

2006 Washington State Collision Data Summary Highways Only



Photo courtesy of Weldon Wilson, 8/7/06

Table of Contents

INTRODUCTION	3
HOW TO READ THIS DOCUMENT AND IMPORTANT NOTES.....	4
OVERVIEW	5
U.S. FATALITY RATE VS. WASHINGTON STATE TREND LINE.....	5
OVERVIEW OF TRAFFIC COLLISIONS – 5 YEAR COMPARISON.....	6
TRAFFIC DEATHS, INJURIES AND COLLISIONS BY COUNTY.....	7
COLLISIONS AND RATE BY COUNTY (MAP).....	8
TRAFFIC DEATHS, INJURIES AND COLLISIONS BY CITY AND BY CITY POPULATION.....	9
WSDOT REGIONS	15
WSDOT REGIONAL BOUNDARY MAP.....	15
STATEWIDE AND REGIONAL COLLISION RATES BY FUNCTIONAL CLASS.....	16
LEADING DRIVER CONTRIBUTING CIRCUMSTANCES BY REGION.....	36
LEADING COLLISION TYPES BY REGION.....	38
LEADING OBJECT STRUCK BY REGION.....	40
WEATHER AND ROAD SURFACE CONDITIONS BY REGION.....	42
PEOPLE, VEHICLES, AND COLLISIONS	44
OVERVIEW OF PEOPLE, VEHICLES, AND COLLISIONS.....	44
PERSON TYPE IN COLLISIONS BY INJURY SEVERITY.....	45
INJURIES AND FATALITIES IN COLLISIONS BY AGE GROUP, GENDER, TIME, DAY, MONTH.....	49
MOST SEVERE INJURY PER COLLISION BY MONTH.....	54
MOTOR VEHICLE INVOLVED COLLISIONS; FIRST COLLISION TYPE BY MOST SEVERE INJURY PER COLLISION.....	55
SINGLE AND MULTIPLE MOTOR VEHICLE INVOLVED COLLISIONS.....	58
COLLISIONS BY AGE INVOLVEMENT AND GENDER.....	62
DRIVER CONTRIBUTING CIRCUMSTANCES BY COLLISION SEVERITY.....	63
OBSERVED SEAT BELT USE RATES.....	64
ALCOHOL INVOLVED COLLISIONS.....	66
SPEED RELATED COLLISIONS.....	74
HIT AND RUN COLLISIONS.....	81
VEHICLE TYPES INVOLVED IN COLLISIONS	86
MOTORCYCLE INVOLVED COLLISIONS.....	86
HEAVY TRUCK INVOLVED COLLISIONS.....	93
SCHOOL BUS INVOLVED COLLISIONS.....	98
PEDESTRIAN AND PEDALCYCLIST INVOLVED COLLISIONS	101
WORK ZONE COLLISIONS	115
APPENDIX	125
GLOSSARY OF TERMS	131

Introduction

The Washington State Motor Vehicle laws require that a standard Traffic Accident Report form be submitted when an injury or death occurs to any person, or damage to the property of any person to an apparent extent of seven hundred dollars or more. If a collision is not investigated and reported by an officer, the operators of any involved vehicles must submit their own independent traffic accident report as stated in RCW 46.52.030 and WAC 446-85-010.

The Washington State Department of Transportation's (WSDOT) Transportation Data Office (TDO) is responsible for collecting, processing, analyzing and disseminating traffic, roadway and collision data pertaining to all public roadways in Washington State. The source used for collision information contained in this summary report originates from collision reports submitted by officers and citizens. TDO staff reviews the submitted collision reports to determine the appropriate location and other relevant collision data. The data is then made available to the TDO's Collision data mart, where it is analyzed and becomes valuable information, for a variety of customers including: the Regions and Divisions within WSDOT, the Federal Highway Administration (FHWA), other Washington State government agencies, and public or private organizations.

This report covers collisions on **all State Highways** (includes Interstates and State Highways only) in Washington State for the year 2006. Tables and charts show frequency and rate of collisions, multi-year trends, collision types, contributing circumstances and other factors.

This report reflects available data as of June 11, 2007.

Contact Information: WSDOT - Collision Data and Analysis Branch (360) 570-2451

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

JON C. BAUER

Transportation Data Office General Manager
Strategic Planning and Programming Division
Washington State Department of Transportation

BRIAN J. SMITH, AICP

Director, Strategic Planning and Programming
Washington State Department of Transportation

How to Read This Document

The Report is organized into three basic sections – an *Introduction/Overview* section offering a high-level look at Washington (and U.S.) collision numbers; a *People, Vehicles, and Collisions* section containing most of the detailed collision data; and an *Appendix/Glossary* to assist the reader with supplementary technical terminology, historical information, and research resources. The data is offered in a variety of ways – e.g., collisions sorted by greatest injury severity, county, city, year, hour of day, etc.; injured persons sorted by gender, age, month, traffic-user type (e.g., pedestrians or motorcyclists), city, etc. **As a further note, the reader is advised to be aware, throughout the Report, of the distinction between the number of collisions and the number of people injured or who die in the collision; for example, one fatal collision may have three fatalities (i.e., number of deaths).**

This report presents information in tables, and uses graphs and charts to better display relationships between the data presented. The collision numbers presented here are frequently combined with other kinds of information to put them in a clearer perspective.

To assist in this comparative safety analysis, we have several standardization techniques. For example, using rates helps us to control for differences in exposure (a term for capturing the extent to which people are “at risk” for unwanted events like crashes, injuries, and deaths). This helps in making apples-to-apples comparisons. Presently, the measure for capturing such exposure is vehicle miles traveled (VMT). Over the years, analysts at the Washington State Department of Transportation have continually refined their techniques for estimating VMT on Washington roadways – by road class, by county, by metropolitan area, by vehicle type, and by rural-urban classification. To generate accurate VMT figures requires a great deal of time, money, and expertise, and in some cases mileage estimates are not available for many parameters, such as driver age groups. In these cases we use surrogate measures of exposure such as population figures, licensed driver totals, or vehicle registration numbers. The better we understand the nature and causes of collisions, the better we can target safety programs to reduce traffic collisions and injuries.

Important Notation

According to the Centers for Disease Control, in 2004 unintentional injuries were the leading cause of death for Americans ages 1 to 44. Traffic injuries alone constituted the leading cause of death among ages 5 to 34. Likewise, Washington State data is generally consistent with the national trend for 2004: unintentional injuries were the leading cause of death for all ages between 1 and 44, and traffic fatalities alone were the leading cause of death among ages 10-24 and the second leading cause of death among 1-9 year olds and 25-44 year olds. This report, developed as of June 11, 2007, shows that 632 people died on Washington roadways in 2006, while another 62,985 had lesser injury severity.

While traffic collisions are a leading cause of death and injury in our state, in many cases the State of Washington’s Strategic Highway Safety Plan provides strategies to reduce these collisions. Effective prevention strategies rely on thorough analysis of complete and accurate collision data to facilitate informed data driven decisions.

Overview

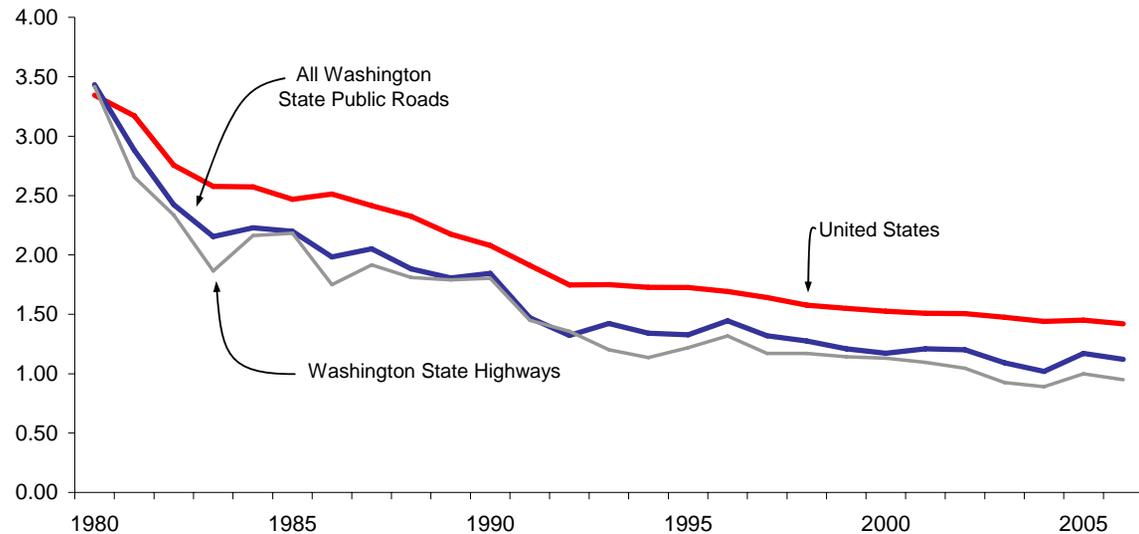
U.S. Fatality Rate vs. Washington State Trend Line

	United States	All Washington Roads	State Highways
1980	3.35	3.43	3.42
1981	3.17	2.88	2.66
1982	2.76	2.42	2.34
1983	2.58	2.15	1.87
1984	2.57	2.23	2.16
1985	2.47	2.20	2.18
1986	2.51	1.98	1.75
1987	2.41	2.05	1.91
1988	2.32	1.88	1.81
1989	2.17	1.81	1.79
1990	2.08	1.85	1.80
1991	1.91	1.47	1.45
1992	1.75	1.32	1.36
1993	1.75	1.42	1.20
1994	1.73	1.34	1.14
1995	1.73	1.33	1.22
1996	1.69	1.45	1.32
1997	1.64	1.32	1.17
1998	1.58	1.27	1.17
1999	1.55	1.21	1.14
2000	1.53	1.17	1.13
2001	1.51	1.21	1.10
2002	1.51	1.20	1.04
2003	1.48	1.09	0.93
2004	1.44	1.02	0.89
2005	1.45	1.17	1.00
2006	1.42	1.12	0.95

Between 1980 and 2006, the U.S. fatality rate has declined by 58% (from 3.35 to 1.42 fatalities per 100 million VMT). By comparison, during the same period, Washington state's overall fatality rate has declined by 67% (from 3.43 to 1.12 fatalities per 100 million VMT), while on state highways the fatality rate has declined by 72%.

Traffic Fatality Rates in Washington Compared to the National Average

Fatalities per 100 Million VMT, 1980-2006



Provided by: WSDOT-Transportation Data Office (TDO)

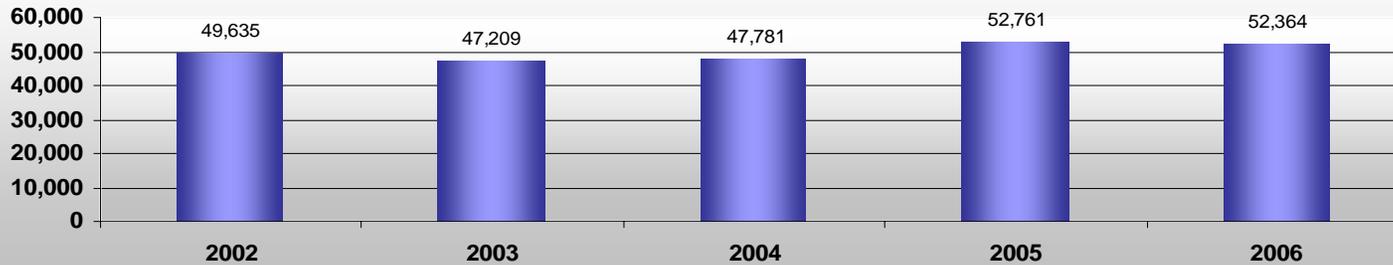
Sources: US Fatalities/VMT: NHTSA Traffic Safety Facts; WA Fatalities: FARS; State Hwy Fatalities: WSDOT-TDO; WA VMT: WSDOT-TDO

Overview of Traffic Collisions – 5 year comparison

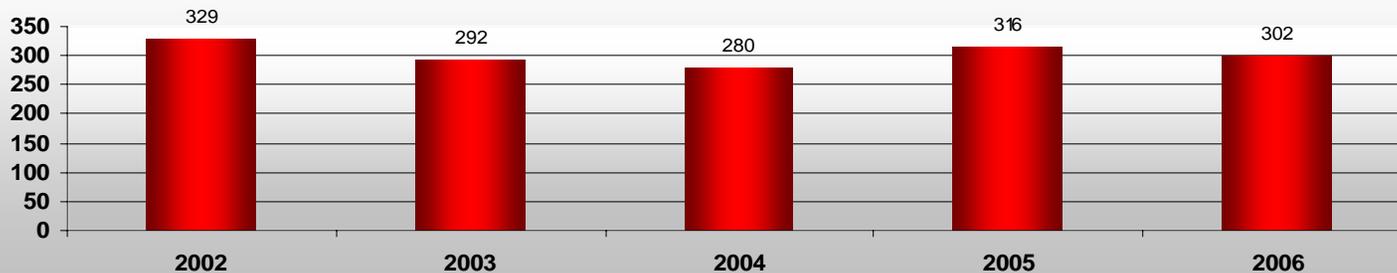
YEAR	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES INVOLVED	ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
2002	49,635	290	1,012	5,632	13,086	19,730	29,615	329	29,207	1,281	7,374	20,552	93,714	2,660	3,273
2003	47,209	258	852	4,940	12,540	18,332	28,619	292	26,925	1,076	6,494	19,355	88,853	2,450	3,073
2004	47,781	249	861	4,880	12,209	17,950	29,582	280	26,337	1,075	6,482	18,780	90,179	2,559	3,120
2005	52,761	275	899	5,101	13,863	19,863	32,623	316	28,757	1,142	6,618	20,997	99,727	2,699	3,285
2006	52,364	269	896	4,901	13,228	19,025	33,070	302	27,182	1,124	6,361	19,697	98,845	2,804	3,350
Total	249,750	1,341	4,520	25,454	64,926	94,900	153,509	1,519	138,408	5,698	33,329	99,381	471,318	13,172	16,101

Note: the remainder of the data pertains ONLY to collisions on state highways

Annual Number of Total Collisions



Annual Number of Fatalities



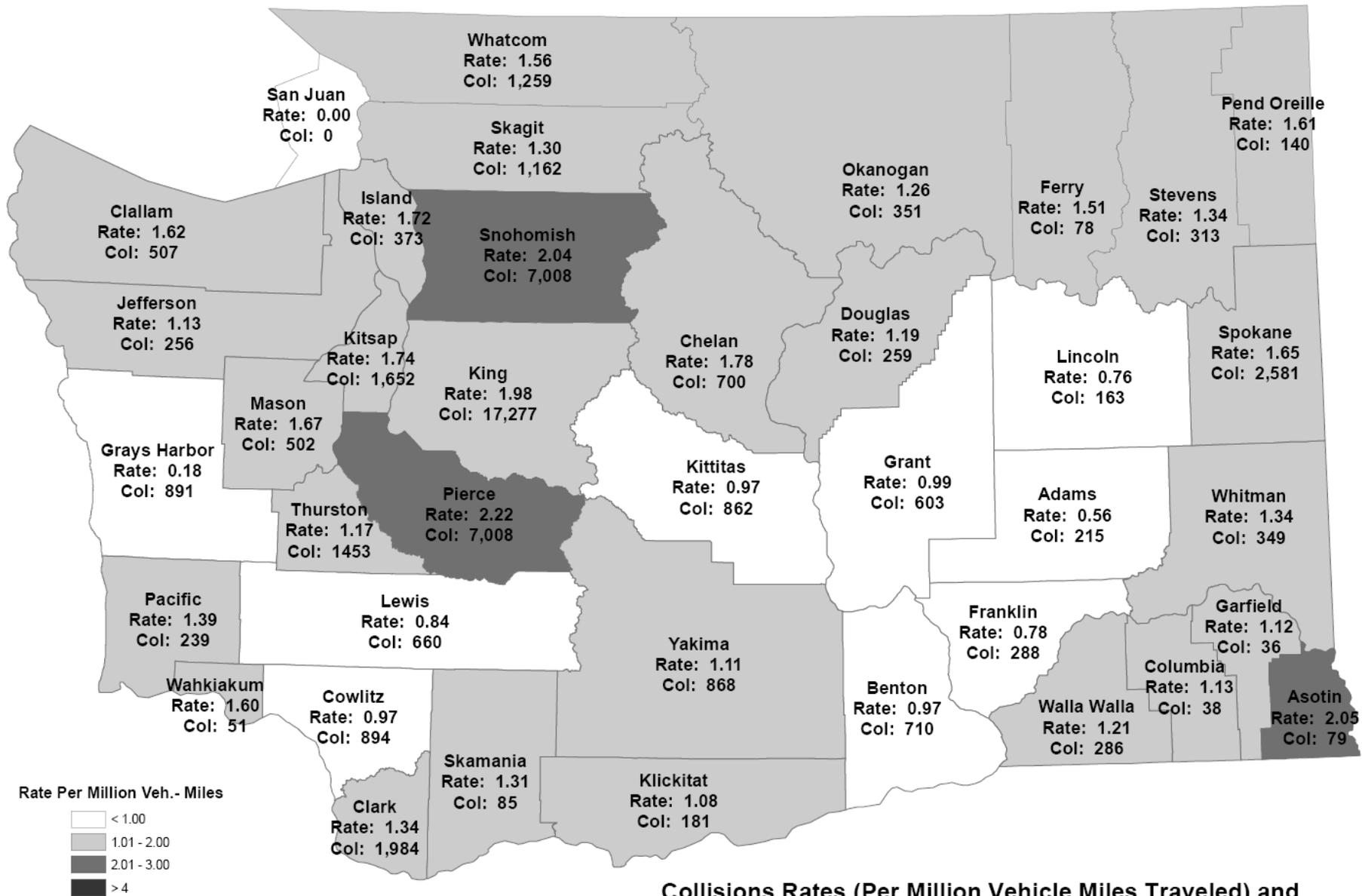
In 2006, 302 people died and another 27,182 were injured in traffic collisions on Washington state highways. Fatalities on state highways have decreased by 8.2% since 2002- from 329 to 302 in 2006, while disabling and evident injuries have decreased by 13.5% in the same time period- from 8,655 to 7,485. However, total collisions have increased by 5.5%.

In 2006, 63.2% of total collisions were property-damage-only collisions.

2006 Traffic Deaths, Injuries and Collisions by County

COUNTY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
Adams	215	1	6	44	37	87	127	1	147	6	74	67	287	14	15
Asotin	79	0	5	9	11	25	54	0	33	5	11	17	134	6	6
Benton	710	5	14	117	127	258	447	6	372	15	148	209	1,252	34	39
Chelan	700	2	16	82	167	265	433	2	397	24	101	272	1,224	24	30
Clallam	507	6	12	70	113	195	306	8	279	15	93	171	866	30	36
Clark	1,984	6	33	204	506	743	1,235	6	1,045	40	256	749	3,721	146	167
Columbia	38	0	2	3	4	9	29	0	9	2	3	4	46	3	3
Cowlitz	894	7	31	115	195	341	546	7	494	34	153	307	1,521	44	50
Douglas	259	7	12	38	50	100	152	9	155	17	57	81	439	20	24
Ferry	78	2	0	17	17	34	42	2	43	1	21	21	93	6	9
Franklin	288	3	12	49	49	110	175	3	172	15	69	88	481	23	25
Garfield	36	0	3	9	5	17	19	0	17	3	9	5	40	2	2
Grant	603	6	25	114	83	222	375	7	357	35	172	150	961	43	45
Grays Harbor	891	6	31	95	156	282	603	7	397	44	128	225	1,490	39	52
Island	373	3	8	41	100	149	221	3	236	12	55	169	693	17	24
Jefferson	256	3	5	44	46	95	158	4	124	5	56	63	402	17	21
King	17,277	47	214	1,112	4,658	5,984	11,246	53	8,395	259	1,399	6,737	34,633	779	954
Kitsap	1,652	7	24	168	374	566	1,079	8	813	29	224	560	3,222	80	100
Kittitas	862	7	17	143	111	271	584	11	402	26	199	177	1,220	27	31
Klickitat	181	2	11	25	17	53	126	2	81	14	39	28	251	17	18
Lewis	660	5	27	101	111	239	416	5	352	35	150	167	1,055	43	46
Lincoln	163	3	2	27	34	63	97	3	93	3	35	55	200	6	7
Mason	502	10	18	69	108	195	297	10	267	21	95	151	825	46	51
Okanogan	351	4	8	67	62	137	210	4	202	13	91	98	473	27	33
Pacific	239	4	8	31	44	83	152	7	113	8	44	61	359	24	26
Pend Oreille	140	1	4	24	21	49	90	1	72	9	35	28	190	5	8
Pierce	7,008	22	95	561	2,120	2,776	4,210	24	4,016	116	691	3,209	13,908	424	503
San Juan	3	0	0	0	0	0	3	0	0	0	0	0	4	0	1
Skagit	1,162	11	19	132	284	435	716	14	639	26	165	448	2,064	86	107
Skamania	85	1	3	20	7	30	54	1	33	4	20	9	111	7	8
Snohomish	7,008	24	78	562	1,850	2,490	4,494	26	3,448	90	695	2,663	14,064	325	393
Spokane	2,581	8	47	262	742	1,051	1,522	8	1,563	52	337	1,174	4,852	142	162
Stevens	313	8	10	51	60	121	184	9	175	13	68	94	442	27	32
Thurston	1,453	9	15	124	389	528	916	9	706	19	152	535	2,662	55	69
Wahkiakum	51	2	5	6	9	20	29	2	39	7	14	18	63	6	6
Walla Walla	286	5	15	47	36	98	183	5	145	16	69	60	445	23	27
Whatcom	1,259	9	26	143	295	464	786	10	673	35	180	458	2,263	95	105
Whitman	349	8	6	63	55	124	217	9	194	15	93	86	539	16	21
Yakima	868	15	29	112	175	316	537	16	484	41	160	283	1,350	76	94

Approximately 33% of total collisions and 17.5% of fatal collisions occurred in King County in 2006. King, Pierce, & Snohomish counties combined accounted for 59.8% of total collisions and 34.6% of fatal collisions. 55.2% of alcohol-involved collisions occurred in these same counties in 2006, 28.5% alone in King County.



Collisions Rates (Per Million Vehicle Miles Traveled) and Number of Collisions by County - State Routes Only

2006 Traffic Deaths, Injuries and Collisions by *City

CITY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
Aberdeen	339	0	2	20	82	104	235	0	147	3	25	119	694	6	9
Airway Heights	19	0	0	0	5	5	14	0	7	0	0	7	36	0	0
Algona	28	0	0	1	12	13	15	0	24	0	1	23	56	2	2
Almira	1	0	0	0	1	1	0	0	1	0	0	1	1	0	0
Anacortes	118	0	1	13	23	37	81	0	54	1	13	40	226	3	5
Arlington	179	0	0	13	47	60	119	0	79	0	17	62	373	6	6
Asotin	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Auburn	517	3	9	37	146	192	322	4	271	12	49	210	1,018	38	46
Bainbridge Islan	94	0	2	7	16	25	69	0	33	2	11	20	180	6	7
Battle Ground	60	0	1	6	20	27	33	0	38	1	7	30	121	2	2
Bellevue	1,431	3	7	57	372	436	992	3	565	8	67	490	2,867	38	46
Bellingham	520	2	5	40	129	174	344	3	240	7	46	187	1,007	14	18
Benton City	11	0	0	1	3	4	7	0	4	0	1	3	21	1	1
Bingen	7	0	0	2	0	2	5	0	3	0	3	0	12	0	0
Black Diamond	12	0	0	3	2	5	7	0	7	0	3	4	19	3	3
Blaine	21	0	0	3	2	5	16	0	7	0	3	4	40	2	2
Bonney Lake	167	0	0	17	54	71	96	0	108	0	21	87	337	13	15
Bothell	701	1	12	61	179	252	448	1	319	12	77	230	1,427	28	33
Bremerton	463	0	9	44	113	166	297	0	229	10	52	167	947	16	20
Brewster	2	0	0	1	0	1	1	0	1	0	1	0	4	0	0
Bridgeport	2	0	0	0	0	0	2	0	0	0	0	0	2	0	1
Buckley	31	0	1	3	8	12	19	0	17	1	5	11	62	2	3
Bucoda	3	0	1	0	0	1	2	0	2	1	0	1	5	0	0
Burien	109	2	3	5	41	49	58	2	67	4	8	55	211	5	5
Burlington	146	0	2	9	34	45	101	0	63	2	12	49	292	7	8
Camas	70	0	1	12	14	27	43	0	38	2	12	24	136	5	5
Carbonado	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Carnation	13	0	0	1	2	3	10	0	4	0	1	3	24	0	1
Castle Rock	11	0	0	2	2	4	7	0	7	0	4	3	21	0	0
Cathlamet	3	0	0	0	0	0	3	0	0	0	0	0	5	0	0
Centralia	155	0	3	14	27	44	111	0	71	3	20	48	308	10	10
Chehalis	65	0	2	9	18	29	36	0	41	2	10	29	125	5	5
Chelan	23	0	2	2	7	11	12	0	14	2	2	10	40	4	4
Cheney	28	0	0	1	10	11	17	0	17	0	1	16	51	0	1
Chewelah	10	0	0	1	0	1	9	0	1	0	1	0	16	1	2
Clarkston	32	0	1	6	7	14	18	0	19	1	7	11	63	2	2
Cle Elum	22	0	0	5	1	6	16	0	6	0	5	1	32	2	2
Clyde Hill	21	0	0	0	6	6	15	0	7	0	0	7	46	3	4
Colfax	16	0	1	1	0	2	14	0	2	1	1	0	30	0	0
College Place	7	0	1	3	0	4	3	0	8	1	7	0	13	0	0
Colton	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0
Colville	36	1	0	3	9	12	23	1	17	1	3	13	73	0	0
Concrete	6	0	0	1	2	3	3	0	3	0	1	2	11	2	2
Connell	4	0	0	0	2	2	2	0	4	0	0	4	7	0	0
Cosmopolis	2	0	0	1	0	1	1	0	1	0	1	0	4	0	0
Coulee Dam	6	0	0	1	3	4	2	0	4	0	1	3	8	0	0
Coupeville	2	0	1	0	1	2	0	0	9	3	2	4	5	0	0
Covington	87	0	0	5	28	33	54	0	45	0	7	38	174	2	4

*Collisions occurring only within city limits

...continued 2006 Traffic Deaths, Injuries and Collisions by *City

CITY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
Creston	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Darrington	3	0	0	0	0	0	3	0	0	0	0	0	3	0	0
Davenport	4	0	0	0	1	1	3	0	1	0	0	1	8	0	0
Dayton	2	0	0	0	0	0	2	0	0	0	0	0	4	0	0
Des Moines	137	0	0	12	32	44	93	0	62	0	13	49	278	7	8
Duwall	20	0	1	1	4	6	14	0	8	1	1	6	40	2	2
East Wenatchee	55	0	1	4	11	16	39	0	23	1	6	16	112	4	5
Eatonville	1	0	1	0	0	1	0	0	1	1	0	0	1	0	0
Edgewood	64	0	3	5	21	29	35	0	42	4	9	29	131	3	3
Edmonds	365	2	7	24	109	140	223	2	190	7	32	151	738	11	13
Ellensburg	18	0	1	3	2	6	12	0	13	1	9	3	35	0	0
Elma	16	0	0	2	2	4	12	0	5	0	3	2	22	0	0
Entiat	2	0	0	0	0	0	2	0	0	0	0	0	4	0	0
Enumclaw	78	0	3	8	22	33	45	0	45	3	9	33	157	3	4
Ephrata	41	0	0	2	7	9	32	0	11	0	3	8	79	0	0
Everett	1,732	1	24	126	458	608	1,123	1	815	25	152	638	3,557	70	79
Everson	6	0	0	1	0	1	5	0	2	0	2	0	11	1	1
Federal Way	1,150	2	9	88	321	418	730	2	610	14	115	481	2,338	58	69
Ferndale	49	0	0	3	10	13	36	0	15	0	3	12	82	3	3
Fife	274	0	2	14	72	88	186	0	120	2	20	98	542	16	16
Forks	12	0	0	0	0	0	12	0	0	0	0	0	23	0	0
Gig Harbor	69	0	2	6	17	25	44	0	37	5	8	24	137	3	4
Gold Bar	8	1	0	2	2	4	3	1	6	1	2	3	19	2	2
Goldendale	3	0	0	0	0	0	3	0	0	0	0	0	6	0	0
Grand Coulee	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Grandview	14	0	0	1	6	7	7	0	8	0	1	7	18	1	1
Granger	6	1	0	0	0	0	5	1	0	0	0	0	8	1	1
Granite Falls	14	0	1	2	1	4	10	0	6	1	3	2	29	1	1
Hamilton	2	0	0	0	1	1	1	0	1	0	0	1	3	0	0
Hoquiam	107	0	0	6	29	35	72	0	39	0	6	33	209	1	1
Hunts Point	21	0	0	2	3	5	16	0	5	0	2	3	40	3	3
Ilwaco	7	0	0	1	0	1	6	0	1	0	1	0	12	2	2
Ione	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Issaquah	211	1	1	6	58	65	145	1	85	1	8	76	420	3	6
Kalama	14	0	1	1	1	3	11	0	3	1	1	1	17	0	0
Kelso	201	0	5	18	47	70	131	0	100	5	27	68	364	8	9
Kenmore	127	0	4	10	30	44	83	0	60	5	14	41	272	6	9
Kennewick	213	0	1	29	46	76	137	0	114	1	35	78	432	8	10
Kent	1,508	1	21	91	379	491	1,016	1	663	23	114	526	3,037	64	78
Kirkland	476	0	1	22	122	145	331	0	192	1	24	167	996	19	23
Lacey	227	0	1	11	73	85	142	0	111	1	11	99	464	5	7
Lake Forest Par	113	0	3	11	33	47	66	0	58	4	11	43	234	12	13
Lake Stevens	59	0	0	4	17	21	38	0	28	0	6	22	122	1	3
Lakewood	537	1	8	30	163	201	335	1	268	12	35	221	1,096	31	38
Latah	1	0	0	0	0	0	1	0	0	0	0	0	1	1	1
Leavenworth	18	0	1	0	3	4	14	0	8	1	0	7	39	0	0
Liberty Lake	28	1	1	4	3	8	19	1	9	1	5	3	41	6	7
Long Beach	17	0	1	0	3	4	13	0	5	1	1	3	34	1	1
Longview	192	0	3	12	52	67	125	0	97	4	19	74	401	3	3

*Collisions occurring only within city limits

...continued 2006 Traffic Deaths, Injuries and Collisions by *City

CITY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
Lyman	2	0	0	1	0	1	1	0	1	0	1	0	4	1	1
Lynden	25	0	0	3	11	14	11	0	21	0	3	18	53	0	0
Lynnwood	829	1	9	53	205	267	561	1	361	9	62	290	1,703	29	34
Mabton	3	0	0	0	1	1	2	0	2	0	0	2	6	0	0
Mansfield	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Maple Valley	95	0	2	13	29	44	51	0	69	2	20	47	200	4	5
Marcus	2	0	0	0	0	0	2	0	0	0	0	0	3	0	0
Marysville	193	2	0	12	51	63	128	2	96	0	14	82	405	9	10
McCleary	14	0	0	2	2	4	10	0	4	0	2	2	19	0	0
Medical Lake	7	0	0	1	1	2	5	0	3	0	1	2	13	0	0
Medina	46	0	0	0	12	12	34	0	30	0	0	30	105	2	2
Mercer Island	116	0	1	7	27	35	81	0	42	1	7	34	225	6	7
Mesa	4	0	0	2	0	2	2	0	6	0	6	0	5	0	0
Metaline Falls	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0
Mill Creek	190	3	1	20	48	69	118	3	94	1	28	65	393	6	6
Milton	90	0	0	5	28	33	57	0	47	0	6	41	196	6	7
Monroe	229	1	4	12	48	64	164	1	96	4	14	78	465	9	14
Montesano	11	0	0	1	0	1	10	0	1	0	1	0	14	0	0
Morton	7	0	0	1	3	4	3	0	5	0	1	4	12	0	0
Moses Lake	173	0	4	22	35	61	112	0	94	4	29	61	326	16	16
Mossyrock	4	0	1	3	0	4	0	0	8	1	7	0	9	0	0
Mount Vernon	250	1	2	27	66	95	154	1	147	3	39	105	507	9	13
Mountlake Terra	150	0	2	6	51	59	91	0	74	2	7	65	311	17	18
Moxee	2	0	0	0	0	0	2	0	0	0	0	0	3	0	0
Mukilteo	164	0	4	15	41	60	104	0	83	4	17	62	343	7	7
Naches	7	0	1	1	0	2	5	0	2	1	1	0	9	2	2
Napavine	26	0	0	4	4	8	18	0	9	0	5	4	44	1	2
Newport	19	0	1	3	2	6	13	0	16	3	11	2	37	0	0
Nooksack	6	1	0	0	1	1	4	1	1	0	0	1	11	1	2
Normandy Park	31	0	1	4	10	15	16	0	26	1	6	19	58	3	3
North Bend	40	0	1	5	8	14	26	0	20	3	5	12	71	0	0
North Bonneville	6	0	0	0	1	1	5	0	1	0	0	1	6	0	1
Northport	1	0	1	0	0	1	0	0	1	1	0	0	1	0	0
Oak Harbor	108	1	1	6	35	42	65	1	66	2	10	54	227	2	3
Oakville	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Odessa	2	0	0	0	0	0	2	0	0	0	0	0	4	0	0
Okanogan	14	0	0	3	3	6	8	0	11	0	5	6	23	1	1
Olympia	277	0	2	20	85	107	170	0	132	3	24	105	537	11	11
Omak	39	0	0	4	7	11	28	0	13	0	4	9	75	1	1
Oroville	4	0	0	2	1	3	1	0	5	0	2	3	9	0	0
Orting	27	0	0	2	7	9	18	0	11	0	3	8	53	0	1
Othello	11	0	0	2	3	5	6	0	7	0	3	4	22	0	0
Pacific	49	0	1	2	15	18	31	0	25	1	3	21	99	1	1
Palouse	3	0	0	0	0	0	3	0	0	0	0	0	6	0	0
Pasco	208	1	7	27	36	70	137	1	114	8	37	69	382	18	19
Pateros	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0

*Collisions occurring only within city limits

...continued 2006 Traffic Deaths, Injuries and Collisions by *City

CITY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
Pe Ell	3	0	0	0	0	0	3	0	0	0	0	0	5	0	0
Pomeroy	5	0	0	0	1	1	4	0	1	0	0	1	8	0	0
Port Angeles	189	1	3	15	48	66	122	1	89	3	17	69	381	5	7
Port Orchard	124	0	1	8	31	40	84	0	54	1	10	43	241	6	6
Port Townsend	39	0	0	3	8	11	28	0	14	0	3	11	87	3	3
Poulsbo	90	0	2	6	18	26	64	0	33	2	8	23	194	1	1
Prosser	4	0	0	0	0	0	4	0	0	0	0	0	5	0	0
Pullman	98	0	1	13	20	34	64	0	44	1	19	24	195	3	4
Puyallup	510	0	7	23	171	201	309	0	292	7	26	259	1,064	17	24
Quincy	25	0	0	2	2	4	21	0	4	0	2	2	46	0	0
Rainier	6	0	1	0	1	2	4	0	3	1	1	1	12	0	0
Raymond	20	0	0	0	6	6	14	0	6	0	0	6	30	3	3
Rearadan	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Redmond	451	2	1	25	102	128	321	2	171	2	35	134	922	11	16
Renton	1,410	2	8	83	427	518	890	2	758	8	102	648	2,957	46	63
Republic	5	0	0	0	1	1	4	0	1	0	0	1	8	0	0
Richland	248	2	4	31	55	90	156	3	133	5	41	87	476	9	10
Ridgefield	40	0	0	4	11	15	25	0	21	0	4	17	75	3	4
Ritzville	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Riverside	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Rock Island	5	1	0	0	2	2	2	1	4	1	1	2	8	0	0
Rockford	4	0	0	0	1	1	3	0	2	0	0	2	8	0	0
Roslyn	5	0	0	0	1	1	4	0	1	0	0	1	9	1	1
Roy	15	0	0	3	3	6	9	0	6	0	3	3	27	0	2
Royal City	1	0	1	0	0	1	0	0	2	2	0	0	2	0	0
Ruston	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Sammamish	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
SeaTac	528	1	12	44	138	194	333	1	263	12	58	193	1,018	36	38
Seattle	4,947	11	60	272	1,425	1,757	3,179	13	2,411	74	321	2,016	10,116	208	263
Sedro-Woolley	66	0	1	7	19	27	39	0	35	1	7	27	135	2	2
Selah	44	0	0	5	15	20	24	0	26	0	6	20	92	2	2
Sequim	14	1	0	3	1	4	9	1	5	0	3	2	25	1	1
Shelton	59	0	2	1	21	24	35	0	30	3	1	26	113	3	3
Shoreline	469	2	10	23	128	161	306	2	216	10	25	181	982	25	30
Snohomish	21	0	0	0	7	7	14	0	9	0	0	9	42	1	1
Snoqualmie	16	0	0	4	3	7	9	0	9	0	4	5	27	2	2
Soap Lake	3	0	0	1	0	1	2	0	2	0	2	0	5	0	0
South Bend	8	0	0	1	2	3	5	0	5	0	1	4	13	2	2
South Prairie	2	0	0	0	1	1	1	0	3	0	0	3	3	0	1
Spokane	1,338	2	13	107	433	553	783	2	792	15	127	650	2,679	61	67
Spokane Valley	480	2	7	58	136	201	277	2	297	8	70	219	942	29	33
Stanwood	60	0	0	3	18	21	39	0	27	0	3	24	127	1	4
Stevenson	4	0	0	0	1	1	3	0	1	0	0	1	7	0	0
Sultan	56	0	0	8	15	23	33	0	39	0	10	29	111	3	6
Sumner	118	1	2	17	34	53	64	1	76	2	18	56	221	17	19
Sunnyside	21	0	0	1	5	6	15	0	8	0	2	6	38	0	0
Tacoma	2,630	10	28	210	731	969	1,651	10	1,383	34	258	1,091	5,226	134	151
Tenino	18	0	0	3	3	6	12	0	6	0	3	3	36	1	1

*Collisions occurring only within city limits

...continued 2006 Traffic Deaths, Injuries and Collisions by *City

CITY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
Toledo	1	0	0	0	0	0	1	0	0	0	0	0	2	1	1
Tonasket	6	0	0	0	1	1	5	0	1	0	0	1	12	0	0
Toppenish	37	0	0	1	6	7	30	0	10	0	1	9	71	4	6
Tukwila	941	1	16	63	231	310	630	1	514	19	87	408	1,862	43	44
Tumwater	216	0	0	18	54	72	144	0	89	0	21	68	380	5	7
Twisp	3	0	0	0	1	1	2	0	1	0	0	1	6	2	2
Union Gap	14	0	1	1	4	6	8	0	8	1	2	5	26	2	2
Vancouver	877	1	11	83	222	316	560	1	433	14	106	313	1,639	64	72
Waitsburg	5	0	0	1	0	1	4	0	2	0	2	0	11	1	1
Walla Walla	66	0	0	6	12	18	48	0	24	0	8	16	124	2	3
Wapato	3	0	0	1	1	2	1	0	3	0	1	2	4	1	2
Warden	3	0	0	1	0	1	2	0	2	0	2	0	5	0	0
Washougal	25	0	0	4	8	12	13	0	13	0	5	8	53	2	3
Washucna	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Waterville	2	0	0	1	1	2	0	0	2	0	1	1	3	0	0
Wenatchee	275	1	3	17	77	97	177	1	124	3	18	103	573	7	7
West Richland	12	0	0	0	2	2	10	0	2	0	0	2	25	0	0
Westport	7	0	0	2	1	3	4	0	4	0	2	2	13	1	1
White Salmon	14	0	0	1	2	3	11	0	6	0	1	5	25	1	1
Wilbur	3	0	0	2	0	2	1	0	3	0	2	1	4	0	1
Wilkerson	3	0	0	0	2	2	1	0	2	0	0	2	5	2	2
Winlock	1	0	0	0	1	1	0	0	1	0	0	1	2	0	0
Winthrop	3	0	0	2	0	2	1	0	2	0	2	0	4	0	0
Woodinville	75	0	1	2	14	17	58	0	24	1	2	21	149	2	2
Woodland	75	1	3	8	17	28	46	1	36	3	8	25	131	6	7
Yakima	159	1	2	18	39	59	99	1	92	2	23	67	293	7	9
Yarrow Point	17	0	0	0	5	5	12	0	6	0	0	6	37	2	2
Yelm	93	0	2	9	21	32	61	0	45	3	9	33	198	2	2

*Collisions occurring only within city limits

Seattle experienced the largest number of overall collisions, with 4,947, followed by Tacoma with 2,630, and Everett with 1,732. Cities with the highest number of fatal collisions were Seattle (11), Tacoma (10), Bellevue (3), Mill Creek (3), and Auburn (3).

2006 Traffic Deaths, Injuries and Collisions – *Cities over 10,000 Population

Population	Number of Fatalities	Number of Injuries	Number of Collisions	**AVMT	***Collision Rate	Population	Number of Fatalities	Number of Injuries	Number of Collisions	**AVMT	***Collision Rate		
250,000 and over						15,000 to 22,500							
Seattle	578,700	13	2,411	4,947	1,969,621,213	2.51	Oak Harbor	22,290	1	66	108	24,253,290	4.45
100,000 to 250,000						10,000 to 15,000							
Spokane	201,600	2	792	1,338	378,754,926	3.53	Mercer Island	21,860	0	42	116	177,501,993	0.65
Tacoma	199,600	10	1,383	2,630	723,908,278	3.63	Mountlake Terrace	20,390	0	74	150	135,772,671	1.10
Vancouver	156,600	1	433	877	577,733,070	1.52	Kenmore	19,680	0	60	127	31,901,252	3.98
Bellevue	117,000	3	565	1,431	784,825,661	1.82	Mukilteo	19,620	0	83	164	50,343,275	3.26
Everett	101,100	1	815	1,732	634,774,165	2.73	Issaquah	19,570	1	85	211	173,186,770	1.22
60,000 to 100,000						5,000 to 10,000							
Spokane Valley	87,000	2	297	480	379,798,188	1.26	Maple Valley	19,140	0	69	95	36,602,061	2.60
Federal Way	86,530	2	610	1,150	542,330,666	2.12	Port Angeles	18,970	1	89	189	40,318,966	4.69
Kent	85,650	1	663	1,508	630,618,439	2.39	Tukwila	17,930	1	514	941	541,002,201	1.74
Yakima	81,710	1	92	159	88,789,170	1.79	Mill Creek	17,460	3	94	190	52,494,632	3.62
Bellingham	73,460	3	240	520	235,023,584	2.21	Covington	17,240	0	45	87	35,486,070	2.45
Kennewick	61,770	0	114	213	109,122,225	1.95	Ellensburg	17,080	0	13	18	3,176,245	5.67
22,500 to 60,000						1,000 to 5,000							
Lakewood	59,000	1	268	537	312,261,245	1.72	Moses Lake	16,830	0	94	173	77,091,588	2.24
Renton	58,360	2	758	1,410	501,923,611	2.81	Aberdeen	16,470	0	147	339	53,321,346	6.36
Shoreline	52,830	2	216	469	257,233,644	1.82	Anacortes	16,170	0	54	118	69,304,284	1.70
Redmond	49,890	2	171	451	158,110,335	2.85	Monroe	16,170	1	96	229	41,164,653	5.56
Auburn	48,955	4	271	517	265,979,446	1.94	Camas	15,880	0	38	70	52,048,967	1.34
Pasco	47,610	1	114	208	185,556,368	1.12	Battle Ground	15,810	0	38	60	21,968,036	2.73
Kirkland	47,180	0	192	476	320,534,335	1.49	Arlington	15,430	0	79	179	75,990,222	2.36
Richland	44,230	3	133	248	184,568,561	1.34	Centralia	15,430	0	71	155	54,944,038	2.82
Olympia	43,740	0	132	277	211,066,083	1.31	Bonney Lake	15,230	0	108	167	48,295,059	3.46
Edmonds	40,360	2	190	365	63,563,381	5.74	10,000 to 15,000						
Sammamish	39,730	0	0	1	1,361,049	0.73	Sunnyside	14,930	0	8	21	15,858,648	1.32
Puyallup	36,360	0	292	510	140,306,558	3.63	Tumwater	13,100	0	89	216	137,543,841	1.57
Bremerton	35,910	0	229	463	136,025,817	3.40	Lake Forest Park	12,770	0	58	113	41,744,670	2.71
Longview	35,570	0	97	192	57,249,254	3.35	Washougal	12,270	0	13	25	17,720,265	1.41
Lynnwood	35,230	1	361	829	225,092,157	3.68	Kelso	11,840	0	100	201	129,989,735	1.55
Lacey	34,060	0	111	227	162,504,325	1.40	East Wenatchee	11,420	0	23	55	16,266,415	3.38
Marysville	32,150	2	96	193	54,201,412	3.56	Enumclaw	11,220	0	45	78	21,483,710	3.63
Bothell	31,690	1	319	701	291,525,909	2.40	Lynden	10,750	0	21	25	5,146,894	4.86
Burien	31,080	2	67	109	47,245,885	2.31	West Richland	10,520	0	2	12	10,227,468	1.17
Walla Walla	30,660	0	24	66	24,782,332	2.66	Woodinville	10,350	0	24	75	47,505,911	1.58
Wenatchee	29,920	1	124	275	49,236,894	5.59	Ferndale	10,280	0	15	49	70,124,205	0.70
Des Moines	29,020	0	62	137	23,966,199	5.72	Cheney	10,130	0	17	28	9,797,476	2.86
Mount Vernon	28,710	1	147	250	86,363,723	2.89	<div style="border: 1px solid black; padding: 10px;"> <p>The top five cities with the highest collision rates per AVMT were Aberdeen (6.36), Edmonds (5.74), Des Moines (5.72), Ellensburg (5.67), and Wenatchee (5.59).</p> </div>						
Pullman	27,030	0	44	98	34,039,323	2.88							
SeaTac	25,230	1	263	528	355,170,565	1.49							
Bainbridge Island	22,600	0	33	94	45,388,710	2.07							

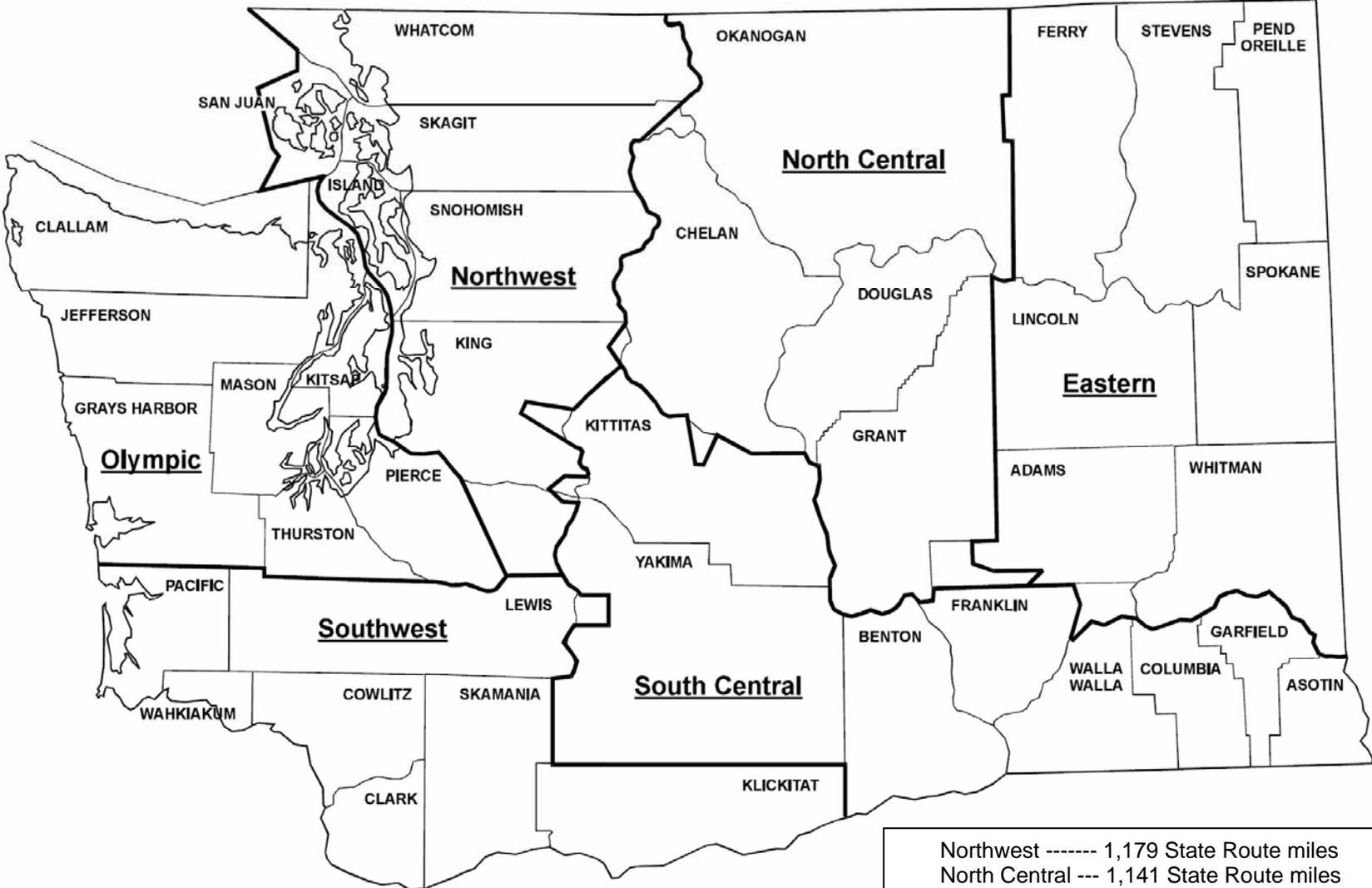
*Only cities containing State Highway collisions are represented

**AVMT = Annual Vehicle Miles Traveled

***Collision Rate per 1 million AVMT

WSDOT Regions

WSDOT Regional Boundary Map



Northwest	-----	1,179 State Route miles
North Central	---	1,141 State Route miles
Olympic	-----	1,103 State Route miles
Southwest	-----	987 State Route miles
South Central	----	1,068 State Route miles
Eastern	-----	1,567 State Route miles

2006 AVERAGE COLLISION RATES FOR WASHINGTON STATE HIGHWAYS BY FUNCTIONAL CLASS

RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	4,058.56	1,773.10	1,032.07	4,533.54	11,397.27
Miles of Highway	1,981	1,630	1,654	467	5,732
Total Accidents	4,604	2,608	1,595	2,493	11,300
Accident Rate (1)	1.13	1.47	1.55	0.55	0.99
Property Damage Only Accidents	2,755	1,506	923	1,674	6,858
Property Damage Only Accident Rate (1)	0.68	0.85	0.89	0.37	0.60
Injury Accidents	1,775	1,060	650	792	4,277
Injury Accident Rate (1)	0.44	0.60	0.63	0.17	0.38
Fatal Accidents	74	42	22	27	165
Fatal Accident Rate (2)	1.82	2.37	2.13	0.60	1.45

URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	8,507.36	948.28	14.89	10,896.28	20,366.81
Miles of Highway	788	219	7	297	1,311
Total Accidents	21,574	3,202	15	16,238	41,029
Accident Rate (1)	2.54	3.38	1.01	1.49	2.01
Property Damage Only Accidents	13,555	2,005	7	10,616	26,183
Property Damage Only Accident Rate (1)	1.59	2.11	0.47	0.97	1.29
Injury Accidents	7,961	1,188	8	5,585	14,742
Injury Accident Rate (1)	0.94	1.25	0.54	0.51	0.72
Fatal Accidents	58	9	0	37	104
Fatal Accident Rate (2)	0.68	0.95	0.00	0.34	0.51

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	12,565.92	2,721.39	1,046.96	15,429.82	31,764.08
Miles of Highway	2,768	1,850	1,662	764	7,044
Total Accidents	26,178	5,810	1,610	18,731	52,329
Accident Rate (1)	2.08	2.13	1.54	1.21	1.65
Property Damage Only Accidents	16,310	3,511	930	12,290	33,041
Property Damage Only Accident Rate (1)	1.30	1.29	0.89	0.80	1.04
Injury Accidents	9,736	2,248	658	6,377	19,019
Injury Accident Rate (1)	0.77	0.83	0.63	0.41	0.60
Fatal Accidents	132	51	22	64	269
Fatal Accident Rate (2)	1.05	1.87	2.10	0.41	0.85

(1) Per Million Vehicle Miles Traveled
 (2) Per 100 Million Vehicle Miles Traveled
 *See Glossary

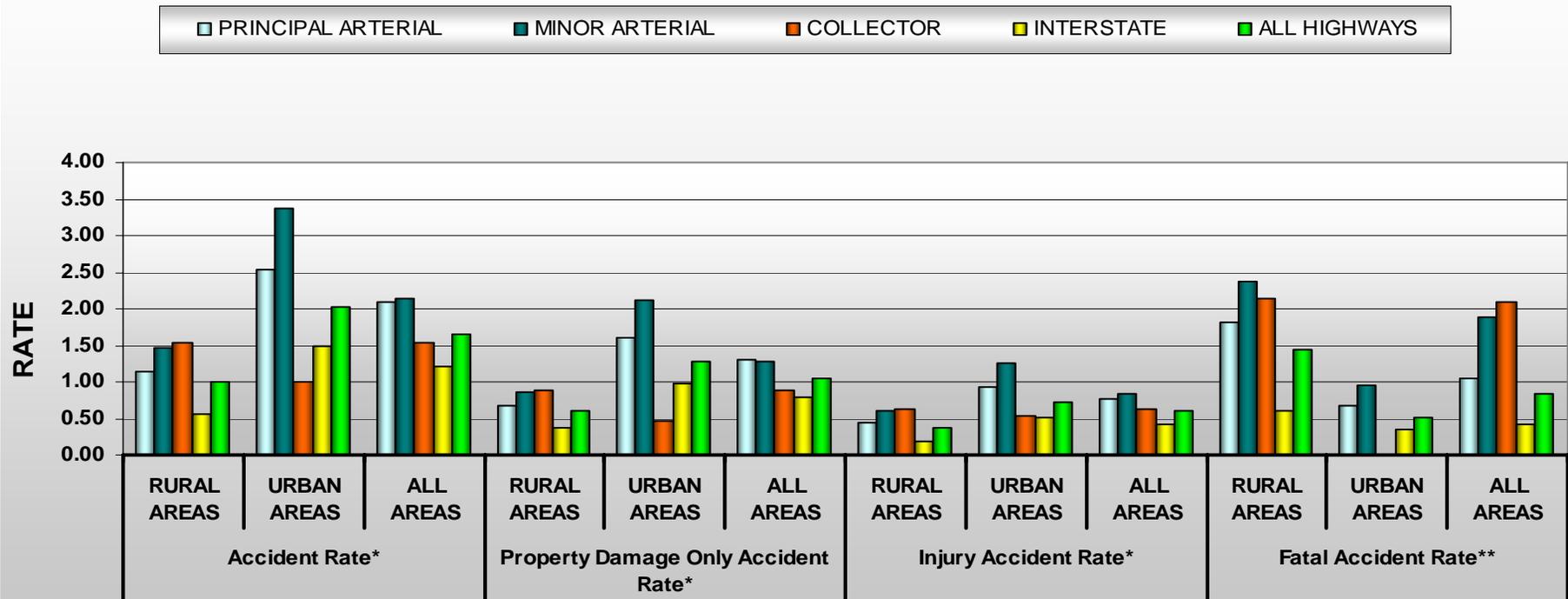
19.6% of state highways miles are in urban areas; however, the collision rate is twice as high as the collision rate in rural areas.

In contrast, the fatal collision rate in rural areas is three times higher than the fatal collision rate in urban areas.



Average Collision Rates by Functional Class - Statewide

2006 Average Collision Rates For Washington State Highways Statewide Average



* per Million Vehicle Miles of Travel ** per 100 Million Vehicle Miles of Travel

On state highways, there are 31 collisions per day in rural areas and 112 collisions per day in urban areas. In rural areas, 1.5% of collisions were fatal, while 0.3% of collisions in urban areas were fatal. In 2006, for every state highway mile, there were 7.4 collisions, with 4.7 alone being property-damage-only collisions.

