Memorandum

To: Barbara Lee
City of Seattle

From: Adrian Witte, Christina Fink, Lauren Kauffman,
Bill Schultheiss, Kristen Lohse
Toole Design Group

Date: April 4, 2014

Re: City of Seattle Department of Transportation
Westlake Avenue North Cycle Track
Phase 1: Alternatives Evaluation
Project No. 13-16

Traffic Circulation Study

Toole Design Group (TDG) prepared this memorandum to document the traffic data collection and review of circulation conditions along the Westlake Avenue North corridor conducted as part of the Westlake Cycle Track project. The project is evaluating alternatives for a two-way protected bike lane along the Westlake Avenue North corridor between Lake Union Park and just south of the Fremont Bridge. A cycle track is a protected bicycle lane separated from motorized traffic by a physical barrier and distinct from pedestrians, resulting in a more comfortable connection for bicyclists than a shared use path or bicycle lane. The project area includes the 150-foot right of way of Westlake Avenue North, which spans the roadway, parking lot (Westlake East Roadway Avenue North) which itself includes the "parking drive", service drive, and sidewalk to the east.

This memorandum first addresses the physical conditions experienced by pedestrians, bicyclists, transit users, and motorists along the Westlake corridor, especially those conditions related to safety. The memorandum describes the data collection methodology, which included multimodal traffic counts and video analysis and summarizes existing traffic conditions. The memorandum then identifies opportunities for safety improvements, both general and location-specific based on the data collected and observations.

In conjunction with this effort, TDG has also prepared an "Existing Conditions and Design Criteria Memo" and a "Parking Utilization Study", which document design standards and guidelines, existing conditions and parking patterns, all of which will inform the design of the project.

Introduction: Westlake Design and User Concerns

The Westlake corridor is an important transportation connection for several modes of travel. Westlake Avenue North has an average annual weekday traffic volume of approximately 24,000 vehicles per day in four travel lanes (two travel lanes in each direction) connecting downtown Seattle to points north and west, and is designated as a major truck street. The parking lot (Westlake East Roadway Avenue North) and service drive parallel to Westlake Avenue North serve a variety of businesses along Lake Union. Deliveries, short-term parking, and long-term parking occur along the corridor, as described in the parking utilization memorandum.

The Westlake Avenue North corridor is also an important connection in the City's bicycle network. A protected bicycle connection between Lake Union Park and the Fremont Bridge would complete a gap in the Cheshiahud Lake Union Loop. Though there is a parallel route with buffered bicycle lanes along Dexter Avenue North, that corridor is at a significantly steeper grade than Westlake Avenue North, making the Dexter Avenue North route undesirable to many bicyclists, particularly less experienced cyclists. Public comments in the Appendices of *2013 Recommended Bicycle Master Plan* (BMP) indicate that many bicyclists prefer Westlake Avenue North over Dexter Avenue because:

- It is less steep.
- It provides better connections to their destinations.

Some people who ride bicycles find the Dexter Avenue North route uncomfortable due to the proximity, speed, and volume of traffic. Therefore, the Westlake corridor remains an important connection for many riders.

Figure 1. Bicyclists using the parking area on the east side of Westlake Avenue North.

Westlake Avenue North Corridor Design

Figure 2 illustrates the physical components of the Westlake corridor including Westlake Avenue North, the parking drive, the service drive, and the east sidewalk. The east sidewalk currently serves as the Cheshiahud Lake Union Loop along this 1.2-mile stretch. Note that **Figure 2** is an example cross section only - widths are representative, the service drive is only present along parts of the corridor, and the sidewalk transitions between the east and west sides of the service drive.

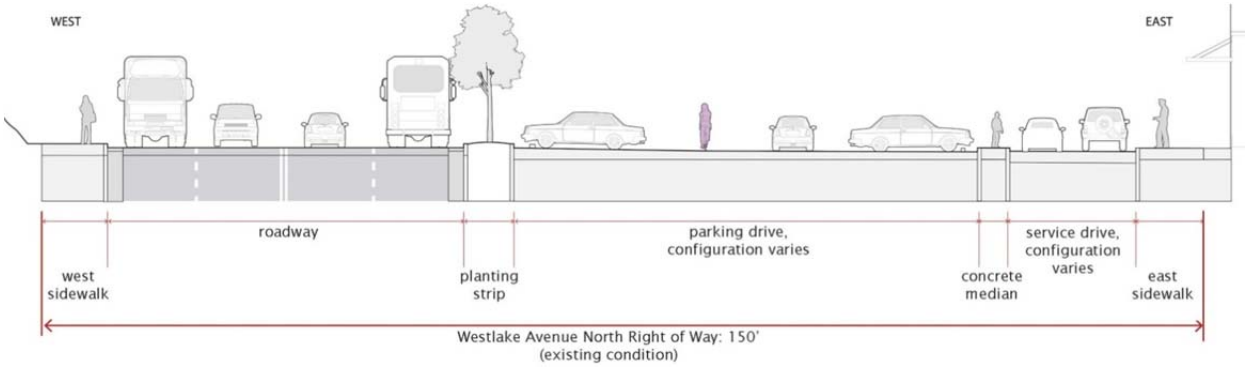


Figure 2. Westlake Avenue North Existing Example Cross Section.

Westlake Avenue North is a four-lane roadway with no turn pockets or median. There are no on-street bicycle facilities. There is a sidewalk on the west side of the street and a planting strip separates the street from the parking drive. The west sidewalk is typically about 6 feet wide and has an occasional grass or planted buffer separating it from traffic. The speed limit is 35 MPH.

The parking drive, to the east of Westlake Avenue North and separated by a planting strip, typically consists of a two-way aisle with perpendicular or front-in angled parking on both sides. There is no signed speed limit along the parking drive.

There is a service drive to the east of the parking drive along portions of the corridor. The service drive is one-way northbound, and is separated from the parking drive by a planting strip, sidewalk, or parking wheel stops. Some portions of the service drive have parallel parking.

The east sidewalk along the corridor is a segment of the Cheshiahud Lake Union Loop. Typically 8- to 10-feet wide, the sidewalk is effectively narrower in many locations due to street furniture, vertical barriers such as railings and walls, and vehicle parking encroaching into the sidewalk, as shown in **Figure 3**. In many locations, this sidewalk also serves as frontage for businesses along the corridor. Observations and pedestrian counts show that the sidewalk is frequently busy with pedestrians walking along or crossing it.

Figure 3. Conditions along east Sidewalk/Lake Union Trail.

Along the length of the corridor, fourteen driveway/street ends provide access between Westlake Avenue North and the parking lot to the east. Most of these driveways are stop controlled on the minor (driveway) approach (**Figures 4 and 5**). The two intersections of Highland Drive (Driveway #3) and Galer/8th Avenue North (Driveway #5) are signalized with crosswalks on all approaches. There is a pedestrian-activated signal to stop traffic on Westlake Avenue North just north of the intersection with Crockett Street (Driveway #9), but the driveway approach is stop controlled.

The majority of intersecting streets are "T-intersections" and do not provide vehicular connectivity to the west; only Aloha Street connects directly to Dexter Avenue North. Some of these intersections provide pedestrian connectivity to the west via stairs and/or bridges. Driveways on the west side of Westlake Avenue North serve individual buildings via garages or small surface lots (the largest two lots serve approximately 20 cars or fewer). **Table 1** shows the traffic control and connectivity at each driveway or street intersection. **Figure 6** illustrates the (east) driveways by number and street name,

Figure 4. Connections to the west: Crockett Street Stair (left) and McGraw Street end (right).

where applicable, and the traffic control at each. **Table 2** details the types of land uses at the driveways along the west side of Westlake Avenue North. **Figure 7** illustrates the driveways on the west side of Westlake Avenue North.

Figure 5 Connections to west: Newton Street Stair (left) and Blaine Street end (right).

Table 1. Driveway/Street End Connections to West

Drive-way #	Cross Street(s)	Traffic Control	Driveway Width	Queue Length	Vehicle Connection?	Pedestrian Connection?
1	Aloha Street/ 9th Avenue N	Stop	30’	<20’	Yes, west via Aloha and south via 9th	Yes, via sidewalks
2	8th Avenue N	Stop	35’	<20’	Yes, south	Yes, via sidewalks
3	Highland Drive	Signal	32’	66’	No	No
4	N/A	Stop	26’	<20’	No	No
5	8th Avenue North/ Galer Street End	Signal	25’	32’	Yes, north via 8th	Yes, north via sidewalks and west via stairs and pedestrian bridge at Galer
6	N/A	Stop	25’	<20’	No	No
7	Blaine Street End	Stop	25’	<20’	No	No
8	Newton Street End	Stop	26’	<20’	No	Yes, west via stairs
9	Crockett Street End	Stop (pedestrian-activated signal to north)	25’	<20’	No	Yes, west via stairs
10	McGraw Street End	Stop	25’	<20’	No	No
11	N/A	Stop	28’	<20’	No	No
12	Halladay Street End	Stop	30’	<20’	No	
13	N/A	Stop	30’	<20’	No	No
14	N/A	Stop	57’	<20’	No	No

Figure 6. Westlake Corridor East Side Driveways with Traffic Control

Table 2. West Side Driveways along Westlake Avenue North

Nearest Cross Street	Address #1 (south side)	Address #2 (north side)	Description	Business/Land Use
Aloha	925	N/A	Driveway	Courtyard Seattle Downtown/Lake Union
Highland	1207	1210	Surface Lot entry	National Sign Co
N/A	N/A	N/A	Driveway/garage	Durham Upholstery
N/A	1255	N/A	Driveway/garage	National Sign Co
N/A	1255	N/A	Driveway/garage	National Sign Co
N/A	1235	1247	Surface lot entry	West Marine
Galer	1271	1287	Surface lot entry	SRM Building
N/A	1633	N/A	Garage, south entry	N/A
N/A	1633	N/A	Garage, north entry	N/A
N/A	1633	1725	Surface lot entry	N/A
N/A	1725	N/A	Garage	Lux, Rushing
Blaine	1735	1819	Surface lot entry	KCPQ/Q13 Fox
Newton	1819	N/A	Surface lot in rear	Condos
N/A	1819	2001	Surface lot	Reserved for Streambox
Crockett	2101	N/A	Driveway	Condos, multiple buildings
McGraw	2101	2420	Driveway	Condos
Halladay	2501	2533	Surface lot entry	Exor Ironworks
N/A	2501	2533	Surface lot entry	N/A
N/A	2533	2555	Driveway	N/A

Figure 7. Westlake Corridor West Side Driveways

Bicyclists along the Westlake Avenue North Corridor

Options for bicyclists riding through the corridor include (1) Westlake Avenue North, (2) the east sidewalk, (3) the service drive where it exists, and (4) the parking drive, as shown in **Figure 8**. Riding in the street was observed to be rare. Counts and observations found the east sidewalk to be busy with pedestrians either walking along the sidewalk or crossing the sidewalk between parking and the businesses. The service drive is not continuous and, thus, is not a viable option for bicyclists along the entire length of the corridor. As a result, many bicyclists ride in the parking drive.

Figure 8. Bicyclist using the parking area and the sidewalk.

Motorist, Bicyclist, and Pedestrian Concerns

During the public meeting held on October 28, 2013, the community expressed numerous concerns, particularly regarding multimodal conflicts and challenges along the Westlake corridor. Participants included representatives of the three primary modes of travel along the corridor and described the interactions between people traveling in cars, on bicycles, and on foot/or by transit. During field observations, the project team noted several of the concerns expressed in the public meeting. These concerns are described in **Table 3**.

The remainder of this memorandum will address the results of the traffic data collection.

Table 3. Concerns Expressed by Motorists, Bicyclists, and Pedestrians in the Westlake Avenue North Corridor

Motorists	Bicyclists	Pedestrians
Visibility: Vegetation, parked cars, and dumpsters block motorists' view of bicyclists in the parking drive when turning off Westlake Avenue North. Motorists experience bicyclists seemingly coming out of nowhere and are concerned about hitting them. Visibility is a concern for motorists turning onto Westlake Avenue North who cannot see oncoming traffic. **Westlake Speeds and Turn Pockets:** There are no turn pockets for right- or left-turning vehicles on Westlake Avenue North. Turning motorists are concerned with being rear-ended and left-turners fear being hit by oncoming traffic, so motorists may turn at higher speeds, increasing the potential for conflict with bicyclists and the severity of a crash if it were to occur. **Backing out of Parking:** Motorists fear that they will hit bicyclists or pedestrians while backing out of parking spaces.	**Visibility:** Bicyclists have difficulty seeing vehicles turning into the parking drive due to vegetation, parked cars, and dumpsters, thus, they have less time to react when a vehicle arrives seemingly out of nowhere. **Queued Motorists:** Vehicles block the parking drive or sidewalk while queuing to access parking garages or to turn onto Westlake Avenue North. **Sidewalk Bicycling:** Bicyclists are concerned that they will conflict with pedestrians on the narrow sidewalk. The vertical obstructions and storefronts along the sidewalk increase potential conflicts for bicyclists. **Parking Drive Bicycling:** Bicyclists are concerned pedestrians may suddenly step into their path from between parked vehicles where they may not be visible. **Motorists Backing out of Parking**: Bicyclists are concerned that vehicles backing out of parking spaces will hit them.	**Visibility:** Pedestrians' views of the parking lot can be obscured by dumpsters, vegetation and large vehicles, thus, they have less time to react when a bicycle or vehicle arrives seemingly out of nowhere. **Queued Motorists:** Vehicles block the sidewalk while queuing to access parking garages or to turn onto Westlake Avenue North. **Motorists Backing out of Parking**: Pedestrians are concerned that motorists backing out of parking spaces will hit them. **Sidewalk Bicycling:** Some bicyclists ride on the sidewalk. Due to the speed differential between bicyclists and pedestrians and the constrained sidewalk conditions, pedestrians experience bicyclists passing quickly and closely, and are concerned that they will get hit by a bicycle. **Parking Drive Bicycling:** Pedestrians are concerned bicyclists may not see them as they walk within the parking area. They also experience bicyclists passing quickly and closely, and are concerned that they will get hit by a bicycle.

