o 13th E Ave NW	NE	35	39.5	4.0%	6/16/2015
Holman Rd NW, ne/o 13th E Ave NW	SW	35	38.4	1.6%	7/23/2015
NW 85th St, w/o 16th Ave NW	E	30	31.4	0.1%	6/16/2015

Location	Direction	Speed Limit	85th Percentile speed	High End Speeder Percentage	Date
NW 85th St, w/o 16th Ave NW	W	30	34.3	1.1%	7/23/2015
NW Market St, w/o 8th Ave NW	E	30	ND	ND	
NW Market St, w/o 8th Ave NW	W	30	ND	ND	
16th Ave S, n/o 16th Ave S Br	N	30	42.1	34.4%	9/3/2015
16th Ave S, n/o 16th Ave S Br	S	30	43.1	44.8%	9/3/2015
1st Ave S, n/o S Spokane Nr St	N	35	ND	ND	
1st Ave S, n/o S Spokane Nr St	S	35	ND	ND	
31st Ave S, s/o S Jackson St	N	30	ND	ND	
31st Ave S, s/o S Jackson St	S	30	ND	ND	
6th Ave S, s/o S Forest St	N	30	24.6	1.1%	7/8/2015
6th Ave S, s/o S Forest St	S	30	22.7	0.5%	7/31/2015
East Marginal NB Way S, n/o Alaskan Wy Vi NB	N	35	ND	ND	
East Marginal SB Way S, s/o Duwamish Ave S	S	30	ND	ND	
East Marginal Way S, nw/o S Michigan St	NW	35	36.6	0.9%	8/20/2015
East Marginal Way S, nw/o S Michigan St	SE	35	36.5	0.9%	8/20/2015
M L King Jr ER Way S, n/o S Andover St	N	35	ND	ND	
M L King Jr Wr Way S, n/o S Andover St	S	35	ND	ND	
M L King Jr ER Way S, se/o S Holly St	NW	35	38.1	2.0%	8/19/2015
M L King Jr WR Way S, se/o S Holly St	SE	35	38	2.9%	8/19/2015
Rainier Ave S, nw/o S Holly St	NW	30	38.8	12.3%	7/22/2015
Rainier Ave S, nw/o S Holly St	SE	30	37	7.2%	7/22/2015
Rainier Ave S, s/o S Othello St	N	30	ND	ND	
Rainier Ave S, s/o S Othello St	S	30	ND	ND	
Renton Ave S, se/o S Henderson St	NW	30	40.4	20.5%	8/26/2015
Renton Ave S, se/o S Henderson St	SE	30	41.4	28.3%	8/26/2015
S Columbian Way, w/o Beacon WR Ave S	E	30	35.4	3.0%	7/22/2015
S Columbian Way, w/o Beacon WR Ave S	W	30	36.2	3.8%	7/22/2015
S Dearborn St, w/o 13th Ave S	E	30	38.6	9.9%	4/1/2015
S Dearborn St, w/o 13th Ave S	W	30	38	9.4%	6/2/2015
S Graham St, e/o Swift Ave S	E	30	ND	ND	
S Graham St, e/o Swift Ave S	W	30	ND	ND	
S Jackson St, w/o 23rd Ave S	E	30	33.1	1.4%	5/8/2015
S Jackson St, w/o 23rd Ave S	W	30	33.4	1.2%	5/8/2015
S Lander St, w/o 6th Ave S	E	30	ND	ND	

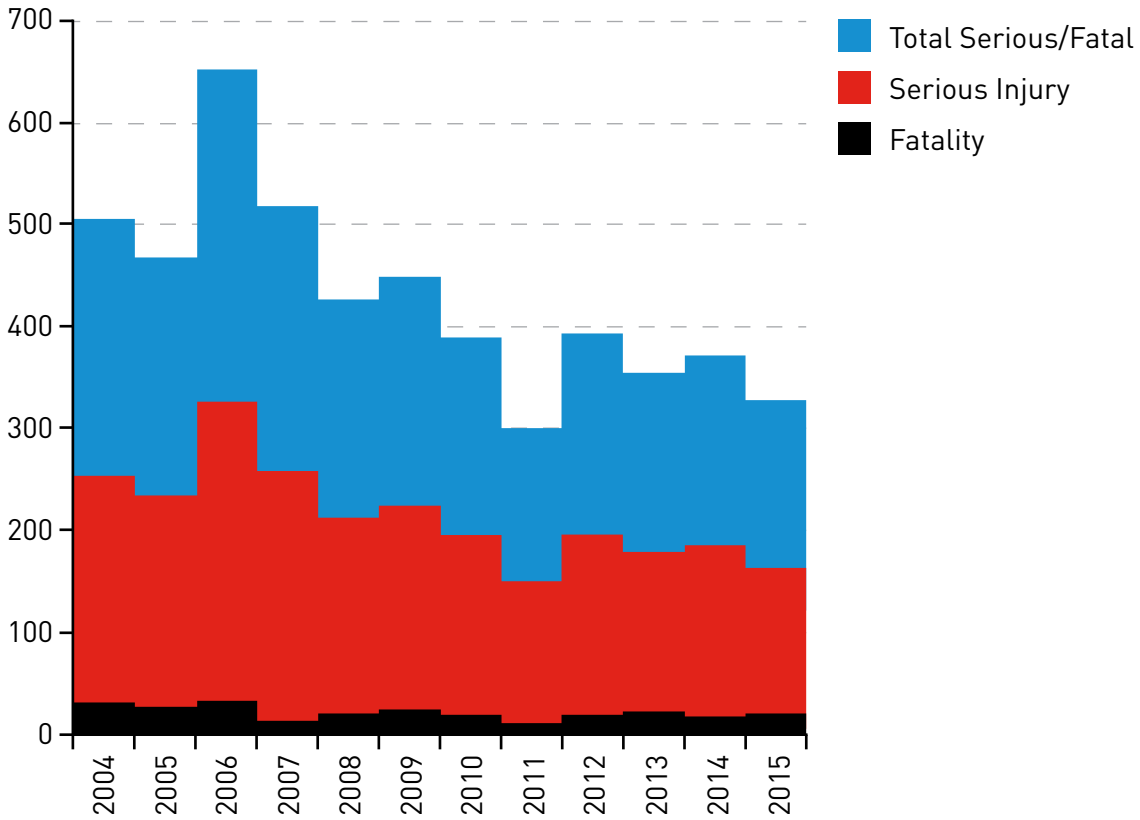
Location	Direction	Speed Limit	85th Percentile speed	High End Speeder Percentage	Date
S Lander St, w/o 6th Ave S	W	30	ND	ND	
Swift Ave S, nw/o S Albro Pl	NW	30	ND	ND	
Swift Ave S, nw/o S Albro Pl	SE	30	ND	ND	
16th Ave SW, n/o SW Cambridge St	N	30	32.7	1.0%	5/5/2015
16th Ave SW, n/o SW Cambridge St	S	30	32.7	0.8%	5/5/2015
Beach Dr SW, se/o 61st Ave SW	NW	30	28.2	0.1%	6/3/2015
Beach Dr SW, se/o 61st Ave SW	SE	30	ND	ND	
Fauntleroy Way SW, s/o SW Alaska St	N	35	ND	ND	
Fauntleroy Way SW, s/o SW Alaska St	S	35	ND	ND	
Olson Pl SW, sw/o 1st Ave S	NE	35	ND	ND	
Olson Pl SW, sw/o 1st Ave S	SW	35	ND	ND	
Sw Avalon Way, n/o 30th Ave SW	N	30	35.7	2.3%	5/28/2015
Sw Avalon Way, n/o 30th Ave SW	S	30	35.2	2.0%	5/28/2015
Sw Morgan St, w/o 35th Ave SW	E	30	ND	ND	
Sw Morgan St, w/o 35th Ave SW	W	30	ND	ND	
28th Ave W, s/o W Dravus St	N	30	33.8	0.1%	7/30/2015
28th Ave W, s/o W Dravus St	S	30	33.6	0.2%	7/30/2015
34th Ave W, n/o W Barrett St	N	30	31.4	0.0%	7/30/2015
34th Ave W, n/o W Barrett St	S	30	32	0.1%	7/30/2015
Gilman Ave W, nw/o W Emerson Pl	NW	30	32.9	0.1%	7/30/2015
Gilman Ave W, nw/o W Emerson Pl	SE	30	31.9	0.2%	7/30/2015
W Dravus St, e/o 20th Ave W	E	30	32.9	1.1%	8/6/2015
W Dravus St, e/o 20th Ave W	W	30	ND	ND	

