

A

*Review of
1989 Traffic
Collisions in
Washington*

Prepared in 1990 by:
The Washington Traffic
Safety Commission

Sources:

Collision Data -
Records Section,

Washington State Patrol.

Roadway Data -

Planning, Research and Public
Transportation Division,
Department of Transportation.

License Data -

Department of Licensing.

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A Review of 1989 Traffic Collisions

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| RECAP OF TRAFFIC COLLISIONS Two-Year Comparison | | | |
|--|---------------|---------------|-----------------------|
| Category | 1989 | 1988 | % Change From 1988 |
| Persons Killed | 781 | 785 | -0.5% |
| Death Rate Per 100 Million Miles | 1.80 | 1.88 | -4.5% |
| Fatal Collisions | 694 | 706 | -1.7% |
| Persons Injured | 73,993 | 72,449 | 2.1% |
| Total Reported Collisions | 128,800 | 125,920 | 2.3% |
| Estimated Economic Loss* | \$922,000,000 | \$877,000,000 | 5.1% |
| Miles Traveled (in Millions)** | 43,449.3 | 41,698.0 | 4.2% |
| Licensed Drivers | 3,350,324 | 3,264,065 | 2.6% |
| Registered Vehicles | 4,084,367 | 3,896,828 | 4.8% |
| Population | 4,660,700 | 4,565,000 | 2.1% |

* Loss estimated for 1989 based on:
 \$303,900 for each death
 32,100 for each incapacitating injury
 7,900 for each non-incapacitating evident injury
 1,900 for each possible injury
 1,800 for each property damage collision

** Estimated for 1989

RT-2

| DRINKING DRIVER COLLISIONS Two-Year Comparison | | | |
|---|--------|--------|-----------------------|
| Collisions | 1989 | 1988 | % Change From 1988 |
| DWI Drivers Involved in Total Collisions | 9,901 | 9,532 | 3.9% |
| Ratio - DWI Per 100 Involved | 6.6 | 6.3 | 5.6% |
| DWI Drivers Involved in Fatal Collisions | 309 | 340 | 9.1% |
| Ratio - DWI Drivers Per 100 | 30.6 | 34.3 | 11.0% |
| Had Been Drinking in Total Collisions | 16,756 | 18,049 | 7.2% |
| Ratio - HBD Drivers Per 100 | 11.2 | 11.9 | 6.6% |
| Had Been Drinking in Fatal Collisions | 354 | 400 | 11.5% |
| Ratio - HBD Drivers Per 100 | 35.0 | 40.4 | 13.3% |

| COLLISIONS BY LOCATION Two-Year Comparison | | | |
|---|--------|--------|-----------------------|
| Location | 1989 | 1988 | % Change From 1988 |
| Interstate - All | 13,575 | 15,330 | -11.4% |
| Interstate - Fatal | 74 | 99 | -25.3% |
| Other State Routes - All Collisions - Rural Areas | 16,914 | 15,647 | 8.1% |
| Other State Routes - Fatal Collisions - Rural Areas | 224 | 214 | 4.7% |
| County Roads - All Collisions | 28,505 | 27,777 | 2.6% |
| County Roads - Fatal Collisions | 252 | 226 | 11.5% |
| City Streets - All Collisions | 68,813 | 66,227 | 3.9% |
| City Streets - Fatal Collisions | 137 | 151 | -9.3% |
| Other Traffic Ways - All Collisions | 993 | 939 | 5.8% |
| Other Traffic Ways - Fatal Collisions | 7 | 16 | -56.3% |

RT-3a

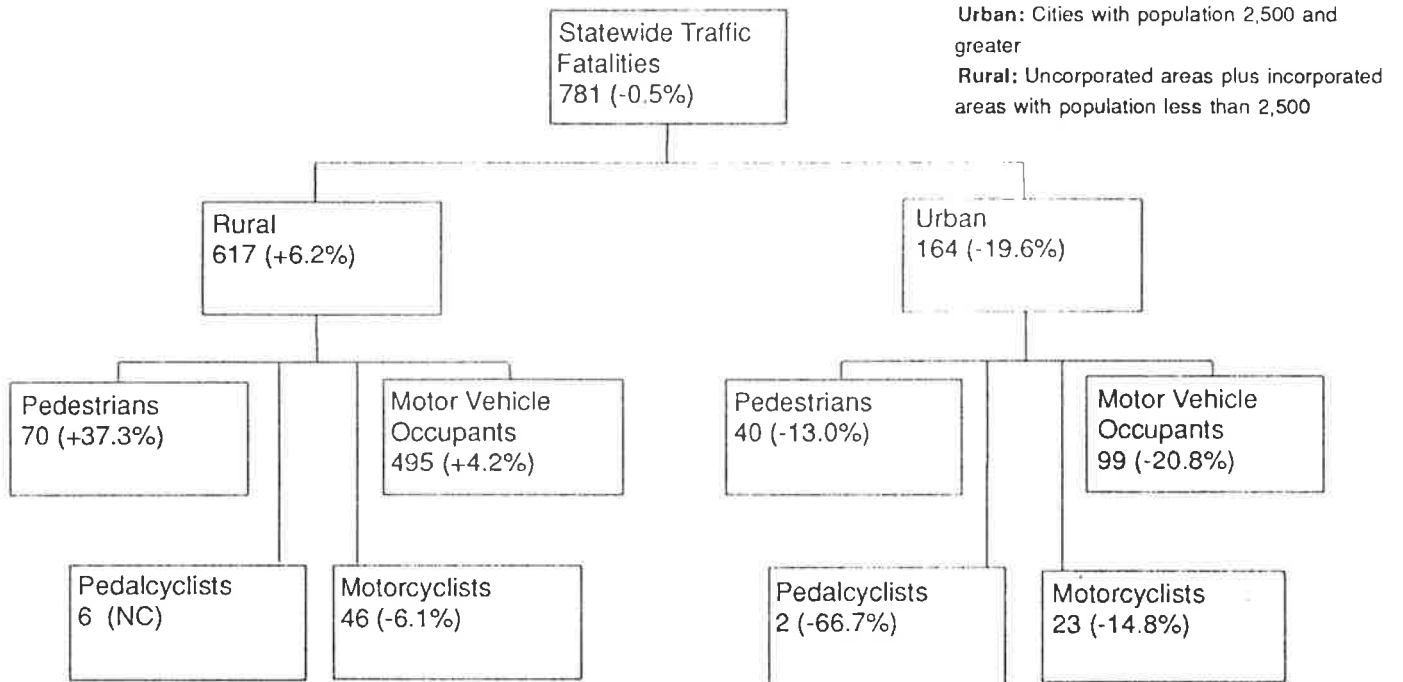
| COLLISIONS BY TYPE Two-Year Comparison | | | |
|--|--------|--------|-----------------------|
| Type | 1989 | 1988 | % Change From 1988 |
| Collisions with Other Motor Vehicles - All | 96,559 | 94,304 | 2.4% |
| Collisions with Other Motor Vehicles - Fatal | 288 | 273 | 5.5% |
| One Car (Fixed Object-Overtaken, Etc.) - All | 27,674 | 27,090 | 2.2% |
| One Car (Fixed Object-Overtaken, Etc.) - Fatal | 289 | 319 | -9.4% |
| Collisions with Pedestrians - All Collisions | 1,778 | 1,729 | -100.0% |
| Collisions with Pedestrians - Fatal Collisions | 102 | 94 | 8.5% |
| Collisions with Pedalcyclists - All Collisions | 1,303 | 1,348 | -3.3% |
| Collisions with Pedalcyclists - Fatal Collisions | 8 | 12 | -33.3% |
| Collisions with RR Train - All Collisions | 98 | 94 | 4.3% |
| Collisions with RR Train - Fatal Collisions | 6 | 6 | 0.0% |
| Collisions with Animal - All Collisions | 1,398 | 1,355 | 3.2% |
| Collisions with Animal - Fatal Collisions | 1 | 2 | -50.0% |

RT-3b

| COLLISION BY TYPE OF VEHICLE Two-Year Comparison | | | |
|---|---------|---------|-----------------------|
| Type | 1989 | 1988 | % Change From 1988 |
| Passenger Cars Involved in All Collisions | 156,148 | 156,354 | -0.1% |
| Passenger Cars Involved in Fatal Collisions | 583 | 603 | -3.3% |
| Lightweight Trucks Involved in All Collisions | 60,842 | 56,405 | 7.9% |
| Lightweight Trucks Involved in Fatal Collisions | 323 | 283 | 14.1% |
| Heavy Trucks Involved in All Collisions | 6,345 | 6,149 | 3.2% |
| Heavy Trucks Involved in Fatal Collisions | 79 | 79 | 0.0% |
| Motorcycles Involved in All Collisions | 2,557 | 2,813 | -9.1% |
| Motorcycles Involved in Fatal Collisions | 72 | 73 | -1.4% |

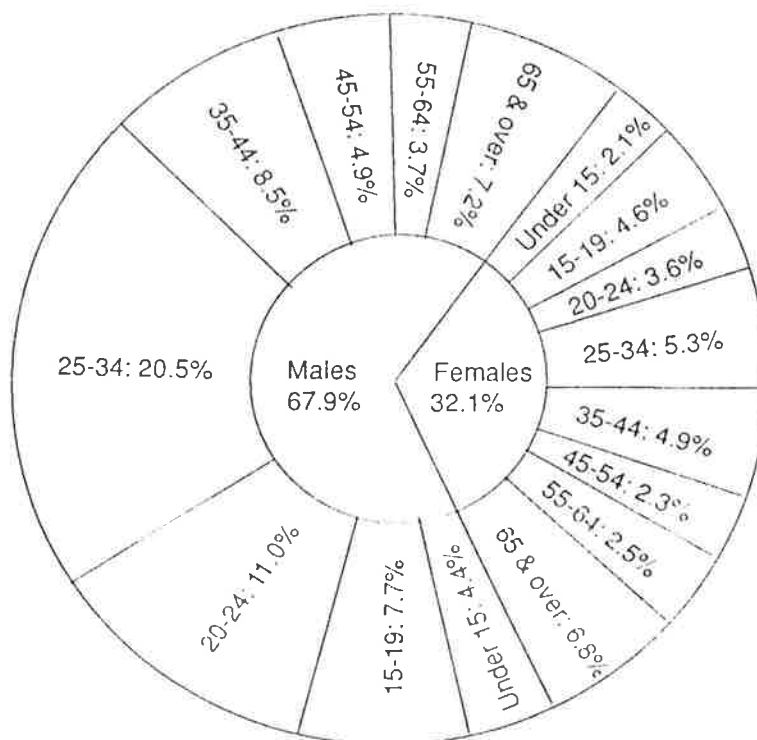
Traffic Fatalities

In 1989 and Percent of Change from 1988



Traffic Fatalities by Age and Sex

1989



RT-4

| PERSONS KILLED AND INJURED By Age and By Status | | | | | | | | |
|--|--------|---------|-----------|---------|-------------|---------|---------------|---------|
| Age | Total | | Occupants | | Pedestrians | | Pedalcyclists | |
| | Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured |
| 0 - 4 | 13 | 1,327 | 8 | 1,229 | 5 | 83 | 0 | 14 |
| 5 - 9 | 16 | 2,022 | 7 | 1,556 | 6 | 235 | 3 | 230 |
| 10 - 14 | 21 | 2,290 | 14 | 1,708 | 5 | 226 | 2 | 354 |
| 15 - 19 | 96 | 11,586 | 82 | 11,148 | 13 | 218 | 1 | 215 |
| 20 - 24 | 113 | 11,293 | 103 | 10,975 | 10 | 185 | 0 | 130 |
| 25 - 34 | 200 | 17,412 | 179 | 16,932 | 19 | 288 | 1 | 185 |
| 35 - 44 | 104 | 11,674 | 93 | 11,377 | 11 | 219 | 0 | 69 |
| 45 - 54 | 56 | 6,125 | 45 | 5,996 | 10 | 95 | 1 | 30 |
| 55 - 64 | 48 | 3,657 | 40 | 3,554 | 8 | 87 | 0 | 14 |
| 65 - 74 | 49 | 2,512 | 44 | 2,426 | 5 | 78 | 0 | 7 |
| 75/Older | 60 | 1,453 | 42 | 1,376 | 18 | 74 | 0 | 3 |
| Not Stated | 5 | 2,641 | 5 | 2,514 | 0 | 70 | 0 | 51 |
| TOTAL* | 781 | 73,992 | 662 | 70,791 | 110 | 1,858 | 8 | 1,302 |

*Total killed includes 1 fatality where the status of the killed was unknown.
Total injured includes 41 injured where the status of the injured was unknown.

RT-5

| COMPARISON OF TRAFFIC DEATHS BY MONTH Three-Year Comparison | | | | | | | | |
|--|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------------|-----------------|
| Month | 1989 | | 1988 | | 1987 | | % Change 88 to 89 | |
| | Month Total | Year To Date | Month Total | Year To Date | Month Total | Year To Date | Month Total | Year To Date |
| January | 42 | 42 | 40 | 40 | 54 | 54 | 5.0% | 5.0% |
| February | 33 | 75 | 42 | 82 | 52 | 106 | -21.4% | -8.5% |
| March | 53 | 128 | 70 | 152 | 62 | 168 | -24.3% | -15.8% |
| April | 52 | 180 | 55 | 207 | 55 | 223 | -5.5% | -13.0% |
| May | 74 | 254 | 69 | 276 | 50 | 273 | 7.2% | -8.0% |
| June | 65 | 319 | 82 | 358 | 77 | 350 | -20.7% | -10.9% |
| July | 76 | 395 | 86 | 444 | 73 | 423 | -11.6% | -11.0% |
| August | 72 | 467 | 79 | 523 | 84 | 507 | -8.9% | -10.7% |
| September | 85 | 552 | 70 | 593 | 90 | 597 | 21.4% | -6.9% |
| October | 81 | 633 | 66 | 659 | 69 | 666 | 22.7% | -3.9% |
| November | 71 | 704 | 66 | 725 | 73 | 739 | 7.6% | -2.9% |
| December | 77 | 781 | 60 | 785 | 51 | 790 | 28.3% | -0.5% |

| TRAFFIC SAFETY STATISTICS 1972-1989 | | | | | | | | |
|--|------------------|------------|--------------|------------------|------------|----------|---------------------|-----------------------------|
| 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 | 105,415 | 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 | 106,497 | 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 | 38,520.0 | 126,807 | 67,665 | 790 | 2.05 |
| 1988 | 3,264,065 | 4,565,000 | 3,896,828 | 41,698.0 | 125,920 | 72,449 | 785 | 1.88 |
| 1989 | 3,350,324 | 4,660,700 | 4,084,367 | 43,449.3 | 128,800 | 73,993 | 781 | 1.80 |

*Minimum damage for a reportable collision was increased from \$100 to \$300 to the property of one person on 7/1/77 and to \$500 on 10/1/87.

[†]Traffic deaths per 100 million vehicle miles of travel.

