

Washington State: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 1,816 | 100.0% | 1,725 | 100.0% | 492 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 794 | 43.7% | 828 | 48.0% | 262 | 53.3% |
| Drinking Driver-Involved | 706 | 38.9% | 712 | 41.3% | 241 | 49.0% |
| Alcohol Impaired Driver-Involved | 557 | 30.7% | 544 | 31.5% | 188 | 38.2% |
| Drug Impaired Driver-Involved | 412 | 22.7% | 474 | 27.5% | 150 | 30.5% |
| Run off the Road* | 771 | 42.5% | 722 | 41.9% | 228 | 46.3% |
| Speeding Involved | 707 | 38.9% | 693 | 40.2% | 208 | 42.3% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 714 | 39.3% | 654 | 37.9% | 178 | 36.2% |
| Drivers 16-20 Involved | 362 | 19.9% | 318 | 18.4% | 87 | 17.7% |
| Drivers 21-25 Involved | 381 | 21.0% | 358 | 20.8% | 101 | 20.5% |
| Unrestrained Passenger Vehicle Occupant | 552 | 30.4% | 481 | 27.9% | 130 | 26.4% |
| Distracted Driver-Involved | 478 | 26.3% | 426 | 24.7% | 160 | 32.5% |
| Intersection Related* | 367 | 20.2% | 356 | 20.6% | 97 | 19.7% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 340 | 18.7% | 323 | 18.7% | 79 | 16.1% |
| Motorcyclist | 203 | 11.2% | 225 | 13.0% | 67 | 13.6% |
| Unhelmeted Motorcyclist | 9 | 0.5% | 16 | 0.9% | 5 | 1.0% |
| Unendorsed Motorcycle Operator | 63 | 3.5% | 84 | 4.9% | 14 | 2.8% |
| Pedestrian | 211 | 11.6% | 198 | 11.5% | 63 | 12.8% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 171 | 9.4% | 198 | 11.5% | 31 | 6.3% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 160 | 8.8% | 120 | 7.0% | 27 | 5.5% |
| Drowsy Driver-Involved | 86 | 4.7% | 77 | 4.5% | 17 | 3.5% |
| Bicyclist | 30 | 1.7% | 30 | 1.7% | 9 | 1.8% |
| Work Zone | 32 | 1.8% | 21 | 1.2% | 1 | 0.2% |
| Wildlife | 7 | 0.4% | 9 | 0.5% | 0 | 0.0% |
| Vehicle-Train Involved | 5 | 0.3% | 8 | 0.5% | 0 | 0.0% |
| School Bus-Related | 7 | 0.4% | 1 | 0.1% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 1,129 | 62.2% | 1,003 | 58.1% | 312 | 63.4% |
| Urban Roadway | 684 | 37.7% | 721 | 41.8% | 173 | 35.2% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 883 | 48.6% | 792 | 45.9% | 236 | 48.0% |
| County Road | 581 | 32.0% | 534 | 31.0% | 160 | 32.5% |
| City Street | 316 | 17.4% | 362 | 21.0% | 87 | 17.7% |
| Unlicensed Driver-Involved | 323 | 17.8% | 352 | 20.4% | 90 | 18.3% |
| Passenger Vehicle Occupant | 1,324 | 72.9% | 1,208 | 70.0% | 337 | 68.5% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Adams County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 25 | 100.0% | 14 | 100.0% | 1 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 7 | 28.0% | 6 | 42.9% | 1 | 100.0% |
| Drinking Driver-Involved | 10 | 40.0% | 6 | 42.9% | 1 | 100.0% |
| Alcohol Impaired Driver-Involved | 5 | 20.0% | 4 | 28.6% | 1 | 100.0% |
| Drug Impaired Driver-Involved | 4 | 16.0% | 4 | 28.6% | 0 | 0.0% |
| Run off the Road* | 12 | 48.0% | 4 | 28.6% | 0 | 0.0% |
| Speeding Involved | 9 | 36.0% | 2 | 14.3% | 1 | 100.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 5 | 20.0% | 6 | 42.9% | 0 | 0.0% |
| Drivers 16-20 Involved | 3 | 12.0% | 2 | 14.3% | 0 | 0.0% |
| Drivers 21-25 Involved | 2 | 8.0% | 4 | 28.6% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 11 | 44.0% | 2 | 14.3% | 0 | 0.0% |
| Distracted Driver-Involved | 16 | 64.0% | 5 | 35.7% | 1 | 100.0% |
| Intersection Related* | 3 | 12.0% | 2 | 14.3% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 6 | 24.0% | 4 | 28.6% | 0 | 0.0% |
| Motorcyclist | 1 | 4.0% | 1 | 7.1% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 1 | 4.0% | 2 | 14.3% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 4 | 16.0% | 3 | 21.4% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 0 | 0.0% | 1 | 7.1% | 0 | 0.0% |
| Drowsy Driver-Involved | 5 | 20.0% | 1 | 7.1% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 25 | 100.0% | 13 | 92.9% | 0 | 0.0% |
| Urban Roadway | 0 | 0.0% | 1 | 7.1% | 1 | 100.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 19 | 76.0% | 9 | 64.3% | 1 | 100.0% |
| County Road | 6 | 24.0% | 4 | 28.6% | 0 | 0.0% |
| City Street | 0 | 0.0% | 1 | 7.1% | 0 | 0.0% |
| Unlicensed Driver-Involved | 5 | 20.0% | 2 | 14.3% | 0 | 0.0% |
| Passenger Vehicle Occupant | 23 | 92.0% | 11 | 78.6% | 1 | 100.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Asotin County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 4 | 100.0% | 0 | 100.0% | 2 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 2 | 50.0% | 0 | 0.0% | 1 | 50.0% |
| Drinking Driver-Involved | 2 | 50.0% | 0 | 0.0% | 1 | 50.0% |
| Alcohol Impaired Driver-Involved | 2 | 50.0% | 0 | 0.0% | 1 | 50.0% |
| Drug Impaired Driver-Involved | 1 | 25.0% | 0 | 0.0% | 0 | 0.0% |
| Run off the Road* | 3 | 75.0% | 0 | 0.0% | 1 | 50.0% |
| Speeding Involved | 2 | 50.0% | 0 | 0.0% | 2 | 100.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 1 | 25.0% | 0 | 0.0% | 1 | 50.0% |
| Drivers 16-20 Involved | 1 | 25.0% | 0 | 0.0% | 1 | 50.0% |
| Drivers 21-25 Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 2 | 50.0% | 0 | 0.0% | 1 | 50.0% |
| Distracted Driver-Involved | 0 | 0.0% | 0 | 0.0% | 1 | 50.0% |
| Intersection Related* | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Motorcyclist | 0 | 0.0% | 0 | 0.0% | 1 | 50.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 1 | 50.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Drowsy Driver-Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 2 | 50.0% | 0 | 0.0% | 1 | 50.0% |
