



*mpact of
Community
Traffic Safety
Programs:*

A Preliminary Report
The Washington Traffic
Safety Commission

April 1989

Washington Traffic
Safety Commission
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EUGENE PETERSON
Director



STATE OF WASHINGTON

WASHINGTON TRAFFIC SAFETY COMMISSION

1000 S. Cherry St., MS-PD-11 • Olympia, Washington 98504 • (206) 753-6197

April 1989

Dear Friend of Traffic Safety:

We recently completed a preliminary analysis of data associated with 16 Community Traffic Safety Task Forces supported through our agency.

These Task Forces, originally formed to develop and implement "DWT" countermeasures, have since been expanded to address a broader spectrum of traffic safety areas, including occupant restraints, bicycles, motorcycles, and pedestrians.

The results of our preliminary analysis are encouraging, so much so in fact that we have undertaken a full scale impact evaluation utilizing a wide variety of data elements. We hope to have the results of this evaluation by late summer.

Meantime, we wanted to share with you the preliminary results as set forth in the following Executive Summary and abbreviated report. I might mention at this point that although we are still busy digesting the 1988 data, it appears that the state's traffic death rate per 100 million vehicle miles of travel will stand at 1.95 for last year, the lowest such rate ever recorded in this state. The previous low was 1.96, attained in 1986.

We have come a long way since 1937, when the state's highway death rate stood at 12.9. It seems evident that the motoring public in our state continues to become more safety-conscious with each passing year. With your support, we can make Washington State's highways even safer in the months and years ahead.

Sincerely,

A handwritten signature in black ink that reads "Eugene Peterson". The signature is fluid and cursive, with a large loop at the end.

Eugene Peterson

Director

Executive Summary

In response to an increasing drinking-driver problem, the Washington Traffic Safety Commission (WTSC) initiated 16 DWI Community Task Force programs in the early and mid 1980's. The initial purpose of these task forces was to develop and implement DWI countermeasures. During the past two years, however, the Task Forces have expanded their activities to address a wider variety of traffic safety issues, including occupant protection and senior driver courses.

This abbreviated report presents the results of a preliminary analysis of data associated with Task Force activity. In brief, the data suggest:

- Task Force areas exceeded Non-Task Force areas by three percentage points in the reduction of DWI traffic collision rates from 1983-85.
- Had the Non-Task Force areas reduced their DWI collision rates as much as the Task Force areas, the former would have saved \$1.5 million in societal costs (wage loss, medical expense, property damage, etc.) during 1985 alone.
- The percent change in traffic fatality rates from 1984-85 for the Task Force areas was -9.6 as compared to +8.0 for the Non-Task Force areas.

Quantitative, Measurable Data Associated with the Community Traffic Safety Programs (Task Forces)

April 1989

This abbreviated report presents quantitative, measurable data associated with the activities of the Washington Traffic Safety Commission's Community Traffic Safety Programs (Task Forces). The report is divided into three parts: Alcohol-Related Traffic Collisions, Occupant Restraint Usage, and All Traffic Collisions.

I. Alcohol-Related Traffic Collisions

Introduction:

The drinking-driver problem had reached alarming proportions in the nation as well as Washington State during the decades of the 1960's and 1970's. In March of 1981, the Washington Traffic Safety Commission (WTSC) announced that the state would embark on a comprehensive, long-term prevention and education program on driving after drinking. The following year, the National Highway Traffic Safety Administration launched a concerted nationwide alcohol countermeasures effort, which included an Alcohol Program Management Course held in the Spring of 1982 in Portland, Oregon.

In order to encourage participation in the course by representatives of Washington cities and counties then experiencing high levels of alcohol-related traffic collisions, the WTSC staff canvassed potential traffic safety activists in those areas ranked highest in "Had Been Drinking" drivers to total drivers involved in all investigated crashes in 1981.

Those community officials and activists attending the Portland workshop then became the nucleus of Washington State's newly launched DWI Community Task Force program. The first Task Force contract signed between the WTSC and a local governmental unit following the Portland meeting involved Seattle. This Task Force legally commenced operations March 1, 1983. Spokane County, which had had an alcohol countermeasures program underway for a number of years, already had signed its contract with the WTSC January 1, 1981. The last of

the original 16 Task Forces to sign a contract with the WTSC was Lewis County, which entered into its agreement December 1, 1984.