Average Collision Rates by Functional Class by Region

Northwest Region



2006 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS Northwest Region

RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	547.45	468.01	221.27	967.22	2,203.95
Miles of Highway	133.41	255.98	159.14	57.61	606.14
Total Accidents	741	724	476	429	2,370
Accident Rate (1)	1.35	1.55	2.15	0.44	1.08
Property Damage Only Accidents	426	422	287	271	1,406
Property Damage Only Accident Rate (1)	0.78	0.90	1.30	0.28	0.64
Injury Accidents	304	293	183	150	930
Injury Accident Rate (1)	0.56	0.63	0.83	0.16	0.42
Fatal Accidents	11	9	6	8	34
Fatal Accident Rate (2)	2.01	1.92	2.71	0.83	1.54

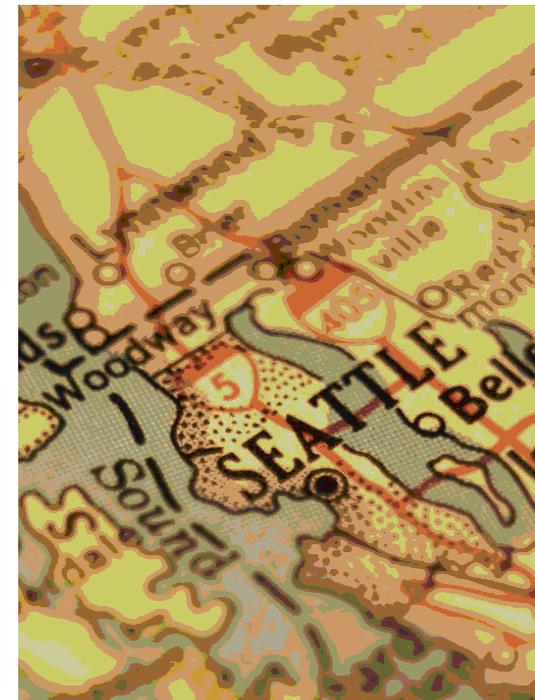
URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	4,154.91	537.93	0.00	6,947.70	11,640.54
Miles of Highway	329.56	101.37	0.00	141.43	572.36
Total Accidents	11,489	2,088	0	10,905	24,482
Accident Rate (1)	2.77	3.88	0.00	1.57	2.10
Property Damage Only Accidents	7,374	1,315	0	7,195	15,884
Property Damage Only Accident Rate (1)	1.77	2.44	0.00	1.04	1.36
Injury Accidents	4,083	766	0	3,691	8,540
Injury Accident Rate (1)	0.98	1.42	0.00	0.53	0.73
Fatal Accidents	32	7	0	19	58
Fatal Accident Rate (2)	0.77	1.30	0.00	0.27	0.50

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	4,702.36	1,005.94	221.27	7,914.92	13,844.49
Miles of Highway	462.97	357.35	159.14	199.04	1,178.50
Total Accidents	12,230	2,812	476	11,334	26,852
Accident Rate (1)	2.60	2.80	2.15	1.43	1.94
Property Damage Only Accidents	7,800	1,737	287	7,466	17,290
Property Damage Only Accident Rate (1)	1.66	1.73	1.30	0.94	1.25
Injury Accidents	4,387	1,059	183	3,841	9,470
Injury Accident Rate (1)	0.93	1.05	0.83	0.49	0.68
Fatal Accidents	43	16	6	27	92
Fatal Accident Rate (2)	0.91	1.59	2.71	0.34	0.66

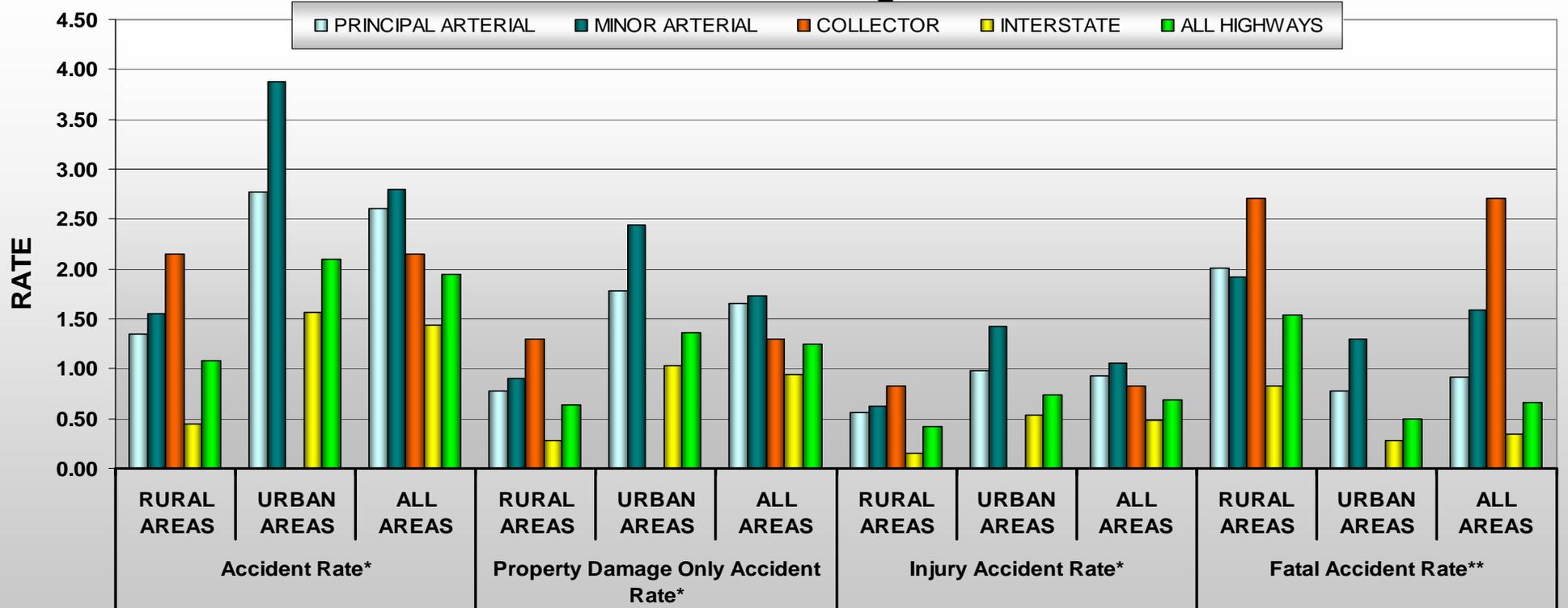
(1) Per Million Vehicle Miles Traveled
(2) Per 100 Million Vehicle Miles Traveled
*See Glossary

The Northwest Region had the highest number of fatal collisions (92- or 34.2%), but the lowest fatal collision rate. This is due in part to the high number of highway miles and vehicle miles traveled within this region.

This region alone experienced 43.6% of the state's VMT in 2006. This region also had the highest overall collision rate, and urban VMT.



2006 Average Collision Rates For Washington State Highways Northwest Region



* per Million Vehicle Miles of Travel ** per 100 Million Vehicle Miles of Travel

North Central Region



2006 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS North Central Region

RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	670.09	379.60	78.16	215.58	1,343.42
Miles of Highway	422.13	473.20	139.95	48.90	1,084.18
Total Accidents	777	415	83	117	1,392
Accident Rate (1)	1.16	1.09	1.06	0.54	1.04
Property Damage Only Accidents	457	243	51	81	832
Property Damage Only Accident Rate (1)	0.68	0.64	0.65	0.38	0.62
Injury Accidents	312	164	31	36	543
Injury Accident Rate (1)	0.47	0.43	0.40	0.17	0.40
Fatal Accidents	8	8	1	0	17
Fatal Accident Rate (2)	1.19	2.11	1.28	0.00	1.27

The North Central region had the highest fatal collision rate, at 1.30. This is partially due to the fact that this region had the lowest urban and rural vehicle-miles traveled.

This region also had the highest urban overall collision rate, and urban fatal collision rate.

URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	235.16	8.74	0.00	27.46	271.36
Miles of Highway	47.37	3.67	0.00	5.32	56.36
Total Accidents	656	30	0	23	709
Accident Rate (1)	2.79	3.43	0.00	0.84	2.61
Property Damage Only Accidents	418	22	0	19	459
Property Damage Only Accident Rate (1)	1.78	2.52	0.00	0.69	1.69
Injury Accidents	234	8	0	4	246
Injury Accident Rate (1)	1.00	0.92	0.00	0.15	0.91
Fatal Accidents	4	0	0	0	4
Fatal Accident Rate (2)	1.70	0.00	0.00	0.00	1.47



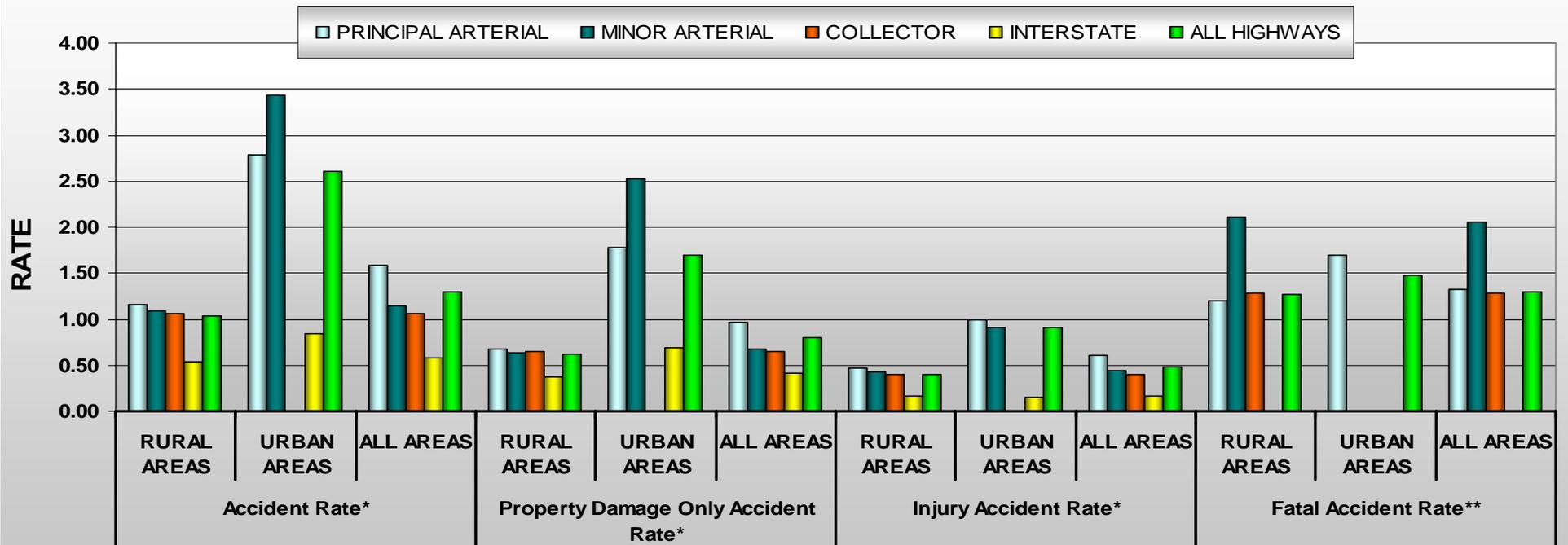
SR 2 Peshastin East Existing & Proposed

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	905.25	388.34	78.16	243.04	1,614.78
Miles of Highway	469.50	476.87	139.95	54.22	1,140.54
Total Accidents	1,433	445	83	140	2,101
Accident Rate (1)	1.58	1.15	1.06	0.58	1.30
Property Damage Only Accidents	875	265	51	100	1,291
Property Damage Only Accident Rate (1)	0.97	0.68	0.65	0.41	0.80
Injury Accidents	546	172	31	40	789
Injury Accident Rate (1)	0.60	0.44	0.40	0.16	0.49
Fatal Accidents	12	8	1	0	21
Fatal Accident Rate (2)	1.33	2.06	1.28	0.00	1.30



(1) Per Million Vehicle Miles Traveled
 (2) Per 100 Million Vehicle Miles Traveled
 *See Glossary

2006 Average Collision Rates For Washington State Highways North Central Region



* per Million Vehicle Miles of Travel ** per 100 Million Vehicle Miles of Travel

2006 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS Olympic Region

RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	1,167.59	384.10	133.07	397.75	2,082.51
Miles of Highway	414.20	177.27	191.98	16.07	799.52
Total Accidents	1,347	671	244	216	2,478
Accident Rate (1)	1.15	1.75	1.83	0.54	1.19
Property Damage Only Accidents	812	369	131	155	1,467
Property Damage Only Accident Rate (1)	0.70	0.96	0.98	0.39	0.70
Injury Accidents	511	295	110	58	974
Injury Accident Rate (1)	0.44	0.77	0.83	0.15	0.47
Fatal Accidents	24	7	3	3	37
Fatal Accident Rate (2)	2.06	1.82	2.25	0.75	1.78

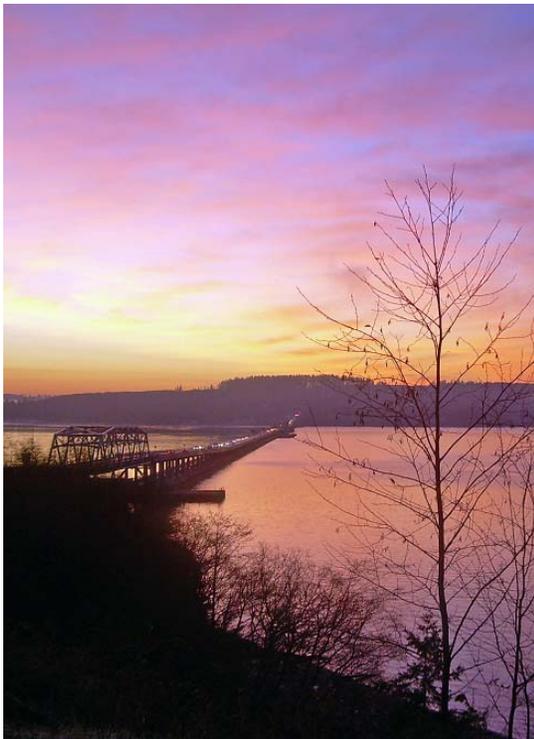
URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	2,556.92	249.59	0.00	1,770.18	4,576.69
Miles of Highway	203.76	60.51	0.00	39.41	303.68
Total Accidents	5,880	692	0	3,182	9,754
Accident Rate (1)	2.30	2.77	0.00	1.80	2.13
Property Damage Only Accidents	3,646	402	0	2,033	6,081
Property Damage Only Accident Rate (1)	1.43	1.61	0.00	1.15	1.33
Injury Accidents	2,220	289	0	1,138	3,647
Injury Accident Rate (1)	0.87	1.16	0.00	0.64	0.80
Fatal Accidents	14	1	0	11	26
Fatal Accident Rate (2)	0.55	0.40	0.00	0.62	0.57

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	3,724.51	633.69	133.07	2,167.93	6,659.20
Miles of Highway	617.96	237.78	191.98	55.48	1,103.20
Total Accidents	7,227	1,363	244	3,398	12,232
Accident Rate (1)	1.94	2.15	1.83	1.57	1.84
Property Damage Only Accidents	4,458	771	131	2,188	7,548
Property Damage Only Accident Rate (1)	1.20	1.22	0.98	1.01	1.13
Injury Accidents	2,731	584	110	1,196	4,621
Injury Accident Rate (1)	0.73	0.92	0.83	0.55	0.69
Fatal Accidents	38	8	3	14	63
Fatal Accident Rate (2)	1.02	1.26	2.25	0.65	0.95

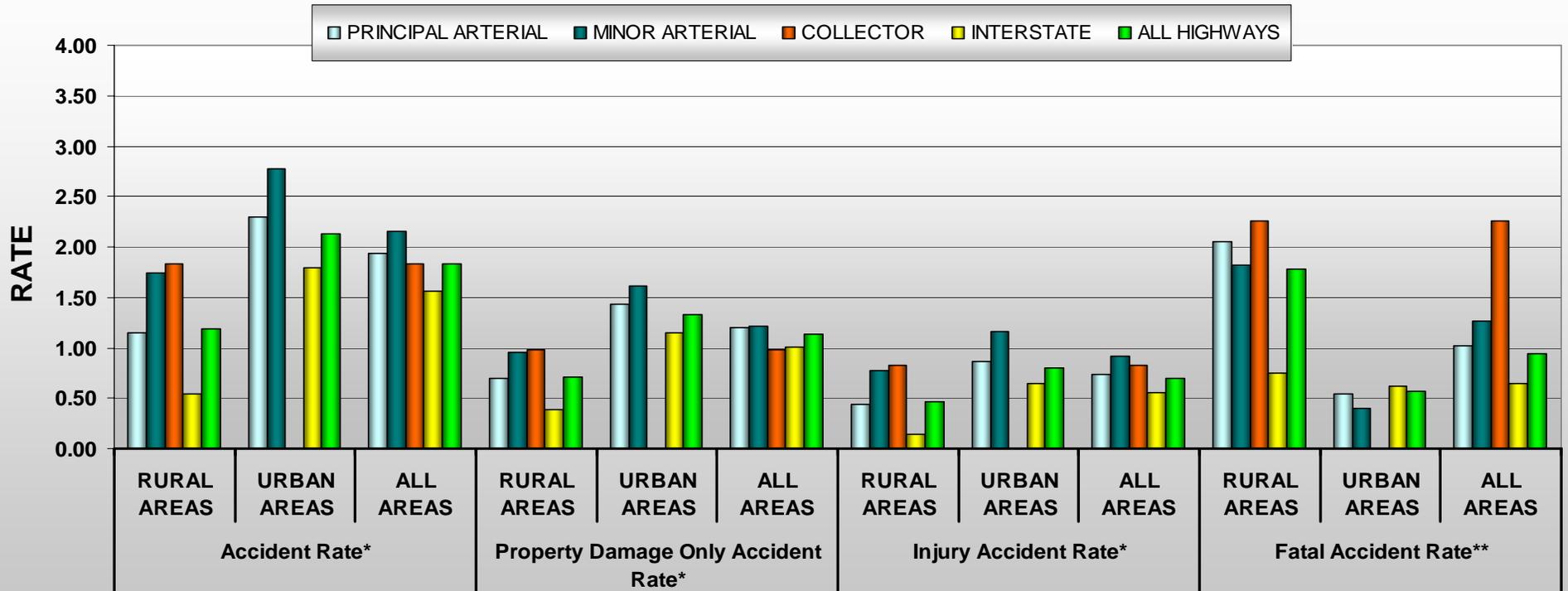
(1) Per Million Vehicle Miles Traveled
(2) Per 100 Million Vehicle Miles Traveled
*See Glossary

The Olympic Region had the highest rural overall collision rate and rural fatal collision rate.

However, this region had the second highest vehicle-miles traveled, the second highest overall collision rate, and the third lowest fatal collision rate.



2006 Average Collision Rates For Washington State Highways Olympic Region



* per Million Vehicle Miles of Travel ** per 100 Million Vehicle Miles of Travel

Southwest Region



2006 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS Southwest Region

RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	437.31	183.57	226.20	1,005.78	1,852.87
Miles of Highway	325.09	171.80	307.39	51.26	855.54
Total Accidents	539	310	358	439	1,646
Accident Rate (1)	1.23	1.69	1.58	0.44	0.89
Property Damage Only Accidents	332	179	211	292	1,014
Property Damage Only Accident Rate (1)	0.76	0.98	0.93	0.29	0.55
Injury Accidents	198	125	142	144	609
Injury Accident Rate (1)	0.45	0.68	0.63	0.14	0.33
Fatal Accidents	9	6	5	3	23
Fatal Accident Rate (2)	2.06	3.27	2.21	0.30	1.24

URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	634.59	57.23	0.00	1,092.32	1,784.14
Miles of Highway	65.08	21.23	0.00	44.89	131.20
Total Accidents	1,216	213	0	1,040	2,469
Accident Rate (1)	1.92	3.72	0.00	0.95	1.38
Property Damage Only Accidents	738	149	0	671	1,558
Property Damage Only Accident Rate (1)	1.16	2.60	0.00	0.61	0.87
Injury Accidents	475	63	0	368	906
Injury Accident Rate (1)	0.75	1.10	0.00	0.34	0.51
Fatal Accidents	3	1	0	1	5
Fatal Accident Rate (2)	0.47	1.75	0.00	0.09	0.28

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	1,071.91	240.81	226.20	2,098.10	3,637.02
Miles of Highway	390.17	193.03	307.39	96.15	986.74
Total Accidents	1,755	523	358	1,479	4,115
Accident Rate (1)	1.64	2.17	1.58	0.70	1.13
Property Damage Only Accidents	1,070	328	211	963	2,572
Property Damage Only Accident Rate (1)	1.00	1.36	0.93	0.46	0.71
Injury Accidents	673	188	142	512	1,515
Injury Accident Rate (1)	0.63	0.78	0.63	0.24	0.42
Fatal Accidents	12	7	5	4	28
Fatal Accident Rate (2)	1.12	2.91	2.21	0.19	0.77

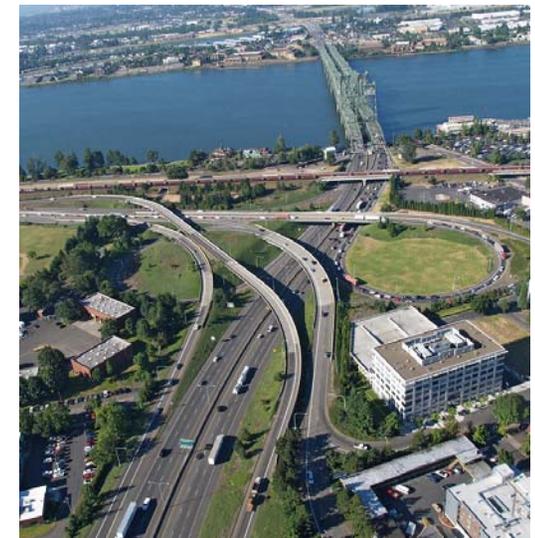
(1) Per Million Vehicle Miles Traveled

(2) Per 100 Million Vehicle Miles Traveled

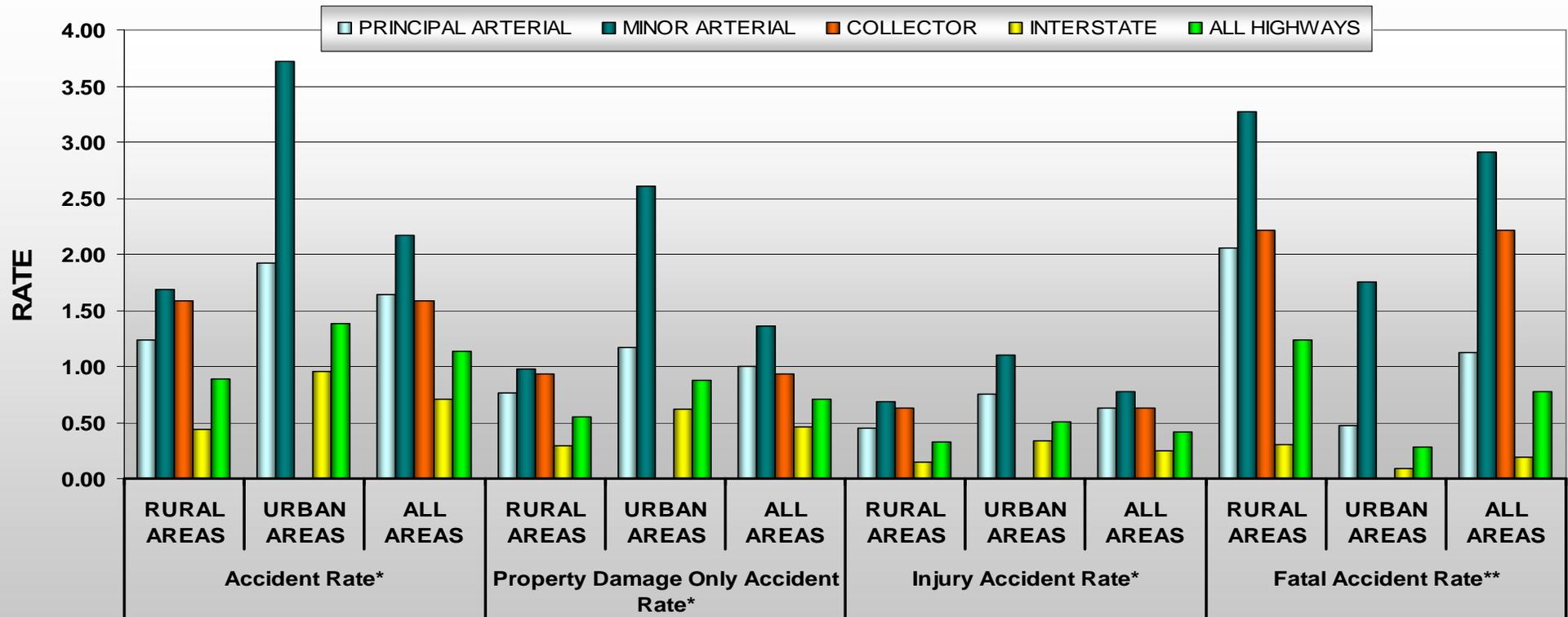
*See Glossary

The Southwest Region had the second lowest overall collision and fatal collision rates.

In addition, this region had the lowest urban overall collision rate and urban fatal collision rate, and the second lowest rural overall collision rate and rural fatal collision rate.

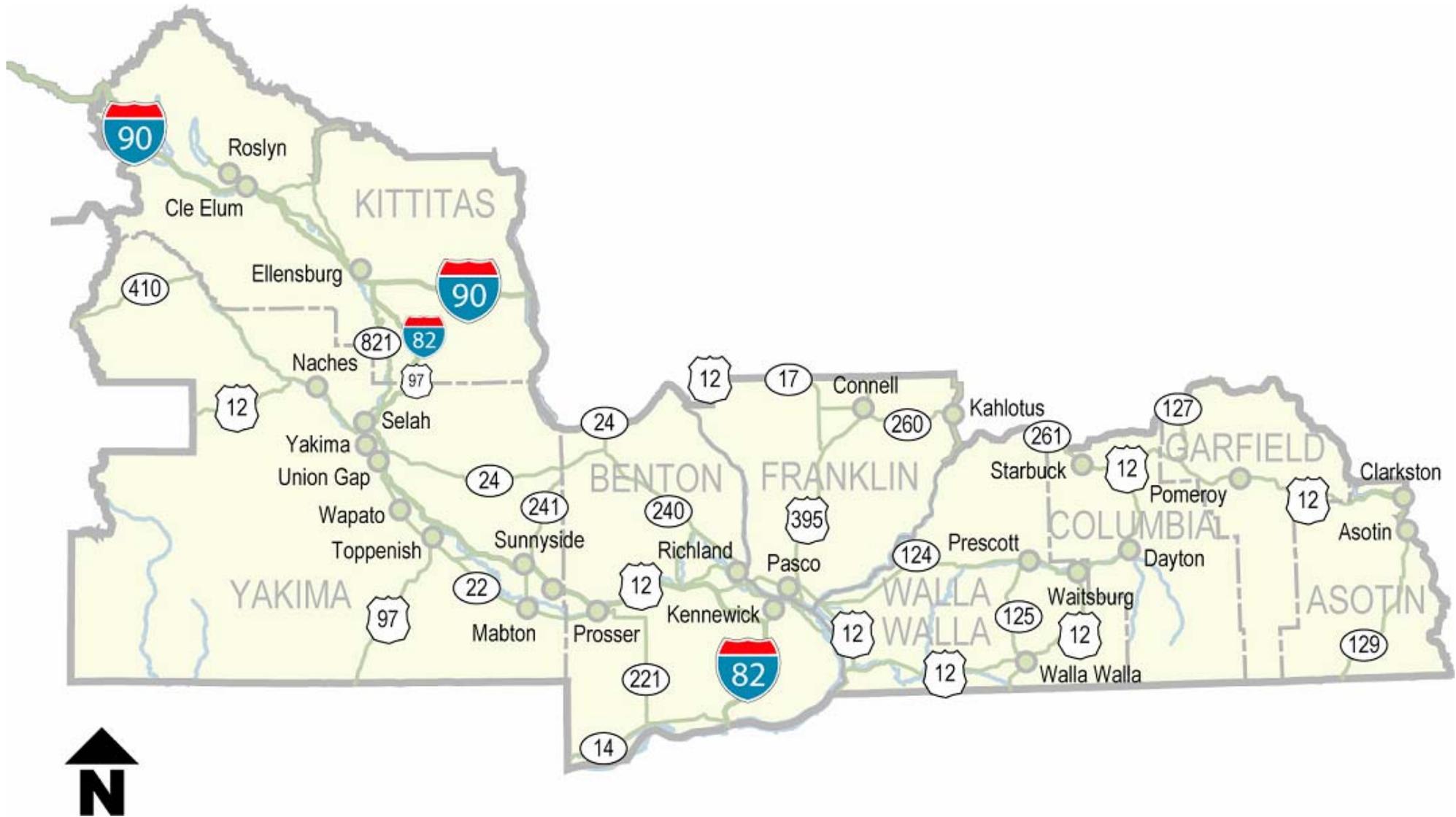


2006 Average Collision Rates For Washington State Highways Southwest Region



* per Million Vehicle Miles of Travel ** per 100 Million Vehicle Miles of Travel

South Central Region



2006 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS South Central Region

RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	457.37	188.67	153.74	1,543.39	2,343.17
Miles of Highway	261.69	195.90	251.32	214.17	923.08
Total Accidents	380	225	192	1,122	1,919
Accident Rate (1)	0.83	1.19	1.25	0.73	0.82
Property Damage Only Accidents	237	129	113	764	1,243
Property Damage Only Accident Rate (1)	0.52	0.68	0.74	0.50	0.53
Injury Accidents	136	90	75	347	648
Injury Accident Rate (1)	0.30	0.48	0.49	0.22	0.28
Fatal Accidents	7	6	4	11	28
Fatal Accident Rate (2)	1.53	3.18	2.60	0.71	1.19

The South Central region experienced the highest rural vehicle-miles-traveled, thus experienced the lowest rural overall collision rate and rural fatal collision rate.

This region also experienced the lowest overall collision rate, but had the third highest fatal collision rate.

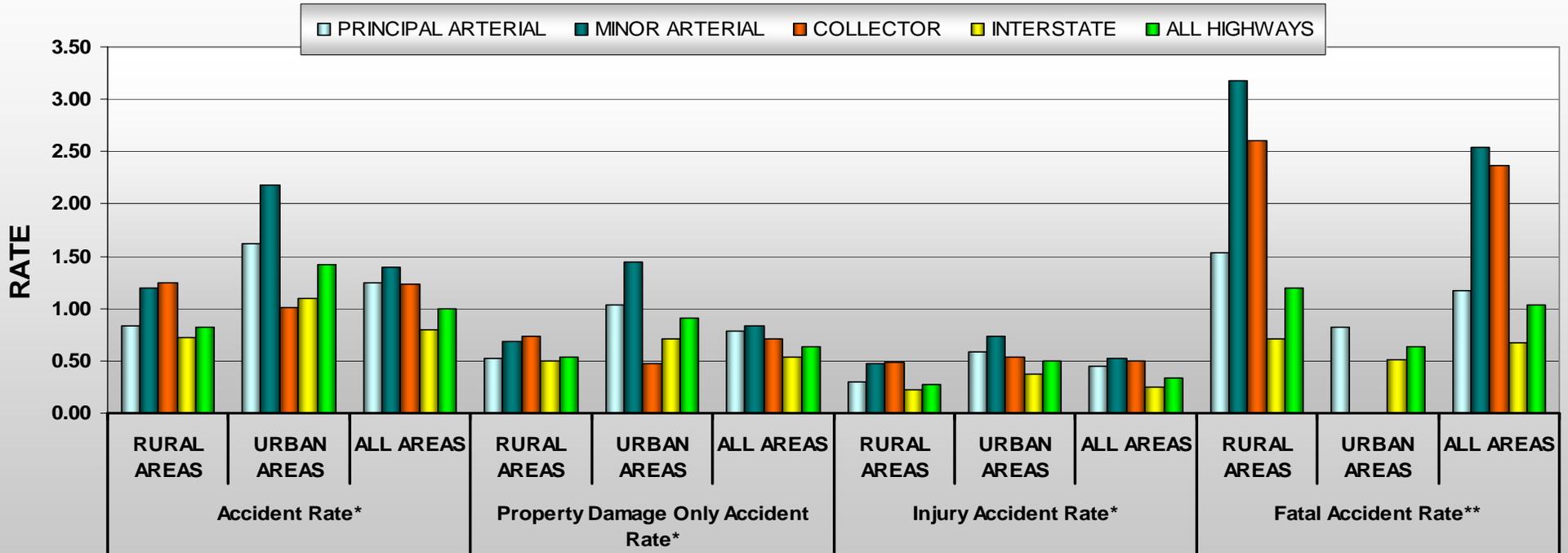
URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	486.67	47.77	14.89	388.22	937.56
Miles of Highway	81.51	17.87	7.44	37.87	144.69
Total Accidents	791	104	15	424	1,334
Accident Rate (1)	1.63	2.18	1.01	1.09	1.42
Property Damage Only Accidents	503	69	7	278	857
Property Damage Only Accident Rate (1)	1.03	1.44	0.47	0.72	0.91
Injury Accidents	284	35	8	144	471
Injury Accident Rate (1)	0.58	0.73	0.54	0.37	0.50
Fatal Accidents	4	0	0	2	6
Fatal Accident Rate (2)	0.82	0.00	0.00	0.52	0.64

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	944.04	236.45	168.63	1,931.61	3,280.73
Miles of Highway	343.20	213.77	258.76	252.04	1,067.77
Total Accidents	1,171	329	207	1,546	3,253
Accident Rate (1)	1.24	1.39	1.23	0.80	0.99
Property Damage Only Accidents	740	198	120	1,042	2,100
Property Damage Only Accident Rate (1)	0.78	0.84	0.71	0.54	0.64
Injury Accidents	420	125	83	491	1,119
Injury Accident Rate (1)	0.44	0.53	0.49	0.25	0.34
Fatal Accidents	11	6	4	13	34
Fatal Accident Rate (2)	1.17	2.54	2.37	0.67	1.04

(1) Per Million Vehicle Miles Traveled
 (2) Per 100 Million Vehicle Miles Traveled
 *See Glossary



2006 Average Collision Rates For Washington State Highways South Central Region



* per Million Vehicle Miles of Travel ** per 100 Million Vehicle Miles of Travel

2006 AVERAGE COLLISION RATES BY FUNCTIONAL CLASS Eastern Region

RURAL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	778.74	169.15	219.63	403.83	1,571.35
Miles of Highway	424.07	356.04	604.44	79.33	1,463.88
Total Accidents	820	263	242	170	1,495
Accident Rate (1)	1.05	1.55	1.10	0.42	0.95
Property Damage Only Accidents	491	164	130	111	896
Property Damage Only Accident Rate (1)	0.63	0.97	0.59	0.27	0.57
Injury Accidents	314	93	109	57	573
Injury Accident Rate (1)	0.40	0.55	0.50	0.14	0.36
Fatal Accidents	15	6	3	2	26
Fatal Accident Rate (2)	1.93	3.55	1.37	0.50	1.65

URBAN AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	439.10	47.01	0.00	670.40	1,156.51
Miles of Highway	60.22	14.73	0.00	28.01	102.96
Total Accidents	1,542	75	0	664	2,281
Accident Rate (1)	3.51	1.60	0.00	0.99	1.97
Property Damage Only Accidents	876	48	0	420	1,344
Property Damage Only Accident Rate (1)	1.99	1.02	0.00	0.63	1.16
Injury Accidents	665	27	0	240	932
Injury Accident Rate (1)	1.51	0.57	0.00	0.36	0.81
Fatal Accidents	1	0	0	4	5
Fatal Accident Rate (2)	0.23	0.00	0.00	0.60	0.43

ALL AREAS	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	INTERSTATE	ALL HIGHWAYS
*Vehicle Miles of Travel (Millions)	1,217.84	216.16	219.63	1,074.22	2,727.86
Miles of Highway	484.29	370.77	604.44	107.34	1,566.84
Total Accidents	2,362	338	242	834	3,776
Accident Rate (1)	1.94	1.56	1.10	0.78	1.38
Property Damage Only Accidents	1,367	212	130	531	2,240
Property Damage Only Accident Rate (1)	1.12	0.98	0.59	0.49	0.82
Injury Accidents	979	120	109	297	1,505
Injury Accident Rate (1)	0.80	0.56	0.50	0.28	0.55
Fatal Accidents	16	6	3	6	31
Fatal Accident Rate (2)	1.31	2.78	1.37	0.56	1.14

(1) Per Million Vehicle Miles Traveled

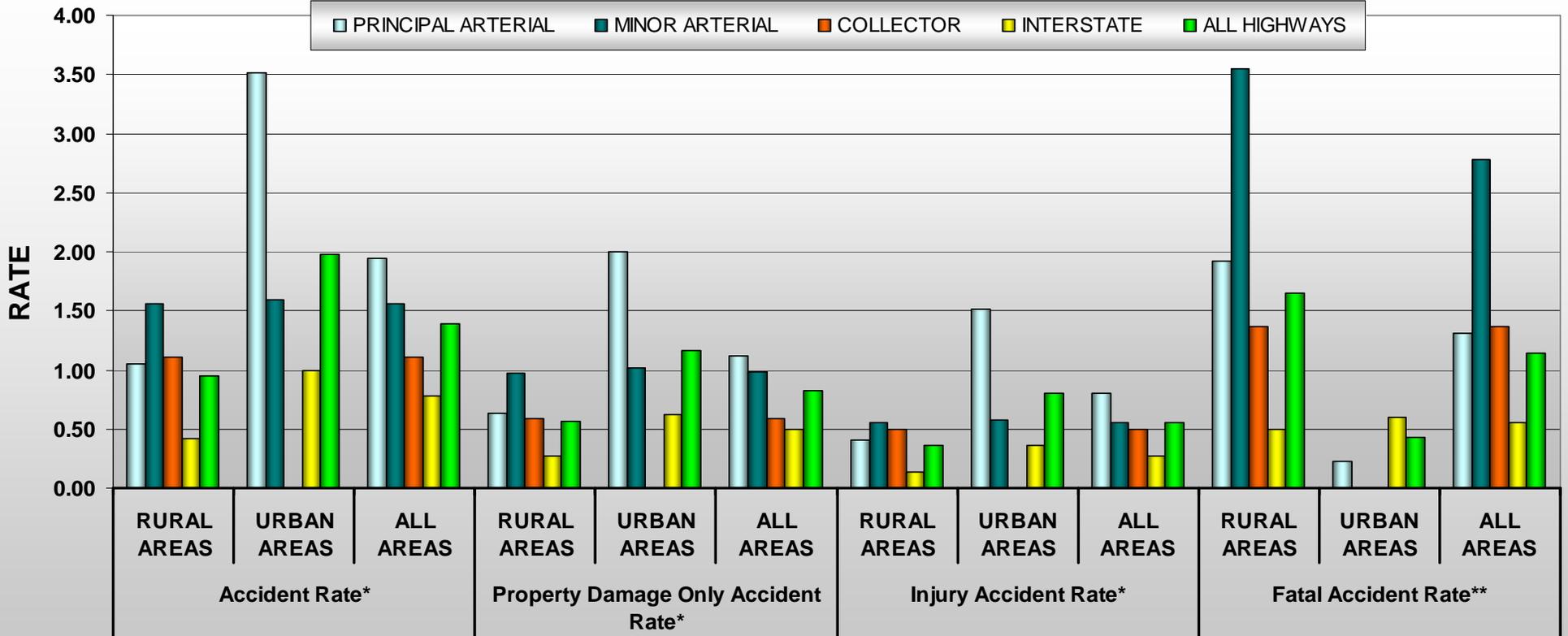
(2) Per 100 Million Vehicle Miles Traveled

*See Glossary

This region had the second highest fatal collision rate and rural fatal collision rate, the third highest overall collision rate, and the second lowest urban fatal collision rate.



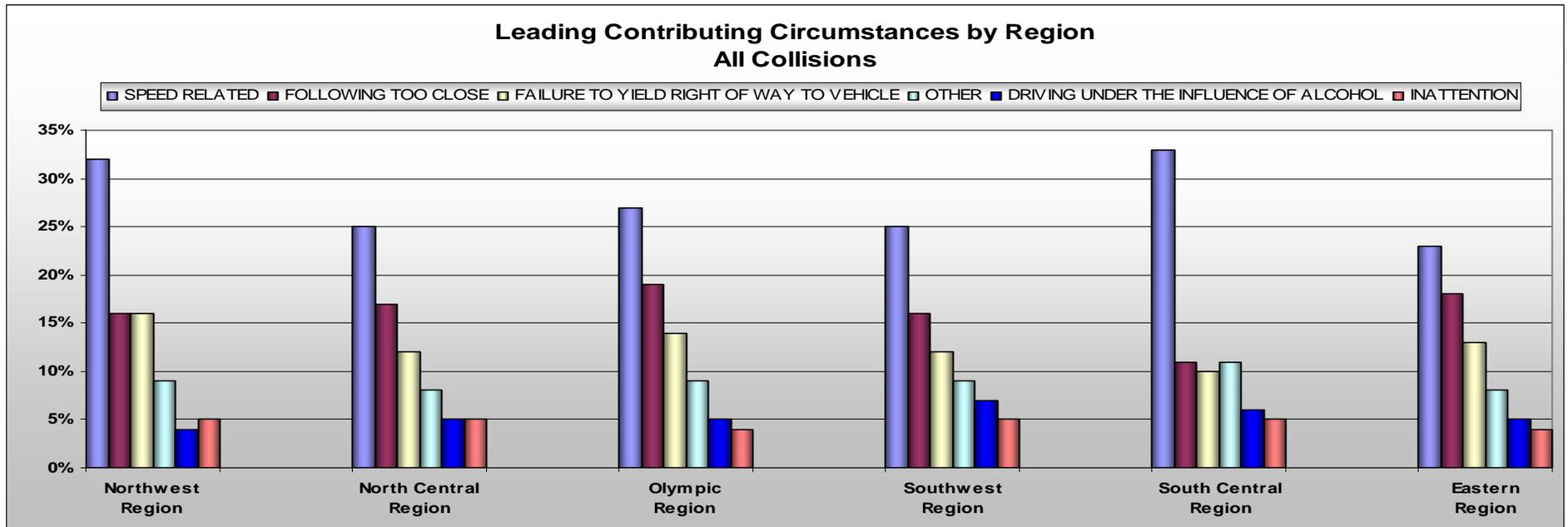
2006 Average Collision Rates For Washington State Highways Eastern Region



* per Million Vehicle Miles of Travel ** per 100 Million Vehicle Miles of Travel

2006 WSDOT Leading Driver *Contributing Circumstances for all Collisions by Region

*CONTRIBUTING CIRCUMSTANCE	Northwest Region		North Central Region		Olympic Region		Southwest Region		South Central Region		Eastern Region	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
SPEED RELATED	9,498	32%	556	25%	3,678	27%	1,038	25%	1,116	33%	871	23%
FOLLOWING TOO CLOSE	4,890	16%	369	17%	2,507	19%	662	16%	383	11%	696	18%
FAILURE TO YIELD RIGHT OF WAY TO VEHICLE	4,769	16%	266	12%	1,906	14%	488	12%	343	10%	496	13%
OTHER	2,834	9%	183	8%	1,257	9%	370	9%	355	11%	316	8%
DRIVING UNDER THE INFLUENCE OF ALCOHOL	1,286	4%	122	5%	696	5%	288	7%	197	6%	206	5%
INATTENTION	1,479	5%	105	5%	600	4%	188	5%	176	5%	142	4%
DISOBEY SIGNAL	844	3%	72	3%	391	3%	123	3%	95	3%	236	6%
DEFECTIVE EQUIPMENT	484	2%	56	3%	279	2%	133	3%	139	4%	108	3%
IMPROPER TURN	566	2%	54	2%	305	2%	71	2%	36	1%	104	3%

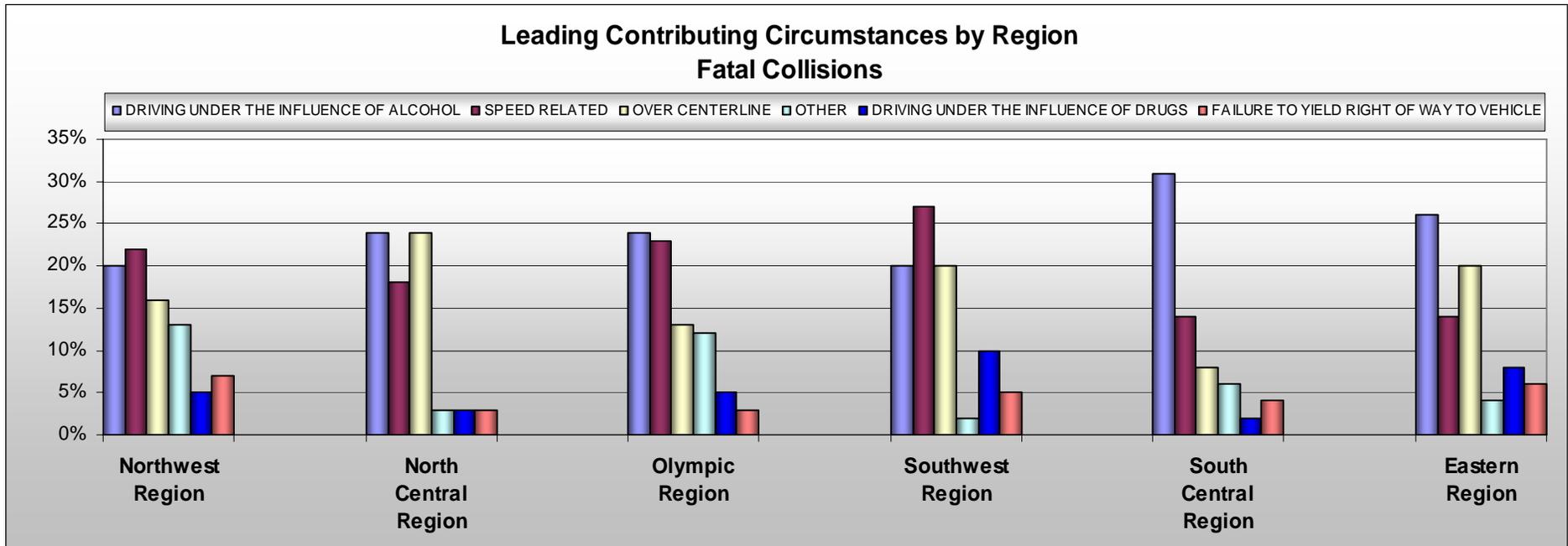


In 2006 state highway collisions, speed was the number one driver contributing circumstance in all regions, but most pronounced in the South Central (33%) and Northwest (32%) Regions. The second and third most common driver contributing circumstances were following too closely and failure to yield the right of way, for all regions except South Central.

*Up to three contributing circumstances are possible per driver. It is important to remember that the attached listing does not represent the number of collisions, but rather lists the total number of contributing circumstances associated with all the drivers.

2006 WSDOT Leading Driver *Contributing Circumstances for all Fatal Collisions by Region

*CONTRIBUTING CIRCUMSTANCE	Northwest Region		North Central Region		Olympic Region		Southwest Region		South Central Region		Eastern Region	
DRIVING UNDER THE INFLUENCE OF ALCOHOL	25	20%	8	24%	26	24%	8	20%	15	31%	13	26%
SPEED RELATED	27	22%	6	18%	25	23%	11	27%	7	14%	7	14%
OVER CENTERLINE	20	16%	8	24%	14	13%	8	20%	4	8%	10	20%
OTHER	16	13%	1	3%	13	12%	1	2%	3	6%	2	4%
DRIVING UNDER THE INFLUENCE OF DRUGS	6	5%	1	3%	5	5%	4	10%	1	2%	4	8%
FAILURE TO YIELD RIGHT OF WAY TO VEHICLE	8	7%	1	3%	3	3%	2	5%	2	4%	3	6%
APPARENTLY ASLEEP	3	2%	1	3%	5	5%	1	2%	4	8%	2	4%
DISOBEY SIGNAL	2	2%	0	0%	4	4%	0	0%	2	4%	1	2%
INATTENTION	2	2%	2	6%	2	2%	0	0%	2	4%	0	0%



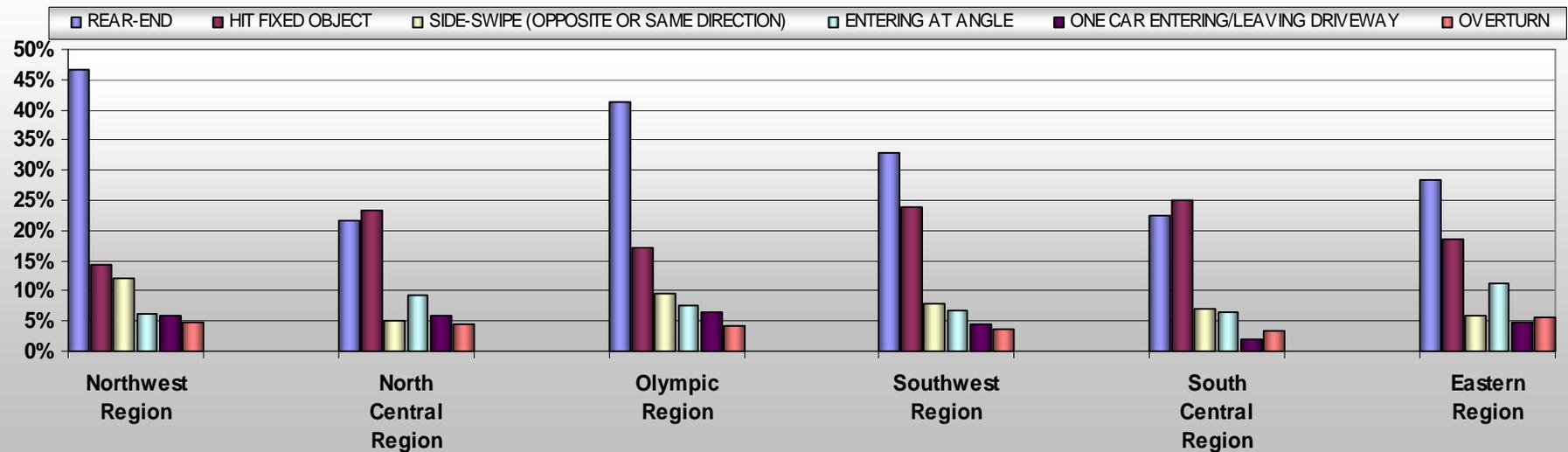
In 2006 fatal collisions on state highways, driving under the influence was the most common driver contributing circumstance for all regions, but most pronounced in the South Central (36%), and Eastern (31%) Regions. The second and third most common driver contributing circumstances were speed and driving over the centerline. However, speed was number one in the Southwest and Northwest Regions, and driving over the centerline was number two in the Eastern, North Central (tied with driving under the influence), and Southwest (tied with driving under the influence) Regions.

*Up to three contributing circumstances are possible per driver. It is important to remember that the attached listing does not represent the number of collisions, but rather lists the total number of contributing circumstances associated with all the drivers.

2006 WSDOT Leading Collision Types by Region

FIRST COLLISION TYPE	Northwest Region		North Central Region		Olympic Region		Southwest Region		South Central Region		Eastern Region	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
REAR-END	12,484	46%	457	22%	5,057	41%	1,354	33%	728	22%	1,066	28%
HIT FIXED OBJECT	3,829	14%	491	23%	2,095	17%	979	24%	814	25%	695	18%
SIDE-SWIPE (OPPOSITE OR SAME DIRECTION)	3,209	12%	108	5%	1,168	10%	325	8%	230	7%	228	6%
ENTERING AT ANGLE	1,643	6%	195	9%	934	8%	280	7%	210	6%	429	11%
ONE CAR ENTERING/LEAVING DRIVEWAY	1,547	6%	124	6%	778	6%	186	5%	64	2%	177	5%
ALL OTHER-OPPOSITE DIRECTION	1,301	5%	96	5%	509	4%	148	4%	113	3%	210	6%
ALL OTHER- SAME DIRECTION	1,177	4%	79	4%	535	4%	178	4%	190	6%	172	5%
OVERTURN	546	2%	246	12%	454	4%	235	6%	461	14%	360	10%

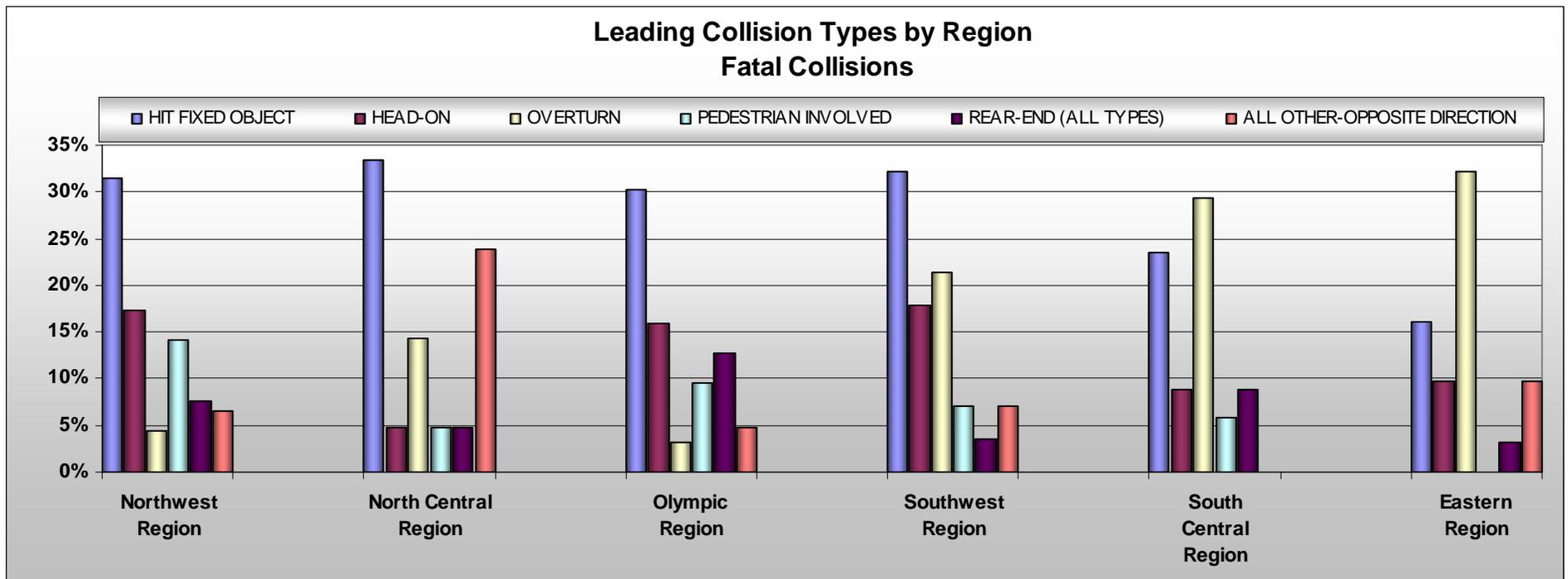
**Leading Collision Types by Region
All Collisions**



In 2006, rear-end collisions were the leading collision type for the Eastern, Northwest, Olympic, & Southwest Regions. Hitting a fixed object was the leading collision type for the North Central and South Central Regions. In the Northwest and Olympic Regions, rear-end collisions were more than twice as frequent as the second leading collision type.

2006 WSDOT Leading Fatal Collision Types by Region

FIRST COLLISION TYPE	Northwest Region		North Central Region		Olympic Region		Southwest Region		South Central Region		Eastern Region	
HIT FIXED OBJECT	29	32%	7	33%	19	30%	9	32%	8	24%	5	16%
HEAD-ON	16	17%	1	5%	10	16%	5	18%	3	9%	3	10%
OVERTURN	4	4%	3	14%	2	3%	6	21%	10	29%	10	32%
PEDESTRIAN INVOLVED	13	14%	1	5%	6	10%	2	7%	2	6%	0	0%
REAR-END (ALL TYPES)	7	8%	1	5%	8	13%	1	4%	3	9%	1	3%
ALL OTHER-OPPOSITE DIRECTION	6	7%	5	24%	3	5%	2	7%	0	0%	3	10%
SIDE-SWIPE (OPPOSITE OR SAME DIRECTION)	5	5%	2	10%	4	6%	1	4%	1	3%	5	16%
ENTERING AT ANGLE	4	4%	1	5%	4	6%	1	4%	4	12%	2	6%

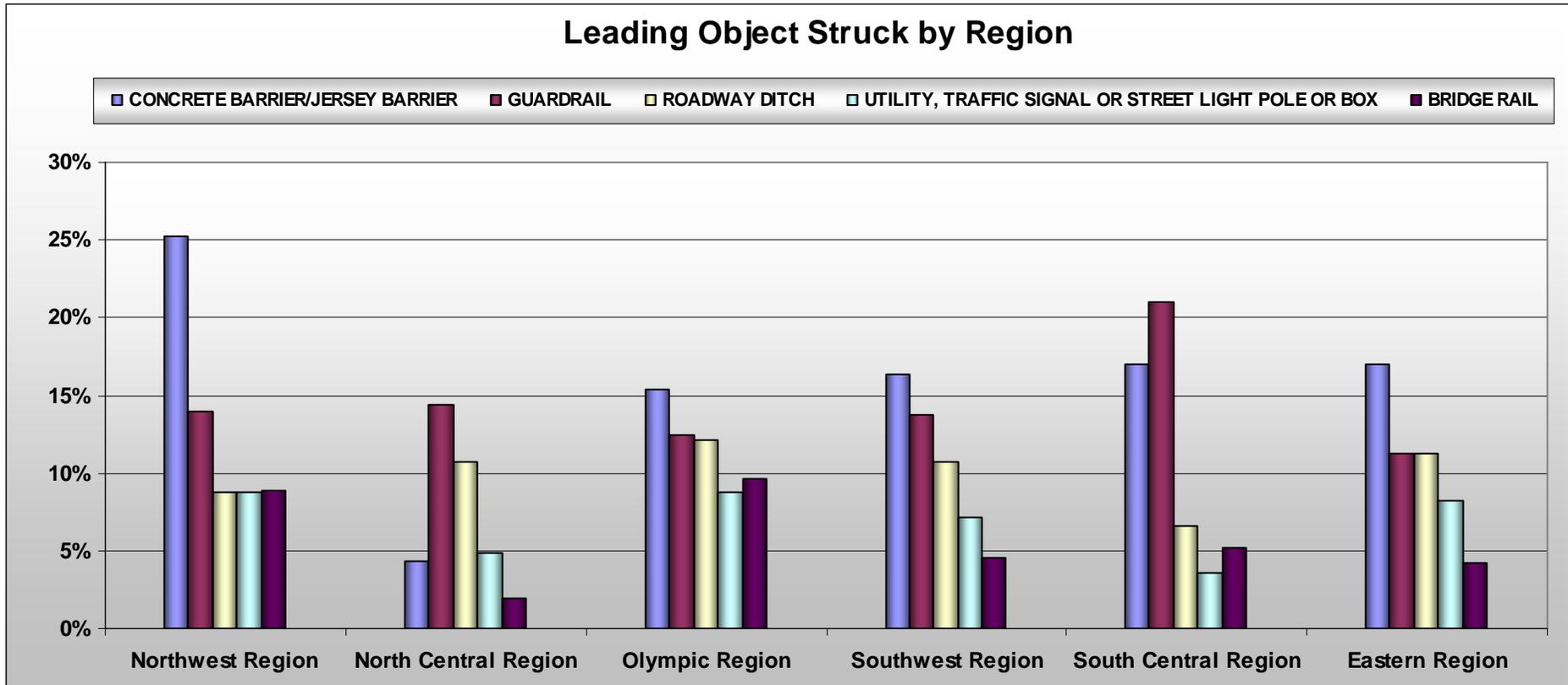


In 2006 fatal collisions, the leading collision type was “hit fixed object” in the North Central, Northwest, Olympic, & Southwest Regions. In the South Central and Eastern Regions, the leading collision type was a vehicle overturn.

