

State of Washington

1998
Fatal Traffic
Collisions in
Washington
State

March, 2001



Washington Traffic Safety Commission
1000 S. Cherry St., PO Box 40944
Olympia, WA 98504-0944
John Moffat, Director
(360) 753-6197

1998

Fatal Traffic Collisions in Washington State

March 2001

Report prepared by Dick Doane

Washington Traffic Safety Commission
John Moffat, Director

1000 S. Cherry Street
P.O. Box 40944
Olympia, WA 98504-0944

(360) 753-6197
FAX 586-6489
www.wa.gov/wtsc/ (homepage)



Acknowledgements:

*The author wishes to thank the
members of the WTSC staff for
their patience and support.*

Preface

This report provides a summary and analysis of 1998 fatal traffic crashes on Washington State roads. Most of the data reported are from the Fatality Analysis Reporting system (FARS), a traffic records system created and managed under the auspices of the National Highway Traffic Safety Administration.

The FARS data presented in this summary are based on all 1998 fatal collisions reported as of the close of calendar year 1999. Revisions to FARS data are made as new reports become available, and the file for a particular year is not finalized until December 31 of the following year. Readers should be advised that the figures reported here might differ slightly from those in other published reports, such as Washington State Patrol documents, because of differences in reporting criteria.

In addition, some of the data definitions used in the FARS system differ from those in the WSP's system, also resulting in discrepancies between the numbers reported by each system. For example, the WSP's yearly numbers for alcohol-involved fatal crashes are consistently lower than corresponding numbers from FARS. Another example of such a difference between FARS and WSP involves the fields describing weather conditions under which crashes occur. In the WSP system only five code values are used, while in the FARS system nine distinct code values are used.

Many of the differences between these two data systems stem from their different origins and purposes. The FARS system is a *national* database providing detailed information about all fatal traffic crashes occurring in the U.S. every year. On the other hand, the WSP's system is a *statewide* database describing traffic collisions at all severity levels – fatal, injury, and property-damage-only – occurring in the state of Washington every year.¹

¹ In 1998 Washington law required a citizen or law enforcement report if a collision resulted in death, injury, or at least \$500 in damage to the property of one person. On January 1, 2000, this threshold was raised to \$700.

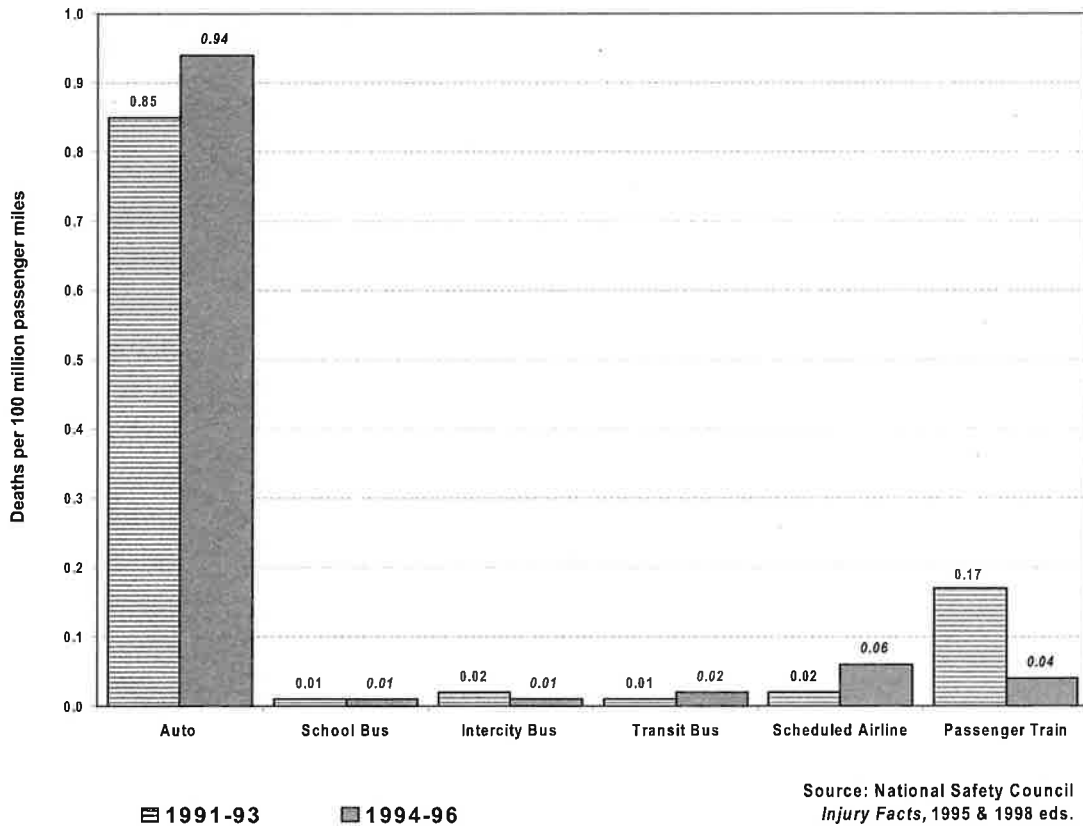
Introduction

According to the Washington State Department of Health, in 1998 more Washingtonians ages 1 through 44 died as a result of accidents than from any other cause. Traffic collisions were the largest single contributor to accidental deaths in our state, accounting for about one-third of all accidental injury deaths in 1998.

As the graph below indicates, travel by passenger automobile is still the riskiest form of human transportation in terms of deaths per passenger-mile traveled. It is perhaps the most dangerous of all our daily routine activities. However, over the years this danger has diminished dramatically as new technologies have developed – e.g., safer roads and vehicles – and new laws have been implemented, such as the 1986 mandatory seatbelt law. All of these changes were facilitated by careful analysis of a myriad of problems related to traffic safety. It is hoped that the information presented in this report will contribute in some small way to the further enhancement of public safety.

Passenger Death Rate by Transportation Mode

United States, 1991-93 & 1994-96



Executive Summary

Crashes

There were 590 fatal motor vehicle crashes in Washington during 1998. Two hundred forty-six of these crashes (41.7%) were drinking-driver-involved – up from 39.3% in 1997.

Three hundred thirty-one fatal crashes (56.1%) were single-vehicle crashes. By comparison, 163 of the 246 drinking-driver-involved fatal crashes (66.3%) were single-vehicle crashes.

Three hundred fatal crashes (50.1%) occurred on *highways* – state, U.S., and interstate. By contrast, 136 of 246 drinking-driver-involved fatal crashes (55.3%) occurred on county roads and city streets.

One hundred seven fatal crashes (18.1%) happened in King County, more than in any other county in the state. Likewise, 34 drinking-driver-involved fatal crashes (13.8%) happened in King County, more than in any other county.

Sixty-two fatal crashes (10.5%) occurred in July, more than in any other single month. Twenty-six drinking-driver-involved fatal crashes (10.6%) happened in November, more than in any other single month.

Two hundred eighty-eight fatal crashes (48.8%) happened on a Friday, Saturday, or Sunday. One hundred forty-five of 344 non-drinking-driver-involved fatal crashes (42.2%) happened on a Friday, Saturday, or Sunday. By contrast, 143 out of 246 drinking-driver-involved fatal crashes (58.1%) happened on a Friday, Saturday, or Sunday.

Two hundred two fatal crashes (34.2%) occurred between 9 p.m. and 6 a.m. Sixty-two of 344 non-drinking-driver-involved fatal crashes (18.0%) occurred during these hours. By contrast, 140 of 246 drinking-driver-involved fatal crashes (56.9%) occurred during the same time period.

Three hundred thirty-six fatal crashes (56.9%) occurred in the roadway itself (as opposed to on the shoulder, the median, parking lane, or otherwise off the road). By contrast, only 95 of 246 drinking-driver-involved fatal crashes (38.6%) occurred in the roadway.

In 175 fatal crashes (29.7%), the first harmful event involved a vehicle striking a fixed object such as a signpost, guardrail, or light pole. By

comparison, the first harmful event in 106 of 246 drinking-driver-involved fatal crashes (43.1%) was such a fixed-object collision.

Four hundred eighty-two fatal crashes (81.7%) occurred in non-adverse weather conditions. Likewise, 203 of 246 drinking-driver-involved fatal crashes (82.5%) occurred in non-adverse weather conditions.

The majority of fatal crashes – 350 of 590, or 59.3% -- occurred on roadways with posted speed limits of 50 mph or less. Likewise, 152 of 246 drinking-driver-involved fatal crashes (61.8%) occurred on roadways posted for 50 mph or less.

There were 19 hit-and-run fatal crashes in 1998, of which 7 were drinking-driver-involved.

Persons

Six hundred sixty-two persons lost their lives in Washington traffic crashes during 1998. About 80% of these were motor vehicle occupants. Nearly 12% of fatal crash victims were pedestrians, and just fewer than 8% were motorcyclists. About 1% of victims were pedalcyclists.

Two hundred eighty-six traffic deaths, or 43.2% of all traffic deaths, resulted from drinking-driver-involved crashes. This represents an increase over 1997's toll of drinking-driver-involved deaths (39.5%).

Seventy-one persons (10.7%) were killed during July – more than in any other month. Thirty-two persons (4.8%) were killed in drinking-driver-involved crashes during November – more than in any other month.

One hundred fifteen persons (17.4%) were killed in King County traffic crashes – more than in any other county. Thirty-nine persons (5.9%) were killed in drinking-driver-involved traffic crashes in King County, also more than in any other county.

One hundred forty-eight persons (22.4%) between the ages of 21 and 30 were killed in 1998 traffic crashes – more than in any other age group.

Eighty-nine persons (13.4%) between the ages of 21 and 30 were killed in 1998 drinking-driver-involved crashes – also more than in any other age group.

Drivers

Nine hundred seven drivers were involved in 1998 fatal crashes, only 770 of whom possessed valid drivers' licenses.

Two hundred fifty-seven *drinking*-drivers were involved in 1998 fatal crashes – 28.3% of all fatal-crash-involved drivers.

One hundred seven drivers (11.8%) had been in previous crashes.

Three hundred ninety-four drivers were cited for improper lane travel or running off the road, and 305 drivers were cited for alcohol and/or drug involvement – the two most prevalent contributing factors in 1998 fatal crashes.

Trends

Between 1993 and 1998 in Washington, 4,002 people were killed in traffic crashes, an average of 667 per year during that period. Seven hundred fifteen fatalities, or 18% of all traffic deaths, happened in King County, more than in any other Washington county.

During the same period, 1,825 people were killed in drinking-driver-involved traffic crashes – 46% of all traffic deaths between 1993 and 1998.

During the same period, 234 children younger than 15 years of age were killed in traffic crashes.

During the same period, among all passenger vehicle occupants who were killed or injured in fatal traffic crashes, only 48.8% were wearing safety restraints at the time of the crash. By contrast, among persons who survived these same fatal crashes without sustaining any injury, 84.0% were wearing safety restraints at the time of the crash.

Between 1993 and 1998, although drivers ages 15 through 20 accounted for only 6.9% of all licensed drivers, they represented 15.3% of all drivers involved in fatal crashes during the same period – making them the most over-represented driver age group in Washington fatal traffic crashes.

Table of Contents

| | | |
|------|---|----|
| I. | Overview | 1 |
| II. | Fatal Crashes | 9 |
| III. | Persons in Fatal Crashes | 23 |
| IV. | Safety Equipment Use in Fatal Crashes | 35 |
| V. | Drivers in Fatal Crashes | 43 |
| VI. | Vehicles in Fatal Crashes | 55 |

I. Overview

In 1998 in Washington State, 662 persons were killed in 590 fatal traffic crashes. While deaths were down 1.8% from the 674 persons killed in 1997, total fatal crashes increased slightly, from 587 in 1997 to 590 in 1998.

The statewide fatal crash rate in 1998 was 1.14 fatal crashes per 100 million vehicle-miles traveled (VMT), which represented a decline of less than 1% from 1997. The death rate in 1998 was 1.27 fatal crashes per 100 million VMT, a 3.8% drop from 1997's rate of 1.32. Thus, while the annual number of traffic fatalities has remained fairly constant in recent years, the death rate per miles of travel in Washington has continued to decline steadily.

The number of drinking-driver-involved fatal crashes in 1998 was 246 – up slightly from a historic low of 231 in 1997. Deaths in those crashes also increased, from 266 in 1997 to 286 in 1998, as did the percent of persons killed in drinking-driver-involved crashes (relative to total traffic deaths), which rose from 39.5% in 1997 to 43.2% in 1998.

Overview of Fatalities and Exposure

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | prev 4-yr avg | 98 vs prev 4-yr avg |
|-----------------------------------|--------|--------|--------|--------|--------|---------------|---------------------|
| Fatal Crashes | 590 | 587 | 643 | 576 | 575 | 595 | -0.9% |
| Drivers Involved | 907 | 871 | 973 | 842 | 857 | 886 | 2.4% |
| Vehicles Involved | 908 | 877 | 978 | 847 | 863 | 891 | 1.9% |
| Statewide Travel ¹ | 51,926 | 51,073 | 49,270 | 49,248 | 47,674 | 49,316 | 5.3% |
| Fatal Crash Rate ² | 1.14 | 1.15 | 1.31 | 1.17 | 1.21 | 1.20 | -5.0% |
| Persons Killed | 662 | 674 | 712 | 653 | 640 | 670 | -1.2% |
| Male | 450 | 418 | 484 | 440 | 438 | 445 | 1.1% |
| Female | 212 | 255 | 227 | 213 | 202 | 224 | -5.5% |
| Unknown | 0 | 1 | 1 | 0 | 0 | NA | NA |
| Statewide Travel ¹ | 51,926 | 51,073 | 49,270 | 49,248 | 47,674 | 49,316 | 5.3% |
| Death Rate ² | 1.27 | 1.32 | 1.45 | 1.33 | 1.34 | 1.34 | -5.2% |
| Drinking-driver crashes | 246 | 231 | 307 | 268 | 257 | 266 | -7.4% |
| Deaths in drinking-driver crashes | 286 | 266 | 353 | 305 | 296 | 305 | -6.2% |
| Percent of persons killed | 43.2% | 39.5% | 49.6% | 46.7% | 46.3% | 45.5% | -5.1% |

¹ In millions of vehicle miles traveled; thus, for example, 1998 travel miles should be read as 51.926 billion VMT.

² Fatal crashes / Deaths per 100 million vehicle miles traveled

Source: FARS, WSDOT

Population, Vehicle Travel, and Collisions, 1968 - 1998

Washington State

| Year | Population | Licensed Drivers | Registered Vehicles | Travel ¹ | Collisions ² | Injuries | Deaths ³ | Deaths per 100 million VMT | Deaths per 10,000 pop. |
|------|------------|------------------|---------------------|---------------------|-------------------------|----------|---------------------|----------------------------|------------------------|
| 1968 | 3,336,000 | 1,727,430 | 2,027,391 | 19,023 | 100,319 | 49,446 | 931 | 4.89 | 2.79 |
| 1969 | 3,397,000 | 1,833,232 | 2,151,691 | 19,957 | 103,160 | 47,354 | 834 | 4.18 | 2.46 |
| 1970 | 3,413,244 | 1,919,980 | 2,156,510 | 20,676 | 97,486 | 53,465 | 875 | 4.23 | 2.56 |
| 1971 | 3,436,300 | 1,965,962 | 2,231,958 | 21,324 | 98,956 | 55,099 | 876 | 4.11 | 2.55 |
| 1972 | 3,418,800 | 2,011,893 | 2,315,310 | 22,363 | 101,002 | 55,454 | 855 | 3.82 | 2.50 |
| 1973 | 3,424,300 | 2,113,460 | 2,453,880 | 23,457 | 105,515 | 58,039 | 776 | 3.31 | 2.27 |
| 1974 | 3,448,100 | 2,122,131 | 2,545,975 | 22,585 | 106,242 | 57,716 | 761 | 3.37 | 2.21 |
| 1975 | 3,493,990 | 2,176,505 | 2,640,944 | 24,023 | 120,635 | 64,145 | 771 | 3.21 | 2.21 |
| 1976 | 3,571,591 | 2,324,697 | 2,785,500 | 25,932 | 120,864 | 66,309 | 825 | 3.18 | 2.31 |
| 1977 | 3,661,975 | 2,339,215 | 2,952,383 | 27,449 | 119,058 | 71,356 | 927 | 3.38 | 2.53 |
| 1978 | 3,774,300 | 2,485,248 | 3,042,265 | 29,378 | 116,923 | 64,669 | 1,006 | 3.42 | 2.67 |
| 1979 | 3,911,200 | 2,579,368 | 3,186,898 | 29,122 | 118,686 | 65,399 | 1,034 | 3.55 | 2.64 |
| 1980 | 4,132,353 | 2,662,659 | 3,293,065 | 28,696 | 113,751 | 61,532 | 985 | 3.43 | 2.38 |
| 1981 | 4,250,200 | 2,732,722 | 3,408,871 | 30,346 | 111,993 | 61,083 | 872 | 2.87 | 2.05 |
| 1982 | 4,264,000 | 2,774,212 | 3,313,348 | 30,353 | 100,644 | 54,789 | 757 | 2.49 | 1.78 |
| 1983 | 4,285,100 | 2,867,032 | 3,372,966 | 32,275 | 106,597 | 58,317 | 705 | 2.18 | 1.65 |
| 1984 | 4,328,100 | 2,973,468 | 3,459,772 | 33,344 | 111,655 | 61,366 | 761 | 2.28 | 1.76 |
| 1985 | 4,384,100 | 2,980,717 | 3,546,152 | 33,978 | 120,056 | 63,806 | 756 | 2.22 | 1.72 |
| 1986 | 4,419,700 | 3,029,375 | 3,651,102 | 36,416 | 122,918 | 66,707 | 714 | 1.96 | 1.62 |
| 1987 | 4,481,100 | 3,156,600 | 3,833,058 | 38,520 | 126,807 | 67,665 | 790 | 2.05 | 1.76 |
| 1988 | 4,565,000 | 3,264,065 | 3,896,828 | 41,698 | 125,920 | 72,449 | 785 | 1.88 | 1.72 |
| 1989 | 4,660,700 | 3,350,324 | 4,084,367 | 42,696 | 128,800 | 73,993 | 781 | 1.83 | 1.68 |
| 1990 | 4,866,692 | 3,366,146 | 4,233,853 | 44,157 | 132,056 | 76,064 | 825 | 1.87 | 1.70 |
| 1991 | 5,000,400 | 3,572,038 | 4,381,757 | 45,663 | 121,686 | 72,004 | 683 | 1.50 | 1.37 |
| 1992 | 5,116,685 | 3,689,741 | 4,435,259 | 48,664 | 125,565 | 75,803 | 651 | 1.34 | 1.27 |
| 1993 | 5,240,900 | 3,784,430 | 4,428,944 | 46,426 | 123,965 | 71,886 | 661 | 1.42 | 1.26 |
| 1994 | 5,334,400 | 3,862,305 | 4,535,415 | 47,674 | 129,899 | 81,419 | 639 | 1.34 | 1.20 |
| 1995 | 5,429,900 | 3,774,980 | 4,570,615 | 49,248 | 135,198 | 84,236 | 654 | 1.33 | 1.20 |
| 1996 | 5,516,800 | 4,037,543 | 4,651,632 | 49,270 | 140,215 | 83,781 | 712 | 1.45 | 1.29 |
| 1997 | 5,685,300 | 4,184,393 | 4,769,750 | 51,073 | NA | NA | 674 | 1.32 | 1.19 |
| 1998 | 5,685,300 | 4,265,724 | 4,871,824 | 51,926 | NA | NA | 662 | 1.27 | 1.16 |