Parking Lot Safety Background

There are inherent safety challenges with mixed traffic in parking lots. Pedestrians walking to or from parked vehicles may come into conflict with bicyclists or motorists. Bicyclists riding through a parking lot are at risk of being hit by a motorist who may not see them while backing out of a parking space. A motorist backing out of a parking space has a reduced field of vision and could hit pedestrians, bicyclists, or other vehicles.

Numerous cities have reported high crash rates between motor vehicles and bicyclists or pedestrians in parking lots. Montgomery County, Maryland specifically tracks pedestrian crashes and found that 27% of pedestrian deaths in the first half of 2013 occurred in parking lots.[1] In a study of emergency-room intakes from eight hospitals in New York, California and North Carolina, 9% of bicyclists and pedestrians visiting the Emergency Room were involved in incidents in parking lots[2].

Front-in parking is commonplace in the parking lot's perpendicular parking spaces, and is required at front-in angled parking spaces. Front-in parking requires motorists to back out into traffic with lower visibility of pedestrians, bicyclists, and other vehicles in the parking drive, potentially leading to conflict. Back-in parking allows motorists to park and pull into traffic with increased visibility of users in the parking drive.

Figure 9. Front-in parking and backing out among dumpsters and bicyclists.

[1] AAA News Release. 2013. Nearly 30% of Pedestrian Deaths Have Occurred in Parking Lots in Montgomery County So Far This Year.

[2] Stutts, J. C. & Hunter, W. W. 1999. Injuries to Pedestrians and Bicyclists: An Analysis Based on Hospital Emergency Department Data. FHWA.

Data Collection

A traffic data collection effort was conducted with the purpose of documenting existing uses and understanding the interactions between motorists, bicyclists and pedestrians. Dates and times of data collection for each data type are shown in **Table 4** and data collection locations are illustrated in **Table 5** and in **Figure 11**.

For the Automatic Traffic Recording and pedestrian/bicycle counts, TDG selected locations for the counts that would be representative of the entire corridor, including some at the northern end and one at the southern end.

TDG collected the following data:

- Turning-movement counts for all areas of the parking lot including: 14 intersections between Westlake Avenue North and driveways to the east; 12 intersections between the driveways and the parking drive; and six (6) intersections between the driveways and the service drive. At the intersections between Westlake Avenue North and the driveways, the counts only included left and right turns into and out of the driveways. They did not include through movements on Westlake Avenue North (i.e., north and south along the roadway; ADT counts were however provided by SDOT) or movements to or from the streets, street ends, and driveways to the west. Three of the counts between the parking drive and Westlake Avenue North included pedestrian and bicyclist counts in addition to vehicular counts. See **Attachment A** for turning-movement count figures.
- Automatic traffic recorder (ATR, or "tube") counts on the parking drive at two locations.
- Video analysis at four locations to document parking lot traffic flow, circulation patterns, user behavior, interactions between modes and actual or potential multimodal conflicts. Note that the video analysis only captured two hours of total activity, a relatively short time for the purpose of sampling.

Additional data provided by the Seattle Department of Transportation (SDOT) included:

- 85th percentile speeds on Westlake Avenue North, north of the intersection with Highland Drive, between Thursday, July 25 and Thursday, August 1, 2013.
- 2006 parking study and parking station data for paid parking in September 2013. For more information on parking, see the Parking Utilization Study.
- Crash data along the Westlake corridor from August 2010 to July 2013. (See **Attachment B** for detailed crash data).
- Vehicles Classification information from July 25, 2013 to 8/1/2013.

Table 4. Data Collection Dates/Times

Data Type	Dates	Times of Day
Turning-Movement Counts (driveway ins/outs only)	Thursday, Sept 12, 2013 Thursday, Sept 19, 2013 Thursday, Oct 3, 2013	7:30 – 8:30 am 12:00 – 1:00 pm 4:30 – 5:30 pm
Bicycle and Pedestrian counts	Thursday, Sept 12, 2013 Thursday, Sept 19, 2013 Thursday, Oct 3, 2013	7:00 – 8:30 am 1:00 – 2:30 pm 4:30 – 6:30 pm
Video Analysis	Thursday, Sept 12, 2013 Thursday, Sept 19, 2013 Thursday, Oct 3, 2013	7:30 – 8:30 am 4:30 – 5:30 pm (no midday counts)
ATR/Tube Counts	Thursday, Sept 12, 2013 – Saturday, Sept 14, 2013	24 hours
Speed Observations	Thursday July 25, 2013 – Thursday, Aug 1, 2013	Hourly

Notes

1. **Collection times vary; however comparisons were made from the same time period, unless noted.**
2. **At the time the counts were conducted, Westlake Avenue North south of Aloha Street was under construction as part of the Mercer East Corridor project. There were construction impacts to Driveway #1 and parking and access in the southern end of the Westlake East Roadway Avenue North were limited at times. While data was captured for this location, counts were presumed to be lower than normal.**

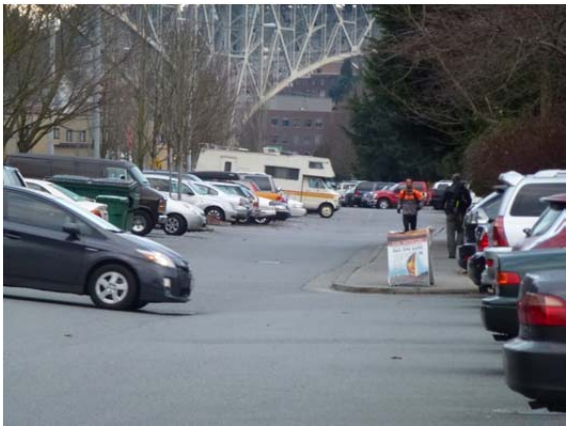


Figure 10. People on bicycles and pedestrian among parked cars.

Table 5. Count Locations

Location	Driveway Ins & Outs	Parking Drive/Service Drive Counts	ATR (Tube) Counts	Bike & Ped Counts	Camera /Video Analysis
9th Avenue N & Aloha St (Driveway #1)	X				
8th Avenue N (Driveway #2)	X	X		X	
Highland Drive (Driveway #3)	X	X			X
Driveway # 4	X	X			
Galer Street/ 8th Avenue N (Driveway #5)	X	X	X	X	X
Driveway # 6	X	X			
Blaine Street End (Driveway #7)	X	X			
Newton Street End (Driveway #8)	X	X			
Crockett Street End (Driveway #9)	X	X	X		X
McGraw Street End (Driveway #10)	X	X			
Driveway # 11	X	X			
Halladay Street End (Driveway #12)	X	X			
Driveway # 13	X	X			
Driveway # 14	X	X		X	X

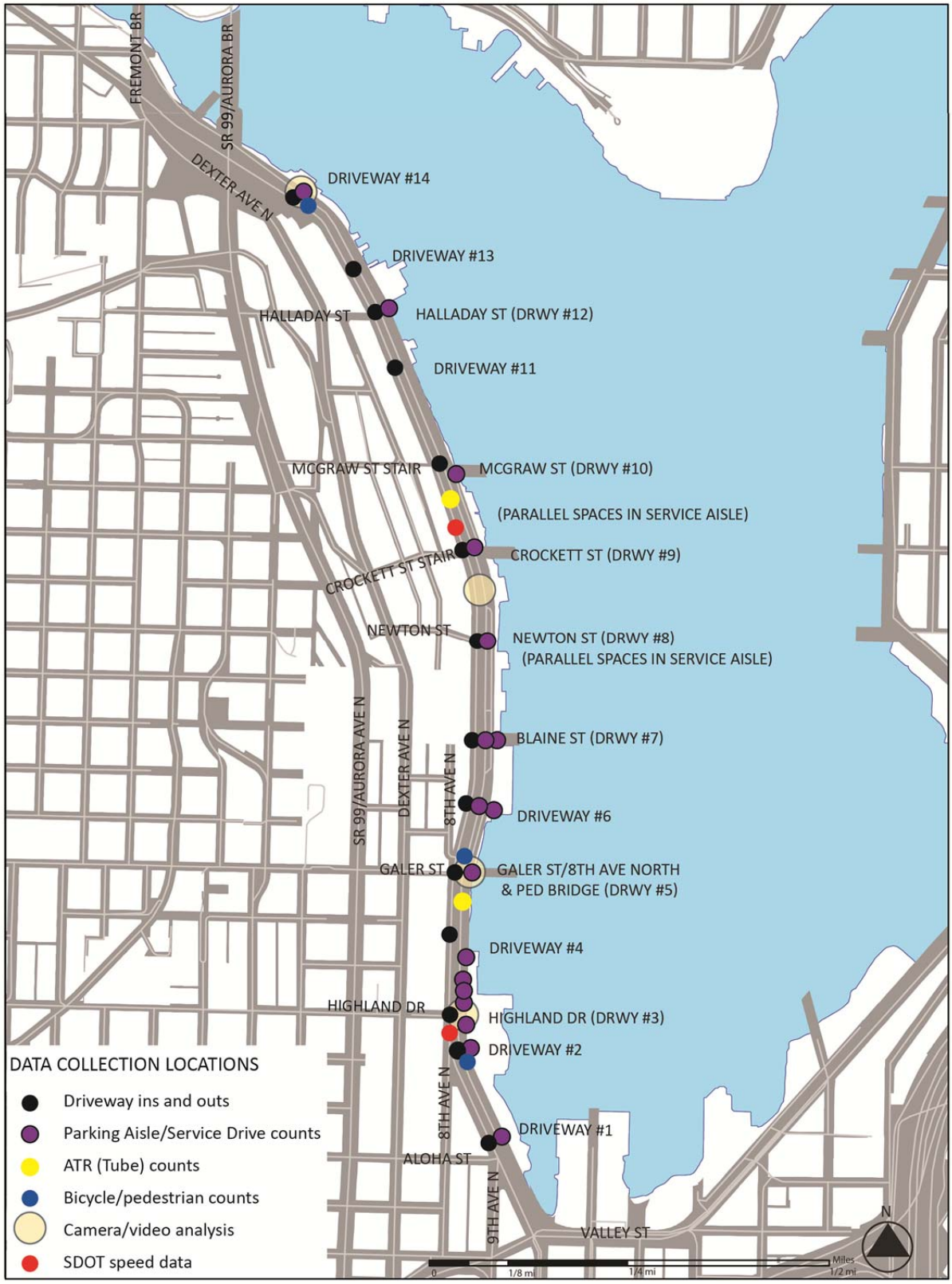


Figure 11. Data Collection Locations Map.

Existing Conditions

This study evaluated the traffic data to (1) better understand circulation patterns at the driveways and along the parking and service drives, and (2) identify the locations and potential causes of conflicts between users.

Westlake Avenue North

Westlake Avenue North is a four-lane roadway, designated as a Major Truck Street, with an average annual weekday traffic volume of approximately 24,000 motor vehicles per day. Speed data collected by SDOT in July / August 2013 shows approximately 20% of northbound drivers and 11% of southbound drivers exceed the 35 mile per hour speed limit.

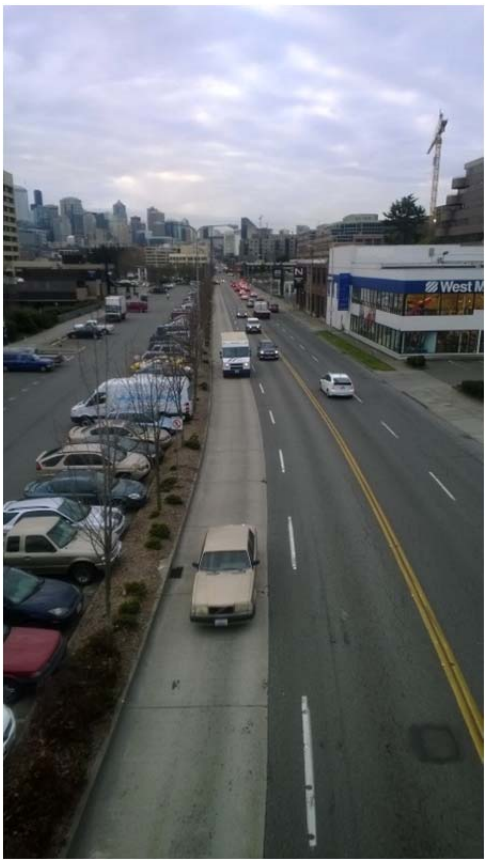


Figure 12. Corridor View.

