

Seattle Department of Transportation

2024 Traffic Report

DATA FROM JANUARY 1 - DECEMBER 31, 2023



Release date: 4.2025



Seattle
Department of
Transportation



**T-Mobile Park
STADIUMS**

- ↑ Lumen Field Parking
Garage D 10 min
- ↑ Stadium Station B 10 min
- ↑ 3rd Ave S Rideshare
Pickup Lot 10 min
- ↑ Waterfront CTR 10 min



Mode	Time
Walking	10 min
Bicycling	5 min
Transit	10 min

Contents

4	Executive Summary
7	Traffic Volumes and Speeds
7	Citywide Transportation and Socioeconomic Trends
11	Traffic Flow and Arterial Class
14	Motor Vehicle Speeds
19	Bicycle Volumes
24	Pedestrian Volumes
27	Traffic Collisions
28	Citywide Collision Rate
29	Fatal and Serious Injury Collisions
32	Collisions Involving Pedestrians
35	Collisions Involving Bicyclists
38	Supporting Data
38	Citywide Transportation and Socioeconomic Data
39	Volume Data
47	Collision Data
67	Speed Data
83	Glossary

Executive Summary

In 2023, Seattle experienced continued shifts in traffic patterns from 2022. Transit, pedestrian, bicycle and traffic volumes were generally higher than in 2022 but remained below pre-COVID-19 levels. Some large employers implemented return-to-office policies requiring employees to be onsite multiple days of the workweek, contributing to shifting trends in traffic and collision patterns. The following are key findings based on 2023 and historical data:

- In 2023, the annual average daily traffic increased by 4% from 2022, and has rebounded to 89% of pre-COVID 2019 volumes within the city.
- Seattle's population increased by 2% from 2022 to 2023. From 2019 to 2023, Seattle's population increased by 4% by over 31,000 residents.
- In 2023, regional transit ridership increased by 18% from 2022, and has rebounded to 67% of pre-COVID 2019 volumes.
- From 2019 to 2021, the mode share of those working from home increased from 8% to 47%; however, from this peak in 2021, the share decreased to 29% by 2023.
- The 2023 permanent bike counter volumes at Fremont Bridge, Burke Gilman Trail, 2nd Ave Cycle Track and Spokane St Bridge increased 6.4% from 2022, but the 2023 volumes were 30.9% lower than 2019 pre-COVID volumes.
- In 2023, the volumes of people walking stayed consistent with 2022 data; these volumes however, remained 25% lower than pre-COVID 2019 data.
- The 2023 number of collisions where police were dispatched to the scene remained consistent with 2022 and 2021.
- In 2023, the citywide collision rate decreased by 4.5% compared to 2022.
- Through 2023, an increasing trend of serious injury collisions has persisted since 2020.
- The number of fatal injury collisions went down from 30 in 2022 to 27 in 2023.
- The number of serious injury collisions went up from 226 in 2022 to 268 in 2023.
- The 2023 rate of collisions involving people walking is 4.5% higher compared to 2022 but is lower than rates prior to 2019.
- The number of collisions where people walking were seriously injured decreased from 84 in 2022 to 78 in 2023, and number of fatal collisions involving people walking decreased from 16 to 14 in the same time span.
- The 2023 rate of collisions involving people biking increased by 10% from 2022.
- The number of collisions where people biking were seriously injured continued the uptrend from 24 in 2022 to 38 in 2023, with a decrease in the number of fatal collisions involving people biking from 4 to 2 in the same time span.


This report presents the traffic data that – along with our department plans and policies – serve as the foundation of project and program decisions. The breadth and depth of the data collected allows objective discussion of project merits and results, be it a new crosswalk or an entire safety corridor. As the demands and complexity of Seattle’s transportation network grow, the information supporting decisions about that network continues to expand and now includes significant data on people walking and biking.

This report is prepared in compliance with [Seattle Municipal Code 11.16.220](#), and beyond this legal requirement, the report strives to serve as an accessible reference of Seattle traffic data and trends for all. In gathering and compiling the information in this report, the Seattle Department of Transportation does not waive the limitations on this information’s discoverability or admissibility under 23 U.S.C § 409.

Additional information about traffic data and collisions on Seattle streets can be found on the [Seattle Open Data](#) Portal and SDOT webpage at www.seattle.gov/transportation/.



Greg Spotts
SDOT Director



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Traffic Volumes and Speeds

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

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

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

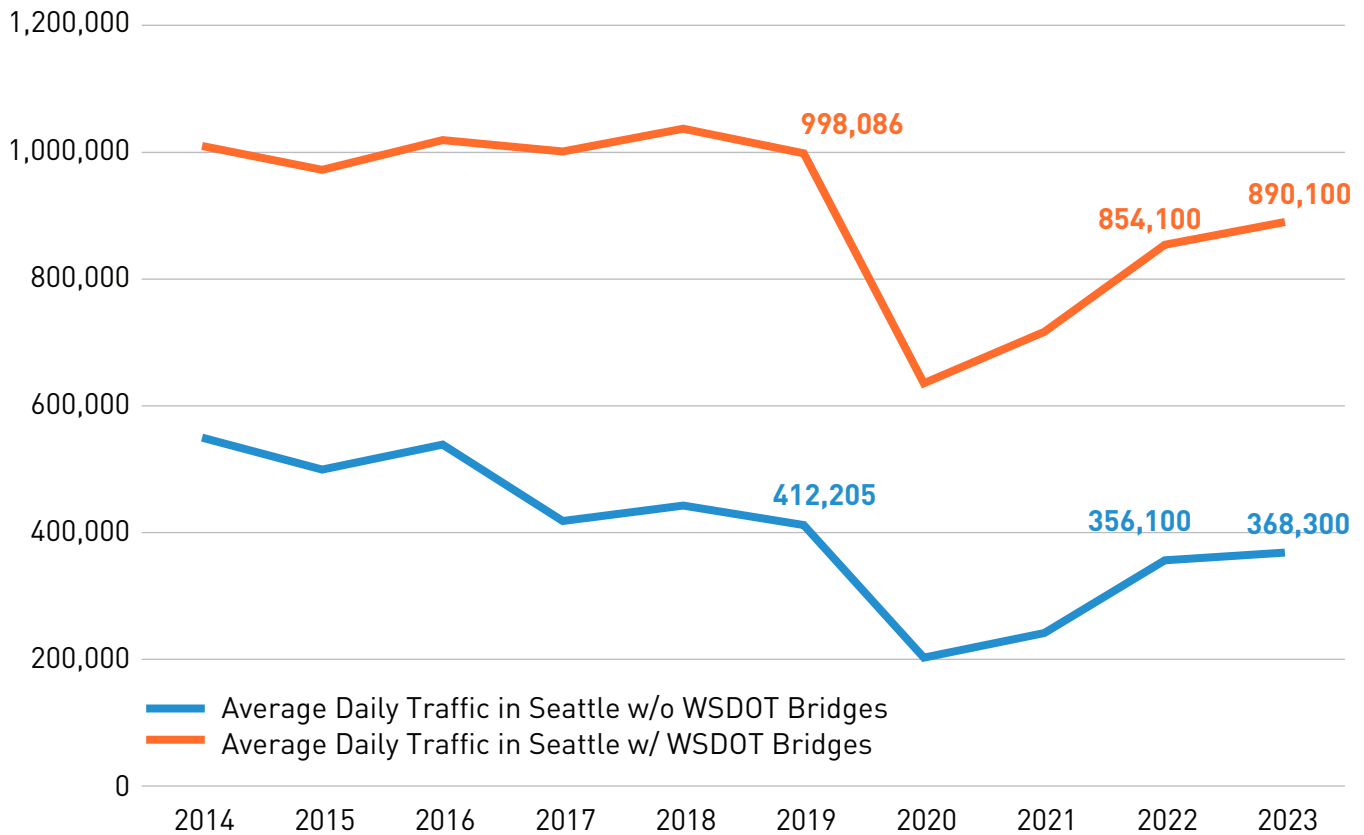
CITYWIDE TRANSPORTATION AND SOCIOECONOMIC TRENDS

To track motor vehicle volume trends over the years, SDOT uses motor vehicle volume counts at 13 bridges in Seattle, with five bridges designated as WSDOT routes: I-5, I-90, SR 99 and SR 520. From these critical corridors, SDOT derives a proxy number for system-wide motor vehicle Annual Average Daily Traffic (AADT) volume. Figure 1 shows these system-wide volumes from 2014 to 2023. The total AADT in Seattle including WSDOT bridges was level between 2014 and 2019, while the AADT excluding WSDOT bridges decreased in that period. Beginning in 2020, the combination of the COVID pandemic, a shift to mass telecommuting, and the emergency closure of the West Seattle High-Rise Bridge led to a sharp decrease in volumes. In 2022, the volumes rebounded but remained below pre-COVID and pre-West Seattle High-Rise Bridge closure numbers. The volumes continued to rebound in 2023, but at a slower rate. Table 11 in the Supporting Data section lists the 13 bridges, while Table 12 shows the total AADT in Seattle in a tabular format.

KEY FINDINGS

- In 2023, the annual average daily traffic increased by 4% from 2022, and has rebounded to 89% of pre-COVID 2019 volumes within the city.
- Seattle's population increased by 2% from 2022 to 2023. From 2019 to 2023, Seattle's population increased by 4% (31,000 residents).
- In 2023, regional transit ridership increased by 18% from 2022, and has rebounded to 67% of pre-COVID 2019 volumes.
- From 2019 to 2021, the mode share of those working from home increased from 8% to 47%; however, from this peak in 2021, the share decreased to 29% by 2023.

FIGURE 1: ANNUAL AVERAGE DAILY TRAFFIC (AADT) IN SEATTLE

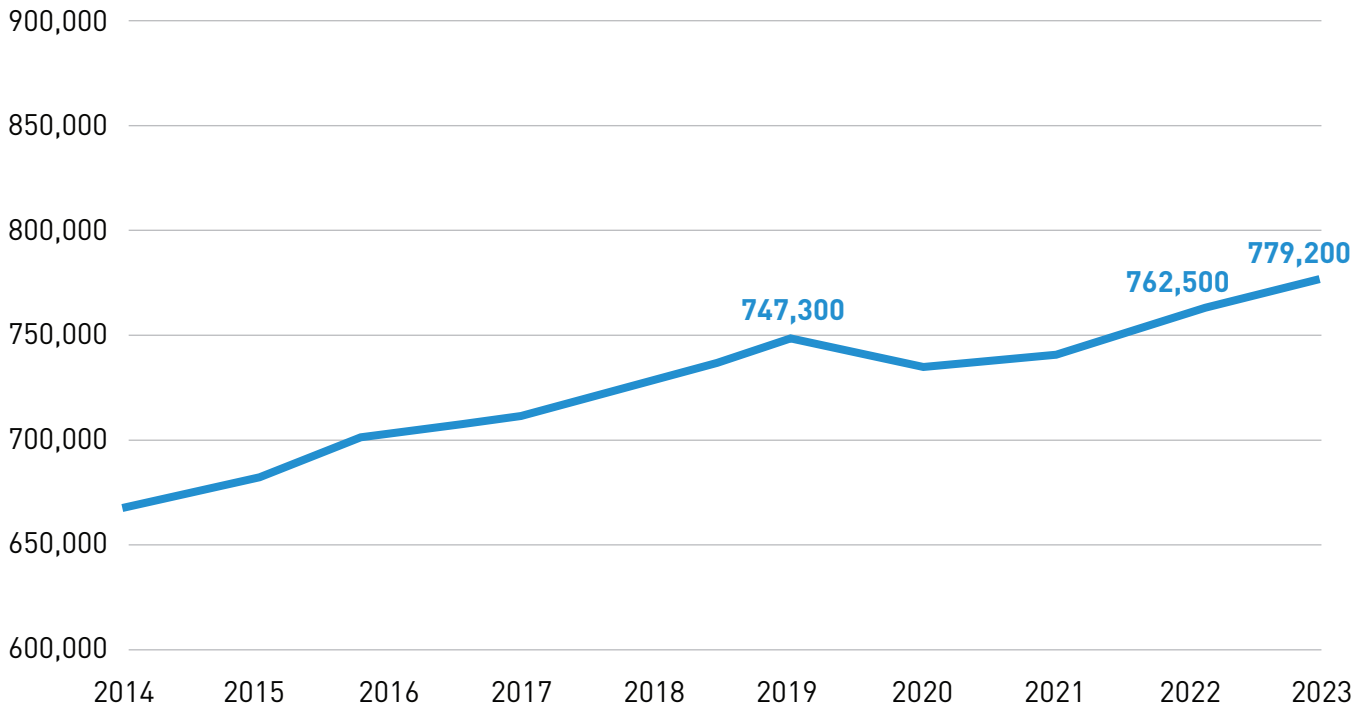


Source: Table 12 in Volume Data Section 4.2

To show socioeconomic trends, population, transit ridership, employment and commute mode share are presented in Figures 2, 3, 4 and 5. Figure 2 shows Seattle’s population remained on a general uptrend, except for a short dip at the onset of the COVID pandemic in 2020 and 2021. In contrast, Figure 3 displays annual regional transit ridership, which was on an uptrend, peaked in 2019, then fell during the COVID pandemic to a low in 2021. Afterwards, by 2023, the annual regional transit ridership rebounded to 67% of 2019 patronage. In Figure 4, the average annual employment numbers remained on an increasing trend, with a brief dip in 2020 due to the COVID pandemic. Lastly, Figure 5 shows the commute mode share for Seattle in 2023,

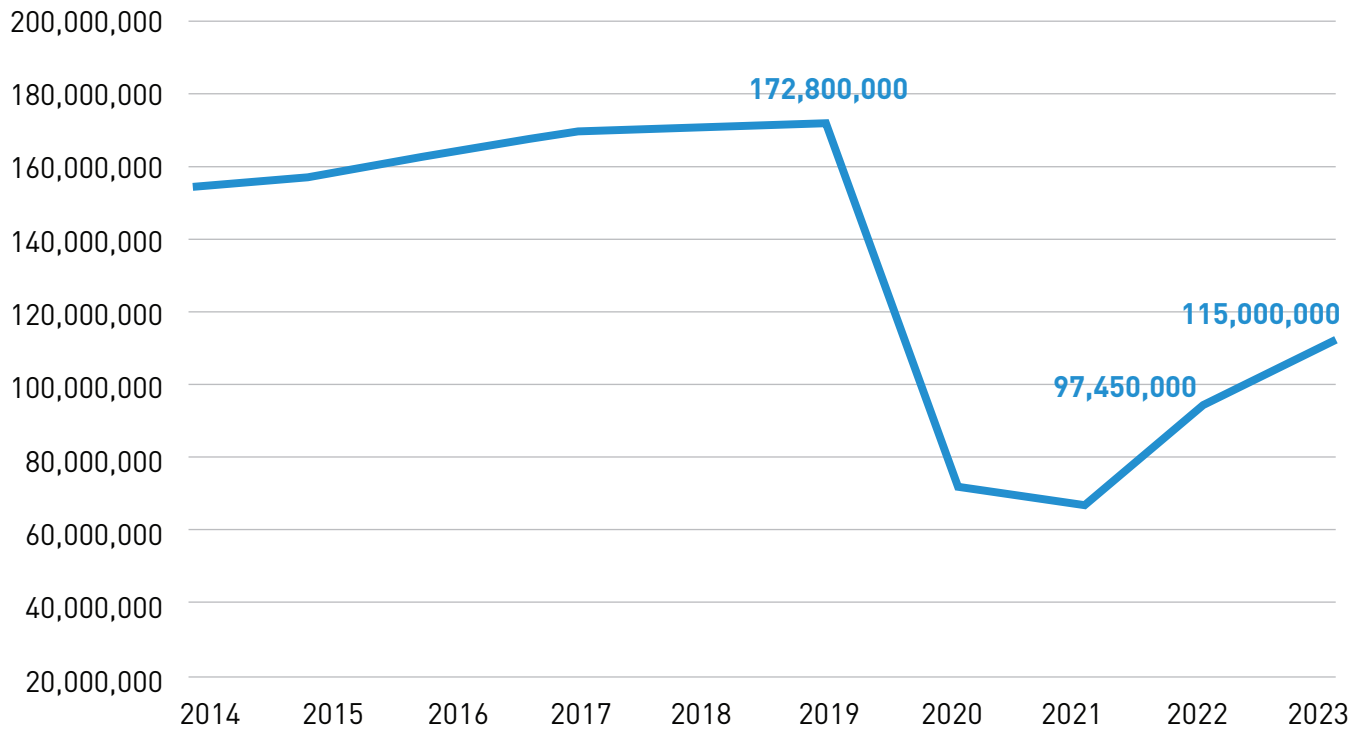
with most either driving alone (39%), working from home (29%) or taking transit (14%) to work. Echoing these trends, the city’s Commute Trip Reduction (CTR) survey data gathered from large employers in 2022 indicates an all-time low proportion of commuters driving alone at only 20.5% of trips to surveyed sites, while over half (50.3%) of all reported trips were replaced by telecommuting. These trends are anticipated to shift considerably as major employers plan for workers returning to on-site work. The full Seattle Commute Trip Reduction Program 2021/2022 Performance Update can be found at seattle.gov/documents/Departments/SDOT/TransportationOptionsProgram/CTR_Program_Performance_Report_2022.pdf.

FIGURE 2: CITY OF SEATTLE POPULATION



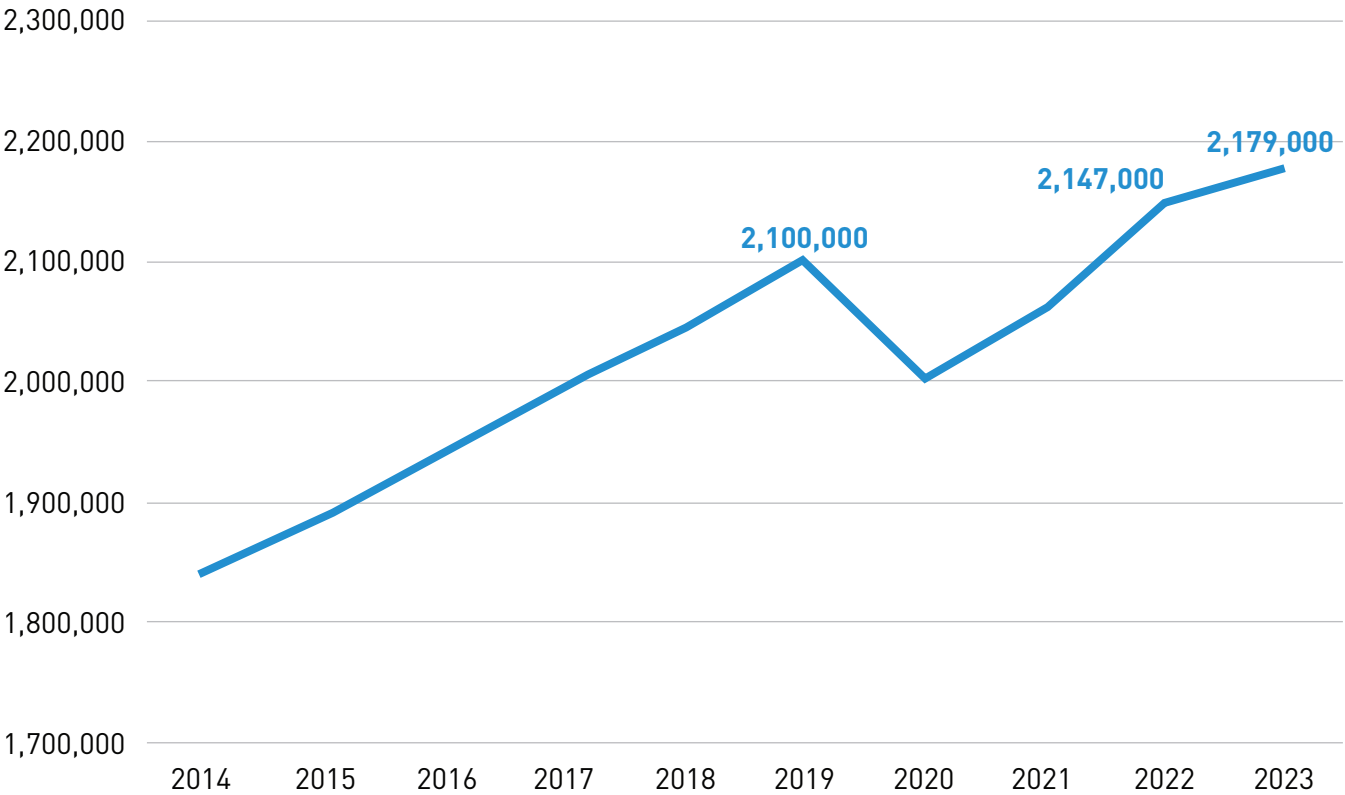
Source: [Washington State Office of Financial Management](#)

FIGURE 3: ANNUAL REGIONAL TRANSIT RIDERSHIP



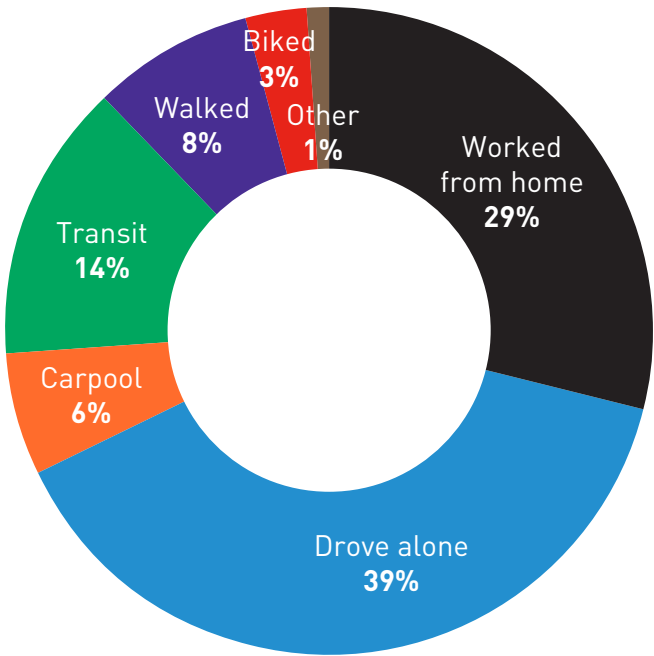
Source: [King County Metro Annual Ridership Table](#)

FIGURE 4: AVERAGE ANNUAL EMPLOYMENT – SEATTLE, TACOMA, BELLEVUE



Source: [U.S Bureau of Labor Statistics](#)

FIGURE 5: SEATTLE COMMUTE MODE SHARE IN 2023



Source: [U.S. Bureau of Labor Means of Transportation to Work](#)

TRAFFIC FLOW AND ARTERIAL CLASS

SDOT collected hundreds of one-week motor vehicle counts in 2023 to develop citywide Annual Average Weekday Daily Traffic (AAWDT) volumes. AAWDT represents motor vehicle volumes measured Monday through Friday, 24 hours each day and adjusted for seasonal variations. To adjust for this fluctuation, SDOT measures 20 control locations each month to develop monthly factors. For each year, any control location with one or more months of data missing are excluded; for 2023, 18 of the 20 locations were used to generate the monthly factors. Table 10 in the Supporting Data section shows these 18 locations and Table 13 shows the monthly factors and the sum of volumes from the 18 locations. The latter table

shows that in 2023, volumes at the 18 locations increased from January to July, reaching an apex, and trended downward from August to December.

Table 1 shows the highest volume 25 locations by AAWDT. Figure 6, shows a map of AAWDT extrapolated over representative segments of Seattle street network for 2023. A full-size version of Figure 6, the 2023 Traffic Flow Map, and previous iterations are available at seattle.gov/transportation/document-library/reports-and-studies.

Additionally, Figure 7 below shows each arterial in Seattle by functional classification.

TABLE 1: TOP 25 ARTERIALS BY VOLUME

TOP 25 ARTERIALS BY VOLUME - AS MEASURED IN 2023	ANNUAL AVERAGE WEEKDAY DAILY TRAFFIC (AAWDT)
1ST AVE S BRIDGE (SR99)	93,000
WEST SEATTLE HIGH BRIDGE	72,700
MERCER ST, W/O FAIRVIEW AVE N	61,200
AURORA BRIDGE (SR99)	61,000
S SPOKANE ST VIADUCT, E/O 1ST AVE S	55,500
MONTLAKE BRIDGE (SR513)	54,000
EAST MARGINAL WAY S, SW/O 1ST AVE S (SR99)	51,700
BALLARD BRIDGE	45,000
WEST SEATTLE BRIDGE FAUNTLEROY BRANCH	38,400
N NORTHGATE WAY, E/O MERIDIAN AVE N	36,100
AURORA AVE N, S/O N 125TH ST (SR99)	35,000
FAUNTLEROY WAY SW, NE/O SW OREGON ST	33,500
AURORA AVE N, S/O N 130TH ST (SR99)	31,100
LAKE CITY WAY NE, NE/O NE 95TH ST (SR522)	30,700
DENNY WAY, W/O 2ND AVE	30,600
S MICHIGAN ST, E/O 4TH AVE S	30,400
NE 145TH ST, E/O 1ST AVE NE (SR523)	29,900
AURORA AVE N, N/O WINONA AVE N (SR99)	28,300
4TH AVE S, N/O S HOLGATE ST	27,800
NE 75TH ST, W/O 25TH AVE NE	27,700
GREENWOOD AVE N, S/O N 130TH ST	26,900
WESTERN AVE W, SW/O 1ST AVE W	25,600
HOLMAN RD NW, NE/O 12TH AVE NW	25,100
M L KING JR WAY S, S/O S CLOVERDALE ST	24,800
NE 45TH ST, E/O 17TH AVE NE	24,200