[†]State adopted a 90-day fatal-reporting policy in 1980 and a 30 day reporting policy in 1989.

| COMPARISON OF SEVERITY OF INJURY BY YEAR 1961-1989 | | | | | | |
|---|----------------|--------------------|------------------------|-------------------|--------|----------------|
| Year | Traffic Deaths | Injuries | | | | Total Injuries |
| | | A Disabling Injury | B Non-Disabling Injury | C Possible Injury | | |
| 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 | |
| 1988 | 785 | 8,318 | 26,496 | 37,635 | 72,449 | |
| 1989+ | 781 | 8,044 | 26,974 | 38,975 | 73,993 | |

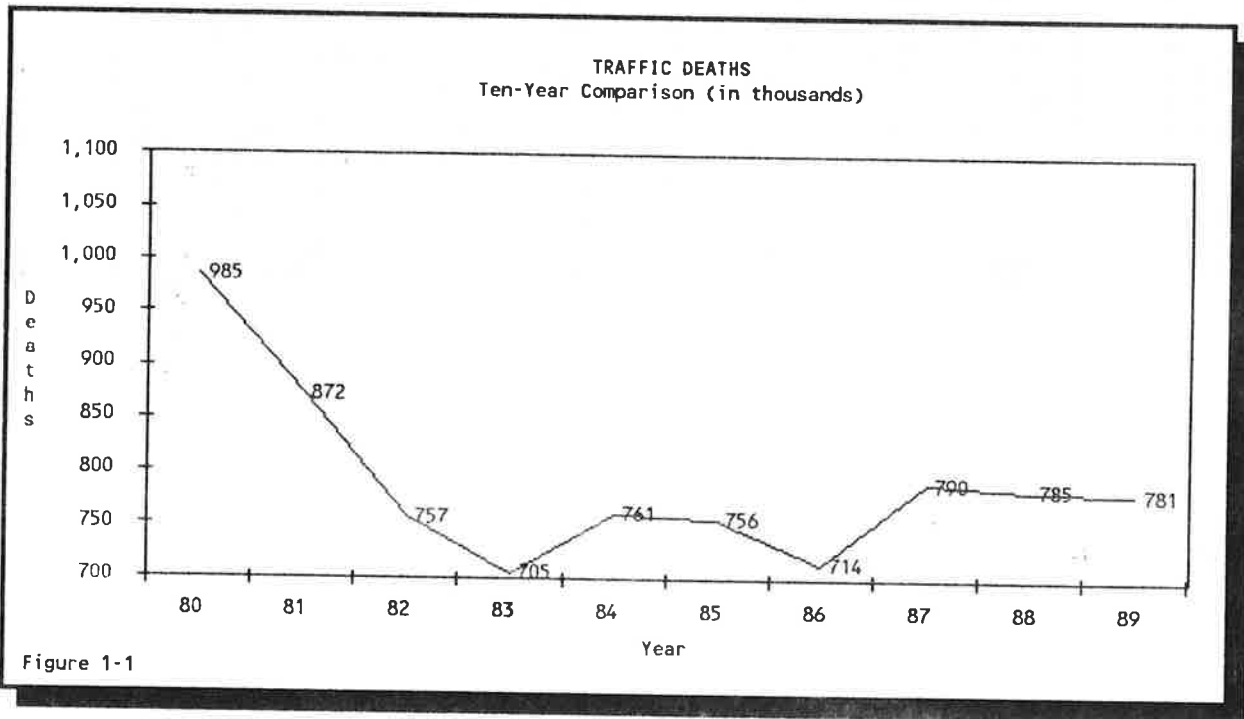
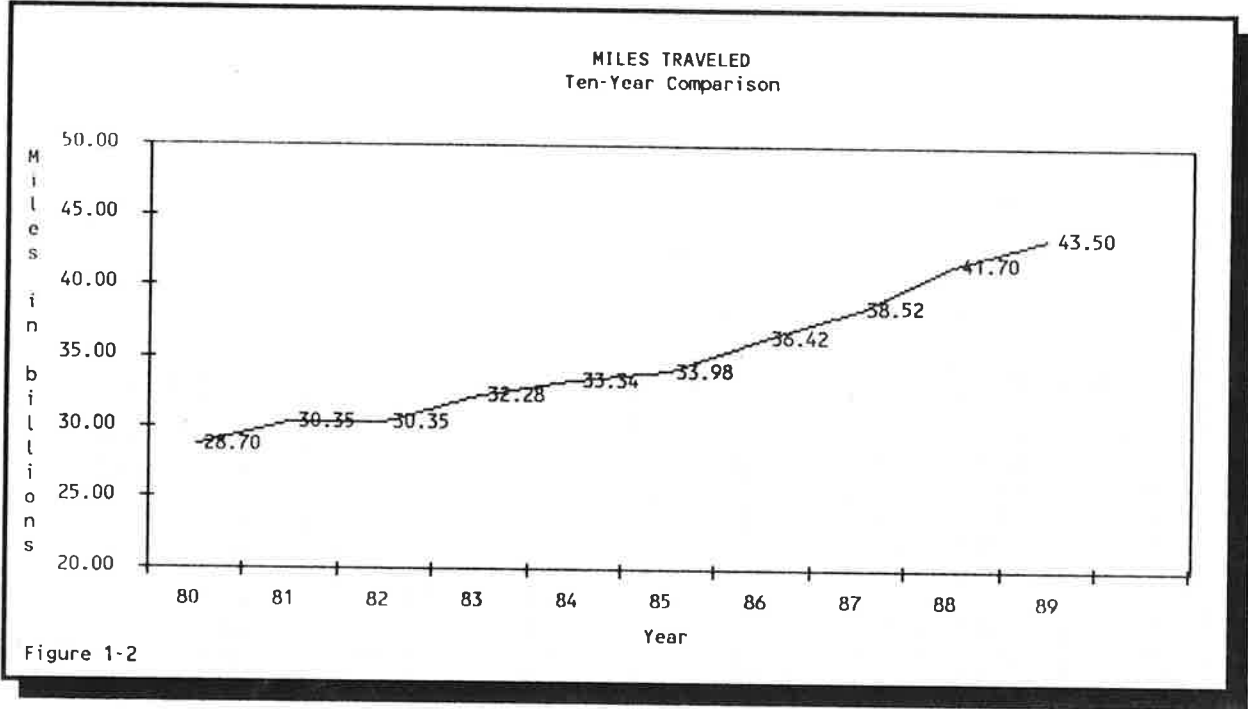
*New statewide investigator's report adopted with all police agencies reporting.

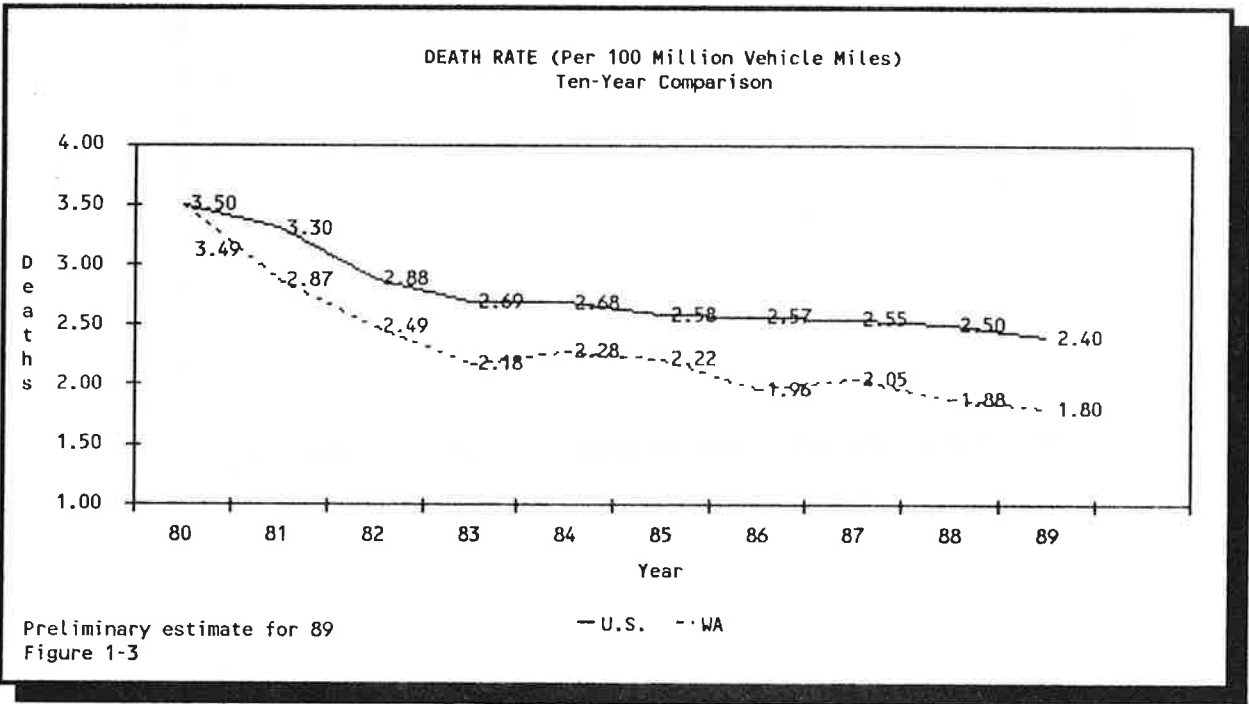
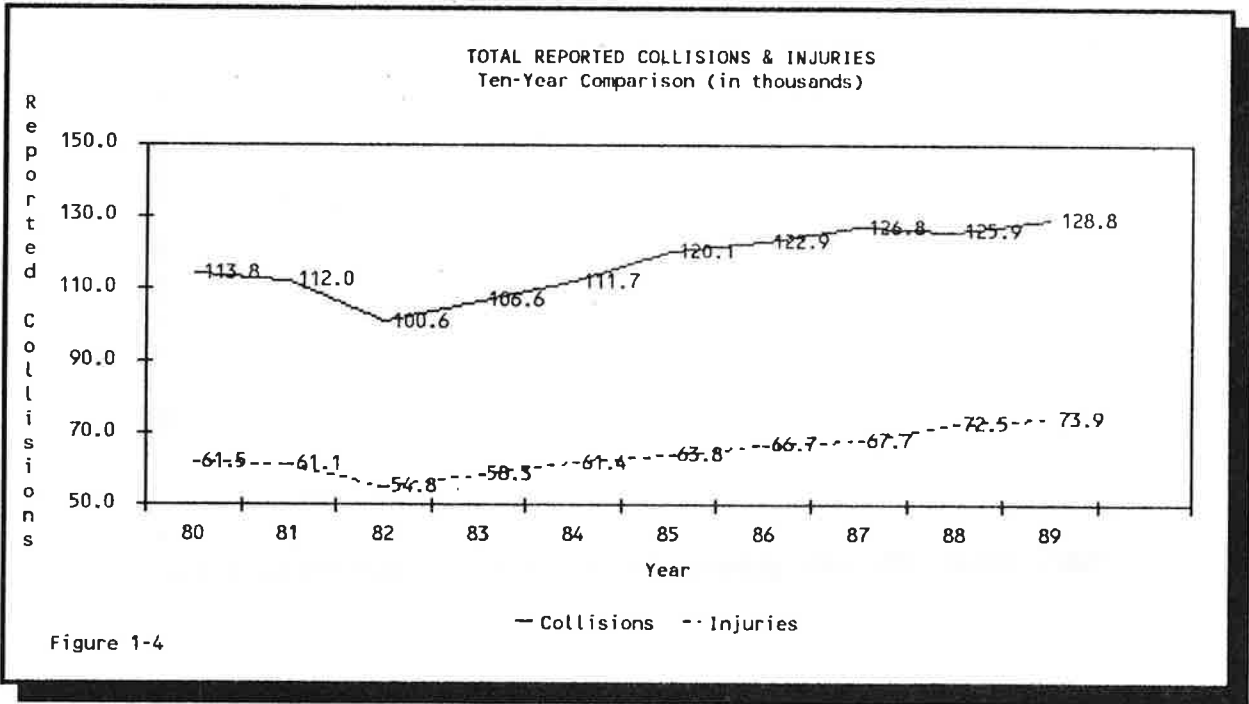
**WSP policy change using only information on the investigator's report in reporting severity of injury--drivers' reports not used when collision investigated.

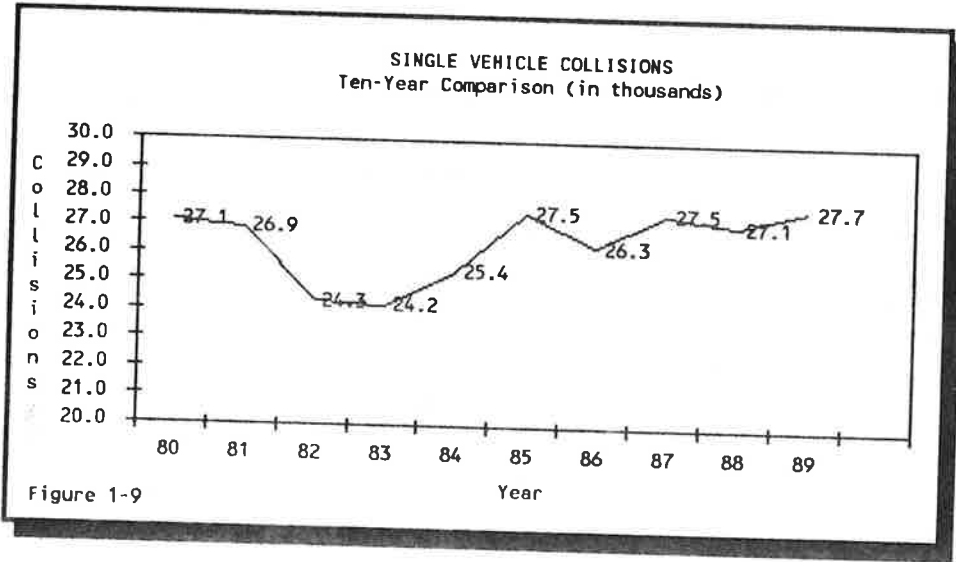
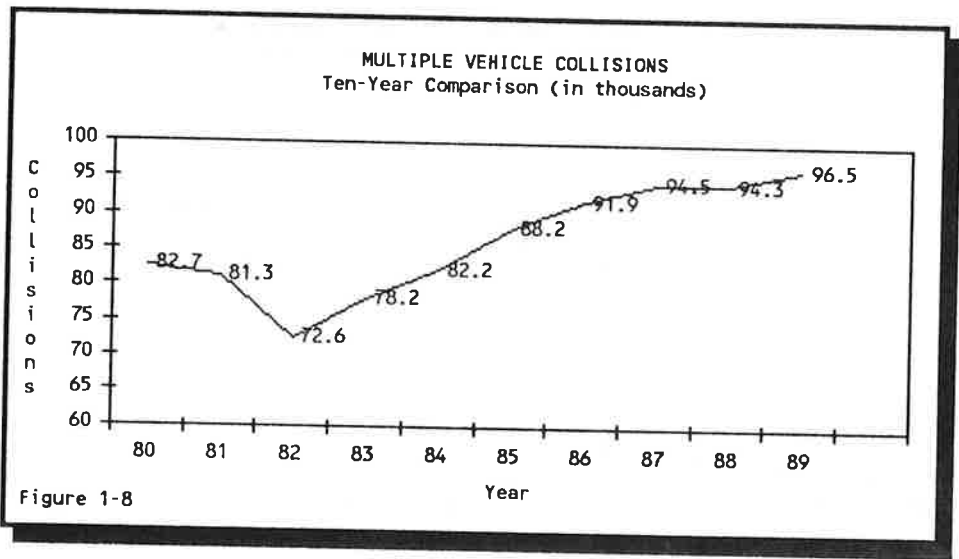
+State adopted 30 day fatal reporting policy (from 90 days from date of crash).

