The Seattle Department of Transportation

2012 TRAFFIC REPORT

Table of Contents

This report has been 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.

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 collisions on Seattle streets, readers may contact the City Traffic Engineer Dongho Chang at dongho.chang@seattle.gov.

Peter Hahn
Director
Seattle Department of Transportation

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

This page intentionally left blank.

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

Traffic Volumes and Speeds

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

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

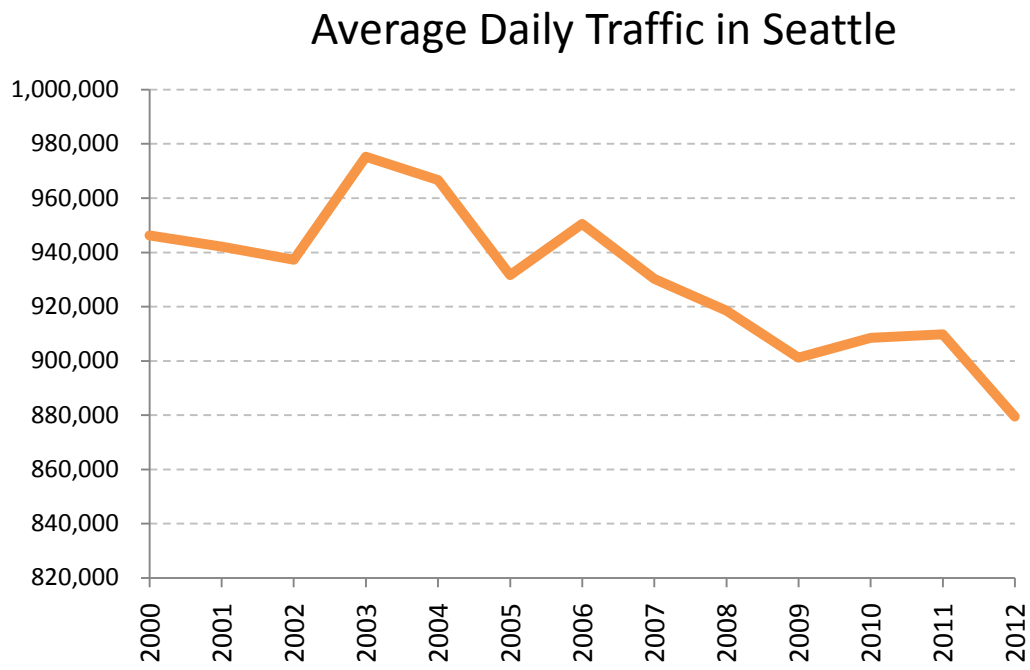
©flickr.com Photo credit: Ronald Meriales

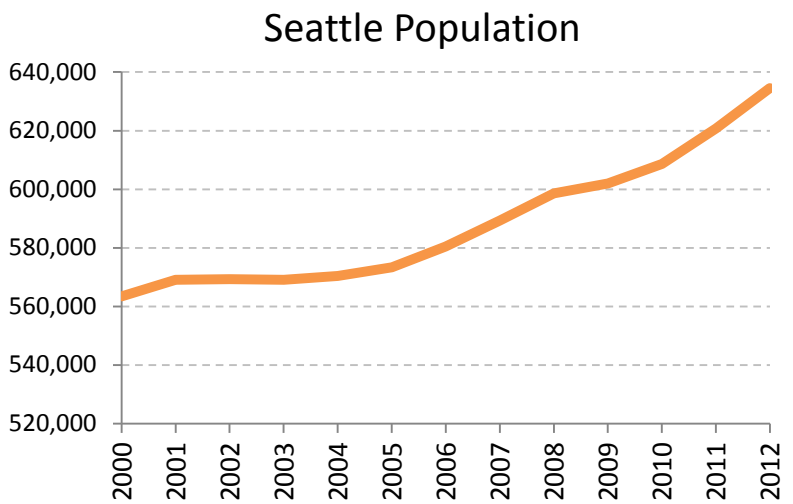
Motor Vehicle Volumes

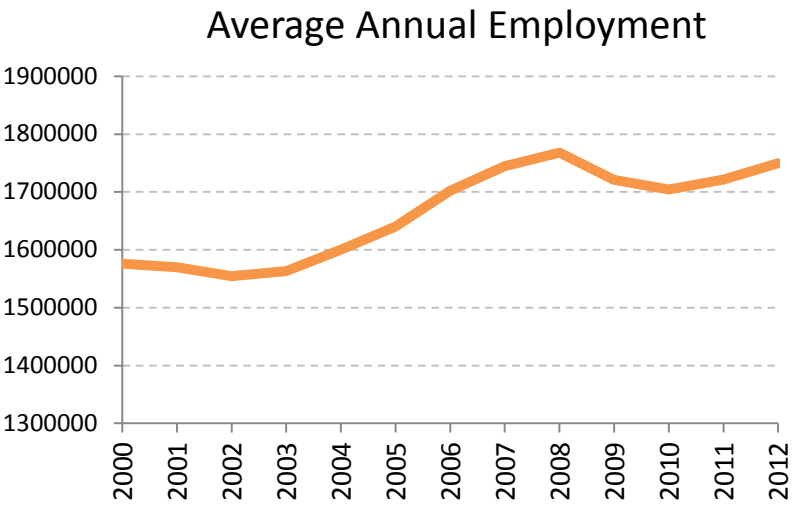
SDOT is responsible for counting the volume of traffic on certain city arterial streets each year. Traffic counts are taken throughout the year at 20 control count locations, 164 screen line locations and 111 additional locations.

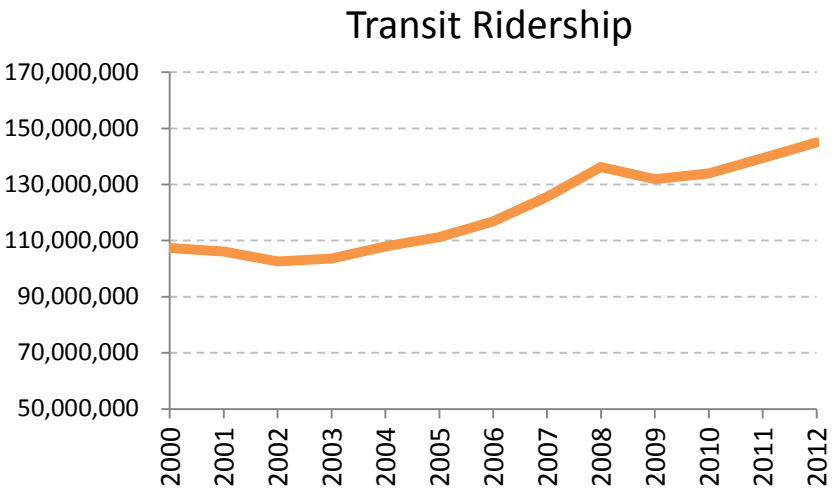
At 20 locations, SDOT takes control counts every month. These counts are added together and divided by 12 to derive a monthly control factor. This factor can be applied to every count we take to adjust for seasonal changes in traffic. In addition, SDOT measures vehicle volume at 164 screen line locations.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

Using the annual counts taken at 19 of Seattle's bridges, SDOT derives a proxy number for citywide motor vehicle average daily traffic. Based on this data, volume has dropped 3.3% compared to 2011. The graph of Seattle's average daily traffic (ADT) below notes a decreasing trend to the lowest levels this century, despite a steadily increasing population (shown in a graph to the right). Employment and transit ridership trends are also shown in graphs to the right for context.




Seattle Population
640,000
620,000
600,000
580,000
560,000
540,000
520,000
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012


Average Annual Employment
1900000
1800000
1700000
1600000
1500000
1400000
1300000
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012

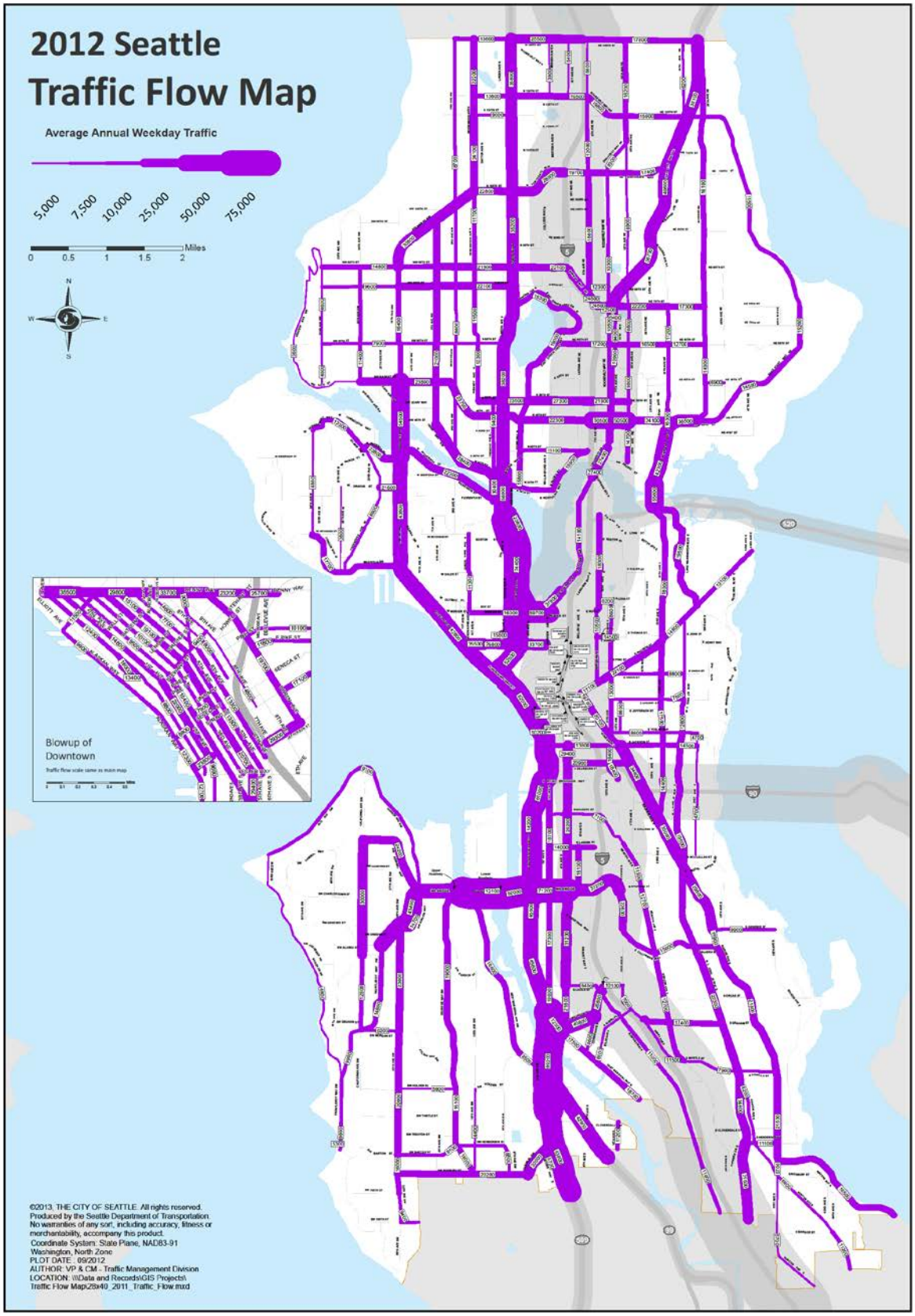

Transit Ridership
170,000,000
150,000,000
130,000,000
110,000,000
90,000,000
70,000,000
50,000,000
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012

In 2012 the top ten arterials for traffic volume includes two streets that were not on the list in 2011: NE 45th St west of Roosevelt Way NE and Mercer St west of Fairview Ave N, which has replaced Valley St since the Mercer East project converted Mercer St to two-way traffic. The West Seattle Bridge east of the Delridge ramps continues to be the busiest city street, as measured by SDOT.

Top 10 Arterials by Volume	Average Week day Traffic (AWDT)
West Seattle Bridge (EB & WB) W/O Alaskan Way Viaduct NB On Ramp	**94,440**
Aurora Ave N S/O Harrison St	**77,221**
East Marginal Way S S/O S Alaska St	**64,816**
Mercer St W/O Fairview Ave N	**58,588**
NE 45th St W/O Roosevelt Way NE	**51,592**
Montlake Blvd NE N/O NE Pacific Pl	**48,288**
15th Ave W N/O W Armory Way	**44,469**
Elliott Ave W SE/O W Mercer Pl	**43,509**
S Michigan St E/O 6th Ave S	**41,438**
Lake City Way NE SW/O NE 115th St	**40,521**

Traffic Flow Map

The 2012 Traffic Flow Map, shown below, is one of the products of the volume counts program. The volumes on the map represent the Average Annual Weekday Traffic (AAWDT) (5-days, 24-hour) for that section of roadway. A full size version of this map is available on SDOT's website at: http://www.seattle.gov/transportation/tfdmaps.htm


2012 Seattle
Traffic Flow Map
Average Annual Weekday Traffic
5,000
7,500
10,000
25,000
50,000
75,000
Miles
0
0.5
1
1.5
2
N
W
E
S
Blowup of
Downtown
©2013, THE CITY OF SEATTLE. All rights reserved.
Produced by the Seattle Department of Transportation.
No warranties of any sort, including accuracy, fitness or
merchantability, accompany this product.
Coordinate System: State Plane, NAD83-91
Washington, North Zone
PLOT DATE: 09/2012
AUTHOR: VP & CM - Traffic Management Division
LOCATION: \\Data and Records\GIS Projects\
Traffic Flow Map\28x40_2011_Traffic_Flow.mxd

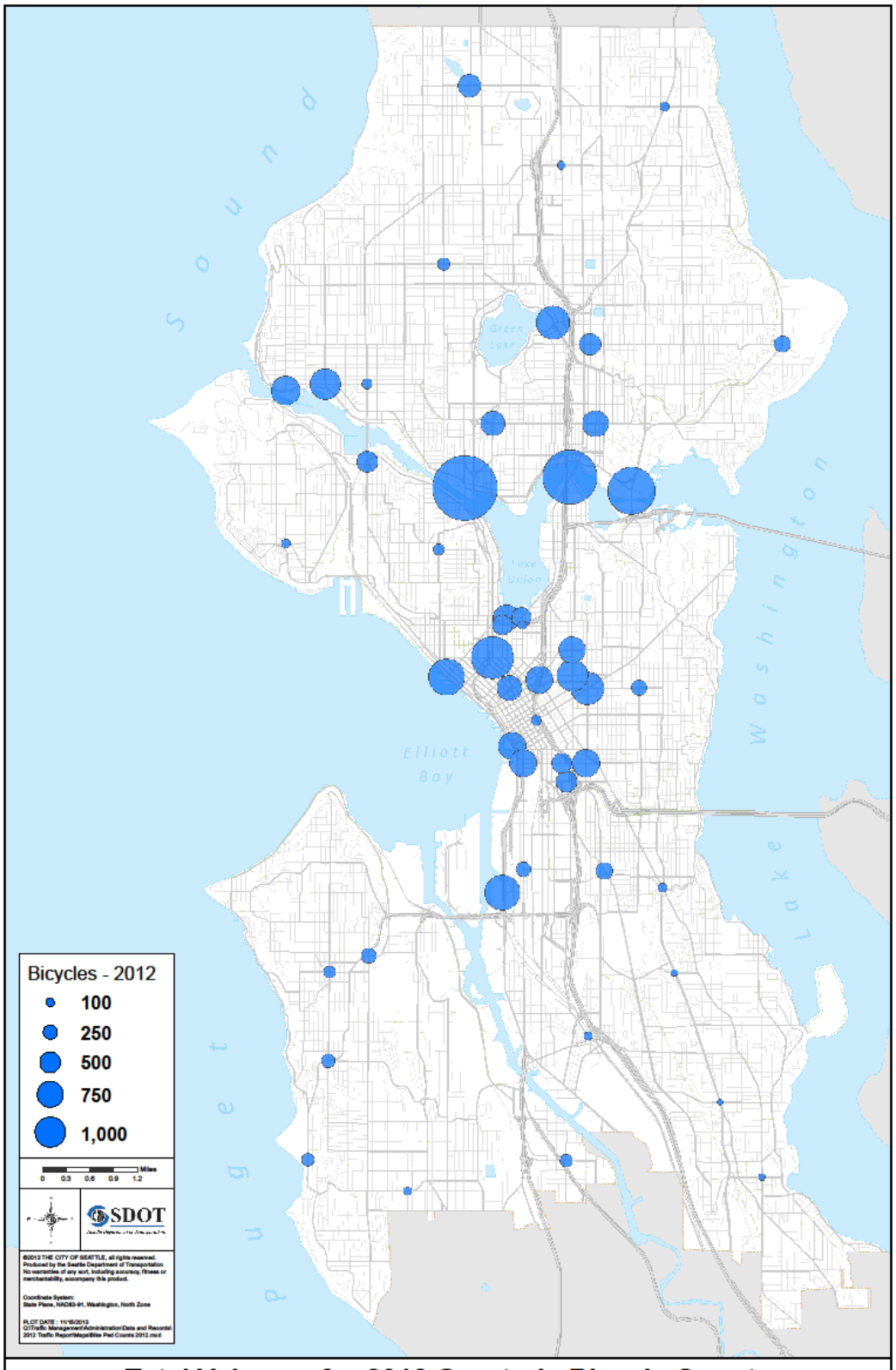
Bicycle Volumes

SDOT collects bicycle volume data with three different count programs: a quarterly citywide program (replacing the previous citywide manual counts), an automated permanent bicycle counter display totem, and a downtown cordon manual count on odd numbered years.

Quarterly Bike Counts

In 2011 SDOT began a new systematic bicycle counts program that uses National Bicycle and Pedestrian Documentation (NBPD) methodology to count bicycles and pedestrians at 50 locations citywide, four times a year. These counts are conducted quarterly in January, May, July, and September. Each quarter counts are collected for PM peak (5-7pm), off peak (10am-noon), and Saturday (noon-2pm) time periods at each location. This adds up to 600 counts per year.

In 2012, the quarterly citywide program counted 33,742 cyclists. Overall the number of cyclists counted increased 4.7% from 2011 to 2012 at valid count locations. The map to the right displays the total volume counted at each of the 50 locations. In 2012 the volumes counted in May exceed those counted in July; a reversal of the 2011 top positions. As expected, January continued to have the lowest volumes. Fremont Ave N and N 34th St was again the busiest location with 4,374 cyclists counted. Details of the 2012 counts by location are available on the web at http://www.seattle.gov/transportation/bikedata.htm.