Figures 13, 14, and **15** illustrate the relative use of each driveway based on the turning movement counts for the AM, midday, and PM peak hours, respectively (increments of 50 motor vehicles per hour were chosen to make the data easier to visualize). The larger the circle, the more traffic is using the driveway. The southern driveways are typically busier, especially during the PM peak hour, and the busiest driveway is Driveway #3 at the signalized intersection of Highland Drive. See **Attachment A** for detailed turning movement count figures.

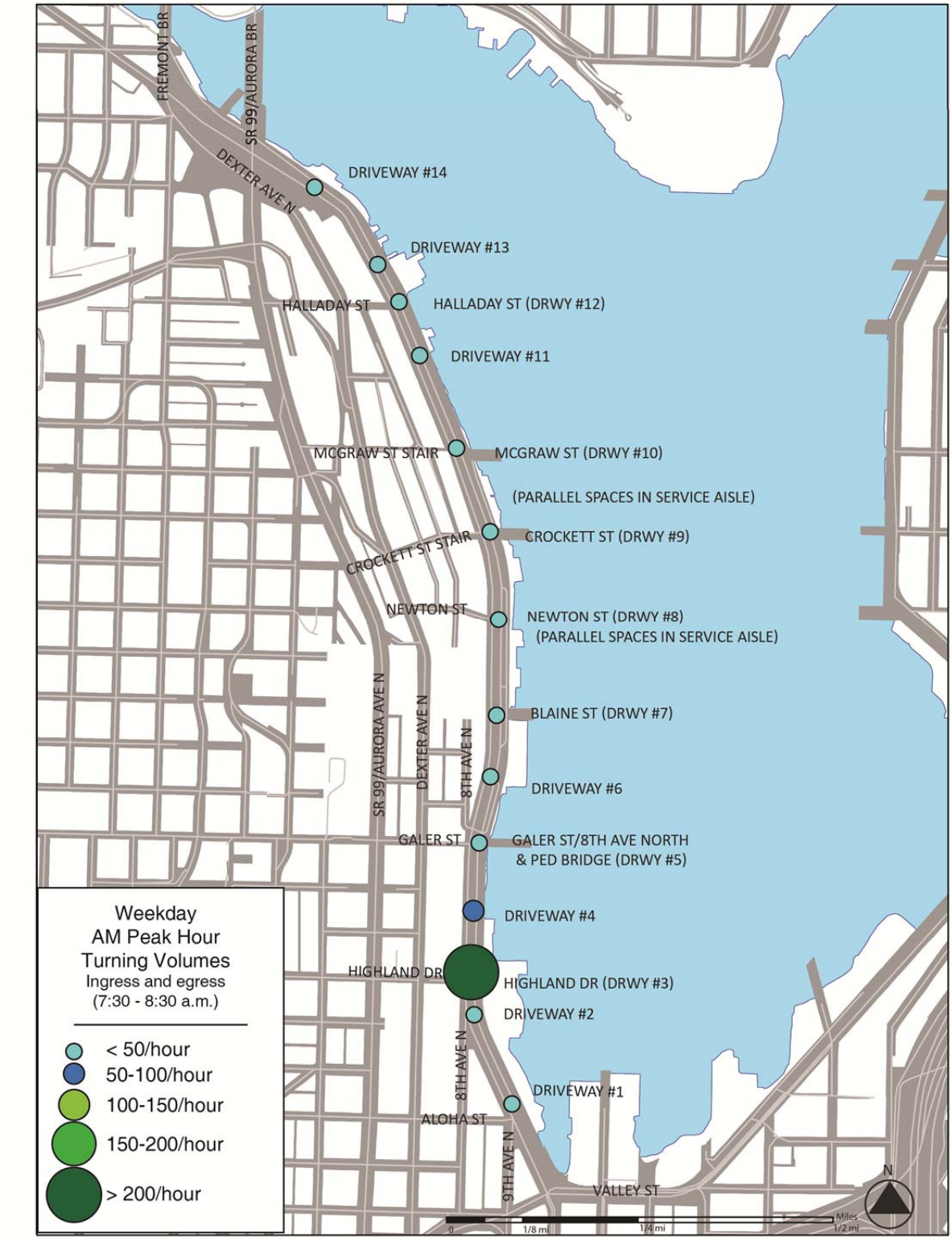


Figure 13. AM Peak Hour Driveway Ingress and Egress Volumes.

Figure 14. Midday Peak Hour Driveway Ingress and Egress Volumes.

Figure 15. PM Peak Hour Driveway Ingress and Egress Volumes.

Parking Drive

Approximately 1,100 to 1,200 motor vehicles travel on the parking drive per weekday, with the highest traffic volumes occurring in the late afternoon and early evening. The 85th percentile speed is 18 miles per hour, with less than 1% of motorists exceeding 25 miles per hour. Saturday traffic volumes on the parking drive are significantly lower, at approximately 650 motor vehicles per day.

Figure 15 illustrates weekday and Saturday traffic profiles at the northern end, between McGraw Street (Driveway #10) and Crockett Street, as shown in **Figure 10** and **Table 5**. The weekday traffic profile is also representative of traffic on the southern end, just south of 8th Avenue near Driveway #2.

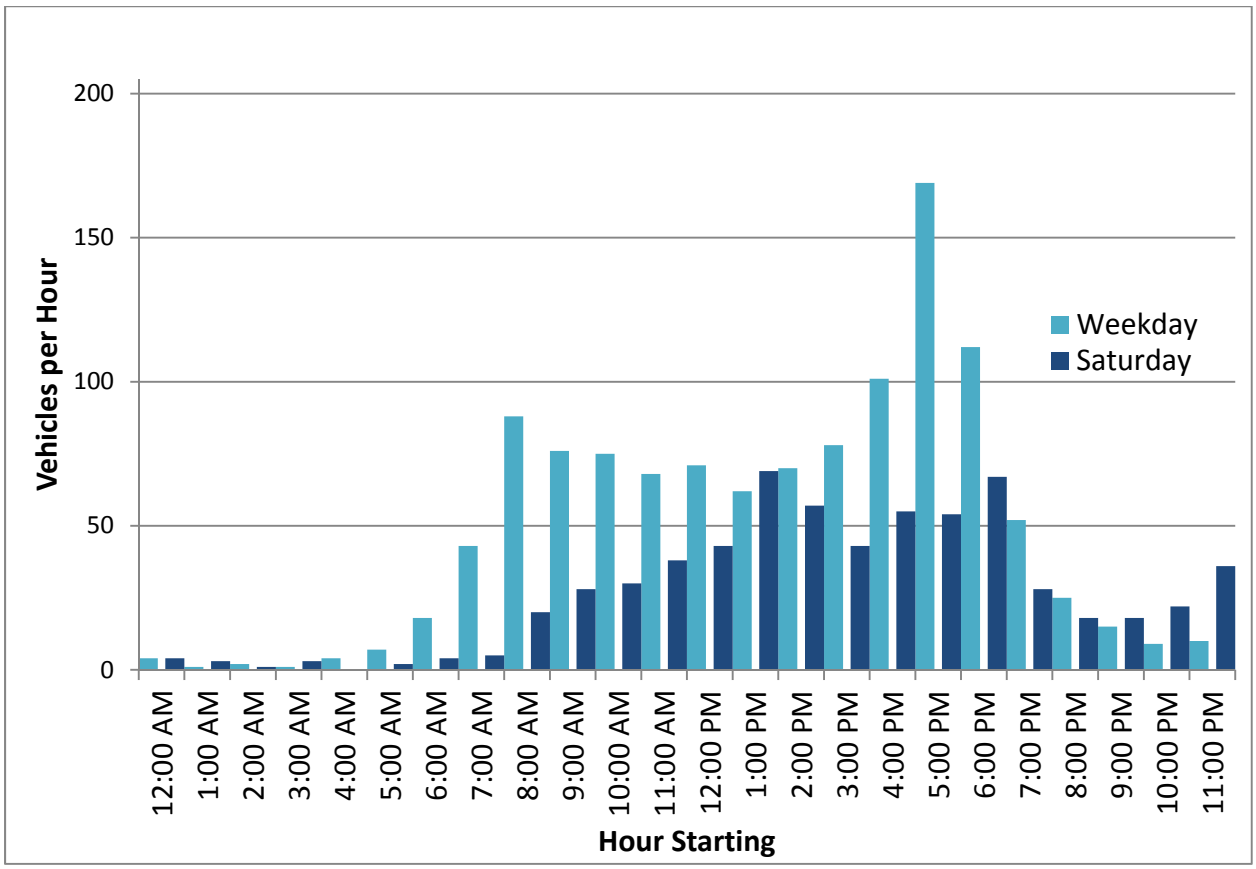


Figure 16. North-End Daily Traffic Profile for the Parking Drive.

Based on counts near Driveway #2, bicyclists ride on both the parking drive and the east sidewalk. **Figure 15, Figure 17, Figure 18** illustrate multimodal volumes for all movements at the intersection of Driveway #2 and the parking drive during the AM, midday, and PM peak hours, respectively. Across all peak hours, more bicyclists ride on the sidewalk at this location, but during the PM peak hour, there are nearly as many bicyclists in the parking drive. Overall, pedestrian volumes are typically highest, followed by bicycle volumes. Both motor vehicle and pedestrian traffic peak during the midday peak hour, while bicycle traffic peaks during the PM peak hour.

