



**A Review  
Of Traffic Collisions  
In  
Washington  
1987**

**WASHINGTON TRAFFIC SAFETY COMMISSION  
1000 South Cherry Street  
Olympia, Washington 98504  
(206) 753-6197**

**A REVIEW OF  
TRAFFIC COLLISIONS  
IN  
WASHINGTON  
1987**

**Prepared by The Washington Traffic Safety Commission**

**Source: Collision Data - Traffic Records Unit, Washington State Patrol;  
Roadway Data - Planning Division, Department of Transportation;  
License Data - Department of Licensing.**

A REVIEW OF TRAFFIC COLLISIONS IN WASHINGTON - 1987

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WASHINGTON TRAFFIC SAFETY COMMISSION  
1000 South Cherry Street  
Olympia, WA 98504

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| RECAP OF TRAFFIC COLLISIONS<br>Two Year Comparison |               |               |                       |
|--|---------------|---------------|-----------------------|
| Category   | 1987          | 1986          | % Change<br>From 1986 |
| Persons Killed                                     | 790           | 714           | 10.6%                 |
| Death Rate Per 100 Million Miles                   | 2.02          | 1.96          | 3.1%                  |
| Fatal Collisions                                   | 699           | 658           | 6.2%                  |
| Persons Injured                                    | 67,665        | 66,707        | 1.4%                  |
| Total Reported Collisions                          | 126,807       | 122,918       | 3.2%                  |
| Estimated Economic Loss*                           | 1,085,930,000 | 1,013,668,000 | 7.1%                  |
| Miles Traveled (in Millions)                       | 39,103.0      | 36,416.0      | 7.4%                  |
| Licensed Drivers                                   | 3,156,600     | 3,029,375     | 4.2%                  |
| Registered Vehicles                                | 3,833,058     | 3,651,102     | 5.0%                  |
| Population   | 4,481,100     | 4,419,700     | 1.4%                  |

\* Estimated National Safety Council figures for 1987:  
 \$249,000 for each traffic death  
 \$11,200 for each injury  
 \$1,600 for each property damage only accidents

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| DRINKING DRIVER COLLISIONS<br>Two Year Comparison |        |        |                       |
|---|--------|--------|-----------------------|
| Collisions  | 1987   | 1986   | % Change<br>From 1986 |
| DWI Drivers Involved in Total Collisions          | 9,455  | 9,335  | 1.3%                  |
| Ratio - DWI Per 100 Involved                      | 5.5    | 6.3    | -12.7%                |
| DWI Drivers Involved in Fatal Collisions          | 296    | 306    | -3.3%                 |
| Ratio - DWI Drivers Per 100                       | 29.9   | 33.4   | -10.5%                |
| Had Been Drinking (in Total Collisions)           | 18,292 | 18,127 | 0.9%                  |
| Ratio - HBD Drivers Per 100                       | 12.0   | 12.3   | -2.4%                 |
| Had Been Drinking (in Fatal Collisions)           | 360    | 370    | -2.7%                 |
| Ratio - HBD Drivers Per 100                       | 36.4   | 40.4   | -9.9%                 |

| COLLISIONS BY LOCATION<br>Two Year Comparison       |        |        |                       |
|---|--------|--------|-----------------------|
| Location  | 1987   | 1986   | % Change<br>From 1986 |
| Interstate & Other Full Control - All               | 13,984 | 12,896 | 8.4%                  |
| Interstate & Other Full Control - Fatal             | 72     | 74     | -2.7%                 |
| Other State Routes - All Collisions - Rural Areas   | 14,945 | 14,225 | 5.1%                  |
| Other State Routes - Fatal Collisions - Rural Areas | 222    | 192    | 15.6%                 |
| County Roads - All Collisions                       | 28,372 | 27,066 | 4.8%                  |
| County Roads - Fatal Collisions                     | 239    | 214    | 11.7%                 |
| City Streets - All Collisions*                      | 68,598 | 67,975 | 0.9%                  |
| City Streets - Fatal Collisions*                    | 159    | 168    | -5.4%                 |

\* Includes state routes in cities.

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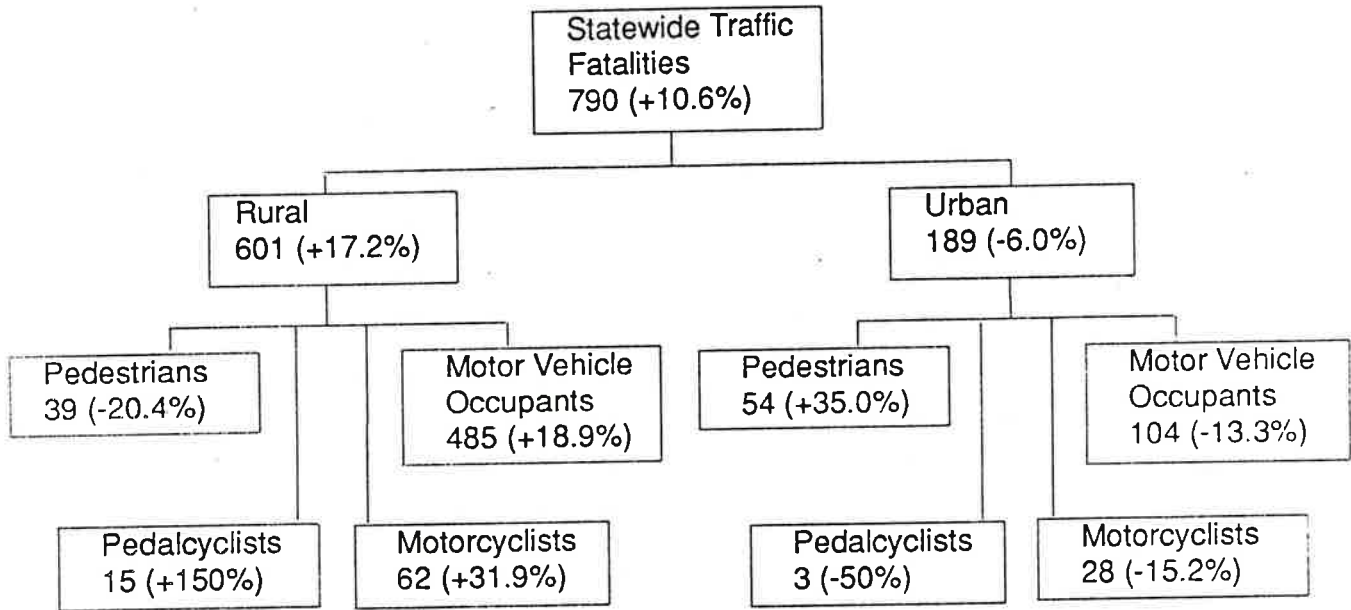
| COLLISIONS BY TYPE<br>Two Year Comparison        |        |        |                       |
|--|--------|--------|-----------------------|
| Type   | 1987   | 1986   | % Change<br>From 1986 |
| Collisions with Other Motor Vehicles - All       | 94,443 | 91,877 | 2.8%                  |
| Collisions with Other Motor Vehicles - Fatal     | 274    | 242    | 13.2%                 |
| One Car (Fixed Object-Overtuned, Etc.) - All     | 24,483 | 26,337 | -7.0%                 |
| One Car (Fixed Object-Overtuned, Etc.) - Fatal   | 308    | 307    | 0.3%                  |
| Collisions with Pedestrians - All Collisions     | 1,746  | 1,778  | -1.8%                 |
| Collisions with Pedestrians - Fatal Collisions   | 89     | 89     | 0.0%                  |
| Collisions with Pedalcyclists - All Collisions   | 1,575  | 1,507  | 4.5%                  |
| Collisions with Pedalcyclists - Fatal Collisions | 18     | 11     | 63.6%                 |
| Collisions with RR Train - All Collisions        | 102    | 86     | 18.6%                 |
| Collisions with RR Train - Fatal Collisions      | 7      | 8      | -12.5%                |
| Collisions with Animal - All Collisions          | 1,468  | 1,333  | 10.1%                 |
| Collisions with Animal - Fatal Collisions        | 3      | 1      | 200.0%                |

RT-3b

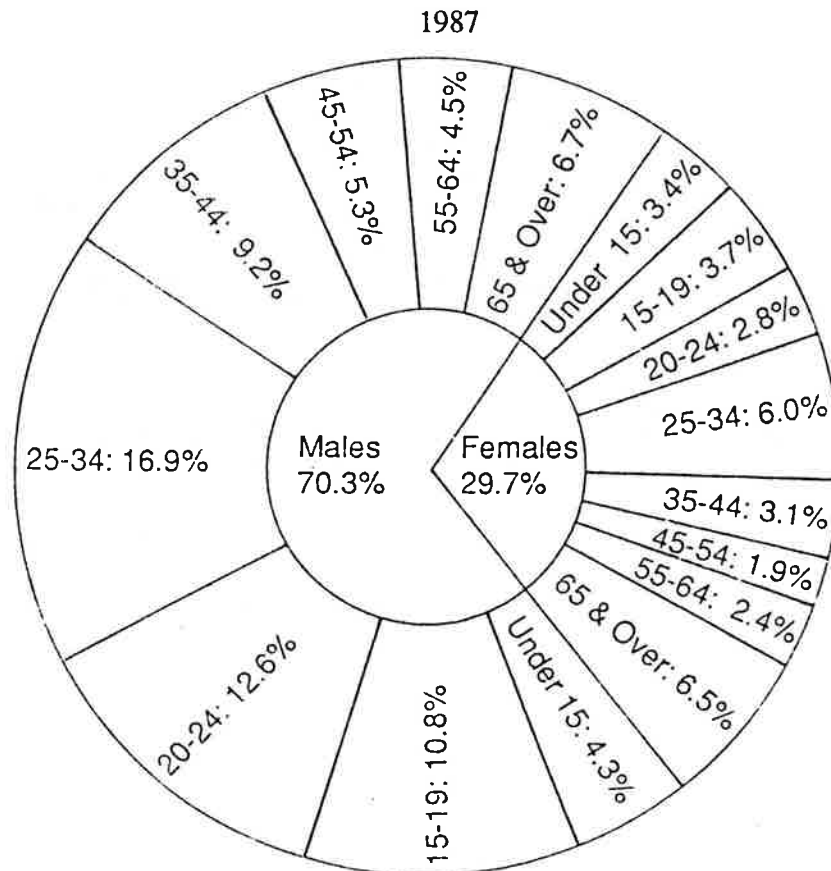
| COLLISION BY TYPE OF VEHICLE<br>Two Year Comparison |         |         |                       |
|---|---------|---------|-----------------------|
| Type  | 1987    | 1986    | % Change<br>From 1986 |
| Passenger Cars Involved in All Collisions           | 158,321 | 155,145 | 2.0%                  |
| Passenger Cars Involved in Fatal Collisions         | 600     | 574     | 4.5%                  |
| Lightweight Trucks Involved in All Collisions       | 53,714  | 48,522  | 10.7%                 |
| Lightweight Trucks Involved in Fatal Collisions     | 274     | 229     | 19.7%                 |
| Heavy Trucks Involved in All Collisions             | 6,447   | 7,983   | -19.2%                |
| Heavy Trucks Involved in Fatal Collisions           | 57      | 66      | -13.6%                |
| Motorcycles Involved in All Collisions              | 3,443   | 3,562   | -3.3%                 |
| Motorcycles Involved in Fatal Collisions            | 91      | 80      | 13.8%                 |

# Traffic Fatalities

In 1987 and Percent of Change from 1986



## Traffic Fatalities by Age and Sex



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| PERSONS KILLED AND INJURED<br>By Age By Status |            |               |            |               |             |              |               |              |
|--|------------|---------------|------------|---------------|-------------|--------------|---------------|--------------|
| Age  | Total      |               | Occupants  |               | Pedestrians |              | Pedalcyclists |              |
|  | Killed     | Injured       | Killed     | Injured       | Killed      | Injured      | Killed        | Injured      |
| 0 - 4  | 22         | 1,106         | 17         | 988           | 5           | 92           | 0             | 23           |
| 5 - 9  | 24         | 1,887         | 15         | 1,351         | 5           | 251          | 4             | 284          |
| 10 - 14  | 15         | 2,086         | 6          | 1,443         | 6           | 196          | 3             | 444          |
| 15 - 19  | 114        | 12,044        | 105        | 11,536        | 7           | 206          | 2             | 302          |
| 20 - 24  | 121        | 11,148        | 117        | 10,825        | 2           | 166          | 2             | 155          |
| 25 - 34  | 180        | 15,691        | 163        | 15,224        | 14          | 289          | 3             | 166          |
| 35 - 44  | 96         | 9,627         | 84         | 9,360         | 11          | 196          | 1             | 63           |
| 45 - 54  | 57         | 4,856         | 44         | 4,725         | 11          | 108          | 2             | 20           |
| 55 - 64  | 54         | 3,318         | 42         | 3,217         | 11          | 84           | 1             | 13           |
| 65 - 74  | 42         | 2,309         | 35         | 2,208         | 7           | 83           | 0             | 17           |
| 75/Older                                       | 62         | 1,307         | 48         | 1,226         | 14          | 76           | 0             | 2            |
| Not Stated                                     | 3          | 2,286         | 3          | 2,138         | 0           | 83           | 0             | 63           |
| <b>TOTAL*</b>                                  | <b>790</b> | <b>67,665</b> | <b>679</b> | <b>64,241</b> | <b>93</b>   | <b>1,830</b> | <b>18</b>     | <b>1,552</b> |

\*Total Injured includes 42 injured where the status of the injured was unknown

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| COMPARISON OF TRAFFIC DEATHS BY MONTH<br>Three Year Comparison |             |              |             |              |             |              |                   |              |
|--|-------------|--------------|-------------|--------------|-------------|--------------|-------------------|--------------|
| Month  | 1987        |              | 1986        |              | 1985        |              | % Change 87 to 86 |              |
|  | Month Total | Year To Date | Month Total | Year To Date | Month Total | Year To Date | Month Total       | Year To Date |
| January  | 54          | 54           | 42          | 42           | 43          | 43           | 28.6%             | 28.6%        |
| February   | 52          | 106          | 28          | 70           | 48          | 91           | 85.7%             | 51.4%        |
| March  | 62          | 168          | 56          | 126          | 52          | 143          | 10.7%             | 33.3%        |
| April  | 55          | 223          | 60          | 186          | 61          | 204          | -8.3%             | 19.9%        |
| May  | 50          | 273          | 73          | 259          | 84          | 288          | -31.5%            | 5.4%         |
| June   | 77          | 350          | 73          | 332          | 67          | 355          | 5.5%              | 5.4%         |
| July   | 73          | 423          | 70          | 402          | 87          | 442          | 4.3%              | 5.2%         |
| August   | 84          | 507          | 69          | 471          | 63          | 505          | 21.7%             | 7.6%         |
| September  | 90          | 597          | 51          | 522          | 66          | 571          | 76.5%             | 14.4%        |
| October  | 69          | 666          | 67          | 589          | 66          | 637          | 3.0%              | 13.1%        |
| November   | 73          | 739          | 64          | 653          | 56          | 693          | 14.1%             | 13.2%        |
| December   | 51          | 790          | 61          | 714          | 63          | 756          | -16.4%            | 10.6%        |

| TRAFFIC SAFETY STATISTICS<br>1972-1987 |                  |            |              |                  |            |          |        |                 |
|--|------------------|------------|--------------|------------------|------------|----------|--------|-----------------|
| Year                                   | Licensed Drivers | Population | Vehicle      |                  | Traffic    |          |        |                 |
|  |                  |            | Registration | Miles (Millions) | Collisions | Injuries | Deaths | Fatality Rate** |
| 1972                                   | 2,011,893        | 3,418,800  | 2,315,310    | 22,363.0         | 101,002    | 55,454   | 855    | 3.82            |
| 1973                                   | 2,113,460        | 3,424,300  | 2,453,880    | 23,457.0         | 105,515    | 58,039   | 776    | 3.31            |
| 1974                                   | 2,122,131        | 3,448,100  | 2,545,975    | 22,585.0         | 106,242    | 57,716   | 761    | 3.37            |
| 1975                                   | 2,176,505        | 3,493,990  | 2,640,944    | 24,023.0         | 120,635    | 64,145   | 771    | 3.21            |
| 1976                                   | 2,324,697        | 3,571,591  | 2,785,500    | 25,932.0         | 120,864    | 66,309   | 825    | 3.18            |
| 1977*                                  | 2,339,215        | 3,661,975  | 2,952,383    | 27,449.0         | 119,058    | 71,356   | 927    | 3.38            |
| 1978                                   | 2,485,248        | 3,774,300  | 3,042,265    | 29,378.0         | 116,923    | 64,669   | 1,006  | 3.42            |
| 1979                                   | 2,579,368        | 3,911,200  | 3,186,898    | 29,122.0         | 118,686    | 65,399   | 1,034  | 3.55            |
| 1980                                   | 2,662,659        | 4,109,853  | 3,293,065    | 28,696.0         | 113,751    | 61,532   | 985    | 3.43            |
| 1981                                   | 2,732,722        | 4,248,100  | 3,408,871    | 30,346.0         | 111,993    | 61,083   | 872    | 2.87            |
| 1982                                   | 2,774,212        | 4,264,000  | 3,313,348    | 30,353.0         | 100,644    | 54,789   | 757    | 2.49            |
| 1983                                   | 2,867,032        | 4,285,100  | 3,372,966    | 32,275.0         | 106,597    | 58,317   | 705    | 2.18            |
| 1984                                   | 2,973,468        | 4,328,100  | 3,459,772    | 33,344.0         | 111,655    | 61,366   | 761    | 2.28            |
| 1985                                   | 2,980,717        | 4,384,100  | 3,546,152    | 33,978.0         | 120,056    | 63,806   | 756    | 2.22            |
| 1986                                   | 3,029,375        | 4,419,700  | 3,651,102    | 36,416.0         | 122,918    | 66,707   | 714    | 1.96            |
| 1987                                   | 3,156,600        | 4,481,100  | 3,833,058    | 39,103.0         | 126,807    | 67,665   | 790    | 2.02            |

\*Minimum damage for a reportable collision was increased from \$100 to \$300 to the property of one person on 7-1-77.