HISTORICAL COLLISION DATA

Historical Data				
Year	Statewide Collisions	Seattle Collisions	Police Reported	Citizen Reported
2005	123,158	16,016	15,744	272
2006	122,172	15,784	15,625	159
2007	118,829	15,065	14,971	94
2008	110,494	14,139	14,037	102
2009	103,008	13,272	12,101	1,171
2010	101,887	11,948	11,288	660
2011	98,881	12,405	11,240	1,165
2012	99,560	12,725	10,614	2,111
2013	99,689	12,736	10,310	2,426
2014	107,634	12,034	10,815	2,425
2015	N/A	14,244	10,930	3,314

Fatal/Serious Collisions			
Year	Fatal	Serious Injury	Total Serious Fatal
2004	31	222	253
2005	28	206	234
2006	33	293	326
2007	14	245	259
2008	20	193	213
2009	24	200	224
2010	18	177	195
2011	10	140	150
2012	19	177	196
2013	22	156	178
2014	17	169	186
2015	21	143	164

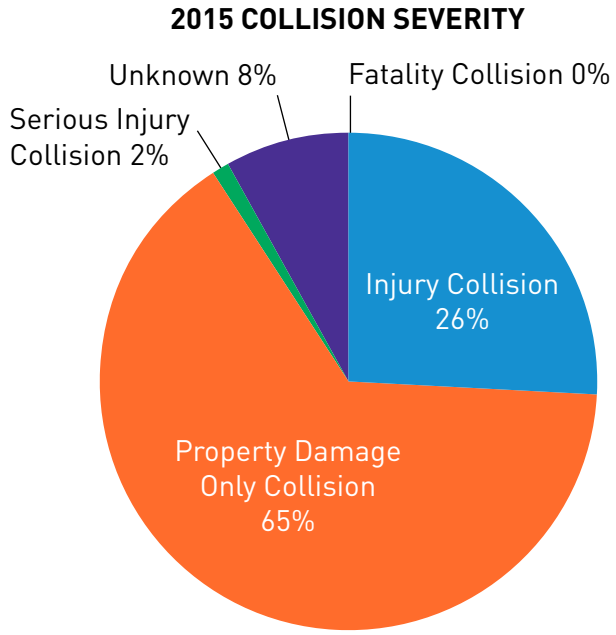
FATAL/SERIOUS INJURY COLLISION TREND



Bicycle Collisions					
Year	Total Collisions	Injury Collisions	Serious Injury Collisions	Fatal Collisions	Fatal and Serious Injury and Injury Collisions
2005	293	247	46	0	247
2006	365	311	52	2	313
2007	356	310	45	1	311
2008	365	309	54	2	311
2009	383	320	59	4	324
2010	364	315	48	1	316
2011	362	319	41	2	321
2012	387	358	28	1	359
2013	421	365	54	2	367
2014	380	316	21	1	317
2015	483	404	25	1	430

Pedestrian Collisions					
Year	Total Collisions	Injury Collisions	Serious Injury Collisions	Fatal Collisions	Fatal and Serious Injury and Injury Collisions
2005	477	424	46	7	431
2006	567	510	48	9	519
2007	487	445	37	5	450
2008	470	418	43	9	427
2009	454	398	45	11	409
2010	496	448	42	6	454
2011	393	355	36	2	357
2012	469	417	44	8	425
2013	396	339	49	8	347
2014	473	360	52	6	366
2015	522	412	46	7	465

2015 ALL COLLISIONS



2015 Total Collision by State Collision Type		
	Count	**Percent of All Collisions**
All Other Non-Collisions	4	0.03%
Bicycle	459	4%
Breakage of Any Part of the Vehicle Resulting in Injury or in Further Property Damage	1	0%
Domestic Animal Other (Cat, Dog etc.)	1	0.0%
Entering at Angle	2,274	17.6%
Opposite Direction	906	7.0%
Same Direction	3,852	29.7%
Not Stated	2	0.0%
Parked Car	3,813	29.4%
Person Fell, Jumped, or was Pushed from Vehicle	4	0.0%
Left Turn	55	0.4%
Right Turn	120	0.9%
Struck Fixed Object	881	6.8%
Struck Another Object	18	0.1%
Train	11	0.1%
Pedestrian	493	3.8%
Vehicle Overturned	54	0.4%
Total	**12,948**	

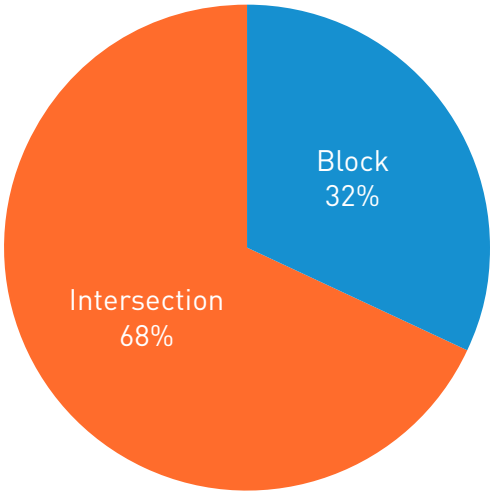
Contributing Circumstances for All 2015 Collisions					
	Fatality Collision	Injury Collision	Property Damage Only Collision	Serious Injury Collision	Total
Apparently Asleep		13	14	2	29
Apparently Fatigued		5	8		13
Apparently Ill	1	8	10	1	20
Did not Grant Right of Way to Pedestrian	2	145	16	8	171
Did not Grant Right of Way to Vehicle		479	737	14	1,230
Disregard Flagger/Officer		3	1		4
Disregard Stop and Go Light	1	113	116	4	234
Disregard Stop Sign/Flashing Red		64	76	5	145
Disregard Yield Sign/Flashing Yellow		14	7		21
Driver Adjusting Audio or Entertainment System		2	1		3
Driver Distractions Outside Vehicle		18	20	1	39
Driver Eating or Drinking		1	2		3
Driver Grooming		1			1
Driver Interacting with passengers, Animals, or Objects Inside Vehicle		1	5		6
Driver Not Distracted	1	355	533	11	900
Driver Operating Handheld Telecommunications Device		6	10		16
Driver Operating Hands-free Wireless Telecommunications Device		2	3		5
Driver Operating Other Electronic Devices (computers, navigational, etc.)		3	4		7
Driver Reading or Writing			2		2
Exceeding Reasonable and Safe Speed	1	88	110	6	205
Exceeding Stated Speed Limit		12	25	5	42
Failing to Signal		2	2		4
Failure to Use Xwalk		22	2	5	29
Following Too Closely		217	270		487
Had Taken Medication			1		1
Headlight Violation		2			2
Improper Backing		16	213		229
Improper Parking Location		3	20		23
Improper Passing		27	102	3	132
Improper Signal			2		2
Improper Turn		67	205	4	276