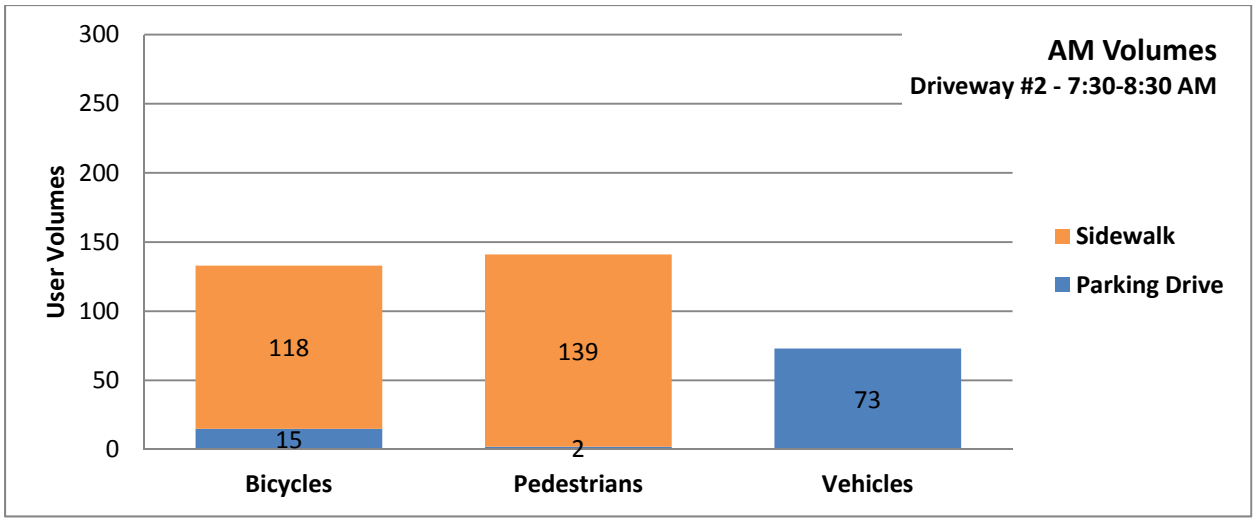


Figure 17. AM Multimodal Volumes at Driveway #2 and the Parking Drive

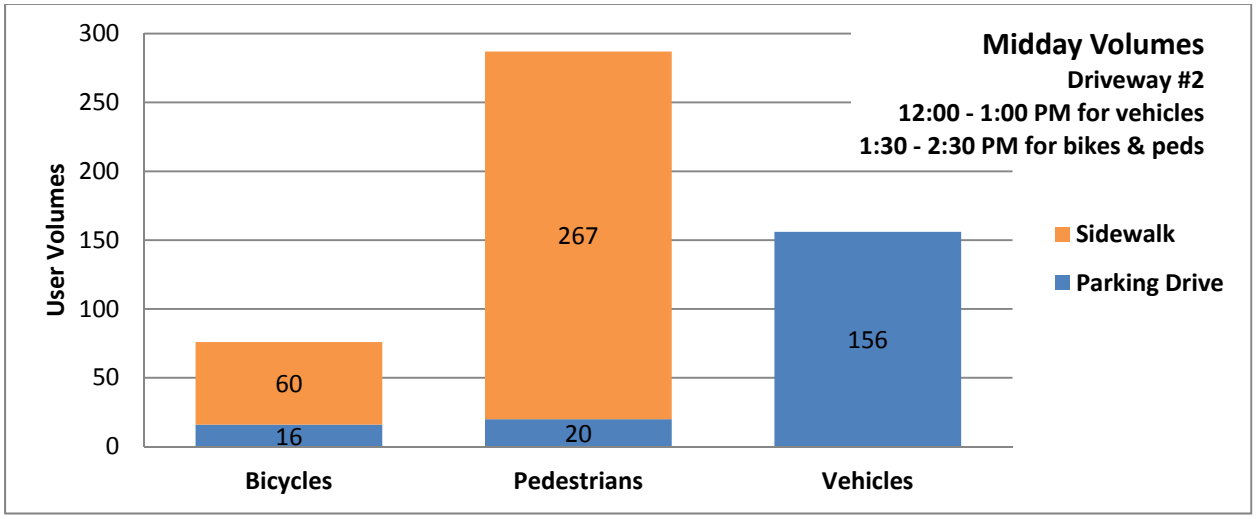


Figure 18. Midday Multimodal Volumes at Driveway #2 and the Parking Drive

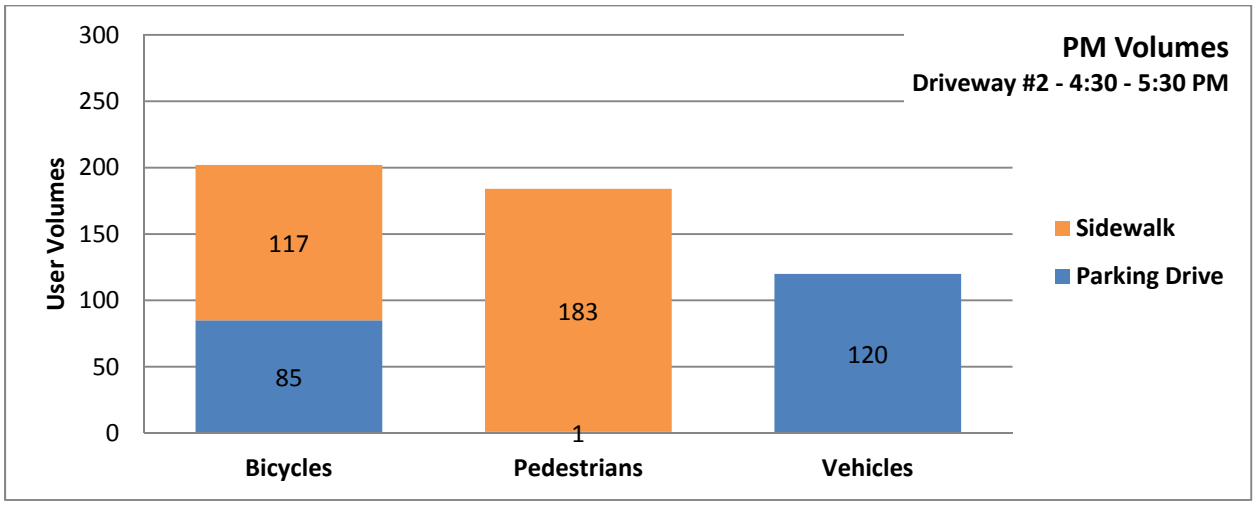


Figure 19. PM Multimodal Volumes at Driveway #2 and the Parking Drive

Collision Data

Based on crash data for the period from August 2010 to July 3013 provided by SDOT, a total of 60 collisions were reported. Twelve (12) of these crashes, or 20%, were rear-end collisions. Six (6) crashes, or 10%, were right-angle crashes. Twenty-five (25) of the crashes reported on Westlake Avenue North occurred at the intersections. Eleven (11) of these, or 44%, were right-angle crashes. See **Attachment B** for the complete collision records provided by SDOT.

Figure 20. Traffic on Westlake Avenue North.

Bicycle and Pedestrian Conflicts on Sidewalks

Bicyclists and pedestrians share the east sidewalk, which is 8-to-10 feet wide. In some locations, the sidewalk also contains street furniture, public art, storefronts, or is immediately adjacent to a vertical barrier such as a railing or wall. These elements narrow the effective width of the sidewalk to 6 to 8 feet, occasionally as narrow as 4 feet. The east sidewalk effectively acts as a shared-use path. At Driveway #2, nearly 100 bicyclists and over 250 pedestrians use the sidewalk during the PM peak hour.

Backing out of Parking

Bicycling in parking lots can conflict with vehicles backing out of parking spaces. It is difficult for motorists to see bicyclists while backing out of parking due to the reduced field of vision and the smaller size of bicycles. Bicyclists may also swerve between cars to avoid conflict or delay; such behavior can be difficult for motorists to predict and react cautiously. Video was recorded just north of the driveway where 15 parking spaces are located along the parking drive. During the PM peak hour, 14 motor vehicles pulled in or out of parking spaces. Most bicyclists (85%, or 68 of 80 total bicyclists) that passed these stalls did so without incident with motorists. However, half of the motorists entering or exiting parking spaces (7 out of 14 motorists) experienced a conflict (defined for these purposes as an

encounter where two users find themselves in the same space at the same time) with a bicyclist. Five (5) of 80 bicyclists had conflicts with pedestrians crossing the aisle.

Figure 21. Bicyclist in close proximity to parked cars.

Poor Visibility and High-Speed Turns

The vegetation in the planting strip between Westlake Avenue North and the parking drive limits visibility at most driveways. Parked cars and dumpsters to the east of the planting strip further reduce visibility. Since Westlake Avenue North does not have turn-pockets and the driveway corners have large radii, motorists were observed turning into the parking area quickly. Additionally, there are no traffic controls at the intersections between the driveways and the parking and service drives, so all users must cooperatively negotiate right-of-way. This can be effective in encouraging all users to behave cautiously, but can also cause confusion at these intersections. Two collisions out of a total of 93 reported along the corridor from August 2010 to July 2013 were cases of turning motorists hitting a bicyclist. See **Attachment B** for complete collision records provided by SDOT.

Figure 22. Sight distance limitations for motorists exiting the parking lot onto Westlake Avenue North.

Queued Motor vehicles Blocking Parking Lane

Frequently, motor vehicles queue on the westbound driveway approaches to turn onto Westlake Avenue North. There is space for one or two motor vehicles to queue between Westlake Avenue North and the parking drive and, as a result, queued motor vehicles often block the parking drive. These queued motor vehicles can cause conflicts, when motorists or cyclists attempt to navigate around them to travel through on the parking drive. Queued motor vehicles also limit visibility for users entering the parking drive from Westlake Avenue North or continuing through along the parking drive. This occurs at several intersections along the corridor.

At Driveway #5/ 8th Avenue North over 130 motor vehicles exit the driveway during the PM peak hour. The video at this location showed that storage is available for one motor vehicle exiting 8th Avenue onto Westlake Avenue North. Five times during the PM peak hour queued motor vehicles exceeded this capacity and the maximum queue was 4 motor vehicles.

At Highland Drive, there is only storage for one motor vehicle between the service drive and Westlake Avenue North. Due to delays at the signal, this capacity is exceeded in almost every signal cycle with up to 7 or 8 motor vehicles queuing at times during the PM peak hour. This issue is described further in the intersection-specific issues below.

Figure 23. Queued motor vehicles waiting for green signal indication at Highland Drive.

Intersection-Specific Issues

In addition to the issues identified at multiple driveways along the corridor, as described above, the following intersection-specific issues were recorded at Highland Drive and Driveway #14.

Highland Drive/Driveway #3

This intersection has the highest volume of traffic along the corridor with a combined 200 to 220 motor vehicles entering and exiting the driveway at Highland Drive (see **Attachment A** for details) during each of the AM and PM peak hours. This intersection is effectively a 7-leg intersection with leg 1 being the driveway to Westlake Avenue North, legs 2 and 3 being the one-way northbound service drive to the north and to the south, legs 4 and 5 being the two driveways to private parking garages to the east, and legs 6 and 7 being the public parking drive access points to the north and south. There are marked crosswalks on three of the seven legs.

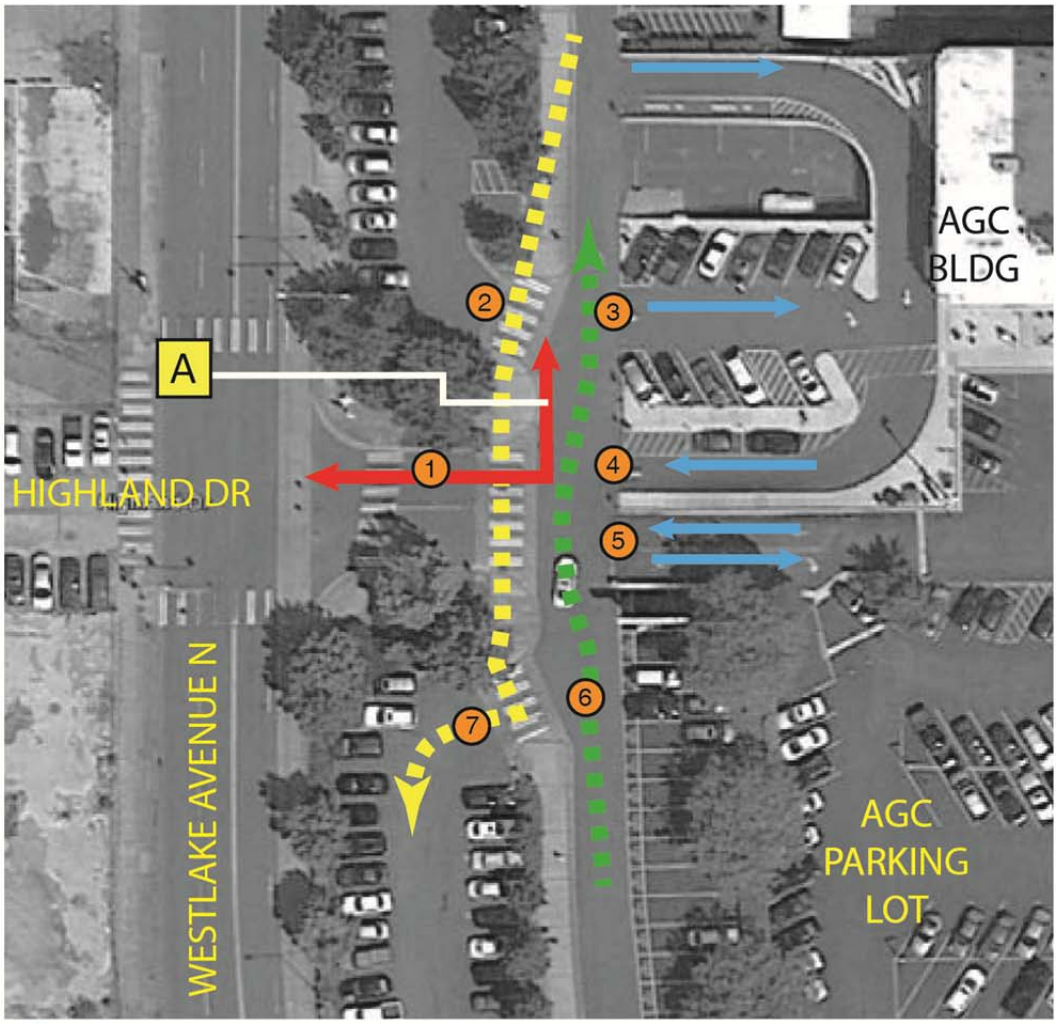
During the AM peak, most motor vehicles enter the driveway at Highland Drive from the south and turn north onto the parking drive or service drive. Over half of the AM peak-hour motor vehicles exiting at Highland Drive are coming from the Starbucks drive-through aisle. During the PM peak hour, most motor vehicles come from the north parking drive to make a left on Westlake Avenue North from the driveway at Highland Drive.

Figure 24. Vehicle activity at Highland Drive/Starbuck's Drive-Through

Video analysis at this location showed that this intersection is heavily used by all modes. During the AM peak hour most cyclists travel southbound on the sidewalk between the service drive and the parking lot and then transition via the ramps on the pedestrian crosswalk to the service drive at the Highland Drive intersection to continue southbound. There were some conflicts observed between crossing cyclists and motor vehicles entering and exiting the driveway to/from Westlake Avenue North.

Also, during the AM peak, motor vehicles queued to access the private parking garages, backing up traffic into the circulating roadway, up to 4 or 5 motor vehicles at times.

During the PM peak, most cyclists travel northbound and most use the service drive. There are also significantly higher volumes of pedestrians on the sidewalk between the service drive and the parking drive (see **Figure 11**). Traffic operates relatively slowly and motor vehicles seem to generally yield to each other and to pedestrians crossing the street. There is only storage for one motor vehicle between the service drive and Westlake Avenue North. This capacity is exceeded in almost every signal cycle with up to 7 or 8 motor vehicles queuing at times during the PM peak hour. This blocks the internal intersection and driveways, however no issues were observed. **Figure 25** illustrates the interactions described above.