FIGURE 6: 2023 SEATTLE TRAFFIC FLOW MAP

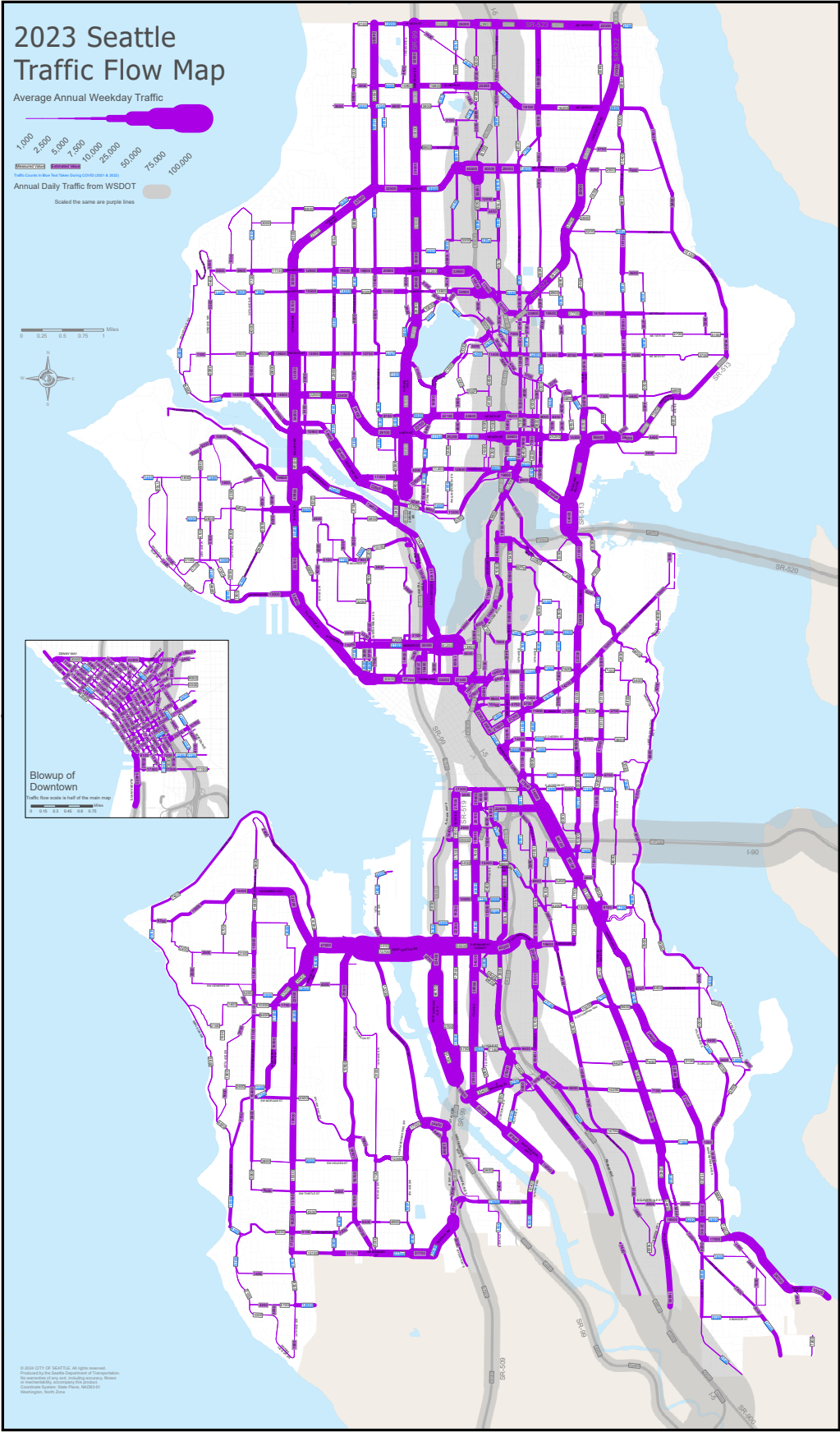
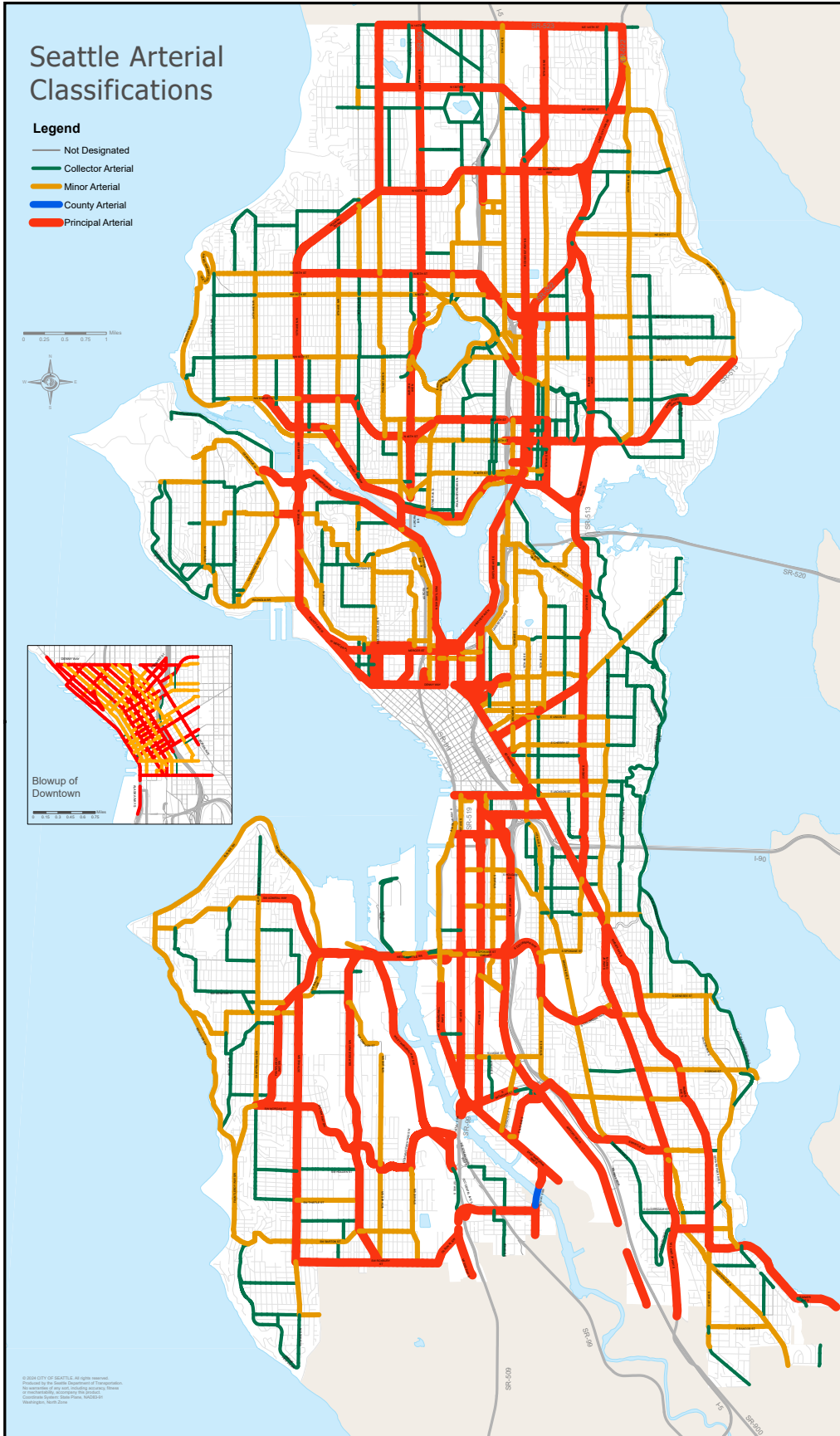


FIGURE 7: SEATTLE ARTERIAL CLASSIFICATION



MOTOR VEHICLE SPEEDS

SDOT began programmatically collecting speed data on a four-year cycle in 2010 at about 250 unique spot locations using pneumatic tubes. Starting in 2022, SDOT also began purchasing citywide connected vehicle speed data analytics through a private vendor that provides real-time and historical data. The vendor aggregates data from connected vehicles to provide information on speeds for almost every arterial street and during any specified timeframe. The connected vehicle data provides another tool for more detailed and up-to-date information on vehicle speeds. Pneumatic tube count locations are periodically retired as the quality of vendor data improves based on the reliability of connected vehicle penetration rate and sample sizes.

Engineers measure speed in different ways, but the 85th percentile measure is the most widely used. It represents the speed at or below which 85 percent of vehicles travel. Table 2 presents the programmatic spot speed studies for the four-year cycle from 2020 to 2023 with 85th percentile speeds exceeding 35 miles per hour (mph). Table 3 lists programmatic speed study locations as measured using connected vehicle speed data with 85th percentile speeds exceeding 35 mph from 2021 to 2023. Connected vehicle speed data was unavailable for the locations scheduled for speed studies in 2020. Figure 8 represents 2023 maximum monthly 85th percentile speeds during midday weekday periods using connected vehicle speed data in Seattle.

TABLE 2: 2020-2023 PROGRAMMATIC SPOT SPEED STUDY LOCATIONS WITH 85TH PERCENTILE SPEED EXCEEDING 35MPH MEASURED WITH PNEUMATIC TUBES

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
AURORA AVE N, S/O N 112TH ST	NB	35	47.2	2020
AURORA AVE N, S/O N 112TH ST	SB	35	47.2	2020
16TH AVE S, N/O 16TH AVE S BR	NB	30	43.9	2022
16TH AVE S, N/O 16TH AVE S BR	SB	30	43.4	2022
SAND POINT WAY NE, SW/O NE 65TH ST	NEB	35	42.7	2020
ROOSEVELT WAY NE, S/O NE NORTHGATE WAY	NB	25	41.6	2021
SAND POINT WAY NE, SW/O NE 65TH ST	SWB	35	41.5	2020
SW SPOKANE BR, W/O SW SPOKANE E ST	EB	25	41.3	2021
SW SPOKANE BR, W/O SW SPOKANE E ST	WB	25	41.3	2021
MERCER ST, W/O DEXTER AVE N	WB	25	40.6	2020
N 85TH ST, W/O ASHWORTH AVE N	EB	25	39.3	2020
ROOSEVELT WAY NE, S/O NE NORTHGATE WAY	SB	25	38.9	2021
RENTON AVE S, SE/O S BANGOR ST	SEB	25	38.8	2021
EAST MARGINAL NB WAY S, N/O ALASKAN WY VI NB	NB	25	38.4	2023
N 85TH ST, W/O ASHWORTH AVE N	WB	25	38.3	2020
NE NORTHGATE WAY, W/O 15TH AVE NE	EB	25	38.3	2022
N 145TH ST, W/O LINDEN AVE N	EB	35	38.2	2021
ROOSEVELT WAY NE, SE/O NE 130TH N ST	SEB	30	38.1	2020

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
EAST MARGINAL SB WAY S, S/O DUWAMISH AVE S	SB	40	38.1	2023
PINEHURST WAY NE, NE/O NE 115TH ST	SWB	25	37.5	2022
HOLMAN RD NW, NE/O 13TH E AVE NW	SWB	30	37.5	2023
HOLMAN RD NW, NE/O 13TH E AVE NW	NEB	30	37.4	2023
N 145TH ST, W/O LINDEN AVE N	WB	35	37.3	2021
RENTON AVE S, SE/O S BANGOR ST	NWB	25	37.2	2021
NE NORTHGATE WAY, W/O 15TH AVE NE	WB	25	37.2	2022
15TH AVE NE, S/O NE NORTHGATE WAY	NB	30	37.0	2020
15TH AVE NE, S/O NE NORTHGATE WAY	SB	30	36.8	2020
N NORTHGATE WAY, W/O ASHWORTH AVE N	EB	30	36.8	2021
ELLIS AVE S, S/O S WARSAW ST	NB	25	36.6	2022
ROOSEVELT WAY NE, SE/O NE 130TH N ST	NWB	30	36.5	2020
RENTON AVE S, N/O S CLOVERDALE ST	NB	25	36.5	2021
PINEHURST WAY NE, NE/O NE 115TH ST	NEB	25	36.5	2022
N NORTHGATE WAY, W/O ASHWORTH AVE N	WB	30	36.2	2021
SEAVIEW AVE NW, N/O NW 67TH ST	NB	25	36.2	2022
RAINIER AVE S, NW/O S HOLLY ST	NWB	25	35.9	2020
ALKI AVE SW, W/O HARBOR AVE SW	WB	25	35.8	2021
SW 106TH ST, W/O SEOLA BEACH DR SW	EB	25	35.7	2021
RENTON AVE S, N/O S CLOVERDALE ST	SB	25	35.5	2021
SW 106TH ST, W/O SEOLA BEACH DR SW	WB	25	35.5	2021
S LUCILE ST, W/O 12TH AVE S	EB	25	35.4	2020
NE 125TH ST, W/O 27TH AVE NE	WB	25	35.4	2022
RAINIER AVE S, NW/O S HOLLY ST	SEB	25	35.3	2020
N 125TH ST, W/O AURORA AVE N	EB	30	35.2	2020
N 85TH ST, W/O LINDEN AVE N	EB	25	35.1	2020
SW AVALON WAY, N/O 30TH AVE SW	NB	25	35.1	2022
N 85TH ST, W/O LINDEN AVE N	WB	25	35.0	2020

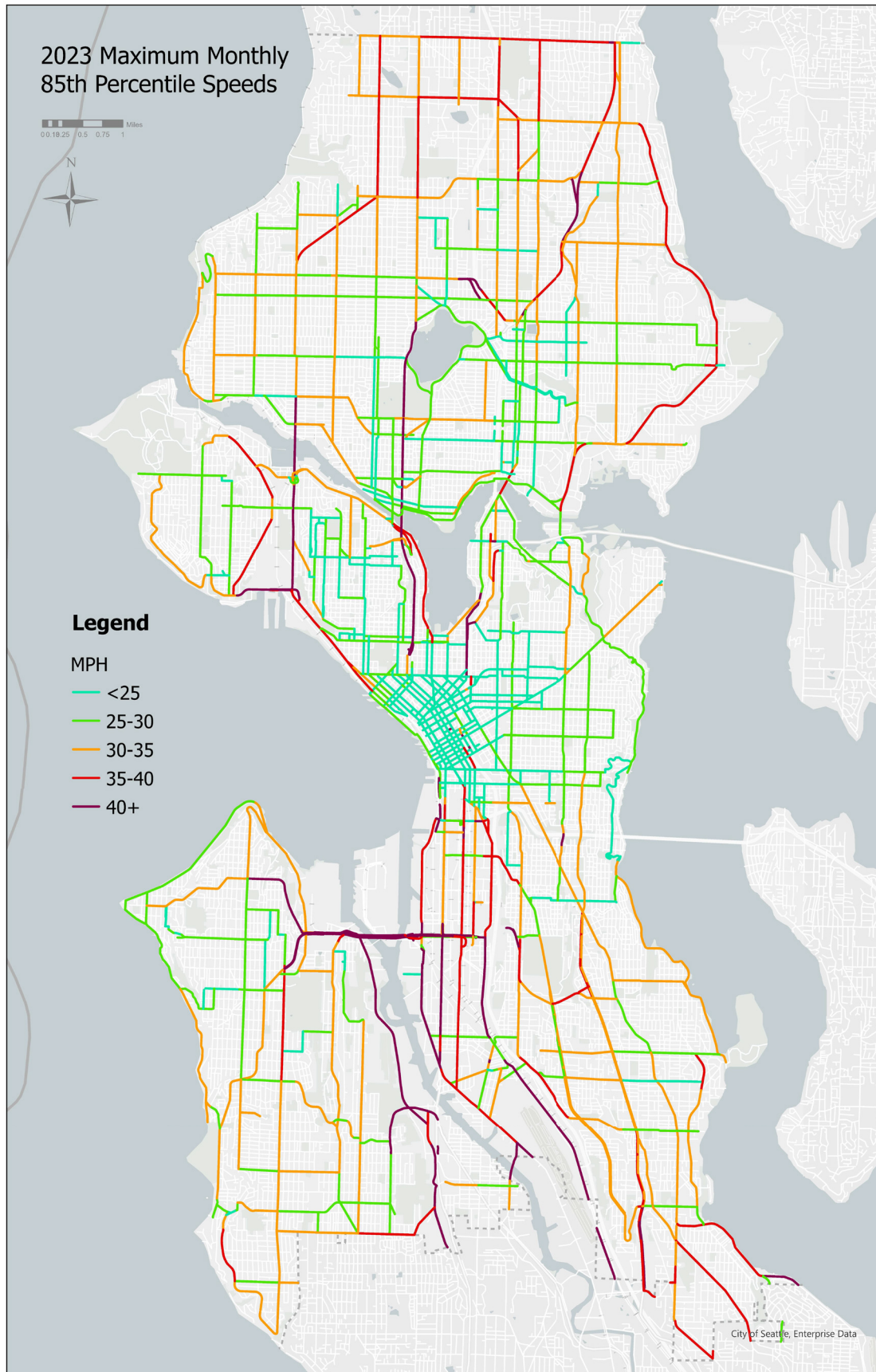
TABLE 3: 2021-2023 PROGRAMMATIC SPOT SPEED STUDY LOCATIONS WITH 85TH PERCENTILE SPEED EXCEEDING 35MPH FROM CONNECTED VEHICLE DATA

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
1ST AVE S, S/O S SPOKANE SR ST	NB	30	44.2	2021
1ST AVE S, S/O S SPOKANE SR ST	SB	30	43.4	2021
MYERS WAY S, S/O OLSON PL SW	SB	25	43.2	2021
MYERS WAY S, S/O OLSON PL SW	NB	25	43.0	2021
SW ADMIRAL WAY, SE/O SW CITY VIEW ST	SEB	25	41.8	2022
16TH AVE S, N/O 16TH AVE S BR	SB	30	41.7	2023
LAKE CITY WAY NE, NE/O NE 95TH ST	NEB	35	41.1	2021
LAKE CITY WAY NE, NE/O NE 95TH ST	SWB	35	40.9	2021
SW ADMIRAL WAY, SE/O SW CITY VIEW ST	NWB	25	40.7	2022
S COLUMBIAN WB WAY, NW/O 14TH AVE S	NWB	35	40.3	2021
AIRPORT WAY S, NW/O S LUCILE ST	SEB	30	40.3	2021
N 145TH ST, W/O MERIDIAN AVE N	EB	35	39.4	2021
16TH AVE S, N/O 16TH AVE S BR	NB	30	39.3	2023
N 145TH ST, W/O MERIDIAN AVE N	WB	35	39.3	2021
NE 145TH ST, E/O 5TH AVE NE	EB	35	39.1	2023
GREENWOOD AVE N, S/O N 145TH ST	SB	30	38.7	2022
ELLIOTT AVE W SE/O W MERCER PL	SEB	25	38.5	2022
ELLIOTT AVE W SE/O W MERCER PL	NWB	25	38.1	2022
WESTLAKE AVE N, S/O HIGHLAND DR	SB	25	37.9	2021
WESTLAKE AVE N, S/O HIGHLAND DR	NB	25	37.9	2021
S COLUMBIAN EB WAY, NW/O 14TH AVE S	SEB	35	37.8	2021
4TH AVE S, N/O S DAWSON ST	SB	30	37.7	2022
OLSON PL SW, SW/O 1ST AVE S	SWB	25	37.6	2023
EAST MARGINAL WAY S, NW/O S MICHIGAN ST	NWB	30	37.6	2023
4TH AVE S, N/O S DAWSON ST	NB	30	37.3	2022
OLSON PL SW, SW/O 1ST AVE S	NEB	25	37.2	2023
AURORA AVE N, S/O N 112TH ST	SB	35	37.1	2022
GREENWOOD AVE N, S/O N 145TH ST	NB	30	37.1	2022
AURORA AVE N, S/O N 112TH ST	SB	35	36.9	2021
AURORA AVE N, S/O N 112TH ST	SB	35	36.7	2023
MONTLAKE BLVD NE, N/O NE PACIFIC PL	NB	30	36.7	2021
SAND POINT WAY NE, S/O NE 74TH ST	SB	30	36.6	2022

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
AURORA AVE N, S/O N 112TH ST	NB	35	36.6	2023
AURORA AVE N, S/O N 112TH ST	NB	35	36.5	2022
4TH AVE S, N/O S MICHIGAN ST	NB	30	36.3	2021
6TH AVE S, S/O S FOREST ST	NB	25	36.3	2023
GILMAN AVE W, NW/O W EMERSON PL	NWB	25	36.2	2023
4TH AVE S, N/O S MICHIGAN ST	SB	30	35.8	2021
AURORA AVE N, S/O N 112TH ST	NB	35	35.8	2021
6TH AVE S, S/O S FOREST ST	SB	25	35.8	2023
NE 145TH ST, E/O 5TH AVE NE	WB	35	35.7	2023
AIRPORT WAY S, NW/O S LUCILE ST	NWB	30	35.6	2021
15TH AVE S, S/O S BRADFORD ST	NB	25	35.1	2021
M L KING JR WR WAY S, N/O S ANDOVER ST	SB	25	35.0	2023



FIGURE 8: 2023 85TH PERCENTILE SPEEDS FROM CONNECTED VEHICLE DATA



BICYCLE VOLUMES

In 2023, SDOT collected volumes of people biking with three different programs: automated permanent bicycle counters at four locations, seven-day counts at 62 locations, and quarterly spot counts at 50 intersections.

Automated Permanent Bicycle Counters

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

In 2023, the Fremont Bridge count location was Seattle's busiest, comprising 54% of the bicyclist volumes measured by permanent counters and a 13.2% increase from 2022 at this location. The other three active count locations measured the remainder (46%) of the number of people biking at the permanent count locations. One of the five locations, the Elliott Bay Trail counter, was under repair for most of 2023 and thus, its data was excluded from this report. Figure 9 indicates the total number of people biking for 2023 was 1,683,500 at the four permanent bike counter locations. This 2023 sum represents a 6.4% increase from 2022 and 30.9% decrease from 2019 pre-COVID volumes at the same four locations.

The impact of COVID pandemic, shift to teleworking and return-to-office reversion continue to impact volumes of people biking. Table 4 provides more detailed breakdowns of automated permanent bike counter data for 2023.

To account for short anomalous gaps in the annual data stream due to maintenance or operational issues, the data is extrapolated using day-of-the-year factors developed in accordance with the National Cooperative Highway Research Program (NCHRP) Report 797 methodology. The results are shown in Table 5, presenting the total annual bike count at 5 locations from 2018 to 2023.



KEY FINDINGS

The 2023 permanent bike counter volumes at Fremont Bridge, Burke Gilman Trail, 2nd Ave Cycle Track and Spokane St Bridge increased 6.4% from 2022, but the 2023 volumes were 30.9% lower than 2019 pre-COVID volumes.

FIGURE 9: 2014-2023 AUTOMATED PERMANENT BIKE COUNTER ANNUAL TOTALS

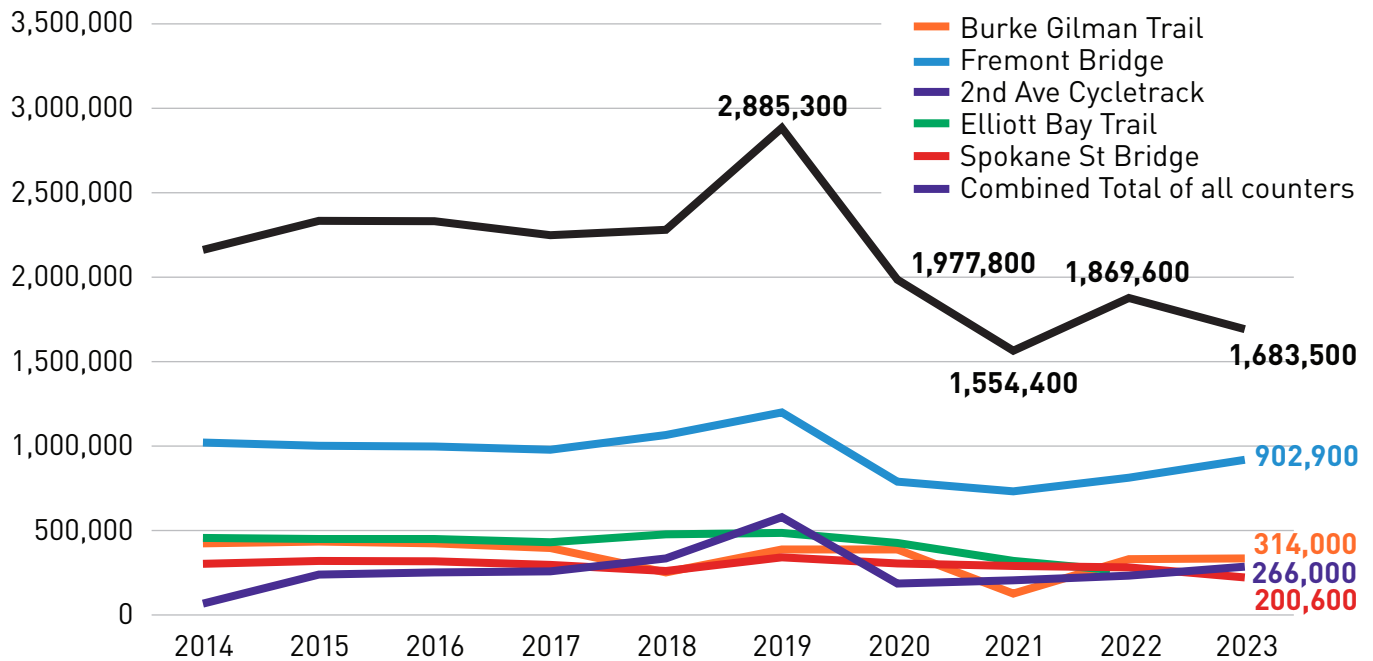


TABLE 4: 2023 AUTOMATED PERMANENT BIKE COUNTER SUMMARY

Counter Site	Total	Daily Average	Average Weekday	Average Weekend Traffic	Daily Median	Peak Day	Peak Count	Peak day of the week
2nd Ave Cycle Track	266,000	700	800	1,000	700	7/11/2023	1,900	Wednesday
Burke Gilman Trail	314,000	900	800	1,000	700	4/29/2023	2,700	Saturday
Fremont Bridge	903,000	2,500	2800	2,000	2,300	7/18/2023	5,000	Wednesday
Spokane St Bridge	201,000	600	600	400	500	7/18/2023	1,500	Wednesday

TABLE 5: 2018-2023 BICYCLE COUNTS FROM AUTOMATED PERMANENT BIKE COUNTERS

Counting Site	2018 Annual Count	2019 Annual Count	2020 Annual Count	2021 Annual Count	2022 Annual Count	2023 Annual Count
2nd Ave Cycle Track	314,000	560,000	164,000	184,000	213,000	266,000
Burke Gilman Trail	231,800	368,000	368,400	104,400	310,000	314,000
Elliott Bay Trail	439,700	448,300	387,200	281,000	287,300	N/A
Fremont Bridge	1051,900	1187,200	772,600	715,600	797,500	902,900
Spokane St Bridge	239,500	321,800	285,600	269,400	261,800	200,600

Seven-Day Spot Bike Counts

In 2023, SDOT conducted 62 seven-day spot bike counts in different parts of the city in addition to the automated permanent bike counter locations. These seven-day spot counts provide a snapshot of the number of people biking across a wider geographic area than the locations with automated permanent bike counters. These seven-day counts of people biking support monitoring the Seattle Transportation Plan's (STP's) mode shift goals and inform project development across Seattle.

Using bike volumes from the automated permanent bike counter locations, daily volume factors were created to extrapolate seven-day bike counts into annual volume estimates for the 62 locations per the NCHRP Report 797 methodology. Table 17 in Section 4.2 presents the seven-day bike counts extrapolated into annual volume estimates. The locations with the highest numbers of people biking tended to be at the bridges and the regional trails.

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 numbers of people biking and walking at 50 locations four times per year citywide. These counts were taken quarterly in winter, spring, summer, and autumn from 2011 to 2013 and 2020 onwards and were taken three times a year from 2014 to 2019. For every count iteration, the

volume of people biking was collected during the weekday AM peak (7-9 am), the weekday PM peak (5-7 pm), and Saturday (noon-2pm) time periods. Figure 10 shows the quarterly citywide bike count totals from 2014 to 2023 by season. Figure 11 represents the sum of the quarterly counts of people biking at each location for those 50 citywide locations using the NBPD methodology for 2023. SDOT began collecting counts during the summer season in 2020, as indicated by the discontinuous trend line in Figure 10.

In 2023, the quarterly citywide bike count program documented a sum of 29,800 people biking across the four seasons. As only autumn, spring and winter counts of people biking were collected in 2019, comparison of those seasons with the 2023 counts indicate the sum of people biking was 38% lower than the pre-COVID 2019 numbers (24,100 people biking in 2019 and 17,500 people biking in 2023). These NBPD bike counts provide a longitudinal data set for capturing seasonal and multiyear trends in the number of people biking. From the NBPD count analysis, the location at Fremont Ave N & N 34th St showed the highest overall ridership with approximately 4,250 people biking per weekday for the year. This count is conducted near the automated permanent bicycle counter on Fremont Bridge, which also has the highest numbers of people biking out of the four active automated permanent bike count locations in 2023. Details of the 2023 quarterly citywide counts of people biking are available at data.seattle.gov.