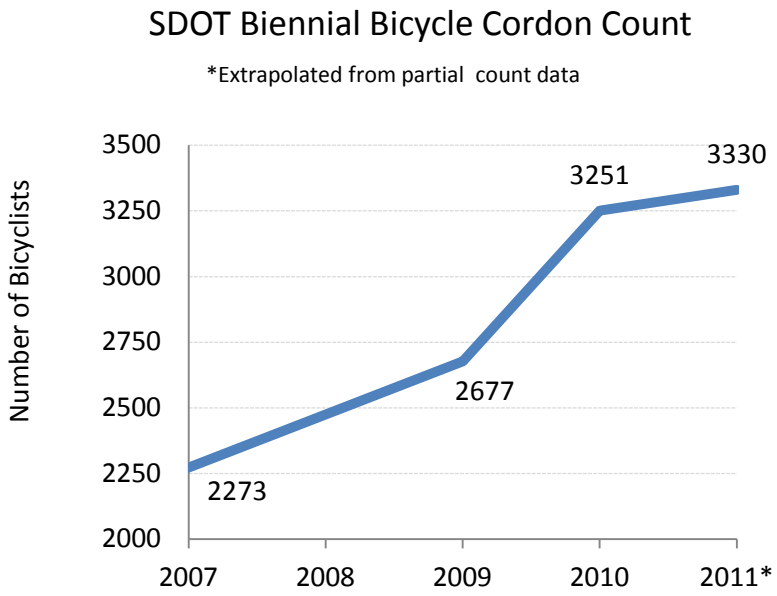
Total Volumes for 2012 Quarterly Bicycle Counts

Automated Permanent Bicycle Counter

In October 2012, the Fremont bridge counter totem was installed to count bikes crossing the bridge on both sides of the bridge. These counts help show bike volume trends for different times in the year and the effect of season and weather can be evaluated. The counts will be included in the 2013 report when a full calendar year of data is available.

Downtown Cordon Count

The downtown cordon count can be compared to historical data going back to 1992 and is a measurement tool as the city strives to reach its goal of tripling the number of cyclists by 2017. The graph below shows the trend in the cordon count data to date.

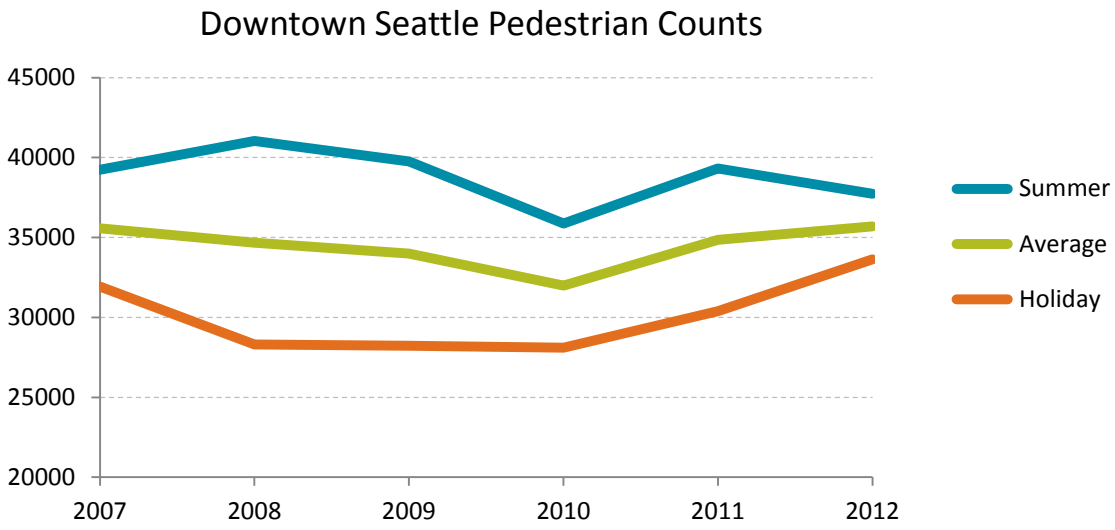


Pedestrian Volumes

SDOT has been measuring pedestrian volume using the Downtown Seattle Association's downtown pedestrian counts from the summer and holiday season since 2007. Beginning in 2011, SDOT began collecting quarterly citywide counts using the National Bike and Pedestrian (NBPD) methodology.

Downtown Seattle Association Counts

The pedestrian counts increased during the holiday count from 30,383 in 2011 to 33,635 in 2012 and decreased during the summer count from 39,320 in 2011 to 37,738 in 2012. The average value continued its increasing trend for the second year.



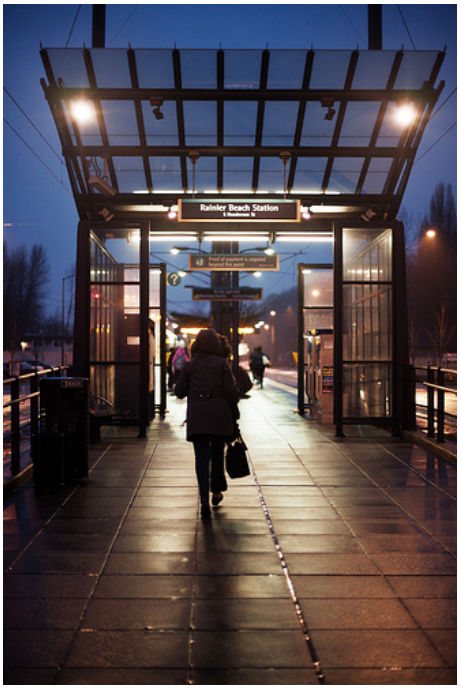
Quarterly Citywide Pedestrian Counts

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

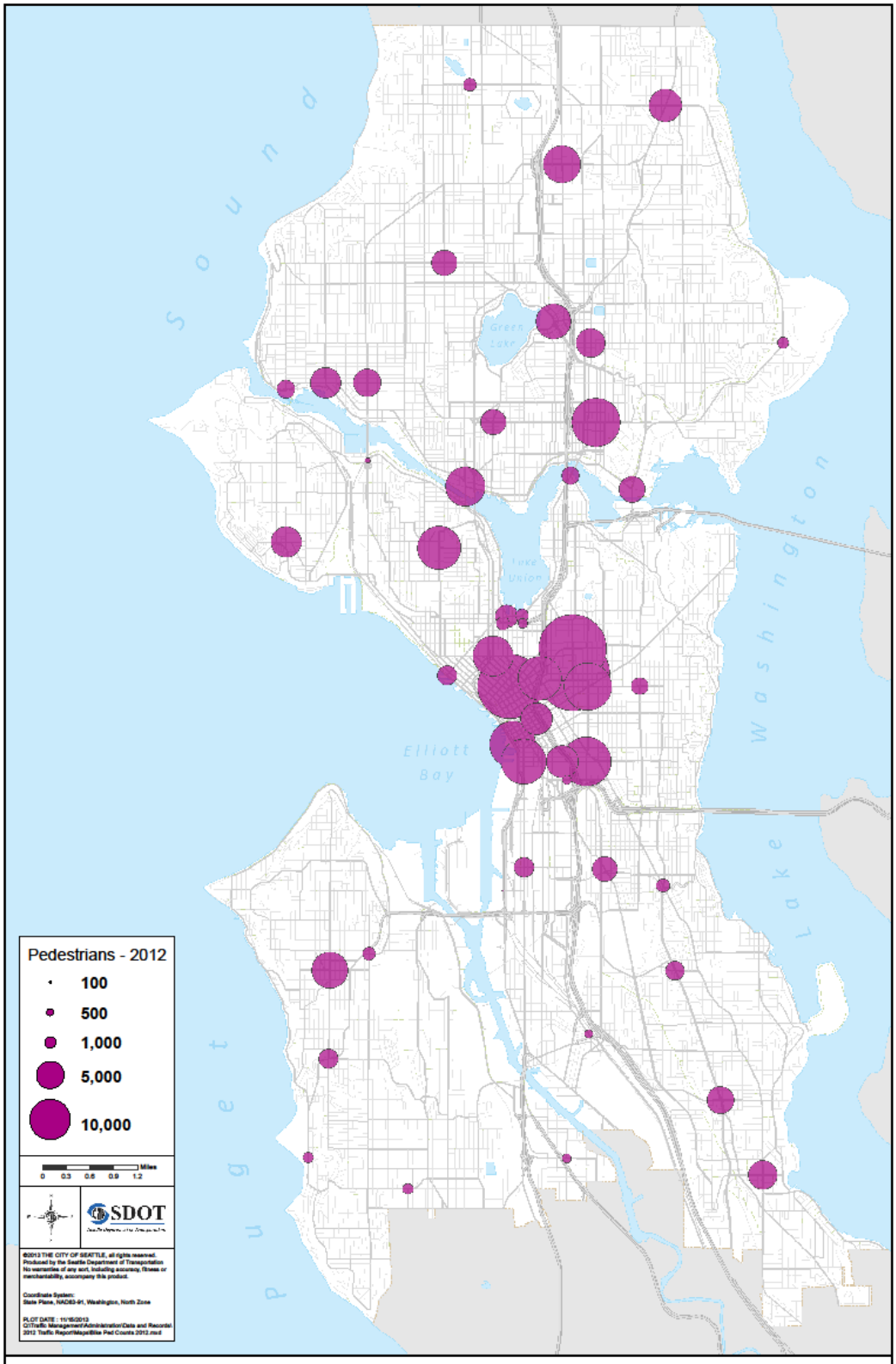
Since these counts are collected in conjuction with the quarterly bicycle counts, they share the January, May, July, and September count dates as well as the PM peak (5-7pm), off peak (10am-noon), and Saturday (noon-2pm) time periods.

This ongoing program will expand SDOT's data on pedestrians beyond the city center, as well as provide better insight into seasonal and daily pedestrian patterns. As the program matures, SDOT will be able to establish pedestrian volume trend for locations across the city.

The total number of pedestrians counted in 2012 by the program was 316,806. The busiest pedestrian location counted in 2012 was Broadway and East Pine Street with 28,063 total pedestrians counted. The map to the right shows the total pedestrian volumes for each location counted in 2012. Details of the 2012 counts by location are available on the web at http://www.seattle.gov/transportation/pedestrian.htm.



©flickr.com Photo by Jordan Nicholson



Total Volumes for 2012 Quarterly Pedestrian Counts

Motor Vehicle Speeds

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

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

Aurora Avenue N, Stone Way N, Fauntleroy Avenue SW, 24th Avenue NW, and Rainier Avenue S are all specified in the Pedestrian Master Plan as locations to report on trends in the 85th percentile speed of traffic. The 2011 results for these locations are listed in the table below. For more results of the speed studies program, see the appendix.

Location	Direction	85th Percentile Speed	High End Speeder Percentage	Speed Limit
Aurora Ave N, south of N 112th St	NB	**42.8**	0.0%	35
Aurora Ave N, south of N 112th St	SB	**42.5**	0.0%	35
Stone Way N, south of N 45th St	NB	**25.2**	0.2%	30
Stone Way N, south of N 45th St	SB	**27.1**	0.0%	30
24th Ave NW, south of NW 80th St	NB	**31.6**	0.8%	30
24th Ave NW, south of NW 80th St	SB	**31.5**	0.6%	30
Rainier Ave S, northwest of S Holly St	NWB	**37.5**	1.6%	30
Rainier Ave S, northwest of S Holly St	SEB	**36.3**	1.5%	30
Fauntleroy Way SW, south of SW Alaska St	NB	**35.2**	1.0%	35
Fauntleroy Way SW, south of SW Alaska St	SB	**34.2**	1.5%	35

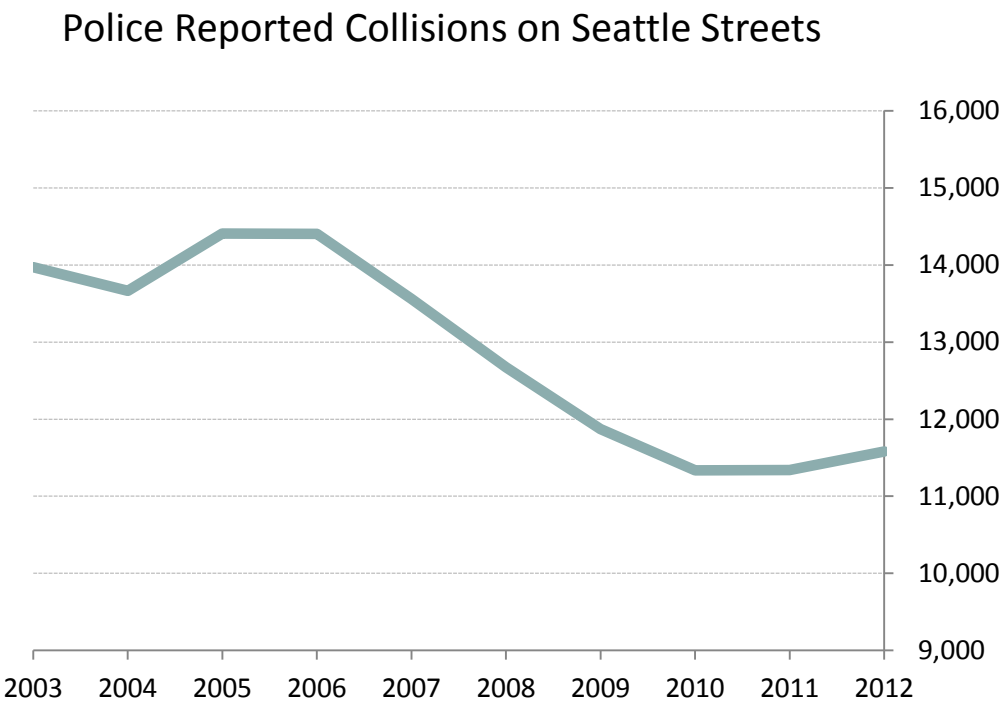
This page intentionally left blank.

There were 11,581 collisions in 2012 on Seattle streets reported by local police departments.

Traffic Collisions

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

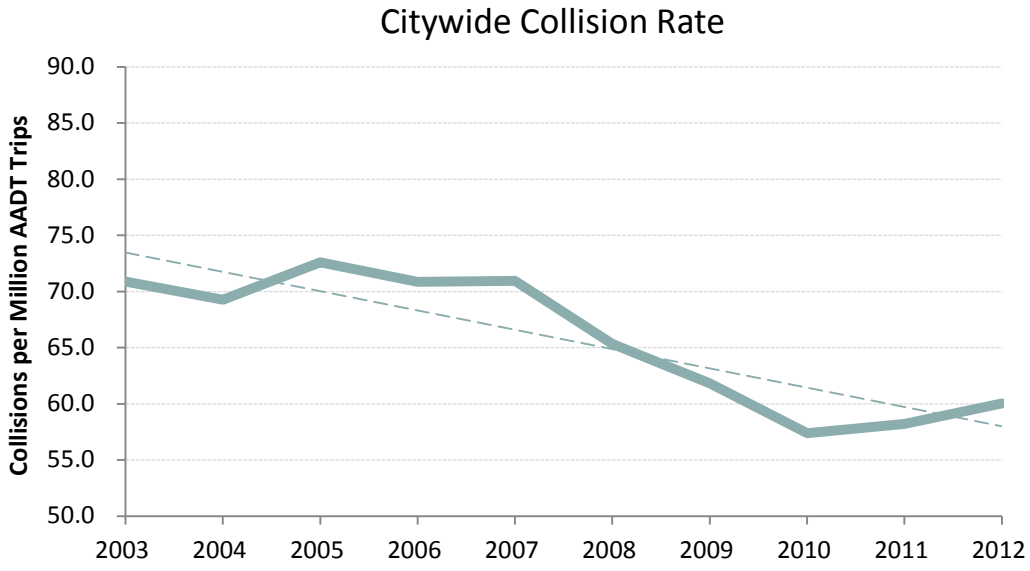
There were 11,581 police reported collisions on Seattle streets in 2012. In addition there were 1,166 self-reported collisions, which are not included in our analysis due to reliability and completeness factors. The number of police collision reports is up two percent from 2011 but still remains near historically low levels. The trend for all types of reports is listed in the appendix.



Citywide Collision Rate

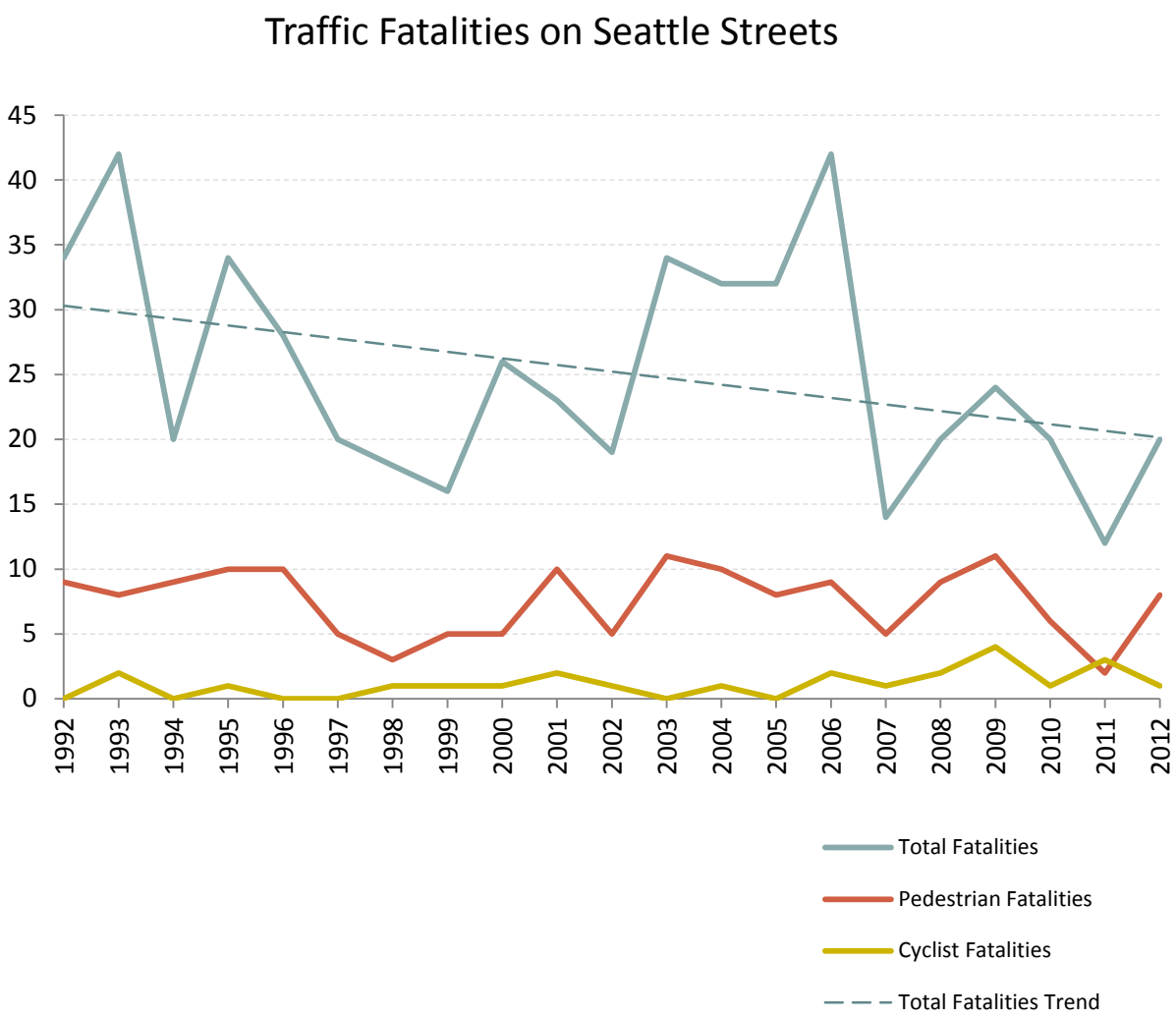
With the two percent increase in police reported collisions and the three percent decrease in traffic volumes, the collision rate ticked up but still remains below 2009 levels. The rate that SDOT uses is the number of police reported collisions per Average Annual Daily Trip (AADT). The AADT used is a citywide approximation of arterial traffic volumes and in this case it has been adjusted to exclude volumes on I-5, I-90 and SR-520 because our collision data do not include collisions on these roadways.