1 7-legged intersection (Numbers indicates legs)

Path of travel for most northbound bicyclists during PM peak: service drive

Path of travel for most southbound bicyclists during AM Peak: sidewalk north of Highland drive, transition to the service drive south of Highland Drive

A Busiest turn movements - AM Peak & PM Peaks; vehicles queuing at traffic signal to exit onto Westlake block north-south movement of cars and bikes in parking lot

Private parking access

Figure 25. Highland Drive Intersection Interactions.

Driveway #14

Figure 26. Driveway entrance obscured by dumpster, warning signs at crossing.

This intersection is not a particularly high-volume driveway, but is where the parking drive terminates into a driveway and the Cheshiahud Lake Union Loop connects to the west sidewalk via a jog from the end of the parking drive. It is also the last exit from the parking lot at the north end. During the PM peak, over 100 cyclists entered or exited the Loop at this location. Some conflicts were observed between these users and motor vehicles entering and exiting the driveway at the northern end of the parking lot. **Figure 27** illustrates the nature of these conflicts. The transition from Loop to parking lot requires bicyclists to make a two quick 90 degree turns immediately adjacent to the driveway. This condition diverts bicyclists' attention from the roadway and potential motor vehicle conflicts at the driveway #14, and the minor driveway that meets the north end of the parking area.

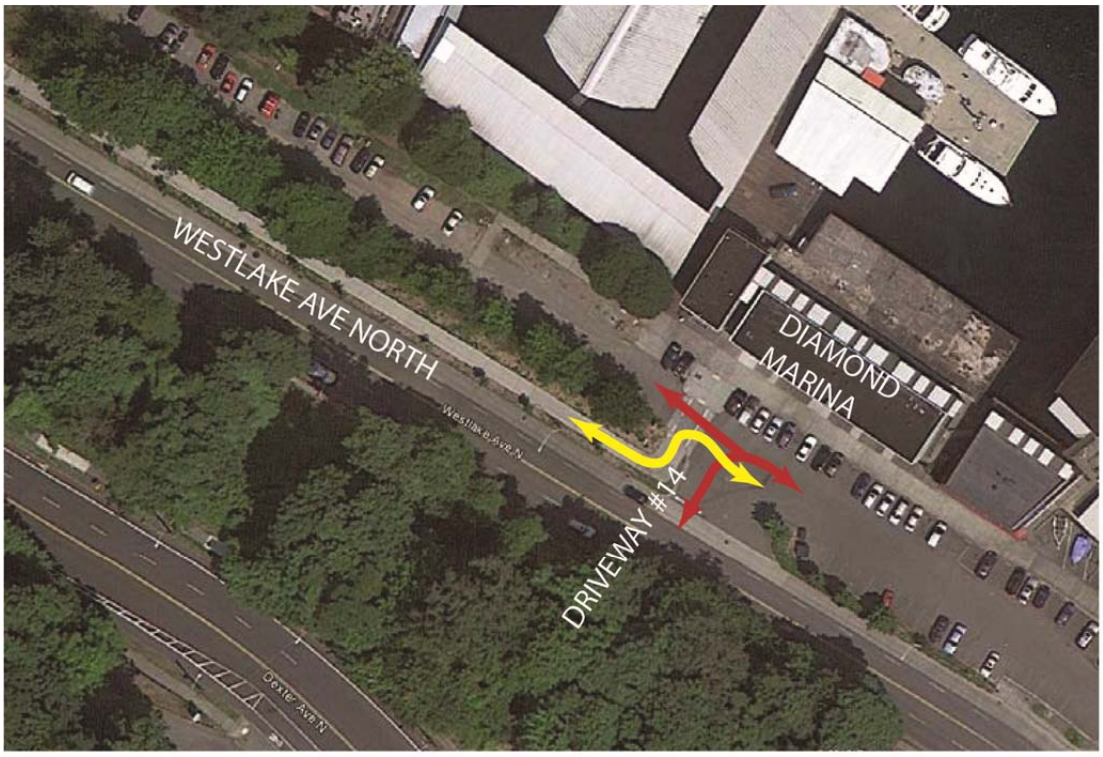
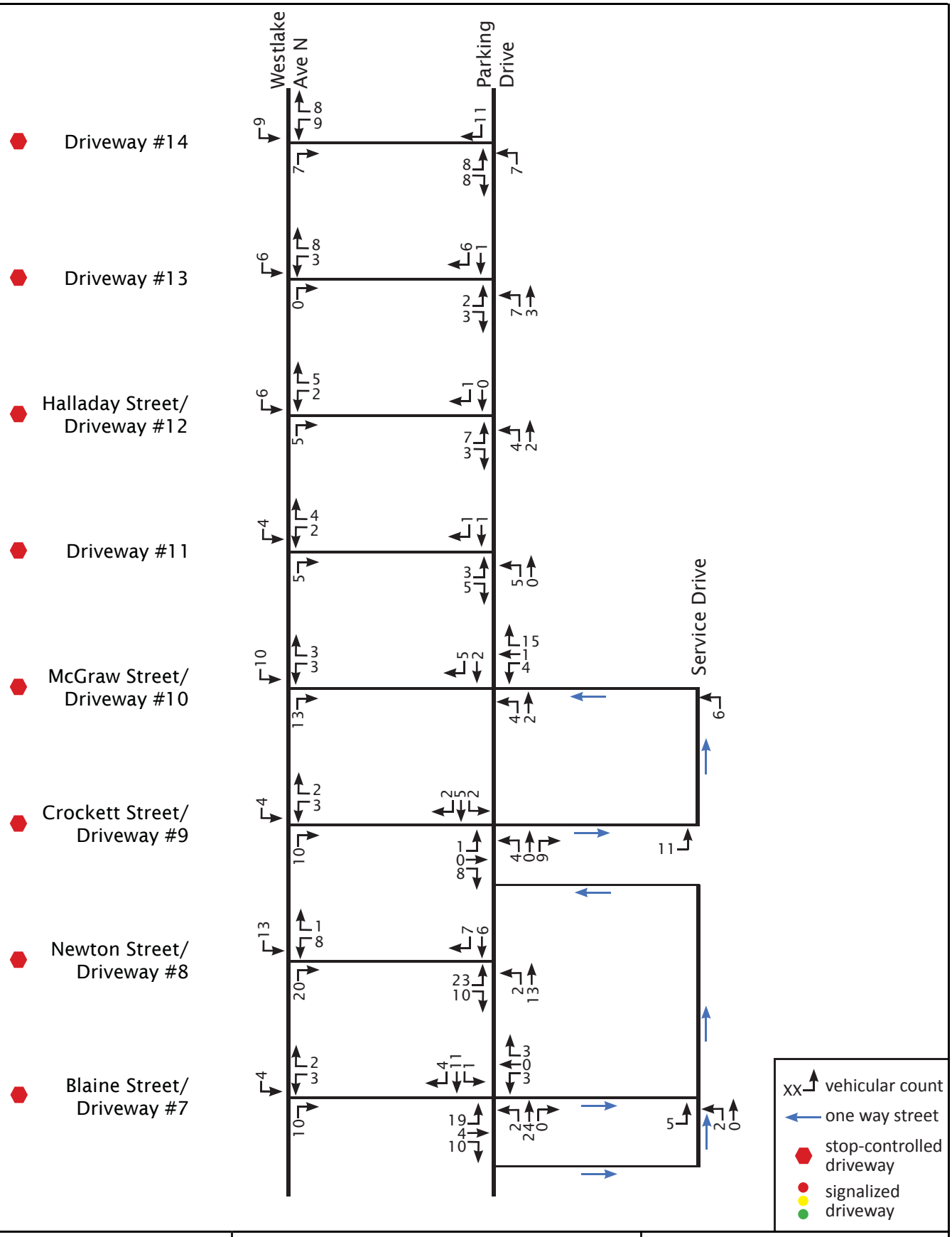