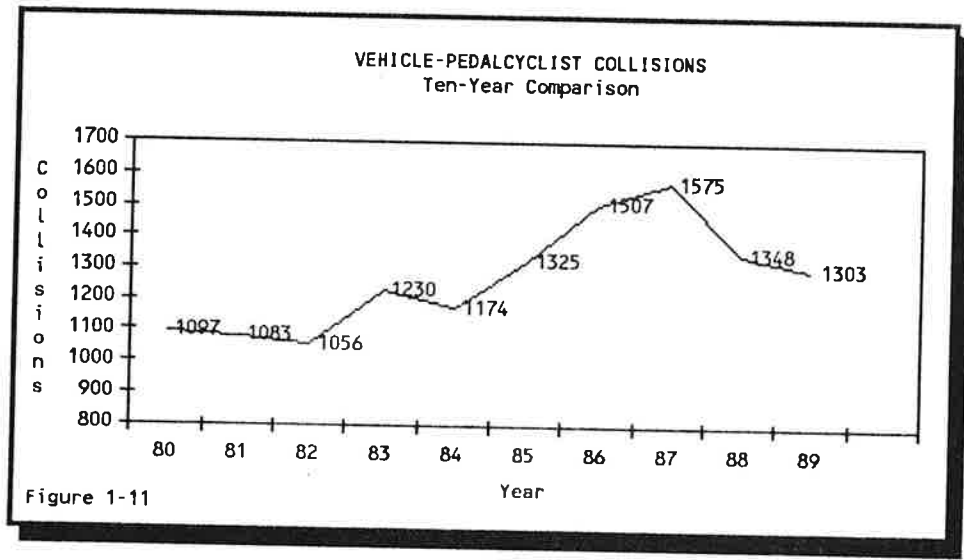
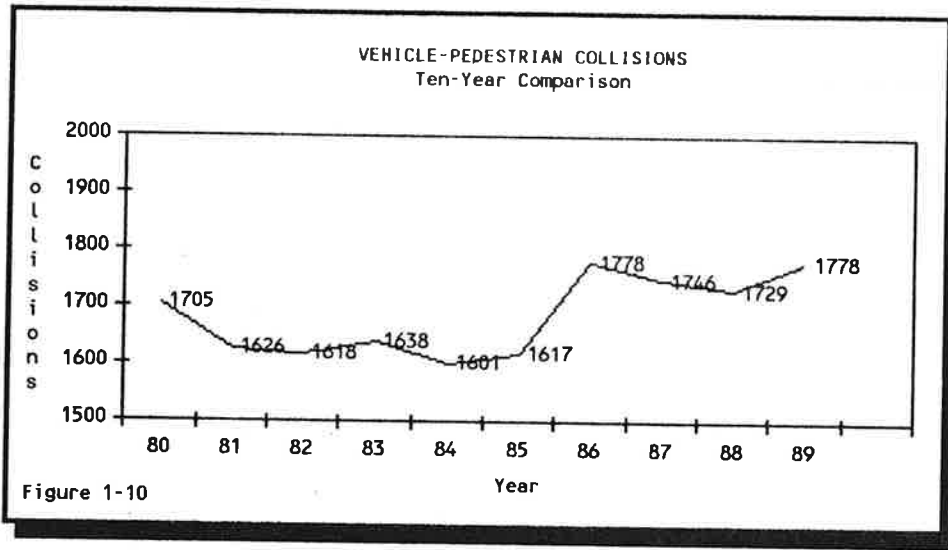
RT-7a

| COLLISIONS By Time | | | | | | | | | |
|-----------------------|---------|--------|-------|-------------------|--------|-------|-----------------|--------|-------|
| Time | Total | | | Monday - Thursday | | | Friday - Sunday | | |
| Hour Reporting | All | Injury | Fatal | All | Injury | Fatal | All | Injury | Fatal |
| Midnight | 3,155 | 1,234 | 29 | 1,134 | 458 | 12 | 2,021 | 776 | 17 |
| 1:00 | 3,023 | 1,310 | 40 | 946 | 691 | 14 | 2,077 | 619 | 26 |
| 2:00 | 2,891 | 1,230 | 37 | 894 | 365 | 11 | 1,997 | 865 | 26 |
| 3:00 | 1,523 | 566 | 22 | 502 | 161 | 5 | 1,021 | 405 | 17 |
| 4:00 | 1,060 | 410 | 19 | 402 | 139 | 6 | 658 | 271 | 13 |
| 5:00 | 1,476 | 563 | 16 | 808 | 304 | 9 | 668 | 259 | 7 |
| 6:00 | 3,007 | 1,166 | 17 | 2,087 | 812 | 7 | 920 | 354 | 10 |
| 7:00 | 5,568 | 2,164 | 23 | 4,091 | 1,601 | 14 | 1,477 | 563 | 9 |
| 8:00 | 4,622 | 1,634 | 21 | 3,107 | 1,101 | 10 | 1,515 | 533 | 11 |
| 9:00 | 4,125 | 1,498 | 12 | 2,484 | 874 | 8 | 1,641 | 624 | 4 |
| 10:00 | 4,817 | 1,691 | 9 | 2,770 | 942 | 4 | 2,047 | 749 | 5 |
| 11:00 | 6,270 | 2,292 | 27 | 3,576 | 1,289 | 16 | 2,694 | 1,003 | 11 |
| Noon | 7,434 | 2,898 | 24 | 4,234 | 1,621 | 13 | 3,200 | 1,277 | 11 |
| 1:00 | 7,856 | 2,883 | 30 | 4,363 | 1,570 | 16 | 3,493 | 1,313 | 14 |
| 2:00 | 8,946 | 3,449 | 31 | 5,185 | 1,973 | 19 | 3,761 | 1,476 | 12 |
| 3:00 | 10,289 | 4,098 | 27 | 6,194 | 2,469 | 18 | 4,095 | 1,629 | 9 |
| 4:00 | 11,151 | 4,502 | 36 | 6,869 | 2,794 | 19 | 4,282 | 1,708 | 17 |
| 5:00 | 11,235 | 4,606 | 35 | 7,087 | 2,914 | 19 | 4,148 | 1,692 | 16 |
| 6:00 | 7,572 | 3,153 | 44 | 4,390 | 1,814 | 21 | 3,182 | 1,339 | 23 |
| 7:00 | 5,541 | 2,325 | 45 | 2,924 | 1,245 | 24 | 2,617 | 1,080 | 21 |
| 8:00 | 4,697 | 1,933 | 42 | 2,405 | 989 | 18 | 2,292 | 944 | 24 |
| 9:00 | 4,433 | 1,800 | 38 | 2,255 | 919 | 19 | 2,178 | 881 | 19 |
| 10:00 | 4,059 | 1,761 | 38 | 1,858 | 829 | 18 | 2,201 | 932 | 20 |
| 11:00 | 4,050 | 1,581 | 32 | 1,700 | 668 | 17 | 2,350 | 913 | 15 |
| TOTAL | 128,800 | 50,747 | 694 | 72,265 | 28,542 | 337 | 56,535 | 22,205 | 357 |









SUMMARY OF MOTOR VEHICLE TRAFFIC COLLISIONS
Statewide

| Description | Incorporated Areas* | Other Areas* | Statewide Totals |
|--|---------------------|--------------|------------------|
| Total Number of Collisions | 75,519 | 53,281 | 128,800 |
| Total Number of Drivers | 141,030 | 86,773 | 227,803 |
| Total Number of Vehicles | 149,737 | 88,946 | 238,683 |
| Number of Fatal Collisions | 156 | 538 | 694 |
| Number of Injury Collisions | 27,983 | 22,764 | 50,747 |
| Number of Property Damage Collisions | 47,380 | 29,979 | 77,359 |
| Number of Persons Killed | 164 | 617 | 781 |
| Number of Disabling Injury | 3,391 | 4,653 | 8,044 |
| Number of Non-disabling Injury | 12,943 | 14,031 | 26,974 |
| Number of Possible Injury | 23,100 | 15,875 | 38,975 |
| Total Number of Persons Injured | 39,434 | 34,559 | 73,993 |
| Number of Collisions Investigated by W.S.P. | 7,168 | 30,403 | 37,571 |
| Number of Collisions Investigated by Other Law Enforcement | 47,751 | 12,976 | 60,727 |
| Total Number of Investigated Collisions | 54,919 | 43,379 | 98,298 |
| Percent of Collisions Investigated | 72.7% | 81.4% | 76.3% |
| Total Number of Drivers in Investigated Collisions | 100,311 | 68,362 | 168,673 |
| Total Number of Vehicles in Investigated Collisions | 107,737 | 70,167 | 177,904 |
| Number of Arrests Investigated Collisions | 35,702 | 27,350 | 63,052 |

*2,500 population & over

**Under 2,500 population & unincorporated areas

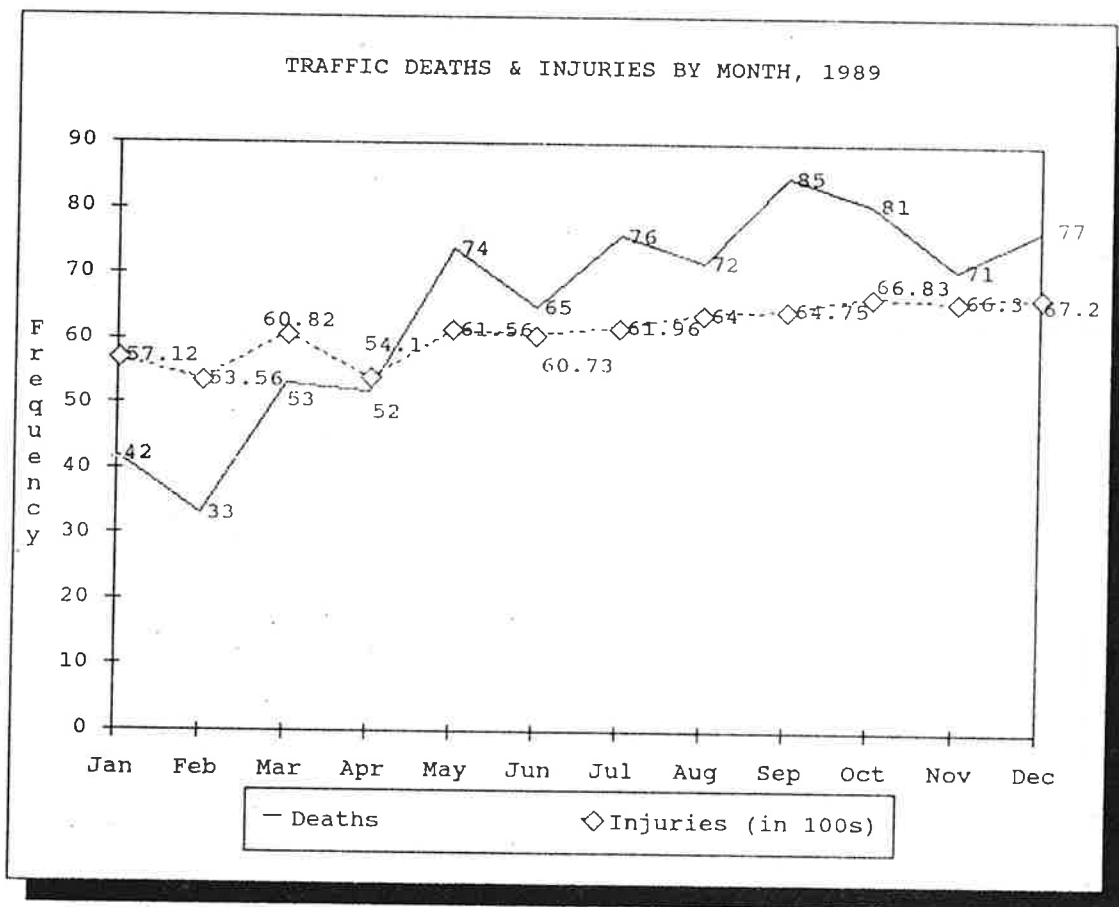
WSP-2

1989
SUMMARY OF MOTOR VEHICLE TRAFFIC COLLISIONS
By Type of Collision

| Type of Accident | Number of Collisions | | | | Number of Persons | | | | |
|--------------------------------|----------------------|------------|---------------|-----------------|-------------------|---------------|--------------|---------------|---------------|
| | Total | Fatal | Non-Fatal | Property Damage | Total Killed | Total Injured | A. | B. | C. |
| Overturning | 6,016 | 91 | 3,208 | 2,717 | 95 | 4,449 | 808 | 2,401 | 1,240 |
| Other Non-collision | 514 | 5 | 185 | 324 | 5 | 223 | 51 | 128 | 44 |
| Pedestrian | 1,778 | 102 | 1,674 | 2 | 105 | 1,789 | 514 | 877 | 398 |
| Motor Vehicle Transport | 87,979 | 269 | 34,319 | 53,391 | 325 | 52,832 | 4,305 | 15,733 | 32,794 |
| Motor Vehicle On Other Roadway | 32 | 4 | 14 | 12 | 7 | 44 | 11 | 19 | 14 |
| Parked Motor Vehicle | 8,538 | 13 | 1,189 | 7,336 | 14 | 1,508 | 152 | 767 | 589 |
| Railway Train | 98 | 6 | 30 | 54 | 6 | 49 | 10 | 26 | 13 |
| Pedalcyclist | 1,303 | 8 | 1,275 | 20 | 8 | 1,331 | 242 | 834 | 255 |
| Animal | 1,398 | 1 | 178 | 1,219 | 1 | 225 | 34 | 105 | 86 |
| Fixed Object | 20,906 | 192 | 8,579 | 12,135 | 214 | 11,425 | 1,902 | 6,028 | 3,495 |
| Other Object | 238 | 1 | 88 | 149 | 1 | 118 | 15 | 57 | 46 |
| TOTAL | 128,800 | 694 | 50,747 | 77,359 | 781 | 73,993 | 8,044 | 26,975 | 38,974 |

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

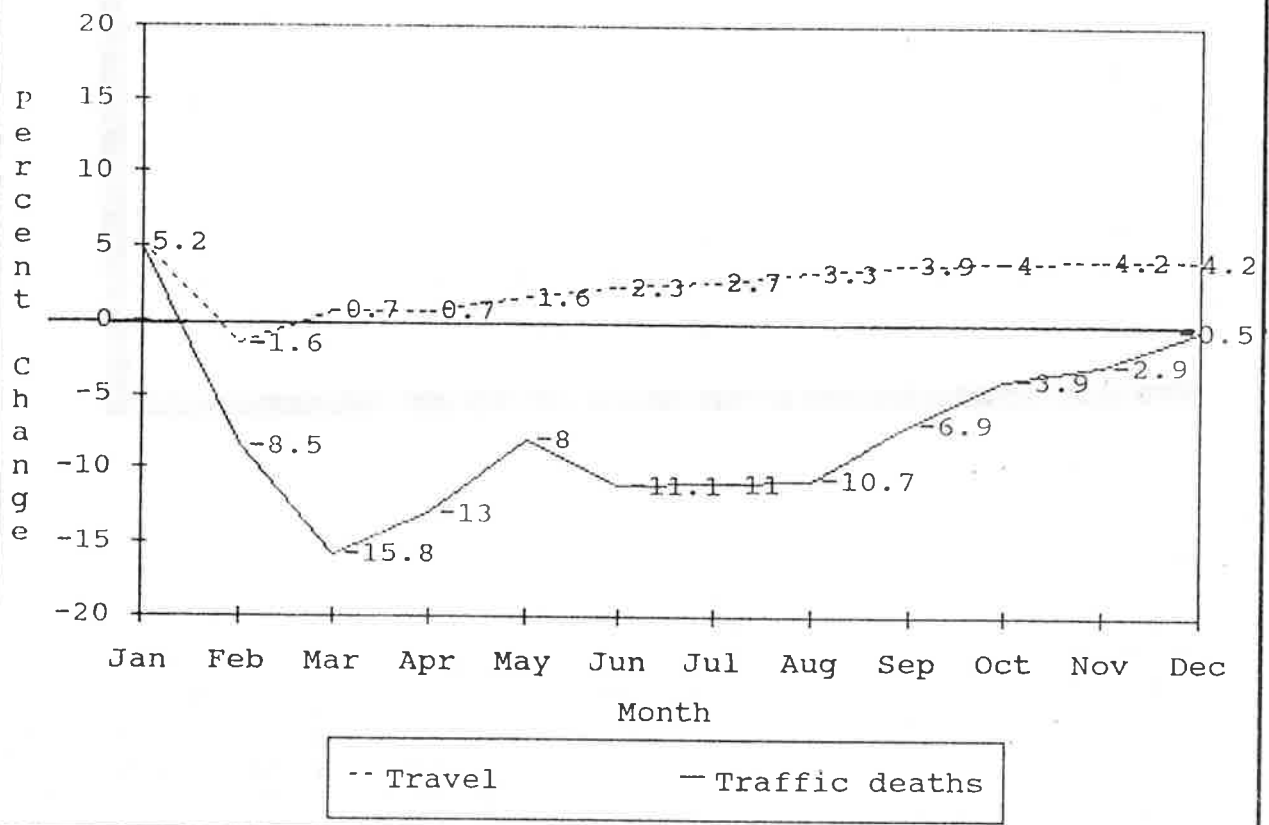
- A. Disabling injury, an injury other than fatal that prevents the injured person from continuing normal activities.
 B. Non-disabling injury, an injury other than incapacitating that is evident to anyone viewing the injured party.
 C. Possible injury, an injury that is reported or claimed but is not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