\*\*Traffic deaths per 100 million vehicle miles of travel.



| COMPARISON OF SEVERITY OF INJURY BY YEAR<br>1961-1987 |                |                          |                              |                         |                   |
|---|----------------|--------------------------|------------------------------|-------------------------|-------------------|
| Year  | Traffic Deaths | Injuries                 |                              |                         |                   |
|   |                | A<br>Disabling<br>Injury | B<br>Non-Disabling<br>Injury | C<br>Possible<br>Injury | Total<br>Injuries |
| 1961  | 580            | 9,566                    | 10,568                       | 12,772                  | 32,906            |
| 1962  | 611            | 10,810                   | 10,669                       | 13,090                  | 34,569            |
| 1963  | 633            | 10,700                   | 11,149                       | 13,090                  | 34,939            |
| 1964  | 731            | 11,801                   | 11,971                       | 14,026                  | 37,798            |
| 1965  | 729            | 11,207                   | 12,417                       | 13,279                  | 36,903            |
| 1966  | 828            | 10,114                   | 16,521                       | 14,692                  | 41,327            |
| 1967  | 876            | 10,405                   | 18,826                       | 16,490                  | 45,721            |
| 1968  | 931            | 10,639                   | 20,157                       | 18,650                  | 49,446            |
| 1969  | 834            | 10,406                   | 18,855                       | 18,093                  | 47,354            |
| 1970*   | 875            | 7,075                    | 24,241                       | 22,149                  | 53,465            |
| 1971  | 876            | 7,294                    | 23,462                       | 24,343                  | 55,099            |
| 1972  | 855            | 6,937                    | 23,459                       | 25,058                  | 55,454            |
| 1973  | 776            | 7,650                    | 23,907                       | 26,482                  | 58,039            |
| 1974  | 761            | 7,668                    | 23,503                       | 26,545                  | 57,716            |
| 1975  | 771            | 8,136                    | 26,083                       | 29,926                  | 64,145            |
| 1976  | 825            | 8,991                    | 27,186                       | 30,132                  | 66,309            |
| 1977  | 927            | 9,634                    | 28,308                       | 33,414                  | 71,356            |
| 1978**  | 1,006          | 10,309                   | 26,618                       | 27,742                  | 64,669            |
| 1979  | 1,034          | 10,579                   | 27,298                       | 27,522                  | 65,399            |
| 1980  | 985            | 9,945                    | 25,898                       | 25,689                  | 61,532            |
| 1981  | 872            | 9,177                    | 25,732                       | 26,174                  | 61,083            |
| 1982  | 757            | 8,276                    | 22,340                       | 24,173                  | 54,789            |
| 1983  | 705            | 8,400                    | 23,938                       | 25,979                  | 58,317            |
| 1984  | 761            | 8,254                    | 24,833                       | 28,279                  | 61,366            |
| 1985  | 756            | 8,212                    | 25,566                       | 30,028                  | 63,806            |
| 1986  | 714            | 8,348                    | 26,403                       | 31,956                  | 66,707            |
| 1987  | 790            | 8,506                    | 26,328                       | 32,831                  | 67,665            |

\*New statewide investigator's report adopted with all police agencies reporting.

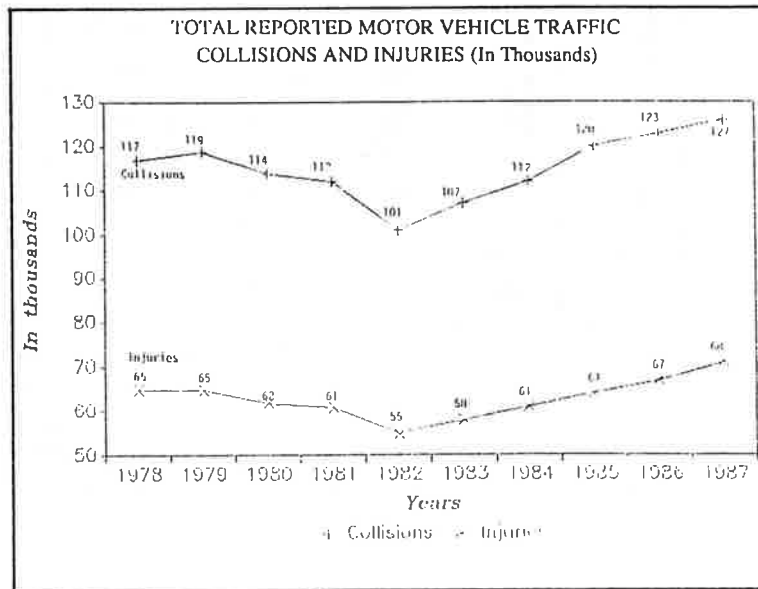
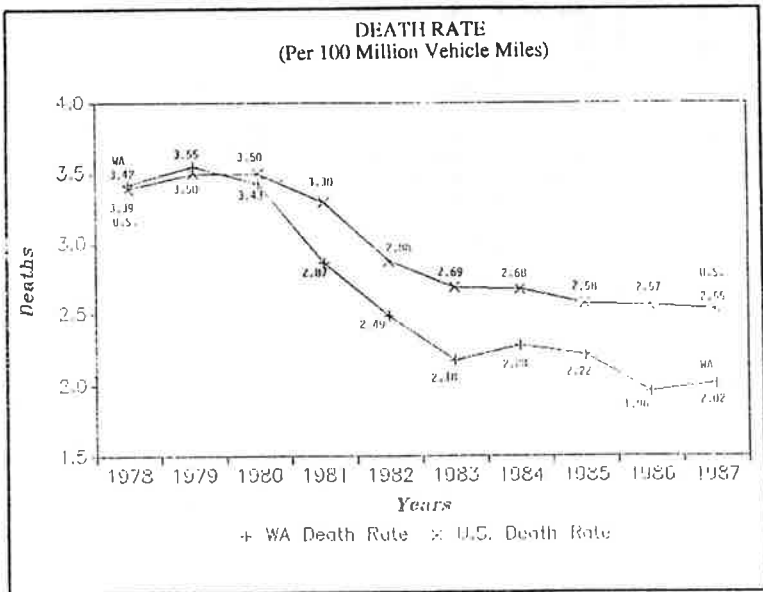
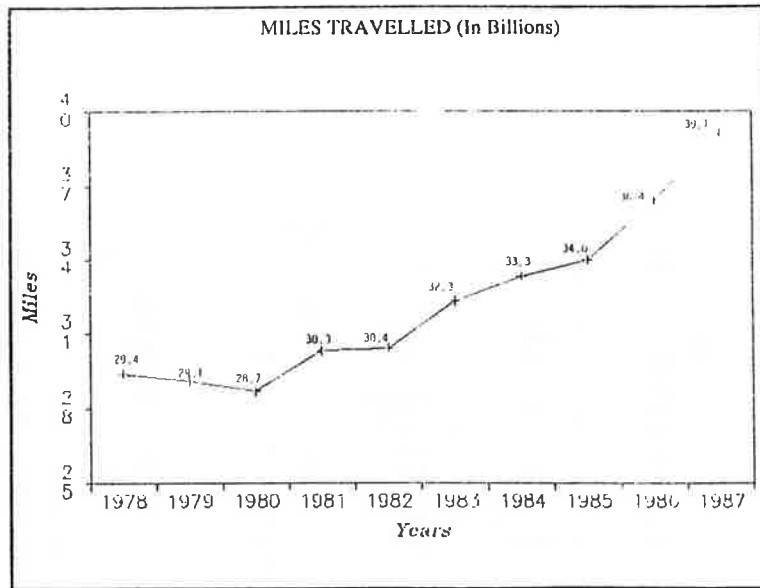
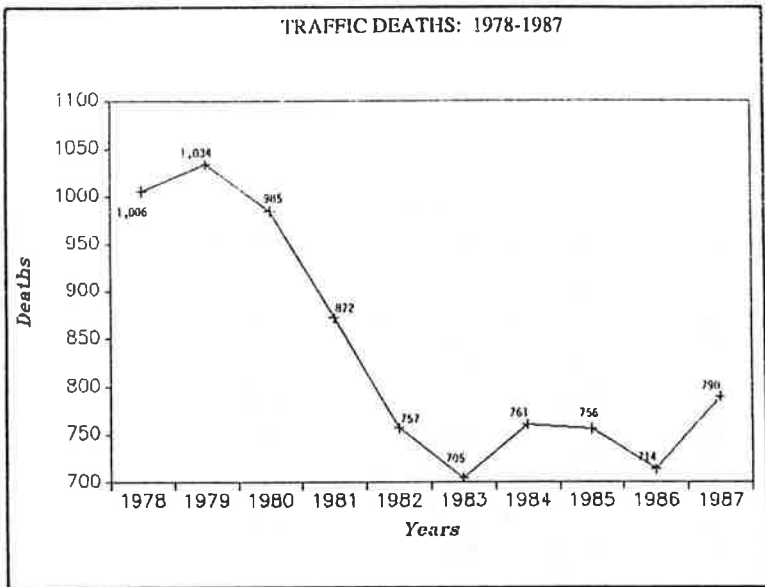
\*\*WSP policy change using only information on the investigator's report in reporting severity of injury--drivers' reports not used when collision investigated.

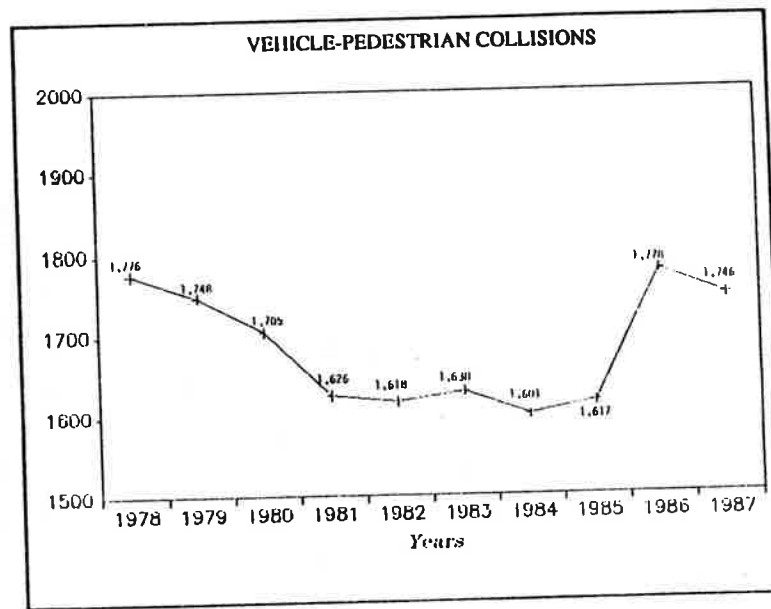
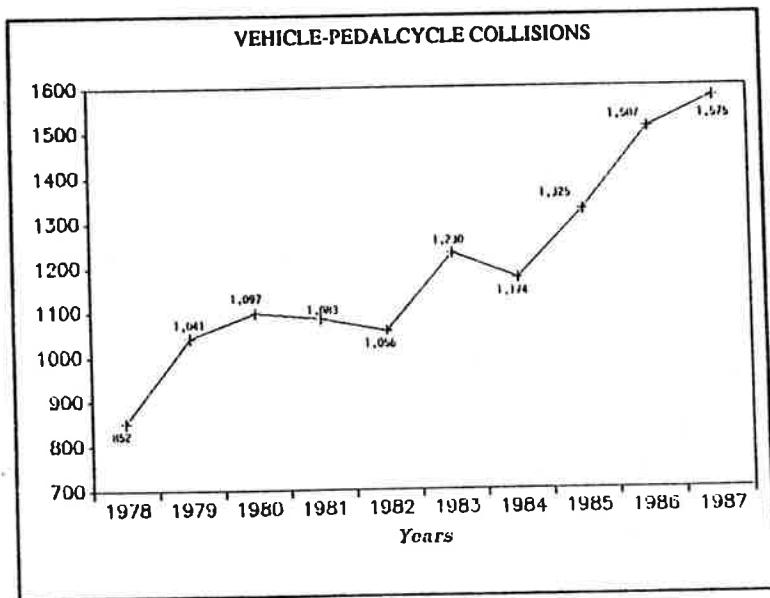
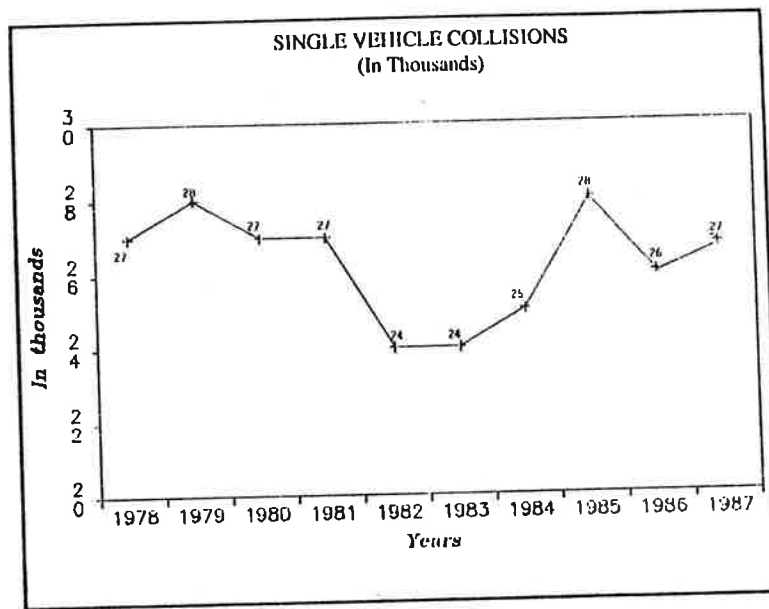
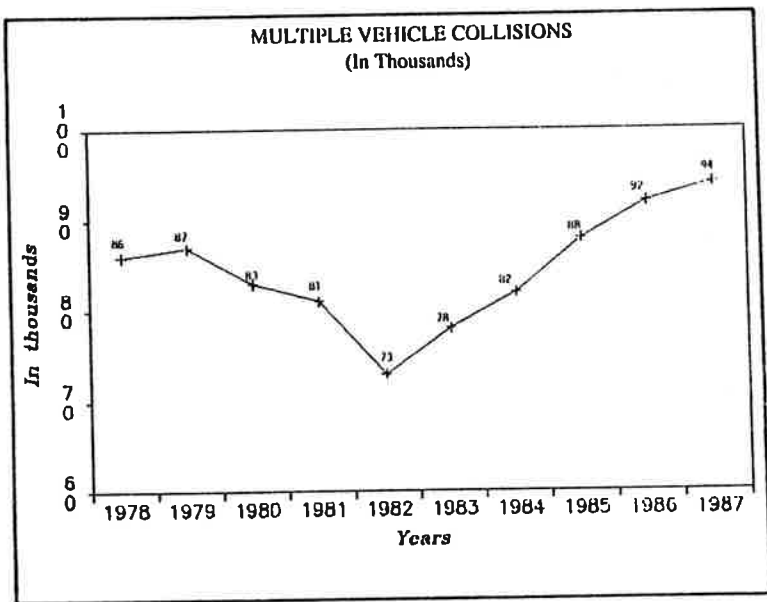
RT-7a