During the early years of the DWI Community Task Force program, emphasis was directed almost exclusively to the drinking-driver issue. In the past two years, additional effort has been expended in the promotion of a variety of traffic safety programs, including occupant protection and senior driver courses. In 1989, the WTSC proposes to support community programs addressing additional issues, such as bicycle, motorcycle and pedestrian safety. Thus, the original DWI Community Task Forces have been renamed and are now known as "Community Traffic Safety Programs."

Methodology:

Two time frames were selected for examination in the "Alcohol-Related Traffic Collision" section. The first encompasses January 1, 1980 through December 31, 1985. The 1985 cutoff date was established because the configuration of the Task Force areas changed significantly in 1986 with the inclusion of large portions of King County. It was felt that at least two more years of Task Force activities in the newly included areas would be required in order to present credible performance data. This added time becomes particularly significant to an evaluation of the Task Force efforts because we are comparing aggregated data for Task Force and Non-Task Force areas. Data related to the first time frame are contained in the attached Table 1.

The second time frame deals with data reflecting changes in the number of drivers involved in total and "Had Been Drinking" collisions during 1986-87 in the 16 original task force areas. These data, presented in Table 2, are intended to present at least a preliminary analysis of the task forces' performance in the most recent years currently available. When 1988 data become available, a continuation of the analysis presented in Table 1 will be undertaken so as to reflect the experience of the newly added Eastside area in King County as well as that of the original 16 Task Forces.

Table 1 presents on its "Y" axis the original 16 Task Force areas and the dates of their contract signing. Totals for "Had Been Drinking Ability Impaired" collisions and the collision rates per 1,000 population for both Task Force and Non-Task Force areas are given on the "X" axis. The Task Force rates on the "X" axis were calculated by (1) adding up all DWI collisions for a given year in the Task Force areas and then (2) multiplying this number by 1,000 before (3) dividing this total by the aggregate population figure for the Task Force areas. Total Task Force DWI collisions were subtracted from the statewide total for a given year in order to arrive at the number of such collisions for the Non-Task Force areas. Total Task Force population figures for a given year were subtracted from the statewide total population number to arrive at the aggregated population figure for the Non-Task Force areas. The Non-Task Force DWI collision rates were then calculated the same way as for the Task Force areas.

The zig-zag line drawn through the center of Table 1 delineates the pre- and post-task force status of the 16 Task Force areas under examination. The "% Change in Rates" columns reflect the change in DWI collision rates from the year a particular city or county became a Task Force area to 1985. All population

figures were obtained from the state's Office of Financial Management while all collision data were obtained from the official Washington State Patrol traffic records.

Inferences:

A wide variety of favorable inferences may be drawn from the collapsed data presented in Table 1 to suggest the positive impact the Task Forces have had on traffic safety over time in Washington State. Among these inferences are the following:

1. The percent change in DWI collision rates from 1983-1985 for the Task Force areas was - 10.7 as compared to - 7.7 percent for the Non-Task Force areas. (Also, see Fig. 1) This is important to note because five of the eight jurisdictions which became Task Force areas in 1983 had substantially higher collision rates in 1982 than the aggregated Non-Task Force rate of 2.51 for that year.
2. The percent change in DWI collision rates from 1984-1985 for the Task Force areas was - 6.1 as compared to - 7.3 for the Non-Task Force areas. This is a commendable performance for the Task Force areas in view of the fact that four of the seven jurisdictions which became Task Force areas in 1984 had higher collision rates in 1983 than the Non-Task Force rate that year of 2.09. In sum, nine of the 15 Task Force areas had much higher collision rates than the Non-Task Force aggregated rate when they signed their WTSC contracts.
3. Five of the eight jurisdictions which became Task Force areas in 1983 substantially outperformed the Non-Task Force areas in percentage of desirable change in collision rates from 1983-85. (See column entitled "% Change in Rates 1983-85").
4. Six of the seven jurisdictions which became Task Force areas in 1984 substantially outperformed the Non-Task Force areas in percentage of desirable change in collision rates from 1984-85. (See column entitled "% Change in Rates 1984-85").
5. Had the Non-Task Force areas reduced their collision rate as much (- 10.7 percent) from 1983-85 as did the Task Force areas, the former would have experienced 277 fewer collisions in 1985 alone. It may be calculated, using 1985 National Safety Council figures for fatal and non-fatal injuries together with that for a property damage collision, that the savings in societal costs due to such collisions in the Non-Task Force areas would have totalled \$1,562,080 for 1985 alone.