| Urban Roadway | 2 | 50.0% | 0 | 0.0% | 1 | 50.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 1 | 25.0% | 0 | 0.0% | 1 | 50.0% |
| County Road | 1 | 25.0% | 0 | 0.0% | 1 | 50.0% |
| City Street | 2 | 50.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 1 | 25.0% | 0 | 0.0% | 0 | 0.0% |
| Passenger Vehicle Occupant | 4 | 100.0% | 0 | 0.0% | 1 | 50.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Benton County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 43 | 100.0% | 24 | 100.0% | 11 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 7 | 16.3% | 5 | 20.8% | 5 | 45.5% |
| Drinking Driver-Involved | 10 | 23.3% | 4 | 16.7% | 4 | 36.4% |
| Alcohol Impaired Driver-Involved | 7 | 16.3% | 3 | 12.5% | 2 | 18.2% |
| Drug Impaired Driver-Involved | 2 | 4.7% | 2 | 8.3% | 3 | 27.3% |
| Run off the Road* | 13 | 30.2% | 6 | 25.0% | 7 | 63.6% |
| Speeding Involved | 12 | 27.9% | 2 | 8.3% | 5 | 45.5% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 18 | 41.9% | 8 | 33.3% | 7 | 63.6% |
| Drivers 16-20 Involved | 8 | 18.6% | 1 | 4.2% | 4 | 36.4% |
| Drivers 21-25 Involved | 10 | 23.3% | 7 | 29.2% | 3 | 27.3% |
| Unrestrained Passenger Vehicle Occupant | 13 | 30.2% | 8 | 33.3% | 3 | 27.3% |
| Distracted Driver-Involved | 23 | 53.5% | 8 | 33.3% | 7 | 63.6% |
| Intersection Related* | 13 | 30.2% | 11 | 45.8% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 6 | 14.0% | 4 | 16.7% | 1 | 9.1% |
| Motorcyclist | 5 | 11.6% | 4 | 16.7% | 1 | 9.1% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 2 | 4.7% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 2 | 4.7% | 2 | 8.3% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 9 | 20.9% | 5 | 20.8% | 1 | 9.1% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 5 | 11.6% | 2 | 8.3% | 0 | 0.0% |
| Drowsy Driver-Involved | 2 | 4.7% | 1 | 4.2% | 0 | 0.0% |
| Bicyclist | 1 | 2.3% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 1 | 4.2% | 0 | 0.0% |
| Vehicle-Train Involved | 1 | 2.3% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 29 | 67.4% | 14 | 58.3% | 10 | 90.9% |
| Urban Roadway | 14 | 32.6% | 10 | 41.7% | 1 | 9.1% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 24 | 55.8% | 12 | 50.0% | 5 | 45.5% |
| County Road | 12 | 27.9% | 7 | 29.2% | 6 | 54.5% |
| City Street | 7 | 16.3% | 5 | 20.8% | 0 | 0.0% |
| Unlicensed Driver-Involved | 9 | 20.9% | 1 | 4.2% | 2 | 18.2% |
| Passenger Vehicle Occupant | 34 | 79.1% | 16 | 66.7% | 9 | 81.8% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Chelan County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 31 | 100.0% | 20 | 100.0% | 12 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 9 | 29.0% | 9 | 45.0% | 5 | 41.7% |
| Drinking Driver-Involved | 10 | 32.3% | 7 | 35.0% | 6 | 50.0% |
| Alcohol Impaired Driver-Involved | 7 | 22.6% | 7 | 35.0% | 5 | 41.7% |
| Drug Impaired Driver-Involved | 3 | 9.7% | 4 | 20.0% | 0 | 0.0% |
| Run off the Road* | 14 | 45.2% | 6 | 30.0% | 5 | 41.7% |
| Speeding Involved | 10 | 32.3% | 6 | 30.0% | 5 | 41.7% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 8 | 25.8% | 7 | 35.0% | 4 | 33.3% |
| Drivers 16-20 Involved | 5 | 16.1% | 5 | 25.0% | 4 | 33.3% |
| Drivers 21-25 Involved | 3 | 9.7% | 3 | 15.0% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 7 | 22.6% | 5 | 25.0% | 3 | 25.0% |
| Distracted Driver-Involved | 8 | 25.8% | 4 | 20.0% | 2 | 16.7% |
| Intersection Related* | 5 | 16.1% | 4 | 20.0% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 7 | 22.6% | 6 | 30.0% | 4 | 33.3% |
| Motorcyclist | 4 | 12.9% | 4 | 20.0% | 1 | 8.3% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 1 | 3.2% | 1 | 5.0% | 0 | 0.0% |
| Pedestrian | 1 | 3.2% | 3 | 15.0% | 1 | 8.3% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 2 | 6.5% | 2 | 10.0% | 3 | 25.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 4 | 12.9% | 1 | 5.0% | 0 | 0.0% |
| Drowsy Driver-Involved | 2 | 6.5% | 0 | 0.0% | 1 | 8.3% |
| Bicyclist | 2 | 6.5% | 0 | 0.0% | 1 | 8.3% |
| Work Zone | 2 | 6.5% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 29 | 93.5% | 15 | 75.0% | 11 | 91.7% |
| Urban Roadway | 2 | 6.5% | 5 | 25.0% | 1 | 8.3% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 20 | 64.5% | 9 | 45.0% | 11 | 91.7% |
| County Road | 6 | 19.4% | 5 | 25.0% | 0 | 0.0% |
| City Street | 1 | 3.2% | 4 | 20.0% | 1 | 8.3% |
| Unlicensed Driver-Involved | 3 | 9.7% | 1 | 5.0% | 2 | 16.7% |
| Passenger Vehicle Occupant | 23 | 74.2% | 13 | 65.0% | 7 | 58.3% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Clallam County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 32 | 100.0% | 31 | 100.0% | 7 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 16 | 50.0% | 12 | 38.7% | 2 | 28.6% |
| Drinking Driver-Involved | 14 | 43.8% | 12 | 38.7% | 3 | 42.9% |
| Alcohol Impaired Driver-Involved | 8 | 25.0% | 5 | 16.1% | 2 | 28.6% |
| Drug Impaired Driver-Involved | 12 | 37.5% | 9 | 29.0% | 2 | 28.6% |
| Run off the Road* | 12 | 37.5% | 14 | 45.2% | 1 | 14.3% |
| Speeding Involved | 12 | 37.5% | 13 | 41.9% | 3 | 42.9% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 17 | 53.1% | 10 | 32.3% | 4 | 57.1% |
| Drivers 16-20 Involved | 11 | 34.4% | 7 | 22.6% | 0 | 0.0% |
| Drivers 21-25 Involved | 9 | 28.1% | 3 | 9.7% | 4 | 57.1% |
| Unrestrained Passenger Vehicle Occupant | 11 | 34.4% | 8 | 25.8% | 1 | 14.3% |