| COLLISIONS<br>By Time     |         |        |       |                   |        |       |                 |        |       |
|---------------------------|---------|--------|-------|-------------------|--------|-------|-----------------|--------|-------|
| Time<br>Hour<br>Reporting | Total   |        |       | Monday - Thursday |        |       | Friday - Sunday |        |       |
|                           | All     | Injury | Fatal | All               | Injury | Fatal | All             | Injury | Fatal |
| Midnight                  | 3,365   | 1,298  | 32    | 1,210             | 442    | 12    | 2,155           | 856    | 20    |
| 1:00                      | 3,157   | 1,370  | 31    | 1,073             | 469    | 8     | 2,084           | 901    | 23    |
| 2:00                      | 3,006   | 1,237  | 41    | 993               | 403    | 14    | 2,013           | 834    | 27    |
| 3:00                      | 1,571   | 627    | 28    | 506               | 200    | 10    | 1,065           | 427    | 18    |
| 4:00                      | 1,124   | 442    | 13    | 453               | 176    | 5     | 671             | 266    | 8     |
| 5:00                      | 1,320   | 525    | 17    | 701               | 269    | 7     | 619             | 256    | 10    |
| 6:00                      | 2,658   | 963    | 17    | 1,799             | 649    | 6     | 859             | 314    | 11    |
| 7:00                      | 5,466   | 1,986  | 21    | 4,030             | 1,464  | 15    | 1,436           | 522    | 6     |
| 8:00                      | 4,646   | 1,637  | 27    | 3,255             | 1,139  | 15    | 1,391           | 498    | 12    |
| 9:00                      | 4,153   | 1,369  | 12    | 2,579             | 836    | 4     | 1,574           | 533    | 8     |
| 10:00                     | 4,992   | 1,644  | 15    | 3,018             | 996    | 9     | 1,974           | 648    | 6     |
| 11:00                     | 6,277   | 2,205  | 18    | 3,781             | 1,258  | 11    | 2,496           | 947    | 7     |
| Noon                      | 7,295   | 2,589  | 30    | 4,146             | 1,432  | 14    | 4,149           | 1,157  | 16    |
| 1:00                      | 7,299   | 2,634  | 26    | 4,036             | 1,404  | 15    | 3,263           | 1,230  | 11    |
| 2:00                      | 8,555   | 3,066  | 26    | 4,995             | 1,793  | 13    | 3,560           | 1,273  | 13    |
| 3:00                      | 10,023  | 3,793  | 38    | 6,156             | 2,314  | 25    | 3,867           | 1,479  | 13    |
| 4:00                      | 10,744  | 4,045  | 36    | 6,571             | 2,474  | 18    | 4,173           | 1,571  | 18    |
| 5:00                      | 10,657  | 4,170  | 39    | 6,614             | 2,592  | 21    | 4,043           | 1,578  | 18    |
| 6:00                      | 7,327   | 2,956  | 36    | 4,148             | 1,655  | 14    | 3,179           | 1,301  | 22    |
| 7:00                      | 5,755   | 2,304  | 43    | 3,029             | 1,193  | 25    | 2,726           | 1,111  | 18    |
| 8:00                      | 4,560   | 1,819  | 34    | 2,287             | 918    | 19    | 2,273           | 901    | 15    |
| 9:00                      | 4,572   | 1,753  | 38    | 2,367             | 922    | 18    | 2,205           | 831    | 20    |
| 10:00                     | 4,223   | 1,641  | 38    | 1,885             | 753    | 18    | 2,338           | 888    | 20    |
| 11:00                     | 4,062   | 1,594  | 43    | 1,730             | 687    | 17    | 2,332           | 907    | 26    |
| TOTAL                     | 126,807 | 47,667 | 699   | 71,362            | 26,438 | 333   | 56,445          | 21,229 | 366   |

**TRAFFIC DEATHS, MILES TRAVELED, DEATH RATE, REPORTED COLLISIONS AND INJURIES 1978-1987**

8





| SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENTS<br>Statewide   |                        |              |                     |
|---|------------------------|--------------|---------------------|
| Description   | Incorporated<br>Areas* | Other Areas* | Statewide<br>Totals |
| Total Number of Accidents                                 | 75,495                 | 51,312       | 126,807             |
| Total Number of Drivers                                   | 139,436                | 82,565       | 222,001             |
| Total Number of Vehicles                                  | 148,435                | 84,674       | 233,109             |
| Number of Fatal Accidents                                 | 178                    | 521          | 699                 |
| Number of Injury Accidents                                | 25,702                 | 21,266       | 46,968              |
| Number of Property Damage Accidents                       | 49,615                 | 29,525       | 79,140              |
| Number of Persons Killed                                  | 189                    | 601          | 790                 |
| Number of Disabling Injury                                | 3,639                  | 4,867        | 8,506               |
| Number of Non-disabling Injury                            | 12,649                 | 13,679       | 26,328              |
| Number of Possible Injury                                 | 19,623                 | 13,208       | 32,831              |
| Total Number of Persons Injured                           | 35,911                 | 31,754       | 67,665              |
| Number of Accidents Investigated by W.S.P.                | 6,175                  | 29,290       | 35,465              |
| Number of Accidents Investigated by Other Law Enforcement | 50,656                 | 13,145       | 63,801              |
| Total Number of Investigated Accidents                    | 56,831                 | 42,435       | 99,266              |
| Percent of Accidents Investigated                         | 75.3%                  | 82.7%        | 78.3%               |
| Total Number of Drivers-Investigated Accidents            | 103,095                | 66,358       | 169,453             |
| Total Number of Vehicles-Investigated Accidents           | 110,795                | 68,091       | 178,886             |
| Number of Arrests Investigated Accidents                  | 37,449                 | 26,444       | 63,893              |

\*2,500 population &amp; over

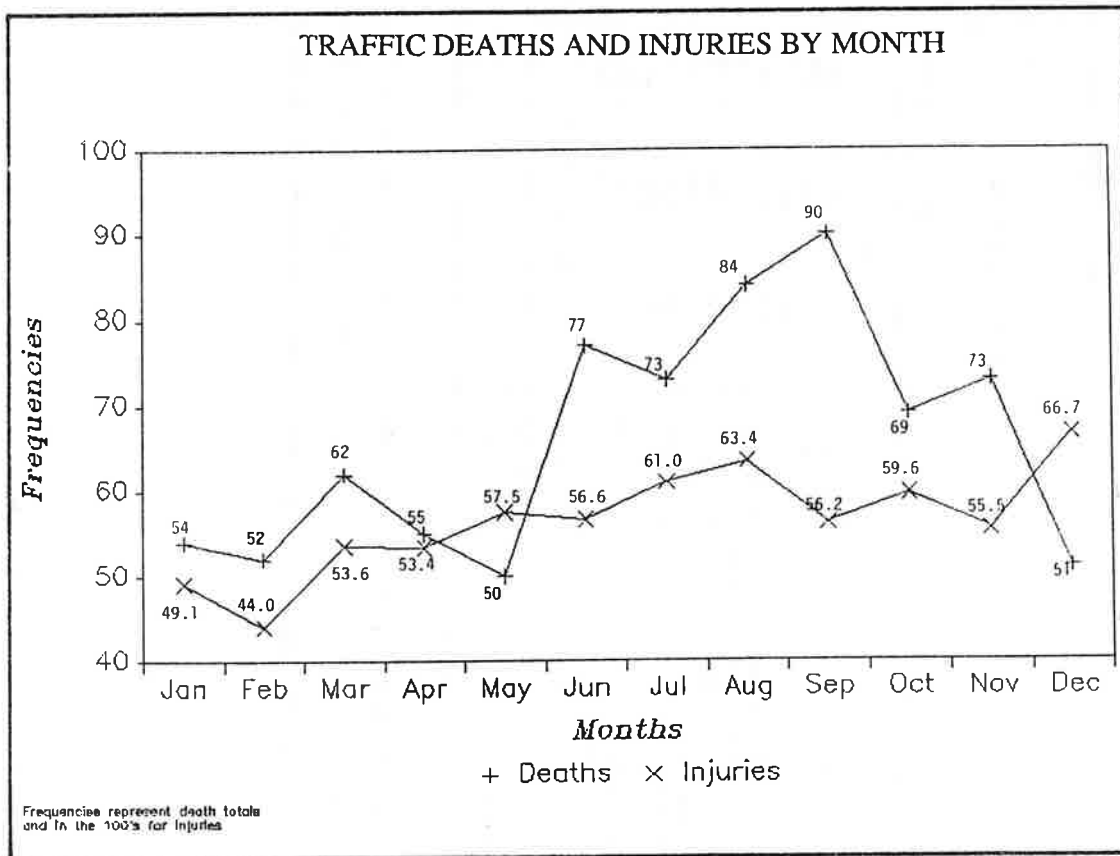
\*\*Under 2,500 population &amp; unincorporated areas

| SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENTS<br>By Type of Accident |                     |            |               |                 |                   |               |              |               |               |                |
|---|---------------------|------------|---------------|-----------------|-------------------|---------------|--------------|---------------|---------------|----------------|
| Type of Accident  | Number of Accidents |            |               |                 | Number of Persons |               |              |               |               |                |
|   | Total               | Fatal      | Non Fatal     | Property Damage | Total Killed      | Total Injured | A.           | B.            | C.            | No Injury      |
| Overturning   | 5,807               | 98         | 3,246         | 2,463           | 104               | 4,416         | 834          | 2,430         | 1,152         | 4,142          |
| Other Non-collision   | 484                 | 10         | 197           | 277             | 10                | 225           | 60           | 114           | 51            | 584            |
| Pedestrian  | 1,746               | 89         | 1,653         | 4               | 91                | 1,760         | 553          | 780           | 427           | 2,183          |
| Motor Vehicle Transport   | 85,573              | 258        | 30,484        | 54,831          | 313               | 46,651        | 4,462        | 15,083        | 27,106        | 186,325        |
| Motor Vehicle On Other Roadway                                    | 15                  | 7          | 4             | 4               | 9                 | 21            | 6            | 9             | 6             | 22             |
| Parked Motor Vehicle  | 8,845               | 9          | 1,186         | 7,650           | 9                 | 1,534         | 201          | 800           | 533           | 9,825          |
| Railway Train   | 102                 | 7          | 30            | 65              | 10                | 48            | 17           | 24            | 7             | 82             |
| Pedalcyclist  | 1,575               | 18         | 1,526         | 31              | 18                | 1,584         | 343          | 929           | 312           | 1,957          |
| Animal  | 1,468               | 3          | 214           | 1,251           | 3                 | 267           | 45           | 151           | 71            | 1,711          |
| Fixed Object  | 20,303              | 191        | 8,115         | 11,997          | 212               | 10,691        | 1,902        | 5,784         | 3,005         | 17,528         |
| Other Object  | 889                 | 9          | 313           | 567             | 11                | 468           | 83           | 224           | 161           | 1,229          |
| <b>TOTAL</b>  | <b>126,807</b>      | <b>699</b> | <b>46,968</b> | <b>79,140</b>   | <b>790</b>        | <b>67,665</b> | <b>8,506</b> | <b>26,328</b> | <b>32,831</b> | <b>225,588</b> |

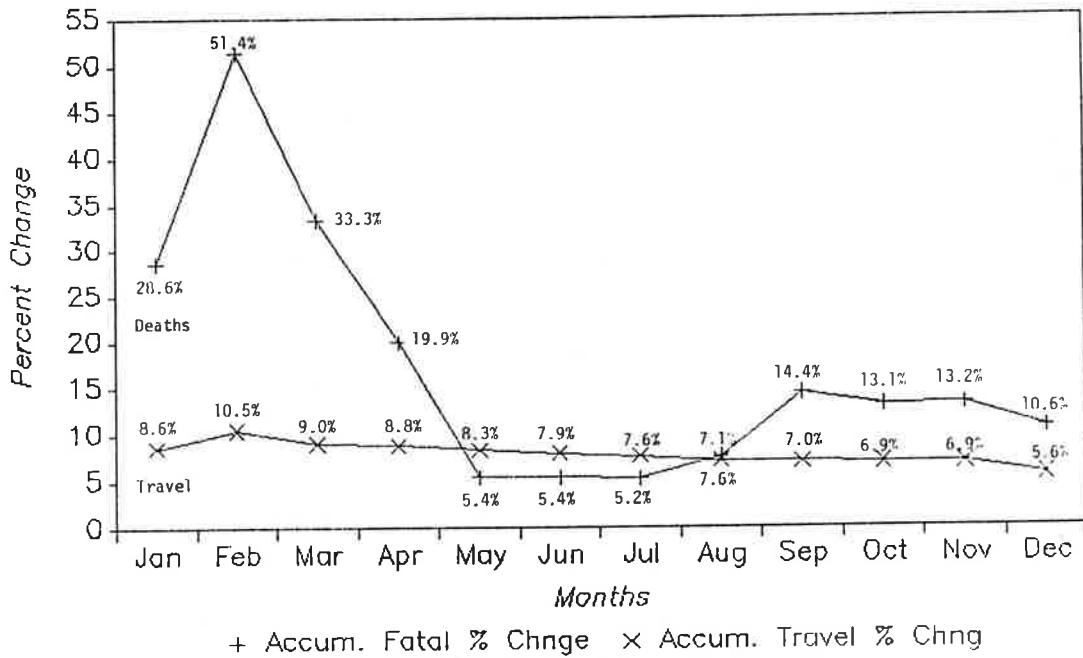
NOTE: The three categories of injuries follow the manual on classification of motor vehicle accidents (1970 edition).