Table 2 data also indicate desirable changes may be continuing to occur in the original Task Force areas through 1986 and 1987. Among the favorable inferences which may be drawn from Table 2 are:

1. Although the number of drivers involved in total collisions in the Task Force areas increased 3.2 percent from 1986-87, the number of these drivers involved in DWI collisions increased only 0.3 percent.

2. Again, despite the 3.2 percent increase in drivers involved in total collisions, as mentioned above, the number of drivers in "Had Been Drinking" collisions actually declined 3.1 percent from 1986-87.
3. The ratio of DWI drivers to all drivers involved in total collisions in the Task Force areas declined 2.8 percent in the period under examination.
4. The ratio of "Had Been Drinking" drivers to total drivers declined 6.6 percent.

II. Occupant Restraint Usage

Introduction:

The WTSC initiated its efforts to promote the use of occupant restraints in FY 1980. That year a statewide program was launched to contact expectant mothers and parents of newborn infants. A slide film was presented in various hospitals with obstetric wards to explain the dangers of transporting infants and small children without proper safety restraints. At the same time, 29 Safety Education Troopers from the Washington State Patrol participated in school traffic safety programs throughout the state to stress the importance of seatbelt and child restraint use.

In FY 1984, the Model Community Safety Belt Programs were established. By 1987, there were 40 Community Safety Belt Task Forces in operation throughout the state. Their efforts to promote safety restraint usage was significantly enhanced by the passage of the child restraint law, which became effective January 1, 1984, and enactment of the mandatory use law, which became effective June 11, 1986.

Methodology:

Since the 40 Safety Belt Task Forces are scattered throughout the state and have been assisted in recent years in their promotional efforts by the 16 original DWI Task Forces, it was felt by the evaluator that it would be very difficult to separate the state into Task Force and Non-Task Force areas for purposes of comparing seat belt usage data. Therefore, usage rates statewide and by county for the years 1983-87 are presented in Table 3. This time frame was selected because 1983 marked the first year the WTSC presented a county-by-county breakdown of usage rates. WTSC data do reveal, however, that statewide usage in 1980 was only 17.4 percent as compared to 77.6 percent at the end of 1987.

Inferences:

As Table 3 indicates, substantial increases in usage rates have occurred in every county of the state, and statewide, usage increased by more than 269 percent from 1983 through 1987. By the end of the first six months of 1988, the statewide usage rate stood at 80 percent. Following is a breakdown by age of occupant and safety restraint use reflecting data through the end of 1988:

Age	0-5	6-15	16-19	20-24	25-34	35-64	65/Over
Rate	86.6%	74.2%	74.5%	75.8%	79.5%	85.0%	84.5%

III. All Traffic Collisions

Introduction:

In view of the fact, as previously mentioned, that the original 16 Task Forces have, over the years, expanded their efforts beyond just alcohol countermeasures to include additional traffic safety objectives, the evaluator felt that data comparing Task Force and Non-Task Force areas would be appropriate in categories involving all traffic deaths.

Methodology:

Table 4 presents data on all traffic fatalities in the same format utilized in Table 1, which deals only with DWI traffic collisions. Again, it was felt that to continue Table 4 in the Task Force vs. Non-Task Force format for 1986 and 1987 would not be credible in view of the lack of enough experience in the newly added Task Force areas.

Inferences:

Table 4 indicates the Task Force areas significantly outperformed the Non-Task Force areas where reductions in the fatality rate per 100,000 population is concerned. (Also, see Fig. 2) Following are favorable inferences which may be drawn from Table 4.

1. Spokane County, the first Task Force area, experienced a 24.3 percent reduction in its traffic fatality rate from 1981-1985 while the Non-Task Force areas experienced an increase of 4.8 percent during the same period.
2. The percent change in fatality rates from 1983-1985 for the Task Force areas was + 2.3 as compared to + 18.2 for the Non-Task Force areas.
3. The percent change in fatality rates from 1984-1985 for the Task Force areas was - 9.6 as compared to + 8.0 for the Non-Task Force areas.
4. Seven of the eight jurisdictions which became Task Force areas in 1983 substantially outperformed the Non-Task Force areas in percentage of change in fatality rates from 1983-85.
5. Five of the seven jurisdictions which became Task Force areas in 1984 substantially outperformed the Non-Task Force areas in percentage of change in fatality rates from 1984-85.