| Distracted Driver-Involved | 5 | 15.6% | 10 | 32.3% | 1 | 14.3% |
| Intersection Related* | 6 | 18.8% | 4 | 12.9% | 1 | 14.3% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 13 | 40.6% | 7 | 22.6% | 4 | 57.1% |
| Motorcyclist | 2 | 6.3% | 4 | 12.9% | 1 | 14.3% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 1 | 3.2% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 1 | 3.2% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 5 | 16.1% | 1 | 14.3% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 5 | 15.6% | 1 | 3.2% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 2 | 6.3% | 5 | 16.1% | 0 | 0.0% |
| Drowsy Driver-Involved | 2 | 6.3% | 3 | 9.7% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 29 | 90.6% | 21 | 67.7% | 6 | 85.7% |
| Urban Roadway | 3 | 9.4% | 10 | 32.3% | 1 | 14.3% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 25 | 78.1% | 23 | 74.2% | 5 | 71.4% |
| County Road | 6 | 18.8% | 1 | 3.2% | 1 | 14.3% |
| City Street | 1 | 3.1% | 4 | 12.9% | 1 | 14.3% |
| Unlicensed Driver-Involved | 6 | 18.8% | 6 | 19.4% | 0 | 0.0% |
| Passenger Vehicle Occupant | 29 | 90.6% | 21 | 67.7% | 5 | 71.4% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Clark County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 67 | 100.0% | 70 | 100.0% | 14 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 37 | 55.2% | 34 | 48.6% | 9 | 64.3% |
| Drinking Driver-Involved | 32 | 47.8% | 29 | 41.4% | 9 | 64.3% |
| Alcohol Impaired Driver-Involved | 25 | 37.3% | 21 | 30.0% | 8 | 57.1% |
| Drug Impaired Driver-Involved | 25 | 37.3% | 19 | 27.1% | 2 | 14.3% |
| Run off the Road* | 22 | 32.8% | 22 | 31.4% | 6 | 42.9% |
| Speeding Involved | 29 | 43.3% | 25 | 35.7% | 7 | 50.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 30 | 44.8% | 32 | 45.7% | 7 | 50.0% |
| Drivers 16-20 Involved | 19 | 28.4% | 19 | 27.1% | 1 | 7.1% |
| Drivers 21-25 Involved | 15 | 22.4% | 14 | 20.0% | 6 | 42.9% |
| Unrestrained Passenger Vehicle Occupant | 23 | 34.3% | 15 | 21.4% | 5 | 35.7% |
| Distracted Driver-Involved | 19 | 28.4% | 13 | 18.6% | 5 | 35.7% |
| Intersection Related* | 14 | 20.9% | 14 | 20.0% | 1 | 7.1% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 19 | 28.4% | 13 | 18.6% | 4 | 28.6% |
| Motorcyclist | 8 | 11.9% | 9 | 12.9% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 2 | 3.0% | 4 | 5.7% | 0 | 0.0% |
| Pedestrian | 6 | 9.0% | 12 | 17.1% | 1 | 7.1% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 5 | 7.5% | 5 | 7.1% | 2 | 14.3% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 4 | 6.0% | 1 | 1.4% | 0 | 0.0% |
| Drowsy Driver-Involved | 4 | 6.0% | 3 | 4.3% | 0 | 0.0% |
| Bicyclist | 3 | 4.5% | 3 | 4.3% | 1 | 7.1% |
| Work Zone | 1 | 1.5% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 31 | 46.3% | 35 | 50.0% | 9 | 64.3% |
| Urban Roadway | 36 | 53.7% | 35 | 50.0% | 5 | 35.7% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 23 | 34.3% | 18 | 25.7% | 7 | 50.0% |
| County Road | 36 | 53.7% | 37 | 52.9% | 4 | 28.6% |
| City Street | 8 | 11.9% | 14 | 20.0% | 3 | 21.4% |
| Unlicensed Driver-Involved | 14 | 20.9% | 12 | 17.1% | 4 | 28.6% |
| Passenger Vehicle Occupant | 50 | 74.6% | 45 | 64.3% | 12 | 85.7% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Columbia County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 3 | 100.0% | 3 | 100.0% | 0 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 2 | 66.7% | 2 | 66.7% | 0 | 0.0% |
| Drinking Driver-Involved | 0 | 0.0% | 2 | 66.7% | 0 | 0.0% |
| Alcohol Impaired Driver-Involved | 0 | 0.0% | 2 | 66.7% | 0 | 0.0% |
| Drug Impaired Driver-Involved | 2 | 66.7% | 0 | 0.0% | 0 | 0.0% |
| Run off the Road* | 1 | 33.3% | 2 | 66.7% | 0 | 0.0% |
| Speeding Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 0 | 0.0% | 1 | 33.3% | 0 | 0.0% |
| Drivers 16-20 Involved | 0 | 0.0% | 1 | 33.3% | 0 | 0.0% |
| Drivers 21-25 Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 1 | 33.3% | 2 | 66.7% | 0 | 0.0% |
| Distracted Driver-Involved | 2 | 66.7% | 2 | 66.7% | 0 | 0.0% |
| Intersection Related* | 2 | 66.7% | 0 | 0.0% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 2 | 66.7% | 1 | 33.3% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 3 | 100.0% | 0 | 0.0% | 0 | 0.0% |
| Drowsy Driver-Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 3 | 100.0% | 2 | 66.7% | 0 | 0.0% |
| Urban Roadway | 0 | 0.0% | 1 | 33.3% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 2 | 66.7% | 1 | 33.3% | 0 | 0.0% |
| County Road | 1 | 33.3% | 2 | 66.7% | 0 | 0.0% |
| City Street | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 0 | 0.0% | 2 | 66.7% | 0 | 0.0% |
| Passenger Vehicle Occupant | 3 | 100.0% | 3 | 100.0% | 0 | 0.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Cowlitz County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 28 | 100.0% | 41 | 100.0% | 7 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 16 | 57.1% | 20 | 48.8% | 4 | 57.1% |
| Drinking Driver-Involved | 14 | 50.0% | 18 | 43.9% | 3 | 42.9% |
| Alcohol Impaired Driver-Involved | 10 | 35.7% | 13 | 31.7% | 3 | 42.9% |
| Drug Impaired Driver-Involved | 6 | 21.4% | 14 | 34.1% | 4 | 57.1% |
| Run off the Road* | 15 | 53.6% | 19 | 46.3% | 6 | 85.7% |
| Speeding Involved | 17 | 60.7% | 18 | 43.9% | 3 | 42.9% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 7 | 25.0% | 15 | 36.6% | 4 | 57.1% |
| Drivers 16-20 Involved | 6 | 21.4% | 9 | 22.0% | 3 | 42.9% |
