

2014 Annual Collision Summary



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June 2016: Corrected numbers on table 1, page 9

The Revised Code of Washington (RCW) 46.52.030 requires that a standard Police Traffic Collision Report (PTCR) be submitted when an injury or death occurs to any person, or there is damage to the property of any person to an apparent extent of seven hundred dollars or more. RCW 46.52.060 further prescribes that this information be tabulated and reported annually. The annual collision summary meets this requirement.

The annual collision summary is a collaborative effort between several traffic safety agencies. The Washington State Department of Transportation's (WSDOT) Transportation Data and GIS Office (TDGO), by contractual agreement with the Washington State Patrol (WSP), is responsible for collecting, processing, analyzing and disseminating collision data pertaining to all public roadways in Washington State. Information on these crashes is stored in the Collision Location and Analysis System (CLAS). The Washington Traffic Safety Commission (WTSC) is responsible for coding and analyzing all traffic fatalities that occur in Washington State as part of the federal Fatality Analysis Reporting System (FARS).

The source data used for collision information contained in this summary originates from collision reports submitted by law enforcement officers to WSP. WSP shares this information with WSDOT and WTSC for the CLAS and FARS databases. This report covers police officer reported collisions on all public roadways in Washington State for the year 2014. Other agencies contributing to this summary include WSP, the Department of Licensing (DOL), the Office of Financial Management (OFM), the Administrative Office of the Courts (AOC) and the Department of Health (DOH). This report reflects a snapshot of available 2014 data as of January 2016.

WSDOT provides data in this report with the understanding that it will not be used, contrary to the restrictions in United States Code 23 Section 409, in discovery or as evidence at trial in any action for damages against WSDOT, the State of Washington, or any other jurisdiction involved in the locations mentioned in the data. These entities expressly reserve the right, under Section 409, to object to the use of the data, including any opinions drawn from the data.

Contact information:

AOC – Data Dissemination 360-753-3365

DOH – Washington State Trauma Registry 360-236-2806

DOL – Research and Analysis Office 360-902-4082

OFM – Forecasting Division 360-902-0599

WSDOT – Crash and Data Reporting 360-570-2398

WSP – Collision Records Section 360-570-2355

WTSC – Research and Data Division 360-725-6874

MEDIA SUMMARY

Collision Clock



2014 Collision Clock

- A crash occurred every 5 minutes.
- A person died in a crash every 19 hours.
- A person was injured in a crash every 11 minutes.
- A motorcyclist was in a crash every 4 hours.
- A pedestrian or bicyclist was involved in a crash every 2 ½ hours.
- A pedestrian or bicyclist was killed in a crash every 4 days.
- A speeding driver was involved in a crash every 28 minutes.
- An inattentive/distracted driver was involved in a crash every 12 minutes.
- A person was killed by an impaired driver every 1 ½ days.

Washington's Numbers At a Glance

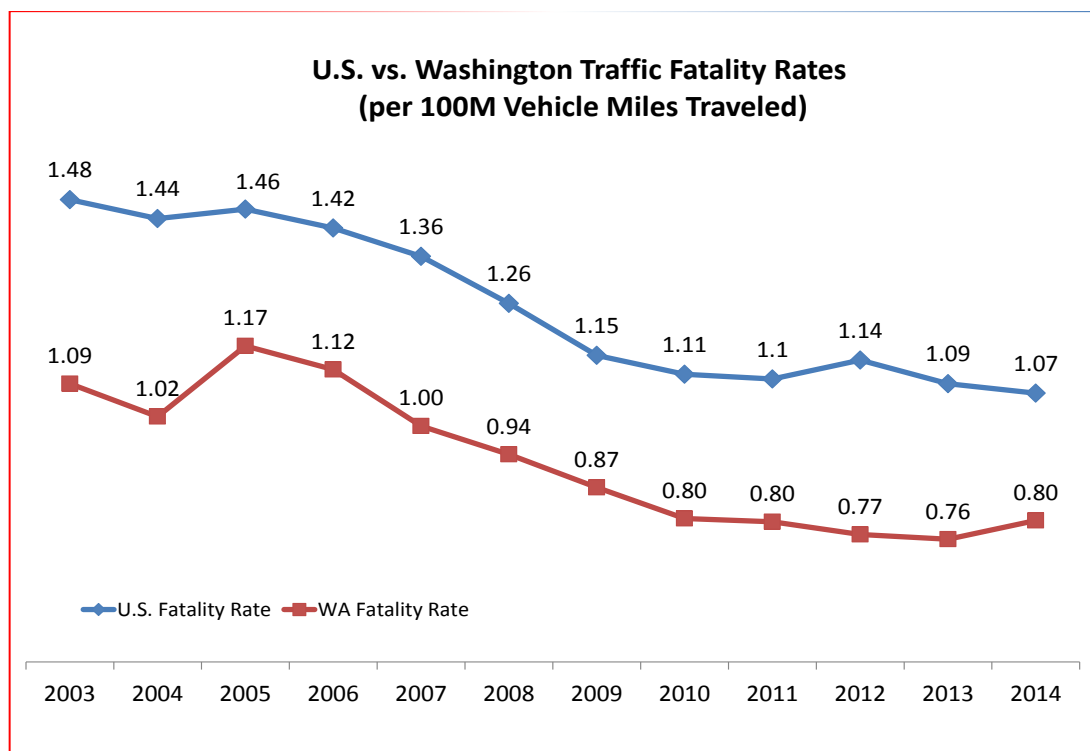
In 2014, Washington had:

- 5,293,568 Licensed Drivers
- 6,252,554 Registered Vehicles
- 58 billion Vehicle Miles traveled
- 420,275 Speeding citations filed with Washington State Courts
- 33,840 Cell phone and texting citations filed with Washington State Courts
- 31,128 DUI and/or Physical Control of the Vehicle while under the Influence of Alcohol and/or Drugs cases filed with Washington State Courts

On Washington roadways in 2014:

- The highest number of crashes occurred on Fridays.
- The lowest number of crashes occurred on Sundays.
- The most crashes occurred from 5:00 p.m. – 5:59 p.m.
- The least amount of crashes occurred from 3:00 a.m. - 3:59 a.m.
- The most crashes occurred in October (343 per day).
- The least amount of crashes occurred in March (263 per day).
- Inattention/distraction was the most frequent contributing circumstance among all collisions.

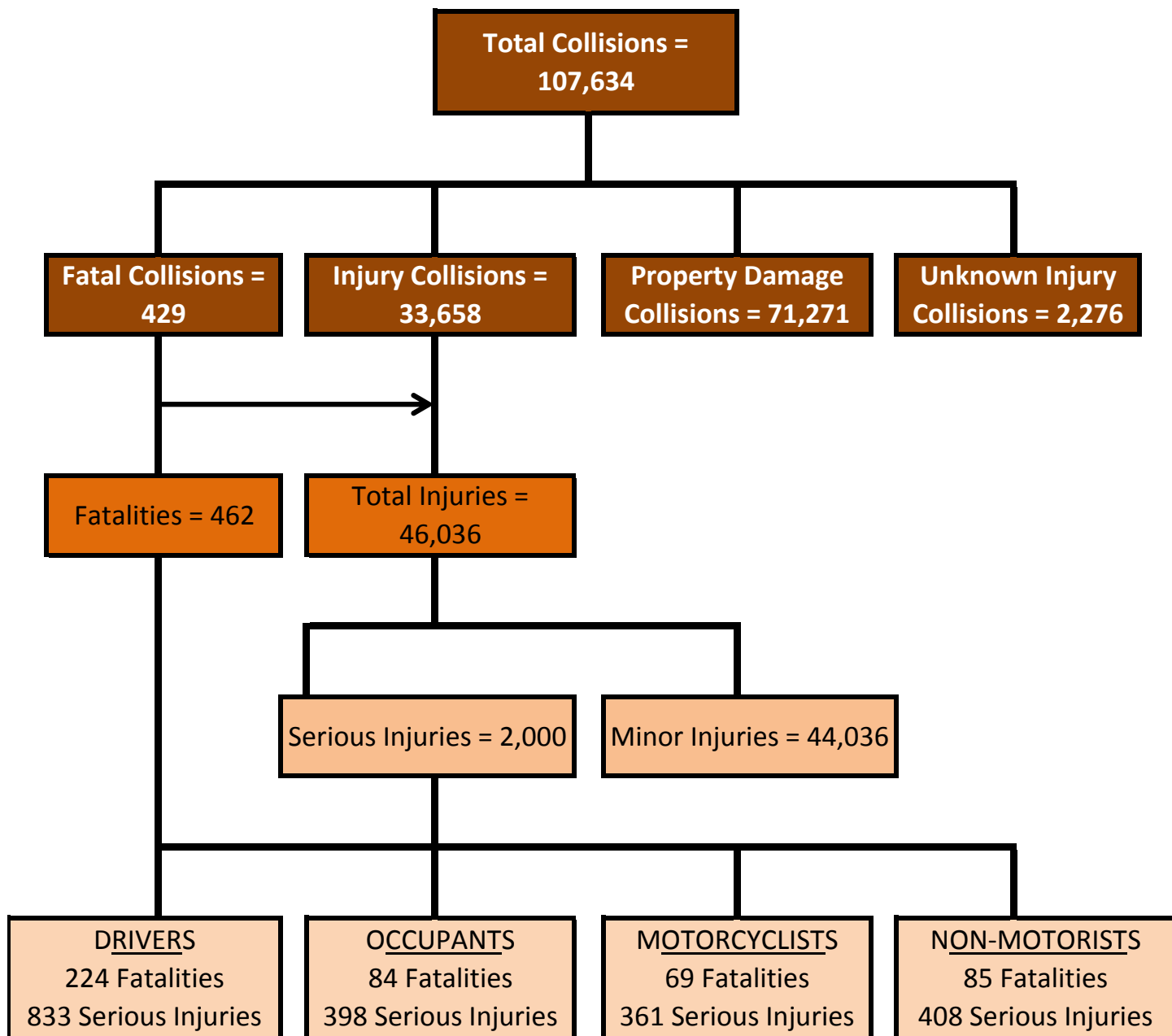
Source: CLAS (WSDOT), FARS (WTSC), DOL and AOC. See Appendix A for more information.



Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A and B for more information.

MEDIA SUMMARY

Collision Diagram Tree



Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

*See Appendix B for more information.

In 2014 there were 107,634 total collisions, The diagram shows the different outcomes of these collisions, including number of injuries and the persons who were killed or injured.

Washington State's Strategic Highway Safety Plan, Target Zero[®], is a data-driven approach to prioritizing limited traffic safety resources. Target Zero is a high-level plan which:

- Sets statewide priorities for all traffic safety partners over the next three to four years.
- Provides a resource for potential strategies to address each of the priority areas.
- Monitors outcomes at a statewide level for each of the priority areas.

Priority Level One includes factors associated with the largest number of fatalities and serious injuries in the State. Each of these factors was involved in at least 30% of traffic fatalities and serious injuries between 2009 and 2011. Traffic data systems was elevated to a priority one due to the need for improving the data we use to make resource decisions.

- Impaired Driver Involved
- Run-off-the-Road Collisions
- Speeding Involved
- Young Driver age 16-25 Involved
- Distracted Driver Involved
- Intersection Related Collisions
- Traffic Data Systems

Priority Level Two includes factors associated with 10-30% of fatal and serious injury collisions. Emergency Medical Services (EMS) is included here due to the significant impact effective EMS response has on preserving life and minimizing injury.

- Unrestrained Vehicle Occupants
- Unlicensed Driver Involved
- Opposite-Direction (Head-on) Collisions
- Motorcyclists
- Pedestrians
- EMS and Trauma Care Systems

Priority Level Three includes factors associated with less than 10% of fatalities and serious injuries.

- Older Driver age 75+ Involved
- Heavy Truck Involved
- Drowsy Driver Involved
- Bicyclists
- Work Zones
- Wildlife
- School Bus Involved
- Vehicle-Train

For more information on Washington's Strategic Highway Safety Plan, Target Zero, please visit <http://www.targetzero.com/>

OVERVIEW OF STATEWIDE COLLISIONS

Statewide Collisions: Road Type and County

MOST SEVERE INJURY per COLLISION

| | TOTAL COLLISIONS | FATAL COLLISIONS | SERIOUS INJURY COLLISIONS | MINOR INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | UNKNOWN INJURY COLLISIONS |
|----------------------------|------------------|------------------|---------------------------|-------------------------|---------------------------------|---------------------------|
| STATEWIDE ALL ROADS | 107,634 | 429 | 1,688 | 31,970 | 71,271 | 2,276 |
| State Routes | 47,969 | 188 | 624 | 14,036 | 32,576 | 545 |
| City Streets | 45,875 | 107 | 648 | 13,569 | 30,535 | 1,016 |
| County Roads | 13,374 | 118 | 394 | 4,228 | 7,938 | 696 |
| Other Roads | 416 | 16 | 22 | 137 | 222 | 19 |

All Roads by COUNTY

| | | | | | | |
|--------------|--------|----|-----|--------|--------|-----|
| Adams | 481 | 6 | 5 | 137 | 323 | 10 |
| Asotin | 194 | 0 | 5 | 48 | 117 | 24 |
| Benton | 2,695 | 9 | 39 | 767 | 1,838 | 42 |
| Chelan | 1,112 | 7 | 14 | 322 | 756 | 13 |
| Clallam | 816 | 4 | 15 | 259 | 522 | 16 |
| Clark | 4,269 | 32 | 98 | 1,448 | 2,593 | 98 |
| Columbia | 77 | 0 | 3 | 23 | 51 | 0 |
| Cowlitz | 1,453 | 7 | 27 | 438 | 958 | 23 |
| Douglas | 547 | 6 | 13 | 136 | 378 | 14 |
| Ferry | 102 | 1 | 5 | 29 | 60 | 7 |
| Franklin | 1,065 | 6 | 20 | 319 | 701 | 19 |
| Garfield | 57 | 1 | 2 | 18 | 34 | 2 |
| Grant | 1,367 | 10 | 31 | 380 | 902 | 44 |
| Grays Harbor | 1,021 | 4 | 21 | 283 | 694 | 19 |
| Island | 675 | 1 | 21 | 203 | 429 | 21 |
| Jefferson | 337 | 3 | 16 | 96 | 215 | 7 |
| King | 38,198 | 77 | 473 | 11,503 | 25,575 | 570 |
| Kitsap | 2,962 | 16 | 57 | 943 | 1,874 | 72 |
| Kittitas | 1,216 | 3 | 24 | 301 | 866 | 22 |
| Klickitat | 355 | 3 | 10 | 107 | 228 | 7 |
| Lewis | 1,240 | 6 | 28 | 342 | 823 | 41 |
| Lincoln | 207 | 2 | 6 | 58 | 138 | 3 |
| Mason | 706 | 7 | 35 | 227 | 400 | 37 |
| Okanogan | 471 | 9 | 14 | 130 | 296 | 22 |
| Pacific | 248 | 0 | 6 | 69 | 164 | 9 |
| Pend Oreille | 176 | 4 | 9 | 40 | 120 | 3 |
| Pierce | 11,997 | 47 | 184 | 3,444 | 8,043 | 279 |
| San Juan | 73 | 1 | 1 | 33 | 33 | 5 |
| Skagit | 1,855 | 9 | 22 | 538 | 1,246 | 40 |
| Skamania | 141 | 4 | 5 | 54 | 67 | 11 |
| Snohomish | 12,538 | 31 | 152 | 3,460 | 8,620 | 275 |
| Spokane | 6,142 | 29 | 115 | 2,209 | 3,626 | 163 |
| Stevens | 512 | 10 | 9 | 118 | 358 | 17 |
| Thurston | 4,033 | 15 | 74 | 1,249 | 2,607 | 88 |
| Wahkiakum | 43 | 0 | 2 | 15 | 25 | 1 |
| Walla Walla | 952 | 9 | 11 | 213 | 669 | 50 |
| Whatcom | 2,822 | 14 | 47 | 737 | 1,953 | 71 |
| Whitman | 674 | 3 | 12 | 199 | 453 | 7 |
| Yakima | 3,805 | 33 | 57 | 1,075 | 2,516 | 124 |