FIGURE 1

*DWI Collision Rates for Task Force
Vs. Non-Task Force Areas--1983-85*

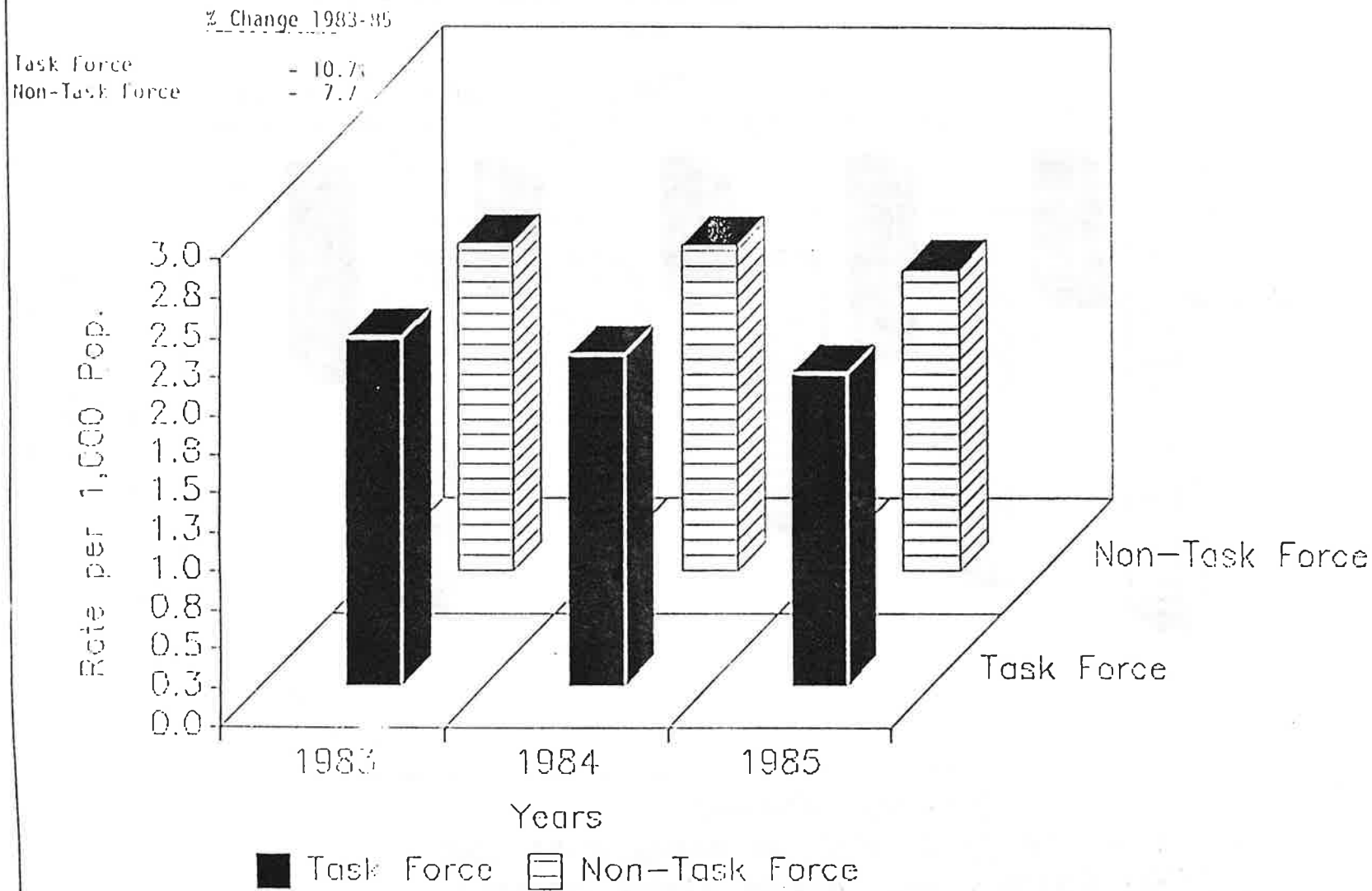