| Drivers 21-25 Involved | 1 | 3.6% | 6 | 14.6% | 1 | 14.3% |
| Unrestrained Passenger Vehicle Occupant | 8 | 28.6% | 9 | 22.0% | 2 | 28.6% |
| Distracted Driver-Involved | 4 | 14.3% | 10 | 24.4% | 1 | 14.3% |
| Intersection Related* | 1 | 3.6% | 9 | 22.0% | 1 | 14.3% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 9 | 32.1% | 6 | 14.6% | 1 | 14.3% |
| Motorcyclist | 3 | 10.7% | 2 | 4.9% | 1 | 14.3% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 2 | 7.1% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 1 | 3.6% | 4 | 9.8% | 1 | 14.3% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 0 | 0.0% | 3 | 7.3% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 4 | 14.3% | 2 | 4.9% | 1 | 14.3% |
| Drowsy Driver-Involved | 3 | 10.7% | 1 | 2.4% | 1 | 14.3% |
| Bicyclist | 0 | 0.0% | 1 | 2.4% | 0 | 0.0% |
| Work Zone | 1 | 3.6% | 1 | 2.4% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 1 | 2.4% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 4 | 9.8% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 25 | 89.3% | 25 | 61.0% | 6 | 85.7% |
| Urban Roadway | 3 | 10.7% | 16 | 39.0% | 1 | 14.3% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 11 | 39.3% | 22 | 53.7% | 3 | 42.9% |
| County Road | 16 | 57.1% | 9 | 22.0% | 3 | 42.9% |
| City Street | 1 | 3.6% | 9 | 22.0% | 1 | 14.3% |
| Unlicensed Driver-Involved | 8 | 28.6% | 8 | 19.5% | 3 | 42.9% |
| Passenger Vehicle Occupant | 24 | 85.7% | 32 | 78.0% | 5 | 71.4% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Douglas County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 25 | 100.0% | 19 | 100.0% | 1 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 13 | 52.0% | 10 | 52.6% | 1 | 100.0% |
| Drinking Driver-Involved | 10 | 40.0% | 9 | 47.4% | 1 | 100.0% |
| Alcohol Impaired Driver-Involved | 10 | 40.0% | 7 | 36.8% | 1 | 100.0% |
| Drug Impaired Driver-Involved | 4 | 16.0% | 8 | 42.1% | 1 | 100.0% |
| Run off the Road* | 11 | 44.0% | 8 | 42.1% | 0 | 0.0% |
| Speeding Involved | 8 | 32.0% | 7 | 36.8% | 0 | 0.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 6 | 24.0% | 7 | 36.8% | 1 | 100.0% |
| Drivers 16-20 Involved | 4 | 16.0% | 2 | 10.5% | 0 | 0.0% |
| Drivers 21-25 Involved | 4 | 16.0% | 5 | 26.3% | 1 | 100.0% |
| Unrestrained Passenger Vehicle Occupant | 6 | 24.0% | 6 | 31.6% | 0 | 0.0% |
| Distracted Driver-Involved | 5 | 20.0% | 7 | 36.8% | 0 | 0.0% |
| Intersection Related* | 3 | 12.0% | 1 | 5.3% | 1 | 100.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 9 | 36.0% | 8 | 42.1% | 0 | 0.0% |
| Motorcyclist | 0 | 0.0% | 1 | 5.3% | 1 | 100.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 1 | 4.0% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 6 | 24.0% | 1 | 5.3% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 3 | 12.0% | 2 | 10.5% | 0 | 0.0% |
| Drowsy Driver-Involved | 3 | 12.0% | 4 | 21.1% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 1 | 4.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 20 | 80.0% | 16 | 84.2% | 0 | 0.0% |
| Urban Roadway | 5 | 20.0% | 3 | 15.8% | 1 | 100.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 20 | 80.0% | 16 | 84.2% | 0 | 0.0% |
| County Road | 5 | 20.0% | 2 | 10.5% | 0 | 0.0% |
| City Street | 0 | 0.0% | 0 | 0.0% | 1 | 100.0% |
| Unlicensed Driver-Involved | 9 | 36.0% | 4 | 21.1% | 0 | 0.0% |
| Passenger Vehicle Occupant | 23 | 92.0% | 16 | 84.2% | 0 | 0.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Ferry County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 17 | 100.0% | 8 | 100.0% | 3 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 10 | 58.8% | 5 | 62.5% | 2 | 66.7% |
| Drinking Driver-Involved | 11 | 64.7% | 6 | 75.0% | 3 | 100.0% |
| Alcohol Impaired Driver-Involved | 8 | 47.1% | 4 | 50.0% | 1 | 33.3% |
| Drug Impaired Driver-Involved | 4 | 23.5% | 1 | 12.5% | 1 | 33.3% |
| Run off the Road* | 12 | 70.6% | 6 | 75.0% | 1 | 33.3% |
| Speeding Involved | 10 | 58.8% | 5 | 62.5% | 1 | 33.3% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 9 | 52.9% | 1 | 12.5% | 1 | 33.3% |
| Drivers 16-20 Involved | 4 | 23.5% | 0 | 0.0% | 0 | 0.0% |
| Drivers 21-25 Involved | 5 | 29.4% | 1 | 12.5% | 1 | 33.3% |
| Unrestrained Passenger Vehicle Occupant | 10 | 58.8% | 4 | 50.0% | 2 | 66.7% |
| Distracted Driver-Involved | 2 | 11.8% | 3 | 37.5% | 1 | 33.3% |
| Intersection Related* | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 4 | 23.5% | 1 | 12.5% | 1 | 33.3% |
| Motorcyclist | 3 | 17.6% | 2 | 25.0% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 1 | 5.9% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 1 | 5.9% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 1 | 5.9% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 0 | 0.0% | 1 | 12.5% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Drowsy Driver-Involved | 3 | 17.6% | 0 | 0.0% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 1 | 12.5% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 17 | 100.0% | 8 | 100.0% | 3 | 100.0% |
| Urban Roadway | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 6 | 35.3% | 5 | 62.5% | 2 | 66.7% |
| County Road | 11 | 64.7% | 2 | 25.0% | 1 | 33.3% |
| City Street | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 4 | 23.5% | 0 | 0.0% | 2 | 66.7% |