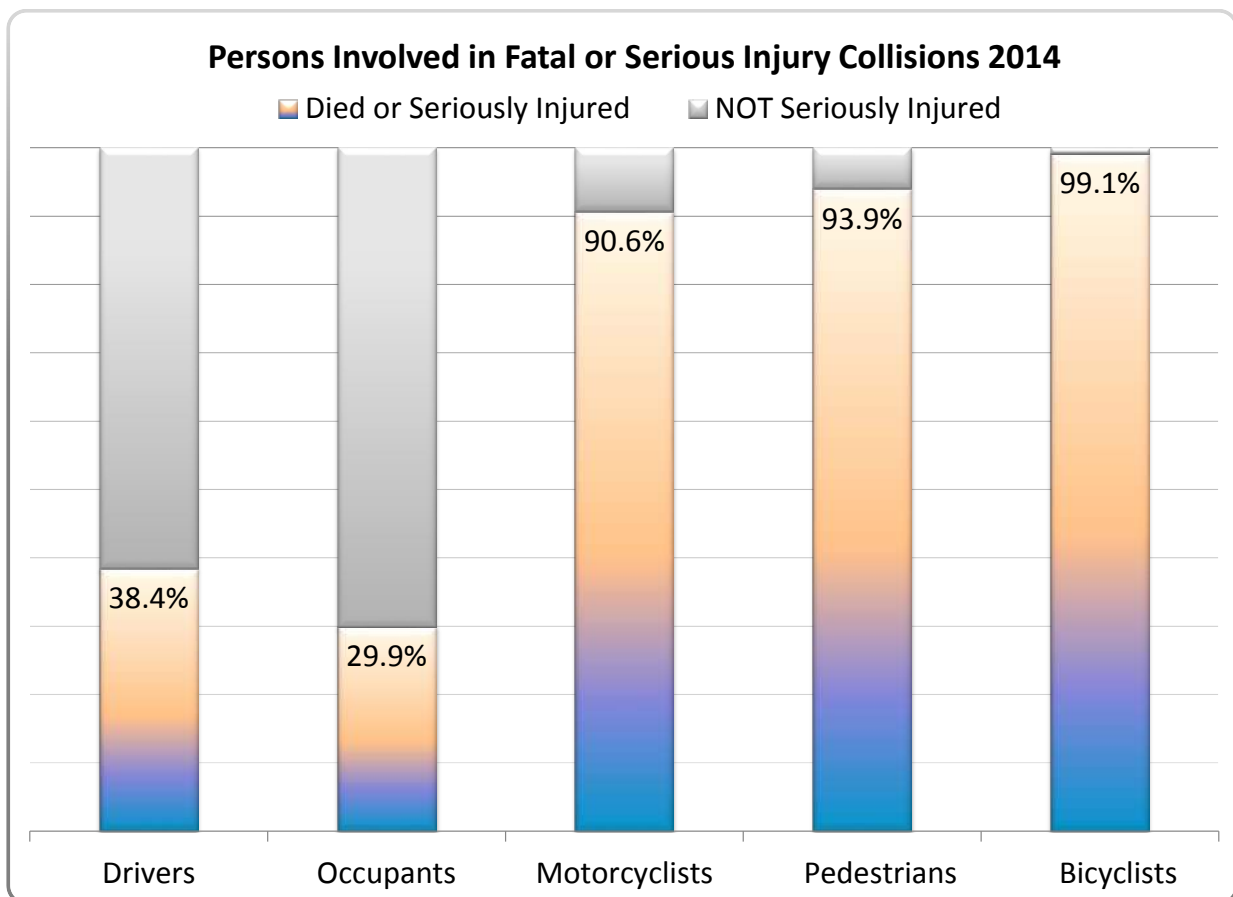
Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A and B for more information.

OVERVIEW OF STATEWIDE COLLISIONS

Persons Involved in Fatal and Injury Collisions

| | Total Persons Involved in Fatal/Injury Collisions | Total Fatalities | Total Serious Injuries | Total Minor Injuries |
|----------------------|---|------------------|------------------------|----------------------|
| Drivers | 60,906 | 224 | 833 | 28,794 |
| Occupants | 27,999 | 84 | 398 | 10,864 |
| Motorcyclists | 2,034 | 69 | 361 | 1,509 |
| Non-Motorists | 3,412 | 85 | 408 | 2,869 |
| Pedestrians | 2,093 | 78 | 306 | 1,675 |
| Bicyclists | 1,319 | 7 | 102 | 1,194 |
| TOTAL | 94,351 | 462 | 2,000 | 44,036 |

Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.



Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

Among all persons involved in fatal or injury collisions, motorcyclists, pedestrians and bicyclists are much more likely to be the person killed or injured than drivers or occupants of motor vehicles.

OVERVIEW OF STATEWIDE COLLISIONS

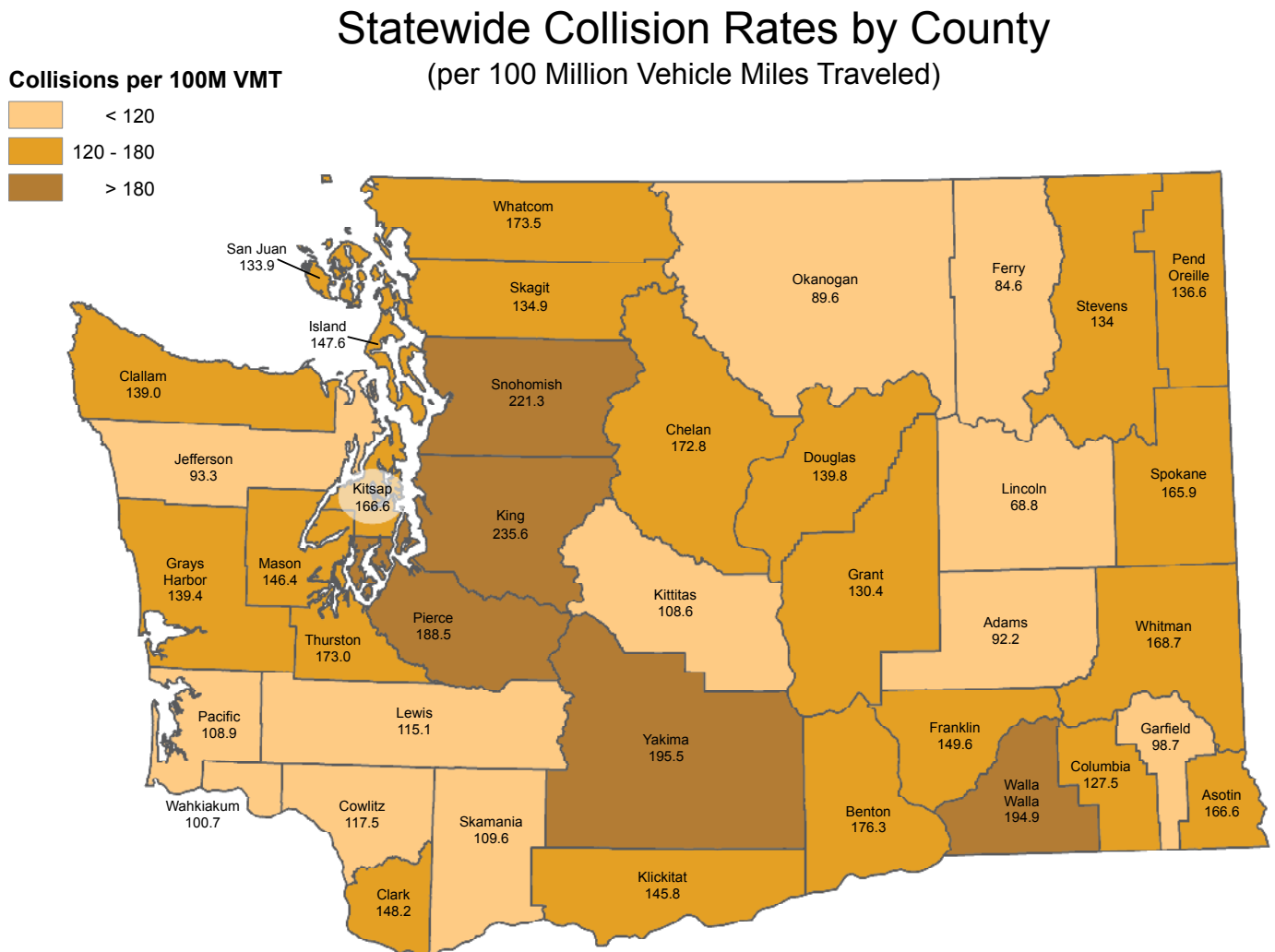
Statewide Collision Rates by County

| | Total Collisions | Collision Rate per 100 Million Vehicle Miles Traveled (100M VMT) | Collision Rate per 10,000 Licensed Drivers | Collision Rate per 10,000 Registered Passenger Vehicles |
|----------------------------|------------------|--|--|---|
| STATEWIDE ALL ROADS | 107,634 | 185.4 | 203.3 | 172.1 |
| <i>All Roads by COUNTY</i> | | | | |
| Adams | 481 | 92.2 | 339.2 | 253.7 |
| Asotin | 194 | 166.6 | 122.0 | 95.4 |
| Benton | 2,695 | 176.3 | 195.5 | 151.2 |
| Chelan | 1,110 | 172.8 | 189.2 | 139.9 |
| Clallam | 816 | 139.0 | 140.1 | 110.3 |
| Clark | 4,269 | 148.2 | 123.1 | 111.2 |
| Columbia | 77 | 127.5 | 253.1 | 163.8 |
| Cowlitz | 1,453 | 117.5 | 184.5 | 142.5 |
| Douglas | 547 | 139.8 | 189.3 | 137.0 |
| Ferry | 102 | 84.6 | 188.8 | 120.7 |
| Franklin | 1,065 | 149.6 | 182.8 | 137.3 |
| Garfield | 58 | 98.7 | 310.7 | 208.9 |
| Grant | 1,367 | 130.4 | 211.4 | 148.4 |
| Grays Harbor | 1,021 | 139.4 | 192.1 | 150.5 |
| Island | 676 | 147.6 | 104.3 | 78.6 |
| Jefferson | 337 | 93.3 | 126.3 | 96.6 |
| King | 38,197 | 235.6 | 233.2 | 229.8 |
| Kitsap | 2,962 | 166.6 | 152.6 | 123.7 |
| Kittitas | 1,217 | 108.6 | 408.7 | 272.1 |
| Klickitat | 355 | 145.8 | 196.2 | 143.8 |
| Lewis | 1,240 | 115.1 | 198.9 | 146.4 |
| Lincoln | 207 | 68.8 | 232.2 | 148.2 |
| Mason | 706 | 146.4 | 159.1 | 109.4 |
| Okanogan | 471 | 89.6 | 147.8 | 102.4 |
| Pacific | 248 | 108.9 | 142.9 | 105.0 |
| Pend Oreille | 176 | 136.6 | 184.1 | 110.3 |
| Pierce | 11,997 | 188.5 | 202.5 | 171.5 |
| San Juan | 74 | 133.9 | 51.8 | 35.9 |
| Skagit | 1,854 | 134.9 | 198.3 | 145.7 |
| Skamania | 141 | 109.6 | 172.2 | 110.4 |
| Snohomish | 12,538 | 221.3 | 237.3 | 188.6 |
| Spokane | 6,141 | 165.9 | 177.3 | 148.6 |
| Stevens | 512 | 134.0 | 165.0 | 95.8 |
| Thurston | 4,033 | 173.0 | 198.0 | 159.5 |
| Wahkiakum | 43 | 100.7 | 144.6 | 89.9 |
| Walla Walla | 952 | 194.9 | 220.6 | 178.7 |
| Whatcom | 2,822 | 173.5 | 182.9 | 143.6 |
| Whitman | 674 | 168.7 | 240.1 | 198.2 |
| Yakima | 3,806 | 195.5 | 218.9 | 166.2 |

Source: CLAS (WSDOT), FARS (WTSC) and DOL. See Appendix A for additional statistics used to determine these rates.

OVERVIEW OF STATEWIDE COLLISIONS

Statewide Collision Rates by County



Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

- Twelve counties had collision rates under 120 per 100M VMT.
- Five counties had collision rates over 180 per 100M VMT.
- Lincoln County had the lowest overall collision rate (68.8 per 100M VMT).
- King County had the highest overall collision rate (235.6 per 100M VMT).