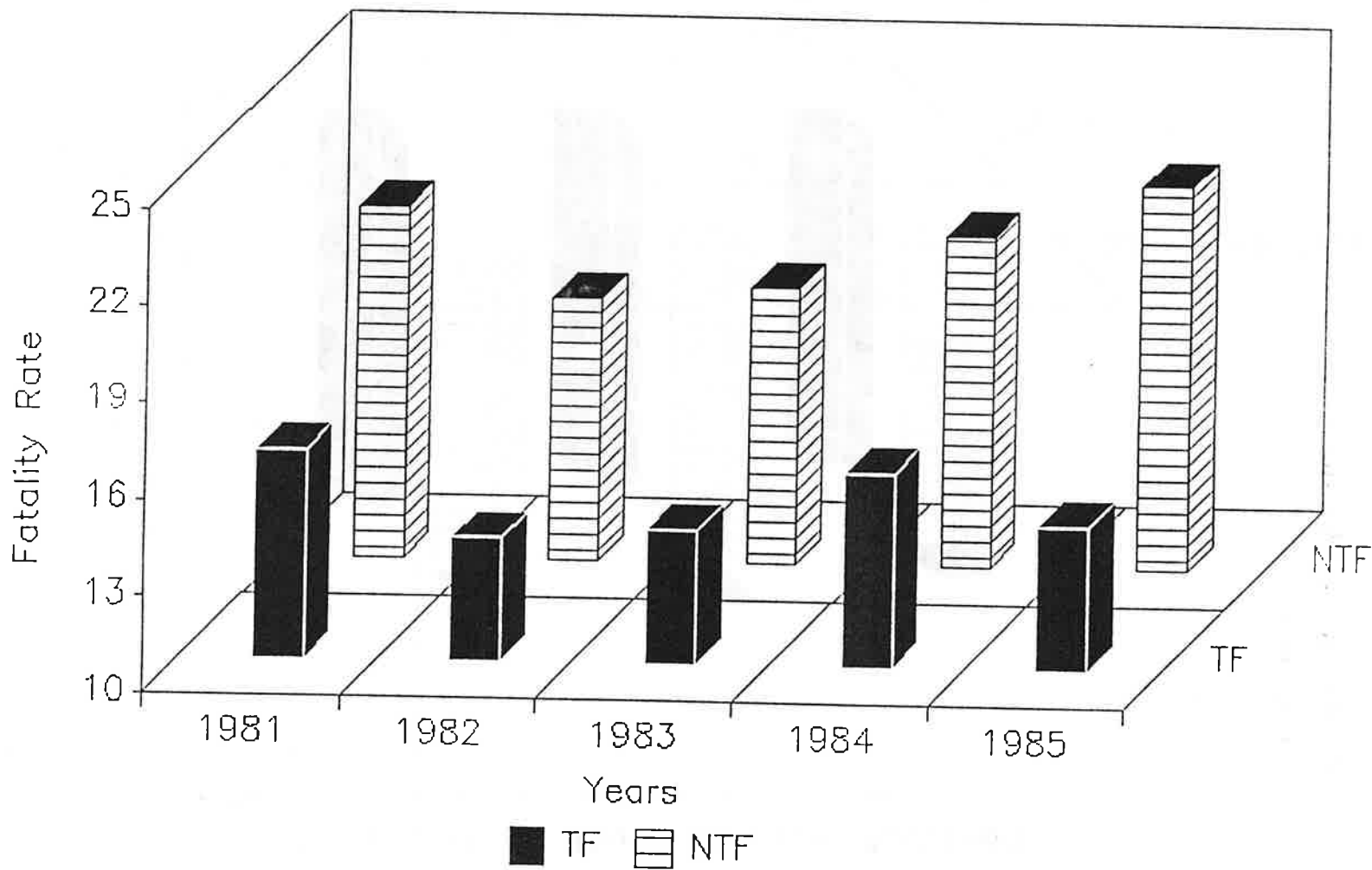


FIGURE 2

*Traffic Death Rates (Per 100,000 Pop.)
For Task Force vs. Non-Task Force Areas
During 1981-85*