WSP-3

| SUMMARY OF MOTOR VEHICLE COLLISIONS Statewide - By Month | | | | | | |
|---|----------------|------------|---------------|-----------------|---------------|----------------|
| Month | Collisions | | | | Persons | |
| | Total | Fatal | Injury | Property Damage | Number Killed | Number Injured |
| January | 11,031 | 37 | 3,966 | 7,028 | 42 | 5,712 |
| February | 11,448 | 30 | 3,826 | 7,592 | 33 | 5,356 |
| March | 11,520 | 52 | 4,222 | 7,246 | 53 | 6,082 |
| April | 9,073 | 48 | 3,759 | 5,266 | 52 | 5,410 |
| May | 10,024 | 63 | 4,127 | 5,834 | 74 | 6,156 |
| June | 10,072 | 60 | 4,153 | 5,859 | 65 | 6,073 |
| July | 9,822 | 66 | 4,170 | 5,586 | 76 | 6,196 |
| August | 10,261 | 61 | 4,328 | 5,872 | 72 | 6,400 |
| September | 10,415 | 78 | 4,445 | 5,892 | 85 | 6,475 |
| October | 11,585 | 71 | 4,576 | 6,938 | 81 | 6,683 |
| November | 11,630 | 60 | 4,539 | 7,031 | 71 | 6,730 |
| December | 11,919 | 68 | 4,636 | 7,215 | 77 | 6,720 |
| TOTAL | 128,800 | 694 | 50,747 | 77,359 | 781 | 73,993 |

PERCENT CHANGE OF ACCUMULATED
TRAFFIC DEATHS & TRAVEL BY MONTH, 1989



-1989-
STATEWIDE COLLISION CONTRIBUTING CIRCUMSTANCES - BY COUNTY
Top Ten Driver Violations*

| County | FTYROW** | Speed Condition | DWI | Following To Close | Disregard Sign/Sig. | Defective Equipment | Speed Legal | Over Center | Inattention | Improper Turn | Total Top Ten | All Others |
|--------------|----------|-----------------|--------|--------------------|---------------------|---------------------|-------------|-------------|-------------|---------------|---------------|------------|
| Adams | 43 | 122 | 47 | 13 | 13 | 25 | 8 | 5 | 67 | 8 | 351 | 72 |
| Asotin | 45 | 34 | 17 | 11 | 20 | 4 | 16 | 8 | 247 | 5 | 202 | 16 |
| Benton | 448 | 355 | 187 | 208 | 184 | 53 | 86 | 34 | 42 | 65 | 1,867 | 124 |
| Chelan | 254 | 301 | 157 | 146 | 82 | 44 | 66 | 38 | 161 | 50 | 1,299 | 101 |
| Clallam | 227 | 258 | 129 | 130 | 61 | 39 | 50 | 45 | 159 | 36 | 1,134 | 94 |
| Clark | 899 | 560 | 402 | 366 | 372 | 130 | 187 | 69 | 536 | 132 | 3,753 | 239 |
| Columbia | 13 | 28 | 19 | 3 | 2 | 2 | 3 | 2 | 18 | 1 | 91 | 9 |
| Cowlitz | 413 | 285 | 190 | 106 | 173 | 76 | 91 | 38 | 292 | 36 | 1,700 | 131 |
| Douglas | 73 | 107 | 35 | 46 | 29 | 24 | 23 | 14 | 54 | 12 | 417 | 37 |
| Ferry | 2 | 67 | 18 | 2 | 1 | 13 | 11 | 9 | 28 | 1 | 152 | 24 |
| Franklin | 213 | 149 | 82 | 65 | 62 | 28 | 48 | 17 | 118 | 26 | 808 | 67 |
| Garfield | 3 | 16 | 3 | 1 | 0 | 1 | 5 | 1 | 6 | 1 | 37 | 7 |
| Grant | 191 | 161 | 121 | 60 | 60 | 47 | 53 | 10 | 164 | 29 | 896 | 101 |
| Grays Harbor | 327 | 379 | 151 | 123 | 109 | 55 | 121 | 57 | 200 | 59 | 1,581 | 128 |
| Island | 148 | 224 | 73 | 57 | 39 | 25 | 48 | 22 | 104 | 17 | 757 | 72 |
| Jefferson | 54 | 171 | 56 | 21 | 15 | 26 | 32 | 18 | 54 | 5 | 452 | 44 |
| King | 9,701 | 6,877 | 2,732 | 4,621 | 2,736 | 951 | 1,325 | 796 | 9,453 | 1,368 | 40,560 | 2,259 |
| Kitsap | 654 | 974 | 459 | 370 | 257 | 101 | 279 | 93 | 402 | 99 | 3,688 | 264 |
| Kittitas | 109 | 412 | 90 | 56 | 20 | 52 | 40 | 17 | 163 | 18 | 977 | 120 |
| Klickitat | 28 | 119 | 28 | 13 | 5 | 24 | 20 | 18 | 43 | 4 | 302 | 37 |
| Lewis | 247 | 437 | 148 | 89 | 60 | 65 | 79 | 37 | 212 | 50 | 1,424 | 141 |
| Lincoln | 10 | 47 | 17 | 2 | 5 | 9 | 8 | 4 | 17 | 2 | 121 | 44 |
| Mason | 115 | 279 | 133 | 55 | 25 | 26 | 52 | 40 | 113 | 14 | 852 | 76 |
| Okanogan | 62 | 176 | 83 | 17 | 16 | 31 | 35 | 23 | 92 | 10 | 545 | 69 |
| Pacific | 45 | 74 | 58 | 19 | 16 | 24 | 30 | 15 | 52 | 7 | 340 | 45 |
| Pend Orielle | 17 | 74 | 29 | 8 | 3 | 10 | 11 | 7 | 26 | 3 | 188 | 16 |
| Pierce | 2,520 | 2,753 | 1,323 | 1,109 | 987 | 309 | 568 | 300 | 1,456 | 344 | 11,669 | 747 |
| San Juan | 13 | 38 | 18 | 4 | 8 | 7 | 22 | 6 | 31 | 3 | 150 | 11 |
| Skagit | 416 | 484 | 233 | 171 | 100 | 72 | 76 | 43 | 301 | 42 | 1,938 | 198 |
| Skamania | 6 | 69 | 23 | 5 | 5 | 14 | 15 | 7 | 28 | 0 | 172 | 23 |
| Snohomish | 2,324 | 2,525 | 1,141 | 1,261 | 679 | 265 | 446 | 300 | 1,135 | 314 | 10,390 | 734 |
| Spokane | 1,785 | 1,154 | 602 | 749 | 868 | 125 | 318 | 128 | 802 | 345 | 6,876 | 346 |
| Stevens | 58 | 176 | 69 | 16 | 20 | 18 | 30 | 27 | 62 | 8 | 484 | 31 |
| Thurston | 830 | 1,039 | 353 | 350 | 239 | 144 | 200 | 92 | 472 | 93 | 3,812 | 283 |
| Wahkiakum | 5 | 22 | 3 | 3 | 3 | 0 | 0 | 2 | 8 | 3 | 49 | 10 |
| Walla Walla | 177 | 158 | 105 | 39 | 81 | 28 | 58 | 27 | 138 | 32 | 843 | 74 |
| Whatcom | 607 | 538 | 291 | 191 | 215 | 84 | 132 | 77 | 499 | 93 | 2,727 | 228 |
| Whitman | 91 | 170 | 57 | 32 | 31 | 24 | 16 | 28 | 124 | 20 | 593 | 68 |
| Yakima | 946 | 654 | 454 | 292 | 324 | 109 | 175 | 81 | 668 | 129 | 3,832 | 339 |
| Statewide | 24,119 | 22,566 | 10,136 | 10,830 | 7,925 | 3,084 | 4,783 | 2,555 | 18,547 | 3,484 | 108,029 | 7,429 |

*Investigated Collisions Only
**Failure to Yield Right of Way

SUMMARY OF MOTOR VEHICLE COLLISIONS*
By Age & Violation

| Driver Age | FTYROW** | Speed Condition | DWI | Following To Close | Disregard Sign/Sig. | Defective Equipment | Speed Legal | Over Center | Improper Pass | Other Circum. | Total |
|------------|----------|-----------------|--------|--------------------|---------------------|---------------------|-------------|-------------|---------------|---------------|---------|
| 15 & Under | 90 | 142 | 37 | 18 | 31 | 11 | 59 | 17 | 9 | 157 | 571 |
| 16 | 681 | 692 | 58 | 305 | 201 | 92 | 243 | 70 | 49 | 613 | 3,004 |
| 17 | 959 | 1,006 | 155 | 445 | 290 | 129 | 312 | 102 | 97 | 913 | 4,408 |
| 18 | 1,020 | 1,223 | 238 | 539 | 336 | 155 | 336 | 134 | 108 | 1,019 | 5,108 |
| 19 | 938 | 1,135 | 320 | 530 | 363 | 166 | 344 | 128 | 102 | 1,022 | 5,048 |
| 20 | 803 | 999 | 411 | 462 | 316 | 134 | 292 | 116 | 93 | 852 | 4,478 |
| 21 | 671 | 934 | 458 | 394 | 289 | 121 | 264 | 91 | 76 | 770 | 4,068 |
| 22 | 656 | 820 | 457 | 362 | 261 | 127 | 218 | 68 | 73 | 724 | 3,766 |
| 23 | 593 | 776 | 462 | 373 | 235 | 114 | 201 | 96 | 60 | 691 | 3,601 |
| 24 | 580 | 735 | 427 | 333 | 241 | 106 | 187 | 76 | 51 | 721 | 3,457 |
| 25 | 648 | 697 | 419 | 317 | 233 | 96 | 165 | 61 | 64 | 676 | 3,376 |
| 26 | 585 | 686 | 468 | 346 | 211 | 86 | 177 | 79 | 58 | 606 | 3,302 |
| 27 | 581 | 603 | 406 | 348 | 213 | 103 | 150 | 82 | 56 | 607 | 3,149 |
| 28 | 575 | 609 | 443 | 281 | 204 | 89 | 119 | 85 | 61 | 598 | 3,064 |
| 29 | 544 | 570 | 413 | 271 | 191 | 75 | 105 | 62 | 57 | 601 | 2,889 |
| 30-34 | 2,417 | 2,463 | 1,634 | 1,295 | 790 | 367 | 448 | 278 | 207 | 2,511 | 12,410 |
| 35-39 | 1,982 | 1,907 | 1,132 | 974 | 637 | 283 | 248 | 215 | 158 | 2,090 | 9,626 |
| 40-44 | 1,628 | 1,382 | 712 | 665 | 466 | 194 | 136 | 169 | 127 | 1,589 | 7,068 |
| 45-49 | 1,176 | 885 | 457 | 474 | 348 | 148 | 90 | 95 | 72 | 1,003 | 4,748 |
| 50-54 | 886 | 598 | 286 | 326 | 220 | 98 | 34 | 74 | 46 | 782 | 3,350 |
| 55-59 | 833 | 458 | 210 | 274 | 217 | 52 | 36 | 55 | 50 | 661 | 2,846 |
| 60-64 | 778 | 366 | 140 | 223 | 216 | 42 | 18 | 47 | 39 | 608 | 2,477 |
| 65-69 | 951 | 259 | 95 | 203 | 208 | 38 | 18 | 40 | 28 | 518 | 2,358 |
| 70-74 | 866 | 195 | 61 | 137 | 187 | 29 | 15 | 32 | 24 | 467 | 2,013 |
| 75 & Over | 1,441 | 217 | 46 | 183 | 354 | 36 | 13 | 42 | 35 | 693 | 3,060 |
| Not Stated | 1,237 | 2,209 | 191 | 752 | 667 | 193 | 555 | 241 | 189 | 5,979 | 12,213 |
| TOTAL | 24,119 | 22,566 | 10,136 | 10,830 | 7,925 | 3,084 | 4,783 | 2,555 | 1,989 | 27,471 | 115,458 |

*Investigated Collisions Only
**Failure to Yield Right of Way

| SUMMARY OF MOTOR VEHICLE TRAFFIC COLLISIONS Statewide - By Investigating Agency | | | | | |
|--|----------------------------|---------|--------------------------|---------------------|---------|
| Statewide | Investigating Agency | | | | Total |
| | Washington State Patrol | Sheriff | Other Law Enforcement | Not Investigated | |
| Collision Totals | | | | | |
| Total | 37,571 | 11,600 | 49,127 | 30,502 | 128,800 |
| Fatal | 488 | 82 | 124 | 0 | 694 |
| Injury | 17,488 | 5,126 | 19,070 | 9,063 | 50,747 |
| Property Damage | 19,595 | 6,392 | 29,933 | 21,439 | 77,359 |
| Freeway | 9,624 | 153 | 635 | 3,167 | 13,579 |
| Rural-State Route | 12,949 | 597 | 676 | 2,691 | 16,913 |
| County Road | 12,562 | 10,139 | 209 | 5,595 | 28,505 |
| Other Routes | 2,436 | 711 | 47,607 | 19,049 | 69,803 |
| Single Vehicle - All | 15,799 | 3,791 | 5,784 | 1,548 | 26,922 |
| Single Vehicle - Fatal | 215 | 37 | 31 | 0 | 283 |
| Multiple Vehicle - All | 19,324 | 6,633 | 35,411 | 26,643 | 88,011 |
| Multiple Vehicle - Fatal | 203 | 24 | 48 | 0 | 275 |
| All Collisions - Main Causes | | | | | |
| Exceeding Legal or Safe Speed | 17,232 | 3,308 | 6,809 | *NA | 27,349 |
| Failure to Yield Right of Way | 5,371 | 2,681 | 16,067 | | 24,119 |
| Driving While Intoxicated | 5,108 | 1,290 | 3,738 | | 10,136 |
| Falling Asleep or Inattention | 5,322 | 2,002 | 13,057 | | 20,381 |
| Following Too Close | 4,345 | 1,082 | 5,403 | | 10,830 |
| Disregarding Signs or Signals | 1,547 | 853 | 5,525 | | 7,925 |
| Fatal Collisions - Main Causes | | | | | |
| Driving While Intoxicated | 235 | 39 | 41 | *NA | 315 |
| Exceeding Legal or Safe Speed | 183 | 35 | 42 | | 260 |
| Failure to Yield Right of Way | 43 | 13 | 34 | | 90 |
| Crossing Over Center Line | 86 | 10 | 12 | | 108 |
| Disregarding Signs or Signals | 39 | 11 | 8 | | 58 |
| Falling Asleep or Inattention | 66 | 6 | 13 | | 85 |