FIGURE 10: 2014-2023 SUM OF NBPD QUARTERLY CITYWIDE BIKE COUNTS BY SEASON

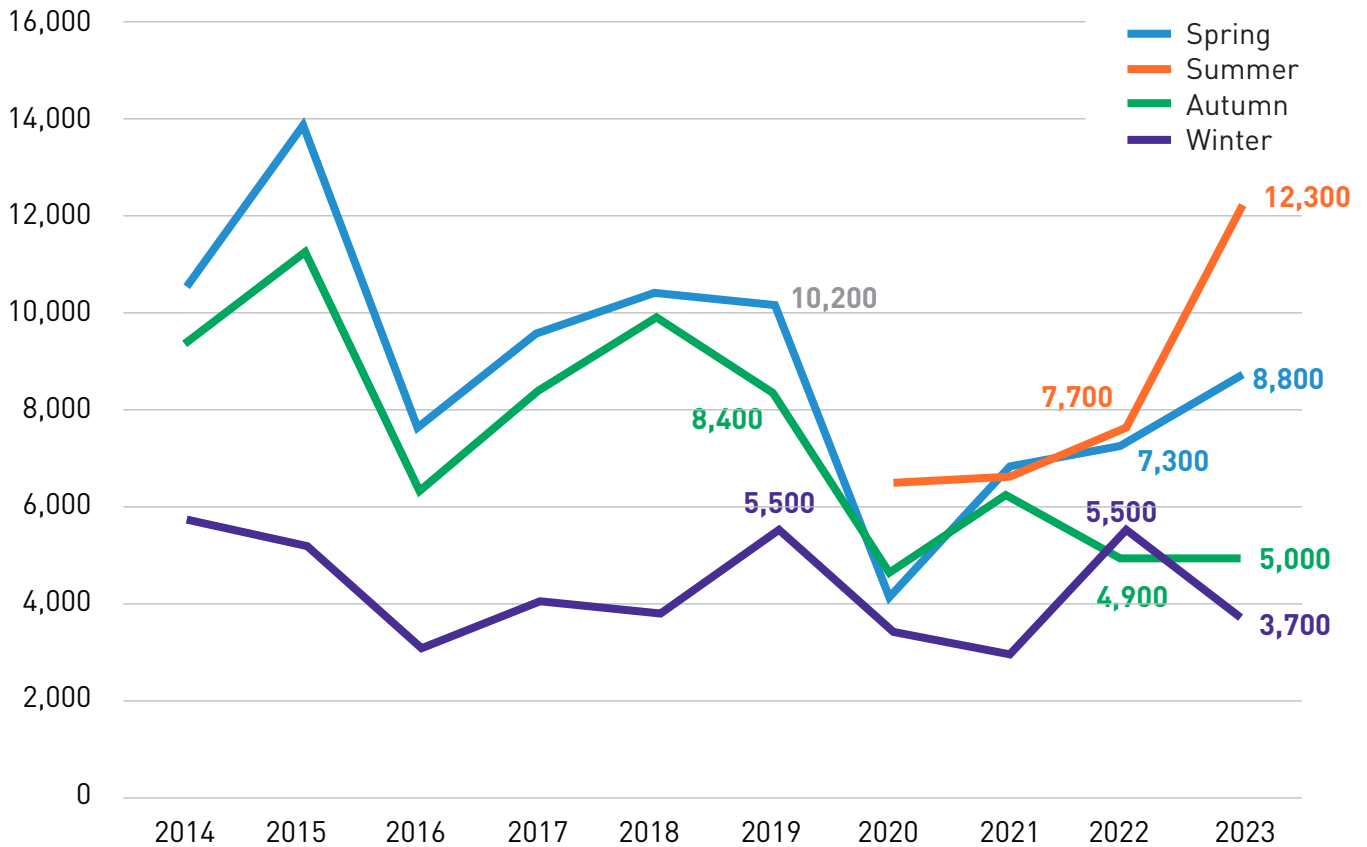
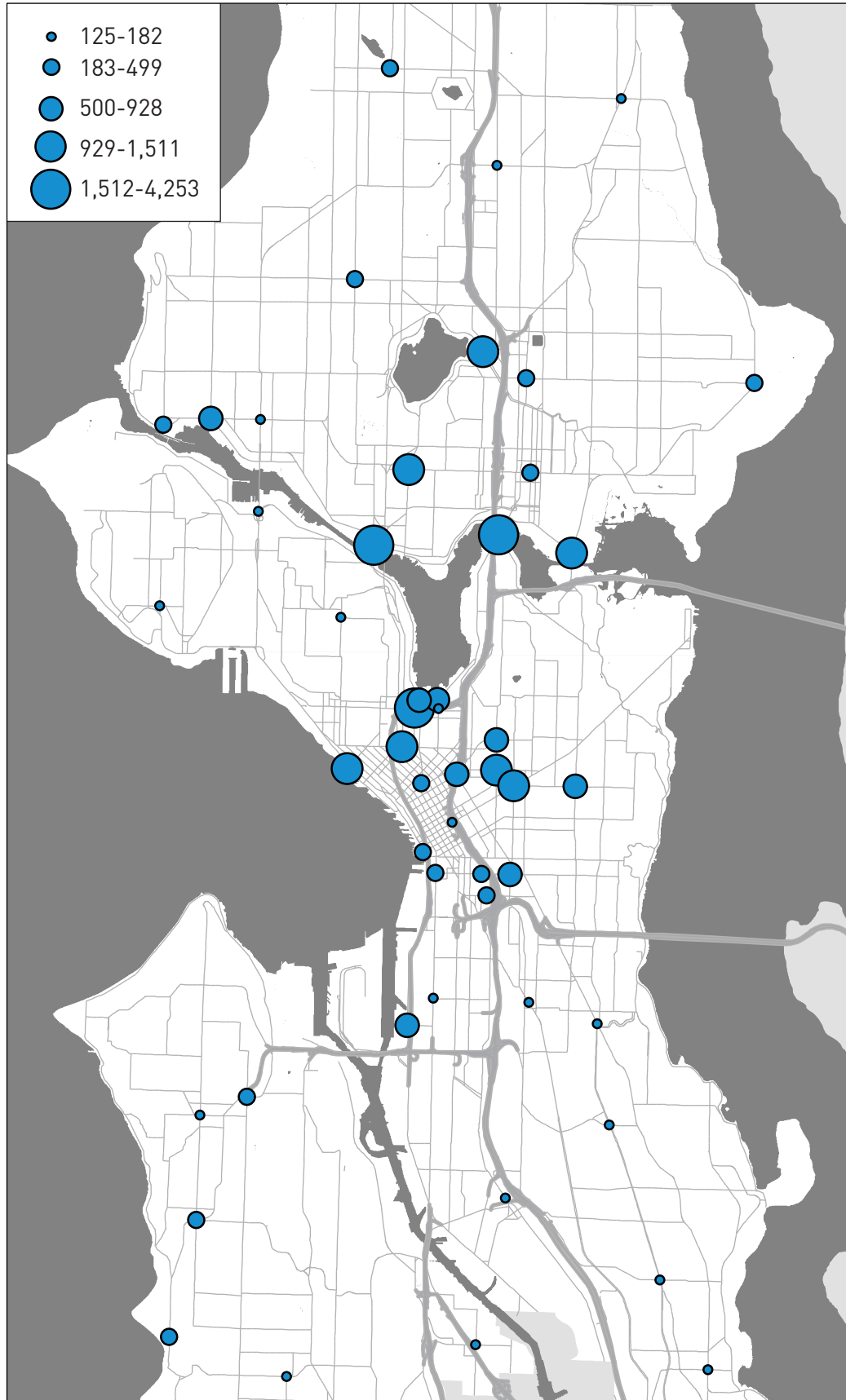


FIGURE 11: 2023 SUM OF NBPD QUARTERLY CITYWIDE BIKE COUNTS BY LOCATION



PEDESTRIAN VOLUMES

Beginning in 2011, SDOT began collecting quarterly citywide counts of people walking using the National Bicycle and Pedestrian Documentation (NBPD) methodology. Since these counts of people walking are collected in conjunction with the bicycle counts, they share the quarterly frequency, as well as the weekday AM peak (7-9 am), weekday PM peak (5-7 pm) and Saturday (noon-2pm) time periods. Some of the automated permanent bicycle count locations on shared use trails can also measure pedestrian volumes.



KEY FINDINGS

In 2023, the volumes of people walking stayed consistent with 2022 data; these volumes however, remained 25% lower than pre-COVID 2019 data.

Quarterly Citywide Pedestrian Counts

In 2011, SDOT started using the NBPD project methodology for counting the volume of people walking and biking. These NBPD counts provide consistent, annual counts of people walking to track over the years. Each NBPD count is conducted at an intersection and records the number of people crossing each leg of the intersection. Figure 12 shows the sum of the quarterly counts of people walking by season for the 50 count locations between 2014 and 2023. SDOT began collecting counts during the summer season in 2020, as indicated by the discontinuous trendline. In 2023, the total number of people walking counted by the program across all four seasons was 343,600. As only autumn, spring and winter counts of people walking were collected in 2019, comparison of those seasons with the 2023 counts indicate the sum of people walking remained 25% lower than the pre-COVID 2019 numbers (332,900 pedestrians in 2019 and 250,700 pedestrians in 2023).

Figure 13 represents the sum of the quarterly counts of people walking at each location for those 50 citywide locations in 2023. For the year, the busiest NBPD location was at Broadway E and E Olive Way with approximately 34,400 people walking counted (sum of the four seasons); this location also had the highest sums of people walking in previous years. Details of the 2023 quarterly citywide counts of people walking are available at data.seattle.gov.



FIGURE 12: 2014-2023 SUM OF NBPD QUARTERLY CITYWIDE PEDESTRIAN COUNTS BY SEASON

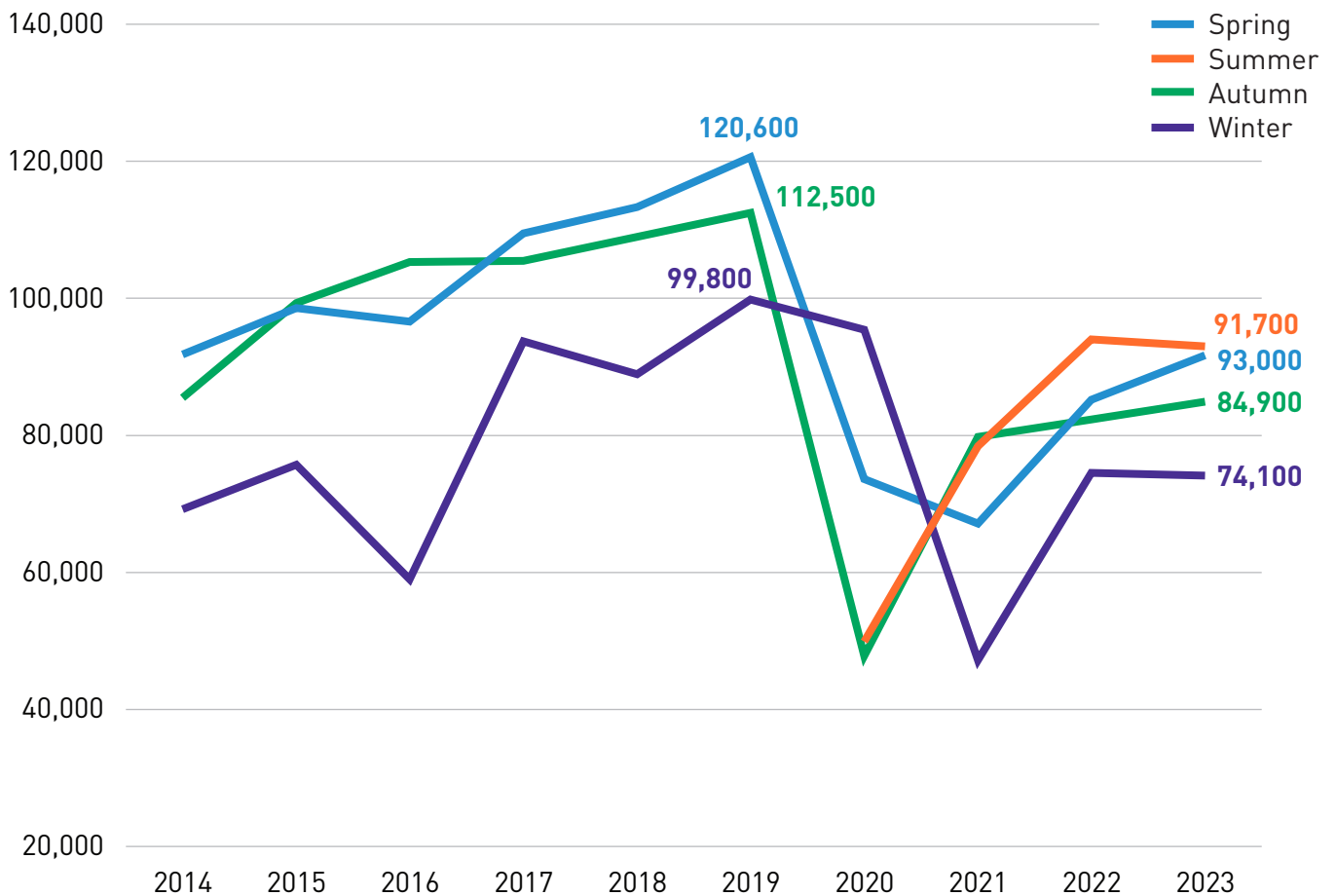
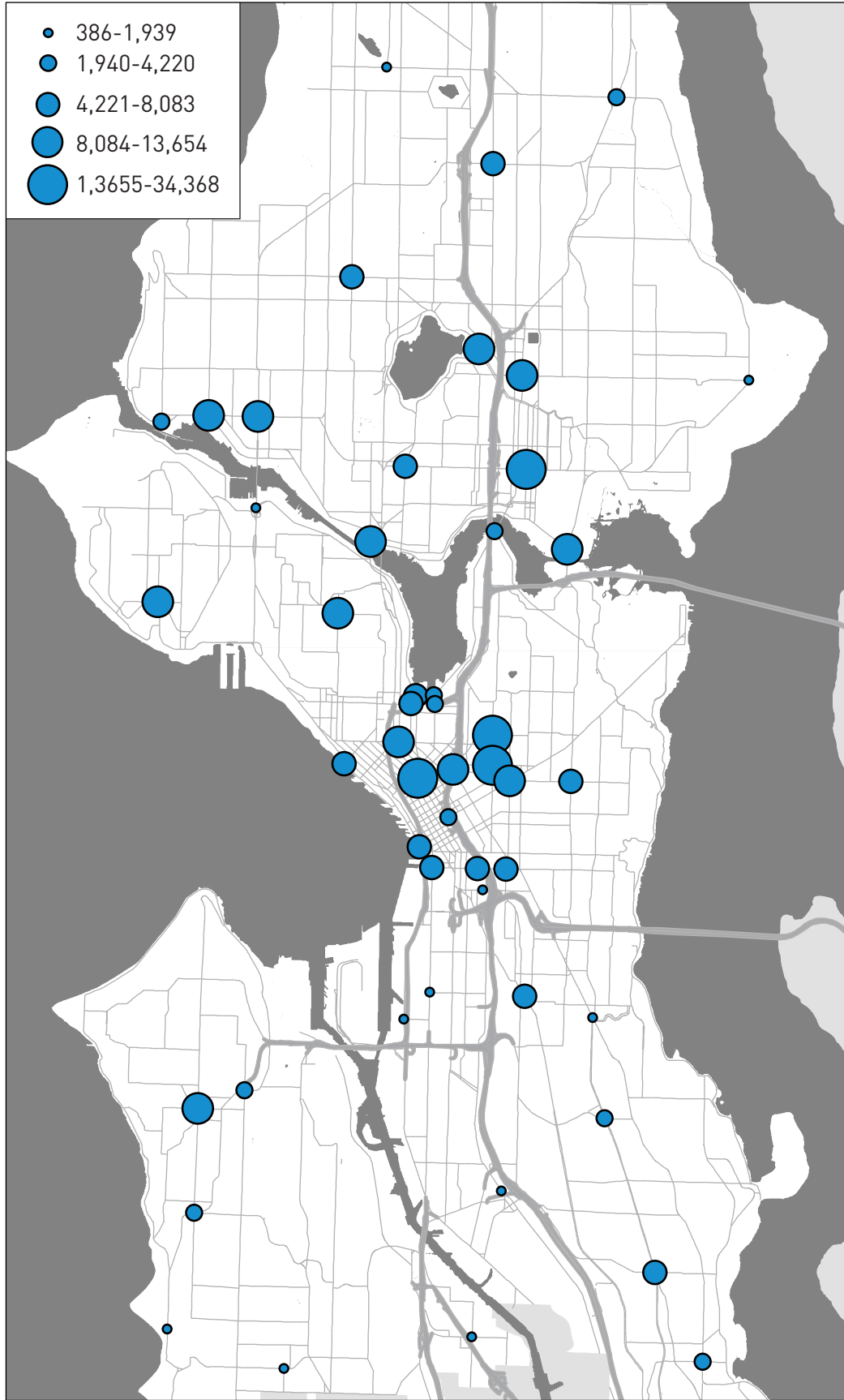


FIGURE 13: 2023 SUM OF NBPD QUARTERLY CITYWIDE PEDESTRIAN COUNTS BY LOCATION



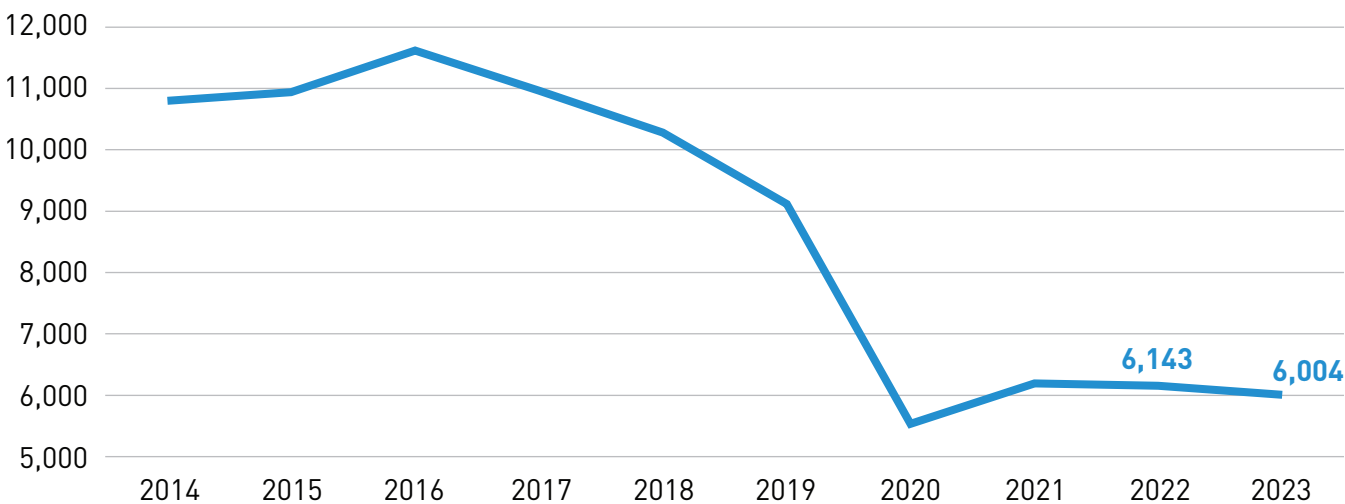
Traffic Collisions

There were 6,004 collisions on Seattle streets in 2023 where police were dispatched. This represents a 2% decrease from 2022. In addition, there were 1,354 collisions reported through the Seattle Police Department's (SPD) Internet Telephone Reporting Unit (ITRU), which unless otherwise specified, are excluded in this report's data summaries due to reliability and completeness considerations. The ITRU is a unit of SPD comprised of sworn personnel who provide an alternative method of reporting when police response to the scene is not required. For comparison of historical collision data, note City practices and policies for triaging response to collisions changed in 2020 and 2021 respectively, likely resulting in a diversion of collision events from the police-dispatched reporting pathway to the ITRU or other alternative reporting methods. Figure 14 shows the trend of police-dispatched collisions on Seattle streets from 2014 to 2023. Data for both types of reports is listed in Table 18 in Section 4.3.

KEY FINDINGS

The 2023 number of collisions where police were dispatched to the scene remained consistent with 2022 and 2021.

FIGURE 14: 2014-2023 COLLISIONS ON SEATTLE STREETS WHERE POLICE WERE DISPATCHED





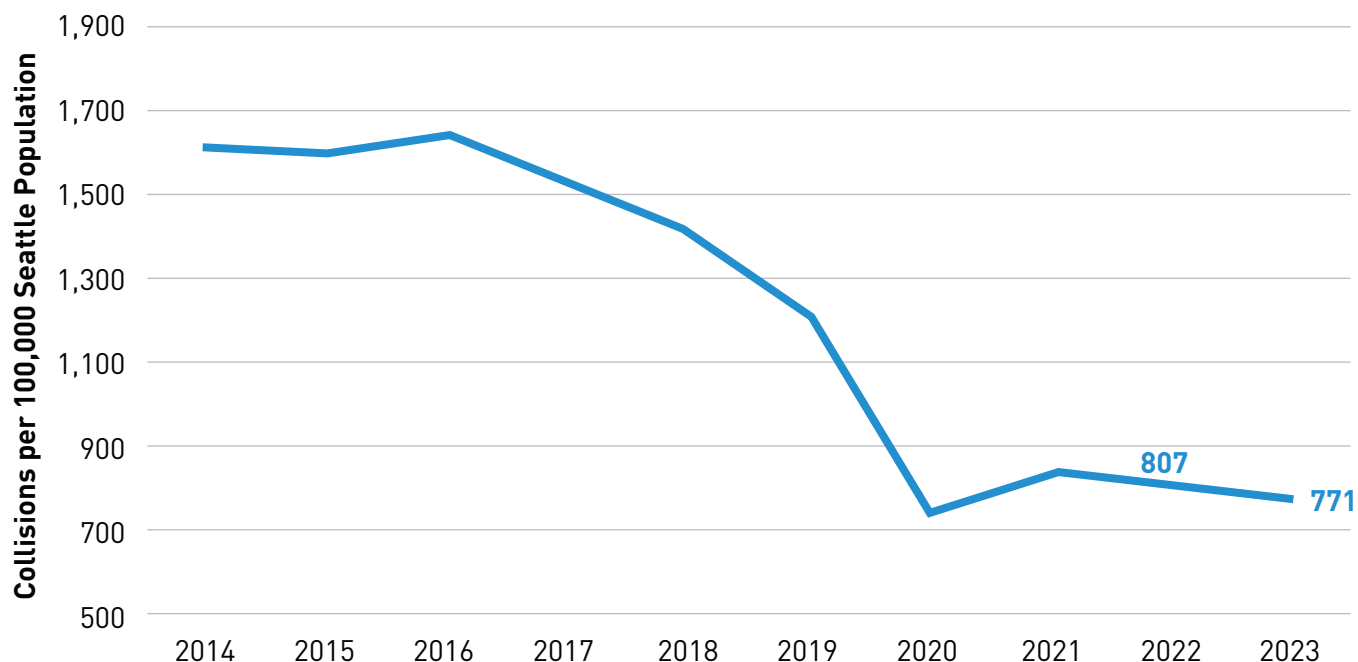
CITYWIDE COLLISION RATE

The citywide collision rate, as shown in Figure 15 below and Table 19 in Section 4.3, represents the number of police-dispatched collisions per 100,000 Seattle population. For 2023, the citywide collision rate decreased 4.5% compared to 2022. The number of police-dispatched collisions stayed consistent with 2022, but the population increased by 2.2%, resulting in a lower citywide collision rate.

KEY FINDINGS

In 2023, the citywide collision rate decreased by 4.5% compared to 2022.

FIGURE 15: 2014-2023 CITYWIDE COLLISION RATE



FATAL AND SERIOUS INJURY COLLISIONS

In 2015, SDOT established the Vision Zero program which set a goal of eliminating fatal and serious injury collisions. Collision data is used to inform safety analyses to identify locations for future investments. In 2023, there were a total of 268 serious injury collisions and 27 fatal collisions. In 2023, the number of fatal and serious injury collisions represented about 5% of the total number of collisions where police were dispatched. Figure 16 shows the trend of fatal and serious injury collisions on Seattle streets since 2014. Figure 17 shows the trend of lives lost on Seattle streets since 2014. All pedestrians who lost their lives are represented by the 'People Walking' category regardless of if they were walking or using a mobility device. Similarly, bicyclists and people using motorized foot scooters are represented by the 'People Biking' category. The convention of the use of these terms can be applied throughout this report. Figure 18 shows the fatal and serious injury

KEY FINDINGS

- Through 2023, an increasing trend of serious injury collisions has persisted since 2020.
- The number of fatal injury collisions went down from 30 in 2022 to 27 in 2023.
- The number of serious injury collisions went up from 226 in 2022 to 268 in 2023.

collision rate per 100,000 Seattle population, and Figure 19 maps the locations of fatal and serious injury collisions in 2023.

These numbers exclude incidents on limited-access state highways and interstate freeways, which are SR509, SR520, I-5 and I-90, respectively. Additional details on fatalities and tables of historical trends can be found in Section 4.3.