Task Force = T.F.
Non-Task Force = NTF

TABLE 1
 1980-85 DWI TRAFFIC COLLISIONS AND DWI COLLISION RATES (Per 1,000 Pop.)
 FOR THE 16 TASK FORCE AREAS
 COMPARED TO STATEWIDE AND NON-TASK FORCE AREAS

	1980		1981		1982		1983		1984		1985		% Change In Rates 1981-85	% Change In Rates 1983-85	% Change In Rates 1984-85	
	Collisions	Rates	Collisions	Rates	Collisions	Rates	Collisions	Rates	Collisions	Rates	Collisions	Rates				
Statewide	11,243	2.72	11,609	2.73	10,379	2.43	9,267	2.16	9,173	2.12	8,689	1.98	-	8.4%	-	6.6%
Spokane (1/1/81)*	586	1.71	587	1.69	556	1.60	547	1.57	624	1.79	574	1.62	+ 4.2%			
Seattle (3/1/83)	1,204	2.44	1,244	2.53	1,159	2.36	1,046	2.14	964	1.97	943	1.92	-	10.3		
Pierce (3/15/83)	1,481	3.05	1,578	3.15	1,524	3.02	1,378	2.72	1,301	2.53	1,265	2.41	-	11.4		
Kent (4/1/83)	144	6.27	129	5.51	106	4.49	101	3.96	74	2.82	66	2.45	-	38.2		
Olympia (4/15/83)	113	4.12	86	3.12	91	3.29	66	2.36	70	2.43	69	2.42	+	2.6		
Mason (4/15/83)	107	3.43	126	3.95	107	3.27	83	2.47	79	2.27	90	2.59	+	4.9		
Snohomish (4/15/83)	1,037	3.07	1,056	2.99	964	2.70	837	2.32	764	2.08	794	2.13	-	8.2		
Whatcom (5/1/83)	316	2.96	339	3.08	231	2.08	223	1.99	222	1.95	224	1.93	-	3.1		
Benton (9/1/83)	346	3.16	324	2.86	279	2.50	245	2.25	231	2.14	161	1.53	-	32.0		
Skagit (1/1/84)	244	3.80	286	4.41	246	3.75	190	2.87	185	2.77	200	2.93			+	16.0
Bellevue (2/1/84)	127	1.72	160	2.12	125	1.68	97	1.31	109	1.39	103	1.28	-	8.0		
Clark (4/15/84)	450	2.34	418	2.13	374	1.88	342	1.71	371	1.84	319	1.57	-	14.7		
Okanogan (5/1/84)	103	3.36	96	3.11	80	2.58	95	3.02	75	2.35	57	1.80	-	23.4		
Clallam (7/1/84)	158	3.06	129	2.46	132	2.53	103	1.97	124	2.34	109	2.07	-	27.0		
Yakima (11/1/84)	472	2.74	561	3.21	454	2.59	438	2.48	460	2.56	400	2.19	-	14.5		
Lewis (12/1/84)	131	2.34	161	2.84	126	2.23	155	2.77	135	2.39	117	2.07	-	13.4		
Task Force Area Totls			587	1.69	556	1.60	4,526	2.25	5,788	2.14	5,491	2.01	-	10.7%	-	6.1%
Non-Task Force Totls	11,243	2.72	11,022	2.83	9,823	2.51	4,741	2.09	3,385	2.08	3,198	1.93	-	7.7%	-	7.3%

*Date Task Force contract was signed with the Washington Traffic Safety Commission.

TABLE 2
NUMBER OF DRIVERS INVOLVED IN TOTAL AND "HAD BEEN DRINKING" COLLISIONS
DURING 1986-87 IN THE 16 ORIGINAL TASK FORCE AREAS
TOGETHER WITH PERCENT CHANGE IN THE TWO-YEAR PERIOD