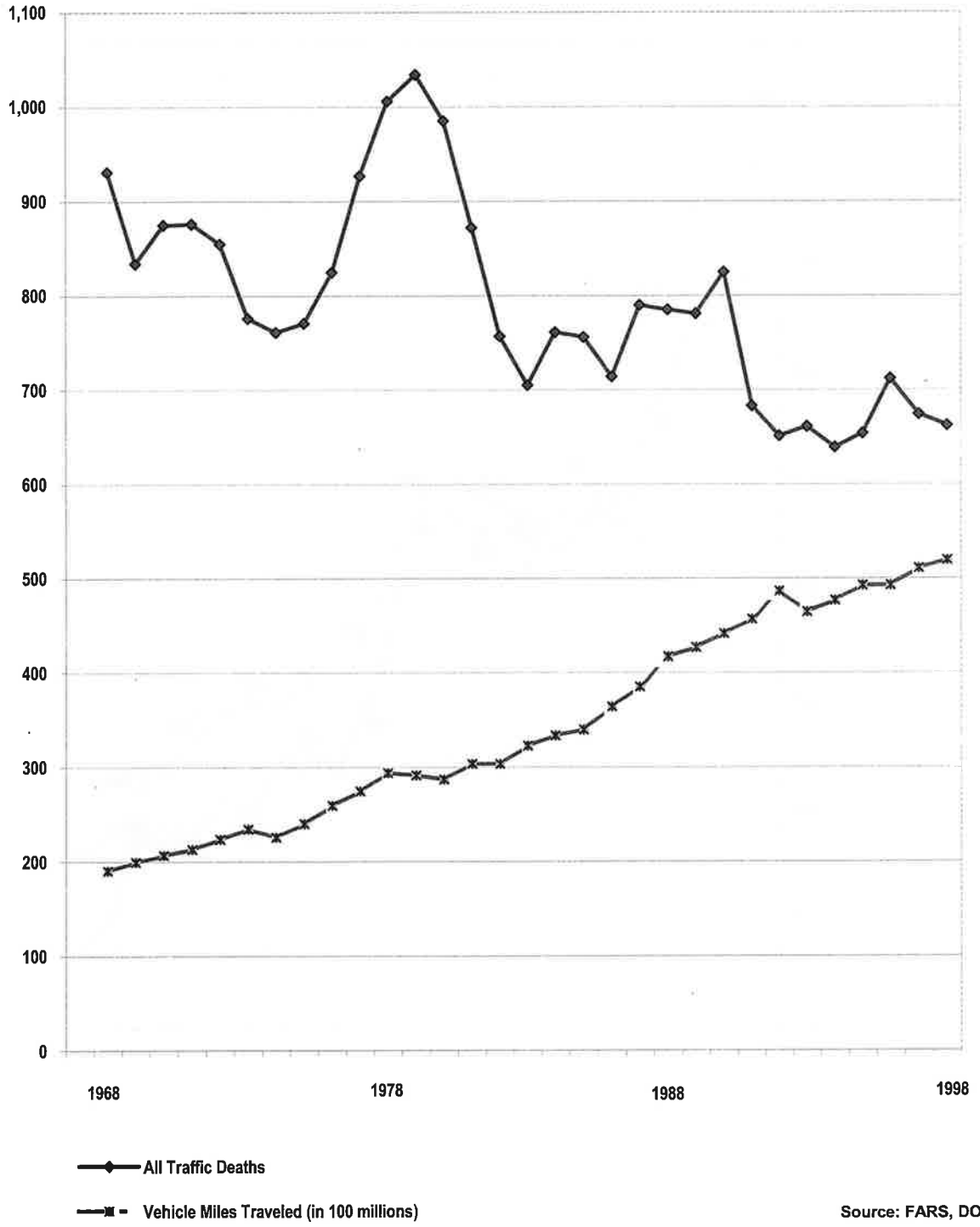
Source: WSP, OFM, DOL, WSDOT

¹ In millions of vehicle miles traveled. Method used by WSDOT for estimating miles traveled changed in 1993, resulting in lower mileage.

² 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.

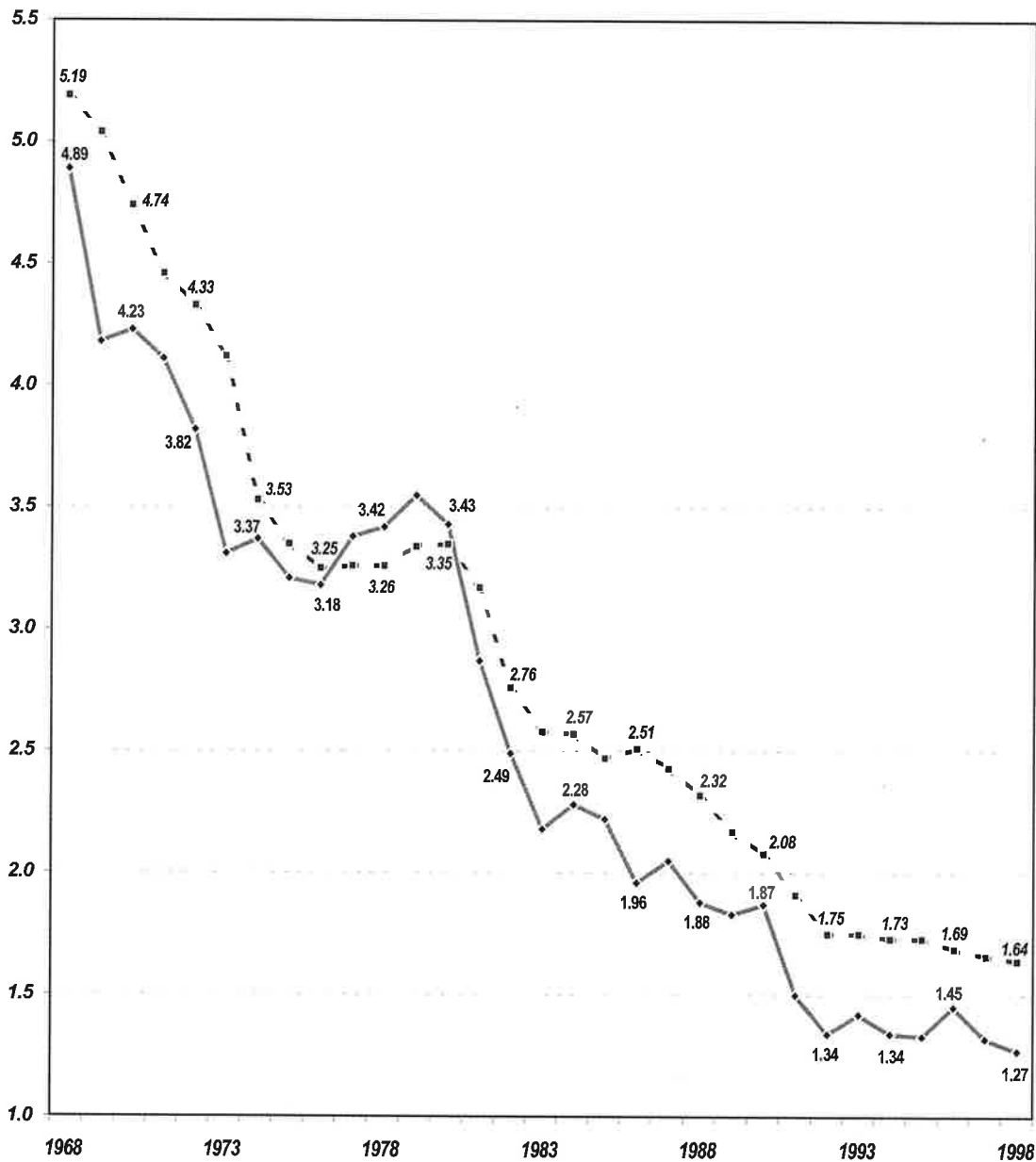
³ Washington adopted a 90-day fatal-reporting policy in 1980 and a 30-day fatal-reporting policy in 1989.

Traffic Deaths and Miles Traveled Washington State, 1968-1998



Traffic Death Rates

U.S. & Washington State, 1968 -1998
Deaths per 100 million vehicle miles traveled



—◆— WA Death Rate - - - U.S. Death Rate

Source: WSP, NHTSA, WSDOT, WTSC

Fatal Crashes, Deaths, Drivers, Vehicles, Population, and Travel

By county - 1998

| County | Fatal Crashes | Deaths | Licensed Drivers | Registered Vehicles | Population | Travel ¹ | Death Rate ² |
|---------------------|------------------|------------|---------------------|------------------------|------------------|---------------------|----------------------------|
| Adams | 6 | 8 | 11,799 | 16,951 | 15,900 | 489,211 | 1.64 |
| Asotin | 3 | 3 | 15,141 | 17,392 | 20,000 | 97,683 | 3.07 |
| Benton | 15 | 19 | 101,479 | 120,763 | 137,500 | 1,213,568 | 1.57 |
| Chelan | 8 | 13 | 48,717 | 64,831 | 62,600 | 614,196 | 2.12 |
| Clallam | 11 | 13 | 50,346 | 59,141 | 66,700 | 449,798 | 2.89 |
| Clark | 19 | 19 | 242,151 | 266,454 | 328,000 | 2,514,107 | 0.76 |
| Columbia | 1 | 1 | 3,206 | 4,624 | 4,200 | 73,085 | 1.37 |
| Cowlitz | 6 | 6 | 68,391 | 86,796 | 93,100 | 1,150,671 | 0.52 |
| Douglas | 2 | 3 | 21,583 | 22,153 | 31,400 | 365,304 | 0.82 |
| Ferry | 3 | 3 | 5,106 | 4,911 | 7,300 | 118,157 | 2.54 |
| Franklin | 6 | 8 | 30,157 | 43,052 | 44,400 | 546,213 | 1.46 |
| Garfield | 4 | 4 | 2,038 | 2,665 | 2,400 | 66,096 | 6.05 |
| Grant | 18 | 24 | 49,057 | 61,145 | 69,400 | 879,545 | 2.73 |
| Grays Harbor | 6 | 6 | 50,662 | 57,465 | 67,900 | 633,281 | 0.95 |
| Island | 2 | 3 | 52,894 | 55,653 | 72,500 | 387,617 | 0.77 |
| Jefferson | 5 | 6 | 21,245 | 23,526 | 26,500 | 303,816 | 1.97 |
| King | 107 | 115 | 1,313,918 | 1,462,129 | 1,665,800 | 15,694,579 | 0.73 |
| Kitsap | 12 | 12 | 167,568 | 180,733 | 229,000 | 1,516,563 | 0.79 |
| Kittitas | 13 | 14 | 23,748 | 28,863 | 31,400 | 944,658 | 1.48 |
| Klickitat | 8 | 8 | 14,662 | 18,055 | 19,100 | 233,493 | 3.43 |
| Lewis | 18 | 20 | 53,320 | 63,997 | 68,600 | 1,014,754 | 1.97 |
| Lincoln | 5 | 6 | 7,252 | 11,683 | 10,000 | 323,601 | 1.85 |
| Mason | 12 | 13 | 36,273 | 44,067 | 48,300 | 414,144 | 3.14 |
| Okanogan | 11 | 14 | 30,318 | 34,530 | 38,400 | 466,462 | 3.00 |
| Pacific | 3 | 3 | 16,346 | 18,590 | 21,500 | 219,627 | 1.37 |
| Pend Oreille | 5 | 6 | 8,896 | 10,259 | 11,200 | 152,370 | 3.94 |
| Pierce | 66 | 76 | 479,591 | 502,991 | 686,800 | 5,511,436 | 1.38 |
| San Juan | 1 | 2 | 10,492 | 13,431 | 12,600 | 32,945 | 6.07 |
| Skagit | 14 | 16 | 75,612 | 102,593 | 98,700 | 1,131,657 | 1.41 |
| Skamania | 3 | 3 | 6,222 | 7,286 | 9,900 | 93,223 | 3.22 |
| Snohomish | 49 | 58 | 418,470 | 486,666 | 568,100 | 4,991,879 | 1.16 |
| Spokane | 42 | 45 | 299,056 | 342,396 | 410,900 | 3,157,757 | 1.43 |
| Stevens | 6 | 6 | 28,083 | 30,524 | 37,600 | 385,107 | 1.56 |
| Thurston | 20 | 21 | 156,622 | 181,624 | 199,700 | 1,936,933 | 1.08 |
| Wahkiakum | 1 | 2 | 2,611 | 3,197 | 3,900 | 46,112 | 4.34 |
| Walla Walla | 7 | 8 | 34,974 | 38,099 | 54,600 | 404,803 | 1.98 |
| Whatcom | 27 | 28 | 118,576 | 136,035 | 157,500 | 1,294,408 | 2.16 |
| Whitman | 4 | 4 | 26,834 | 28,981 | 41,400 | 413,183 | 0.97 |
| Yakima | 41 | 43 | 143,165 | 185,232 | 210,500 | 1,644,314 | 2.62 |
| Other ³ | NA | NA | 19,143 | 32,768 | NA | NA | NA |
| State Totals | 590 | 662 | 4,265,724 | 4,872,251 | 5,685,300 | 51,926,356 | 1.27 |

¹ In thousands of vehicle-miles.³ Includes drivers & vehicles licensed in other states or countries.² Per 100 million vehicle-miles traveled.

Source: FARS, DOL, WSDOT, OFM

II. Fatal Crashes

In 1998 the number of fatal crashes (590) increased slightly over 1997's total (587) but also declined below the previous four-year average (595). The worst month for fatal crashes was July, with 62. The worst month for drinking-driver-involved fatal crashes was April, with 27. About 56% of all fatal crashes were single-vehicle crashes, while two-thirds of all drinking-driver-involved fatal crashes were single-vehicle crashes. More than half of all fatal crashes happened on either state highways or county roads, and over one-third of all drinking-driver-involved crashes occurred on county roads alone. More than two-thirds of all non-drinking-driver-involved fatal crashes happened between 6 a.m. and 6 p.m., whereas nearly three-fourths of all drinking-driver-involved fatal crashes occurred between 6 p.m. and 6 a.m. Finally, 58% of drinking-driver-involved (DDI) crashes occurred on a weekend (Friday through Saturday), while 58% of non-drinking-driver-involved crashes happened on a weekday (Monday through Thursday).

Fatal Traffic Crashes, *by month*

Five-year comparison

| Month | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr avg | '98 vs Prev 4-yr avg |
|--------------|------------|------------|------------|------------|------------|------------------|----------------------------|
| January | 38 | 48 | 43 | 39 | 54 | 46 | -17.4% |
| February | 34 | 40 | 41 | 30 | 28 | 35 | -2.2% |
| March | 54 | 41 | 52 | 40 | 40 | 43 | 24.9% |
| April | 52 | 36 | 52 | 52 | 38 | 45 | 16.9% |
| May | 49 | 36 | 40 | 44 | 35 | 39 | 26.5% |
| June | 54 | 44 | 67 | 46 | 46 | 51 | 6.4% |
| July | 62 | 61 | 66 | 61 | 59 | 62 | 0.4% |
| August | 46 | 77 | 68 | 59 | 57 | 65 | -29.5% |
| September | 56 | 53 | 57 | 53 | 53 | 54 | 3.7% |
| October | 34 | 53 | 57 | 44 | 66 | 55 | -38.2% |
| November | 54 | 40 | 50 | 51 | 47 | 47 | 14.9% |
| December | 57 | 58 | 50 | 57 | 52 | 54 | 5.1% |
| Total | 590 | 587 | 643 | 576 | 575 | 595 | -0.9% |

Drinking-Driver-Involved (DDI) Fatal Crashes, *by month*

Five-year comparison

| Month | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr avg | '98 vs Prev 4-yr avg |
|--------------|------------|------------|------------|------------|------------|------------------|----------------------------|
| January | 13 | 14 | 17 | 16 | 23 | 18 | -25.7% |
| February | 13 | 12 | 16 | 17 | 9 | 14 | -14.3% |
| March | 22 | 18 | 27 | 22 | 17 | 22 | -18.2% |
| April | 27 | 15 | 31 | 31 | 19 | 27 | -44.4% |
| May | 25 | 11 | 19 | 23 | 21 | 21 | -47.6% |
| June | 20 | 18 | 48 | 25 | 24 | 32 | -44.3% |
| July | 21 | 31 | 30 | 29 | 20 | 26 | 17.7% |
| August | 21 | 32 | 34 | 23 | 30 | 29 | 10.3% |
| September | 23 | 24 | 32 | 27 | 21 | 27 | -10.0% |
| October | 12 | 24 | 26 | 19 | 30 | 25 | -4.0% |
| November | 26 | 16 | 19 | 19 | 19 | 19 | -15.8% |
| December | 23 | 16 | 8 | 17 | 24 | 16 | -2.0% |
| Total | 246 | 231 | 307 | 268 | 257 | 266 | -7.4% |

Source: FARS

1998 Fatal Crashes

By day of week and time of day

| | Mon - Thurs | Fri - Sun | All Week | % of all crashes |
|-------------------------|--------------|--------------|---------------|------------------|
| 12 midnight - 3 am | 30 | 50 | 80 | 13.6% |
| 3 am - 6 am | 18 | 21 | 39 | 6.6% |
| 6 am - 9 am | 35 | 18 | 53 | 9.0% |
| 9 am - 12 noon | 34 | 29 | 63 | 10.7% |
| 12 noon - 3 pm | 58 | 31 | 89 | 15.1% |
| 3 pm - 6 pm | 46 | 51 | 97 | 16.4% |
| 6 pm - 9 pm | 44 | 41 | 85 | 14.4% |
| 9 pm - 12 midnight | 36 | 47 | 83 | 14.1% |
| Unknown | 1 | 0 | 1 | 0.2% |
| Totals | 302 | 288 | 590 | 100.0% |
| % of all crashes | 51.2% | 48.8% | 100.0% | |

1998 Drinking-driver-involved (DDI) Fatal Crashes

By day of week and time of day

| | Mon - Thurs | Fri - Sun | All Week | % of drink-driver Crashes |
|----------------------------------|--------------|--------------|---------------|---------------------------|
| 12 midnight - 3 am | 23 | 37 | 60 | 24.4% |
| 3 am - 6 am | 9 | 14 | 23 | 9.3% |
| 6 am - 9 am | 3 | 4 | 7 | 2.8% |
| 9 am - 12 noon | 9 | 6 | 15 | 6.1% |
| 12 noon - 3 pm | 9 | 4 | 13 | 5.3% |
| 3 pm - 6 pm | 12 | 20 | 32 | 13.0% |
| 6 pm - 9 pm | 16 | 22 | 38 | 15.4% |
| 9 pm - 12 midnight | 21 | 36 | 57 | 23.2% |
| Unknown | 1 | 0 | 1 | 0.4% |
| Totals | 103 | 143 | 246 | 100.0% |
| % of Drink-driver Crashes | 41.9% | 58.1% | 100.0% | |

1998 Non-Drinking-driver-involved Fatal Crashes

By day of week and time of day

| | Mon - Thurs | Fri - Sun | Full Week | % of "sober" crashes |
|-----------------------------|--------------|--------------|---------------|----------------------|
| 12 midnight - 3 am | 7 | 13 | 20 | 5.8% |
| 3 am - 6 am | 9 | 7 | 16 | 4.7% |
| 6 am - 9 am | 32 | 14 | 46 | 13.4% |
| 9 am - 12 noon | 25 | 23 | 48 | 14.0% |
| 12 noon - 3 pm | 49 | 27 | 76 | 22.1% |
| 3 pm - 6 pm | 34 | 31 | 65 | 18.9% |
| 6 pm - 9 pm | 28 | 19 | 47 | 13.7% |
| 9 pm - 12 midnight | 15 | 11 | 26 | 7.6% |
| Totals | 199 | 145 | 344 | 100.0% |
| % of "Sober" Crashes | 57.8% | 42.2% | 100.0% | |

Source: FARS

Fatal Crashes, by First Harmful Event

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr avg | 98 vs prev 4-yr avg |
|---|------------|------------|------------|------------|------------|---------------|---------------------|
| <i>Collision with:</i> | | | | | | | |
| Other vehicle | 243 | 232 | 263 | 218 | 226 | 235 | 3.5% |
| Nonmotorist (pedestrian or cyclist) | 85 | 81 | 97 | 82 | 97 | 89 | -4.8% |
| Tree | 34 | 41 | 27 | 35 | 35 | 35 | -1.4% |
| Guardrail, curb, barrier, or cushion | 52 | 42 | 31 | 36 | 28 | 34 | 51.8% |
| Embankment (dirt, rock, snow) | 16 | 19 | 25 | 34 | 22 | 25 | -36.0% |
| Pole or post (e.g., signpost, light pole) | 27 | 20 | 27 | 34 | 27 | 27 | 0.0% |
| Bridge rail, pier, abutment | 5 | 5 | 7 | 2 | 3 | 4 | 17.6% |
| Railroad train | 3 | 3 | 3 | 1 | 3 | 3 | 20.0% |
| Culvert or ditch | 11 | 9 | 17 | 11 | 7 | 11 | 0.0% |
| Fence or wall | 11 | 13 | 10 | 12 | 7 | 11 | 4.8% |
| Other fixed object | 19 | 16 | 18 | 15 | 20 | 17 | 10.1% |
| Animal | 6 | 0 | 1 | 1 | 1 | 1 | 700.0% |
| Other nonfixed object | 5 | 4 | 3 | 6 | 5 | 5 | 11.1% |
| Vehicle overturned | 67 | 89 | 101 | 82 | 84 | 89 | -24.7% |
| Other noncollision | 6 | 13 | 13 | 7 | 10 | 11 | -44.2% |
| Total | 590 | 587 | 643 | 576 | 575 | 593 | -0.5% |