OVERVIEW OF STATEWIDE COLLISIONS

Fatal and Serious Injury Rates by County

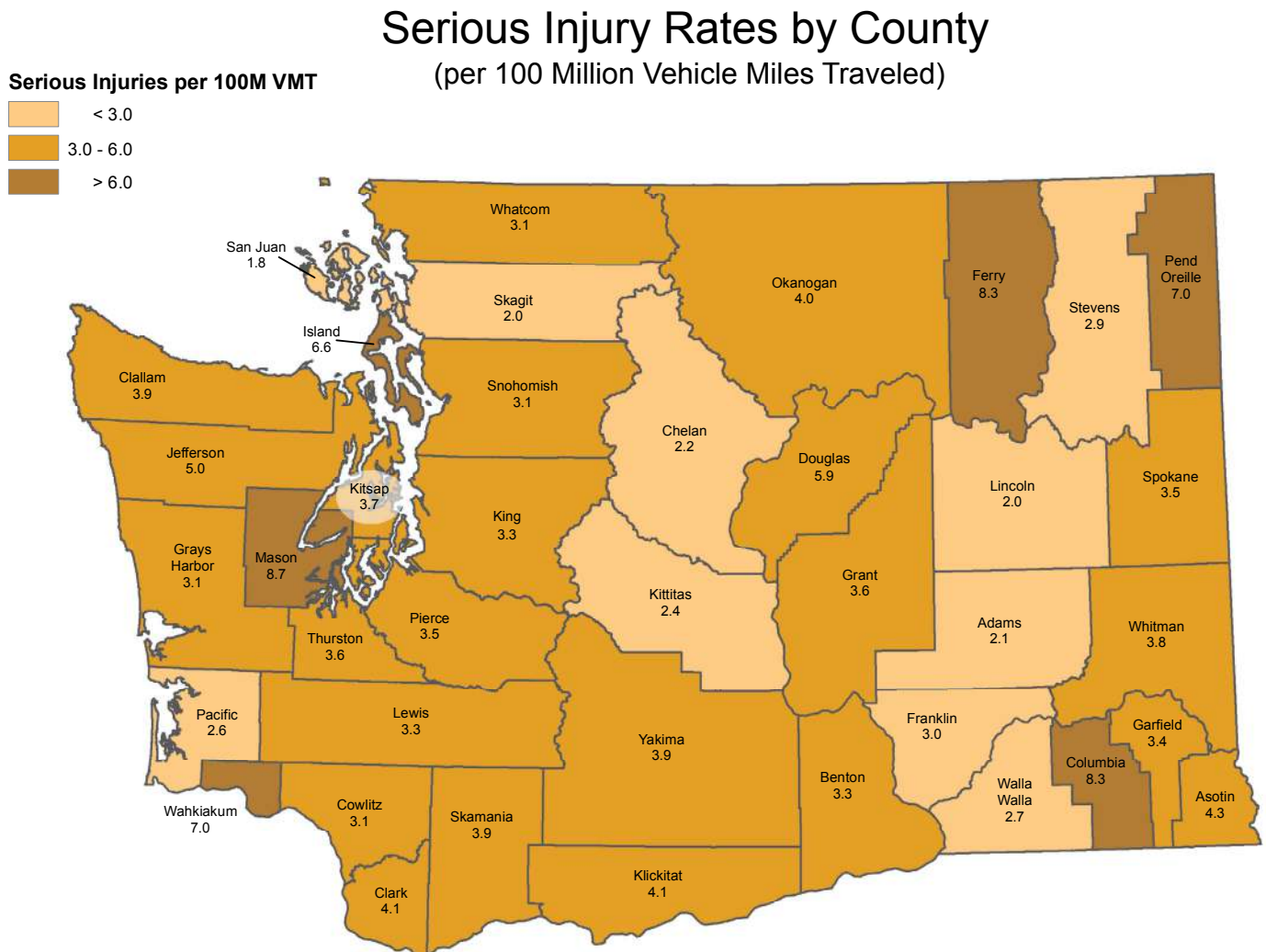
| | Total Fatalities | Fatality Rate per 100M VMT | Fatality Rate per 10,000 Licensed Drivers | Fatality Rate per 10,000 Population | Total Serious Injuries | Serious Injury Rate per 100M VMT | Serious Injury Rate per 10,000 Licensed Drivers | Serious Injury Rate per 10,000 Population |
|--|------------------|----------------------------|---|-------------------------------------|------------------------|----------------------------------|---|---|
| STATEWIDE ALL ROADS | 462 | 0.80 | 0.87 | 0.66 | 2,005 | 3.45 | 3.79 | 2.88 |
| <i>Fatalities & Serious Injuries by COUNTY</i> | | | | | | | | |
| Adams | 8 | 1.53 | 5.64 | 4.12 | 11 | 2.11 | 7.76 | 5.67 |
| Asotin* | 0 | 0.00 | 0.00 | 0.00 | 5 | 4.29 | 3.15 | 2.28 |
| Benton | 10 | 0.65 | 0.73 | 0.54 | 51 | 3.34 | 3.70 | 2.73 |
| Chelan | 8 | 1.25 | 1.36 | 1.08 | 14 | 2.18 | 2.39 | 1.88 |
| Clallam* | 4 | 0.68 | 0.69 | 0.55 | 23 | 3.92 | 3.95 | 3.17 |
| Clark | 35 | 1.21 | 1.01 | 0.79 | 118 | 4.10 | 3.40 | 2.66 |
| Columbia* | 0 | 0.00 | 0.00 | 0.00 | 5 | 8.28 | 16.44 | 12.25 |
| Cowlitz | 9 | 0.73 | 1.14 | 0.87 | 38 | 3.07 | 4.83 | 3.66 |
| Douglas | 7 | 1.79 | 2.42 | 1.76 | 23 | 5.88 | 7.96 | 5.79 |
| Ferry* | 1 | 0.83 | 1.85 | 1.31 | 10 | 8.29 | 18.51 | 13.05 |
| Franklin | 6 | 0.84 | 1.03 | 0.69 | 21 | 2.95 | 3.61 | 2.42 |
| Garfield* | 2 | 3.40 | 10.71 | 8.93 | 2 | 3.40 | 10.71 | 8.93 |
| Grant | 13 | 1.24 | 2.01 | 1.40 | 38 | 3.63 | 5.88 | 4.09 |
| Grays Harbor* | 4 | 0.55 | 0.75 | 0.55 | 23 | 3.14 | 4.33 | 3.14 |
| Island* | 1 | 0.22 | 0.15 | 0.13 | 30 | 6.55 | 4.63 | 3.75 |
| Jefferson | 3 | 0.83 | 1.12 | 0.98 | 18 | 4.98 | 6.74 | 5.86 |
| King | 83 | 0.51 | 0.51 | 0.41 | 537 | 3.31 | 3.28 | 2.66 |
| Kitsap | 16 | 0.90 | 0.82 | 0.63 | 66 | 3.71 | 3.40 | 2.58 |
| Kittitas* | 3 | 0.27 | 1.01 | 0.71 | 27 | 2.41 | 9.07 | 6.41 |
| Klickitat* | 4 | 1.64 | 2.21 | 1.92 | 10 | 4.11 | 5.53 | 4.80 |
| Lewis | 6 | 0.56 | 0.96 | 0.79 | 36 | 3.34 | 5.77 | 4.72 |
| Lincoln* | 2 | 0.67 | 2.24 | 1.87 | 6 | 2.00 | 6.73 | 5.61 |
| Mason | 8 | 1.66 | 1.80 | 1.29 | 42 | 8.71 | 9.46 | 6.77 |
| Okanogan | 9 | 1.71 | 2.82 | 2.16 | 21 | 3.99 | 6.59 | 5.04 |
| Pacific | 0 | 0.00 | 0.00 | 0.00 | 6 | 2.63 | 3.46 | 2.84 |
| Pend Oreille* | 4 | 3.10 | 4.18 | 3.03 | 9 | 6.98 | 9.41 | 6.81 |
| Pierce | 48 | 0.75 | 0.81 | 0.58 | 222 | 3.49 | 3.75 | 2.70 |
| San Juan* | 1 | 1.81 | 0.70 | 0.62 | 1 | 1.81 | 0.70 | 0.62 |
| Skagit | 11 | 0.80 | 1.18 | 0.92 | 28 | 2.04 | 2.99 | 2.34 |
| Skamania* | 4 | 3.11 | 4.89 | 3.52 | 5 | 3.89 | 6.11 | 4.40 |
| Snohomish | 33 | 0.58 | 0.62 | 0.45 | 177 | 3.12 | 3.35 | 2.39 |
| Spokane | 29 | 0.78 | 0.84 | 0.60 | 131 | 3.54 | 3.78 | 2.70 |
| Stevens | 10 | 2.62 | 3.22 | 2.28 | 11 | 2.88 | 3.54 | 2.51 |
| Thurston | 15 | 0.64 | 0.74 | 0.57 | 83 | 3.56 | 4.08 | 3.14 |
| Wahkiakum* | 0 | 0.00 | 0.00 | 0.00 | 3 | 7.02 | 10.09 | 7.48 |
| Walla Walla | 11 | 2.25 | 2.55 | 1.83 | 13 | 2.66 | 3.01 | 2.16 |
| Whatcom | 15 | 0.92 | 0.97 | 0.72 | 51 | 3.14 | 3.31 | 2.46 |
| Whitman* | 4 | 1.00 | 1.42 | 0.86 | 15 | 3.75 | 5.34 | 3.23 |
| Yakima | 35 | 1.80 | 2.01 | 1.41 | 75 | 3.85 | 4.31 | 3.01 |

*Rates based on total fatalities or serious injuries of 5 or less should be interpreted with caution. See Appendix B for further rate information.

Source: CLAS (WSDOT), FARS (WTSC), OFM and DOL. See Appendix A for additional statistics used to determine these rates.

OVERVIEW OF STATEWIDE COLLISIONS

Serious Injury Rates by County

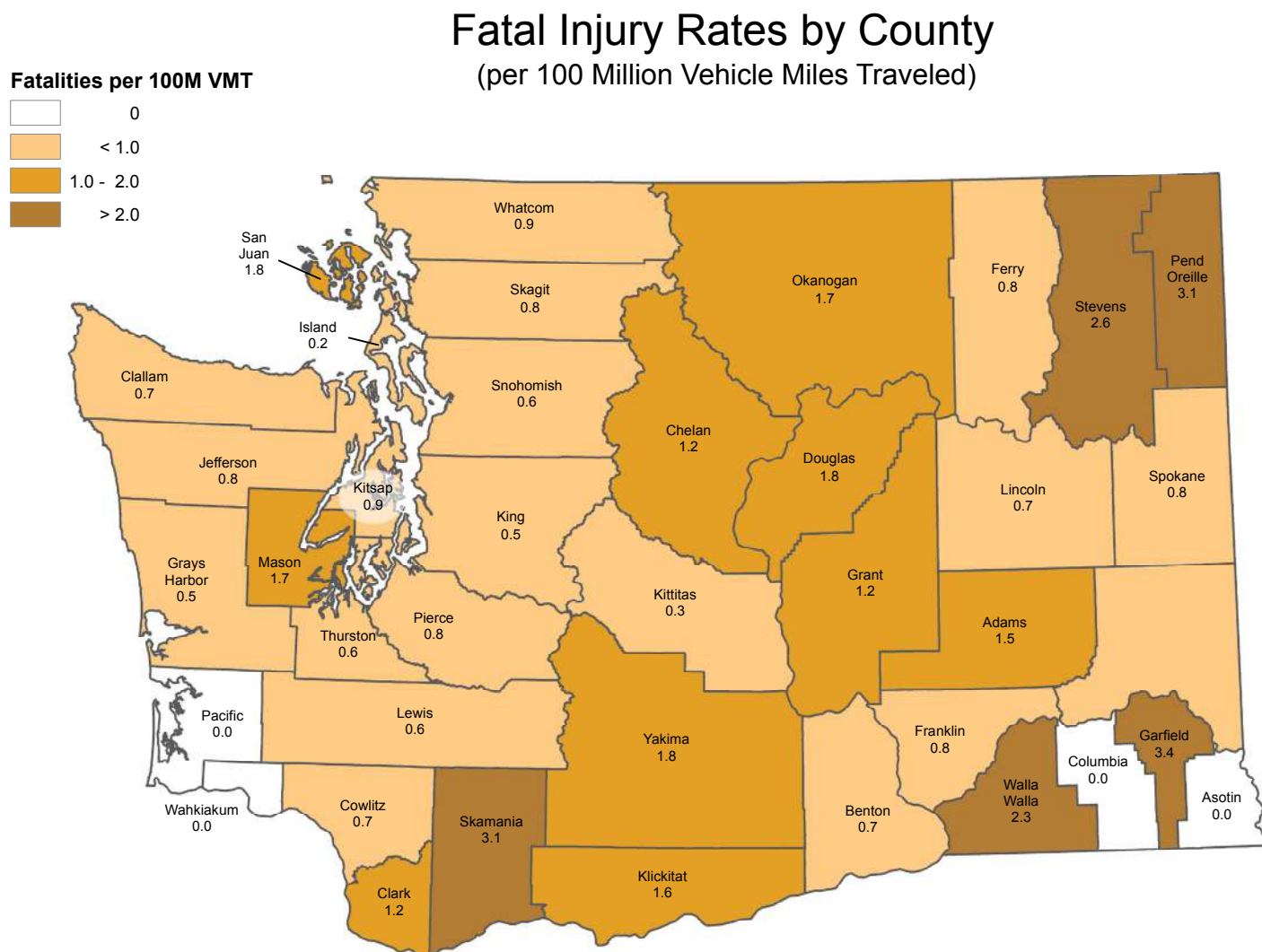


Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

- Ten counties had serious injury rates under 3.0 per 100M VMT.
- Six counties had serious injury rates over 6.0 per 100M VMT.
- San Juan County had the lowest serious injury rate (1.8 per 100M VMT).
- Mason County had the highest serious injury rate (8.7 per 100M VMT).

OVERVIEW OF STATEWIDE COLLISIONS

Fatal Injury Rates by County



Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

- Asotin, Columbia, Pacific, and Wahkiakum Counties experienced ZERO traffic fatalities!
- Twenty-three counties had fatality rates less than 1 per 100M VMT.
- Garfield County had the highest fatality rate (3.4 per 100M VMT).
- Five counties had fatality rates over 2.0 per 100M VMT.