- A. Disabling injury, an injury other than fatal that prevents the injured person from continuing normal activities.
- B. Non-disabling injury, an injury other than incapacitating that is evident to anyone viewing the injured party.
- C. Possible injury, an injury that is reported or claimed but is not an incapacitating or evident injury.

| SUMMARY OF MOTOR VEHICLE ACCIDENTS<br>Statewide - By Month |                |            |               |                 |               |                |
|--|----------------|------------|---------------|-----------------|---------------|----------------|
| Month  | Accidents      |            |               |                 | Persons       |                |
|  | Total          | Fatal      | Injury        | Property Damage | Number Killed | Number Injured |
| January  | 11,124         | 49         | 3,546         | 7,529           | 54            | 4,912          |
| February   | 8,834          | 48         | 3,090         | 5,696           | 52            | 4,408          |
| March  | 10,526         | 57         | 3,775         | 6,694           | 62            | 5,363          |
| April  | 10,392         | 49         | 3,730         | 6,613           | 55            | 5,343          |
| May  | 10,473         | 48         | 3,956         | 6,469           | 50            | 5,749          |
| June   | 10,034         | 66         | 3,964         | 6,004           | 77            | 5,656          |
| July   | 10,707         | 65         | 4,122         | 6,520           | 73            | 6,100          |
| August   | 10,755         | 69         | 4,274         | 6,412           | 84            | 6,339          |
| September  | 10,259         | 72         | 3,901         | 6,286           | 90            | 5,618          |
| October  | 10,434         | 64         | 4,121         | 6,249           | 69            | 5,957          |
| November   | 10,012         | 63         | 3,766         | 6,183           | 73            | 5,548          |
| December   | 13,257         | 49         | 4,723         | 8,485           | 51            | 6,672          |
| <b>TOTAL</b>   | <b>126,807</b> | <b>699</b> | <b>46,968</b> | <b>79,140</b>   | <b>790</b>    | <b>67,665</b>  |



PERCENTAGE CHANGE OF ACCUMULATED  
TRAFFIC DEATHS AND TRAVEL BY MONTH  
(1986 vs. 1987)





STATEWIDE ACCIDENT CONTRIBUTING CIRCUMSTANCES - BY COUNTY  
Top Ten Driver Violations\*

| County       | FTYROW** | Speed Safe | Inattention | Drunk Driver | Following Too Close | Disregard Sign/Sig. | Improper Turn | Defective Equipment | Speed Legal | Over Center | Total Top Ten | All Others |
|--------------|----------|------------|-------------|--------------|---------------------|---------------------|---------------|---------------------|-------------|-------------|---------------|------------|
| Adams        | 40       | 90         | 53          | 33           | 17                  | 9                   | 5             | 15                  | 14          | 5           | 281           | 75         |
| Asotin       | 62       | 38         | 40          | 17           | 15                  | 12                  | 10            | 5                   | 10          | 1           | 210           | 18         |
| Benton       | 494      | 284        | 263         | 176          | 193                 | 162                 | 61            | 46                  | 77          | 24          | 1,780         | 117        |
| Chelan       | 263      | 239        | 175         | 137          | 129                 | 68                  | 43            | 45                  | 63          | 35          | 1,197         | 94         |
| Clallam      | 237      | 191        | 177         | 111          | 98                  | 47                  | 47            | 45                  | 77          | 30          | 1,060         | 81         |
| Clark        | 908      | 643        | 566         | 381          | 299                 | 367                 | 116           | 153                 | 206         | 78          | 3,717         | 224        |
| Columbia     | 10       | 33         | 13          | 13           | 1                   | 3                   | 2             | 1                   | 4           | 4           | 84            | 12         |
| Cowlitz      | 366      | 298        | 261         | 170          | 122                 | 156                 | 71            | 96                  | 87          | 36          | 1,663         | 122        |
| Douglas      | 82       | 113        | 57          | 42           | 46                  | 43                  | 11            | 14                  | 15          | 7           | 430           | 47         |
| Ferry        | 8        | 48         | 23          | 20           | 2                   | 2                   | 1             | 14                  | 8           | 7           | 133           | 15         |
| Franklin     | 202      | 123        | 134         | 95           | 39                  | 80                  | 30            | 31                  | 54          | 15          | 803           | 60         |
| Garfield     | 3        | 15         | 5           | 8            | 1                   | 0                   | 1             | 0                   | 4           | 4           | 41            | 10         |
| Grant        | 185      | 167        | 151         | 102          | 50                  | 40                  | 31            | 37                  | 57          | 13          | 833           | 98         |
| Grays Harbor | 311      | 407        | 275         | 191          | 123                 | 99                  | 84            | 60                  | 106         | 47          | 1,703         | 124        |
| Island       | 132      | 199        | 101         | 87           | 70                  | 35                  | 20            | 29                  | 54          | 20          | 747           | 62         |
| Jefferson    | 44       | 104        | 56          | 53           | 26                  | 16                  | 13            | 15                  | 28          | 23          | 378           | 43         |
| King         | 10,128   | 6,731      | 9,237       | 2,638        | 3,939               | 2,777               | 1,411         | 1,083               | 1,425       | 715         | 40,084        | 2,069      |
| Kitsap       | 668      | 848        | 406         | 446          | 319                 | 255                 | 89            | 125                 | 188         | 78          | 3,422         | 247        |
| Kittitas     | 74       | 393        | 126         | 57           | 26                  | 16                  | 13            | 50                  | 43          | 17          | 815           | 142        |
| Klickitat    | 24       | 125        | 33          | 54           | 11                  | 11                  | 10            | 26                  | 15          | 14          | 323           | 24         |
| Lewis        | 257      | 406        | 253         | 128          | 71                  | 68                  | 55            | 69                  | 63          | 36          | 1,406         | 155        |
| Lincoln      | 17       | 45         | 27          | 16           | 5                   | 3                   | 3             | 7                   | 7           | 4           | 134           | 36         |
| Mason        | 122      | 221        | 95          | 103          | 65                  | 27                  | 8             | 35                  | 47          | 46          | 769           | 83         |
| Okanogan     | 63       | 186        | 82          | 106          | 30                  | 16                  | 11            | 27                  | 48          | 22          | 591           | 82         |
| Pacific      | 50       | 112        | 68          | 54           | 24                  | 14                  | 15            | 17                  | 20          | 12          | 386           | 43         |
| Pend Orielle | 20       | 54         | 28          | 14           | 3                   | 3                   | 3             | 9                   | 5           | 13          | 152           | 11         |
| Pierce       | 3,474    | 2,708      | 1,973       | 1,362        | 1,694               | 1,261               | 469           | 393                 | 716         | 278         | 14,328        | 812        |
| San Juan     | 15       | 29         | 30          | 9            | 3                   | 5                   | 1             | 10                  | 19          | 4           | 125           | 17         |
| Skagit       | 354      | 429        | 236         | 191          | 130                 | 75                  | 45            | 62                  | 97          | 38          | 1,657         | 135        |
| Skamania     | 12       | 49         | 40          | 19           | 1                   | 2                   | 1             | 14                  | 6           | 21          | 165           | 13         |
| Snohomish    | 2,158    | 2,248      | 1,164       | 1,085        | 1,014               | 646                 | 358           | 306                 | 484         | 268         | 9,731         | 615        |
| Spokane      | 1,985    | 1,178      | 1,023       | 589          | 718                 | 915                 | 374           | 171                 | 281         | 131         | 7,365         | 342        |
| Stevens      | 64       | 196        | 48          | 60           | 9                   | 20                  | 2             | 25                  | 24          | 21          | 469           | 39         |
| Thurston     | 817      | 766        | 520         | 330          | 317                 | 210                 | 122           | 152                 | 167         | 78          | 3,479         | 273        |
| Wahkiakum    | 7        | 25         | 8           | 17           | 2                   | 1                   | 2             | 2                   | 5           | 3           | 72            | 16         |
| Walla Walla  | 228      | 131        | 168         | 55           | 52                  | 108                 | 18            | 38                  | 41          | 19          | 858           | 71         |
| Whatcom      | 559      | 474        | 376         | 258          | 203                 | 200                 | 111           | 113                 | 98          | 60          | 2,452         | 222        |
| Whitman      | 98       | 168        | 111         | 55           | 45                  | 22                  | 22            | 38                  | 33          | 18          | 610           | 68         |
| Yakima       | 998      | 700        | 630         | 482          | 334                 | 353                 | 149           | 126                 | 207         | 76          | 4,055         | 288        |
| Statewide    | 25,539   | 21,214     | 19,032      | 9,764        | 10,246              | 8,147               | 3,838         | 3,504               | 4,903       | 2,321       | 108,508       | 7,005      |

\*Investigated Accidents Only  
\*\*Failure to Yield Right of Way

| SUMMARY OF MOTOR VEHICLE ACCIDENTS*<br>By Age & Violation |       |                 |             |                     |          |                     |             |                     |               |               |         |
|---|-------|-----------------|-------------|---------------------|----------|---------------------|-------------|---------------------|---------------|---------------|---------|
| Driver Age  | DWI   | Speed Condition | Speed Legal | Disregard Sign/Sig. | FTYROW** | Following Too Close | Over Center | Defective Equipment | Improper Pass | Other Circum. | Total   |
| 15 & Under  | 23    | 152             | 53          | 43                  | 96       | 12                  | 15          | 21                  | 7             | 145           | 567     |
| 16  | 110   | 1,084           | 304         | 265                 | 978      | 388                 | 113         | 118                 | 70            | 881           | 4,311   |
| 17  | 180   | 1,331           | 355         | 385                 | 1,196    | 553                 | 132         | 196                 | 131           | 1,093         | 5,552   |
| 18  | 321   | 1,227           | 399         | 407                 | 1,064    | 526                 | 125         | 244                 | 132           | 1,125         | 5,570   |
| 19  | 300   | 1,130           | 321         | 328                 | 907      | 511                 | 104         | 233                 | 100           | 999           | 4,933   |
| 20  | 361   | 886             | 282         | 325                 | 724      | 446                 | 81          | 161                 | 101           | 866           | 4,233   |
| 21  | 472   | 867             | 289         | 311                 | 747      | 400                 | 78          | 168                 | 89            | 862           | 4,283   |
| 22  | 461   | 840             | 232         | 319                 | 712      | 398                 | 101         | 134                 | 74            | 786           | 4,057   |
| 23  | 466   | 810             | 205         | 257                 | 732      | 355                 | 78          | 135                 | 73            | 727           | 3,838   |
| 24  | 466   | 705             | 212         | 252                 | 712      | 311                 | 71          | 121                 | 69            | 717           | 3,636   |
| 25  | 416   | 674             | 179         | 221                 | 671      | 357                 | 69          | 113                 | 71            | 667           | 3,438   |
| 26  | 421   | 624             | 185         | 225                 | 609      | 346                 | 64          | 109                 | 48            | 648           | 3,279   |
| 27  | 405   | 598             | 131         | 229                 | 584      | 303                 | 88          | 103                 | 49            | 620           | 3,110   |
| 28  | 345   | 528             | 117         | 167                 | 512      | 257                 | 55          | 99                  | 45            | 577           | 2,702   |
| 29  | 306   | 472             | 113         | 176                 | 554      | 282                 | 56          | 86                  | 43            | 614           | 2,702   |
| 30-34   | 1,407 | 2,120           | 400         | 746                 | 2,508    | 1,156               | 240         | 373                 | 198           | 2,544         | 11,692  |
| 35-39   | 970   | 1,525           | 260         | 592                 | 2,084    | 820                 | 185         | 288                 | 157           | 2,007         | 8,888   |
| 40-44   | 591   | 1,107           | 130         | 404                 | 1,606    | 615                 | 126         | 204                 | 100           | 1,418         | 6,301   |
| 45-49   | 380   | 632             | 74          | 265                 | 1,127    | 359                 | 72          | 104                 | 64            | 938           | 4,015   |
| 50-54   | 247   | 477             | 46          | 248                 | 912      | 303                 | 64          | 100                 | 40            | 795           | 3,232   |
| 55-59   | 216   | 372             | 44          | 249                 | 915      | 245                 | 38          | 66                  | 47            | 685           | 2,877   |
| 60-64   | 121   | 274             | 14          | 232                 | 912      | 229                 | 40          | 61                  | 36            | 669           | 2,588   |
| 65-69   | 89    | 211             | 14          | 246                 | 881      | 198                 | 27          | 26                  | 33            | 575           | 2,300   |
| 70-74   | 51    | 191             | 9           | 221                 | 868      | 135                 | 29          | 30                  | 23            | 494           | 2,051   |
| 75 & Over   | 27    | 181             | 6           | 357                 | 1,544    | 158                 | 25          | 25                  | 27            | 650           | 3,000   |
| Not Stated  | 612   | 2,196           | 529         | 677                 | 1,384    | 583                 | 245         | 186                 | 175           | 5,773         | 12,360  |
| TOTAL   | 9,764 | 21,214          | 4,903       | 8,147               | 25,539   | 10,246              | 2,321       | 3,504               | 2,002         | 27,875        | 115,515 |

\*Investigated Accidents Only

\*\*Failure to Yield Right of Way

| SUMMARY OF MOTOR VEHICLE TRAFFIC COLLISIONS<br>Statewide - By Investigating Agency |                            |         |                          |                     |         |
|--|----------------------------|---------|--------------------------|---------------------|---------|
| Statewide  | Investigating Agency       |         |                          |                     | Total   |
|  | Washington<br>State Patrol | Sheriff | Other Law<br>Enforcement | Not<br>Investigated |         |
| <b>Collision Totals</b>  |                            |         |                          |                     |         |
| Total  | 35,465                     | 11,652  | 52,149                   | 27,541              | 126,807 |
| Fatal  | 480                        | 74      | 145                      | 0                   | 699     |
| Injury   | 15,783                     | 5,097   | 19,113                   | 6,975               | 46,968  |
| Property Damage  | 19,202                     | 6,481   | 32,891                   | 20,566              | 79,140  |
| Freeway  | 9,598                      | 147     | 991                      | 3,248               | 13,984  |
| Rural-State Route  | 11,507                     | 520     | 624                      | 2,294               | 14,945  |
| County Road  | 12,896                     | 10,320  | 122                      | 5,034               | 28,372  |
| Other Routes   | 1,464                      | 665     | 50,412                   | 16,965              | 69,506  |
| Single Vehicle - All   | 14,964                     | 3,751   | 5,979                    | 1,416               | 26,110  |
| Single Vehicle - Fatal   | 220                        | 32      | 37                       | 0                   | 289     |
| Multiple Vehicle - All   | 17,896                     | 6,566   | 37,490                   | 23,636              | 85,588  |
| Multiple Vehicle - Fatal   | 189                        | 24      | 52                       | 0                   | 265     |
| <b>All Collisions - Main Causes</b>  |                            |         |                          |                     |         |
| Exceeding Legal or Safe Speed  | 15,416                     | 3,517   | 7,184                    | NA*                 | 26,117  |
| Failure to Yield Right of Way  | 5,334                      | 2,782   | 17,423                   | NA*                 | 25,539  |
| Driving While Intoxicated  | 4,745                      | 1,208   | 3,811                    | NA*                 | 9,764   |
| Falling Asleep or Inattention  | 5,095                      | 1,957   | 14,058                   | NA*                 | 21,110  |
| Following Too Close  | 4,130                      | 981     | 5,135                    | NA*                 | 10,246  |
| Disregarding Signs or Signals  | 1,467                      | 857     | 5,823                    | NA*                 | 8,147   |
| <b>Fatal Collisions - Main Causes</b>  |                            |         |                          |                     |         |
| Driving While Intoxicated  | 229                        | 30      | 47                       | NA*                 | 306     |
| Exceeding Legal or Safe Speed  | 211                        | 30      | 52                       | NA*                 | 293     |
| Failure to Yield Right of Way  | 35                         | 5       | 31                       | NA*                 | 71      |
| Crossing Over Center Line  | 79                         | 9       | 14                       | NA*                 | 102     |
| Disregarding Signs or Signals  | 44                         | 9       | 11                       | NA*                 | 64      |
| Falling Asleep or Inattention  | 53                         | 8       | 24                       | NA*                 | 85      |