Drinking-driver-involved Fatal Crashes, by First Harmful Event

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr avg | 98 vs prev 4-yr avg |
|---|------------|------------|------------|------------|------------|---------------|---------------------|
| <i>Collision with:</i> | | | | | | | |
| Other vehicle | 80 | 77 | 108 | 75 | 88 | 87 | -8.0% |
| Nonmotorist (pedestrian or cyclist) | 13 | 13 | 13 | 12 | 18 | 14 | -7.1% |
| Tree | 17 | 19 | 23 | 24 | 18 | 21 | -19.0% |
| Guardrail, curb, barrier, or cushion | 32 | 23 | 20 | 22 | 19 | 21 | 52.4% |
| Embankment (dirt, rock, snow) | 8 | 12 | 19 | 26 | 13 | 18 | -54.3% |
| Pole or post (e.g., signpost, light pole) | 17 | 13 | 19 | 19 | 18 | 17 | -1.4% |
| Bridge rail, pier, abutment | 3 | 2 | 2 | 2 | 1 | 2 | 71.4% |
| Railroad train | 1 | 0 | 2 | 0 | 1 | 1 | 33.3% |
| Culvert or ditch | 7 | 7 | 10 | 8 | 6 | 8 | -9.7% |
| Fence or wall | 10 | 7 | 8 | 7 | 3 | 6 | 60.0% |
| Other fixed object | 12 | 11 | 8 | 9 | 11 | 10 | 23.1% |
| Animal | 1 | 0 | 0 | 1 | 0 | 0 | 300.0% |
| Other nonfixed object | 4 | 2 | 2 | 5 | 3 | 3 | 33.3% |
| Vehicle overturned | 39 | 39 | 70 | 58 | 56 | 56 | -30.0% |
| Other noncollision | 2 | 6 | 3 | 0 | 2 | 3 | -27.3% |
| Total | 246 | 231 | 307 | 268 | 257 | 266 | -7.4% |

Source: FARS

Fatal Crashes, by Location in Trafficway

Five-year comparison

| Location | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | 1998 vs Prev 4-yr Avg | % of '98 fatal Crashes |
|-----------------------------------|--------------|--------------|--------------|--------------|--------------|---------------------|-----------------------------|------------------------------|
| On Roadway ¹ | 336 | 318 | 380 | 320 | 336 | 339 | -0.7% | 53.9% |
| Roadside ² | 156 | 167 | 134 | 138 | 129 | 142 | 9.9% | 28.3% |
| Off Roadway ³ | 45 | 49 | 80 | 83 | 66 | 70 | -35.3% | 8.3% |
| Shoulder ⁴ | 18 | 27 | 21 | 17 | 20 | 21 | -15.3% | 4.6% |
| Median ⁵ | 19 | 14 | 12 | 10 | 13 | 12 | 55.1% | 2.4% |
| Outside right-of-way ⁶ | 8 | 8 | 6 | 5 | 7 | 7 | 23.1% | 1.4% |
| Parking Lane ⁷ | 3 | 3 | 3 | 2 | 3 | 3 | 9.1% | 0.5% |
| Gore ⁸ | 5 | 1 | 5 | 1 | 1 | 2 | 150.0% | 0.2% |
| Unknown | 0 | 0 | 2 | 0 | 0 | 1 | -100.0% | 0.0% |
| Total | 590 | 587 | 643 | 576 | 575 | 595 | -0.9% | 100% |
| % On Roadway | 56.9% | 54.2% | 59.1% | 55.6% | 58.4% | 56.9% | 0.1% | |

Drinking-driver-involved Fatal Crashes, by Location in Trafficway

Five-year comparison

| Location | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | 1998 vs Prev 4-yr Avg | % of '98 DDI fatal Crashes |
|-----------------------------------|--------------|--------------|--------------|--------------|--------------|---------------------|-----------------------------|----------------------------------|
| On Roadway ¹ | 95 | 92 | 132 | 100 | 111 | 109 | -12.6% | 38.6% |
| Roadside ² | 96 | 96 | 91 | 92 | 85 | 91 | 5.5% | 39.0% |
| Off Roadway ³ | 28 | 22 | 59 | 59 | 41 | 45 | -38.1% | 11.4% |
| Shoulder ⁴ | 9 | 9 | 9 | 5 | 9 | 8 | 12.5% | 3.7% |
| Median ⁵ | 4 | 5 | 8 | 6 | 4 | 6 | -30.4% | 1.6% |
| Outside right-of-way ⁶ | 7 | 5 | 3 | 3 | 5 | 4 | 75.0% | 2.8% |
| Parking Lane ⁷ | 2 | 1 | 2 | 2 | 2 | 2 | 14.3% | 0.8% |
| Gore ⁸ | 5 | 1 | 3 | 1 | 0 | 1 | 300.0% | 2.0% |
| Total | 246 | 231 | 307 | 268 | 257 | 277 | -11.3% | 100.0% |
| % On Roadway | 38.6% | 39.8% | 43.0% | 37.3% | 43.2% | 39.2% | -1.5% | |

¹ The part of the trafficway that is designated for motor vehicle travel.² The outermost part of a trafficway between the property line and the roadway.³ Location outside the roadway but otherwise unknown.⁴ Part of trafficway just adjacent to the outermost traffic lane.⁵ Area between parallel roads separating travel in opposite directions.⁶ Out of publicly-owned land corridor on which trafficway is situated.⁷ Designated strip, either on or alongside roadway, in which parking is permitted.⁸ An area of land between two converging or diverging roadways.Sources: FARS,
ANSI D16.1(1996)

1998 Fatal Crashes, by Road Type and Number of Vehicles

Washington State

| Road Class | <i>Single Vehicle</i> | | <i>Multiple Vehicles</i> | | Road Type Totals | % of All Crashes |
|----------------------|-----------------------|------------------|--------------------------|------------------|------------------|------------------|
| | Crashes | % of all Crashes | Crashes | % of all Crashes | | |
| State Highway | 76 | 12.9% | 75 | 12.7% | 151 | 25.6% |
| US Highway | 27 | 4.6% | 44 | 7.5% | 71 | 12.0% |
| Interstate | 48 | 8.1% | 30 | 5.1% | 78 | 13.2% |
| City Street | 69 | 11.7% | 51 | 8.6% | 120 | 20.3% |
| County Road | 106 | 18.0% | 57 | 9.7% | 163 | 27.6% |
| Other | 5 | 0.8% | 2 | 0.3% | 7 | 1.2% |
| Total Crashes | 331 | 56.1% | 259 | 43.9% | 590 | 100.0% |

1998 Drinking-driver-involved Fatal Crashes, by Road Type and Number of Vehicles

Washington State

| Road Class | <i>Single Vehicle</i> | | <i>Multiple Vehicles</i> | | Road Type Totals | % of drink-driver Crashes |
|----------------------|-----------------------|---------------------------|--------------------------|---------------------------|------------------|---------------------------|
| | Crashes | % of drink-driver Crashes | Crashes | % of drink-driver Crashes | | |
| State Highway | 36 | 14.6% | 20 | 8.1% | 56 | 22.8% |
| US Highway | 12 | 4.9% | 17 | 6.9% | 29 | 11.8% |
| Interstate | 14 | 5.7% | 7 | 2.8% | 21 | 8.5% |
| City Street | 27 | 11.0% | 23 | 9.3% | 50 | 20.3% |
| County Road | 70 | 28.5% | 16 | 6.5% | 86 | 35.0% |
| Other | 4 | 1.6% | 0 | 0.0% | 4 | 1.6% |
| Total Crashes | 163 | 66.3% | 83 | 33.7% | 246 | 100.0% |

Source: FARS

Fatal Crashes, by Weather Condition

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4- yr avg | '98 vs prev 4-yr avg |
|----------------------------|------------|------------|------------|------------|------------|-------------------|-------------------------|
| No adverse conditions | 482 | 467 | 528 | 488 | 484 | 492 | NA |
| Raining | 78 | 91 | 79 | 72 | 67 | 77 | 1.0% |
| Sleeting/Hailing | 3 | 5 | 4 | 1 | 0 | 3 | 20.0% |
| Snowing | 13 | 5 | 18 | 5 | 6 | 9 | 52.9% |
| Foggy | 10 | 14 | 11 | 8 | 15 | 12 | -16.7% |
| Foggy & Raining | 0 | 0 | 1 | 1 | 0 | 1 | -100.0% |
| Other (dusty, smoky, etc.) | 0 | 1 | 0 | 0 | 0 | 0 | -100.0% |
| Conditions unknown | 4 | 4 | 2 | 1 | 3 | 3 | 60.0% |
| Total | 590 | 587 | 643 | 576 | 575 | 595 | -0.9% |

Fatal Crashes, by Light Condition

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4- yr avg | '98 vs prev 4-yr avg |
|-------------------------|------------|------------|------------|------------|------------|-------------------|-------------------------|
| Daylight | 300 | 273 | 314 | 272 | 275 | 284 | NA |
| Dark | 173 | 191 | 211 | 182 | 182 | 192 | -9.7% |
| Dark but lighted | 100 | 99 | 89 | 97 | 93 | 95 | 5.8% |
| Dawn | 7 | 10 | 13 | 11 | 11 | 11 | -37.8% |
| Dusk | 10 | 12 | 16 | 13 | 13 | 14 | -25.9% |
| Light condition unknown | 0 | 2 | 0 | 1 | 1 | 1 | -100.0% |
| Total | 590 | 587 | 643 | 576 | 575 | 595 | -0.9% |

Fatal Crashes, by Road Surface Condition

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4- yr avg | '98 vs prev 4-yr avg |
|------------------------|------------|------------|------------|------------|------------|-------------------|-------------------------|
| Dry | 410 | 408 | 446 | 407 | 428 | 422 | NA |
| Wet | 145 | 138 | 134 | 143 | 117 | 133 | 9.0% |
| Snow or Slush | 11 | 9 | 25 | 6 | 8 | 12 | -8.3% |
| Icy | 18 | 28 | 36 | 20 | 21 | 26 | -31.4% |
| Sandy, Oily, or Dirty | 4 | 2 | 0 | 0 | 0 | 1 | 700.0% |
| Other condition | 1 | 0 | 0 | 0 | 0 | 0 | NA |
| Road condition unknown | 1 | 2 | 2 | 0 | 1 | 1 | -20.0% |
| Total | 590 | 587 | 643 | 576 | 575 | 595 | -0.9% |

Source: FARS

Drinking-driver-involved Fatal Crashes, by Weather Condition

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4- yr avg | '98 vs prev 4-yr avg |
|----------------------------|------------|------------|------------|------------|------------|-------------------|-------------------------|
| No adverse conditions | 203 | 186 | 269 | 236 | 216 | 227 | NA |
| Raining | 32 | 35 | 23 | 25 | 31 | 29 | 12.3% |
| Sleeting or Hailing | 1 | 1 | 1 | 0 | 0 | 1 | 100.0% |
| Snowing | 2 | 1 | 8 | 1 | 2 | 3 | -33.3% |
| Foggy | 4 | 5 | 5 | 5 | 6 | 5 | -23.8% |
| Foggy & Raining | 0 | 0 | 0 | 1 | 0 | 0 | -100.0% |
| Other (dusty, smoky, etc.) | 0 | 1 | 0 | 0 | 0 | 0 | -100.0% |
| Conditions unknown | 4 | 2 | 1 | 0 | 2 | 1 | 220.0% |
| Total | 246 | 231 | 307 | 268 | 257 | 266 | -7.4% |

Drinking-driver-involved Fatal Crashes, by Light Condition

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4- yr avg | '98 vs prev 4-yr avg |
|-------------------------|------------|------------|------------|------------|------------|-------------------|-------------------------|
| Daylight | 71 | 57 | 104 | 78 | 75 | 79 | NA |
| Dark | 107 | 114 | 135 | 125 | 121 | 124 | -13.5% |
| Dark but lighted | 58 | 49 | 49 | 49 | 53 | 50 | 16.0% |
| Dawn | 3 | 4 | 7 | 6 | 1 | 5 | -33.3% |
| Dusk | 7 | 6 | 12 | 9 | 6 | 8 | -15.2% |
| Light condition unknown | 0 | 1 | 0 | 1 | 1 | 1 | -100.0% |
| Total | 246 | 231 | 307 | 268 | 257 | 266 | -7.4% |

Drinking-driver-involved Fatal Crashes, by Road Surface Condition

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4- yr avg | '98 vs prev 4-yr avg |
|------------------------|------------|------------|------------|------------|------------|-------------------|-------------------------|
| Dry | 171 | 170 | 242 | 205 | 196 | 203 | NA |
| Wet | 67 | 54 | 47 | 58 | 54 | 53 | 25.8% |
| Snow or Slush | 1 | 2 | 9 | 1 | 1 | 3 | -69.2% |
| Icy | 4 | 4 | 8 | 4 | 6 | 6 | -27.3% |
| Sandy, Oily, or Dirty | 1 | 1 | 0 | 0 | 0 | 0 | 300.0% |
| Other condition | 1 | 0 | 0 | 0 | 0 | 0 | NA |
| Road condition unknown | 1 | 0 | 1 | 0 | 0 | 0 | 300.0% |
| Total | 246 | 231 | 307 | 268 | 257 | 266 | -7.4% |

Source: FARS

Fatal Crashes, *by Relation to Intersection*

Five-year comparison

| | | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|-------------------------------|-----------------------|------------|------------|------------|------------|------------|---------------------|-----------------------------|
| <i>NOT in Interchange</i> | In intersection | 79 | 65 | 87 | 82 | 90 | 81 | NA |
| | Not in intersection | 424 | 447 | 491 | 442 | 427 | 452 | -6.1% |
| | Intersection-related* | 42 | 39 | 36 | 30 | 35 | 35 | 20.0% |
| | Driveway or alley | 3 | 3 | 4 | 6 | 4 | 4 | -29.4% |
| | Entrance/Exit related | 2 | 4 | 2 | 3 | 3 | 3 | -33.3% |
| | Rail Crossing | 3 | 3 | 4 | 1 | 3 | 3 | 9.1% |
| <i>Interchange Area**</i> | In intersection | 3 | 1 | 0 | 1 | 4 | 2 | 100.0% |
| | Intersection-related* | 1 | 1 | 0 | 0 | 0 | 0 | 300.0% |
| | Driveway or alley | 0 | 1 | 0 | 0 | 0 | 0 | -100.0% |
| | Entrance/Exit related | 14 | 13 | 5 | 4 | 7 | 7 | 93.1% |
| | Other interchange | 19 | 9 | 14 | 7 | 2 | 8 | 137.5% |
| Unknown intersection relation | | 0 | 1 | 0 | 0 | 0 | 0 | -100.0% |
| Total | | 590 | 587 | 643 | 576 | 575 | 595 | -0.9% |

Drinking-driver-involved Fatal Crashes, *by Relation to Intersection*

Five-year comparison

| | | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|---------------------------|-----------------------|------------|------------|------------|------------|------------|---------------------|-----------------------------|
| <i>NOT in Interchange</i> | At intersection | 18 | 13 | 31 | 23 | 29 | 24 | NA |
| | Not at intersection | 198 | 192 | 251 | 221 | 208 | 218 | -9.2% |
| | Intersection-related* | 12 | 12 | 9 | 11 | 11 | 11 | 11.6% |
| | Driveway or alley | 1 | 0 | 2 | 4 | 0 | 2 | -33.3% |
| | Entrance/Exit related | 2 | 3 | 1 | 1 | 2 | 2 | 14.3% |
| | Rail Crossing | 1 | 0 | 2 | 0 | 1 | 1 | 33.3% |
| <i>Interchange Area**</i> | At intersection | 2 | 0 | 0 | 1 | 1 | 1 | 300.0% |
| | Intersection-related* | 1 | 1 | 0 | 0 | 0 | 0 | 300.0% |
| | Entrance/Exit related | 8 | 7 | 4 | 2 | 3 | 4 | 100.0% |
| | Other interchange | 3 | 3 | 7 | 5 | 2 | 4 | -29.4% |
| Total | | 246 | 231 | 307 | 268 | 257 | 266 | -7.4% |

*First harmful event occurs during approach to or exit from intersection and results from activity related to the movement of traffic through an intersection.

Source: FARS

**Area including all ramps, ancillary roadways, and intersecting roadways that is bounded by a line 100 feet from the gore in the outermost ramp connection.

Fatal Crashes, by Posted Speed Limit

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|---------------------|------------|------------|------------|------------|------------|---------------------|-----------------------------|
| 15 MPH | 1 | 0 | 1 | 0 | 1 | 1 | NA |
| 20 MPH | 1 | 2 | 2 | 2 | 3 | 2 | -55.6% |
| 25 MPH | 36 | 38 | 43 | 35 | 41 | 39 | -8.3% |
| 30 MPH | 36 | 33 | 42 | 42 | 47 | 41 | -12.2% |
| 35 MPH | 126 | 109 | 116 | 118 | 113 | 114 | 10.5% |
| 40 MPH | 21 | 28 | 40 | 30 | 36 | 34 | -37.3% |
| 45 MPH | 36 | 34 | 37 | 31 | 32 | 34 | 7.5% |
| 50 MPH | 93 | 103 | 120 | 107 | 99 | 107 | -13.3% |
| 55 MPH | 91 | 93 | 152 | 174 | 160 | 145 | -37.1% |
| 60 MPH | 95 | 102 | 36 | 1 | 0 | 35 | 173.4% |
| 65 MPH | 11 | 6 | 7 | 31 | 35 | 20 | -44.3% |
| 70 MPH | 39 | 32 | 39 | 0 | 0 | 18 | 119.7% |
| no posted limit | 0 | 2 | 0 | 0 | 0 | 1 | -100.0% |
| speed limit unknown | 4 | 5 | 8 | 5 | 8 | 7 | -38.5% |
| Total | 590 | 587 | 643 | 576 | 575 | 595 | -0.9% |

Drinking-driver-involved Fatal Crashes, by Posted Speed Limit

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|---------------------|------------|------------|------------|------------|------------|---------------------|-----------------------------|
| 15 MPH | 1 | 0 | 0 | 0 | 0 | 0 | NA |
| 20 MPH | 0 | 1 | 1 | 0 | 1 | 1 | -100.0% |
| 25 MPH | 17 | 14 | 25 | 18 | 18 | 19 | -9.3% |
| 30 MPH | 16 | 9 | 21 | 16 | 17 | 16 | 1.6% |
| 35 MPH | 50 | 50 | 52 | 55 | 54 | 53 | -5.2% |
| 40 MPH | 5 | 10 | 20 | 12 | 15 | 14 | -64.9% |
| 45 MPH | 16 | 13 | 21 | 11 | 16 | 15 | 4.9% |
| 50 MPH | 47 | 41 | 70 | 58 | 53 | 56 | -15.3% |
| 55 MPH | 39 | 36 | 64 | 76 | 66 | 61 | -35.5% |
| 60 MPH | 38 | 43 | 13 | 0 | 0 | 14 | 171.4% |
| 65 MPH | 5 | 1 | 3 | 17 | 13 | 9 | -41.2% |
| 70 MPH | 10 | 10 | 11 | 0 | 0 | 5 | 90.5% |
| no posted limit | 0 | 1 | 0 | 0 | 0 | 0 | -100.0% |
| speed limit unknown | 2 | 2 | 6 | 5 | 4 | 4 | -52.9% |
| Total | 246 | 231 | 307 | 268 | 257 | 266 | -7.4% |