2006 WSDOT Leading Object Struck by Region

FIRST OBJECT STRUCK	Northwest Region		North Central Region		Olympic Region		Southwest Region		South Central Region		Eastern Region	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
CONCRETE BARRIER/JERSEY BARRIER	1,004	25%	22	4%	334	15%	171	0	145	17%	122	17%
GUARDRAIL	556	14%	74	14%	271	12%	144	14%	179	21%	81	11%
ROADWAY DITCH	348	9%	55	11%	264	12%	112	11%	56	7%	81	11%
UTILITY, TRAFFIC SIGNAL OR STREET LIGHT POLE OR BOX	347	9%	25	5%	191	9%	75	7%	30	4%	59	8%
BRIDGE RAIL	354	9%	10	2%	209	10%	47	5%	44	5%	30	4%

Leading Object Struck by Region



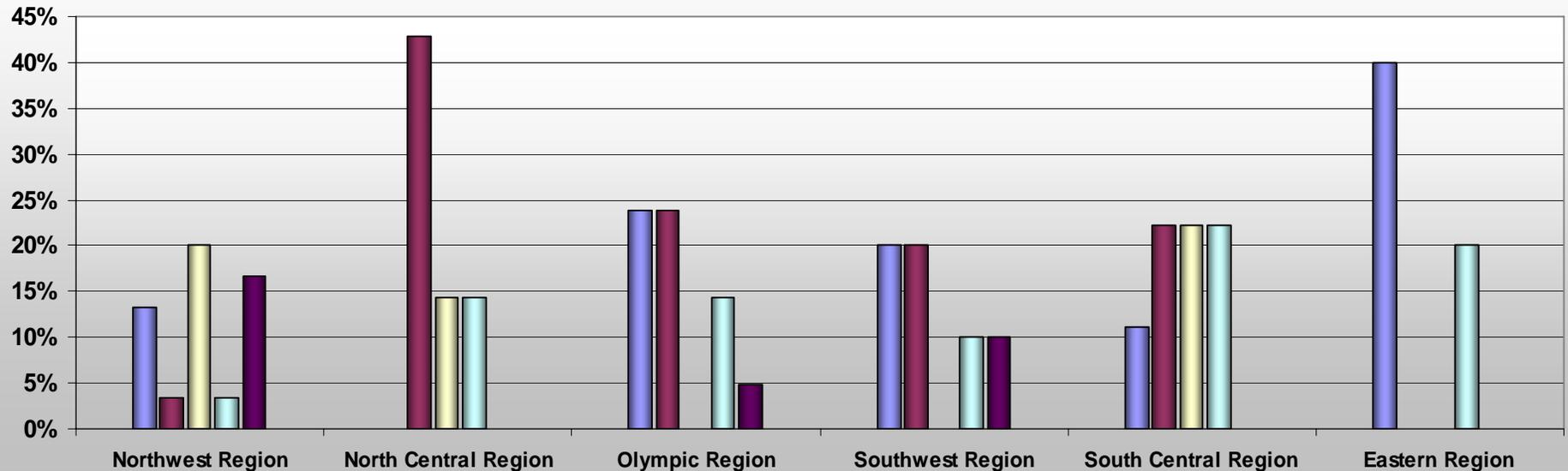
The most common object struck in the Eastern, Northwest, Olympic, & Southwest Regions was a concrete or jersey barrier. In the North Central and South Central Regions, the most common object struck was a guardrail.

2006 WSDOT Leading Fatal Object Struck by Region

FIRST OBJECT STRUCK	Northwest Region		North Central Region		Olympic Region		Southwest Region		South Central Region		Eastern Region	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
TREE OR STUMP (STATIONARY)	4	13%	0	0%	5	24%	2	20%	1	11%	2	40%
EARTH/ROCK BANK OR LEDGE	1	3%	3	43%	5	24%	2	20%	2	22%	0	0%
GUARDRAIL	6	20%	1	14%	0	0%	0	0%	2	22%	0	0%
OVER EMBANKMENT-NO GAURDRAIL PRESENT	1	3%	1	14%	3	14%	1	10%	2	22%	1	20%
UTILITY, TRAFFIC SIGNAL OR STREET LIGHT POLE OR BOX	5	17%	0	0%	1	5%	1	10%	0	0%	0	0%

Leading Fatal Object Struck by Region

■ TREE OR STUMP (STATIONARY)
 ■ EARTH/ROCK BANK OR LEDGE
 ■ GAURDRAIL
 ■ OVER EMBANKMENT-NO GAURDRAIL PRESENT
 ■ UTILITY, TRAFFIC SIGNAL OR STREET LIGHT POLE OR BOX



The most common objects struck in fatal collisions were very different from region to region. In the Eastern Region, the most common object struck was a tree or stump, while in the North Central Region it was a bank or ledge, and in the Northwest Region was a guardrail. In the Olympic, South Central, and Southwest Regions, several objects were tied as the most common.

2006 Weather and Road Surface Conditions by Region

NORTHWEST REGION

	DRY	ICE	OIL	OTHER	SAND/MUD /DIRT	SNOW/ SLUSH	STANDING WATER	WET	UNKNOWN
CLEAR OR PARTLY CLOUDY	14,332	186	11	10	6	25	0	462	21
RAINING	85	7	2	1	0	28	117	5,842	4
OVERCAST	2,821	127	2	7	1	49	0	1,943	11
UNKNOWN	75	9	0	4	1	3	2	35	148
SNOWING	5	50	0	0	0	139	0	19	1
FOG/SMOG/SMOKE	60	25	0	0	0	0	0	19	1
OTHER	56	4	0	1	0	3	0	13	10
SLEET/HAIL/FREEZING RAIN	1	13	0	1	0	11	0	16	0
SEVERE CROSSWIND	7	1	0	0	0	0	0	14	0
BLOWING SAND/DIRT/SNOW	2	1	0	0	0	2	0	0	0
TOTAL	17,444	423	15	24	8	260	119	8,363	196

SOUTHWEST REGION

	DRY	ICE	OIL	OTHER	SAND/MUD /DIRT	SNOW/ SLUSH	STANDING WATER	WET	UNKNOWN
CLEAR OR PARTLY CLOUDY	1,969	58	1	3	1	5	1	77	6
RAINING	11	7	0	1	0	8	46	872	1
OVERCAST	428	37	0	0	0	12	1	335	2
SNOWING	0	7	0	0	0	60	0	10	0
UNKNOWN	19	3	0	0	0	2	0	11	28
FOG/SMOG/SMOKE	14	7	0	0	0	0	0	14	0
OTHER	17	1	0	0	0	2	0	4	0
SLEET/HAIL/FREEZING RAIN	0	6	0	2	0	13	0	3	0
SEVERE CROSSWIND	4	0	0	0	0	0	0	4	0
BLOWING SAND/DIRT/SNOW	0	1	0	0	0	0	0	1	0
TOTAL	2,462	127	1	6	1	102	48	1,331	37

NORTH CENTRAL REGION

	DRY	ICE	OIL	OTHER	SAND/MUD /DIRT	SNOW/ SLUSH	STANDING WATER	WET	UNKNOWN
CLEAR OR PARTLY CLOUDY	1,250	107	0	0	1	24	0	41	0
OVERCAST	105	50	0	0	0	30	1	79	1
SNOWING	2	23	0	0	0	176	0	8	0
RAINING	3	7	0	0	0	15	3	98	2
FOG/SMOG/SMOKE	4	7	0	0	0	3	1	16	0
UNKNOWN	6	1	0	0	0	3	0	1	10
SLEET/HAIL/FREEZING RAIN	0	6	0	1	0	3	0	0	0
OTHER	3	0	0	0	0	3	0	2	1
BLOWING SAND/DIRT/SNOW	0	0	0	0	0	3	0	0	0
SEVERE CROSSWIND	1	0	0	0	0	0	0	0	0
TOTAL	1,374	201	0	1	1	260	5	245	14

SOUTH CENTRAL REGION

	DRY	ICE	OIL	OTHER	SAND/MUD /DIRT	SNOW/ SLUSH	STANDING WATER	WET	UNKNOWN
CLEAR OR PARTLY CLOUDY	1,934	85	0	4	0	17	0	36	4
OVERCAST	206	61	1	3	0	36	0	113	0
SNOWING	1	36	0	0	0	311	0	15	1
RAINING	4	30	0	0	0	13	5	168	0
FOG/SMOG/SMOKE	14	26	0	1	2	4	0	15	0
SLEET/HAIL/FREEZING RAIN	1	27	0	2	0	12	0	0	1
UNKNOWN	9	1	0	0	0	2	0	3	7
BLOWING SAND/DIRT/SNOW	5	4	0	2	0	5	0	1	0
SEVERE CROSSWIND	13	2	0	0	0	0	0	2	0
OTHER	7	1	0	0	0	0	0	0	0
TOTAL	2,194	273	1	12	2	400	5	353	13

OLYMPIC REGION

	DRY	ICE	OIL	OTHER	SAND/MUD /DIRT	SNOW/ SLUSH	STANDING WATER	WET	UNKNOWN
CLEAR OR PARTLY CLOUDY	6,378	210	2	5	2	11	0	293	10
RAINING	31	8	4	0	0	10	33	2,651	1
OVERCAST	1,141	93	3	4	5	13	4	907	4
SNOWING	1	33	0	0	0	80	0	10	0
UNKNOWN	43	2	0	0	0	1	0	18	55
FOG/SMOG/SMOKE	34	15	0	0	0	0	0	21	1
OTHER	34	2	0	1	0	0	0	5	0
SLEET/HAIL/FREEZING RAIN	0	6	0	4	1	8	0	13	0
SEVERE CROSSWIND	3	0	0	1	0	1	0	14	0
BLOWING SAND/DIRT/SNOW	0	1	0	0	0	0	0	1	0
TOTAL	7,665	370	9	15	8	124	37	3,933	71

EASTERN REGION

	DRY	ICE	OIL	OTHER	SAND/MUD /DIRT	SNOW/ SLUSH	STANDING WATER	WET	UNKNOWN
CLEAR OR PARTLY CLOUDY	2,206	130	0	4	0	21	0	81	4
OVERCAST	311	85	0	2	0	57	0	151	3
RAINING	6	1	0	0	0	13	6	297	0
SNOWING	0	32	0	0	0	195	0	14	0
UNKNOWN	24	5	0	0	0	4	0	2	37
FOG/SMOG/SMOKE	7	19	0	0	0	2	0	8	0
SLEET/HAIL/FREEZING RAIN	0	5	0	0	0	12	0	5	1
OTHER	13	0	0	0	0	0	0	0	2
BLOWING SAND/DIRT/SNOW	2	0	0	0	0	4	0	0	0
SEVERE CROSSWIND	4	0	0	0	0	1	0	0	0
TOTAL	2,573	277	0	6	0	309	6	558	47

In all regions, the majority of collisions occurred during dry road conditions and in clear or partly cloudy weather.

2006 Most Severe Injury by Road Surface Condition by Region

	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY	TOTAL		FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY	TOTAL
DRY	72	246	1,372	4,800	10,954	17,444	DRY	19	79	331	551	1,482	2,462
WET	19	83	513	2,136	5,612	8,363	WET	7	31	138	280	875	1,331
ICE	0	4	25	96	298	423	ICE	1	3	18	27	78	127
SNOW/SLUSH	0	6	16	36	202	260	SNOW/SLUSH	1	5	11	6	79	102
UNKNOWN	1	3	15	55	122	196	STANDING WATER	0	0	6	13	29	48
STANDING WATER	0	0	16	32	71	119	UNKNOWN	0	1	2	10	24	37
OTHER	0	0	2	3	19	24	OTHER	0	0	0	3	3	6
OIL	0	1	6	3	5	15	OIL	0	0	0	0	1	1
SAND/MUD/DIRT	0	0	0	1	7	8	SAND/MUD/DIRT	0	0	0	0	1	1
TOTAL	92	343	1,965	7,162	17,290	26,852	TOTAL	28	119	506	890	2,572	4,115

NORTH CENTRAL REGION						
	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY	TOTAL
DRY	18	52	234	260	810	1,374
SNOW/SLUSH	0	3	25	49	183	260
WET	1	7	38	42	157	245
ICE	2	5	33	34	127	201
UNKNOWN	0	1	0	3	10	14
STANDING WATER	0	1	0	1	3	5
OTHER	0	0	0	1	0	1
SAND/MUD/DIRT	0	0	0	0	1	1
OIL	0	0	0	0	0	0
TOTAL	21	69	330	390	1,291	2,101

SOUTH CENTRAL REGION						
	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY	TOTAL
DRY	30	79	342	396	1,347	2,194
SNOW/SLUSH	2	6	39	45	308	400
WET	1	8	47	48	249	353
ICE	1	1	62	37	172	273
UNKNOWN	0	0	3	2	8	13
OTHER	0	2	1	1	8	12
STANDING WATER	0	0	0	0	5	5
SAND/MUD/DIRT	0	0	0	0	2	2
OIL	0	0	0	0	1	1
TOTAL	34	96	494	529	2,100	3,253

OLYMPIC REGION						
	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY	TOTAL
DRY	47	141	737	2,160	4,580	7,665
WET	15	50	324	1,017	2,527	3,933
ICE	1	3	43	62	261	370
SNOW/SLUSH	0	1	12	23	88	124
UNKNOWN	0	0	4	25	42	71
STANDING WATER	0	0	4	5	28	37
OTHER	0	0	1	2	12	15
OIL	0	0	1	2	6	9
SAND/MUD/DIRT	0	0	0	4	4	8
TOTAL	63	195	1,126	3,300	7,548	12,232

EASTERN REGION						
	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY	TOTAL
DRY	23	48	340	673	1,489	2,573
WET	3	12	49	149	345	558
SNOW/SLUSH	4	8	36	50	211	309
ICE	1	4	49	64	159	277
UNKNOWN	0	0	3	15	29	47
STANDING WATER	0	0	1	2	3	6
OTHER	0	0	1	1	4	6
SAND/MUD/DIRT	0	0	0	0	0	0
OIL	0	0	0	0	0	0
TOTAL	31	72	479	954	2,240	3,776

For all regions, between 60% and 68% of all collisions occurred on dry road surfaces. An even larger majority of fatal collisions occurred on dry road surfaces, ranging from 68% to 88% across all regions.

People, Vehicles, and Collisions

Overview of People, Vehicles, and Collisions

2006 Person Type by Injury Type

STATUS	FATALITIES	PERCENT OF	DISABLING	EVIDENT	POSSIBLE		*TOTAL
		FATALITIES BY			INJURIES	INJURIES	
		PERSON TYPE					INVOLVED
**Motor Vehicle Driver	163	53.97%	582	4,056	13,729	72,704	91,235
**Motor Vehicle Passenger	78	25.83%	254	1,624	5,459	29,667	37,082
Motorcycle Driver	35	11.59%	159	405	253	194	1,046
Motorcycle Passenger	0	0.00%	18	42	23	11	94
***Other Pedestrians (roadway worker, flagger, other)	0	0.00%	5	7	8	0	20
***Pedestrian (on foot, wheelchair, skateboarder etc.)	24	7.95%	82	123	133	7	369
Moped/Scooter Bike Driver/Passenger	1	0.33%	3	4	2	1	11
****Pedalcyclist Driver/Passenger	1	0.33%	17	91	78	16	203
*****Other Motor Vehicle Driver/Passengers	0	0.00%	4	9	12	256	281
Total	302	100.00%	1,124	6,361	19,697	102,856	130,341

*Does not include unknown injuries

**Does not include Motorcycle, Moped or Scooter Bike Drivers/Passengers

***See Glossary for further definition

****Bicycles, Tricycles and Unicycles

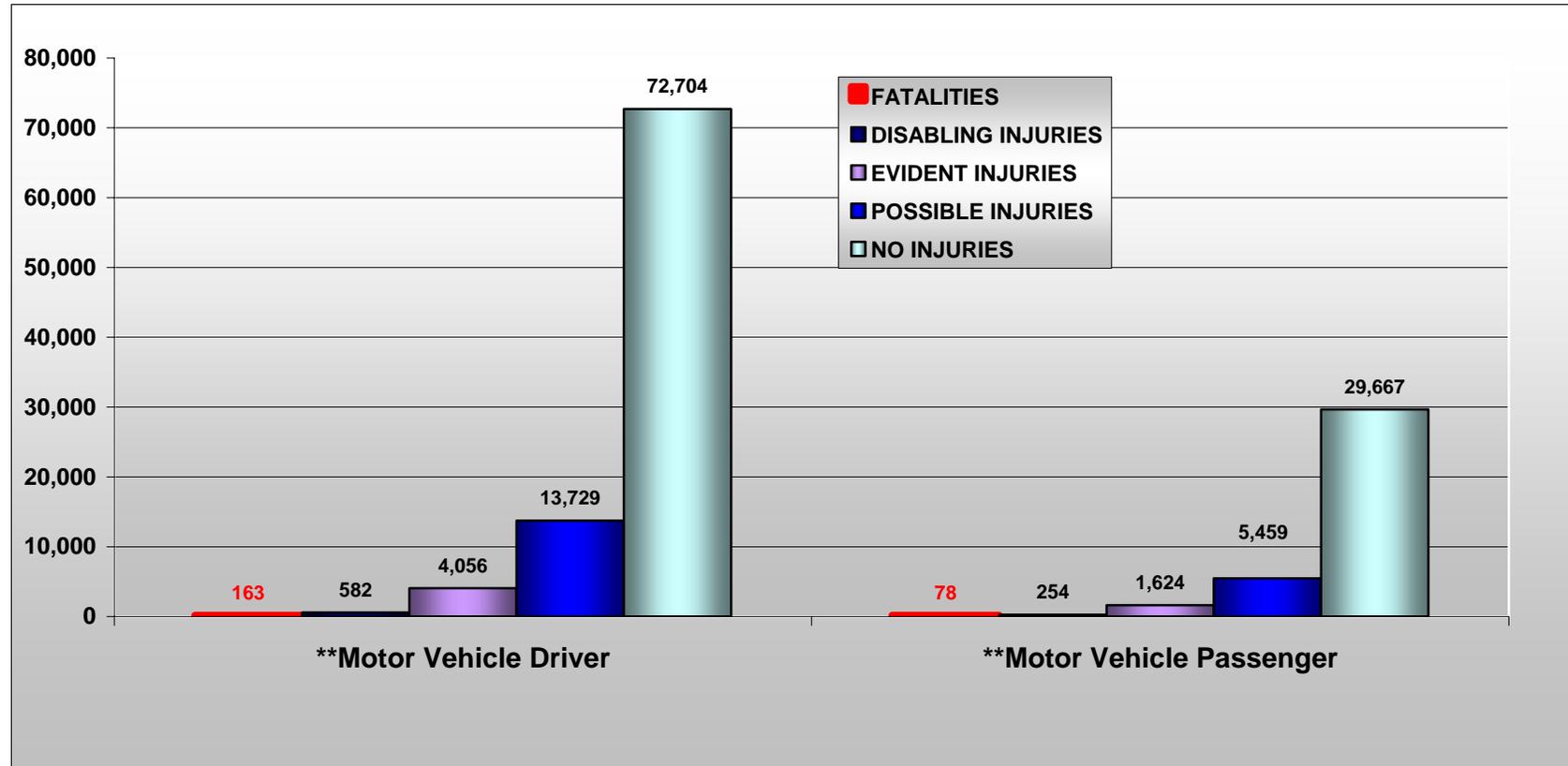
*****Motorhomes, Fire/Medical Response, Off Road "ORV", Law Enforcement, Military, Refuse, Street Sweeper, Riding Lawnmower, Etc.

Motor vehicle drivers and passengers combined accounted for 98.7% of all persons involved in collisions on state highways in 2006. They accounted for 79.8% of all fatalities, while motorcycle drivers and passengers accounted for 11.6%, pedestrians for 7.9%, pedalcyclists for 0.3%, and others for 0.3%.

Pedestrians and motorcycle drivers (excluding others) have the highest percentage of fatalities out of the total involved, 6.5% and 3.35%, respectively.



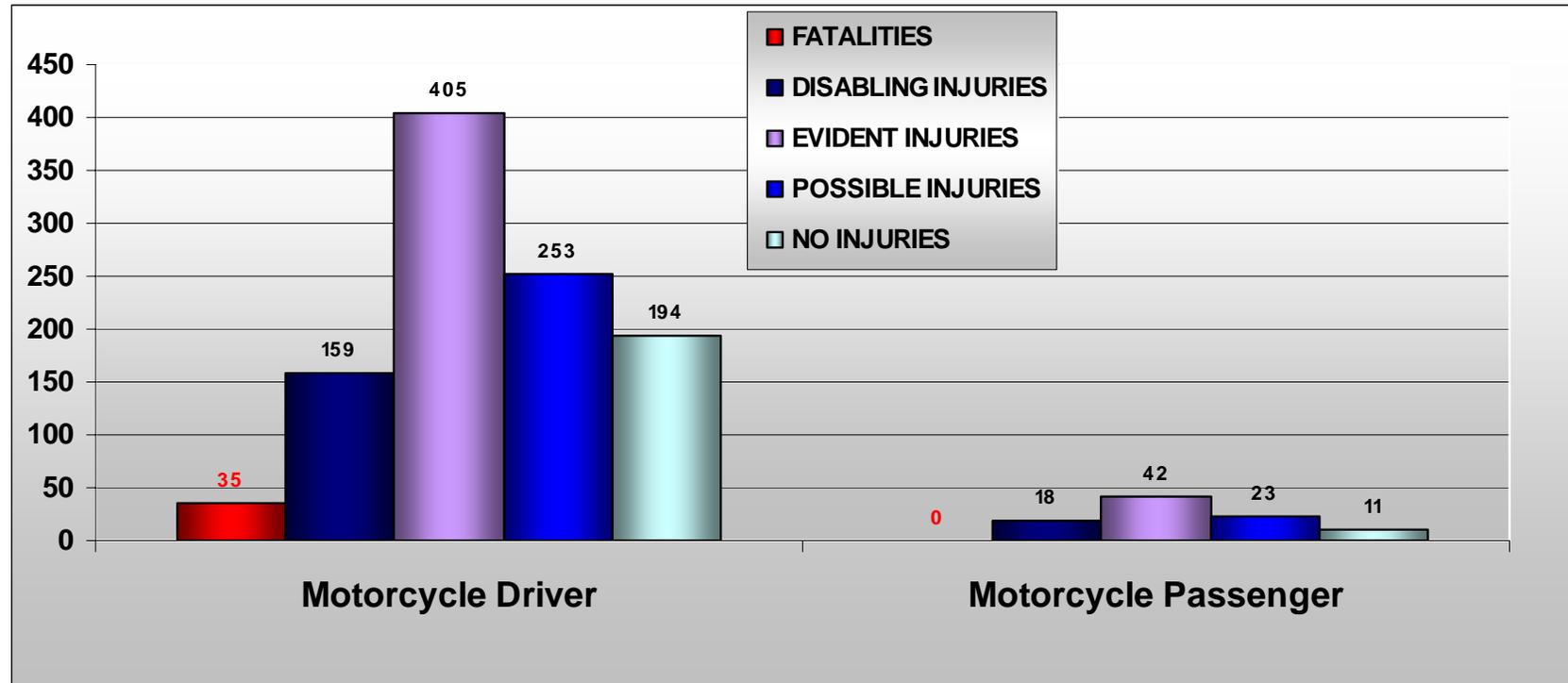
2006 **Motor Vehicle Collisions, Person Type by Injury Severity Type



Of the 128,316 motor vehicle drivers and passengers involved in collisions, 43.3% were injured (including fatalities), while 79.8% received no injury at all. Only 5.3% received a fatal, disabling, or evident injury.

**Does not include Motorcycle, Moped or Scooter Bike Drivers/Passengers
Does not include unknown injuries

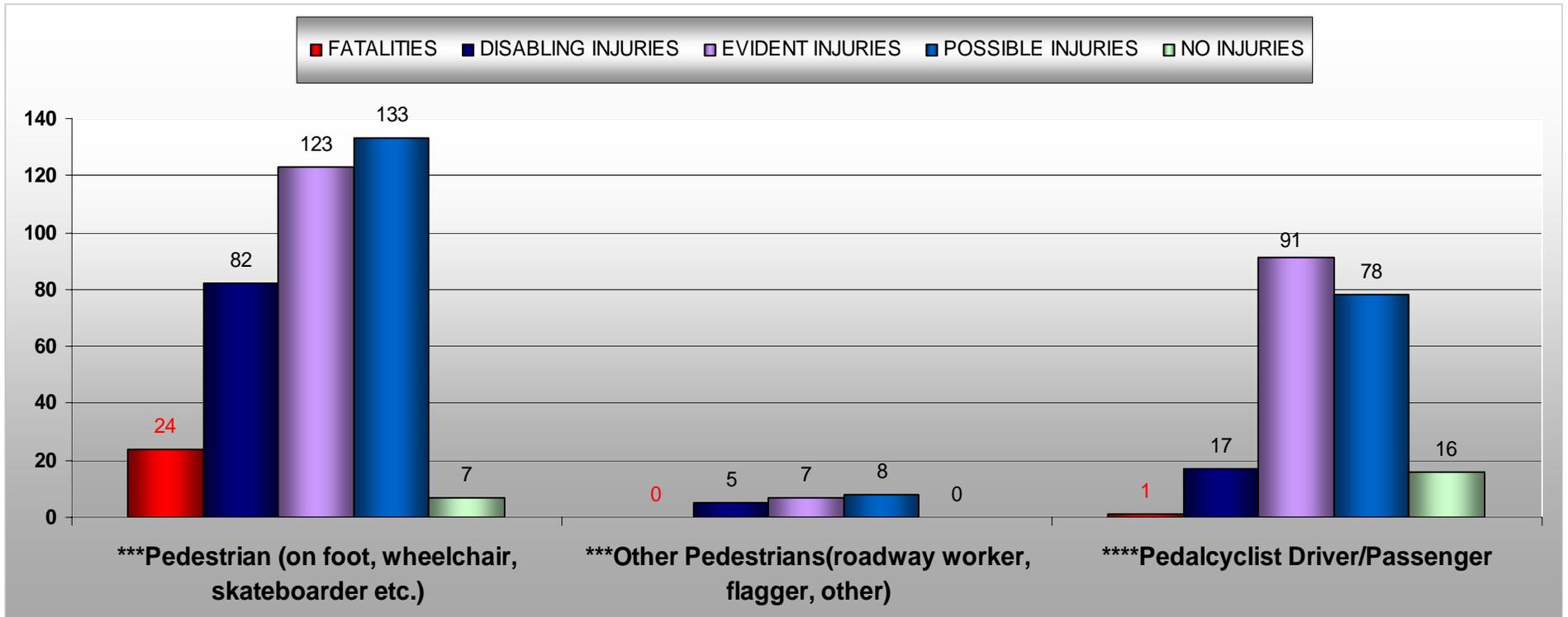
2006 Motorcycle Collisions, Person Type by Injury Severity Type



Unlike motor vehicle occupants, the majority of motorcyclists involved in collisions received evident injuries, a total of 39.2%. A total of 3.1% were fatalities, and 15.5% incurred disabling injuries. Overall, a total of 82% of motorcyclists involved in collisions received injuries of some level, compared to only 20.2% of motor vehicle occupants.

Does not include unknown injuries

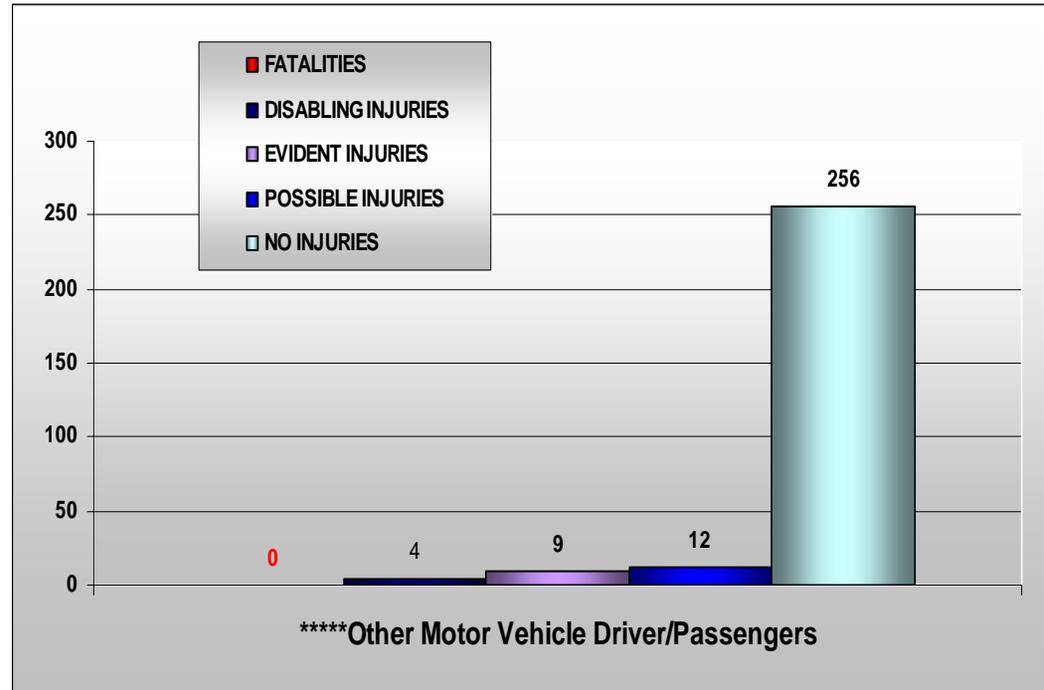
2006 ***Pedestrians and ****Pedalcyclists, Person Type by Injury Severity Type



The majority of pedestrians involved in collisions received possible or evident injuries (69.7%), and an even higher percentage of pedalcyclists received injuries in these categories (83.3%). Only 6.2% of pedestrians involved in collisions were fatalities, while 98.2% received some level of injury. Similarly, only 0.5% of pedalcyclists involved in collisions were fatalities, while 92.1% received some level of injury. For every pedalcyclist fatality in 2006, 24 pedestrians died.

***See Glossary for further definition
 ****Bicycles, Tricycles and Unicycles
 Does not include unknown injuries

2006 *****Other Motorized Vehicles, Person Type by Injury Severity Type



For other motorized vehicles, zero were fatalities, while 91.1% were not injured. Of those injured, the largest majority (4.3%) received possible injuries.

*****Motorhomes, Fire/Medical Response, Off Road "ORV", Law Enforcement, Military, Refuse, Street Sweeper, Riding Lawnmower, Etc.
Does not include unknown injuries

2006 Fatalities and Injuries in Collisions by Age Group

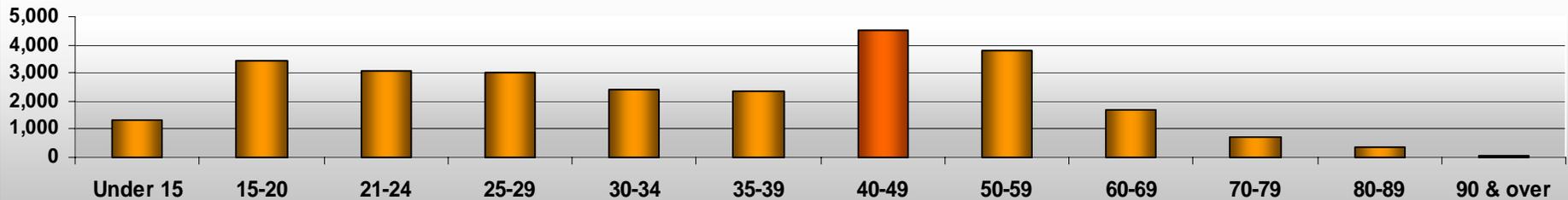
AGE GROUP	KILLED	PERCENT OIF FATALITIES BY					TOTAL FATALITIES AND INJURIES	*TOTAL INVOLVED
		AGE GROUP	DISABLING INJURY	EVIDENT INJURY	POSSIBLE INJURY	NO INJURY		
Under 15	7	2.32%	41	370	941	9,055	1,359	10,414
15-20	39	12.91%	152	1,017	2,279	14,427	3,487	17,914
21-24	41	13.58%	135	819	2,117	11,120	3,112	14,232
25-29	22	7.28%	113	718	2,158	10,742	3,011	13,753
30-34	24	7.95%	91	474	1,816	8,278	2,405	10,683
35-39	17	5.63%	91	472	1,771	8,209	2,351	10,560
40-49	51	16.89%	178	965	3,386	15,625	4,580	20,205
50-59	57	18.87%	161	759	2,856	12,433	3,833	16,266
60-69	23	7.62%	87	363	1,234	6,006	1,707	7,713
70-79	10	3.31%	41	183	509	2,763	743	3,506
80-89	9	2.98%	18	129	213	1,197	369	1,566
90 & over	2	0.66%	1	7	35	120	45	165
UNKNOWN	0	0.00%	15	85	382	2,881	482	3,363
TOTAL	302	100.00%	1,124	6,361	19,697	102,856	27,484	130,340

*Does not include unknown injury

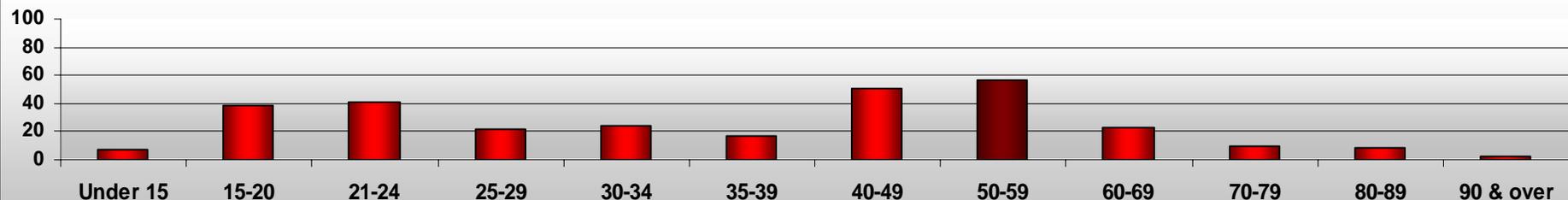
40-49 year olds experienced the largest number of fatalities and injuries (17.6%), followed by 50-59 year olds (13.6%). In addition, 40-49 year olds comprised the largest portion of the total persons involved in collisions with 16.4%, followed by 15-20 year olds with 14.1%.

Of those involved in collisions, 43.2% were under age 30 and 60.2% were under age 40.

Injuries in Collisions by Age Group



Fatalities in Collisions by Age Group

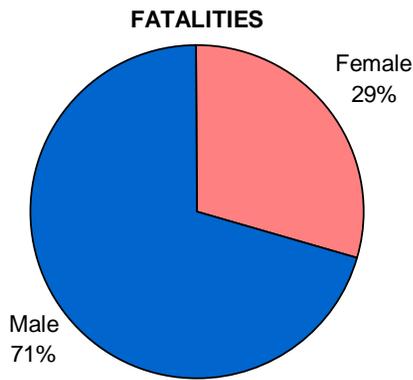
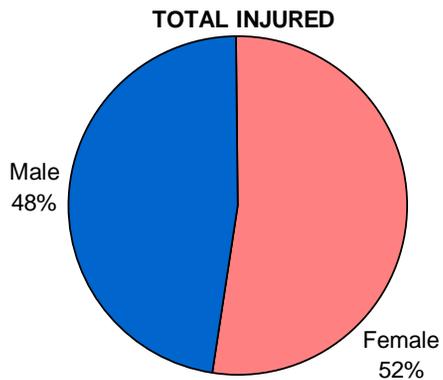
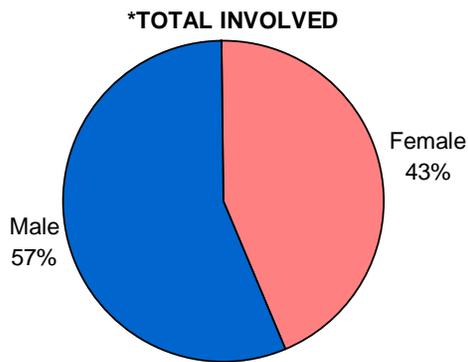


2006 Fatalities and Injuries in Collisions by Gender

GENDER	FATALITIES	PERCENT OF FATALITIES BY GENDER	DISABLING INJURIES	EVIDENT INJURIES	POSSIBLE INJURIES	NO INJURIES	TOTAL FATALITIES AND INJURIES	*TOTAL INVOLVED
Female	89	29.47%	436	2,727	10,899	41,950	14,151	56,101
Male	213	70.53%	662	3,563	8,609	59,869	13,048	72,916
Not Stated	0	0.00%	26	71	189	1,037	286	1,323
Total	302	100.00%	1,124	6,361	19,697	102,856	27,485	130,340

**Does not include unknown injury*

56.5% of those involved in collisions were male, while 70.5% of fatalities and 60.3% of disabling injuries were male. Females received a slightly larger number of possible injuries, accounting for 55.9% of the total.

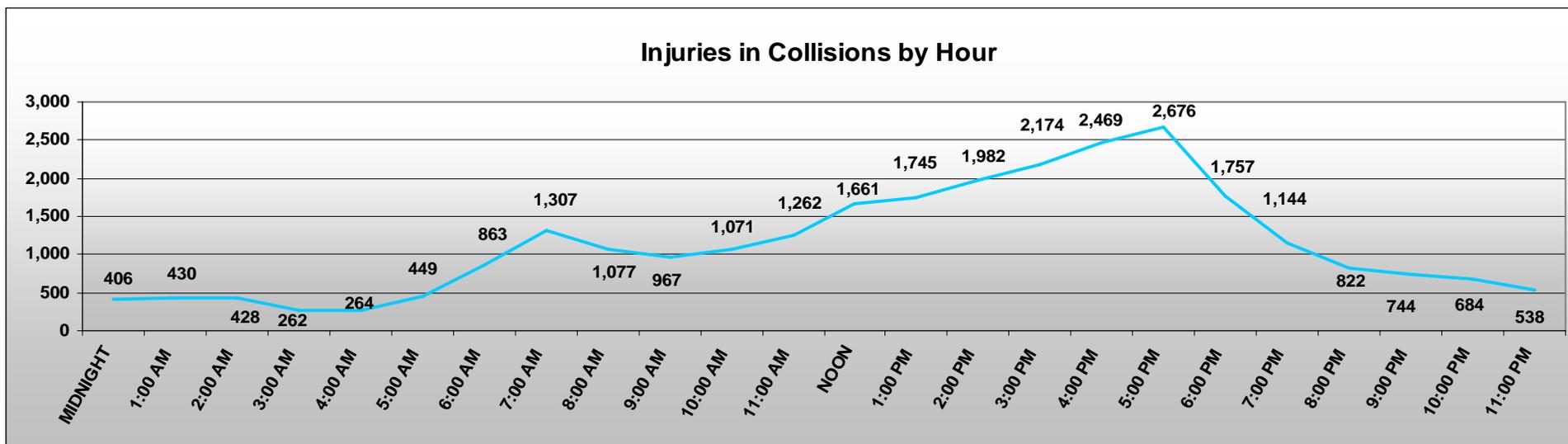


Percentages shown are for involved persons of known gender

**Includes motor vehicle drivers and passengers, motorcycle drivers and passengers, pedestrians and pedalcyclist.*

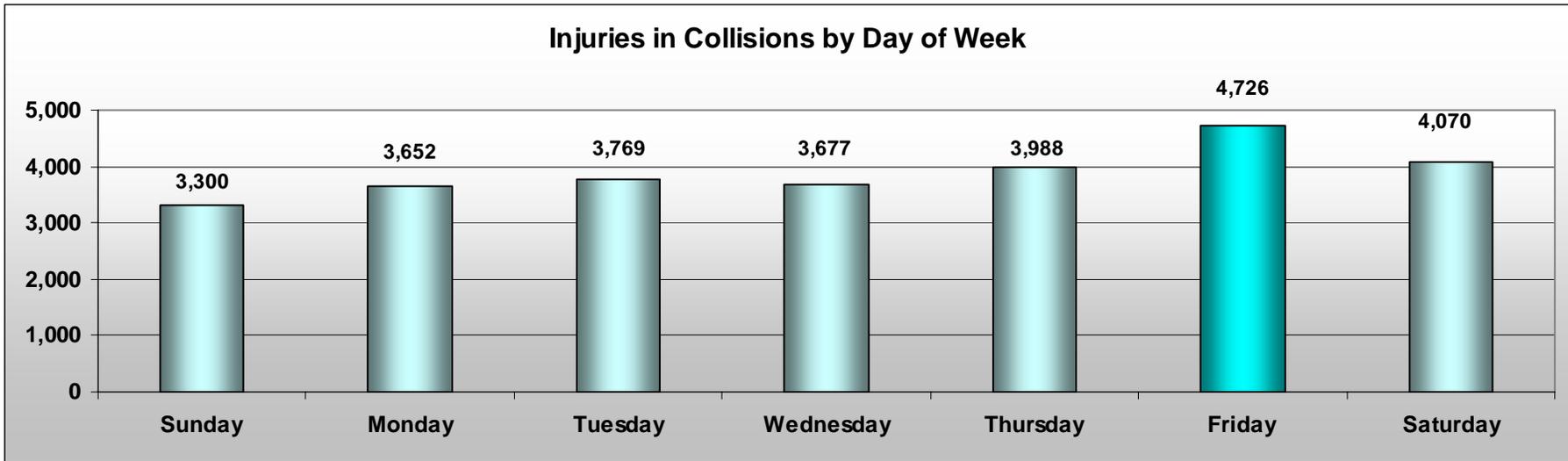


2006 Fatalities and Injuries in Collisions by Hour

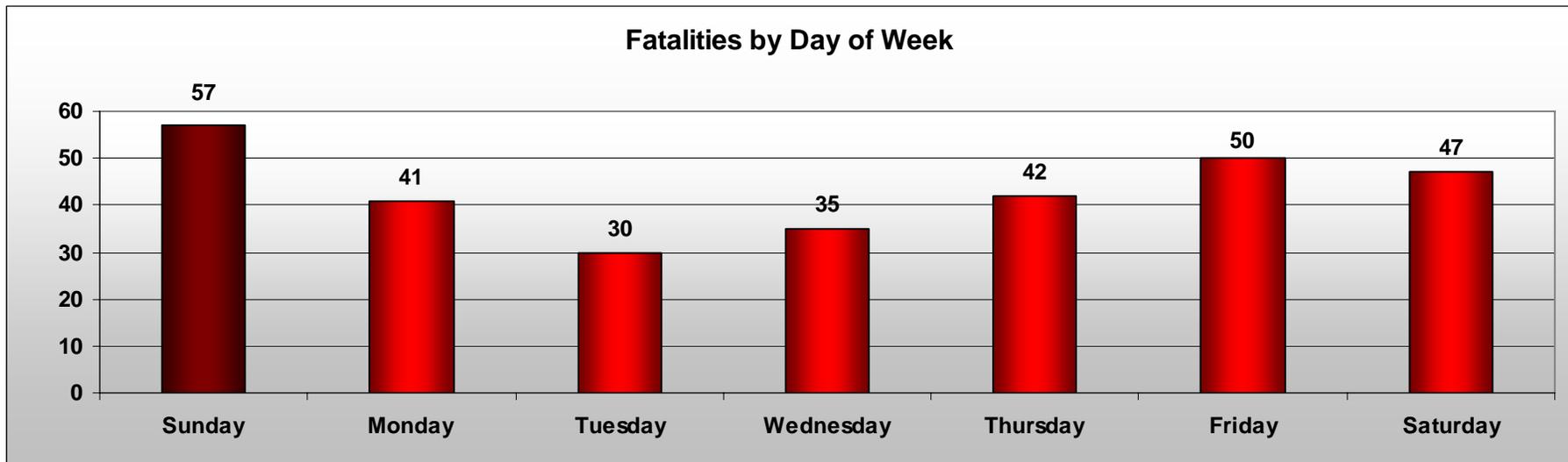


Over one third of injuries (34.2%) occurred between 2:00-5:59 PM. The peak hour for collisions was 5:00-5:59 PM, with a total of 2,676, or 9.8%. The peak hours for fatalities were between 5:00-5:59 PM and 1:00-1:59 AM, each with 21 fatalities, or 7%. 22.2% of fatalities occurred between 2:00-5:59 PM.

2006 Fatalities and Injuries in Collisions by Day of Week



Friday experienced the highest number of injuries, with 17.4%. If injuries were equally distributed throughout the week, we would expect approximately 14% of injuries to occur each day. 32.4% of injuries occurred on Fridays and Saturdays alone. However, the highest number of fatalities occurred on Sunday, with 18.9%. The weekends (Friday through Sunday) experienced 51% of the total fatalities. Tuesday experienced the lowest number of fatalities, with only 10%.

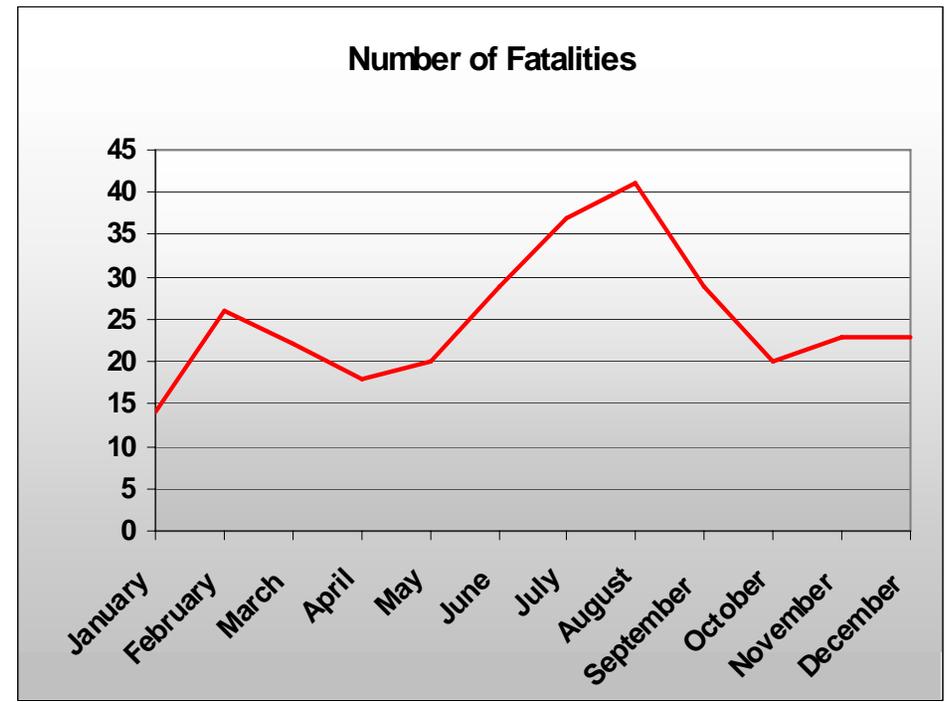
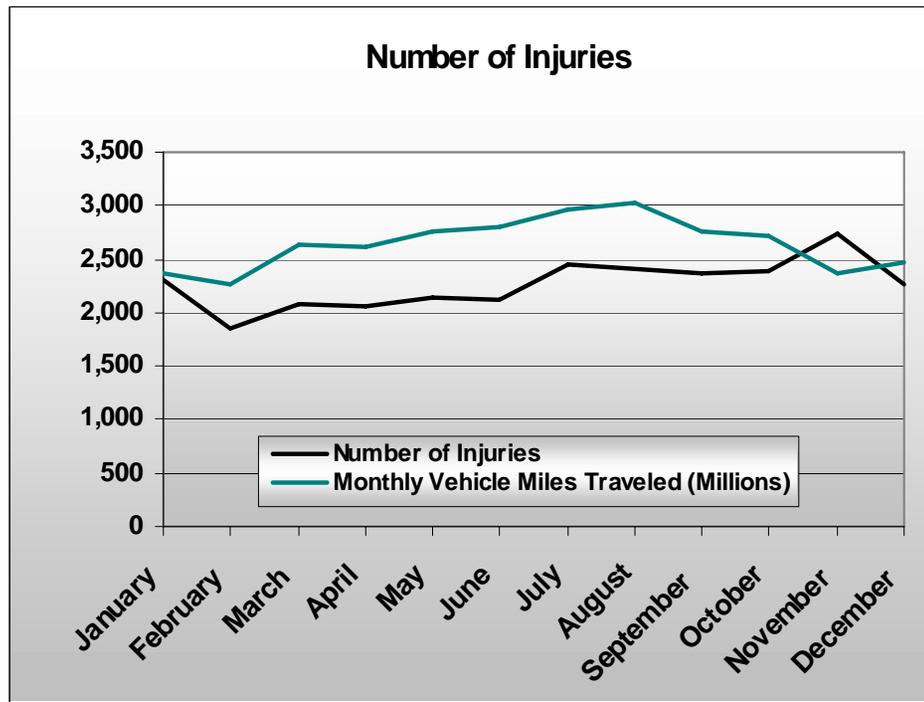


2006 Fatalities and Injuries in Collisions by Month

Month	Number of Fatalities	Number of Injuries
January	14	2,310
February	26	1,844
March	22	2,071
April	18	2,065
May	20	2,149
June	29	2,120
July	37	2,454
August	41	2,419
September	29	2,360
October	20	2,391
November	23	2,733
December	23	2,266
Average	25	2,265

Total injuries were fairly evenly distributed by month, ranging from a low of 1,844 in February, to a high of 2,733 in November. By comparison, fatalities occurred more often during the summer months, with June through September accounting for 45% of the total, August for 13.6% alone.

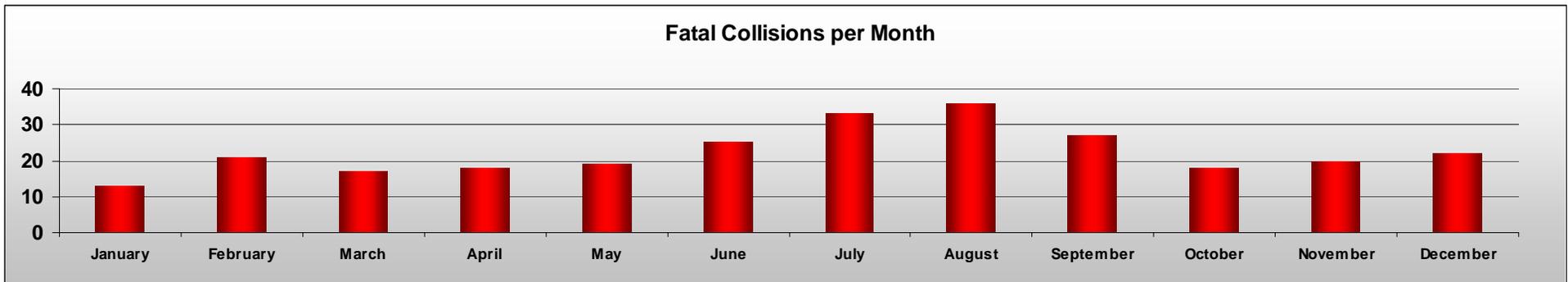
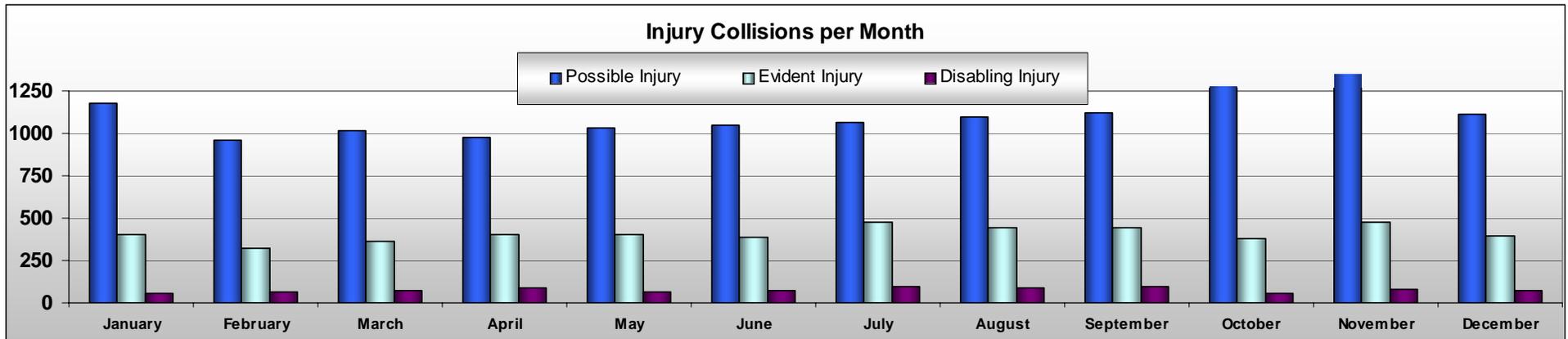
If fatalities were evenly distributed throughout the year, we would expect to see only 8% of fatalities occurring each month. The lowest number of fatalities occurred in January with 14, or 4.6%, followed by April with 18, or 6%.



2006 Most Severe Injury per Collision by Month

Month	Possible Injury Collisions	Evident Injury Collisions	Disabling Injury Collisions	Fatal Collisions	Total Injury and Fatal Collisions
January	1,174	405	55	13	1,647
February	960	326	63	21	1,370
March	1,020	360	72	17	1,469
April	978	406	85	18	1,487
May	1,034	407	64	19	1,524
June	1,048	386	73	25	1,532
July	1,062	479	98	33	1,672
August	1,100	446	88	36	1,670
September	1,117	442	93	27	1,679
October	1,274	376	57	18	1,725
November	1,347	472	78	20	1,917
December	1,114	396	70	22	1,602
Average	1,102	408	75	22	1,608

10% of total injury and fatal collisions occurred in November, with 1,917, 19.2% above the monthly average. 27.6% of total collisions occurred between September and November. June through September experienced above average fatal collisions, comprising 45% of total fatal collisions. In addition, 31.1% of disabling collisions occurred between July and September and almost 40% between June and September. February experienced the lowest number of fatal collisions with 1,370, 14.8% below the monthly average.



2006 Motor Vehicle Involved Collisions: First Collision Type by Most Severe Injury per Collision

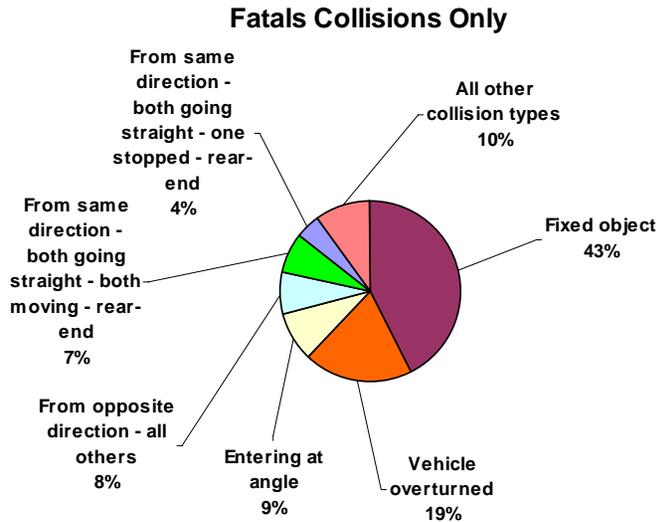
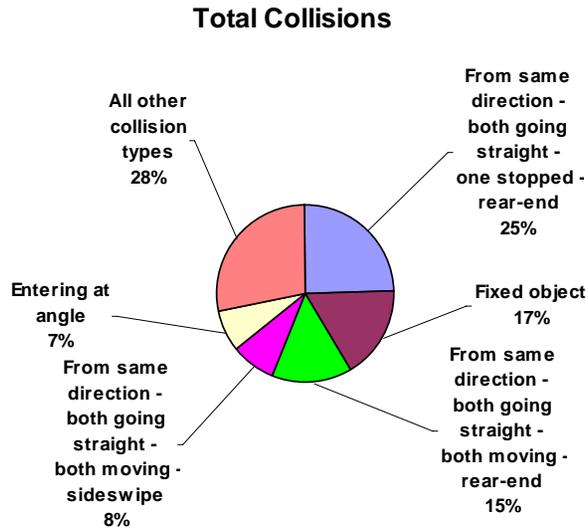
First Collision Type	No Injury Collisions	Possible Injury Collisions	Evident Injury Collisions	Disabling Injury Collisions	Fatal Collisions	Total Collisions
From same direction - both going straight - one stopped - rear-end	7,164	4,625	770	84	8	12,651
Fixed object	5,933	1,538	1,153	209	77	8,910
From same direction - both going straight - both moving - rear-end	4,696	2,527	501	51	13	7,788
From same direction - both going straight - both moving - sideswipe	3,697	598	179	15	3	4,492
Entering at angle	2,290	951	373	62	16	3,692
Vehicle overturned	958	453	720	136	35	2,302
From same direction - all others	1,292	348	110	24	8	1,782
From opposite direction - one left turn - one straight	982	459	226	44	5	1,716
One car leaving driveway access	1,086	315	121	10	1	1,533
One car entering driveway access	822	364	125	30	2	1,343
Non-domestic animal (deer, bear, elk, etc)	1,045	66	63	9	1	1,184
From opposite direction - all others	310	120	88	36	14	568
Same direction -- both turning right -- one stopped -- rear end	328	204	19	1	0	552
One parked--one moving	335	61	33	10	1	440
Other object	262	28	23	5	2	320
From same direction - one left turn - one straight	203	52	23	2	0	280
From same direction - one right turn - one straight	209	46	17	3	0	275
All other non-collision	196	28	14	6	3	247
From same direction - both going straight - one stopped - sideswipe	200	31	3	2	0	236
From opposite direction - both going straight - sideswipe	111	48	44	15	15	233
Fire started in vehicle	202	2	3	0	0	207
Vehicle going straight hits pedestrian	9	51	64	55	22	201
From opposite direction - both moving - head-on	31	47	46	36	38	198
Bicycle	15	77	87	17	1	197
Same direction -- both turning left -- both moving -- sideswipe	154	3	3	0	0	160
sideswipe	109	8	1	0	0	118
Same direction -- both turning right -- both moving -- rear end	64	29	6	0	0	99
From opposite direction - one left turn - one right turn	82	7	4	0	0	93
Vehicle turning right hits pedestrian	1	47	24	12	1	85
One car leaving parked position	54	9	0	0	0	63
Domestic animal (horse, cow, sheep, etc)	45	6	8	1	0	60
Vehicle turning left hits pedestrian	1	23	22	9	1	56
Domestic animal other (cat, dog, etc)	31	3	5	0	0	39
Same direction -- both turning left -- one stopped -- rear end	21	9	1	0	0	31
Breakage of any part of the vehicle resulting in injury or in further property damage	27	2	1	0	0	30
Same direction -- both turning left -- both moving -- rear end	21	9	0	0	0	30
Vehicle Hits State Road or Construction Machinery	18	3	4	1	0	26



25% of all collisions were rear-ends in which one vehicle was stopped ahead on the roadway. Rear-end collisions (all types) accounted for 21,147 collisions, or 40.4%. 8,910 collisions, or 17%, were collisions with a fixed object. In comparison, only 7.8% of fatal collisions were rear-ends, while 28.6% involved a vehicle hitting a fixed object, and 13% involved a vehicle overturning.