Figure 27. Driveway #14

Attachment A: Turning Movement Counts

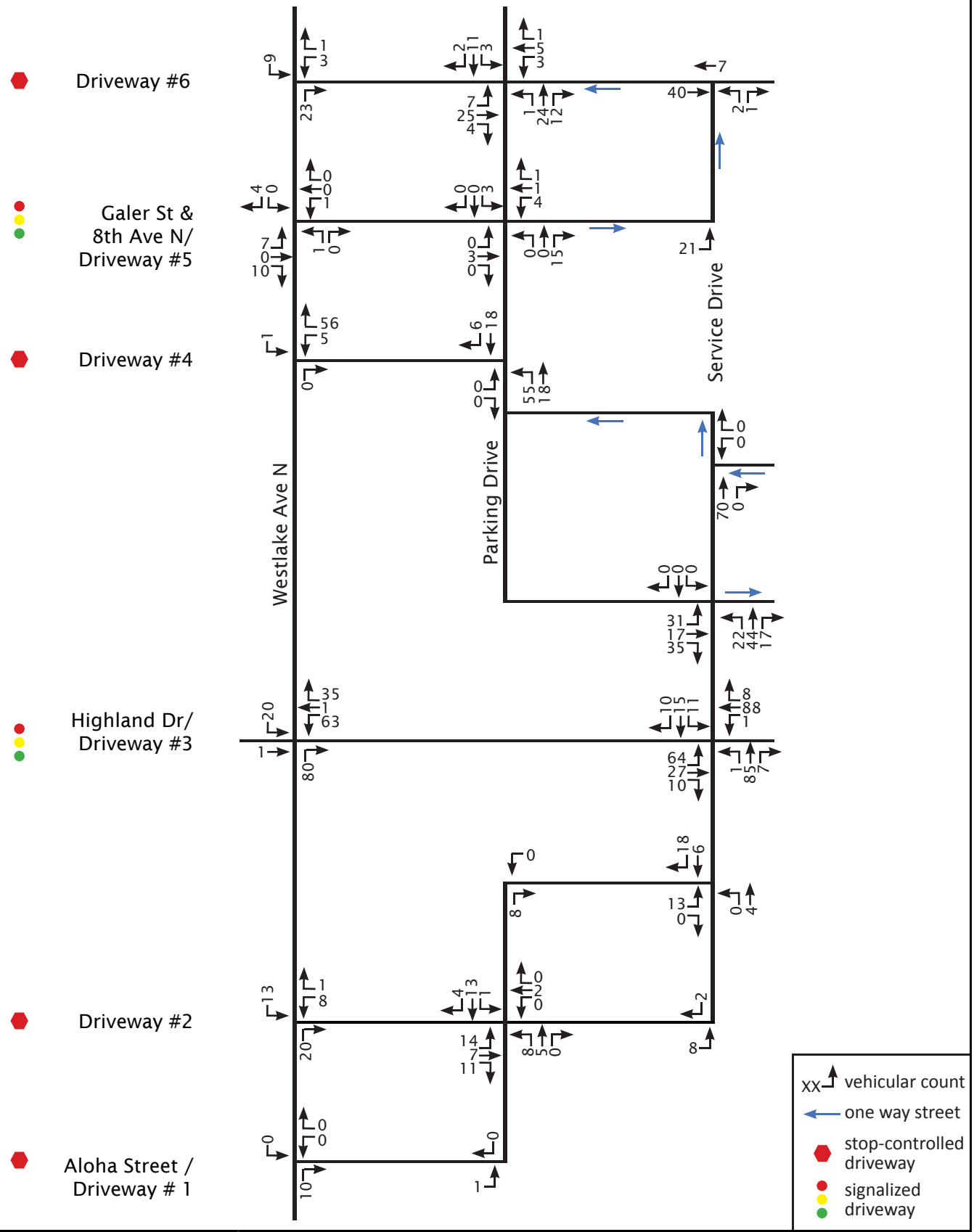
Attachment B: Collision Reports



Toole Design Group

Westlake Avenue North Cycle Track
Seattle, WA

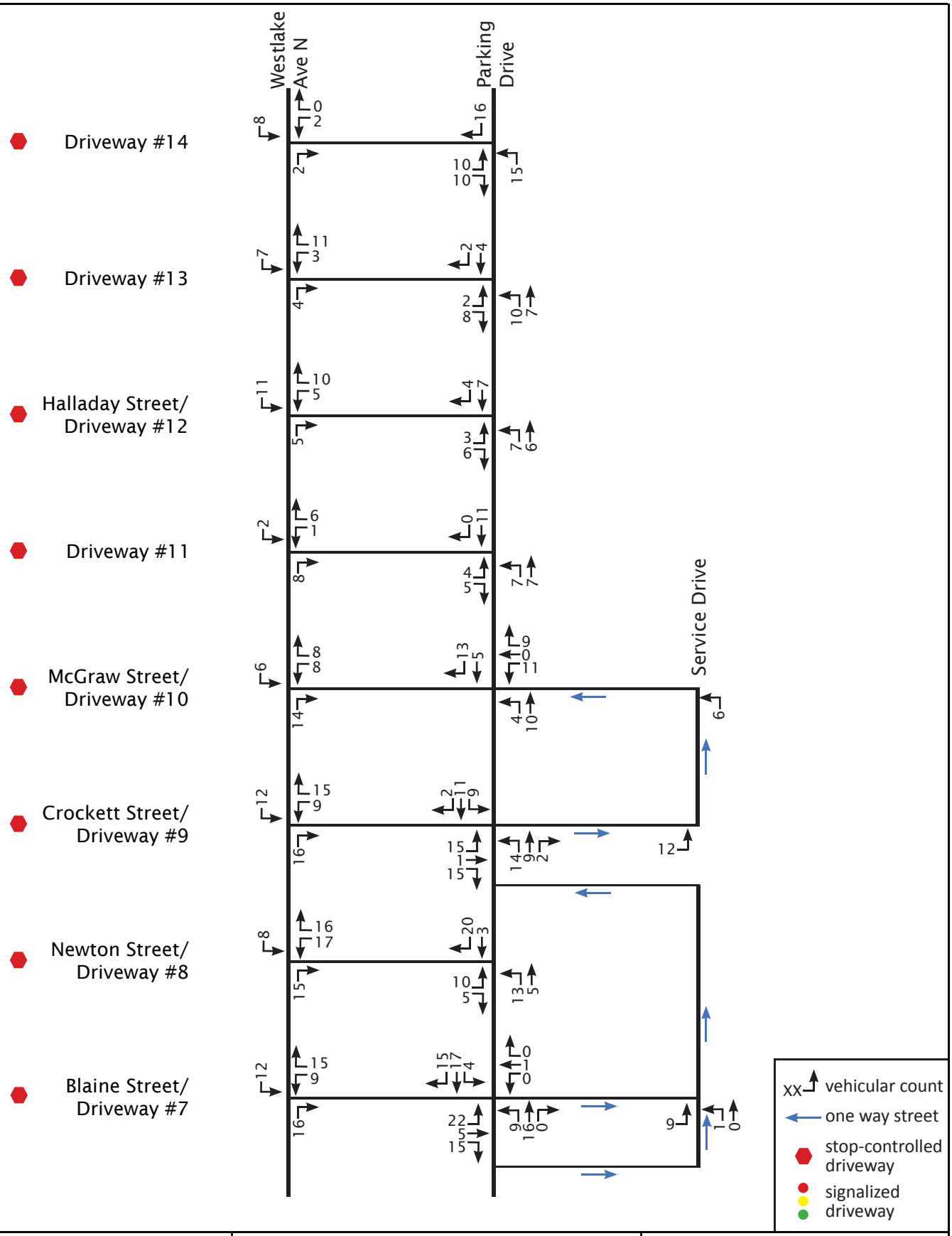
AM Peak Hour (7:30 - 8:30 am)
Turning-Movement Counts
Northern End



Toole Design Group

Westlake Avenue North Cycle Track
Seattle, WA

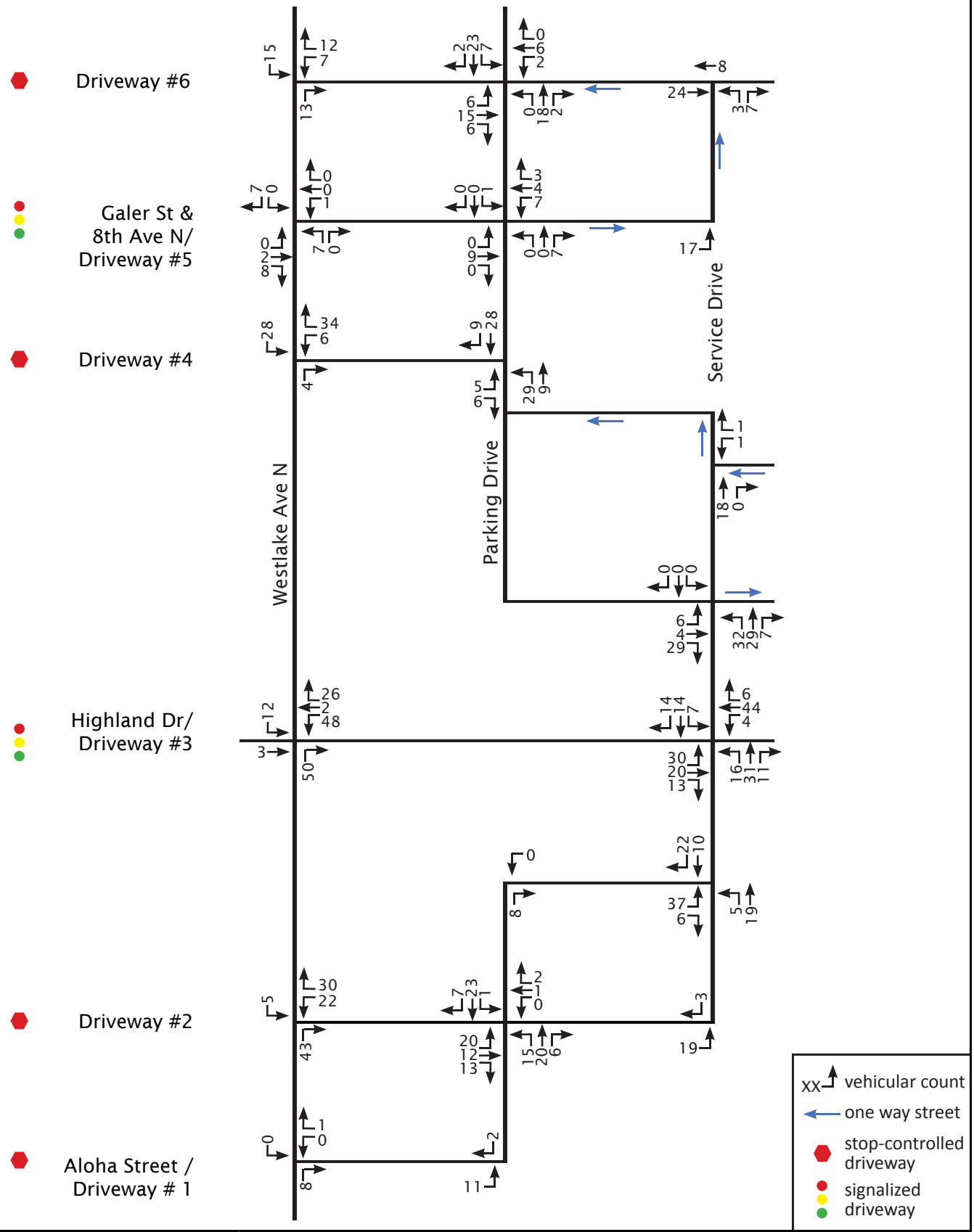
AM Peak Hour (7:30 - 8:30 am)
Turning-Movement Counts
Southern End



Toole Design Group

Westlake Avenue North Cycle Track
Seattle, WA

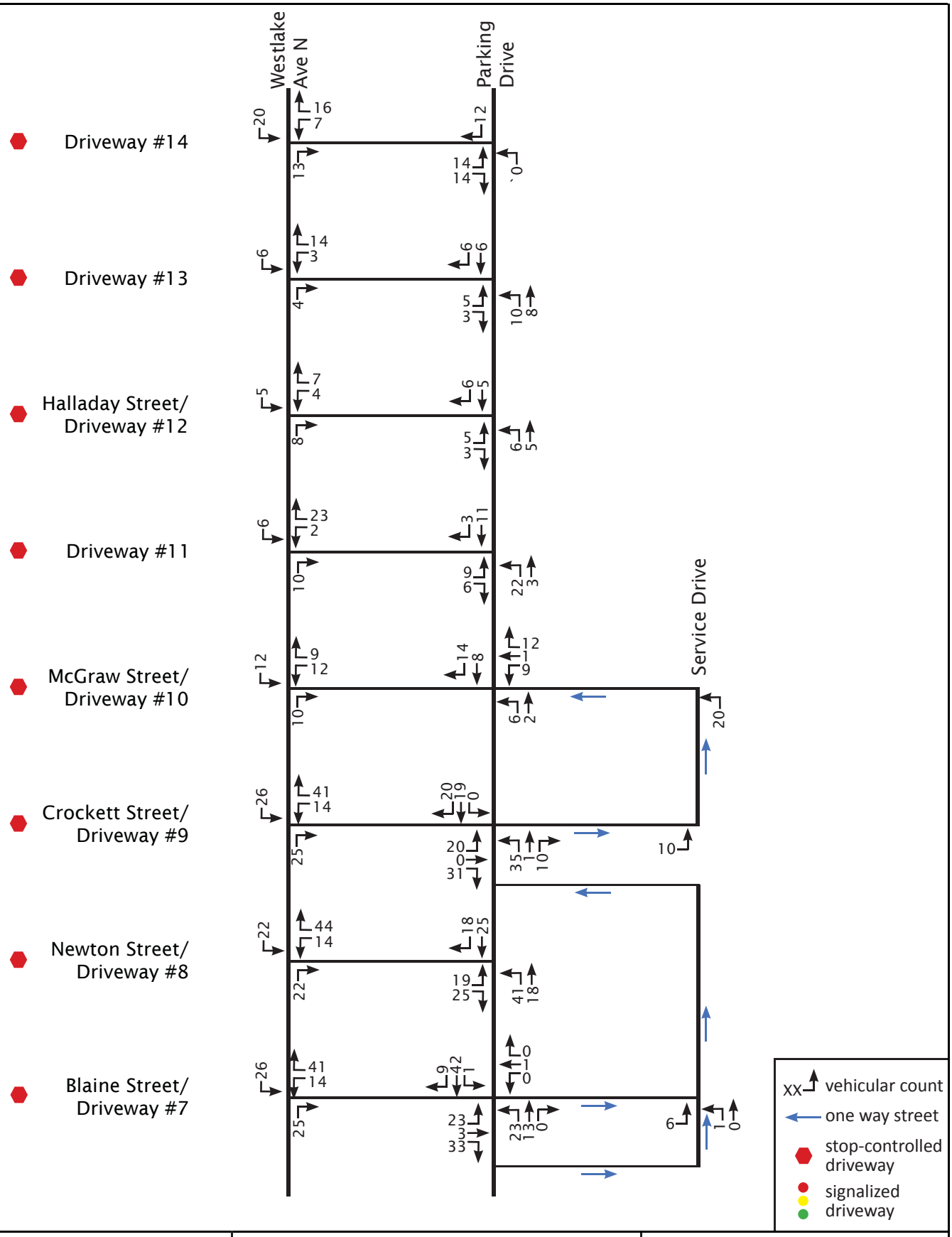
Midday Peak Hour (12-1 pm)
Turning-Movement Counts
Northern End



Toole Design Group

Westlake Avenue North Cycle Track
Seattle, WA

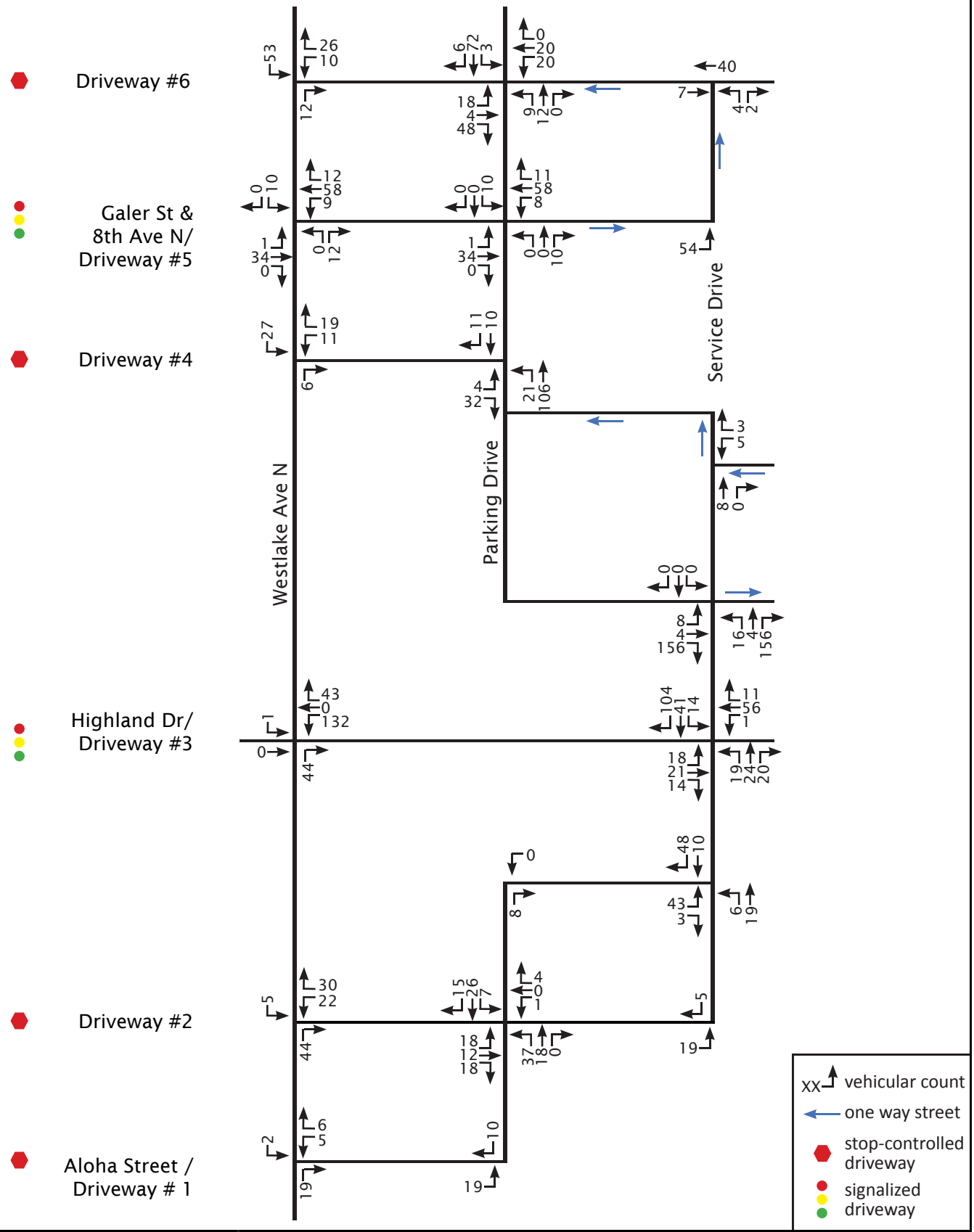
Midday Peak Hour (12-1 pm)
Turning-Movement Counts
Southern End