Source: FARS

Hit-and-Run Involvement in Fatal Crashes

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|---------------------------------|------------|------------|------------|------------|------------|---------------------|-----------------------------|
| Hit motor vehicle in transport* | 8 | 11 | 1 | 3 | 4 | 5 | 68.4% |
| Hit parked motor vehicle* | 0 | 2 | 0 | 0 | 0 | 1 | -100.0% |
| Hit nonmotorist or occupant* | 11 | 15 | 15 | 19 | 11 | 15 | -26.7% |
| No hit-and-run | 571 | 559 | 627 | 554 | 560 | 575 | -0.7% |
| Total | 590 | 587 | 643 | 576 | 575 | 595 | -0.9% |

Hit-and-Run Involvement in Drinking-driver-involved Fatal Crashes

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|---------------------------------|------------|------------|------------|------------|------------|---------------------|-----------------------------|
| Hit motor vehicle in transport* | 3 | 6 | 1 | 3 | 3 | 3 | -7.7% |
| Hit parked motor vehicle* | 0 | 0 | 0 | 0 | 0 | 0 | NA |
| Hit nonmotorist or occupant* | 4 | 5 | 5 | 5 | 3 | 5 | -11.1% |
| No hit-and-run | 239 | 220 | 301 | 260 | 251 | 258 | -7.4% |
| Total | 246 | 231 | 307 | 268 | 257 | 266 | -7.4% |

*and then fled scene

Source: FARS

Fatal Traffic Crashes, by County

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs Prev 4-yr Avg |
|--------------|------------|------------|------------|------------|------------|------------------|----------------------------|
| Adams | 6 | 6 | 7 | 6 | 7 | 7 | -7.7% |
| Asotin | 3 | 3 | 2 | 2 | 1 | 2 | 50.0% |
| Benton | 15 | 10 | 14 | 15 | 12 | 13 | 17.6% |
| Chelan | 8 | 9 | 8 | 13 | 6 | 9 | -11.1% |
| Clallam | 11 | 11 | 9 | 7 | 4 | 8 | 41.9% |
| Clark | 19 | 24 | 33 | 22 | 27 | 27 | -28.3% |
| Columbia | 1 | 2 | 1 | 0 | 0 | 1 | 33.3% |
| Cowlitz | 6 | 14 | 18 | 11 | 11 | 14 | -55.6% |
| Douglas | 2 | 9 | 6 | 7 | 5 | 7 | -70.4% |
| Ferry | 3 | 5 | 5 | 4 | 2 | 4 | -25.0% |
| Franklin | 6 | 10 | 11 | 6 | 14 | 10 | -41.5% |
| Garfield | 4 | 3 | 0 | 0 | 1 | 1 | 300.0% |
| Grant | 18 | 25 | 29 | 11 | 12 | 19 | -6.5% |
| Grays Harbor | 6 | 9 | 15 | 12 | 6 | 11 | -42.9% |
| Island | 2 | 7 | 7 | 4 | 6 | 6 | -66.7% |
| Jefferson | 5 | 8 | 7 | 4 | 5 | 6 | -16.7% |
| King | 107 | 114 | 120 | 111 | 108 | 113 | -5.5% |
| Kitsap | 12 | 19 | 14 | 17 | 22 | 18 | -33.3% |
| Kittitas | 13 | 8 | 17 | 11 | 11 | 12 | 10.6% |
| Klickitat | 8 | 4 | 6 | 6 | 3 | 5 | 68.4% |
| Lewis | 18 | 13 | 10 | 13 | 17 | 13 | 35.8% |
| Lincoln | 5 | 4 | 4 | 3 | 2 | 3 | 53.8% |
| Mason | 12 | 7 | 15 | 8 | 10 | 10 | 20.0% |
| Okanogan | 11 | 14 | 10 | 17 | 9 | 13 | -12.0% |
| Pacific | 3 | 4 | 3 | 6 | 4 | 4 | -29.4% |
| Pend Oreille | 5 | 4 | 2 | 3 | 5 | 4 | 42.9% |
| Pierce | 66 | 62 | 68 | 60 | 53 | 61 | 8.6% |
| San Juan | 1 | 2 | 1 | 0 | 2 | 1 | -20.0% |
| Skagit | 14 | 16 | 10 | 15 | 15 | 14 | 0.0% |
| Skamania | 3 | 1 | 1 | 1 | 0 | 1 | 300.0% |
| Snohomish | 49 | 49 | 48 | 42 | 43 | 46 | 7.7% |
| Spokane | 42 | 23 | 36 | 29 | 39 | 32 | 32.3% |
| Stevens | 6 | 4 | 8 | 13 | 7 | 8 | -25.0% |
| Thurston | 20 | 23 | 21 | 17 | 27 | 22 | -9.1% |
| Wahkiakum | 1 | 1 | 0 | 1 | 2 | 1 | 0.0% |
| Walla Walla | 7 | 6 | 10 | 9 | 9 | 9 | -17.6% |
| Whatcom | 27 | 12 | 14 | 16 | 20 | 16 | 74.2% |
| Whitman | 4 | 8 | 8 | 6 | 11 | 8 | -51.5% |
| Yakima | 41 | 34 | 45 | 48 | 37 | 41 | 0.0% |
| Total | 590 | 587 | 643 | 576 | 575 | 595 | -0.9% |

Source: FARS

Drinking-driver-involved Fatal Traffic Crashes, by County

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs Prev 4-yr Avg |
|--------------|------------|------------|------------|------------|------------|------------------|----------------------------|
| Adams | 3 | 0 | 2 | 4 | 2 | 2 | 50.0% |
| Asotin | 1 | 1 | 1 | 0 | 1 | 1 | 33.3% |
| Benton | 6 | 5 | 7 | 7 | 7 | 7 | -7.7% |
| Chelan | 4 | 2 | 3 | 5 | 2 | 3 | 33.3% |
| Clallam | 5 | 5 | 4 | 3 | 3 | 4 | 33.3% |
| Clark | 6 | 8 | 16 | 7 | 12 | 11 | -44.2% |
| Columbia | 0 | 0 | 0 | 0 | 0 | 0 | NA |
| Cowlitz | 3 | 3 | 8 | 3 | 6 | 5 | -40.0% |
| Douglas | 0 | 5 | 3 | 2 | 3 | 3 | -100.0% |
| Ferry | 1 | 3 | 3 | 2 | 2 | 3 | -60.0% |
| Franklin | 3 | 4 | 6 | 4 | 5 | 5 | -36.8% |
| Garfield | 2 | 2 | 0 | 0 | 1 | 1 | 166.7% |
| Grant | 6 | 11 | 14 | 7 | 5 | 9 | -35.1% |
| Grays Harbor | 2 | 5 | 6 | 6 | 1 | 5 | -55.6% |
| Island | 1 | 2 | 3 | 2 | 2 | 2 | -55.6% |
| Jefferson | 2 | 3 | 4 | 2 | 3 | 3 | -33.3% |
| King | 34 | 36 | 57 | 39 | 41 | 43 | -21.4% |
| Kitsap | 8 | 9 | 6 | 11 | 10 | 9 | -11.1% |
| Kittitas | 1 | 3 | 6 | 8 | 7 | 6 | -83.3% |
| Klickitat | 6 | 3 | 3 | 2 | 1 | 2 | 166.7% |
| Lewis | 6 | 5 | 1 | 4 | 5 | 4 | 60.0% |
| Lincoln | 3 | 1 | 2 | 3 | 0 | 2 | 100.0% |
| Mason | 10 | 3 | 11 | 4 | 7 | 6 | 60.0% |
| Okanogan | 9 | 7 | 8 | 13 | 3 | 8 | 16.1% |
| Pacific | 2 | 0 | 2 | 3 | 2 | 2 | 14.3% |
| Pend Oreille | 2 | 1 | 1 | 2 | 2 | 2 | 33.3% |
| Pierce | 20 | 24 | 32 | 31 | 20 | 27 | -25.2% |
| San Juan | 1 | 2 | 0 | 0 | 2 | 1 | 0.0% |
| Skagit | 8 | 7 | 5 | 5 | 5 | 6 | 45.5% |
| Skamania | 1 | 1 | 1 | 0 | 0 | 1 | 100.0% |
| Snohomish | 25 | 22 | 19 | 19 | 25 | 21 | 17.6% |
| Spokane | 17 | 11 | 16 | 12 | 16 | 14 | 23.6% |
| Stevens | 5 | 2 | 6 | 10 | 3 | 5 | -4.8% |
| Thurston | 9 | 9 | 12 | 9 | 10 | 10 | -10.0% |
| Wahkiakum | 0 | 1 | 0 | 0 | 1 | 1 | -100.0% |
| Walla Walla | 3 | 1 | 2 | 3 | 5 | 3 | 9.1% |
| Whatcom | 10 | 4 | 9 | 7 | 13 | 8 | 21.2% |
| Whitman | 0 | 4 | 3 | 4 | 1 | 3 | -100.0% |
| Yakima | 21 | 16 | 25 | 25 | 23 | 22 | -5.6% |
| Total | 246 | 231 | 307 | 268 | 257 | 266 | -7.4% |

Source: FARS

III. Persons in Fatal Crashes

Of the 662 persons killed in 1998 traffic crashes, 524 (79.3%) were motor vehicle occupants, virtually the same proportion as during the previous four years. Motorcyclists were over-represented in 1998, however, accounting for nearly 8% of fatalities when they had represented just over 5% of persons killed during the previous four years. Pedestrians and cyclists were both slightly under-represented by comparison with previous years.

Drinking-driver-involved fatalities increased by 7.5% over 1997 (286 in 1998 vs. 266 in 1997), and their percentage of all traffic deaths jumped from 39.5% in 1997 to 43.2% in 1998.

More persons were killed in July than in any other month (71), and more drinking-driver-involved deaths occurred in November than in any other month (32). More persons between 20 and 29 were killed, both overall (148) and in drinking-driver crashes (89), than in any other age group.

Status of Persons Killed in Fatal Crashes

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|-------------------------|------------|------------|------------|------------|------------|---------------------|-----------------------------|
| Vehicle Occupant | 524 | 555 | 558 | 526 | 500 | 535 | -2.0% |
| Pedestrian | 77 | 73 | 92 | 74 | 86 | 81 | -5.2% |
| Motorcyclist | 51 | 29 | 42 | 37 | 35 | 36 | 42.7% |
| Cyclist | 10 | 16 | 14 | 13 | 15 | 15 | -31.0% |
| Other / Unknown | 0 | 1 | 6 | 3 | 4 | 4 | - |
| Total | 662 | 674 | 712 | 653 | 640 | 670 | 0.6% |

Status of Persons Killed in Drinking-driver-involved Fatal Crashes

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|-------------------------|------------|------------|------------|------------|------------|---------------------|-----------------------------|
| Vehicle Occupant | 255 | 220 | 312 | 275 | 258 | 266 | -4.2% |
| Pedestrian | 12 | 15 | 14 | 12 | 15 | 14 | -14.3% |
| Motorcyclist | 18 | 29 | 25 | 16 | 18 | 22 | -18.2% |
| Cyclist | 1 | 1 | 2 | 2 | 5 | 3 | -60.0% |
| Other / Unknown | 0 | 1 | 0 | 0 | 0 | 0 | - |
| Total | 286 | 266 | 353 | 305 | 296 | 305 | -12.8% |

Source: FARS

Persons Killed in 1998 Fatal Crashes

By Month and Traffic User Type

| | Vehicle Occupant | Motorcyclist | Cyclist | Pedestrian | Other / Unknown | Total |
|--------------|---------------------|--------------|-----------|------------|--------------------|------------|
| Jan | 37 | 0 | 1 | 7 | 0 | 45 |
| Feb | 29 | 4 | 0 | 5 | 0 | 38 |
| Mar | 44 | 4 | 0 | 12 | 0 | 60 |
| Apr | 48 | 4 | 1 | 4 | 0 | 57 |
| May | 41 | 6 | 2 | 1 | 0 | 50 |
| Jun | 48 | 5 | 1 | 4 | 0 | 58 |
| Jul | 56 | 7 | 2 | 6 | 0 | 71 |
| Aug | 41 | 10 | 1 | 3 | 0 | 55 |
| Sep | 50 | 7 | 1 | 3 | 0 | 61 |
| Oct | 28 | 1 | 0 | 9 | 0 | 38 |
| Nov | 50 | 3 | 0 | 10 | 0 | 63 |
| Dec | 52 | 0 | 1 | 13 | 0 | 66 |
| Total | 524 | 51 | 10 | 77 | 0 | 662 |

Persons Killed in 1998 Drinking-driver-involved Fatal Crashes

By Month and Traffic User Type

| | Vehicle Occupant | Motorcyclist | Cyclist | Pedestrian | Other / Unknown | Total |
|--------------|---------------------|--------------|----------|------------|--------------------|------------|
| Jan | 14 | 0 | 0 | 2 | 0 | 16 |
| Feb | 12 | 1 | 0 | 2 | 0 | 15 |
| Mar | 22 | 1 | 0 | 2 | 0 | 25 |
| Apr | 27 | 3 | 0 | 1 | 0 | 31 |
| May | 23 | 2 | 0 | 0 | 0 | 25 |
| Jun | 19 | 2 | 0 | 0 | 0 | 21 |
| Jul | 26 | 2 | 0 | 0 | 0 | 28 |
| Aug | 19 | 3 | 0 | 1 | 0 | 23 |
| Sep | 22 | 4 | 0 | 0 | 0 | 26 |
| Oct | 15 | 0 | 0 | 0 | 0 | 15 |
| Nov | 30 | 0 | 0 | 2 | 0 | 32 |
| Dec | 26 | 0 | 1 | 2 | 0 | 29 |
| Total | 255 | 18 | 1 | 12 | 0 | 286 |

Source: FARS

All Persons in Fatal Crashes, *by Injury Severity*

Five-year comparison

| Injury Severity | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs prev 4-yr avg |
|----------------------------|--------------|--------------|--------------|--------------|--------------|----------------------|-----------------------------|
| Fatal Injury | 662 | 674 | 712 | 653 | 640 | 680 | 1.0% |
| Serious Injury | 180 | 210 | 231 | 244 | 217 | 228 | -21.2% |
| Evident Injury | 285 | 268 | 310 | 233 | 240 | 270 | 5.4% |
| Possible Injury | 169 | 163 | 146 | 121 | 112 | 143 | 17.9% |
| No Injury | 302 | 278 | 324 | 278 | 344 | 293 | 3.0% |
| Injury of Unknown Severity | 1 | 1 | 0 | 0 | 0 | 0 | 200.0% |
| Died Prior to Crash | 0 | 1 | 0 | 0 | 0 | 0 | -100.0% |
| Unknown | 4 | 9 | 17 | 13 | 8 | 13 | -69.2% |
| Total Persons | 1,603 | 1,604 | 1,740 | 1,542 | 1,561 | 1,629 | -1.6% |

All Persons in Drinking-driver-involved Fatal Crashes, *by Injury Severity*

Five-year comparison

| Injury Severity | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs prev 4-yr avg |
|----------------------------|-------------|-------------|-------------|-------------|-------------|----------------------|-----------------------------|
| Fatal Injury | 286 | 266 | 353 | 305 | 296 | 305 | 1.0% |
| Serious Injury | 90 | 78 | 124 | 96 | 103 | 100 | -10.2% |
| Evident Injury | 112 | 97 | 127 | 115 | 117 | 114 | -1.8% |
| Possible Injury | 44 | 51 | 64 | 31 | 45 | 48 | -7.9% |
| No Injury | 57 | 74 | 71 | 67 | 101 | 78 | -27.2% |
| Injury of Unknown Severity | 0 | 1 | 0 | 0 | 0 | 0 | -100.0% |
| Died Prior to Crash | 0 | 0 | 0 | 0 | 0 | 0 | NA |
| Unknown | 0 | 0 | 4 | 3 | 2 | 2 | -100.0% |
| Total Persons | 589 | 567 | 743 | 617 | 664 | 648 | 0.0% |

Source: FARS

Washington Traffic Deaths by County

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|--------------|------------|------------|------------|------------|------------|------------------|-----------------------------|
| Adams | 8 | 7 | 9 | 6 | 9 | 8 | 3.2% |
| Asotin | 3 | 4 | 2 | 2 | 1 | 2 | 33.3% |
| Benton | 19 | 12 | 15 | 16 | 12 | 14 | 38.2% |
| Chelan | 13 | 9 | 10 | 14 | 16 | 12 | 6.1% |
| Clallam | 13 | 11 | 10 | 9 | 4 | 9 | 52.9% |
| Clark | 19 | 26 | 36 | 25 | 28 | 29 | -33.9% |
| Columbia | 1 | 2 | 1 | 0 | 0 | 1 | 33.3% |
| Cowlitz | 6 | 18 | 21 | 11 | 11 | 15 | -60.7% |
| Douglas | 3 | 10 | 9 | 8 | 5 | 8 | -62.5% |
| Ferry | 3 | 5 | 5 | 4 | 2 | 4 | -25.0% |
| Franklin | 8 | 11 | 12 | 7 | 14 | 11 | -27.3% |
| Garfield | 4 | 3 | 0 | 0 | 2 | 1 | 220.0% |
| Grant | 24 | 30 | 30 | 11 | 17 | 22 | 9.1% |
| Grays Harbor | 6 | 10 | 16 | 13 | 7 | 12 | -47.8% |
| Island | 3 | 9 | 7 | 4 | 6 | 7 | -53.8% |
| Jefferson | 6 | 9 | 8 | 4 | 8 | 7 | -17.2% |
| King | 115 | 125 | 131 | 116 | 113 | 121 | -5.2% |
| Kitsap | 12 | 20 | 15 | 21 | 23 | 20 | -39.2% |
| Kittitas | 14 | 8 | 20 | 12 | 12 | 13 | 7.7% |
| Klickitat | 8 | 5 | 7 | 8 | 3 | 6 | 39.1% |
| Lewis | 20 | 16 | 11 | 16 | 18 | 15 | 31.1% |
| Lincoln | 6 | 4 | 4 | 3 | 3 | 4 | 71.4% |
| Mason | 13 | 7 | 15 | 9 | 10 | 10 | 26.8% |
| Okanogan | 14 | 18 | 11 | 20 | 10 | 15 | -5.1% |
| Pacific | 3 | 5 | 3 | 7 | 5 | 5 | -40.0% |
| Pend Oreille | 6 | 5 | 2 | 3 | 5 | 4 | 60.0% |
| Pierce | 76 | 67 | 73 | 66 | 55 | 65 | 16.5% |
| San Juan | 2 | 2 | 1 | 0 | 2 | 1 | 60.0% |
| Skagit | 16 | 21 | 11 | 23 | 19 | 19 | -13.5% |
| Skamania | 3 | 1 | 1 | 2 | 0 | 1 | 200.0% |
| Snohomish | 58 | 56 | 51 | 45 | 47 | 50 | 16.6% |
| Spokane | 45 | 27 | 40 | 33 | 46 | 37 | 23.3% |
| Stevens | 6 | 4 | 8 | 23 | 8 | 11 | -44.2% |
| Thurston | 21 | 28 | 24 | 19 | 30 | 25 | -16.8% |
| Wahkiakum | 2 | 1 | 0 | 1 | 2 | 1 | 100.0% |
| Walla Walla | 8 | 6 | 11 | 11 | 12 | 10 | -20.0% |
| Whatcom | 28 | 15 | 14 | 19 | 21 | 17 | 62.3% |
| Whitman | 4 | 9 | 9 | 7 | 13 | 10 | -57.9% |
| Yakima | 43 | 48 | 59 | 55 | 41 | 51 | -15.3% |
| Total | 662 | 674 | 712 | 653 | 640 | 670 | -1.2% |