| Passenger Vehicle Occupant | 13 | 76.5% | 5 | 62.5% | 3 | 100.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Franklin County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 10 | 100.0% | 27 | 100.0% | 10 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 5 | 50.0% | 17 | 63.0% | 3 | 30.0% |
| Drinking Driver-Involved | 4 | 40.0% | 17 | 63.0% | 4 | 40.0% |
| Alcohol Impaired Driver-Involved | 2 | 20.0% | 15 | 55.6% | 3 | 30.0% |
| Drug Impaired Driver-Involved | 3 | 30.0% | 4 | 14.8% | 1 | 10.0% |
| Run off the Road* | 5 | 50.0% | 17 | 63.0% | 4 | 40.0% |
| Speeding Involved | 3 | 30.0% | 8 | 29.6% | 4 | 40.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 7 | 70.0% | 12 | 44.4% | 4 | 40.0% |
| Drivers 16-20 Involved | 5 | 50.0% | 7 | 25.9% | 1 | 10.0% |
| Drivers 21-25 Involved | 2 | 20.0% | 5 | 18.5% | 3 | 30.0% |
| Unrestrained Passenger Vehicle Occupant | 3 | 30.0% | 10 | 37.0% | 3 | 30.0% |
| Distracted Driver-Involved | 1 | 10.0% | 9 | 33.3% | 5 | 50.0% |
| Intersection Related* | 0 | 0.0% | 4 | 14.8% | 3 | 30.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 3 | 30.0% | 1 | 3.7% | 0 | 0.0% |
| Motorcyclist | 0 | 0.0% | 1 | 3.7% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 2 | 7.4% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 4 | 14.8% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 4 | 40.0% | 4 | 14.8% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 1 | 10.0% | 0 | 0.0% | 0 | 0.0% |
| Drowsy Driver-Involved | 2 | 20.0% | 2 | 7.4% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 8 | 80.0% | 19 | 70.4% | 6 | 60.0% |
| Urban Roadway | 2 | 20.0% | 8 | 29.6% | 4 | 40.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 5 | 50.0% | 14 | 51.9% | 5 | 50.0% |
| County Road | 4 | 40.0% | 9 | 33.3% | 4 | 40.0% |
| City Street | 1 | 10.0% | 4 | 14.8% | 1 | 10.0% |
| Unlicensed Driver-Involved | 4 | 40.0% | 12 | 44.4% | 1 | 10.0% |
| Passenger Vehicle Occupant | 9 | 90.0% | 21 | 77.8% | 10 | 100.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Garfield County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 0 | 100.0% | 3 | 100.0% | 2 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 0 | 0.0% | 1 | 33.3% | 2 | 100.0% |
| Drinking Driver-Involved | 0 | 0.0% | 0 | 0.0% | 2 | 100.0% |
| Alcohol Impaired Driver-Involved | 0 | 0.0% | 0 | 0.0% | 2 | 100.0% |
| Drug Impaired Driver-Involved | 0 | 0.0% | 1 | 33.3% | 0 | 0.0% |
| Run off the Road* | 0 | 0.0% | 0 | 0.0% | 2 | 100.0% |
| Speeding Involved | 0 | 0.0% | 0 | 0.0% | 2 | 100.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 0 | 0.0% | 2 | 66.7% | 1 | 50.0% |
| Drivers 16-20 Involved | 0 | 0.0% | 1 | 33.3% | 0 | 0.0% |
| Drivers 21-25 Involved | 0 | 0.0% | 1 | 33.3% | 1 | 50.0% |
| Unrestrained Passenger Vehicle Occupant | 0 | 0.0% | 0 | 0.0% | 2 | 100.0% |
| Distracted Driver-Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Intersection Related* | 0 | 0.0% | 1 | 33.3% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 0 | 0.0% | 3 | 100.0% | 0 | 0.0% |
| Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 0 | 0.0% | 3 | 100.0% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Drowsy Driver-Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 0 | 0.0% | 3 | 100.0% | 2 | 100.0% |
| Urban Roadway | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 0 | 0.0% | 3 | 100.0% | 1 | 50.0% |
| County Road | 0 | 0.0% | 0 | 0.0% | 1 | 50.0% |
| City Street | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 0 | 0.0% | 1 | 33.3% | 0 | 0.0% |
| Passenger Vehicle Occupant | 0 | 0.0% | 3 | 100.0% | 2 | 100.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Grant County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 58 | 100.0% | 51 | 100.0% | 22 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 25 | 43.1% | 24 | 47.1% | 13 | 59.1% |
| Drinking Driver-Involved | 21 | 36.2% | 18 | 35.3% | 15 | 68.2% |
| Alcohol Impaired Driver-Involved | 18 | 31.0% | 17 | 33.3% | 13 | 59.1% |
| Drug Impaired Driver-Involved | 9 | 15.5% | 15 | 29.4% | 7 | 31.8% |
| Run off the Road* | 19 | 32.8% | 22 | 43.1% | 7 | 31.8% |
| Speeding Involved | 24 | 41.4% | 19 | 37.3% | 6 | 27.3% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 29 | 50.0% | 25 | 49.0% | 9 | 40.9% |
| Drivers 16-20 Involved | 8 | 13.8% | 15 | 29.4% | 5 | 22.7% |
| Drivers 21-25 Involved | 21 | 36.2% | 12 | 23.5% | 5 | 22.7% |
| Unrestrained Passenger Vehicle Occupant | 28 | 48.3% | 20 | 39.2% | 6 | 27.3% |
| Distracted Driver-Involved | 25 | 43.1% | 21 | 41.2% | 9 | 40.9% |
| Intersection Related* | 21 | 36.2% | 16 | 31.4% | 9 | 40.9% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 10 | 17.2% | 7 | 13.7% | 4 | 18.2% |
| Motorcyclist | 3 | 5.2% | 4 | 7.8% | 3 | 13.6% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 1 | 2.0% | 0 | 0.0% |
| Pedestrian | 3 | 5.2% | 2 | 3.9% | 1 | 4.5% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 10 | 17.2% | 8 | 15.7% | 6 | 27.3% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 4 | 6.9% | 2 | 3.9% | 1 | 4.5% |
| Drowsy Driver-Involved | 3 | 5.2% | 2 | 3.9% | 0 | 0.0% |
| Bicyclist | 1 | 1.7% | 1 | 2.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 1 | 1.7% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 52 | 89.7% | 45 | 88.2% | 20 | 90.9% |
| Urban Roadway | 6 | 10.3% | 6 | 11.8% | 2 | 9.1% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 31 | 53.4% | 24 | 47.1% | 15 | 68.2% |
| County Road | 24 | 41.4% | 21 | 41.2% | 7 | 31.8% |
| City Street | 3 | 5.2% | 5 | 9.8% | 0 | 0.0% |