\*Driver violations come from investigated collisions only

| DRIVER DISTRIBUTION<br>By Age Group & Sex |                        |         |        |         |                  |         |                                 |       |
|---|------------------------|---------|--------|---------|------------------|---------|---------------------------------|-------|
| Age Group                                 | Involved in Collisions |         |        |         | Licensed Drivers |         | Over/Under Ratio<br>Drivers In: |       |
|   | Total                  |         | Fatal  |         |                  |         |                                 |       |
|   | Number                 | %       | Number | %       | Number           | %       | Total                           | Fatal |
| Under 16                                  | 677                    | 0.35%   | 8      | 0.79%   | -                | 0.00%   | 0.00                            | 0.00  |
| 16  | 6,252                  | 3.21%   | 22     | 2.17%   | 26,684           | 0.85%   | 3.80                            | 2.57  |
| 17  | 8,385                  | 4.31%   | 29     | 2.86%   | 46,910           | 1.49%   | 2.90                            | 1.92  |
| 18  | 8,315                  | 4.28%   | 50     | 4.93%   | 54,573           | 1.73%   | 2.47                            | 2.85  |
| 19  | 7,552                  | 3.88%   | 36     | 3.55%   | 58,420           | 1.85%   | 2.10                            | 1.92  |
| 20  | 6,522                  | 3.35%   | 33     | 3.25%   | 52,832           | 1.67%   | 2.00                            | 1.94  |
| 21  | 6,661                  | 3.43%   | 37     | 3.65%   | 56,272           | 1.78%   | 1.92                            | 2.05  |
| 22  | 6,523                  | 3.35%   | 37     | 3.65%   | 59,661           | 1.89%   | 1.77                            | 1.93  |
| 23  | 6,419                  | 3.30%   | 42     | 4.14%   | 66,466           | 2.11%   | 1.57                            | 1.97  |
| 24  | 6,225                  | 3.20%   | 32     | 3.16%   | 68,326           | 2.16%   | 1.48                            | 1.46  |
| 25-29                                     | 27,939                 | 14.37%  | 170    | 16.77%  | 381,061          | 12.07%  | 1.19                            | 1.39  |
| 30-34                                     | 24,214                 | 12.45%  | 105    | 10.36%  | 408,215          | 12.93%  | 0.96                            | 0.80  |
| 35-39                                     | 19,851                 | 10.21%  | 96     | 9.47%   | 384,581          | 12.18%  | 0.84                            | 0.78  |
| 40-44                                     | 14,774                 | 7.60%   | 72     | 7.10%   | 324,273          | 10.27%  | 0.74                            | 0.69  |
| 45-49                                     | 9,917                  | 5.10%   | 43     | 4.24%   | 238,059          | 7.54%   | 0.68                            | 0.56  |
| 50-54                                     | 7,768                  | 3.99%   | 45     | 4.44%   | 188,614          | 5.98%   | 0.67                            | 0.74  |
| 55-59                                     | 6,917                  | 3.56%   | 39     | 3.85%   | 175,595          | 5.56%   | 0.64                            | 0.69  |
| 60-64                                     | 5,992                  | 3.08%   | 29     | 2.86%   | 171,216          | 5.42%   | 0.57                            | 0.53  |
| 65-69                                     | 4,966                  | 2.55%   | 25     | 2.47%   | 156,405          | 4.95%   | 0.52                            | 0.50  |
| 70 & Over                                 | 8,607                  | 4.43%   | 64     | 6.31%   | 238,437          | 7.55%   | 0.59                            | 0.84  |
| TOTAL                                     | 194,476                | 100.00% | 1,014  | 100.00% | 3,156,600        | 100.00% |                                 |       |
| Male                                      | 131,407                | 62.87%  | 800    | 78.43%  | 1,642,342        | 52.03%  | 1.21                            | 1.51  |
| Female                                    | 77,617                 | 37.13%  | 220    | 21.57%  | 1,514,258        | 47.97%  | 0.77                            | 0.45  |
| TOTAL                                     | 209,024                | 100.00% | 1,020  | 100.00% | 3,156,600        | 100.00% |                                 |       |

Figure percentage on age based on 189,552 total drivers in collisions (does not include not stated).

Figure percentage on sex based on 203,865 drivers.

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| SENIOR DRIVER COLLISIONS - 55 YEARS & OLDER<br>Five Year Comparison |         |         |         |         |         |                               |                                       |
|---|---------|---------|---------|---------|---------|-------------------------------|---------------------------------------|
| Collisions & Rates  | Years   |         |         |         |         | Previous<br>4 Year<br>Average | % of Change<br>85 - 4 Year<br>Average |
|   | 1987    | 1986    | 1985    | 1984    | 1983    |                               |                                       |
| Total Collisions  | 24,473  | 25,842  | 24,978  | 23,630  | 22,897  | 24,337                        | 0.6%                                  |
| Fatal Collisions  | 149     | 140     | 144     | 149     | 153     | 147                           | 1.7%                                  |
| Injury Collisions   | 8,896   | 9,560   | 9,264   | 8,855   | 8,643   | 9,081                         | -2.0%                                 |
| Licensed Drivers  | 741,653 | 719,784 | 706,719 | 686,985 | 664,355 | 694,461                       | 6.8%                                  |
| Fatal Collision Ratio*  | 6.09    | 5.42    | 5.77    | 6.31    | 6.68    | 6.04                          | 0.8%                                  |
| Fatal Rate**  | 0.20    | 0.19    | 0.20    | 0.22    | 0.23    | 0.21                          | -4.9%                                 |
| Total Collision Rate***   | 3.30    | 3.59    | 3.53    | 3.44    | 3.45    | 3.50                          | -5.8%                                 |

- \* Fatal Collisions per 1,000 total collisions
- \*\* Fatal Collisions per 1,000 licensed drivers
- \*\*\* Senior drivers involved per 100 licensed

RT-8b

| SENIOR DRIVER COLLISIONS - 55 YEARS & OLDER<br>Percent of Total Circumstances by Age Group |        |        |        |        |        |        |        |        |            |        |
|--|--------|--------|--------|--------|--------|--------|--------|--------|------------|--------|
| Contributing Circumstances*  | 55-59  |        | 60-64  |        | 65-69  |        | 70-74  |        | 75 & Older |        |
|  | Number | %      | Number | %      | Number | %      | Number | %      | Number     | %      |
| Failure to Yield Right of Way  | 915    | 31.8%  | 912    | 35.2%  | 881    | 38.3%  | 868    | 42.3%  | 1,544      | 51.5%  |
| Speed-Too Fast For Conditions  | 372    | 12.9%  | 274    | 10.6%  | 211    | 9.2%   | 191    | 9.3%   | 181        | 6.0%   |
| Disregarding Traffic Signal/Signs  | 249    | 8.7%   | 232    | 9.0%   | 246    | 10.7%  | 221    | 10.8%  | 357        | 11.9%  |
| Following Too Closely  | 245    | 8.5%   | 229    | 8.8%   | 198    | 8.6%   | 135    | 6.6%   | 158        | 5.3%   |
| Driving While Under the Influence  | 216    | 7.5%   | 121    | 4.7%   | 89     | 3.9%   | 51     | 2.5%   | 27         | 0.9%   |
| Operating Defective Equipment  | 66     | 2.3%   | 61     | 2.4%   | 26     | 1.1%   | 30     | 1.5%   | 25         | 0.8%   |
| Crossing Over the Centerline   | 38     | 1.3%   | 40     | 1.5%   | 27     | 1.2%   | 29     | 1.4%   | 25         | 0.8%   |
| Exceeding Legal Speed  | 44     | 1.5%   | 14     | 0.5%   | 14     | 0.6%   | 9      | 0.4%   | 6          | 0.2%   |
| All Other Circumstances including<br>Driver Inattention                                    | 732    | 25.4%  | 705    | 27.2%  | 608    | 26.4%  | 517    | 25.2%  | 677        | 22.6%  |
| TOTAL  | 2,877  | 100.0% | 2,588  | 100.0% | 2,300  | 100.0% | 2,051  | 100.0% | 3,000      | 100.0% |

\*Investigated collisions only

| COLLISION RATES BY CITY POPULATION*<br>1987 |                    |                |             |                  |             |                  |             |
|---|--------------------|----------------|-------------|------------------|-------------|------------------|-------------|
| City  | 1987<br>Population | Traffic Deaths |             | Traffic Injuries |             | Total Collisions |             |
|   |                    | Number         | Rate**      | Number           | Rate***     | Number           | Rate**      |
| 250,000 and Over                            |                    |                |             |                  |             |                  |             |
| 1. Seattle                                  | 491,300            | 46             | 9.36        | 9,143            | 18.61       | 19,993           | 40.69       |
| 100,000 to 250,000                          |                    |                |             |                  |             |                  |             |
| 1. Spokane                                  | 172,100            | 14             | 8.13        | 3,385            | 19.67       | 6,294            | 36.57       |
| 2. Tacoma                                   | 158,900            | 13             | 8.18        | 3,459            | 21.77       | 6,138            | 38.63       |
| 50,000 to 100,000                           |                    |                |             |                  |             |                  |             |
| 1. Bellevue                                 | 82,070             | 5              | 0.06        | 949              | 0.11        | 2,359            | 0.28        |
| 2. Everett                                  | 60,100             | 11             | 18.30       | 1,146            | 19.07       | 2,295            | 38.19       |
| 25,000 to 50,000                            |                    |                |             |                  |             |                  |             |
| 1. Yakima                                   | 49,600             | 3              | 6.05        | 788              | 15.89       | 1,915            | 38.61       |
| 2. Bellingham                               | 46,360             | 2              | 4.31        | 601              | 12.96       | 1,328            | 28.65       |
| 3. Vancouver                                | 43,390             | 1              | 2.30        | 588              | 13.55       | 1,380            | 31.80       |
| 4. Kennewick                                | 37,320             | 3              | 8.04        | 351              | 9.41        | 843              | 22.59       |
| 5. Renton                                   | 35,360             | 4              | 11.31       | 711              | 20.11       | 1,702            | 48.13       |
| 6. Bremerton                                | 32,390             | 4              | 12.35       | 506              | 15.62       | 1,123            | 34.67       |
| 7. Richland                                 | 30,280             | 1              | 3.30        | 247              | 8.16        | 547              | 18.06       |
| 8. Redmond                                  | 30,260             | 0              | 0.00        | 453              | 14.97       | 906              | 29.94       |
| 9. Auburn                                   | 30,260             | 1              | 3.30        | 512              | 16.92       | 1,058            | 34.96       |
| 10. Kent                                    | 30,090             | 5              | 16.62       | 886              | 29.44       | 1,502            | 49.92       |
| 11. Olympia                                 | 29,600             | 0              | 0.00        | 515              | 17.40       | 1,253            | 42.33       |
| 12. Longview                                | 29,520             | 2              | 6.78        | 446              | 15.11       | 866              | 29.34       |
| 13. Edmonds                                 | 28,300             | 1              | 3.53        | 241              | 8.52        | 548              | 19.36       |
| 14. Walla Walla                             | 25,420             | 2              | 7.87        | 258              | 10.15       | 625              | 24.59       |
| 15,000 to 25,000                            |                    |                |             |                  |             |                  |             |
| 1. Lynnwood                                 | 24,260             | 1              | 4.12        | 648              | 26.71       | 1,265            | 52.14       |
| 2. Pullman                                  | 22,240             | 0              | 0.00        | 128              | 5.76        | 305              | 13.71       |
| 3. Mercer Island                            | 20,760             | 0              | 0.00        | 70               | 3.37        | 218              | 10.50       |
| 4. Puyallup                                 | 19,830             | 0              | 0.00        | 307              | 15.48       | 714              | 36.01       |
| 5. Kirkland                                 | 19,430             | 2              | 10.29       | 269              | 13.84       | 616              | 31.70       |
| 6. Pasco                                    | 18,520             | 2              | 10.80       | 221              | 11.93       | 559              | 30.18       |
| 7. Wenatchee                                | 18,480             | 4              | 21.65       | 214              | 11.58       | 614              | 33.23       |
| 8. Port Angeles                             | 17,260             | 0              | 0.00        | 225              | 13.04       | 482              | 27.93       |
| 9. Aberdeen                                 | 17,000             | 3              | 17.65       | 152              | 8.94        | 592              | 34.82       |
| 10. Mountlake Terrace                       | 16,060             | 0              | 0.00        | 135              | 8.41        | 263              | 16.38       |
| 12. Lacey                                   | 15,840             | 2              | 12.63       | 218              | 13.26       | 467              | 23.61       |
| 10,000 to 15,000                            |                    |                |             |                  |             |                  |             |
| 1. Mount Vernon                             | 14,400             | 1              | 6.94        | 210              | 9.79        | 374              | 20.28       |
| 2. Oak Harbor                               | 13,960             | 0              | 0.00        | 101              | 9.89        | 208              | 27.94       |
| 3. Des Moines                               | 13,790             | 1              | 7.25        | 141              | 7.32        | 292              | 15.08       |
| 4. Centralia                                | 11,830             | 1              | 8.45        | 138              | 4.40        | 390              | 12.76       |
| 5. Ellensburg                               | 11,500             | 1              | 8.70        | 52               | 14.52       | 151              | 29.91       |
| 6. Kelso                                    | 10,700             | 1              | 9.35        | 167              | 11.68       | 344              | 28.04       |
| 7. Moses Lake                               | 10,600             | 0              | 0.00        | 125              | 11.79       | 300              | 28.30       |
| 8. Anacortes                                | 10,160             | 1              | 9.84        | 61               | 6.00        | 130              | 12.80       |
| <b>TOTAL</b>                                | <b>9,949,240</b>   | <b>138</b>     | <b>1.39</b> | <b>28,767</b>    | <b>2.89</b> | <b>60,959</b>    | <b>6.13</b> |