Source: FARS

Washington Drinking-driver-involved Traffic Deaths by County

Five-year comparison

| | 1998 | 1997 | 1996 | 1995 | 1994 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|--------------|------------|------------|------------|------------|------------|------------------|-----------------------------|
| Adams | 5 | 0 | 4 | 4 | 2 | 3 | 100.0% |
| Asotin | 1 | 1 | 1 | 0 | 1 | 1 | 33.3% |
| Benton | 8 | 6 | 8 | 7 | 7 | 7 | 14.3% |
| Chelan | 6 | 2 | 4 | 5 | 12 | 6 | 4.3% |
| Clallam | 6 | 5 | 4 | 3 | 3 | 4 | 60.0% |
| Clark | 6 | 10 | 17 | 8 | 13 | 12 | -50.0% |
| Columbia | 0 | 0 | 0 | 0 | 0 | 0 | NA |
| Cowlitz | 3 | 5 | 10 | 3 | 6 | 6 | -50.0% |
| Douglas | 0 | 5 | 5 | 2 | 3 | 4 | -100.0% |
| Ferry | 1 | 3 | 3 | 2 | 2 | 3 | -60.0% |
| Franklin | 5 | 4 | 6 | 5 | 5 | 5 | 0.0% |
| Garfield | 2 | 2 | 0 | 0 | 2 | 1 | 100.0% |
| Grant | 9 | 14 | 15 | 7 | 10 | 12 | -21.7% |
| Grays Harbor | 2 | 5 | 6 | 7 | 1 | 5 | -57.9% |
| Island | 2 | 3 | 3 | 2 | 2 | 3 | -20.0% |
| Jefferson | 2 | 3 | 5 | 2 | 4 | 4 | -42.9% |
| King | 39 | 40 | 67 | 43 | 44 | 49 | -19.6% |
| Kitsap | 8 | 10 | 6 | 12 | 10 | 10 | -15.8% |
| Kittitas | 1 | 3 | 8 | 8 | 7 | 7 | -84.6% |
| Klickitat | 6 | 4 | 4 | 2 | 1 | 3 | 118.2% |
| Lewis | 7 | 6 | 1 | 4 | 5 | 4 | 75.0% |
| Lincoln | 4 | 1 | 2 | 3 | 0 | 2 | 166.7% |
| Mason | 11 | 3 | 11 | 4 | 7 | 6 | 76.0% |
| Okanogan | 11 | 8 | 8 | 16 | 3 | 9 | 25.7% |
| Pacific | 2 | 0 | 2 | 3 | 2 | 2 | 14.3% |
| Pend Oreille | 3 | 1 | 1 | 2 | 2 | 2 | 100.0% |
| Pierce | 25 | 25 | 35 | 34 | 22 | 29 | -13.8% |
| San Juan | 2 | 2 | 0 | 0 | 2 | 1 | 100.0% |
| Skagit | 10 | 10 | 5 | 7 | 9 | 8 | 29.0% |
| Skamania | 1 | 1 | 1 | 0 | 0 | 1 | 100.0% |
| Snohomish | 29 | 27 | 19 | 22 | 26 | 24 | 23.4% |
| Spokane | 17 | 13 | 20 | 13 | 17 | 16 | 7.9% |
| Stevens | 5 | 2 | 6 | 19 | 3 | 8 | -33.3% |
| Thurston | 9 | 10 | 14 | 10 | 12 | 12 | -21.7% |
| Wahkiakum | 0 | 1 | 0 | 0 | 1 | 1 | -100.0% |
| Walla Walla | 4 | 1 | 3 | 4 | 8 | 4 | 0.0% |
| Whatcom | 11 | 4 | 9 | 8 | 14 | 9 | 25.7% |
| Whitman | 0 | 5 | 3 | 5 | 1 | 4 | -100.0% |
| Yakima | 23 | 21 | 37 | 29 | 27 | 29 | -19.3% |
| Total | 286 | 266 | 353 | 305 | 296 | 305 | -6.2% |

Source: FARS

1998 Traffic Deaths in Washington State

By County and Age Group

| COUNTY | AGE GROUP | | | | | | | | Total |
|----------------------------|-----------|------------|------------|-----------|------------|-----------|-----------|-----------|------------|
| | <15 | 15-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71+ | |
| Adams | 1 | | 3 | 2 | | | 1 | 1 | 8 |
| Asotin | | | | | | 1 | 1 | 1 | 3 |
| Benton | 2 | 4 | 1 | 3 | 5 | 1 | 2 | 1 | 19 |
| Chelan | | 6 | 2 | | | 1 | | 4 | 13 |
| Clallam | 1 | 2 | 4 | 2 | 2 | 1 | | 1 | 13 |
| Clark | | 4 | 3 | 2 | 3 | 4 | | 3 | 19 |
| Columbia | | | 1 | | | | | | 1 |
| Cowlitz | | 1 | 2 | | 1 | 2 | | | 6 |
| Douglas | | | | 1 | | | | 2 | 3 |
| Ferry | | | 1 | 1 | 1 | | | | 3 |
| Franklin | | 1 | 3 | 2 | 1 | | 1 | | 8 |
| Garfield | | 1 | 1 | | 1 | | 1 | | 4 |
| Grant | 2 | 3 | 5 | 5 | 3 | 1 | 1 | 4 | 24 |
| Grays Harbor | 1 | | 2 | 2 | | | | 1 | 6 |
| Island | | | | | | 1 | | 2 | 3 |
| Jefferson | | 1 | 3 | 1 | 1 | | | | 6 |
| King | 4 | 13 | 22 | 23 | 23 | 12 | 8 | 10 | 115 |
| Kitsap | | 1 | 2 | 1 | 4 | 2 | | 2 | 12 |
| Kittitas | | 1 | 1 | | 4 | 3 | 1 | 4 | 14 |
| Klickitat | | | 3 | | 1 | 3 | | 1 | 8 |
| Lewis | | 7 | 2 | 2 | 3 | 3 | 1 | 2 | 20 |
| Lincoln | | | 1 | | 1 | 4 | | | 6 |
| Mason | | 3 | 4 | 2 | 3 | | | 1 | 13 |
| Okanogan | 1 | 4 | 5 | 2 | 2 | | | | 14 |
| Pacific | | | | | 2 | 1 | | | 3 |
| Pend Oreille | | | 4 | | 1 | | 1 | | 6 |
| Pierce | | 15 | 16 | 14 | 8 | 7 | 4 | 12 | 76 |
| San Juan | | | | | | 1 | 1 | | 2 |
| Skagit | | 3 | 4 | 5 | | 1 | | 3 | 16 |
| Skamania | | 2 | 1 | | | | | | 3 |
| Snohomish | 4 | 9 | 12 | 7 | 12 | 5 | 5 | 4 | 58 |
| Spokane | 3 | 9 | 8 | 8 | 6 | 3 | 3 | 5 | 45 |
| Stevens | | | 1 | 4 | 1 | | | | 6 |
| Thurston | 1 | 1 | 7 | 6 | 4 | 1 | | 1 | 21 |
| Wahkiakum | | | | | | 1 | 1 | | 2 |
| Walla Walla | | | 2 | | 2 | 1 | 2 | 1 | 8 |
| Whatcom | 2 | 7 | 4 | 3 | 6 | | 5 | 1 | 28 |
| Whitman | | | 2 | | | 2 | | | 4 |
| Yakima | 3 | 5 | 16 | 1 | 5 | 6 | 3 | 4 | 43 |
| Total | 25 | 103 | 148 | 99 | 106 | 68 | 42 | 71 | 662 |
| <i>% of Traffic Deaths</i> | 3.8% | 15.6% | 22.4% | 15.0% | 16.0% | 10.3% | 6.3% | 10.7% | 100.0% |

Source: FARS

1998 Traffic Deaths in Washington State

By County and Age Group

| COUNTY | AGE GROUP | | | | | | | | Total |
|----------------------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------|---------------|
| | <15 | 15-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71+ | |
| Adams | 1 | | 3 | 2 | | | 1 | 1 | 8 |
| Asotin | | | | | | 1 | 1 | 1 | 3 |
| Benton | 2 | 4 | 1 | 3 | 5 | 1 | 2 | 1 | 19 |
| Chelan | | 6 | 2 | | | 1 | | 4 | 13 |
| Clallam | 1 | 2 | 4 | 2 | 2 | 1 | | 1 | 13 |
| Clark | | 4 | 3 | 2 | 3 | 4 | | 3 | 19 |
| Columbia | | | 1 | | | | | | 1 |
| Cowlitz | | 1 | 2 | | 1 | 2 | | | 6 |
| Douglas | | | | 1 | | | | 2 | 3 |
| Ferry | | | 1 | 1 | 1 | | | | 3 |
| Franklin | | 1 | 3 | 2 | 1 | | 1 | | 8 |
| Garfield | | 1 | 1 | | 1 | | 1 | | 4 |
| Grant | 2 | 3 | 5 | 5 | 3 | 1 | 1 | 4 | 24 |
| Grays Harbor | 1 | | 2 | 2 | | | | 1 | 6 |
| Island | | | | | | 1 | | 2 | 3 |
| Jefferson | | 1 | 3 | 1 | 1 | | | | 6 |
| King | 4 | 13 | 22 | 23 | 23 | 12 | 8 | 10 | 115 |
| Kitsap | | 1 | 2 | 1 | 4 | 2 | | 2 | 12 |
| Kittitas | | 1 | 1 | | 4 | 3 | 1 | 4 | 14 |
| Klickitat | | | 3 | | 1 | 3 | | 1 | 8 |
| Lewis | | 7 | 2 | 2 | 3 | 3 | 1 | 2 | 20 |
| Lincoln | | | 1 | | 1 | 4 | | | 6 |
| Mason | | 3 | 4 | 2 | 3 | | | 1 | 13 |
| Okanogan | 1 | 4 | 5 | 2 | 2 | | | | 14 |
| Pacific | | | | | 2 | 1 | | | 3 |
| Pend Oreille | | | 4 | | 1 | | 1 | | 6 |
| Pierce | | 15 | 16 | 14 | 8 | 7 | 4 | 12 | 76 |
| San Juan | | | | | | 1 | 1 | | 2 |
| Skagit | | 3 | 4 | 5 | | 1 | | 3 | 16 |
| Skamania | | 2 | 1 | | | | | | 3 |
| Snohomish | 4 | 9 | 12 | 7 | 12 | 5 | 5 | 4 | 58 |
| Spokane | 3 | 9 | 8 | 8 | 6 | 3 | 3 | 5 | 45 |
| Stevens | | | 1 | 4 | 1 | | | | 6 |
| Thurston | 1 | 1 | 7 | 6 | 4 | 1 | | 1 | 21 |
| Wahkiakum | | | | | | 1 | 1 | | 2 |
| Walla Walla | | | 2 | | 2 | 1 | 2 | 1 | 8 |
| Whatcom | 2 | 7 | 4 | 3 | 6 | | 5 | 1 | 28 |
| Whitman | | | 2 | | | 2 | | | 4 |
| Yakima | 3 | 5 | 16 | 1 | 5 | 6 | 3 | 4 | 43 |
| Total | 25 | 103 | 148 | 99 | 106 | 68 | 42 | 71 | 662 |
| % of Traffic Deaths | 3.8% | 15.6% | 22.4% | 15.0% | 16.0% | 10.3% | 6.3% | 10.7% | 100.0% |

Source: FARS

Children* Killed in Washington State Traffic Crashes

By traffic user type, 1984 - 1998

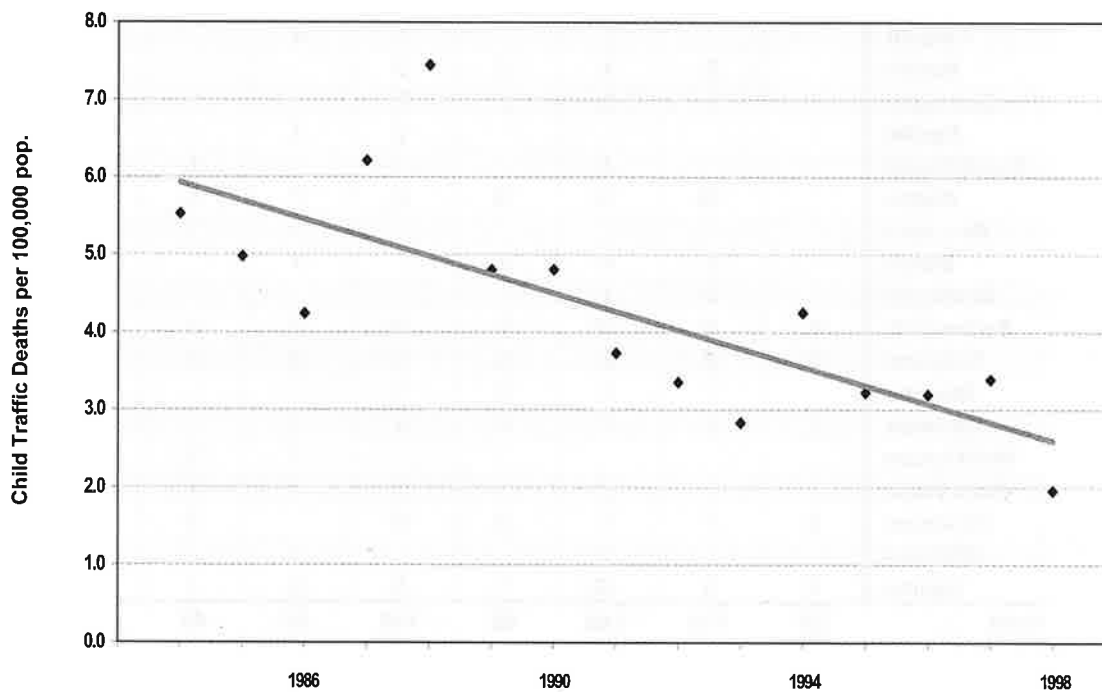
| Year | MV Occupants | Pedestrians | Cyclists | Total Child Deaths | State Population* | Child Deaths per 100,000 pop. |
|------|--------------|-------------|----------|--------------------|-------------------|-------------------------------|
| 1984 | 28 | 22 | 3 | 53 | 958,869 | 5.5 |
| 1985 | 26 | 17 | 5 | 48 | 964,752 | 5.0 |
| 1986 | 25 | 9 | 7 | 41 | 966,985 | 4.2 |
| 1987 | 38 | 16 | 7 | 61 | 981,599 | 6.2 |
| 1988 | 41 | 27 | 7 | 75 | 1,007,229 | 7.4 |
| 1989 | 29 | 16 | 5 | 50 | 1,041,122 | 4.8 |
| 1990 | 35 | 10 | 7 | 52 | 1,081,797 | 4.8 |
| 1991 | 26 | 15 | 1 | 42 | 1,125,705 | 3.7 |
| 1992 | 27 | 8 | 4 | 39 | 1,162,539 | 3.4 |
| 1993 | 21 | 10 | 3 | 34 | 1,199,618 | 2.8 |
| 1994 | 30 | 14 | 8 | 52 | 1,223,083 | 4.3 |
| 1995 | 28 | 7 | 5 | 40 | 1,240,608 | 3.2 |
| 1996 | 26 | 6 | 8 | 40 | 1,252,198 | 3.2 |
| 1997 | 25 | 12 | 6 | 43 | 1,268,839 | 3.4 |
| 1998 | 18 | 3 | 4 | 25 | 1,277,246 | 2.0 |

*Ages 0-14

Source: WSP, FARS, OFM

Child* Traffic Death Trend

Washington State, 1984-1998



*Ages 0 - 14

Source: FARS, OFM

All Traffic Deaths, 1993-98Washington State, Six-year totals, *by county and age*

| COUNTY | AGE GROUP | | | | | | | | Total |
|----------------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| | <15 | 15-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71+ | |
| Adams | 2 | 7 | 13 | 9 | 4 | 7 | 3 | 3 | 48 |
| Asotin | | 5 | 2 | 1 | 1 | 3 | 1 | 1 | 14 |
| Benton | 8 | 19 | 19 | 12 | 15 | 6 | 4 | 3 | 86 |
| Chelan | 4 | 10 | 12 | 12 | 9 | 10 | 3 | 16 | 76 |
| Clallam | 3 | 5 | 15 | 13 | 9 | 2 | 3 | 3 | 53 |
| Clark | 15 | 27 | 27 | 27 | 36 | 10 | 7 | 24 | 173 |
| Columbia | | 1 | 1 | | | 1 | 1 | | 4 |
| Cowlitz | 6 | 6 | 15 | 16 | 9 | 9 | 7 | 6 | 74 |
| Douglas | 2 | 9 | 8 | 8 | 5 | 5 | 4 | 7 | 48 |
| Ferry | | 1 | 12 | 5 | 5 | 2 | | 2 | 27 |
| Franklin | 5 | 12 | 16 | 9 | 7 | 2 | 8 | 9 | 68 |
| Garfield | | 3 | 2 | | 1 | 2 | 1 | | 9 |
| Grant | 8 | 20 | 34 | 21 | 17 | 11 | 9 | 9 | 129 |
| Grays Harbor | 4 | 7 | 18 | 13 | 8 | 4 | 7 | 6 | 67 |
| Island | 2 | 6 | 8 | 5 | 4 | 1 | 3 | 6 | 35 |
| Jefferson | 2 | 7 | 8 | 6 | 7 | 4 | 2 | 3 | 39 |
| King | 43 | 96 | 162 | 125 | 92 | 71 | 42 | 84 | 715 |
| Kitsap | 12 | 21 | 18 | 14 | 13 | 11 | 5 | 18 | 112 |
| Kittitas | 5 | 12 | 13 | 11 | 13 | 9 | 5 | 10 | 78 |
| Klickitat | 2 | 4 | 9 | 3 | 6 | 6 | 2 | 1 | 33 |
| Lewis | 2 | 21 | 16 | 13 | 10 | 11 | 7 | 18 | 98 |
| Lincoln | | 3 | 4 | 3 | 1 | 6 | 2 | 2 | 21 |
| Mason | 4 | 12 | 13 | 10 | 10 | 5 | 2 | 7 | 63 |
| Okanogan | 2 | 18 | 19 | 23 | 9 | 5 | 2 | 3 | 81 |
| Pacific | 1 | 3 | 4 | 5 | 8 | 2 | 2 | 2 | 27 |
| Pend Oreille | 1 | 2 | 5 | 3 | 3 | 2 | 1 | 5 | 22 |
| Pierce | 13 | 66 | 101 | 61 | 49 | 22 | 29 | 57 | 398 |
| San Juan | | 1 | 1 | | 1 | 4 | 1 | | 8 |
| Skagit | 5 | 29 | 17 | 20 | 11 | 7 | 10 | 7 | 106 |
| Skamania | | 4 | 1 | | 3 | 1 | 1 | 1 | 11 |
| Snohomish | 25 | 44 | 84 | 43 | 48 | 13 | 15 | 32 | 304 |
| Spokane | 16 | 37 | 38 | 49 | 30 | 16 | 14 | 30 | 230 |
| Stevens | 1 | 18 | 7 | 16 | 5 | 7 | | 3 | 57 |
| Thurston | 7 | 19 | 37 | 31 | 19 | 14 | 10 | 10 | 147 |
| Wahkiakum | 1 | 1 | 1 | | 2 | 1 | 1 | 1 | 8 |
| Walla Walla | 3 | 10 | 16 | 9 | 10 | 3 | 5 | 7 | 63 |
| Whatcom | 11 | 23 | 33 | 15 | 17 | 3 | 12 | 13 | 127 |
| Whitman | 3 | 9 | 13 | 7 | 2 | 4 | 5 | 3 | 46 |
| Yakima | 17 | 57 | 81 | 50 | 32 | 16 | 16 | 28 | 297 |
| Total | 235 | 655 | 903 | 668 | 531 | 318 | 252 | 440 | 4,002 |
| % All Traffic Deaths | 5.9% | 16.4% | 22.6% | 16.7% | 13.3% | 7.9% | 6.3% | 11.0% | 100.0% |