	Drivers In Total Collisions			Drivers In DWI Collisions			Drivers In Had Been Drinking Collisions			Ratio DWI to Total			Ratio Had Been Drinking Drivers to Total Drivers		
	1986	1987	Percent Change	1986	1987	Percent Change	1986	1987	Percent Change	1986	1987	Percent	1986	1987	Percent
Spokane	11,355	10,911	- 3.9%	677	573	- 15.4%	1,507	1,174	- 22.1%	6.0%	5.3%	- 11.7%	13.3%	10.8%	- 18.8%
Seattle	22,275	22,459	+ 2.0	990	972	- 1.8	2,446	2,524	+ 3.2	4.4	4.3	- 2.3	11.0	11.2	+ 1.8
Pierce	19,791	20,401	+ 3.1	1,251	1,314	+ 5.0	2,490	2,472	- 0.7	6.3	6.4	+ 1.6	12.6	12.1	- 4.0
Kent	2,096	2,350	+ 12.2	77	75	- 2.6	162	160	- 1.7	3.7	3.2	- 13.5	7.7	6.8	- 11.7
Olympia	2,058	2,296	+ 11.6	73	68	- 6.8	133	128	- 3.8	3.5	3.0	- 14.3	6.5	5.6	+ 13.8
Mason	886	1,070	+ 20.8	92	101	+ 9.8	172	193	+ 12.2	10.4	9.4	- 9.6	19.4	18.0	- 7.2
Snohomish	12,864	13,860	+ 7.7	988	1,056	+ 6.9	1,803	1,848	+ 2.5	7.7	7.6	- 1.3	14.0	13.3	- 5.0
Whatcom	3,326	3,550	+ 6.7	240	255	+ 6.3	414	488	+ 17.9	7.2	7.2	NC	12.4	13.7	+ 10.5
Benton	2,888	2,723	- 5.7	205	172	- 16.1	335	286	- 14.6	7.1	6.3	- 11.3	11.6	10.5	- 9.5
Skagit	2,331	2,244	- 3.7	208	185	- 11.1	328	311	- 5.2	8.9	8.2	- 7.9	14.1	13.9	- 1.4
Bellevue	3,461	3,860	+ 11.5	91	77	- 15.4	192	175	- 8.9	2.6	2.0	- 23.1	5.5	4.5	- 18.2
Clark	4,859	5,423	+ 11.6	315	369	+ 17.1	587	690	+ 17.5	6.5	6.8	+ 4.6	12.1	12.7	+ 5.0
Okanogan	735	746	+ 1.5	94	103	+ 9.6	169	175	+ 3.6	12.8	13.8	+ 7.8	23.0	23.5	+ 2.2
Clallam	1,463	1,451	- 0.8	116	107	- 7.8	199	192	- 3.5	7.9	7.3	- 7.6	13.6	13.2	- 2.9
Yakima	5,809	5,788	- 0.4	449	473	+ 5.3	750	799	+ 6.5	7.7	8.2	+ 6.5	12.9	13.8	+ 7.0
Lewis	1,781	1,935	+ 8.6	143	126	- 11.9	255	252	- 1.2	8.0	6.5	- 18.8	14.3	13.0	- 9.1
TOTALS	97,978	101,067	+ 3.2%	6,009	6,026	+ 0.3%	11,942	11,567	- 3.1%	6.1%	5.9%	- 2.8%	12.2%	11.4%	- 6.6%

TABLE 3
SAFETY RESTRAINT USAGE RATES BY COUNTY FOR 1983-87

County	1983	1984	1985	1986	1987
Adams	19.7%	28.3%	30.6%	44.6%	71.6%
Asotin	4.0	8.3	17.0	31.9	57.2
Benton	13.6	19.5	25.6	43.3	71.0
Chelan	14.3	20.4	27.7	52.2	77.7
Clallam	14.9	23.4	28.5	47.6	70.7
Clark	14.3	21.6	25.7	42.3	68.1
Columbia	12.1	13.8	24.3	46.0	65.4
Cowlitz	13.0	17.6	22.0	35.2	66.6
Douglas	14.3	16.5	22.5	42.8	75.7
Ferry	12.1	11.2	20.1	29.5	57.9
Franklin	10.1	14.7	18.7	43.3	71.9
Garfield	14.8	25.4	18.8	44.6	62.3
Grant	13.8	16.7	20.0	38.3	70.8
Grays Harbor	9.3	14.1	19.3	37.5	63.2
Island	24.6	37.9	49.5	62.5	81.6
Jefferson	23.8	29.7	38.7	49.4	73.0
King	27.4	36.3	42.5	62.8	83.7
Kitsap	17.3	27.7	34.8	52.0	76.6
Kittitas	26.7	32.7	37.8	55.8	72.5
Klickitat	12.3	24.0	25.9	40.9	62.0
Lewis	16.3	22.3	26.6	42.8	69.8
Lincoln	18.8	32.6	28.2	46.7	72.1
Mason	14.6	23.3	29.8	43.2	65.6
Okanogan	11.2	15.7	18.7	30.5	54.0
Pacific	9.8	18.8	21.8	37.8	66.4