Year	Police Reported Collisions	Average Daily Traffic	AADT	Citywide Collision Rate
2003	13,973	540,028	197,110,220	70.9
2004	13,665	540,423	197,254,395	69.3
2005	14,408	543,675	198,441,375	72.6
2006	14,406	557,068	203,329,820	70.9
2007	13,562	523,616	191,119,840	71.0
2008	12,674	531,508	194,000,420	65.3
2009	11,870	525,925	191,962,687	61.8
2010	11,336	541,320	197,581,800	57.4
2011	11,339	533,735	194,813,275	58.2
2012	11,581	528,479	192,894,731	60.0

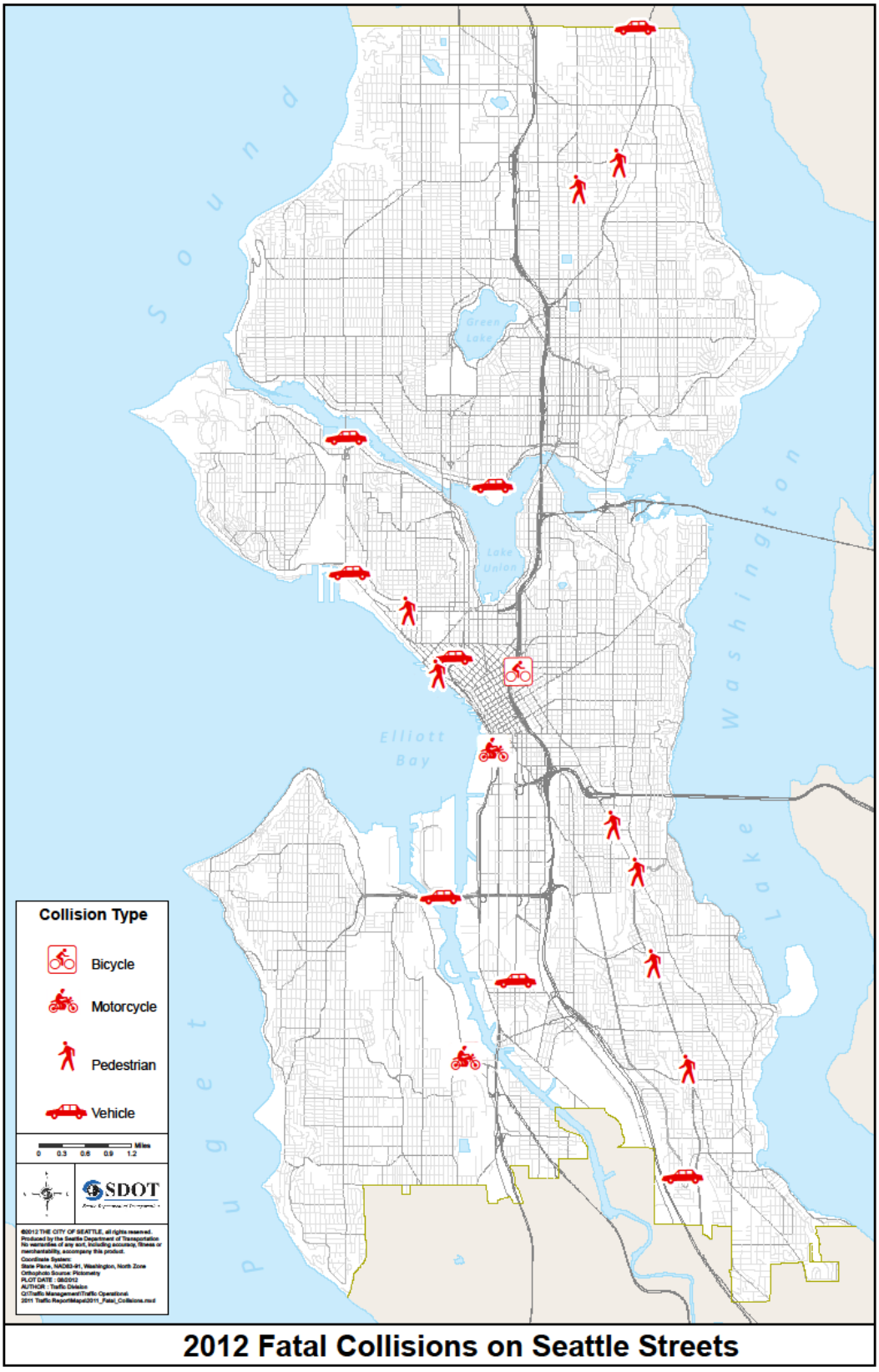


Fatalities

In 2012, 20 fatalities resulted from 19 collisions on Seattle streets. These numbers do not include incidents on limited access State Highways and Interstates, but do include incidents on the Alaskan Way Viaduct. The 2012 number is in line with a downward trend in the total number of fatalities on Seattle streets, which have decreased approximately 33 percent since 1992.



The map to the right shows the location of all the fatal collisions on Seattle Streets in 2012. Additional details can be found in the appendix.

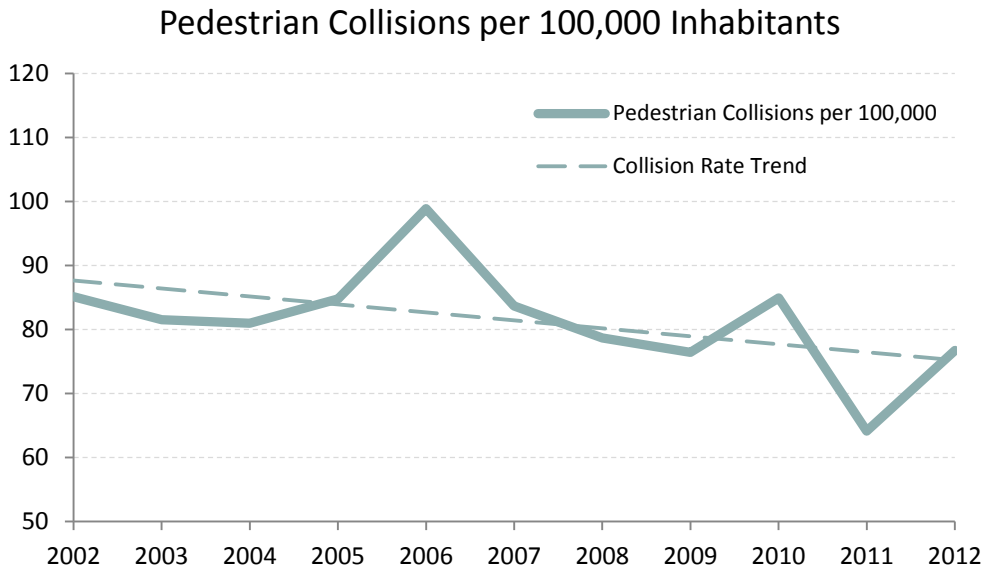


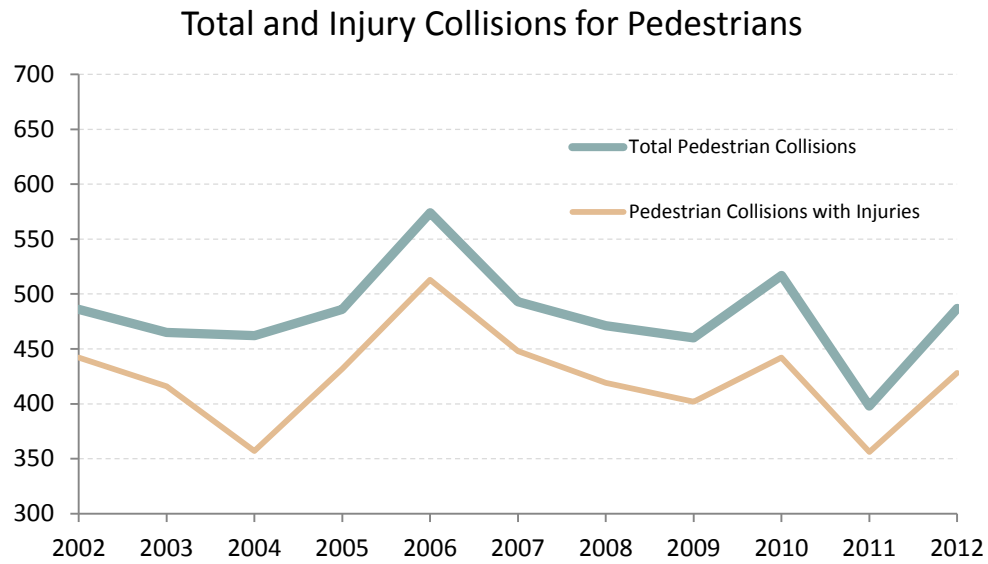
2012 Fatal Collisions on Seattle Streets

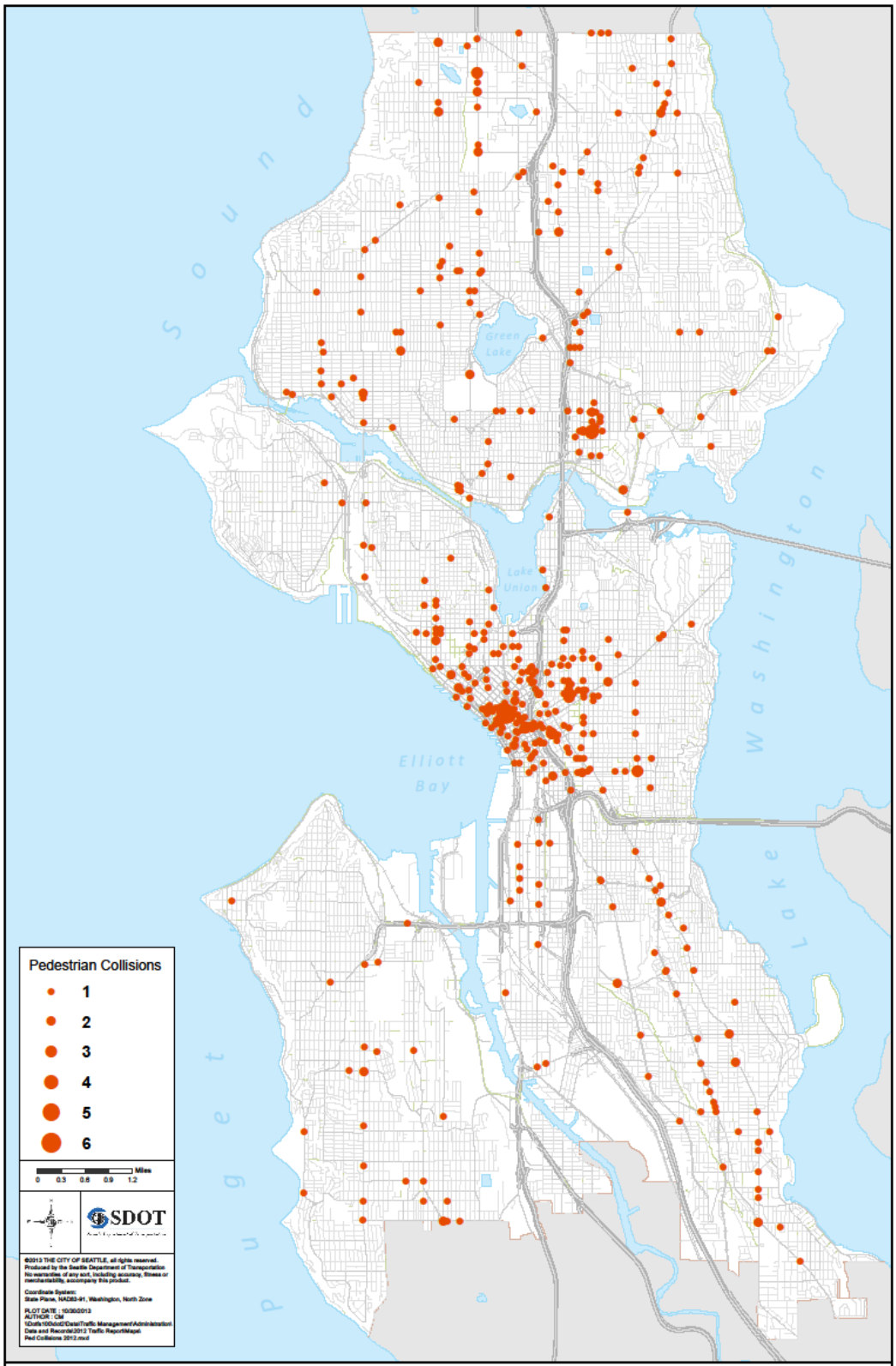
Pedestrian Collision Rate

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

There was an increase of 13 pedestrian collisions per 100,000 inhabitants from 2011 to 2012. Even though the absolute number of pedestrian collisions increased, the rate is still much lower than past years and the trend for the rate is declining.





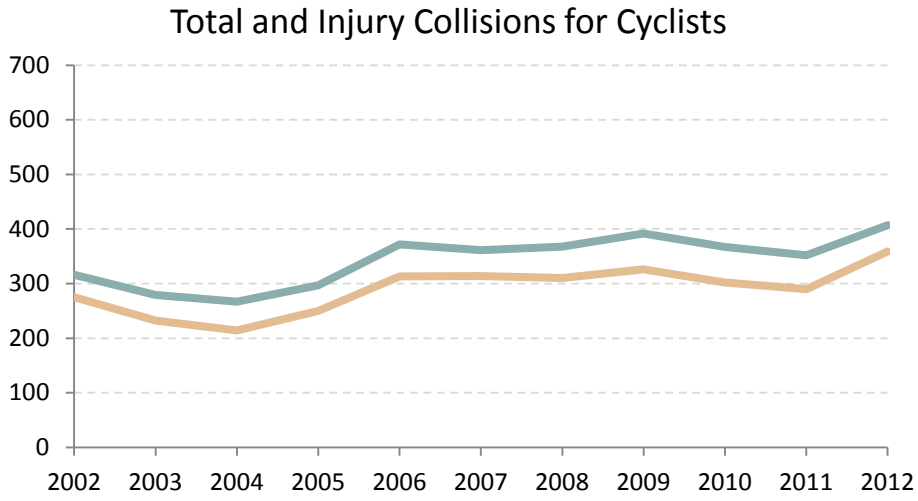


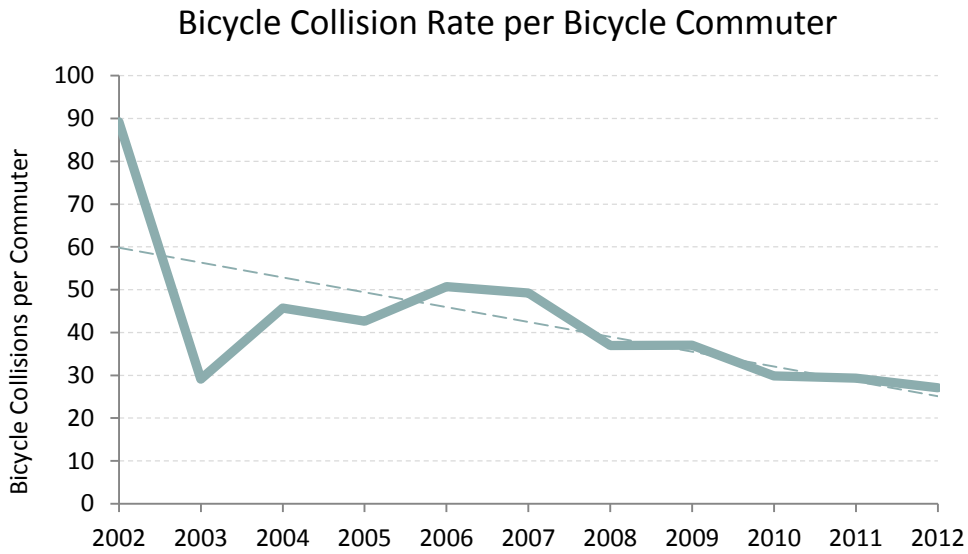
2012 Pedestrian Collisions on Seattle Streets