Source: FARS

All Drinking-driver-involved Traffic Deaths, 1993-98

Washington State, Six-year totals, by county and age

| COUNTY | AGE GROUP | | | | | | | | Total |
|---------------------------------|-------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|---------------|
| | <15 | 15-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71+ | |
| Adams | 2 | 2 | 7 | 4 | 1 | 1 | 1 | | 18 |
| Asotin | | 1 | 1 | | | 2 | | | 4 |
| Benton | 3 | 8 | 14 | 10 | 10 | 1 | | 1 | 47 |
| Chelan | 4 | 7 | 7 | 7 | 5 | 2 | 1 | 1 | 34 |
| Clallam | | 3 | 8 | 5 | 5 | 1 | 1 | | 23 |
| Clark | 6 | 8 | 16 | 18 | 17 | 3 | 1 | 2 | 71 |
| Cowlitz | 2 | 1 | 10 | 8 | 1 | 2 | 1 | 3 | 28 |
| Douglas | 1 | 3 | 5 | 3 | 3 | 1 | 1 | 2 | 19 |
| Ferry | | | 9 | 4 | 4 | 1 | | | 18 |
| Franklin | 1 | 6 | 13 | 5 | 4 | 1 | 4 | 1 | 35 |
| Garfield | | 2 | 1 | | | 2 | 1 | | 6 |
| Grant | 3 | 8 | 21 | 11 | 9 | 5 | 4 | 2 | 63 |
| Grays Harbor | | 1 | 13 | 7 | 3 | 1 | 1 | | 26 |
| Island | | 2 | 4 | 4 | 1 | | 2 | 2 | 15 |
| Jefferson | 1 | 3 | 4 | 1 | 3 | 2 | 1 | 2 | 17 |
| King | 14 | 41 | 93 | 71 | 37 | 18 | 4 | 10 | 288 |
| Kitsap | 2 | 13 | 13 | 11 | 11 | 5 | 2 | 1 | 58 |
| Kittitas | 1 | 8 | 5 | 6 | 3 | 2 | 4 | | 29 |
| Klickitat | | 1 | 7 | 2 | 4 | 5 | | | 19 |
| Lewis | | 5 | 10 | 7 | 3 | 2 | | 4 | 31 |
| Lincoln | | 2 | 1 | 2 | 1 | 4 | | | 10 |
| Mason | | 6 | 12 | 9 | 5 | 4 | 2 | 1 | 39 |
| Okanogan | | 13 | 14 | 18 | 5 | 2 | 1 | | 53 |
| Pacific | | | 2 | 3 | 5 | | 2 | 1 | 13 |
| Pend Oreille | 1 | | 4 | 2 | 1 | 1 | | 1 | 10 |
| Pierce | 3 | 29 | 68 | 32 | 21 | 8 | 4 | 8 | 173 |
| San Juan | | 1 | 1 | | 1 | 3 | 1 | | 7 |
| Skagit | 3 | 8 | 8 | 15 | 7 | 3 | 3 | 1 | 48 |
| Skamania | | | 1 | | 3 | 1 | | | 5 |
| Snohomish | 3 | 24 | 52 | 25 | 27 | 5 | 1 | 6 | 143 |
| Spokane | 5 | 16 | 23 | 30 | 15 | 3 | 1 | 4 | 97 |
| Stevens | | 9 | 5 | 14 | 5 | 4 | | | 37 |
| Thurston | 4 | 7 | 18 | 18 | 11 | 5 | 2 | 2 | 67 |
| Wahkiakum | | | 1 | | 1 | | | 1 | 3 |
| Walla Walla | 3 | 2 | 11 | 5 | 6 | 2 | | | 29 |
| Whatcom | 3 | 12 | 25 | 10 | 10 | 2 | 3 | 2 | 67 |
| Whitman | | 1 | 6 | 4 | 1 | 2 | 1 | | 15 |
| Yakima | 4 | 27 | 55 | 34 | 19 | 6 | 10 | 5 | 160 |
| Total | 69 | 280 | 568 | 405 | 268 | 112 | 60 | 63 | 1,825 |
| <i>% Drinking-driver Deaths</i> | <i>3.8%</i> | <i>15.3%</i> | <i>31.1%</i> | <i>22.2%</i> | <i>14.7%</i> | <i>6.1%</i> | <i>3.3%</i> | <i>3.5%</i> | <i>100.0%</i> |

Source: FARS

IV. Safety Equipment Use in Fatal Crashes

Only 52% of motor vehicle occupants killed or injured in 1998 fatal crashes were wearing safety restraints when they crashed. By comparison, nearly 90% of vehicle occupants neither injured nor killed in these crashes were wearing safety restraints when they crashed – a percentage exceeding the observed statewide use rate of 84%. For the six years from 1993 through 1998, the overall restraint use rate by vehicle occupants injured or killed in fatal crashes was 48.9%, whereas for involved occupants neither injured nor killed in these crashes the overall use rate was 84.4%.

Safety Restraint Use by Passenger Vehicle* Occupants Killed or Injured in Fatal Crashes

Washington State, Six-year comparison

| Restraint Use | 98 | 97 | 96 | 95 | 94 | 93 | Totals |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Child Safety Seat | 13 | 10 | 14 | 4 | 9 | 7 | 57 |
| Lap Belt | 71 | 54 | 63 | 56 | 60 | 60 | 364 |
| Shoulder Belt | 14 | 16 | 19 | 22 | 20 | 13 | 104 |
| Lap and Shoulder Used, Type Unknown | 456 | 469 | 461 | 389 | 371 | 334 | 2480 |
| Belt use Improper | 0 | 0 | 1 | 1 | 5 | 6 | 13 |
| Belt use Improper | 1 | 3 | 0 | 3 | 0 | n/a | 7 |
| None used or N/A | 505 | 525 | 541 | 542 | 496 | 558 | 3167 |
| Unknown | 47 | 56 | 43 | 48 | 59 | 57 | 310 |
| Total | 1,107 | 1,133 | 1,142 | 1,065 | 1,020 | 1,035 | 6,502 |
| Use Rate | 52.4% | 51.3% | 50.8% | 46.7% | 48.4% | 42.9% | 48.9% |

Safety Restraint Use by Passenger Vehicle* Occupants NOT Killed or Injured in Fatal Crashes

Washington State, Six-year comparison

| Restraint Use | 98 | 97 | 96 | 95 | 94 | 93 | Totals |
|------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Child Safety Seat | 11 | 9 | 7 | 7 | 8 | 6 | 48 |
| Lap Belt | 15 | 14 | 22 | 23 | 33 | 30 | 137 |
| Shoulder Belt | 0 | 0 | 1 | 6 | 5 | 2 | 14 |
| Lap and Shoulder Used, Type Unk | 185 | 136 | 181 | 136 | 168 | 133 | 939 |
| Belt use Improper | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Belt use Improper | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| None used or N/A | 24 | 36 | 26 | 32 | 46 | 47 | 211 |
| Unknown | 19 | 25 | 22 | 18 | 34 | 18 | 136 |
| Total | 254 | 221 | 260 | 222 | 294 | 236 | 1,487 |
| Use Rate | 89.8% | 81.6% | 89.1% | 84.3% | 82.3% | 78.4% | 84.4% |

*Includes cars, SUVs, minivans, and pickup trucks.

Source: FARS

Safety Restraint Use by All Motor Vehicle Occupants Killed*

Five-year comparison

| Restraint Type | 98 | 97 | 96 | 95 | 94 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|------------------------------|------------|------------|------------|------------|------------|---------------------|-----------------------------|
| Child Safety Seat | 2 | 1 | 4 | 0 | 5 | 3 | -20.0% |
| Lap Belt | 15 | 20 | 18 | 20 | 20 | 20 | -23.1% |
| Shoulder Belt | 9 | 11 | 14 | 11 | 14 | 13 | -28.0% |
| Lap and Shoulder Belts | 175 | 178 | 177 | 146 | 133 | 159 | 10.4% |
| Restraint used, type unknown | 0 | 0 | 0 | 1 | 4 | 1 | -100.0% |
| Belt used improperly | 1 | 2 | 0 | 2 | 0 | 1 | 0.0% |
| None used or N/A | 298 | 320 | 320 | 319 | 297 | 314 | -5.1% |
| Unknown | 24 | 23 | 25 | 27 | 27 | 26 | -5.9% |
| Total | 522 | 554 | 554 | 526 | 495 | 532 | -1.9% |

60%

62% None Used

Motorcycle Helmet Use by Motorcyclists Killed

Five-year comparison

| | 98 | 97 | 96 | 95 | 94 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|------------------------|-----------|-----------|-----------|-----------|-----------|---------------------|-----------------------------|
| Helmet Used Properly | 47 | 25 | 35 | 33 | 29 | 31 | 54.1% |
| Helmet Used Improperly | 0 | 0 | 1 | 0 | 2 | 1 | - |
| None used or N/A | 4 | 3 | 6 | 4 | 4 | 5 | -14.3% |
| Unknown | 0 | 1 | 0 | 0 | 0 | 0 | - |
| Total | 51 | 29 | 42 | 37 | 35 | 38 | 34.2% |

Bike Helmet Use by Cyclists Killed

Five-year comparison

| | 98 | 97 | 96 | 95 | 94 | prev 4-yr avg | '98 vs prev 4- yr avg |
|------------------------|-----------|-----------|-----------|-----------|-----------|---------------------|-----------------------------|
| Helmet Used Properly | 1 | 5 | 3 | 2 | 5 | 4 | -73.3% |
| Helmet Used Improperly | 0 | 1 | 0 | 0 | 0 | 0 | - |
| None used or N/A | 9 | 10 | 11 | 10 | 9 | 10 | -10.0% |
| Unknown | 0 | 0 | 0 | 1 | 1 | 1 | - |
| Total | 10 | 16 | 14 | 13 | 15 | 14 | -28.6% |

Airbag Deployment for Motor Vehicle Occupants Killed*

Five-year comparison

| | 98 | 97 | 96 | 95 | 94 | prev 4-yr avg | '98 vs prev 4- yr avg |
|----------------|------------|------------|------------|------------|------------|---------------------|-----------------------------|
| Deployed | 55 | 44 | 15 | 17 | 8 | 21 | 161.9% |
| Not Deployed | 28 | 17 | 5 | 4 | 3 | 4 | - |
| Unknown or N/A | 441 | 494 | 538 | 505 | 489 | 511 | -13.6% |
| Total | 524 | 555 | 558 | 526 | 500 | 528 | -0.8% |

*Includes occupants of medium-heavy trucks, buses,

Source: FARS

Safety Restraint Use by Passenger Vehicle* Occupants Injured or Killed

In 1998 fatal crashes, by age

| Age | Lap Belt | Lap & Shoulder | Shoulder Belt | Child Safety Seat | Improper Belt Use | Total Restraints Used | None Used or N/A | Not known | % Used** |
|---------------|-----------|----------------|---------------|-------------------|-------------------|-----------------------|------------------|-----------|--------------|
| Under 1 | 1 | 0 | 0 | 5 | 0 | 6 | 1 | 0 | 85.7% |
| 1 - 3 | 1 | 1 | 0 | 7 | 1 | 10 | 3 | 0 | 76.9% |
| 4 - 7 | 5 | 10 | 0 | 1 | 0 | 16 | 5 | 1 | 76.2% |
| 8 - 14 | 10 | 12 | 0 | 0 | 0 | 22 | 24 | 4 | 47.8% |
| 15 - 20 | 18 | 85 | 5 | | 0 | 108 | 130 | 10 | 45.4% |
| 21 - 30 | 5 | 84 | 5 | | 0 | 94 | 143 | 8 | 39.7% |
| 31 - 40 | 7 | 79 | 1 | | 0 | 87 | 72 | 5 | 54.7% |
| 41 - 50 | 3 | 60 | 1 | | 0 | 64 | 55 | 8 | 53.8% |
| 51 - 60 | 2 | 50 | 0 | | 0 | 52 | 32 | 4 | 61.9% |
| 61 - 70 | 10 | 24 | 1 | | 0 | 35 | 23 | 0 | 60.3% |
| 71+ | 9 | 51 | 1 | | 0 | 61 | 17 | 7 | 78.2% |
| Male | 37 | 268 | 7 | 8 | 1 | 321 | 373 | 36 | 46.3% |
| Female | 33 | 188 | 7 | 4 | 0 | 232 | 133 | 11 | 63.6% |
| Unknown | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 100.0% |
| Totals | 71 | 456 | 14 | 13 | 1 | 555 | 505 | 47 | 52.4% |

*Includes cars, SUVs, minivans, and pickup trucks.

**Excludes "Not Known"

Air Bag Deployment among Passenger Vehicle* Occupants Injured or Killed

In 1998 fatal crashes, by age

| Age | Deployed | Not Deployed | Unknown or N/A | Total |
|--------------|------------|--------------|----------------|--------------|
| Under 1 | 0 | 0 | 7 | 7 |
| 1 - 3 | 0 | 0 | 13 | 13 |
| 4 - 7 | 0 | 0 | 22 | 22 |
| 8 - 14 | 1 | 0 | 49 | 50 |
| 15 - 20 | 15 | 10 | 223 | 248 |
| 21 - 30 | 27 | 20 | 198 | 245 |
| 31 - 40 | 25 | 2 | 137 | 164 |
| 41 - 50 | 14 | 9 | 104 | 127 |
| 51 - 60 | 11 | 6 | 71 | 88 |
| 61 - 70 | 9 | 3 | 46 | 58 |
| 71+ | 18 | 3 | 64 | 85 |
| Total | 120 | 53 | 934 | 1,107 |

*Includes cars, SUVs, minivans, and pickup trucks.

Source: FARS

Safety Restraint Use and Injuries among Children in Fatal Traffic Crashes

Washington State, 1993-1998

| AGE GROUP | SAFETY RESTRAINT USE | INJURY LEVEL | | | | Totals |
|-----------------------|--------------------------------|--------------|------------|------------|------------|------------|
| | | none | minor | serious | fatal | |
| 0 - 3 yrs | none used | 10 | 8 | 16 | 21 | 55 |
| | row % | 18.2% | 14.5% | 29.1% | 38.2% | 100.0% |
| | adult belts ¹ | 11 | 10 | 5 | 4 | 30 |
| | row % | 36.7% | 33.3% | 16.7% | 13.3% | 100.0% |
| | child restraints* ² | 46 | 28 | 9 | 16 | 99 |
| row % | 46.5% | 28.3% | 9.1% | 16.2% | 100.0% | |
| unknown | 0 | 1 | 3 | 2 | 6 | |
| row % | 0.0% | 16.7% | 50.0% | 33.3% | 100.0% | |
| Totals | | 67 | 47 | 33 | 43 | 190 |
| 4 - 7 yrs | none used | 6 | 25 | 18 | 13 | 62 |
| | row % | 9.7% | 40.3% | 29.0% | 21.0% | 100.0% |
| | adult belts ¹ | 38 | 48 | 12 | 12 | 110 |
| | row % | 34.5% | 43.6% | 10.9% | 10.9% | 100.0% |
| | child restraints* | 2 | 4 | 1 | 0 | 7 |
| row % | 28.6% | 57.1% | 14.3% | 0.0% | 100.0% | |
| unknown | 2 | 4 | 0 | 3 | 9 | |
| row % | 22.2% | 44.4% | 0.0% | 33.3% | 100.0% | |
| Total | | 48 | 81 | 31 | 28 | 188 |
| 8 - 14 yrs | none used | 29 | 65 | 36 | 41 | 171 |
| | row % | 17.0% | 38.0% | 2.1% | 24.0% | 100.0% |
| | adult belts ¹ | 66 | 85 | 35 | 22 | 208 |
| | row % | 31.7% | 40.9% | 16.8% | 10.6% | 100.0% |
| | restraints used, type unknown | 0 | 1 | 0 | 1 | 2 |
| | row % | 0.0% | 50.0% | 0.0% | 50.0% | 100.0% |
| belts used improperly | 0 | 0 | 0 | 0 | 0 | |
| row % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| unknown | 1 | 3 | 6 | 4 | 14 | |
| row % | 7.1% | 21.4% | 42.9% | 28.6% | 100.0% | |
| Total | | 96 | 154 | 77 | 68 | 395 |
| Grand Totals | | 211 | 282 | 141 | 139 | 773 |

*Child restraints include all types of child safety seats (e.g., booster seats, infant seats, and toddler seats). The FARS database does not distinguish types of child restraint seats.

¹ Adult belts include lap belt, shoulder belt, and lap-and-shoulder belt systems.

² Includes one fatality case of improper child restraint use.

Source: FARS

Safety Restraint Use by Persons Injured or Killed in Fatal Crashes

Washington State, 1993-1998, *By county and restraint type*

| COUNTY | SAFETY RESTRAINT USE | | | | | | | | Total | Safety Restraint Use Rate |
|--------------|----------------------|---------------|------------|---------------------|-------------------|-----------------------|-----------------|----------------|--------------|---------------------------|
| | None Used | Shoulder Belt | Lap Belt | Lap & Shoulder Belt | Child Safety Seat | SR Used, type unknown | Improper SR Use | unknown SR Use | | |
| Adams | 30 | 2 | 4 | 37 | 2 | | | 3 | 78 | 57.7% |
| Asotin | 11 | | | 8 | | | | 3 | 22 | 36.4% |
| Benton | 85 | 3 | 11 | 54 | 4 | | | 7 | 164 | 43.9% |
| Chelan | 48 | 1 | 16 | 73 | | | | 9 | 147 | 61.2% |
| Clallam | 52 | 4 | 19 | 19 | 1 | | | 1 | 96 | 44.8% |
| Clark | 113 | 4 | 14 | 132 | 1 | 2 | 1 | 13 | 280 | 55.0% |
| Columbia | 3 | | | 2 | | | | | 5 | 40.0% |
| Cowlitz | 47 | 2 | 6 | 35 | | | | 6 | 96 | 44.8% |
| Douglas | 41 | 3 | 4 | 41 | 1 | | | 5 | 95 | 51.6% |
| Ferry | 25 | 2 | 1 | 7 | | | | 1 | 36 | 27.8% |
| Franklin | 59 | 4 | 11 | 48 | | | | 4 | 126 | 50.0% |
| Garfield | 6 | | | 4 | | | | 2 | 12 | 33.3% |
| Grant | 140 | 5 | 15 | 72 | | | | 8 | 240 | 38.3% |
| Grays Harbor | 49 | | 7 | 36 | 3 | | | 1 | 96 | 47.9% |
| Island | 21 | 4 | 5 | 34 | 1 | | | 4 | 69 | 63.8% |
| Jefferson | 35 | 1 | 5 | 31 | 1 | | 1 | 1 | 75 | 52.0% |
| King | 417 | 19 | 42 | 421 | 9 | 4 | 2 | 79 | 993 | 50.1% |
| Kitsap | 78 | 5 | 8 | 71 | 2 | | | 11 | 175 | 49.1% |
| Kittitas | 60 | 5 | 6 | 48 | | | | 7 | 126 | 46.8% |
| Klickitat | 33 | 3 | 2 | 5 | | | | 3 | 46 | 21.7% |
| Lewis | 72 | 2 | 6 | 61 | | | | 8 | 149 | 46.3% |
| Lincoln | 18 | | 5 | 19 | | | | | 42 | 57.1% |
| Mason | 64 | 2 | 1 | 37 | | | | 3 | 107 | 37.4% |
| Okanogan | 90 | 1 | 3 | 25 | | | | 5 | 124 | 23.4% |
| Pacific | 20 | | 1 | 20 | 1 | | | | 42 | 52.4% |
| Pend Oreille | 15 | 3 | 2 | 10 | | | | 2 | 32 | 46.9% |
| Pierce | 270 | 7 | 47 | 227 | 10 | 1 | 2 | 45 | 609 | 48.3% |
| San Juan | 8 | | | 2 | | | | | 10 | 20.0% |
| Skagit | 77 | | 5 | 79 | 2 | | | 1 | 164 | 52.4% |
| Skamania | 14 | | 3 | 4 | | | | 1 | 22 | 31.8% |
| Snohomish | 218 | 6 | 22 | 232 | 4 | 2 | | 18 | 502 | 53.0% |
| Spokane | 198 | 6 | 23 | 129 | 4 | 2 | | 11 | 373 | 44.0% |
| Stevens | 66 | | 14 | 31 | 1 | 1 | | 6 | 119 | 39.5% |
| Thurston | 117 | 1 | 4 | 73 | 1 | | | 12 | 208 | 38.0% |
| Wahkiakum | 4 | | | 4 | | | | 1 | 9 | 44.4% |
| Walla Walla | 47 | 5 | 9 | 44 | | | | 1 | 106 | 54.7% |
| Whatcom | 123 | 1 | 15 | 108 | 1 | 1 | 1 | 11 | 261 | 48.7% |
| Whitman | 42 | 1 | 2 | 32 | | | | | 77 | 45.5% |
| Yakima | 351 | 2 | 26 | 165 | 8 | | | 17 | 569 | 35.3% |
| Total | 3,167 | 104 | 364 | 2,480 | 57 | 13 | 7 | 310 | 6,502 | 48.9% |