\*Does not include collisions on limited access roads or freeways

\*\*Frequency per 100,000 population

\*\*\*Frequency per 1,000 population

| COLLISION RATES BY COUNTY POPULATION<br>1987 |                    |                |              |                  |              |                  |              |
|--|--------------------|----------------|--------------|------------------|--------------|------------------|--------------|
| County                                       | 1987<br>Population | Traffic Deaths |              | Traffic Injuries |              | Total Collisions |              |
|  |                    | Number         | Rate*        | Number           | Rate**       | Number           | Rate**       |
| Over 1,000,000                               |                    |                |              |                  |              |                  |              |
| 1. King                                      | 1,384,600          | 155            | 12.08        | 24,391           | 19.00        | 48,232           | 37.58        |
| 250,000 to 500,000                           |                    |                |              |                  |              |                  |              |
| 1. Pierce                                    | 538,000            | 75             | 13.94        | 9,310            | 17.30        | 15,744           | 29.26        |
| 2. Snohomish                                 | 393,600            | 71             | 18.04        | 6,049            | 15.37        | 10,833           | 27.78        |
| 3. Spokane                                   | 355,900            | 50             | 14.05        | 5,450            | 15.31        | 9,616            | 27.02        |
| 100,000 to 250,000                           |                    |                |              |                  |              |                  |              |
| 1. Clark                                     | 209,900            | 24             | 11.43        | 2,639            | 12.57        | 4,800            | 22.87        |
| 2. Yakima                                    | 184,400            | 47             | 25.49        | 2,202            | 11.94        | 4,497            | 24.39        |
| 3. Kitsap                                    | 168,600            | 30             | 17.79        | 2,051            | 12.16        | 3,696            | 21.92        |
| 4. Thurston                                  | 145,500            | 17             | 11.68        | 1,983            | 13.63        | 3,876            | 26.64        |
| 5. Whatcom                                   | 117,200            | 21             | 17.92        | 1,604            | 13.69        | 2,819            | 24.05        |
| 6. Benton                                    | 104,100            | 20             | 19.21        | 911              | 8.75         | 2,019            | 19.39        |
| 50,000 to 100,000                            |                    |                |              |                  |              |                  |              |
| 1. Cowlitz                                   | 79,200             | 18             | 22.73        | 1,041            | 13.14        | 1,948            | 23.33        |
| 2. Skagit                                    | 69,500             | 21             | 30.22        | 1,083            | 15.58        | 1,798            | 25.87        |
| 3. Grays Harbor                              | 63,000             | 23             | 36.51        | 869              | 13.79        | 1,821            | 28.90        |
| 4. Lewis                                     | 57,100             | 24             | 42.03        | 773              | 13.54        | 1,582            | 27.88        |
| 5. Clallam                                   | 53,400             | 13             | 24.34        | 582              | 10.90        | 1,175            | 22.00        |
| 6. Grant                                     | 52,100             | 13             | 24.95        | 478              | 9.17         | 977              | 18.75        |
| 7. Island                                    | 52,100             | 7              | 13.44        | 531              | 10.19        | 803              | 15.41        |
| 25,000 to 50,000                             |                    |                |              |                  |              |                  |              |
| 1. Chelan                                    | 48,700             | 22             | 45.17        | 617              | 12.67        | 1,382            | 28.38        |
| 2. Walla Walla                               | 48,300             | 10             | 20.70        | 507              | 10.50        | 999              | 20.68        |
| 3. Whitman                                   | 39,200             | 6              | 15.31        | 379              | 9.67         | 713              | 18.19        |
| 4. Mason                                     | 36,000             | 15             | 41.67        | 482              | 13.39        | 877              | 24.36        |
| 5. Franklin                                  | 35,500             | 11             | 30.99        | 398              | 11.21        | 831              | 23.41        |
| 6. Okanogan                                  | 31,600             | 17             | 53.80        | 408              | 12.91        | 719              | 22.75        |
| 7. Stevens                                   | 30,200             | 7              | 23.18        | 354              | 11.72        | 504              | 16.69        |
| 8. Kittitas                                  | 25,000             | 15             | 60.00        | 525              | 21.00        | 1,062            | 42.48        |
| 10,000 to 25,000                             |                    |                |              |                  |              |                  |              |
| 1. Douglas                                   | 23,500             | 7              | 29.79        | 225              | 9.57         | 466              | 19.83        |
| 2. Jefferson                                 | 18,100             | 11             | 60.77        | 237              | 13.09        | 437              | 24.14        |
| 3. Pacific                                   | 17,300             | 6              | 34.68        | 247              | 14.28        | 450              | 26.01        |
| 4. Asotin                                    | 17,200             | 0              | 0.00         | 123              | 7.15         | 239              | 13.90        |
| 5. Klickitat                                 | 16,500             | 7              | 42.42        | 206              | 12.48        | 350              | 21.21        |
| 6. Adams                                     | 14,000             | 1              | 7.14         | 251              | 17.93        | 386              | 27.57        |
| Under 10,000                                 |                    |                |              |                  |              |                  |              |
| 1. Lincoln                                   | 9,700              | 6              | 61.86        | 158              | 16.29        | 192              | 19.79        |
| 2. San Juan                                  | 9,200              | 1              | 10.87        | 89               | 9.67         | 153              | 16.63        |
| 3. Pend Oreille                              | 8,900              | 4              | 44.94        | 145              | 16.29        | 202              | 22.70        |
| 4. Skamania                                  | 7,800              | 0              | 0.00         | 119              | 15.26        | 210              | 26.92        |
| 5. Ferry                                     | 6,000              | 5              | 83.33        | 96               | 16.00        | 141              | 23.50        |
| 6. Columbia                                  | 4,100              | 3              | 73.17        | 66               | 16.10        | 108              | 26.34        |
| 7. Wahkiakum                                 | 3,600              | 0              | 0.00         | 53               | 14.72        | 97               | 26.94        |
| 8. Garfield                                  | 2,400              | 7              | 291.67       | 33               | 13.75        | 53               | 22.08        |
| <b>TOTAL</b>                                 | <b>4,380,000</b>   | <b>790</b>     | <b>18.04</b> | <b>67,665</b>    | <b>15.45</b> | <b>126,807</b>   | <b>28.95</b> |

\*Frequency per 100,000 population

\*\*Frequency per 1,000 population

| MOTORCYCLE COLLISIONS SUMMARY<br>Five Year Comparison |         |         |         |         |         |                               |                                       |
|---|---------|---------|---------|---------|---------|-------------------------------|---------------------------------------|
| Collision Severity/Exposure & Rates                   | Years   |         |         |         |         | Previous<br>4 Year<br>Average | % of Change<br>87 - 4 Year<br>Average |
|   | 1987    | 1986    | 1985    | 1984    | 1983    |                               |                                       |
| Total Collisions                                      | 3,379   | 3,508   | 3,699   | 3,477   | 3,312   | 3,499                         | -3.43%                                |
| Fatal Collisions                                      | 88      | 80      | 82      | 69      | 77      | 77                            | 14.29%                                |
| Fatal Collision Ratio*                                | 26.0    | 22.8    | 22.2    | 19.8    | 23.2    | 22.0                          | 18.29%                                |
| Motorcycle Registration                               | 124,215 | 122,751 | 125,224 | 126,703 | 127,950 | 125,657                       | -1.15%                                |
| Total Collision Registration Rate**                   | 2.72    | 2.86    | 2.95    | 2.74    | 2.59    | 2.79                          | -2.36%                                |
| Fatal Registration Rate***                            | 0.708   | 0.652   | 0.655   | 0.545   | 0.602   | 0.613                         | 15.53%                                |
| Total Persons Killed                                  | 90      | 81      | 85      | 75      | 77      | 80                            | 13.21%                                |
| Total Persons Injured                                 | 3,497   | 3,673   | 3,884   | 3,656   | 3,555   | 3,692                         | -5.28%                                |
| Motorcyclist Killed                                   | 90      | 80      | 82      | 72      | 77      | 78                            | 15.76%                                |
| Motorcyclist Injured                                  | 3,288   | 3,469   | 3,631   | 3,434   | 3,351   | 3,471                         | -5.28%                                |

\*Fatal Collisions per 1,000 motorcycle collisions  
 \*\*Motorcycle involved per 100 registered  
 \*\*\*Fatal Collisions per 1,000 motorcycles registered

| SOBRIETY OF DRIVERS INVOLVED IN FATAL COLLISIONS<br>Statewide Comparison |       |      |                               |             |                        |
|--|-------|------|-------------------------------|-------------|------------------------|
| Condition of Driver (Sobriety)   | Years |      | Previous<br>3 Year<br>Average | % of Change |                        |
|  | 1987  | 1986 |                               | 87-88       | 87 - 3 Year<br>Average |
| Had been drinking - ability impaired                                     | 296   | 306  | 302                           | -3.3%       | -1.9%                  |
| Had been drinking - ability not impaired                                 | 40    | 51   | 49                            | -21.6%      | -17.8%                 |
| Had been drinking - sobriety unknown                                     | 24    | 13   | 12                            | 84.6%       | 105.7%                 |
| Had not been drinking  | 630   | 546  | 566                           | 15.4%       | 11.4%                  |
| Not stated   | 46    | 35   | 40                            | 31.4%       | 14.0%                  |
| Total drivers drinking   | 360   | 370  | 362                           | -2.7%       | -0.6%                  |
| Total drivers - excluding not stated                                     | 990   | 916  | 928                           | 8.1%        | 6.7%                   |
| Total drivers  | 1,036 | 951  | 968                           | 8.9%        | 7.0%                   |
| No. drinking drivers per 100 involved                                    | 36.4  | 40.4 | 39.0                          | -10.0%      | -6.8%                  |
| No. drunk drivers per 100 involved                                       | 29.9  | 33.4 | 32.5                          | -2.8%       | -8.1%                  |



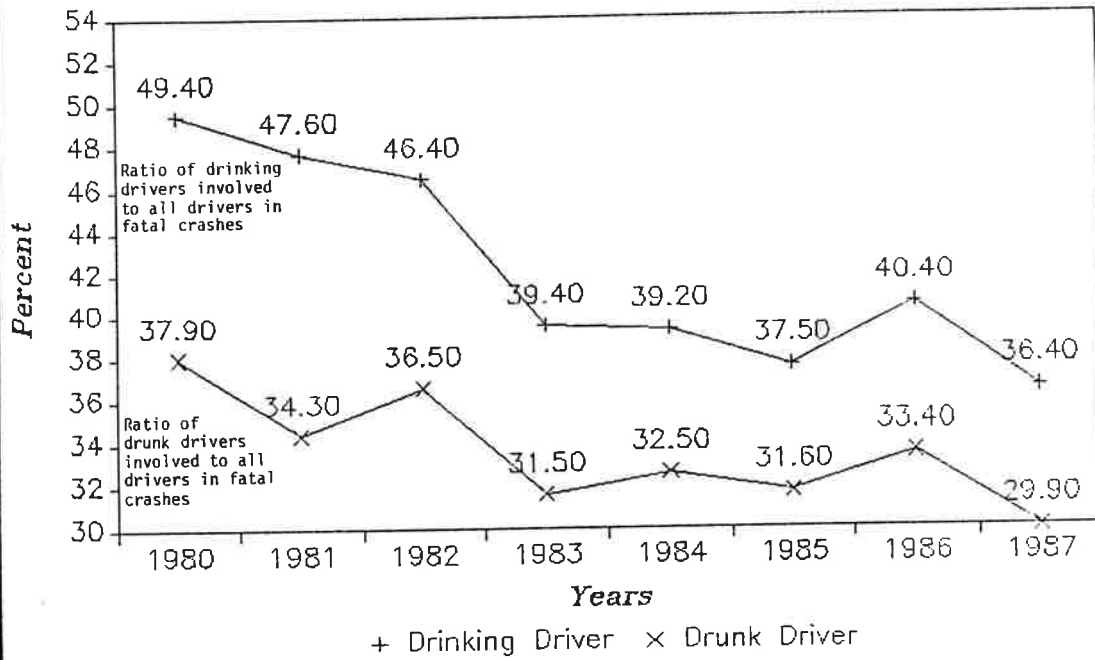
RT 12a

| SOBRIETY OF DRIVERS INVOLVED IN INJURY COLLISIONS<br>Statewide Comparison |        |        |                               |             |                        |
|---|--------|--------|-------------------------------|-------------|------------------------|
| Condition of Driver (Sobriety)  | Years  |        | Previous<br>3 Year<br>Average | % of Change |                        |
|   | 1987   | 1986   |                               | 87-86       | 87 - 3 Year<br>Average |
| Had been drinking - ability impaired                                      | 5,109  | 5,081  | 4,839                         | 0.6%        | 5.6%                   |
| Had been drinking - ability not impaired                                  | 1,718  | 1,827  | 1,764                         | -6.0%       | -2.6%                  |
| Had been drinking - sobriety unknown                                      | 2,268  | 2,248  | 2,202                         | 0.9%        | 3.0%                   |
| Had not been drinking   | 54,901 | 54,486 | 51,308                        | 0.8%        | 7.0%                   |
| Not stated  | 5,262  | 4,917  | 4,705                         | 7.0%        | 11.8%                  |
| Total drivers drinking  | 9,095  | 9,156  | 8,805                         | -0.7%       | 3.3%                   |
| Total drivers - excluding not stated                                      | 63,996 | 63,642 | 60,114                        | 0.6%        | 6.5%                   |
| Total drivers   | 69,258 | 68,559 | 64,818                        | 1.0%        | 6.8%                   |
| No. drinking drivers per 100 involved                                     | 14.2   | 14.4   | 14.7                          | 2.1%        | -3.1%                  |
| No. drunk drivers per 100 involved  | 8.0    | 8.0    | 8.1                           | 3.9%        | -0.9%                  |

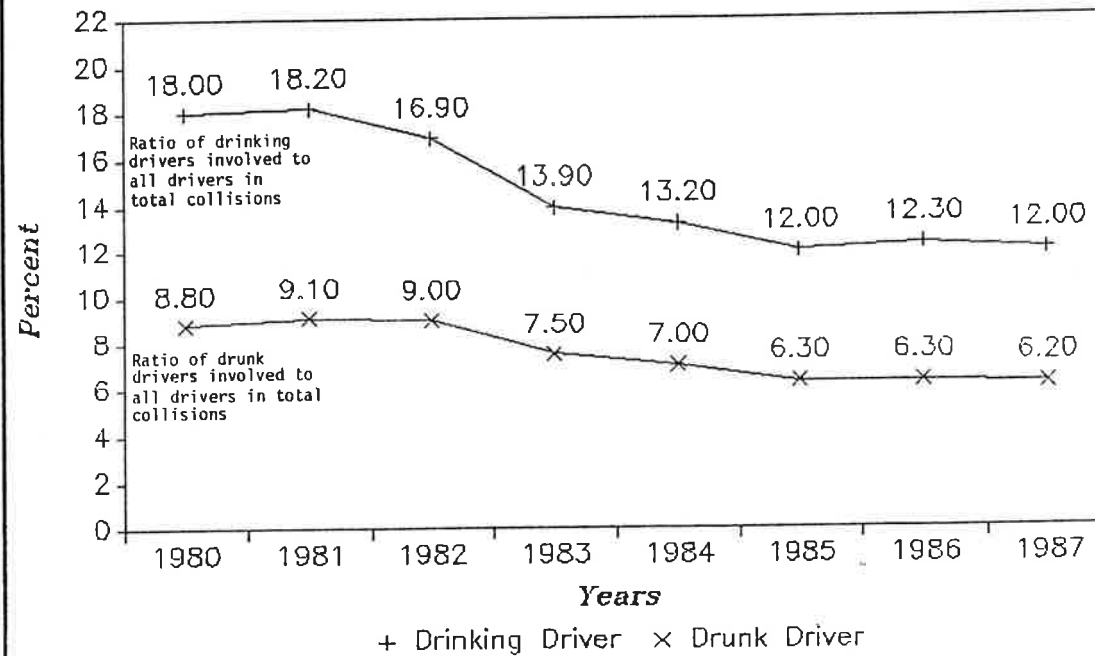
RT-12b

| SOBRIETY OF DRIVERS INVOLVED IN ALL INVESTIGATED COLLISIONS<br>Statewide Comparison |         |         |                               |             |                        |
|---|---------|---------|-------------------------------|-------------|------------------------|
| Condition of Driver (Sobriety)  | Years   |         | Previous<br>3 Year<br>Average | % of Change |                        |
|   | 1987    | 1986    |                               | 87-86       | 87 - 3 Year<br>Average |
| Had been drinking - ability impaired  | 9,455   | 9,335   | 9,066                         | 1.3%        | 4.3%                   |
| Had been drinking - ability not impaired  | 3,548   | 3,695   | 3,586                         | -4.0%       | -1.1%                  |
| Had been drinking - sobriety unknown  | 5,289   | 5,097   | 4,738                         | 3.8%        | 11.6%                  |
| Had not been drinking   | 133,686 | 129,372 | 121,858                       | 3.3%        | 9.7%                   |
| Not stated  | 17,475  | 16,874  | 16,143                        | 3.6%        | 8.2%                   |
| Total drivers drinking  | 18,292  | 18,127  | 17,390                        | 0.9%        | 5.2%                   |
| Total drivers - excluding not stated  | 151,978 | 147,499 | 139,247                       | 3.0%        | 9.1%                   |
| Total drivers   | 169,453 | 164,373 | 155,391                       | 3.1%        | 9.0%                   |
| No. drinking drivers per 100 involved   | 12.0    | 12.3    | 12.5                          | -2.1%       | -3.8%                  |
| No. drunk drivers per 100 involved  | 6.2     | 6.3     | 6.5                           | -1.7%       | -4.6%                  |