...continued 2006 Motor Vehicle Involved Collisions: First Collision Type by Most Severe Injury per Collision

First Collision Type	No Injury Collisions	Possible Injury Collisions	Evident Injury Collisions	Disabling Injury Collisions	Fatal Collisions	Total Collisions
From opposite direction - one stopped - head-on	5	9	4	1	0	19
From opposite direction - both going straight - one stopped - sideswipe	9	7	0	0	0	16
Same direction -- both turning right -- one stopped -- sideswipe	11	3	0	0	0	14
Vehicle Struck by State Road or Construction Machinery	10	1	0	0	0	11
Vehicle Hits Other Road or Construction Machinery	7	0	2	0	1	10
Person fell, jumped or was pushed from vehicle	1	0	4	2	1	8
Vehicle hits Pedestrian - All Other Actions	0	1	3	4	0	8
One car entering parked position	4	3	0	0	0	7
Same direction -- both turning left -- one stopped -- sideswipe	6	1	0	0	0	7
Vehicle backing hits pedestrian	0	3	0	1	0	4
Train struck moving vehicle	4	0	0	0	0	4
Vehicle Hits City Road or Construction Machinery	2	0	1	1	0	4
Vehicle Hits County Road or Construction Machinery	2	0	1	0	0	3
Vehicle struck moving train	0	1	1	1	0	3
Not stated	2	1	0	0	0	3
Vehicle Struck by City Road or Construction Machinery	2	0	1	0	0	3
Train struck stopped or stalled vehicle	0	0	0	1	0	1
Vehicle Struck by Other Road or Construction Machinery	1	0	0	0	0	1
Vehicle hits Pedestrian - Actions Not Stated	0	1	0	0	0	1
Total	33,070	13,228	4,901	896	269	52,364



2006 Motor Vehicle Involved Collisions: First Object Struck by Most Severe Injury per Collision

FIRST OBJECT STRUCK	No Injury Collisions	Possible Injury Collisions	Evident Injury Collisions	Disabling Injury Collisions	Fatal Collisions	Total Collisions
Concrete Barrier/Jersey Barrier - Face	1,209	373	166	23	4	1,775
Guardrail - Face	808	175	120	31	8	1,142
Roadway Ditch	608	170	116	17	5	916
Bridge Rail - Face	478	144	55	7	3	687
Earth Bank or Ledge	300	112	98	19	11	540
Tree or Stump (stationary)	301	84	103	26	14	528
Wood Sign Post	277	54	39	14	3	387
Fence	241	48	52	9	1	351
Utility Pole	150	81	70	11	6	304
Street Light Pole or Base	227	39	30	5	1	302
Median Cable Barrier	206	15	18	4	0	243
Miscellaneous Object or Debris on Road	196	19	15	4	1	235
Over Embankment - No Guardrail Present	118	40	39	6	9	212
Curb, Raised Traffic Island or Raised Median Curt	145	15	17	4	2	183
Retaining Wall (concrete, rock, brick, etc.)	82	32	23	3	0	140
Guardrail - Leading End	76	19	27	1	1	124
Rock Bank or Ledge	62	19	34	4	2	121
Snow Bank	70	11	17	1	0	99
Other Objects	67	11	12	3	1	94
Crash Cushions - Impact Attenuators	58	19	12	1	3	93
Traffic Signal Pole or Box	57	10	9	1	1	78
Mailbox	47	10	7	2	0	66
Metal Sign Post	39	7	7	0	1	54
Into River, Lake, Swamp, etc.	34	7	10	1	0	52
Building	37	6	5	1	1	50
Culvert and/or other Appurtenance in Ditch	25	7	14	3	0	49
Boulder (stationary)	22	12	8	4	1	47
Guardrail - Through, Over or Under	23	3	9	4	0	39
Underside of Bridge	29	1	1	0	0	31
Falling tree on vehicle (on the road)	20	5	2	1	2	30
Utility Box	21	3	4	1	0	29
Fire Hydrant	22	2	4	0	0	28
Fallen rock hit by vehicle (on the road)	18	5	2	1	0	26
Guide Post	17	3	6	0	0	26
Construction Materials	19	4	1	2	0	26
Fallen Rock or Tree Hit by Vehicle	18	3	1	0	1	23
Fallen tree hit by vehicle (on the road)	19	1	2	0	0	22
Concrete Barrier/Jersey Barrier - Through, Over or	5	4	7	0	0	16

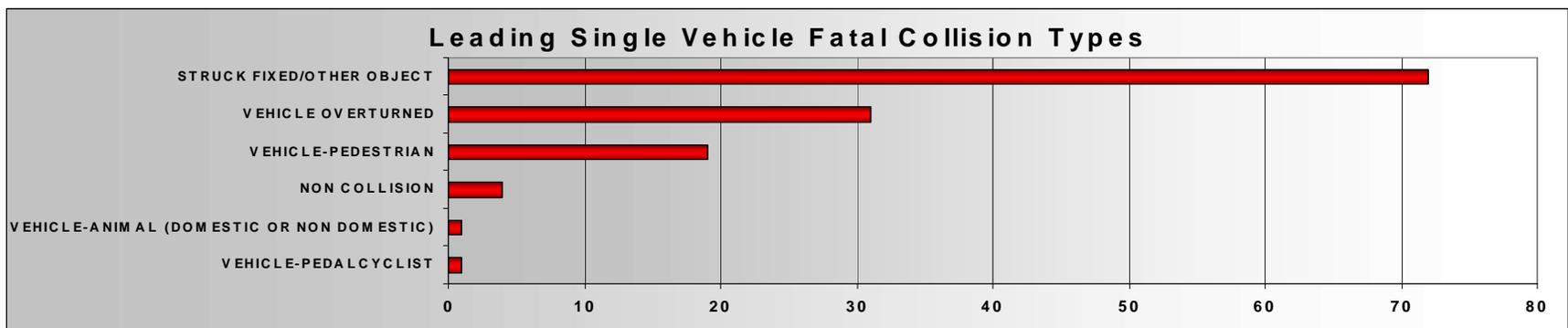
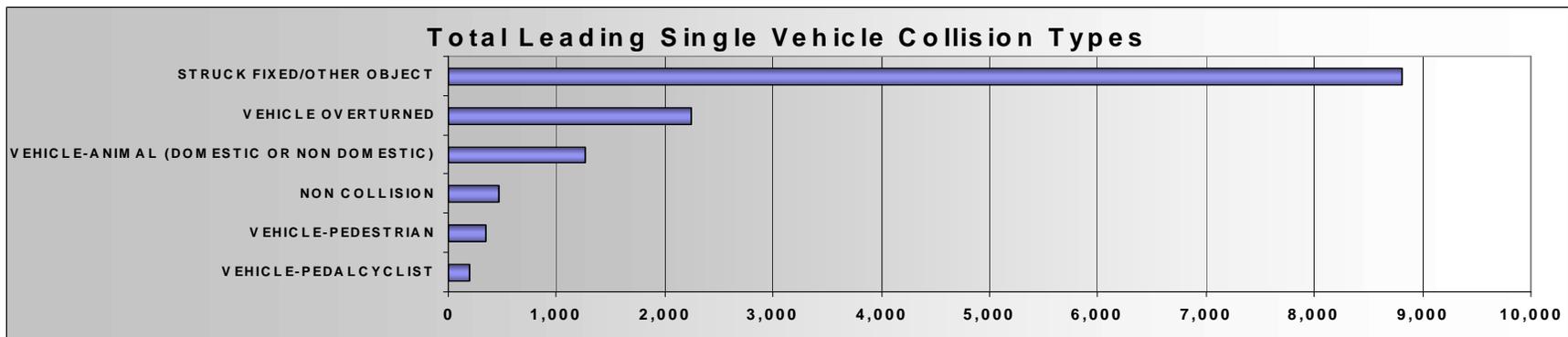
FIRST OBJECT STRUCK	No Injury Collisions	Possible Injury Collisions	Evident Injury Collisions	Disabling Injury Collisions	Fatal Collisions	Total Collisions
Bridge Column, Pier or Pillar	10	2	3	0	0	15
Not Stated	10	0	2	0	0	12
Temporary Traffic Sign or Barricade	6	3	3	0	0	12
Falling rock on vehicle (on the road)	10	0	1	0	0	11
Railway Crossing Gate	11	0	0	0	0	11
Falling Rock or Tree Fell on Vehicle	5	0	3	1	1	10
Concrete Barrier/Jersey Barrier - Leading End	4	0	3	0	0	7
Bridge Rail - Leading End	1	0	3	1	0	5
Manhole Cover	3	0	0	0	0	3
Bridge Rail - Through, Over or Under	0	0	2	1	0	3
Reversible Lane Control Gate	3	0	0	0	0	3
Overhead Sign Support	2	0	0	0	0	2
Bridge Abutment	2	0	0	0	0	2
Snowside	1	0	0	0	0	1
Closed Toll Gate	1	0	0	0	0	1
Total	6,229	1,571	1,182	216	82	9,280



2006 Single Motor Vehicle Involved Collisions: First Collision Type by Most Severe Injury of Collision

Single Vehicle Collisions First Collision Type	No Injury Collisions	Possible Injury Collisions	Evident Injury Collisions	Disabling Injury Collisions	Fatal Collisions	Percent of	Total Collisions
						Fatal Collisions	
STRUCK FIXED/OTHER OBJECT	5,969	1,436	1,125	202	72	56.3%	8,804
VEHICLE OVERTURNED	947	442	701	127	31	24.2%	2,248
VEHICLE-PEDESTRIAN	11	124	111	79	19	14.8%	344
VEHICLE-PEDALCYCLIST	15	77	86	17	1	0.8%	196
VEHICLE-RAILWAY TRAIN	4	1	1	2	0	0.0%	8
VEHICLE-ANIMAL (DOMESTIC OR NON DOMESTIC)	1,111	72	74	9	1	0.8%	1,267
NON COLLISION	411	29	19	8	4	3.1%	471
OTHER	3	1	1	0	0	0.0%	5
TOTAL	8,471	2,182	2,118	444	128	100.0%	13,343

66% of single-vehicle collisions involved a vehicle striking a fixed or other object, while 56.3% of fatal single-vehicle collisions involved a vehicle striking a fixed or other object, and another 24.2% involved a vehicle overturning.



2006 Single Motor Vehicle Collisions: Day of Week and Hour of Day

SINGLE VEHICLE COLLISIONS

	Total Week						Monday - Thursday						Friday - Sunday					
	No Injury Collisions	Possible Injury Collisions	Evident Injury Collisions	Disabling Injury Collisions	Fatal Collisions	Total Collisions	No Injury Collisions	Possible Injury Collisions	Evident Injury Collisions	Disabling Injury Collisions	Fatal Collisions	Total Collisions	No Injury Collisions	Possible Injury Collisions	Evident Injury Collisions	Disabling Injury Collisions	Fatal Collisions	Total Collisions
MIDNIGHT	275	61	94	21	10	461	139	28	40	7	1	215	136	33	54	14	9	246
1:00 AM	293	74	69	19	10	465	134	29	25	5	4	197	159	45	44	14	6	268
2:00 AM	319	86	95	13	8	521	127	34	32	4	4	201	192	52	63	9	4	320
3:00 AM	263	75	58	8	6	410	108	24	19	1	3	155	155	51	39	7	3	255
4:00 AM	239	56	54	10	7	366	117	23	26	2	3	171	122	33	28	8	4	195
5:00 AM	317	86	80	15	3	501	171	51	46	4	0	272	146	35	34	11	3	229
6:00 AM	389	114	90	12	6	611	225	65	44	8	5	347	164	49	46	4	1	264
7:00 AM	434	100	93	13	5	645	226	63	44	12	5	350	208	37	49	1	0	295
8:00 AM	413	117	84	19	6	639	211	71	48	10	1	341	202	46	36	9	5	298
9:00 AM	349	106	72	13	3	543	185	52	42	6	1	286	164	54	30	7	2	257
10:00 AM	341	94	64	15	4	518	188	54	32	9	0	283	153	40	32	6	4	235
11:00 AM	333	68	85	32	3	521	173	38	54	11	3	279	160	30	31	21	0	242
NOON	361	103	94	26	3	587	190	46	38	9	2	285	171	57	56	17	1	302
1:00 PM	344	84	93	22	2	545	201	44	43	11	0	299	143	40	50	11	2	246
2:00 PM	377	108	117	11	2	615	208	60	54	7	1	330	169	48	63	4	1	285
3:00 PM	363	103	122	22	2	612	183	49	66	11	0	309	180	54	56	11	2	303
4:00 PM	350	122	116	32	4	624	174	73	63	17	1	328	176	49	53	15	3	296
5:00 PM	395	107	103	26	7	638	223	53	51	14	3	344	172	54	52	12	4	294
6:00 PM	392	81	122	28	4	627	208	43	62	16	1	330	184	38	60	12	3	297
7:00 PM	418	90	102	18	7	635	237	57	48	9	3	354	181	33	54	9	4	281
8:00 PM	404	81	77	17	6	585	217	40	38	9	3	307	187	41	39	8	3	278
9:00 PM	387	98	75	17	2	579	216	58	43	12	1	330	171	40	32	5	1	249
10:00 PM	378	102	76	14	8	578	184	57	37	5	4	287	194	45	39	9	4	291
11:00 PM	337	66	83	21	10	517	176	39	40	9	3	267	161	27	43	12	7	250
Total	8,471	2,182	2,118	444	128	13,343	4,421	1,151	1,035	208	52	6,867	4,050	1,031	1,083	236	76	6,476

(Hourly intervals, i.e. "midnight" represents 12:00 AM through 12:59 AM)

48.5% of all single-vehicle collisions occurred on Friday, Saturday, or Sunday, and 48.8% occurred between 6:00 PM and 5:59 AM. In contrast, 59.4% of all fatal single vehicle collisions occurred between Friday and Sunday, and 67.1% between 6:00 PM and 5:59 AM.

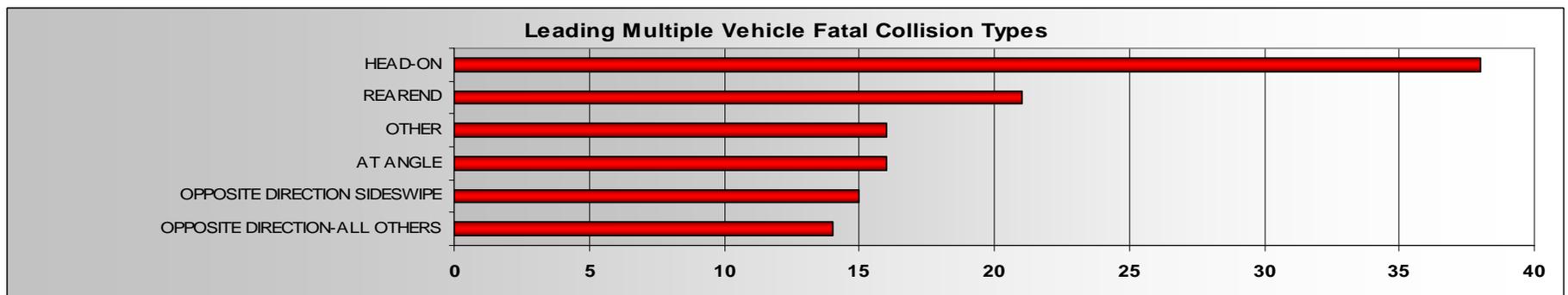
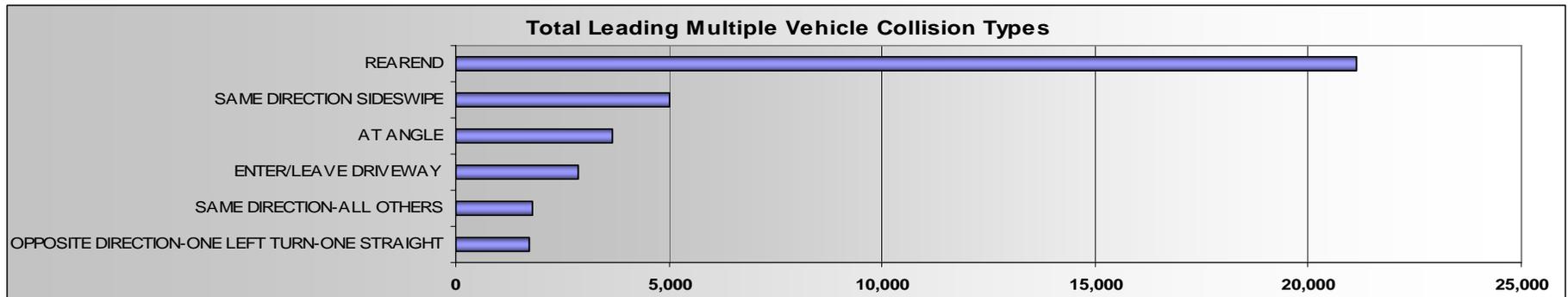
2006 Multiple Motor Vehicle Involved Collisions: First Collision Type by Most Severe Injury per Collision

Multiple Vehicle Collisions First Collision Type	No Injury Collisions	Possible Injury Collisions	Evident Injury Collisions	Disabling Injury Collisions	Fatal Collisions	Percent of Fatal Collisions	Total Collisions
REAREND	12,294	7,403	1,297	136	21	14.9%	21,151
SAME DIRECTION SIDESWIPE	4,177	644	186	17	3	2.1%	5,027
AT ANGLE	2,290	951	373	62	16	11.3%	3,692
ENTER/LEAVE DRIVEWAY	1,908	679	246	40	3	2.1%	2,876
SAME DIRECTION-ALL OTHERS	1,292	348	110	24	8	5.7%	1,782
OPPOSITE DIRECTION-ONE LEFT TURN-ONE STRAIGHT	982	459	226	44	5	3.5%	1,716
OPPOSITE DIRECTION-ALL OTHERS	310	120	88	36	14	9.9%	568
OTHER	273	150	78	24	16	11.3%	541
STRUCK PARKED VEHICLE	335	61	33	10	1	0.7%	440
SAME DIRECTION-ONE LEFT TURN-ONE STRAIGHT	203	52	23	2	0	0.0%	280
SAME DIRECTION-ONE RIGHT TURN-ONE STRAIGHT	209	46	17	3	0	0.0%	275
OPPOSITE DIRECTION SIDESWIPE	120	55	44	15	15	10.6%	249
HEAD-ON	36	56	50	37	38	27.0%	217
OPPOSITE DIRECTION-ONE LEFT TURN-ONE RIGHT TURN	82	7	4	0	0	0.0%	93
ONE CAR ENTER/LEAVE PARKED POSITION	58	12	0	0	0	0.0%	70
*VEHICLE-CONSTRUCTION OR ROAD MACHINERY	30	3	8	2	1	0.7%	44
TOTAL	24,599	11,046	2,783	452	141	100.0%	39,021

54.2% of multiple vehicle collisions were rearends, while 14.9% of fatal multiple vehicle collisions were rearends.

27% of fatal multiple-vehicle collisions were head-on, compared to 0.6% of total collisions.

**See glossary for definitions*



2006 Multiple Motor Vehicle Collisions: Day of Week and Hour of Day

MULTIPLE VEHICLE COLLISIONS

	Total Week						Monday - Thursday						Friday - Sunday					
	Possible		Evident	Disabling		Total	Possible		Evident	Disabling		Total	Possible		Evident	Disabling		Total
	No Injury	Injury	Injury	Injury	Fatal		No Injury	Injury	Injury	Injury	Fatal		No Injury	Injury	Injury	Injury	Fatal	
Collisions	Collisions	Collisions	Collisions	Collisions	Collisions	Collisions	Collisions	Collisions	Collisions	Collisions								
MIDNIGHT	210	94	38	5	1	348	80	42	15	2	0	139	130	52	23	3	1	209
1:00 AM	151	73	34	10	10	278	41	21	12	5	3	82	110	52	22	5	7	196
2:00 AM	132	71	31	5	4	243	38	17	10	2	2	69	94	54	21	3	2	174
3:00 AM	82	41	18	2	3	146	31	11	6	1	0	49	51	30	12	1	3	97
4:00 AM	104	56	19	3	0	182	62	27	9	0	0	98	42	29	10	3	0	84
5:00 AM	355	129	39	5	2	530	269	94	26	3	2	394	86	35	13	2	0	136
6:00 AM	828	359	73	18	4	1,282	671	284	45	13	2	1,015	157	75	28	5	2	267
7:00 AM	1,228	586	146	14	3	1,977	948	479	106	7	2	1,542	280	107	40	7	1	435
8:00 AM	1,108	460	109	15	6	1,698	830	359	74	12	4	1,279	278	101	35	3	2	419
9:00 AM	1,018	421	94	14	6	1,553	698	310	61	8	2	1,079	320	111	33	6	4	474
10:00 AM	1,033	490	94	20	4	1,641	640	280	62	12	3	997	393	210	32	8	1	644
11:00 AM	1,324	540	142	33	5	2,044	748	295	81	16	4	1,144	576	245	61	17	1	900
NOON	1,622	688	181	28	9	2,528	882	347	88	19	5	1,341	740	341	93	9	4	1,187
1:00 PM	1,756	764	188	25	9	2,742	899	387	93	10	5	1,394	857	377	95	15	4	1,348
2:00 PM	1,960	829	246	34	12	3,081	1,115	452	149	17	5	1,738	845	377	97	17	7	1,343
3:00 PM	2,245	1,010	213	37	6	3,511	1,352	596	109	10	3	2,070	893	414	104	27	3	1,441
4:00 PM	2,358	1,089	263	42	13	3,765	1,491	698	156	20	5	2,370	867	391	107	22	8	1,395
5:00 PM	2,523	1,238	300	43	11	4,115	1,618	802	183	26	9	2,638	905	436	117	17	2	1,477
6:00 PM	1,644	770	193	29	6	2,642	977	482	115	13	2	1,589	667	288	78	16	4	1,053
7:00 PM	964	433	121	17	4	1,539	493	206	61	10	3	773	471	227	60	7	1	766
8:00 PM	624	298	74	12	7	1,015	314	156	44	8	4	526	310	142	30	4	3	489
9:00 PM	581	251	62	16	7	917	296	132	34	8	4	474	285	119	28	8	3	443
10:00 PM	437	202	58	16	4	717	215	88	22	2	3	330	222	114	36	14	1	387
11:00 PM	312	154	47	9	5	527	144	70	17	5	3	239	168	84	30	4	2	288
Total	24,599	11,046	2,783	452	141	39,021	14,852	6,635	1,578	229	75	23,369	9,747	4,411	1,205	223	66	15,652

(Hourly intervals, i.e. "midnight" represents 12:00 AM through 12:59 AM)



2006 Washington State Collision Data Summary - Highways Only

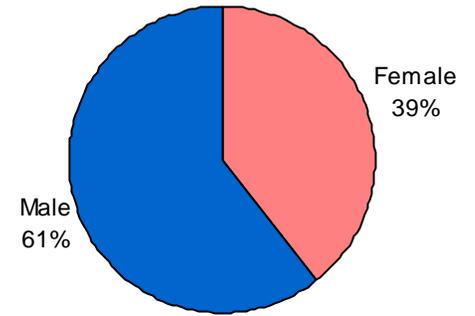
The largest number of multiple vehicle collisions occurred Monday-Thursday from 5:00-5:59 PM. 40.1% of multiple vehicle collisions occurred Friday through Sunday, while 46.8% of fatal multiple vehicle collisions occurred over the same period. For single vehicle collisions these percentages were 48.5% and 59.4% respectively. The majority of multiple vehicle collisions occurred between 11:00 AM and 6:59 PM, with 62.6%, the peak hour being 5:00-5:59 PM, with 10.5%. In contrast, 50.4% of fatal multiple vehicle collisions occurred between 11:00 AM and 6:59 PM. The highest number of fatal multiple vehicle collisions occurred between 4:00-4:59 PM, with 9.2%. Overall, 23.3% of multiple vehicle collisions occurred between 6:00 PM and 5:59 AM, compared to 48.8% of single vehicle collisions, while 37.6% of fatal multiple-vehicle collisions occurred during this time period, compared to 67.1% of fatal single vehicle collisions.

2006 Driver – Collisions by Age involvement and Gender

AGE GROUP	FATAL COLLISIONS	INJURY COLLISIONS	NO INJURY COLLISIONS	TOTAL COLLISIONS	LICENSED DRIVERS	COLLISION RATE PER 10K LICENSED DRIVERS
UNDER 16	0	34	36	70	0	0
16	2	230	429	661	28,634	230.8
17	5	668	1,097	1,770	48,870	362.2
18	12	950	1,563	2,525	63,307	398.9
19	15	1,132	1,922	3,069	73,173	419.4
20	7	1,121	1,796	2,924	79,859	366.1
21	10	1,124	1,882	3,016	80,796	373.3
22	19	1,018	1,699	2,736	85,925	318.4
23	19	1,006	1,666	2,691	89,310	301.3
24	12	966	1,584	2,562	94,822	270.2
25-29	41	4,176	6,844	11,061	456,143	242.5
30-34	44	3,543	5,400	8,987	435,006	206.6
35-39	39	3,481	5,457	8,977	472,731	189.9
40-44	44	3,425	5,279	8,748	474,091	184.5
45-49	38	3,506	5,138	8,682	499,068	174.0
50-54	37	2,997	4,737	7,771	477,090	162.9
55-59	38	2,465	3,666	6,169	418,781	147.3
60-64	22	1,554	2,525	4,101	312,671	131.2
65-69	14	854	1,474	2,342	212,474	110.2
70-74	10	592	1,042	1,644	156,839	104.8
OVER 74	14	858	1,467	2,339	277,325	84.3
TOTAL	442	35,700	56,703	92,845	4,836,915	
FEMALE	116	15,228	21,708	37,052	2,335,105	158.7
MALE	326	20,980	35,678	56,984	2,501,810	227.8

Does not include unknown gender

Total Collisions by Gender

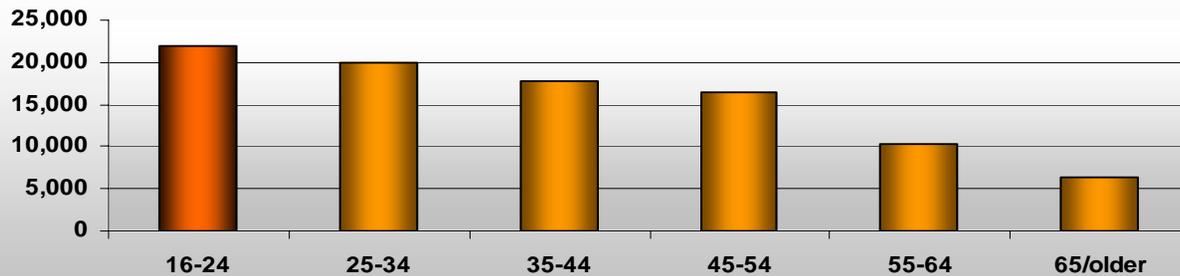


16-20 year olds had the highest overall collision involvement rate per 10,000 licensed drivers with 372.6, compared to 21-24 year olds with 313.7, and 25-29 year olds with 242.5.

The single age group with the highest collision involvement rate was 19 year olds with 419.4. 16-20 year olds had a collision rate twice as high as that for 21+ year old drivers. However, 16 year olds had a collision rate of 230.8, almost 41% lower than that for 17-20 year olds.

Males were involved in almost three times as many fatal collisions than females, and 60.6% of all collisions. Males had a higher collision involvement rate than females, with 227.8, which was 43.5% higher than the rate for females of 158.7.

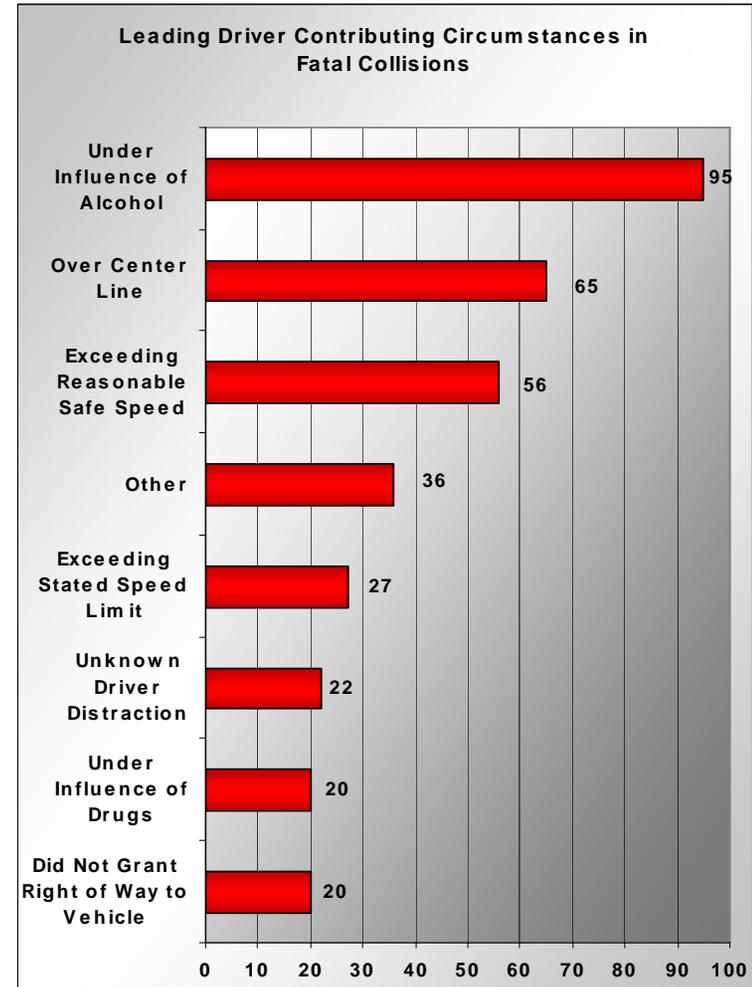
Drivers in Collisions by Age Group - 2006



2006 Driver *Contributing Circumstance by Crash Severity

DRIVER CONTRIBUTING CIRCUMSTANCE	TOTAL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS
Exceeding Reasonable Safe Speed	15,960	56	6,229	9,675
Follow Too Closely	9,514	3	3,735	5,776
Did Not Grant Right of Way to Vehicle	8,282	20	2,384	5,878
Other	5,325	36	1,622	3,667
Under Influence of Alcohol	2,797	95	1416	1,286
Inattention	2,695	8	1030	1,657
Disregard Stop and Go Light	1,478	6	643	829
Operating Defective Equipment	1,202	6	348	848
Improper Turn	1,137	0	239	898
Apparently Asleep	1,030	16	515	499
Exceeding Stated Speed Limit	804	27	394	383
Driver Distractions Outside Vehicle	731	1	302	428
Over Center Line	704	65	373	266
Unknown Driver Distraction	665	22	271	372
Driver Interacting with Passengers, Animals or Objects in the Vehicle	614	3	274	337
Improper Passing	515	3	168	344
Driver Operating Handheld Telecommunication Device	460	1	201	258
Other Driver Distractions Inside Vehicle	446	2	191	253
Under Influence of Drugs	356	20	179	157
Improper Backing	340	0	32	308
Improper U-Turn	257	2	93	162
Disregard Stop Sign - Flashing Red	256	3	128	125
Fail to Yield Right of Way to Pedestrian	226	4	219	3
Apparently Ill	223	3	134	86
Apparently Fatigued	172	1	85	86
Driver Adjusting Audio or Entertainment System	168	1	84	83
Driver Eating or Drinking	160	0	72	88
Failing to Signal	59	0	18	41
Driver Smoking	56	0	32	24
Driver Reading or Writing	52	0	22	30
Had Taken Medication	49	1	30	18
Improper Parking Location	48	0	8	40
Driver Not Distracted	40	0	16	24
Headlight Violation	31	1	16	14
Disregard Yield Sign - Flashing Yellow	29	0	3	26
Driver Operating Hands-free Wireless Telecommunication Device	24	0	11	13
Improper Signal	23	0	5	18
Driver Operating Other Electronic Devices (computers, navigational devices, etc)	23	0	8	15
Disregard Flagger - Officer	17	0	4	13
Driver Grooming	16	0	8	8

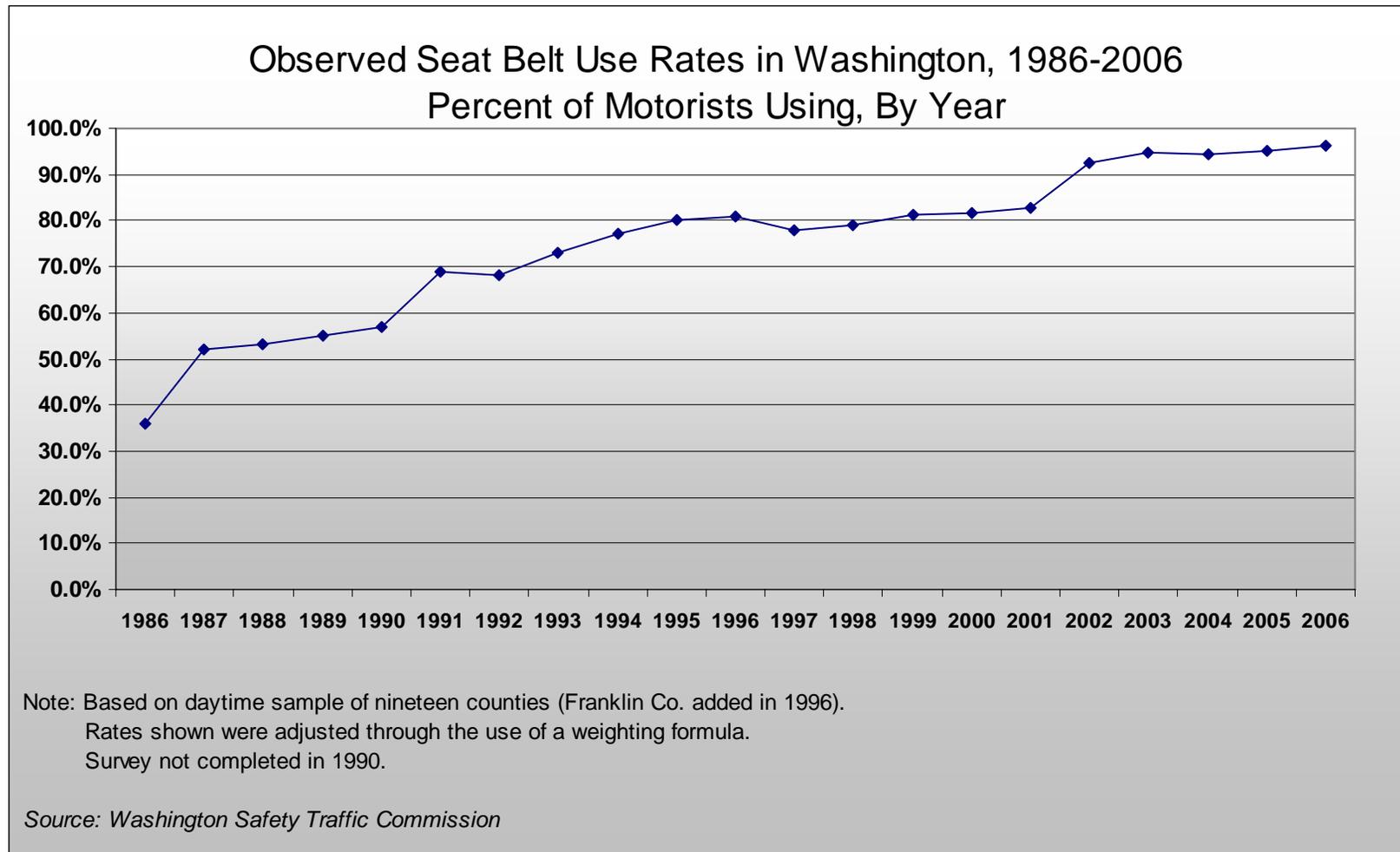
*Up to three contributing circumstances are possible per driver. It is important to remember that the attached listing does not represent the number of collisions, but rather lists the total number of contributing circumstances associated with all the drivers.



In overall collisions, the most common driver contributing circumstances were speeding and following too closely. In fatal collisions, the most common driver contributing circumstances were under the influence of alcohol, and driving over the centerline. However, driving over the centerline was more frequently associated with a fatal collision, with 9.23% of total violations, compared to 3.4%.

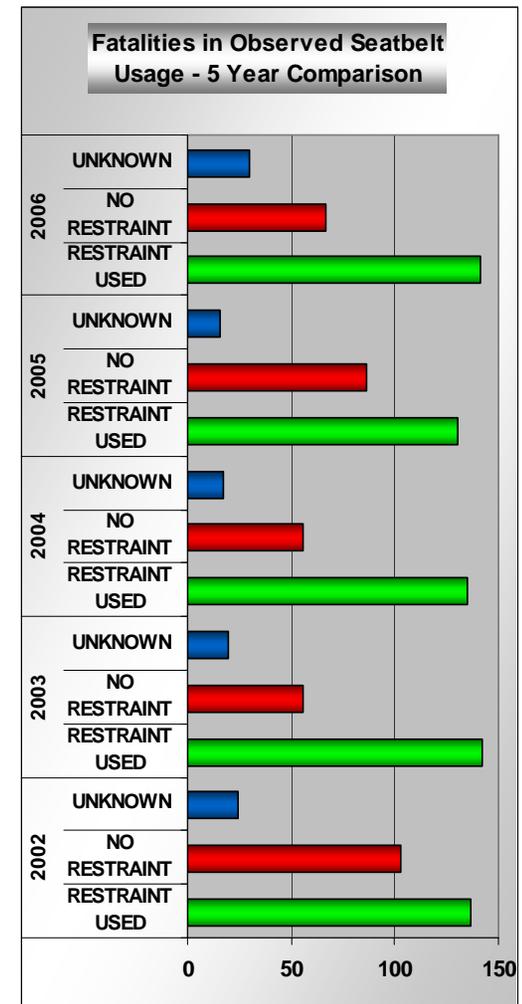
Observed Seat Belt Use Rates

In 1986 the Washington State Legislature passed the original law requiring seat belt use by motor-vehicle occupants. During the next twenty years, seat belt use in Washington rose dramatically from an initial rate of 36% to an all-time high in the nation for 2006 of 96.3%.



Restraint Usage (5 Year Comparison)

YEAR	RESTRAINT USAGE	FATALITIES	DISABLING INJURIES	EVIDENT INJURIES	POSSIBLE INJURIES	NO INJURIES	UNKNOWN/NOT STATED	TOTAL
2002	RESTRAINT USED	137	693	5,201	16,181	77,475	221	99,908
	NO RESTRAINT USED	103	194	554	457	979	9	2,296
	PCT. OF KNOWN USAGE	57.1%	78.1%	90.4%	97.3%	98.8%	96.1%	97.8%
	UNKNOWN/NOT STATED	24	111	481	966	5,596	3,767	10,945
	TOTAL	264	998	6,236	17,604	84,050	3,997	113,149
2003	RESTRAINT USED	142	605	4,748	16,297	76,704	414	98,910
	NO RESTRAINT USED	56	125	346	300	576	12	1,415
	PCT. OF KNOWN USAGE	71.7%	82.9%	93.2%	98.2%	99.3%	97.2%	98.6%
	UNKNOWN/NOT STATED	20	100	381	817	4,508	4,298	10,124
	TOTAL	218	830	5,475	17,414	81,788	4,724	110,449
2004	RESTRAINT USED	135	568	4,610	15,320	76,989	325	97,947
	NO RESTRAINT USED	56	144	333	242	590	10	1,375
	PCT. OF KNOWN USAGE	70.7%	79.8%	93.3%	98.4%	99.2%	97.0%	98.6%
	UNKNOWN/NOT STATED	17	86	358	819	4,110	3,868	9,258
	TOTAL	208	798	5,301	16,381	81,689	4,203	108,580
2005	RESTRAINT USED	130	668	4,799	17,088	85,956	325	108,966
	NO RESTRAINT USED	86	115	352	291	627	13	1,484
	PCT. OF KNOWN USAGE	60.2%	85.3%	93.2%	98.3%	99.3%	96.2%	98.7%
	UNKNOWN/NOT STATED	16	70	381	852	4,774	3,997	10,090
	TOTAL	232	853	5,532	18,231	91,357	4,335	120,540
2006	RESTRAINT USED	141	601	4,627	16,241	86,986	224	108,820
	NO RESTRAINT USED	67	120	292	264	509	7	1,259
	PCT. OF KNOWN USAGE	67.8%	83.4%	94.1%	98.4%	99.4%	97.0%	98.9%
	UNKNOWN/NOT STATED	30	91	314	787	4,546	3,549	9,317
	TOTAL	238	812	5,233	17,292	92,041	3,780	119,396



Between 2002 and 2006, seatbelt use among motorists in state highway collisions remained fairly constant within each injury level; between 78-85% for disabling injuries, between 90-94% for evident injuries, and between 97-99% for possible or no injuries. However, restraint usage in fatalities ranged from a low of 57% in 2002 to a high of 72% in 2003.

Driver, Pedestrian and Pedalcyclist by Year – Alcohol Involved

In 2006, 6.4% of all collisions and 42.4% of fatal collisions involved a driver, pedestrian or pedalcyclist who had been drinking. A total of 3.4% of “had been drinking” collisions were fatal.

In 2002 “had been drinking” collisions, 81.3% were “had been drinking-ability impaired” collisions. This figure rose to 83.7% in 2006. “Had been drinking-ability impaired” collisions comprised 90.2% of the total “had been drinking” collisions in 2002. This figure decreased to 87.7% in 2006. The number of fatalities resulting from “had been drinking-ability impaired” collisions decreased by 27.5% from 2002 to 2005, and increased by 26.4% in 2006.

Disabling injuries in “had been drinking-ability impaired” collisions decreased by 15.4% from 2002 to 2006, and total injuries decreased by only 3.4%.

MOST SEVERE SOBRIETY TYPE	YEAR	TOTAL COLLISIONS	FATAL COLLISIONS	PROPERTY DAMAGE ONLY			TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES
				DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS								
HBD - ABILITY IMPAIRED/ CONTRIBUTING CIRCUMSTANCE CC 1	2002	2,660	111	178	672	582	1,432	1,117	120	2,235	241	917	1,077	4,191
	2003	2,450	76	155	575	574	1,304	1,070	83	1,927	204	780	943	3,807
	2004	2,559	74	169	624	555	1,348	1,137	81	2,019	216	846	957	3,971
	2005	2,700	79	154	633	631	1,418	1,203	87	2,139	200	820	1,119	4,218
	2006	2,804	100	154	600	667	1,421	1,283	110	2,158	204	813	1,141	4,377
HBD - ABILITY NOT IMPAIRED	2002	422	11	12	72	107	191	220	12	309	18	102	189	730
	2003	405	8	17	71	89	177	220	11	297	22	102	173	694
	2004	400	6	10	67	96	173	221	6	282	13	96	173	676
	2005	440	12	15	56	109	180	248	13	288	23	71	194	776
	2006	418	14	10	69	95	174	230	16	278	17	93	168	722
HBD - SOBRIETY UNKNOWN	2002	191	1	10	43	28	81	109	3	126	12	53	61	277
	2003	218	2	25	47	51	123	93	2	184	27	65	92	339
	2004	161	1	15	28	37	80	80	1	129	17	48	64	252
	2005	146	3	13	30	38	81	62	3	116	16	43	57	244
	2006	128	0	6	37	24	67	61	0	100	6	45	49	201
TOTAL		16,102	498	943	3,624	3,683	8,250	7,354	548	12,587	1,236	4,894	6,457	25,475

HBD = Had Been Drinking

Note: The next few pages are specifically based on the most severe sobriety type of “HBD-Ability Impaired / Contributing Circumstance CC 1 = Under the Influence of Alcohol”

2006 Impaired Person Type by Gender by Age

	INVOLVED PERSON TYPE	# OF DRIVERS	% OF TOTAL
*MOTOR VEHICLES	Female Drivers	656	23.27%
	Male Drivers	2,047	72.61%
	Gender Not Stated Drivers	26	0.92%
MOTORCYCLES	Female Driver	1	0.04%
	Male Driver	59	2.09%
PEDESTRIANS	Female	5	0.18%
	Male	13	0.46%
	Gender Not Stated	3	0.11%
PEDALCYCLISTS	Gender Not Stated	1	0.04%
ORV/OTHER	Male Driver	7	0.25%
MOPED/SCOOTER	Male Driver	1	0.04%
	TOTALS	2,819	100.00%

*Motor Vehicle Driver (Does not include Motorcycle, ORV, Other, Moped or Scooter Bike Drivers)

Of the 2,819 impaired drivers, pedestrians, and pedalcyclists in collisions, motor vehicle occupants comprised 96.8% of the total, 75.7% of which were males. Motorcyclists accounted for another 2.1%, 98.3% of which were males, and pedestrians accounted for another 0.8%, 72.2% of which were males.

For impaired motor vehicle drivers, persons aged 16-20 accounted for 9.7%, even though they are not legally allowed to drink.

Another 18.2% were 21-24 years old, and 17.7% were 25-29 years old. As such, a total of 45.6% of impaired motor vehicle drivers were under 30. However, for impaired motorcycle drivers, only 3.3% were under 21. 16.7% were 45-49 years old, and another 15% were 50-54 years old.

MOTOR VEHICLE DRIVERS by GENDER			
AGE GROUP	Male	Female	Gender Not Stated
	NUMBER OF DRIVERS	NUMBER OF DRIVERS	NUMBER OF DRIVERS
UNDER 16	0	0	0
16	5	2	0
17	18	8	0
18	36	16	2
19	56	15	1
20	81	25	2
21	92	28	0
22	93	33	1
23	96	33	1
24	91	26	1
25-29	376	103	2
30-34	223	71	4
35-39	187	65	0
40-44	207	73	2
45-49	166	65	2
50-54	147	52	1
55-59	92	19	0
60-64	34	12	0
65-69	23	8	0
70-74	7	1	0
OVER 74	15	1	0
NOT STATED	2	0	7
DRIVER TOTALS	2,047	656	26

...2006 Impaired Person Type by Gender by Age

AGE GROUP	MOTORCYCLE DRIVERS		PEDESTRIANS			PEDALCYCLIST	ORV/Other Driver	MOPED/SCOOTER
	Male	Female	Male	Female	Gender Not Stated	Gender Not Stated	Male	Male
	NUMBER OF DRIVERS	NUMBER OF DRIVERS	NUMBER OF PEDS	NUMBER OF PEDS	NUMBER OF PEDS	NUMBER OF PEDALCYCLISTS	NUMBER OF DRIVERS	NUMBER OF DRIVERS
19	1	0	0	0	0	0	0	0
20	1	0	0	0	0	0	0	0
22	2	0	0	0	0	0	0	0
23	3	0	0	0	0	0	0	0
24	1	0	0	0	0	0	0	0
25-29	7	0	3	1	0	0	1	0
30-34	3	0	1	1	0	0	0	0
35-39	7	0	1	0	1	1	2	0
40-44	8	0	1	0	0	0	1	0
45-49	9	1	4	1	1	0	0	1
50-54	9	0	2	1	1	0	1	0
55-59	6	0	1	1	0	0	0	0
60-64	2	0	0	0	0	0	2	0
TOTALS	59	1	13	5	3	1	7	1



2006 Motor Vehicle Driver Impaired – Injury Type by Person Type (all involved people)

STATUS	FATALITIES	PERCENT OF FATAL BY PERSON TYPE	DISABLING INJURIES	EVIDENT INJURIES	POSSIBLE INJURIES	NO INJURIES	*TOTAL INVOLVED
**Motor Vehicle Driver	65	62.50%	113	577	783	2,566	4,104
**Motor Vehicle Passenger	29	27.88%	57	180	342	1,162	1,770
Motor Cycle Driver	7	6.73%	24	32	6	7	76
Motor Cycle Passenger	0	0.00%	2	6	1	0	9
****ORV/Other - Driver/Passenger	0	0.00%	1	3	1	9	14
Moped/Scooter Bike Driver/Passenger	1	0.96%	0	1	0	0	2
***OTHER PEDESTRIANS (roadway worker, flagger, other)	0	0.00%	0	0	1	0	1
***PEDESTRIAN (on foot, wheelchair, skateboarder etc.)	2	1.92%	2	5	6	0	15
****Pedalcyclist Driver/Passenger	0	0.00%	0	2	0	0	2
TOTAL	104	100.00%	199	806	1,140	3,744	5,993

*Not including unknown injury

**Does not include Motorcycle, Moped or Scooter Bike Drivers/Passengers

***See Glossary for further definition

****Bicycles, Tricycles and Unicycles

***** Motorhomes, Fire/Medical Response, Off Road "ORV", Law Enforcement, Military, Refuse, Street Sweepers, Riding Lawnmowers, etc.



In 2006 alcohol impaired driver involved collisions, 104 people died, a total of 34.4% of overall fatalities. Of those deaths, 90.4% were motor vehicle occupants, 6.7% were motorcyclists, 1.9% were pedestrians, and 1% were others.

Another 199 people were seriously injured, 806 received evident injuries, and 1,140 received possible injuries. Thus, a total of 2,249 people were injured or died in collisions involving alcohol-impaired drivers.

2006 Driver Impaired by Age and Collision Severity

AGE GROUP	FATAL COLLISIONS	PERCENT OF FATAL COLLISIONS BY AGE GROUP	INJURY COLLISIONS	NO INJURY COLLISIONS	TOTAL COLLISIONS
16	0	0.00%	2	5	7
17	3	3.16%	15	8	26
18	3	3.16%	23	28	54
19	3	3.16%	41	29	73
20	0	0.00%	58	51	109
21	4	4.21%	61	55	120
22	7	7.37%	70	52	129
23	6	6.32%	61	66	133
24	2	2.11%	55	62	119
25-29	12	12.63%	248	229	489
30-34	11	11.58%	169	121	301
35-39	9	9.47%	134	118	261
40-44	8	8.42%	147	136	291
45-49	6	6.32%	124	114	244
50-54	14	14.74%	89	107	210
55-59	4	4.21%	64	49	117
60-64	1	1.05%	24	25	50
65-69	1	1.05%	18	12	31
70-74	0	0.00%	4	4	8
OVER 74	1	1.05%	8	7	16
NOT STATED	0	0.00%	1	8	9
TOTAL	95	100.00%	1,416	1,286	2,798



The highest alcohol impaired driver collision involvement rate was among 21-24 year olds, with 14.3. The second highest rate was among 25-29 year olds with 10.7, followed by 16-20 year olds with 9.2.

The statewide rate was 5.8 alcohol impaired drivers in collisions per 10,000 licensed drivers.

2006 Driver Impaired Involved Collisions by Road Class and County

CC 1 = FATALITIES, INJURIES AND COLLISIONS WHERE A MOTOR VEHICLE DRIVERS CONTRIBUTING CIRCUMSTANCE WAS UNDER THE INFLUENCE OF ALCOHOL

	County	CC 1 = FATALITIES, INJURIES AND COLLISIONS WHERE A MOTOR VEHICLE DRIVERS CONTRIBUTING CIRCUMSTANCE WAS UNDER THE INFLUENCE OF ALCOHOL																												Total										
		Adams	Asotin	Benton	Chelan	Clallam	Clark	Columbia	Cowlitz	Douglas	Ferry	Franklin	Garfield	Grant	Grays Harbor	Island	Jefferson	King	Kitsap	Kittitas	Klickitat	Lewis	Lincoln	Mason	Okanogan	Pacific	Pend Oreille	Pierce	Skagit		Skamania	Snohomish	Spokane	Stevens	Thurston	Wahkiakum	Walla Walla	Whatcom	Whitman	Yakima
Rural	Interstate	4	0	10	0	0	11	0	12	0	0	0	6	0	0	0	13	0	17	0	3	0	0	0	0	0	4	12	0	7	4	0	6	0	0	6	0	11	126	
	Principal Arterial	7	0	0	9	15	4	3	3	6	1	4	2	7	18	14	13	6	19	4	9	7	3	31	10	6	2	0	6	7	17	14	16	7	4	12	14	8	8	316
	Minor Arterial	0	4	2	5	0	11	0	4	1	2	0	0	8	5	0	1	25	2	0	0	4	3	3	16	10	3	21	14	0	12	1	5	10	0	4	15	0	14	205
	Collector	3	0	2	2	6	4	0	6	3	3	1	0	3	8	1	0	0	5	8	12	0	9	0	8	0	2	10	0	11	7	6	0	2	0	38	5	12	177	
Urban	Interstate	0	0	5	0	0	54	0	8	0	0	12	0	2	0	0	0	315	0	0	0	7	0	0	0	0	128	7	0	107	51	0	20	0	0	12	0	13	741	
	Principal Arterial	0	1	13	7	8	54	0	11	10	0	6	0	13	8	2	3	345	53	0	0	5	0	3	0	0	224	16	0	137	60	0	11	0	7	6	3	18	1,024	
	Minor Arterial	0	1	0	0	1	7	0	0	0	0	0	2	0	0	0	57	6	0	0	4	0	0	0	0	42	18	0	30	4	0	1	0	0	2	0	0	175		
	Collector	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total		14	6	34	23	30	145	3	44	20	6	23	2	41	39	17	17	761	80	26	17	42	6	46	26	24	5	421	83	7	321	141	27	55	6	23	93	16	76	2,766



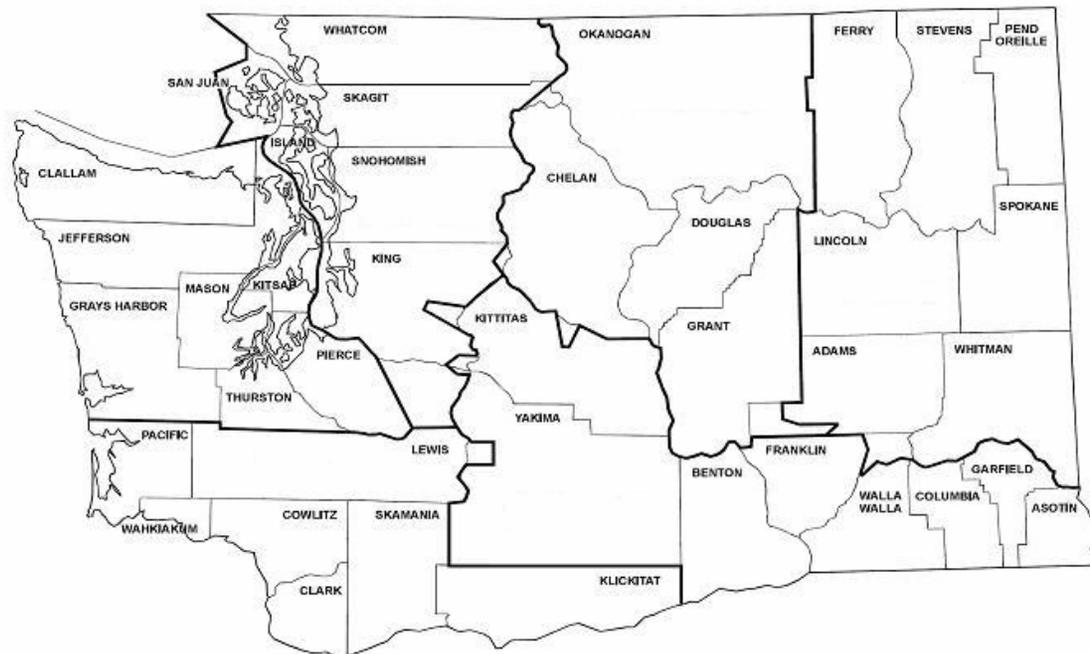
Counties with the highest number of alcohol-impaired-driver-involved collisions were King, Pierce, & Snohomish, with a combined total of 54.3%.