FIGURE 16: 2014-2023 FATAL AND SERIOUS INJURY COLLISIONS

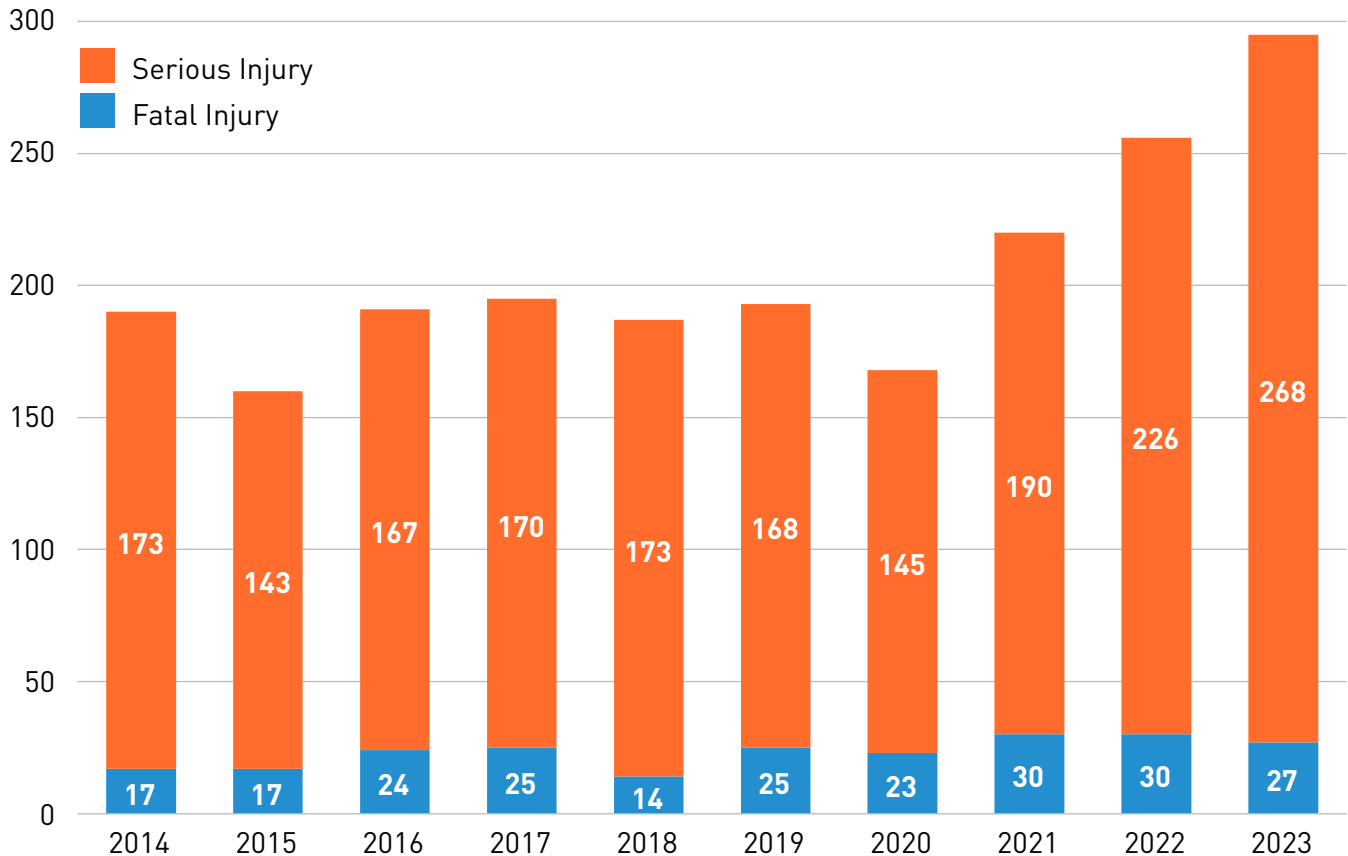


FIGURE 17: 2014-2023 LIVES LOST ON SEATTLE STREETS

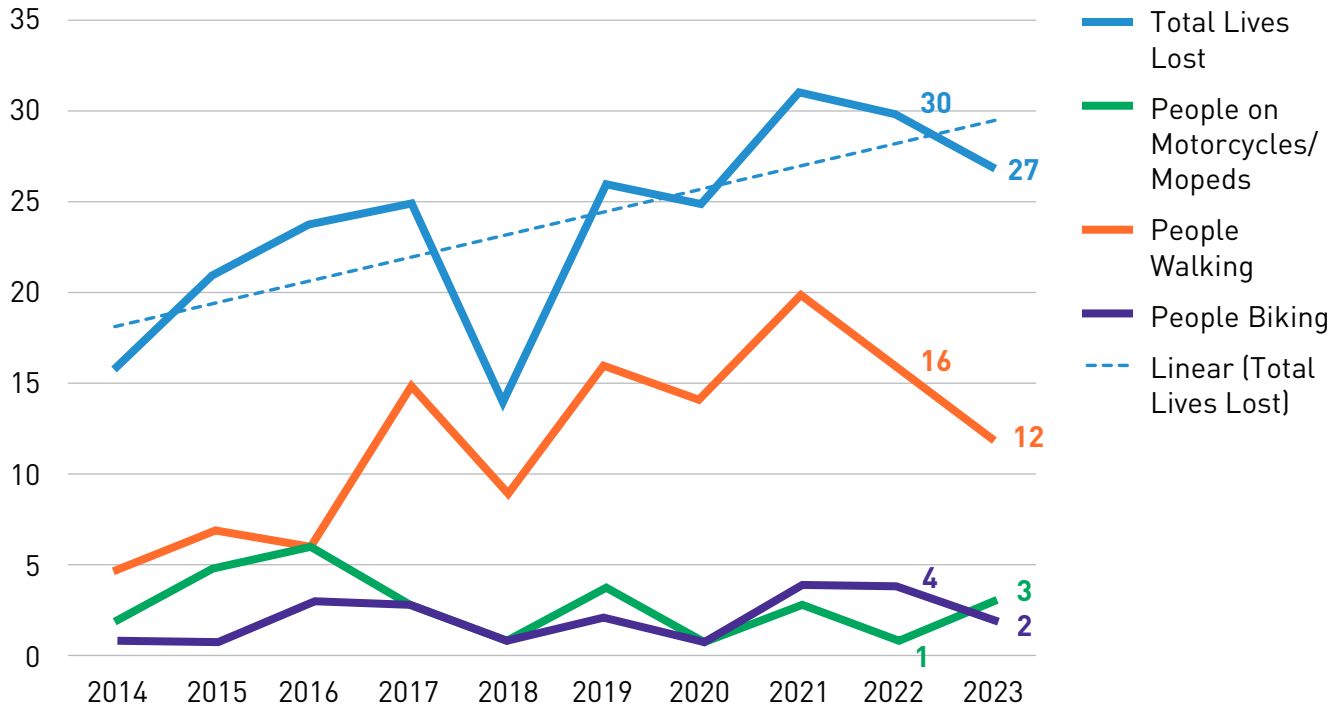


FIGURE 18: 2014-2023 FATAL AND SERIOUS INJURY COLLISION RATES

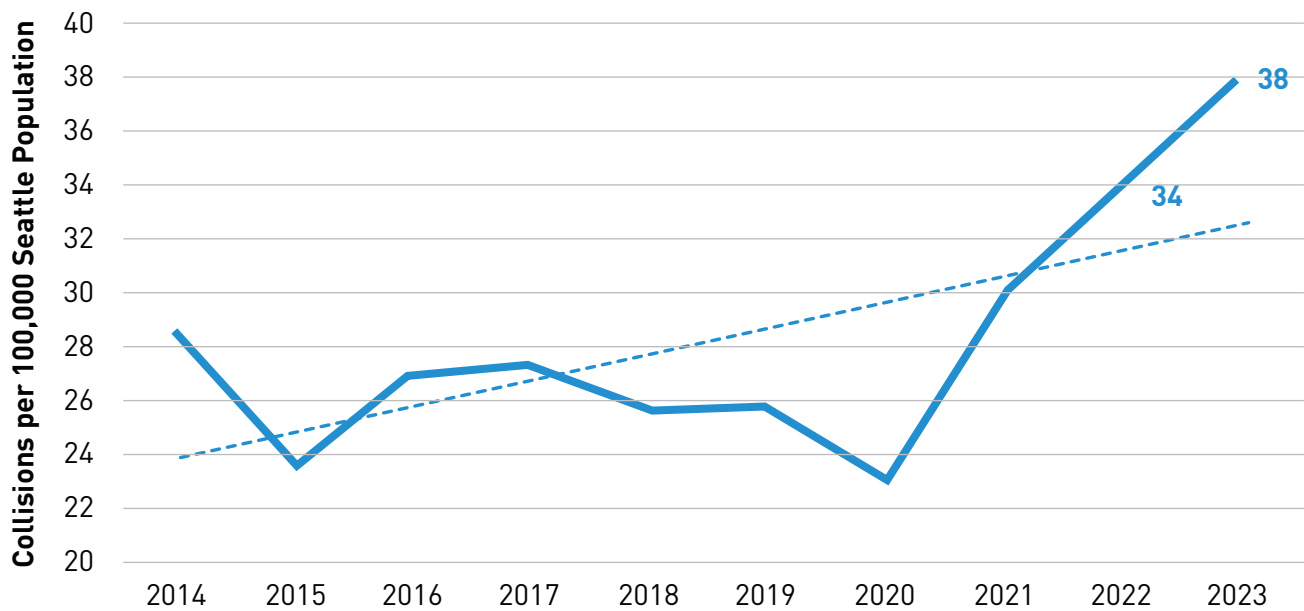
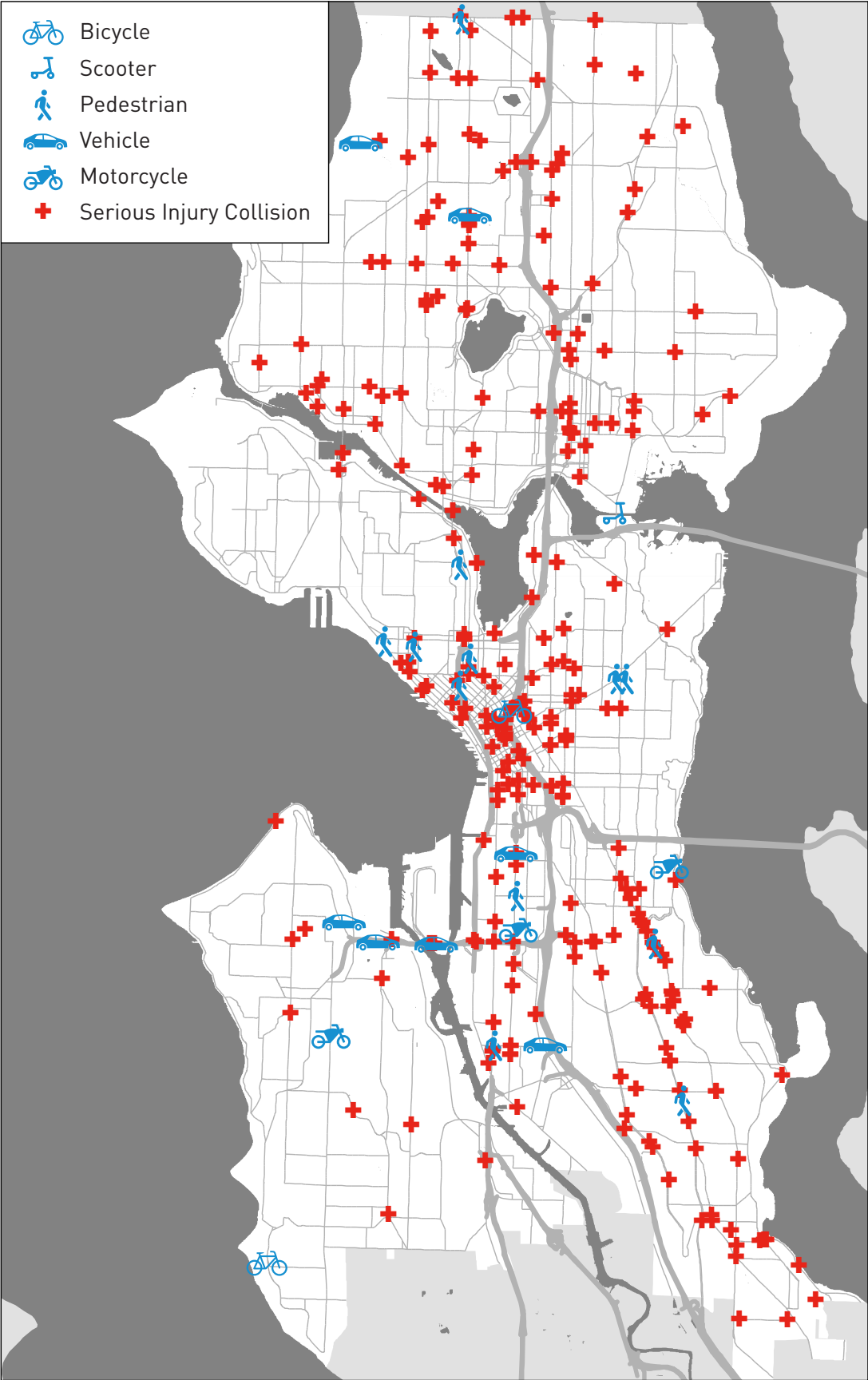


FIGURE 19: 2023 FATAL AND SERIOUS INJURY COLLISION MAP



COLLISIONS INVOLVING PEDESTRIANS

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

As shown in Figure 20, the rate of collisions involving pedestrians per 100,000 Seattle population has been generally decreasing over time, but slightly increased from 2022 to 2023. In contrast, Figure 21 shows that the total number of fatal and serious injury collisions involving pedestrians has been generally increasing from 2014 to 2023. Table 7 tabulates all collisions involving pedestrians by collision severity. Lastly, Figure 22 maps the locations of all collisions involving pedestrians in Seattle for 2023.

KEY FINDINGS

- The 2023 rate of collisions involving people walking is 4.5% higher compared to 2022 but is lower than rates prior to 2019.
- The number of collisions where people walking were seriously injured decreased from 84 in 2022 to 78 in 2023, and the number of fatal collisions involving people walking decreased from 16 to 14 in the same time span.

FIGURE 20: 2014-2023 RATE OF COLLISIONS INVOLVING PEDESTRIANS

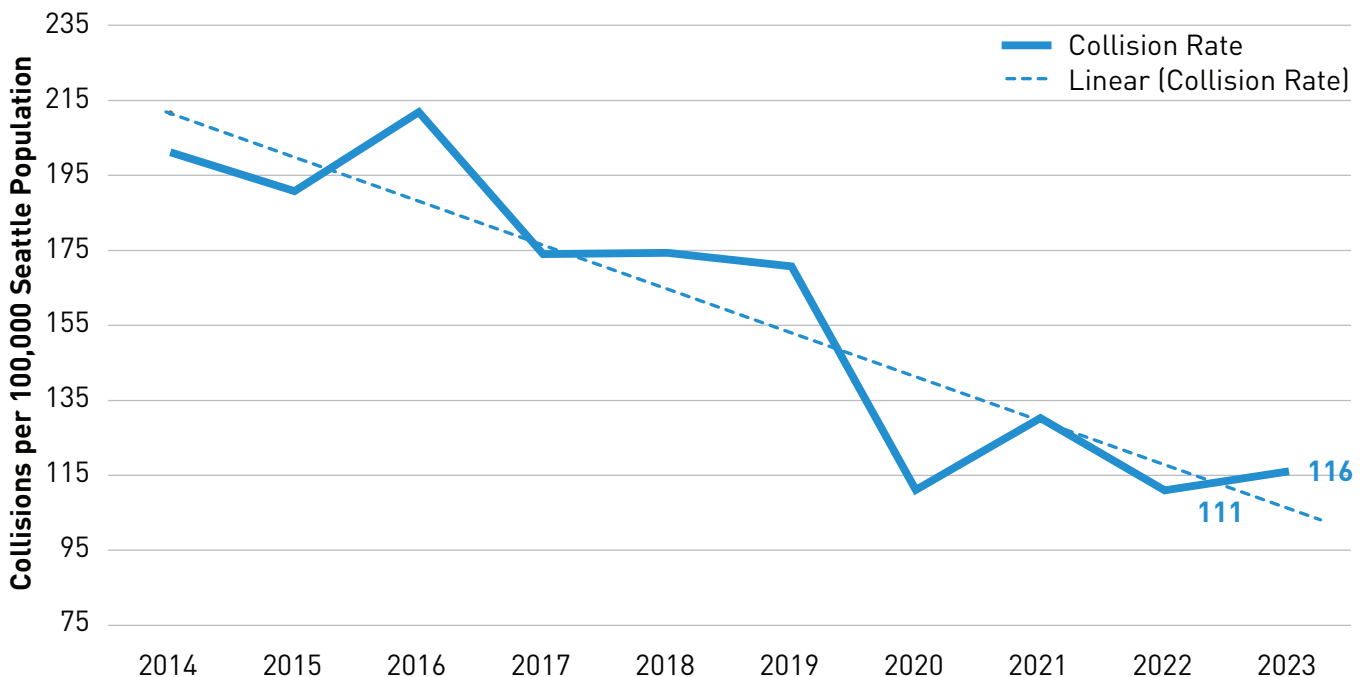


FIGURE 21: 2014-2023 FATAL AND SERIOUS INJURY COLLISIONS INVOLVING PEDESTRIANS

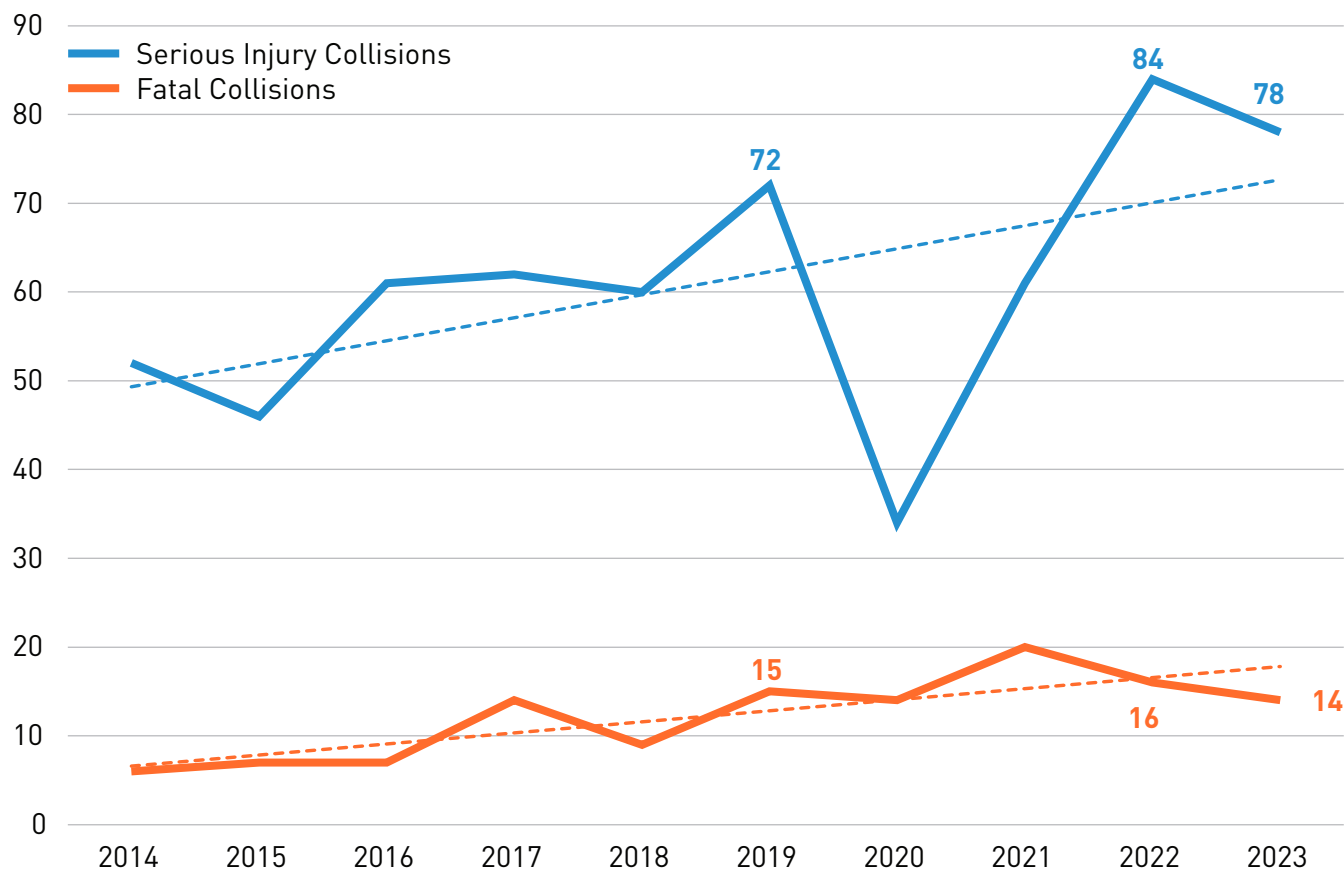
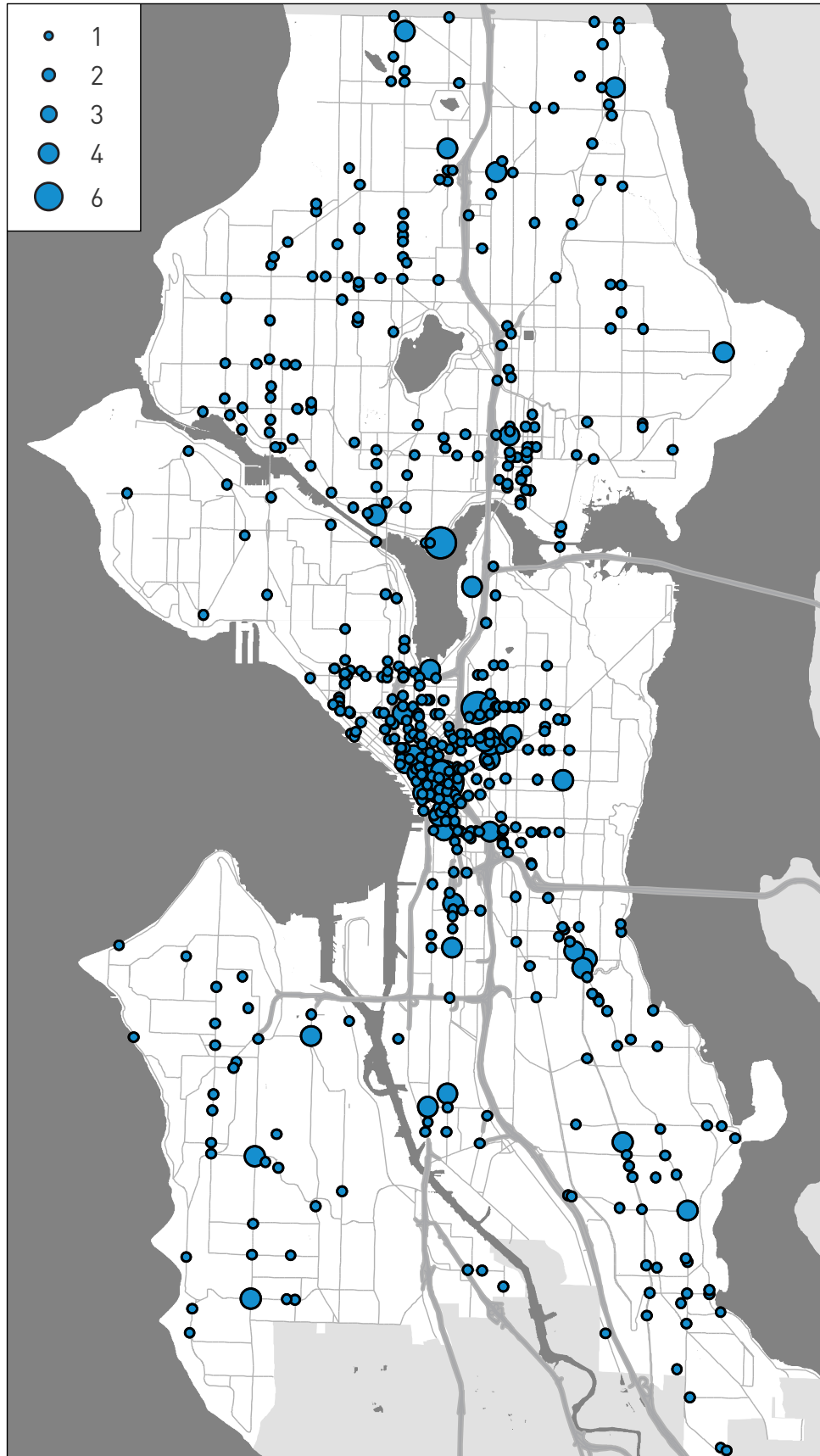


TABLE 6: 2014-2023 COLLISIONS INVOLVING PEDESTRIANS

Year	Total Collisions	Possible/ Evident Injury	Serious Injury Collisions	Fatal Collisions	Fatal, Serious Injury Collisions
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	20	81
2022	374	233	84	16	100
2023	399	257	78	14	92

FIGURE 22: 2023 COLLISIONS INVOLVING PEDESTRIANS MAP



COLLISIONS INVOLVING BICYCLISTS

Figure 23 below shows the bicycle-involved collision rate as the number of collisions involving bicyclists divided by Seattle’s city population. Since 2020, the rate has been on a slight upward trend.

Fatal and serious injury bicycle-involved collision trends are shown in Figure 24 and Table 7 below. The number of serious injury collisions involving bicyclists increased from 2022 to 2023, while the number of fatal decreased. Figure 25 maps the location of all collisions involving bicyclists in Seattle for 2023.

KEY FINDINGS

- The 2023 rate of collisions involving people biking increased by 10% from 2022.
- The number of collisions where people biking were seriously injured continued the uptrend from 24 in 2022 to 38 in 2023, with a decrease in the number of fatal collisions involving people biking from 4 to 2 in the same time span.

FIGURE 23: 2014-2023 RATE OF COLLISIONS INVOLVING BICYCLISTS

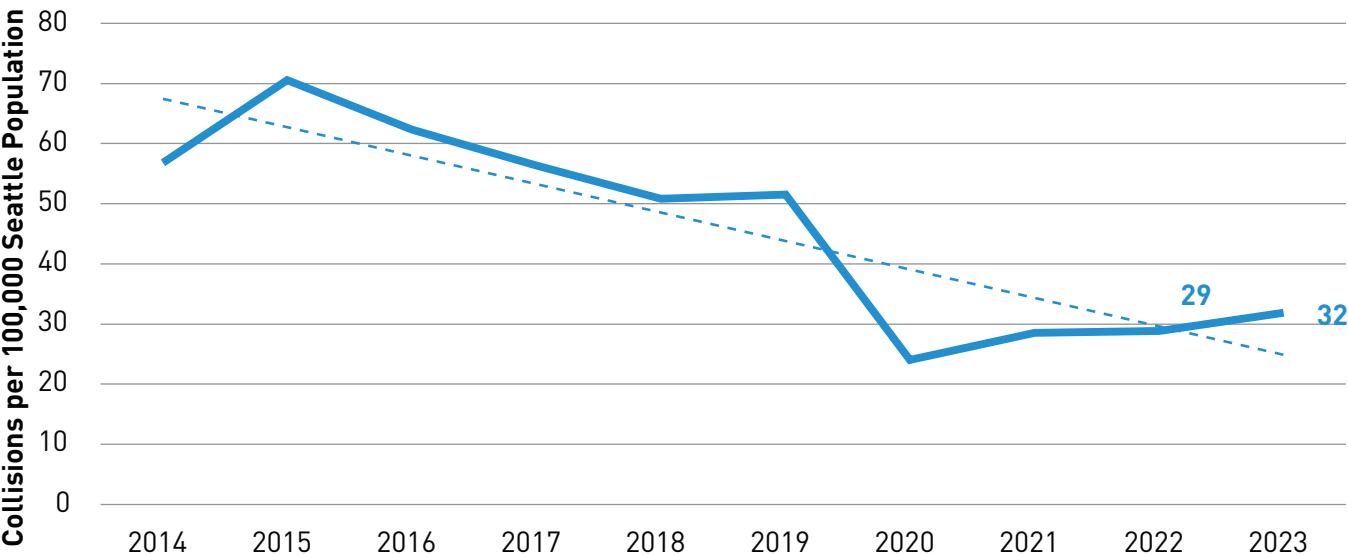


FIGURE 24: 2014-2023 FATAL AND SERIOUS INJURY COLLISIONS INVOLVING BICYCLISTS

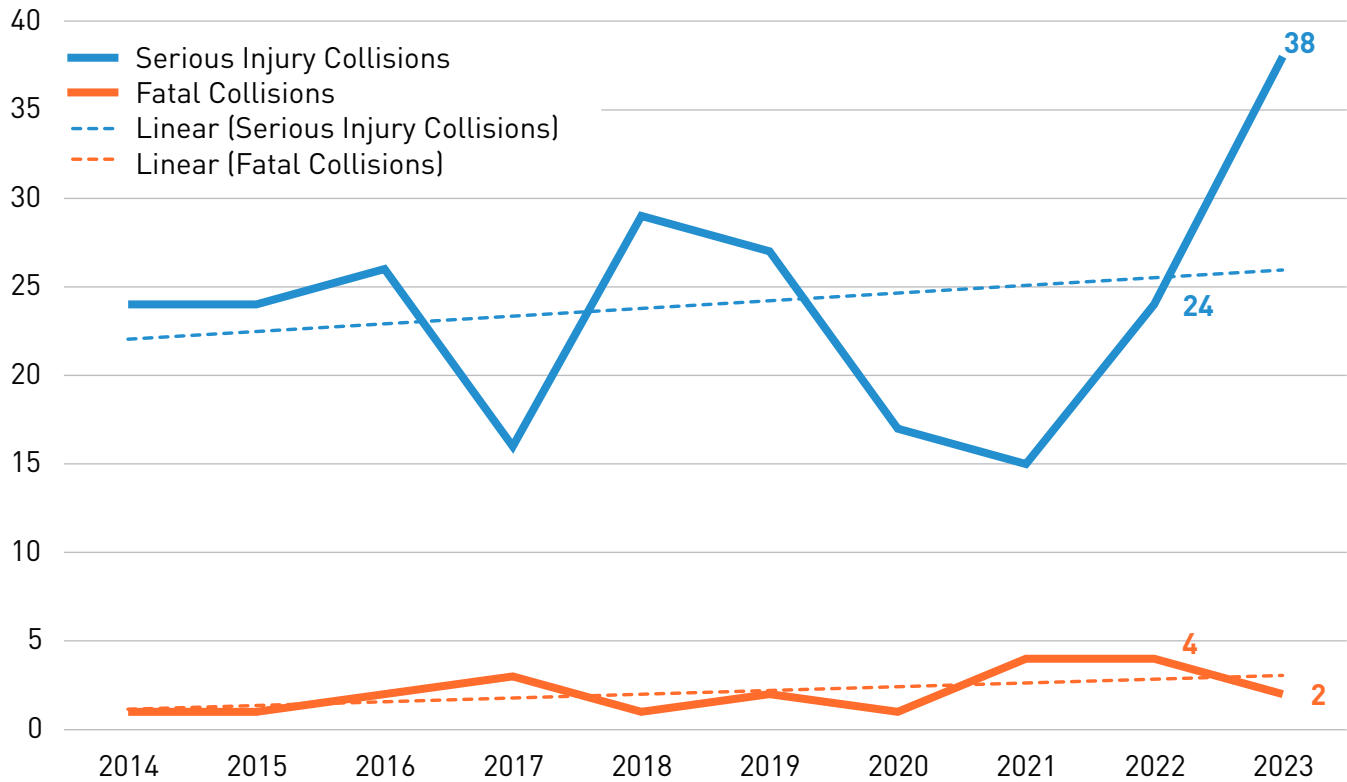
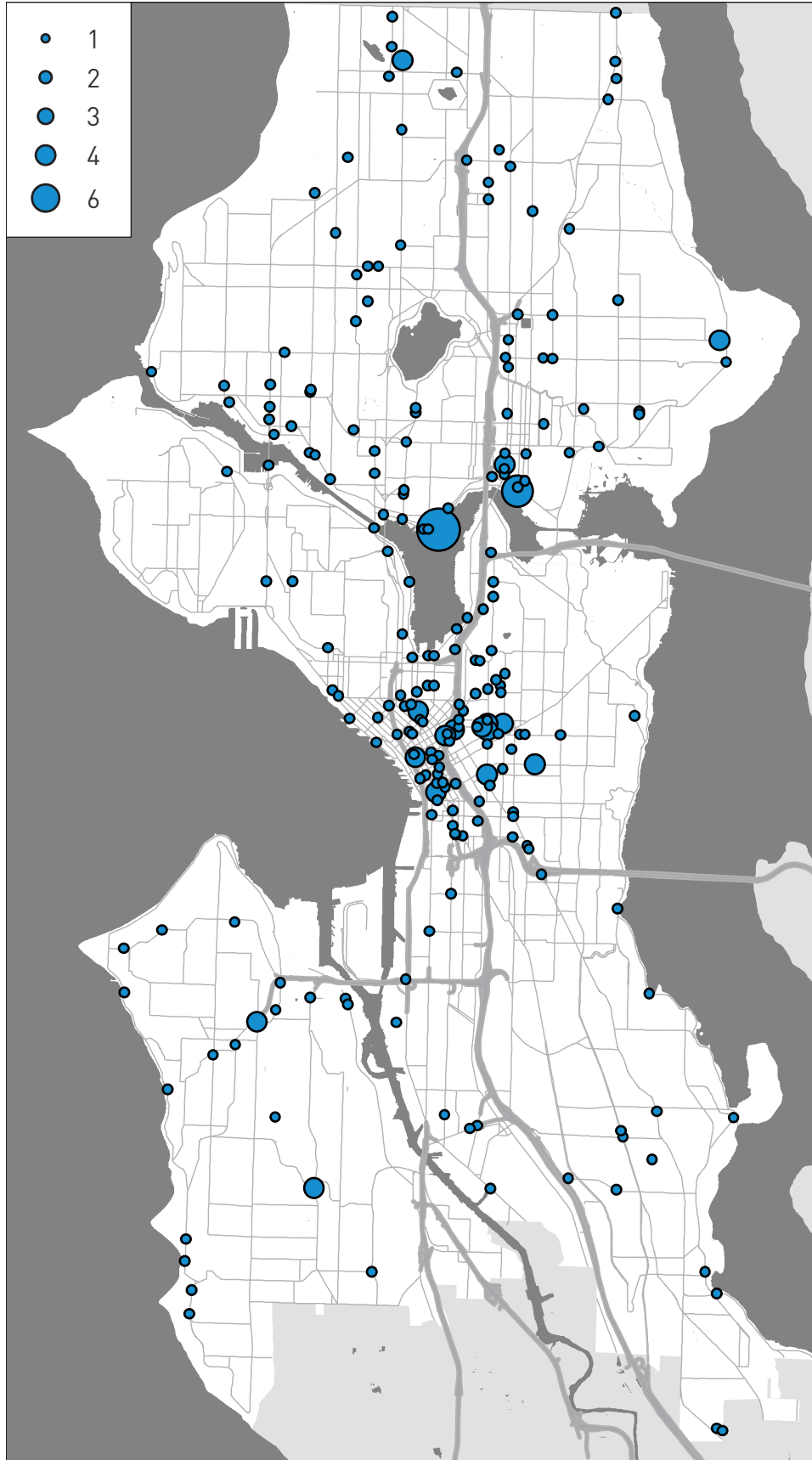


TABLE 7: 2014-2023 COLLISIONS INVOLVING BICYCLISTS BY SEVERITY

Year	Total Collisions	Possible/ Evident Injury	Serious Injury Collisions	Fatal Collisions	Fatal and Serious Injury Collisions
2014	380	316	24	1	25
2015	483	404	24	1	25
2016	440	352	26	2	28
2017	393	324	16	3	19
2018	370	284	29	1	30
2019	385	315	27	2	29
2020	177	139	17	1	18
2021	212	158	15	4	19
2022	220	164	24	4	28
2023	243	170	38	2	40

FIGURE 25: 2023 BICYCLE-INVOLVED COLLISION MAP



Supporting Data

CITYWIDE TRANSPORTATION AND SOCIOECONOMIC DATA

TABLE 8: REGIONAL EMPLOYMENT 2014-2023

Year	Seattle/Tacoma/Bellevue Employment
2014	1,841,300
2015	1,886,400
2016	1,944,600
2017	1,995,400
2018	2,043,800
2019	2,100,100
2020	2,000,900
2021	2,060,400
2022	2,147,100
2023	2,179,400

Source: [U.S Bureau of Labor Statistics](#)



TABLE 9: 2014-2023 SEATTLE COMMUTE MODE SHARE

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Worked from home	27,300	27,700	31,700	30,800	34,300	36,300	62,600	205,300	165,200	132,700
Drove alone	189,900	197,700	201,800	201,500	197,200	205,500	194,400	142,300	171,700	180,400
Carpool	28,100	30,000	29,800	35,200	30,800	31,300	29,700	17,600	20,000	28,000
Transit	81,300	85,700	87,900	97,600	102,300	116,000	92,000	28,100	52,800	66,400
Walked	37,400	43,700	46,700	44,200	53,900	49,400	48,100	29,900	33,200	39,400
Biked	14,200	16,300	14,800	12,000	16,800	17,100	14,000	9,000	11,300	12,700
Other	5,100	3,300	6,500	5,400	3,300	2,700	3,500	5,300	4,400	4,700

Source: U.S. Bureau of [Labor Means of Transportation to Work](#)

VOLUME DATA

Table 10 shows the Control Count locations that are counted every month for 2023. The resulting counts are added together (all locations for all 12 months). The resulting sum is then divided by 12 to get an average sum, which is then divided by the sum of the volume counts for a particular month. This ratio of the average sum divided by the sum of the volume counts for a particular month produces the monthly control factor, shown in Table 13. This factor can then be applied to counts to correct for seasonal variation.