OVERVIEW OF STATEWIDE COLLISIONS

Federal Holiday Reporting Periods

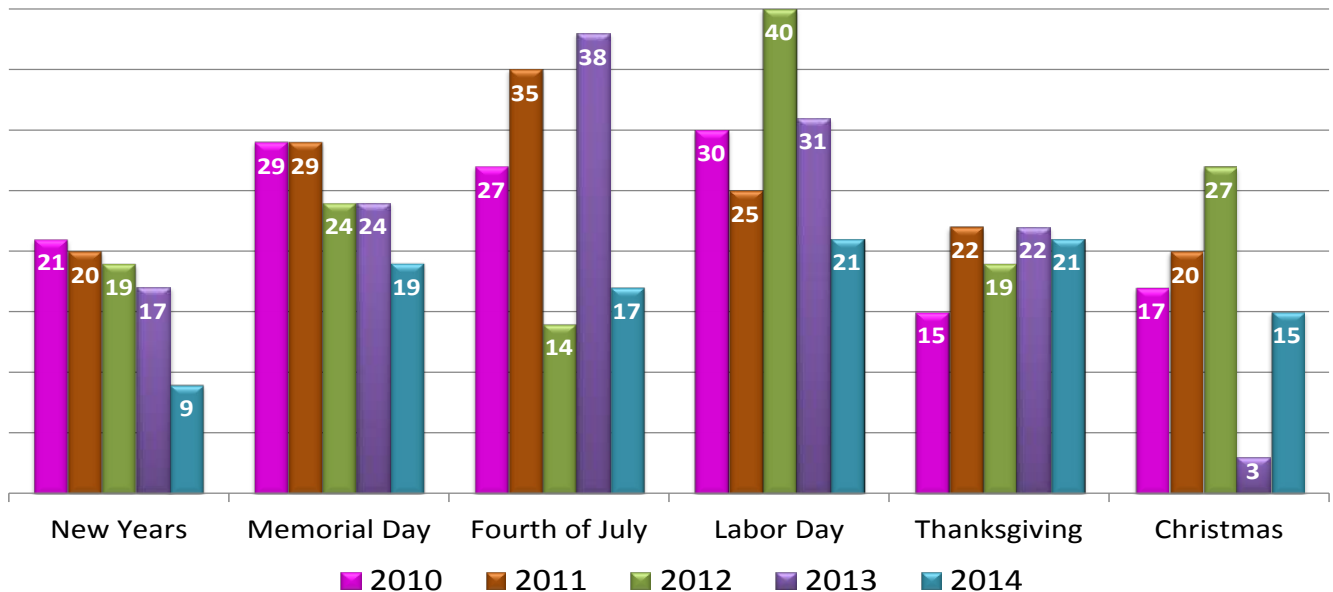
| | TOTAL COLLISIONS | FATAL COLLISIONS | SERIOUS INJURY COLLISIONS | MINOR INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | UNKNOWN INJURY COLLISIONS |
|----------------|------------------|------------------|---------------------------|-------------------------|---------------------------------|---------------------------|
| New Years | 274 | 5 | 4 | 77 | 173 | 15 |
| Memorial Day | 680 | 3 | 16 | 240 | 399 | 22 |
| Fourth of July | 704 | 1 | 16 | 232 | 434 | 21 |
| Labor Day | 809 | 3 | 18 | 268 | 504 | 16 |
| Thanksgiving | 1,272 | 2 | 19 | 316 | 892 | 43 |
| Christmas | 935 | 3 | 12 | 246 | 638 | 36 |

Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

2014 Holiday Reporting Definitions

| | |
|----------------|---|
| New Years | 1.5 days - 6:00 PM Tue. 12/31/2013 to 5:59 AM Thu. 1/2/2014 |
| Memorial Day | 3.5 days - 6:00 PM Fri. 5/23/2014 to 5:59 AM Tue. 5/27/2014 |
| Fourth of July | 3.5 days - 6:00 PM Thu. 7/3/2014 to 5:59 AM Mon. 7/7/14 |
| Labor Day | 3.5 days - 6:00 PM Fri. 8/29/2014 to 5:59 AM Tue. 9/2/2014 |
| Thanksgiving | 4.5 days - 6:00 PM Wed 11/26/2014 to 5:59 AM Mon. 12/1/2014 |
| Christmas | 4.5 days - 6:00 PM Wed. 12/24/2014 to 5:59 AM Mon. 12/29/2014 |

Total Fatal and Serious Injury Collisions During Holiday Periods 2010-2014



In 2014, Washington experienced the highest number of holiday fatal and serious injury crashes during the Labor Day and Thanksgiving holiday periods. There were nine fatal or serious collisions that occurred during the New Year's holiday reporting period: however, since the holiday occurred on a Wednesday the reporting period was only 1.5 days. The Christmas holiday reporting period was 1.5 days in 2013 and 4.5 days in 2014, which explains the increase in fatal and serious crashes at Christmas time.

Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

PERSONS INVOLVED IN COLLISIONS

Age and Gender of Drivers Involved in Collisions

| DRIVERS | | Total Involved Drivers | Drivers in Fatal Collisions | Drivers in Serious Injury Collisions | Drivers in Minor Injury Collisions | Drivers in Property Damage Only Collisions | Drivers in Unknown Injury Collisions |
|---------|---------------|------------------------|-----------------------------|--------------------------------------|------------------------------------|--|--------------------------------------|
| MALES | Total Males | 103,792 | 446 | 1,687 | 31,848 | 68,947 | 864 |
| | 15 & Younger | 157 | 0 | 4 | 55 | 97 | 1 |
| | 16 - 17 | 3,406 | 8 | 36 | 918 | 2,414 | 30 |
| | 18 - 20 | 8,343 | 33 | 118 | 2,390 | 5,727 | 75 |
| | 21 - 24 | 11,140 | 41 | 178 | 3,269 | 7,527 | 125 |
| | 25 - 34 | 22,599 | 83 | 364 | 6,865 | 15,099 | 188 |
| | 35 - 44 | 17,618 | 73 | 278 | 5,594 | 11,564 | 109 |
| | 45 - 54 | 16,670 | 76 | 310 | 5,188 | 10,983 | 113 |
| | 55 - 64 | 13,108 | 76 | 237 | 4,217 | 8,493 | 85 |
| | 65 - 74 | 6,609 | 35 | 104 | 2,077 | 4,353 | 40 |
| | 75 & Older | 3,367 | 21 | 50 | 1,075 | 2,200 | 21 |
| | Unknown Age | 775 | 0 | 8 | 200 | 490 | 77 |
| FEMALES | Total Females | 76,177 | 171 | 757 | 25,995 | 48,767 | 487 |
| | 15 & Younger | 125 | 2 | 4 | 36 | 82 | 1 |
| | 16 - 17 | 3,220 | 7 | 29 | 1,002 | 2,161 | 21 |
| | 18 - 20 | 6,476 | 8 | 49 | 2,071 | 4,296 | 52 |
| | 21 - 24 | 8,491 | 22 | 86 | 2,746 | 5,583 | 54 |
| | 25 - 34 | 17,202 | 33 | 138 | 5,909 | 11,021 | 101 |
| | 35 - 44 | 13,058 | 25 | 133 | 4,537 | 8,289 | 74 |
| | 45 - 54 | 11,391 | 25 | 116 | 4,115 | 7,075 | 60 |
| | 55 - 64 | 8,933 | 17 | 95 | 3,129 | 5,637 | 55 |
| | 65 - 74 | 4,546 | 16 | 72 | 1,547 | 2,883 | 28 |
| | 75 & Older | 2,407 | 16 | 35 | 808 | 1,529 | 19 |
| | Unknown Age | 328 | 0 | 0 | 95 | 211 | 22 |
| UNKNOWN | Total Unknown | 12,663 | 6 | 113 | 2,127 | 9,035 | 1,382 |
| | 15 & Younger | 5 | 0 | 0 | 3 | 2 | 0 |
| | 16 - 17 | 46 | 0 | 2 | 14 | 29 | 1 |
| | 18 - 20 | 130 | 0 | 3 | 50 | 75 | 2 |
| | 21 - 24 | 185 | 0 | 5 | 62 | 112 | 6 |
| | 25 - 34 | 329 | 0 | 10 | 95 | 217 | 7 |
| | 35 - 44 | 263 | 0 | 7 | 79 | 175 | 2 |
| | 45 - 54 | 230 | 0 | 7 | 81 | 138 | 4 |
| | 55 - 64 | 175 | 0 | 4 | 72 | 96 | 3 |
| | 65 - 74 | 78 | 0 | 0 | 26 | 50 | 2 |
| | 75 & Older | 51 | 0 | 1 | 22 | 27 | 1 |
| | Unknown Age | 11,171 | 6 | 74 | 1,623 | 8,114 | 1,354 |

Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

PERSONS INVOLVED IN COLLISIONS

Age and Gender of Non-Motorists Involved in Collisions

| NON-MOTORISTS | | Total Non-Motorists | Non-Motorists in Fatal Collisions | Non-Motorists in Serious Injury Collisions | Non-Motorists in Minor Injury Collisions | Non-Motorists in Property Damage Only Collisions | Non-Motorists in Unknown Injury Collisions |
|---------------|---------------|---------------------|-----------------------------------|--|--|--|--|
| MALES | Total Males | 2,197 | 66 | 273 | 1,754 | 99 | 5 |
| | 15 & Younger | 309 | 6 | 33 | 259 | 11 | 0 |
| | 16 - 17 | 101 | 2 | 10 | 83 | 6 | 0 |
| | 18 - 20 | 157 | 3 | 21 | 128 | 4 | 1 |
| | 21 - 24 | 189 | 3 | 18 | 159 | 9 | 0 |
| | 25 - 34 | 430 | 8 | 43 | 348 | 28 | 3 |
| | 35 - 44 | 277 | 7 | 39 | 222 | 9 | 0 |
| | 45 - 54 | 288 | 11 | 45 | 223 | 8 | 1 |
| | 55 - 64 | 239 | 12 | 32 | 190 | 5 | 0 |
| | 65 - 74 | 95 | 10 | 17 | 68 | 0 | 0 |
| | 75 & Older | 50 | 4 | 9 | 33 | 4 | 0 |
| | Unknown Age | 62 | 0 | 6 | 41 | 15 | 0 |
| FEMALES | Total Females | 1,236 | 34 | 131 | 1,041 | 27 | 3 |
| | 15 & Younger | 167 | 3 | 18 | 145 | 1 | 0 |
| | 16 - 17 | 54 | 1 | 7 | 46 | 0 | 0 |
| | 18 - 20 | 94 | 3 | 7 | 80 | 4 | 0 |
| | 21 - 24 | 122 | 0 | 14 | 107 | 1 | 0 |
| | 25 - 34 | 210 | 8 | 19 | 178 | 5 | 0 |
| | 35 - 44 | 157 | 2 | 16 | 133 | 5 | 1 |
| | 45 - 54 | 165 | 5 | 16 | 139 | 4 | 1 |
| | 55 - 64 | 132 | 4 | 15 | 110 | 3 | 0 |
| | 65 - 74 | 54 | 4 | 10 | 39 | 1 | 0 |
| | 75 & Older | 39 | 4 | 7 | 28 | 0 | 0 |
| | Unknown Age | 42 | 0 | 2 | 36 | 3 | 1 |
| UNKNOWN | Total Unknown | 126 | 0 | 16 | 94 | 15 | 1 |
| | 15 & Younger | 14 | 0 | 2 | 12 | 0 | 0 |
| | 16 - 17 | 4 | 0 | 0 | 3 | 1 | 0 |
| | 18 - 20 | 5 | 0 | 1 | 4 | 0 | 0 |
| | 21 - 24 | 4 | 0 | 0 | 3 | 1 | 0 |
| | 25 - 34 | 17 | 0 | 1 | 15 | 1 | 0 |
| | 35 - 44 | 8 | 0 | 2 | 6 | 0 | 0 |
| | 45 - 54 | 6 | 0 | 3 | 3 | 0 | 0 |
| | 55 - 64 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 65 - 74 | 3 | 0 | 1 | 2 | 0 | 0 |
| | 75 & Older | 2 | 0 | 0 | 2 | 0 | 0 |
| | Unknown Age | 63 | 0 | 6 | 44 | 12 | 1 |

Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

CONTRIBUTING CIRCUMSTANCES

Driver Contributing Circumstances

| DRIVER | Total | Driver Contributing Circumstances in: | | | | |
|--|--------|---------------------------------------|---------------------------|-------------------------|---------------------------------|--------------------------|
| | | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collision |
| Inattention/Driver Distractions | 43,485 | 123 | 546 | 13,514 | 28,569 | 733 |
| Excessive Speed | 19,130 | 151 | 425 | 6,071 | 12,114 | 369 |
| Failure to Yield Right-of-Way to Motor Vehicle | 17,252 | 29 | 198 | 5,060 | 11,886 | 79 |
| Following too Closely | 16,835 | 5 | 68 | 5,538 | 11,159 | 65 |
| Under Influence of Alcohol and/or Drugs | 5,895 | 216 | 306 | 1,954 | 3,316 | 103 |
| Improper Turn/U-Turn | 3,851 | 2 | 49 | 946 | 2,809 | 45 |
| Apparently Fatigued/Asleep/Ill | 2,745 | 23 | 72 | 1,051 | 1,544 | 55 |
| Disregard Signal | 2,550 | 12 | 42 | 1,057 | 1,430 | 9 |
| Defective Equipment | 2,524 | 16 | 41 | 744 | 1,681 | 42 |
| Improper Backing | 1,602 | 0 | 7 | 126 | 1,449 | 20 |
| Disregard Stop Sign/Red Beacon | 1,360 | 9 | 39 | 554 | 736 | 22 |
| Over Center Line | 1,358 | 44 | 81 | 449 | 745 | 39 |
| Improper Passing | 1,220 | 11 | 31 | 248 | 922 | 8 |
| Failure to Yield Right-of-Way to Non Motorist | 871 | 11 | 91 | 741 | 28 | 0 |
| Disregard Yield/Yellow Beacon | 135 | 0 | 2 | 40 | 92 | 1 |
| Failing to Signal | 111 | 0 | 2 | 29 | 80 | 0 |
| Improper Signal | 106 | 0 | 3 | 19 | 83 | 1 |
| Headlight Violation | 65 | 2 | 4 | 24 | 35 | 0 |
| Improper Parking Location | 31 | 0 | 1 | 5 | 25 | 0 |
| Disregard Flagger-Officer | 17 | 0 | 1 | 9 | 7 | 0 |
| Other | 14,637 | 91 | 203 | 3,500 | 9,856 | 987 |
| None | 86,675 | 246 | 1,012 | 28,496 | 56,452 | 469 |
| Not Reported/Missing | 988 | 3 | 21 | 221 | 718 | 25 |

Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

- Among all vehicle drivers in collisions, 45.1% of the drivers had one contributing circumstance, 11.8% had two, and 2% had three. No contributing circumstances were reported for 41.2% of drivers.
- Among all non-motorists involved in collisions, 36.9% had one contributing circumstance, 7.4% had two, and 1.8% had three. No contributing circumstances were reported for 53.9% of non-motorists (see page 20).
- When vehicle and non-motorists collisions occur, 49% had only driver-related contributing circumstances, 25.4% had only non-motorist contributing circumstances, and 22.1% had both driver-related and non-motorist contributing circumstances. In 3% of these collisions, neither driver-related nor non-motorist contributing circumstances were reported.