Source: FARS

Safety Restraint Use by Persons *NOT* Injured or Killed in Fatal Crashes

Washington State, 1993-1998, *By county and restraint type*

| COUNTY | SAFETY RESTRAINT USE | | | | | | | | Total | Safety Restraint Use Rate |
|--------------|----------------------|---------------|------------|---------------------|-------------------|-----------------------|-----------------|------------|--------------|---------------------------|
| | None Used | Shoulder Belt | Lap Belt | Lap & Shoulder Belt | Child Safety Seat | SR Used, type unknown | Improper SR Use | unknown | | |
| Adams | 10 | | 1 | 9 | | | | | 20 | 50.0% |
| Asotin | | | | 4 | | | | 3 | 7 | 100.0% |
| Benton | | | 3 | 6 | 1 | | | 2 | 12 | 100.0% |
| Chelan | 1 | | 4 | 18 | | | | 3 | 26 | 95.7% |
| Clallam | 5 | | 5 | 5 | | | | 1 | 16 | 66.7% |
| Clark | 3 | 3 | 15 | 65 | 2 | | | 5 | 93 | 96.6% |
| Cowlitz | 5 | | 4 | 13 | | 1 | | 1 | 24 | 78.3% |
| Douglas | 1 | | | 7 | | | | 1 | 9 | 87.5% |
| Ferry | 2 | | | 3 | | | | | 5 | 60.0% |
| Franklin | | | 7 | 14 | 2 | | | | 23 | 100.0% |
| Grant | 7 | 3 | 3 | 23 | | | | 4 | 40 | 80.6% |
| Grays Harbor | 6 | | 4 | 18 | 2 | | | 2 | 32 | 80.0% |
| Island | | | 1 | 5 | 2 | | | 2 | 10 | 100.0% |
| Jefferson | 1 | | | 7 | | | | | 8 | 87.5% |
| King | 40 | 4 | 19 | 266 | 4 | | 1 | 33 | 367 | 88.0% |
| Kitsap | 4 | | 9 | 24 | 2 | | | 4 | 43 | 89.7% |
| Kittitas | 3 | | 3 | 10 | 1 | | | 2 | 19 | 82.4% |
| Klickitat | 2 | | | 3 | 1 | | | 1 | 7 | 66.7% |
| Lewis | 2 | | 5 | 18 | 1 | | | 4 | 30 | 92.3% |
| Lincoln | | | 1 | 3 | 1 | | | 1 | 6 | 100.0% |
| Mason | 1 | | | 5 | 1 | | | 3 | 10 | 85.7% |
| Okanogan | 5 | | 2 | 8 | | | | 4 | 19 | 66.7% |
| Pacific | | | | 1 | | | | | 1 | 100.0% |
| Pend Oreille | 1 | | | 1 | | | | 1 | 3 | 50.0% |
| Pierce | 25 | 4 | 17 | 129 | 9 | | | 21 | 205 | 86.4% |
| San Juan | 1 | | | | | | | | 1 | 0.0% |
| Skagit | 1 | | 2 | 20 | 3 | | | 4 | 30 | 96.2% |
| Snohomish | 15 | | 1 | 77 | 3 | | | 7 | 103 | 84.4% |
| Spokane | 11 | | 9 | 57 | 5 | | | 4 | 86 | 86.6% |
| Stevens | 5 | | | 4 | | | | 3 | 12 | 44.4% |
| Thurston | 4 | | 9 | 40 | 2 | | | 3 | 58 | 92.7% |
| Wahkiakum | 1 | | | | | | | 1 | 2 | 0.0% |
| Walla Walla | 9 | | 4 | 17 | 1 | | | | 31 | 71.0% |
| Whatcom | 9 | | 2 | 28 | 1 | | | 5 | 45 | 77.5% |
| Whitman | 1 | | | 5 | | | | | 6 | 83.3% |
| Yakima | 30 | | 7 | 26 | 4 | | | 11 | 78 | 55.2% |
| Total | 211 | 14 | 137 | 939 | 48 | 1 | 1 | 136 | 1,487 | 84.4% |

Source: FARS

V. Drivers in Fatal Crashes

In 1998, there were 907 drivers involved in fatal crashes – 770 with valid drivers licenses and 128 without valid licenses (the license status of the remaining 9 drivers was unknown). Among drivers with valid licenses, only 2.3% had received prior DUI convictions, whereas 7.9% of drivers without valid licenses had previously been convicted for DUI.

Two hundred fifty-seven drivers involved in 1998 fatal crashes (28.3%) had been drinking prior to crashing. Of these, 218 (24%) had positive BAC readings. Nearly half of the drinking drivers in 1998 fatal crashes were ages 30 and younger. Nearly 40% of all drivers in 1998 fatal crashes were in the same age range.

As in previous years, the driver factors cited most frequently by investigators were *improper lane travel* and running off the road, which together accounted for over 30% of all driver factors cited.

Drivers in Fatal Crashes, 1993-1998

By License Status & Previous DUIs

Six-year comparison, Washington State

| Valid License | | | | | | |
|-------------------------|------------|------------|------------|------------|------------|------------|
| Previous DUI Conviction | 98 | 97 | 96 | 95 | 94 | 93 |
| None | 750 | 741 | 813 | 672 | 707 | 684 |
| One | 17 | 9 | 8 | 7 | 13 | 12 |
| Two or more | 1 | 1 | 1 | 2 | 0 | 0 |
| Unknown | 2 | 0 | 1 | 1 | 1 | 1 |
| Totals | 770 | 751 | 823 | 682 | 721 | 697 |
| Percent w/ prev DUI* | 2.3% | 1.3% | 1.1% | 1.3% | 1.8% | 1.7% |

| No Valid License | | | | | | |
|-------------------------|------------|------------|------------|------------|------------|------------|
| Previous DUI Conviction | 98 | 97 | 96 | 95 | 94 | 93 |
| None | 116 | 85 | 112 | 121 | 104 | 86 |
| One | 8 | 13 | 18 | 18 | 17 | 26 |
| Two or more | 2 | 2 | 4 | 4 | 3 | 6 |
| Unknown | 2 | 0 | 0 | 1 | 1 | 2 |
| Totals | 128 | 100 | 134 | 144 | 125 | 120 |
| Percent w/ prev DUI* | 7.9% | 15.0% | 16.4% | 15.4% | 16.1% | 27.1% |

* Excludes drivers with unknown previous DUI conviction record or license status.

Source: FARS

License Status among Drivers in Fatal Crashes

Washington State, 1994-1998

Among drivers whose presence status is known

| YEAR | LICENSE STATUS | DRIVER PRESENCE | | | Total | % Drivers w/o valid license |
|-------------------------|--------------------|-------------------|--------------------------|----------------------|--------------|-----------------------------------|
| | | driver present | no driver in vehicle* | driver left scene | | |
| 1994 | not stated | | 6 | | 6 | 14.5% |
| | not licensed | 44 | | | 44 | |
| | suspended | 39 | | | 39 | |
| | revoked | 26 | | 1 | 27 | |
| | expired | 14 | | | 14 | |
| | cancelled / denied | 1 | | | 1 | |
| | valid license | 718 | | 1 | 719 | |
| | learner's permit | 2 | | | 2 | |
| | unknown | 8 | | 3 | 11 | |
| TOTAL | 852 | 6 | 5 | 863 | | |
| 1995 | not stated | | 4 | | 4 | 17.0% |
| | not licensed | 38 | | | 38 | |
| | suspended | 62 | | 1 | 63 | |
| | revoked | 24 | | 1 | 25 | |
| | expired | 17 | | | 17 | |
| | cancelled / denied | 1 | | | 1 | |
| | valid license | 672 | | 2 | 674 | |
| | learner's permit | 7 | | 1 | 8 | |
| | unknown | 16 | | 1 | 17 | |
| TOTAL | 837 | 4 | 6 | 847 | | |
| 1996 | not stated | | 5 | | 5 | 13.7% |
| | not licensed | 31 | | 1 | 32 | |
| | suspended | 61 | | 2 | 63 | |
| | revoked | 22 | | 4 | 26 | |
| | expired | 12 | | | 12 | |
| | cancelled / denied | 1 | | | 1 | |
| | valid license | 818 | | 2 | 820 | |
| | learner's permit | 3 | | | 3 | |
| | unknown | 12 | | 4 | 16 | |
| TOTAL | 960 | 5 | 13 | 978 | | |
| 1997 | not stated | | 4 | | 4 | 11.8% |
| | not licensed | 30 | | | 30 | |
| | suspended | 51 | | 4 | 55 | |
| | revoked | 12 | | 3 | 15 | |
| | expired | 2 | | | 2 | |
| | cancelled / denied | 1 | | | 1 | |
| | valid license | 749 | | | 749 | |
| | learner's permit | 3 | | | 3 | |
| | unknown | 15 | | 3 | 18 | |
| TOTAL | 863 | 4 | 10 | 877 | | |
| 1998 | not stated | | 1 | | 1 | 14.1% |
| | not licensed | 32 | | 1 | 33 | |
| | suspended | 57 | | 4 | 61 | |
| | revoked | 27 | | 1 | 28 | |
| | expired | 6 | | | 6 | |
| | valid license | 769 | | 1 | 770 | |
| | unknown | 9 | | | 9 | |
| TOTAL | 900 | 1 | 7 | 908 | | |
| FIVE-YEAR TOTALS | | 4,412 | 20 | 41 | 4,473 | 13.9% |

*Driverless vehicle, such as a parked car

Source: FARS

Drivers in Fatal Crashes

Washington State, 1998

By License Status & Previous Driving Record

| | Valid License | No Valid License | Percent w/o Valid License |
|--|---------------|------------------|---------------------------|
| Total Drivers in Fatal Collisions | 770 | 128 | 14.3% |
| Prior Collisions | | | |
| None | 671 | 116 | 14.7% |
| One | 91 | 8 | 8.1% |
| Two or more | 6 | 2 | 25.0% |
| Unknown | 2 | 2 | 50.0% |
| <i>% w/ prior collisions</i> | <i>12.6%</i> | <i>7.8%</i> | <i>-</i> |
| Prior License Suspensions | | | |
| None | 693 | 44 | 6.0% |
| One | 36 | 31 | 46.3% |
| Two | 16 | 14 | 46.7% |
| Three or more | 23 | 37 | 61.7% |
| Unknown | 2 | 2 | 50.0% |
| <i>% w/ previous license suspensions</i> | <i>9.7%</i> | <i>64.1%</i> | <i>-</i> |
| Prior Speeding Convictions | | | |
| None | 555 | 97 | 14.9% |
| One | 141 | 17 | 10.8% |
| Two | 52 | 7 | 11.9% |
| Three or more | 20 | 5 | 20.0% |
| Unknown | 2 | 2 | 50.0% |
| <i>% w/ prior speeding convictions</i> | <i>27.7%</i> | <i>22.7%</i> | <i>-</i> |
| Other Convictions | | | |
| None | 586 | 85 | 12.7% |
| One | 133 | 24 | 15.3% |
| Two | 31 | 5 | 13.9% |
| Three or more | 18 | 12 | 40.0% |
| Unknown | 2 | 2 | 50.0% |
| <i>% with prior other convictions</i> | <i>23.6%</i> | <i>32.0%</i> | <i>-</i> |

Source: FARS

Known BAC levels of Drinking Drivers in Fatal Crashes

By Age and Sex - 1998

| Driver Age | Driver BAC Level | | | | | | Total # Positive BACs | % with Positive BACs |
|--------------|------------------|-----------|-----------|-----------|-----------|-----------|-----------------------|----------------------|
| | .00 | .01-.079 | .08-.099 | .10-.149 | .15-.199 | .20+ | | |
| 15 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | - |
| 16 | 5 | 1 | 0 | 3 | 0 | 0 | 4 | 44.4% |
| 17 | 8 | 0 | 2 | 1 | 0 | 1 | 4 | 33.3% |
| 18 | 7 | 3 | 1 | 3 | 0 | 4 | 11 | 61.1% |
| 19 | 11 | 3 | 0 | 0 | 0 | 0 | 3 | 21.4% |
| 20 | 6 | 2 | 0 | 2 | 1 | 2 | 7 | 53.8% |
| 21-30 | 50 | 7 | 4 | 20 | 15 | 27 | 73 | 59.3% |
| 31-40 | 42 | 5 | 2 | 4 | 13 | 23 | 47 | 52.8% |
| 41-50 | 29 | 4 | 3 | 7 | 7 | 19 | 40 | 58.0% |
| 51-60 | 33 | 2 | 0 | 1 | 4 | 7 | 14 | 29.8% |
| 61-70 | 11 | 2 | 2 | 2 | 2 | 3 | 11 | 50.0% |
| 71+ | 32 | 2 | 0 | 0 | 0 | 1 | 3 | 8.6% |
| Male | 160 | 26 | 12 | 39 | 38 | 77 | 192 | 54.5% |
| Female | 76 | 5 | 2 | 4 | 5 | 10 | 26 | 25.5% |
| Total | 236 | 31 | 14 | 43 | 43 | 87 | 218 | 48.0% |

Source: FARS

BAC Levels of Drivers in Fatal Crashes

Five-year comparison

| BAC Level | 98 | 97 | 96 | 95 | 94 | prev 4-yr avg | '98 vs prev 4-yr avg |
|----------------------|------------|------------|------------|------------|------------|---------------|----------------------|
| .00 | 236 | 222 | 242 | 228 | 223 | 231 | 2.2% |
| .01-.079 | 31 | 35 | 35 | 29 | 33 | 32 | -4.1% |
| .08 - .099 | 14 | 13 | 14 | 17 | 12 | 14 | -2.3% |
| .10 - .149 | 43 | 45 | 51 | 43 | 41 | 45 | -4.4% |
| .15 - .199 | 43 | 60 | 64 | 52 | 48 | 55 | -21.3% |
| .20 and above | 87 | 54 | 99 | 85 | 100 | 95 | -8.1% |
| Test Not Given | 438 | 426 | 461 | 378 | 392 | 410 | 6.7% |
| Unknown (Test Given) | 4 | 9 | 2 | 7 | 2 | 4 | - |
| Test Refused | 0 | 3 | 0 | 0 | 0 | 0 | - |
| Missing data | 3 | 0 | 0 | 0 | 0 | 0 | - |
| Unknown | 8 | 4 | 5 | 3 | 6 | 5 | 71.4% |
| Total | 907 | 871 | 973 | 842 | 857 | 891 | 1.8% |

Source: FARS

All Drivers in Fatal Crashes, 1993-1998

Washington State, *By Age Group*

| | AGE GROUP | | | | | | | Total* |
|---|-----------|-------|-------|-------|-------|-------|---------|--------|
| | 15-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | over 70 | |
| All Drivers in Fatal Crashes <i>Six-year totals</i> | 806 | 1,311 | 1,132 | 858 | 491 | 271 | 403 | 5,283 |
| % of All Drivers in Fatal Crashes <i>By age group, seven-year totals</i> | 15.3% | 24.8% | 21.4% | 16.2% | 9.3% | 5.1% | 7.6% | 100.0% |
| % of All Licensed Drivers <i>By age group, seven-year average</i> | 6.9% | 19.2% | 23.4% | 21.3% | 12.8% | 8.5% | 7.9% | 100.0% |
| Over-Under Representation Ratio <i>% in fatalities / % licensed drivers</i> | 2.21 | 1.29 | 0.92 | 0.76 | 0.73 | 0.60 | 0.97 | 1.00 |

* Totals include 11 drivers under age 15 not represented in age group columns.

Drinking Drivers in Fatal Crashes, 1993 - 1998

Washington State, *By Age Group*

| | AGE GROUP | | | | | | | Total* |
|--|-----------|-------|-------|-------|-------|-------|---------|--------|
| | 15-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | over 70 | |
| Drinking Drivers in Fatal Crashes <i>Six-year Totals</i> | 228 | 580 | 419 | 251 | 92 | 43 | 44 | 1,660 |
| All Drivers in Fatal Crashes <i>Six-year Totals</i> | 806 | 1,311 | 1,132 | 858 | 491 | 271 | 403 | 5,283 |
| Percent of Drivers in Age Group Who Had Been Drinking | 28.3% | 44.2% | 37.0% | 29.3% | 18.7% | 15.9% | 10.9% | 31.4% |
| Percent of All Drinking Drivers in Fatal Crashes | 13.7% | 34.9% | 25.2% | 15.1% | 5.5% | 2.6% | 2.7% | 100.0% |
| Percent of All Licensed Drivers <i>By age group, six-year average</i> | 6.9% | 19.2% | 23.4% | 21.3% | 12.8% | 8.5% | 7.9% | 100.0% |
| Over-Under Representation Ratio (Drinking Drivers in Fatal Crashes) | 1.99 | 1.82 | 1.08 | 0.71 | 0.43 | 0.30 | 0.34 | 1.00 |

*Includes 3 drinking drivers under age 15 not represented in age columns.

Source: FARS, DOL

Substance Impairment and Fatal-Crash-Involved Drivers

Washington State, 1993-1998

Between 1993 and 1998:

- 5,283 drivers were involved in fatal crashes.
- 1,660 drivers had been drinking alcohol before the crash (31.4%).
- 252 drivers tested positive for potentially impairing drugs (4.8%).
- 149 drivers tested positive for one drug (59%); 64 tested positive for two drugs (25%); and 39 tested positive for three or more drugs (15%).
- 150 drug-positive drivers had a BAC of 0.00 (59.5% of drug-positive drivers, or 2.8% of all fatal-crash-involved drivers).
- 12 of the drug-positive drivers either were not tested for alcohol or had unknown test results (4.8% of all drug-positive drivers).
- 90 drug-positive drivers had a BAC of 0.01 or greater (35.7% of drug-positive drivers); 75 of these had a BAC of 0.08 or greater (29.8%).

Drugs detected in fatal-crash-involved drivers included the following:

- **Stimulants** accounted for 42.4% of drugs found, principally **amphetamine** and **cocaine** and their relatives (e.g., methamphetamine, phentermine, fenfluramine, and benzoylecgonine, an inactive metabolite of cocaine). Generally, these drugs impair driver performance during the "downer" phase but, paradoxically, have been shown to *improve* driver performance during the initial "upper" phase.
- **Depressants** accounted for 19.0% of the drugs found, principally **barbiturates** and **benzodiazepines**. Barbiturates (e.g., phenobarbital and butabarbital) are highly impairing, typically acting on both sensory and motor areas of the CNS (symptoms include slurred speech, voluntary muscle problems, visual impairment, and drowsiness). Benzodiazepines (e.g., Valium®) act to block nerve conduction generally throughout the CNS (symptoms include blurred vision, drowsiness, and loss of coordination).
- **Cannabinoids** accounted for 11.2% of drugs found, principally **marijuana** and **THC**. Research results are mixed regarding impairment effects, and mechanisms of action are not well understood. Cannabinoids produce synergistic effects in combination with alcohol. Drivers may be able to control voluntary actions only intermittently. Anecdotally, THC-impaired drivers tend to drive more slowly.
- **Narcotics** accounted for 9.6% of the drugs found, principally synthetic and natural derivatives of opium (e.g., heroin, morphine, methadone, codeine, Demerol®, Darvon®, and Dilaudid®). These drugs act on endogenous opiate receptors to inhibit ascending pain pathways, alter perceptual processes, and cause drowsiness, disorientation, and general CNS depression.
- **Other / Unknown** (unspecified) drugs accounted for 17.5% of drugs found.

Driver-Related Factors Cited Most Frequently in Fatal Crashes

Washington State, Six year comparison

Nonbehavioral factors excluded¹

| <i>Driver-Related Factors</i> | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | Six-year Totals | % of all factors in fatal crashes |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------------|--|
| Improper Lane Travel / Run Off Road | 367 | 338 | 359 | 392 | 410 | 394 | 2,260 | 29.9% |
| Alcohol / Drug Involvement ² | 315 | 280 | 306 | 351 | 274 | 305 | 1,831 | 24.3% |
| Excessive Speed | 220 | 201 | 216 | 223 | 213 | 216 | 1,289 | 17.1% |
| Inattention | 116 | 126 | 125 | 144 | 150 | 164 | 825 | 10.9% |
| Failure to Yield Right-of-Way | 53 | 57 | 45 | 73 | 62 | 81 | 371 | 4.9% |
| Failure to Obey Signs, Signals, Laws | 48 | 46 | 39 | 43 | 44 | 35 | 255 | 3.4% |
| Drowsy, Sleepy, Asleep | 33 | 33 | 37 | 35 | 37 | 27 | 202 | 2.7% |
| Overcorrecting | 27 | 33 | 39 | 41 | 29 | 26 | 195 | 2.6% |
| Improper Passing | 16 | 18 | 12 | 12 | 16 | 20 | 94 | 1.2% |
| Reckless or Careless Driving | 14 | 8 | 15 | 18 | 10 | 6 | 71 | 0.9% |
| Traveling Wrong Direction | 6 | 6 | 9 | 9 | 10 | 14 | 54 | 0.7% |
| Improper Following | 4 | 3 | 6 | 9 | 13 | 7 | 42 | 0.6% |
| Stopping in Roadway | 2 | 8 | 8 | 8 | 6 | 5 | 37 | 0.5% |
| Failure to Dim or Use Lights | 1 | 3 | 0 | 5 | 4 | 3 | 16 | 0.2% |
| Improper Entry or Exit into Traffic | 1 | 0 | 2 | 0 | 1 | 1 | 5 | 0.1% |
| Totals | 1,223 | 1,160 | 1,218 | 1,363 | 1,279 | 1,304 | 7,547 | 100.0% |

¹ Excludes pre-existing driver injury or disability; sudden driver illness, emotional upset, or vision impairment; sliding or swerving resulting from road surface conditions; citations of vehicular homicide, manslaughter, assault, or hit-and-run; or the presence of certain electronic devices in the vehicle (e.g., cell phones or fax machines). These instances account for < 4% of all driver factors cited in FARS data.