Contributing Circumstances for All 2015 Collisions					
	Fatality Collision	Injury Collision	Property Damage Only Collision	Serious Injury Collision	Total
Improper U-Turn		12	40	2	54
Inattention	1	588	1,505	15	2,109
None	9	2,257	5,748	89	8,103
On Wrong Side OF Road		5	8	1	14
Operating Defective Equipment		11	20		31
Other	7	348	1,824	13	2,192
Other Driver Distractions Inside Vehicle		9	7		16
Over Center Line	2	21	49	1	73
Under the Influence of Alcohol	2	108	206	12	328
Under the Influence of Drugs	1	9	16	1	27
Unknown Driver Distraction		215	1,251	12	1,478

2015 Fatalities			
Location	**Collision Date**	**Collision Type**	**Additional Information**
15th Ave NE and NE 55th St	1/29/2015	Pedestrian	Vehicle struck ped in x-walk
5th Ave and Seneca St	3/26/2015	Pedestrian	Left turning vehicle struck ped in x-walk
Woodley Ave S and S 115th St	4/18/2015	Motorcycle	Left turning vehicle struck by motorcycle
15th Ave NE and NE 65th St	6/27/2015	Bicycle	Vehicle stuck bicycle from behind
Renton Ave S and S Fountain Pl	8/7/2015	Vehicle	Vehicle ran off road and struck fixed object
Rainier Ave S and S Bayview St	9/11/2015	Motorcycle	Right turning vehicle struck motor scooter
1st Ave N and Broad St	9/16/2015	Pedestrian	Vehicle struck ped in x-walk
4th Ave S at Edgar Martinez Dr S	9/16/2015	Motorcycle	Motorcycle ran off road and hit pole
Aurora Bridge	9/24/2015	Vehicle	Vehicle collided with another vehicle
Aurora Bridge	9/24/2015	Vehicle	Vehicle collided with another vehicle
Aurora Bridge	9/24/2015	Vehicle	Vehicle collided with another vehicle
Aurora Bridge	9/24/2015	Vehicle	Vehicle collided with another vehicle
Aurora Bridge	9/24/2015	Vehicle	Vehicle collided with another vehicle
Aurora Ave N between Galer St and Garfield St	9/28/2015	Vehicle	Vehicle ran off road and hit fixed object
E Union St e/o 26th Ave E	9/16/2015	Pedestrian	Vehicle struck pedestrian
7200 block of East Marginal Way S	10/30/2015	Vehicle	Vehicle ran off road and hit fixed object
3rd Ave NE and NE 100th St	12/3/2015	Pedestrian	Bus hit pedestrain in crosswalk
2000 block of Westlake Ave N	12/17/2015	Motorcycle	Motorcycle ran off road and hit pole
Aurora Ave N btwn N 50th St and N 59th St	9/5/2015	Pedestrian	Vehicle hit pedestrian on sidewalk
8th Ave S and S Lane St	5/9/2015	Motorcycle	Motorcycle ran off road and hit building
12th Ave S and S Jackson St	12/28/2015	Pedestrian	Left turning vehicle struck ped in xwalk

2015 PEDESTRIAN COLLISIONS

2015 PEDESTRIAN COLLISION LOCATIONS



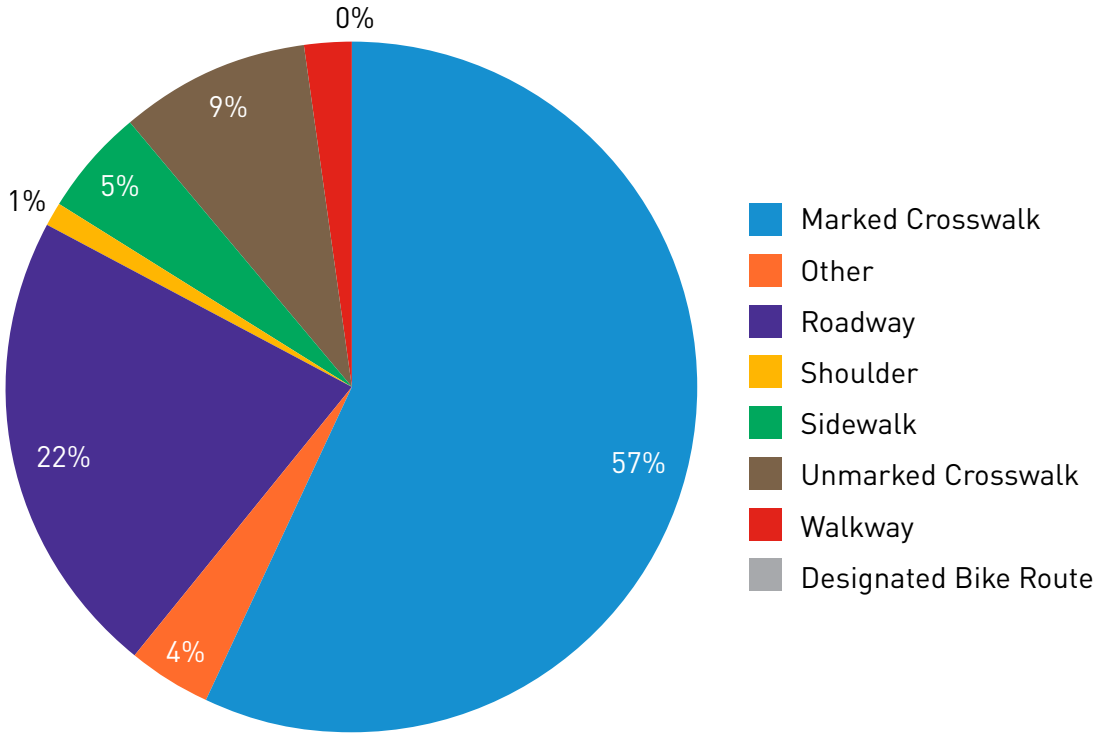
Collision Location	Count
Mid-Block	168
Intersection	353
Total	**521**

Pedestrian - Involved Collision Rate per Million Inhabitants			
Year	Pedestrian-Involved Collisions	Seattle Population	Pedestrian collisions per 100,000
2005	477	573,296	83
2006	567	580,485	98
2007	487	589,304	83
2008	470	598,541	79
2009	454	602,000	75
2010	496	608,660	81
2011	393	620,778	63
2012	469	634,535	74
2013	396	652,000	61
2014	474	668,342	71
2015	522	684,451	76

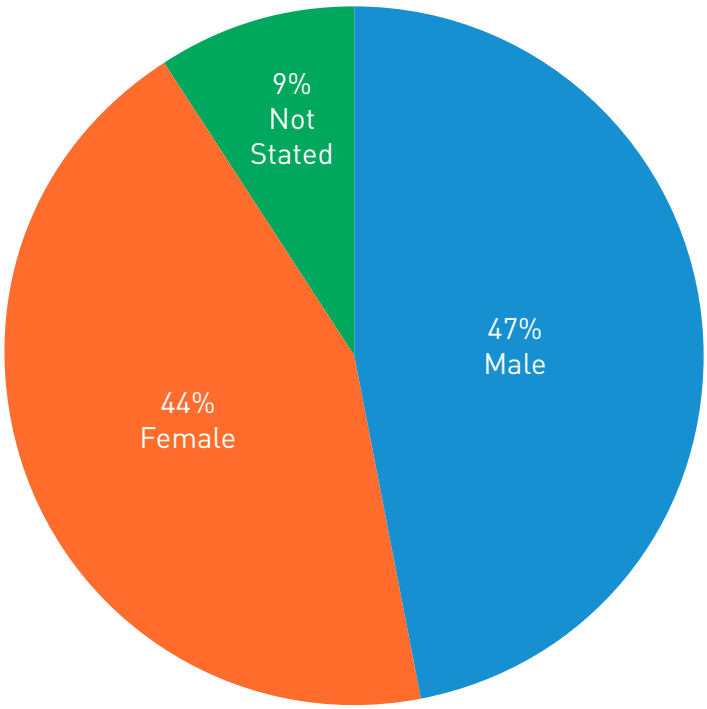
Injury Class of Pedestrians Involved in 2015 Collisions by Facility Type							
Facility	Fatal	Serious Injury	Possible Injury	Non-Serious Injury	No Injury	Unknown	Total
Designated Bike Route						1	1
Marked Cross Walk	3	14	104	66	13	10	210
Other		4	4	5		1	14
Roadway	1	15	29	29		7	81
Shoulder			2	2			4
Sidewalk	1	1	10	7			19
Unmarked Crosswalk	1	4	19	8	2	1	35
Walkway			2	1	2	1	6
Unknown	**1**						1
Total	**7**	**38**	**170**	**118**	**17**	**21**	**371**