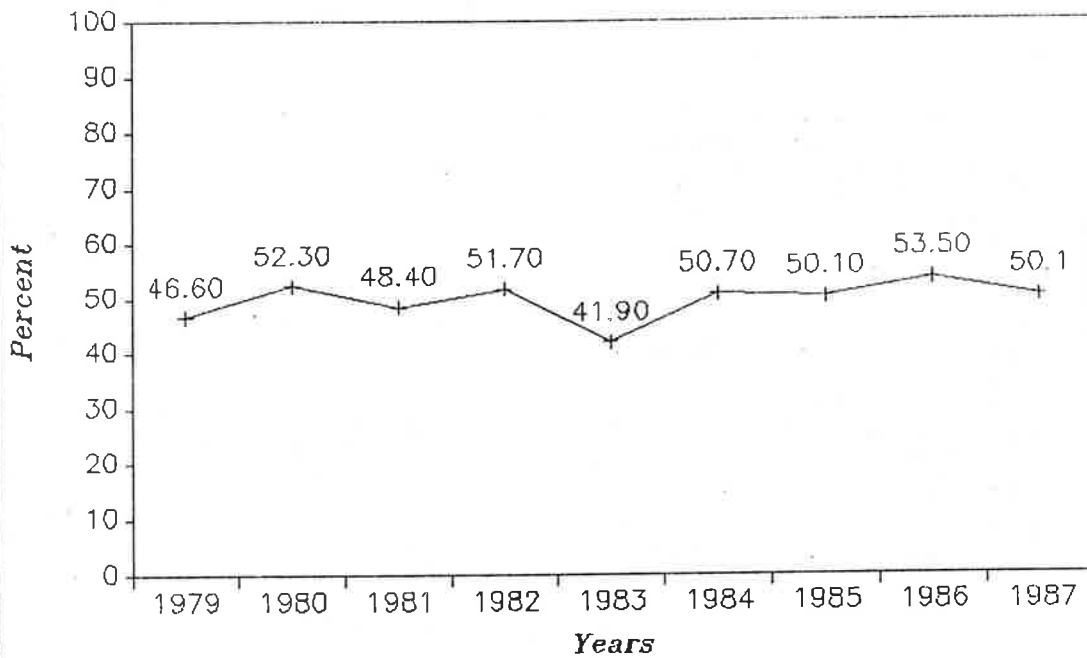
### DRIVERS INVOLVED IN FATAL CRASHES



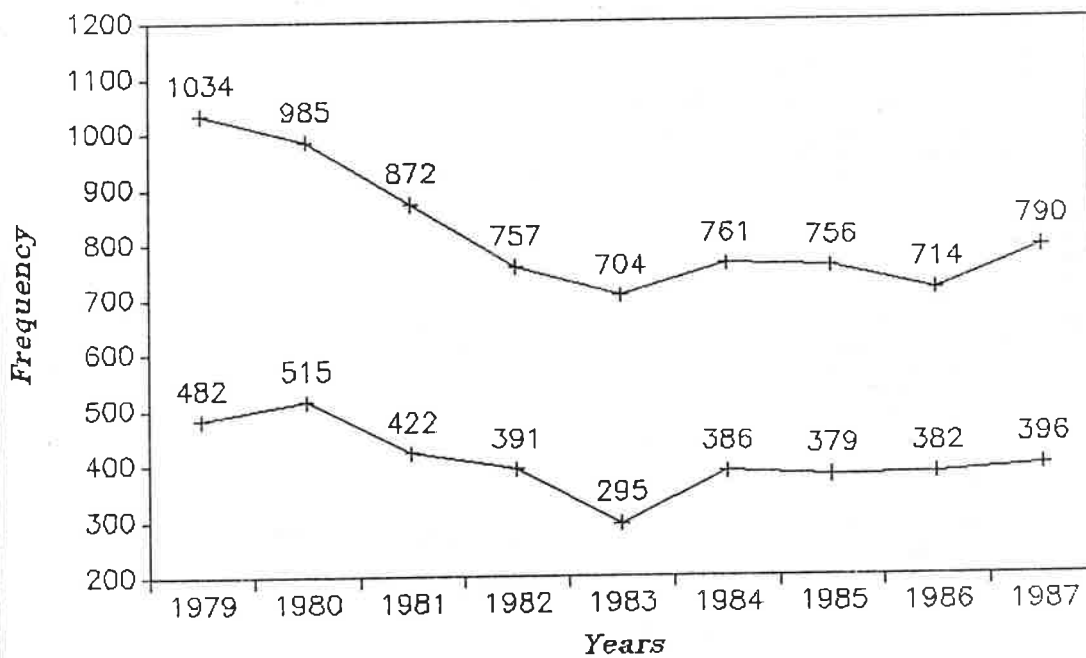
### DRIVERS INVOLVED IN TOTAL COLLISIONS



PERCENT OF ALCOHOL-RELATED FATALITIES  
TO TOTAL FATALITIES (1979-1987)



COMPARISON OF ALCOHOL-RELATED FATALITIES  
TO TOTAL TRAFFIC FATALITIES (1979-1987)



TOXICOLOGIST RESULTS OF DRIVERS KILLED IN FATAL COLLISIONS  
Five Year Comparison

| Age                         | Negative Result |      |      |      |      | Results Less Than .10 |      |      |      |      | Results .10 & Over |      |      |      |      | Average Test Results* |      |      |      |      |
|-----------------------------|-----------------|------|------|------|------|-----------------------|------|------|------|------|--------------------|------|------|------|------|-----------------------|------|------|------|------|
|                             | 1987            | 1986 | 1985 | 1984 | 1983 | 1987                  | 1986 | 1985 | 1984 | 1983 | 1987               | 1986 | 1985 | 1984 | 1983 | 1987                  | 1986 | 1985 | 1984 | 1983 |
| 16                          | 5               | 6    | 6    | 7    | 4    | 0                     | 3    | 0    | 0    | 0    | 0                  | 3    | 1    | 2    | 0    | 0.00                  | 0.10 | 0.13 | 0.22 | 0.00 |
| 17                          | 8               | 9    | 5    | 3    | 3    | 1                     | 0    | 1    | 0    | 3    | 0                  | 4    | 4    | 3    | 2    | 0.03                  | 0.13 | 0.13 | 0.12 | 0.12 |
| 18                          | 6               | 10   | 11   | 9    | 3    | 5                     | 0    | 2    | 0    | 3    | 3                  | 5    | 5    | 5    | 2    | 0.10                  | 0.18 | 0.15 | 0.20 | 0.12 |
| 19                          | 5               | 5    | 4    | 7    | 2    | 2                     | 3    | 3    | 3    | 0    | 3                  | 8    | 3    | 2    | 2    | 0.13                  | 0.17 | 0.11 | 0.12 | 0.19 |
| 20                          | 2               | 7    | 3    | 3    | 4    | 1                     | 1    | 4    | 1    | 4    | 4                  | 9    | 3    | 7    | 10   | 0.15                  | 0.17 | 0.10 | 0.16 | 0.20 |
| 21                          | 3               | 6    | 10   | 4    | 2    | 2                     | 3    | 0    | 4    | 0    | 14                 | 12   | 7    | 5    | 5    | 0.19                  | 0.16 | 0.19 | 0.13 | 0.20 |
| 22                          | 5               | 5    | 8    | 7    | 3    | 4                     | 1    | 3    | 3    | 0    | 8                  | 6    | 11   | 10   | 3    | 0.18                  | 0.14 | 0.16 | 0.16 | 0.15 |
| 23                          | 1               | 3    | 6    | 4    | 3    | 0                     | 2    | 0    | 2    | 1    | 14                 | 5    | 10   | 13   | 11   | 0.20                  | 0.17 | 0.19 | 0.20 | 0.17 |
| 24                          | 6               | 10   | 0    | 6    | 2    | 4                     | 0    | 1    | 1    | 1    | 7                  | 5    | 5    | 7    | 7    | 0.14                  | 0.17 | 0.17 | 0.21 | 0.19 |
| 25                          | 5               | 2    | 5    | 3    | 3    | 4                     | 0    | 1    | 0    | 0    | 7                  | 10   | 10   | 9    | 6    | 0.13                  | 0.20 | 0.21 | 0.22 | 0.16 |
| 26                          | 1               | 2    | 5    | 4    | 6    | 2                     | 1    | 1    | 2    | 0    | 14                 | 6    | 6    | 5    | 10   | 0.15                  | 0.15 | 0.20 | 0.17 | 0.19 |
| 27                          | 4               | 3    | 7    | 4    | 3    | 2                     | 0    | 5    | 2    | 0    | 9                  | 10   | 2    | 6    | 5    | 0.16                  | 0.23 | 0.10 | 0.17 | 0.19 |
| 28                          | 6               | 4    | 3    | 4    | 6    | 0                     | 1    | 0    | 0    | 0    | 3                  | 6    | 12   | 8    | 5    | 0.20                  | 0.17 | 0.23 | 0.23 | 0.19 |
| 29                          | 3               | 2    | 2    | 3    | 3    | 2                     | 0    | 1    | 0    | 0    | 6                  | 6    | 10   | 3    | 6    | 0.17                  | 0.18 | 0.19 | 0.23 | 0.20 |
| 30                          | 3               | 3    | 2    | 2    | 2    | 0                     | 3    | 0    | 1    | 2    | 3                  | 3    | 3    | 3    | 8    | 0.25                  | 0.15 | 0.22 | 0.22 | 0.17 |
| 31                          | 3               | 3    | 7    | 4    | 1    | 0                     | 2    | 1    | 0    | 1    | 3                  | 8    | 8    | 3    | 5    | 0.21                  | 0.18 | 0.18 | 0.18 | 0.20 |
| 32                          | 2               | 1    | 3    | 3    | 2    | 0                     | 3    | 0    | 0    | 0    | 5                  | 4    | 2    | 4    | 4    | 0.19                  | 0.13 | 0.19 | 0.22 | 0.23 |
| 33                          | 2               | 3    | 3    | 0    | 2    | 0                     | 0    | 1    | 0    | 0    | 5                  | 5    | 2    | 5    | 1    | 0.18                  | 0.19 | 0.20 | 0.19 | 0.28 |
| 34                          | 4               | 2    | 2    | 0    | 4    | 0                     | 0    | 0    | 0    | 1    | 1                  | 1    | 6    | 3    | 2    | 0.11                  | 0.17 | 0.20 | 0.20 | 0.16 |
| 35                          | 4               | 3    | 4    | 4    | 0    | 1                     | 1    | 1    | 0    | 0    | 2                  | 2    | 7    | 4    | 4    | 0.18                  | 0.13 | 0.22 | 0.20 | 0.17 |
| 36                          | 2               | 2    | 1    | 3    | 1    | 0                     | 0    | 0    | 1    | 0    | 9                  | 3    | 2    | 6    | 1    | 0.23                  | 0.13 | 0.13 | 0.18 | 0.12 |
| 37                          | 1               | 3    | 7    | 2    | 1    | 0                     | 0    | 0    | 0    | 0    | 2                  | 5    | 3    | 4    | 3    | 0.07                  | 0.20 | 0.18 | 0.21 | 0.14 |
| 38                          | 1               | 0    | 1    | 2    | 3    | 0                     | 0    | 0    | 0    | 0    | 3                  | 2    | 1    | 2    | 1    | 0.29                  | 0.16 | 0.24 | 0.23 | 0.14 |
| 39                          | 1               | 1    | 1    | 2    | 3    | 0                     | 0    | 0    | 0    | 0    | 4                  | 6    | 4    | 2    | 2    | 0.20                  | 0.11 | 0.20 | 0.16 | 0.21 |
| 40                          | 14              | 5    | 14   | 9    | 3    | 0                     | 0    | 1    | 1    | 0    | 2                  | 6    | 4    | 3    | 2    | 0.28                  | 0.17 | 0.18 | 0.18 | 0.20 |
| 41-45                       | 6               | 3    | 6    | 7    | 4    | 0                     | 1    | 0    | 3    | 3    | 10                 | 8    | 10   | 9    | 8    | 0.18                  | 0.17 | 0.13 | 0.16 | 0.19 |
| 46-50                       | 8               | 6    | 6    | 8    | 6    | 0                     | 0    | 0    | 3    | 3    | 10                 | 6    | 10   | 5    | 4    | 0.18                  | 0.25 | 0.24 | 0.17 | 0.13 |
| 51-55                       | 7               | 9    | 5    | 8    | 3    | 0                     | 0    | 0    | 3    | 2    | 6                  | 3    | 1    | 3    | 3    | 0.25                  | 0.19 | 0.23 | 0.15 | 0.18 |
| 56-60                       | 9               | 8    | 11   | 11   | 2    | 0                     | 2    | 2    | 1    | 1    | 2                  | 3    | 4    | 4    | 3    | 0.24                  | 0.12 | 0.19 | 0.19 | 0.16 |
| 61-65                       | 18              | 23   | 22   | 23   | 14   | 2                     | 4    | 2    | 0    | 0    | 6                  | 4    | 0    | 4    | 3    | 0.18                  | 0.20 | 0.00 | 0.20 | 0.19 |
| 66 & Over                   | 18              | 23   | 22   | 23   | 14   | 2                     | 4    | 2    | 0    | 1    | 2                  | 3    | 3    | 3    | 2    | 0.12                  | 0.15 | 0.13 | 0.17 | 0.13 |
| TOTAL                       | 154             | 152  | 174  | 156  | 97   | 32                    | 40   | 28   | 31   | 26   | 168                | 165  | 160  | 158  | 134  | 0.18                  | 0.17 | 0.18 | 0.17 | 0.18 |
| % of Tested Drivers         | 42.7            | 41.8 | 47.5 | 37.2 | 36.4 | 8.9                   | 11.0 | 7.7  | 8.9  | 10.0 | 46.5               | 45.3 | 43.7 | 45.4 | 51.3 |                       |      |      |      |      |
| % of Change 87 - 4 Year Avg | +0.05%          |      |      |      |      | -5.3%                 |      |      |      |      | +0.2%              |      |      |      |      |                       |      |      |      |      |

| ALL REPORTED ACCIDENTS & ALCOHOL INVOLVED ACCIDENTS<br>Comparison of Miles Traveled |                              |                            |                  |                            |                  |
|---|------------------------------|----------------------------|------------------|----------------------------|------------------|
| Driver Age  | % of Vehicle Miles Traveled* | Drivers in All Accidents** |                  | Alcohol Involved Accidents |                  |
|   |                              | %                          | Over/Under Ratio | %                          | Over/Under Ratio |
| 19 & Younger  | 3.1                          | 16.03%                     | 5.17%            | 13.60%                     | 4.39%            |
| 20 - 34   | 41.0                         | 43.45%                     | 1.06%            | 63.94%                     | 1.56%            |
| 35-54   | 37.9                         | 26.90%                     | 0.71%            | 16.79%                     | 0.44%            |
| 55-64   | 12.7                         | 6.64%                      | 0.52%            | 3.55%                      | 0.28%            |
| 65 & Over   | 5.3                          | 6.98%                      | 1.32%            | 2.12%                      | 0.40%            |

\* Source - Nationwide Personal Transportation Study - U.S. Dept. of Transportation, 1983-84