TABLE 3--(Continued)

County	1983	1984	1985	1986	1987
Pend Oreille	9.9%	18.9%	16.2%	44.2%	57.3%
Pierce	21.8	33.1	38.7	56.9	79.2
San Juan	17.3	20.8	16.2	29.8	47.3
Skagit	17.2	20.2	26.8	47.9	75.3
Skamania	20.0	19.7	29.1	31.9	62.3
Snohomish	19.9	32.0	36.2	55.5	77.1
Spokane	17.1	25.9	30.2	51.1	78.2
Stevens	11.5	16.9	18.1	34.9	57.5
Thurston	18.7	30.6	34.6	53.9	76.2
Wahkiakum	10.5	13.3	19.0	36.6	71.1
Walla Walla	10.7	14.1	20.2	39.0	68.6
Whatcom	27.3	34.2	49.6	57.1	77.2
Whitman	19.0	34.7	34.3	54.8	76.6
Yakima	8.8	12.7	16.9	39.1	64.8
Statewide	21.0%	27.9%	35.1%	54.5%	77.6%

% Change 1983-1987

Statewide	+ 269.6%
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TABLE 4
 1980-85 TRAFFIC DEATHS AND FATALITY RATES (Per 100,000 Pop.)
 FOR THE 16 TASK FORCE AREAS
 COMPARED TO STATEWIDE AND NON-TASK FORCE AREAS

	1980		1981		1982		1983		1984		1985		% Change In Rates 1981-85	% Change In Rates 1983-85	% Change In Rates 1984-85
	Deaths	Rates	Deaths	Rates	Deaths	Rates	Deaths	Rates	Deaths	Rates	Deaths	Rates			
Statewide	984	23.81	872	20.52	757	17.75	705	16.45	761	17.59	756	17.24			
Spokane	68	19.89	57	16.40	48	13.79	39	11.21	45	12.88	44	12.42	- 24.3%		
Seattle	63	12.76	49	9.96	46	9.35	51	10.41	48	9.79	41	8.34		- 19.9%	
Pierce	105	21.62	103	20.55	80	15.86	79	15.58	78	15.16	75	14.29		- 8.3	
Kent	8	34.84	6	25.64	1	4.24	3	11.76	7	26.67	6	22.24		+ 89.2	
Olympia	4	14.57	2	7.25	1	3.61	5	17.86	2	6.95	3	10.51		- 41.2	
Mason	7	22.45	9	28.21	6	18.35	11	32.74	9	25.86	6	17.24		- 47.4	
Snohomish	75	22.21	67	18.96	54	15.15	60	16.63	64	17.45	60	16.09		- 3.3	
Whatcom	24	22.49	23	20.93	21	18.90	17	15.17	20	17.59	16	13.79		- 9.1	
Benton	31	28.32	24	21.16	20	17.91	19	17.48	14	13.00	17	16.16		- 7.6	
Skagit	23	35.86	24	36.98	27	41.16	17	25.72	19	28.44	14	20.53			- 27.9%
Bellevue	4	5.41	4	5.30	7	9.42	3	4.06	4	5.09	4	4.99			- 2.0
Clark	42	21.85	29	14.81	27	13.60	30	15.00	31	15.37	34	16.72			+ 8.8
Okanogan	16	52.18	18	58.25	17	54.84	14	44.44	12	37.62	2	6.31			- 83.3
Clallam	15	29.04	11	20.95	13	24.95	15	28.74	13	24.57	15	28.52			+ 16.1
Yakima	47	27.25	54	30.86	42	23.97	32	18.08	39	21.67	38	20.82			- 4.0
Lewis	14	24.99	18	31.75	15	26.60	11	19.64	26	45.94	19	33.63			- 26.8
Task Force Area Ttls			57	16.40	48	13.79	284	14.11	431	15.96	394	14.43		+ 2.3%	- 9.6%
Non-Task Force Ttls	984	23.81	815	20.89	709	18.11	421	18.53	330	20.28	362	21.89		+ 18.2%	+ 8.0%