Injury Class of Pedestrians Involved in Collisions in 2015							
Age	Fatal	Serious Injury	Possible Injury	Non-Serious Injury	No Injury	Unknown	Total
14 and Under		2	8	7	2	1	20
15-24	1	5	38	14	5	2	65
24-34		5	36	27	4	2	74
35-44		4	21	16	3	1	45
45-54		10	17	14	2	2	45
55-64	2	4	14	14	1	2	37
65 and Over	3	6	13	13		2	37
Unknown	1						1
Total	**7**	**36**	**147**	**105**	**17**	**12**	**324**

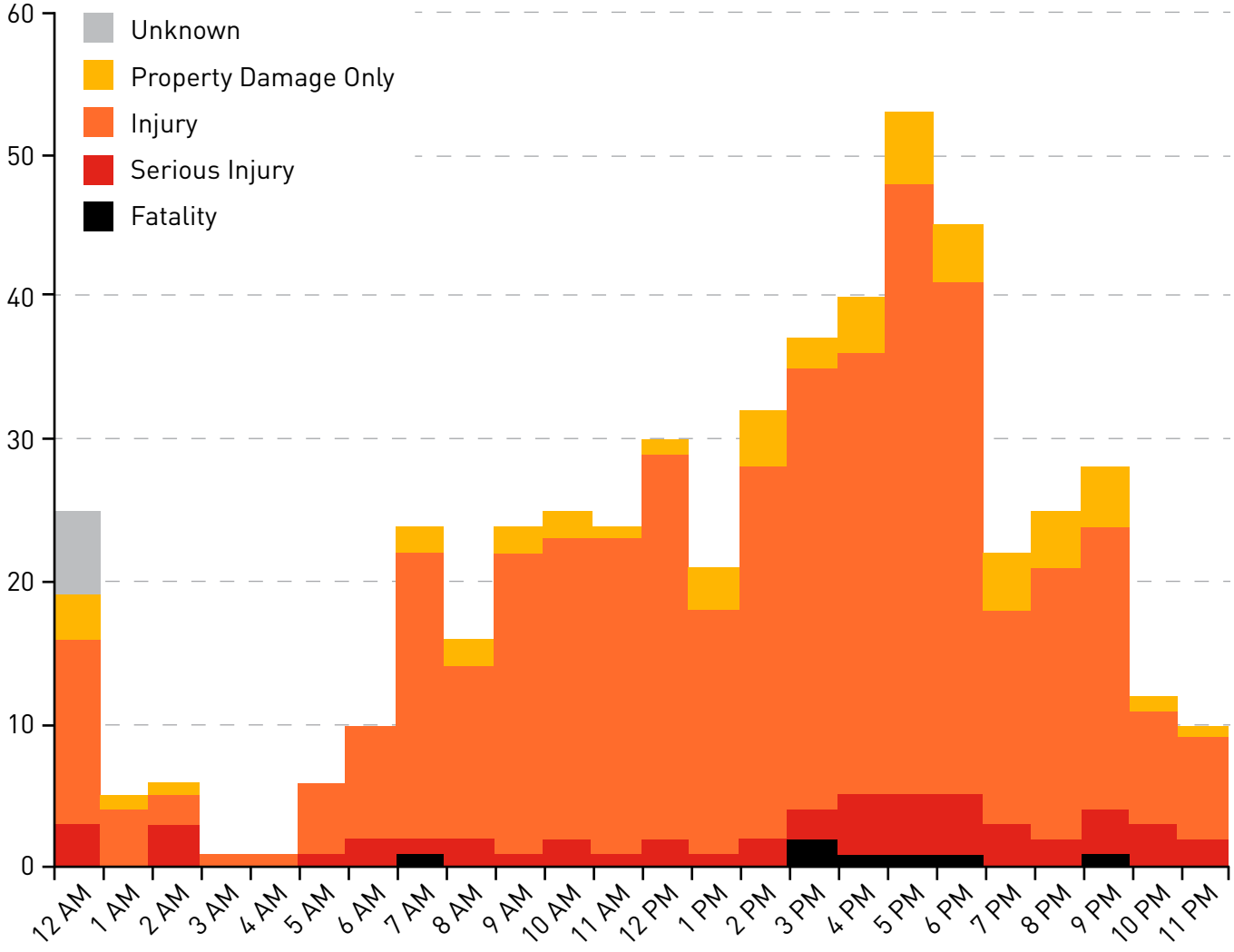
FACILITY THE PEDESTRIAN WAS USING FOR 2015 COLLISIONS



GENDER OF PEDESTRIANS IN 2015 COLLISIONS

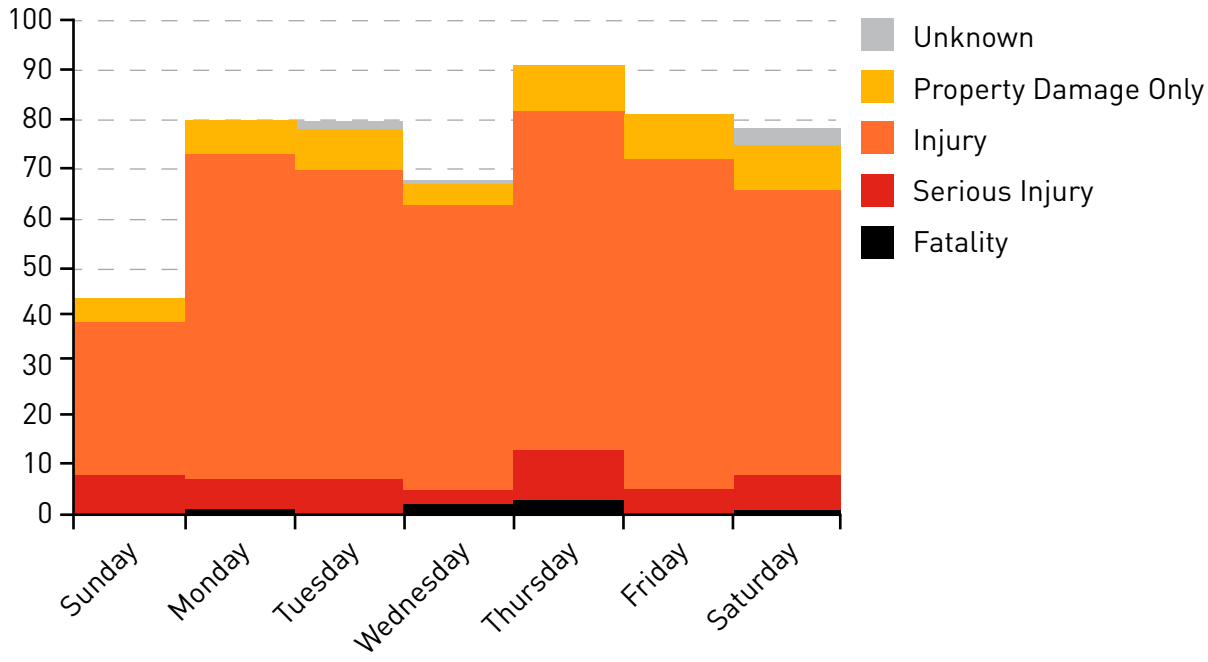


2015 PEDESTRIAN COLLISION SEVERITY BY HOUR OF THE DAY



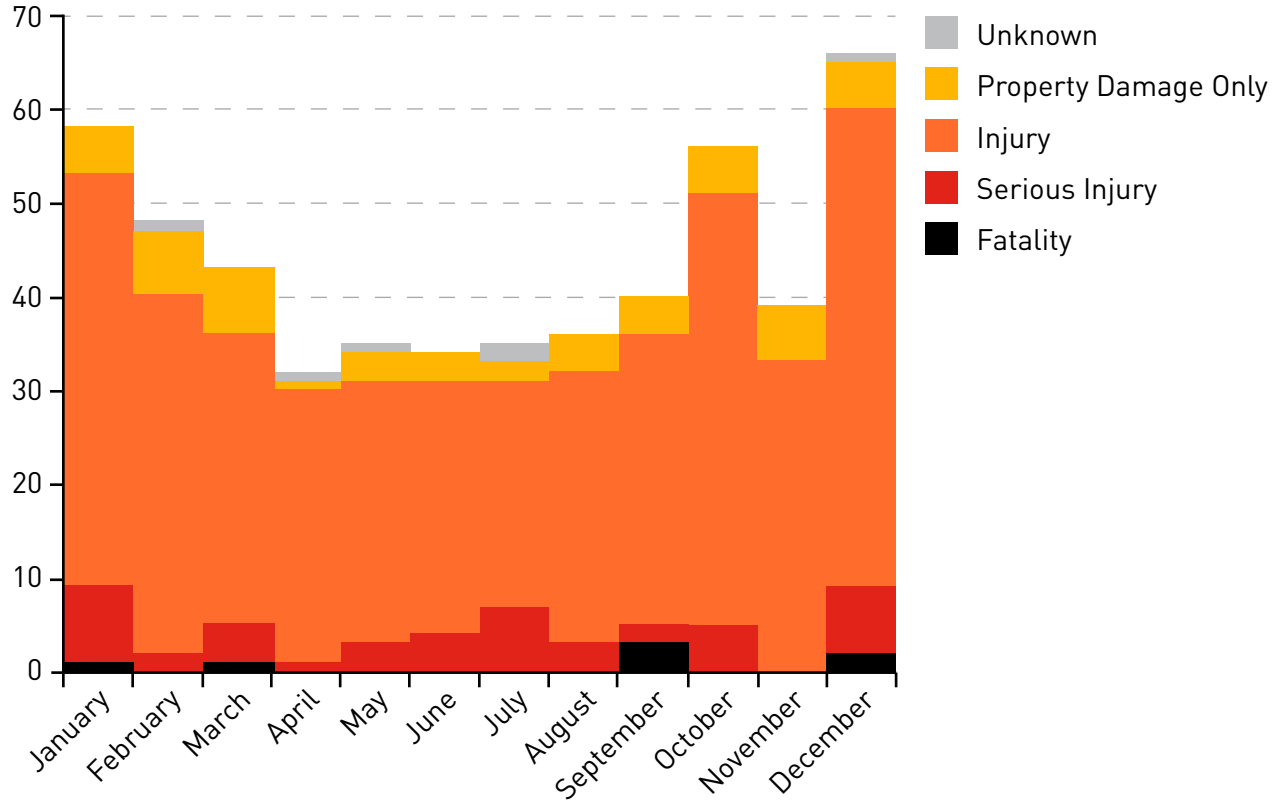
Pedestrian Collision Severity by Hour of Day in 2015						
Hour	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
12 AM		3	13	3	6	25
1 AM			4	1		5
2 AM		3	2	1		6
3 AM			1			1
4 AM			1			1
5 AM		1	5			6
6 AM		2	8			10
7 AM	1	1	20	2		24
8 AM		2	12	2		16
9 AM		1	21	2		24
10 AM		2	21	2		25
11 AM		1	22	1		24
12 PM		2	27	1		30
1 PM		1	17	3		21
2 PM		2	26	4		32
3 PM	2	2	31	2		37
4 PM	1	4	31	4		40
5 PM	1	4	43	5		53
6 PM	1	2	38	4		45
7 PM		3	15	4		22
8 PM		2	19	4		25
9 PM	1	3	20	4		28
10 PM		3	8	1		12
11 PM		2	7	1		10
Total	**7**	**46**	**412**	**51**	**6**	**522**

2015 PEDESTRIAN COLLISION SEVERITY BY DAY OF WEEK



Pedestrian Collision Severity by Day of Week in 2015						
Day of Week	**Fatality Collision**	**Serious Injury Collision**	**Injury Collision**	**Property Damage Only Collision**	**Unknown**	**Total**
Sunday		8	31	5		44
Monday	1	6	66	7		80
Tuesday		7	63	8	2	80
Wednesday	2	3	58	4	1	68
Thursday	3	10	69	9		91