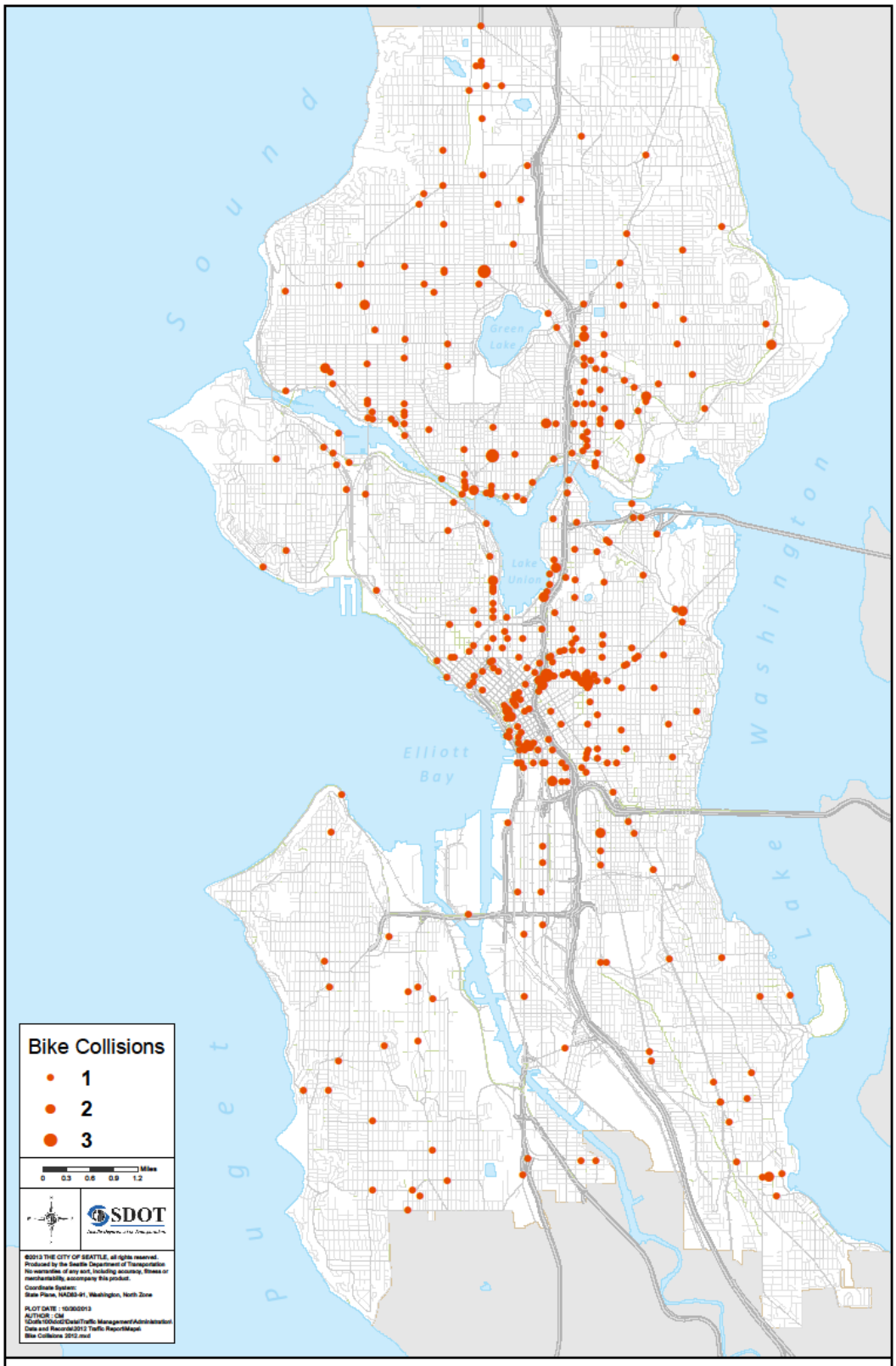
Bicycle Collision Rate

The chart below shows the bicycle collision rate as a factor of the number of bicycle commuters as reported by the U.S. Census Bureau's Amercian Community Survey (ACS). Currently, the ACS number is the best proxy that SDOT has for the total number of cycling trips in the City of Seattle. Eventually the quarterly citywide cyclists count totals will be used to calculate the bicycle collision rate but not enough data exists to track a trend yet.

The bicycle collision rate shows a decreasing trend since 2007 when SDOT Bicycle Master Plan was implemented. This decreasing trend helps depict that even though total bicycle collisions may increase, the number of cyclists on the road is increasing faster and thus the bicycle collision rate is decreasing.







2012 Bicycle Collisions on Seattle Streets

New technologies and new data sources allow SDOT to continue to improve its traffic data collection.

Automated Bicycle Counters

In October of 2012, SDOT partnered with the Torrance Foundation and Cascade Bicycle Club to install Seattle's first permanent bicycle counter and display on the Fremont Bridge. By the end of 2012 this counter tallied over 150,000 bikes crossing the Fremont Bridge. This new data will allow the seasonal and daily patterns of cycling to be studied in more detail.

In 2013 SDOT will add another counter on S Spokane St and also acquire temporary counters that can be moved around the city to study bicycle volumes. These counters will allow the construction of a more detailed picture of cycling patterns across City. They will also support before and after studies of new bicycle facilities such as Neighborhood Greenways.

Freight and Truck Data

SDOT continued its collection of data on freight and truck movement in the City and in 2013 will begin presenting the results of this program. Currently the data collection is on a four-year cycle that aligns with the flow map volume collection sites. The data collected breaks down vehicles into the Federal Highway Administration's 13 classifications.

Improved Collision Data

In 2013 SDOT will migrate its collision database to a new system. This will improve the accessibility of this data for users. Enhancements added during this migration will improve the timeliness of critical attributes like injury class and severity. New attributes will simplify the identification of common contributing circumstances such as speeding and inattention.

Appendices

2012 Volume Data

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

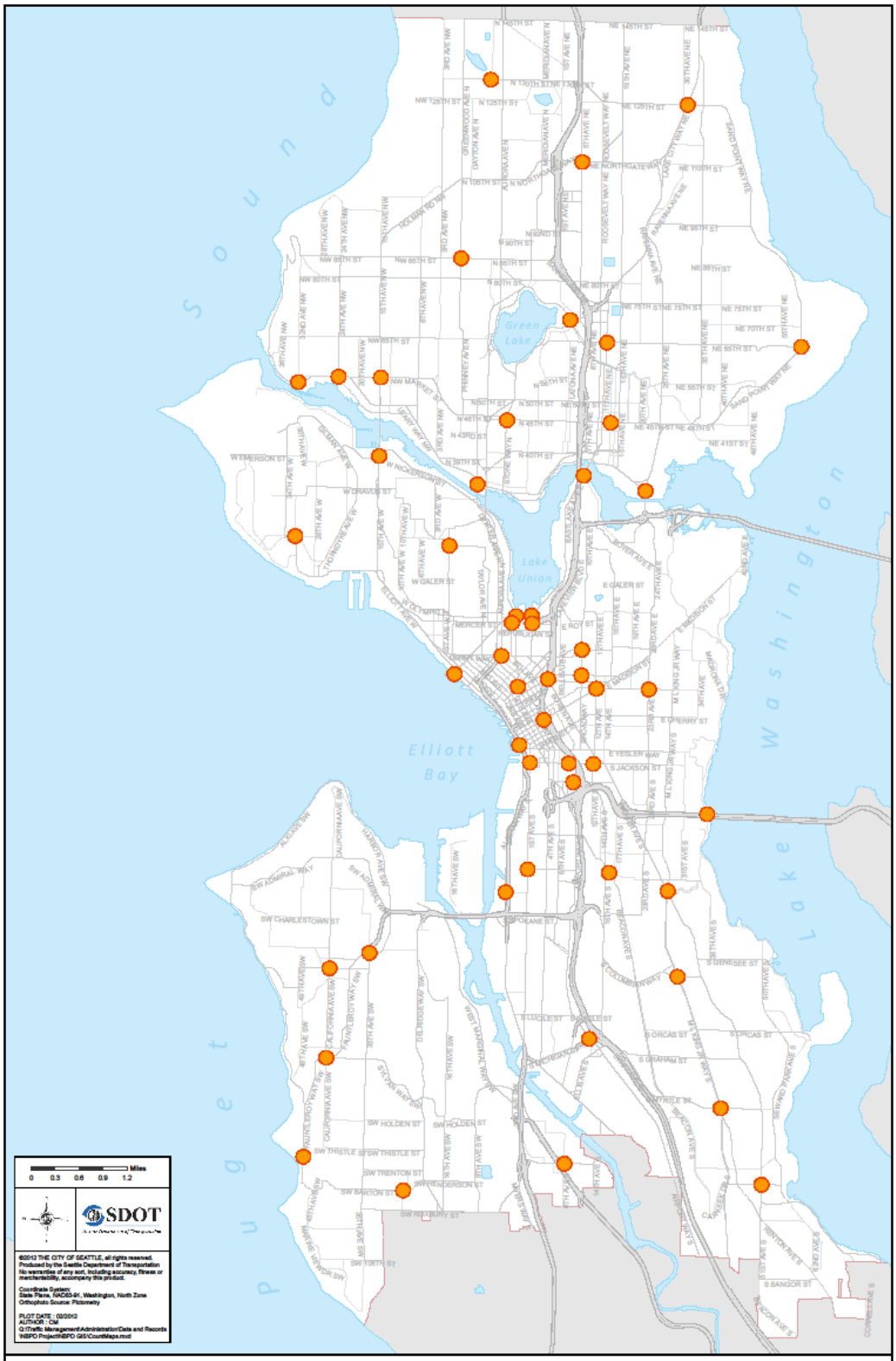
Control Count Locations
1. DENNY WAY, W/O 2ND AVE
2. E MADISON ST, SW/O 17TH AVE
3. EAST GREEN LAKE WAY N, NE/O N 57TH ST
4. FREMONT BR, S/O POINT A
5. N 85TH ST, W/O ASHWORTH AVE N
6. QUEEN ANNE AVE N, S/O CROCKETT ST
7. UNIVERSITY BR, SW/O POINT A
8. LAKE CITY WAY NE, NE/O NE 95TH ST
9. M L KING JR. WAY S, N/O S ANDOVER ST
10. NW MARKET ST, W/O 8TH AVE NW
11. RAINIER AVE S, S/O S OTHELLO ST
12. S LANDER ST, W/O 6TH AVE S
13. ALKI AVE SW, W/O HARBOR AVE SW
14. 3rd Ave SE/O Union St
15. ALASKAN WAY SE/O BLANCHARD
16. STEWART St, NE/O 4th AVE
17. UNIVERSITY ST, SW/O 4th AVE
18. EAST MARGINAL WAY S, S/O S ALASKA ST
19. WEST SEATTLE BRIDGE, NE/O FAUNTLEROY
20. SW SPOKANE BRIDGE, W/O SW SPOKANE ST

Monthly Expansion Factors

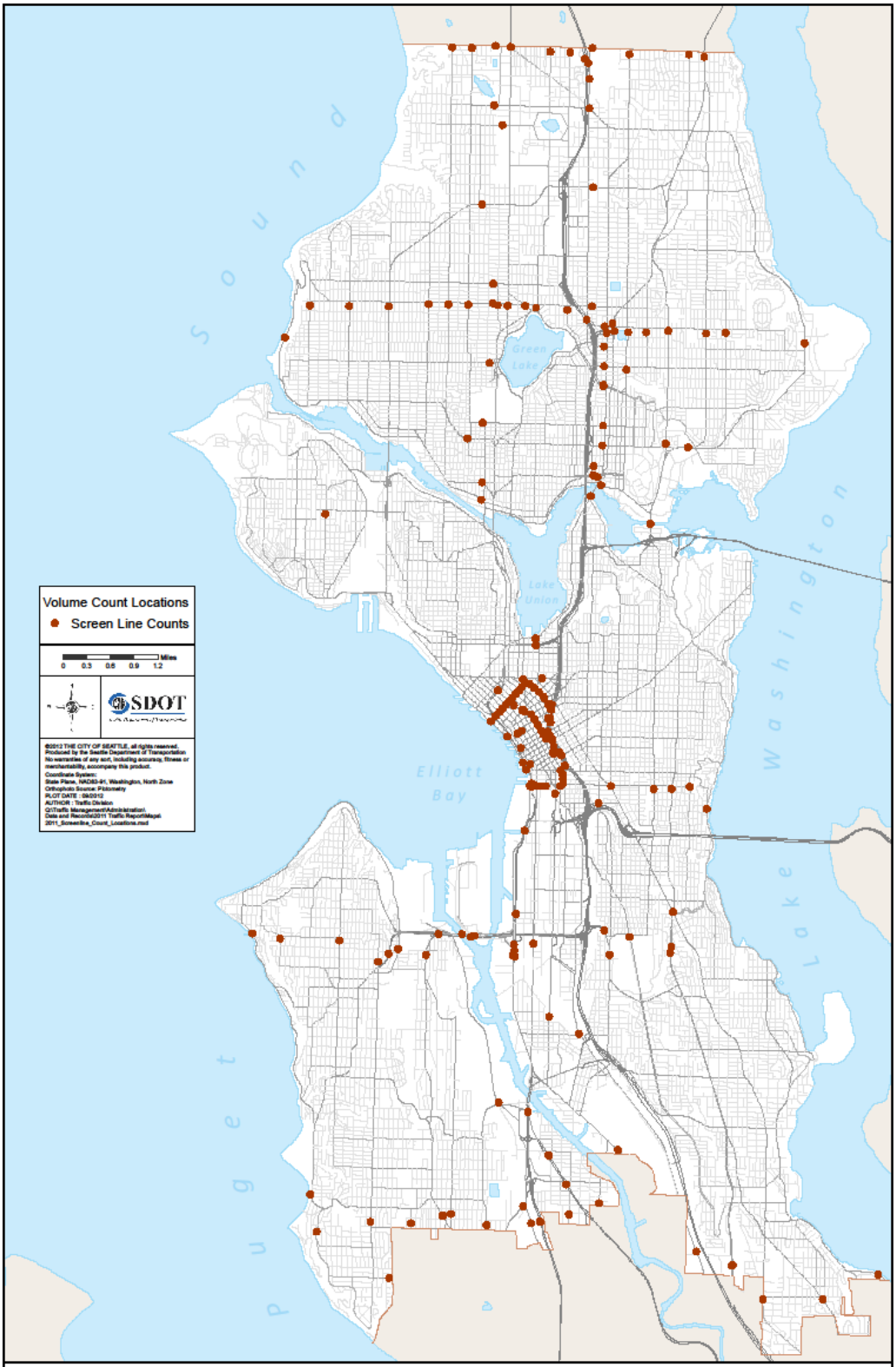
	JAN	FEB	MAR	APR	MAY	JUN
Count	365,520	371,781	376,209	396,861	396,661	396,875
Factor	1.066	1.048	1.036	0.982	0.983	0.982

	JUL	AUG	SEP	OCT	NOV	DEC
Count	407,750	391,554	386,879	393,962	399,570	393,648
Factor	0.956	0.995	1.007	0.989	0.975	0.990

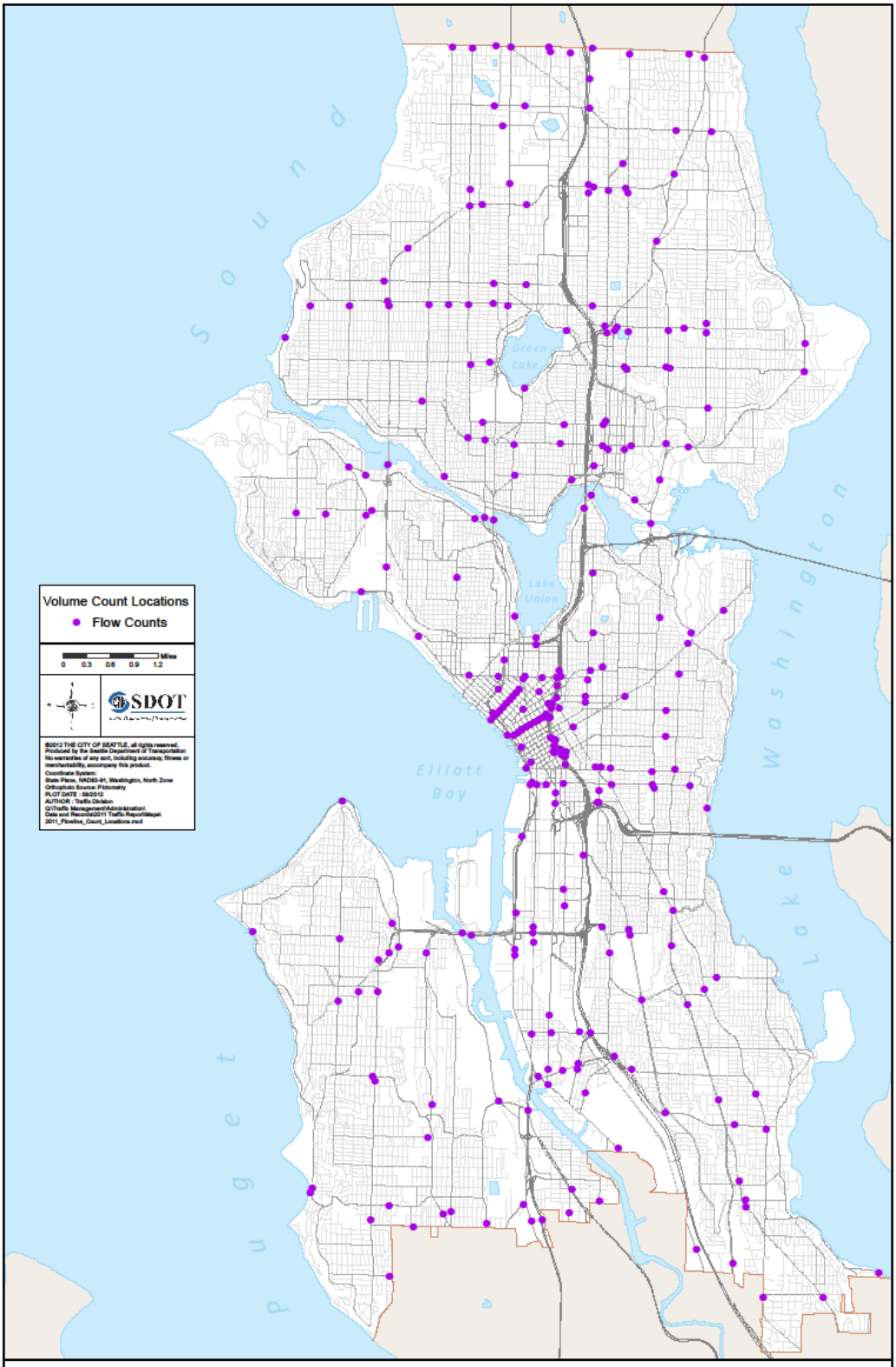
2012 Bridge Count Locations	
1.	Aurora Bridge
2.	Ballard Bridge
3.	Fremont Bridge
4.	Montlake Bridge
5.	Spokane Street Corridor (Duwamish River West Waterway)
6.	West Seattle Bridge (High-rise)
7.	SW Spokane Bridge (Swing)
8.	University Bridge
9.	1 Ave S Bridge
10.	16th Ave S Bridge (closed – not counted in 2012)
11.	1-90 Bridge
12.	SR520 Bridge
13.	I-5 Bridge