The largest majority of alcohol-impaired-driver-involved collisions occurred on urban principal arterials (37%), and urban interstates (26.8%).

2006 Driver Impaired by County, Deaths, Injuries, and Collision Rates per Million VMT

CC 1 = FATALITIES, INJURIES AND COLLISIONS WHERE A MOTOR VEHICLE DRIVERS CONTRIBUTING CIRCUMSTANCE WAS UNDER THE INFLUENCE OF ALCOHOL

COUNTY (CO.)	Adams	Asotin	Benton	Chelan	Clallam	Clark	Columbia	Cowlitz	Douglas	Ferry	Franklin	Garfield	Grant	Grays Harbor	Island	Jefferson	King	Kitsap	Kittitas	Klickitat	Lewis	Lincoln	Mason	Okanogan	Pacific	Pend Oreille	Pierce	San Juan	Skagit	Skamania	Snohomish	Spokane	Stevens	Thurston	Wahkiakum	Walla Walla	Whatcom	Whitman	Yakima	TOTAL
PERSONS KILLED	0	0	2	1	1	2	0	2	2	1	1	0	2	5	0	0	18	3	1	0	2	1	5	3	1	0	12	NA	4	0	5	3	4	2	1	4	3	6	7	104
PERSONS INJURED	9	3	25	18	23	103	0	35	24	4	6	2	35	28	13	11	597	52	17	15	29	7	33	33	12	1	336	NA	78	7	237	111	22	39	9	16	62	18	75	2,145
PERSONS NOT INJURED	13	6	48	20	25	210	5	57	20	6	38	0	38	61	16	15	1,132	109	22	7	47	0	44	31	25	7	647	NA	103	4	520	184	18	50	5	19	102	9	81	3,744
TOTAL DRIVER CC 1 COLLISIONS	14	6	34	23	30	145	3	44	20	6	23	2	41	39	17	17	761	80	26	17	42	6	46	26	24	5	421	NA	83	7	321	141	27	55	6	23	93	16	76	2,766
COLLISIONS PER FATALITY	0.0	0.0	17.0	23.0	30.0	72.5	0.0	22.0	10.0	6.0	23.0	0.0	20.5	7.8	0.0	0.0	42.3	26.7	26.0	0.0	21.0	6.0	9.2	8.7	24.0	0.0	35.1	NA	20.8	0.0	64.2	47.0	6.8	27.5	6.0	5.8	31.0	2.7	10.9	26.6
DRIVER CC 1 COLLISIONS RATE PER MILLION VMT	0.04	0.16	0.05	0.06	0.10	0.10	0.09	0.05	0.09	0.12	0.06	0.06	0.07	0.01	0.08	0.07	0.09	0.08	0.03	0.10	0.05	0.03	0.15	0.09	0.14	0.06	0.13	NA	0.09	0.11	0.09	0.09	0.12	0.04	0.19	0.10	0.12	0.06	0.10	0.08
PCT. OF DRIVER CC 1 COLLISIONS OF TOTAL CO. COLLISIONS	6.5%	7.6%	4.8%	3.3%	5.9%	7.3%	7.9%	4.9%	7.7%	7.7%	8.0%	5.6%	6.8%	4.4%	4.6%	6.6%	4.4%	4.8%	3.0%	9.4%	6.4%	3.7%	9.2%	7.4%	10.0%	3.6%	6.0%	NA	7.1%	8.2%	4.6%	5.5%	8.6%	3.8%	11.8%	8.0%	7.4%	4.6%	8.8%	5.3%



Counties with the highest alcohol impaired driver involved collision rates were Wahkiakum (.19), Asotin (.16), and Mason (.15), while counties with the lowest rates were Kittitas (.03), Lincoln (.03), and Grays Harbor (.01). In addition, counties with the highest percentage of alcohol impaired driver involved collisions were Wahkiakum (11.8%), Pacific (10%), and Klickitat (9.4%).

2006 Driver Impaired by City - Deaths, Injuries, and Rates per Million VMT

CC 1 = FATALITIES, INJURIES AND COLLISIONS WHERE A MOTOR VEHICLE DRIVERS CONTRIBUTING CIRCUMSTANCE WAS UNDER THE INFLUENCE OF ALCOHOL

CITY	FATALITIES	PERSONS INJURED	PERSONS NOT INJURED	TOTAL DRIVER CC 1 COLLISIONS	COLLISIONS PER FATALITY	DRIVER CC 1 COLLISION RATE PER 10,000 POPULATION	PCT. OF DRIVER CC 1 COLLISIONS OF TOTAL CITY COLLISIONS
Aberdeen	0	0	9	6	0.0	3.6	1.8%
Algona	0	7	0	2	0.0	7.4	7.1%
Anacortes	0	0	9	3	0.0	1.9	2.5%
Arlington	0	2	10	6	0.0	3.9	3.4%
Auburn	3	39	54	36	12.0	7.4	7.0%
Bainbridge Island	0	1	14	6	0.0	2.7	6.4%
Battle Ground	0	4	1	2	0.0	1.3	3.3%
Belleveue	1	18	48	38	38.0	3.2	2.7%
Bellingham	0	6	14	13	0.0	1.8	2.5%
Benton City	0	0	1	1	0.0	3.5	9.1%
Black Diamond	0	2	3	3	0.0	7.3	25.0%
Blaine	0	2	2	2	0.0	4.5	9.5%
Bonney Lake	0	10	24	13	0.0	8.5	7.8%
Bothell	0	24	34	27	0.0	8.5	3.9%
Bremerton	0	14	16	16	0.0	4.5	3.5%
Buckley	0	1	2	2	0.0	4.4	6.5%
Burien	0	7	7	5	0.0	1.6	4.6%
Burlington	0	1	14	7	0.0	8.6	4.8%
Camas	0	3	6	5	0.0	3.1	7.1%
Centralia	0	5	14	9	0.0	5.8	5.8%
Chehalis	0	5	10	5	0.0	7.1	7.7%
Chelan	0	4	3	4	0.0	10.7	17.4%
Chewelah	0	0	1	1	0.0	4.3	10.0%
Clarkston	0	1	4	2	0.0	2.7	6.3%
Cle Elum	0	0	2	1	0.0	5.5	4.5%
Clyde Hill	0	3	5	3	0.0	10.7	14.3%
Concrete	0	1	3	1	0.0	11.9	16.7%
Covington	0	0	5	2	0.0	1.2	2.3%
Des Moines	0	3	17	7	0.0	2.4	5.1%
Duvall	0	1	2	2	0.0	3.5	10.0%
East Wenatchee	0	7	5	4	0.0	3.5	7.3%
Edgewood	0	0	7	3	0.0	3.2	4.7%
Edmonds	0	6	21	11	0.0	2.7	3.0%
Enumclaw	0	0	7	3	0.0	2.7	3.8%
Everett	0	49	104	69	0.0	6.8	4.0%
Everson	0	0	1	1	0.0	4.7	16.7%
Federal Way	0	42	94	56	0.0	6.5	4.9%
Ferndale	0	1	3	3	0.0	2.9	6.1%
Fife	0	11	31	16	0.0	26.1	5.8%
Gig Harbor	0	6	3	3	0.0	4.4	4.3%
Gold Bar	0	1	2	2	0.0	9.4	25.0%
Grandview	0	0	1	1	0.0	1.1	7.1%
Granger	1	0	0	1	1.0	3.5	16.7%
Granite Falls	0	0	4	1	0.0	3.2	7.1%
Guamiah	0	0	1	1	0.0	1.1	0.9%
Hunts Point	0	1	2	3	0.0	62.5	14.3%
Ilwaco	0	0	2	2	0.0	19.7	28.6%
Issaquah	0	0	4	3	0.0	1.5	1.4%
Kelso	0	4	13	8	0.0	6.8	4.0%
Kenmore	0	6	14	6	0.0	3.0	4.7%
Kennewick	0	11	22	8	0.0	1.3	3.8%
Kent	0	57	87	60	0.0	7.0	4.0%
Kirkland	0	9	34	19	0.0	4.0	4.0%
Lacey	0	1	6	5	0.0	1.5	2.2%
Lake Forest Park	0	10	23	12	0.0	9.4	10.6%
Lake Stevens	0	1	2	1	0.0	1.0	1.7%
Lakewood	0	20	54	31	0.0	5.3	5.8%
Latah	0	0	1	1	0.0	48.3	100.0%
Liberty Lake	1	1	4	6	6.0	10.3	21.4%
Long Beach	0	1	1	1	0.0	6.9	5.9%
Longview	0	6	5	3	0.0	0.8	1.6%
Lyman	0	1	0	1	0.0	22.2	50.0%
Lynnwood	0	20	51	29	0.0	8.2	3.5%
Maple Valley	0	4	2	4	0.0	2.1	4.2%
Marysville	1	7	22	9	9.0	2.8	4.7%
Medina	0	1	5	2	0.0	6.8	4.3%
Mercer Island	0	4	11	6	0.0	2.7	5.2%
Mill Creek	1	5	13	6	6.0	3.4	3.2%
Milton	0	5	21	6	0.0	9.2	6.7%
Monroe	0	7	15	9	0.0	5.6	3.9%
Moses Lake	0	10	25	15	0.0	8.9	8.7%
Mountlake Terrace	0	9	30	17	0.0	8.3	11.3%
Mount Vernon	0	8	19	9	0.0	3.1	3.6%
Mukilteo	0	10	21	7	0.0	3.6	4.3%
Naches	0	1	1	2	0.0	26.3	28.6%
Napavine	0	0	1	1	0.0	7.1	3.8%
Nooksack	1	0	0	1	1.0	10.0	16.7%
Normandy Park	0	3	4	3	0.0	4.7	9.7%
Oak Harbor	0	1	1	2	0.0	0.9	1.9%
Okanogan	0	0	1	1	0.0	4.0	7.1%
Olympia	0	8	10	11	0.0	2.5	4.0%
Pacific	0	1	1	1	0.0	1.7	2.0%
Pasco	1	2	36	18	18.0	3.8	8.7%
Port Angeles	1	5	5	5	5.0	2.6	2.6%
Port Orchard	0	4	7	6	0.0	7.2	4.8%
Port Townsend	0	1	4	3	0.0	3.4	7.7%
Poulsbo	0	0	2	1	0.0	1.3	1.1%
Pullman	0	4	2	3	0.0	1.1	3.1%
Puyallup	0	13	31	17	0.0	4.7	3.3%
Raymond	0	0	4	3	0.0	10.0	15.0%
Redmond	1	8	8	10	10.0	2.0	2.2%
Renton	1	56	61	44	44.0	7.5	3.1%
Richland	1	3	10	9	9.0	2.0	3.6%
Ridgefield	0	3	9	3	0.0	9.3	7.5%
Roslyn	0	0	1	1	0.0	9.8	20.0%
SeaTac	0	28	50	36	0.0	14.3	6.8%
Seattle	5	135	305	204	40.8	3.5	4.1%
Sedro-Woolley	0	3	2	2	0.0	2.1	3.0%
Selah	0	1	4	2	0.0	2.9	4.5%
Sequim	0	1	1	1	0.0	2.0	7.1%
Shelton	0	1	3	3	0.0	3.4	5.1%
Shoreline	1	18	35	23	23.0	4.4	4.9%
Snohomish	0	2	1	1	0.0	1.1	4.8%
Snoqualmie	0	0	6	2	0.0	2.6	12.5%
South Bend	0	0	2	2	0.0	11.3	25.0%
Spokane	1	43	93	60	60.0	3.0	4.5%
Spokane Valley	1	20	42	29	29.0	3.3	6.0%
Stanwood	0	1	2	1	0.0	2.0	1.7%
Sultan	0	2	5	3	0.0	6.8	5.4%
Sumner	1	12	23	17	17.0	18.8	14.4%
Tacoma	4	101	191	133	33.3	6.7	5.1%
Terino	0	1	1	1	0.0	6.6	5.6%
Toledo	0	0	1	1	0.0	14.6	100.0%
Toppenish	0	1	10	4	0.0	4.4	10.8%
Tukwila	0	23	74	43	0.0	24.0	4.6%
Tumwater	0	4	4	5	0.0	3.8	2.3%
Twisp	0	0	7	2	0.0	20.2	66.7%
Union Gap	0	2	2	2	0.0	3.5	14.3%
Vancouver	0	44	89	64	0.0	4.1	7.3%
Waitsburg	0	2	0	1	0.0	8.1	20.0%
Walla Walla	0	0	4	2	0.0	0.7	3.0%
Wapato	0	1	0	1	0.0	2.2	33.3%
Washougal	0	1	5	2	0.0	1.6	8.0%
Wenatchee	0	4	8	6	0.0	2.0	2.2%
Westport	0	1	2	1	0.0	4.3	14.3%
White Salmon	0	0	1	1	0.0	4.5	7.1%
Wilkeson	0	1	2	2	0.0	44.4	66.7%
Woodinville	0	0	6	2	0.0	1.9	2.7%
Woodland	0	4	8	6	0.0	12.7	8.0%
Yakima	0	11	11	7	0.0	0.9	4.4%
Yarrow Point	0	0	4	2	0.0	20.6	11.8%
Yelm	0	2	1	2	0.0	4.4	2.2%

The Washington cities with the highest alcohol impaired driver involved collision rates were Hunts Point (62.5), Latah (48.3), and Wilkeson (44.4). Cities with the lowest rates were Walla Walla (0.7), Longview (0.8), and Oak Harbor (0.9).

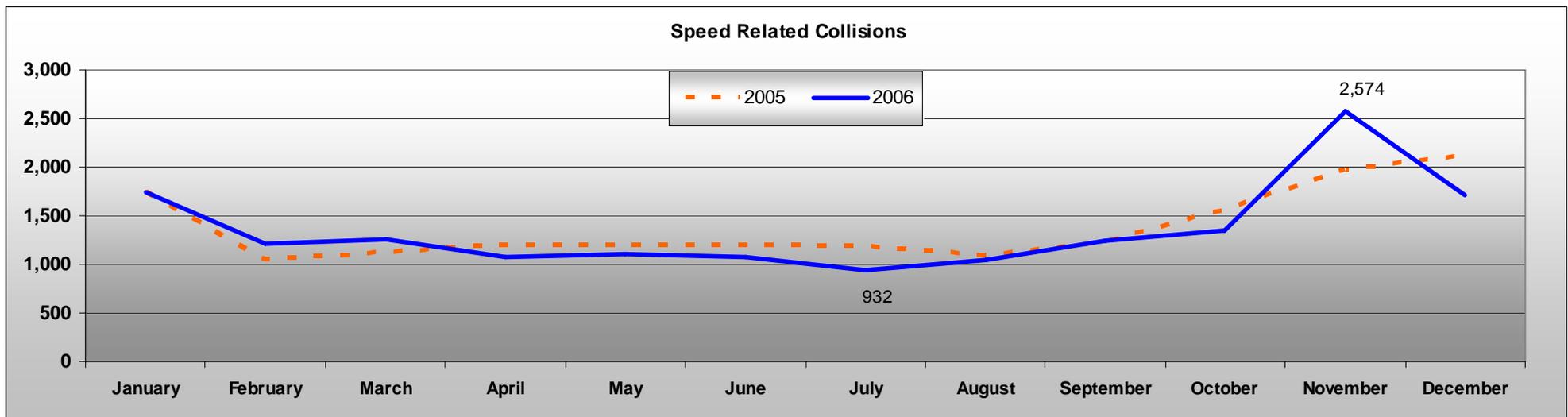
2005 - 2006 Speed Related Collisions

	TOTAL COLLISIONS			SPEED RELATED COLLISIONS			PERCENTAGE OF TOTAL COLLISIONS THAT ARE SPEED RELATED		
	2005	2006	% CHANGE	2005	2006	% CHANGE	2005	2006	% CHANGE
January	4,230	4,743	12.1%	1,750	1,743	-0.4%	41.4%	36.7%	-11.2%
February	3,545	3,790	6.9%	1,047	1,211	15.7%	29.5%	32.0%	8.2%
March	3,835	3,977	3.7%	1,126	1,252	11.2%	29.4%	31.5%	7.2%
Q1 Total	11,610	12,510	7.8%	3,923	4,206	7.2%	33.8%	33.6%	-0.5%
April	3,985	3,790	-4.9%	1,197	1,075	-10.2%	30.0%	28.4%	-5.6%
May	4,241	3,973	-6.3%	1,190	1,104	-7.2%	28.1%	27.8%	-1.0%
June	4,285	4,073	-4.9%	1,195	1,080	-9.6%	27.9%	26.5%	-4.9%
Q2 Total	12,511	11,836	-5.4%	3,582	3,259	-9.0%	28.6%	27.5%	-3.8%
July	4,645	3,949	-15.0%	1,183	932	-21.2%	25.5%	23.6%	-7.3%
August	4,529	4,262	-5.9%	1,096	1,043	-4.8%	24.2%	24.5%	1.1%
September	4,236	4,406	4.0%	1,225	1,235	0.8%	28.9%	28.0%	-3.1%
Q3 Total	13,410	12,617	-5.9%	3,504	3,210	-8.4%	26.1%	25.4%	-2.6%
October	4,830	4,677	-3.2%	1,555	1,344	-13.6%	32.2%	28.7%	-10.7%
November	5,213	5,969	14.5%	1,975	2,574	30.3%	37.9%	43.1%	13.8%
December	5,187	4,755	-8.3%	2,126	1,711	-19.5%	41.0%	36.0%	-12.2%
Q4 Total	15,230	15,401	1.1%	5,656	5,629	-0.5%	37.1%	36.5%	-1.6%
YEARLY TOTAL	52,761	52,364	-0.8%	16,665	16,304	-2.2%	31.6%	31.1%	-1.4%

About 31% of total collisions are speed related. In 2006, the percentage of speed-related collisions dropped by 1.4%. There were 361 fewer speed related collisions in 2006, a decrease of only 2.2% from 2005.

The largest percentage of speed related collisions in 2006 occurred during the 4th quarter (October-December), with 34.5%. November had the highest number, with a total of 2,574 collisions, or 15.8%.

Of the 16,304 speed related collisions in 2006, 83 were fatal, or 0.5%, compared to 3.4% of "had been drinking" collisions.



Contributing Circumstances: Exceeding Stated Speed Limit and/or Exceeding Reasonable Safe Speed. This data is a combination of all three Contributing Circumstances for each motor vehicle unit

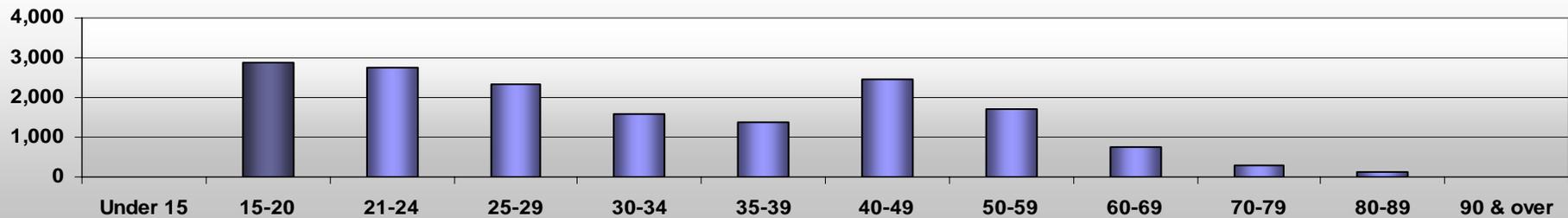
2006 Number of Drivers in Speed Related Collisions by Age Group

DRIVER AGE GROUP	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS
Under 15	5	0	0	1	1	3
15-20	2,868	12	49	292	790	1,725
21-24	2,763	18	54	272	689	1,730
25-29	2,342	10	36	237	611	1,448
30-34	1,566	6	26	139	458	937
35-39	1,382	6	26	144	431	775
40-49	2,440	9	39	225	757	1,410
50-59	1,721	13	39	149	565	955
60-69	731	5	10	70	206	440
70-79	280	3	4	38	99	136
80-89	114	1	3	11	41	58
90 & over	9	0	0	1	4	4

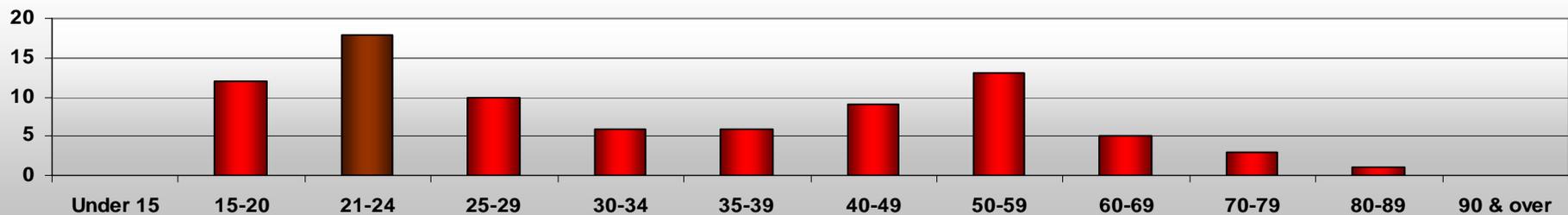
Among driver age groups in speed related collisions, 21-24 year olds were the most involved in fatal speed-related collisions (18).

Older drivers (70+), were the least involved in total speed related collisions (403) and fatal speed related collisions (4).

TOTAL SPEED RELATED COLLISIONS BY AGE GROUP



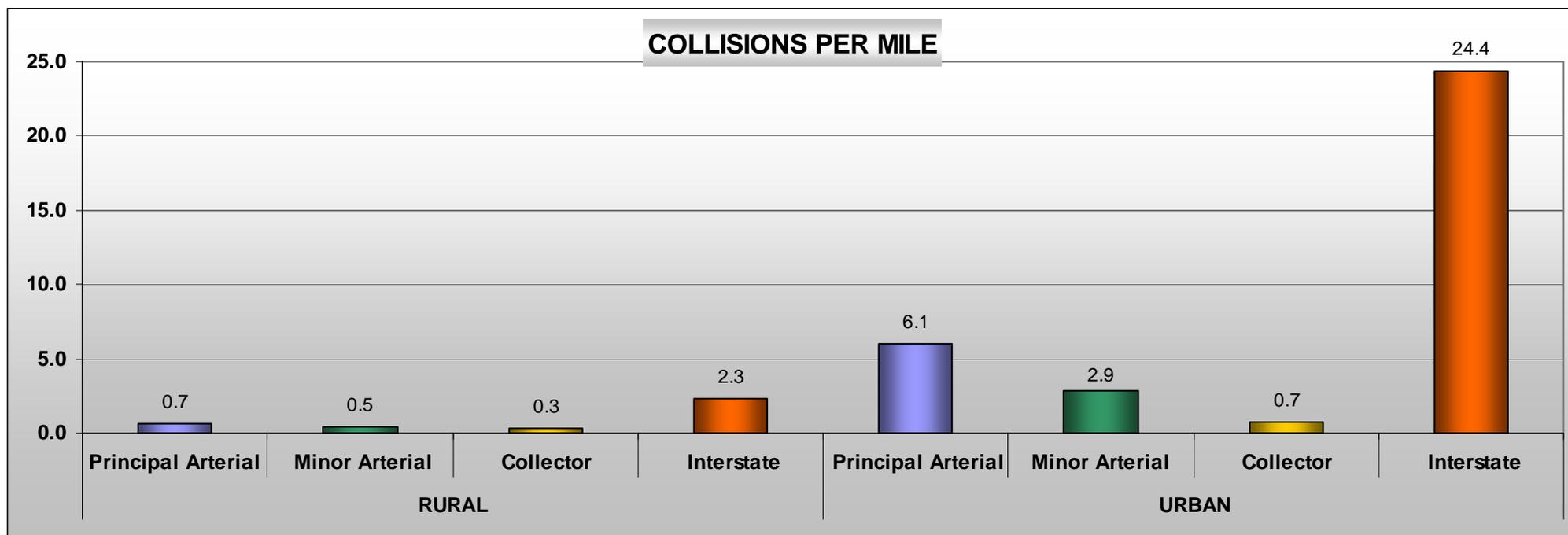
FATAL SPEED RELATED COLLISIONS BY AGE GROUP



Contributing Circumstances: Exceeding Stated Speed Limit and/or Exceeding Reasonable Safe Speed. This data is a combination of all three Contributing Circumstances for each motor vehicle unit

2006 Speed Related Collisions by Functional Class

STATE FUNCTIONAL CLASS	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
RURAL PRINCIPAL ARTERIAL	1,349	13	46	252	273	571	765	15	892	65	359	468	1,988	63	82
RURAL MINOR ARTERIAL	758	13	29	144	179	352	393	18	507	37	183	287	1,074	49	65
RURAL COLLECTOR	458	11	22	89	113	224	223	12	308	26	125	157	639	50	61
RURAL INTERSTATE	1,078	12	22	178	160	360	706	15	521	29	231	261	1,485	31	38
URBAN PRINCIPAL ARTERIAL	4,772	18	84	388	1,489	1,961	2,793	19	2,945	101	494	2,350	9,332	276	347
URBAN MINOR ARTERIAL	635	3	9	65	203	277	355	4	435	14	85	336	1,224	47	64
URBAN COLLECTOR	5	0	0	2	2	4	1	0	4	0	2	2	9	1	1
URBAN INTERSTATE	7,249	13	65	433	2,143	2,641	4,595	14	3,798	78	556	3,164	14,685	265	336



Contributing Circumstances: Exceeding Stated Speed Limit and/or Exceeding Reasonable Safe Speed. This data is a combination of all three Contributing Circumstances for each motor vehicle unit

The majority of speed related collisions occurred on urban interstates, with 7,249, or 44.5%, followed by urban principal arterial state highways, with 4,772 or 26.3%. The majority of fatal speed related collisions occurred on urban principal arterial highways, with 18, or 21.7%. In addition, 6.1% of speed related collisions were also alcohol involved. Numerous research studies have also found that risky driver behaviors, like speeding and impaired driving, are strongly associated with each other.

2006 Speed Related Collisions by County



King County alone experienced 6,703 speed related collisions, or 41.1%- 5.3% of which were also alcohol involved.

Counties with the lowest number of speed related collisions were Columbia (4), Asotin (6), and Garfield (9).

COUNTY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
Adams	55	0	0	17	10	27	28	0	55	0	32	23	64	3	3
Asotin	6	0	1	1	1	3	3	0	3	1	1	1	7	0	0
Benton	241	0	3	44	49	96	145	0	138	4	53	81	456	4	5
Chelan	165	0	4	28	40	72	93	0	116	6	35	75	242	6	9
Clallam	94	2	3	22	16	41	51	2	63	3	30	30	135	7	9
Clark	495	2	10	58	123	191	302	2	277	14	76	187	846	45	52
Columbia	4	0	0	0	1	1	3	0	1	0	0	1	5	0	0
Cowlitz	255	2	20	43	51	114	139	2	162	22	65	75	361	16	19
Douglas	59	2	2	8	13	23	34	4	35	4	12	19	79	5	6
Ferry	36	2	0	9	11	20	14	2	25	1	11	13	42	2	3
Franklin	79	0	1	20	14	35	44	0	64	2	25	37	126	2	4
Garfield	9	0	0	4	1	5	4	0	5	0	4	1	9	1	1
Grant	140	2	7	29	14	50	88	3	75	8	45	22	180	10	10
Grays Harbor	144	3	4	17	22	43	98	3	58	4	25	29	185	6	7
Island	131	0	1	20	37	58	73	0	96	1	26	69	260	6	9
Jefferson	67	1	1	14	15	30	36	1	39	1	19	19	91	3	4
King	6,703	13	77	380	2,070	2,527	4,163	15	3,679	96	475	3,108	13,640	273	357
Kitsap	354	2	6	43	97	146	206	2	221	6	58	157	672	22	28
Kittitas	420	5	9	71	45	125	290	6	182	13	96	73	549	7	8
Klickitat	40	0	4	2	8	14	26	0	21	4	6	11	53	2	3
Lewis	154	3	4	27	30	61	90	3	94	6	38	50	252	7	8
Lincoln	50	1	1	8	10	19	30	1	25	1	10	14	57	1	1
Mason	86	3	3	18	17	38	45	3	48	4	21	23	127	7	8
Okanogan	102	1	3	18	25	46	55	1	72	4	26	42	125	8	9
Pacific	39	2	2	6	9	17	20	5	23	2	9	12	51	3	4
Pend Oreille	44	0	0	10	11	21	23	0	25	0	11	14	54	1	1
Pierce	2,310	11	33	207	756	996	1,303	12	1,500	40	265	1,195	4,487	139	169
Skagit	255	2	5	29	71	105	148	5	152	8	30	114	411	23	29
Skamania	25	0	2	8	1	11	14	0	13	3	8	2	28	1	1
Snohomish	1,914	7	18	148	550	716	1,191	7	1,041	20	194	827	3,875	80	108
Spokane	491	1	15	58	128	201	289	1	307	18	74	215	811	28	34
Stevens	73	1	3	11	17	31	41	1	44	3	18	23	89	3	3
Thurston	545	3	4	56	144	204	338	3	271	4	67	200	978	18	25
Wahkiakum	12	1	2	2	2	6	5	1	13	4	6	3	13	1	1
Walla Walla	54	0	2	14	6	22	32	0	36	3	20	13	79	3	5
Whatcom	327	5	10	40	94	144	178	6	228	13	56	159	564	17	21
Whitman	115	2	1	25	20	46	67	2	79	5	36	38	151	4	6
Yakima	211	4	16	36	33	85	122	4	124	22	52	50	282	18	24
TOTAL	16,304	83	277	1,551	4,562	6,390	9,831	97	9,410	350	2,035	7,025	30,436	782	994

Contributing Circumstances: Exceeding Stated Speed Limit and/or Exceeding Reasonable Safe Speed. This data is a combination of all three Contributing Circumstances for each motor vehicle unit

2006 Speed Related Collisions by City

CITY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
Aberdeen	26	0	0	1	10	11	15	0	15	0	1	14	52	1	1
Airway Heights	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Algona	16	0	0	0	10	10	6	0	16	0	0	16	36	0	0
Anacortes	10	0	0	1	3	4	6	0	4	0	1	3	15	0	2
Arlington	24	0	0	3	5	8	16	0	11	0	5	6	47	2	2
Auburn	200	1	5	14	63	82	117	2	125	8	17	100	403	12	18
Bainbridge Island	6	0	0	2	0	2	4	0	3	0	2	1	9	1	1
Battle Ground	7	0	0	1	3	4	3	0	5	0	1	4	15	0	0
Bellevue	684	0	5	25	208	238	446	0	315	5	28	282	1,361	17	23
Bellingham	104	1	3	8	33	44	59	2	71	5	13	53	191	5	7
Benton City	2	0	0	0	2	2	0	0	2	0	0	2	5	0	0
Bingen	1	0	0	1	0	1	0	0	2	0	2	0	1	0	0
Black Diamond	3	0	0	1	0	1	2	0	1	0	1	0	4	1	1
Blaine	1	0	0	0	0	0	1	0	0	0	0	0	3	0	0
Bonney Lake	39	0	0	6	18	24	15	0	39	0	9	30	79	4	5
Bothell	209	0	2	18	63	83	126	0	104	2	23	79	426	11	13
Bremerton	55	0	2	8	16	26	29	0	38	2	10	26	104	4	6
Bridgeport	2	0	0	0	0	0	2	0	0	0	0	0	2	0	1
Buckley	4	0	0	2	1	3	1	0	5	0	3	2	7	1	1
Bucoda	2	0	1	0	0	1	1	0	2	1	0	1	4	0	0
Burien	45	0	2	2	15	19	26	0	22	2	2	18	86	1	1
Burlington	29	0	0	1	5	6	23	0	10	0	1	9	55	1	1
Camas	10	0	0	1	2	3	7	0	3	0	1	2	19	0	0
Carnation	1	0	0	0	1	1	0	0	2	0	0	2	3	0	0
Castle Rock	2	0	0	1	0	1	1	0	1	0	1	0	2	0	0
Centralia	33	0	0	5	9	14	19	0	27	0	8	19	69	1	1
Chehalis	13	0	0	2	3	5	8	0	8	0	2	6	28	1	1
Chelan	2	0	0	0	2	2	0	0	3	0	0	3	5	0	0
Cheney	4	0	0	0	2	2	2	0	5	0	0	5	5	0	1
Chewelah	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Clarkston	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0
Cle Elum	6	0	0	2	0	2	4	0	2	0	2	0	8	0	0
Clyde Hill	8	0	0	0	1	1	7	0	1	0	0	1	18	0	0
Colfax	2	0	0	0	0	0	2	0	0	0	0	0	3	0	0
College Place	3	0	0	2	0	2	1	0	4	0	4	0	4	0	0
Colville	3	0	0	0	2	2	1	0	3	0	0	3	6	0	0
Concrete	2	0	0	0	1	1	1	0	1	0	0	1	3	0	0
Coulee Dam	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0
Coupeville	1	0	0	0	1	1	0	0	4	0	0	4	3	0	0
Covington	22	0	0	0	8	8	14	0	9	0	0	9	46	1	1
Creston	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Darrington	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Des Moines	13	0	0	0	1	1	12	0	1	0	0	1	27	0	0
East Wenatchee	3	0	0	1	0	1	2	0	3	0	1	2	6	1	1
Edgewood	3	0	0	0	2	2	1	0	2	0	0	2	5	0	0
Edmonds	24	1	1	1	4	6	17	1	11	1	3	7	42	3	5
Ellensburg	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Elma	5	0	0	0	2	2	3	0	2	0	0	2	6	0	0
Enumclaw	6	0	1	1	1	3	3	0	4	1	1	2	10	1	2
Ephrata	2	0	0	0	0	0	2	0	0	0	0	0	3	0	0
Everett	502	1	8	38	138	184	317	1	266	8	50	208	1,052	18	22
Federal Way	484	1	3	34	161	198	285	1	311	3	48	260	1,024	18	26
Ferndale	11	0	0	1	4	5	6	0	6	0	1	5	16	1	1
Fife	57	0	0	1	20	21	36	0	29	0	3	26	129	3	3
Forks	1	0	0	0	0	0	1	0	0	0	0	0	3	0	0
Gig Harbor	24	0	1	4	10	15	9	0	24	2	6	16	50	2	3
Grandview	8	0	0	1	1	2	6	0	2	0	1	1	8	1	1
Granger	3	0	0	0	0	0	3	0	0	0	0	0	4	0	0
Granite Falls	2	0	1	0	0	1	1	0	2	1	0	1	4	0	0
Hamilton	1	0	0	0	1	1	0	0	1	0	0	1	1	0	0
Hoquiam	7	0	0	1	2	3	4	0	4	0	1	3	8	0	0
Hunts Point	12	0	0	2	1	3	9	0	3	0	2	1	25	2	2
Ilwaco	1	0	0	0	0	0	1	0	0	0	0	0	1	1	1
Issaquah	59	0	0	2	14	16	43	0	20	0	3	17	113	1	1
Kalama	7	0	1	0	1	2	5	0	2	1	0	1	8	0	0
Kelso	57	0	4	8	11	23	34	0	35	4	14	17	84	2	2
Kenmore	17	0	1	2	4	7	10	0	13	2	4	7	38	2	4
Kennewick	82	0	0	12	18	30	52	0	47	0	14	33	172	0	0

Contributing Circumstances: Exceeding Stated Speed Limit and/or Exceeding Reasonable Safe Speed. This data is a combination of all three Contributing Circumstances for each motor vehicle unit

...2006 Speed Related Collisions by City

CITY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
Kent	384	0	8	22	114	144	240	0	210	10	27	173	790	20	25
Kirkland	194	0	1	9	55	65	129	0	89	1	9	79	417	3	5
Lacey	66	0	0	5	19	24	42	0	28	0	5	23	142	2	2
Lake Forest Park	7	0	0	1	1	2	5	0	3	0	1	2	11	1	1
Lake Stevens	18	0	0	1	7	8	10	0	12	0	2	10	41	0	1
Lakewood	196	0	5	11	65	81	115	0	96	6	12	78	411	9	13
Liberty Lake	8	0	0	1	2	3	5	0	4	0	2	2	16	0	0
Longview	24	0	2	2	9	13	11	0	21	3	7	11	43	1	1
Lynden	3	0	0	0	2	2	1	0	3	0	0	3	7	0	0
Lynnwood	188	0	3	11	58	72	116	0	103	3	13	87	406	9	12
McCleary	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Mansfield	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Maple Valley	42	0	0	7	15	22	20	0	37	0	10	27	98	1	2
Marysville	19	2	0	1	5	6	11	2	13	0	2	11	40	2	2
Medical Lake	1	0	0	0	0	0	1	0	0	0	0	0	3	0	0
Medina	23	0	0	0	5	5	18	0	22	0	0	22	57	1	1
Mercer Island	57	0	1	4	10	15	42	0	20	1	4	15	110	3	3
Mesa	3	0	0	1	0	1	2	0	1	0	1	0	3	0	0
Metaline Falls	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0
Mill Creek	11	1	1	1	2	4	6	1	7	1	3	3	20	1	1
Milton	28	0	0	2	10	12	16	0	16	0	2	14	65	1	1
Monroe	30	0	1	1	10	12	18	0	22	1	1	20	63	0	2
Montesano	5	0	0	1	0	1	4	0	1	0	1	0	5	0	0
Moses Lake	28	0	3	4	3	10	18	0	15	3	8	4	41	4	4
Mountlake Terrace	58	0	0	0	22	22	36	0	27	0	0	27	121	3	3
Mount Vernon	39	0	1	5	9	15	24	0	26	1	5	20	79	1	2
Mukilteo	28	0	1	2	8	11	17	0	19	1	3	15	61	1	1
Napavine	6	0	0	1	1	2	4	0	2	0	1	1	9	0	0
Newport	2	0	0	0	0	0	2	0	0	0	0	0	4	0	0
Nooksack	1	1	0	0	0	0	0	1	0	0	0	0	1	1	1
Normandy Park	2	0	1	0	0	1	1	0	2	1	1	0	5	1	1
North Bend	6	0	0	3	0	3	3	0	3	0	3	0	10	0	0
North Bonneville	3	0	0	0	0	0	3	0	0	0	0	0	3	0	0
Oak Harbor	26	0	0	3	7	10	16	0	14	0	4	10	59	0	0
Olympia	118	0	0	9	40	49	69	0	60	0	11	49	224	5	5
Omak	3	0	0	0	0	0	3	0	0	0	0	0	7	1	1
Orting	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Pacific	31	0	0	1	11	12	19	0	15	0	1	14	68	1	1
Pasco	55	0	1	11	11	23	32	0	47	2	14	31	96	1	2
Port Angeles	8	1	0	1	3	4	3	1	8	0	3	5	12	2	2
Port Orchard	43	0	1	4	13	18	25	0	25	1	4	20	81	2	2
Port Townsend	1	0	0	0	0	0	1	0	0	0	0	0	5	0	0
Poulsbo	12	0	0	2	1	3	9	0	5	0	3	2	23	0	0
Pullman	9	0	0	1	1	2	7	0	2	0	1	1	16	0	0
Puyallup	129	0	2	4	56	62	67	0	101	2	7	92	278	6	7
Quincy	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Raymond	4	0	0	0	1	1	3	0	1	0	0	1	5	1	1
Redmond	64	1	0	2	23	25	38	1	33	1	3	29	118	5	7
Renton	585	1	2	29	191	222	362	1	333	2	31	300	1,261	7	14
Republic	1	0	0	0	1	1	0	0	1	0	0	1	1	0	0
Richland	84	0	1	9	19	29	55	0	50	2	14	34	185	1	1
Ridgefield	9	0	0	0	3	3	6	0	3	0	0	3	21	0	0
Rockford	3	0	0	0	1	1	2	0	2	0	0	2	6	0	0
Rock Island	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Roslyn	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Roy	4	0	0	1	1	2	2	0	2	0	1	1	6	0	1
Sammamish	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
SeaTac	179	1	5	16	49	70	108	1	92	5	21	66	345	14	15
Seattle	2,135	5	15	87	709	811	1,319	5	1,151	20	101	1,030	4,456	92	122
Sedro-Woolley	2	0	0	0	1	1	1	0	1	0	0	1	3	0	0
Selah	6	0	0	0	5	5	1	0	8	0	0	8	15	0	0
Sequim	2	0	0	0	0	0	2	0	0	0	0	0	4	0	0
Shelton	4	0	0	0	1	1	3	0	1	0	0	1	7	0	0
Shoreline	172	0	3	7	52	62	110	0	85	3	7	75	372	10	13
Snohomish	9	0	0	0	2	2	7	0	2	0	0	2	19	0	0
Soap Lake	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
South Bend	2	0	0	0	0	0	2	0	0	0	0	0	2	1	1
South Prairie	1	0	0	0	1	1	0	0	3	0	0	3	2	0	1
Spokane	164	0	4	11	52	67	97	0	99	6	13	80	283	10	12
Spokane Valley	104	0	1	15	27	43	61	0	66	1	19	46	190	8	8

Contributing Circumstances: Exceeding Stated Speed Limit and/or Exceeding Reasonable Safe Speed. This data is a combination of all three Contributing Circumstances for each motor vehicle unit

...2006 Speed Related Collisions by City

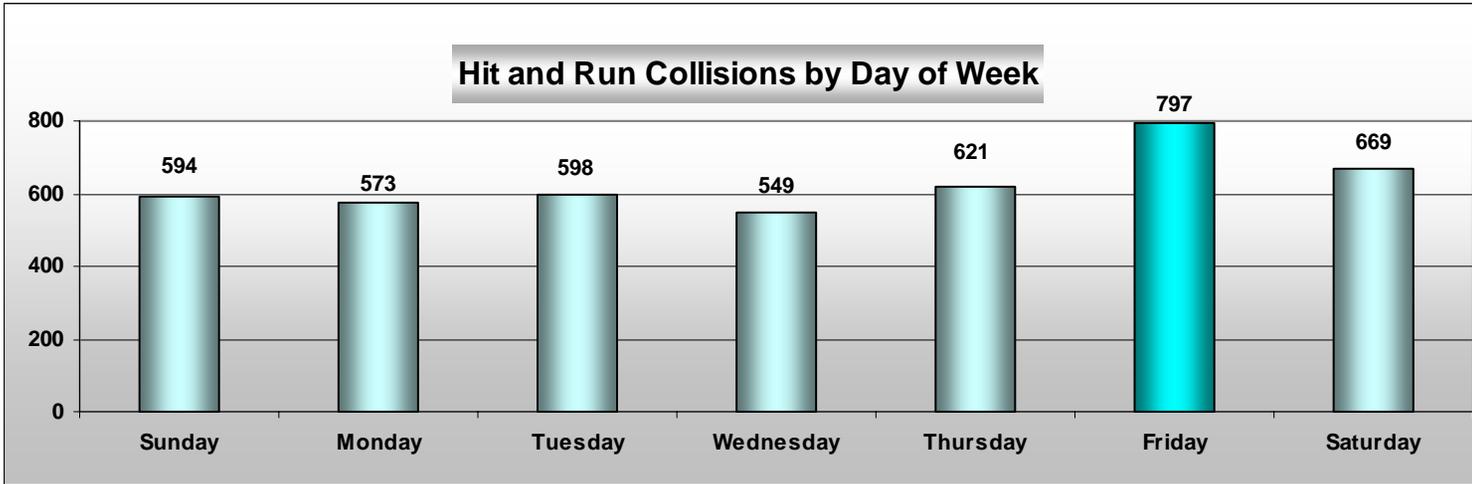
CITY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF VEHICLES	ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS	TOTAL ALCOHOL INVOLVED COLLISIONS
Stanwood	14	0	0	1	6	7	7	0	8	0	1	7	31	1	1
Sultan	5	0	0	0	3	3	2	0	3	0	0	3	10	0	0
Sumner	51	1	0	10	15	25	25	1	37	0	11	26	96	7	9
Sunnyside	2	0	0	1	0	1	1	0	2	0	2	0	4	0	0
Tacoma	882	5	11	75	244	330	547	5	473	12	96	365	1,627	43	50
Tonasket	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Toppenish	3	0	0	0	0	0	3	0	0	0	0	0	5	0	0
Tukwila	459	1	6	30	133	169	289	1	292	8	39	245	898	20	20
Tumwater	116	0	0	10	24	34	82	0	46	0	13	33	190	1	3
Union Gap	3	0	1	0	0	1	2	0	2	1	1	0	4	1	1
Vancouver	243	1	5	25	56	86	156	1	124	7	31	86	390	23	25
Walla Walla	6	0	0	0	1	1	5	0	1	0	0	1	11	0	0
Washougal	6	0	0	1	4	5	1	0	5	0	1	4	14	0	1
Wenatchee	9	0	1	0	2	3	6	0	4	1	0	3	16	2	2
Westport	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0
West Richland	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Wilbur	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Woodinville	18	0	0	0	4	4	14	0	5	0	0	5	34	0	0
Woodland	17	0	2	4	4	10	7	0	12	2	4	6	25	2	2
Yakima	33	0	0	6	2	8	25	0	11	0	8	3	49	2	3
Yarrow Point	11	0	0	0	4	4	7	0	5	0	0	5	23	1	1
Yelm	9	0	0	3	1	4	5	0	5	0	3	2	20	1	1

Contributing Circumstances: Exceeding Stated Speed Limit and/or Exceeding Reasonable Safe Speed. This data is a combination of all three Contributing Circumstances for each motor vehicle unit

Seattle experienced the highest number of speed-related collisions, with 2,135 or 13.1%, followed by Tacoma, with 882, or 5.4%, and Bellevue, with 684, or 4.2%.

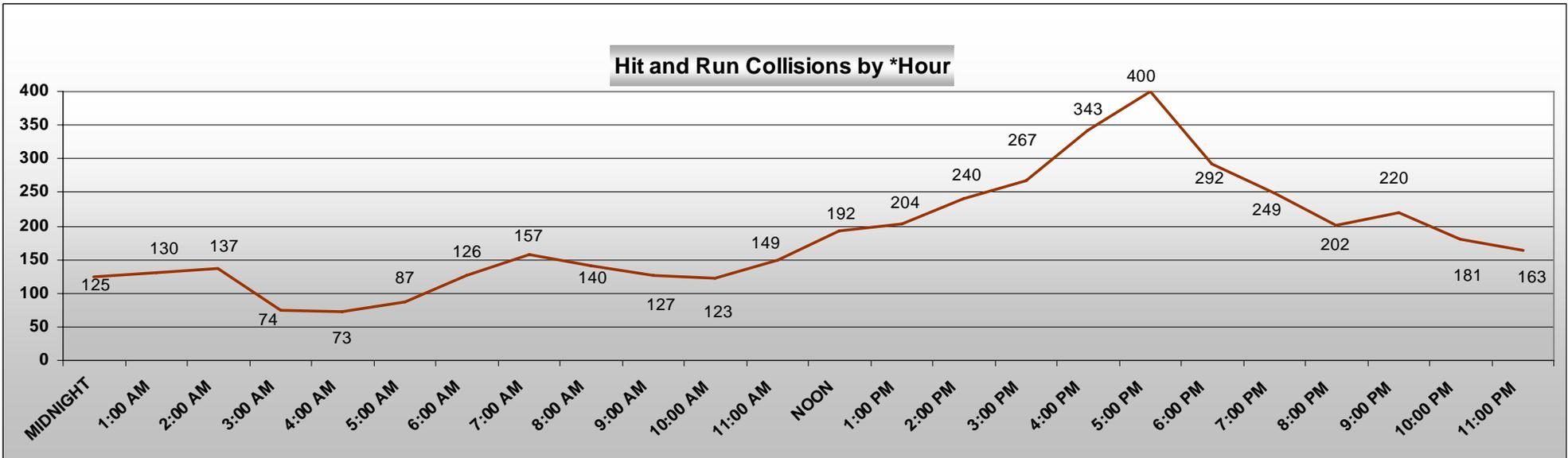


2006 Hit and Run Collisions



8.4% of state highway collisions in 2006 were hit-and-run (compared to 6.4% alcohol involved and 31.1% speed related). A large majority of hit-and-run collisions occurred on Friday, with 797, or 18.1% of the total, and another 669, or 15.2% occurred on Saturday.

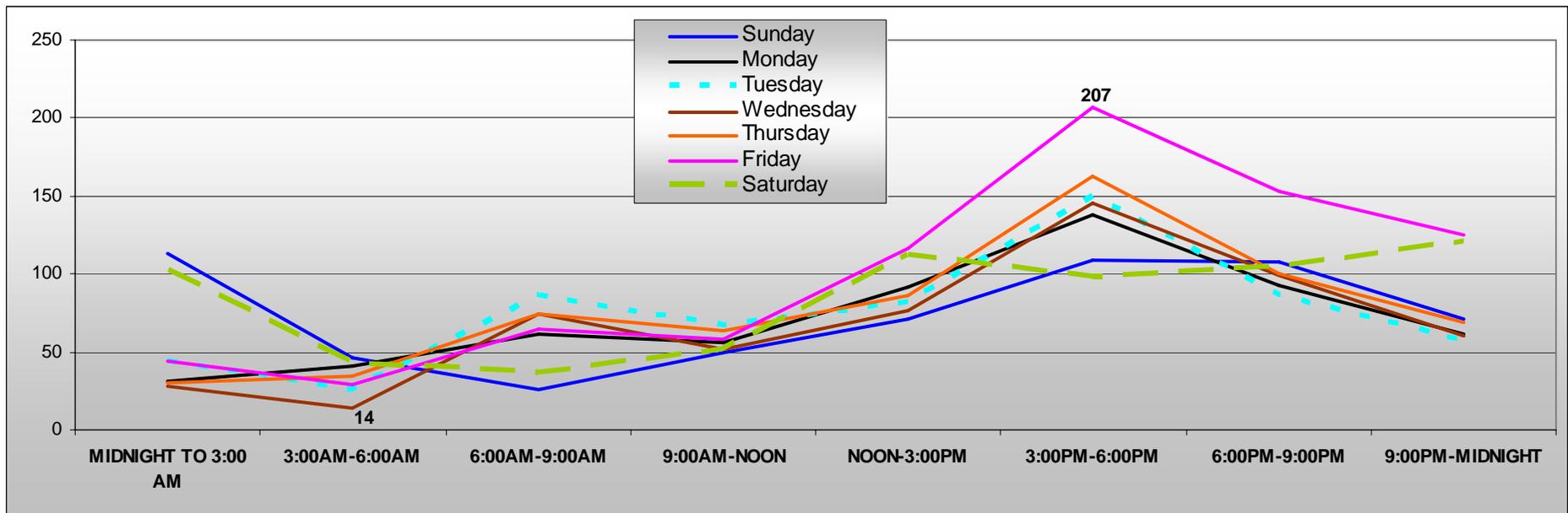
The peak hour for hit-and-run collisions was between 5:00-5:59 PM, with 400, or 9.1% of the total, followed by 4:00-4:59 PM, with 343, or 7.8% of the total.



*Hourly intervals, i.e. "midnight" represents 12:00 AM through 12:59 AM

2006 Hit and Run Collisions by Time of Day (3 Hour Increments) and Day of Week

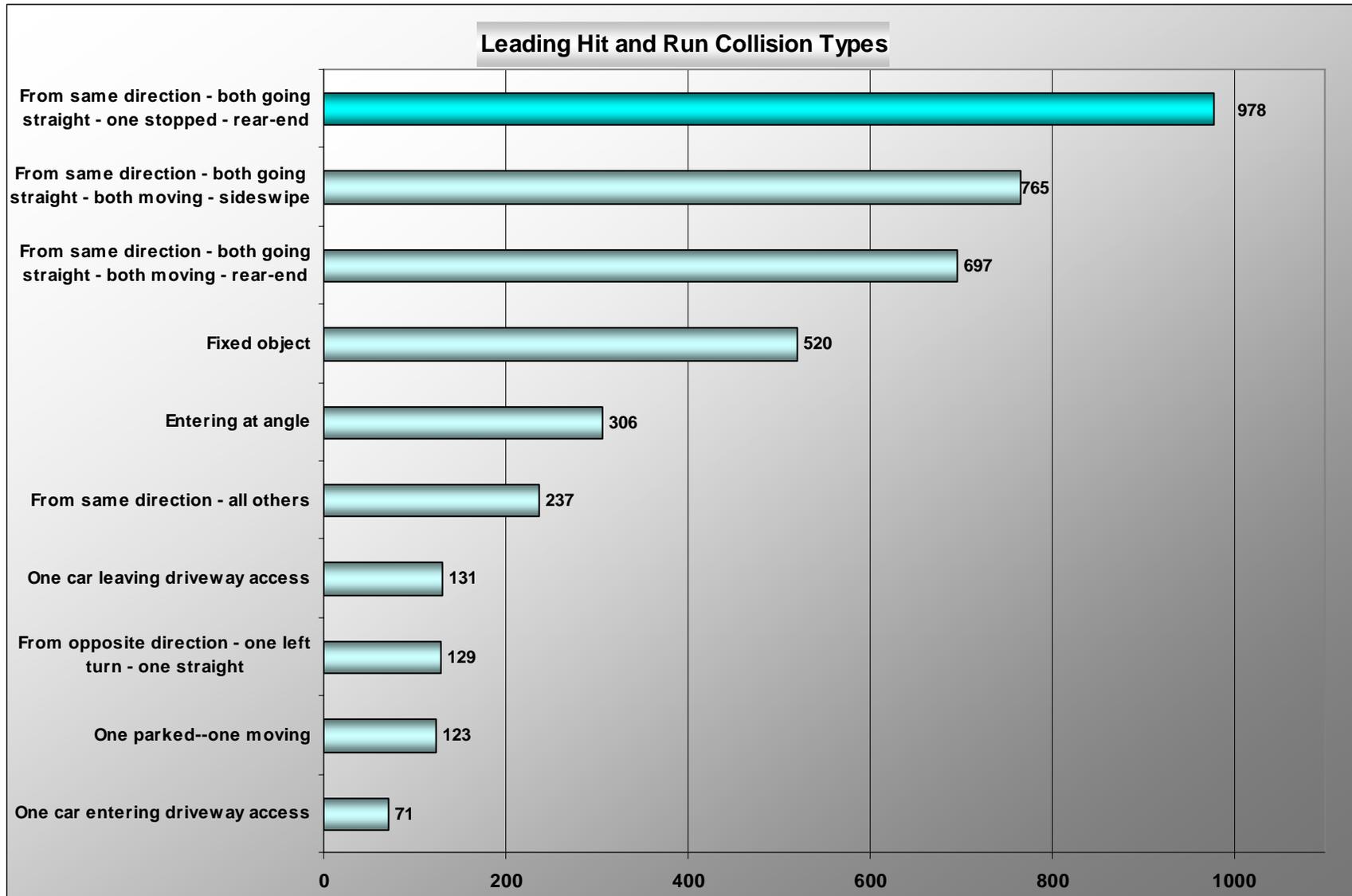
3 Hour Increments	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
MIDNIGHT TO 3:00 AM	113	31	44	28	30	44	102	392
3:00AM-6:00AM	46	41	26	14	35	29	43	234
6:00AM-9:00AM	26	61	86	74	74	65	37	423
9:00AM-NOON	50	56	67	52	64	58	52	399
NOON-3:00PM	71	92	82	77	86	116	112	636
3:00PM-6:00PM	109	138	150	145	163	207	98	1,010
6:00PM-9:00PM	108	93	86	99	100	153	104	743
9:00PM-MIDNIGHT	71	61	57	60	69	125	121	564



As mentioned previously, Friday experienced the highest number of hit-and-run collisions - 18.1%. The peak hours for collisions were 3:00-5:59 PM, with 4.7% of total collisions, and 26% of Friday's total. This time frame was the peak for collisions for all days of the week, while Saturday had peak hours of 12:00-2:59 PM, and Sunday had peak hours of 12:00-2:59 AM.