*Driver violations come from investigated collisions only

| DRIVER DISTRIBUTION By Age Group & Sex | | | | | | | | |
|---|------------------------|---------|--------|---------|------------------|---------|------------------|-------|
| Age Group | Involved in Collisions | | | | Licensed Drivers | | Over/Under Ratio | |
| | Total | | Fatal | | Number | % | Total | Fatal |
| | Number | % | Number | % | | | | |
| Under 16 | 649 | 0.33% | 3 | 0.29% | **** | **** | **** | **** |
| 16 | 4,508 | 2.28% | 10 | 0.97% | 26,685 | 0.80% | 2.87 | 1.22 |
| 17 | 6,715 | 3.40% | 21 | 2.04% | 41,024 | 1.22% | 2.78 | 1.67 |
| 18 | 7,876 | 3.99% | 38 | 3.69% | 54,298 | 1.62% | 2.46 | 2.28 |
| 19 | 7,659 | 3.88% | 43 | 4.17% | 64,230 | 1.92% | 2.02 | 2.18 |
| 20 | 6,895 | 3.49% | 37 | 3.59% | 59,961 | 1.79% | 1.95 | 2.01 |
| 21 | 6,310 | 3.19% | 24 | 2.33% | 60,850 | 1.82% | 1.76 | 1.28 |
| 22 | 6,085 | 3.08% | 30 | 2.91% | 61,214 | 1.83% | 1.69 | 1.59 |
| 23 | 5,870 | 2.97% | 31 | 3.01% | 63,702 | 1.90% | 1.56 | 1.58 |
| 24 | 5,843 | 2.96% | 31 | 3.01% | 64,469 | 1.92% | 1.54 | 1.56 |
| 25-29 | 28,505 | 14.43% | 165 | 16.02% | 388,902 | 11.61% | 1.24 | 1.38 |
| 30-34 | 25,034 | 12.68% | 137 | 13.30% | 423,959 | 12.65% | 1.00 | 1.05 |
| 35-39 | 21,311 | 10.79% | 98 | 9.51% | 414,451 | 12.37% | 0.87 | 0.77 |
| 40-44 | 16,933 | 8.57% | 86 | 8.35% | 366,387 | 10.94% | 0.78 | 0.76 |
| 45-49 | 11,849 | 6.00% | 61 | 5.92% | 274,608 | 8.20% | 0.73 | 0.72 |
| 50-54 | 8,583 | 4.35% | 41 | 3.98% | 204,977 | 6.12% | 0.71 | 0.65 |
| 55-59 | 6,971 | 3.53% | 52 | 5.05% | 179,101 | 5.35% | 0.66 | 0.94 |
| 60-64 | 5,887 | 2.98% | 39 | 3.79% | 171,701 | 5.12% | 0.58 | 0.74 |
| 65-69 | 5,214 | 2.64% | 23 | 2.23% | 164,366 | 4.91% | 0.54 | 0.46 |
| 70 & Over | 8,801 | 4.46% | 60 | 5.83% | 265,439 | 7.92% | 0.56 | 0.74 |
| TOTAL* | 197,498 | 100.00% | 1,030 | 100.00% | 3,350,324 | 100.00% | | |
| Male | 133,078 | 62.69% | 797 | 77.00% | 1,742,470 | 52.01% | 1.21 | 1.48 |
| Female | 79,209 | 37.31% | 238 | 23.00% | 1,607,854 | 47.99% | 0.78 | 0.48 |
| TOTAL** | 212,287 | 100.00% | 1,035 | 100.00% | 3,350,324 | 100.00% | | |

*Total does not include 30,305 drivers whose age was not stated.

**Total does not include 15,516 drivers whose sex was not stated.

RT-8a

| SENIOR DRIVERS (55 YEARS & OLDER) INVOLVED IN COLLISIONS+ | | | | | | | |
|---|---------|---------|---------|---------|---------|-------------------------------|---------------------------------------|
| Five-Year Comparison | | | | | | | |
| Collisions & Rates | Years | | | | | Previous 4-Year Average | % of Change 89 - 4-Year Average |
| | 1989 | 1988 | 1987 | 1986 | 1985 | | |
| Senior drivers involved in | | | | | | | |
| Total Collisions | 26,874 | 26,584 | 26,482 | 25,842 | 24,978 | 25,972 | 3.5% |
| Fatal Collisions | 174 | 148 | 157 | 140 | 144 | 147 | 18.2% |
| Injury Collisions | 10,559 | 10,197 | 9,634 | 9,560 | 9,264 | 9,664 | 9.3% |
| Licensed Drivers | 780,607 | 763,079 | 741,653 | 719,784 | 706,719 | 732,809 | 6.5% |
| Fatal Collision Ratio* | 6.47 | 5.57 | 5.93 | 5.42 | 5.77 | 5.67 | 14.2% |
| Fatal Rate** | 0.22 | 0.19 | 0.21 | 0.19 | 0.20 | 0.20 | 11.5% |
| Total Collision Rate*** | 3.44 | 3.48 | 3.57 | 3.59 | 3.53 | 3.54 | -2.9% |

- + The number of senior drivers involved
- * Fatal Collisions per 1,000 total collisions
- ** Fatal Collisions per 1,000 licensed drivers
- *** Senior drivers involved per 100 licensed

RT-8b

| 55 YEAR & OLDER INVOLVEMENT IN TOTAL COLLISIONS | | | | | | | | | | |
|---|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|
| 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 | 833 | 29.3% | 778 | 31.4% | 951 | 40.3% | 866 | 43.0% | 1,441 | 47.1% |
| Speed--Too Fast For Conditions | 458 | 16.1% | 366 | 14.8% | 259 | 11.0% | 195 | 9.7% | 217 | 7.1% |
| Disregarding Traffic Signal/Signs | 217 | 7.6% | 216 | 8.7% | 208 | 8.8% | 187 | 9.3% | 354 | 11.6% |
| Following Too Closely | 274 | 9.6% | 223 | 9.0% | 203 | 8.6% | 137 | 6.8% | 183 | 6.0% |
| Driving While Under the Influence | 210 | 7.4% | 140 | 5.7% | 95 | 4.0% | 61 | 3.0% | 46 | 1.5% |
| Operating Defective Equipment | 52 | 1.8% | 42 | 1.7% | 38 | 1.6% | 29 | 1.4% | 36 | 1.2% |
| Crossing Over the Centerline | 55 | 1.9% | 47 | 1.9% | 40 | 1.7% | 32 | 1.6% | 42 | 1.4% |
| Exceeding Legal Speed | 36 | 1.3% | 18 | 0.7% | 18 | 0.8% | 15 | 0.7% | 13 | 0.4% |
| All Other Circumstances including Driver Inattention | 711 | 25.0% | 647 | 26.1% | 546 | 23.2% | 491 | 24.4% | 728 | 23.8% |
| TOTAL | 2,846 | 100.0% | 2,477 | 100.0% | 2,358 | 100.0% | 2,013 | 100.0% | 3,060 | 100.0% |

*Investigated collisions only

RT-8c

| TEENAGE DRIVER COLLISIONS - 19 YEARS & YOUNGER Five-Year Comparison | | | | | | | |
|--|---------|---------|---------|---------|---------|-------------------------------|---------------------------------------|
| Collisions & Rates | Years | | | | | Previous 4 Year Average | % of Change 89 - 4 Year Average |
| | 1989 | 1988 | 1987 | 1986 | 1985 | | |
| Total Collisions | 25,312 | 27,017 | 28,575 | 27,110 | 24,860 | 26,848 | 0.6% |
| Teenage Drivers Involved | 27,263 | 29,348 | 31,084 | 29,346 | 26,820 | 29,083 | 0.9% |
| Fatal Collisions | 108 | 125 | 131 | 148 | 132 | 137 | -8.8% |
| Injury Collisions | 10,821 | 11,254 | 11,379 | 11,013 | 9,947 | 10,780 | 4.4% |
| Licensed Drivers | 186,237 | 190,610 | 186,587 | 181,922 | 177,153 | 181,887 | 4.8% |
| Fatal Collision Ratio ^A | 4.27 | 4.63 | 4.58 | 5.46 | 5.31 | 5.12 | -9.6% |
| Fatal Rate ^{**} | 0.58 | 0.66 | 0.70 | 0.81 | 0.75 | 0.75 | -13.0% |
| Total Collision Rate ^{***} | 14.64 | 15.40 | 16.66 | 16.13 | 15.14 | 15.98 | -3.6% |

* Fatal Collisions per 1,000 total collisions

** Fatal Collisions per 1,000 licensed drivers

*** Teenage drivers involved per 100 licensed

RT-8d

| -1989- TEENAGE DRIVER COLLISIONS - 19 YEARS & YOUNGER Percent of Total Circumstances by Age Group | | | | | | | | | | |
|---|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|---------------|---------------|
| Contributing Circumstances* | 16 & Younger | | 17 | | 18 | | 19 | | Total | |
| | Number | % | Number | % | Number | % | Number | % | Number | % |
| Speed--Too Fast For Conditions | 834 | 23.3% | 1,006 | 22.8% | 1,223 | 23.9% | 1,135 | 22.5% | 4,198 | 23.1% |
| Failure to Yield Right of Way | 771 | 21.6% | 959 | 21.8% | 1,020 | 20.0% | 938 | 18.6% | 3,688 | 20.3% |
| Following Too Closely | 323 | 9.0% | 445 | 10.1% | 539 | 10.6% | 530 | 10.5% | 1,837 | 10.1% |
| Exceeding Legal Speed | 302 | 8.4% | 312 | 7.1% | 336 | 6.6% | 344 | 6.8% | 1,294 | 7.1% |
| Disregarding Traffic Sig./Signs | 232 | 6.5% | 290 | 6.6% | 336 | 6.6% | 363 | 7.2% | 1,221 | 6.7% |
| Driving Under the Influence | 95 | 2.7% | 155 | 3.5% | 238 | 4.7% | 320 | 6.3% | 808 | 4.5% |
| Operating Defective Equipment | 103 | 2.9% | 129 | 2.9% | 155 | 3.0% | 166 | 3.3% | 553 | 3.0% |
| Crossing Over the Center Line | 87 | 2.4% | 102 | 2.3% | 134 | 2.6% | 128 | 2.5% | 451 | 2.5% |
| Improper Passing | 58 | 1.6% | 97 | 2.2% | 108 | 2.1% | 102 | 2.0% | 365 | 2.0% |
| All Other Circumstances including Driver Inattention | 770 | 21.5% | 913 | 20.7% | 1,019 | 19.9% | 1,022 | 20.2% | 3,724 | 20.5% |
| TOTAL | 3,575 | 100.0% | 4,408 | 100.0% | 5,108 | 100.0% | 5,048 | 100.0% | 18,139 | 100.0% |

*Investigated collisions only

| COLLISION RATES BY CITY POPULATION* | | | | | | | |
|-------------------------------------|--------------------|----------------|--------|------------------|---------|------------------|--------|
| 1989 | | | | | | | |
| City | 1989 Population | Traffic Deaths | | Traffic Injuries | | Total Collisions | |
| | | Number | Rate** | Number | Rate*** | Number | Rate** |
| 250,000 and Over | | | | | | | |
| 1. Seattle | 497,200 | 34 | 6.84 | 13,704 | 27.56 | 21,600 | 43.44 |
| 100,000 to 250,000 | | | | | | | |
| 1. Spokane | 358,000 | 9 | 2.51 | 3,114 | 8.70 | 5,903 | 16.49 |
| 2. Tacoma | 162,100 | 14 | 8.64 | 4,563 | 28.15 | 6,674 | 41.17 |
| 50,000 to 100,000 | | | | | | | |
| 1. Bellevue | 86,350 | 3 | 3.47 | 1,471 | 17.04 | 2,885 | 33.41 |
| 2. Everett | 64,170 | 5 | 7.79 | 1,635 | 25.48 | 2,923 | 45.55 |
| 3. Yakima | 50,610 | 6 | 11.86 | 820 | 16.20 | 1,882 | 37.19 |
| 25,000 to 50,000 | | | | | | | |
| 1. Bellingham | 47,290 | 9 | 19.03 | 688 | 14.55 | 1,521 | 32.16 |
| 2. Vancouver | 44,450 | 7 | 15.75 | 722 | 16.24 | 1,460 | 32.85 |
| 3. Renton | 38,480 | 1 | 2.60 | 1,061 | 27.57 | 2,213 | 57.51 |
| 4. Bremerton | 37,080 | 1 | 2.70 | 565 | 15.24 | 1,078 | 29.07 |
| 5. Kennewick | 36,880 | 2 | 5.42 | 432 | 11.71 | 871 | 23.62 |
| 6. Kirkland | 36,620 | 5 | 13.65 | 624 | 17.04 | 1,275 | 34.82 |
| 7. Kent | 34,860 | 8 | 22.95 | 1,185 | 33.99 | 2,007 | 57.57 |
| 8. Redmond | 33,400 | 2 | 5.99 | 558 | 16.71 | 1,050 | 31.44 |
| 9. Auburn | 32,460 | 7 | 21.57 | 743 | 22.89 | 1,285 | 39.59 |
| 10. Olympia | 31,070 | 0 | 0.00 | 758 | 24.40 | 1,510 | 48.60 |
| 11. Longview | 30,320 | 4 | 13.19 | 532 | 17.55 | 904 | 29.82 |
| 12. Richland | 29,970 | 3 | 10.01 | 303 | 10.11 | 592 | 19.75 |
| 13. Edmonds | 29,720 | 1 | 3.36 | 261 | 8.78 | 602 | 20.26 |
| 14. Lynnwood | 26,280 | 2 | 7.61 | 753 | 28.65 | 1,420 | 54.03 |
| 15. Walla Walla | 25,690 | 2 | 7.79 | 247 | 9.61 | 542 | 21.10 |
| 15,000 to 25,000 | | | | | | | |
| 1. Pullman | 22,270 | 1 | 4.49 | 86 | 3.86 | 292 | 13.11 |
| 2. Puyallup | 21,290 | 1 | 4.70 | 367 | 17.24 | 695 | 32.64 |
| 3. Mercer Island | 20,380 | 1 | 4.91 | 162 | 7.95 | 323 | 15.85 |
| 4. Wenatchee | 19,950 | 0 | 0.00 | 284 | 14.24 | 653 | 32.73 |
| 5. Mountlake Terrace | 17,590 | 1 | 5.69 | 225 | 12.79 | 422 | 23.99 |
| 6. Pasco | 17,560 | 6 | 34.17 | 294 | 16.74 | 629 | 35.82 |
| 7. Port Angeles | 17,490 | 2 | 11.44 | 210 | 12.01 | 482 | 27.56 |
| 8. Aberdeen | 17,140 | 3 | 17.50 | 181 | 10.56 | 542 | 31.62 |
| 9. Lacey | 16,940 | 0 | 0.00 | 297 | 17.53 | 556 | 32.82 |
| 10,000 to 15,000 | | | | | | | |
| 1. Des Moines | 14,820 | 0 | 0.00 | 205 | 13.83 | 337 | 22.74 |
| 2. Mount Vernon | 14,790 | 1 | 6.76 | 287 | 19.41 | 503 | 34.01 |
| 3. Oak Harbor | 14,790 | 0 | 0.00 | 95 | 6.42 | 218 | 14.74 |
| 4. Centralia | 11,840 | 3 | 25.34 | 205 | 17.31 | 422 | 35.64 |
| 5. Ellensburg | 11,730 | 0 | 0.00 | 67 | 5.71 | 194 | 16.54 |
| 6. Kelso | 11,270 | 0 | 0.00 | 197 | 17.48 | 443 | 39.31 |
| 7. Moses Lake | 10,810 | 0 | 0.00 | 120 | 11.10 | 266 | 24.61 |
| 8. Anacortes | 10,600 | 0 | 0.00 | 66 | 6.23 | 144 | 13.58 |
| 9. Bothell | 10,430 | 0 | 0.00 | 134 | 12.85 | 293 | 28.09 |
| TOTAL | 2,014,690 | 144 | 7.15 | 38,221 | 18.97 | 67,611 | 33.56 |