TABLE 10: 2023 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. SW Market St, W/O 8th Ave SW
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. Stewart St, NE/O 4th Ave
15. University St, SW/O 4th Ave
16. SW Spokane Bridge, W/O SW Spokane St
17. East Marginal Way S, S/O S Alaska St
18. West Seattle Bridge EB & WB, NE/O Fautleroy Way SW

TABLE 11: 2023 BRIDGE COUNT LOCATIONS

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

TABLE 12: CITYWIDE ANNUAL AVERAGE DAILY TRAFFIC VOLUMES (AADT)

YEAR	AADT
2014	1,009,800
2015	972,100
2016	1,019,000
2017	1,001,000
2018	1,037,000
2019	998,100
2020	635,600
2021	716,600
2022	854,000
2023	890,100

TABLE 13: 2023 MONTHLY CONTROL FACTORS

	JAN	FEB	MAR	APR	MAY	JUN
Count	311,091	323,587	327,858	333,956	346,343	342,187
Factor	1.079	1.037	1.023	1.005	0.969	0.981
	JUL	AUG	SEP	OCT	NOV	DEC
Count	351,197	348,399	346,303	329,014	337,300	329,131
Factor	0.955	0.963	0.969	1.02	0.995	1.019

TABLE 14: 2023 HIGHEST VOLUME ARTERIAL TRAFFIC COUNTS

Top 25 Arterials by Volume Measured in 2023	Annual Average Weekday Daily Traffic (AAWDT)
1ST AVE S BRIDGE (SR99)	93,000
WEST SEATTLE HIGH BRIDGE	72,700
MERCER ST, W/O FAIRVIEW AVE N	61,200
AURORA BRIDGE (SR99)	61,000
S SPOKANE ST VIADUCT, E/O 1ST AVE S	55,500
MONTLAKE BRIDGE (SR513)	54,000
EAST MARGINAL WAY S, SW/O 1ST AVE S (SR99)	51,700
BALLARD BRIDGE	45,000
WEST SEATTLE BRIDGE FAUNTLEROY BRANCH	38,400
N NORTHGATE WAY, E/O MERIDIAN AVE N	36,100
AURORA AVE N, S/O N 125TH ST (SR99)	35,000
FAUNTLEROY WAY SW, NE/O SW OREGON ST	33,500
AURORA AVE N, S/O N 130TH ST (SR99)	31,100
LAKE CITY WAY NE, NE/O NE 95TH ST (SR522)	30,700
DENNY WAY, W/O 2ND AVE	30,600
S MICHIGAN ST, E/O 4TH AVE S	30,400
NE 145TH ST, E/O 1ST AVE NE (SR523)	29,900
AURORA AVE N, N/O WINONA AVE N (SR99)	28,300
4TH AVE S, N/O S HOLGATE ST	27,800
NE 75TH ST, W/O 25TH AVE NE	27,700
GREENWOOD AVE N, S/O N 130TH ST	26,900
WESTERN AVE W, SW/O 1ST AVE W	25,600
HOLMAN RD NW, NE/O 12TH AVE NW	25,100
M L KING JR WAY S, S/O S CLOVERDALE ST	24,800
NE 45TH ST, E/O 17TH AVE NE	24,200

TABLE 15: 2014-2023 REGIONAL TRANSIT RIDERSHIP

Year	Metro Ridership	Access Boardings	Taxi Boardings	CAT Boardings	ST Boardings	Total Transit Ridership
2014	121,000,000	1,079,000	27,500	343,000	33,000,000	155,400,000
2015	121,800,000	980,100	24,100	362,500	34,860,000	158,000,000
2016	121,500,000	961,500	20,200	347,600	42,740,000	165,600,000
2017	122,200,000	958,400	17,200	340,300	47,030,000	170,500,000
2018	122,400,000	1,027,000	16,000	330,100	48,250,000	172,000,000
2019	123,500,000	887,900	177,800	346,500	47,840,000	172,800,000
2020	58,390,000	455,400	86,500	258,800	17,630,000	76,820,000
2021	51,340,000	468,100	88,900	270,000	17,760,000	69,930,000
2022	64,680,000	552,200	110,800	229,500	31,880,000	97,450,000
2023	76,370,000	888,700	121,500	246,400	37,375,000	115,000,000

FIGURE 26: BICYCLE AND PEDESTRIAN SPOT COUNT LOCATIONS

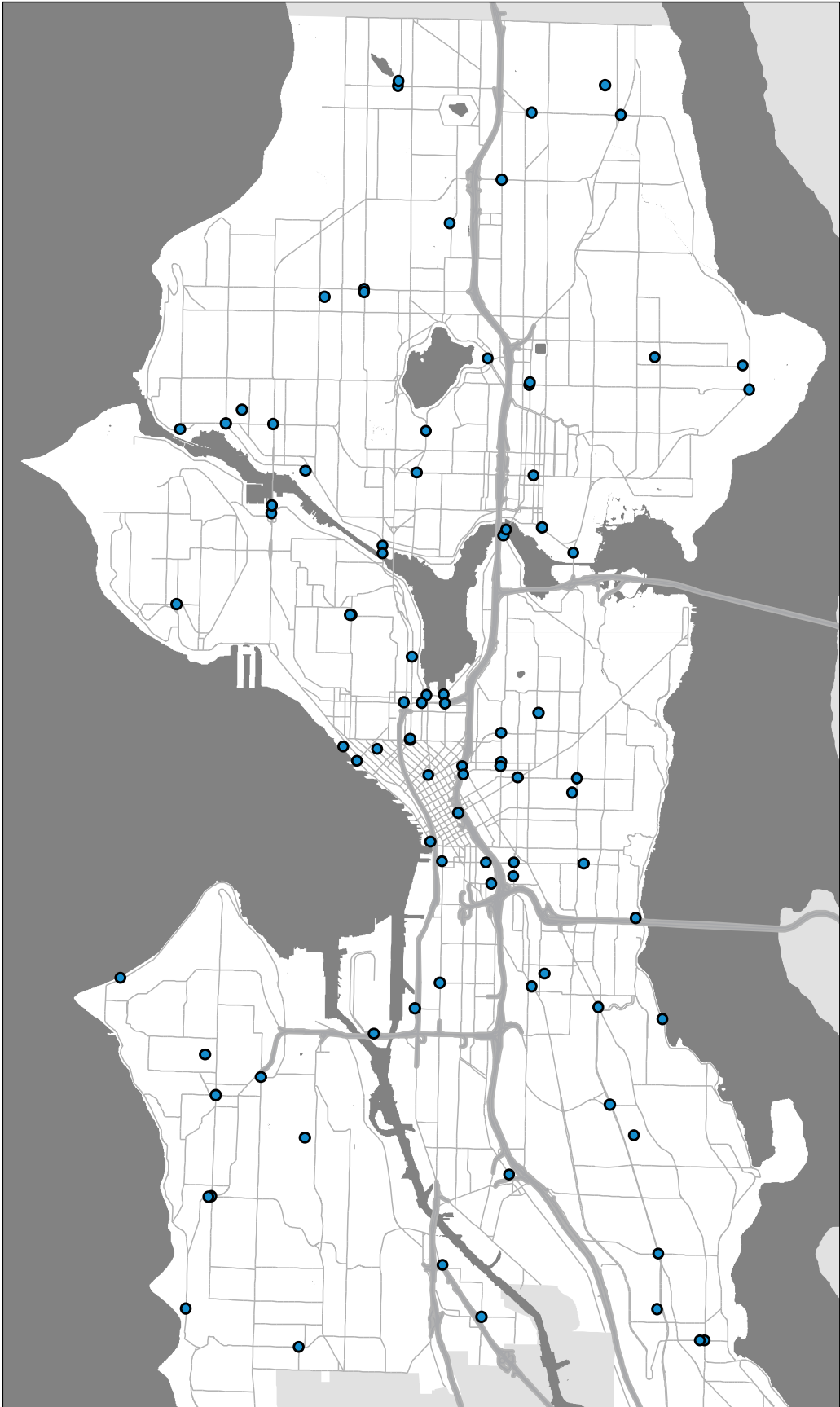


FIGURE 27: 2021-2023 TRAFFIC COUNT LOCATIONS

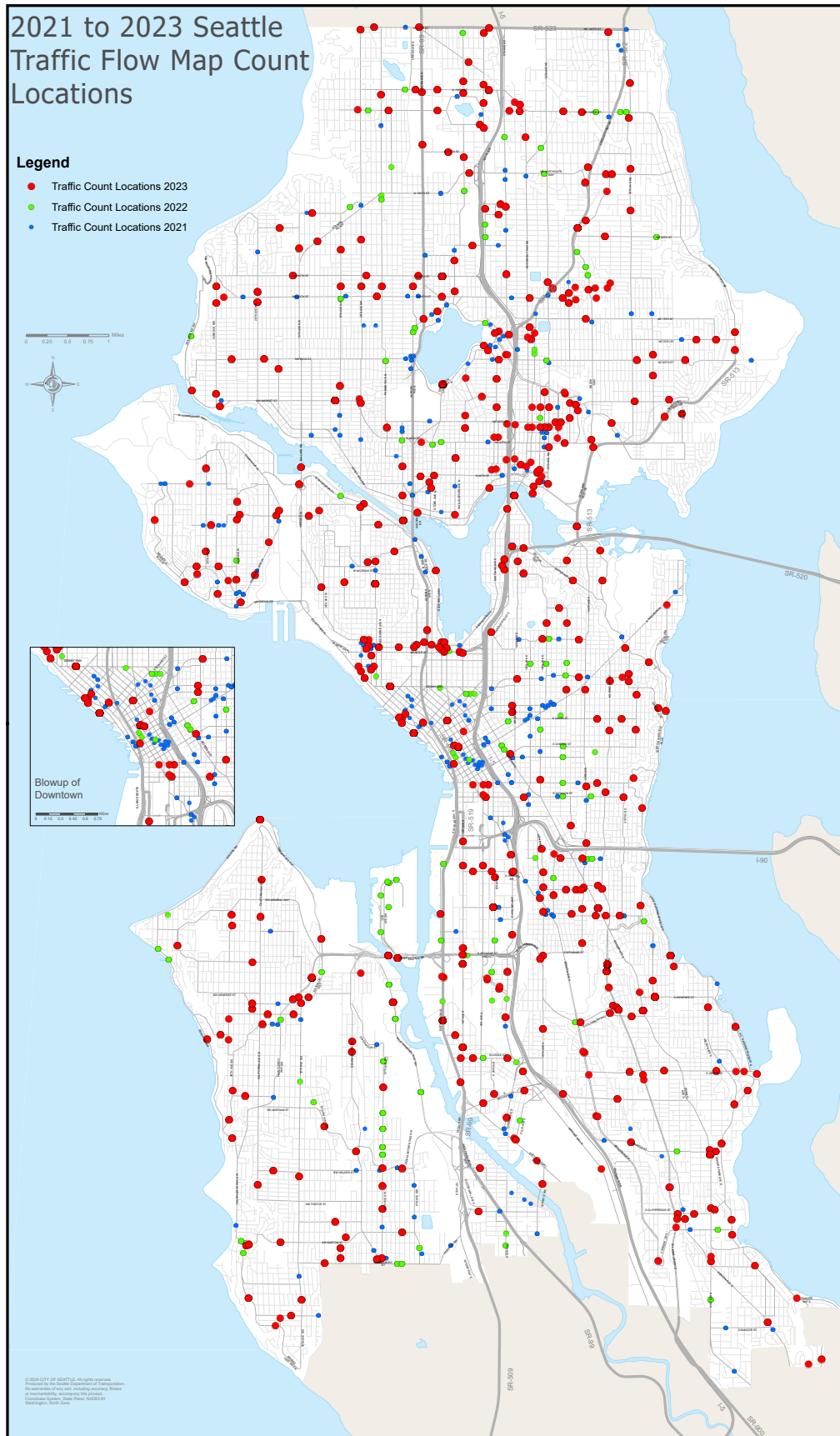


FIGURE 28: PERMANENT BICYCLE AND PEDESTRIAN COUNT LOCATIONS

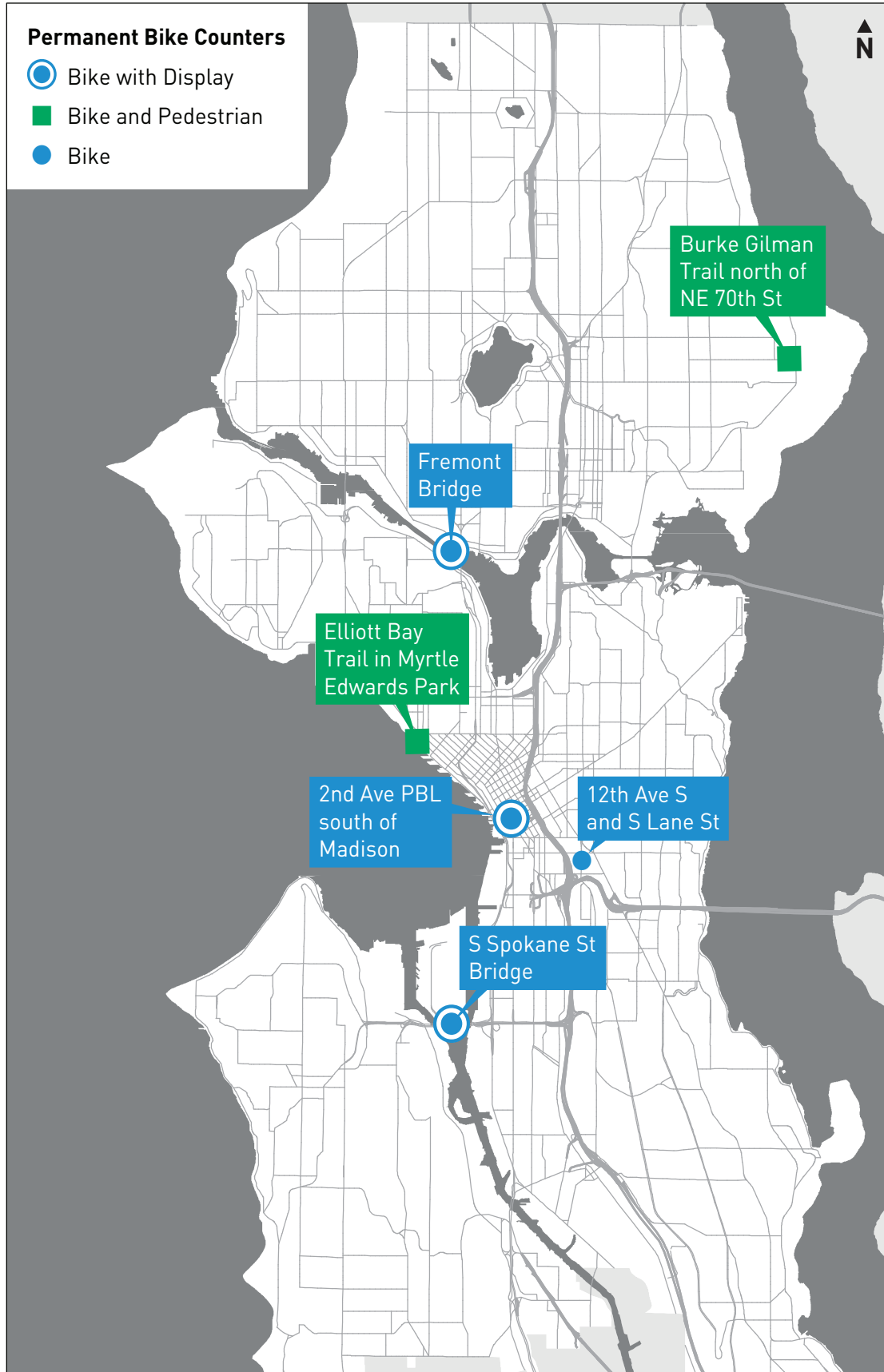


TABLE 16: 2014-2023 FREMONT BRIDGE BICYCLE VOLUMES

Month	2014	2015	2016	2017	2018
January	59,900	60,600	51,700	49,800	58,600
February	47,000	58,700	60,400	42,000	50,700
March	63,500	71,100	69,800	58,700	77,300
April	86,900	83,700	93,600	68,400	79,900
May	118,600	107,800	114,200	109,100	129,800
June	110,900	113,700	107,600	107,800	113,100
July	120,700	112,800	105,700	118,900	128,000
August	112,500	103,400	112,400	120,200	111,800
September	97,600	91,100	94,200	96,500	96,200
October	83,200	83,000	69,900	88,100	91,000
November	57,000	56,700	64,100	57,700	68,400
December	48,500	44,000	38,900	45,900	46,900
Month	2019	2020	2021	2022	2023
January	72,900	59,000	35,600	34,300	47,629
February	36,100	72,500	29,500	38,600	40,366
March	85,500	57,900	50,200	56,400	60,118
April	87,900	65,400	69,300	63,200	60,494
May	129,100	72,700	73,000	73,500	105,039
June	132,500	75,800	77,500	85,300	102,158
July	137,700	88,200	94,000	99,900	112,791
August	142,400	88,400	86,400	104,100	108,541
September	112,200	58,100	74,400	91,000	89,287
October	104,500	58,800	58,200	74,500	79,185
November	85,000	39,900	40,100	49,900	58,015
December	61,400	36,100	27,500	27,000	39,303

**TABLE 17: 2023 ANNUAL BICYCLE VOLUMES
FROM SEVEN-DAY COUNTS**

LOCATION	AADT
Fremont Bridge Counter	2,470
Westlake East Roadway Ave N s/o Galer St	1,500
Westlake East Roadway Ave N n/o Newton St	1,500
Montlake Bridge (north approach of Br)	1,280
University Bridge Sidewalks	1,090
BGT n/o NE 70th St	860
2nd Ave Cycle Track	730
Elliot Bay Trail l in Myrtle Edwards Park	720
Pike St w/o Terry Ave	720
Mercer St PBL e/o Taylor Ave N	600
Spokane St Bridge	550
Green Lake Way N n/o N 54th St	490
Gilman Ave W n/o W Bertona St	450
Broadway n/o James St	440
Gilman Ave W SW/o 20th Ave W	410
Lake Washington Blvd S n/o S Horton St	390
12th Ave S s/o S Lane St	360
Dexter Ave N n/o John St	330
N Northlake Way w/o Stone Way N	310
Mountain to Sound Greenway (I-90)	310
Lake Washington Blvd S s/o S Horton NR St	310
Roosevelt Way NE s/o NE 45th St	270
Dexter Ave N n/o Denny Way	250
N 40th St e/o Brooklyn Ave NE	250
Fremont Ave N n/o N 86th St	250
Fremont Ave N s/o N 86th St	230
Fremont Ave N s/o N 109th St	220
Dexter Ave N SW/o Howe St	210
Broadway Cycle Track	210
Ballard BR s/o Point A	200
Ballard Br Walkways	180
Dexter Ave N e/o 4th S Ave S	170
17th Ave SW n/o SW 53rd St	160

LOCATION	AADT
1st Ave S s/o S Dawson St	120
18th Ave S n/o S Bayview St	110
17th Ave SW s/o SW 65th St	110
S Jackson St e/o 23rd Av S	100
SW 58 St Greenway at 22nd Ave SW	100
NE 40th St e/o Brooklyn Ave NE	90
Hiawatha Pl se/o Charles St	80
Greenwood Ave N n/o N 81st St	80
Duwamish River Trail SW/o S Holden St	80
E Columbia St w/o 23rd Ave	80
Greenwood Ave N s/o N 85th St	80
S Willow St se/o Carton Ave S	80
S Holden St e/o Chicago Ct S	80
22nd Ave n/o E Columbia St	70
Chief Sealth TRL s/o S Brighton St	70
26th Ave SW n/o SW Alaska St	70
SW 83rd St w/o 8th Ave SW	60
SODO Traill n/o S Forest St	60
26th Ave SW at Oregon St	60
12th Ave NE s/o NE 50th St	60
25th Ave S n/o S Jackson St	60
22nd Ave s/o E Union St	60
E Republican St w/o 16th Ave E	60
25th Ave n/o E Yesler Way	60
E Republican St w/o Malden Ave E	60
17th Ave SW n/o SW 85th St	60
39th Ave S n/o S Holden St	60
E Republican St e/o 17th Ave E	60
BIKE Trail @ Gilman Ave W	50
E Columbia St e/o 12th Ave	50
38th Ave S n/o S Alaska St	50
N 92nd St e/o Aurora Ave N	50
21st Ave SW s/o SW Juneau St	50
S Henderson St w/o 50th Ave S	50
39th Ave S s/o S Holden St	50
25th Ave n/o E Cherry St	50
S Donovan St e/o 8th Ave S	50



LOCATION	AADT
12th Ave NE n/o NE 50th St	50
21st Ave SW n/o SW Myrtle St	40
45th Ave SW n/o SW Dakota St	40
Courtland Pl S s/o S Andover St	40
Fauntleroy Way SW SW/o California Ave SW	40
E Republican St e/o 16th Ave E	40
NE 143rd St e/o 32nd Ave NE	40
NE 68th St e/o Ravenna Ave NE	40
NE 70th St w/o 15th Ave NE	30
13th Ave E n/o E Republican St	30
27th Ave NE n/o NE 130th St	30
SW Graham St e/o 42nd Ave S	30
NE 68th St e/o 27th Ave NE	30
Renton Ave S se/o S Bennett St	30
E Republican St e/o 20th Ave E	30
34th Ave S s/o Mt. Baker Blvd EB	30
W Boston St e/o 1st Ave W	30
34th Ave SW n/o SW Morgan St	20
S Holly Park DR w/o 38th Ave S	20
27th Ave NE n/o NE 133rd St	20
N 43rd St w/o Wallingford Ave N	20

LOCATION	AADT
NE 44th St w/o Latona Ave NE	20
NE 125th St w/o 12th Ave NE	20
Renton Ave S s/o S Findlay St	20
17th Ave SW n/o SW Henderson St	20
Ellis Ave S ne/o S Eddy St	20
S Eddy St se/o Carleton Ave S	20
46th Ave S s/o S Thistle St	20
Flora Ave S SW/o S Eddy St	20
NE 125th St e/o 12th Ave NE	20
S Henderson St w/o 8th Ave S	10
E Roy St e/o 11th Ave E	10
S Willow St e/o 42nd Ave S	10
17th Ave SW s/o SW Thistle St	10
37th Ave NE s/o NE 135th St	10
NE 68th St e/o 17th Ave NE	10
Carleton Ave S SW/o S Eddy St	10
10th Ave S s/o S Sullivan St	10
SW Trenton St w/o 13th Ave SW	10
High Point Dr SW n/o SW Morgan St	10
Lafayette Ave S n/o S Hinds St	10
4th Ave S n/o S Barton St	10

COLLISION DATA

Historical Collision Data

TABLE 18: 2014-2023 HISTORICAL COLLISION DATA

Year	Statewide Collisions	Seattle Collisions	Police-Dispatched to Scene	Self-Reported
2014	107,673	14,259	10,796	2,417
2015	117,062	13,955	10,937	3,322
2016	122,378	12,485	11,620	2,335
2017	121,152	12,218	10,968	1,517
2018	116,078	11,235	10,280	1,938
2019	111,709	7,253	9,119	2,116
2020	86,345	8,173	5,533	1,720
2021	103,309	8,101	6,189	1,984
2022	103,235	7,678	6,153	1,525
2023	104,443	7,358	6,004	1,354

TABLE 19: 2014-2023 COLLISION AND COLLISION RATE TRENDS

Year	All Collisions	Police-Dispatched to Scene Collisions	Average Daily Traffic	AADT	Seattle Population	Police-Dispatched to Scene Collisions
2014	14,259	10,796	549,655	200,624,075	669,112	1,613
2015	13,955	10,937	539,600	196,954,000	684,451	1,598
2016	12,485	11,620	539,106	196,773,690	704,352	1,650
2017	12,218	10,968	418,187	152,638,255	713,700	1,537
2018	11,235	10,280	442,722	161,593,530	730,400	1,407
2019	7,253	9,119	412,205	150,454,825	747,300	1,220
2020	8,173	5,533	202,743	74,001,195	737,000	751
2021	8,101	6,189	241,598	88,183,215	742,400	834
2022	7,678	6,153	356,067	129,964,294	762,500	807
2023	7,358	6,004	368,298	134,428,770	779,200	771

2023 Collision Data

All collision data contained in this section is representative of police-dispatched to scene collisions on Seattle streets, inclusive of ITRU-reported collisions.