Friday		5	67	9		81
Saturday	1	7	58	9	3	78
Total	**7**	**46**	**412**	**51**	**6**	**522**

2015 PEDESTRIAN COLLISION SEVERITY BY MONTH



Pedestrian Collision Severity by Month in 2015						
Month	**Fatality Collision**	**Serious Injury Collision**	**Injury Collision**	**Property Damage Only Collision**	**Unknown**	**Total**
January	1	8	44	5		58
February		2	38	7	1	48
March	1	4	31	7		43
April		1	29	1	1	32
May		3	29	2	1	35
June		4	27	3		34
July		7	24	2	2	35
August		3	29	4		36
September	3	2	31	4		40
October		5	46	5		56
November			33	6		39
December	2	7	51	5	1	66
Total	**7**	**46**	**412**	**51**	**6**	**522**

Vehicle Actions in Pedestrian Collisions in 2015						
	Fatality Collision	Injury Collision	Property Damage Only Collision	Serious Injury Collision	Unknown	Total
Not Stated		8	1	1	6	16
Bicycle		6		1		7
Entering at Angle		3				3
From Same Direction - Both Going Straight - One Stopped - Rear End		1	2			3
One Parked - One Moving		3				3
Vehicle Backing Hits Pedestrian		12	1	2		15
Vehicle Going Straight Hits Pedestrian	4	139	19	37		199
Vehicle Hits Pedestrian - All Other Actions		8		1		9
Vehicle Turning Left Hits Pedestrian	3	137	12	6		158
Vehicle Turning Right Hits Pedestrian		69	10	2		81
Total	**7**	**386**	**45**	**50**	**6**	**494**

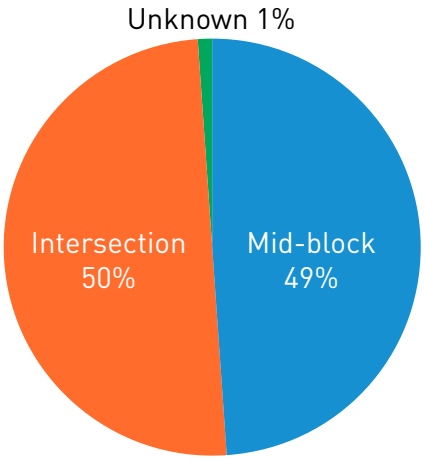
Injury Class of Pedestrians Involved in 2015 Collisions by Weather					
Weather Condition	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Clear or Partly Cloudy	3	24	232	27	286
Fog/Smog/Smoke			5		5
Other			2		2
Overcast	1	9	61	6	77
Raining	3	12	88	13	116
Unknown			12	3	15
Total	**7**	**45**	**400**	**49**	**501**