*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
1989

| County | 1989 Population | Traffic Deaths | | Traffic Injuries | | Total Collisions | |
|--------------------|--------------------|----------------|-------|------------------|--------|------------------|-------|
| | | Number | Rate* | Number | Rate** | Number | Rate* |
| Over 1,000,000 | | | | | | | |
| 1. King | 1,446,000 | 145 | 10.03 | 26,719 | 18.48 | 48,733 | 33.70 |
| 250,000 to 750,000 | | | | | | | |
| 1. Pierce | 560,900 | 67 | 11.95 | 10,330 | 18.42 | 15,046 | 26.82 |
| 2. Snohomish | 430,400 | 66 | 15.33 | 6,886 | 16.00 | 11,831 | 27.49 |
| 3. Spokane | 358,000 | 43 | 12.01 | 5,199 | 14.52 | 9,073 | 25.34 |
| 100,000 to 250,000 | | | | | | | |
| 1. Clark | 220,400 | 33 | 14.97 | 2,893 | 13.13 | 4,962 | 22.51 |
| 2. Yakima | 187,800 | 46 | 24.49 | 2,308 | 12.29 | 4,384 | 23.34 |
| 3. Kitsap | 181,500 | 29 | 15.98 | 2,358 | 12.99 | 3,864 | 21.29 |
| 4. Thurston | 155,100 | 17 | 10.96 | 2,408 | 15.53 | 4,211 | 27.15 |
| 5. Whatcom | 122,200 | 32 | 26.19 | 1,719 | 14.07 | 3,092 | 25.30 |
| 6. Benton | 104,100 | 11 | 10.57 | 1,084 | 10.41 | 2,064 | 19.83 |
| 50,000 to 100,000 | | | | | | | |
| 1. Cowlitz | 82,100 | 21 | 25.58 | 1,134 | 13.81 | 2,027 | 24.69 |
| 2. Skagit | 72,400 | 17 | 23.48 | 1,280 | 17.68 | 2,134 | 29.48 |
| 3. Grays Harbor | 63,600 | 14 | 22.01 | 850 | 13.36 | 1,738 | 27.33 |
| 4. Lewis | 58,000 | 23 | 39.66 | 951 | 16.40 | 1,644 | 28.34 |
| 5. Island | 55,300 | 8 | 14.47 | 485 | 8.77 | 882 | 15.95 |
| 6. Clallam | 55,200 | 19 | 34.42 | 617 | 11.18 | 1,266 | 22.93 |
| 7. Grant | 51,900 | 23 | 44.32 | 601 | 11.58 | 993 | 19.13 |
| 25,000 to 50,000 | | | | | | | |
| 1. Walla Walla | 48,800 | 8 | 16.39 | 491 | 10.06 | 946 | 19.39 |
| 2. Chelan | 48,600 | 15 | 30.86 | 802 | 16.50 | 1,469 | 30.23 |
| 3. Whitman | 37,600 | 13 | 34.57 | 353 | 9.39 | 672 | 17.87 |
| 4. Mason | 37,500 | 15 | 40.00 | 575 | 15.33 | 931 | 24.83 |
| 5. Franklin | 34,200 | 11 | 32.16 | 437 | 12.78 | 848 | 24.80 |
| 6. Okanogan | 31,700 | 13 | 41.01 | 350 | 11.04 | 653 | 20.60 |
| 7. Stevens | 30,500 | 6 | 19.67 | 361 | 11.84 | 517 | 16.95 |
| 8. Kittitas | 25,400 | 20 | 78.74 | 600 | 23.62 | 1,209 | 47.60 |
| 10. Douglas | 25,400 | 6 | 23.62 | 296 | 11.65 | 446 | 17.56 |
| 10,000 to 25,000 | | | | | | | |
| 1. Jefferson | 19,200 | 14 | 72.92 | 309 | 16.09 | 482 | 25.10 |
| 2. Pacific | 17,700 | 5 | 28.25 | 240 | 13.56 | 401 | 22.66 |
| 3. Asotin | 17,600 | 1 | 5.68 | 113 | 6.42 | 233 | 13.24 |
| 4. Klickitat | 16,700 | 2 | 11.98 | 215 | 12.87 | 382 | 22.87 |
| 5. Adams | 13,400 | 13 | 97.01 | 290 | 21.64 | 422 | 31.49 |
| Under 10,000 | | | | | | | |
| 1. San Juan | 9,700 | 1 | 10.31 | 87 | 8.97 | 174 | 17.94 |
| 2. Pend Oreille | 8,900 | 5 | 56.18 | 135 | 15.17 | 225 | 25.28 |
| 3. Lincoln | 8,800 | 3 | 34.09 | 139 | 15.80 | 189 | 21.48 |
| 4. Skamnin | 8,100 | 5 | 61.73 | 127 | 15.68 | 219 | 27.04 |
| 5. Ferry | 6,100 | 5 | 81.97 | 114 | 18.69 | 182 | 29.84 |
| 6. Columbia | 4,100 | 4 | 97.56 | 66 | 16.10 | 118 | 28.78 |
| 7. Wahkiakum | 3,500 | 1 | 28.57 | 43 | 12.29 | 75 | 21.43 |
| 8. Garfield | 2,300 | 1 | 43.48 | 28 | 12.17 | 63 | 27.39 |
| TOTAL | 4,660,700 | 781 | 16.76 | 73,993 | 15.88 | 128,800 | 27.64 |

*Frequency per 100,000 population

**Frequency per 1,000 population

| MOTORCYCLE COLLISIONS SUMMARY Five-Year Comparison | | | | | | | |
|---|---------|---------|---------|---------|---------|-------------------------------|---------------------------------------|
| Collision Severity/Exposure & Rates | Years | | | | | Previous 4 Year Average | % of Change 89 - 4 Year Average |
| | 1989 | 1988 | 1987 | 1986 | 1985 | | |
| Total Collisions | 2,516 | 2,773 | 3,379 | 3,508 | 3,699 | 3,339.8 | 24.67% |
| Fatal Collisions | 70 | 72 | 88 | 80 | 82 | 81 | -13.04% |
| Fatal Collision Ratio* | 27.8 | 26.0 | 26.0 | 22.8 | 22.2 | 24.2 | 14.75% |
| Motorcycle Registration | 110,617 | 117,155 | 124,215 | 122,751 | 125,224 | 122,336 | 9.58% |
| Total Collision Registration Rate** | 2.27 | 2.37 | 2.72 | 2.86 | 2.95 | 2.77 | 16.52% |
| Fatal Registration Rate*** | 0.633 | 0.615 | 0.708 | 0.652 | 0.655 | 0.657 | 3.74% |
| Total Persons Killed | 75 | 77 | 90 | 81 | 85 | 83 | -9.91% |
| Total Persons Injured | 2,724 | 2,896 | 3,497 | 3,673 | 3,884 | 3,488 | -21.89% |
| Motorcyclist Killed | 69 | 76 | 90 | 80 | 82 | 82 | -15.85% |
| Motorcyclist Injured | 2,511 | 2,703 | 3,288 | 3,469 | 3,631 | 3,273 | -23.28% |

*Fatal Collisions per 1,000 motorcycle collisions

**Motorcycle involved per 100 registered

***Fatal Collisions per 1,000 motorcycles registered

| MOTORCYCLE COLLISIONS BY LOCATION Two-Year Comparison | | | | | | |
|--|-------|-------|-----------|-------|-------|-----------|
| Severity of Collision | 1989 | | | 1988 | | |
| | Urban | Rural | Statewide | Urban | Rural | Statewide |
| Total Collisions | 1,417 | 1,099 | 2,516 | 1,468 | 1,305 | 2,773 |
| Fatal Collisions | 23 | 47 | 70 | 25 | 47 | 72 |
| Injury Collisions | 1,206 | 965 | 2,171 | 1,247 | 1,146 | 2,393 |
| Property-damage-only Collisions | 188 | 87 | 275 | 196 | 112 | 308 |
| Total Fatalities | 25 | 50 | 75 | 28 | 49 | 77 |
| All Persons Injured | 1,485 | 1,239 | 2,724 | 1,481 | 1,415 | 2,896 |
| Motorcyclists Killed | 23 | 46 | 69 | 28 | 49 | 77 |
| Motorcyclists Injured | 1,376 | 1,135 | 2,511 | 1,396 | 1,341 | 2,737 |

Alcohol-Related Collisions

RT-12

| SOBRIETY OF DRIVERS INVOLVED IN FATAL COLLISIONS Statewide Comparison | | | | | |
|--|-------|-------|--------------------------------|-------------|------------------------|
| Condition of Driver (Sobriety) | Years | | Previous 3 -Year Average | % of Change | |
| | 1989 | 1988 | | 89-88 | 89 - 3-Year Average |
| Had been drinking - ability impaired | 309 | 340 | 314 | -9.1% | -1.6% |
| Had been drinking - ability not impaired | 33 | 45 | 45 | -26.7% | -27.2% |
| Had been drinking - sobriety unknown | 12 | 15 | 17 | -20.0% | -30.8% |
| Had not been drinking | 657 | 586 | 587 | 12.1% | 11.9% |
| Not stated | 37 | 41 | 41 | -9.8% | -9.0% |
| Total drivers drinking | 354 | 400 | 377 | -11.5% | -6.0% |
| Total drivers - excluding not stated | 1,011 | 986 | 964 | 2.5% | 4.9% |
| Total drivers | 1,048 | 1,027 | 1,005 | 2.0% | 4.3% |
| No. drinking drivers per 100 involved | 35.0 | 40.6 | 39.1 | -13.7% | -10.5% |
| No. drunk drivers per 100 involved | 30.6 | 34.5 | 32.6 | -11.4% | -6.2% |

RT-12a

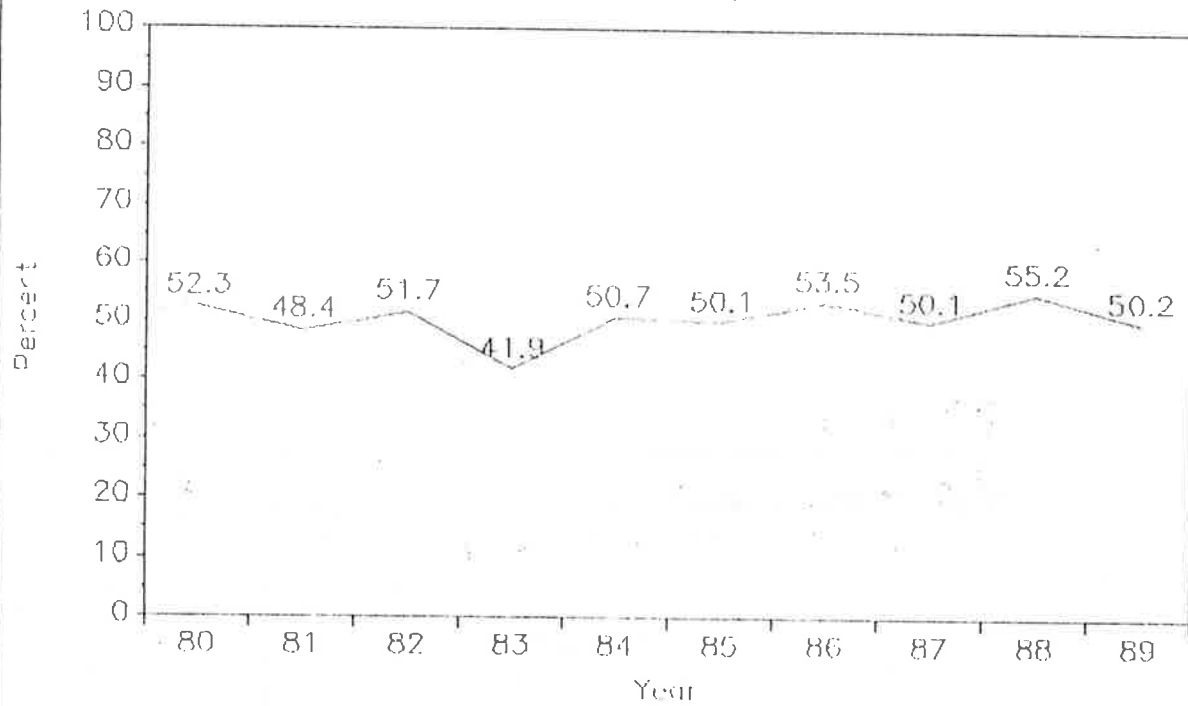
| SOBRIETY OF DRIVERS INVOLVED IN INJURY COLLISIONS Statewide Comparison | | | | | |
|---|--------|--------|--------------------------------|-------------|------------------------|
| Condition of Driver (Sobriety) | Years | | Previous 3 -Year Average | % of Change | |
| | 1989 | 1988 | | 89-88 | 89 - 3-Year Average |
| Had been drinking - ability impaired | 5,677 | 5,306 | 5,165 | 7.0% | 9.9% |
| Had been drinking - ability not impaired | 1,620 | 1,657 | 1,734 | -2.2% | -6.6% |
| Had been drinking - sobriety unknown | 1,796 | 2,198 | 2,238 | -18.3% | -19.7% |
| Had not been drinking | 58,541 | 59,644 | 56,344 | -1.8% | 3.9% |
| Not stated | 5,812 | 4,992 | 5,057 | 16.4% | 14.9% |
| Total drivers drinking | 9,093 | 9,161 | 9,137 | -0.7% | -0.5% |
| Total drivers - excluding not stated | 67,634 | 68,805 | 65,481 | -1.7% | 3.3% |
| Total drivers | 73,446 | 73,797 | 70,538 | -0.5% | 4.1% |
| No. drinking drivers per 100 involved | 13.4 | 13.3 | 14.0 | 1.0% | -3.8% |
| No. drunk drivers per 100 involved | 8.4 | 7.7 | 7.9 | 8.8% | 6.3% |