TABLE 20: 2023 COLLISIONS BY COLLISION TYPE

Collision Type	Count
All other non-collision	2
Breakage of any part of the vehicle resulting in injury or in further property damage	2
Domestic animal other (cat, dog, etc.)	1
Entering at angle	1173
Fixed object	581
From Opposite Direction	517
Same Direction	1570
Not Stated	1919
One car entering parked position	22
One car leaving parked position	78
One parked--one moving	846
Other object	22
Pedalcyclist	268
Railway Vehicle Strikes Vehicle	8
Strikes or Was Struck by a Part of Another Vehicle (Not from Load)	1
Strikes or Was Struck by Object from the Load of Another Vehicle	1
Vehicle backing hits pedestrian	4
Vehicle going straight hits pedestrian	166
Vehicle hits Pedestrian - All Other Actions	10
Vehicle overturned	12
Vehicle Strikes Railway Vehicle	5
Vehicle turning left hits pedestrian	105
Vehicle turning right hits pedestrian	45

FIGURE 29: 2023 COLLISION SEVERITY

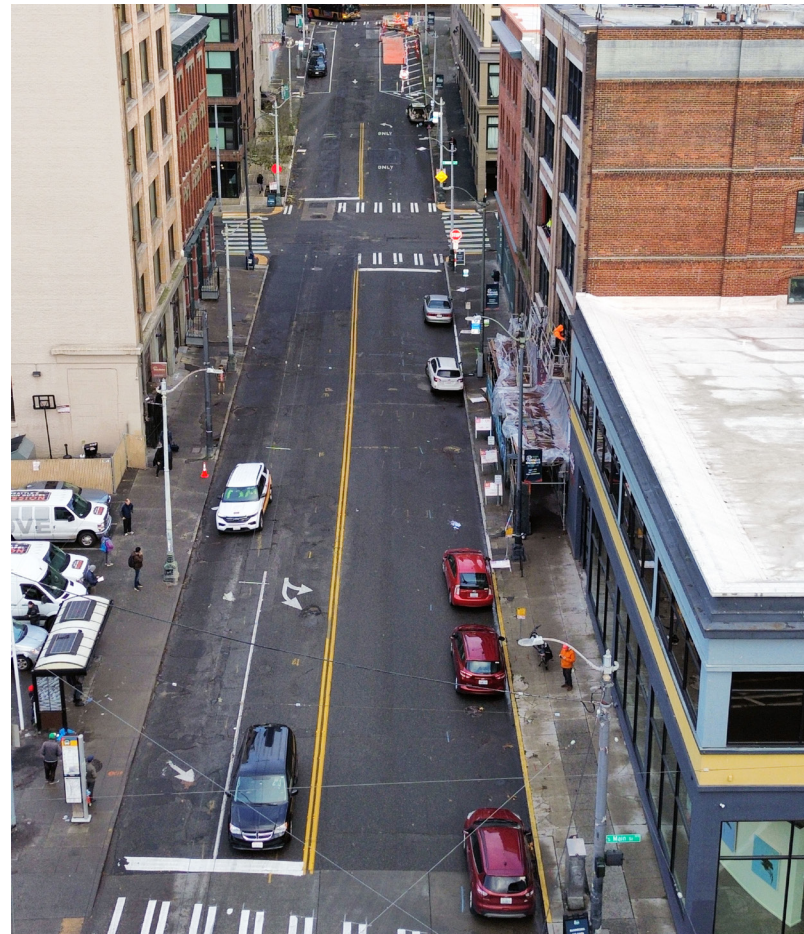
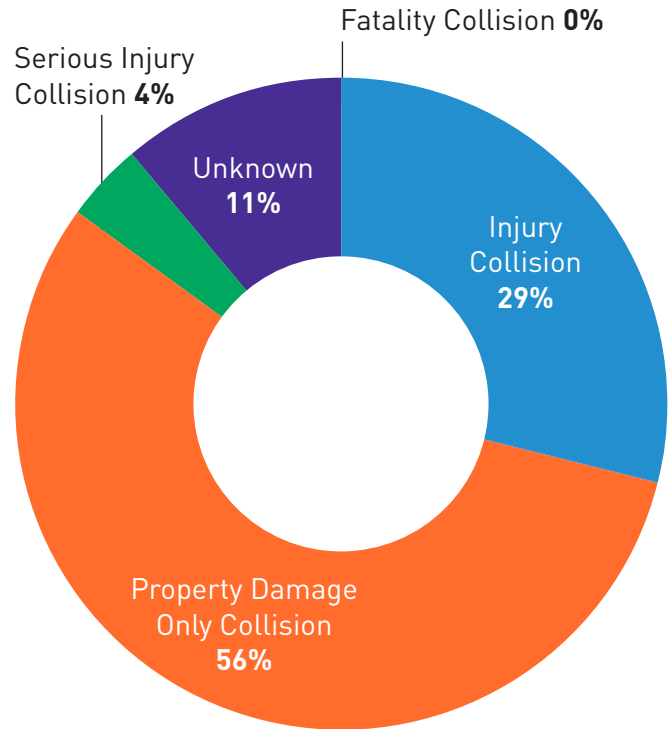


TABLE 21: CONTRIBUTING CIRCUMSTANCES FOR ALL PERSONS INVOLVED FOR 2023 COLLISIONS

Contributing Circumstance	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Apparently Asleep		2	23	33	58
Apparently Emotional (Depressed, Angry, Disturbed, etc.)			3	3	6
Apparently Ill		1	13	8	22
Did not Grant Right of Way to Non-Motorist	1	21	99	21	142
Did not Grant Right of Way to Vehicle		31	326	394	751
Disregard Flagger/Officer			2	2	4
Disregard Traffic Sign or Signal		7	109	85	201
Distracted by Adjusting Vehicle Controls			7	9	16
Distracted by Other Occupant			8	4	12
Distractions Outside Vehicle		2	25	47	74
Driver Operating Other Electronic Devices (computers, navigational, etc.)			2	6	8
Eating or Drinking		1	2	7	10
Exceeding Reasonable and Safe Speed	2	13	56	95	166
Exceeding Stated Speed Limit	6	9	25	33	73
Failing To Signal			3	1	4
Failure to Use Xwalk	2	7	7	1	17
Following Too Closely		3	102	153	258
Improper Backing			6	58	64
Improper Parking Location		2		9	11
Improper Passing		6	18	49	73
Improper Signal			1	3	4
Improper Turn/Merge		10	125	210	345
Improper U-Turn		2	17	28	47
Light Violation - No Lights/Fail to Dim			3	2	5
Lost in Thought/Day Dreaming		1	7	12	20
Non motorist on Wrong Side OF Road		3	2	3	8
None	20	226	1,996	3,280	5,522
Operating Defective Equipment			18	40	58

Contributing Circumstance	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Operating Handheld Cell Phone		1	5	18	24
Operating Hands-free Cell Phone		1		3	4
Operating Reckless or Aggressively	1	7	11	23	42
Other Distractions		4	58	94	156
Other/Contributing Circ. Not Listed	5	36	250	704	995
Overcorrecting/Oversteering	1	4	15	28	48
Physically Impaired		1	5	7	13
Racing				2	2
Smoking				2	2
Under the Influence of Alcohol	2	29	108	234	373
Under the Influence of Drugs	2	10	34	44	90
Unknown Distraction	9	44	330	651	1034



TABLE 22: 2023 FATALITIES

Location	Date	Victim Mode	# Victims
35th Ave SW Between SW Dawson St and SW Brandon St	1/20/2023	Vehicle (motorcycle)	1
Dexter Ave N Between Thomas St and Harrison St	1/23/2023	Pedestrian	1
E Denny Way and E Madison St	2/5/2023	Pedestrian	1
Aurora Ave N Between N 96th N St and N 97th St	2/7/2023	Vehicle (passenger)	1
4th Ave S and S Lander St	3/16/2023	Pedestrian	1
West Seattle Br Wb Between Alaskan Wy Vi SB WSB WB Off Rp and W Seattle Br WB Off Rp	3/22/2023	Vehicle	2
4th Ave S Between S Massachusetts St and S Holgate St	3/25/2023	Vehicle	1
Rainier Ave S Between S Estelle St and S Court St	4/1/2023	Pedestrian	1
Montlake Br Between Montlake Blvd E and Point A	4/29/2023	Bicycle (e-scooter)	1
Queen Anne Ave N and Republican St	5/18/2023	Pedestrian	1
Pike St and Convention Pl	5/26/2023	Bicycle	1
23rd Ave S and S Judkins St	6/2/2023	Vehicle	1
Elliot Ave W and W Mercer St	6/7/2023	Pedestrian	1
4th Ave S and S Horton St	6/8/2023	Vehicle (motorcycle)	1
Lake Washington Blvd S and Lakeside Ave S	7/9/2023	Vehicle (motorcycle)	1
N 145th St and Linden Ave N	8/4/2023	Pedestrian	1
Airport Way S and S Lucile St	8/24/2023	Vehicle	1
SW Spokane St and W Marginal Way SW	8/29/2023	Vehicle (passenger)	1
SW Carkeek Park Rd Between SW 114th St and Dead End	9/25/2023	Vehicle	1
1st Ave S and S Lucile St	9/28/2023	Pedestrian	1
M L King Jr Way S and S Morgan St	9/28/2023	Pedestrian	1
Battery St and 5th Ave	11/4/2023	Pedestrian	1
Admiral Way SW	11/4/2023	Vehicle	1
23rd Ave Between E Olive N St and E Denny Way	11/27/2023	Pedestrian	1
46th Ave SW and Marine View Dr SW	12/21/2023	Bicycle	1
Aurora Ave N Between Howe St and Lynn St	12/23/2023	Pedestrian	1

2023 Collisions Involving Pedestrians Data

TABLE 23: 2023 COLLISIONS INVOLVING PEDESTRIANS DATA

Collision Location	Count
Alley	2
Block	136
Intersection	260
Not Stated	1

FIGURE 30: 2023 COLLISIONS INVOLVING PEDESTRIANS LOCATIONS

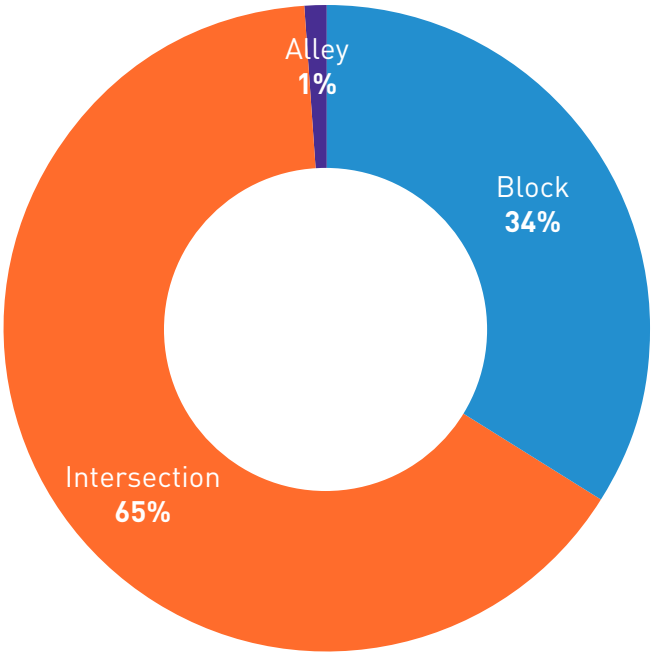


TABLE 24: 2014-2023 RATE OF COLLISIONS INVOLVING PEDESTRIANS

Year	Pedestrian Collisions	Seattle Population	Pedestrian Collisions	Pedestrian Collisions per 100,000 Population
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
2022	373	762,500	0.000489	49
2023	399	779,200	0.00051206	51

TABLE 25: 2023 PEDESTRIAN ACTION IN COLLISIONS INVOLVING PEDESTRIANS

Pedestrian Action	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
MOTOR VEHICLE STRUCK PEDESTRIAN					
All Other Actions	2	5	26	5	38
At Intersection Not Using Crosswalk			3		3
Crossing - Non-Intersection - In Crosswalk	1	2	8	2	13
Crossing - Non-Intersection - No Crosswalk	4	19	26		49
Crossing at Intersection - Diagonally		1		1	2
Crossing at Intersection - No Signal		10	38	7	55
Crossing at Intersection Against Signal	1	2	13	2	18
Crossing at Intersection with Signal	2	21	67	14	104
Crossing or Entering Trafficway			2		2
Fell or Pushed into Path of Vehicle		1			1
From Behind Parked Vehicle		1	5		6
Lying In Roadway			1		1
Not in Roadway	2		5		7
Playing in Roadway			1		1
Riding With Traffic		1			1
Standing or Working in Roadway		4	6	1	11
Walking In Roadway Opposite Traffic		1	3		4
Walking In Roadway with Traffic	1	1	1	1	4
Walking on Roadway Shoulder with Traffic		1	2		3
MOTORIZED SCOOTER STRUCK PEDESTRIAN					
All Other Actions			3		3
Not in Roadway			1		1
PEDALCYCLIST STRUCK PEDESTRIAN					
Crossing - Non-Intersection - No Crosswalk		1			1
Crossing or Entering Trafficway		1			1

TABLE 26: 2023 PEDESTRIAN AGE IN COLLISIONS INVOLVING PEDESTRIANS BY SEVERITY

Age	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
18 and Under		4	21	3	28
19-29	2	12	44	10	68
30-40	1	16	44	6	67
41-51	2	12	36	5	55
52-62	3	5	23	5	36
63-73	4	11	15	2	32
74-84	1	6	8	1	16
85 and over		1	2		3
None Stated		3	13		16



FIGURE 30: 2023 GENDER IDENTITY OF PEDESTRIANS IN COLLISIONS INVOLVING PEDESTRIANS

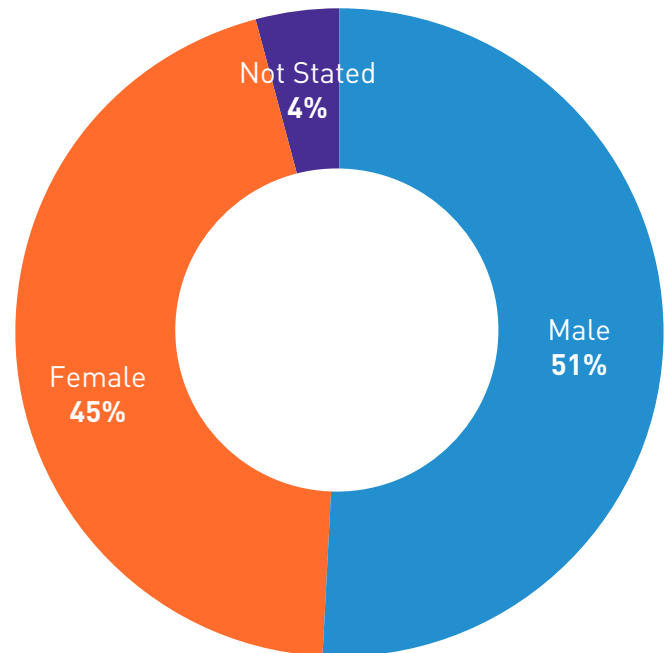




FIGURE 32: 2023 COLLISIONS INVOLVING PEDESTRIANS SEVERITY BY HOUR OF THE DAY

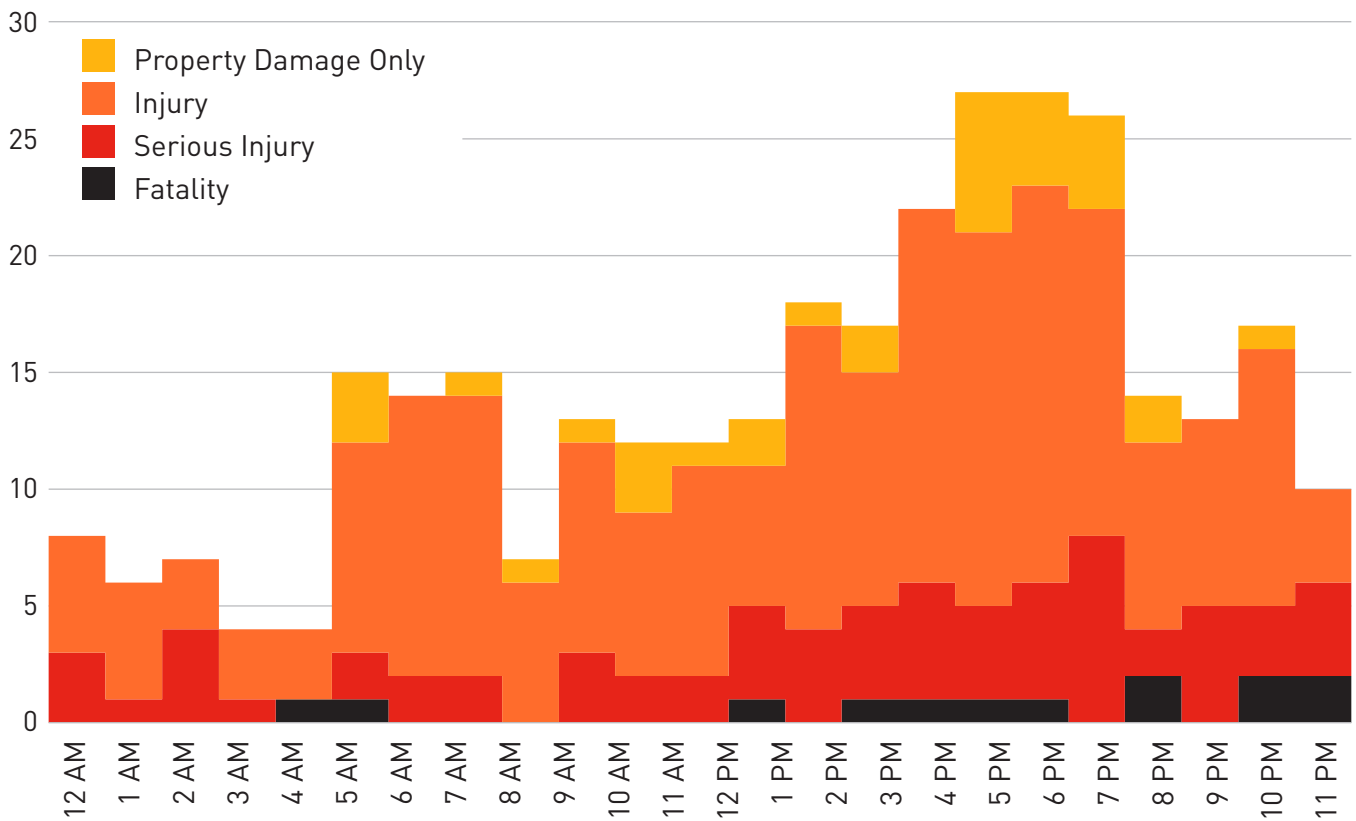


TABLE 27: 2023 COLLISIONS INVOLVING PEDESTRIANS SEVERITY BY HOUR OF THE DAY

Hour	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
12 AM		3	5		8
1 AM		1	5		6
2 AM		4	3		7
4 AM		1	3		4
5 AM	1		3		4
6 AM	1	2	9	3	15
7 AM		2	12		14
8 AM		2	12	1	15
9 AM			6	1	7
10 AM		3	9	1	13
11 AM		2	7	3	12
12 PM		2	9	1	12
1 PM	1	4	6	2	13
2 PM		4	13	1	18
3 PM	1	4	10	2	17
4 PM	1	5	16		22
5 PM	1	4	16	6	27
6 PM	1	5	17	4	27
7 PM		8	14	4	26
8 PM	2	2	8	2	14
9 PM		5	8		13
10 PM	2	3	11	1	17
11PM	2	4	4		10

FIGURE 33: 2023 COLLISIONS INVOLVING PEDESTRIANS SEVERITY BY DAY OF WEEK

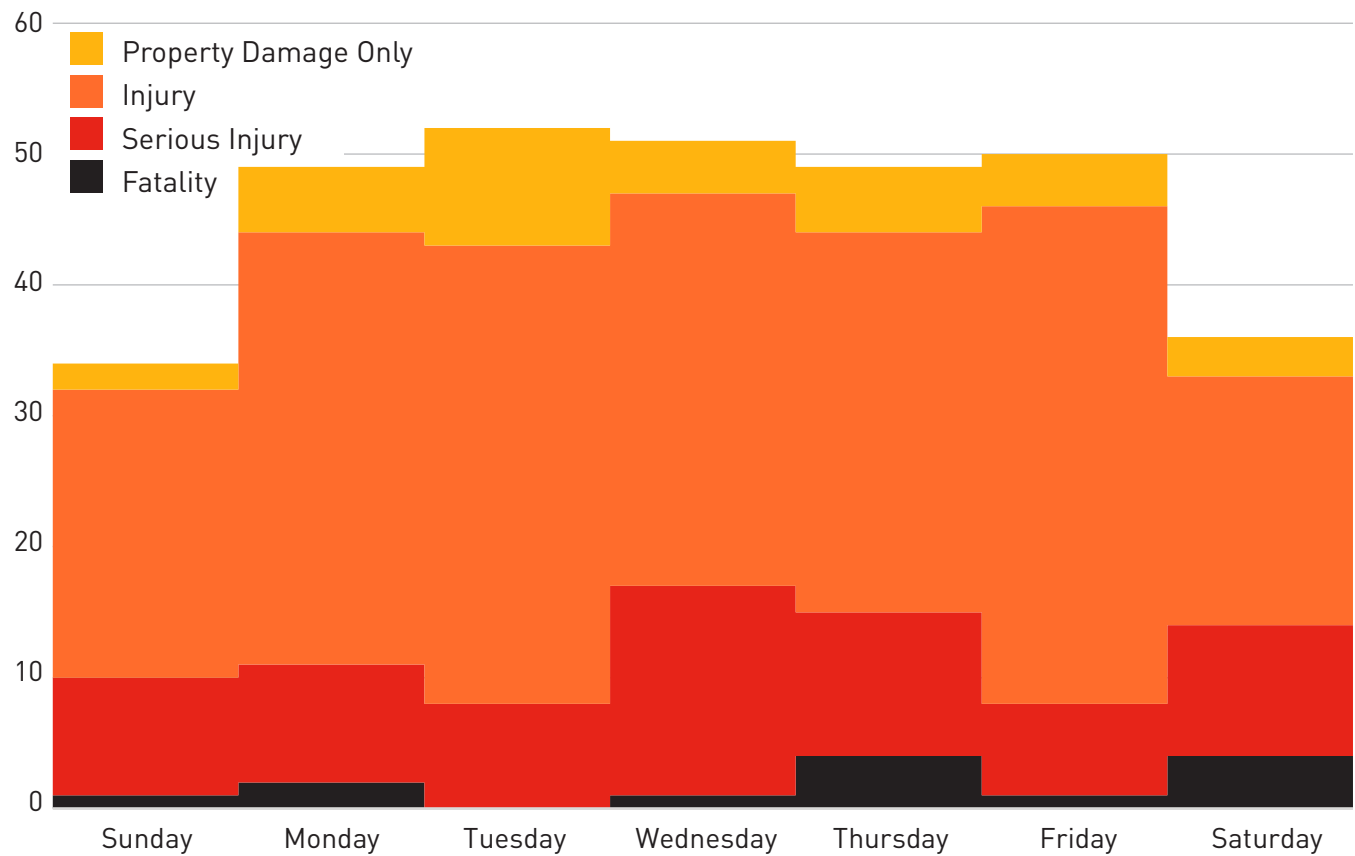


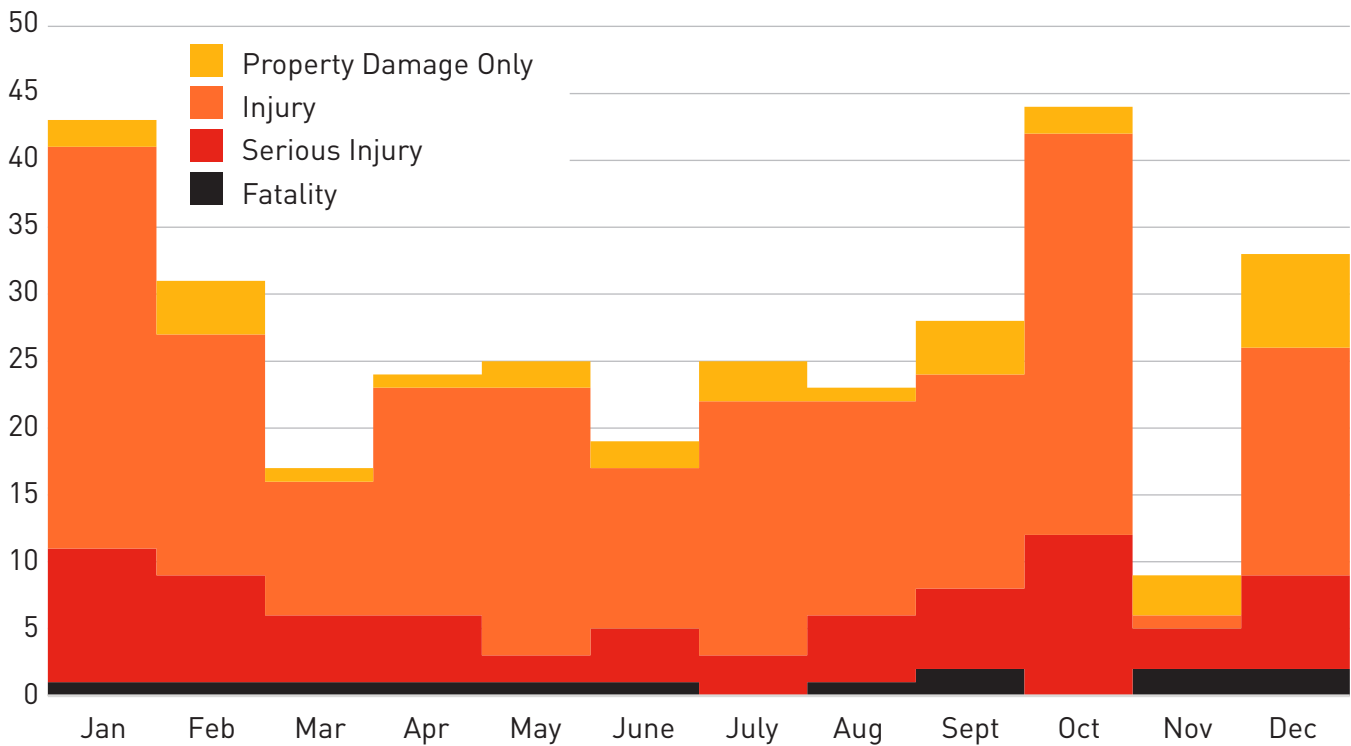
TABLE 28: 2023 COLLISIONS INVOLVING PEDESTRIANS SEVERITY BY DAY OF THE WEEK

Day	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Sunday	1	9	22	2	34
Monday	2	9	33	5	49
Tuesday		8	35	9	52
Wednesday	1	16	30	4	51
Thursday	4	11	29	5	49
Friday	1	7	38	4	50
Saturday	4	10	19	3	36

TABLE 29: 2023 COLLISIONS INVOLVING PEDESTRIANS SEVERITY BY MONTH

Month	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
January	1	10	30	2	43
February	1	8	18	4	31
March	1	5	10	1	17
April	1	5	17	1	24
May	1	2	20	2	25
June	1	4	12	2	19
July		3	19	3	25
August	1	5	16	1	23
September	2	6	16	4	28
October		12	30	2	44
November	2	3	1	3	9
December	2	7	17	7	33

FIGURE 34: 2023 COLLISIONS INVOLVING PEDESTRIANS SEVERITY BY MONTH



2023 Collisions Involving Bicyclists & Scooters Data

FIGURE 35: 2023 LOCATION OF COLLISIONS INVOLVING BICYCLISTS & SCOOTERS

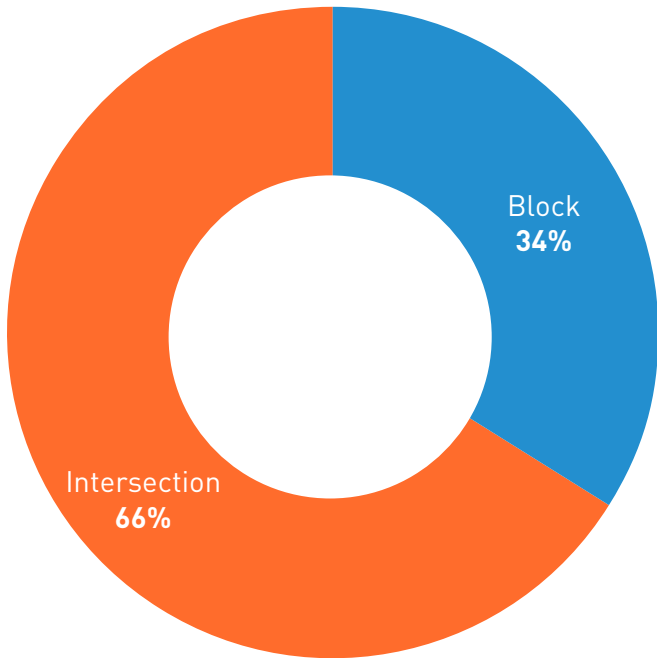


TABLE 30: 2023 CONTRIBUTING CIRCUMSTANCES FOR COLLISIONS INVOLVING BICYCLISTS & SCOOTERS

Motor Vehicle Driver Action	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Did not Grant Right of Way to Non-Motorist			1		1
Did not Grant Right of Way to Vehicle		4	16	3	23
Disregard Traffic Sign or Signal		2	4		6
Eating or Drinking			1		1
Exceeding Reasonable and Safe Speed		4	1		5
Failing To Signal			1		1
Following Too Closely			1		1
Improper Passing			1		1
Improper Turn/Merge				1	1
Non motorist on Wrong Side OF Road		3	1		4
None	1	18	113	23	155
Operating Defective Equipment			2		2
Other Distractions				2	2
Other/Contributing Circ. Not Listed	1	2	12	1	16
Under the Influence of Alcohol		2		1	3
Under the Influence of Drugs			2		2
Unknown Distraction		4	17		21
Not Stated			8		8