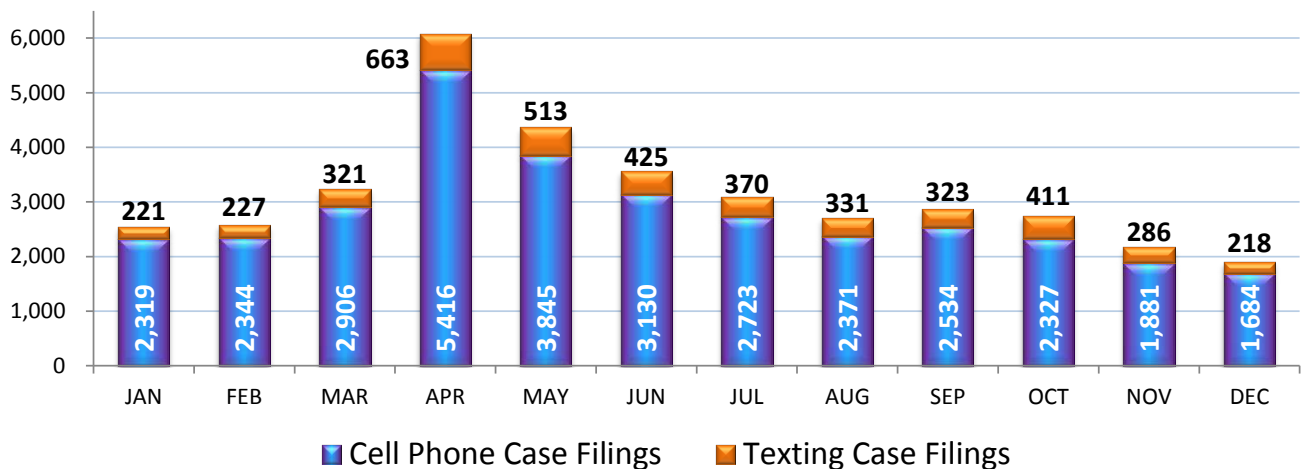
CONTRIBUTING CIRCUMSTANCES

Driver Inattention and Distraction

| INATTENTIVE /DISTRACTED DRIVERS | Total | Driver Inattentive/Distracted Contributing Circumstances in: | | | | |
|---|---------------|--|---------------------------|-------------------------|---------------------------------|--------------------------|
| | | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collision |
| Inattention | 31,910 | 74 | 369 | 10,112 | 21,026 | 329 |
| Unknown Driver Distraction | 6,515 | 34 | 111 | 1,609 | 4,405 | 356 |
| Driver Distractions Outside Vehicle | 1,594 | 1 | 20 | 529 | 1,029 | 15 |
| Driver Interacting with Passengers, Animal or Objects in the Vehicle | 1,041 | 5 | 15 | 391 | 615 | 15 |
| Other Driver Distractions Inside Vehicle | 879 | 3 | 10 | 312 | 550 | 4 |
| Driver Operating Handheld Telecommunication Device | 550 | 4 | 10 | 212 | 316 | 8 |
| Driver Adjusting Audio or Entertainment System | 314 | 0 | 5 | 114 | 194 | 1 |
| Driver Eating or Drinking | 265 | 2 | 3 | 99 | 159 | 2 |
| Driver Operating Other Electronic Device | 234 | 0 | 1 | 71 | 161 | 1 |
| Driver Operating Hands-free Wireless Telecommunication Device | 71 | 0 | 0 | 28 | 43 | 0 |
| Driver Smoking | 68 | 0 | 2 | 20 | 44 | 2 |
| Driver Grooming | 25 | 0 | 0 | 12 | 13 | 0 |
| Driver Reading or Writing | 19 | 0 | 0 | 5 | 14 | 0 |

Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

Cell Phone/Texting Case Filings in 2014



Source: AOC. See Appendix A for more information.

CONTRIBUTING CIRCUMSTANCES

Non-Motorist Contributing Circumstances and Location

| NON-MOTORIST CONTRIBUTING CIRCUMSTANCES | | Total | Non-Motorist Contributing Circumstances in: | | | | |
|---|--|-------|---|---------------------------|-------------------------|---------------------------------|--------------------------|
| | | | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collision |
| PEDESTRIANS | Inattention/Driver Distractions | 293 | 10 | 222 | 5 | 55 | 1 |
| | Failure to Yield Right-of-Way to Motor Vehicle | 209 | 8 | 146 | 5 | 49 | 1 |
| | Under Influence of Alcohol and/or Drugs | 116 | 21 | 71 | 0 | 24 | 0 |
| | Failure to Use Xwalk | 94 | 4 | 64 | 2 | 24 | 0 |
| | Disregard Signal | 39 | 4 | 31 | 0 | 4 | 0 |
| | Excessive Speed | 7 | 0 | 5 | 0 | 2 | 0 |
| | Disregard Stop Sign/Red Beacon | 6 | 0 | 6 | 0 | 0 | 0 |
| | Improper Turn/U-Turn | 4 | 0 | 4 | 0 | 0 | 0 |
| | Failure to Yield Right-of-Way to Non Motorist | 4 | 1 | 3 | 0 | 0 | 0 |
| | Apparently Fatigued/Asleep/Ill | 2 | 0 | 2 | 0 | 0 | 0 |
| | Other | 312 | 29 | 221 | 9 | 53 | 0 |
| | None | 1,161 | 38 | 958 | 24 | 139 | 2 |
| | Not Reported/Missing | 3 | 90 | 5 | 12 | 2 | 112 |
| BICYCLISTS | Inattention/Driver Distractions | 251 | 1 | 210 | 17 | 22 | 1 |
| | Failure to Yield Right-of-Way to Motor Vehicle | 176 | 1 | 146 | 15 | 14 | 0 |
| | Disregard Signal | 49 | 1 | 34 | 11 | 3 | 0 |
| | Excessive Speed | 42 | 0 | 34 | 3 | 4 | 1 |
| | Under Influence of Alcohol and/or Drugs | 27 | 3 | 21 | 0 | 3 | 0 |
| | Disregard Stop Sign/Red Beacon | 27 | 0 | 20 | 2 | 5 | 0 |
| | Defective Equipment | 20 | 0 | 18 | 2 | 0 | 0 |
| | Headlight Violation | 19 | 0 | 14 | 2 | 3 | 0 |
| | Following too Closely | 15 | 0 | 12 | 2 | 1 | 0 |
| | Improper Turn/U-Turn | 15 | 0 | 11 | 1 | 3 | 0 |
| | Improper Passing | 12 | 0 | 10 | 1 | 1 | 0 |
| | Over Center Line | 2 | 0 | 1 | 0 | 1 | 0 |
| | Failure to Yield Right-of-Way to Non Motorist | 2 | 0 | 2 | 0 | 0 | 0 |
| | Disregard Yield/Yellow Beacon | 1 | 0 | 1 | 0 | 0 | 0 |
| | Improper Signal | 1 | 0 | 1 | 0 | 0 | 0 |
| | Other | 261 | 1 | 224 | 16 | 19 | 1 |
| | None | 647 | 2 | 574 | 30 | 41 | 0 |
| | Not Reported/Missing | 42 | 0 | 36 | 4 | 2 | 0 |
| | NON-MOTORIST WAS USING: | | | | | | |
| LOCATION | Marked Crosswalk | 1,203 | 23 | 1,012 | 40 | 125 | 3 |
| | Roadway | 1,177 | 48 | 884 | 64 | 179 | 2 |
| | Sidewalk | 347 | 12 | 301 | 13 | 20 | 1 |
| | Unmarked Crosswalk | 275 | 6 | 231 | 12 | 26 | 0 |
| | Shoulder | 189 | 5 | 148 | 5 | 29 | 2 |
| | Designated Bike Route | 186 | 1 | 164 | 3 | 17 | 1 |
| | Other | 127 | 4 | 102 | 1 | 20 | 0 |
| | Walkway | 25 | 2 | 20 | 1 | 2 | 0 |

Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

COLLISION FACTORS

Collision Types

| | Total Collisions | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collisions |
|--------------------------------------|------------------|------------------|---------------------------|-------------------------|---------------------------------|---------------------------|
| Single Vehicle | 27,091 | 247 | 937 | 8,679 | 15,445 | 1,783 |
| Run off the Road | 16,678 | 143 | 414 | 4,565 | 10,198 | 1,358 |
| Hit Fixed Object | 3,264 | 13 | 40 | 575 | 2,282 | 357 |
| Overturn | 825 | 11 | 77 | 504 | 214 | 20 |
| Other Non-Collision | 514 | 3 | 9 | 66 | 427 | 9 |
| Hits Other Object | 312 | 1 | 2 | 41 | 259 | 10 |
| Vehicle and Vehicle | 80,543 | 182 | 751 | 23,291 | 55,826 | 493 |
| Rear-End | 32,609 | 17 | 143 | 11,483 | 20,819 | 147 |
| Angle (T) | 17,442 | 42 | 191 | 5,429 | 11,653 | 127 |
| Sideswipe (Same Direction) | 8,455 | 4 | 26 | 1,075 | 7,310 | 40 |
| Parked/Stopped/Stalled Car | 6,641 | 5 | 26 | 565 | 5,977 | 68 |
| Angle (Left Turn) | 6,372 | 16 | 130 | 2,376 | 3,805 | 45 |
| From Same Direction - All Others | 2,319 | 4 | 33 | 511 | 1,757 | 14 |
| From Opposite Direction - All Others | 972 | 19 | 37 | 313 | 599 | 4 |
| Sideswipe (Opposite Direction) | 669 | 9 | 23 | 221 | 409 | 7 |
| Head-on | 545 | 46 | 71 | 248 | 177 | 3 |
| Vehicle and Non-Motorist | 3,290 | 78 | 377 | 2,698 | 133 | 8 |
| Pedestrian | 1,931 | 72 | 277 | 1,538 | 43 | 5 |
| Bicyclist | 1,359 | 6 | 100 | 1,160 | 90 | 3 |
| Vehicle and Animal | 2,186 | 2 | 20 | 216 | 1,931 | 17 |
| Vehicle and Train | 25 | 1 | 1 | 4 | 19 | 0 |
| Other/Unknown | 4,505 | 15 | 68 | 1,080 | 3,302 | 42 |

Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.



COLLISION FACTORS

Road Surface and Lighting Conditions

| CONDITIONS | | Total Collisions | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collisions |
|--------------|------------------------|------------------|------------------|---------------------------|-------------------------|---------------------------------|---------------------------|
| ROAD SURFACE | Dry | 71,194 | 310 | 1,247 | 22,164 | 46,111 | 1,362 |
| | Wet | 29,010 | 83 | 369 | 8,292 | 19,640 | 626 |
| | Ice | 2,921 | 14 | 38 | 745 | 2,036 | 88 |
| | Snow/Slush | 2,343 | 10 | 17 | 463 | 1,791 | 62 |
| | Standing Water | 248 | 0 | 5 | 71 | 168 | 4 |
| | Sand/Mud/Dirt | 144 | 3 | 7 | 46 | 79 | 9 |
| | Oil | 20 | 0 | 0 | 10 | 10 | 0 |
| | Other/Unknown | 1,754 | 9 | 5 | 179 | 1,436 | 125 |
| LIGHTING | Daylight | 71,112 | 211 | 979 | 22,071 | 46,982 | 869 |
| | Dark-Street Lights on | 20,680 | 94 | 392 | 5,961 | 13,590 | 643 |
| | Dark-No Street Lights | 8,728 | 102 | 220 | 2,186 | 5,727 | 493 |
| | Dusk | 2,828 | 11 | 53 | 892 | 1,829 | 43 |
| | Dawn | 1,840 | 2 | 31 | 507 | 1,262 | 38 |
| | Dark-Street Lights Off | 629 | 3 | 8 | 181 | 415 | 22 |
| | Other/Unknown | 1,817 | 6 | 5 | 172 | 1,466 | 168 |

Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.



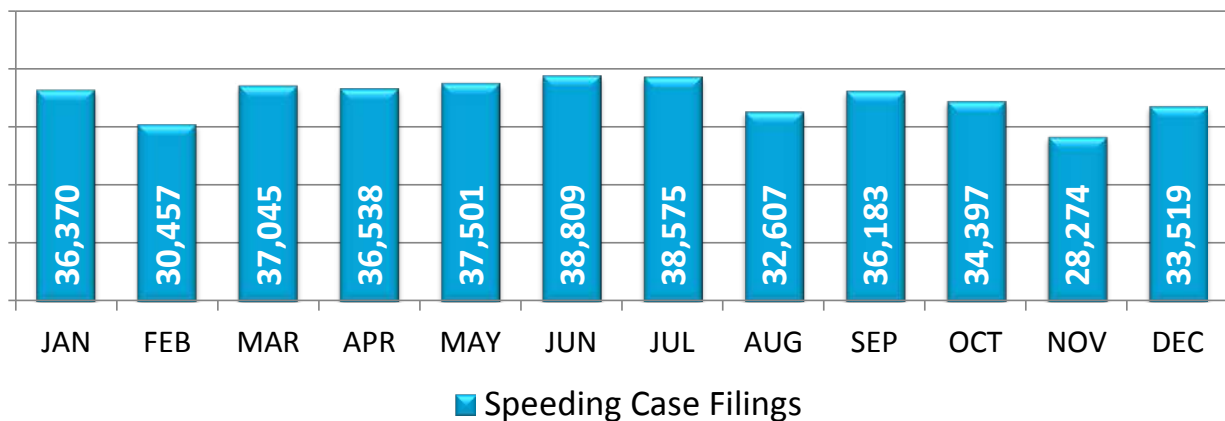
COLLISION FACTORS

Investigating Agencies

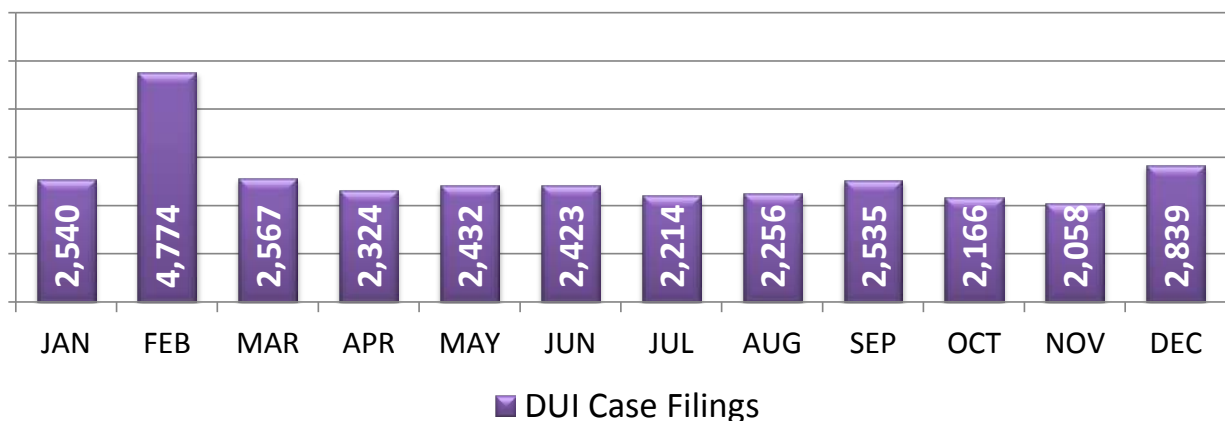
| INVESTIGATIVE AGENCY | Total Collisions | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collision |
|--------------------------|------------------|------------------|---------------------------|-------------------------|---------------------------------|--------------------------|
| Washington State Patrol | 32,542 | 195 | 479 | 9,242 | 22,301 | 325 |
| Municipal or City Police | 59,259 | 115 | 788 | 17,850 | 39,319 | 1,187 |
| County Sheriff | 15,702 | 115 | 417 | 4,832 | 9,580 | 758 |
| Other | 131 | 4 | 4 | 46 | 71 | 6 |

Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

Speeding Case Filings in 2014



DUI Case Filings in 2014



Source: AOC. See Appendix A for more information.