2006 Hit and Run Leading Collision Types

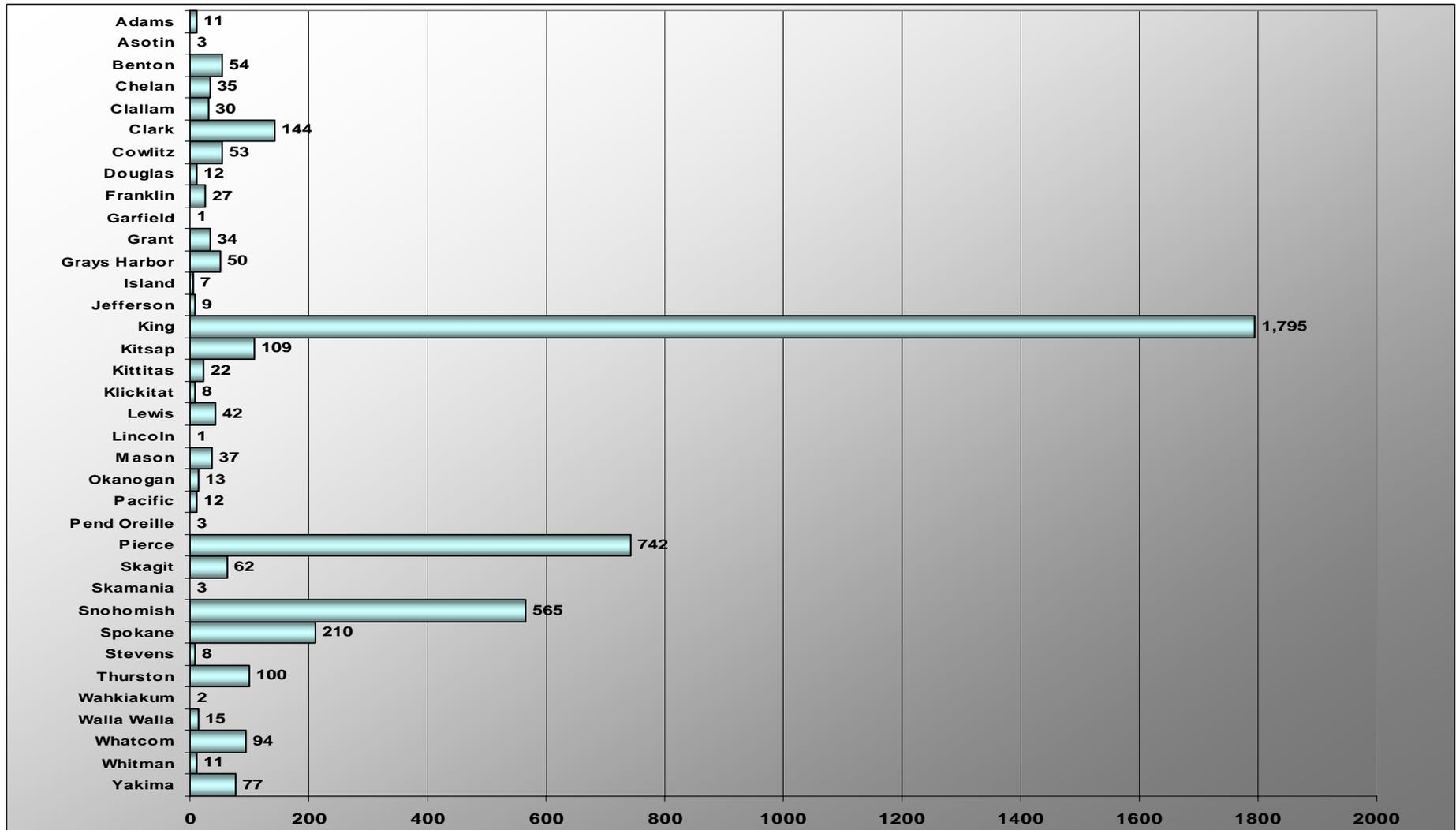
Most hit-and-run collisions were rear-ends- 978, or 22.2%, or sideswipes- 765, or 17.4%.



2006 Hit and Run Collisions by County



King County had the highest number of hit-and-run collisions, with 1,795, or 40.8% of the statewide total. Counties with the fewest number of hit-and-run collisions were Garfield and Lincoln, each with one.



2006 Hit and Run Collisions by City

CITY	TOTAL HIT AND RUN COLLISIONS	CITY	TOTAL HIT AND RUN COLLISIONS	CITY	TOTAL HIT AND RUN COLLISIONS	CITY	TOTAL HIT AND RUN COLLISIONS
Aberdeen	20	Everett	194	Mount Vernon	25	Sultan	5
Anacortes	6	Everson	3	Mukilteo	11	Sumner	8
Arlington	5	Federal Way	120	Naches	2	Sunnyside	2
Auburn	40	Ferndale	3	Napavine	2	Tacoma	332
Bainbridge Island	9	Fife	22	Newport	2	Tenino	4
Battle Ground	2	Forks	2	Normandy Park	3	Toppenish	9
Bellevue	74	Gig Harbor	3	North Bend	2	Tukwila	102
Bellingham	44	Gold Bar	1	Oak Harbor	4	Tumwater	17
Benton City	1	Grandview	2	Olympia	26	Union Gap	1
Bingen	1	Granite Falls	1	Omak	6	Vancouver	75
Black Diamond	2	Hoquiam	11	Pacific	2	Waitsburg	1
Blaine	3	Hunts Point	1	Palouse	1	Walla Walla	6
Bonney Lake	24	Ilwaco	1	Pasco	25	Wapato	1
Bothell	54	Issaquah	9	Port Angeles	15	Washougal	1
Bremerton	41	Kalama	1	Port Orchard	7	Wenatchee	21
Brewster	1	Kelso	8	Port Townsend	2	Wilkeson	1
Buckley	3	Kenmore	12	Poulsbo	4	Woodinville	8
Burien	8	Kennewick	28	Prosser	1	Woodland	9
Burlington	7	Kent	196	Pullman	5	Yakima	16
Camas	5	Kirkland	37	Puyallup	35	Yelm	4
Carnation	2	Lacey	20	Quincy	2	Toppenish	3
Cathlamet	1	Lake Forest Park	10	Raymond	4	Tukwila	459
Centralia	19	Lake Stevens	1	Redmond	26	Tumwater	116
Chehalis	6	Lakewood	64	Renton	130	Union Gap	3
Chelan	1	Leavenworth	2	Richland	16	Vancouver	243
Cheney	3	Liberty Lake	4	Ridgefield	4	Walla Walla	6
Chewelah	1	Longview	14	Rockford	1	Washougal	6
Clarkston	1	Lynden	1	Roslyn	2	Wenatchee	9
Cle Elum	1	Lynnwood	55	Roy	2	Westport	1
Clyde Hill	1	Mabton	2	SeaTac	87	West Richland	1
Colfax	1	McCleary	1	Seattle	647	Wilbur	1
College Place	1	Maple Valley	10	Sedro-Woolley	2	Woodinville	18
Colton	1	Marysville	15	Selah	3	Woodland	17
Colville	1	Medical Lake	1	Sequim	1	Yakima	33
Covington	9	Medina	4	Shelton	7	Yarrow Point	11
Des Moines	27	Mercer Island	5	Shoreline	66	Yelm	9
Duvall	2	Mill Creek	12	Snohomish	1		
East Wenatchee	5	Milton	8	Snoqualmie	3		
Edgewood	7	Monroe	22	South Bend	1		
Edmonds	25	Morton	1	Spokane	133		
Enumclaw	5	Moses Lake	16	Spokane Valley	36		
Ephrata	1	Mountlake Terrace	11	Stanwood	4		

14.7% of hit-and-run collisions occurred in Seattle, 10.4% in Tukwila, and 7.5% in Tacoma.

Vehicle Types Involved in Collisions

2004-2006 Motorcycle Involved Collisions

	2004	2005	2006
NUMBER OF COLLISIONS	885	989	1,054
MOTORCYCLES INVOLVED	914	1,020	1,078

*ALL INVOLVED PERSONS	TOTAL NUMBER OF FATALITIES	38	40	36
	TOTAL NUMBER OF DISABLING INJURIES	157	159	181
	TOTAL NUMBER OF EVIDENT INJURIES	427	440	466
	TOTAL NUMBER OF POSSIBLE INJURIES	270	335	319

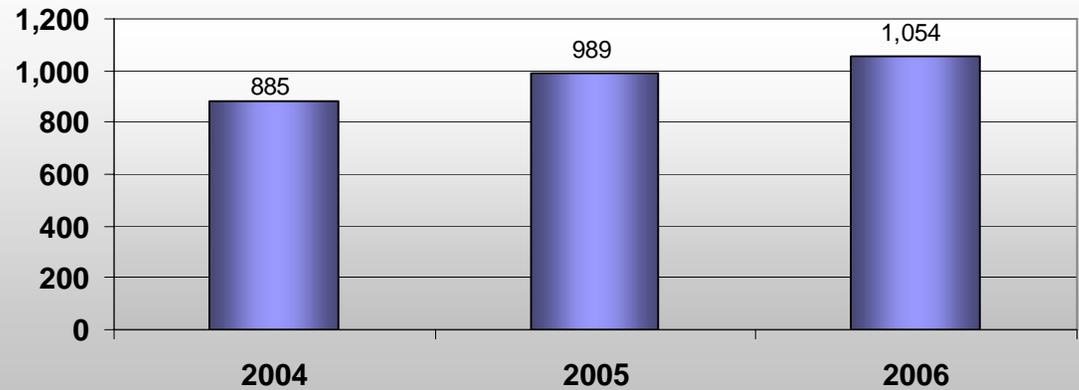
MOTORCYCLE DRIVERS	NUMBER OF MOTORCYCLE DRIVER FATALITIES	33	36	35
	NUMBER OF MOTORCYCLE DRIVER DISABLING INJURIES	135	146	159
	NUMBER OF MOTORCYCLE DRIVER EVIDENT INJURIES	380	387	405
	NUMBER OF MOTORCYCLE DRIVER POSSIBLE INJURIES	205	255	253
	TOTAL MOTORCYCLE DRIVER INJURIES	720	788	817

MOTORCYCLE PASSENGERS	NUMBER OF MOTORCYCLE PASSENGER FATALITIES	3	4	0
	NUMBER OF MOTORCYCLE PASSENGER DISABLING INJURIES	21	12	18
	NUMBER OF MOTORCYCLE PASSENGER EVIDENT INJURIES	41	33	42
	NUMBER OF MOTORCYCLE PASSENGER POSSIBLE INJURIES	23	24	23
	TOTAL MOTORCYCLE PASSENGER INJURIES	85	69	83

TOTAL MOTORCYCLIST FATALITIES	36	40	35
TOTAL MOTORCYCLIST INJURIES	805	857	900

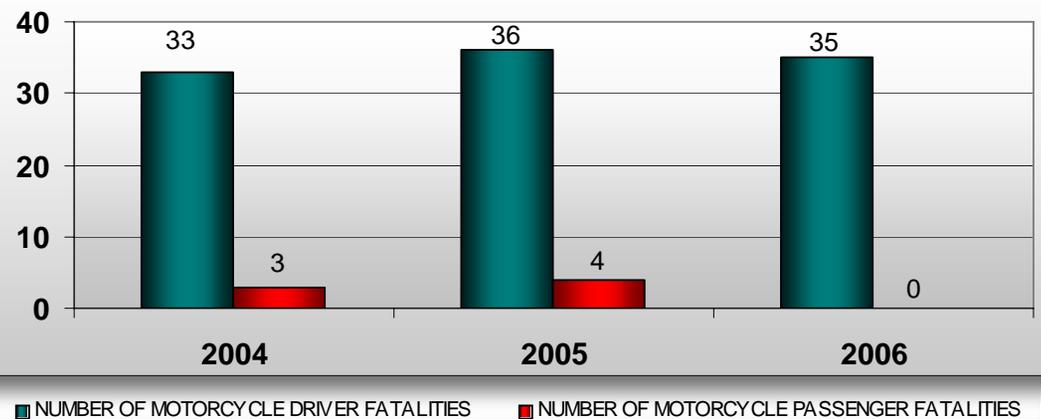
*Includes Motor Vehicle drivers & passengers, motorcycle drivers & passengers, pedestrians & pedalcyclist

NUMBER OF MOTORCYCLE INVOLVED COLLISIONS



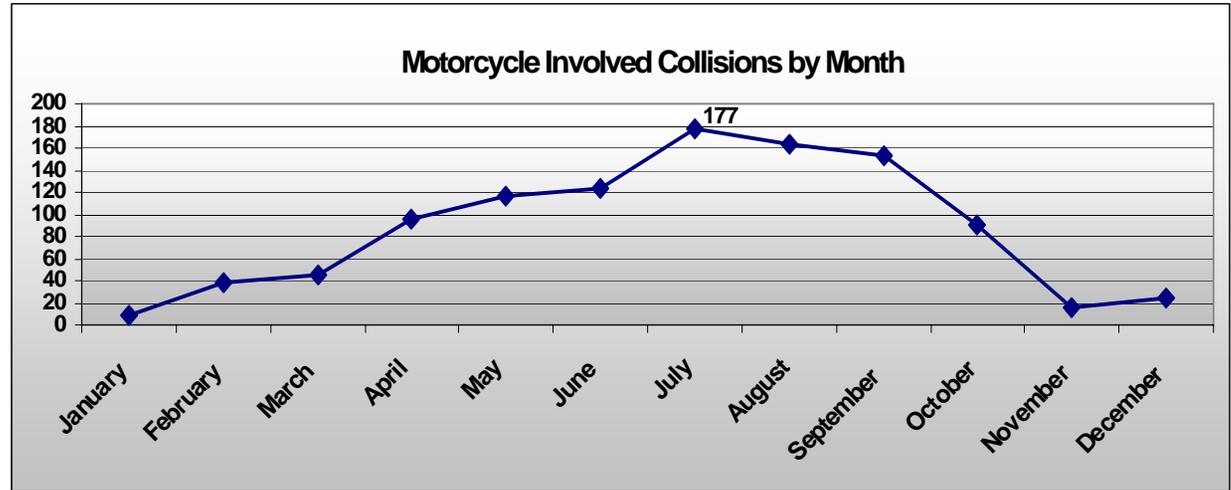
100% of motorcyclist fatalities in 2006 were drivers, although 9.2% of motorcycle injuries were passengers. Motorcyclist fatalities rose slightly in 2005 (11.1%), but then decreased in 2006 (12.5%). However, motorcyclist injuries increased by 11.8% from 2004-2006. Total motorcycle collisions increased by 19.1% over the same time period.

MOTORCYCLIST FATALITIES



2006 Motorcycle Involved Collisions by Month

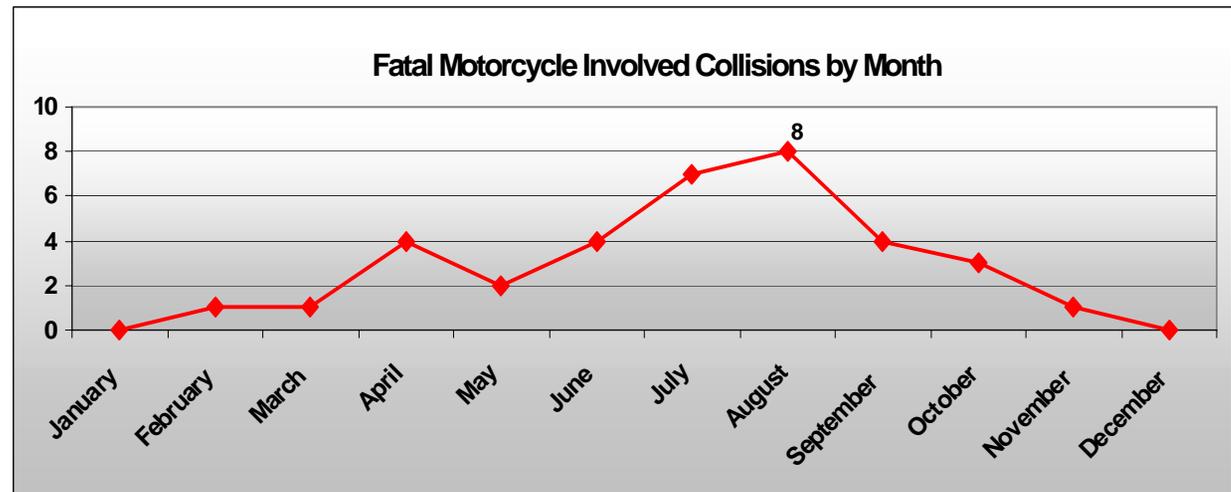
Month	Fatal Collisions	Injury Collisions	No Injury Collisions	Total Collisions
January	0	5	4	9
February	1	28	10	39
March	1	38	7	46
April	4	79	13	96
May	2	100	15	117
June	4	97	22	123
July	7	139	31	177
August	8	128	27	163
September	4	113	36	153
October	3	69	19	91
November	1	12	3	16
December	0	19	5	24



July was the peak month for overall motorcycle involved collisions, with 177, or 16.8% of the total.

58.4% of motorcycle involved collisions occurred between June and September.

For fatal motorcycle involved collisions, the peak month was August, with 8, or 22.9% of the total. 65.7% of fatal collisions occurred between June and September.



2002-2006 Motorcycle Involved Collisions by Fatalities and Injuries

YEAR	REGISTERED MOTORCYCLES	NUMBER OF MOTORCYCLE INVOLVED		COLLISIONS PER 1,000 REGISTERED MOTORCYCLES		MOTORCYCLE DRIVER/PASSENGER		NUMBER OF MOTORCYCLE DRIVER/PASSENGER	
		COLLISIONS	MOTORCYCLES INVOLVED	REGISTERED MOTORCYCLES	TOTAL FATALITIES	FATALITIES	TOTAL INJURIES	INJURIES	
2002	127,653	681	698	5.3	22	22	642	601	
2003	140,416	715	729	5.1	28	27	697	638	
2004	157,215	885	914	5.6	38	36	854	805	
2005	172,244	989	1,020	5.7	40	40	934	857	
2006	189,596	1,054	1,078	5.6	36	35	966	900	



Between 2002 and 2006, motorcycle involved collisions increased by 54.8%, while motorcycle involved fatalities increased by 63.6%.

Overall motorcyclist fatalities increased by 59.1% and injuries increased by 49.8%. However, registered motorcyclists also increased by 48.5% over the same time period. Thus, the motorcyclist injury rate per 10,000 registered vehicles only increased by 0.8%, from 47.1 in 2002 to 47.5 in 2006. The motorcyclist fatality rate increased by 5.9%, from 1.7 in 2002 to 1.8 in 2006.

2006 Motorcycle Involved Collision by Location and Severity

JURISDICTION	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF FATAL COLLISIONS	NUMBER OF INJURY COLLISIONS	NUMBER OF NO INJURY COLLISIONS	TOTAL COLLISIONS	PERCENTAGE OF FATAL COLLISIONS
URBAN U.S./STATE ROUTE	11	435	10	370	88	468	2.1%
URBAN INTERSTATES	4	221	4	201	56	261	1.5%
URBAN TOTAL	15	656	14	571	144	729	1.9%
RURAL U.S./STATE ROUTE	18	288	18	236	42	296	6.1%
RURAL INTERSTATES	3	22	3	20	6	29	10.3%
RURAL TOTAL	21	310	21	256	48	325	6.5%
STATE HIGHWAYS TOTAL	36	966	35	827	192	1,054	3.3%

69.2% of total collisions occurred on urban roads, 64.2% alone on urban US/State Highways. In contrast, 58.3% of fatalities and 60% of fatal collisions occurred on rural roadways - the large majority (86%) on rural US/State Highways.

75% of no injury collisions occurred on urban roadways.



2006 Motorcycle Involved Collisions by County

COUNTY	NUMBER OF COLLISIONS	MOTOR CYCLES INVOLVED	TOTAL NUMBER OF FATALITIES	TOTAL NUMBER OF DISABLING INJURIES	TOTAL NUMBER OF EVIDENT INJURIES	TOTAL NUMBER OF POSSIBLE INJURIES	MOTORCYCLE DRIVER				MOTORCYCLE PASSENGER				
							NUMBER OF FATALITIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF FATALITIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	
Adams	2	2	0	1	1	0	0	0	1	0	0	0	1	0	0
Asotin	5	5	0	2	1	1	0	2	1	1	0	0	0	0	0
Benton	16	16	2	3	12	2	1	2	9	2	0	1	1	0	0
Chelan	12	13	1	7	6	2	1	4	5	1	0	2	0	0	0
Clallam	10	10	1	2	2	4	1	2	2	4	0	0	0	0	0
Clark	31	31	0	7	13	8	0	7	12	6	0	0	1	1	1
Columbia	2	2	0	1	1	0	0	1	1	0	0	0	0	0	0
Cowlitz	18	19	2	3	7	7	2	3	6	5	0	0	0	0	2
Douglas	8	8	1	3	5	2	1	3	4	0	0	0	1	1	1
Franklin	6	6	0	3	4	0	0	2	3	0	0	1	1	0	0
Garfield	2	2	0	1	1	0	0	1	1	0	0	0	0	0	0
Grant	12	13	0	2	13	0	0	2	10	0	0	0	2	0	0
Grays Harbor	7	7	0	1	3	1	0	1	3	1	0	0	0	0	0
Island	5	5	0	0	3	1	0	0	3	1	0	0	0	0	0
Jefferson	12	12	0	0	6	4	0	0	6	3	0	0	0	0	1
King	300	304	8	32	122	109	8	30	108	94	0	2	12	4	4
Kitsap	55	57	1	10	22	15	1	9	21	13	0	1	1	1	1
Kittitas	10	10	1	1	5	0	1	1	5	0	0	0	0	0	0
Klickitat	8	11	1	3	8	0	1	2	6	0	0	1	2	0	0
Lewis	17	17	0	4	9	3	0	4	7	3	0	0	2	0	0
Lincoln	5	5	0	0	2	2	0	0	2	2	0	0	0	0	0
Mason	20	20	1	9	7	1	1	9	5	1	0	0	1	0	0
Okanogan	12	13	0	1	10	4	0	1	9	3	0	0	1	1	1
Pacific	3	3	0	1	1	1	0	0	1	1	0	0	0	0	0
Pend Oreille	2	2	0	0	1	0	0	0	1	0	0	0	0	0	0
Pierce	136	139	2	21	60	52	2	16	49	40	0	4	7	4	4
Skagit	38	41	1	7	18	15	1	6	16	12	0	0	1	2	2
Skamania	7	7	1	0	6	0	1	0	6	0	0	0	0	0	0
Snohomish	152	153	7	19	50	54	7	17	45	45	0	2	4	2	2
Spokane	44	46	0	13	20	11	0	11	17	8	0	2	2	0	0
Stevens	10	10	1	3	5	2	1	3	5	1	0	0	0	0	0
Thurston	24	25	1	6	9	9	1	5	7	4	0	1	0	0	2
Wahkiakum	2	2	0	1	1	1	0	1	1	0	0	0	0	0	0
Walla Walla	8	8	0	3	5	2	0	3	4	0	0	0	1	0	0
Whatcom	33	34	1	6	16	3	1	6	14	1	0	0	2	1	1
Whitman	5	5	0	1	2	2	0	1	2	1	0	0	0	0	1
Yakima	15	15	3	4	9	1	3	4	7	0	0	0	0	0	0

28.5% of all motorcycle involved collisions occurred in King County, another 14.4% in Snohomish, and 12.9% in Pierce. Thus, these three counties combined experienced almost 56% of the total. 47.2% of motorcycle-involved fatalities also occurred in these counties.

2006 Motorcycle Involved Collisions by City

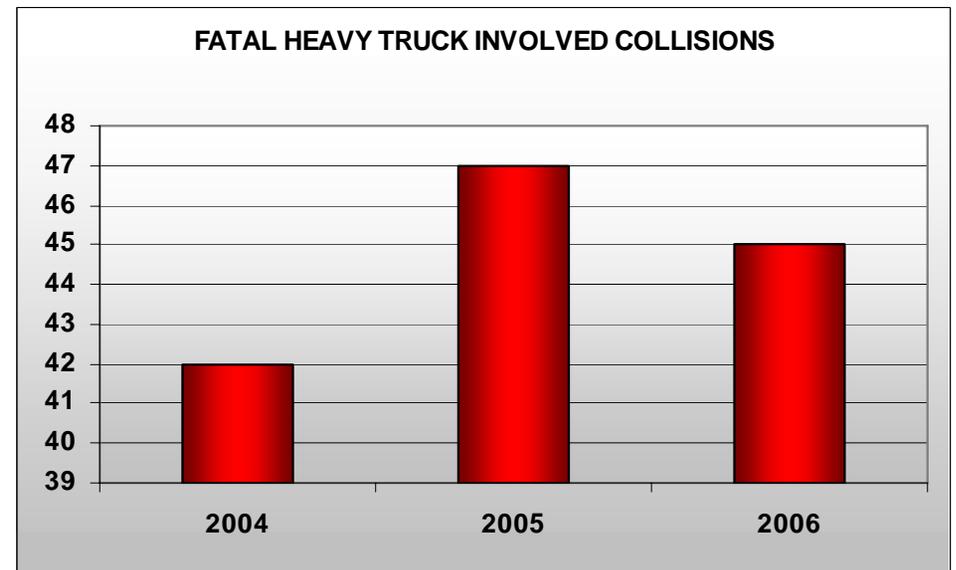
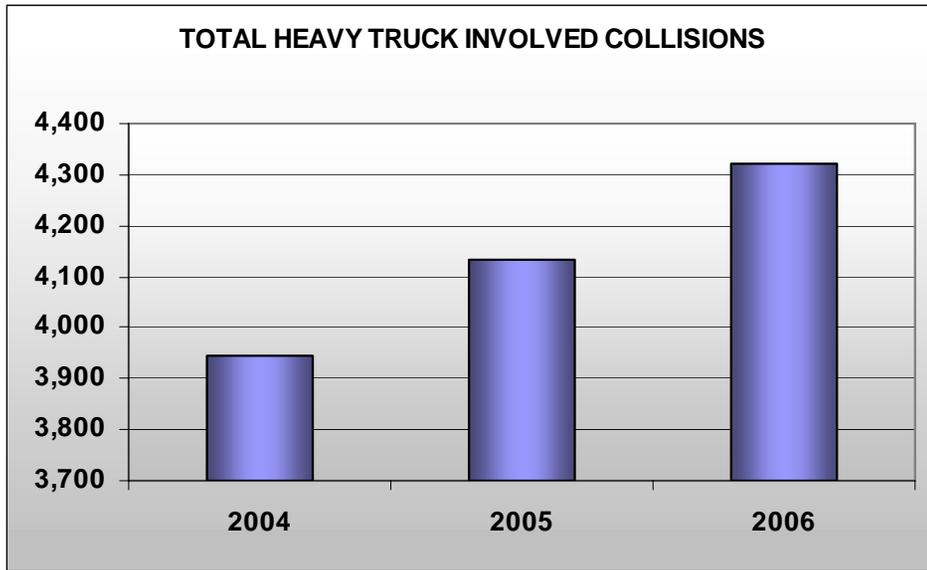
CITY	NUMBER OF COLLISIONS	MOTOR CYCLES INVOLVED	TOTAL NUMBER OF FATALITIES	TOTAL			MOTORCYCLE DRIVER				MOTORCYCLE PASSENGER				
				NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF FATALITIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF FATALITIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	
Aberdeen	4	4	0	0	2	0	0	0	2	0	0	0	0	0	0
Anacortes	3	4	0	0	2	1	0	0	2	1	0	0	0	0	0
Auburn	18	19	0	2	11	5	0	2	8	5	0	0	3	0	0
Bainbridge Island	2	2	0	0	1	2	0	0	1	1	0	0	0	0	0
Battle Ground	2	2	0	0	0	1	0	0	0	1	0	0	0	0	0
Bellevue	28	28	2	2	9	15	2	2	9	13	0	0	0	0	0
Bellingham	9	9	0	2	7	1	0	2	6	0	0	0	1	1	0
Bingen	1	1	0	0	2	0	0	0	1	0	0	0	1	0	0
Bonney Lake	4	4	0	0	1	3	0	0	0	2	0	0	1	0	0
Bothell	12	12	0	0	5	6	0	0	4	6	0	0	1	0	0
Bremerton	19	19	0	4	5	6	0	3	4	6	0	1	1	0	0
Burien	3	3	1	1	0	2	1	1	0	1	0	0	0	0	0
Burlington	3	3	0	2	0	1	0	2	0	1	0	0	0	0	0
Centralia	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0
Chehalis	3	3	0	0	1	2	0	0	1	2	0	0	0	0	0
Clarkston	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0
Cle Elum	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0
Clyde Hill	2	2	0	0	0	2	0	0	0	2	0	0	0	0	0
College Place	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0
Des Moines	3	3	0	0	2	0	0	0	2	0	0	0	0	0	0
Duvall	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0
East Wenatchee	1	1	0	1	1	0	0	1	0	0	0	0	1	0	0
Edgewood	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0
Edmonds	8	8	1	1	1	6	1	1	1	5	0	0	0	0	0
Enumclaw	3	3	0	1	2	1	0	0	2	1	0	1	0	0	0
Ephrata	1	1	0	0	2	0	0	0	1	0	0	0	0	0	0
Everett	42	42	1	9	11	19	1	8	10	16	0	1	1	1	0
Federal Way	17	17	1	2	9	2	1	2	9	2	0	0	0	0	0
Fife	6	6	0	1	2	2	0	1	1	2	0	0	1	0	0
Gig Harbor	3	3	0	0	2	1	0	0	2	1	0	0	0	0	0
Gold Bar	1	2	0	0	0	1	0	0	0	1	0	0	0	0	0
Hoquiam	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0
Issaquah	2	2	0	0	1	2	0	0	1	1	0	0	0	0	0
Kenmore	2	2	0	0	0	1	0	0	0	1	0	0	0	0	0
Kennewick	4	4	0	0	5	0	0	0	4	0	0	0	1	0	0
Kent	25	25	0	5	11	8	0	5	8	6	0	0	2	1	0
Kirkland	8	8	0	0	2	4	0	0	2	3	0	0	0	0	1
Lacey	5	5	0	0	1	3	0	0	1	0	0	0	0	0	1
Lake Forest Park	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0
Lake Stevens	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Lakewood	10	10	0	0	3	7	0	0	3	5	0	0	0	0	1
Liberty Lake	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0
Long Beach	1	1	0	1	1	0	0	0	1	0	0	0	0	0	0
Longview	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Lynnwood	18	18	0	2	12	4	0	2	10	3	0	0	1	1	0
Marysville	5	5	0	0	0	1	0	0	0	1	0	0	0	0	0
Medical Lake	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Medina	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0
Mercer Island	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0
Mill Creek	5	5	2	0	2	0	2	0	2	0	0	0	0	0	0
Milton	2	2	0	0	1	0	0	0	1	0	0	0	0	0	0

...continued 2006 Motorcycle Involved Collisions by City

CITY	NUMBER OF COLLISIONS	MOTOR CYCLES INVOLVED	TOTAL NUMBER OF FATALITIES	TOTAL NUMBER OF DISABLING INJURIES	TOTAL NUMBER OF EVIDENT INJURIES	TOTAL NUMBER OF POSSIBLE INJURIES	MOTORCYCLE DRIVER				MOTORCYCLE PASSENGER			
							NUMBER OF FATALITIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF FATALITIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES
Monroe	2	2	0	1	0	1	0	1	0	1	0	0	0	0
Moses Lake	4	4	0	2	2	0	0	2	2	0	0	0	0	0
Mountlake Terrace	2	2	0	1	0	1	0	1	0	1	0	0	0	0
Mount Vernon	4	5	0	0	3	1	0	0	3	1	0	0	0	0
Mukilteo	3	3	0	0	0	2	0	0	0	2	0	0	0	0
Northport	1	1	0	1	0	0	0	1	0	0	0	0	0	0
Olympia	3	4	0	2	1	2	0	2	1	1	0	0	0	0
Pacific	1	1	0	0	1	0	0	0	1	0	0	0	0	0
Pasco	3	3	0	2	2	0	0	1	1	0	0	1	1	0
Port Orchard	2	2	0	1	1	0	0	1	1	0	0	0	0	0
Port Townsend	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Poulsbo	3	3	0	1	1	0	0	1	1	0	0	0	0	0
Pullman	2	2	0	1	1	0	0	1	1	0	0	0	0	0
Puyallup	5	5	0	3	1	0	0	3	1	0	0	0	0	0
Raymond	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Redmond	2	2	0	0	0	1	0	0	0	1	0	0	0	0
Renton	24	24	0	1	10	5	0	1	8	5	0	0	2	0
Richland	8	8	2	1	6	2	1	0	4	2	0	1	0	0
Ridgefield	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Roy	2	2	0	0	2	0	0	0	2	0	0	0	0	0
SeaTac	10	10	0	3	3	0	0	3	3	0	0	0	0	0
Seattle	81	81	1	4	32	34	1	3	29	31	0	1	3	1
Sedro-Woolley	2	2	0	0	0	2	0	0	0	2	0	0	0	0
Selah	1	1	0	0	1	0	0	0	1	0	0	0	0	0
Sequim	1	1	1	0	0	0	1	0	0	0	0	0	0	0
Shelton	2	2	0	1	0	0	0	1	0	0	0	0	0	0
Shoreline	7	8	0	2	1	2	0	2	1	1	0	0	0	0
Snoqualmie	2	2	0	0	1	1	0	0	1	1	0	0	0	0
Soap Lake	1	2	0	0	2	0	0	0	2	0	0	0	0	0
Spokane	14	15	0	4	6	3	0	3	6	2	0	1	0	0
Spokane Valley	12	12	0	3	4	4	0	2	3	3	0	1	0	0
Sultan	1	1	0	0	1	0	0	0	1	0	0	0	0	0
Sumner	6	6	1	0	4	5	1	0	4	1	0	0	0	0
Tacoma	40	41	1	6	16	13	1	4	13	10	0	1	3	2
Tenino	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Tukwila	15	16	1	2	6	6	1	2	6	5	0	0	0	0
Tumwater	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Vancouver	16	16	0	2	9	6	0	2	9	4	0	0	0	1
Walla Walla	1	1	0	0	1	0	0	0	1	0	0	0	0	0
Wenatchee	5	5	0	2	1	2	0	2	1	1	0	0	0	0
West Richland	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Winthrop	1	1	0	0	1	0	0	0	1	0	0	0	0	0
Woodinville	3	3	0	1	0	1	0	1	0	1	0	0	0	0
Woodland	3	3	0	1	0	1	0	1	0	1	0	0	0	0
Yelm	1	1	0	1	0	0	0	1	0	0	0	0	0	0
City Total	601	611	15	87	244	206	14	76	214	168	0	9	24	11
NA (Not in City)	453	467	21	94	222	113	21	83	191	85	0	9	18	12
Grand Total	1,054	1,078	36	181	466	319	35	159	405	253	0	18	42	23

2004 - 2006 Heavy Truck Involved Collisions

(over 10,000 lbs)



YEAR	TOTAL HEAVY TRUCK INVOLVED COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF HEAVY TRUCKS INVOLVED
2004	3,943	42	71	370	802	1,243	2,658	43	1,783	90	470	1,223	4,188
2005	4,131	47	90	361	806	1,257	2,827	61	1,873	122	499	1,252	4,368
2006	4,321	45	73	401	802	1,276	3,000	48	1,843	97	521	1,225	4,571
TOTAL	12,395	134	234	1,132	2,410	3,776	8,485	152	5,499	309	1,490	3,700	13,127

8.3% (4,321) of total state highway collisions and 16.7% (45) of fatal collisions in 2006 were heavy truck involved. Only 1% of heavy truck involved collisions were fatal, while 29.5% were injury collisions, and 69.4% were property damage only. In addition, 15.9% of fatalities, 8.6% of disabling injuries, and 6.8% of total injuries were heavy truck involved. Heavy truck involved collisions have been increasing over the last several years, from 3,943 in 2004, to 4,321 in 2006 - a 9.6% increase. Fatal heavy truck involved collisions increased in 2005 -by 11.9%, but decreased by 4.3% in 2006. Heavy truck involved fatalities increased by 41.9% in 2005 and then decreased by 21.3% in 2006, while injuries only increased by 3.4% from 2004 to 2006.

2006 Heavy Truck Involved Collisions by County

COUNTY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF LARGE TRUCKS INVOLVED
Adams	33	0	0	6	5	11	22	0	15	0	8	7	36
Asotin	9	0	0	2	1	3	6	0	4	0	2	2	9
Benton	87	1	2	14	12	28	58	1	34	2	17	15	94
Chelan	50	0	0	7	8	15	35	0	26	0	8	18	51
Clallam	24	0	3	3	5	11	13	0	13	3	4	6	25
Clark	163	2	0	21	25	46	115	2	72	2	27	43	176
Columbia	1	0	0	0	0	0	1	0	0	0	0	0	1
Cowlitz	87	0	4	9	12	25	62	0	44	4	11	29	90
Douglas	16	1	1	2	2	5	10	1	5	1	2	2	18
Ferry	14	0	0	2	5	7	7	0	8	0	2	6	15
Franklin	39	1	1	4	10	15	23	1	26	1	5	20	41
Garfield	1	0	0	0	0	0	1	0	0	0	0	0	1
Grant	60	0	1	7	8	16	44	0	21	1	8	12	64
Grays Harbor	65	0	1	5	9	15	50	0	21	1	7	13	69
Island	23	0	2	2	4	8	15	0	11	2	4	5	23
Jefferson	18	0	0	6	0	6	12	0	7	0	7	0	19
King	1,454	7	20	82	292	394	1,053	7	555	25	103	427	1,560
Kitsap	80	2	0	10	9	19	59	3	31	1	17	13	83
Kittitas	170	1	2	24	19	45	124	1	59	4	29	26	188
Klickitat	32	0	1	8	0	9	23	0	13	1	9	3	34
Lewis	90	1	4	9	13	26	63	1	40	5	16	19	95
Lincoln	22	1	0	2	4	6	15	1	12	0	2	10	23
Mason	29	2	0	4	4	8	19	2	16	0	7	9	30
Okanogan	25	1	0	8	3	11	13	1	18	0	13	5	26
Pacific	24	0	3	2	3	8	16	0	11	3	3	5	26
Pend Oreille	15	0	1	4	1	6	9	0	9	2	5	2	16
Pierce	567	2	7	49	137	193	372	3	280	13	57	210	602
San Juan	1	0	0	0	0	0	1	0	0	0	0	0	1
Skagit	69	2	0	7	10	17	50	2	31	1	10	20	71
Skamania	10	0	0	3	2	5	5	0	6	0	3	3	10
Snohomish	460	7	8	38	97	143	310	8	201	11	50	140	474
Spokane	147	1	1	16	32	49	97	1	73	1	23	49	154
Stevens	30	1	1	8	5	14	15	1	19	2	10	7	30
Thurston	137	4	0	11	23	34	99	4	48	1	15	32	142
Wahkiakum	3	0	0	0	0	0	3	0	0	0	0	0	3
Walla Walla	27	2	2	2	2	6	19	2	9	2	3	4	27
Whatcom	129	2	3	15	22	40	87	2	56	3	22	31	131
Whitman	25	2	1	5	1	7	16	2	10	1	6	3	26
Yakima	85	2	4	4	17	25	58	2	39	4	6	29	87

33.6% of heavy truck involved collisions occurred in King County alone, another 13.1% in Pierce, and 10.6% in Snohomish. The highest number of fatal collisions occurred in King and Snohomish counties, both with 7, or 15.6%.

2006 Heavy Truck Involved Collisions by City

CITY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF LARGE TRUCKS INVOLVED
Aberdeen	28	0	1	1	6	8	20	0	14	1	3	10	29
Airway Heights	2	0	0	0	1	1	1	0	2	0	0	2	2
Algona	7	0	0	0	2	2	5	0	3	0	0	3	7
Anacortes	4	0	0	0	0	0	4	0	0	0	0	0	4
Arlington	15	0	0	1	2	3	12	0	3	0	1	2	15
Auburn	57	1	2	5	9	16	40	1	27	2	9	16	66
Bainbridge Island	8	0	0	0	0	0	8	0	0	0	0	0	8
Battle Ground	1	0	0	1	0	1	0	0	1	0	1	0	1
Bellevue	118	0	0	4	18	22	96	0	28	0	4	24	123
Bellingham	58	0	2	6	11	19	39	0	27	2	10	15	59
Benton City	1	0	0	1	0	1	0	0	1	0	1	0	1
Blaine	4	0	0	0	0	0	4	0	0	0	0	0	4
Bonney Lake	6	0	0	0	2	2	4	0	3	0	0	3	7
Bothell	37	0	1	4	7	12	25	0	16	1	7	8	39
Bremerton	18	0	0	2	3	5	13	0	5	0	2	3	18
Bridgeport	1	0	0	0	0	0	1	0	0	0	0	0	1
Burien	3	1	0	0	1	1	1	1	1	0	0	1	3
Burlington	13	0	0	2	2	4	9	0	6	0	4	2	14
Camas	3	0	0	0	1	1	2	0	1	0	0	1	3
Carnation	2	0	0	0	0	0	2	0	0	0	0	0	2
Castle Rock	1	0	0	0	0	0	1	0	0	0	0	0	1
Centralia	15	0	1	1	2	4	11	0	4	1	1	2	15
Chehalis	15	0	0	4	4	8	7	0	12	0	5	7	18
Chelan	1	0	0	0	0	0	1	0	0	0	0	0	1
Cheney	1	0	0	0	1	1	0	0	1	0	0	1	1
Clarkston	4	0	0	2	0	2	2	0	3	0	2	1	4
Cle Elum	2	0	0	0	0	0	2	0	0	0	0	0	2
Clyde Hill	1	0	0	0	0	0	1	0	0	0	0	0	1
Colfax	3	0	1	0	0	1	2	0	1	1	0	0	3
College Place	1	0	0	0	0	0	1	0	0	0	0	0	1
Colville	4	1	0	0	0	0	3	1	1	1	0	0	4
Coulee Dam	1	0	0	0	0	0	1	0	0	0	0	0	1
Covington	4	0	0	0	0	0	4	0	0	0	0	0	4
Davenport	1	0	0	0	0	0	1	0	0	0	0	0	1
Des Moines	9	0	0	0	2	2	7	0	2	0	0	2	9
Duvall	2	0	0	0	1	1	1	0	2	0	0	2	2
East Wenatchee	1	0	0	0	0	0	1	0	0	0	0	0	1
Edgewood	3	0	1	1	1	3	0	0	3	1	1	1	3
Edmonds	15	0	1	2	3	6	9	0	9	1	2	6	16
Ellensburg	2	0	0	1	0	1	1	0	1	0	1	0	2
Elma	3	0	0	0	1	1	2	0	1	0	0	1	4
Enumclaw	4	0	1	0	0	1	3	0	2	1	0	1	4
Ephrata	3	0	0	0	0	0	3	0	0	0	0	0	3
Everett	147	0	3	9	31	43	104	0	62	3	11	48	153
Federal Way	114	1	1	4	26	31	82	1	50	5	5	40	123
Ferndale	5	0	0	0	0	0	5	0	0	0	0	0	5
Fife	49	0	0	2	9	11	38	0	13	0	2	11	53

...continued 2006 Heavy Truck Involved Collisions by City

CITY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF LARGE TRUCKS INVOLVED
Forks	1	0	0	0	0	0	1	0	0	0	0	0	1
Gig Harbor	3	0	0	1	0	1	2	0	1	0	1	0	3
Gold Bar	1	0	0	0	0	0	1	0	0	0	0	0	1
Grandview	1	0	0	0	0	0	1	0	0	0	0	0	1
Granite Falls	2	0	0	0	0	0	2	0	0	0	0	0	2
Hoquiam	11	0	0	1	0	1	10	0	1	0	1	0	11
Hunts Point	1	0	0	0	0	0	1	0	0	0	0	0	1
Issaquah	23	1	0	1	5	6	16	1	7	0	1	6	23
Kalama	2	0	0	0	0	0	2	0	0	0	0	0	2
Kelso	15	0	1	0	3	4	11	0	6	1	1	4	15
Kenmore	3	0	0	1	0	1	2	0	1	0	1	0	3
Kennewick	14	0	0	2	3	5	9	0	6	0	3	3	14
Kent	118	0	3	5	26	34	84	0	48	4	7	37	130
Kirkland	28	0	0	2	5	7	21	0	7	0	2	5	29
Lacey	19	0	0	1	7	8	11	0	10	0	1	9	19
Lake Forest Park	2	0	0	0	1	1	1	0	2	0	0	2	2
Lake Stevens	3	0	0	0	1	1	2	0	2	0	0	2	3
Lakewood	58	0	3	4	14	21	37	0	33	6	4	23	62
Long Beach	2	0	0	0	0	0	2	0	0	0	0	0	2
Longview	22	0	1	1	4	6	16	0	13	1	2	10	24
Lynden	4	0	0	2	0	2	2	0	4	0	2	2	4
Lynnwood	30	0	0	3	5	8	22	0	9	0	3	6	30
McCleary	3	0	0	0	0	0	3	0	0	0	0	0	3
Maple Valley	7	0	1	2	2	5	2	0	8	1	2	5	7
Marysville	17	1	0	1	4	5	11	1	9	0	1	8	17
Medical Lake	1	0	0	0	1	1	0	0	2	0	0	2	1
Medina	3	0	0	0	0	0	3	0	0	0	0	0	3
Mercer Island	8	0	0	1	2	3	5	0	3	0	1	2	8
Metaline Falls	1	0	0	1	0	1	0	0	1	0	1	0	1
Mill Creek	11	2	0	0	4	4	5	2	5	0	1	4	11
Milton	13	0	0	1	3	4	9	0	5	0	1	4	14
Monroe	25	0	1	1	4	6	19	0	9	1	1	7	25
Morton	1	0	0	0	1	1	0	0	1	0	0	1	1
Moses Lake	11	0	0	0	1	1	10	0	1	0	0	1	12
Mossyrock	1	0	1	0	0	1	0	0	2	1	1	0	1
Mountlake Terrace	7	0	0	0	2	2	5	0	2	0	0	2	7
Mount Vernon	10	1	0	2	0	2	7	1	11	1	3	7	10
Mukilteo	8	0	0	0	3	3	5	0	5	0	0	5	8
Napavine	10	0	0	1	2	3	7	0	4	0	2	2	10
Newport	1	0	0	0	0	0	1	0	0	0	0	0	1
Normandy Park	2	0	0	0	0	0	2	0	0	0	0	0	2
North Bend	4	0	0	0	1	1	3	0	1	0	0	1	4
Oak Harbor	5	0	0	0	2	2	3	0	2	0	0	2	5
Olympia	30	0	0	1	4	5	25	0	5	0	1	4	33
Oroville	1	0	0	1	0	1	0	0	2	0	1	1	1
Orting	3	0	0	0	0	0	3	0	0	0	0	0	3
Othello	1	0	0	0	0	0	1	0	0	0	0	0	1
Pacific	9	0	0	1	1	2	7	0	3	0	2	1	10
Pasco	25	0	0	2	8	10	15	0	18	0	2	16	25

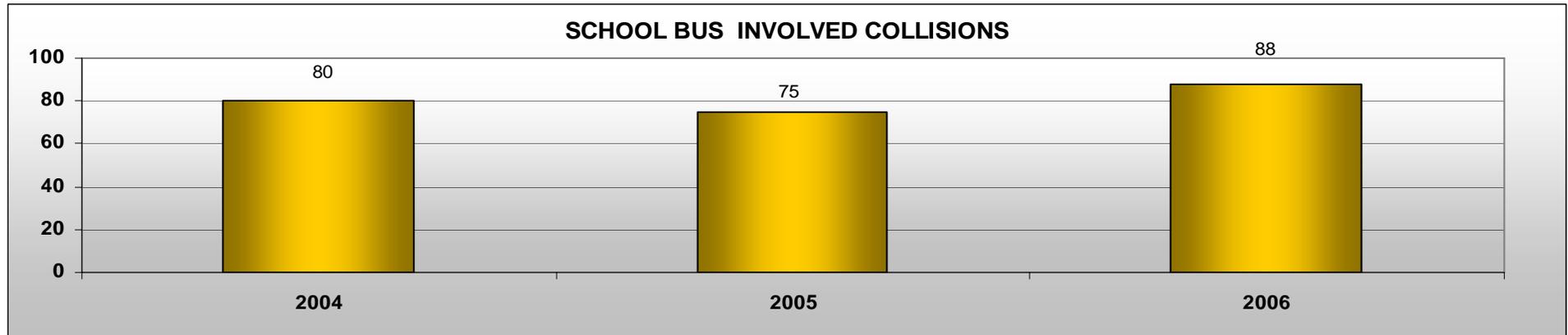
...continued 2006 Heavy Truck Involved Collisions by City

CITY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF LARGE TRUCKS INVOLVED
Pe Ell	2	0	0	0	0	0	2	0	0	0	0	0	2
Port Angeles	10	0	0	0	3	3	7	0	3	0	0	3	10
Port Orchard	4	0	0	0	0	0	4	0	0	0	0	0	5
Port Townsend	1	0	0	0	0	0	1	0	0	0	0	0	1
Poulsbo	6	0	0	0	0	0	6	0	0	0	0	0	6
Prosser	1	0	0	0	0	0	1	0	0	0	0	0	1
Pullman	7	0	0	1	0	1	6	0	1	0	1	0	7
Puyallup	41	0	1	2	14	17	24	0	23	1	2	20	43
Quincy	5	0	0	0	0	0	5	0	0	0	0	0	6
Raymond	2	0	0	0	0	0	2	0	0	0	0	0	2
Redmond	23	0	0	0	1	1	22	0	2	0	0	2	23
Renton	115	0	0	7	32	39	76	0	53	0	8	45	119
Republic	2	0	0	0	0	0	2	0	0	0	0	0	2
Richland	19	0	0	0	4	4	15	0	4	0	0	4	20
Ridgefield	7	0	0	3	0	3	4	0	3	0	3	0	8
Rockford	1	0	0	0	0	0	1	0	0	0	0	0	1
Rock Island	1	0	0	0	1	1	0	0	1	0	0	1	1
SeaTac	48	0	1	1	12	14	34	0	15	1	1	13	50
Seattle	413	1	6	13	90	109	303	1	144	6	15	123	443
Sedro-Woolley	5	0	0	1	0	1	4	0	2	0	1	1	5
Shelton	5	0	0	0	1	1	4	0	1	0	0	1	5
Shoreline	23	0	0	1	6	7	16	0	12	0	1	11	27
Shohomish	5	0	0	0	3	3	2	0	3	0	0	3	5
South Bend	1	0	0	0	0	0	1	0	0	0	0	0	1
Spokane	75	1	0	10	14	24	50	1	32	0	13	19	77
Spokane Valley	31	0	1	4	6	11	20	0	17	1	6	10	32
Sultan	2	0	0	0	1	1	1	0	1	0	0	1	2
Sumner	12	0	0	1	4	5	7	0	10	0	2	8	15
Sunnyside	1	0	0	0	0	0	1	0	0	0	0	0	1
Tacoma	207	1	0	17	43	60	146	1	90	2	19	69	217
Tenino	2	0	0	0	0	0	2	0	0	0	0	0	2
Tonasket	2	0	0	0	1	1	1	0	1	0	0	1	2
Toppenish	3	0	0	0	1	1	2	0	1	0	0	1	3
Tukwila	114	0	2	13	26	41	73	0	67	2	16	49	120
Tumwater	21	0	0	4	4	8	13	0	11	0	6	5	21
Union Gap	2	0	0	0	1	1	1	0	1	0	0	1	2
Vancouver	62	0	0	7	8	15	47	0	18	0	9	9	64
Walla Walla	3	0	0	0	0	0	3	0	0	0	0	0	3
Washougal	2	0	0	0	1	1	1	0	1	0	0	1	2
Wenatchee	12	0	0	0	2	2	10	0	2	0	0	2	12
West Richland	2	0	0	0	1	1	1	0	1	0	0	1	2
Woodinville	9	0	0	0	0	0	9	0	0	0	0	0	10
Woodland	6	0	0	1	1	2	4	0	3	0	1	2	6
Yakima	16	1	1	0	4	5	10	1	7	1	0	6	16
Yarrow Point	1	0	0	0	1	1	0	0	1	0	0	1	1
Yelm	4	0	0	0	0	0	4	0	0	0	0	0	4
City Total	2,714	13	38	178	551	767	1,934	13	1,085	50	225	810	2,854
NA (Not in City)	1,607	32	35	223	251	509	1,066	35	758	47	296	415	1,717
Grand Total	4,321	45	73	401	802	1,276	3,000	48	1,843	97	521	1,225	4,571

62.8% of heavy-truck-involved collisions occurred within a city - 15.2% in Seattle, 7.6% in Tacoma, and 5.4% in Everett. 28.9% of fatal heavy truck Involved collisions occurred within a city.

2004 – 2006 School Bus Involved Collisions

YEAR	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF SCHOOL BUSES INVOLVED	NUMBER OF PEDESTRIANS INVOLVED	NUMBER OF PEDALCYCLISTS INVOLVED
2004	80	1	2	9	17	28	51	1	46	3	13	30	80	1	0
2005	75	0	0	5	11	16	59	0	22	0	5	17	76	1	0
2006	88	0	1	8	25	34	54	0	84	1	9	74	89	3	0
TOTAL	243	1	3	22	53	78	164	1	152	4	27	121	245	5	0



School bus involved collisions decreased by 6.3% in 2005, then increased by 17.3% in 2006.

Only 0.4% of total school bus involved collisions were fatal from 2004 - 2006, while 32.1% were injury collisions. Only 2.1% of these collisions from 2004 - 2006 were pedestrian involved.

2006 School Bus Involved Collisions by County

COUNTY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF SCHOOL BUSES INVOLVED	NUMBER OF PEDESTRIANS INVOLVED	NUMBER OF PEDALCYCLISTS INVOLVED
Asotin	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Chelan	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Clallam	1	0	0	0	1	1	0	0	1	0	0	1	1	0	0
Clark	5	0	0	1	1	2	3	0	6	0	1	5	5	0	0
Cowlitz	4	0	0	0	3	3	1	0	10	0	0	10	4	0	0
Franklin	1	0	0	0	1	1	0	0	8	0	0	8	1	0	0
Grant	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Grays Harbor	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Jefferson	1	0	0	0	1	1	0	0	2	0	0	2	1	0	0
King	24	0	0	1	7	8	16	0	9	0	1	8	24	2	0
Kitsap	2	0	0	1	0	1	1	0	1	0	1	0	2	0	0
Kittitas	1	0	0	0	1	1	0	0	1	0	0	1	1	0	0
Lewis	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Lincoln	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Okanogan	2	0	0	1	0	1	1	0	9	0	1	8	2	0	0
Pacific	1	0	0	1	0	1	0	0	2	0	1	1	1	0	0
Pierce	16	0	1	2	3	6	10	0	13	1	3	9	16	1	0
Skagit	1	0	0	0	1	1	0	0	1	0	0	1	1	0	0
Snohomish	14	0	0	0	2	2	12	0	3	0	0	3	14	0	0
Spokane	4	0	0	1	2	3	1	0	14	0	1	13	5	0	0
Thurston	4	0	0	0	2	2	2	0	4	0	0	4	4	0	0



The majority of school bus involved collisions occurred in King (27.3%), Pierce (18.2%), and Snohomish (15.9%) counties.

For total injury collisions, the majority of school bus involved collisions occurred in King (23.5%) and Pierce (17.6%).

2006 School Bus Involved Collisions by City

CITY	TOTAL COLLISIONS	FATAL COLLISIONS	DISABLING INJURY COLLISIONS	EVIDENT INJURY COLLISIONS	POSSIBLE INJURY COLLISIONS	TOTAL INJURY COLLISIONS	PROPERTY DAMAGE ONLY COLLISIONS	NUMBER OF FATALITIES	NUMBER OF INJURIES	NUMBER OF DISABLING INJURIES	NUMBER OF EVIDENT INJURIES	NUMBER OF POSSIBLE INJURIES	NUMBER OF SCHOOLS BUSES INVOLVED	NUMBER OF PEDESTRIANS INVOLVED	NUMBER OF PEDALCYCLISTS INVOLVED
Asotin	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Bainbridge Island	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0
Battle Ground	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Bellevue	2	0	0	0	1	1	1	0	2	0	0	2	2	0	0
Bothell	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Burlington	1	0	0	0	1	1	0	0	1	0	0	1	1	0	0
Carnation	1	0	0	0	1	1	0	0	1	0	0	1	1	1	0
Eatonville	1	0	1	0	0	1	0	0	1	1	0	0	1	1	0
Edmonds	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Everett	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Federal Way	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0
Fife	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Kent	3	0	0	0	0	0	3	0	0	0	0	0	3	0	0
Kirkland	2	0	0	0	1	1	1	0	1	0	0	1	2	0	0
Lacey	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Lake Stevens	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Lakewood	1	0	0	0	1	1	0	0	1	0	0	1	1	0	0
Lynnwood	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Mill Creek	2	0	0	0	1	1	1	0	1	0	0	1	2	0	0
Monroe	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Mountlake Terrace	1	0	0	0	1	1	0	0	2	0	0	2	1	0	0
Omak	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Pasco	1	0	0	0	1	1	0	0	8	0	0	8	1	0	0
Port Angeles	1	0	0	0	1	1	0	0	1	0	0	1	1	0	0
Puyallup	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Renton	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Seattle	5	0	0	0	1	1	4	0	1	0	0	1	5	0	0
Spokane	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Spokane Valley	1	0	0	1	0	1	0	0	1	0	1	0	1	0	0
Stanwood	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Sultan	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Tacoma	4	0	0	1	1	2	2	0	9	0	2	7	4	0	0
Tukwila	3	0	0	0	2	2	1	0	2	0	0	2	3	0	0
Vancouver	1	0	0	0	1	1	0	0	3	0	0	3	1	0	0
Wenatchee	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
City Total	52	0	1	4	14	19	33	0	37	1	5	31	52	3	0
NA (Not in City)	36	0	0	4	11	15	21	0	47	0	4	43	37	0	0
Grand Total	88	0	1	8	25	34	54	0	84	1	9	74	89	3	0

Only 52 (59.1%) of school bus involved collisions occurred within a city. The highest percentage of school bus involved collisions occurred in Seattle (9.6%), and Tacoma (7.7%).