FIGURE 36: 2023 GENDER IDENTITY OF RIDERS IN COLLISIONS INVOLVING BICYCLISTS & SCOOTERS

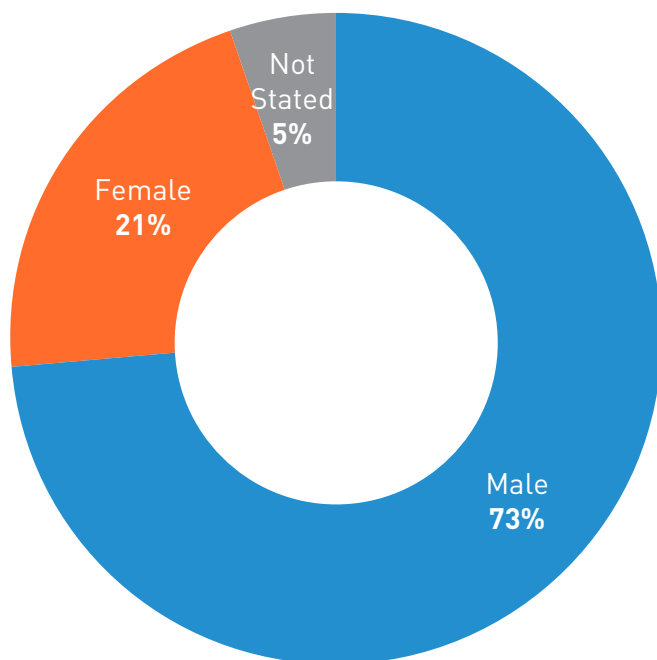


TABLE 31: 2023 GENDER IDENTITY OF RIDERS IN COLLISIONS INVOLVING BICYCLISTS & SCOOTERS

Gender	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Male	2	37	122	24	185
Female		2	47	5	54
Not Stated			12	2	14

FIGURE 37: 2023 AGE OF RIDERS IN COLLISIONS INVOLVING BICYCLISTS & SCOOTERS

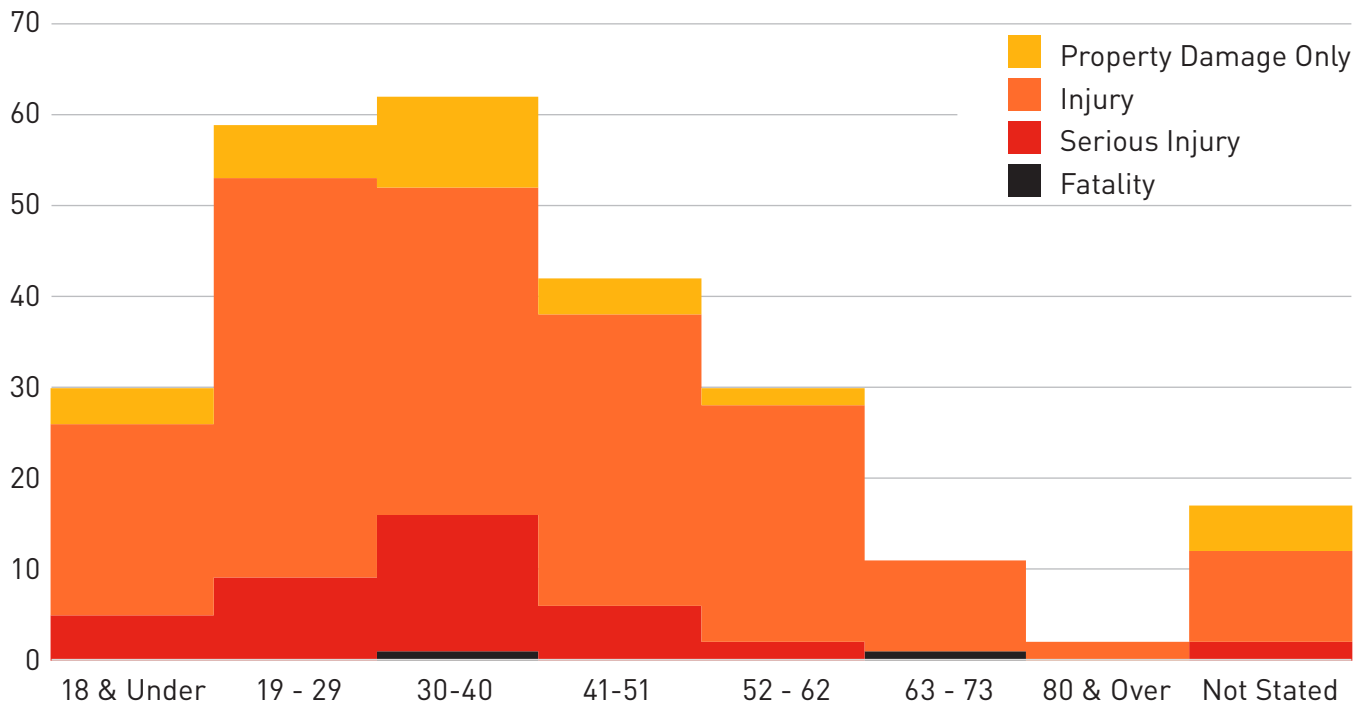


TABLE 32: 2023 AGE OF RIDERS IN COLLISIONS INVOLVING BICYCLISTS & SCOOTERS

Age	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
18 and under		5	21	4	30
19 - 29		9	44	6	59
30-40	1	15	36	10	62
41-51		6	32	4	42
52 - 62		2	26	2	30
63 - 73	1		10		11
80 and over			2		2
Not Stated		2	10	5	17

FIGURE 38: 2023 COLLISIONS INVOLVING BICYCLISTS & SCOOTERS BY MONTH

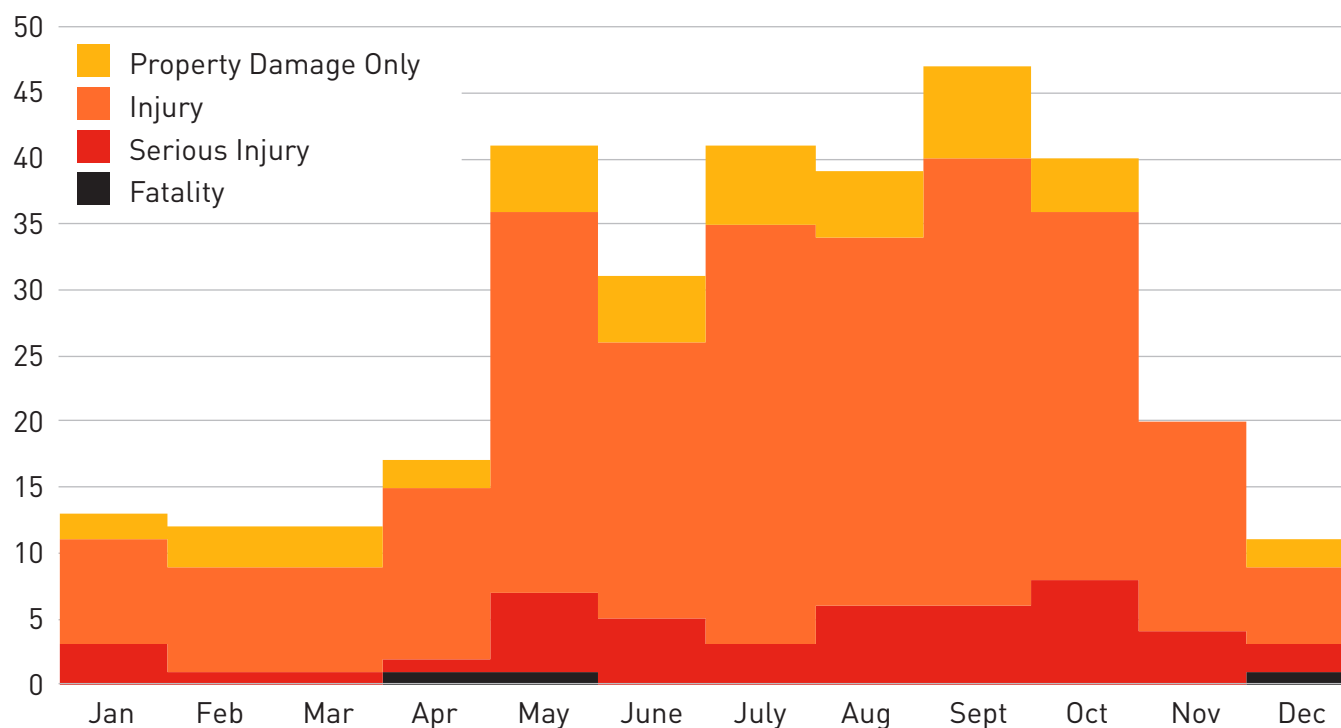


TABLE 33: 2023 COLLISIONS INVOLVING BICYCLISTS & SCOOTERS BY MONTH

Month	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Unknown	Total
January		3	8	2		13
February		1	8	3	1	13
March		1	8	3		12
April	1	1	13	2	1	18
May	1	6	29	5		41
June		5	21	5		31
July		3	32	6		41
August		6	28	5	2	41
September		6	34	7		47
October		8	28	4		40
November		4	16			20
December	1	2	6	2	1	12

FIGURE 39: 2023 COLLISIONS INVOLVING BICYCLISTS & SCOOTERS SEVERITY BY HOUR OF THE DAY

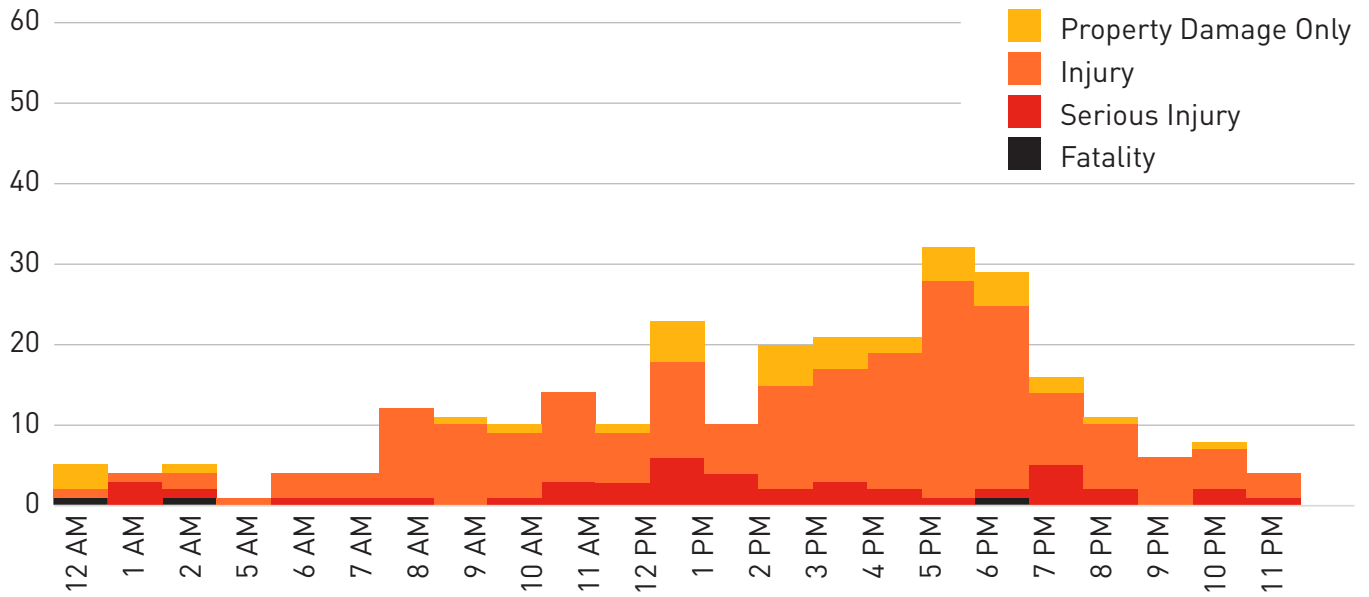


TABLE 34: 2023 COLLISIONS INVOLVING BICYCLISTS & SCOOTERS SEVERITY BY HOUR OF THE DAY

Hour	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
12 AM	1		1	3	5
1 AM		3	1		4
2 AM	1	1	2	1	5
3 AM			1		1
4 AM					
5 AM		1	3		4
6 AM		1	3		4
7 AM		1	11		12
8 AM			10	1	11
9 AM		1	8	1	10
10 AM		3	11		14
11 AM		3	6	1	10
12 PM		6	12	5	23
1 PM		4	6		10
2 PM		2	13	5	20
3 PM		3	14	4	21
4 PM		2	17	2	21
5 PM		1	27	4	32
6 PM	1	1	23	4	29
7 PM		5	9	2	16
8 PM		2	8	1	11
9 PM			6		6
10 PM		2	5	1	8
11 PM		1	3		4

FIGURE 40: 2023 COLLISIONS INVOLVING BICYCLISTS & SCOOTERS SEVERITY BY DAY OF THE WEEK

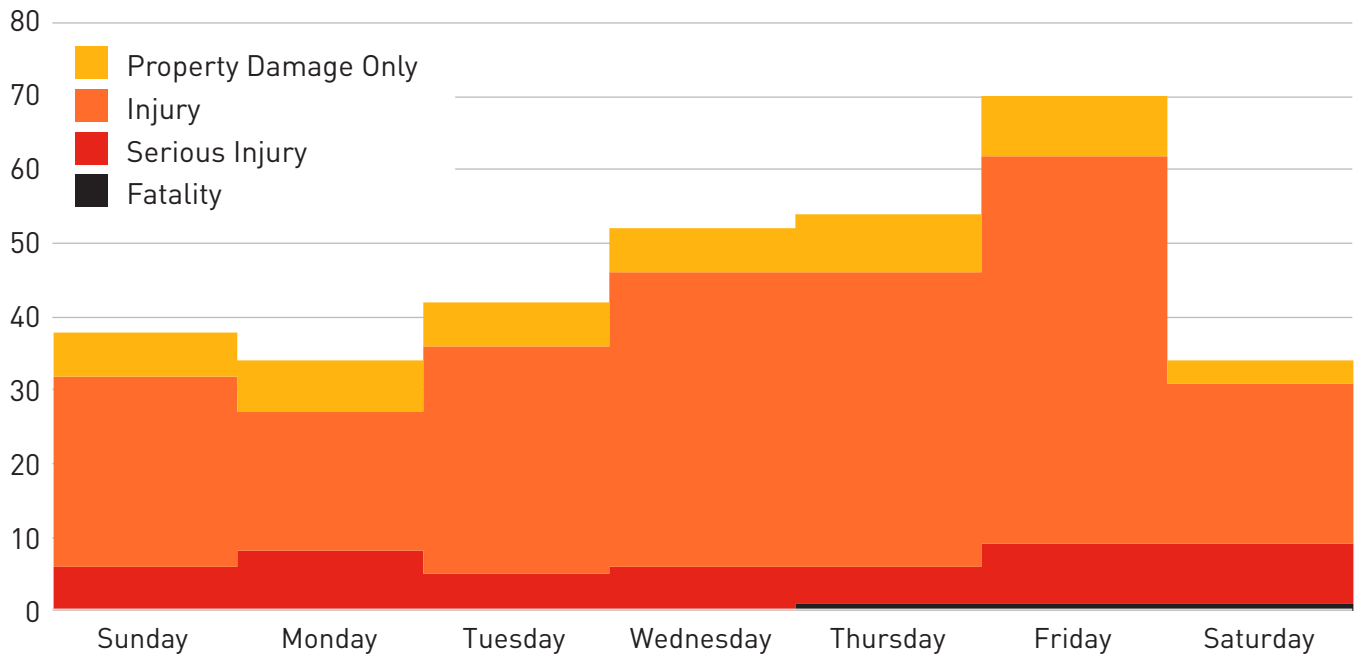


TABLE 35: 2023 COLLISIONS INVOLVING BICYCLISTS & SCOOTERS SEVERITY BY DAY OF THE WEEK

Day	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Sunday		6	26	6	38
Monday		8	19	7	34
Tuesday		5	31	6	42
Wednesday		6	40	6	53
Thursday	1	5	40	8	55
Friday	1	8	53	8	72
Saturday	1	8	22	3	35

TABLE 36: 2023 COLLISIONS INVOLVING BICYCLISTS & SCOOTERS SEVERITY BY WEATHER

Weather	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Clear	3	31	152	28	214
Fog/Smog/Smoke		1			1
Overcast		8	23	3	34
Partly Cloudy			2		2
Raining		3	23	4	30
Not Stated		3	31	9	48

TABLE 37: 2023 COLLISIONS INVOLVING BICYCLISTS & SCOOTERS SEVERITY BY ACTION

Action	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
All Other Actions	1	7	40	9	57
Crossing - Non-Intersection - No Crosswalk		1			1
Crossing at Intersection - No Signal			1		1
Crossing at Intersection Against Signal			1		1
Crossing at Intersection with Signal		1	4	1	6
Crossing Diagonally	1	1	2	1	5
Crossing or Entering Trafficway		10	51	6	67
Cyclist Turned into Path of Vehicle - Same Direction		6	3	4	13
From Behind Parked Vehicle			1		1
Not in Roadway			2	1	3
Riding Against Traffic		4	8	2	14
Riding With Traffic	1	14	86	11	112
Walking on Roadway Shoulder Opposite Traffic			1		1
Not Stated		3	32	9	49

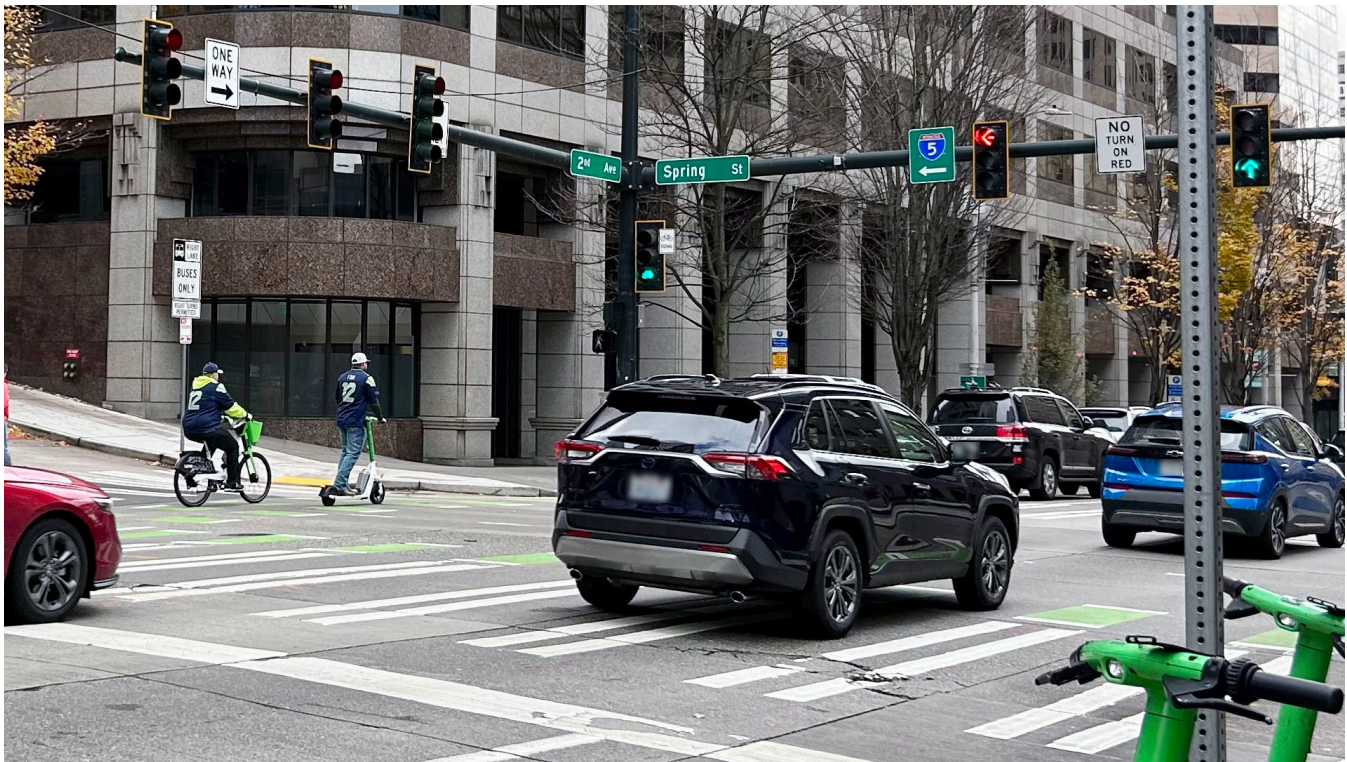


TABLE 38: 2023 CLOTHING VISIBILITY FOR RIDERS IN COLLISIONS INVOLVING BICYCLISTS & SCOOTERS

Clothing	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Dark	1	9	43	6	59
Light		8	27	3	38
Mixed	1	20	98	20	139
Other Reflective Apparel - Shoes, Patches		2	4		6
Retro - Reflective			5		5
Not Stated			4	2	6

TABLE 39: 2023 COLLISIONS INVOLVING BICYCLISTS & SCOOTERS BY LIGHT CONDITION

Light Condition	Fatality Collision	Serious Injury Collision	Injury Collision	Property Damage Only Collision	Total
Dark - Street Lights Off			1		1
Dark - Street Lights On	2	14	26	5	47
Dark - Unknown Lighting			2	1	3
Dawn			2		2
Daylight		23	147	23	193
Dusk		2	3	2	7

SPEED DATA

TABLE 40: 2020-2023 PROGRAMMATIC SPOT SPEED STUDY LOCATIONS MEASURED WITH PNEUMATIC TUBES

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
AURORA AVE N, S/O N 112TH ST	NB	35	47.2	2020
AURORA AVE N, S/O N 112TH ST	SB	35	47.2	2020
16TH AVE S, N/O 16TH AVE S BR	NB	30	43.9	2022
16TH AVE S, N/O 16TH AVE S BR	SB	30	43.4	2022
SAND POINT WAY NE, SW/O NE 65TH ST	NEB	35	42.7	2020
ROOSEVELT WAY NE, S/O NE NORTHGATE WAY	NB	25	41.6	2021
SAND POINT WAY NE, SW/O NE 65TH ST	SWB	35	41.5	2020
SW SPOKANE BR, W/O SW SPOKANE E ST	EB	25	41.3	2021
SW SPOKANE BR, W/O SW SPOKANE E ST	WB	25	41.3	2021
MERCER ST, W/O DEXTER AVE N	WB	25	40.6	2020
N 85TH ST, W/O ASHWORTH AVE N	EB	25	39.3	2020
ROOSEVELT WAY NE, S/O NE NORTHGATE WAY	SB	25	38.9	2021
RENTON AVE S, SE/O S BANGOR ST	SEB	25	38.8	2021
EAST MARGINAL NB WAY S, N/O ALASKAN WY VI NB	NB	25	38.4	2023
N 85TH ST, W/O ASHWORTH AVE N	WB	25	38.3	2020
NE NORTHGATE WAY, W/O 15TH AVE NE	EB	25	38.3	2022
N 145TH ST, W/O LINDEN AVE N	EB	35	38.2	2021
ROOSEVELT WAY NE, SE/O NE 130TH N ST	SEB	30	38.1	2020
EAST MARGINAL SB WAY S, S/O DUWAMISH AVE S	SB	40	38.1	2023
PINEHURST WAY NE, NE/O NE 115TH ST	SWB	25	37.5	2022
HOLMAN RD NW, NE/O 13TH E AVE NW	SWB	30	37.5	2023

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
HOLMAN RD NW, NE/O 13TH E AVE NW	NEB	30	37.4	2023
N 145TH ST, W/O LINDEN AVE N	WB	35	37.3	2021
RENTON AVE S, SE/O S BANGOR ST	NWB	25	37.2	2021
NE NORTHGATE WAY, W/O 15TH AVE NE	WB	25	37.2	2022
15TH AVE NE, S/O NE NORTHGATE WAY	NB	30	37.0	2020
15TH AVE NE, S/O NE NORTHGATE WAY	SB	30	36.8	2020
N NORTHGATE WAY, W/O ASHWORTH AVE N	EB	30	36.8	2021
ELLIS AVE S, S/O S WARSAW ST	NB	25	36.6	2022
ROOSEVELT WAY NE, SE/O NE 130TH N ST	NWB	30	36.5	2020
RENTON AVE S, N/O S CLOVERDALE ST	NB	25	36.5	2021
PINEHURST WAY NE, NE/O NE 115TH ST	NEB	25	36.5	2022
N NORTHGATE WAY, W/O ASHWORTH AVE N	WB	30	36.2	2021
SEAVIEW AVE NW, N/O NW 67TH ST	NB	25	36.2	2022
RAINIER AVE S, NW/O S HOLLY ST	NWB	25	35.9	2020
ALKI AVE SW, W/O HARBOR AVE SW	WB	25	35.8	2021
SW 106TH ST, W/O SEOLA BEACH DR SW	EB	25	35.7	2021
RENTON AVE S, N/O S CLOVERDALE ST	SB	25	35.5	2021
SW 106TH ST, W/O SEOLA BEACH DR SW	WB	25	35.5	2021
S LUCILE ST, W/O 12TH AVE S	EB	25	35.4	2020
NE 125TH ST, W/O 27TH AVE NE	WB	25	35.4	2022
RAINIER AVE S, NW/O S HOLLY ST	SEB	25	35.3	2020
N 125TH ST, W/O AURORA AVE N	EB	30	35.2	2020
N 85TH ST, W/O LINDEN AVE N	EB	25	35.1	2020

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
SW AVALON WAY, N/O 30TH AVE SW	NB	25	35.1	2022
N 85TH ST, W/O LINDEN AVE N	WB	25	35.0	2020
NE 75TH ST, W/O 30TH AVE NE	EB	30	34.9	2020
E MADISON ST, SW/O 38TH AVE E	SWB	25	34.8	2020
1ST AVE NE, S/O NE 145TH ST	NB	25	34.8	2022
SW HOLDEN ST, W/O DELRIDGE WAY SW	EB	25	34.7	2021
1ST AVE NE, S/O NE 145TH ST	NB	25	34.6	2023
S LUCILE ST, W/O 12TH AVE S	WB	25	34.5	2020
SEAVIEW AVE NW, N/O NW 67TH ST	SB	25	34.5	2022
BOREN AVE, NW/O E YESLER WAY	SEB	25	34.4	2020
MERCER ST, W/O DEXTER AVE N	EB	25	34.4	2020
20TH AVE W, S/O W DRAVUS ST	SB	25	34.4	2021
35TH AVE SW, S/O SW ALASKA ST	NB	25	34.4	2021
ALKI AVE SW, W/O HARBOR AVE SW	EB	25	34.4	2021
8TH AVE S, S/O S DIRECTOR ST	NB	25	34.4	2022
SAND POINT WAY NE, S/O NE 74TH ST	SB	30	34.2	2023
BEACON AVE S, S/O S SPOKANE ST	NB	25	34.1	2020
20TH AVE W, S/O W DRAVUS ST	NB	25	34.1	2021
ELLIS AVE S, S/O S WARSAW ST	SB	25	34.0	2022
S MYRTLE ST, W/O BEACON WR AVE S	WB	25	33.9	2021
1ST AVE NE, S/O NE 145TH ST	SB	25	33.9	2022
E MADISON ST, SW/O 38TH AVE E	NEB	25	33.8	2020
BEACON AVE S, S/O S SPOKANE ST	SB	25	33.7	2020
FAUNTLEROY WAY SW, N/O SW BARTON ST	SB	25	33.7	2021
BOREN AVE, NW/O E YESLER WAY	NWB	25	33.6	2020
NE 125TH ST, W/O 27TH AVE NE	EB	25	33.5	2022