2015 Pedestrian Collisions by Light Conditions	
Light Condition	**Total**
Dark - No Street Lights	3
Dark - Street Lights Off	3
Dark - Street Lights On	177
Dawn	11
Daylight	294
Dusk	7
Other	1
Unknown	7
Total	**503**

2015 Pedestrian Collisions by Road Condition					
Road Condition	**Fatality Collision**	**Serious Injury Collision**	**Injury Collision**	**Property Damage Only Collision**	**Total**
Dry	3	31	270	31	335
Unknown			12	3	15
Wet	4	14	120	16	154
Total	**7**	**45**	**402**	**50**	**504**

2015 BICYCLE COLLISIONS

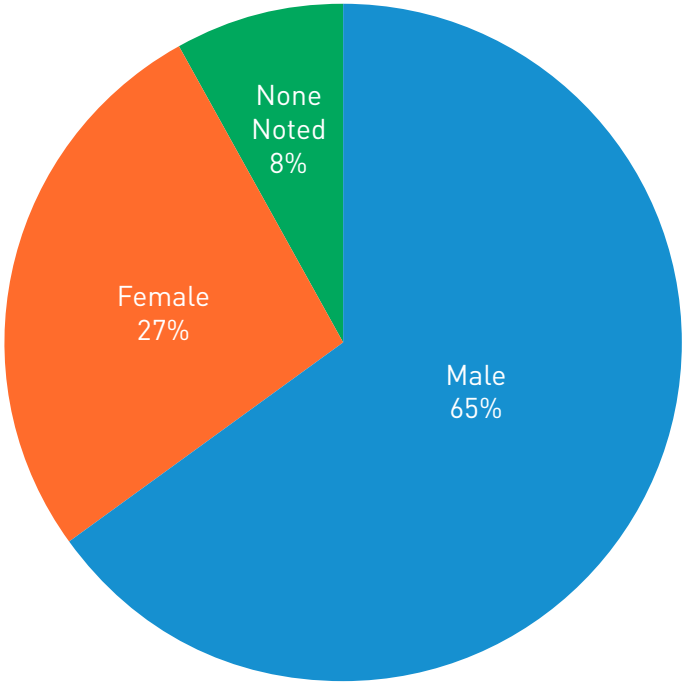
2015 BICYCLE COLLISION LOCATIONS



Contributing Circumstance for Cyclists in 2015 Bicycle Collisions						
Contributing Circumstance	**Fatal**	**Serious Injury**	**Non-Serious Injury (Evident Injury)**	**Possible Injury**	**No Injury**	**Unknown**
Did not Grant Right of Way to Vehicle		2	7	13	3	
Disregard Stop and Go Light		1	4	2	2	1
Disregard Stop Sign/ Flashing Red			2			
Disregard Yield Sign/ Flashing Yellow			1			
Driver Not Distracted		3	12	7	1	1
Exceeding Reasonable and Safe Speed			3	1	1	
Following Too Closely			3	1		
Headlight Violation			2	1		
Improper Passing			1		1	
Improper Turn			1			
Inattention			11	13		
None		7	104	55	16	1
On Wrong Side OF Road		1				
Operating Defective Equipment			1			
Other		3	24	18	6	4
Under the Influence of Alcohol		1	1	1		
Unknown Driver Distraction	1	2	1	4		1

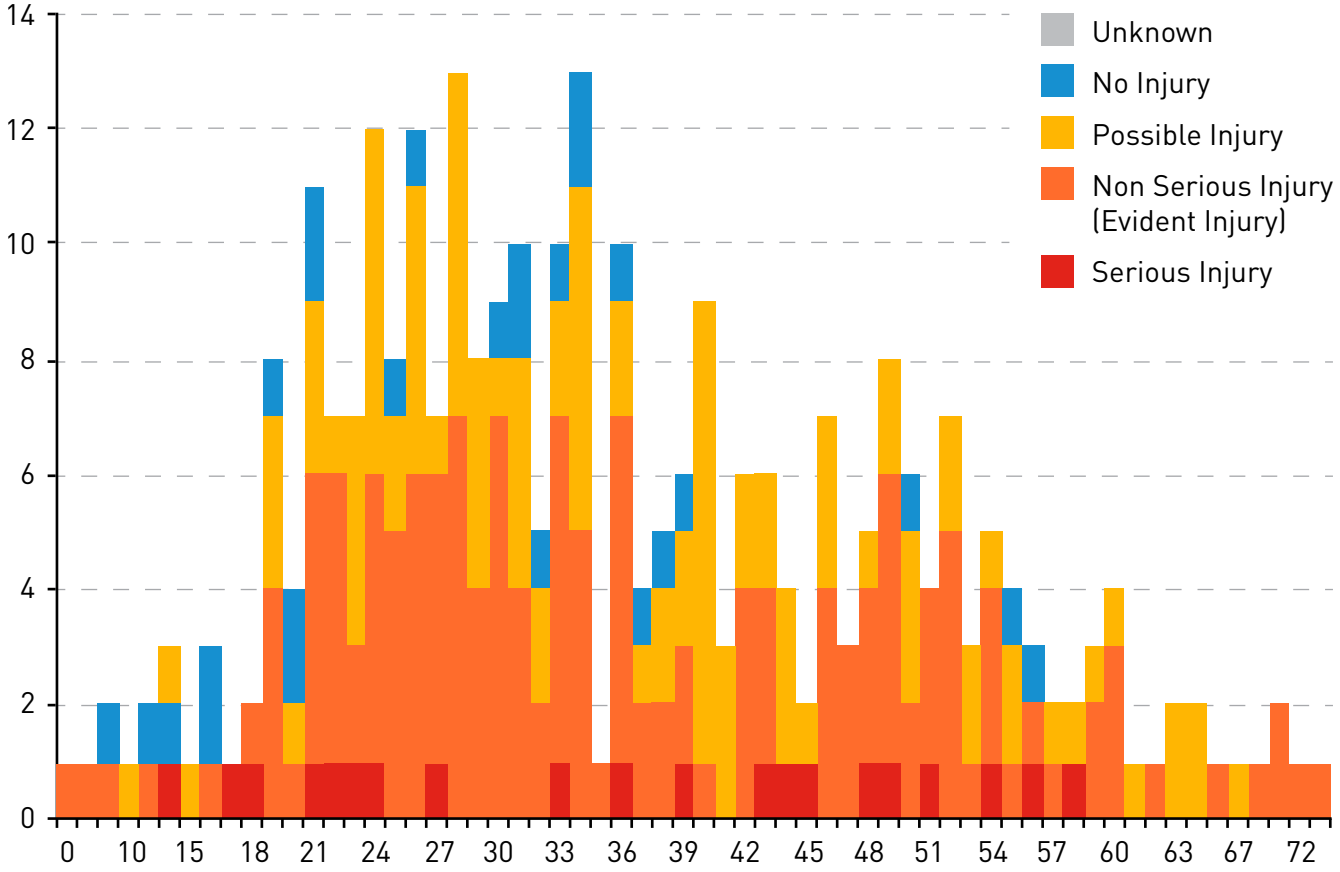
Gender of Cyclists Involved in 2015 Collisions							
Gender	**Fatality**	**Serious Injury**	**Non-Serious Injury (Evident Injury)**	**Possible Injury**	**No Injury**	**Unknown**	**Total**
Not Noted		2	20	16	1	4	43
Male		15	122	77	24	4	242
Female	1	4	45	36	8	1	95
Total	**1**	**21**	**187**	**129**	**33**	**9**	**380**