| Unlicensed Driver-Involved | 18 | 31.0% | 12 | 23.5% | 2 | 9.1% |
| Passenger Vehicle Occupant | 50 | 86.2% | 41 | 80.4% | 18 | 81.8% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Grays Harbor County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 35 | 100.0% | 40 | 100.0% | 4 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 13 | 37.1% | 26 | 65.0% | 3 | 75.0% |
| Drinking Driver-Involved | 11 | 31.4% | 20 | 50.0% | 3 | 75.0% |
| Alcohol Impaired Driver-Involved | 9 | 25.7% | 12 | 30.0% | 3 | 75.0% |
| Drug Impaired Driver-Involved | 6 | 17.1% | 17 | 42.5% | 2 | 50.0% |
| Run off the Road* | 15 | 42.9% | 21 | 52.5% | 4 | 100.0% |
| Speeding Involved | 12 | 34.3% | 14 | 35.0% | 3 | 75.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 11 | 31.4% | 10 | 25.0% | 0 | 0.0% |
| Drivers 16-20 Involved | 6 | 17.1% | 3 | 7.5% | 0 | 0.0% |
| Drivers 21-25 Involved | 6 | 17.1% | 7 | 17.5% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 10 | 28.6% | 19 | 47.5% | 1 | 25.0% |
| Distracted Driver-Involved | 7 | 20.0% | 10 | 25.0% | 1 | 25.0% |
| Intersection Related* | 5 | 14.3% | 8 | 20.0% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 9 | 25.7% | 9 | 22.5% | 0 | 0.0% |
| Motorcyclist | 2 | 5.7% | 0 | 0.0% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 1 | 2.9% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 3 | 8.6% | 2 | 5.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 5 | 14.3% | 6 | 15.0% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 3 | 8.6% | 4 | 10.0% | 0 | 0.0% |
| Drowsy Driver-Involved | 2 | 5.7% | 5 | 12.5% | 1 | 25.0% |
| Bicyclist | 1 | 2.9% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 3 | 8.6% | 1 | 2.5% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 29 | 82.9% | 35 | 87.5% | 4 | 100.0% |
| Urban Roadway | 6 | 17.1% | 5 | 12.5% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 21 | 60.0% | 28 | 70.0% | 3 | 75.0% |
| County Road | 8 | 22.9% | 5 | 12.5% | 0 | 0.0% |
| City Street | 3 | 8.6% | 6 | 15.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 5 | 14.3% | 10 | 25.0% | 2 | 50.0% |
| Passenger Vehicle Occupant | 27 | 77.1% | 36 | 90.0% | 3 | 75.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Island County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 17 | 100.0% | 22 | 100.0% | 1 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 9 | 52.9% | 15 | 68.2% | 1 | 100.0% |
| Drinking Driver-Involved | 9 | 52.9% | 14 | 63.6% | 0 | 0.0% |
| Alcohol Impaired Driver-Involved | 6 | 35.3% | 12 | 54.5% | 0 | 0.0% |
| Drug Impaired Driver-Involved | 6 | 35.3% | 6 | 27.3% | 1 | 100.0% |
| Run off the Road* | 10 | 58.8% | 14 | 63.6% | 1 | 100.0% |
| Speeding Involved | 9 | 52.9% | 9 | 40.9% | 0 | 0.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 7 | 41.2% | 7 | 31.8% | 1 | 100.0% |
| Drivers 16-20 Involved | 2 | 11.8% | 4 | 18.2% | 1 | 100.0% |
| Drivers 21-25 Involved | 5 | 29.4% | 3 | 13.6% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 3 | 17.6% | 10 | 45.5% | 0 | 0.0% |
| Distracted Driver-Involved | 3 | 17.6% | 5 | 22.7% | 0 | 0.0% |
| Intersection Related* | 1 | 5.9% | 4 | 18.2% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 4 | 23.5% | 3 | 13.6% | 0 | 0.0% |
| Motorcyclist | 2 | 11.8% | 2 | 9.1% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 1 | 4.5% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 1 | 5.9% | 1 | 4.5% | 0 | 0.0% |
| Pedestrian | 1 | 5.9% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 2 | 11.8% | 1 | 4.5% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 3 | 17.6% | 1 | 4.5% | 0 | 0.0% |
| Drowsy Driver-Involved | 2 | 11.8% | 1 | 4.5% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 1 | 4.5% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 1 | 4.5% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 16 | 94.1% | 19 | 86.4% | 1 | 100.0% |
| Urban Roadway | 1 | 5.9% | 3 | 13.6% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 7 | 41.2% | 8 | 36.4% | 0 | 0.0% |
| County Road | 9 | 52.9% | 12 | 54.5% | 1 | 100.0% |
| City Street | 0 | 0.0% | 2 | 9.1% | 0 | 0.0% |
| Unlicensed Driver-Involved | 1 | 5.9% | 4 | 18.2% | 0 | 0.0% |
| Passenger Vehicle Occupant | 14 | 82.4% | 19 | 86.4% | 1 | 100.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Jefferson County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 21 | 100.0% | 21 | 100.0% | 2 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 11 | 52.4% | 9 | 42.9% | 1 | 50.0% |
| Drinking Driver-Involved | 7 | 33.3% | 7 | 33.3% | 1 | 50.0% |
| Alcohol Impaired Driver-Involved | 7 | 33.3% | 6 | 28.6% | 1 | 50.0% |
| Drug Impaired Driver-Involved | 7 | 33.3% | 4 | 19.0% | 0 | 0.0% |
| Run off the Road* | 7 | 33.3% | 9 | 42.9% | 1 | 50.0% |
| Speeding Involved | 10 | 47.6% | 5 | 23.8% | 0 | 0.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 2 | 9.5% | 1 | 4.8% | 1 | 50.0% |
| Drivers 16-20 Involved | 0 | 0.0% | 1 | 4.8% | 0 | 0.0% |
| Drivers 21-25 Involved | 2 | 9.5% | 0 | 0.0% | 1 | 50.0% |
| Unrestrained Passenger Vehicle Occupant | 5 | 23.8% | 4 | 19.0% | 1 | 50.0% |
| Distracted Driver-Involved | 6 | 28.6% | 13 | 61.9% | 0 | 0.0% |
| Intersection Related* | 3 | 14.3% | 3 | 14.3% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 9 | 42.9% | 7 | 33.3% | 0 | 0.0% |