COLLISION FACTORS

Involved Vehicle Types

| INVOLVED VEHICLE TYPE | Total Vehicles in Collisions | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collision |
|------------------------------------|------------------------------|------------------|---------------------------|-------------------------|---------------------------------|--------------------------|
| Passenger Vehicles | 178,381 | 538 | 2,017 | 56,158 | 117,439 | 2,229 |
| Commercial Vehicles / Heavy Trucks | 5,782 | 40 | 94 | 1,335 | 4,245 | 68 |
| Motorcycles | 2,256 | 72 | 354 | 1,453 | 355 | 22 |
| Buses | 631 | 3 | 11 | 157 | 457 | 3 |
| Others | 589 | 5 | 47 | 222 | 315 | 0 |
| Unknown | 5,042 | 8 | 34 | 649 | 3,940 | 411 |

Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

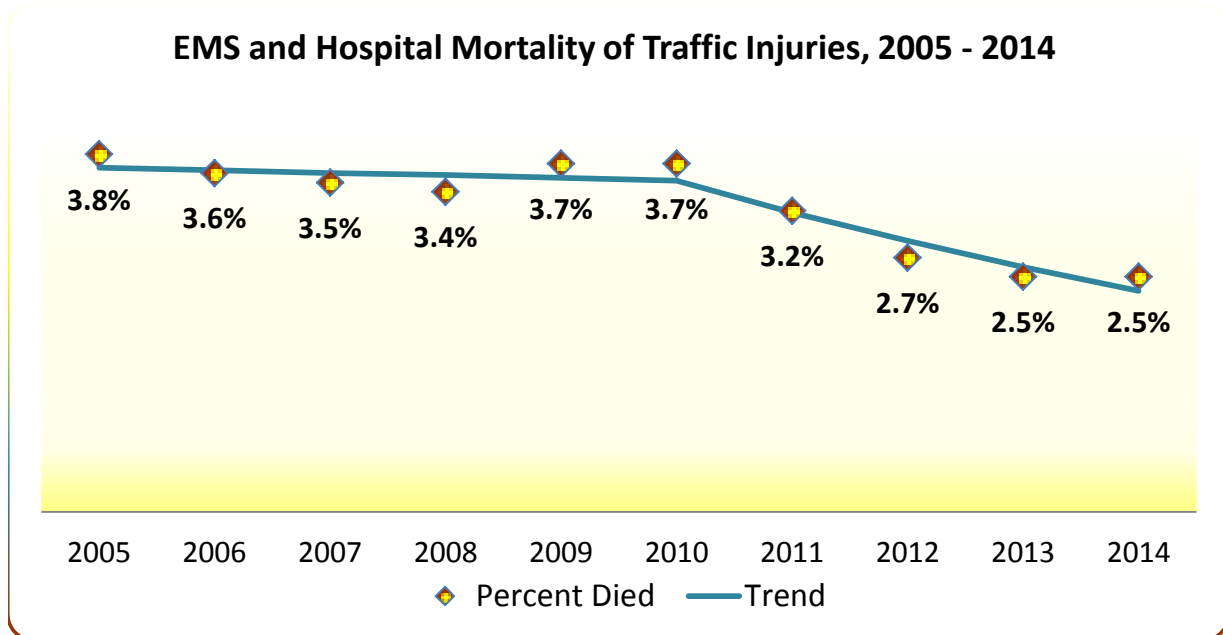


EMS and Trauma Systems

Washington's Emergency Medical Services (EMS) and Trauma Care Systems contributed to a steady decrease in the number of motor vehicle related deaths in hospitals. In 2005, there were 193 motor vehicle related deaths that occurred under EMS and trauma care. In 2014, the number went down to 166. The death rate for these patients also went down from about 3.8% in 2005 to about 2.5% in 2014.

Washington's EMS and Trauma Care System is a coordinated system to assure appropriate and adequate care with the goal of reducing death and disability. First, by providing critical care as soon as possible after an injury, EMS helps reduce deaths and serious injuries. The minutes directly following a traumatic injury are often critical to saving lives or minimizing the long term effects of injury; timeliness and clinical expertise are critical factors in the success of post trauma care.

In addition to the minutes immediately following an injury, a patient's success is dependent on other important facets of trauma care, including prevention activities, hospital care, and rehabilitation resources. Each of these components work together to reduce death and disability of injured people throughout Washington.



Source: DOH. See Appendix A for more information.

APPENDICES

Appendix A: Data Sources

Administrative Office of the Courts (AOC) – The Information Services Division provides support to the courts through development, operation, and maintenance of the Judicial Information System (JIS). The AOC provided tabulated counts of case filings relating to driving under the influence, speeding, and cell phone/texting. Speeding and cell phone/texting counts include both original and amended charges.

District and municipal courts which employ JIS are represented in the AOC Courts of Limited Jurisdiction statistical tables. For the DUI counts in this report, the Seattle Municipal Court is represented due to a special download from its local automated system. However, traffic violations bureaus (established in accordance with RCW 3.30.090) or the small number of courts which do not employ JIS are not included. Those violations bureaus and non-JIS courts process a combined total of about 5,000 cases per year, approximately one-fourth of one percent of the statewide limited jurisdiction caseload.

Speeding and cell/texting information provided by AOC does not include traffic violation bureaus or courts which do not employ JIS. This includes Seattle Municipal Court. Therefore, the counts included in this report offer an under-represented estimate of statewide case filings. For more information about AOC data and information, please visit http://www.courts.wa.gov/apellate_trial_courts/aocwho/?fa=atc_aocwho.display&fileID=isd

Collision Location Analysis System (CLAS) – Managed by WSDOT, CLAS contains collision data submitted by law enforcement officers for collisions occurring on Washington's public roads. Officers can submit the collision report electronically or by mailing in a paper collision report. WSDOT analysts review the reports and may request additional or clarifying information from the officer in the form of a Supplemental Collision Report. WSDOT analysts derive additional engineering specific data based on the data submitted by the officer. The data (with the exception of personal information) is then made available through the WSDOT Collision Data Mart for use by regions and divisions within WSDOT, the Federal Highway Administration (FHWA), other Washington State and Local Agencies, and other public and private organizations. For more information about CLAS data, please visit <http://www.wsdot.wa.gov/mapsdata/collision/collisiondatarequest.htm>.

Department of Health Office of Community Health Systems (DOH) – The Research, Analysis, and Data Section of the Office of Community Health Systems manages the State's Trauma Registry. Hospitals with designated trauma services are required to submit data to DOH quarterly for use in injury surveillance research and programs, monitoring patient care and outcomes, ensuring compliance with state standards for trauma care, and resource planning. The traffic safety community in Washington State utilizes trauma information for monitoring trauma systems as prioritized in Target Zero ®. For more information about Washington's Trauma Registry, please visit <http://www.doh.wa.gov/ForPublicHealthandHealthcareProviders/EmergencyMedicalServicesEMSSystems/TraumaSystem/TraumaRegistry.aspx>

Appendix A: Data Sources

Department of Licensing (DOL) – In addition to many other functions, the DOL provides information on licensed drivers and registered vehicles in Washington State. The DOL provided total counts of licensed drivers and registered vehicles for calculating collision and injury rates for this summary. For more information about DOL data and information, please visit <http://www.dol.wa.gov/about/data.html>.

Fatality Analysis Reporting System (FARS) – Managed by WTSC, FARS is a complete census of all traffic fatalities occurring on Washington Roadways, public or private (when the private road is openly accessible to the public). “Traffic” fatalities are those that involve a motor vehicle in transport, are not due to a cataclysmic event (such as a rock slide), and death occurring within 30 days of the collision. These data are submitted to the National Highway Traffic Safety Administration (NHTSA) for the national FARS database. For more information about Washington FARS, please visit <http://wtsc.wa.gov/research-data/about-radd/>.

Office of Financial Management Forecasting Division (OFM) – The population unit of the Forecasting Division develops official state and local population estimates and projections for use in the allocation of certain state revenues, growth management, and other planning functions. As the official partner of the U. S. Census Bureau for Washington state, the Population unit helps disseminate information about the characteristics of Washington’s population, housing, and economy and provide guidance to a variety of stakeholders in accessing and using demographic information. For more information about OFM population estimates, please visit <http://www.ofm.wa.gov/pop/>.

APPENDICES

Appendix A: Data Sources

| 2014 Exposure Data Used for Rates | Vehicle Miles Traveled (in 1,000's) | Registered Passenger Vehicles | Licensed Drivers | Population |
|--------------------------------------|---|-------------------------------------|---------------------|------------|
| Washington State | 58,059,800 | 6,252,554 | 5,293,568 | 6,968,170 |
| Adams | 521,598 | 18,961 | 14,180 | 19,400 |
| Asotin | 116,440 | 20,345 | 15,897 | 21,950 |
| Benton | 1,528,497 | 178,188 | 137,839 | 186,500 |
| Chelan | 642,497 | 79,353 | 58,653 | 74,300 |
| Clallam | 587,253 | 73,982 | 58,250 | 72,500 |
| Clark | 2,881,257 | 383,915 | 346,765 | 442,800 |
| Columbia | 60,409 | 4,701 | 3,042 | 4,080 |
| Cowlitz | 1,236,796 | 101,945 | 78,736 | 103,700 |
| Douglas | 391,304 | 39,928 | 28,895 | 39,700 |
| Ferry | 120,591 | 8,452 | 5,402 | 7,660 |
| Franklin | 711,720 | 77,590 | 58,246 | 86,600 |
| Garfield | 58,748 | 2,777 | 1,867 | 2,240 |
| Grant | 1,048,057 | 92,087 | 64,655 | 92,900 |
| Grays Harbor | 732,299 | 67,860 | 53,163 | 73,300 |
| Island | 457,842 | 86,022 | 64,799 | 80,000 |
| Jefferson | 361,247 | 34,896 | 26,688 | 30,700 |
| King | 16,212,539 | 1,661,878 | 1,637,967 | 2,017,250 |
| Kitsap | 1,777,864 | 239,474 | 194,096 | 255,900 |
| Kittitas | 1,120,158 | 44,729 | 29,775 | 42,100 |
| Klickitat | 243,456 | 24,684 | 18,090 | 20,850 |
| Lewis | 1,077,099 | 84,692 | 62,349 | 76,300 |
| Lincoln | 300,702 | 13,969 | 8,913 | 10,700 |
| Mason | 482,160 | 64,521 | 44,378 | 62,000 |
| Okanogan | 525,795 | 46,003 | 31,873 | 41,700 |
| Pacific | 227,801 | 23,614 | 17,352 | 21,100 |
| Pend Oreille | 128,882 | 15,963 | 9,561 | 13,210 |
| Pierce | 6,363,922 | 699,468 | 592,369 | 821,300 |
| San Juan | 55,282 | 20,634 | 14,293 | 16,100 |
| Skagit | 1,374,056 | 127,252 | 93,512 | 119,500 |
| Skamania | 128,621 | 12,775 | 8,187 | 11,370 |
| Snohomish | 5,665,896 | 664,672 | 528,298 | 741,000 |
| Spokane | 3,701,943 | 413,343 | 346,286 | 484,500 |
| Stevens | 382,219 | 53,418 | 31,036 | 43,900 |
| Thurston | 2,330,925 | 252,865 | 203,651 | 264,000 |
| Wahkiakum | 42,705 | 4,784 | 2,973 | 4,010 |
| Walla Walla | 488,524 | 53,259 | 43,154 | 60,150 |
| Whatcom | 1,626,079 | 196,507 | 154,307 | 207,600 |
| Whitman | 399,579 | 34,008 | 28,076 | 46,500 |
| Yakima | 1,947,036 | 229,040 | 173,847 | 248,800 |

Appendix B: Data Definitions

Traffic Collisions

Traffic Related Collisions exclude collisions that resulted from a traffic-unrelated medical event (such as a heart attack while driving), collisions resulting from police pursuits (legal interventions), intentional acts (suicide or homicide), or collisions that do not meet state reportable requirements (such as damage thresholds). In all collisions except fatalities (see definition below), the collision must also occur on a state or local public roadway (excludes private drives, parking lots, etc.). Injury severity for each person involved in a collision is determined by the investigating officer based on the latest information available at the time the report is completed.

Post 30 day Fatal Collisions are collisions that meet all the criteria for being traffic-related, except that the fatality occurred more than 30 days after the crash.

Collision Injury Severity

Fatal Injury – A collision, as described above, that results in a fatality. Specific to the FARS database, if a collision occurs on a private road accessible to the public, or the unstabilized event that led to the collision begins on a public road, those are counted as traffic fatalities. Exclusions include death after 30 days (even if the death was a result of the collision) or the loss of an unborn fetus as a result of the collision. Traffic fatalities are confirmed by death certificates (died as a result of injuries sustained in the collision).

Non-Traffic Fatality – A fatality that occurs on a public or private roadway that does not meet the criteria for a traffic fatality.

Serious Injury – A collision resulting in an injury assessed by the investigating officer as “any injury which prevents the injured person from walking, driving, or continuing normal activities at the time of the collision. Includes severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, etc. Excludes momentary unconsciousness, etc.”.

Minor Injury – A category combining evident and possible injuries, see definitions below.

Evident (non-disabling) Injury – A collision resulting in an injury assessed by the investigating officer as “any injury other than fatal or serious at the scene. Includes broken fingers or toes, abrasions, etc. Excludes limping, complaint of pain, nausea, momentary unconsciousness, etc.”.

Possible Injury – A collision resulting in an injury assessed by the investigating officer as “any injury reported to the officer or claimed by the individual as momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, hysteria, etc.”.

No Injury/Property Damage Only – 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.

Persons Involved in Collisions

Drivers – Operators of motor vehicles, excluding motorcyclists (see definition below), involved in traffic collisions.

Occupants – Persons in or on motor vehicles, not operating the vehicle, excluding motorcyclists.

APPENDICES

Appendix B: Data Definitions

Motorcyclists – Persons operating a motorcycle or a passenger on a motorcycle. Excludes scooter bikes, mopeds, and other motorized bikes.

Pedestrians – Persons on foot, roller skater/skateboarder, persons in wheelchairs, flaggers, road-way workers and emergency response personnel.

Bicyclists – Persons on bicycles, tricycles, or other pedal cycles.