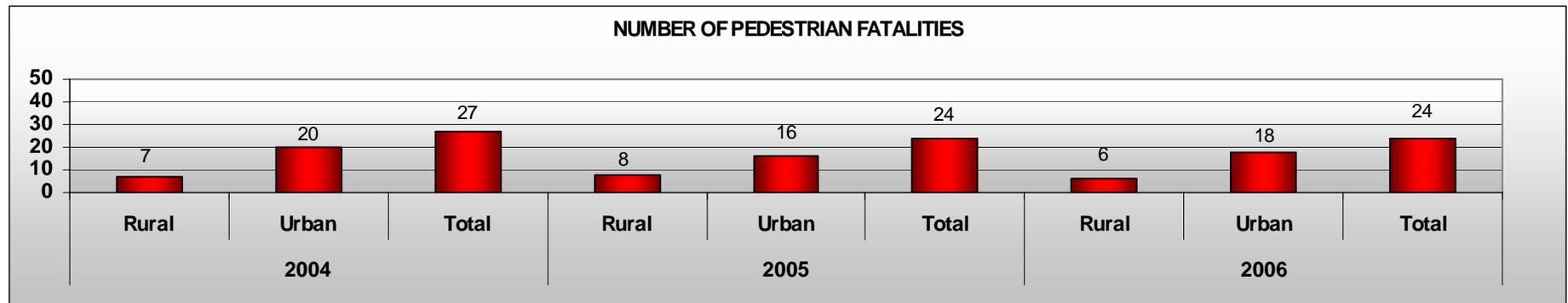
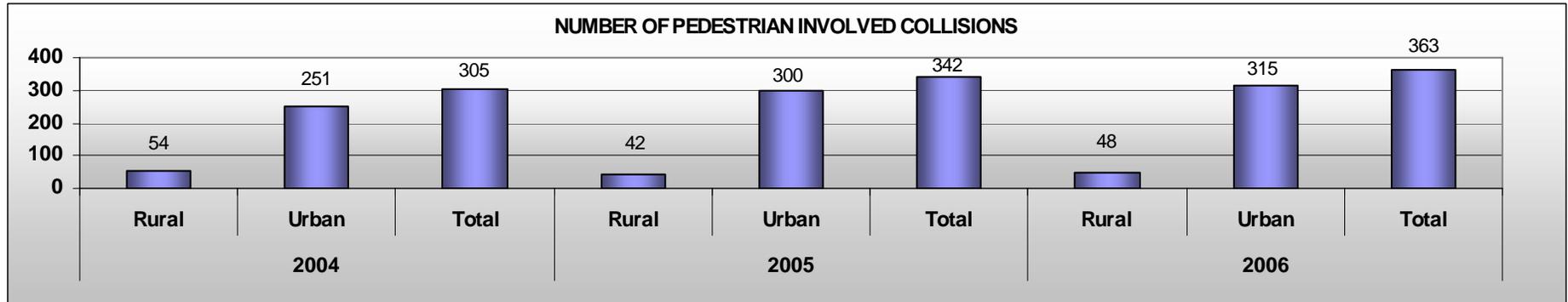
Pedestrian Involved Collisions

2004 – 2006 *Pedestrian Collisions Fatalities and Injuries in Traffic Collisions – 3 year Comparison

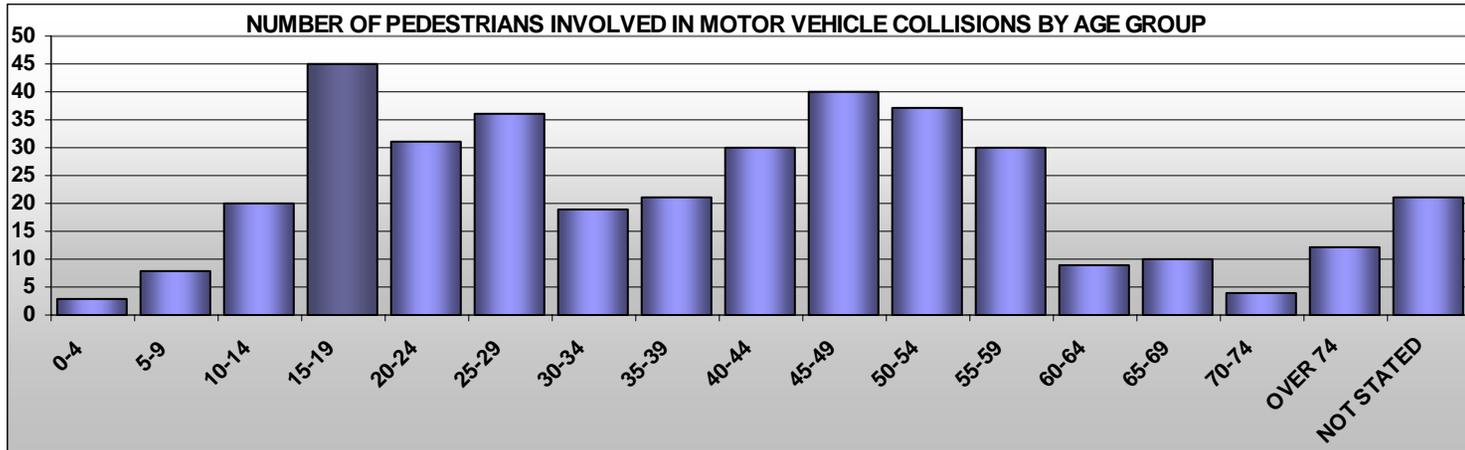
		NUMBER OF PEDESTRIAN INVOLVED COLLISIONS	NUMBER OF PEDESTRIANS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES	NUMBER OF PEDESTRIAN POSSIBLE INJURIES
2004	Rural	54	56	74	7	14	17	16
	Urban	251	269	295	20	47	112	78
	Total	305	325	369	27	61	129	94
2005	Rural	42	42	57	8	15	13	5
	Urban	300	319	331	16	55	120	118
	Total	342	361	388	24	70	133	123
2006	Rural	48	50	58	6	18	18	8
	Urban	315	326	337	18	64	105	125
	Total	363	376	395	24	82	123	133
Total		1,010	1,062	1,152	75	213	385	350

The number of pedestrian involved collisions increased by 19% from 2004 to 2006. Although the number of pedestrians involved in collisions increased by 15.7%, pedestrian fatalities decreased by 11.1%. In 2006, the majority of pedestrian involved collisions, fatalities and injuries occurred on urban roadways- 86.8% of collisions, 75% of fatalities, and 87% of injuries.

*Based on pedestrian Status of Person on Foot, Non-Motorist on Personal Conveyance (see glossary for details), Motorized and Non-Motorized Wheelchair.



2006 *Pedestrian Involved Collisions by Age and Gender



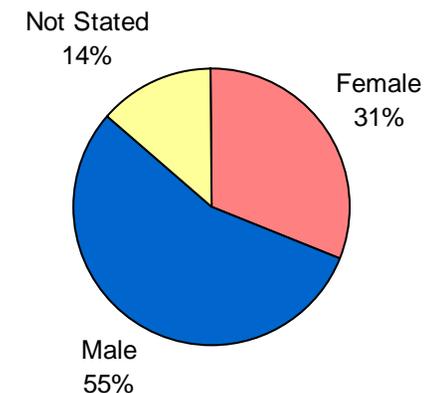
15-19 year olds comprised 12% of total pedestrians involved in collisions and 12.7% of injuries, but 0% of fatalities. In contrast, 45-49 year olds comprised 10.6% of the total involved, and 9.8% of injuries, but 25% of fatalities. In addition, 40-44 year olds comprised 8% of the total involved, 7.1% of injuries, and 16.7% of fatalities.

In pedestrian collisions where gender was identified, 64% were males. Males accounted for 67% of fatalities and 63.4% of injuries.

AGE GROUP	NUMBER OF PEDESTRIANS	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES	NUMBER OF PEDESTRIAN POSSIBLE INJURIES
0-4	3	0	0	1	2
5-9	8	0	3	3	1
10-14	20	0	3	10	7
15-19	45	0	5	17	21
20-24	31	2	5	7	14
25-29	36	1	6	16	13
30-34	19	3	3	5	8
35-39	21	1	4	5	11
40-44	30	4	7	6	11
45-49	40	6	10	14	9
50-54	37	2	12	10	12
55-59	30	1	5	10	14
60-64	9	2	4	2	1
65-69	10	0	2	5	3
70-74	4	0	4	0	0
OVER 74	12	2	2	5	2
NOT STATED	21	0	7	7	4
TOTAL	376	24	82	123	133

GENDER	NUMBER OF PEDESTRIANS	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES	NUMBER OF PEDESTRIAN POSSIBLE INJURIES
FEMALE	117	8	22	32	52
MALE	208	16	47	74	63
NOT STATED	51	0	13	17	18
Total	376	24	82	123	133

PEDESTRIANS INVOLVED IN MOTOR VEHICLE COLLISIONS

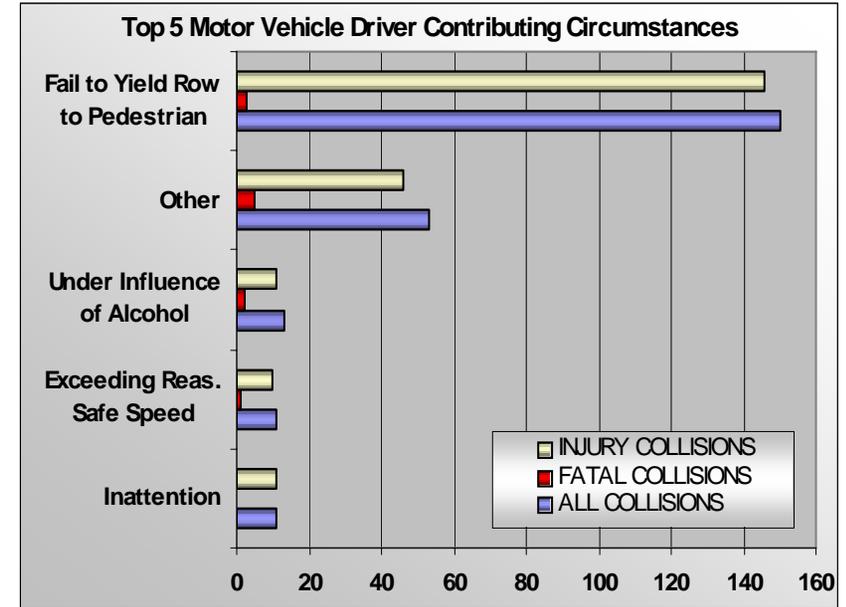


*Based on pedestrian Status of Person on Foot, Non-Motorist on Personal Conveyance (see glossary for details), Motorized and Non-Motorized Wheelchair.

2006 *Pedestrian vs. Driver; Leading **Contributing Circumstances

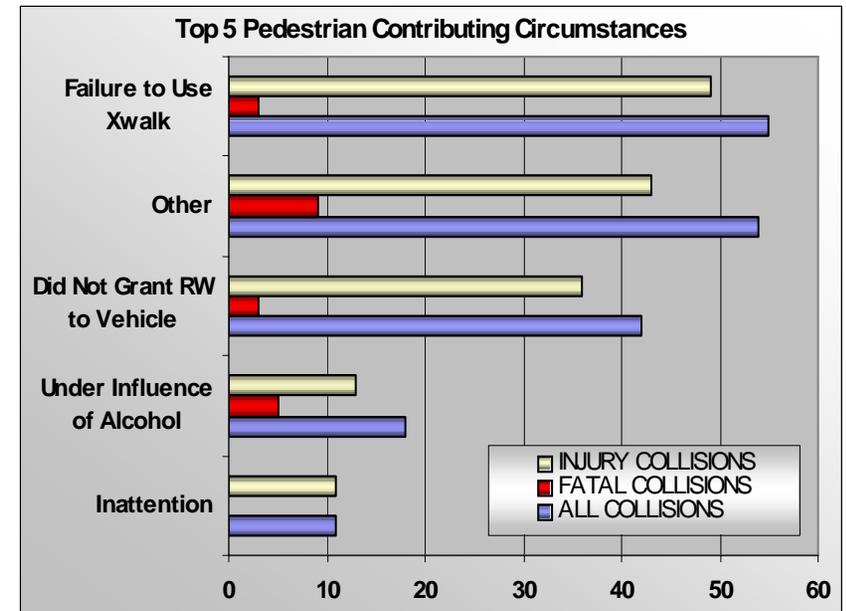
Leading Motor Vehicle Driver **Contributing Circumstances in:

	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
Failure to Yield Right of Way to Pedestrian	150	3	146
Other	53	5	46
Under Influence of Alcohol	13	2	11
Inattention	11	0	11
Exceeding Reasonable Safe Speed	11	1	10
Unknown Driver Distraction	6	1	5
Driver Distractions Outside Vehicle	6	0	6
Disregard Stop and Go Light	5	0	5
Improper Passing	3	1	2
Operating Defective Equipment	3	1	2
Improper Turn	3	0	3
Apparently Fatigued	2	0	2
Improper Parking Location	2	0	2
Driver Operating Handheld Telecommunication Device	2	0	2



Leading *Pedestrian **Contributing Circumstances in:

	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
Failure to Use Xwalk	55	3	49
Other	54	9	43
Did Not Grant Right of Way to Vehicle	42	3	36
Under Influence of Alcohol	18	5	13
Inattention	11	0	11
Disregard Stop and Go Light	10	0	9
On Wrong Side Of Road	1	0	1



*Based on pedestrian Status of Person on Foot, Non-Motorist on Personal Conveyance (see glossary for details), Motorized and Non-Motorized Wheelchair.

**Up to three contributing circumstances are possible per driver. It is important to remember that the attached listing does not represent the number of collisions, but rather lists the total number of contributing circumstances associated with all the drivers.

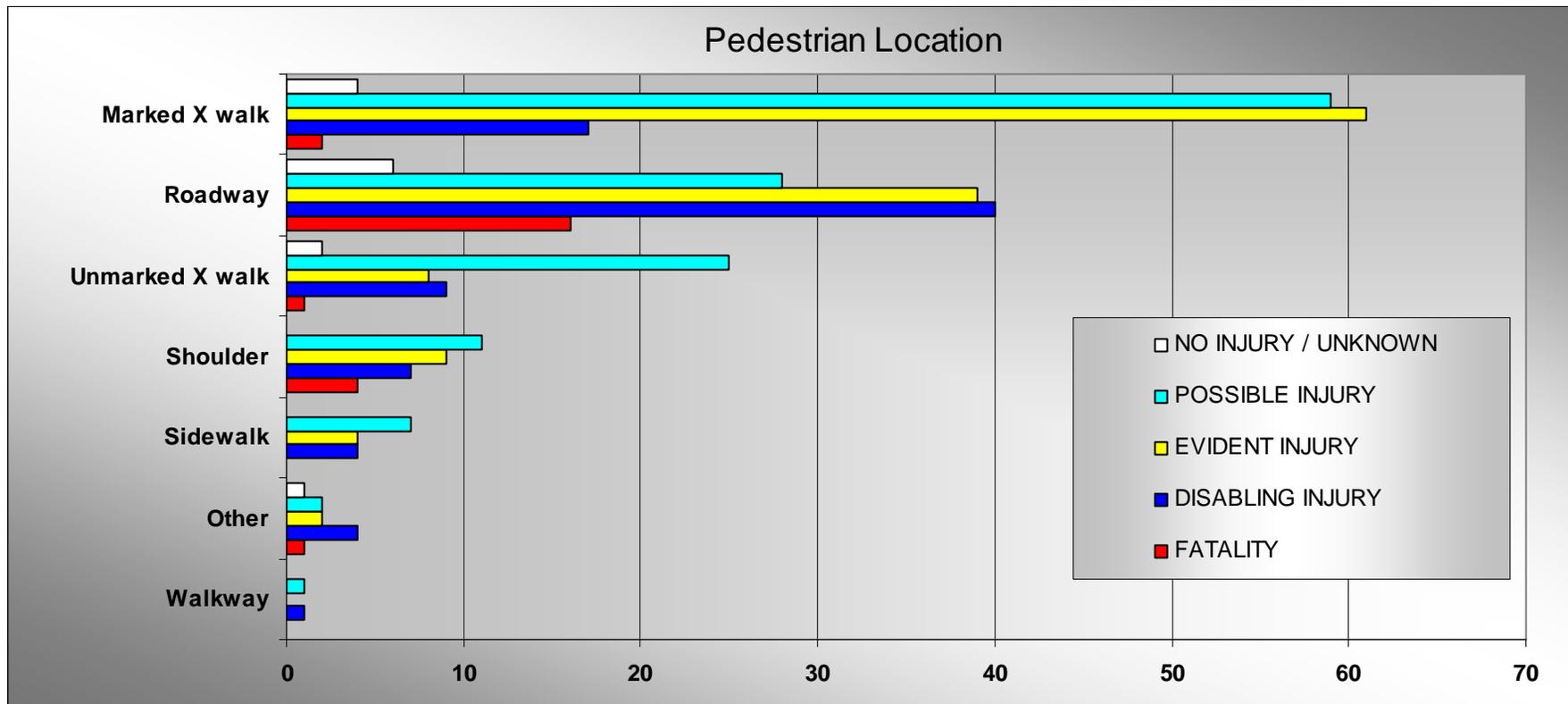
2006 *Pedestrian Location (Pedestrian Was Using)

PEDESTRIAN WAS USING	FATALITY	DISABLING INJURY	EVIDENT INJURY	POSSIBLE INJURY	NO INJURY / UNKNOWN	TOTAL
Marked X walk	2	17	61	59	5	144
Roadway	16	40	39	28	6	129
Unmarked X walk	1	9	8	25	2	45
Shoulder	4	7	9	11	0	31
Sidewalk	0	4	4	7	0	15
Other	1	4	2	2	1	10
Walkway	0	1	0	1	0	2
TOTAL	24	82	123	133	14	376

Pedestrians involved in collisions were most often using a marked crosswalk at the time of the collision when they received evident or possible injuries.

When pedestrians received fatal or disabling injuries, they were most often on the roadway.

*Based on pedestrian Status of Person on Foot, Non-Motorist on Personal Conveyance (see glossary for details), Motorized and Non-Motorized Wheelchair.



2006 *Pedestrian Involved Collisions by County

COUNTY	NUMBER OF PEDESTRIAN INVOLVED COLLISIONS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDESTRIANS	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES
King	132	144	137	10	35	33
Snohomish	65	67	65	2	11	27
Pierce	44	48	46	5	11	13
Spokane	20	20	22	0	3	6
Kitsap	12	14	12	0	1	4
Grays Harbor	12	13	13	0	2	5
Chelan	10	10	10	1	3	3
Whatcom	8	10	8	1	1	5
Clark	8	13	10	1	0	7
Clallam	7	7	7	1	1	2
Skagit	7	7	7	1	0	3
Okanogan	4	4	4	0	1	2
Lewis	4	4	4	0	1	1
Kittitas	4	7	5	0	2	3
Yakima	4	4	4	1	1	2
Mason	3	3	3	0	1	1
Thurston	3	4	3	0	0	1
Cowlitz	2	2	2	1	0	1
Pacific	2	2	2	0	2	0
Whitman	2	2	2	0	0	1
Grant	2	2	2	0	1	1
Jefferson	2	2	2	0	0	1
Franklin	1	1	1	0	1	0
Adams	1	1	1	0	1	0
Island	1	1	1	0	1	0
Lincoln	1	1	1	0	0	1
Walla Walla	1	1	1	0	1	0
Asotin	1	1	1	0	1	0
TOTAL	363	395	376	24	82	123

King County had the highest number of pedestrian involved collisions, with 36.4%, followed by Snohomish with 17.9%, and Pierce with 12.1%.

The same three counties experienced the highest number of pedestrian fatalities, with 41.7%, 8.3%, and 20.8%, respectively.



*Based on Pedestrian Status of Person on Foot, Non-Motorist on Personal Conveyance (see glossary for details), Motorized and Non-Motorized Wheelchair.

2006 *Pedestrian Involved Collisions by City

CITY	NUMBER OF PEDESTRIAN INVOLVED COLLISIONS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDESTRIANS	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES	NUMBER OF PEDESTRIAN POSSIBLE INJURIES
Seattle	48	51	50	3	14	11	19
Kent	20	22	20	1	3	6	9
Everett	20	20	20	0	2	11	7
Tacoma	18	20	20	2	4	5	7
Spokane	16	16	18	0	3	4	10
Lynnwood	11	11	11	0	1	3	6
SeaTac	10	12	10	0	2	1	6
Federal Way	9	9	9	0	2	4	3
Shoreline	8	8	8	0	5	1	2
Edmonds	8	8	8	0	3	2	3
Wenatchee	7	7	7	1	0	3	3
Bremerton	7	8	7	0	1	1	4
Aberdeen	7	7	7	0	0	2	5
Renton	7	7	10	1	2	3	4
Auburn	5	5	5	1	1	3	0
Vancouver	4	6	5	0	0	4	0
Port Angeles	4	4	4	1	1	1	1
Mukilteo	4	4	4	0	3	1	0
Bellingham	4	4	4	1	0	2	1
Bothell	4	6	4	1	2	1	0
Spokane Valley	3	3	3	0	0	1	2
Centralia	3	3	3	0	1	1	1
Redmond	3	3	3	1	1	0	1
Puyallup	3	3	3	0	1	1	1
Burien	2	2	2	0	1	0	1
Mount Vernon	2	2	2	0	0	1	1
Hoquiam	2	2	2	0	0	1	1
Moses Lake	2	2	2	0	1	1	0
Burlington	2	2	2	0	0	1	1
Selah	2	2	2	0	0	2	0
Yelm	2	3	2	0	0	1	1
Sumner	2	2	2	0	0	2	0
Enumclaw	2	2	2	0	0	1	1
Kenmore	2	2	2	0	1	1	0

CITY	NUMBER OF PEDESTRIAN INVOLVED COLLISIONS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDESTRIANS	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES	NUMBER OF PEDESTRIAN POSSIBLE INJURIES
Lakewood	2	3	2	1	1	0	0
Monroe	2	2	2	1	0	1	0
Omak	2	2	2	0	0	1	1
Long Beach	1	1	1	0	1	0	0
Woodland	1	1	1	1	0	0	0
Pasco	1	1	1	0	1	0	0
Clarkston	1	1	1	0	1	0	0
Eatonville	1	1	1	0	1	0	0
Cle Elum	1	1	1	0	0	1	0
Medina	1	1	1	0	0	0	1
Carnation	1	1	1	0	0	0	1
Port Townsend	1	1	1	0	0	0	1
Snoqualmie	1	1	1	0	0	1	0
Morton	1	1	1	0	0	0	1
Winthrop	1	1	1	0	0	1	0
Chelan	1	1	1	0	1	0	0
Mountlake Terrace	1	1	1	0	0	0	1
Edgewood	1	1	1	0	1	0	0
Leavenworth	1	1	1	0	1	0	0
North Bend	1	1	1	0	0	0	1
Covington	1	1	1	0	0	0	1
Bellevue	1	1	1	0	0	0	1
Kelso	1	1	1	0	0	1	0
McCleary	1	1	1	0	0	1	0
Cheney	1	1	1	0	0	1	0
Port Orchard	1	1	1	0	0	0	1
Colfax	1	1	1	0	0	1	0
Pullman	1	1	1	0	0	0	1
Yakima	1	1	1	1	0	0	0
Tukwila	1	4	1	0	0	1	0
Arlington	1	1	1	0	0	0	1
Anacortes	1	1	1	0	0	1	0
Wilbur	1	1	1	0	0	1	0

*Based on pedestrian Status of Person on Foot, Non-Motorist on Personal Conveyance (see glossary for details), Motorized and Non-Motorized Wheelchair.

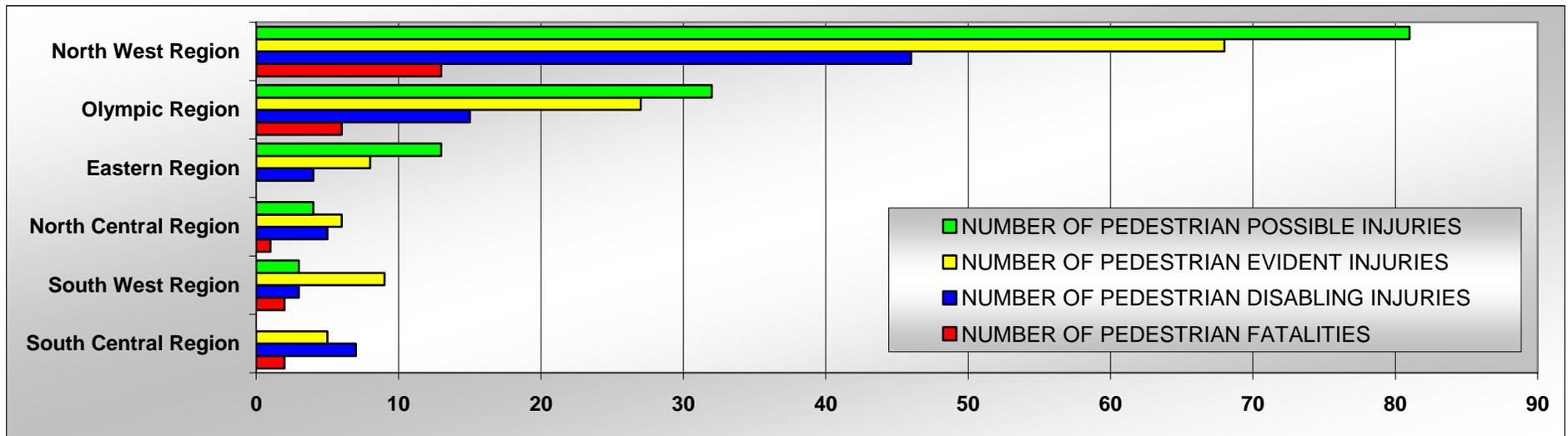
79.6% of pedestrian involved collisions occurred within a city.

Seattle, Kent, and Everett had the highest number of collisions with 16.8%, 6.9%, and 6.9%, respectively.

The highest number of fatalities occurred in Seattle (17.6%), and Tacoma (11.8%).

2006 *Pedestrian Collisions by WSDOT Region

REGION	NUMBER OF PEDESTRIAN INVOLVED COLLISIONS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDESTRIANS	NUMBER OF PEDESTRIAN FATALITIES	NUMBER OF PEDESTRIAN DISABLING INJURIES	NUMBER OF PEDESTRIAN EVIDENT INJURIES	NUMBER OF PEDESTRIAN POSSIBLE INJURIES
North West Region	210	224	215	13	46	68	81
Olympic Region	82	90	85	6	15	27	32
Eastern Region	24	24	26	0	4	8	13
South West Region	16	21	18	2	3	9	3
North Central Region	16	16	16	1	5	6	4
South Central Region	13	18	14	2	7	5	0
Total	361	393	374	24	80	123	133



*Based on pedestrian Status of Person on Foot, Non-Motorist on Personal Conveyance (see glossary for details), Motorized and Non-Motorized Wheelchair.

The Northwest Region experienced 58.2% of the pedestrian involved collisions, which resulted in 54.2% of pedestrian fatalities and 58% of pedestrian injuries.

The Olympic Region accounted for another 22.7% of pedestrian involved collisions, which resulted in 25% of pedestrian fatalities and 22% of pedestrian injuries.

Pedalcyclist Involved Collisions

2004 – 2006 *Pedalcyclist Fatalities and Injuries in Traffic Collisions – 3 year Comparison

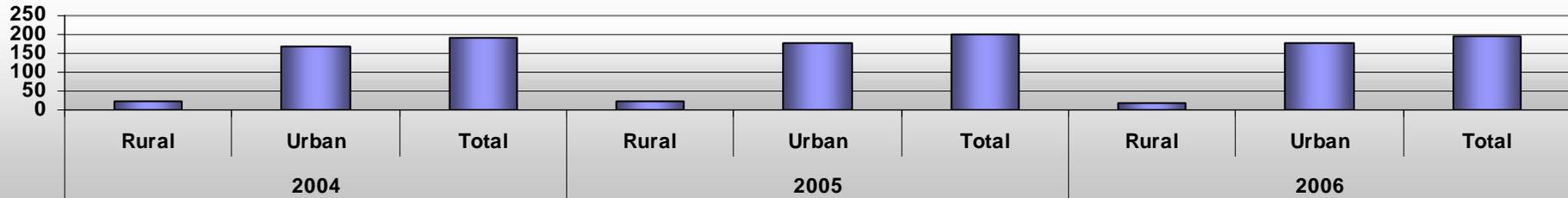
		NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS	NUMBER OF PEDALCYCLISTS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES
2004	Rural	22	24	22	3	4	13	2
	Urban	167	167	168	0	12	92	46
	Total	189	191	190	3	16	105	48
2005	Rural	25	25	25	1	3	15	6
	Urban	177	177	178	1	12	91	60
	Total	202	202	203	2	15	106	66
2006	Rural	19	20	19	1	5	8	4
	Urban	178	184	179	0	12	83	74
	Total	197	204	198	1	17	91	78
GRAND TOTAL		588	597	591	6	48	302	192

*Based on pedalcyclist status of bicycle, tricycle and unicycle

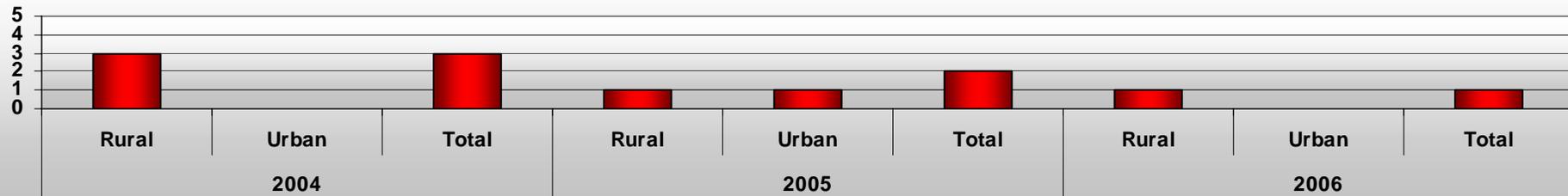


The number of pedalcyclist involved collisions increased by 4.2% from 2004 to 2006, while pedalcyclist fatalities decreased. The majority of pedalcyclist involved collisions from 2004-2006 occurred on urban roadways - 92%. However, the majority of pedalcyclist fatalities from 2004-2006 occurred on rural roadways.

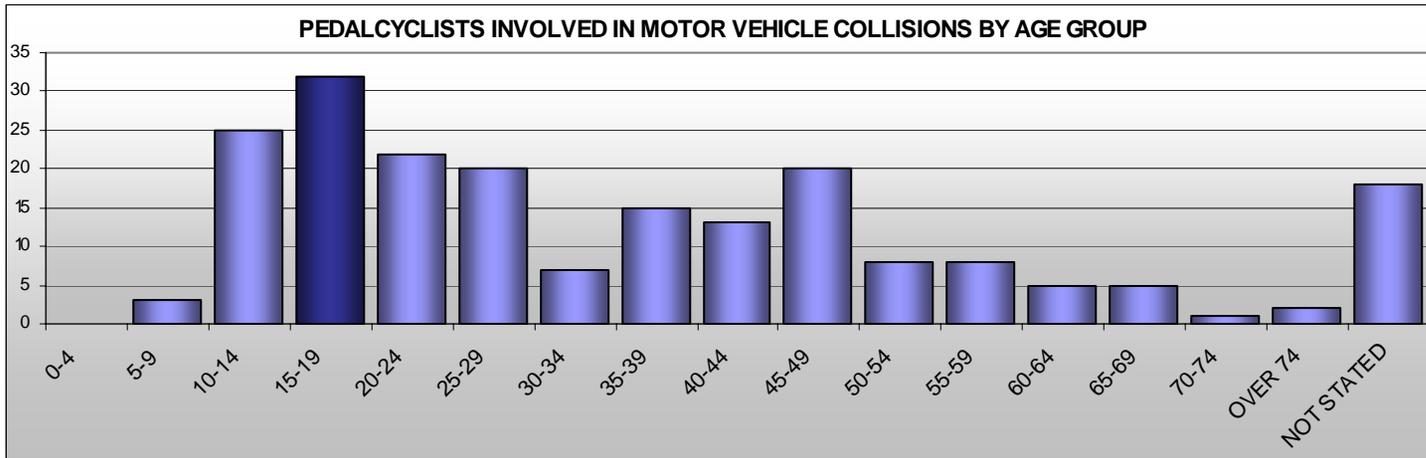
NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS



NUMBER OF PEDALCYCLIST FATALITIES



2006 *Pedalcyclist Collisions by Age and Gender



The age group with the largest majority of pedalcyclists involved was 15 -19 year olds, with 15.7% of the total, followed by 10-14 year olds, with 12.3%.

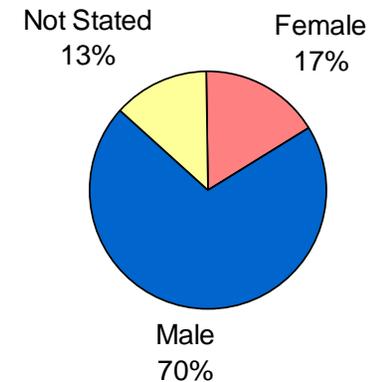
45-49 year olds had 23.5% of the disabling injuries, but only 9.8% of the total involved and 7.7% of evident and possible injuries.

The only pedalcyclist fatality was in the 55-59 age group.

AGE	NUMBER OF PEDALCYCLISTS	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES
0-4	0	0	0	0	0
5-9	3	0	0	2	0
10-14	25	0	3	15	6
15-19	32	0	1	18	11
20-24	22	0	0	11	9
25-29	20	0	0	9	9
30-34	7	0	0	4	3
35-39	15	0	3	3	8
40-44	13	0	1	3	7
45-49	20	0	4	6	7
50-54	8	0	1	6	1
55-59	8	1	2	2	3
60-64	5	0	1	1	2
65-69	5	0	0	3	2
70-74	1	0	0	1	0
OVER 74	2	0	0	1	1
NOT STATED	18	0	1	6	9
TOTAL	204	1	17	91	78

GENDER	NUMBER OF PEDALCYCLISTS	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES
FEMALE	34	0	5	16	12
MALE	143	1	10	68	52
NOT STATED	27	0	2	7	14
TOTAL	204	1	17	91	78

PEDALCYCLISTS INVOLVED IN MOTOR VEHICLE COLLISIONS



* Based on pedalcyclist status of bicycle, tricycle and unicycle

2006 *Pedalcyclist vs. Driver **Contributing Circumstances

Motor Vehicle Driver **Contributing Circumstances in:

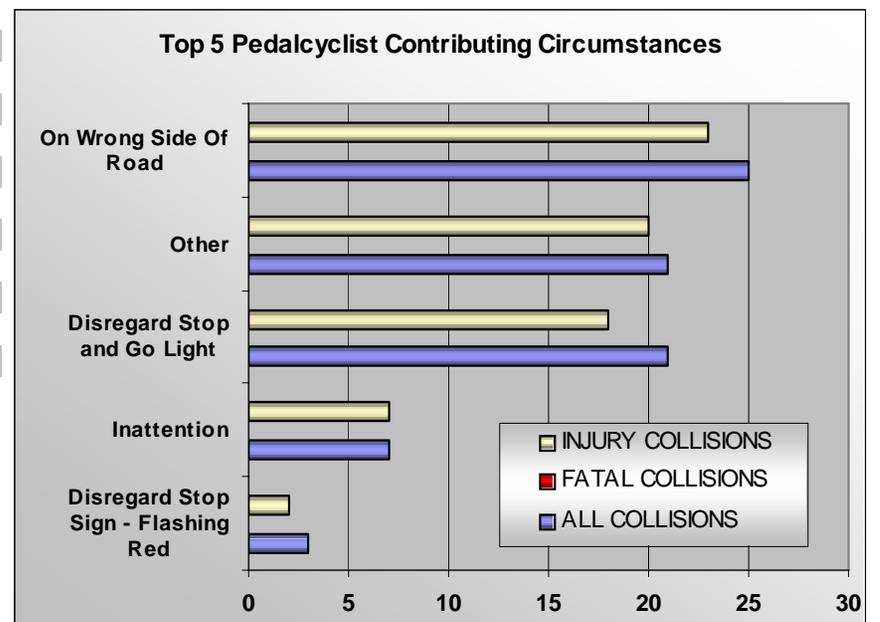
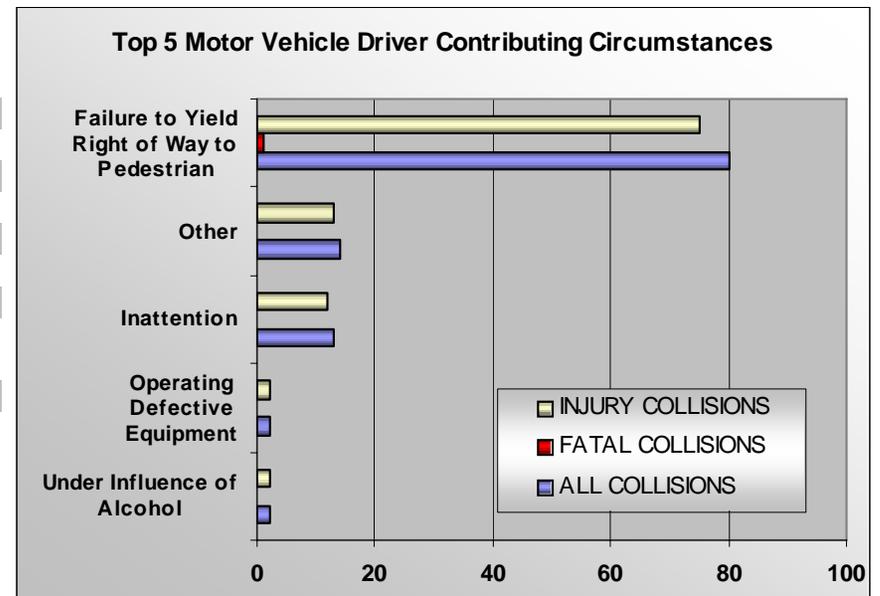
	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
Fail to Yield Right of Way to Pedalcyclist	80	1	75
Other	14	0	13
Inattention	13	0	12
Operating Defective Equipment	2	0	2
Under Influence of Alcohol	2	0	2
Improper Turn	2	0	2
Driver Distractions Outside Vehicle	2	0	2
Driver Interacting with Passengers, Animals or Objects in Vehicle	2	0	2
Over Center Line	1	0	1
Unknown Driver Distraction	1	0	1

*Pedalcyclist **Contributing Circumstances in:

	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
On Wrong Side Of Road	25	0	23
Other	21	0	20
Disregard Stop and Go Light	21	0	18
Inattention	7	0	7
Disregard Stop Sign - Flashing Red	3	0	2
Headlight Violation	3	0	2
Exceeding Reasonable Safe Speed	3	0	3
Operating Defective Equipment	1	0	1
Under Influence of Alcohol	1	0	1
Apparently Asleep	1	0	1
Follow Too Closely	1	0	1

*Based on Pedalcyclist status of Bicycle, Tricycle and Unicycle

**Up to three contributing circumstances are possible per driver. It is important to remember that the attached listing *does not* represent the number of collisions, but rather lists the total number of contributing circumstances associated with all the drivers.

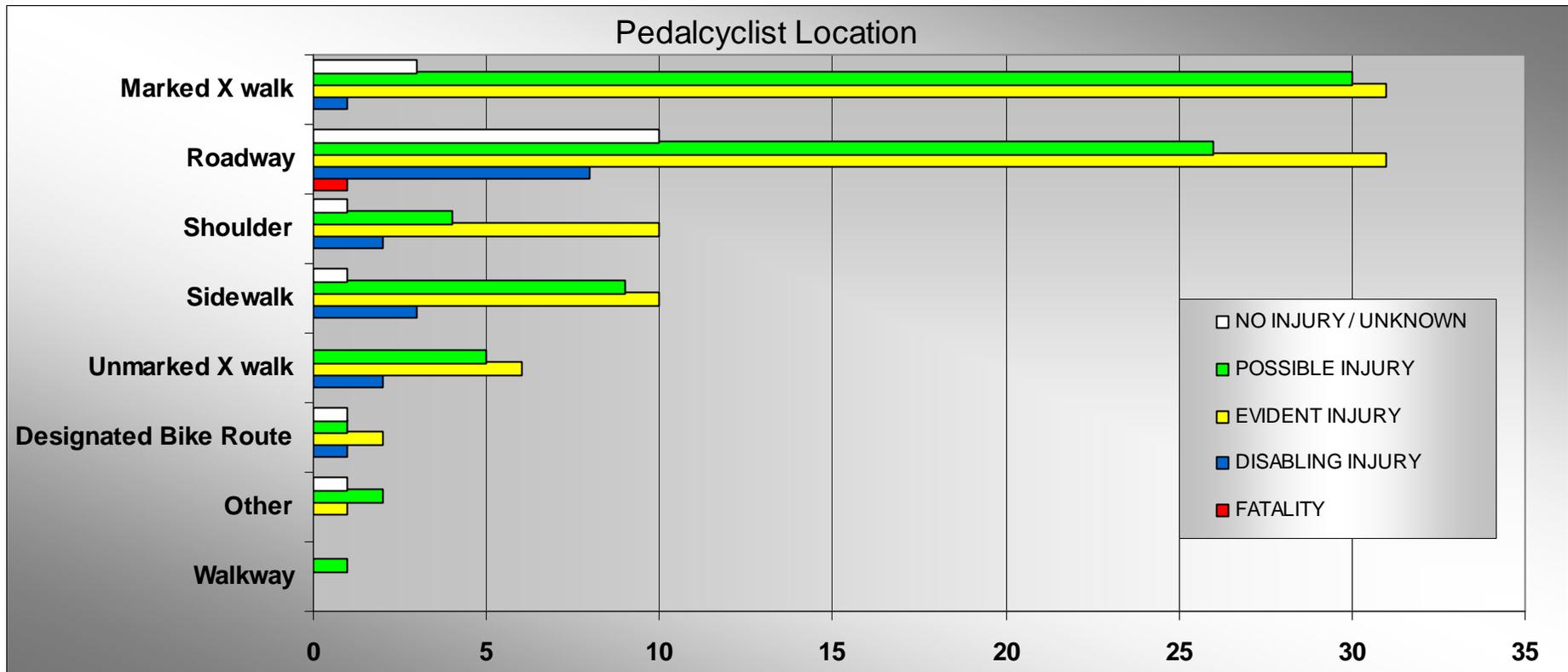


2006 *Pedalcyclist Location (Pedalcyclist Was Using)

PEDALCYCLIST WAS USING	FATALITY	DISABLING INJURY	EVIDENT INJURY	POSSIBLE INJURY	NO INJURY / UNKNOWN	TOTAL
Roadway	1	8	31	26	10	76
Marked X walk	0	1	31	30	3	65
Sidewalk	0	3	10	9	1	23
Shoulder	0	2	10	4	1	17
Unmarked X walk	0	2	6	5	0	13
Designated Bike Route	0	1	2	1	1	5
Other	0	0	1	2	1	4
Walkway	0	0	0	1	0	1
TOTAL	1	17	91	78	17	204

The pedalcyclist who was fatally injured and 47.1% of those who received disabling injuries were on the roadway at the time of the collision.

When pedalcyclists received evident injuries, they were most often on roadways (34.1%) or in marked crosswalks (34.1%), while those who received possible injuries were most often in marked crosswalks (34.1%).



*Based on Pedalcyclist status of Bicycle, Tricycle and Unicycle

2006 *Pedalcyclist Collisions by County

COUNTY	NUMBER OF *PEDALCYCLIST INVOLVED COLLISIONS	NUMBER OF PEDALCYCLISTS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES
King	51	52	51	0	3	24	20
Snohomish	25	26	26	0	1	9	16
Pierce	18	19	18	0	4	6	8
Spokane	14	15	14	0	1	9	4
Clark	12	12	12	0	1	7	2
Kitsap	10	10	10	0	0	5	3
Whatcom	9	9	9	0	1	1	4
Cowlitz	8	9	8	0	0	5	4
Thurston	7	7	7	0	0	3	4
Skagit	7	7	7	0	1	4	2
Chelan	6	7	6	0	1	2	2
Grays Harbor	4	5	4	0	0	4	1
Grant	4	4	4	0	1	2	1
Lewis	3	3	3	0	0	2	1
Whitman	3	3	3	0	0	1	2
Clallam	3	3	3	0	2	1	0
Benton	2	2	2	0	0	1	1
Asotin	1	1	1	0	0	0	1
Yakima	1	1	1	0	0	1	0
Okanogan	1	1	1	0	0	1	0
Jefferson	1	1	1	0	0	1	0
Island	1	1	1	0	0	0	1
Stevens	1	1	1	0	0	0	0
Lincoln	1	1	1	1	0	0	0
Walla Walla	1	1	1	0	0	0	1
Franklin	1	1	1	0	0	1	0
Pacific	1	1	1	0	1	0	0
Douglas	1	1	1	0	0	1	0
Total	197	204	198	1	17	91	78

King County had the highest number of pedalcyclist involved collisions, with 25.9%, followed by Snohomish with 12.7%, and Pierce with 9.1%.

The same three counties experienced the highest number of pedalcyclist injuries, with 25.3%, 14%, and 9.7%, respectively. The one fatality occurred in Lincoln County.

*Based on Pedalcyclist status of Bicycle, Tricycle and Unicycle

2006 *Pedalcyclist Collisions by City

CITY	NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS	NUMBER OF PEDALCYCLISTS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES	CITY	NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS	NUMBER OF PEDALCYCLISTS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES
Seattle	15	16	15	0	1	6	7	Bainbridge Island	2	2	2	0	0	1	0
Spokane	9	10	9	0	0	7	2	Longview	2	3	2	0	0	2	1
Bellingham	7	7	7	0	1	0	3	Port Angeles	2	2	2	0	2	0	0
Renton	6	6	6	0	1	2	3	Issaquah	2	2	2	0	0	0	1
Everett	6	6	6	0	0	1	5	Bellevue	1	1	1	0	0	1	0
Vancouver	6	6	6	0	0	2	2	Kirkland	1	1	1	0	0	0	1
Lynnwood	5	6	6	0	1	2	3	Normandy Park	1	1	1	0	0	1	0
Tacoma	4	4	4	0	1	3	0	Quincy	1	1	1	0	0	0	1
Bremerton	4	4	4	0	0	2	2	Mercer Island	1	1	1	0	0	0	1
Federal Way	4	4	4	0	0	3	1	Morton	1	1	1	0	0	1	0
Lacey	4	4	4	0	0	2	2	Monroe	1	1	1	0	0	0	1
Redmond	4	4	4	0	0	2	2	Tumwater	1	1	1	0	0	1	0
Wenatchee	4	4	4	0	0	1	2	Carnation	1	1	1	0	0	1	0
Mill Creek	4	4	4	0	0	2	2	Yakima	1	1	1	0	0	1	0
Kent	4	4	4	0	0	2	1	Tukwila	1	1	1	0	1	0	0
Kelso	3	3	3	0	0	2	1	Ephrata	1	1	1	0	0	1	0
Spokane Valley	3	3	3	0	0	2	1	Woodland	1	1	1	0	0	1	0
Pullman	3	3	3	0	0	1	2	Fife	1	1	1	0	0	0	1
Edmonds	3	3	3	0	0	2	1	Pasco	1	1	1	0	0	1	0
Mount Vernon	3	3	3	0	0	1	2	Olympia	1	1	1	0	0	0	1
Aberdeen	2	3	2	0	0	3	0	Sedro-Woolley	1	1	1	0	1	0	0
Richland	2	2	2	0	0	1	1	Sumner	1	1	1	0	0	0	0
Covington	2	2	2	0	0	1	1	Moses Lake	1	1	1	0	0	1	0
Chelan	2	3	2	0	1	1	0	Clarkston	1	1	1	0	0	0	1
Hoquiam	2	2	2	0	0	1	1	Oak Harbor	1	1	1	0	0	0	1
Maple Valley	2	2	2	0	0	1	0	Mukiteo	1	1	1	0	0	1	0
SeaTac	2	2	2	0	0	2	0	Port Townsend	1	1	1	0	0	1	0
Camas	2	2	2	0	0	2	0	Walla Walla	1	1	1	0	0	0	1
Lake Forest Park	2	2	2	0	0	2	0								
Puyallup	2	2	2	0	0	0	2	Total City	159	165	160	0	10	77	63
Centralia	2	2	2	0	0	1	1	NA (Not in City)	38	39	38	1	7	14	15
Anacortes	2	2	2	0	0	2	0	Grand Total	197	204	198	1	17	91	78
Bothell	2	2	2	0	0	0	2								

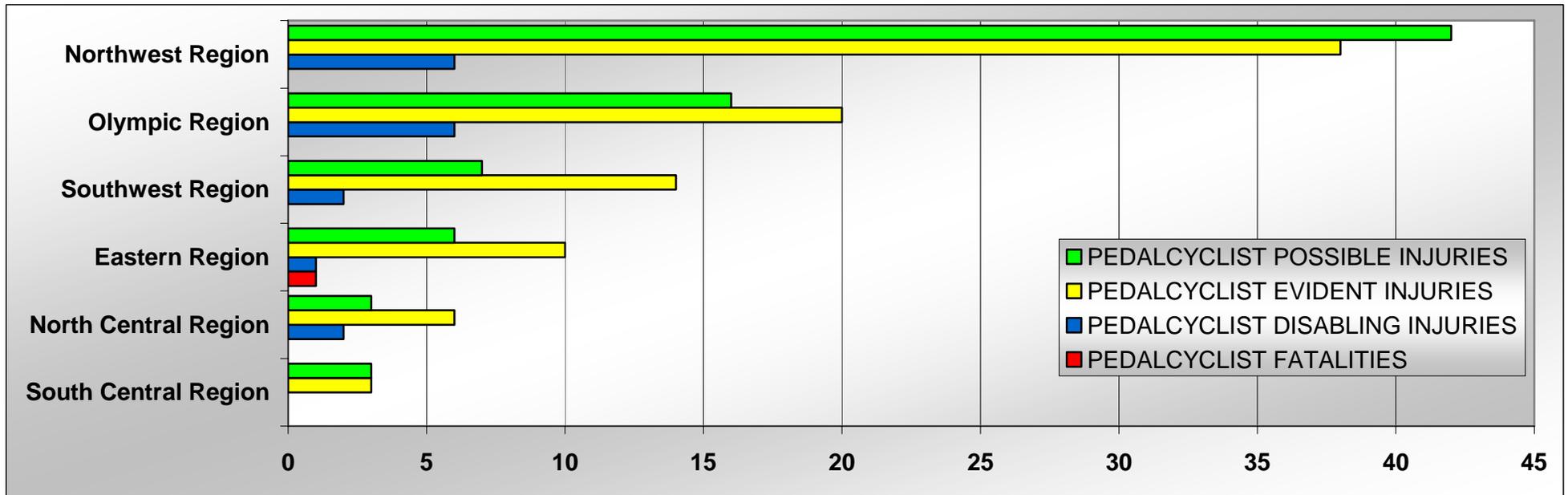
*Based on Pedalcyclist status of Bicycle, Tricycle and Unicycle

80.7% of pedalcyclist involved collisions occurred within a city. Seattle, Spokane, and Bellingham had the highest number of collisions with 9.4%, 5.7%, and 4.4%, respectively. The one fatality occurred outside a city, along with 19.4% of disabling injuries.

2006 *Pedalcyclist Collisions by WSDOT Region

REGION	NUMBER OF *PEDALCYCLIST INVOLVED COLLISIONS	NUMBER OF PEDALCYCLISTS	NUMBER OF MOTOR VEHICLES INVOLVED	NUMBER OF PEDALCYCLIST FATALITIES	NUMBER OF PEDALCYCLIST DISABLING INJURIES	NUMBER OF PEDALCYCLIST EVIDENT INJURIES	NUMBER OF PEDALCYCLIST POSSIBLE INJURIES
North West Region	92	94	93	0	6	38	42
Olympic Region	43	45	43	0	6	20	16
South West Region	24	25	24	0	2	14	7
Eastern Region	19	20	19	1	1	10	6
North Central Region	12	13	12	0	2	6	3
South Central Region	6	6	6	0	0	3	3
Total	196	203	197	1	17	91	77

*Based on Pedalcyclist status of Bicycle, Tricycle and Unicycle



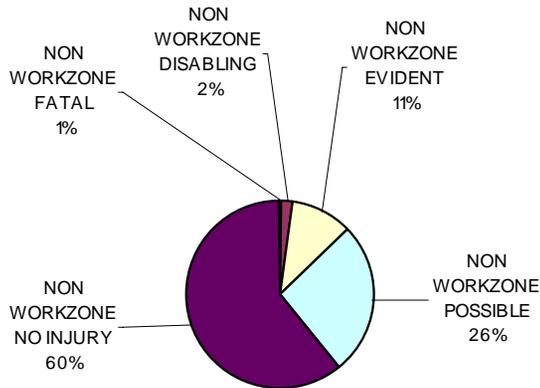
The Northwest Region by far experienced the largest majority of pedalcyclist involved collisions, with 46.9%, resulting in 41.8% of evident injuries, and 53.8% of possible injuries. The Eastern Region experienced the only fatality. The Olympic and Northwest Regions each accounted for 35.3% of the disabling injuries.

Work Zone Collisions – 6 Year Comparison

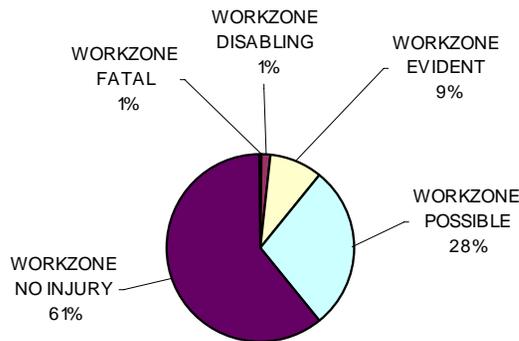
Work Zone vs. Non-Work Zone Collisions:

		2001	2002	2003	2004	2005	2006	Average
FATAL COLLISIONS	NON WORKZONE	278	284	253	247	267	262	265
	WORKZONE	12	6	5	2	8	7	7
	Total	290	290	258	249	275	269	272
DISABLING INJURY COLLISIONS	NON WORKZONE	1,043	1,003	842	848	886	877	917
	WORKZONE	25	9	10	13	13	19	15
	Total	1,068	1,012	852	861	899	896	931
EVIDENT INJURY COLLISIONS	NON WORKZONE	5,785	5,511	4,875	4,822	5,014	4,777	5,131
	WORKZONE	120	121	65	58	87	124	96
	Total	5,905	5,632	4,940	4,880	5,101	4,901	5,227
POSSIBLE INJURY COLLISIONS	NON WORKZONE	13,207	12,780	12,327	12,032	13,558	12,761	12,778
	WORKZONE	319	306	213	177	305	467	298
	Total	13,526	13,086	12,540	12,209	13,863	13,228	13,075
NO INJURY COLLISIONS	NON WORKZONE	27,934	28,977	28,156	29,203	32,006	31,973	29,708
	WORKZONE	686	638	463	379	617	1,097	647
	Total	28,620	29,615	28,619	29,582	32,623	33,070	30,355

NON WORKZONE TOTAL	48,247	48,555	46,453	47,152	51,731	50,650	48,798
WORKZONE TOTAL	1,162	1,080	756	629	1,030	1,714	1,062
GRAND TOTAL	49,409	49,635	47,209	47,781	52,761	52,364	49,860



Average of Non-Workzone Collisions
2001-2006



Average of Workzone Collisions
2001-2006



3.3% of state highway collisions are work zone related. Fatal work zone collisions have decreased by 41.7% since 2001 and disabling injuries have decreased by 24%. In contrast, evident, possible, and no injury collisions in work zones have all increased, by 3.3%, 46.4%, and 59.9%, respectively.

Non-work zone fatal, disabling, evident, and possible injury collisions have decreased, while no-injury collisions have increased slightly, by 14.5%.

In comparing the year 2001 to 2006, the number of work zone fatal collisions decreased from 1% to 0.4%.

Fatalities or Injuries in Work Zone Collisions

PERSON TYPE	2001		2002		2003		2004		2005		2006	
	FATALITIES	INJURIES										
MOTOR VEHICLE DRIVER/PASSENGER (non worker)	12	711	5	641	5	437	2	381	9	596	7	928
*OTHER (excluding roadway worker/flagger)	0	1	0	0	0	0	0	0	0	0	0	0
PEDALCYCLISTS	0	1	0	3	0	1	0	2	0	4	0	3
*PEDESTRIANS	0	5	0	2	0	2	0	0	0	2	0	3
FLAGGER/ROADWAY WORKER (on foot or in vehicle)	0	7	1	5	0	8	0	5	0	11	0	3
TOTAL	12	725	6	651	5	448	2	388	9	613	7	937

*See glossary for further definition

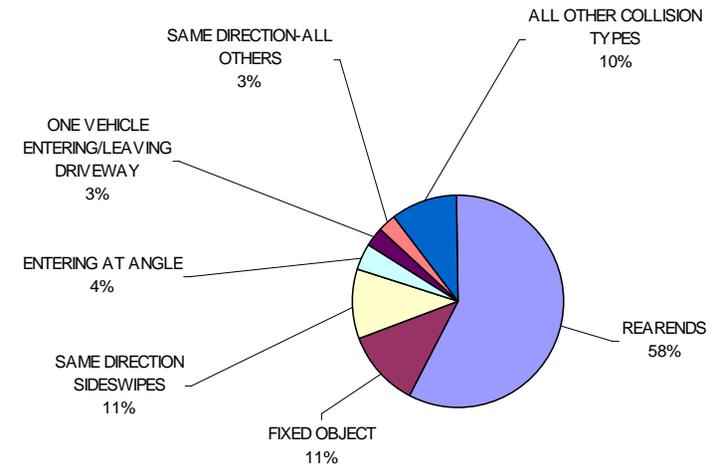


Injuries in work zone collisions have increased since 2001, by 29.2%, while fatalities have decreased by 41.7%. The majority of work zone fatalities and injuries are incurred by motor vehicle drivers and passengers (non-workers) - accounting for 99% of the total in 2006. There has only been one flagger/roadway worker in state highway work zones from 2001 to 2006.