SDOT NBPD Count Locations



Screen Line Volume Count Locations



Flow Volume Count Locations

Speed Data

Location	Direction	Speed Limit	85th Percentile Speed	Date
BROAD ST SW/O 3 AVE	NEB	30	28	8/6/12
BROAD ST SW/O 3 AVE	SWB	30	27.4	8/6/12
BROAD ST NE/O DENNY WAY	NEB	30	30	8/6/12
BROAD ST NE/O DENNY WAY	SWB	30	30	8/6/12
BOREN AV NW/O E YESLER WAY	NWB	30	34.4	3/27/12
BOREN AV NW/O E YESLER WAY	SEB	30	37	3/27/12
E YESLER WAY W/O 23 AVE	EB	30	27.8	3/27/12
E YESLER WAY W/O 23 AVE	WB	30	29.6	3/27/12
12 AVE E N/O E JOHN ST	NB	30	28.5	3/27/12
12 AVE E N/O E JOHN ST	SB	30	28.3	3/27/12
E MADISON ST SW/O 38 AVE E	NEB	30	34.4	3/27/12
E MADISON ST SW/O 38 AVE E	SWB	30	34.6	3/27/12
23 AVE N/O E CHERRY ST	NB	30	34.3	10/30/12
23 AVE N/O E CHERRY ST	SB	30	30.6	10/30/12
E MADISON ST W/O 17 AVE	EB	30	28.7	12/17/12
E MADISON ST S/O 17 AVE	WB	30	28.3	12/17/12
N 45 ST W/O EASTEERN AVE N	EB	30	29.5	4/24/12
N 45 ST W/O EASTEERN AVE N	WB	30	29.9	4/24/12
GREENWOOD AVE N N/O N 107 ST	NB	35	39.4	4/26/12
GREENWOOD AVE N N/O N 107 ST	SB	35	40.7	4/26/12
N 50 ST W/O FREMONT AVE N	EB	30	32	10/22/12
N 50 ST W/O FREMONT AVE N	WB	30	32	10/22/12
AURORA AVE N S/O N 112 ST*	NB	40	44.1	10/16/12
AURORA AVE N S/O N 112 ST*	SB	40	41.7	10/16/12
GREENWOOD AVE N S/O N 80 ST	NB	25	27.6	11/1/12
GREENWOOD AVE N S/O N 80 ST	SB	25	27.8	11/1/12
N 85 ST W/O LINDEN AVE N	EB	30	35.4	12/5/12
N 85 ST W/O LINDEN AVE N	WB	30	34.3	12/5/12
EAST GREEN LAKE WAY N NE/O N 57 ST	NEB	30	35.9	12/6/12
EAST GREEN LAKE WAY N NE/O N 57 ST	SWB	30	32.2	12/6/12
STONE WAY N S/O N 45 ST*	NB	30	25.1	8/13/12
STONE WAY N S/O N 45 ST*	SB	30	26.7	4/24/12
MERCER ST W/O DEXTER AVE N (SOUTH RD)*	EB	30	36	10/24/12
NE 65 ST E/O 25 AVE NE	EB	30	32.6	3/28/12
NE 65 ST E/O 25 AVE NE	WB	30	31.2	3/28/12
NE 65 ST W/O 25 AVE NE	EB	30	29.2	3/28/12
NE 65 ST W/O 25 AVE NE	WB	30	28.9	3/28/12

Location	Direction	Speed Limit	85th Percentile Speed	Date
NE 75 ST W/O 30 AVE NE	EB	30	34.2	3/28/12
NE 75 ST W/O 30 AVE NE	WB	30	37.2	3/28/12
15 AVE NE S/O NE NORTHGATE WAY	NB	30	37.3	4/26/12
15 AVE NE S/O NE NORTHGATE WAY	SB	30	36.8	4/26/12
5 AVE NE S/O 145 ST OFF RP	NB	30	40.8	5/15/12
5 AVE NE S/O 145 ST OFF RP	SB	30	42.8	5/15/12
LAKE CITY WAY NE S/O NE 145 ST	NB	35	38.4	5/15/12
LAKE CITY WAY NE S/O NE 145 ST	SB	35	37.2	5/15/12
NE 125 ST E/O 35 AVE NE	EB	30	32.8	4/26/12
NE 125 ST E/O 35 AVE NE	WB	30	32.7	8/2/12
NE NORTHGATE WAY E/O 5 AVE NE	EB	30	30.9	11/26/12
NE NORTHGATE WAY E/O 5 AVE NE	WB	30	30.9	11/26/12
ROOSEVELT WAY NE SE/O NE 130* N ST	NWB	30	38	11/26/12
ROOSEVELT WAY NE SE/O NE 130* N ST	SEB	30	38	11/26/12
NE 75 ST W/O ROOSEVELT WAY NE	WB	30	35.3	11/26/12
NE 75 ST W/O ROOSEVELT WAY NE	EB	30	33.1	11/26/12
15 AVE NE S/O NE 145 ST	NB	30	31.7	5/15/12
15 AVE NE S/O NE 145 ST	SB	30	34.4	5/15/12
15 AVE NE S/O NE 75 ST	NB	35	33.5	11/8/12
15 AVE NE S/O NE 75 ST	SB	35	35.3	11/5/12
LAKE CITY WAY NE SW/O NE 115 ST	NEB	35	36.2	12/6/12
LAKE CITY WAY NE SW/O NE 115 ST	SWB	35	37	12/6/12
LEARY WAY NW NW/O 3 AVE NW	NWB	30	37.9	2/29/12
LEARY WAY NW NW/O 3 AVE NW	SEB	30	37.5	2/29/12
24 AVE NW S/O NW 80 ST*	NB	30	32.3	11/1/12
24 AVE NW S/O NW 80 ST*	SB	30	32.2	11/1/12
3 AVE NW S/O NW 80 ST	NB	30	32.3	11/5/12
3 AVE NW S/O NW 80 ST	SB	30	32.7	11/5/12
S LUCILE ST E/O 12 AVE S	EB	30	32.6	2/28/12
S LUCILE ST E/O 12 AVE S	WB	30	32.1	2/28/12
1 AVE S N/O S KING ST	NB	30	24.7	3/12/12
1 AVE S N/O S KING ST	SB	30	26	3/12/12
1 AVE S S/O S LUCILE ST	NB	35	38.8	4/30/12
1 AVE S S/O S LUCILE ST	SB	35	38.3	4/30/12
EAST MARIGINAL WAY S SE/O 4 AVE S	NWB	35	40.5	4/30/12
EAST MARIGINAL WAY S SE/O 4 AVE S	SEB	35	42	4/30/12
S MICHIGAN ST E/O 6 AVE S	EB	35	36	4/30/12
S MICHIGAN ST E/O 6 AVE S	WB	35	34.9	4/30/12
RAINIER AVE S E/O S 75 ST	EB	35	39.9	5/2/12
RAINIER AVE S E/O S 75 ST	WB	35	41.6	6/25/12

Location	Direction	Speed Limit	85th Percentile Speed	Date
51 AVE S S/O S BANGOR ST	NB	30	34.9	5/3/12
51 AVE S S/O S BANGOR ST	SB	30	34	5/3/12
S GENESEE ST E/O 38 AVE S	EB	25	31.4	6/11/12
S GENESEE ST E/O 38 AVE S	WB	25	31.4	6/11/12
EAST MARGINAL WAY S SE/O BOEING DR	NWB	35	47	6/25/12
EAST MARGINAL WAY S SE/O BOEING DR	SEB	35	45.4	6/25/12
RAINIER AVE S S/O M L KING JR WAY S	NB	35	34	11/8/12
RAINIER AVE S S/O M L KING JR WAY S	SB	35	36.1	11/8/12
RAINIER AVE S NW/O S HOLLY ST*	NWB	35	38.5	11/8/12
RAINIER AVE S NW/O S HOLLY ST*	SEB	35	37.2	11/8/12
M L KING *ER WAY S NW/O S EDMUNDS ST	NWB	35	36.3	11/8/12
M L KING *WR WAY S NW/O S EDMUNDS ST	SEB	35	36.7	11/8/12
M L KING *WR WAY S S/O S NORFOLK ST	SB	35	43.4	11/15/12
SW BARTON ST W/O 31 AVE SW	EB	30	33.2	6/21/12
SW BARTON ST W/O 31 AVE SW	WB	30	35	6/21/12
WEST MARGINAL WAY SW NW/O 2 AVE SW	NWB	35	41	9/19/12
WEST MARGINAL WAY SW NW/O 2 AVE SW	SEB	35	40.3	9/19/12
35 AVE SW N/O SW ROXBURY ST	NB	30	34.9	9/19/12
35 AVE SW N/O SW ROXBURY ST	SB	30	36.2	9/19/12
CALIFORNIA AVE SW S/O SW ERSKINE ST	NB	30	31.7	9/19/12
CALIFORNIA AVE SW S/O SW ERSKINE ST	SB	30	31.4	9/19/12
CALIFORNIA AVE SW S/O SW CHARLESTOWN ST	NB	30	31.4	11/27/12
CALIFORNIA AVE SW S/O SW CHARLESTOWN ST	SB	30	30.2	11/27/12
FAUNTLEROY WAY SW S/O SW ALASKA ST*	NB	30	34	11/29/12
FAUNTLEROY WAY SW S/O SW ALASKA ST*	SB	30	33.6	11/29/12
15 AVE W N/O W ARMORY WAY	NB	35	42.1	4/17/12
15 AVE W N/O W ARMORY WAY	SB	35	41.8	4/17/12

***** Annual Count – others on a four year cycle

Historical Collision Data

All Reported Collisions

Year	Statewide Collisions	Seattle Collisions	Police Reported	Self-Reported
2012	99,612	12,747	11,581	1,166
2011	98,881	12,447	11,339	1,108
2010	101,887	*12,554	11,336	*1,218
2009	103,008	13,358	11,870	1,488
2008	110,494	14,217	12,674	1,543
2007	118,829	15,133	13,562	1,571
2006	122,172	15,966	14,406	1,560
2005	123,158	16,146	14,408	1,738
2004	114,268	15,522	13,665	1,857
2003	113,313	16,053	13,973	2,080

* Estimated

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

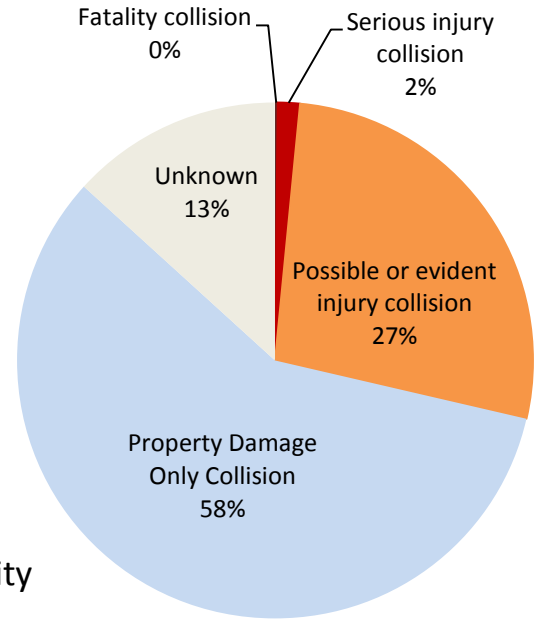
Pedestrian Collisions			
Year	**Total Collisions**	**Injury Collisions**	**Fatal Collisions**
2002	486	442	5
2003	465	416	11
2004	462	357	10
2005	486	432	8
2006	574	513	9
2007	493	448	5
2008	471	419	9
2009	460	402	11
2010	517	442	6
2011	398	356	2
2012	487	428	8

Bicycle Collisions			
Year	**Total Collisions**	**Injury Collisions**	**Fatal Collisions**
2002	316	275	1
2003	279	232	0
2004	267	214	1
2005	297	250	0
2006	372	313	2
2007	361	314	1
2008	368	310	2
2009	392	326	4
2010	367	302	1
2011	352	290	3
2012	407	359	1

2012 Collision Data for All Collisions

2012 Total Collisions by State Collision Type

Collision Type	Collisions	Percent of All Collisions
Parked Car	2275	17.8%
Right Angle	2068	16.2%
Rear End	1942	15.2%
Sideswipe	1224	9.6%
Left Turn	845	6.6%
Struck Fixed Object	819	6.4%
Pedestrian	455	3.6%
Bicycle	351	2.8%
Right Turn	191	1.5%
Opposite Direction - Not Head On	82	0.6%
Vehicle Overturned	65	0.5%
Head On	51	0.4%
Other	16	0.1%
Train	13	0.1%
No Data	2350	18.4%
Total	**12747**	**100.0%**



2012 Collision Severity

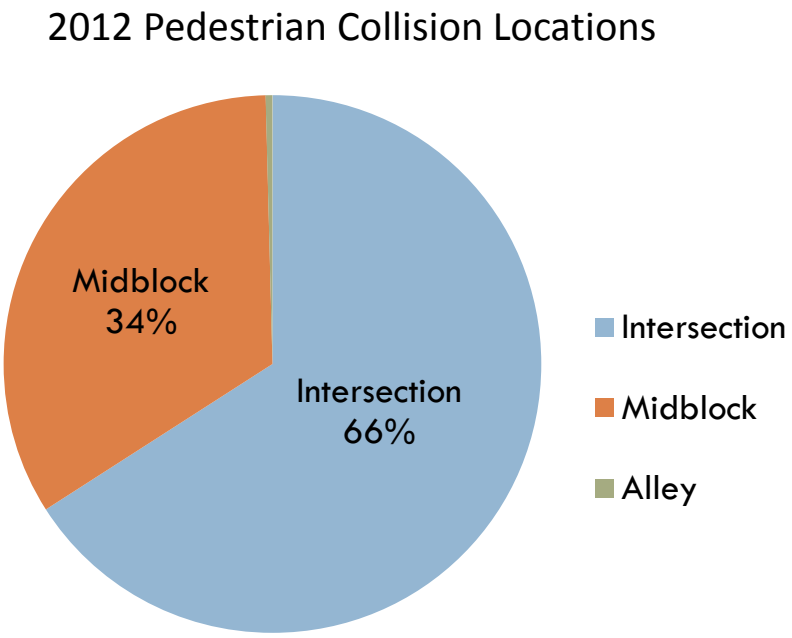
Contributing Circumstances for All 2012 Collisions

Contributing Circumstance	Fatality collision	Serious injury collision	Possible or evident injury collision	Property Damage Only Collision	Total
None	21	147	2994	4194	**7356**
Other	2	31	627	2379	**3039**
Did not Grant Right of Way to Vehicle	3	46	799	1426	**2274**
Inattention	1	14	421	770	**1206**
Following Too Closely		2	348	524	**874**
Improper Turn		3	94	420	**517**
Disregard Stop and Go Light	5	17	236	242	**500**
Under the Influence of Alcohol	4	16	178	297	**495**
Exceeding Reasonable and Safe Speed	4	15	173	278	**470**
Did not Grant Right of Way to Pedestrian	1	39	355	33	**428**
Improper Backing			30	385	**415**
Over Center Line	4	4	77	224	**309**
Disregard Stop Sign/Flashing Red		6	112	121	**239**
Operating Defective Equipment		2	45	113	**160**
Exceeding Stated Speed Limit	4	6	46	62	**118**
Improper Passing		1	23	89	**113**
Driver Distractions Outside Vehicle		1	47	63	**111**
Improper U-Turn		2	33	72	**107**
Unknown Driver Distraction			34	71	**105**
Apparently Ill	1	4	35	25	**65**
Other Driver Distractions Inside Vehicle		1	18	40	**59**
Driver Interacting with Passengers Inside Vehicle		1	23	32	**56**
Apparently Asleep		1	21	30	**52**
Driver Operating Handheld Phone			17	30	**47**
Under the Influence of Drugs		5	18	16	**39**
Improper Parking Location				35	**35**
Disregard Yield Sign/Flashing Yellow			13	21	**34**
Driver Operating Other Electronic Devices			12	14	**26**
Failure to Use Xwalk		6	15	2	**23**
Driver Adjusting Audio or Entertainment System			10	7	**17**
Driver Eating or Drinking			6	8	**14**
Headlight Violation		1	10	2	**13**
Apparently Fatigued			7	6	**13**
Failing To Signal			7	6	**13**
Improper Signal		1	1	4	**6**
On Wrong Side OF Road			6		**6**
Had Taken Medication			2	3	**5**
Driver Smoking	1		2	1	**4**
Driver Operating hands-free Phone			4		**4**
Disregard Flagger/Officer				4	**4**
Driver Reading or Writing			2		**2**

2012 Fatalities on Seattle Streets

Location	Collision Date	Time	Collision Type	Description	Age	Sex
4th Ave S btwn S Dawson St and 4th Ave S Viaduct	02/02/12	6:44 AM	Vehicle	Crossed centerline and stuck multiple vehicles, last impact head-on	53	F
Alaskan Way Viaduct SB at King St	04/01/12	10:13PM	Motorcycle	Motorcycle lost control and struck jersey barrier	48	F
Alaskan Way and Wall St	04/14/12	9:00 PM	Pedestrian	Pedestrian crossed against light and was struck by vehicle	49	M
N 34th St btwn Burke Ave N and Wallingford Ave N	05/17/12	12:32 PM	Vehicle	Vehicle collided with pole on shoulder	72	F
Boren Ave and Pike St	05/29/12	6:19 AM	Bike	Bicycle stuck vehicle	18	M
Rainier Ave S and 23rd Ave S	06/08/12	8:55 AM	Pedestrian	Vehicle struck ped in crosswalk crossing against light	80	F
West Marginal Way SW btwn SW Brandon and SW Front	06/24/12	2:03 PM	Motorcycle	Motorcycle ran off road and struck fixed object	68	M
Elliott Ave W btwn W Lee and W Garfield St	07/17/12	6:22 AM	Vehicle	Vehicle crossed into oncoming traffic at high speed	56	F
15th Ave NE and NE 104th St	08/05/12	1:50 AM	Pedestrian	Vehicle struck ped sitting in the roadway	32	M
Rainier Ave S and S Mt Baker Blvd	09/05/12	8:42 PM	Pedestrian	Vehicle struck pedestrian not in crosswalk	59	M
West Seattle Freeway WB at Harbor Island	09/08/12	12:17PM	Vehicle	Vehicle struck jersey barrier	72	M
3rd Ave and Wall St	09/18/12	5:59AM	Vehicle	Right angle collision	57	F
MLK Jr Way S and S Myrtle St	10/04/12	7:56 PM	Pedestrian	Vehicle struck ped crossing against signal in crosswalk		M
Ballard Bridge	10/13/12	8:17AM	Vehicle	Car crossed centerline and collided with another car	72	F
NE 145th St and 30th Ave NE	10/24/12	9:57AM	Vehicle	Truck ran red light, right angle collision with cars	67	M
2nd Ave W and Mercer St	10/30/12	2:47PM	Pedestrian	Right turning truck struck pedestrian in crosswalk	88	M
38th Ave S and S Cambridge St	11/11/12	8:00PM	Vehicle	Vehicle struck pole	16	M
38th Ave S and S Cambridge St	11/11/12	8:00PM	Vehicle	Vehicle struck pole	13	F
MLK Jr Way S and S Edmunds St	12/15/12	5:41PM	Pedestrian	Pedestrian struck by light rail train	46	M
Lake City Way NE and NE 110th St	12/26/12	6:55PM	Pedestrian	Vehicle struck pedestrian not in crosswalk	55	M