Collision, Fatal and Injury Rates

Rates – A rate is the degree of which something occurs, measured per unit of something else. Rates answer the question “How likely is this to happen?” In this summary, the ‘something occurring’ are collisions and injuries from collisions. There are many ways to calculate rates in traffic safety to get more accurate estimates (beyond just simple counts) of how frequently an event is occurring, based upon some other unit of measurement, or exposure. Each of these different exposure methods are described below, including the limitations of each. The different types of rates provided in this summary are just different ways of looking at the same event and are not necessarily meant to be compared. The formula however is the same:

$$\text{Rate} = \# \text{ Events} \div (\text{Exposure} / [\text{per}] \text{ Unit})$$

Rate per 100M Vehicle Miles Traveled (VMT) – The VMT rate reflects the number of collisions, fatalities, or serious injuries that occur per every 100 million miles traveled on Washington roadways. For example, in Washington for every 100 million miles that are traveled by all road users, there are approximately 176 collisions, 4 serious injuries, and 1 fatality. The limitation of this measure is the very high number of vehicle miles traveled; each year there are billions of miles traveled on Washington roadways so it is challenging to imagine personal risk in the context of traveling millions of miles.

Rate per 10,000 Licensed Drivers – The Licensed Driver rate reflects the number of collisions, fatalities, or serious injuries that occur per every 10,000 drivers licensed in Washington State. The limitation of this measure is that not all drivers are licensed and not all who are licensed drive. Also, not all counties have 10,000 licensed drivers, so the rate may seem inflated. For example, Garfield County experienced 2 traffic fatalities and has 1,797 licensed drivers, so the resulting rate is 11.13 per 10,000 licensed drivers, which is the same as 2 per 1,797 licensed drivers. However, using per 10,000 allows for rate comparisons across counties.

Rate per 10,000 Registered Vehicles – The Registered Vehicle rate reflects the number of collisions, fatalities, or serious injuries that occur per every 10,000 vehicles registered in Washington State. The limitations of this measure are the same as for licensed drivers; not all vehicles on the road are registered and not all registered vehicles are driven. Rates may also appear inflated.

Rate per 10,000 Population – The Population rate reflects the number of collisions, fatalities, or serious injuries that occur per every 10,000 people living in Washington State. Similar to the limitations of the above rate measures, these rates may appear inflated for counties with populations less than 10,000. The statewide traffic serious injury rate of 3.23 per 10,000 population is the same as saying, “For every 10,000 persons living in Washington, three of them will be seriously injured in traffic collisions this year”, which is also the same as a total of 2,200 seriously injured people.

Appendix C: Statewide Collisions by City

| COUNTY | CITY | Total Collisions | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collision |
|----------|----------------|------------------|------------------|---------------------------|-------------------------|---------------------------------|--------------------------|
| Adams | Hatton | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lind | 0 | 0 | 0 | 0 | 0 | 0 |
| | Othello | 105 | 0 | 0 | 26 | 76 | 3 |
| | Ritzville | 9 | 0 | 0 | 4 | 5 | 0 |
| | Washtucna | 1 | 0 | 0 | 0 | 1 | 0 |
| | Unincorporated | 366 | 6 | 5 | 107 | 241 | 7 |
| Asotin | Asotin | 1 | 0 | 0 | 0 | 1 | 0 |
| | Clarkston | 112 | 0 | 1 | 30 | 70 | 11 |
| | Unincorporated | 81 | 0 | 4 | 18 | 46 | 13 |
| Benton | Benton City | 33 | 0 | 0 | 9 | 23 | 1 |
| | Kennewick | 1,183 | 3 | 9 | 327 | 832 | 12 |
| | Prosser | 42 | 0 | 1 | 7 | 33 | 1 |
| | Richland | 877 | 2 | 13 | 252 | 595 | 15 |
| | West Richland | 64 | 1 | 2 | 19 | 40 | 2 |
| | Unincorporated | 496 | 3 | 14 | 153 | 315 | 11 |
| Chelan | Cashmere | 29 | 0 | 0 | 4 | 25 | 0 |
| | Chelan | 55 | 1 | 0 | 14 | 40 | 0 |
| | Entiat | 6 | 0 | 0 | 0 | 6 | 0 |
| | Leavenworth | 18 | 0 | 0 | 2 | 16 | 0 |
| | Wenatchee | 462 | 0 | 3 | 139 | 317 | 3 |
| | Unincorporated | 540 | 4 | 11 | 163 | 352 | 10 |
| Clallam | Forks | 27 | 1 | 0 | 8 | 18 | 0 |
| | Port Angeles | 321 | 0 | 3 | 92 | 218 | 8 |
| | Sequim | 97 | 0 | 1 | 32 | 64 | 0 |
| | Unincorporated | 371 | 3 | 11 | 127 | 222 | 8 |
| Clark | Battle Ground | 184 | 1 | 2 | 51 | 130 | 0 |
| | Camas | 157 | 1 | 5 | 46 | 104 | 1 |
| | La Center | 35 | 1 | 1 | 12 | 19 | 2 |
| | Ridgefield | 51 | 2 | 3 | 16 | 30 | 0 |
| | Vancouver | 2,018 | 8 | 40 | 716 | 1,208 | 46 |
| | Washougal | 98 | 1 | 2 | 19 | 74 | 2 |
| | Yacolt | 2 | 0 | 0 | 2 | 0 | 0 |
| | Unincorporated | 1,723 | 18 | 45 | 586 | 1,027 | 47 |
| Columbia | Dayton | 9 | 0 | 1 | 3 | 5 | 0 |
| | Starbuck | 1 | 0 | 0 | 0 | 1 | 0 |
| | Unincorporated | 67 | 0 | 2 | 20 | 45 | 0 |
| Cowlitz | Castle Rock | 31 | 0 | 0 | 6 | 25 | 0 |
| | Kalama | 29 | 0 | 0 | 6 | 23 | 0 |
| | Kelso | 323 | 0 | 4 | 79 | 234 | 6 |
| | Longview | 510 | 1 | 8 | 189 | 303 | 9 |
| | Woodland | 89 | 0 | 3 | 24 | 62 | 0 |
| | Unincorporated | 473 | 6 | 12 | 134 | 313 | 8 |

APPENDICES

Appendix C: Statewide Collisions by City

| COUNTY | CITY | Total Collisions | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collision |
|--------------|----------------|------------------|------------------|---------------------------|-------------------------|---------------------------------|--------------------------|
| Douglas | Bridgeport | 5 | 0 | 0 | 2 | 3 | 0 |
| | Coulee Dam | 1 | 0 | 0 | 1 | 0 | 0 |
| | East Wenatchee | 209 | 0 | 3 | 51 | 153 | 2 |
| | Mansfield | 3 | 0 | 0 | 2 | 1 | 0 |
| | Rock Island | 6 | 0 | 0 | 3 | 3 | 0 |
| | Waterville | 3 | 0 | 0 | 0 | 3 | 0 |
| | Unincorporated | 320 | 6 | 10 | 77 | 215 | 12 |
| Ferry | Republic | 4 | 0 | 0 | 0 | 4 | 0 |
| | Unincorporated | 98 | 1 | 5 | 29 | 56 | 7 |
| Franklin | Connell | 13 | 0 | 0 | 4 | 9 | 0 |
| | Mesa | 5 | 0 | 0 | 0 | 5 | 0 |
| | Pasco | 824 | 4 | 7 | 231 | 572 | 10 |
| | Unincorporated | 223 | 2 | 13 | 84 | 115 | 9 |
| | | | | | | | |
| Garfield | Pomeroy | 0 | 0 | 0 | 0 | 0 | 0 |
| | Unincorporated | 58 | 2 | 2 | 18 | 34 | 2 |
| Grant | Coulee City | 1 | 0 | 0 | 1 | 0 | 0 |
| | Electric City | 4 | 0 | 0 | 0 | 4 | 0 |
| | Ephrata | 112 | 1 | 0 | 28 | 80 | 3 |
| | George | 11 | 0 | 0 | 3 | 8 | 0 |
| | Grand Coulee | 13 | 0 | 0 | 4 | 9 | 0 |
| | Mattawa | 9 | 0 | 0 | 1 | 8 | 0 |
| | Moses Lake | 420 | 0 | 10 | 117 | 286 | 7 |
| | Quincy | 62 | 0 | 0 | 17 | 44 | 1 |
| | Royal City | 0 | 0 | 0 | 0 | 0 | 0 |
| | Soap Lake | 3 | 0 | 0 | 0 | 3 | 0 |
| | Warden | 10 | 0 | 0 | 1 | 8 | 1 |
| | Unincorporated | 722 | 9 | 21 | 208 | 452 | 32 |
| | | | | | | | |
| Grays Harbor | Aberdeen | 381 | 0 | 3 | 122 | 252 | 4 |
| | Cosmopolis | 9 | 0 | 0 | 2 | 6 | 1 |
| | Elma | 31 | 0 | 0 | 4 | 25 | 2 |
| | Hoquiam | 128 | 0 | 0 | 28 | 100 | 0 |
| | McCleary | 14 | 0 | 0 | 3 | 10 | 1 |
| | Montesano | 29 | 1 | 0 | 9 | 17 | 2 |
| | Oakville | 5 | 0 | 1 | 0 | 4 | 0 |
| | Ocean Shores | 42 | 0 | 1 | 12 | 29 | 0 |
| | Westport | 13 | 0 | 0 | 5 | 8 | 0 |
| | Unincorporated | 369 | 3 | 16 | 98 | 243 | 9 |
| Island | Coupeville | 19 | 0 | 0 | 4 | 15 | 0 |
| | Langley | 2 | 0 | 0 | 0 | 2 | 0 |
| | Oak Harbor | 162 | 0 | 3 | 48 | 104 | 7 |
| | Unincorporated | 493 | 2 | 18 | 151 | 308 | 14 |

Appendix C: Statewide Collisions by City

| COUNTY | CITY | Total Collisions | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collision |
|-----------|------------------|------------------|------------------|---------------------------|-------------------------|---------------------------------|--------------------------|
| Jefferson | Port Townsend | 62 | 0 | 1 | 11 | 49 | 1 |
| | Unincorporated | 275 | 3 | 15 | 85 | 166 | 6 |
| King | Algona | 46 | 0 | 0 | 16 | 27 | 3 |
| | Auburn | 1,451 | 4 | 17 | 469 | 940 | 21 |
| | Bellevue | 2,987 | 3 | 23 | 742 | 2,185 | 34 |
| | Black Diamond | 38 | 0 | 2 | 9 | 27 | 0 |
| | Bothell | 506 | 0 | 6 | 133 | 358 | 9 |
| | Burien | 637 | 4 | 11 | 187 | 414 | 21 |
| | Carnation | 11 | 0 | 0 | 4 | 7 | 0 |
| | Clyde Hill | 20 | 0 | 0 | 1 | 19 | 0 |
| | Covington | 235 | 0 | 2 | 89 | 136 | 8 |
| | Des Moines | 247 | 0 | 4 | 77 | 153 | 13 |
| | Duvall | 39 | 0 | 0 | 16 | 23 | 0 |
| | Enumclaw | 103 | 0 | 0 | 40 | 59 | 4 |
| | Federal Way | 1,919 | 7 | 24 | 686 | 1,176 | 26 |
| | Hunts Point | 14 | 0 | 0 | 1 | 13 | 0 |
| | Issaquah | 491 | 0 | 8 | 123 | 356 | 4 |
| | Kenmore | 240 | 2 | 4 | 68 | 162 | 4 |
| | Kent | 2,963 | 5 | 36 | 831 | 2,048 | 43 |
| | Kirkland | 1,469 | 2 | 9 | 441 | 1,002 | 15 |
| | Lake Forest Park | 129 | 1 | 2 | 43 | 78 | 5 |
| | Maple Valley | 157 | 0 | 0 | 46 | 103 | 8 |
| | Medina | 19 | 0 | 1 | 1 | 17 | 0 |
| | Mercer Island | 284 | 0 | 2 | 67 | 209 | 6 |
| | Milton | 43 | 0 | 0 | 13 | 30 | 0 |
| | Newcastle | 70 | 0 | 5 | 21 | 40 | 4 |
| | Normandy Park | 41 | 2 | 0 | 14 | 24 | 1 |
| | North Bend | 87 | 0 | 1 | 19 | 65 | 2 |
| | Pacific | 79 | 0 | 1 | 30 | 47 | 1 |
| | Redmond | 1,020 | 0 | 7 | 214 | 784 | 15 |
| | Renton | 2,196 | 6 | 15 | 758 | 1,391 | 26 |
| | Sammamish | 247 | 0 | 2 | 63 | 180 | 2 |
| | SeaTac | 950 | 0 | 7 | 270 | 657 | 16 |
| | Seattle | 13,971 | 17 | 187 | 4,349 | 9,291 | 127 |
| | Shoreline | 774 | 1 | 13 | 242 | 503 | 15 |
| | Skykomish | 2 | 0 | 0 | 0 | 1 | 1 |
| | Snoqualmie | 68 | 0 | 1 | 16 | 48 | 3 |
| | Tukwila | 1,602 | 5 | 26 | 449 | 1,094 | 28 |
| | Woodinville | 247 | 0 | 3 | 66 | 176 | 2 |
| | Yarrow Point | 8 | 0 | 0 | 3 | 5 | 0 |
| | Unincorporated | 2,787 | 17 | 54 | 886 | 1,727 | 103 |