GENDER OF CYCLISTS INVOLVED IN 2015 COLLISIONS

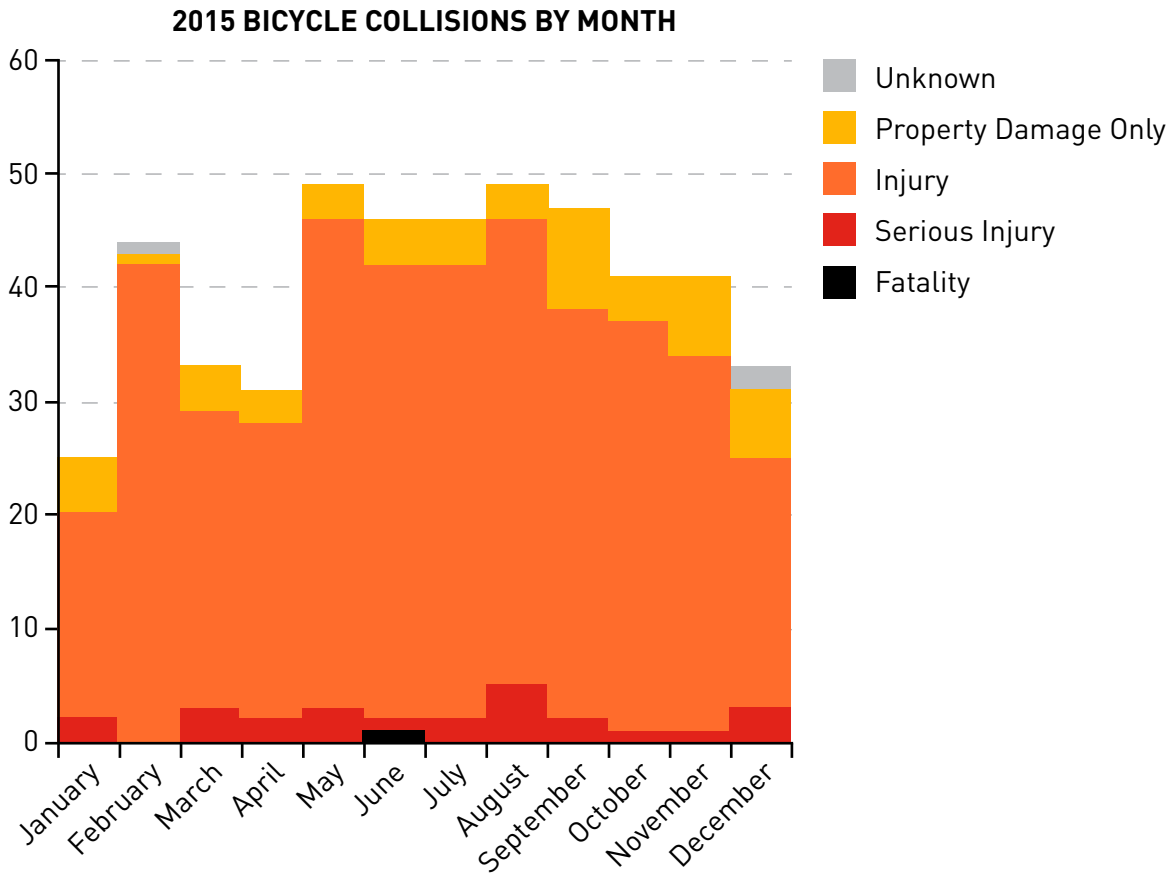


Age of Cyclists Involved in 2015 Collisions						
Age	**No Injury**	**Non-Serious Injury (Evident Injury)**	**Possible Injury**	**Serious Injury**	**Unknown**	**Total**
14 and Under	2	5	2	1		10
15 - 24	7	24	19	6		56
25 - 34	8	51	33	2	1	95
35 - 44	4	21	25	4		54
45 - 54	1	29	15	5		50
55 - 64	2	8	12	2		24
65 and Over		6	1			7
Total	**24**	**144**	**107**	**20**	**1**	**296**

AGE OF CYCLISTS INVOLVED IN 2015 COLLISIONS

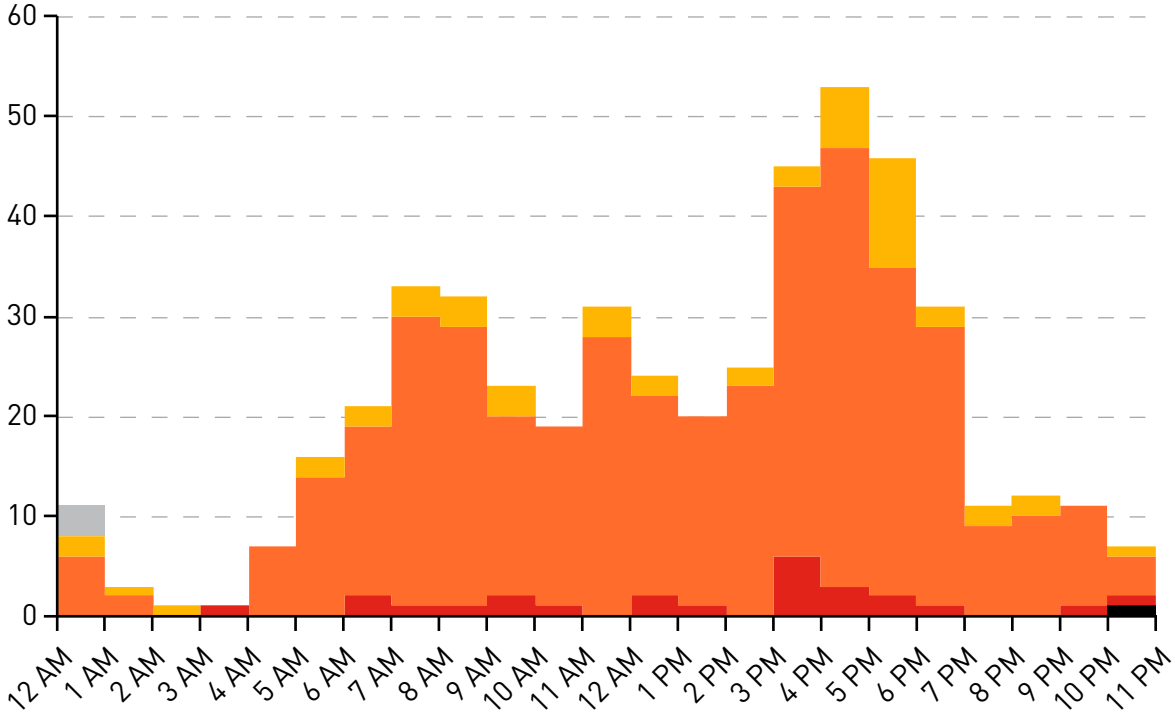


Bicycle Collison's by Month in 2015						
Month	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
January		2	19	4		25
February			42	1	1	44
March		3	26	4		33
April		2	26	3		31
May		3	43	3		49
June	1	1	40	4		46
July		2	40	4		46
August		5	41	3		49
September		2	36	9		47
October		1	36	4		41
November		1	33	5		39
December		3	22	6	2	33
Total	**1**	**25**	**404**	**50**	**3**	**483**