2012 Pedestrian Collision Data



Collision Location	Count
Intersection	321
Midblock	164
Alley	2
Total	**487**

Contributing Circumstances for Drivers in 2012 Pedestrian Collisions

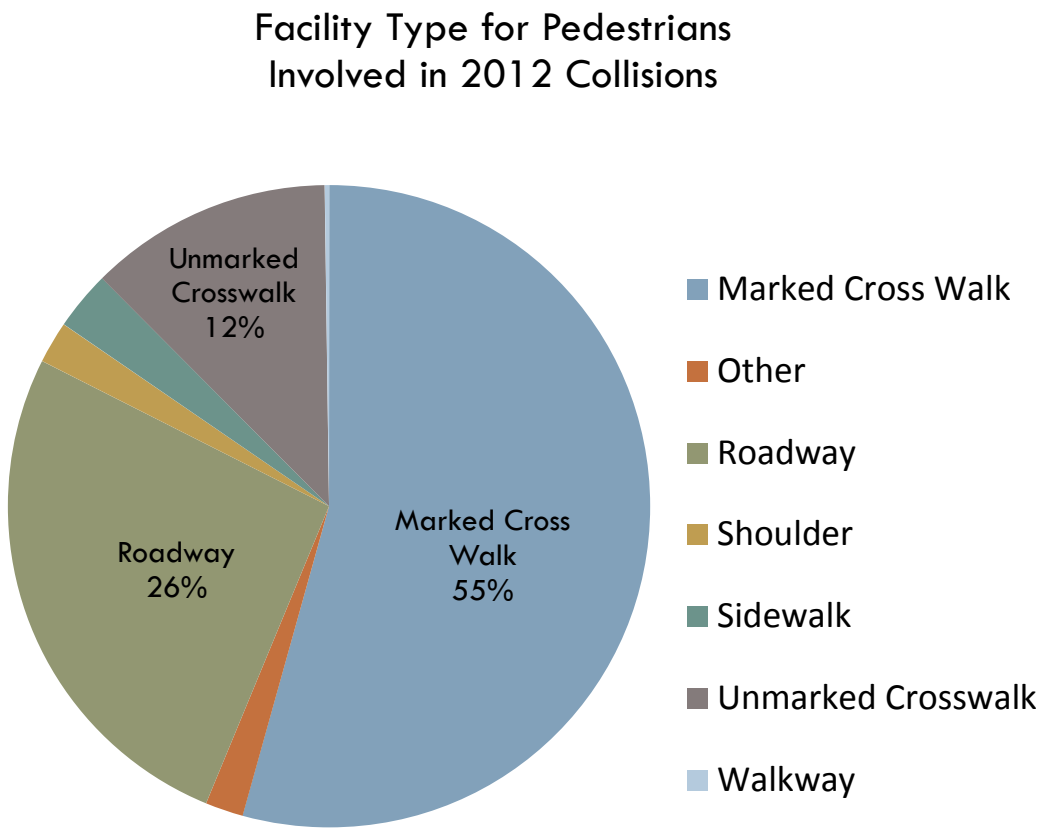
Contributing Circumstances	Fatality collision	Serious injury collision	Possible or evident injury collision	Property Damage Only Collision	Total
Did not Grant Right of Way to Pedestrian	1	29	195	14	239
None	6	23	75	14	118
Other		4	47	3	54
Inattention		1	10	2	13
Disregard Stop and Go Light		2	6		8
Improper Backing			5	3	8
Under the Influence of Alcohol	1	1	4		6
Exceeding Reasonable and Safe Speed			3	1	4
Unknown Driver Distraction			3		3
Disregard Stop Sign/Flashing Red			2		2
Driver Distractions Outside Vehicle			2		2
Exceeding Stated Speed Limit			2		2
Operating Defective Equipment			2		2
Apparently Fatigued			1		1
Apparently Ill			1		1
Did not Grant Right of Way to Vehicle			1		1
Driver Reading or Writing			1		1
Improper Turn			1		1
Improper U-Turn			1		1
Other Driver Distractions Inside Vehicle			1		1
Over Center Line			1		1
Total	**8**	**60**	**375**	**37**	**480**

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

Injury Class of Pedestrians Involved in 2012 Collisions by Facility Type

Facility Type	No Injury	Possible Injury	Non Serious Injury	Serious Injury	Fatality	Unknown	Total
Marked Cross Walk	13	114	94	26	5	5	257
Roadway	6	51	37	19	3	8	124
Unmarked Crosswalk	4	25	19	10			58
Sidewalk	2	5	5	2			14
Other		5	2	1		1	9
Shoulder		3	5			2	10
Walkway		1					1
Total	**25**	**204**	**162**	**58**	**8**	**16**	**473**

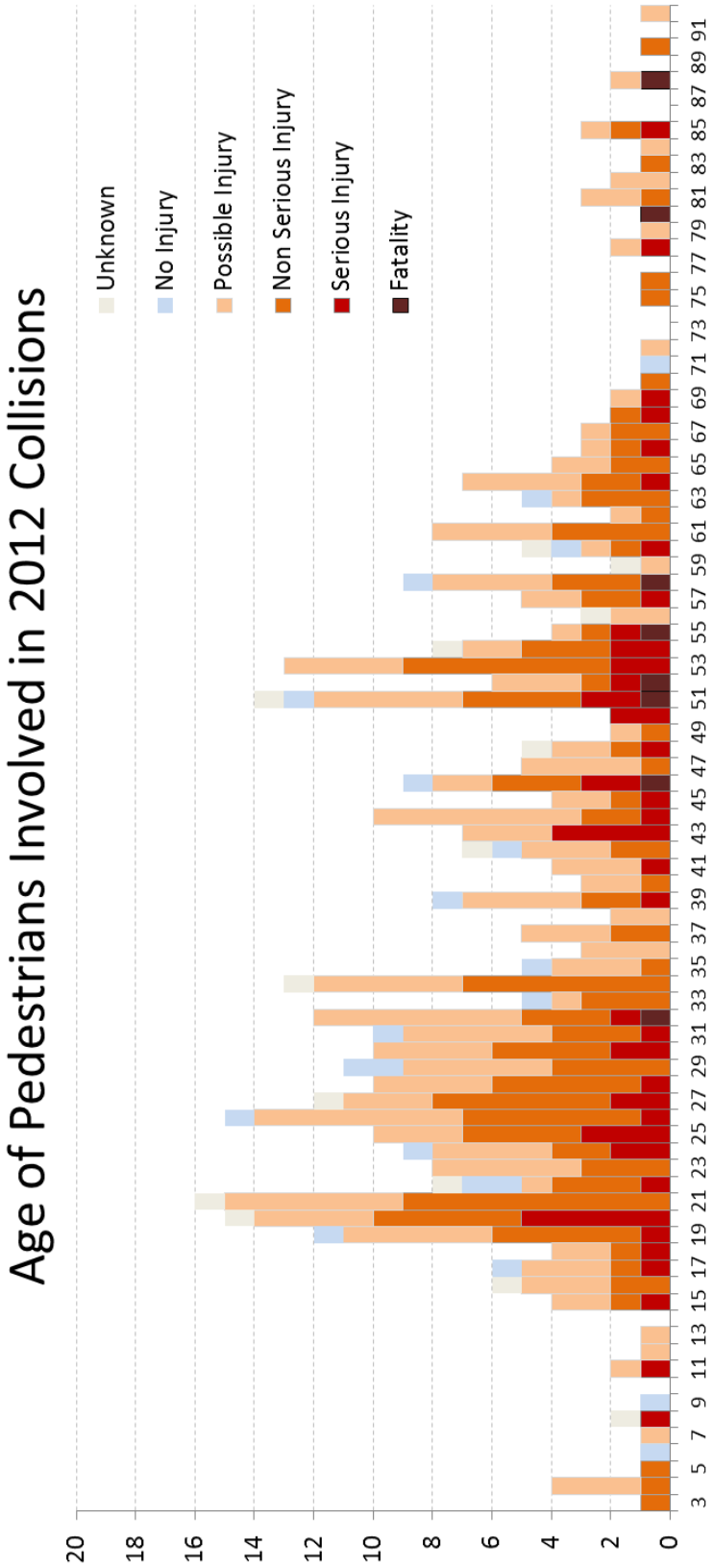
For collisions with State data



Injury Class of Pedestrians Involved in Collisions in 2012

Age Group	No Injury	Possible Injury	Non Serious Injury	Serious Injury	Fatality	Unknown	Total	Percent of Total
3 to 14	2	7	3	2	0	1	15	3%
15 to 24	5	35	32	12	0	4	88	19%
25 to 34	5	44	45	11	1	2	108	23%
35 to 44	3	33	10	7	0	1	54	11%
45 to 54	2	25	22	13	3	3	68	14%
55 to 64	3	21	17	4	2	3	50	11%
65 and Over	1	16	13	5	2	0	37	8%
Missing	4	23	20	4		2	53	11%
Total	**25**	**204**	**162**	**58**	**8**	**16**	**473**	**100%**

For collisions with State data

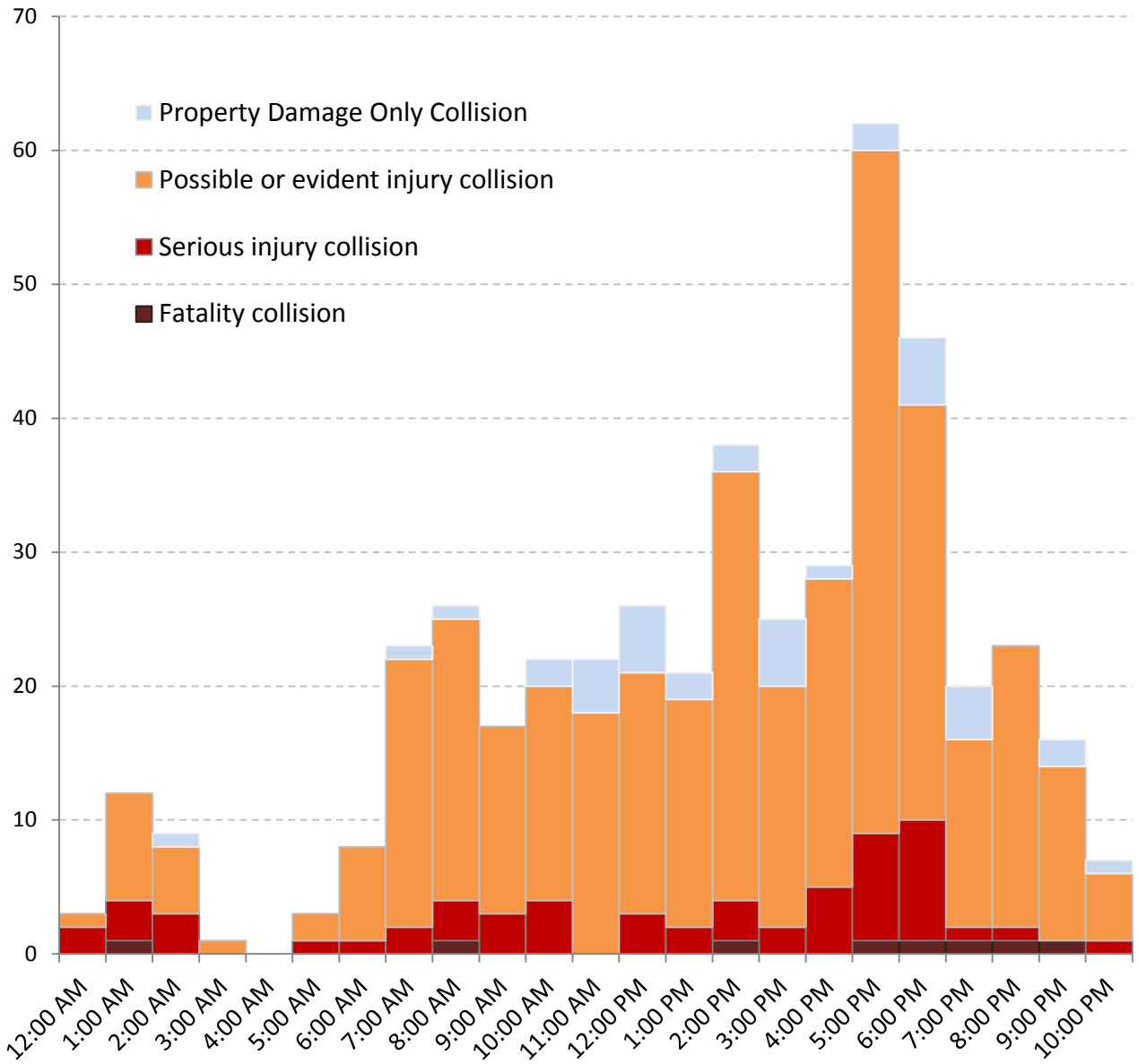

Age of Pedestrians Involved in 2012 Collisions
Unknown
No Injury
Possible Injury
Non Serious Injury
Serious Injury
Fatality
0
2
4
6
8
10
12
14
16
18
20
3 5 7 9 11 13 15 17 19 21 23 25 27 29 31 33 35 37 39 41 43 45 47 49 51 53 55 57 59 61 63 65 67 69 71 73 75 77 79 81 83 85 87 89 91

2012 Pedestrian Severity by Hour of Day

Hour of the Day	Fatality collision	Serious injury collision	Possible or evident injury collision	Property Damage Only Collision	Total
12:00 AM		2	1		3
1:00 AM	1	3	8		12
2:00 AM		3	5	1	9
3:00 AM			1		1
4:00 AM					0
5:00 AM		1	2		3
6:00 AM		1	7		8
7:00 AM		2	20	1	23
8:00 AM	1	3	21	1	26
9:00 AM		3	14		17
10:00 AM		4	16	2	22
11:00 AM			18	4	22
12:00 PM		3	18	5	26
1:00 PM		2	17	2	21
2:00 PM	1	3	32	2	38
3:00 PM		2	18	5	25
4:00 PM		5	23	1	29
5:00 PM	1	8	51	2	62
6:00 PM	1	9	31	5	46
7:00 PM	1	1	14	4	20
8:00 PM	1	1	21		23
9:00 PM	1		13	2	16
10:00 PM		1	5	1	7
11:00 PM		2	12		14
Total	**8**	**59**	**368**	**38**	**473**

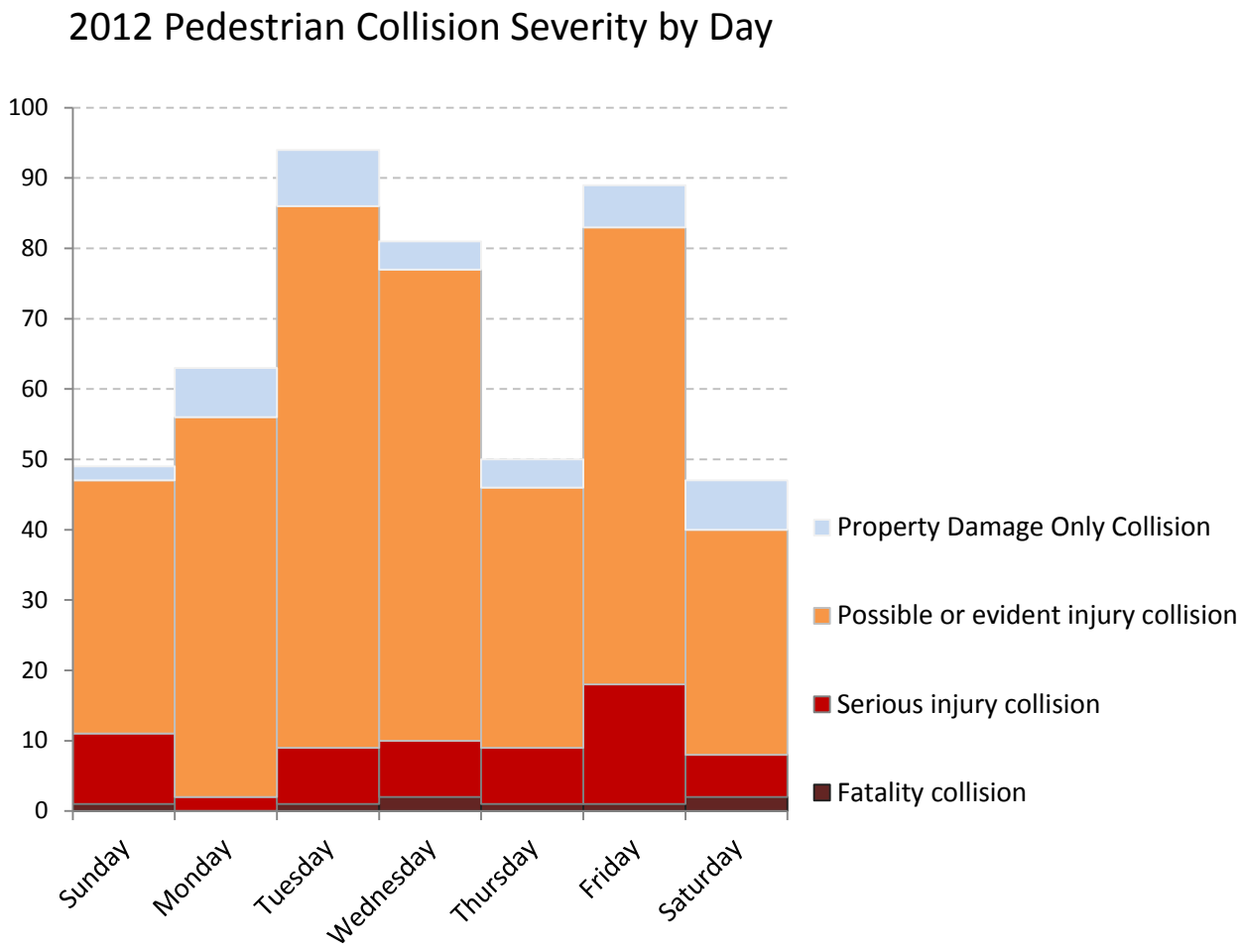
For collisions with State data

2012 Pedestrian Collision Severity by Hour of Day



2012 Pedestrian Collision Severity by Day of Week					
Day of the Week	Fatality collision	Serious injury collision	Possible or evident injury collision	Property Damage Only Collision	Total
Sunday	1	10	36	2	49
Monday		2	54	7	63
Tuesday	1	8	77	8	94
Wednesday	2	8	67	4	81
Thursday	1	8	37	4	50
Friday	1	17	65	6	89
Saturday	2	6	32	7	47
Total	**8**	**59**	**368**	**38**	**473**