This table shows over 98% of all behavioral driver factors cited in Washington fatal crashes between 1993 and 1998.

² 1,660 drivers classified as "impaired" had been drinking (91%), and 261 had ingested drugs (14%) -- including legal medications. Nine cases of police-reported impairment had no known test results. 90 impaired drivers had consumed *both* alcohol and drugs (5%).

Source: FARS

All Drivers Involved in 1998 Fatal Crashes

By County and Driver Age

| | 15-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | 66+ | County Totals |
|-------------------------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------|
| Adams | | 1 | 2 | 2 | | | | | 1 | 1 | 1 | 8 |
| Asotin | | | | | | 1 | | 1 | 1 | 1 | 1 | 5 |
| Benton | 6 | 3 | 2 | 2 | 4 | 3 | 1 | 1 | 2 | 1 | 2 | 27 |
| Chelan | 1 | 3 | | 2 | | 1 | 1 | 2 | 1 | | 1 | 12 |
| Clallam | 3 | 1 | 3 | 2 | 3 | 1 | 1 | | 1 | | 1 | 16 |
| Clark | 9 | 6 | 2 | 1 | | 1 | 4 | 2 | 3 | 2 | 2 | 32 |
| Columbia | | | | 1 | | 1 | | | | 2 | | 2 |
| Cowlitz | 1 | 1 | 1 | | | | 1 | 2 | | | | 6 |
| Douglas | | | | 1 | 2 | | | | | | 1 | 4 |
| Ferry | | | 1 | | 1 | | 1 | | | | | 3 |
| Franklin | | 2 | 1 | 3 | 1 | 1 | 1 | | | 1 | | 10 |
| Garfield | 1 | 1 | 1 | | | 1 | | 1 | | | 1 | 6 |
| Grant | 2 | 4 | 2 | 3 | 1 | 2 | 2 | 1 | 3 | 2 | 5 | 27 |
| Grays Harbor | 1 | 1 | 1 | 1 | 2 | 1 | 2 | | | 2 | 1 | 12 |
| Island | | | | | | | | | 1 | | 1 | 2 |
| Jefferson | 2 | | 1 | 1 | | | 1 | 1 | | | | 6 |
| King | 15 | 21 | 26 | 19 | 20 | 17 | 11 | 17 | 8 | 3 | 17 | 174 |
| Kitsap | 3 | | 3 | 2 | 2 | 2 | 1 | 4 | | 1 | 1 | 19 |
| Kittitas | 2 | 1 | 3 | | 0 | 4 | 1 | 3 | | | 5 | 19 |
| Klickitat | | 2 | 1 | 1 | 2 | 2 | | | 1 | 1 | | 10 |
| Lewis | 6 | | 3 | 1 | 1 | 4 | 3 | 3 | 1 | 1 | 3 | 26 |
| Lincoln | 1 | 1 | | 1 | | | 1 | 1 | | 1 | | 6 |
| Mason | 1 | 3 | 3 | | 2 | 1 | 1 | 1 | | | 2 | 14 |
| Okanogan | 3 | 5 | | 1 | 2 | | 1 | | 1 | | | 13 |
| Pacific | | | | | | 1 | 1 | 1 | 1 | | | 4 |
| Pend Oreille | | 1 | 1 | 1 | 1 | | 1 | | | | | 5 |
| Pierce | 15 | 10 | 15 | 12 | 11 | 5 | 4 | 10 | 5 | 4 | 11 | 102 |
| San Juan | | | | | | | | | | 1 | | 1 |
| Skagit | 4 | 1 | 2 | 4 | 2 | 1 | 1 | | | | 4 | 19 |
| Skamania | 1 | 2 | | | | | | | | | | 3 |
| Snohomish | 9 | 12 | 7 | 8 | 7 | 17 | 7 | 5 | 3 | 2 | 6 | 83 |
| Spokane | 10 | 9 | 8 | 4 | 9 | 3 | 5 | 4 | 2 | 4 | 8 | 66 |
| Stevens | | 1 | 2 | 2 | 3 | 1 | 2 | | | | | 11 |
| Thurston | 2 | 6 | 3 | 7 | 4 | 2 | 2 | 2 | | | 1 | 29 |
| Wahkiakum | | | | | | | | 1 | | | | 1 |
| Walla Walla | | 3 | 1 | | | 1 | 2 | 1 | 1 | | 1 | 10 |
| Whatcom | 5 | 6 | 2 | 4 | 3 | 5 | 7 | 2 | 1 | 2 | 5 | 42 |
| Whitman | | 1 | | 1 | 2 | | | 2 | | | | 6 |
| Yakima | 9 | 11 | 9 | 5 | 4 | 6 | 4 | 5 | 7 | 2 | 4 | 66 |
| Age Totals | 112 | 119 | 106 | 92 | 89 | 85 | 70 | 73 | 44 | 32 | 85 | 907 |
| % Fatal Drivers | 12.3% | 13.1% | 11.7% | 10.1% | 9.8% | 9.4% | 7.7% | 8.0% | 4.9% | 3.5% | 9.4% | 100.0% |
| Licensed Drivers ¹ | 313.1 | 364.2 | 430.2 | 446.1 | 494.9 | 489.1 | 435.8 | 352.7 | 248.6 | 188.0 | 502.9 | 4,265.7 |
| % Lic Drivers ² | 7.3% | 8.5% | 10.1% | 10.5% | 11.6% | 11.5% | 10.2% | 8.3% | 5.8% | 4.4% | 11.8% | 100.0% |
| Fatal Crash Rate ³ | 3.58 | 3.27 | 2.46 | 2.06 | 1.80 | 1.74 | 1.61 | 2.07 | 1.77 | 1.70 | 1.69 | 2.13 |

¹In thousands²Percentage of all licensed drivers -- i.e., 4,265,724.³Per 10,000 licensed drivers in age group.

Source: FARS

Drinking Drivers* Involved in 1998 Fatal Crashes

By County and Driver Age

| | 15-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | 66+ | County Totals | % Fatal Drivers in County |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|----------|-----------|---------------|---------------------------|
| Adams | | 1 | 1 | 1 | | | | | | | | 3 | 37.5% |
| Asotin | | | | | | 1 | | | | | | 1 | 20.0% |
| Benton | 1 | 1 | 1 | | 2 | 2 | | | | | | 7 | 25.9% |
| Chelan | 2 | 1 | 1 | | | | | | | | | 4 | 33.3% |
| Clallam | 2 | 1 | 1 | | 1 | | | | | | | 5 | 31.3% |
| Clark | 3 | 1 | | | | | 1 | 1 | | | | 6 | 18.8% |
| Columbia | | | | | | | | | | | | 0 | 0.0% |
| Cowlitz | | 1 | 1 | | | | | 1 | | | | 3 | 50.0% |
| Douglas | | | | | | | | | | | | 0 | 0.0% |
| Ferry | | | | | | | 1 | | | | | 1 | 33.3% |
| Franklin | | 2 | | | | | | | | 1 | | 3 | 30.0% |
| Garfield | 1 | | | | | | | | | | 1 | 2 | 33.3% |
| Grant | 1 | 2 | | 1 | | 1 | 1 | | | 1 | | 7 | 25.9% |
| Grays Harbor | | 1 | | 1 | | | | | | | | 2 | 16.7% |
| Island | | | | | | | | | | | 1 | 1 | 50.0% |
| Jefferson | | 1 | | | | | 1 | | | | | 2 | 33.3% |
| King | 6 | 1 | 6 | 7 | 4 | 2 | 4 | 3 | | 1 | 3 | 37 | 21.3% |
| Kitsap | 1 | | 2 | 1 | 1 | | 3 | 2 | | | | 10 | 52.6% |
| Kittitas | | | | | | | | | | | 1 | 1 | 5.3% |
| Klickitat | | 2 | | | 1 | 1 | | | 2 | | | 6 | 60.0% |
| Lewis | 3 | | 2 | | 1 | | | | | | | 6 | 23.1% |
| Lincoln | | | | 1 | | | 1 | | 1 | | | 3 | 50.0% |
| Mason | 2 | 5 | | 1 | 1 | 1 | 1 | | | | | 11 | 78.6% |
| Okanogan | 2 | 3 | 1 | | 2 | | 1 | | | | | 9 | 69.2% |
| Pacific | | | | | | 1 | 1 | | | | | 2 | 50.0% |
| Pend Oreille | | 1 | 1 | | | | | | | | | 2 | 40.0% |
| Pierce | 2 | 6 | 5 | 3 | 1 | 2 | | 2 | | | | 21 | 20.6% |
| San Juan | | | | | | | | | | 1 | | 1 | 100.0% |
| Skagit | 1 | | 1 | 3 | 2 | | | | | | 1 | 8 | 42.1% |
| Skamania | | 1 | | | | | | | | | | 1 | 33.3% |
| Snohomish | 3 | 4 | 4 | 1 | 5 | 3 | 2 | 1 | 1 | | 1 | 25 | 30.1% |
| Spokane | 2 | 4 | 2 | 2 | | 2 | 2 | | 2 | | 1 | 17 | 25.8% |
| Stevens | | | | 2 | 2 | | 1 | | | | | 5 | 45.5% |
| Thurston | 1 | 2 | 1 | 1 | 1 | 1 | 2 | | | | | 9 | 31.0% |
| Wahkiakum | | | | | | | | | | | | 0 | 0.0% |
| Walla Walla | | 2 | | | | 1 | | | | | | 3 | 30.0% |
| Whatcom | 1 | 2 | 1 | 1 | 1 | | 2 | | | | 2 | 10 | 23.8% |
| Whitman | | | | | | | | | | | | 0 | 0.0% |
| Yakima | 1 | 9 | 3 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | | 23 | 34.8% |
| Age Totals | 35 | 54 | 34 | 29 | 26 | 19 | 25 | 12 | 7 | 5 | 11 | 257 | 28.3% |
| % Drinking Drivers in Fatal Crashes | 13.6% | 21.0% | 13.2% | 11.3% | 10.1% | 7.4% | 9.7% | 4.7% | 2.7% | 1.9% | 4.3% | 100.0% | |

*Police-reported alcohol-involvement or a BAC of at least .01

Source: FARS

VI. Vehicles in Fatal Crashes

Half of the vehicles involved in 1998 fatal crashes were passenger cars, and another 20% were light trucks – proportional contributions that were virtually the same as during the previous four years. SUVs accounted for roughly 7% of the vehicles involved in 1998 fatal crashes, down slightly from their roughly 9% average during the previous four years. Vans and minivans, on the other hand, accounted for 8.5% of vehicles involved in 1998 fatal crashes – up from a 6.5% average during the previous four years. The greatest increase among fatal-crash-involved vehicle types, however, came from motorcycles, whose numbers jumped 47% over the previous four-year average.

Motor Vehicle Types involved in Fatal Crashes

Washington State, Five-year comparison

| Vehicle Type | 98 | 97 | 96 | 95 | 94 | Prev 4-yr Avg | '98 vs prev 4- yr avg |
|--------------------------------------|------------|------------|------------|------------|------------|---------------------|-----------------------------|
| Passenger Car (includes derivatives) | 454 | 443 | 478 | 445 | 450 | 454 | 0.0% |
| Van (includes minivans) | 77 | 69 | 56 | 52 | 56 | 58 | 32.2% |
| Light Truck (<10,000 lbs) | 184 | 162 | 216 | 167 | 179 | 181 | 1.7% |
| Sport Utility Vehicle | 63 | 86 | 88 | 60 | 73 | 77 | -17.9% |
| Med / Heavy Truck (10,000 lbs+) | 72 | 81 | 75 | 67 | 57 | 70 | 2.9% |
| Motorcycle / MoPed / ATV / ATC | 50 | 28 | 39 | 36 | 34 | 34 | 46.0% |
| Bus | 3 | 4 | 11 | 7 | 5 | 7 | -55.6% |
| Other (Snowmobile, Farm Equip) | 1 | 0 | 3 | 4 | 3 | 3 | -60.0% |
| Unknown | 4 | 4 | 12 | 9 | 6 | 8 | -48.4% |
| Total Vehicles | 908 | 877 | 978 | 847 | 863 | 896 | 1.3% |

1998 Traffic Deaths by Vehicle Type Occupied*

Washington State

| VEHICLE TYPE | AGE GROUP | | | | | | | | Veh Type Totals |
|--------------------------------------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| | <14 | 15-20 | 21-30 | 31-40 | 41-50 | 51-60 | 61-70 | 71+ | |
| Passenger Car (includes derivatives) | 11 | 68 | 88 | 51 | 48 | 20 | 18 | 50 | 354 |
| Light Truck (<10,000 lbs) | | 7 | 16 | 13 | 12 | 16 | 9 | 6 | 79 |
| Motorcycle / MoPed / ATV / ATC | | 10 | 15 | 12 | 10 | 4 | | | 51 |
| Van (includes minivans) | 4 | 1 | 7 | 5 | 10 | 8 | 2 | 4 | 41 |
| Heavy / Med Truck (10,000 lbs+) | | | 1 | 1 | 3 | 3 | 3 | | 11 |
| Sport Utility Vehicle | 3 | 8 | 8 | 6 | 6 | 7 | | 1 | 39 |
| Occupant Totals | 18 | 94 | 135 | 88 | 89 | 58 | 32 | 61 | 575 |

*All motor vehicle occupants killed in 1998 reported fatal crashes.

Source: FARS

Registered Vehicles in Washington State, 1998

By County and Vehicle Type

| County | Passenger Vehicles | Motor Cycles | Mo Peds | Motor Homes | Antique or Restored | Trucks | For Hire, Stage Buses, Private School | Exempt (gov't) | County Totals |
|---------------------|-----------------------|-----------------|--------------|----------------|---------------------------|------------------|---|-------------------|------------------|
| Adams | 9,352 | 184 | 22 | 221 | 8 | 7,120 | 1 | 43 | 16,951 |
| Asotin | 10,751 | 345 | 12 | 318 | 7 | 5,941 | 2 | 16 | 17,392 |
| Benton | 83,060 | 2,250 | 165 | 2,222 | 44 | 32,855 | 19 | 148 | 120,763 |
| Chelan | 40,482 | 1,976 | 106 | 1,140 | 22 | 20,985 | 11 | 109 | 64,831 |
| Cllallam | 36,670 | 1,312 | 78 | 1,456 | 29 | 19,504 | 23 | 69 | 59,141 |
| Clark | 186,926 | 4,642 | 404 | 3,421 | 221 | 70,531 | 46 | 263 | 266,454 |
| Columbia | 2,297 | 112 | 6 | 78 | 2 | 2,116 | 0 | 13 | 4,624 |
| Cowlitz | 54,336 | 1,536 | 177 | 1,723 | 63 | 28,832 | 29 | 100 | 86,796 |
| Douglas | 13,146 | 553 | 33 | 443 | 6 | 7,927 | 3 | 42 | 22,153 |
| Ferry | 2,488 | 109 | 3 | 93 | 5 | 2,193 | 0 | 20 | 4,911 |
| Franklin | 27,155 | 581 | 42 | 716 | 19 | 14,449 | 3 | 87 | 43,052 |
| Garfield | 1,347 | 19 | 1 | 45 | 2 | 1,235 | 2 | 14 | 2,665 |
| Grant | 36,349 | 1,023 | 92 | 1,183 | 31 | 22,311 | 14 | 142 | 61,145 |
| Grays Harbor | 34,389 | 937 | 415 | 1,079 | 35 | 20,486 | 19 | 105 | 57,465 |
| Island | 38,337 | 1,244 | 115 | 1,064 | 23 | 14,788 | 13 | 69 | 55,653 |
| Jefferson | 14,710 | 695 | 77 | 597 | 17 | 7,399 | 5 | 26 | 23,526 |
| King | 1,115,396 | 28,918 | 1,978 | 12,946 | 719 | 297,969 | 1,854 | 2,349 | 1,462,129 |
| Kitsap | 126,006 | 4,595 | 346 | 3,226 | 116 | 46,206 | 102 | 136 | 180,733 |
| Kittitas | 16,506 | 796 | 77 | 532 | 9 | 10,876 | 2 | 65 | 28,863 |
| Klickitat | 10,062 | 358 | 18 | 304 | 6 | 7,272 | 1 | 34 | 18,055 |
| Lewis | 37,261 | 1,104 | 130 | 1,202 | 79 | 24,091 | 11 | 119 | 63,997 |
| Lincoln | 5,914 | 147 | 17 | 261 | 4 | 5,304 | 3 | 33 | 11,683 |
| Mason | 26,423 | 950 | 138 | 1,215 | 30 | 15,261 | 12 | 38 | 44,067 |
| Okanogan | 19,018 | 781 | 29 | 655 | 43 | 13,929 | 6 | 69 | 34,530 |
| Pacific | 10,799 | 296 | 145 | 474 | 5 | 6,829 | 1 | 41 | 18,590 |
| Pend Oreille | 5,735 | 208 | 6 | 243 | 9 | 4,020 | 0 | 38 | 10,259 |
| Pierce | 357,405 | 9,365 | 981 | 7,121 | 526 | 126,652 | 246 | 695 | 502,991 |
| San Juan | 8,144 | 410 | 205 | 194 | 5 | 4,447 | 13 | 13 | 13,431 |
| Skagit | 65,738 | 2,413 | 232 | 2,018 | 53 | 32,000 | 37 | 102 | 102,593 |
| Skamania | 4,266 | 177 | 4 | 153 | 2 | 2,660 | 1 | 23 | 7,286 |
| Snohomish | 340,743 | 10,925 | 757 | 7,350 | 320 | 125,811 | 208 | 552 | 486,666 |
| Spokane | 236,715 | 6,629 | 304 | 4,863 | 275 | 93,059 | 180 | 371 | 342,396 |
| Stevens | 16,841 | 561 | 26 | 693 | 16 | 12,326 | 4 | 57 | 30,524 |
| Thurston | 124,102 | 3,888 | 345 | 2,869 | 98 | 50,071 | 44 | 207 | 181,624 |
| Wahkiakum | 1,707 | 37 | 11 | 78 | 2 | 1,353 | 0 | 9 | 3,197 |
| Walla Walla | 25,024 | 790 | 99 | 590 | 15 | 11,510 | 15 | 56 | 38,099 |
| Whatcom | 92,200 | 2,974 | 224 | 2,463 | 59 | 37,877 | 84 | 154 | 136,035 |
| Whitman | 17,818 | 474 | 63 | 332 | 8 | 10,194 | 2 | 90 | 28,981 |
| Yakima | 120,331 | 2,704 | 229 | 3,359 | 56 | 58,242 | 71 | 240 | 185,232 |
| DOL / pro | 18,130 | 436 | 41 | 273 | 24 | 12,553 | 11 | 1,300 | 32,768 |
| State Totals | 3,394,079 | 97,454 | 8,153 | 69,213 | 3,013 | 1,289,184 | 3,098 | 8,057 | 4,872,251 |

Source: DOL

Washington Traffic Safety Commission
1000 S. Cherry Street
P.O. Box 40944
Olympia, WA 98504-0944

ADDRESS SERVICE REQUESTED

PRSRRT STD
U.S. POSTAGE PAID
Washington State
Department of Printing