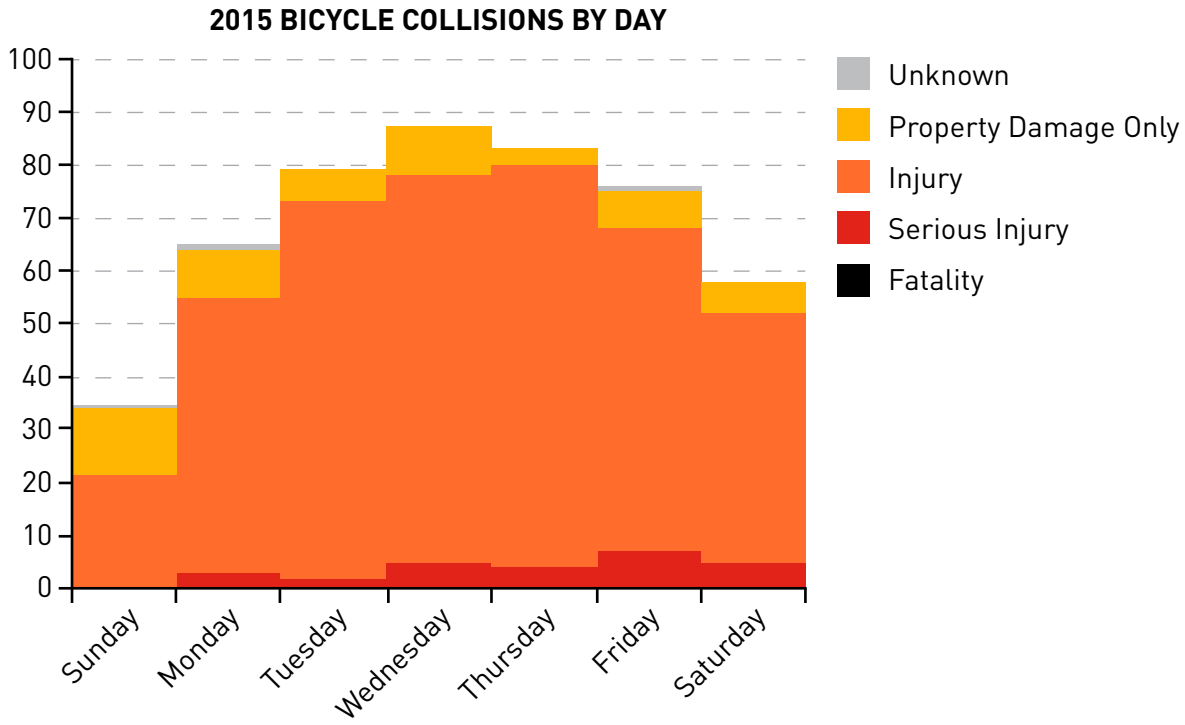


Bike Collision Severity by Hour of Day in 2015						
Hour	Fatality Collision	Injury Collision	Property Damage Only Collision	Serious Injury Collision	Unknown	Total
12 AM		6	2		3	11
2 AM		2	1			3
3 AM			1			1
4 AM				1		1
5 AM		7				7
6 AM		14	2			16
7 AM		17	2	2		21
8 AM		29	3	1		33
9 AM		28	3	1		32
10 AM		18	3	2		23
11 AM		18		1		19
12 PM		28	3			31
1 PM		20	2	2		24
2 PM		19		1		20
3 PM		23	2			25
4 PM		37	2	6		45
5 PM		44	6	3		53
6 PM		33	11	2		46
7 PM		28	2	1		31
8 PM		9	2			11
9 PM		10	2			12
10 PM		10		1		11
11 PM	1	4	1	1		7
Total	**1**	**404**	**50**	**25**	**3**	**483**

2015 BICYCLE COLLISIONS SEVERITY BY HOUR OF THE DAY

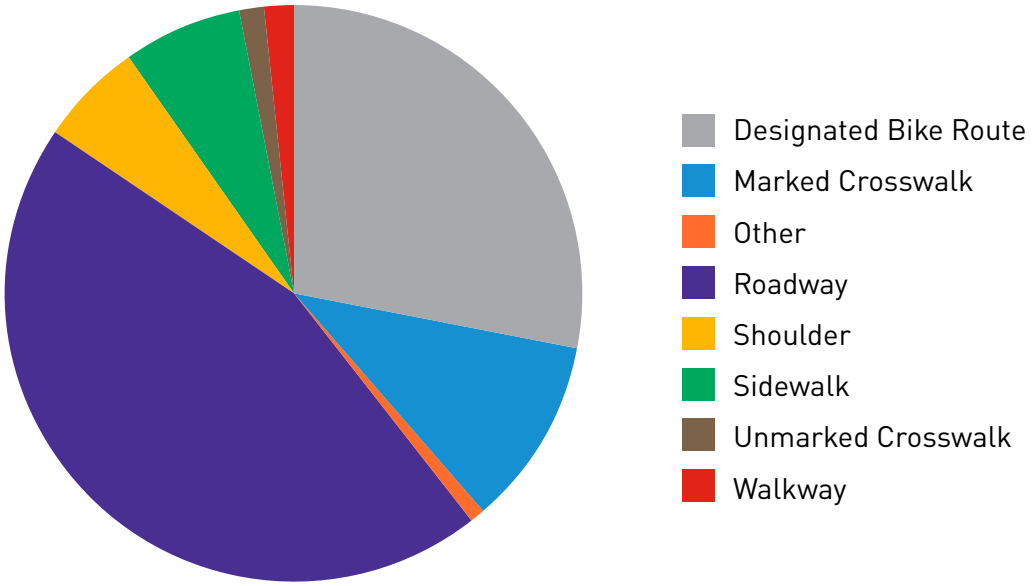


Bike Collision Severity of the Day in 2015						
Day	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
Sunday			28	6	1	35
Monday		3	52	9	1	65
Tuesday		2	71	6		79
Wednesday		5	73	9		87
Thursday		4	72	7		83
Friday		7	61	7	1	76
Saturday	1	4	47	6		58
Total	**1**	**25**	**404**	**50**	**3**	**483**



2015 Injury Class of Cyclists by Facility Type						
Facility Type	**Serious Injury**	**Possible Injury**	**Non-Serious Injury (Evident Injury)**	**No Injury**	**Unknown**	**Total**
Not Stated		1	5	2		8
Designated Bike Route	7	36	43	2		88
Marked Cross Walk		16	11	6		33
Other			3			3
Roadway	10	50	61	17	3	141
Shoulder	3	5	9		1	18
Sidewalk	1	9	9	2		21
Unmarked Crosswalk		1	3			4
Walkway		2	3			5
Total	**21**	**120**	**147**	**29**	**4**	**321**

FACILITY TYPE FOR CYCLISTS INVOLVED IN 2015 COLLISIONS



Facility Type for Cyclists Involved in 2015 Collisions by Facility Type	Count
Designated Bike Route	88
Marked Cross Walk	33
Other	3
Roadway	141
Shoulder	18
Sidewalk	21
Unmarked Crosswalk	4
Walkway	5
Total	**313**

Injury Class of Cyclists in 2015 Collisions by Weather					
Weather	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Clear or Partly Cloudy	1	15	301	32	349
Fog/Smog/Smoke			1		1
Overcast		4	52	3	59
Raining		5	34	4	43
Unknown		1	11	10	22
Total	**1**	**25**	**399**	**49**	**474**

Clothing Visibility for Cyclists Involved in 2015 Collisions by Facility Type						
Clothing	Serious Injury	Non-Serious Injury (Evident Injury)	Possible Injury	Unknown	No Injury	Total
Not Stated	3	11	9		4	27
Dark	1	26	23		3	53
Light	2	13	18		2	35
Mixed	12	81	61	4	17	175
Other Reflective Apparel - Shoes, Patches	2	2	2			6
Retro - Reflective	1	14	7		3	25
Total	**21**	**147**	**120**	**4**	**29**	**321**

GLOSSARY

TRAFFIC VOLUME TERMS

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

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

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

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

INJURY TYPES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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