RT-12b

SOBRIETY OF DRIVERS INVOLVED IN ALL INVESTIGATED COLLISIONS
Statewide Comparison

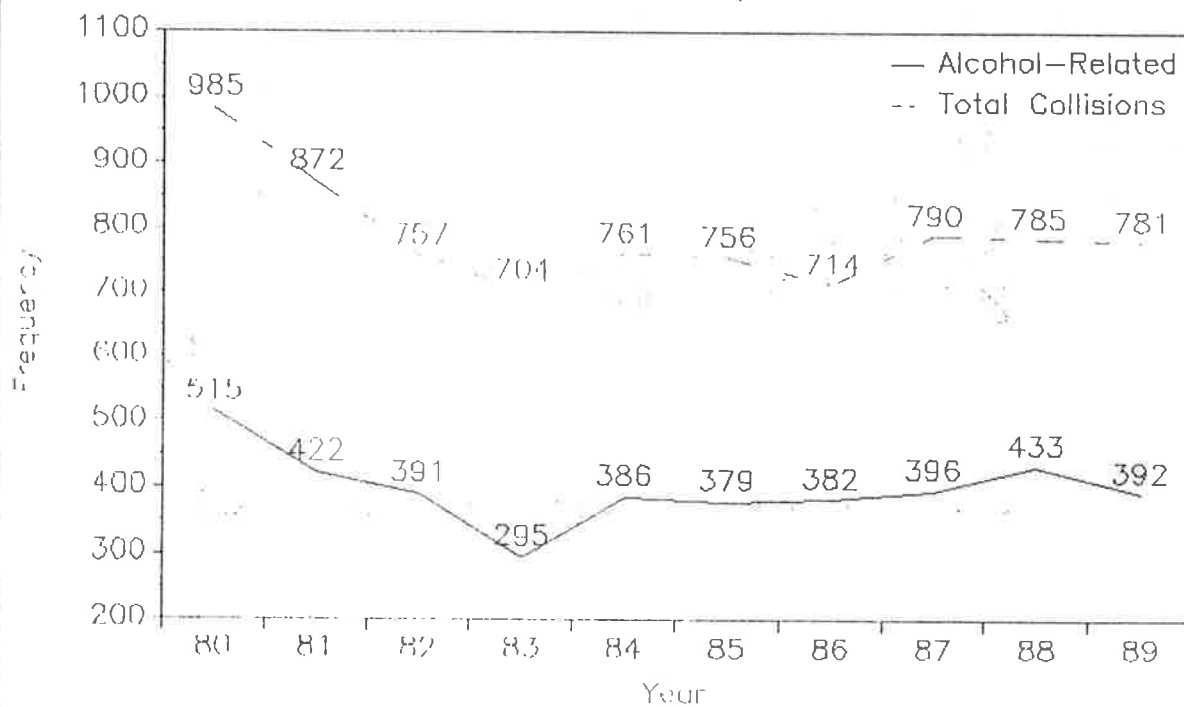
| Condition of Driver (Sobriety) | Years | | Previous 3-Year Average | % of Change | |
|--|---------|---------|-------------------------------|-------------|------------------------|
| | 1989 | 1988 | | 89-88 | 89 - 3-Year Average |
| Had been drinking - ability impaired | 9,901 | 9,532 | 9,441 | 3.9% | 4.9% |
| Had been drinking - ability not impaired | 3,184 | 3,368 | 3,537 | -5.5% | -10.0% |
| Had been drinking - sobriety unknown | 3,671 | 5,149 | 5,178 | -28.7% | -29.1% |
| Had not been drinking | 132,731 | 137,183 | 133,414 | -3.2% | -0.5% |
| Not stated | 19,181 | 16,083 | 16,811 | 19.3% | 14.1% |
| Total drivers drinking | 16,756 | 18,049 | 18,156 | -7.2% | -7.7% |
| Total drivers - excluding not stated | 149,487 | 155,232 | 151,570 | -3.7% | -1.4% |
| Total drivers | 168,668 | 171,315 | 168,380 | -1.5% | 0.2% |
| No. drinking drivers per 100 involved | 11.2 | 11.6 | 12.0 | -3.6% | -6.5% |
| No. drunk drivers per 100 involved | 6.6 | 6.1 | 6.2 | 7.9% | 6.3% |

PERCENT OF ALCOHOL-RELATED FATALITIES
TO TOTAL FATALITIES
Ten-Year Comparison

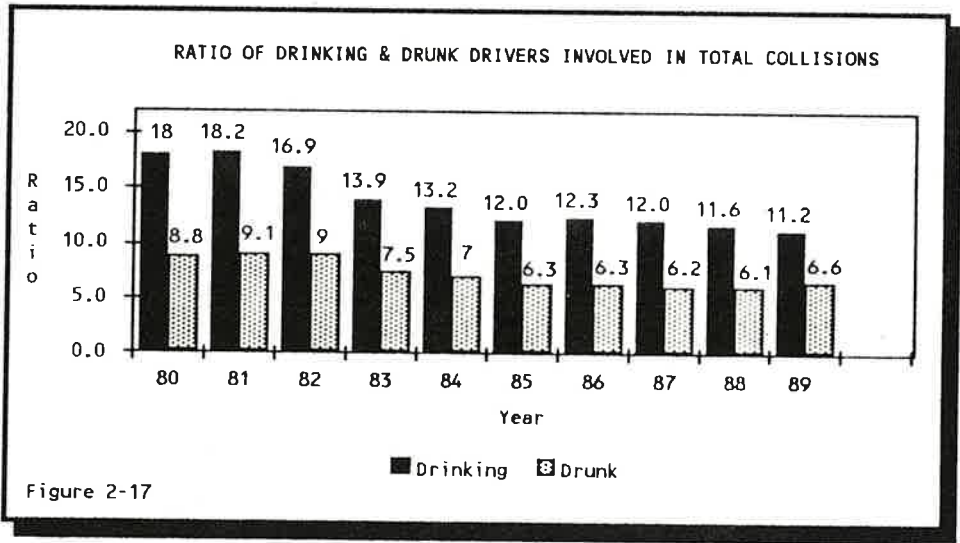
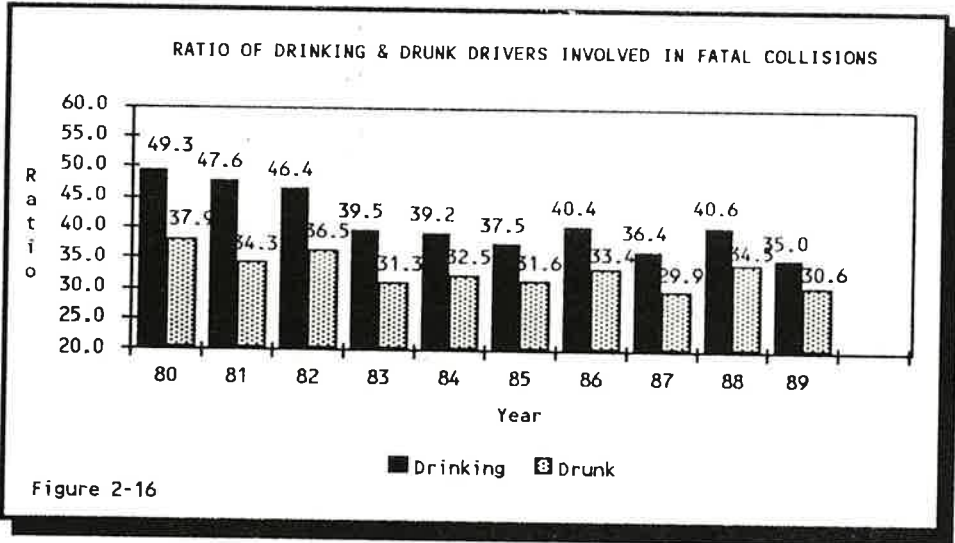


RI-3

COMPARISON OF ALCOHOL-RELATED FATALITIES
TO TOTAL TRAFFIC FATALITIES
Ten-Year Comparison



RI-4



TOXICOLOGIST RESULTS OF DRIVERS KILLED IN FATAL COLLISIONS
Five-Year Comparison

| Age | Negative Result | | | | | Results Less Than .10 | | | | | Results .10 & Over | | | | | Average Test Results* | | | | |
|-----------------------------|-----------------|------|------|-------|------|-----------------------|------|------|--------|------|--------------------|------|------|-------|------|-----------------------|------|------|------|------|
| | 1989 | 1988 | 1987 | 1986 | 1985 | 1989 | 1988 | 1987 | 1986 | 1985 | 1989 | 1988 | 1987 | 1986 | 1985 | 1989 | 1988 | 1987 | 1986 | 1985 |
| | 16 | 2 | 5 | 5 | 6 | 6 | 0 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 3 | 1 | 0.00 | 0.11 | 0.00 | 0.10 |
| 17 | 4 | 5 | 8 | 9 | 5 | 1 | 2 | 1 | 2 | 1 | 3 | 1 | 0 | 4 | 4 | 0.11 | 0.06 | 0.03 | 0.13 | 0.13 |
| 18 | 7 | 11 | 8 | 10 | 11 | 2 | 4 | 5 | 0 | 2 | 5 | 2 | 5 | 5 | 8 | 0.13 | 0.08 | 0.10 | 0.18 | 0.15 |
| 19 | 10 | 6 | 6 | 5 | 4 | 2 | 5 | 2 | 5 | 3 | 6 | 3 | 5 | 11 | 5 | 0.12 | 0.10 | 0.15 | 0.17 | 0.11 |
| 20 | 10 | 4 | 5 | 7 | 3 | 5 | 2 | 1 | 1 | 4 | 7 | 7 | 4 | 9 | 3 | 0.15 | 0.14 | 0.15 | 0.17 | 0.10 |
| 21 | 1 | 4 | 2 | 3 | 4 | 0 | 1 | 2 | 5 | 0 | 11 | 7 | 14 | 12 | 7 | 0.20 | 0.16 | 0.19 | 0.16 | 0.19 |
| 22 | 8 | 5 | 5 | 6 | 10 | 5 | 1 | 4 | 1 | 3 | 5 | 12 | 8 | 6 | 11 | 0.12 | 0.15 | 0.18 | 0.14 | 0.16 |
| 23 | 5 | 3 | 5 | 5 | 8 | 1 | 2 | 0 | 2 | 0 | 9 | 7 | 14 | 5 | 10 | 0.19 | 0.17 | 0.20 | 0.17 | 0.19 |
| 24 | 4 | 3 | 1 | 3 | 6 | 1 | 0 | 1 | 1 | 0 | 6 | 4 | 9 | 5 | 5 | 0.16 | 0.20 | 0.14 | 0.17 | 0.17 |
| 25 | 2 | 4 | 6 | 10 | 0 | 0 | 2 | 4 | 0 | 1 | 3 | 15 | 7 | 10 | 10 | 0.20 | 0.19 | 0.13 | 0.20 | 0.21 |
| 26 | 1 | 7 | 5 | 2 | 5 | 1 | 2 | 2 | 1 | 1 | 7 | 4 | 14 | 6 | 6 | 0.19 | 0.14 | 0.15 | 0.15 | 0.20 |
| 27 | 7 | 4 | 1 | 2 | 5 | 1 | 1 | 2 | 0 | 5 | 8 | 5 | 9 | 10 | 2 | 0.18 | 0.18 | 0.16 | 0.23 | 0.10 |
| 28 | 6 | 2 | 4 | 3 | 7 | 4 | 2 | 0 | 1 | 0 | 12 | 7 | 3 | 6 | 12 | 0.16 | 0.14 | 0.20 | 0.17 | 0.23 |
| 29 | 1 | 4 | 6 | 4 | 3 | 1 | 3 | 2 | 0 | 1 | 7 | 6 | 6 | 6 | 10 | 0.20 | 0.15 | 0.17 | 0.18 | 0.19 |
| 30 | 3 | 1 | 5 | 2 | 2 | 0 | 1 | 0 | 3 | 0 | 9 | 7 | 3 | 3 | 3 | 0.20 | 0.17 | 0.25 | 0.15 | 0.22 |
| 31 | 4 | 4 | 3 | 3 | 2 | 0 | 0 | 0 | 2 | 1 | 10 | 5 | 3 | 8 | 8 | 0.19 | 0.19 | 0.21 | 0.18 | 0.18 |
| 32 | 4 | 4 | 3 | 3 | 7 | 1 | 0 | 0 | 3 | 0 | 3 | 12 | 5 | 4 | 2 | 0.18 | 0.19 | 0.19 | 0.13 | 0.19 |
| 33 | 4 | 6 | 2 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 6 | 3 | 5 | 5 | 2 | 0.20 | 0.13 | 0.18 | 0.19 | 0.20 |
| 34 | 6 | 3 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 1 | 6 | 0.28 | 0.21 | 0.11 | 0.17 | 0.20 |
| 35 | 8 | 2 | 4 | 2 | 2 | 0 | 1 | 1 | 1 | 0 | 7 | 6 | 2 | 2 | 7 | 0.17 | 0.17 | 0.18 | 0.13 | 0.22 |
| 36 | 4 | 2 | 4 | 3 | 4 | 2 | 0 | 0 | 2 | 1 | 3 | 9 | 9 | 3 | 2 | 0.13 | 0.21 | 0.23 | 0.13 | 0.13 |
| 37 | 4 | 5 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 6 | 1 | 5 | 3 | 0.14 | 0.17 | 0.07 | 0.20 | 0.18 |
| 38 | 2 | 1 | 1 | 3 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 1 | 0.15 | 0.29 | 0.16 | 0.24 | 0.24 |
| 39 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 4 | 1 | 2 | 0.22 | 0.16 | 0.20 | 0.11 | 0.20 |
| 40 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 6 | 4 | 0.15 | 0.15 | 0.20 | 0.17 | 0.18 |
| 41-45 | 16 | 11 | 14 | 5 | 14 | 1 | 4 | 2 | 2 | 1 | 10 | 13 | 10 | 8 | 10 | 0.21 | 0.13 | 0.18 | 0.17 | 0.13 |
| 46-50 | 10 | 4 | 6 | 3 | 6 | 5 | 1 | 0 | 1 | 0 | 6 | 7 | 10 | 6 | 10 | 0.16 | 0.17 | 0.18 | 0.25 | 0.24 |
| 51-54 | 5 | 4 | 8 | 6 | 6 | 0 | 1 | 0 | 0 | 0 | 5 | 5 | 6 | 3 | 1 | 0.22 | 0.18 | 0.25 | 0.19 | 0.23 |
| 55-60 | 12 | 7 | 7 | 9 | 5 | 0 | 0 | 0 | 2 | 2 | 1 | 5 | 2 | 5 | 4 | 0.24 | 0.21 | 0.24 | 0.12 | 0.19 |
| 61-64 | 6 | 4 | 9 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 6 | 4 | 0 | 0.20 | 0.21 | 0.18 | 0.20 | 0.18 |
| 65 & Over | 12 | 27 | 18 | 25 | 22 | 1 | 1 | 2 | 4 | 2 | 1 | 5 | 2 | 5 | 5 | 0.18 | 0.14 | 0.12 | 0.15 | 0.13 |
| TOTAL | 197 | 156 | 154 | 152 | 174 | 29 | 39 | 32 | 40 | 28 | 165 | 180 | 168 | 165 | 160 | 0.18 | 0.17 | 0.18 | 0.17 | 0.18 |
| % of Tested Drivers | 50.4 | 41.5 | 42.7 | 41.8 | 47.5 | 7.4 | 10.6 | 8.9 | 11.0 | 7.7 | 42.2 | 47.9 | 46.5 | 45.3 | 43.7 | | | | | |
| % of Change 89 - 4 Year Avg | | | | 16.2% | | | | | -22.5% | | | | | -8.0% | | | | | | 0.00 |

RI-14

| ALL REPORTED COLLISIONS & ALCOHOL-RELATED COLLISIONS Comparison of Miles Traveled | | | | | |
|--|------------------------------|---------------------------|------------------|----------------------------|------------------|
| Driver Age | % of Vehicle Miles Traveled* | Drivers in All Collisions | | Alcohol-Related Collisions | |
| | | % | Over/Under Ratio | % | Over/Under Ratio |
| 16-17 | 1.44 | 6.01% | 4.17 | 3.31% | 2.30 |
| 18-20 | 5.55 | 11.36% | 2.05 | 11.49% | 2.07 |
| 21-24 | 12.58 | 12.21% | 0.97 | 18.82% | 1.50 |
| 25-34 | 29.24 | 27.11% | 0.93 | 36.82% | 1.26 |
| 35-44 | 21.18 | 19.36% | 0.91 | 17.24% | 0.81 |
| 45-54 | 12.97 | 10.35% | 0.80 | 6.84% | 0.53 |
| 55-64 | 11.58 | 6.51% | 0.56 | 3.23% | 0.28 |
| 65 & Over | 5.34 | 7.10% | 1.33 | 2.25% | 0.42 |