| Motorcyclist | 3 | 14.3% | 1 | 4.8% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 3 | 14.3% | 3 | 14.3% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 4 | 19.0% | 1 | 4.8% | 0 | 0.0% |
| Drowsy Driver-Involved | 1 | 4.8% | 2 | 9.5% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 1 | 4.8% | 1 | 50.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 21 | 100.0% | 19 | 90.5% | 2 | 100.0% |
| Urban Roadway | 0 | 0.0% | 1 | 4.8% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 18 | 85.7% | 16 | 76.2% | 2 | 100.0% |
| County Road | 3 | 14.3% | 3 | 14.3% | 0 | 0.0% |
| City Street | 0 | 0.0% | 1 | 4.8% | 0 | 0.0% |
| Unlicensed Driver-Involved | 1 | 4.8% | 4 | 19.0% | 2 | 100.0% |
| Passenger Vehicle Occupant | 18 | 85.7% | 19 | 90.5% | 1 | 50.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

King County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 351 | 100.0% | 320 | 100.0% | 76 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 158 | 45.0% | 144 | 45.0% | 41 | 53.9% |
| Drinking Driver-Involved | 139 | 39.6% | 126 | 39.4% | 39 | 51.3% |
| Alcohol Impaired Driver-Involved | 122 | 34.8% | 97 | 30.3% | 31 | 40.8% |
| Drug Impaired Driver-Involved | 81 | 23.1% | 75 | 23.4% | 23 | 30.3% |
| Run off the Road* | 141 | 40.2% | 119 | 37.2% | 33 | 43.4% |
| Speeding Involved | 158 | 45.0% | 140 | 43.8% | 38 | 50.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 157 | 44.7% | 125 | 39.1% | 23 | 30.3% |
| Drivers 16-20 Involved | 78 | 22.2% | 57 | 17.8% | 10 | 13.2% |
| Drivers 21-25 Involved | 84 | 23.9% | 70 | 21.9% | 14 | 18.4% |
| Unrestrained Passenger Vehicle Occupant | 88 | 25.1% | 78 | 24.4% | 10 | 13.2% |
| Distracted Driver-Involved | 72 | 20.5% | 62 | 19.4% | 21 | 27.6% |
| Intersection Related* | 93 | 26.5% | 67 | 20.9% | 15 | 19.7% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 46 | 13.1% | 51 | 15.9% | 12 | 15.8% |
| Motorcyclist | 49 | 14.0% | 47 | 14.7% | 12 | 15.8% |
| Unhelmeted Motorcyclist | 1 | 0.3% | 0 | 0.0% | 1 | 1.3% |
| Unendorsed Motorcycle Operator | 15 | 4.3% | 14 | 4.4% | 5 | 6.6% |
| Pedestrian | 72 | 20.5% | 64 | 20.0% | 18 | 23.7% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 24 | 6.8% | 29 | 9.1% | 3 | 3.9% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 33 | 9.4% | 27 | 8.4% | 5 | 6.6% |
| Drowsy Driver-Involved | 15 | 4.3% | 4 | 1.3% | 1 | 1.3% |
| Bicyclist | 5 | 1.4% | 8 | 2.5% | 4 | 5.3% |
| Work Zone | 6 | 1.7% | 7 | 2.2% | 0 | 0.0% |
| Wildlife | 4 | 1.1% | 1 | 0.3% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 1 | 0.3% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 92 | 26.2% | 54 | 16.9% | 15 | 19.7% |
| Urban Roadway | 259 | 73.8% | 266 | 83.1% | 61 | 80.3% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 143 | 40.7% | 112 | 35.0% | 31 | 40.8% |
| County Road | 66 | 18.8% | 53 | 16.6% | 6 | 7.9% |
| City Street | 141 | 40.2% | 154 | 48.1% | 39 | 51.3% |
| Unlicensed Driver-Involved | 46 | 13.1% | 52 | 16.3% | 15 | 19.7% |
| Passenger Vehicle Occupant | 218 | 62.1% | 188 | 58.8% | 42 | 55.3% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Kitsap County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 56 | 100.0% | 59 | 100.0% | 18 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 29 | 51.8% | 29 | 49.2% | 7 | 38.9% |
| Drinking Driver-Involved | 25 | 44.6% | 21 | 35.6% | 8 | 44.4% |
| Alcohol Impaired Driver-Involved | 24 | 42.9% | 18 | 30.5% | 3 | 16.7% |
| Drug Impaired Driver-Involved | 12 | 21.4% | 18 | 30.5% | 5 | 27.8% |
| Run off the Road* | 22 | 39.3% | 31 | 52.5% | 5 | 27.8% |
| Speeding Involved | 24 | 42.9% | 33 | 55.9% | 6 | 33.3% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 24 | 42.9% | 29 | 49.2% | 9 | 50.0% |
| Drivers 16-20 Involved | 17 | 30.4% | 11 | 18.6% | 3 | 16.7% |
| Drivers 21-25 Involved | 10 | 17.9% | 19 | 32.2% | 8 | 44.4% |
| Unrestrained Passenger Vehicle Occupant | 14 | 25.0% | 12 | 20.3% | 7 | 38.9% |
| Distracted Driver-Involved | 13 | 23.2% | 5 | 8.5% | 7 | 38.9% |
| Intersection Related* | 16 | 28.6% | 11 | 18.6% | 5 | 27.8% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 8 | 14.3% | 9 | 15.3% | 3 | 16.7% |
| Motorcyclist | 5 | 8.9% | 10 | 16.9% | 2 | 11.1% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 1 | 1.7% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 3 | 5.4% | 5 | 8.5% | 1 | 5.6% |
| Pedestrian | 3 | 5.4% | 5 | 8.5% | 2 | 11.1% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 3 | 5.4% | 2 | 3.4% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 6 | 10.7% | 5 | 8.5% | 2 | 11.1% |
| Drowsy Driver-Involved | 1 | 1.8% | 2 | 3.4% | 0 | 0.0% |
| Bicyclist | 2 | 3.6% | 1 | 1.7% | 1 | 5.6% |
| Work Zone | 2 | 3.6% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 31 | 55.4% | 35 | 59.3% | 13 | 72.2% |
| Urban Roadway | 25 | 44.6% | 24 | 40.7% | 5 | 27.8% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 25 | 44.6% | 16 | 27.1% | 7 | 38.9% |
| County Road | 23 | 41.1% | 37 | 62.7% | 11 | 61.1% |
| City Street | 8 | 14.3% | 6 | 10.2% | 0 | 0.0% |
| Unlicensed Driver-Involved | 13 | 23.2% | 16 | 27.1% | 2 | 11.1% |
| Passenger Vehicle Occupant | 45 | 80.4% | 43 | 72.9% | 13 | 72.2% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Kittitas County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 40 | 100.0% | 32 | 100.0% | 5 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 13 | 32.5% | 14 | 43.8% | 2 | 40.0% |
| Drinking Driver-Involved | 13 | 32.5% | 10 | 31.3% | 1 | 20.0% |