APPENDICES

Appendix C: Statewide Collisions by City

| COUNTY | CITY | Total Collisions | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collision |
|-----------|-------------------|------------------|------------------|---------------------------|-------------------------|---------------------------------|--------------------------|
| Kitsap | Bainbridge Island | 189 | 0 | 3 | 54 | 126 | 6 |
| | Bremerton | 702 | 2 | 8 | 212 | 456 | 24 |
| | Port Orchard | 292 | 0 | 3 | 93 | 193 | 3 |
| | Poulsbo | 160 | 0 | 0 | 47 | 112 | 1 |
| | Unincorporated | 1,619 | 14 | 43 | 537 | 987 | 38 |
| Kittitas | Cle Elum | 40 | 0 | 3 | 10 | 25 | 2 |
| | Ellensburg | 239 | 0 | 1 | 48 | 187 | 3 |
| | Kittitas | 10 | 0 | 0 | 3 | 7 | 0 |
| | Roslyn | 6 | 0 | 0 | 1 | 5 | 0 |
| | South Cle Elum | 1 | 1 | 0 | 0 | 0 | 0 |
| | Unincorporated | 921 | 3 | 20 | 239 | 642 | 17 |
| Klickitat | Bingen | 6 | 0 | 0 | 2 | 4 | 0 |
| | Goldendale | 29 | 0 | 1 | 7 | 21 | 0 |
| | White Salmon | 29 | 0 | 1 | 1 | 27 | 0 |
| | Unincorporated | 291 | 3 | 8 | 97 | 176 | 7 |
| Lewis | Centralia | 319 | 0 | 6 | 92 | 212 | 9 |
| | Chehalis | 183 | 0 | 5 | 46 | 125 | 7 |
| | Morton | 9 | 0 | 1 | 1 | 7 | 0 |
| | Mossyrock | 7 | 0 | 0 | 1 | 6 | 0 |
| | Napavine | 31 | 0 | 0 | 9 | 22 | 0 |
| | Pe Ell | 4 | 0 | 0 | 0 | 3 | 1 |
| | Toledo | 2 | 0 | 0 | 0 | 2 | 0 |
| | Vader | 1 | 0 | 0 | 0 | 1 | 0 |
| | Winlock | 12 | 0 | 0 | 1 | 9 | 2 |
| | Unincorporated | 672 | 6 | 16 | 192 | 436 | 22 |
| Lincoln | Almira | 0 | 0 | 0 | 0 | 0 | 0 |
| | Davenport | 13 | 0 | 0 | 0 | 13 | 0 |
| | Harrington | 2 | 0 | 0 | 1 | 1 | 0 |
| | Odessa | 2 | 0 | 0 | 0 | 2 | 0 |
| | Reardan | 3 | 0 | 0 | 3 | 0 | 0 |
| | Sprague | 8 | 0 | 0 | 0 | 8 | 0 |
| | Wilbur | 1 | 0 | 0 | 0 | 1 | 0 |
| | Unincorporated | 178 | 2 | 6 | 54 | 113 | 3 |
| Mason | Shelton | 159 | 0 | 5 | 63 | 86 | 5 |
| | Unincorporated | 547 | 7 | 30 | 164 | 314 | 32 |
| Okanogan | Brewster | 16 | 0 | 0 | 2 | 14 | 0 |
| | Conconully | 1 | 0 | 0 | 0 | 1 | 0 |
| | Coulee Dam | 0 | 0 | 0 | 0 | 0 | 0 |
| | Elmer City | 0 | 0 | 0 | 0 | 0 | 0 |
| | Nespelem | 1 | 0 | 0 | 0 | 1 | 0 |
| | Okanogan | 22 | 0 | 0 | 9 | 13 | 0 |
| | Omak | 48 | 0 | 1 | 11 | 35 | 1 |
| | Oroville | 9 | 0 | 0 | 3 | 6 | 0 |
| | Pateros | 9 | 0 | 0 | 2 | 7 | 0 |
| | Riverside | 3 | 0 | 1 | 0 | 2 | 0 |
| | Tonasket | 10 | 0 | 0 | 2 | 8 | 0 |
| | Twisp | 3 | 0 | 0 | 0 | 3 | 0 |
| | Winthrop | 4 | 0 | 0 | 1 | 3 | 0 |
| | Unincorporated | 345 | 9 | 12 | 100 | 203 | 21 |

Appendix C: Statewide Collisions by City

| COUNTY | CITY | Total Collisions | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collision |
|--------------|------------------|------------------|------------------|---------------------------|-------------------------|---------------------------------|--------------------------|
| Pacific | Ilwaco | 3 | 0 | 0 | 1 | 2 | 0 |
| | Long Beach | 24 | 0 | 0 | 6 | 18 | 0 |
| | Raymond | 18 | 0 | 1 | 4 | 12 | 1 |
| | South Bend | 15 | 0 | 0 | 5 | 9 | 1 |
| | Unincorporated | 188 | 0 | 5 | 53 | 123 | 7 |
| Pend Oreille | Cusick | 1 | 0 | 0 | 0 | 1 | 0 |
| | Ione | 1 | 0 | 0 | 0 | 1 | 0 |
| | Metaline | 2 | 0 | 1 | 1 | 0 | 0 |
| | Newport | 20 | 0 | 0 | 3 | 15 | 2 |
| | Unincorporated | 152 | 4 | 8 | 36 | 103 | 1 |
| Pierce | Auburn | 39 | 0 | 1 | 16 | 22 | 0 |
| | Bonney Lake | 188 | 0 | 1 | 43 | 132 | 12 |
| | Buckley | 69 | 1 | 0 | 14 | 53 | 1 |
| | Carbonado | 0 | 0 | 0 | 0 | 0 | 0 |
| | DuPont | 38 | 0 | 0 | 4 | 31 | 3 |
| | Eatonville | 12 | 0 | 0 | 2 | 9 | 1 |
| | Edgewood | 77 | 0 | 5 | 30 | 38 | 4 |
| | Fife | 471 | 2 | 8 | 106 | 348 | 7 |
| | Fircrest | 26 | 0 | 0 | 7 | 19 | 0 |
| | Gig Harbor | 221 | 0 | 2 | 53 | 163 | 3 |
| | Lakewood | 1,351 | 2 | 9 | 361 | 954 | 25 |
| | Milton | 120 | 2 | 1 | 31 | 85 | 1 |
| | Orting | 33 | 0 | 2 | 9 | 20 | 2 |
| | Pacific | 44 | 0 | 0 | 13 | 30 | 1 |
| | Puyallup | 1,023 | 5 | 7 | 293 | 706 | 12 |
| | Roy | 11 | 0 | 0 | 4 | 7 | 0 |
| | Ruston | 5 | 0 | 0 | 1 | 4 | 0 |
| | South Prairie | 5 | 0 | 0 | 0 | 5 | 0 |
| | Steilacoom | 37 | 0 | 0 | 8 | 25 | 4 |
| | Sumner | 272 | 0 | 6 | 74 | 188 | 4 |
| | Tacoma | 4,026 | 11 | 51 | 1,209 | 2,648 | 107 |
| | University Place | 142 | 0 | 4 | 34 | 100 | 4 |
| | Wilkeson | 3 | 0 | 0 | 1 | 1 | 1 |
| | Unincorporated | 3,784 | 24 | 87 | 1,131 | 2,455 | 87 |
| San Juan | Friday Harbor | 10 | 0 | 0 | 3 | 7 | 0 |
| | Unincorporated | 64 | 2 | 1 | 30 | 26 | 5 |
| Skagit | Anacortes | 192 | 0 | 4 | 50 | 135 | 3 |
| | Burlington | 264 | 1 | 1 | 86 | 174 | 2 |
| | Concrete | 3 | 0 | 0 | 2 | 1 | 0 |
| | Hamilton | 1 | 1 | 0 | 0 | 0 | 0 |
| | La Conner | 3 | 0 | 0 | 1 | 2 | 0 |
| | Lyman | 0 | 0 | 0 | 0 | 0 | 0 |
| | Mount Vernon | 560 | 0 | 5 | 147 | 402 | 6 |
| | Sedro-Woolley | 124 | 0 | 0 | 33 | 87 | 4 |
| | Unincorporated | 707 | 6 | 12 | 219 | 445 | 25 |
| Skamania | North Bonneville | 2 | 0 | 0 | 1 | 1 | 0 |
| | Stevenson | 10 | 0 | 0 | 3 | 6 | 1 |
| | Unincorporated | 128 | 4 | 5 | 50 | 59 | 10 |

APPENDICES

Appendix C: Statewide Collisions by City

| COUNTY | CITY | Total Collisions | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collision |
|-----------|-------------------|------------------|------------------|---------------------------|-------------------------|---------------------------------|--------------------------|
| Snohomish | Arlington | 373 | 2 | 4 | 97 | 257 | 13 |
| | Bothell | 511 | 0 | 2 | 137 | 369 | 3 |
| | Brier | 30 | 0 | 0 | 7 | 23 | 0 |
| | Darrington | 6 | 0 | 0 | 1 | 4 | 1 |
| | Edmonds | 521 | 2 | 9 | 167 | 333 | 10 |
| | Everett | 3,027 | 9 | 45 | 814 | 2,102 | 57 |
| | Gold Bar | 9 | 0 | 2 | 3 | 3 | 1 |
| | Granite Falls | 14 | 0 | 0 | 1 | 12 | 1 |
| | Index | 1 | 0 | 0 | 1 | 0 | 0 |
| | Lake Stevens | 336 | 1 | 6 | 104 | 211 | 14 |
| | Lynnwood | 1,300 | 1 | 8 | 305 | 973 | 13 |
| | Marysville | 779 | 1 | 8 | 215 | 531 | 24 |
| | Mill Creek | 227 | 0 | 2 | 85 | 136 | 4 |
| | Monroe | 261 | 1 | 3 | 64 | 181 | 12 |
| | Mountlake Terrace | 411 | 1 | 2 | 103 | 302 | 3 |
| | Mukilteo | 250 | 0 | 0 | 76 | 169 | 5 |
| | Snohomish | 179 | 0 | 4 | 37 | 129 | 9 |
| | Stanwood | 92 | 0 | 0 | 32 | 59 | 1 |
| | Sultan | 54 | 0 | 0 | 17 | 36 | 1 |
| | Woodway | 3 | 0 | 0 | 0 | 3 | 0 |
| | Unincorporated | 4,154 | 13 | 57 | 1,194 | 2,787 | 103 |
| Spokane | Airway Heights | 74 | 0 | 1 | 21 | 52 | 0 |
| | Cheney | 66 | 1 | 1 | 22 | 42 | 0 |
| | Deer Park | 21 | 0 | 2 | 5 | 14 | 0 |
| | Fairfield | 1 | 0 | 0 | 0 | 1 | 0 |
| | Liberty Lake | 82 | 0 | 0 | 19 | 63 | 0 |
| | Medical Lake | 9 | 0 | 0 | 2 | 4 | 3 |
| | Millwood | 15 | 0 | 1 | 3 | 11 | 0 |
| | Rockford | 5 | 0 | 0 | 1 | 3 | 1 |
| | Spangle | 2 | 0 | 0 | 0 | 2 | 0 |
| | Spokane | 3,388 | 6 | 53 | 1,360 | 1,880 | 89 |
| | Spokane Valley | 1,111 | 8 | 15 | 341 | 721 | 26 |
| | Unincorporated | 1,367 | 13 | 42 | 435 | 833 | 44 |
| Stevens | Chewelah | 19 | 0 | 0 | 4 | 15 | 0 |
| | Colville | 60 | 0 | 2 | 14 | 44 | 0 |
| | Kettle Falls | 8 | 0 | 1 | 2 | 5 | 0 |
| | Marcus | 1 | 0 | 0 | 0 | 1 | 0 |
| | Northport | 1 | 0 | 0 | 0 | 1 | 0 |
| | Springdale | 4 | 0 | 0 | 0 | 4 | 0 |
| | Unincorporated | 419 | 10 | 6 | 98 | 288 | 17 |
| Thurston | Bucoda | 4 | 0 | 0 | 2 | 1 | 1 |
| | Lacey | 1,041 | 2 | 18 | 328 | 677 | 16 |
| | Olympia | 1,184 | 1 | 11 | 314 | 834 | 24 |
| | Rainier | 13 | 0 | 0 | 5 | 8 | 0 |
| | Tenino | 15 | 0 | 1 | 3 | 11 | 0 |
| | Tumwater | 503 | 1 | 4 | 134 | 358 | 6 |
| | Yelm | 154 | 0 | 4 | 52 | 93 | 5 |
| | Unincorporated | 1,119 | 11 | 36 | 411 | 625 | 36 |

Appendix C: Statewide Collisions by City

| COUNTY | CITY | Total Collisions | Fatal Collisions | Serious Injury Collisions | Minor Injury Collisions | Property Damage Only Collisions | Unknown Injury Collision |
|-------------|----------------|------------------|------------------|---------------------------|-------------------------|---------------------------------|--------------------------|
| Wahkiakum | Cathlamet | 3 | 0 | 0 | 0 | 3 | 0 |
| | Unincorporated | 40 | 0 | 2 | 15 | 22 | 1 |
| Walla Walla | College Place | 65 | 1 | 1 | 16 | 44 | 3 |
| | Prescott | 3 | 0 | 0 | 0 | 3 | 0 |
| | Waitsburg | 10 | 0 | 0 | 3 | 6 | 1 |
| | Walla Walla | 516 | 1 | 2 | 107 | 368 | 38 |
| | Unincorporated | 358 | 7 | 8 | 87 | 248 | 8 |
| | | | | | | | |
| Whatcom | Bellingham | 1,503 | 3 | 21 | 380 | 1,081 | 18 |
| | Blaine | 41 | 1 | 1 | 10 | 27 | 2 |
| | Everson | 16 | 1 | 1 | 1 | 9 | 4 |
| | Ferndale | 148 | 0 | 3 | 35 | 109 | 1 |
| | Lynden | 94 | 0 | 1 | 34 | 59 | 0 |
| | Nooksack | 9 | 0 | 0 | 1 | 6 | 2 |
| | Sumas | 13 | 0 | 0 | 4 | 9 | 0 |
| | Unincorporated | 998 | 9 | 20 | 272 | 653 | 44 |
| Whitman | Albion | 0 | 0 | 0 | 0 | 0 | 0 |
| | Colfax | 45 | 0 | 0 | 11 | 33 | 1 |
| | Colton | 0 | 0 | 0 | 0 | 0 | 0 |
| | Farmington | 1 | 0 | 0 | 0 | 1 | 0 |
| | Garfield | 0 | 0 | 0 | 0 | 0 | 0 |
| | LaCrosse | 0 | 0 | 0 | 0 | 0 | 0 |
| | Oakesdale | 2 | 0 | 0 | 0 | 2 | 0 |
| | Palouse | 3 | 0 | 0 | 0 | 3 | 0 |
| | Pullman | 341 | 0 | 3 | 100 | 236 | 2 |
| | Rosalia | 3 | 0 | 0 | 0 | 3 | 0 |
| | St. John | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tekoa | 2 | 0 | 0 | 0 | 2 | 0 |
| | Unincorporated | 277 | 3 | 9 | 88 | 173 | 4 |
| Yakima | Grandview | 77 | 0 | 3 | 11 | 62 | 1 |
| | Granger | 17 | 0 | 0 | 6 | 11 | 0 |
| | Harrah | 6 | 0 | 1 | 1 | 4 | 0 |
| | Mabton | 14 | 1 | 0 | 4 | 9 | 0 |
| | Moxee | 11 | 0 | 0 | 4 | 7 | 0 |
| | Naches | 13 | 0 | 1 | 4 | 8 | 0 |
| | Selah | 67 | 0 | 2 | 12 | 52 | 1 |
| | Sunnyside | 177 | 1 | 5 | 39 | 130 | 2 |
| | Tieton | 1 | 0 | 0 | 0 | 1 | 0 |
| | Toppenish | 123 | 1 | 0 | 24 | 93 | 5 |
| | Union Gap | 155 | 0 | 2 | 38 | 113 | 2 |
| | Wapato | 29 | 0 | 0 | 6 | 21 | 2 |
| | Yakima | 1,718 | 3 | 9 | 522 | 1,157 | 27 |
| | Zillah | 12 | 0 | 0 | 2 | 8 | 2 |
| | Unincorporated | 1,386 | 28 | 34 | 402 | 840 | 82 |

APPENDICES

Appendix D: Additional Resources

American National Standard ANSI D16.1-2007: Manual on Classification of Motor Vehicle Traffic Accidents, Seventh Edition. <http://www-nrd.nhtsa.dot.gov/Pubs/07D16.pdf>

National Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration (NHTSA). <http://www.nhtsa.gov/FARS>

Model Minimum Uniform Crash Criteria (MMUCC), 4th Edition. <http://www.mmucc.us/>

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