Toole Design Group

Westlake Avenue North Cycle Track
Seattle, WA

PM Peak Hour (4:30 - 5:30 pm)
Turning-Movement Counts
Northern End



Toole Design Group

Westlake Avenue North Cycle Track
Seattle, WA

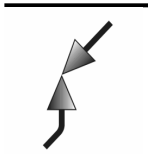
PM Peak Hour (4:30 - 5:30 pm)
Turning-Movement Counts
Southern End

Seattle Department of Transportation

Collision Diagram Report

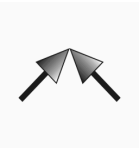
Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

8TH AVE N AND WESTLAKE N AVE N



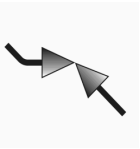
21116600

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11347022	3560704	12/13/2011	Tuesday		Clear or Partly Cloudy	Dry	Dusk	0	0



22118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12030015	3383630	01/30/2012	Monday		Clear or Partly Cloudy	Dry	Daylight	0	0



43118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11270006	3546405	09/27/2011	Tuesday		Clear or Partly Cloudy	Dry	Daylight	1	0

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

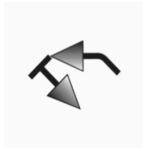
Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

8TH AVE N AND WESTLAKE S AVE N

11247571

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12219020	3549618	08/06/2012	Monday		Clear or Partly Cloudy	Dry	Daylight	1	0



87144900

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11139013	3563383	05/19/2011	Thursday		Clear or Partly Cloudy	Dry	Daylight	1	0

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Seattle Department of Transportation

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

9TH AVE N AND WESTLAKE AVE N

No Diagram

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ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12124066	2124066	05/03/2012	Thursday						

11118700

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12123002	2606564	05/02/2012	Wednesday		Overcast	Dry	Daylight	0	0

11118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12154013	3503672	06/02/2012	Saturday		Clear or Partly Cloudy	Dry	Daylight	0	0

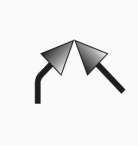
* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Collision Diagram Report

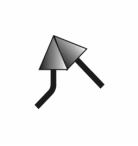
Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

9TH AVE N AND WESTLAKE AVE N (continued)



12118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
13028008	3549571	01/28/2013	Monday	12:00:00 AM					



21118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12105007	3561228	04/14/2012	Saturday		Clear or Partly Cloudy	Dry	Daylight	0	0

22118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12133007	3562666	05/12/2012	Saturday		Clear or Partly Cloudy	Dry	Daylight	0	0

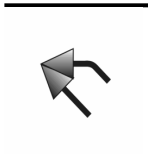
* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Collision Diagram Report

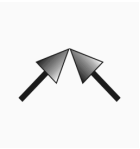
Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

9TH AVE N AND WESTLAKE AVE N (continued)



87118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12100024	3561088	04/09/2012	Monday		Clear or Partly Cloudy	Dry	Daylight	0	0



88112200

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12322003	3549068	11/17/2012	Saturday		Overcast	Wet	Dark - Street Lights On	0	0

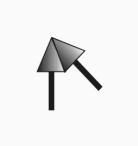
* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Collision Diagram Report

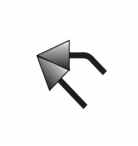
Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

ALOHA ST AND WESTLAKE N AVE N



11118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12181028	3335223	06/29/2012	Friday		Clear or Partly Cloudy	Dry	Daylight	0	0



87118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12347001	3582058	12/12/2012	Wednesday		Overcast	Wet	Daylight	1	0

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

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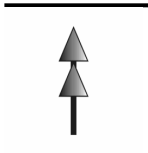
Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

BLAINE ST AND WESTLAKE AVE N



11141100

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11026002	3373770	01/26/2011	Wednesday	11:50:00 AM	Clear or Partly Cloudy	Dry	Daylight	2	0

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

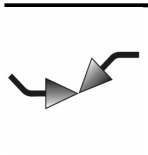
** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Seattle Department of Transportation

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

CROCKETT ST AND WESTLAKE AVE N

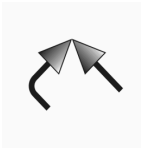


43117600

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11224035	3331164	08/12/2011	Friday		Clear or Partly Cloudy	Dry	Daylight	1	0

76111100

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11172003	3562486	06/21/2011	Tuesday		Clear or Partly Cloudy	Dry	Daylight	0	0



82118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12077025	3560590	03/17/2012	Saturday		Raining	Wet	Dark - Street Lights On	0	0

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Seattle Department of Transportation

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

HIGHLAND DR AND WESTLAKE AVE N

No Diagram

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ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12175027	3465880	06/23/2012	Saturday	12:00:00 AM					

17118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
13007002	3581410	01/07/2013	Monday		Overcast	Wet	Dark - Street Lights On	2	0

76111100

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
10303056	3383173	10/30/2010	Saturday		Unknown	Unknown	Unknown	1	0

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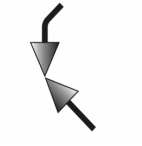
Seattle Department of Transportation

Collision Diagram Report

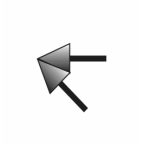
Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

NEWTON ST AND WESTLAKE AVE N



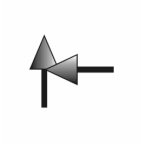
65118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11208033	3561405	07/27/2011	Wednesday	04:02:00 PM	Clear or Partly Cloudy	Dry	Daylight	0	0



77118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11223003	3331163	08/11/2011	Thursday	10:30:00 AM	Clear or Partly Cloudy	Dry	Daylight	0	0



77141100

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12201028	3465677	07/19/2012	Thursday		Clear or Partly Cloudy	Dry	Dusk	0	0

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

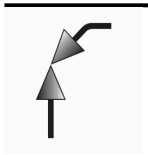
** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Seattle Department of Transportation

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN 8TH N AVE N AND BLAINE ST



11117600

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
13002009	3375472	01/02/2013	Wednesday		Clear or Partly Cloudy	Dry	Daylight	4	0

12260000

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11026001	3377659	01/26/2011	Wednesday	12:15:00 PM	Clear or Partly Cloudy	Dry	Daylight	0	0

33241907

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
	3548999	06/28/2013	Friday						

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

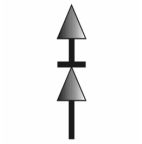
** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Seattle Department of Transportation

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN 8TH S AVE N AND HIGHLAND DR

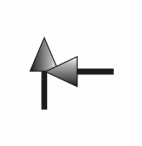


11141900

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11132013	3562380	05/12/2011	Thursday		Clear or Partly Cloudy	Dry	Daylight	2	0

12111100

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
10295020	3346461	10/22/2010	Friday		Clear or Partly Cloudy	Dry	Daylight	0	0



77141100

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
10273006	3346106	09/30/2010	Thursday		Clear or Partly Cloudy	Dry	Daylight	0	0

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

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Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN 9TH AVE N AND ALOHA N ST

No Diagram

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ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
13068025	3645638	03/09/2013	Saturday						

11118700

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12145023	3562847	05/24/2012	Thursday		Clear or Partly Cloudy	Dry	Daylight	0	0

11118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12129014	3546500	05/08/2012	Tuesday		Clear or Partly Cloudy	Dry	Daylight	0	0

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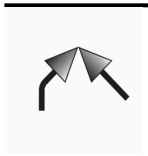
** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN 9TH AVE N AND ALOHA N ST (continued)

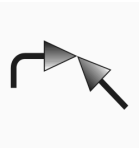


12118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12123020	3466053	05/02/2012	Wednesday		Clear or Partly Cloudy	Dry	Daylight	0	0

13111100

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12278038	3546819	10/04/2012	Thursday		Clear or Partly Cloudy	Dry	Dark - Street Lights On	2	0



13118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12296014	3505770	10/22/2012	Monday		Raining	Wet	Daylight	0	0

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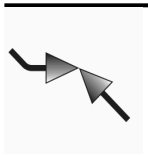
Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN 9TH AVE N AND ALOHA N ST (continued)

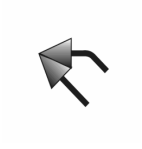


43118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11313015	3326998	11/09/2011	Wednesday		Clear or Partly Cloudy	Dry	Dark - Street Lights On	0	0

81118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
13066043	3643878	03/07/2013	Thursday						



87118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
10317038	3346337	11/13/2010	Saturday		Raining	Wet	Dark - Street Lights On	4	0
12270012	3560741	09/26/2012	Wednesday		Clear or Partly Cloudy	Dry	Daylight	0	0

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Seattle Department of Transportation

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN ALOHA N ST AND 8TH S AVE N

No Diagram

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ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
10236008	3373631	08/24/2010	Tuesday	10:40:00 PM	Clear or Partly Cloudy	Dry	Dark - Street Lights On	0	0

11118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12155013	3375465	06/03/2012	Sunday		Overcast	Dry	Daylight	0	0
13067019	3549128	03/08/2013	Friday						

12111100

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12330004	3465926	11/25/2012	Sunday		Overcast	Dry	Daylight	2	0

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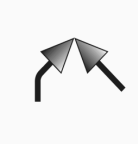
Collision Diagram Report

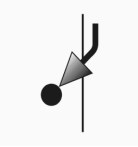
Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN ALOHA N ST AND 8TH S AVE N (continued)



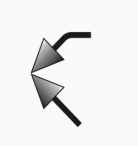
12118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12148012	3373411	05/27/2012	Sunday		Clear or Partly Cloudy	Dry	Daylight	4	0



56280000

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
	C764236	05/01/2012	Tuesday						



76118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11342003	3346599	12/08/2011	Thursday		Overcast	Dry	Daylight	0	0

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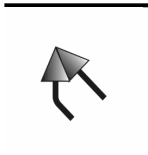
Collision Diagram Report

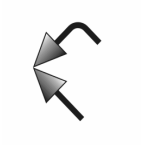
Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN ALOHA N ST AND 8TH S AVE N (continued)



81118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12348009	3581881	12/13/2012	Thursday		Overcast	Dry	Daylight	0	0



86118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12091017	3599227	03/31/2012	Saturday		Clear or Partly Cloudy	Dry	Daylight	4	0

87118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12314023	3560961	11/09/2012	Friday		Clear or Partly Cloudy	Dry	Daylight	2	0

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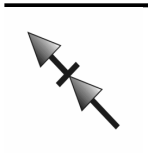
Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN ALOHA N ST AND 8TH S AVE N (continued)



88148900

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11152019	3562902	06/01/2011	Wednesday		Raining	Wet	Daylight	0	0
12179013	3599186	06/27/2012	Wednesday		Clear or Partly Cloudy	Dry	Dark - Street Lights On	0	0

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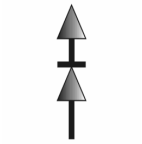
Seattle Department of Transportation

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN BLAINE ST AND NEWTON ST



11141900

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12164029	3599015	06/12/2012	Tuesday		Overcast	Unknown	Daylight	2	0
12234036	3599311	08/21/2012	Tuesday		Clear or Partly Cloudy	Dry	Daylight	2	0

12111100

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11138018	3375947	05/18/2011	Wednesday	12:00:00 AM					

12260000

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11218034	3562914	08/06/2011	Saturday		Clear or Partly Cloudy	Dry	Dark - Street Lights On	0	0