Source - Nationwide Personal Transportation Study - U.S. Dept. of Transportation, 1983-84
- Accident Records Unit - Washington State Patrol

| -1989- | | | | | | | | |
|---|------------|--------|--------------------------|---------------------|--|-----------------|-----------------|-------------------|
| COMPARISON OF ALCOHOL-RELATED COLLISIONS By Motor Vehicle Travel by County | | | | | | | | |
| County | Collisions | | | | Alcohol-Related Collisions By Type of Roadway | | | |
| | Total | % | % of Motor Veh Travel | Over/Under Ratio | City Streets | State Routes | County Roads | Other Roadways |
| Adams | 55 | 0.34% | 0.99% | -0.35 | 10 | 33 | 12 | 0 |
| Asotin | 35 | 0.22% | 0.30% | -0.73 | 11 | 12 | 12 | 0 |
| Benton | 268 | 1.67% | 2.85% | -0.59 | 147 | 69 | 51 | 1 |
| Chelan | 230 | 1.43% | 1.18% | -1.21 | 79 | 82 | 66 | 3 |
| Clallam | 192 | 1.20% | 1.24% | -0.96 | 43 | 91 | 52 | 6 |
| Clark | 680 | 4.23% | 4.35% | -0.97 | 148 | 213 | 315 | 4 |
| Columbia | 30 | 0.19% | 0.16% | -1.17 | 3 | 14 | 11 | 2 |
| Cowlitz | 296 | 1.84% | 2.57% | -0.72 | 135 | 94 | 66 | 1 |
| Douglas | 58 | 0.36% | 0.58% | -0.62 | 13 | 27 | 18 | 0 |
| Ferry | 43 | 0.27% | 0.17% | -1.57 | 2 | 19 | 19 | 3 |
| Franklin | 131 | 0.82% | 1.15% | -0.71 | 87 | 29 | 15 | 0 |
| Garfield | 5 | 0.03% | 0.14% | -0.22 | 0 | 3 | 2 | 0 |
| Grant | 170 | 1.06% | 2.02% | -0.52 | 46 | 68 | 54 | 2 |
| Grays Harbor | 267 | 1.66% | 1.87% | -0.89 | 71 | 123 | 57 | 16 |
| Island | 122 | 0.76% | 0.69% | -1.10 | 10 | 40 | 72 | 0 |
| Jefferson | 85 | 0.53% | 0.48% | -1.10 | 7 | 35 | 43 | 0 |
| King | 4,663 | 29.03% | 29.15% | -1.00 | 2,046 | 1,600 | 984 | 33 |
| Kitsap | 699 | 4.35% | 2.69% | -1.62 | 129 | 177 | 383 | 10 |
| Kittitas | 142 | 0.88% | 2.04% | -0.43 | 20 | 85 | 34 | 3 |
| Klickitat | 54 | 0.34% | 0.60% | -0.56 | 6 | 28 | 20 | 0 |
| Lewis | 234 | 1.46% | 2.06% | -0.71 | 42 | 90 | 100 | 2 |
| Lincoln | 23 | 0.14% | 0.62% | -0.23 | 2 | 17 | 4 | 0 |
| Mason | 214 | 1.33% | 0.82% | -1.62 | 24 | 86 | 97 | 7 |
| Okanogan | 125 | 0.78% | 0.62% | -1.26 | 19 | 40 | 63 | 3 |
| Pacific | 89 | 0.55% | 0.53% | -1.05 | 11 | 54 | 21 | 3 |
| Pend Oreille | 42 | 0.26% | 0.27% | -0.97 | 3 | 24 | 14 | 1 |
| Pierce | 1,992 | 12.40% | 19.81% | -0.63 | 636 | 653 | 696 | 7 |
| San Juan | 42 | 0.26% | 0.05% | -5.23 | 5 | 0 | 37 | 0 |
| Skagit | 343 | 2.14% | 2.14% | -1.00 | 75 | 171 | 93 | 4 |
| Skamania | 41 | 0.26% | 0.24% | -1.06 | 2 | 11 | 18 | 10 |
| Snohomish | 1,672 | 10.41% | 6.96% | -1.50 | 468 | 582 | 615 | 7 |
| Spokane | 987 | 6.15% | 8.12% | -0.76 | 474 | 224 | 286 | 3 |
| Stevens | 104 | 0.65% | 0.71% | -0.91 | 16 | 46 | 32 | 10 |
| Thurston | 518 | 3.23% | 3.66% | -0.88 | 162 | 119 | 232 | 5 |
| Wahkiakum | 12 | 0.07% | 0.14% | -0.53 | 1 | 9 | 2 | 0 |
| Walla Walla | 144 | 0.90% | 0.83% | 1.08 | 58 | 44 | 40 | 2 |
| Whatcom | 447 | 2.78% | 2.30% | -1.21 | 154 | 128 | 159 | 6 |
| Whitman | 102 | 0.64% | 1.13% | -0.56 | 30 | 39 | 33 | 0 |
| Yakima | 705 | 4.39% | 3.75% | -1.17 | 263 | 140 | 283 | 19 |
| TOTAL | 16,061 | | | | | | | |

Occupant Restraint Usage

RT-16

| RESTRAINT USAGE RATE Five-Year Comparison | | | | | | | | | | |
|--|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|
| Status | 1989 | % | 1988 | % | 1987 | % | 1986 | % | 1985 | % |
| Restraints Used | 159,592 | 80.8% | 161,667 | 80.0% | 152,413 | 77.6% | 102,751 | 54.5% | 60,392 | 35.1% |
| No Restraints Used | 37,802 | 19.2% | 40,387 | 20.0% | 44,081 | 22.4% | 85,669 | 45.5% | 111,885 | 64.9% |
| TOTAL | 197,394 | 100.0% | 202,054 | 100.0% | 196,494 | 100.0% | 188,420 | 100.0% | 172,277 | 100.0% |

Note: Usage rate is the percent of occupants using the restraints among all occupants involved in collisions for whom the usage is known.

RT-17

| TYPES OF RESTRAINTS USED By Severity of Injury | | | | | | | | | | | | |
|---|----------------|---------------|------------|---------------|------------------|---------------|----------------|---------------|-----------------|---------------|----------------|---------------|
| Type | Number Used | | Deaths | | Disabling Injury | | Evident Injury | | Possible Injury | | No Injury | |
| | Number | % | Number | % | Number | % | Number | % | Number | % | Number | % |
| Lap Belt | 29,205 | 14.8% | 18 | 3.4% | 474 | 8.0% | 2,450 | 12.6% | 3,414 | 12.6% | 22,849 | 15.8% |
| Shoulder Belt | 4,983 | 2.5% | 1 | 0.2% | 100 | 1.9% | 352 | 1.8% | 581 | 2.2% | 3,949 | 2.7% |
| Lap & Shoulder Belt | 122,648 | 62.1% | 121 | 22.5% | 2,006 | 37.3% | 8,850 | 45.4% | 17,389 | 64.4% | 94,282 | 65.0% |
| Child Restraint | 2,693 | 1.4% | 1 | 0.2% | 15 | 0.3% | 143 | 0.7% | 176 | 0.7% | 2,358 | 1.6% |
| Air Bag (Activated)* | 43 | 0.0% | 1 | 0.2% | 4 | 0.1% | 10 | 0.1% | 5 | 0.0% | 23 | 0.0% |
| No Restraints | 37,786 | 19.1% | 395 | 73.6% | 2,776 | 51.6% | 7,676 | 39.4% | 5,454 | 20.2% | 21,485 | 14.8% |
| TOTAL OCCUPANTS | 197,358 | 100.0% | 537 | 100.0% | 5,375 | 100.0% | 19,481 | 100.0% | 27,019 | 100.0% | 144,946 | 100.0% |

*Less than 1/10 of 1 percent

RT-18

| RESTRAINT USAGE & INJURIES SUSTAINED* | | | | | | | | |
|---------------------------------------|-----------------|---------------|--------------------|---------------|---------------|---------------|-----------------|---------------|
| Type | Restraints Used | | Child Restraints** | | No Restraints | | Total Occupants | |
| | Number | % | Number | % | Number | % | Number | % |
| Deaths | 142 | 0.1% | 1 | 0.0% | 395 | 1.0% | 537 | 0.3% |
| Disabling Injuries | 2,599 | 1.6% | 15 | 0.6% | 2,776 | 7.3% | 5,375 | 2.7% |
| Evident Injuries | 11,805 | 7.4% | 143 | 5.3% | 7,676 | 20.3% | 19,481 | 9.9% |
| Possible Injuries | 21,565 | 13.5% | 173 | 6.4% | 5,454 | 14.4% | 27,019 | 13.7% |
| No Injuries | 123,461 | 77.4% | 2,358 | 87.7% | 21,485 | 56.9% | 144,946 | 73.4% |
| TOTAL | 159,572 | 100.0% | 2,690 | 100.0% | 37,786 | 100.0% | 197,358 | 100.0% |

*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* | | | | | |
|----------------------|-------------------------|------|------|------|------|
| Five-Year Comparison | | | | | |
| Occupant | Percent Used Restraints | | | | |
| | 1989 | 1988 | 1987 | 1986 | 1985 |
| Male Driver | 81.4 | 80.3 | 77.8 | 54.0 | 34.3 |
| Female Driver | 86.0 | 85.5 | 83.3 | 59.6 | 38.8 |
| Male Passenger | 71.9 | 70.9 | 69.0 | 46.7 | 29.4 |
| Female Passenger | 79.0 | 78.5 | 75.9 | 55.0 | 36.0 |

*Excludes occupants where restraint use was unknown

RT-19a

| USAGE RATES BY AGE* | | | | | |
|----------------------|-------------------------|------|------|------|------|
| Five-Year Comparison | | | | | |
| Occupant | Percent Used Restraints | | | | |
| | 1989 | 1988 | 1987 | 1986 | 1985 |
| Age 0-5 | 85.8 | 86.6 | 85.6 | 81.0 | 73.1 |
| Age 6-15 | 75.3 | 74.2 | 72.5 | 51.5 | 31.5 |
| Age 16-19 | 74.8 | 74.5 | 71.6 | 44.2 | 25.4 |
| Age 20-24 | 76.4 | 75.8 | 72.7 | 47.5 | 28.5 |
| Age 25-34 | 80.6 | 79.5 | 77.4 | 55.3 | 36.6 |
| Age 35-64 | 85.8 | 85.0 | 82.9 | 60.6 | 39.7 |
| Age 65 & Up | 85.1 | 84.5 | 82.6 | 58.2 | 34.7 |

*Excludes occupants where restraint use was unknown

| PEDESTRIANS KILLED & INJURED IN VEHICLE COLLISIONS Five-Year Comparison | | | | | | | |
|--|-------|-------|-------|-------|-------|--------------------------------|-----------------------------------|
| Severity by Area | Year | | | | | Previous 4 -Year Average | % Change 89- 4-Year Average |
| | 1989 | 1988 | 1987 | 1986 | 1985 | | |
| Statewide | | | | | | | |
| Pedestrians Killed | 110 | 97 | 93 | 94 | 89 | 93 | 17.96% |
| Pedestrians Injured | 1,858 | 1,820 | 1,830 | 1,843 | 1,763 | 1,814 | 2.43% |
| Rural Areas | | | | | | | |
| Pedestrians Killed | 70 | 51 | 39 | 52 | 45 | 47 | 49.73% |
| Pedestrians Injured | 493 | 497 | 468 | 468 | 483 | 479 | 2.92% |
| Urban Areas* | | | | | | | |
| Pedestrians Killed | 40 | 46 | 54 | 42 | 44 | 47 | -13.98% |
| Pedestrians Injured | 1,365 | 1,323 | 1,362 | 1,375 | 1,280 | 1,335 | 2.25% |

*2,500 population and greater

| ACTIONS OF PEDESTRIANS KILLED & INJURED Urban and Rural Areas | | | | | | | | | | |
|--|-----------|---------------|----------------|---------------|-----------|------------|------------|------------|------------|-------------------------|
| Action | Killed | | Killed/Injured | | Age | | | | | Number Not Stated |
| | Number | % | Number | % | 0-4 | 5-14 | 15-24 | 25-64 | 65+ | |
| Urban: | | | | | | | | | | |
| Crossing, entering roadway at intersection | 14 | 35.0% | 711 | 50.3% | 12 | 142 | 153 | 290 | 85 | 29 |
| Not at intersection | 16 | 40.0% | 418 | 29.6% | 44 | 145 | 64 | 116 | 33 | 16 |
| Walking with traffic | 0 | 0.0% | 21 | 1.5% | 0 | 1 | 3 | 11 | 4 | 2 |
| Walking against traffic | 0 | 0.0% | 10 | 0.7% | 0 | 0 | 6 | 4 | 0 | 0 |
| Standing or working in roadway | 2 | 5.0% | 72 | 5.1% | 1 | 3 | 17 | 49 | 0 | 2 |
| Playing in roadway | 0 | 0.0% | 27 | 1.9% | 8 | 15 | 4 | 0 | 0 | 0 |
| Lying in roadway | 3 | 7.5% | 6 | 0.4% | 0 | 1 | 0 | 5 | 0 | 0 |
| Not in roadway | 4 | 10.0% | 78 | 5.5% | 2 | 12 | 19 | 40 | 5 | 0 |
| Other & Not Stated | 1 | 2.5% | 71 | 5.0% | 2 | 9 | 17 | 36 | 3 | 4 |
| TOTAL URBAN | 40 | 100.0% | 1,414 | 100.0% | 69 | 328 | 283 | 551 | 130 | 53 |
| % of Total Killed or Injured | | | | | 4.9% | 23.2% | 20.0% | 39.0% | 9.2% | 3.7% |
| Rural: | | | | | | | | | | |
| Crossing, entering roadway at intersection | 9 | 12.9% | 122 | 21.6% | 4 | 32 | 26 | 38 | 17 | 5 |
| Not at intersection | 22 | 31.4% | 190 | 33.6% | 9 | 78 | 34 | 52 | 15 | 2 |
| Walking with traffic | 11 | 15.7% | 27 | 4.8% | 1 | 2 | 9 | 13 | 2 | 0 |
| Walking against traffic | 6 | 8.6% | 16 | 2.8% | 0 | 3 | 3 | 8 | 2 | 0 |
| Standing or working in roadway | 7 | 10.0% | 44 | 7.8% | 0 | 2 | 15 | 25 | 1 | 1 |
| Playing in roadway | 2 | 2.9% | 25 | 4.4% | 5 | 13 | 6 | 0 | 0 | 1 |
| Lying in roadway | 1 | 1.4% | 1 | 0.2% | 0 | 0 | 1 | 0 | 0 | 0 |
| Not in roadway | 10 | 14.3% | 98 | 17.3% | 0 | 12 | 36 | 40 | 7 | 3 |
| Other & Not Stated | 2 | 2.9% | 42 | 7.4% | 2 | 4 | 14 | 16 | 1 | 5 |
| TOTAL RURAL | 70 | 100.0% | 565 | 100.0% | 21 | 146 | 144 | 192 | 45 | 17 |
| % of Total Killed or Injured | | | | | 3.7% | 25.8% | 25.5% | 34.0% | 8.0% | 3.0% |

| PEDALCYCLE TRAFFIC COLLISIONS Five-Year Comparison | | | | | | | |
|---|-------|-------|-------|-------|-------|---------------------------------|--------------------------------------|
| Severity | Year | | | | | Previous 4 - Year Average | % Change 89 - 4 - Year Average |
| | 1989 | 1988 | 1987 | 1986 | 1985 | | |
| Statewide | | | | | | | |
| Total Collisions | 1,303 | 1,348 | 1,575 | 1,507 | 1,325 | 1,439 | -9.44% |
| Persons Killed* | 8 | 12 | 18 | 12 | 12 | 14 | -40.74% |
| Persons Injured* | 1,331 | 1,375 | 1,584 | 1,538 | 1,354 | 1,463 | -9.01% |
| Rural Areas | | | | | | | |
| Total Collisions | 392 | 439 | 550 | 491 | 463 | 486 | -19.3% |
| Persons Killed* | 6 | 6 | 15 | 6 | 9 | 9 | -33.3% |
| Persons Injured* | 402 | 450 | 559 | 510 | 472 | 498 | -19.2% |
| Urban Areas | | | | | | | |
| Total Collisions | 911 | 909 | 1,025 | 1,016 | 862 | 953 | -4.4% |
| Persons Killed* | 2 | 6 | 3 | 6 | 3 | 5 | -55.6% |
| Persons Injured* | 929 | 925 | 1,025 | 1,028 | 882 | 965 | -3.7% |

*In pedalcycle collisions by first harmful event.