\*\* Source - Accident Records Unit - Washington State Patrol

| COMPARISON OF ALCOHOL-RELATED COLLISIONS<br>By Motor Vehicle Travel by County |                            |        |                       |                  |                                    |              |              |                |
|---|----------------------------|--------|-----------------------|------------------|------------------------------------|--------------|--------------|----------------|
| County  | Alcohol-related Collisions |        |                       |                  | Alcohol-related Collisions by Type |              |              |                |
|   | Total                      | %      | % of Motor Veh Travel | Over/Under Ratio | Cities                             | State Routes | County Roads | Other Roadways |
| Adams   | 44                         | 0.25%  | 0.99                  | -0.25%           | 12                                 | 22           | 10           | 0              |
| Asotin  | 43                         | 0.24%  | 0.30                  | -0.81%           | 15                                 | 16           | 12           | 0              |
| Benton  | 277                        | 1.57%  | 2.85                  | -0.55%           | 151                                | 70           | 56           | 0              |
| Chelan  | 214                        | 1.22%  | 1.18                  | 1.03%            | 77                                 | 79           | 53           | 5              |
| Clallam   | 187                        | 1.06%  | 1.24                  | -0.86%           | 45                                 | 82           | 50           | 10             |
| Clark   | 668                        | 3.80%  | 4.35                  | -0.87%           | 177                                | 206          | 281          | 4              |
| Columbia  | 19                         | 0.11%  | 0.16                  | -0.68%           | 3                                  | 8            | 6            | 2              |
| Cowlitz   | 291                        | 1.65%  | 2.57                  | -0.64%           | 126                                | 94           | 71           | 0              |
| Douglas   | 70                         | 0.40%  | 0.58                  | -0.69%           | 6                                  | 43           | 21           | 0              |
| Ferry   | 40                         | 0.23%  | 0.17                  | -1.34%           | 2                                  | 15           | 21           | 2              |
| Franklin  | 172                        | 0.98%  | 1.15                  | -0.85%           | 102                                | 31           | 39           | 0              |
| Garfield  | 10                         | 0.06%  | 0.14                  | -0.41%           | 1                                  | 7            | 2            | 0              |
| Grant   | 168                        | 0.96%  | 2.02                  | -0.47%           | 42                                 | 65           | 54           | 7              |
| Grays Harbor  | 345                        | 1.96%  | 1.87                  | -1.05%           | 108                                | 148          | 79           | 10             |
| Island  | 151                        | 0.86%  | 0.69                  | 1.24%            | 16                                 | 52           | 83           | 0              |
| Jefferson   | 91                         | 0.52%  | 0.48                  | 1.08%            | 14                                 | 39           | 36           | 2              |
| King  | 5,272                      | 29.97% | 29.15                 | 1.03%            | 2,411                              | 1,673        | 1,168        | 20             |
| Kitsap  | 730                        | 4.15%  | 2.69                  | 1.54%            | 130                                | 172          | 420          | 8              |
| Kittitas  | 129                        | 0.73%  | 2.04                  | -0.36%           | 14                                 | 75           | 37           | 3              |
| Klickitat   | 81                         | 0.46%  | 0.60                  | -0.77%           | 7                                  | 41           | 32           | 1              |
| Lewis   | 244                        | 1.39%  | 2.06                  | -0.67%           | 46                                 | 102          | 93           | 3              |
| Lincoln   | 31                         | 0.18%  | 0.62                  | -0.28%           | 5                                  | 22           | 4            | 0              |
| Mason   | 190                        | 1.08%  | 0.82                  | 1.32%            | 24                                 | 73           | 85           | 8              |
| Okanogan  | 170                        | 0.97%  | 0.62                  | 1.56%            | 21                                 | 65           | 75           | 9              |
| Pacific   | 93                         | 0.53%  | 0.53                  | -1.00%           | 10                                 | 49           | 30           | 4              |
| Pend Oreille  | 35                         | 0.20%  | 0.27                  | -0.74%           | 3                                  | 16           | 15           | 1              |
| Pierce  | 2,391                      | 13.59% | 19.81                 | -0.69%           | 828                                | 728          | 831          | 4              |
| San Juan  | 35                         | 0.20%  | 0.05                  | 3.98%            | 0                                  | 0            | 35           | 0              |
| Skagit  | 307                        | 1.75%  | 2.14                  | -0.82%           | 81                                 | 130          | 91           | 5              |
| Skamania  | 35                         | 0.20%  | 0.24                  | -0.83%           | 0                                  | 19           | 10           | 6              |
| Snohomish   | 1,783                      | 10.14% | 6.96                  | 1.46%            | 522                                | 561          | 692          | 8              |
| Spokane   | 1,123                      | 6.38%  | 8.12                  | -0.79%           | 567                                | 261          | 295          | 0              |
| Stevens   | 118                        | 0.67%  | 0.71                  | -0.94%           | 5                                  | 48           | 58           | 7              |
| Thurston  | 541                        | 3.08%  | 3.66                  | -0.84%           | 176                                | 101          | 261          | 3              |
| Wahkiakum   | 19                         | 0.11%  | 0.14                  | 0.77%            | 0                                  | 15           | 4            | 0              |
| Walla Walla   | 111                        | 0.63%  | 0.83                  | 0.76%            | 45                                 | 31           | 35           | 0              |
| Whatcom   | 476                        | 2.71%  | 2.30                  | 1.18%            | 181                                | 125          | 165          | 5              |
| Whitman   | 105                        | 0.60%  | 1.13                  | -0.53%           | 31                                 | 48           | 26           | 0              |
| Yakima  | 781                        | 4.44%  | 3.75                  | 1.18%            | 319                                | 153          | 299          | 10             |
| TOTAL   | 17,590                     |        |                       |                  |                                    |              |              |                |

RT-16

| RESTRAINT USAGE RATE<br>Five Year Comparison |                |               |                |               |                |               |                |               |                |               |
|--|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|
| Status                                       | 1987 %         |               | 1986 %         |               | 1985 %         |               | 1984 %         |               | 1983 %         |               |
| Restraints Used                              | 152,413        | 77.6%         | 102,751        | 54.5%         | 60,392         | 35.1%         | 45,214         | 28.0%         | 31,751         | 21.0%         |
| No Restraints Used                           | 44,081         | 22.4%         | 85,669         | 45.5%         | 111,885        | 64.9%         | 116,299        | 72.0%         | 119,670        | 79.0%         |
| <b>TOTAL</b>                                 | <b>196,494</b> | <b>100.0%</b> | <b>188,420</b> | <b>100.0%</b> | <b>172,277</b> | <b>100.0%</b> | <b>161,513</b> | <b>100.0%</b> | <b>151,421</b> | <b>100.0%</b> |

RT-17

| TYPES OF RESTRAINTS USED<br>By Severity of Injury |                |               |            |               |               |               |               |               |               |               |                |               |
|---|----------------|---------------|------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|
| Type  | Number Used    |               | Deaths     |               | Disabling Inj |               | Evident Inj   |               | Possible Inj  |               | No Injury      |               |
|   | Number         | %             | Number     | %             | Number        | %             | Number        | %             | Number        | %             | Number         | %             |
| Lap Belt  | 38,212         | 19.1%         | 32         | 5.9%          | 574           | 10.5%         | 2,736         | 14.8%         | 7,318         | 27.1%         | 27,552         | 18.5%         |
| Shoulder Belt                                     | 6,175          | 3.1%          | 4          | 0.7%          | 117           | 2.1%          | 403           | 2.2%          | 660           | 2.4%          | 4,991          | 3.4%          |
| Lap & Shoulder Belt                               | 109,082        | 54.5%         | 99         | 18.4%         | 1,845         | 33.8%         | 7,638         | 41.3%         | 13,475        | 49.9%         | 86,025         | 57.9%         |
| Child Restraint                                   | 2,503          | 1.3%          | 5          | 0.9%          | 8             | 0.1%          | 116           | 0.6%          | 146           | 0.5%          | 2,228          | 1.5%          |
| Air Bag (Activated)                               | 27             | 0.0%          | 0          | 0.0%          | 0             | 0.0%          | 3             | 0.0%          | 3             | 0.0%          | 21             | 0.0%          |
| No Restraints                                     | 44,071         | 22.0%         | 398        | 74.0%         | 2,921         | 53.4%         | 7,613         | 41.1%         | 5,411         | 20.0%         | 27,728         | 18.7%         |
| <b>TOTAL OCCUPANTS</b>                            | <b>200,070</b> | <b>100.0%</b> | <b>538</b> | <b>100.0%</b> | <b>5,465</b>  | <b>100.0%</b> | <b>18,509</b> | <b>100.0%</b> | <b>27,013</b> | <b>100.0%</b> | <b>148,545</b> | <b>100.0%</b> |

\*Less than 1/10 of 1 percent

RT-18

| RESTRAINT USAGE & INJURIES SUSTAINED*<br>By Type |                 |               |                    |               |               |               |                 |               |
|--|-----------------|---------------|--------------------|---------------|---------------|---------------|-----------------|---------------|
| Type   | Restraints Used |               | Child Restraints** |               | No Restraints |               | Total Occupants |               |
|  | Number          | %             | Number             | %             | Number        | %             | Number          | %             |
| Deaths   | 140             | 0.1%          | 5                  | 0.2%          | 398           | 0.9%          | 538             | 0.3%          |
| Disabling Injuries                               | 2,544           | 1.6%          | 8                  | 0.3%          | 2,921         | 6.6%          | 5,465           | 2.7%          |
| Evident Injuries                                 | 10,896          | 7.0%          | 116                | 4.6%          | 7,613         | 17.3%         | 18,509          | 9.3%          |
| Possible Injuries                                | 21,602          | 13.8%         | 146                | 5.8%          | 5,411         | 12.3%         | 27,013          | 13.5%         |
| No Injuries                                      | 120,817         | 77.4%         | 2,228              | 89.0%         | 27,728        | 62.9%         | 148,545         | 74.2%         |
| <b>TOTAL</b>                                     | <b>155,999</b>  | <b>100.0%</b> | <b>2,503</b>       | <b>100.0%</b> | <b>44,071</b> | <b>100.0%</b> | <b>200,070</b>  | <b>100.0%</b> |

\*Excludes cases where injury severity was not stated or where restraint use was unknown.

\*\*Included with Restraints Used Category.

RT-19

| USAGE RATES BY SEX*<br>Five Year Comparison |                         |      |      |      |      |
|---|-------------------------|------|------|------|------|
| Occupant                                    | Percent Used Restraints |      |      |      |      |
|   | 1987                    | 1986 | 1985 | 1984 | 1983 |
| Male Driver                                 | 77.8                    | 54.0 | 34.3 | 27.3 | 22.0 |
| Female Driver                               | 83.3                    | 59.6 | 38.8 | 31.4 | 23.6 |
| Male Passenger                              | 69.0                    | 46.7 | 29.4 | 26.4 | 14.8 |
| Female Passenger                            | 75.9                    | 55.0 | 36.0 | 28.4 | 18.9 |

\*Excludes occupants where restraint use was unknown

RT-19a

| USAGE RATES BY AGE*<br>Five Year Comparison |                         |      |      |      |      |
|---|-------------------------|------|------|------|------|
| Occupant                                    | Percent Used Restraints |      |      |      |      |
|   | 1987                    | 1986 | 1985 | 1984 | 1983 |
| Age 0-5                                     | 85.6                    | 81.0 | 73.1 | 66.8 | 42.3 |
| Age 6-15                                    | 72.5                    | 51.5 | 31.3 | 24.9 | 14.8 |
| Age 16-19                                   | 71.6                    | 44.2 | 25.4 | 19.6 | 14.0 |
| Age 20-24                                   | 80.4                    | 47.5 | 28.5 | 22.0 | 16.3 |
| Age 25-34                                   | 77.4                    | 55.3 | 36.6 | 29.5 | 23.0 |
| Age 35-64                                   | 82.9                    | 60.6 | 39.7 | 32.0 | 23.3 |
| Age 65 & Up                                 | 82.6                    | 58.2 | 34.7 | 27.6 | 21.4 |

\*Excludes occupants where restraint use was unknown

| PEDESTRIANS KILLED & INJURED IN VEHICLE COLLISIONS<br>Five Year Comparison |       |       |       |       |       |                               |                                       |
|--|-------|-------|-------|-------|-------|-------------------------------|---------------------------------------|
| Severity by Area   | Years |       |       |       |       | Previous<br>4 Year<br>Average | % of Change<br>87 - 4 Year<br>Average |
|  | 1987  | 1986  | 1985  | 1984  | 1983  |                               |                                       |
| Statewide  |       |       |       |       |       |                               |                                       |
| Pedestrians Killed   | 93    | 94    | 89    | 97    | 89    | 92                            | 0.81%                                 |
| Pedestrians Injured  | 1,830 | 1,843 | 1,763 | 1,710 | 1,701 | 1,754                         | 4.32%                                 |
| Rural Areas  |       |       |       |       |       |                               |                                       |
| Pedestrians Killed   | 39    | 52    | 45    | 51    | 44    | 48                            | -18.75%                               |
| Pedestrians Injured  | 468   | 468   | 483   | 449   | 471   | 468                           | 0.05%                                 |
| Urban Areas*   |       |       |       |       |       |                               |                                       |
| Pedestrians Killed   | 54    | 42    | 44    | 46    | 45    | 44                            | 22.03%                                |
| Pedestrians Injured  | 1,362 | 1,375 | 1,280 | 1,261 | 1,230 | 1,287                         | 5.87%                                 |

\* 2,500 population and greater

| ACTIONS OF PEDESTRIANS KILLED & INJURED<br>Urban & Rural Areas |           |               |                |               |             |              |              |              |              |                         |
|--|-----------|---------------|----------------|---------------|-------------|--------------|--------------|--------------|--------------|-------------------------|
| Action   | Killed    |               | Killed/Injured |               | Age         |              |              |              |              | Number<br>Not<br>Stated |
|  | Number    | %             | Number         | %             | 0-4         | 5-14         | 15-24        | 25-64        | 65+          |                         |
| Urban:   |           |               |                |               |             |              |              |              |              |                         |
| Crossing, entering roadway at intersection                     | 20        | 37.0%         | 671            | 47.1%         | 15          | 123          | 130          | 265          | 103          | 35                      |
| Not at intersection  | 17        | 31.5%         | 460            | 32.3%         | 52          | 151          | 74           | 128          | 38           | 17                      |
| Walking with traffic   | 2         | 3.7%          | 19             | 1.3%          | 0           | 4            | 6            | 6            | 1            | 2                       |
| Walking against traffic  | 0         | 0.0%          | 6              | 0.4%          | 0           | 3            | 1            | 2            | 0            | 0                       |
| Standing or working in roadway                                 | 1         | 1.9%          | 70             | 4.9%          | 1           | 6            | 20           | 35           | 2            | 6                       |
| Playing in roadway   | 3         | 5.6%          | 34             | 2.4%          | 5           | 18           | 5            | 5            | 0            | 1                       |
| Lying in roadway   | 3         | 5.6%          | 4              | 0.3%          | 0           | 0            | 0            | 4            | 0            | 0                       |
| Not in roadway   | 7         | 13.0%         | 79             | 5.5%          | 5           | 11           | 15           | 39           | 6            | 3                       |
| Other & Not Stated   | 1         | 1.9%          | 82             | 5.8%          | 1           | 13           | 14           | 43           | 5            | 6                       |
| <b>TOTAL URBAN</b>   | <b>54</b> | <b>100.0%</b> | <b>1,425</b>   | <b>100.0%</b> | <b>79</b>   | <b>329</b>   | <b>265</b>   | <b>527</b>   | <b>155</b>   | <b>70</b>               |
| <b>% of Total Killed or Injured</b>                            |           |               |                |               | <b>5.5%</b> | <b>23.1%</b> | <b>18.6%</b> | <b>37.0%</b> | <b>10.9%</b> | <b>4.9%</b>             |
| Rural:   |           |               |                |               |             |              |              |              |              |                         |
| Crossing, entering roadway at intersection                     | 6         | 15.4%         | 97             | 19.0%         | 2           | 30           | 16           | 40           | 6            | 3                       |
| Not at intersection  | 14        | 35.9%         | 177            | 34.6%         | 12          | 60           | 35           | 58           | 10           | 2                       |
| Walking with traffic   | 1         | 2.6%          | 26             | 5.1%          | 1           | 6            | 5            | 12           | 1            | 1                       |
| Walking against traffic  | 0         | 0.0%          | 14             | 2.7%          | 0           | 1            | 8            | 4            | 1            | 0                       |
| Standing or working in roadway                                 | 5         | 12.8%         | 53             | 10.4%         | 1           | 3            | 12           | 30           | 2            | 5                       |
| Playing in roadway   | 0         | 0.0%          | 24             | 4.7%          | 2           | 18           | 3            | 0            | 0            | 1                       |
| Lying in roadway   | 4         | 10.3%         | 6              | 1.2%          | 0           | 0            | 3            | 3            | 0            | 0                       |
| Not in roadway   | 6         | 15.4%         | 82             | 16.0%         | 1           | 6            | 28           | 42           | 2            | 3                       |
| Other & Not Stated   | 3         | 7.7%          | 32             | 6.3%          | 0           | 9            | 9            | 11           | 3            | 0                       |
| <b>TOTAL RURAL</b>   | <b>39</b> | <b>100.0%</b> | <b>511</b>     | <b>100.0%</b> | <b>19</b>   | <b>133</b>   | <b>119</b>   | <b>200</b>   | <b>25</b>    | <b>15</b>               |
| <b>% of Total Killed or Injured</b>                            |           |               |                |               | <b>3.7%</b> | <b>26.0%</b> | <b>23.3%</b> | <b>39.1%</b> | <b>4.9%</b>  | <b>2.9%</b>             |