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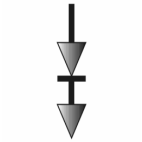
Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN BLAINE ST AND NEWTON ST (continued)



55145900

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
	3643937	06/14/2013	Friday		Overcast	Dry	Daylight	2	0

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Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN CROCKETT ST AND MCGRAW ST

No Diagram

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ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11106038	C750216	04/16/2011	Saturday	12:00:00 AM					

88148900

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
13028031	3549344	01/28/2013	Monday	12:00:00 AM					

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Seattle Department of Transportation

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN GALER S ST AND 8TH N AVE N

No Diagram

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ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12107024	3503523	04/16/2012	Monday		Overcast	Dry	Daylight	0	0

11280000

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
10256002	3373755	09/13/2010	Monday		Clear or Partly Cloudy	Dry	Daylight	2	0

18111100

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12230019	3549214	08/17/2012	Friday		Clear or Partly Cloudy	Dry	Daylight	0	0

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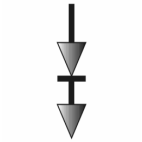
Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN GALER S ST AND 8TH N AVE N (continued)



55145900

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
	3562744	04/19/2013	Friday		Raining	Wet	Daylight	0	0

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Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN HALLADAY ST AND NEWELL ST

No Diagram

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ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11185020	C753324	07/04/2011	Monday						

23184400

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12167004	3375400	06/15/2012	Friday		Clear or Partly Cloudy	Dry	Daylight	2	0

44144400

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12261028	3599153	09/17/2012	Monday		Clear or Partly Cloudy	Dry	Daylight	0	0

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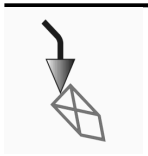
Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN HALLADAY ST AND NEWELL ST (continued)

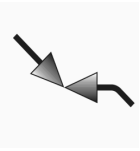


45149400

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12307031	3549463	11/02/2012	Friday		Raining	Wet	Dark - Street Lights On	0	0

81280000

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
10246022	3346607	09/03/2010	Friday		Clear or Partly Cloudy	Dry	Dark - Street Lights Off	0	2



87114400

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11168020	3377736	06/17/2011	Friday	06:49:00 PM	Clear or Partly Cloudy	Dry	Daylight	6	0

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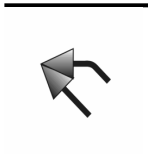
Collision Diagram Report

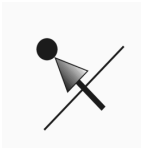
Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN HALLADAY ST AND NEWELL ST (continued)



87118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12188014	3208424	07/06/2012	Friday		Clear or Partly Cloudy	Dry	Daylight	2	0



88280000

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11153012	3375485	06/02/2011	Thursday		Clear or Partly Cloudy	Dry	Daylight	2	0

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Seattle Department of Transportation

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN HIGHLAND DR AND GALER S ST

Vehicle struck in rear

00140000

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
10253021	3345644	09/10/2010	Friday		Unknown	Unknown	Unknown	0	0

11111800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12272024	3551188	09/28/2012	Friday		Clear or Partly Cloudy	Dry	Daylight	0	0

11141100

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
10282012	3383678	10/09/2010	Saturday		Raining	Wet	Dark - Street Lights On	0	0

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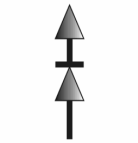
Collision Diagram Report

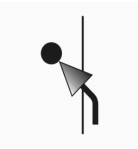
Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN HIGHLAND DR AND GALER S ST (continued)



11141900

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11252019	3383395	09/09/2011	Friday		Clear or Partly Cloudy	Dry	Daylight	2	0



18280000

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11182034	3562858	07/01/2011	Friday		Clear or Partly Cloudy	Dry	Daylight	0	0

54115300

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11032025	3383185	02/01/2011	Tuesday		Clear or Partly Cloudy	Dry	Daylight	0	0

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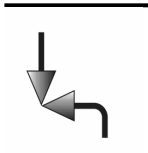
Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN HIGHLAND DR AND GALER S ST (continued)



55111700

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12114002	3375398	04/23/2012	Monday		Clear or Partly Cloudy	Dry	Daylight	4	0

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Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN MCGRAW ST AND HALLADAY ST

No Diagram

00000000

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12189024	3465828	07/07/2012	Saturday						

12119700

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
	3346585	10/17/2010	Sunday		Clear or Partly Cloudy	Dry	Daylight	0	0

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Seattle Department of Transportation

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE AVE N BETWEEN NEWTON ST AND CROCKETT ST

No Diagram

00000000

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11109024	3550623	04/19/2011	Tuesday		Unknown	Unknown	Unknown	0	0
11174035	3550539	06/23/2011	Thursday	12:00:00 AM					

11117600

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12141031	3598895	05/20/2012	Sunday		Raining	Wet	Daylight	4	0

55149700

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
10230002	3329915	08/18/2010	Wednesday	12:00:00 AM					

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE EAST RDWY AVE N AND NEWELL ST

66184670

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
10343004	3377776	12/09/2010	Thursday						

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

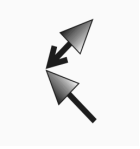
Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE EAST RDWY AVE N BETWEEN ALOHA ST AND PROSPECT ST

00169600

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11171029	3550529	06/20/2011	Monday		Unknown	Unknown	Unknown	0	0



20118800

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
12283022	3546598	10/09/2012	Tuesday						

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE EAST RDWY AVE N BETWEEN HIGHLAND DR AND COMSTOCK ST

Vehicle struck on right side 00150000

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11171031	3550527	06/20/2011	Monday		Unknown	Unknown	Unknown	0	0

 10129700

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11036014	3875557	02/05/2011	Saturday						

 11511200

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11349036	3562839	12/15/2011	Thursday		Raining	Wet	Dark - No Street Lights	0	0

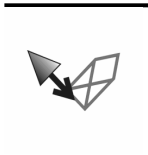
* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE EAST RDWY AVE N BETWEEN NEWTON ST AND WESTLAKE SHORE RDWY 3 AVE N



80149200

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11022009	3377702	01/22/2011	Saturday	12:00:00 AM					

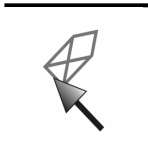
* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Collision Diagram Report

Parameter	Value
Study Title:	568
Study Name:	Westlake Cycle Track
Collision Date From:	08/01/2010
Collision Date To:	08/01/2013

WESTLAKE EAST RDWY AVE N BETWEEN PROSPECT ST AND HIGHLAND DR



88149200

ACC NUM	State Report #	DATE	DOW	TIME	WEATHER	ROAD CONDITION	LIGHT CONDITION	INJ	FATAL
11134027	3875879	05/14/2011	Saturday	12:00:00 AM					

* Indicates a temporary collision report pending inclusion in the final database as determined by WSDOT using minimum damage criteria.

** Please note that there may be collision reports which have not been received and/or processed through the date range selected.

Study ID: 568
Westlake Cycle Track

Seattle Department of Transportation
Collision Records
08/01/2010 thru 08/01/2013

LOCATION	TOT ACC	PDO ACC	INJ ACC	FTL ACC	# INJ	# FTL	ACCIDENT TYPE									
							OTH	HDO	ANG	RE	SS	PCY	PED	RGT TRN	LFT TRN	PRK CAR
8TH AVE N AND WESTLAKE N AVE N	3	2	1	0	1	0	0	0	1	0	0	0	0	0	2	0
8TH AVE N AND WESTLAKE S AVE N	2	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0
9TH AVE N AND WESTLAKE AVE N	8	6	1	0	1	0	0	0	2	0	4	0	0	0	0	0
ALOHA ST AND WESTLAKE N AVE N	2	1	1	0	1	0	0	0	1	0	1	0	0	0	0	0
BLAINE ST AND WESTLAKE AVE N	1	0	1	0	2	0	0	0	0	1	0	0	0	0	0	0
CROCKETT ST AND WESTLAKE AVE N	3	2	1	0	1	0	0	0	2	0	0	0	0	1	0	0
HIGHLAND DR AND WESTLAKE AVE N	3	0	2	0	3	0	0	0	2	0	0	0	0	0	0	0
NEWTON ST AND WESTLAKE AVE N	3	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0
WESTLAKE AVE N BETWEEN 8TH N AVE N AND BLAINE ST	3	1	2	0	3	0	0	0	1	0	0	0	0	1	0	0
WESTLAKE AVE N BETWEEN 8TH S AVE N AND HIGHLAND DR	3	2	1	0	1	0	0	0	1	2	0	0	0	0	0	0
WESTLAKE AVE N BETWEEN 9TH AVE N AND ALOHA N ST	10	8	2	0	3	0	0	0	1	0	3	0	0	2	2	0
WESTLAKE AVE N BETWEEN ALOHA N ST AND 8TH S AVE N	12	8	4	0	6	0	2	0	1	2	2	0	0	2	0	1
WESTLAKE AVE N BETWEEN BLAINE ST AND NEWTON ST	5	1	3	0	3	0	1	0	0	3	0	0	0	0	0	0
WESTLAKE AVE N BETWEEN CROCKETT ST AND MCGRAW ST	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTLAKE AVE N BETWEEN GALER S ST AND 8TH N AVE N	4	3	1	0	1	0	1	0	0	1	1	0	0	0	0	1
WESTLAKE AVE N BETWEEN HALLADAY ST AND NEWELL ST	8	3	4	0	6	1	3	0	1	1	1	1	0	0	0	0
WESTLAKE AVE N BETWEEN HIGHLAND DR AND GALER S ST	7	5	2	0	3	0	1	0	0	3	2	0	0	0	1	0
WESTLAKE AVE N BETWEEN MCGRAW ST AND HALLADAY ST	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
WESTLAKE AVE N BETWEEN NEWTON ST AND CROCKETT ST	4	1	1	0	2	0	0	0	1	0	1	0	0	0	0	0
WESTLAKE EAST RDWY AVE N AND NEWELL ST	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTLAKE EAST RDWY AVE N BETWEEN ALOHA ST AND PROSPECT ST	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
WESTLAKE EAST RDWY AVE N BETWEEN HIGHLAND DR AND COMSTOCK ST	3	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1
WESTLAKE EAST RDWY AVE N BETWEEN NEWTON ST AND WESTLAKE SHORE RDWY 3 AVE N	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTLAKE EAST RDWY AVE N BETWEEN PROSPECT ST AND HIGHLAND DR	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study ID: 568
Westlake Cycle Track

Seattle Department of Transportation
Collision Records
08/01/2010 thru 08/01/2013

LOCATION	TOT ACC	PDO ACC	INJ ACC	FTL ACC	# INJ	# FTL	ACCIDENT TYPE									
							OTH	HDO	ANG	RE	SS	PCY	PED	RGT TRN	LFT TRN	PRK CAR
TOTALS	**93**	**51**	**29**	**0**	**39**	**1**	**9**	**0**	**17**	**13**	**15**	**2**	**1**	**6**	**6**	**4**

TOTAL RECORDS SUMMARIZED = 93

Note:

1. "Not Enough Damage" and "Non-State Matched" numbers are only included in the TOT/ACC aggregations.

2. Collision Types compiled using the Washington State Collision Code

3. Under 23 United States Code Section 409, this data or record is not subject to discovery, and shall not be used as evidence in any for damages. This data or record also may be exempt from public disclosure under RCW 42.56.290

DEFINITION OF ABBREVIATIONS

TOT/ACC	= Total # of Collisions
PDO/ACC	= Total # of Property Damage Only Collisions
INJ/ACC	= Total # of Injury Collisions
FTL/ACC	= Total # of Fatal Collisions
#/INJ	= Total # of Injured
#/FTL	= Total # of Fatalities
OTH	= Other Collision Type
HDO	= Head-on Collision
ANG	= Right Angle
RE	= Rear End
SS	= Sideswipe
PCY	= Pedalcyclist
PED	= Pedestrian
RGT/TRN	= Right Turn
LFT/TRN	= Left Turn
PRK/CAR	= Parked Car

Pedalcyclist Collisions 1/1/2007 - 1/1/2012

Aloha St - 4th Ave N (south to north)	Westlake Ave N		Parking Lot/Roadway		TOTAL
	SDOT*	SFD	SDOT*	SFD	
Aloha St - 8th Ave N block	0	1	1	0	2
8th Ave N	0	1	0	0	1
8th Ave N - Highland Dr block	0	0	0	0	0
Highland Dr	1	0	0	0	1
Highland Dr - Galer St block	0	0	2	1	3
Galer St	1	0	0	0	1
Galer St - 8th Ave N block	0	0	0	0	0
8th Ave N	0	0	0	0	0
8th Ave N - Newton St block	1	0	2	2	5
Newton St	0	0	0	0	0
Newton St - Crockett St block	0	0	1	2	3
Crockett St	0	0	0	0	0
Crockett St - 4th Ave N block	2	0	2	5	9
TOTAL	5	2	8	10	25
	7		18		25
TOTAL (no intersections)	3	1	8	10	22
	4		18		22

* If there is overlap between SDOT and SFD data, it is reported under SDOT