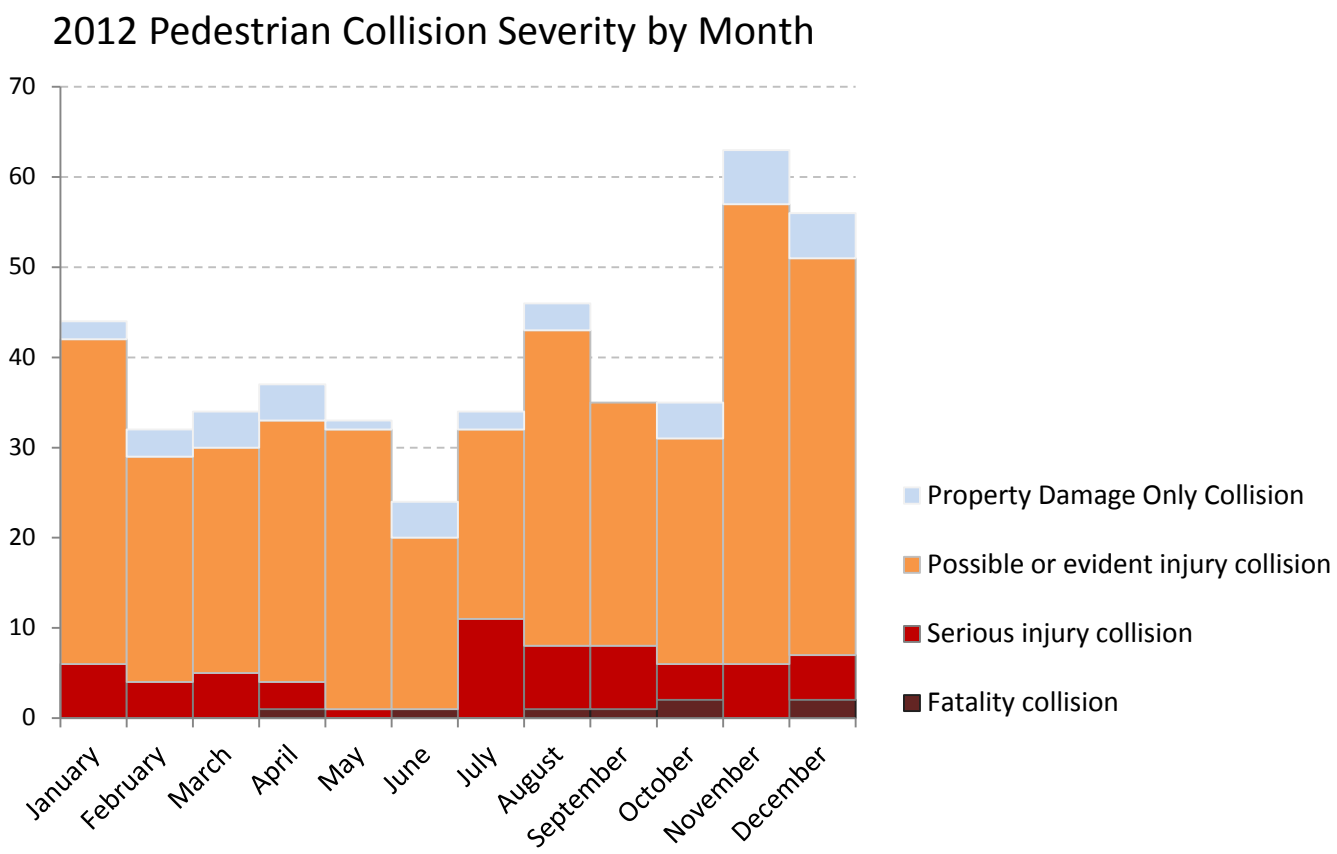
For collisions with State data



2012 Pedestrian Collision Severity by Month

Month	Fatality collision	Serious injury collision	Possible or evident injury collision	Property Damage Only Collision	Total
January		6	36	2	44
February		4	25	3	32
March		5	25	4	34
April	1	3	29	4	37
May		1	31	1	33
June	1		19	4	24
July		11	21	2	34
August	1	7	35	3	46
September	1	7	27		35
October	2	4	25	4	35
November		6	51	6	63
December	2	5	44	5	56
Total	**8**	**59**	**368**	**38**	**473**

For collisions with State data



2012 Pedestrian Collision Severity by Vehicle Action	Fatality	Serious Injury	Possible or Evident Injury	Property Damage Only	Unknown	Total
Bicycle		1	12			13
Entering At Angle			1			1
Not Stated			1			1
One Car Entering Parked Position				1		1
Sideswipe		1				1
Vehicle Backing Hits Pedestrian			15	2		17
Vehicle Going Straight Hits Pedestrian	6	38	159	18		221
Vehicle Hits Pedestrian - All Other Actions		2	4	1		7
Vehicle Overturned			1			1
Vehicle Struck Moving Train	1					1
Vehicle Turning Left Hits Pedestrian		14	113	9		136
Vehicle Turning Right Hits Pedestrian	1	4	62	7		74
No Data					13	13
Total	**8**	**60**	**368**	**38**	**13**	**487**

Injury Class of Pedestrians Involved in 2012 Collisions by Weather

Weather	No Injury	Possible Injury	Non Serious Injury	Serious Injury	Unknown	Fatality	Total
Clear or Partly Cloudy	19	89	92	34	9	5	248
Overcast	2	30	25	6	2		65
Raining	4	79	41	17	4	3	148
Sleet/Hail/Freezing Rain		1					1
Snowing		1					1
Other			1				1
Unknown		4	3	1	1		9
Total	**25**	**204**	**162**	**58**	**16**	**8**	**473**

For collisions with State data

2012 Pedestrian Collisions by Light Conditions	
Light Condition	**Total**
Daylight	282
Dark - Street Lights On	160
Dusk	14
No Data	13
Dawn	7
Unknown	6
Dark - Street Lights Off	3
Dark - No Street Lights	1
Other	1
Total	**487**

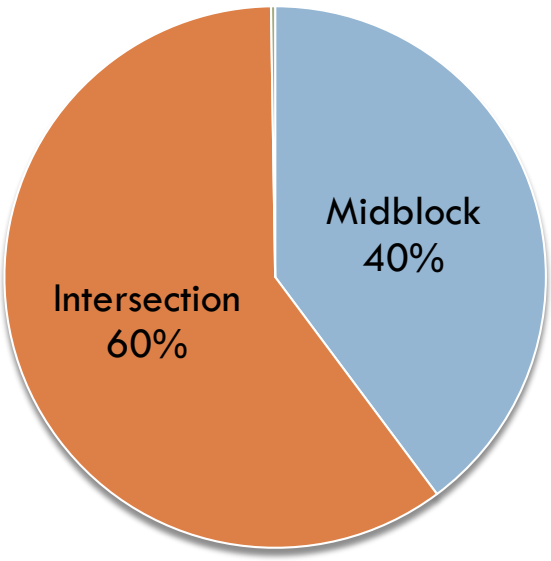
2012 Pedestrian Collisions by Road Conditions	
Road Condition	**Total**
Dry	269
Wet	192
No Data	13
Unknown	9
Ice	2
Snow/Slush	2
Total	**487**

Injury Class for Pedestrians Involved in 2012 Collisions by Clothing Type

Clothing	No Injury	Possible Injury	Non Serious Injury	Serious Injury	Fatality	Unknown	Total
None Listed		1			2		3
Dark	9	67	47	18	1	8	150
Light	2	15	16	2			35
Mixed	12	119	97	38	5	8	279
Retro-Reflective	2	2	2				6
Total	**25**	**204**	**162**	**58**	**8**	**16**	**473**

For collisions with State data

2012 Bicycle Collision Data



2012 Bike Collision Locations

Contributing Circumstance for Cyclists in 2012 Bike Collisions

Contributing Circumstance	Property Damage Only Collision	Possible or evident injury collision	Serious injury collision	Fatality collision	Total
None	18	179	14		211
Other	10	51	4		65
Did not Grant Right of Way to Vehicle	3	30			33
Disregard Stop and Go Light	1	11	3	1	16
Inattention		10	1		11
Exceeding Reasonable and Safe Speed	1	4	1		6
On Wrong Side of Road		6			6
Headlight Violation		5	1		6
Disregard Stop Sign/Flashing Red	1	4			5
Did not Grant Right of Way to Pedestrian		3			3
Under the Influence of Alcohol		3			3
Unknown Driver Distraction		2			2
Following Too Closely		2			2
Improper Passing		2			2
Failing To Signal		2			2
Driver Smoking		1			1
Over Center Line	1				1
Exceeding Stated Speed Limit		1			1
Improper Turn		1			1
Operating Defective Equipment		1			1
Driver Operating Handheld Phone		1			1
Total	**35**	**319**	**24**	**1**	**379**

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

Contributing Circumstance for Drivers in 2012 Bike Collisions

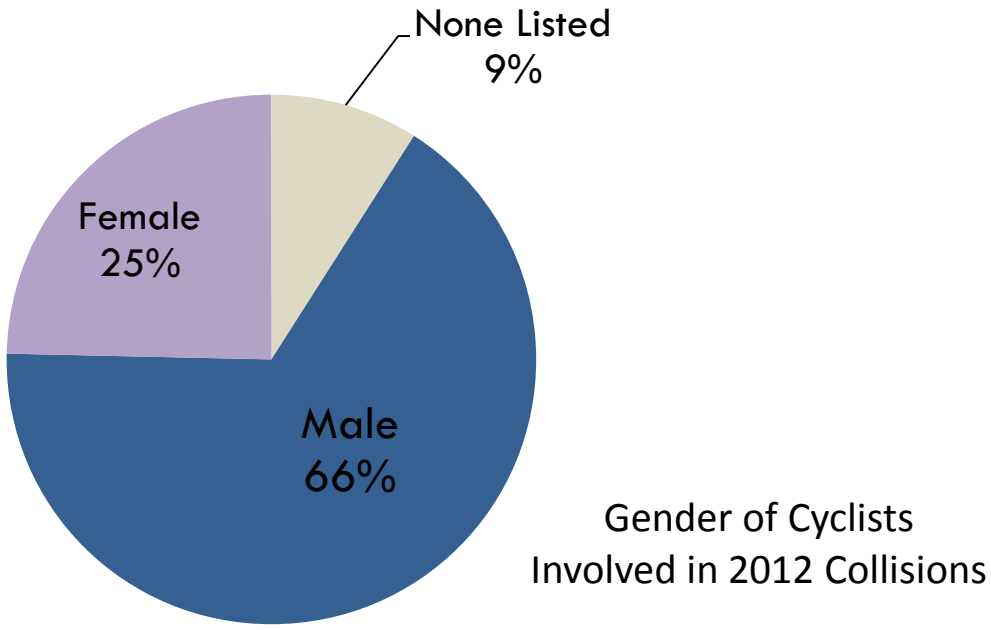
Contributing Circumstance	Property Damage Only Collision	Possible or evident injury collision	Serious injury collision	Fatality collision	Total
Did not Grant Right of Way to Pedestrian	20	151	9		180
None	9	87	8	1	105
Other	6	47	4		57
Inattention	2	16	1		19
Did not Grant Right of Way to Vehicle	1	6			7
Disregard Stop Sign/Flashing Red		6	1		7
Improper Turn		6	1		7
Exceeding Reasonable and Safe Speed	1	3			4
Following Too Closely	2	2			4
Driver Distractions Outside Vehicle		4			4
Improper Passing		2			2
Disregard Stop and Go Light		2			2
Under the Influence of Alcohol		2			2
Failing To Signal		2			2
Other Driver Distractions Inside Vehicle		1			1
Exceeding Stated Speed Limit		1			1
Improper U-Turn		1			1
Over Center Line		1			1
Total	**41**	**340**	**24**	**1**	**406**

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

Injury Class for Cyclists Involved in 2012 Bike Collisions

Gender	Unknown	No Injury	Possible Injury	Non Serious Injury	Serious Injury	Fatality	Total
None Noted	5	2	10	15	1		33
Male	4	22	72	125	18	1	242
Female		6	27	53	4		90
Total	**9**	**30**	**109**	**193**	**23**	**1**	**365**

For collisions with State data

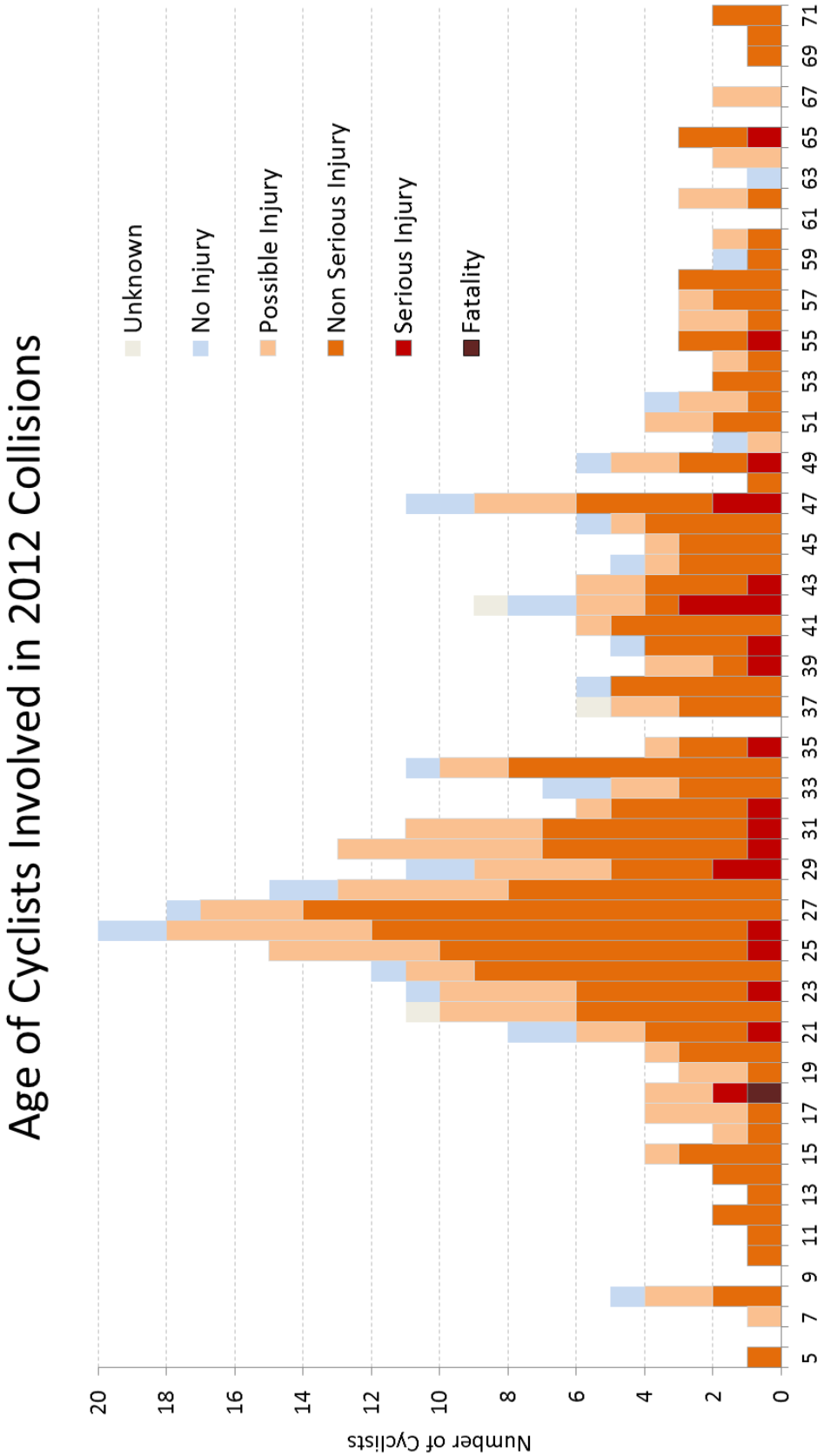


Gender of Cyclists Involved in 2012 Collisions

Injury Class for Cyclists Involved in 2012 Collisions by Age

Age Group	No Injury	Possible Injury	Non Serious Injury	Serious Injury	Fatality	Unknown	Total	Percent of Total
5 to 14	1	3	10				14	4%
15 to 24	4	22	32	3	1	1	63	17%
25 to 34	10	38	72	7			127	35%
35 to 44	5	11	26	7		2	51	14%
45 to 54	6	13	20	3			42	12%
55 to 64	2	8	11	1			22	6%
65 and over		2	6	1			9	2%
Missing	2	12	16	1		6	37	10%
Total	**30**	**109**	**193**	**23**	**1**	**9**	**365**	100%