Work Zone Collision Types

	2001	2002	2003	2004	2005	2006	Average
REARENDS	650	647	439	342	564	1,012	609
FIXED OBJECT	169	104	74	78	101	201	121
SAME DIRECTION SIDESWIPES	113	69	76	78	136	220	115
ENTERING AT ANGLE	57	49	35	25	44	53	44
ONE VEHICLE ENTERING/LEAVING DRIVEWAY	29	46	27	14	48	36	33
SAME DIRECTION-ALL OTHERS	27	30	13	23	29	62	31
VEHICLE HITS OR STRUCK BY ROAD MACHINERY	9	35	40	16	30	15	24
VEHICLE OVERTURNS	19	23	7	13	15	27	17
OPPOSITE DIRECTION-ONE LEFT TURN-ONE STRAIGHT	15	25	9	10	16	18	16
OTHER OBJECT (NOT FIXED)	22	7	7	2	6	11	9
ONE PARKED-ONE MOVING	11	12	2	8	4	10	8
OPPOSITE DIRECTION-ALL OTHERS	4	5	5	1	5	8	5
SAME DIRECTION-ONE RIGHT TURN-ONE STRAIGHT	4	4	5	4	8	3	5
PEDESTRIAN INVOLVED	7	6	4	3	4	4	5
ALL OTHER NON-COLLISION	5	4	4	3	2	7	4
OPPOSITE DIRECTION SIDESWIPES	6	4	1	1	2	8	4
DOMESTIC/NON DOMESTIC ANIMAL	1	0	2	1	4	8	3
SAME DIRECTION-ONE LEFT TURN-ONE STRAIGHT	2	1	1	2	7	2	3
HEAD-ON	3	3	1	3	0	2	2
BICYCLE INVOLVED	1	3	0	2	3	3	2
FIRE STARTED IN VEHICLE	3	2	2	0	0	3	2
ONE VEHICLE ENTERING/LEAVING PARKED POSITION	2	0	1	0	1	0	1
OPPOSITE DIRECTION-ONE LEFT TURN-ONE RIGHT TURN	1	1	1	0	0	0	1
BREAKAGE OF ANY PART OF VEHICLE RESULTING IN INJURY OR IN FURTHER PROPERTY DAMAGE	1	0	0	0	1	0	0
PERSON FELL, JUMPED OR WAS PUSHED FROM VEHICLE	1	0	0	0	0	1	0

Average of Leading Work Zone Collision Types 2001-2006



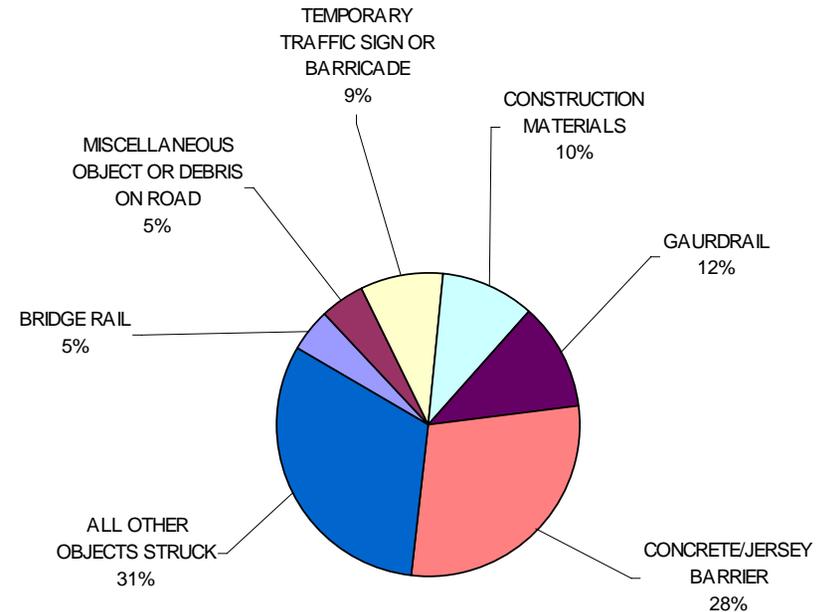
For all years, rear end collisions were the most common work zone collision type, at 58%. From 2001-2002, the second most common type was hitting a fixed object. In 2003, 2005, and 2006, the second most common type was a same direction sideswipe.

Hitting a fixed object and sideswipes both accounted for 11% of the overall total.

Objects that Were Struck in Work Zone Collisions

	2001	2002	2003	2004	2005	2006	Average
CONCRETE/JERSEY BARRIER	60	23	16	22	30	64	36
GAURDRAIL	15	6	15	8	8	35	15
CONSTRUCTION MATERIALS	10	7	7	12	19	20	13
TEMPORARY TRAFFIC SIGN OR BARRICADE	17	23	8	6	6	7	11
MISCELLANEOUS OBJECT OR DEBRIS ON ROAD	7	5	6	1	6	11	6
BRIDGE RAIL	5	3	3	2	5	17	6
ROADWAY DITCH	4	2	6	3	6	8	5
CRASH CUSHION-IMPACT ATTENUATOR	3	2	4	5	8	3	4
WOOD SIGN POST	8	1	2	4	2	7	4
EARTH BANK OR LEDGE	4	9	0	1	0	7	4
CURB, RAISED TRAFFIC ISLAND OR RAISED MEDIAN CUF	2	4	1	1	6	5	3
FENCE	3	3	5	1	1	4	3
OTHER OBJECTS	1	3	2	3	1	4	2
TREE OR STUMP (STATIONARY)	3	6	1	0	1	2	2
STREET LIGHT POLE OR BASE	4	1	0	0	1	6	2
RETAINING WALL (CONCRETE, ROCK, BRICK, ETC.)	4	3	2	0	1	1	2
UNDERSIDE OF BRIDGE	2	0	0	1	1	4	1
OVER EMBANKMENT-NO GUARDRAIL PRESENT	2	3	0	3	0	0	1
ROCK BANK OR LEDGE	2	1	2	2	0	1	1
UTILITY POLE OR BOX	2	1	0	0	2	1	1
METAL SIGN POST	1	2	0	2	0	0	1
MEDIAN CABLE BARRIER	0	0	1	1	0	3	1
TRAFFIC SIGNAL POLE OR BOX	0	1	0	0	0	2	1
MANHOLE COVER	0	1	1	0	0	0	0
FIRE HYDRANT	1	0	0	0	1	0	0
DRAWBRIDGE CROSSING GATE ARM	0	0	0	0	1	0	0
BRIDGE ABUTMENT	0	1	0	0	0	0	0
BRIDGE COLUMN, PIER OR PILLAR	0	0	0	1	0	0	0
CLOSED TOLL GATE	0	0	0	1	0	0	0
BUILDING	0	0	0	0	1	0	0
SNOW BANK	1	0	0	0	0	0	0
CULVERT AND/OR OTHER APPURTENANCE IN DITCH	1	0	0	0	0	0	0
FALLING ROCK OR TREE FELL ON VEHICLE (on the road)	0	0	0	0	0	1	0

Average of Leading Objects Struck in Work Zones 2001-2006

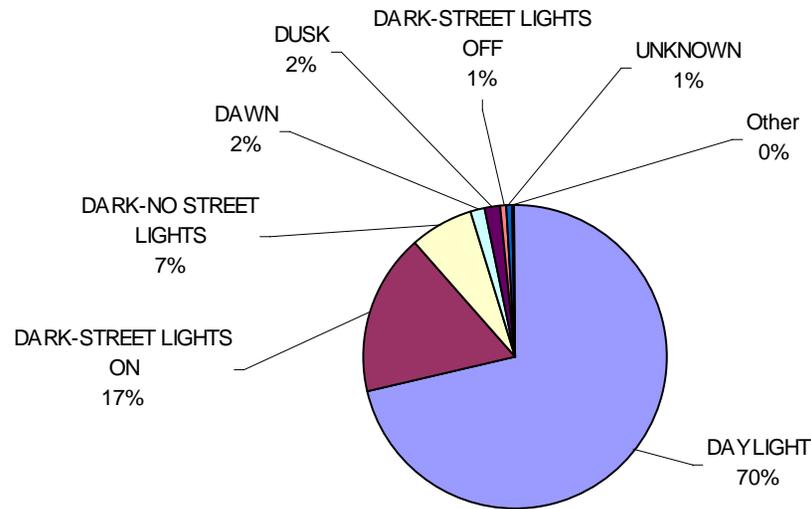


The most common object struck for all years was a concrete or jersey barrier (28%).

Other common objects were guardrails (12%), and construction materials (10%).

Work Zone Collisions by Light Conditions

LIGHT CONDITIONS	2001	2002	2003	2004	2005	2006	Average
DAYLIGHT	839	811	540	447	720	1,181	756
DARK-STREET LIGHTS ON	191	168	132	114	185	314	184
DARK-NO STREET LIGHTS	81	59	50	40	66	134	72
DAWN	19	15	13	8	17	30	17
DUSK	13	15	8	8	25	33	17
DARK-STREET LIGHTS OFF	11	7	4	5	7	15	8
UNKNOWN	8	4	6	5	9	5	6
OTHER	0	1	3	2	1	2	2

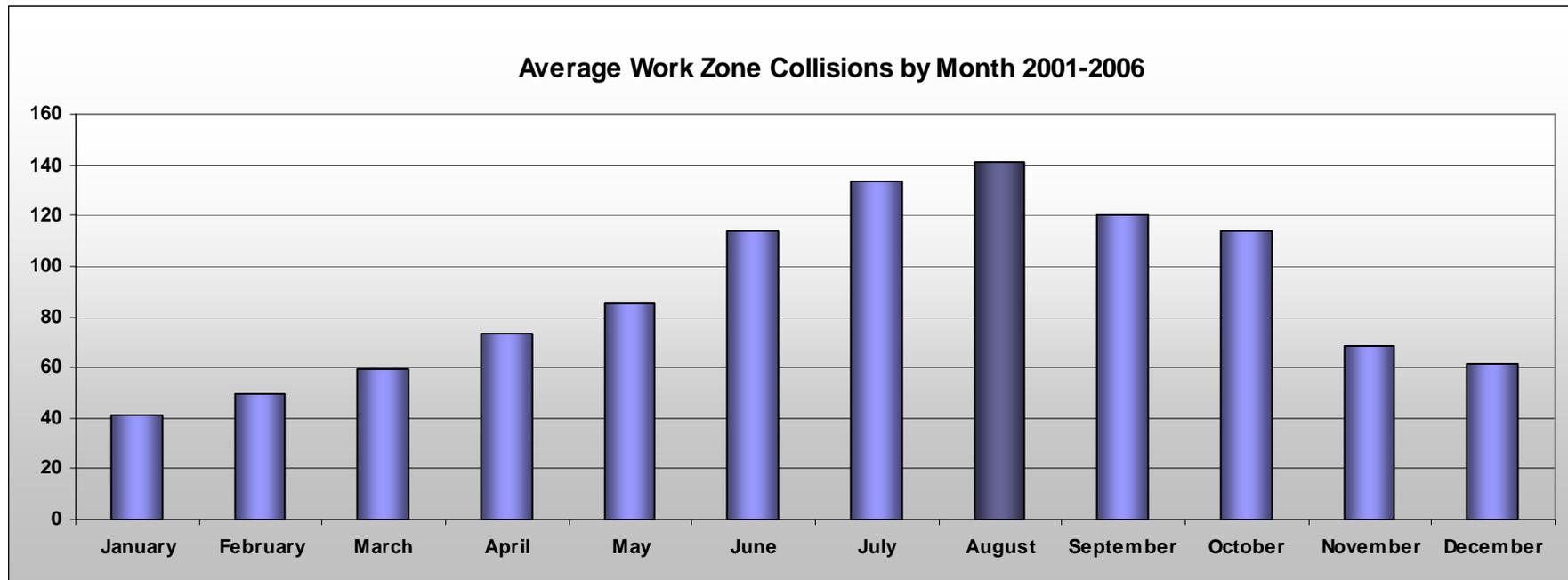


Average of Work Zone Collisions by Light Conditions 2001-2006

The majority (70%) of work zone collisions occurred in daylight, and another 17% in the dark, with lighted streets.

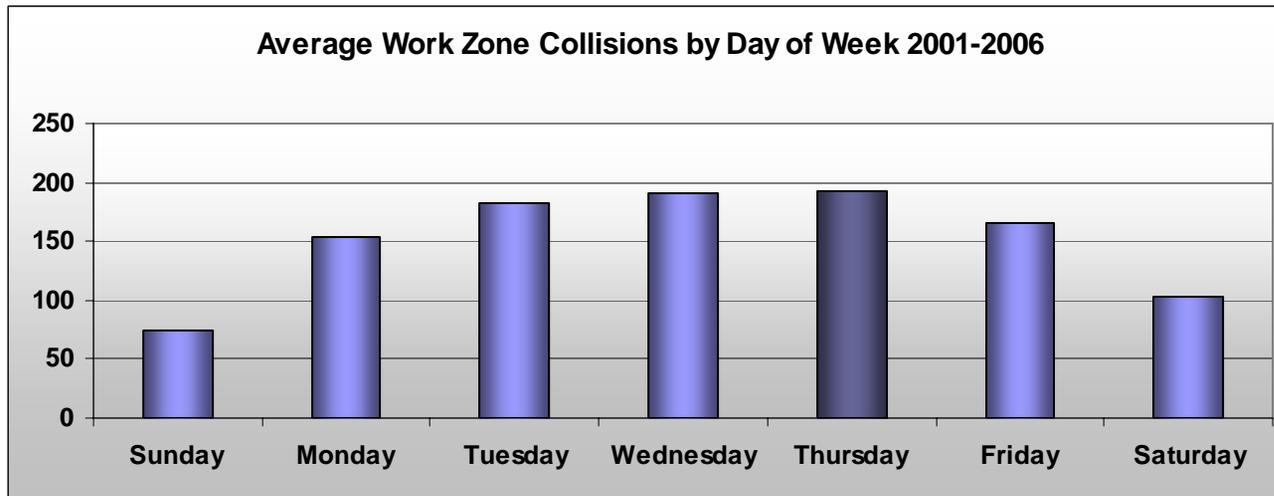
Work Zone Collisions by Month

MONTH	2001	2002	2003	2004	2005	2006	Average
January	58	47	18	24	27	74	41
February	52	75	28	27	43	72	50
March	75	61	39	52	49	81	60
April	89	81	40	55	57	118	73
May	106	92	62	57	83	111	85
June	131	118	95	82	117	142	114
July	151	130	125	64	111	220	134
August	145	143	98	85	131	245	141
September	107	129	90	53	130	212	120
October	123	98	86	62	113	202	114
November	67	65	30	38	79	132	69
December	58	41	45	30	90	105	62



On average, the peak month for work zone collisions was August, with an average of 141, or 13.3%. June through September accounted for, on average, 47.9% of all work zone collisions. The lowest month was January, with an average of 41, or 3.9% of all work zone collisions.

Work Zone Collisions by Day of Week



	2001	2002	2003	2004	2005	2006	Average
Sunday	75	65	69	36	77	126	75
Monday	167	169	116	106	152	214	154
Tuesday	215	210	114	113	159	280	182
Wednesday	222	202	132	112	188	285	190
Thursday	227	196	131	118	185	296	192
Friday	170	162	114	97	154	300	166
Saturday	86	76	80	47	115	213	103

On average, Thursday was the peak day for work zone collisions, with an average of 192, or 18.1%, followed by Wednesday with an average of 190, or 17.9%.

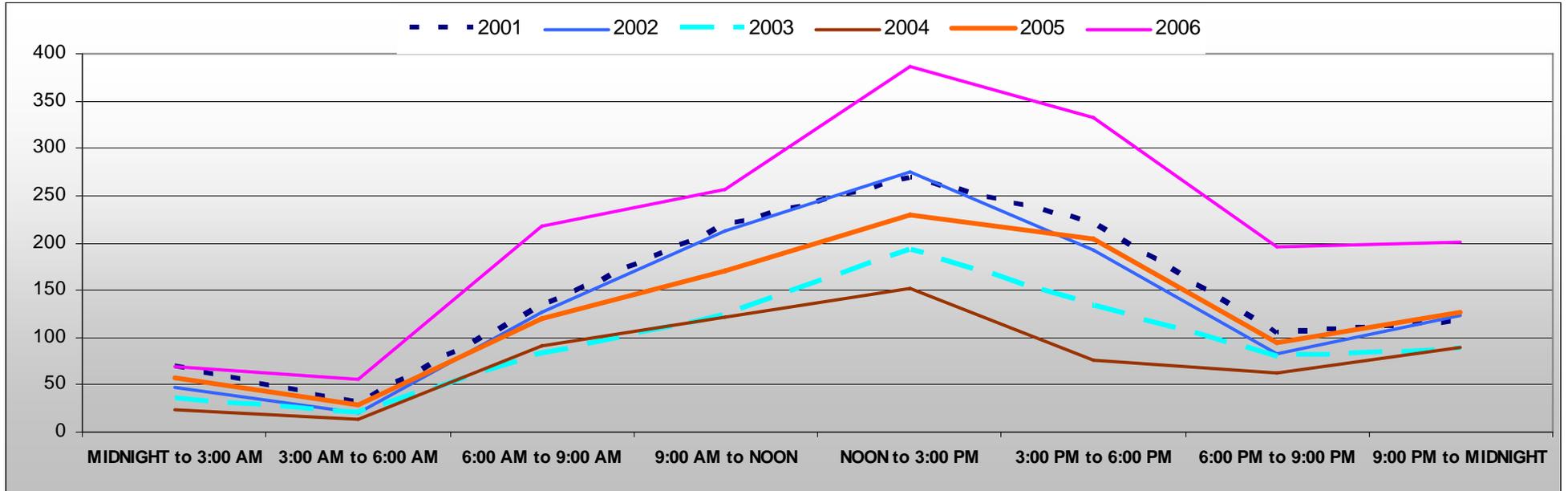
Sunday was consistently the lowest day of the week, with on average 75, or 7.1% of the total.



Work Zone Collisions by Hour (3 Hour Increments)



3 HOUR INCREMENTS	2001	2002	2003	2004	2005	2006	AVERAGE
MIDNIGHT to 3:00 AM	69	47	35	23	57	70	50
3:00 AM to 6:00 AM	31	21	21	14	28	56	29
6:00 AM to 9:00 AM	134	127	83	91	119	217	129
9:00 AM to NOON	217	212	124	122	170	256	184
NOON to 3:00 PM	269	275	192	152	230	387	251
3:00 PM to 6:00 PM	221	192	134	76	205	332	193
6:00 PM to 9:00 PM	105	83	80	62	95	195	103
9:00 PM to MIDNIGHT	116	123	87	89	126	201	124



For all years, 12:00-3:00 PM was the peak time for work zone collisions, with on average, 251 collisions, or 23.6%. 3:00-6:00 AM was consistently the lowest time period for work zone collisions, accounting for, on average, 29 collisions, or 2.7%.

Work Zone Collisions by County

County	2001	2002	2003	2004	2005	2006	Total	Average
King	337	403	205	199	377	445	1,966	328
Snohomish	180	182	160	93	97	373	1,085	181
Pierce	152	103	73	61	159	451	999	167
Clark	122	84	34	34	51	72	397	66
Spokane	57	47	57	67	111	48	387	65
Kitsap	36	45	17	18	29	47	192	32
Benton	18	14	16	25	45	62	180	30
Thurston	38	48	13	6	8	9	122	20
Whatcom	20	16	47	17	8	12	120	20
Skagit	37	6	18	14	23	15	113	19
Yakima	6	14	0	6	16	48	90	15
Grays Harbor	15	10	13	14	22	13	87	15
Cowlitz	15	10	16	5	12	12	70	12
Kittitas	12	7	3	17	3	11	53	9
Lewis	20	14	7	3	1	2	47	8
Grant	14	7	9	5	1	11	47	8
Chelan	4	9	4	7	7	15	46	8
Walla Walla	2	10	14	6	9	1	42	7
Whitman	2	4	5	1	6	19	37	6
Clallam	8	4	6	9	4	5	36	6
Okanogan	10	7	3	0	6	5	31	5
Mason	8	8	2	0	1	11	30	5
Stevens	3	6	8	1	10	2	30	5
Island	4	7	3	2	2	8	26	4
Douglas	5	0	10	4	2	3	24	4
Jefferson	8	0	1	4	8	0	21	4
Franklin	2	4	3	0	5	5	19	3
Adams	10	1	1	3	0	3	18	3
Klickitat	4	2	3	2	2	1	14	2
Pacific	1	3	1	1	2	2	10	2
Lincoln	3	0	0	4	0	1	8	1
Pend Oreille	3	2	0	0	1	2	8	1
Asotin	1	3	1	0	0	0	5	1
Skamania	2	0	0	0	1	0	3	1
Ferry	2	0	0	0	1	0	3	1
Columbia	0	0	2	0	0	0	2	0
Wahkiakum	1	0	0	1	0	0	2	0
Garfield	0	0	1	0	0	0	1	0
Total	1,162	1,080	756	629	1,030	1,714	6,371	1,062

King County experienced the largest amount of work zone collisions for all years, with an average of 30.9% of the total.

Snohomish County experienced the second highest number from 2001-2004, while Pierce County experienced the second highest number from 2005-2006.

Snohomish County accounted for, on average, 17% of the total, and Pierce County accounted for, on average, 15.7% of the total.



Work Zone Collisions by City

CITY	2001	2002	2003	2004	2005	2006	Total	CITY	2001	2002	2003	2004	2005	2006	Total	CITY	2001	2002	2003	2004	2005	2006	Total
Tacoma	102	74	25	23	80	349	653	Poulsbo	0	1	1	0	2	5	9	Bingen	0	0	1	0	0	0	1
Everett	11	34	11	10	44	285	395	Lake Stevens	0	0	0	1	5	3	9	White Salmon	0	0	0	1	0	0	1
Federal Way	24	67	20	28	86	95	320	Gig Harbor	3	0	0	0	1	5	9	Forks	1	0	0	0	0	0	1
Seattle	79	74	29	19	84	18	303	Tumwater	3	1	3	1	1	0	9	Cheney	1	0	0	0	0	0	1
Kent	68	68	17	13	52	37	255	Sumner	2	1	5	1	0	0	9	Benton City	0	0	0	0	1	0	1
Spokane Valley	30	12	33	52	57	8	192	Olympia	3	2	0	1	0	2	8	Rainier	0	0	0	0	0	1	1
Bellevue	18	29	29	48	13	35	172	Snohomish	1	0	2	4	1	0	8	Electric City	0	0	0	0	1	0	1
Richland	14	1	14	21	42	53	145	Walla Walla	2	0	6	0	0	0	8	Snoqualmie	0	0	0	0	0	1	1
Lynnwood	43	37	31	6	3	24	144	Covington	0	4	2	1	0	0	7	McCleary	1	0	0	0	0	0	1
Vancouver	67	34	9	14	10	9	143	Lynden	2	0	4	0	0	1	7	Naches	0	0	0	0	0	1	1
Spokane	23	11	6	0	39	27	106	Hoquiam	2	0	0	1	1	3	7	Medical Lake	0	0	0	0	0	1	1
Shoreline	7	15	17	2	28	33	102	Camas	1	5	0	1	0	0	7	Newport	0	0	0	0	1	0	1
Kirkland	3	9	2	1	7	76	98	Woodland	2	0	1	0	1	2	6	Okanogan	0	0	0	0	1	0	1
Bellingham	13	11	41	12	1	0	78	Colville	1	3	2	0	0	0	6	Chewelah	0	0	0	0	1	0	1
Redmond	13	4	13	9	18	19	76	Edgewood	0	1	0	0	2	3	6	Brewster	0	1	0	0	0	0	1
Tukwila	14	14	21	7	5	13	74	Blaine	1	1	0	0	0	4	6	Colfax	0	0	1	0	0	0	1
SeaTac	13	21	8	5	17	3	67	Kelso	2	1	1	1	1	0	6	Tonasket	0	0	0	0	0	1	1
Bothell	18	25	3	4	2	6	58	Algona	5	0	0	0	0	1	6	Ellensburg	1	0	0	0	0	0	1
Auburn	13	6	2	5	14	15	55	Enumclaw	1	0	0	0	3	2	6	Warden	0	1	0	0	0	0	1
Yakima	0	7	0	1	11	35	54	Oak Harbor	1	2	0	1	0	1	5	Orting	0	0	1	0	0	0	1
Mukilteo	4	8	22	13	2	2	51	Anacortes	1	0	1	1	2	0	5	St. John	0	1	0	0	0	0	1
Mill Creek	3	6	19	14	3	0	45	Chehalis	4	0	1	0	0	0	5	Coupeville	0	1	0	0	0	0	1
Issaquah	11	16	5	11	0	0	43	Pacific	1	0	2	0	0	1	4	Shelton	0	1	0	0	0	0	1
Mount Vernon	15	1	2	7	6	10	41	Medina	0	4	0	0	0	0	4	East Wenatchee	0	0	0	0	0	1	1
Aberdeen	3	3	5	5	18	7	41	Port Orchard	1	1	2	0	0	0	4	Ferndale	0	0	0	0	1	0	1
Bremerton	7	8	6	9	7	3	40	Kenmore	3	1	0	0	0	0	4	Quincy	0	1	0	0	0	0	1
Renton	13	12	2	1	3	6	37	West Richland	0	0	1	0	2	1	4	Raymond	0	0	0	0	1	0	1
Des Moines	2	2	6	11	10	2	33	Normandy Park	1	1	0	0	1	0	3	Grandview	0	0	0	1	0	0	1
Lacey	10	12	5	0	3	2	32	Black Diamond	0	2	0	0	1	0	3	Gold Bar	1	0	0	0	0	0	1
Milton	1	2	4	0	6	10	23	Mercer Island	2	1	0	0	0	0	3	Omak	0	1	0	0	0	0	1
Fife	3	2	12	0	1	4	22	Burien	0	1	1	1	0	0	3	Long Beach	0	0	1	0	0	0	1
Puyallup	3	4	8	2	2	2	21	Port Townsend	3	0	0	0	0	0	3	Winthrop	1	0	0	0	0	0	1
Moses Lake	10	0	0	2	0	7	19	Union Gap	0	0	0	0	0	3	3	Othello	1	0	0	0	0	0	1
Lakewood	6	4	3	1	3	1	18	Chelan	1	0	0	2	0	0	3	Castle Rock	0	0	1	0	0	0	1
Kennewick	3	9	0	1	0	5	18	North Bend	0	0	1	1	0	1	3								
Longview	4	4	0	0	1	7	16	Bonney Lake	0	1	0	1	1	0	3								
Pasco	1	3	3	0	5	4	16	Clarkston	0	2	0	0	0	0	2								
Ridgefield	1	0	2	0	4	9	16	Selah	0	0	0	0	2	0	2								
Centralia	6	7	1	1	0	0	15	Sedro-Woolley	0	1	0	1	0	0	2								
Wenatchee	0	2	2	3	5	3	15	Elma	0	1	1	0	0	0	2								
Arlington	1	3	0	3	5	1	13	Cle Elum	1	0	0	0	0	1	2								
Marysville	4	3	1	3	2	0	13	Tenino	1	1	0	0	0	0	2								
Maple Valley	3	3	1	0	1	4	12	Duvall	1	0	0	0	0	1	2								
Mountlake Terrace	1	0	6	1	2	2	12	Woodinville	0	0	1	0	0	1	2								
Port Angeles	4	1	1	2	2	2	12	Sultan	0	1	0	0	1	0	2								
Burlington	6	0	6	0	0	0	12	Riverside	2	0	0	0	0	0	2								
Bainbridge Island	0	1	2	0	3	5	11	Twisp	0	1	1	0	0	0	2								
Monroe	6	3	0	0	2	0	11	Napavine	2	0	0	0	0	0	2								
Lake Forest Park	5	0	0	0	3	3	11	Sequim	0	0	1	0	0	1	2								
Edmonds	3	2	2	0	2	2	11	Carnation	0	0	1	0	0	1	2								
Liberty Lake	0	5	2	2	2	0	11	Cosmopolis	0	1	0	1	0	0	2								
Battle Ground	0	0	8	2	0	0	10	Entiat	0	1	0	1	0	0	2								
Pullman	1	2	1	1	3	2	10	Sammamish	0	2	0	0	0	0	2								
Yelm	1	8	0	0	0	1	10	Everson	0	0	0	0	1	0	1								

TOTAL	777	741	514	399	755	1,295	4,481
NA (Not in City)	385	339	242	230	275	419	1,890
GRAND TOTAL	1,162	1,080	756	629	1,030	1,714	6,371

Of the 6,371 work zone collisions that occurred from 2001 to 2006, 70.3% occurred within a city. Overall, Tacoma had the highest number of work zone collisions, with 14.6%, followed by Everett, with 8.8%, and Federal Way, with 7.1%.



Appendix

Accident and fatal rates, as they appear in this report, are computed from the following formulas:

$$\text{Accident Rate} = \frac{(\text{Number of Accidents}) \times (1 \text{ Million})}{(\text{Section Length } *) \times (\text{AADT } **) \times (365 \text{ Days})}$$

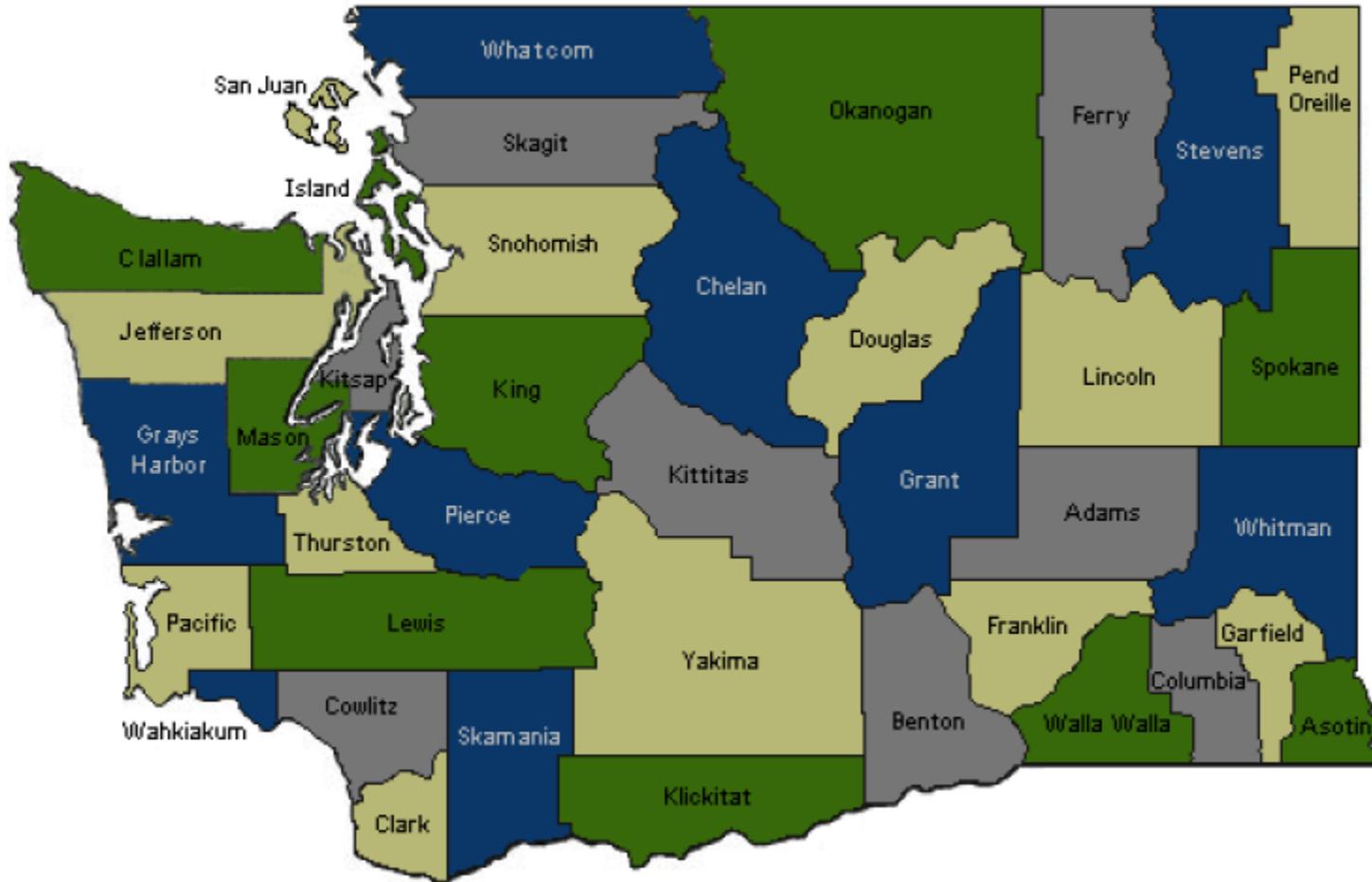
$$\text{Fatal Accident Rate} = \frac{(\text{Number of Fatal Accidents}) \times (100 \text{ Million})}{(\text{Section Length } *) \times (\text{AADT } **) \times (365 \text{ Days})}$$

$$\text{Fatality Rate} = \frac{(\text{Number of Fatalities}) \times (100 \text{ Million})}{(\text{Section Length } *) \times (\text{AADT } **) \times (365 \text{ Days})}$$

* If the section length is less than one mile, it is excluded from the formula.

** AADT = Annual Average Daily Traffic

Washington State Map by County



2003 Top 10 Leading Causes of Injury Death by Age Groups Highlighting Unintentional Injury Deaths, United States

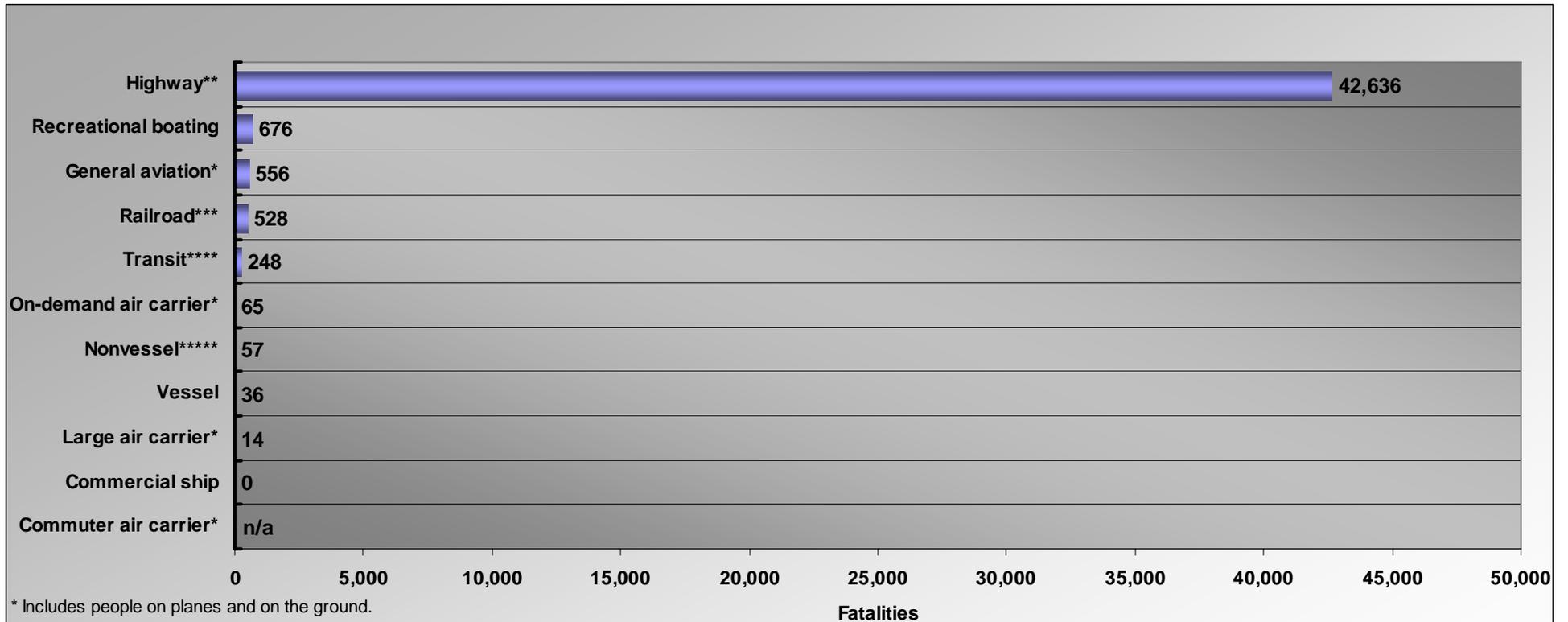
In 2003, the #1 cause of injury deaths was motor vehicle collisions Unintentional MV Traffic = Unintentional Motor Vehicle Traffic Collision

Rank	Age Groups										Total
	<1	1-4	5-9	10-14	15-24	25-34	35-44	45-54	55-64	65+	
1	Unintentional Suffocation 619	Unintentional MV Traffic 502	Unintentional MV Traffic 597	Unintentional MV Traffic 911	Unintentional MV Traffic 10,736	Unintentional MV Traffic 6,675	Unintentional MV Traffic 6,780	Unintentional MV Traffic 5,876	Unintentional MV Traffic 3,824	Unintentional Fall 13,701	Unintentional MV Traffic 43,340
2	Unintentional MV Traffic 144	Unintentional Drowning 456	Unintentional Fire/burn 137	Suicide Suffocation 152	Homicide Firearm 4,410	Homicide Firearm 3,540	Unintentional Poisoning 6,230	Unintentional Poisoning 5,434	Suicide Firearm 2,317	Unintentional MV Traffic 7,279	Unintentional Poisoning 19,457
3	Homicide Unspecified 135	Unintentional Fire/burn 229	Unintentional Drowning 126	Unintentional Drowning 142	Suicide Firearm 2,075	Unintentional Poisoning 3,435	Suicide Firearm 2,927	Suicide Firearm 3,279	Unintentional Poisoning 1,370	Unintentional Unspecified 5,344	Unintentional Fall 17,229
4	Homicide Other Spec., Classifiable 100	Unintentional Suffocation 159	Unintentional Other Land Transport 50	Homicide Firearm 139	Unintentional Poisoning 1,999	Suicide Firearm 2,381	Homicide Firearm 1,941	Suicide Poisoning 1,567	Unintentional Fall 1,220	Suicide Firearm 3,854	Suicide Firearm 16,907
5	Unintentional Drowning 58	Homicide Unspecified 153	Homicide Firearm 48	Unintentional Other Land Transport 81	Suicide Suffocation 1,348	Suicide Suffocation 1,479	Suicide Poisoning 1,532	Homicide Firearm 1,110	Suicide Poisoning 711	Unintentional Suffocation 3,175	Homicide Firearm 11,920
6	Homicide Suffocation 39	Unintentional Pedestrian, Other 116	Unintentional Suffocation 37	Unintentional Fire/burn 78	Unintentional Drowning 567	Suicide Poisoning 797	Suicide Suffocation 1,531	Suicide Suffocation 1,086	Suicide Suffocation 495	Adverse Effects 1,858	Suicide Suffocation 6,635
7	Undetermined Suffocation 38	Homicide Other Spec., Classifiable 84	Unintentional Other Transport 21	Suicide Firearm 73	Homicide Cut/pierce 471	Undetermined Poisoning 656	Undetermined Poisoning 1,320	Unintentional Fall 1,043	Unintentional Suffocation 445	Unintentional Fire/burn 1,183	Unintentional Unspecified 6,630
8	Unintentional Fire/burn 32	Unintentional Fall 54	Homicide Unspecified 18	Unintentional Suffocation 44	Undetermined Poisoning 386	Homicide Cut/pierce 466	Unintentional Fall 636	Undetermined Poisoning 999	Unintentional Fire/burn 400	Unintentional Poisoning 853	Unintentional Suffocation 5,579
9	Unintentional Natural/Environment 20	Unintentional Poisoning 49	Unintentional Poisoning 18	Unintentional Poisoning 43	Unintentional Other Land Transport 355	Unintentional Drowning 356	Homicide Cut/pierce 479	Unintentional Fire/burn 536	Homicide Firearm 394	Unintentional Other Spec., NEC 556	Suicide Poisoning 5,462
10	Unintentional Poisoning 20	Homicide Firearm 40	Unintentional Natural/Environment 17	Unintentional Firearm 36	Suicide Poisoning 310	Unintentional Fall 285	Unintentional Drowning 462	Unintentional Suffocation 430	Adverse Effects 380	Suicide Suffocation 539	Unintentional Poisoning 3,700

Source: National Vital Statistics System, National Center for Health Statistics, CDC.

Produced by: Office of Statistics and Programming, National Center for Injury Prevention and Control, CDC.

2004 U.S. Transportation-Related Fatalities by Transport Mode



* Includes people on planes and on the ground.

** Includes motor vehicle occupants, nonoccupants, and fatalities at railroad crossings.

*** Includes fatalities from nontrain incidents as well as train incidents and accidents. Also includes train occupants and nonoccupants except motor vehicle occupants at grade crossings.

**** Fatalities resulting from all reportable incidents, not just accidents. Includes commuter rail, heavy rail, light rail, motorbus, demand response, van pool, and automated guideway.

***** Fatalities unrelated to vessel accidents, e.g., individual falling overboard and drowning.

NOTES: n/a = data are nonexistent or not cited because of reporting changes

Source: U.S. Dept. of Transportation, Bureau of Transportation Statistics, 2006.

Milestones in Washington Traffic Safety

- 1905** Car owners required to register vehicles.
- 1921** Driver's license required.
- 1933** Driving test required for driver's license.
- 1959** Director of DOL given the power to suspend or revoke driver's licenses.
- 1963** Driver Education Act requiring new drivers under 18 to take a driver class.
- 1967** Creation of Washington Traffic Safety Commission. Mandatory universal motorcycle helmet law passed (applies to riders of all ages). Minimum driver's license age raised from 16 to 18 (16 with driver education).
- 1968** Implied consent law established by passage of Initiative 242.
- 1971** Habitual traffic offender law passed.
- 1973** Speed limit reduced to 55 mph.
- 1975** Negligent homicide statute passed. Deferred prosecution statute passed.
- 1977** Motorcycle helmet law repealed.
- 1979** DUI law modified to make .10% BAC illegal per se. Mandatory day in jail for first DUI offense.
- 1982** Alcohol assessment and education/treatment required for DUI.
- 1983** Vehicular homicide and assault statute. Open container law for alcoholic beverages.
- 1984** Mandatory child restraint law for children less than one year old.
- 1985** Deferred prosecution procedures sharpened and clarified.
- 1986** Mandatory seat belt law (secondary enforcement).
- 1987** Speed limit increased to 65 mph (60 mph for trucks) on rural interstate highways. Motorcycle helmets required for persons under 18 years of age. Children under 5 years of age prohibited from riding on motorcycles.
- 1989** Youthful DUI offenders (under 19) lose license for 90 days or until age 19, whichever is longer.
- 1990** Mandatory insurance required. Mandatory motorcycle helmet law for all ages renewed.
- 1991** Mandatory "crossing arms" on school buses take effect.
- 1992** DUI victim panels authorized as a sentencing option.
- 1993** Children under age 2 required to ride in child safety seats (effective 7/1/93). Enhancement of pedestrian crosswalk law implemented. Vehicle confiscation for second DUI conviction authorized.
- 1994** Omnibus Drunk Driving Act of 1994 passed – stiffer penalties for higher BAC/repeat offenses and "zero tolerance" (.02% BAC for drivers under age 21). Child safety seats required for children less than age 3 (effective 6/9/94). Primary seat belt enforcement implemented for children less than age 10.
- 1995** Law enforcement authorized to take blood sample when driver is suspected of DUI-drugs.
- 1996** Speed limit on rural interstates increased to 70 mph.
- 1999** DUI law modified to require .08% BAC illegal per se, tiered sentencing, ignition interlock, electronic home monitoring for repeat offenders, administrative license suspension, limited deferred prosecution to once in a lifetime.
- 2001** Intermediate driver license implemented (restricting teen passengers and hours of driving). Child safety seats required for children less than 6 years of age.
- 2002** Primary seat belt law implemented, and Click It or Ticket campaign introduced.
- 2005** Automated traffic safety cameras authorized for red lights, railroad crossings, and school zones.
- 2006** Washington records highest seat belt use rate in the U.S. – 96.3%.
- 2007** Booster seats required for children less than 8 years of age unless 4' 9" tall.

WTSC-Sponsored Research Studies

- Galdabini T (1988). Identification of High Risk Traffic Accident Populations in Washington. Marketing Research & Planning.
- Kleyn J, Beretta G, and Baxter BL (1988, 1989). Washington State's Second Offender Laws for Driving While Intoxicated: Results of Two (and Three) Years of Evaluation. Seattle: Alcohol and Drug Institute, University of Washington.
- Lake E and Kleyn J (1988). An Examination of Factors Associated with the Conviction of Offenders for DWI. Seattle: Alcohol and Drug Institute, University of Washington.
- Center for Study & Teaching of At-Risk Students (1990). A Report on Driving While Intoxicated Among Asian Americans, African Americans, Hispanic Americans, & Native Americans.
- Cooper W and Salzberg P (1991). Safety Restraint Usage and Survivability in Fatal Motor Vehicle Crashes. Olympia: Washington Traffic Safety Commission.
- Salzberg P, Rivara F, and Rowland J (1991). Motorcycle Helmet Use, Injury Outcome, and Hospital Costs: A Population-Based Study of Motorcycle Crash Victims. Olympia: Washington Traffic Safety Commission.
- Salzberg P and Thurston R (1991-2006). Safety Restraint Usage Rates in Washington State. Olympia: Washington Traffic Safety Commission.
- Salzberg P (1991). Uninsured Driving in Washington State: A Report to the Legislature on Substitute Senate Bill 5499 (1989 Legislative Session). Olympia: Washington Traffic Safety Commission.
- Salzberg P (1991). Vehicle Registration Cancellation for Driving with a Suspended Drivers License: An Evaluation of Substitute House Bill 196 (1987 Legislative Session). Olympia: Washington Traffic Safety Commission.
- Baxter B, Salzberg P, and Kleyn J (1992). Deferred Prosecution of DWI Cases in Washington State: An Evaluation of Offender Characteristics and Recidivism. Olympia: Washington Traffic Safety Commission.
- Schreckhise B, Self R, Anderson J, and Lovrich N (1993). Public Policy Preferences on Traffic Safety Issues: Results of a Statewide Survey (1992-1993).
- Baxter B, Salzberg P, and Kleyn J (1993). The effectiveness of deferred prosecution in reducing DWI recidivism: an update.
- Buntain-Ricklefs J, Rivara Fred, Donovan D, Salzberg P, and Polissar N (1994). Differentiating "bad drivers" with and without a DWI.
- Brent L. Baxter (1994). High-BAC DWI arrestees: distinguishing characteristics and risk of recidivism and crashes.
- Logan B and Schwilke E (1995). Drug and alcohol use in fatally injured drivers in Washington state.
- Cooper W and Salzberg P (1995). Alcohol-related fatal collisions in Washington state: driver and crash characteristics. Washington Traffic Safety Commission: Olympia, WA.
- Saibel C, Salzberg P, and Thurston R. Observational Survey of Driver Compliance with the Pedestrian Crosswalk Law; March 1995, October 1995, February 1996. Olympia: Washington Traffic Safety Commission.
- Saibel C, Salzberg P, and Thurston R (1995). Observational Survey of Safety Restraint and Car Safety Seat Use for Children. Washington Traffic Safety Commission: Olympia, WA.
- Saibel C, Salzberg P, and Thurston R (1995). Bicycle Helmet Survey. Washington Traffic Safety Commission: Olympia, WA.
- Rowland J, Rivara F, Salzberg P, Soderberg R, Maier R, Koepsell T (1996). Motorcycle helmet use and injury outcome and hospitalization costs from crashes in Washington State. American Journal of Public Health, 86:1.
- Yamada, A (1997). Lowering blood alcohol levels to .08 BAC. Olympia: Washington Traffic Safety Commission.
- Salzberg P and Moffat J (1998). An Evaluation of the Washington State Department of Licensing Special Exam Program. Olympia: Washington Traffic Safety Commission.
- Saibel C, Salzberg P, Doane R, and Moffat J (1999). Vehicle Speeds in School Zones. ITE Journal, November, 38-42.
- Moffat J and Salzberg P (1999). Police enforcement of traffic laws: a cost-benefit analysis. FBI Law Enforcement Bulletin, 68:4, 18-20.
- Salzberg P, Yamada A, Saibel C, & Moffat J. (2002). Predicting seat belt use in fatal motor vehicle crashes from observation surveys of belt use. Accident Analysis and Prevention. 34, 139-148.
- Salzberg P and Moffat J (2002). Evaluation of Targeted Pedestrian Enforcement. Olympia: Washington Traffic Safety Commission.
- Salzberg P and Yamada A (2002). Drunk Driving Trends In Washington State: Evaluation Of The 1998 DUI Laws. Olympia: Washington Traffic Safety Commission.
- Salzberg P (2002). Cell Phone Use by Motor Vehicle Drivers in Washington State. Olympia: Washington Traffic Safety Commission.
- Stehr SD, Lovrich NP, Gaffney JD, Self R, Self J, and Neiswender J (2002-2006). An assessment of child car booster seat usage in the state of Washington: results of a statewide observational study. Pullman: Division of Governmental Studies and Services, Washington State University.
- Salzberg P and Moffat J (2004). Ninety-five percent: an evaluation of law, policy, and programs to promote seat belt use in Washington state. Journal of Safety Research. 35, 215-222.

WSDOT - Sponsored Research Studies

Lee, Jinsun (1999) Analysis of Roadside Accident Frequency and Severity and Roadside Safety Management

Khisty, C. Jotin (1986) Assessment of Median Barriers

McCormack, Edward Donald (1999) The Contribution of ITS to Rural Safety: A Look at Crashes in Washington State

Careney, John F. (1992) Development of Maintenance-Free Highway Safety Appurtenances

Ugwoaba, Godwin U. (1987) Evaluation of Delineation Systems for Temporary Traffic Barriers in Work Zones

Ifie, Anthony O. (1988) An Evaluation of Flagging Techniques and Devices on Two-Lane Highway Construction Zones

Nee, Jennifer (1996) An Evaluation of Motorist Aid Call Boxes in Washington

Igharo, Pius O. (2004) In-Service Performance of Guardrail Terminals in Washington State

Moudon, Anne Vernez (2007) Managing Pedestrian Safety I: Injury Severity

Glad, Richard W. (2002) Median Treatment of Washington State Highways

Nee, Jennifer (2003) A Motorist and Pedestrian Behavioral Analysis Relating to Pedestrian Safety Improvements

Kopf, Jamie M. (2005) A Motorist and Pedestrian Analysis on SR 7

Scheibe, Robert R. (2002) An Overview of Studded and Studless Tire Traction and Safety

Moudon, Anne Vernez (2003) Pedestrian Safety and Transit Corridors

Allaire, Chris (1996) Relationship Between Side Slope Conditions and Collision Records in Washington State

Shankar, Venky (2006) Safety Evaluation Testbeds: An Assessment of Safety Project Prioritization in the WSDOT 12

McCormack, Edward Donald (2000) Technology and Safety on Urban Roadways: The Role of ITS for WSDOT

Lagergren, Edwin A. (1987) Traffic Sign Retroreflectivity Measurement Using Human Observers

WSDOT (2005) Understanding Flexibility in Transportation Design

Glad Richard W. (2001) Weave Analysis and Performance: The Washington State Case Study

Paselk, Ted (1994) Final Report Lights On for Safety: In Response to RCW 47.04.180

MacDonald, Douglas B. (2007) Cable Median Barrier: Reassessment and Recommendations: A Report Requested by the Governor of the State of Washington

(2005) Improving Highway Safety: Deception Pass Log Rail

Koehne, Jodi (1994) Evaluation and Application of Washington State's Incident Response Guide

Mannering, Fred L. (1992) A Framework for Developing Incident Management Systems

Mannering, Fred L. (1991) Incident Management Systems Framework: Impacts of Service Patrols

Chayanan, Songrit (2004) Median Crossover Accident Analyses and the Effectiveness of Median Barriers

Milton, John C. (1996) The Relationship Between Highway Geometrics, Traffic Related Elements, and Motor Vehicle Accidents

Glossary of Terms

Accident Rate: Number of reportable collisions for a specified segment of public roadway per 1 million vehicle miles of travel, unless otherwise stated.

Alcohol Involved Collision: Collision in which a motor vehicle driver, pedestrian or pedalcyclist is listed on the collision report by a law enforcement officer as having been drinking alcoholic beverages before the collision.

Alcohol Involved Ability Impaired Collision: Collision in which the condition and behavior of a motor vehicle driver, pedestrian or pedalcyclist at the time of the collision was influenced by drinking alcoholic beverages before the collision.

Annual Vehicle Miles Traveled (AVMT); State Highway: The number of miles traveled by all vehicles on the state highway system in a year.

Annual Vehicle Miles Traveled (AVMT); Statewide: The number of miles traveled by all vehicles on the public roadway system in a year.

Collision: An unintended event that causes a death, injury or property damage and involves at least one motor vehicle or pedalcyclist on a public roadway. See 'Reportable Collision'.

Contributing Circumstance: An element or driving action that, in the reporting officer's opinion, best describes the main cause of the collision. First, second and third contributing causes are collected for each motor vehicle driver, pedalcyclist and pedestrian involved in the collision.

Disabling Injury: Any injury other than a fatal injury that prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.

Disabling Injury Collision: Any collision in which the most severe level of injury sustained by the person(s) involved is a disabling injury.

Driver (operator): A person who is in actual physical control of a motor vehicle on a public roadway.

Evident Injury: A non-disabling injury sustained by a person involved in the collision, such as: *broken fingers or toes, abrasions, contusions, etc.*

Evident Injury Collision: Any collision in which the most severe level of injury sustained by the person(s) involved is an evident injury.

Fatal Collision: Any collision that results in the death of one or more persons due to injuries received from the collision within 30 days of the collision.

Fatal Injury: An injury sustained by a person involved in the collision that results in the death of that person within 30 days of the collision.

Fatality: A person who died within 30 days of a collision as a result of injuries sustained in the collision.

Fatal Accident Rate: Number of reportable fatal collisions for a specified segment of public roadway per 100 million vehicle miles of travel, unless otherwise stated.

Fatality Rate: Number of deaths resulting from reportable collisions for a specified segment of public roadway per 100 million vehicle miles of travel, unless otherwise stated.

Fixed Object: Stationary structure or substantial vegetation attached to the terrain.

Functional Class: Classification of types of state highways. In order of priority they are: Interstate, Principal Arterial, Minor Arterial, Collector (further broken down by urban and rural).

Injury: Bodily harm to a person as a result of a motor collision. Refer to:

- Fatal Injury
- Disabling Injury
- Evident Injury
- Possible Injury

Licensed Driver: A person who is licensed by any state, province or other governmental entity to operate a motor vehicle on public roadways.

Motor Vehicle: Any motorized device in, upon or by which any person or property is or may be transported or drawn upon a public roadway, excepting devices used exclusively upon stationary rails or tracks. This includes every motorized vehicle that is self-propelled or propelled by electric power (excluding motorized wheel-chairs), including that obtained from overhead trolley wires but not operated on rails.

Most Severe Injury of Collision: (MSVJ): a category given to an individual collision based on the most severe level of injury sustained in the collision:

- Fatal Injury
- Disabling Injury
- Evident Injury
- Possible Injury
- Property Damage Only (no injury)

No Injury Collision: Any collision in which none of the persons involved sustained any bodily harm due to the collision.

Non-Motorist on a Personal Conveyance: A personal conveyance is (1) a human-powered, non-motorized device not propelled by pedaling, or (2) such devices even when motorized. Includes ride able toys (roller skates, inline skates, skateboards, skates, baby carriages, scooters, toy wagons,), motorized ride able toys (motorized skateboard, motorized scooter, motorized toy car), devices for personal mobility assistance (segway-style devices, motorized and non-motorized wheelchairs, handicapped scooters).

Exclusions: Golf carts, low speed vehicles (LSV), go carts, and mini-bikes are excluded because they are motor vehicles.

Other Pedestrian: Flagger, Roadway Worker, Emergency Response Personnel, a person in a Home or place of Business (vehicle enters home or business striking a person), an Officer on foot pursuit, a person afoot fleeing pursuit, etc.).

Passenger: A person who is the occupant of a vehicle other than the driver.

Pedalcycle: Every vehicle propelled exclusively by human power upon which any person may ride, including unicycles, bicycles and tricycles. This does not include scooters and similar devices.

Pedalcyclist: Any Person operating or riding upon a pedalcycle.

Pedestrian: Any person afoot, or any Non-Motorist on a Personal Conveyance (See Non-Motorist on a Personal Conveyance).

Possible Injury: Any injury reported to the officer or claimed by an individual involved in a collision such as: *momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, hysteria, etc.*

Possible Injury Collision: Any collision in which the most severe level of injury sustained by the person(s) involved is a possible injury.

Property Damage Only Collision: Any collision in which there was damage to property, but no injuries or fatalities to people.

Reportable Collision: An unintended event on a public roadway involving at least one motor vehicle or pedalcyclist, consisting of at least \$700 worth of damage to any one person's property, or else injury or death to any person involved in the collision.

Restraint: A device such as a seat belt, shoulder belt, or child seat used to hold the occupant of a motor vehicle in the seat at all times while the vehicle is in motion.

Rural: All areas, incorporated and unincorporated, with a population of less than 5,000.

Urban: Any incorporated area with a population of over 5,000.

Vehicle-Construction or Road Machinery: Inclusive of Law Enforcement, Fire Response, Medical Response, Tow Trucks, etc. that were in working status.

Vehicle Miles Traveled (VMT); State Highway: The number of miles traveled by all vehicles on the state highway system.

Vehicle Miles Traveled (VMT); Statewide: The number of miles traveled by all vehicles on the public roadway system.

Work Zone: Any activity involving construction, maintenance or utility work on or in the immediate vicinity of a public roadway. A work zone may be active (workers present) or inactive (workers not present).

Work Zone Collision: A collision that occurred in a work zone or within the immediate vicinity of a work zone. In the case of a divided roadway, the immediate vicinity includes the opposing lanes of traffic. The work activity need not necessarily have contributed to the collision. In addition a collision may also be considered as related to work zone activity if it occurs as a result of slowing or stoppage of traffic due to work zone activity ahead of the immediate collision site.

Americans with Disabilities Act (ADA) Information Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation at (360) 705-7097. Persons who are deaf or hard of hearing may call access Washington State Telecommunications Relay Service by dialing 7-1-1 and asking to be connected to (360) 705-7097.