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
1ST AVE NE, S/O NE 145TH ST	SB	25	33.5	2023
NE 75TH ST, W/O ROOSEVELT WAY NE	WB	30	33.3	2020
31ST AVE S, S/O S JACKSON ST	NB	25	33.3	2023
31ST AVE S, S/O S JACKSON ST	NB	25	33.1	2022
S COLUMBIAN WAY, W/O BEACON WR AVE S	WB	25	33.1	2022
SW BARTON ST, W/O 30TH AVE SW	WB	25	33	2020
8TH AVE S, S/O S DIRECTOR ST	SB	25	32.9	2022
35TH AVE SW, S/O SW ALASKA ST	SB	25	32.8	2021
M L KING JR WAY E, S/O E JOHN ST	NB	25	32.7	2023
DELRIDGE WAY SW, NW/O SW CAMBRIDGE ST	NWB	25	32.6	2021
FAUNTLEROY WAY SW, N/O SW BARTON ST	NB	25	32.6	2021
GREENWOOD AVE N, S/O HOLMAN RD N	SB	25	32.6	2022
31ST AVE S, S/O S JACKSON ST	SB	25	32.4	2022
SW AVALON WAY, N/O 30TH AVE SW	SB	25	32.3	2022
31ST AVE S, S/O S JACKSON ST	SB	25	32.3	2023
GREENWOOD AVE N, S/O N 80TH ST	NB	25	32.2	2020
EAST GREEN LAKE WAY N, NE/O N 57TH ST	NEB	30	32.1	2020
FAUNTLEROY WAY SW, S/O SW ALASKA ST	SB	25	32.1	2020
SW BARTON ST, W/O 30TH AVE SW	EB	25	32.1	2020
E MADISON ST, SW/O 17TH AVE	NEB	25	32.0	2020
GREENWOOD AVE N, S/O N 80TH ST	SB	25	32	2020
SW HOLDEN ST, W/O DELRIDGE WAY SW	WB	25	32.0	2021
N 125TH ST, W/O AURORA AVE N	WB	30	31.9	2020
S COLUMBIAN WAY, W/O BEACON WR AVE S	EB	25	31.8	2022

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
BROAD ST, NE/O DENNY WAY	NEB	25	31.7	2020
N 45TH ST, W/O EASTERN AVE N	EB	25	31.7	2020
FAUNTLEROY WAY SW, S/O SW ALASKA ST	NB	25	31.7	2020
32ND AVE NW, S/O NW 80TH ST	SB	25	31.7	2023
15TH AVE NE, S/O NE 75TH ST	SB	25	31.6	2020
NE 75TH ST, W/O ROOSEVELT WAY NE	EB	30	31.5	2020
CORSON AVE S, S/O S MICHIGAN ST	SB	25	31.5	2021
S HENDERSON ST, E/O RENTON AVE S	WB	25	31.5	2021
3RD AVE NW, S/O NW 145TH ST	NB	25	31.5	2022
3RD AVE NW, S/O NW 145TH ST	SB	25	31.5	2022
SAND POINT WAY NE, S/O NE 74TH ST	NB	30	31.5	2023
NE 75TH ST, W/O 30TH AVE NE	WB	30	31.4	2020
23RD AVE, N/O E CHERRY ST	NB	25	31.3	2020
23RD AVE, N/O E CHERRY ST	SB	25	31.3	2020
S HENDERSON ST, E/O RENTON AVE S	EB	25	31.3	2021
GREENWOOD AVE N, S/O HOLMAN RD N	NB	25	31.3	2022
E UNION ST, W/O 26TH AVE	EB	25	31.3	2023
BEACON AVE S, N/O S SPOKANE ST	NB	25	31.2	2020
S OTHELLO ST, E/O 43RD AVE S	WB	25	31.2	2022
N 45TH ST, W/O EASTERN AVE N	WB	25	31.1	2020
BROAD ST, NE/O DENNY WAY	SWB	25	31.0	2020
EAST GREEN LAKE WAY N, NE/O N 57TH ST	SWB	30	31	2020
CALIFORNIA AVE SW, S/O ERSKINE WAY SW	NB	25	31	2020
FAUNTLEROY WAY SW, S/O SW ALASKA ST	SB	25	30.8	2022
S MYRTLE ST, W/O BEACON WR AVE S	EB	25	30.7	2021
NE 65TH ST, W/O 15TH AVE NE	EB	25	30.7	2022
BEACH DR SW, SE/O 61ST AVE SW	NWB	25	30.7	2022

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
M L KING JR WAY E, S/O E JOHN ST	SB	25	30.7	2023
CALIFORNIA AVE SW, S/O SW CHARLESTOWN ST	NB	25	30.6	2020
25TH AVE NE, S/O NE 75TH ST	SB	25	30.6	2021
23RD AVE S, S/O S JACKSON ST	SB	25	30.6	2021
15TH AVE NE, S/O NE 75TH ST	NB	25	30.5	2020
CALIFORNIA AVE SW, S/O ERSKINE WAY SW	SB	25	30.5	2020
EAST GREEN LAKE DR N, NW/O LATONA AVE NE	SEB	25	30.5	2022
24TH AVE NW, S/O NW 80TH ST	SB	25	30.5	2022
N 80TH ST, W/O LINDEN AVE N	WB	25	30.4	2021
30TH AVE NE, S/O NE 145TH ST	SB	25	30.4	2023
BEACON AVE S, N/O S SPOKANE ST	SB	25	30.3	2020
NE 80TH ST, E/O 5TH AVE NE	WB	25	30.3	2021
24TH AVE NW, S/O NW 80TH ST	NB	25	30.3	2022
32ND AVE NW, S/O NW 80TH ST	NB	25	30.2	2023
N 80TH ST, W/O LINDEN AVE N	EB	25	30.1	2021
30TH AVE NE, S/O NE 145TH ST	NB	25	30.1	2023
CALIFORNIA AVE SW, S/O SW CHARLESTOWN ST	SB	25	30	2020
DELRIDGE WAY SW, NW/O SW CAMBRIDGE ST	SEB	25	30.0	2021
3RD AVE NW, S/O NW 145TH ST	NB	25	30	2023
E UNION ST, W/O 26TH AVE	WB	25	29.9	2023
FAUNTLEROY WAY SW, S/O SW ALASKA ST	NB	25	29.8	2022
23RD AVE S, S/O S JACKSON ST	NB	25	29.7	2021
S OTHELLO ST, E/O 43RD AVE S	EB	25	29.7	2022
NW 85TH ST, W/O 16TH AVE NW	WB	25	29.6	2023
15TH AVE NE, S/O NE 65TH ST	SB	25	29.4	2021
N 65TH ST, W/O LINDEN AVE N	WB	25	29.3	2021
EAST GREEN LAKE DR N, NW/O LATONA AVE NE	NWB	25	29.3	2022
3RD AVE NW, S/O NW 145TH ST	SB	25	29.3	2023
28TH AVE W, S/O W DRAVUS ST	SB	25	29.3	2023
15TH AVE NE, S/O NE 65TH ST	NB	25	29.2	2021

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
5TH AVE NE, S/O NE NORTHGATE WAY	NB	25	29.2	2021
BROAD ST, SW/O 3RD AVE	NEB	25	29.1	2020
35TH AVE NE, N/O NE 75TH ST	NB	25	29.1	2021
S LUCILE ST, E/O 4TH AVE S	EB	25	29.1	2022
BEACH DR SW, SE/O 61ST AVE SW	SEB	25	28.9	2022
28TH AVE W, S/O W DRAVUS ST	NB	25	28.9	2023
E MADISON ST, SW/O 17TH AVE	SWB	25	28.8	2020
NE 80TH ST, E/O 5TH AVE NE	EB	25	28.8	2021
14TH AVE, N/O E YESLER WAY	SB	25	28.6	2023
NE 65TH ST, E/O 25TH AVE NE	WB	30	28.5	2020
NW 80TH ST, W/O 15TH AVE NW	EB	25	28.5	2021
E YESLER WAY, W/O 23RD AVE	WB	25	28.4	2020
NE 65TH ST, E/O 25TH AVE NE	EB	30	28.1	2020
NE 65TH ST, W/O 15TH AVE NE	WB	25	28.1	2022
25TH AVE NE, S/O NE 75TH ST	NB	25	28	2021
PHINNEY AVE N, S/O N 65TH ST	NB	25	28	2022
N 50TH ST, W/O FREMONT AVE N	WB	30	27.9	2020
S LANDER ST, W/O 6TH AVE S	EB	25	27.8	2023
LAKE WASHINGTON BLVD E, NW/O E MADISON ST	NWB	25	27.7	2021
NW 85TH ST, W/O 16TH AVE NW	EB	25	27.6	2023
14TH AVE, N/O E YESLER WAY	NB	25	27.4	2023
5TH AVE NE, N/O NE NORTHGATE WAY	NB	25	27.3	2021
N 50TH ST, W/O FREMONT AVE N	EB	30	27.2	2020
35TH AVE NE, N/O NE 75TH ST	SB	25	27.2	2021
24TH AVE NW, S/O NW 80TH ST	NB	25	27.1	2023
CORSON AVE S, S/O S MICHIGAN ST	NB	25	27	2021
S LUCILE ST, E/O 4TH AVE S	WB	25	27.0	2022
24TH AVE NW, S/O NW 80TH ST	SB	25	27	2023
51ST AVE S, S/O S BANGOR ST	SB	25	26.9	2020
PHINNEY AVE N, S/O N 65TH ST	SB	25	26.9	2022
S LANDER ST, W/O 6TH AVE S	WB	25	26.9	2023

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
N 65TH ST, W/O LINDEN AVE N	EB	25	26.8	2021
VALLEY ST, W/O FAIRVIEW AVE N	WB	25	26.7	2021
NE 55TH ST, E/O 35TH AVE NE	EB	25	26.6	2023
N 40TH ST, E/O STONE WAY N	EB	25	26.4	2023
LAKE WASHINGTON BLVD E, NW/O E MADISON ST	SEB	25	26.3	2021
12TH AVE E, N/O E JOHN ST	SB	25	26.1	2020
12TH AVE E, N/O E JOHN ST	NB	25	26	2020
S GENESEE ST, E/O 38TH AVE S	WB	25	26.0	2020
ELLIOTT AVE, NW/O LENORA ST	SEB	25	26.0	2021
VALLEY ST, W/O FAIRVIEW AVE N	EB	25	26	2021
STONE WAY N, S/O N 45TH ST	SB	30	25.9	2020
5TH AVE NE, S/O NE NORTHGATE WAY	SB	25	25.9	2021
N 40TH ST, E/O STONE WAY N	WB	25	25.9	2023
NW 80TH ST, W/O 15TH AVE NW	WB	25	25.8	2021
E YESLER WAY, W/O 23RD AVE	EB	25	25.7	2020
5TH AVE NE, N/O NE NORTHGATE WAY	SB	25	25.1	2021
STONE WAY N, S/O N 45TH ST	SB	25	24.9	2022
51ST AVE S, S/O S BANGOR ST	NB	25	24.5	2020
BROAD ST, SW/O 3RD AVE	SWB	25	24.2	2020
FREMONT AVE N, S/O N 46TH ST	SB	25	24.2	2022
S GENESEE ST, E/O 38TH AVE S	EB	25	24.1	2020
E ALOHA ST, E/O 10TH AVE E	EB	25	24.1	2021
STONE WAY N, S/O N 45TH ST	NB	25	24.1	2022
WESTERN AVE, NW/O LENORA ST	NWB	25	24.0	2021
FREMONT AVE N, S/O N 46TH ST	NB	25	23.9	2022
E ALOHA ST, E/O 10TH AVE E	WB	25	23.7	2021
NE 55TH ST, E/O 35TH AVE NE	WB	25	23.5	2023
STONE WAY N, S/O N 45TH ST	NB	30	23.4	2020
E JOHN ST, E/O BROADWAY E	EB	25	23.4	2023
E PINE ST, W/O BROADWAY	WB	25	23.3	2023
E PINE ST, W/O BROADWAY	EB	25	23	2023
E JOHN ST, E/O BROADWAY E	WB	25	22.1	2023
E PIKE ST, W/O BROADWAY	WB	25	21.8	2023
E PIKE ST, W/O BROADWAY	EB	25	21.1	2023

**TABLE 41: 2021-2023 PROGRAMMATIC SPOT SPEED STUDY LOCATIONS AS MEASURED
WITH CONNECTED VEHICLE SPEED DATA**

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
1ST AVE S, S/O S SPOKANE SR ST	NB	30	44.2	2021
1ST AVE S, S/O S SPOKANE SR ST	SB	30	43.4	2021
MYERS WAY S, S/O OLSON PL SW	SB	25	43.2	2021
MYERS WAY S, S/O OLSON PL SW	NB	25	43.0	2021
SW ADMIRAL WAY, SE/O SW CITY VIEW ST	SEB	25	41.8	2022
16TH AVE S, N/O 16TH AVE S BR	SB	30	41.7	2023
LAKE CITY WAY NE, NE/O NE 95TH ST	NEB	35	41.1	2021
LAKE CITY WAY NE, NE/O NE 95TH ST	SWB	35	40.9	2021
SW ADMIRAL WAY, SE/O SW CITY VIEW ST	NWB	25	40.7	2022
S COLUMBIAN WB WAY, NW/O 14TH AVE S	NWB	35	40.3	2021
AIRPORT WAY S, NW/O S LUCILE ST	SEB	30	40.3	2021
N 145TH ST, W/O MERIDIAN AVE N	EB	35	39.4	2021
16TH AVE S, N/O 16TH AVE S BR	NB	30	39.3	2023
N 145TH ST, W/O MERIDIAN AVE N	WB	35	39.3	2021
NE 145TH ST, E/O 5TH AVE NE	EB	35	39.1	2023
GREENWOOD AVE N, S/O N 145TH ST	SB	30	38.7	2022
ELLIOTT AVE W SE/O W MERCER PL	SEB	25	38.5	2022
ELLIOTT AVE W SE/O W MERCER PL	NWB	25	38.1	2022
WESTLAKE AVE N, S/O HIGHLAND DR	SB	25	37.9	2021
WESTLAKE AVE N, S/O HIGHLAND DR	NB	25	37.9	2021
S COLUMBIAN EB WAY, NW/O 14TH AVE S	SEB	35	37.8	2021

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
4TH AVE S, N/O S DAWSON ST	SB	30	37.7	2022
OLSON PL SW, SW/O 1ST AVE S	SWB	25	37.6	2023
EAST MARGINAL WAY S, NW/O S MICHIGAN ST	NWB	30	37.6	2023
4TH AVE S, N/O S DAWSON ST	NB	30	37.3	2022
OLSON PL SW, SW/O 1ST AVE S	NEB	25	37.2	2023
AURORA AVE N, S/O N 112TH ST	SB	35	37.1	2022
GREENWOOD AVE N, S/O N 145TH ST	NB	30	37.1	2022
AURORA AVE N, S/O N 112TH ST	SB	35	36.9	2021
AURORA AVE N, S/O N 112TH ST	SB	35	36.7	2023
MONTLAKE BLVD NE, N/O NE PACIFIC PL	NB	30	36.7	2021
SAND POINT WAY NE, S/O NE 74TH ST	SB	30	36.6	2022
AURORA AVE N, S/O N 112TH ST	NB	35	36.6	2023
AURORA AVE N, S/O N 112TH ST	NB	35	36.5	2022
4TH AVE S, N/O S MICHIGAN ST	NB	30	36.3	2021
6TH AVE S, S/O S FOREST ST	NB	25	36.3	2023
GILMAN AVE W, NW/O W EMERSON PL	NWB	25	36.2	2023
4TH AVE S, N/O S MICHIGAN ST	SB	30	35.8	2021
AURORA AVE N, S/O N 112TH ST	NB	35	35.8	2021
6TH AVE S, S/O S FOREST ST	SB	25	35.8	2023
NE 145TH ST, E/O 5TH AVE NE	WB	35	35.7	2023
AIRPORT WAY S, NW/O S LUCILE ST	NWB	30	35.6	2021
15TH AVE S, S/O S BRADFORD ST	NB	25	35.1	2021
M L KING JR WR WAY S, N/O S ANDOVER ST	SB	25	35.0	2023
M L KING JR ER WAY S, S/O S HOLLY ST	NB	25	34.6	2022
M L KING JR ER WAY S, N/O S ANDOVER ST	NB	25	34.6	2023
GILMAN AVE W, NW/O W EMERSON PL	SEB	25	34.6	2023
4TH AVE S, S/O 2ND AV ET S	SB	25	34.4	2021
4TH AVE S, S/O AIRPORT WAY S	SB	25	34.4	2021

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
RENTON AVE S, SE/O S HENDERSON ST	NWB	25	34.3	2023
M L KING JR WR WAY S, S/O S HOLLY ST	SB	25	34.2	2022
M L KING JR ER WAY S, SE/O S HOLLY ST	NWB	25	34.2	2023
RENTON AVE S, SE/O S HENDERSON ST	SEB	25	34.1	2023
1ST AVE S, N/O S SPOKANE NR ST	SB	30	34.1	2023
M L KING JR WR WAY S, SE/O S HOLLY ST	SEB	25	33.8	2023
24TH AVE E, N/O E PROSPECT ST	SB	25	33.8	2022
DELRIDGE WAY SW, N/O SW MYRTLE ST	SB	25	33.4	2022
24TH AVE E, N/O E PROSPECT ST	SB	25	33.3	2023
24TH AVE NW, S/O NW 80TH ST	NB	25	33.2	2021
DELRIDGE WAY SW, S/O SW ANDOVER ST	NB	25	33.0	2021
35TH AVE SW, S/O SW MORGAN ST	NB	25	33.0	2022
35TH AVE SW, S/O SW MORGAN ST	SB	25	32.9	2022
24TH AVE NW, S/O NW 80TH ST	SB	25	32.8	2021
RAINIER AVE S, NW/O S HOLLY ST	NWB	25	32.7	2022
24TH AVE E, N/O E PROSPECT ST	NB	25	32.6	2022
W EMERSON PL, SE/O 21ST AVE W	NWB	25	32.5	2021
RAINIER AVE S, NW/O S HOLLY ST	NWB	25	32.4	2021
W EMERSON PL, SE/O 21ST AVE W	SEB	25	32.4	2021
N 105TH ST, W/O EVANSTON W AVE N	WB	30	32.1	2022
S COLUMBIAN WAY, W/O BEACON WR AVE S	NWB	25	32.0	2023
1ST AVE S, N/O S SPOKANE NR ST	NB	30	32.0	2023
RAINIER AVE S, NW/O S HOLLY ST	NWB	25	32.0	2023

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
24TH AVE E, N/O E PROSPECT ST	NB	25	31.9	2023
NICKERSON ST, NW/O FLORENTIA ST	NWB	25	31.8	2022
N 105TH ST, W/O EVANSTON W AVE N	WB	30	31.8	2023
8TH AVE NW, S/O NW 80TH ST	SB	25	31.8	2021
FAUNTLEROY WAY SW, S/O SW ALASKA ST	NB	25	31.6	2021
8TH AVE NW, S/O NW 80TH ST	NB	25	31.5	2021
SW AVALON WAY, N/O 30TH AVE SW	NB	25	31.5	2023
S COLUMBIAN WAY, W/O BEACON WR AVE S	SEB	25	31.4	2023
RAINIER AVE S, S/O S OTHELLO ST	NB	25	31.4	2023
N 105TH ST, W/O EVANSTON W AVE N	EB	30	31.3	2022
4TH AVE S, S/O 2ND AV ET S	NB	25	31.3	2021
4TH AVE S, S/O AIRPORT WAY S	NB	25	31.3	2021
EAST MARGINAL WAY S, NW/O S MICHIGAN ST	SEB	30	31.3	2023
FAUNTLEROY WAY SW, S/O SW ALASKA ST	SB	25	31.1	2021
16TH AVE SW, N/O SW CAMBRIDGE ST	NB	25	31.1	2023
NE PACIFIC ST, NE/O 2ND AVE NE	NEB	25	31.1	2023
SW ROXBURY ST, E/O 26TH AVE SW	WB	25	31.0	2022
CORSON AVE S, N/O S MICHIGAN ST	NB	25	31.0	2021
NE PACIFIC ST, NE/O 2ND AVE NE	SWB	25	31.0	2023
N 105TH ST, W/O EVANSTON W AVE N	EB	30	31.0	2023
S SPOKANE SR ST, W/O 4TH AVE S	EB	25	31.0	2022
16TH AVE SW, N/O SW CAMBRIDGE ST	SB	25	31.0	2023
SW ROXBURY ST, E/O 26TH AVE SW	EB	25	30.9	2022

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
SW AVALON WAY, N/O 30TH AVE SW	SB	25	30.7	2023
RAINIER AVE S, NW/O S HOLLY ST	SEB	25	30.6	2022
NW MARKET ST, W/O 8TH AVE NW	WB	25	30.6	2023
NW MARKET ST, W/O 8TH AVE NW	EB	25	30.5	2023
FAUNTLEROY WAY SW, S/O SW ALASKA ST	SB	25	30.5	2023
FAUNTLEROY WAY SW, S/O SW ALASKA ST	NB	25	30.4	2023
RAINIER AVE S, NW/O S HOLLY ST	SEB	25	30.4	2021
SWIFT AVE S, NW/O S ALBRO PL	NWB	25	30.3	2023
N 50TH ST, W/O 1 AVE NE	WB	25	30.3	2022
NICKERSON ST, NW/O FLORENTIA ST	SEB	25	30.2	2022
MERCER ST, W/O DEXTER AVE N	WB	25	30.1	2021
RAINIER AVE S, S/O S OTHELLO ST	SB	25	30.1	2023
RAINIER AVE S, NW/O S HOLLY ST	SEB	25	30.1	2023
N 50TH ST, W/O 1 AVE NE	EB	25	30.0	2022
BEACH DR SW, SE/O 61ST AVE SW	SEB	25	29.9	2023
N 46TH ST, W/O PHINNEY AVE N	WB	25	29.8	2022
PHINNEY AVE N, S/O N 65TH ST	SB	25	29.8	2023
MERCER ST, W/O DEXTER AVE N	EB	25	29.7	2021
34TH AVE W, N/O W BARRETT ST	SB	25	29.7	2023
WEST MARGINAL WAY SW, NW/O HIGHLAND PARK WAY SW	SEB	30	29.6	2021
BEACH DR SW, SE/O 61ST AVE SW	NWB	25	29.6	2023
34TH AVE W, N/O W BARRETT ST	NB	25	29.6	2023
M L KING JR WAY, N/O E YESLER WAY	NB	25	29.6	2023
PHINNEY AVE N, S/O N 65TH ST	NB	25	29.4	2023
ROOSEVELT WAY NE, N/O NE 50TH ST	SB	25	29.4	2022

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
35TH AVE NE, S/O NE 75TH ST	SB	25	29.2	2023
MONTLAKE BLVD NE, N/O NE PACIFIC PL	SB	30	29.1	2021
NE NORTHGATE WAY, W/O 15TH AVE NE	EB	25	29.1	2023
10TH AVE E, S/O E BOSTON ST	SB	25	29.1	2023
M L KING JR WAY, N/O E YESLER WAY	SB	25	29.1	2023
EAST MARGINAL WAY S, N/O ALASKAN WY VI NB	NB	25	29.0	2022
CORSON AVE S, N/O S MICHIGAN ST	SB	25	29.0	2021
MERCER ST, W/O DEXTER AVE N	WB	25	29.0	2022
EASTLAKE AVE E, SW/O HARVARD AVE E	SWB	25	28.9	2021
10TH AVE E, S/O E BOSTON ST	NB	25	28.9	2023
NE 75TH ST, E/O 12TH AVE NE	WB	25	28.9	2021
NE 75TH ST, E/O 12TH AVE NE	EB	25	28.8	2021
MERCER ST, W/O DEXTER AVE N	EB	25	28.7	2022
NE NORTHGATE WAY, W/O 15TH AVE NE	WB	25	28.6	2023
EAST GREEN LAKE DR N, NW/O LATONA AVE NE	SEB	25	28.4	2023
EASTLAKE AVE E, SW/O HARVARD AVE E	NEB	25	28.4	2021
N 46TH ST, W/O PHINNEY AVE N	WB	25	28.3	2023
MERCER ST, W/O FAIRVIEW AVE N	WB	25	28.2	2021
S GRAHAM ST, SE/O SWIFT AVE S	NWB	25	28.2	2023
SW MORGAN ST, W/O 35TH AVE SW	WB	25	27.9	2023
35TH AVE NE, S/O NE 75TH ST	NB	25	27.9	2023
W DRAVUS ST, E/O 20TH AVE W	WB	25	27.9	2023
MERCER ST, W/O DEXTER AVE N	WB	25	27.8	2023
S GRAHAM ST, SE/O SWIFT AVE S	SEB	25	27.7	2023
E CHERRY ST, W/O 26TH AVE	EB	25	27.6	2023
STONE WAY N, S/O N 45TH ST	NB	25	27.5	2023

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
SW MORGAN ST, W/O 35TH AVE SW	EB	25	27.4	2023
E CHERRY ST, W/O 26TH AVE	WB	25	27.4	2023
SWIFT AVE S, NW/O S ALBRO PL	SEB	25	27.4	2023
STONE WAY N, S/O N 45TH ST	SB	25	27.3	2021
STONE WAY N, S/O N 45TH ST	SB	25	27.3	2023
EAST GREEN LAKE DR N, NW/O LATONA AVE NE	NWB	25	27.3	2023
W DRAVUS ST, E/O 20TH AVE W	EB	25	27.1	2023
S JACKSON ST, W/O 23RD AVE S	EB	25	27.1	2023
MERCER ST, W/O DEXTER AVE N	EB	25	27.1	2023
N 130TH ST, W/O ASHWORTH AVE N	EB	25	26.9	2022
MERCER ST, W/O FAIRVIEW AVE N	EB	25	26.4	2021
DELRIDGE WAY SW, S/O SW ANDOVER ST	SB	25	26.3	2021
N 46TH ST, W/O PHINNEY AVE N	EB	25	26.3	2023
12TH AVE, N/O E YESLER WAY	SB	25	26.2	2021
S JACKSON ST, W/O 23RD AVE S	WB	25	26.2	2023
N 46TH ST, W/O PHINNEY AVE N	EB	25	26.1	2022
ROOSEVELT WAY NE, N/O NE 73RD ST	SB	25	26.0	2021
WEST MARGINAL WAY SW, NW/O HIGHLAND PARK WAY SW	NWB	30	25.8	2021
E MADISON ST, SW/O LAKE WASHINGTON BLVD E	SWB	25	25.7	2022
12TH AVE NE, S/O NE 75TH ST	NB	25	25.6	2023
12TH AVE, N/O E YESLER WAY	NB	25	25.6	2021
E MADISON ST, SW/O LAKE WASHINGTON BLVD E	NEB	25	25.3	2022
12TH AVE NE, S/O NE 75TH ST	NB	25	25.3	2022
NE 45TH ST, W/O ROOSEVELT WAY NE	EB	25	25.2	2021
SAND POINT WAY NE, S/O NE 74TH ST	NB	30	25.0	2022
15TH AVE S, S/O S BRADFORD ST	SB	25	25.0	2021
NE 45TH ST, W/O ROOSEVELT WAY NE	WB	25	24.8	2021

LOCATION	DIRECTION	SPEED LIMIT AT TIME OF COLLECTION	85TH PERCENTILE SPEED	YEAR
STONE WAY N, S/O N 45TH ST	NB	25	24.5	2021
15TH AVE NE, S/O NE 45TH ST	SB	25	24.5	2023
N 130TH ST, W/O LINDEN AVE N	WB	25	24.4	2021
QUEEN ANNE AVE N, S/O CROCKETT ST	NB	25	24.0	2021
N 130TH ST, W/O ASHWORTH AVE N	WB	25	23.9	2022
QUEEN ANNE AVE N, S/O CROCKETT ST	SB	25	23.5	2021
15TH AVE NE, S/O NE 45TH ST	NB	25	22.7	2023
BOREN AVE, SE/O PIKE ST	SEB	25	22.2	2023
BOREN AVE, SE/O PIKE ST	NWB	25	22.0	2023
N 130TH ST, W/O LINDEN AVE N	EB	25	21.4	2021
11TH AVE NE, S/O NE 45TH ST	NB	25	20.9	2023
BROADWAY, S/O E DENNY WAY	NB	25	17.5	2023
BROADWAY, S/O E DENNY WAY	SB	25	17.0	2023
S SPOKANE NR ST, E/O 1ST AVE S	WB	25	16.0	2022



Glossary

TRAFFIC VOLUME TERMS

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

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

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

INJURY TYPES

Source – State of Washington *Police Traffic Collision Report Instruction Manual*

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 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

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 or visit <http://data.seattle.gov>.

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