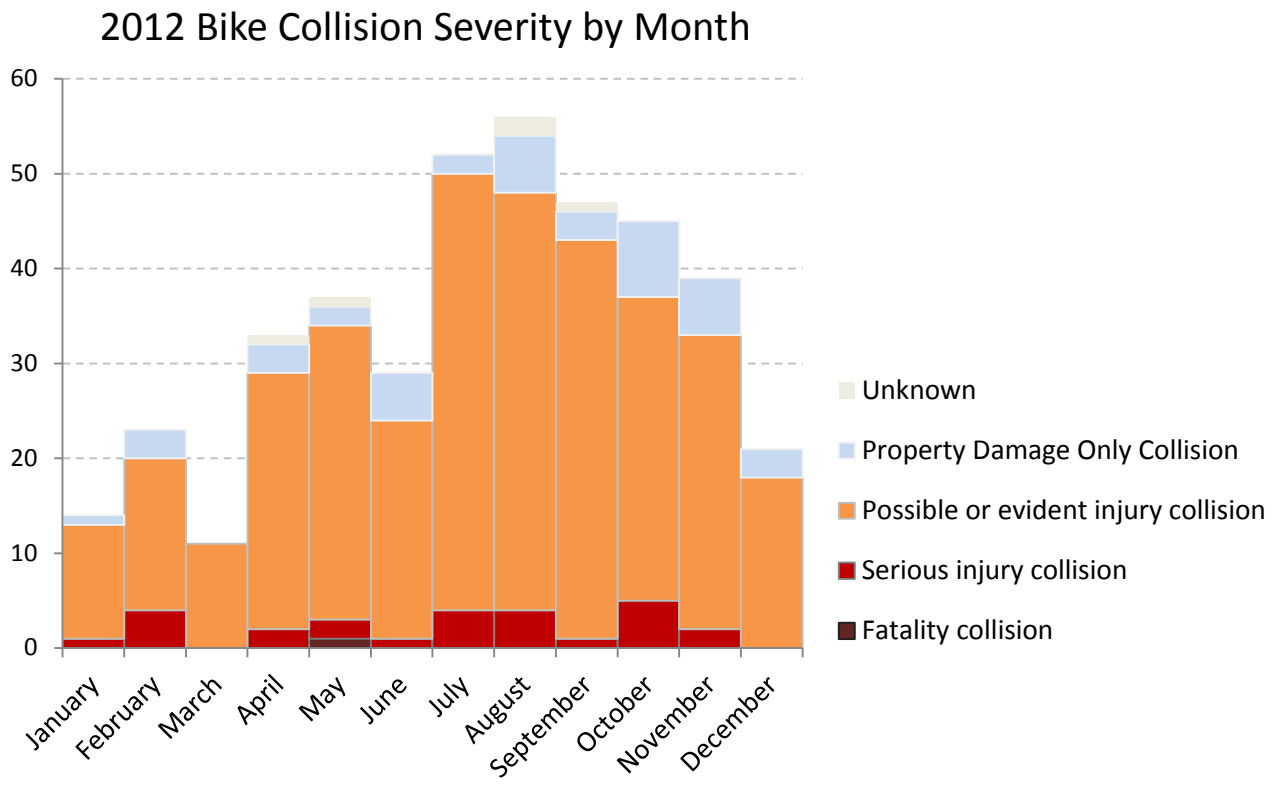
For collisions with State data


Age of Cyclists Involved in 2012 Collisions
Unknown
No Injury
Possible Injury
Non Serious Injury
Serious Injury
Fatality
Number of Cyclists
0
2
4
6
8
10
12
14
16
18
20
5
7
9
11
13
15
17
19
21
23
25
27
29
31
33
35
37
39
41
43
45
47
49
51
53
55
57
59
61
63
65
67
69
71

2012 Bike Collision Severity by Month

Month	Fatality collision	Serious injury collision	Possible or evident injury collision	Property Damage Only Collision	Unknown	Total
January		1	12	1		**14**
February		4	16	3		**23**
March			11			**11**
April		2	27	3	1	**33**
May	1	2	31	2	1	**37**
June		1	23	5		**29**
July		4	46	2		**52**
August		4	44	6	2	**56**
September		1	42	3	1	**47**
October		5	32	8		**45**
November		2	31	6		**39**
December			18	3		**21**
Total	**1**	**26**	**333**	**42**	**5**	**407**

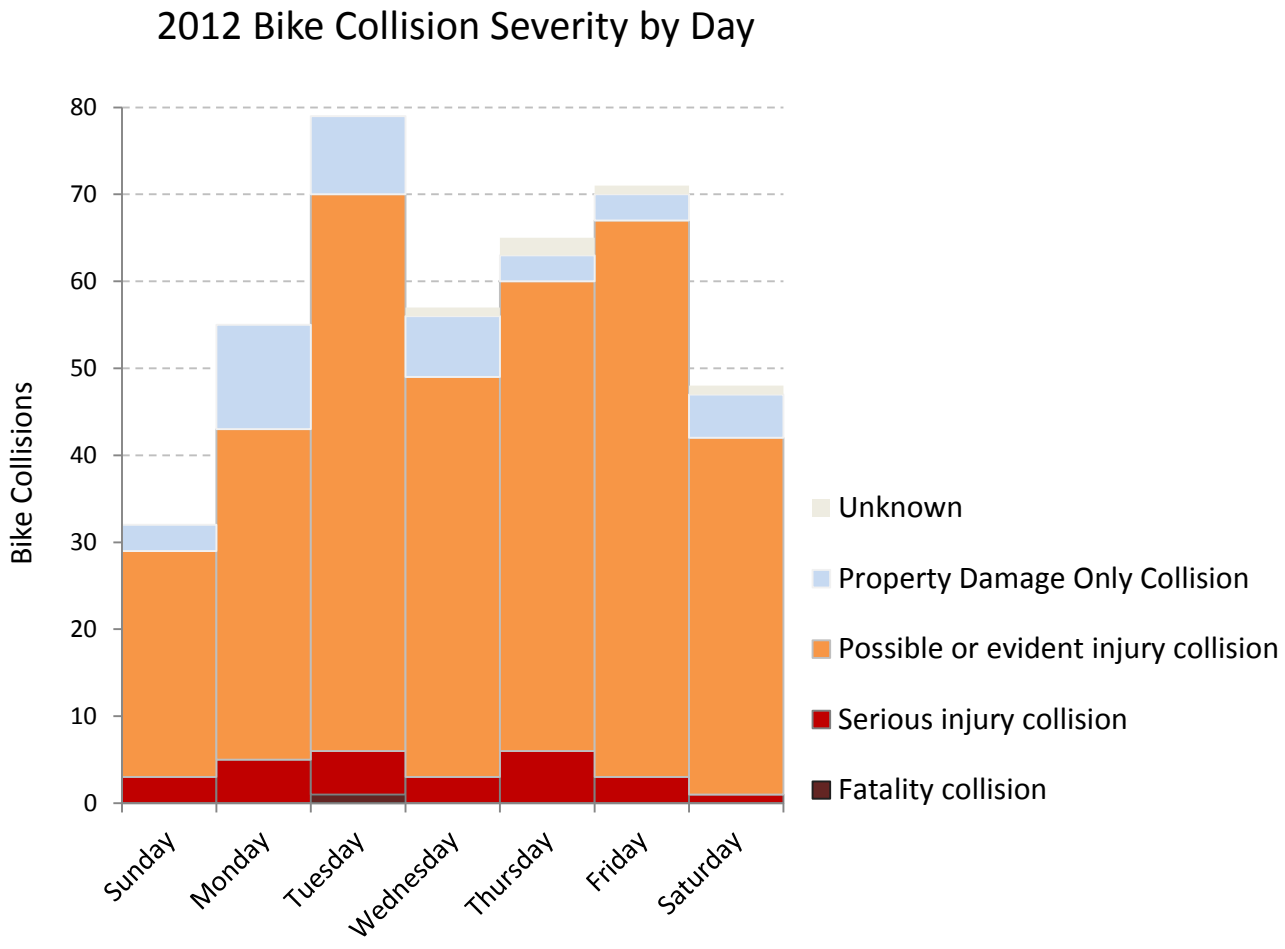
For collisions with State data



2012 Bike Collision Severity by Day of Week

Day of the Week	Fatality collision	Serious injury collision	Possible or evident injury collision	Property Damage Only Collision	Unknown	Total
Sunday		3	26	3		**32**
Monday		5	38	12		**55**
Tuesday	1	5	64	9		**79**
Wednesday		3	46	7	1	**57**
Thursday		6	54	3	2	**65**
Friday		3	64	3	1	**71**
Saturday		1	41	5	1	**48**
Total	**1**	**26**	**333**	**42**	**5**	**407**

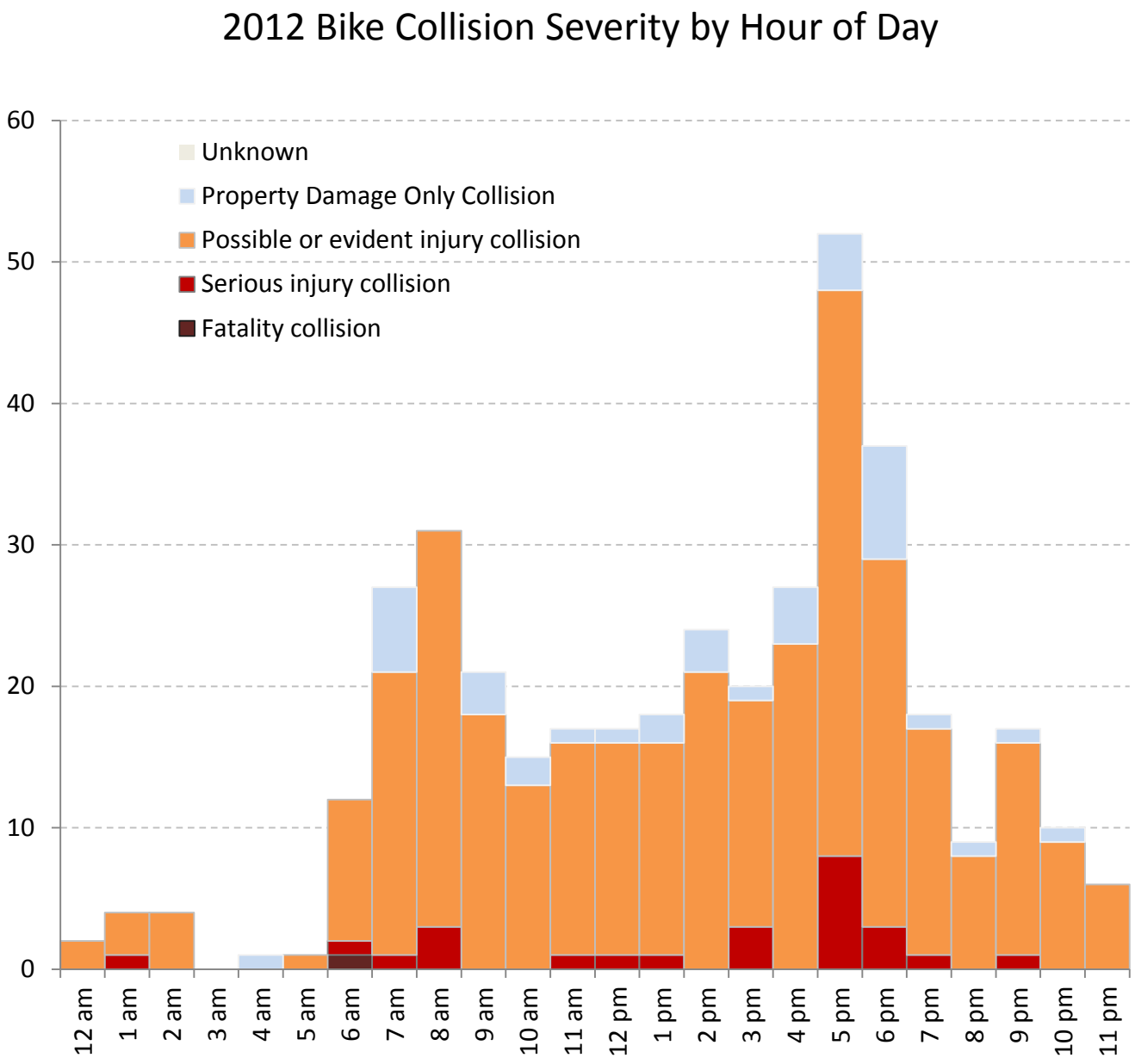
For collisions with State data



2012 Bike Collisions by Hour of Day

Hour of the Day	Fatality collision	Serious injury collision	Possible or evident injury collision	Property Damage Only Collision	Unknown	Total
12 am			2			**2**
1 am		1	3			**4**
2 am			4			**4**
3 am						
4 am				1		**1**
5 am			1			**1**
6 am	1	1	10			**12**
7 am		1	20	6		**27**
8 am		3	28			**31**
9 am			18	3		**21**
10 am			13	2		**15**
11 am		1	15	1		**17**
12 pm		1	15	1		**17**
1 pm		1	15	2		**18**
2 pm			21	3		**24**
3 pm		3	16	1		**20**
4 pm			23	4		**27**
5 pm		8	40	4		**52**
6 pm		3	26	8		**37**
7 pm		1	16	1		**18**
8 pm			8	1		**9**
9 pm		1	15	1		**17**
10 pm			9	1		**10**
11 pm			6			**6**
Missing		1	9	2	5	**17**
Total	**1**	**26**	**333**	**42**	**5**	**407**

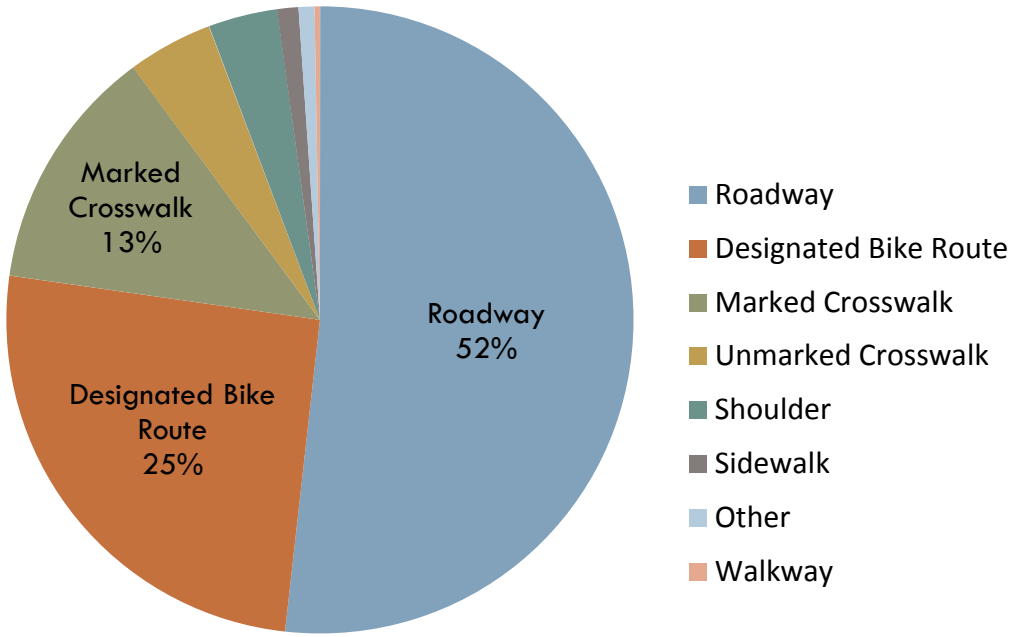
For collisions with State data


2012 Bike Collision Severity by Hour of Day
60
50
40
30
20
10
0
Unknown
Property Damage Only Collision
Possible or evident injury collision
Serious injury collision
Fatality collision
12 am
1 am
2 am
3 am
4 am
5 am
6 am
7 am
8 am
9 am
10 am
11 am
12 pm
1 pm
2 pm
3 pm
4 pm
5 pm
6 pm
7 pm
8 pm
9 pm
10 pm
11 pm

Injury Class of Cyclists Involved in 2012 Collisions by Facility Type

Facility Type	No Injury	Possible Injury	Non Serious Injury	Serious Injury	Fatality	Unknown	Total
Roadway	15	53	104	11	1	5	189
Designated Bike Route	6	26	55	4		2	93
Marked Crosswalk	6	21	16	2		1	46
Unmarked Crosswalk	1	2	8	4		1	16
Shoulder	1	5	5	2			13
Sidewalk	1		3				4
Other		2	1				3
Walkway			1				1
Total	**30**	**109**	**193**	**23**	**1**	**9**	**365**

For collisions with State data



Facility Type for Cyclists Involved in 2012 Collisions

Injury Class of Cyclists Involved in 2012 Collisions by Weather

Weather	No Injury	Possible Injury	Non Serious Injury	Serious Injury	Fatality	Unknown	Total
Clear or Partly Cloudy	19	73	152	13	1	7	265
Overcast	4	18	22	7			51
Raining	6	18	18	3		1	46
Unknown	1		1			1	3
Total	**30**	**109**	**193**	**23**	**1**	**9**	**365**

For collisions with State data

Injury Class for Cyclists Involved in 2012 Collisions by Clothing Type

Clothing	No Injury	Possible Injury	Non Serious Injury	Serious Injury	Fatality	Unknown	Total
Non Listed	1	5	4				**10**
Dark	7	26	35	5	1	1	**75**
Light	3	13	29	2		2	**49**
Mixed	14	53	111	15		6	**199**
Retro-Reflective	4	12	11				**27**
Other Reflective	1		3	1			**5**
Total	**30**	**109**	**193**	**23**	**1**	**9**	**365**

For collisions with State data

Glossary

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

ADT: Average Daily Traffic. An average 24-hour traffic volume at a given location for some period of time less than a year.
AWDT: Average Weekday Daily Traffic. An average 24-hour traffic volume occurring on weekdays for some period of time less than one year, such as for a month or a season.
AADT: Average Annual Daily Traffic. The average 24-hour traffic volume at a given location over a full 365-day year.

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

No Injury: Applies when the officer at the scene has no reason to believe that, at the time of the collision, the person received any bodily harm due to the collision.
Possible Injury: Any injury reported to the officer or claimed by the individual such as momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, hysteria, etc. These are counted as injuries when the total number of injuries is presented.
Non Serious Injury (Evident Injury): Any injury other than fatal or disabling at the scene, including broken fingers or toes, abrasions, etc.
Serious Injury: This refers to any injury that results in at least a temporary impairment, e.g. a broken limb. It does not mean that the collision resulted in a permanent disability.
Fatality: This category includes persons who died at the scene of the collisions, were dead on arrival at the hospital, or died within 30 days of the collision from collision-related injuries.

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

Residential (Non-Arterial) Streets: Roadways that provide localized traffic circulation, including access to neighborhood land uses, commercial and industrial land uses, and access to higher level traffic streets.
Collector Arterials: Roadways that collect and distribute traffic from principal and minor arterials to local access streets or provide direct access to destinations.
Minor Arterials: Roadways that distribute traffic from principal arterials to collector arterials and access streets.
Principal Arterials: Roadways that are intended to serve as the primary routes for moving traffic through the city, connecting urban centers and urban villages to one another, or to the regional transportation network.

The Seattle Department of Transportation
700 5th Avenue, Suite 3800
PO Box 34996
Seattle, WA 98124-4996
(206) 684-ROAD
www.seattle.gov/transportation

making a DIFFERENCE

In order to minimize printing costs and reduce paper use,
a limited number of copies were printed on recycled paper.

This report is available to view at:
http://www.seattle.gov/transportation/reports.htm

SDOT
Seattle Department of Transportation