| Alcohol Impaired Driver-Involved | 12 | 30.0% | 10 | 31.3% | 1 | 20.0% |
| Drug Impaired Driver-Involved | 5 | 12.5% | 6 | 18.8% | 1 | 20.0% |
| Run off the Road* | 26 | 65.0% | 17 | 53.1% | 3 | 60.0% |
| Speeding Involved | 15 | 37.5% | 14 | 43.8% | 2 | 40.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 15 | 37.5% | 8 | 25.0% | 0 | 0.0% |
| Drivers 16-20 Involved | 7 | 17.5% | 3 | 9.4% | 0 | 0.0% |
| Drivers 21-25 Involved | 8 | 20.0% | 5 | 15.6% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 10 | 25.0% | 6 | 18.8% | 0 | 0.0% |
| Distracted Driver-Involved | 14 | 35.0% | 8 | 25.0% | 2 | 40.0% |
| Intersection Related* | 0 | 0.0% | 0 | 0.0% | 1 | 20.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 5 | 12.5% | 10 | 31.3% | 0 | 0.0% |
| Motorcyclist | 2 | 5.0% | 2 | 6.3% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 4 | 10.0% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 7 | 17.5% | 3 | 9.4% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 7 | 17.5% | 1 | 3.1% | 0 | 0.0% |
| Drowsy Driver-Involved | 5 | 12.5% | 1 | 3.1% | 2 | 40.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 1 | 2.5% | 1 | 3.1% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 38 | 95.0% | 31 | 96.9% | 5 | 100.0% |
| Urban Roadway | 2 | 5.0% | 1 | 3.1% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 24 | 60.0% | 27 | 84.4% | 4 | 80.0% |
| County Road | 8 | 20.0% | 1 | 3.1% | 1 | 20.0% |
| City Street | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 5 | 12.5% | 1 | 3.1% | 0 | 0.0% |
| Passenger Vehicle Occupant | 29 | 72.5% | 28 | 87.5% | 5 | 100.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Klickitat County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 19 | 100.0% | 16 | 100.0% | 4 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 6 | 31.6% | 7 | 43.8% | 0 | 0.0% |
| Drinking Driver-Involved | 6 | 31.6% | 6 | 37.5% | 2 | 50.0% |
| Alcohol Impaired Driver-Involved | 5 | 26.3% | 3 | 18.8% | 0 | 0.0% |
| Drug Impaired Driver-Involved | 1 | 5.3% | 5 | 31.3% | 0 | 0.0% |
| Run off the Road* | 6 | 31.6% | 9 | 56.3% | 1 | 25.0% |
| Speeding Involved | 9 | 47.4% | 9 | 56.3% | 1 | 25.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 8 | 42.1% | 4 | 25.0% | 1 | 25.0% |
| Drivers 16-20 Involved | 2 | 10.5% | 2 | 12.5% | 1 | 25.0% |
| Drivers 21-25 Involved | 6 | 31.6% | 4 | 25.0% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 8 | 42.1% | 4 | 25.0% | 2 | 50.0% |
| Distracted Driver-Involved | 6 | 31.6% | 4 | 25.0% | 3 | 75.0% |
| Intersection Related* | 1 | 5.3% | 2 | 12.5% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 10 | 52.6% | 4 | 25.0% | 2 | 50.0% |
| Motorcyclist | 1 | 5.3% | 2 | 12.5% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 1 | 5.3% | 1 | 6.3% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 7 | 36.8% | 4 | 25.0% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 2 | 10.5% | 1 | 6.3% | 0 | 0.0% |
| Drowsy Driver-Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 19 | 100.0% | 15 | 93.8% | 2 | 50.0% |
| Urban Roadway | 0 | 0.0% | 1 | 6.3% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 12 | 63.2% | 14 | 87.5% | 0 | 0.0% |
| County Road | 6 | 31.6% | 2 | 12.5% | 4 | 100.0% |
| City Street | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 3 | 15.8% | 2 | 12.5% | 0 | 0.0% |
| Passenger Vehicle Occupant | 16 | 84.2% | 11 | 68.8% | 3 | 75.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Lewis County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 54 | 100.0% | 36 | 100.0% | 18 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 23 | 42.6% | 12 | 33.3% | 8 | 44.4% |
| Drinking Driver-Involved | 20 | 37.0% | 10 | 27.8% | 8 | 44.4% |
| Alcohol Impaired Driver-Involved | 14 | 25.9% | 8 | 22.2% | 5 | 27.8% |
| Drug Impaired Driver-Involved | 12 | 22.2% | 8 | 22.2% | 5 | 27.8% |
| Run off the Road* | 29 | 53.7% | 17 | 47.2% | 11 | 61.1% |
| Speeding Involved | 16 | 29.6% | 12 | 33.3% | 9 | 50.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 11 | 20.4% | 12 | 33.3% | 5 | 27.8% |
| Drivers 16-20 Involved | 8 | 14.8% | 7 | 19.4% | 5 | 27.8% |
| Drivers 21-25 Involved | 3 | 5.6% | 5 | 13.9% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 17 | 31.5% | 10 | 27.8% | 8 | 44.4% |
| Distracted Driver-Involved | 13 | 24.1% | 10 | 27.8% | 3 | 16.7% |
| Intersection Related* | 7 | 13.0% | 6 | 16.7% | 2 | 11.1% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 13 | 24.1% | 8 | 22.2% | 0 | 0.0% |
| Motorcyclist | 2 | 3.7% | 0 | 0.0% | 2 | 11.1% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 1 | 5.6% |
| Pedestrian | 3 | 5.6% | 6 | 16.7% | 1 | 5.6% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 12 | 22.2% | 6 | 16.7% | 1 | 5.6% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 8 | 14.8% | 2 | 5.6% | 1 | 5.6% |
| Drowsy Driver-Involved | 2 | 3.7% | 0 | 0.0% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 1 | 2.8% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 1 | 2.8% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 50 | 92.6% | 31 | 86.1% | 15 | 83.3% |
| Urban Roadway | 4 | 7.4% | 5 | 13.9% | 3 | 16.7% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 39 | 72.2% | 21 | 58.3% | 5 | 27.8% |
| County Road | 11 | 20.4% | 11 | 30.6% | 12 | 66.7% |
| City Street | 3 | 5.6% | 4 | 11.1% | 1 | 5.6% |
| Unlicensed Driver-Involved | 0 | 0.0% | 8 | 22.2% | 2 | 11.1% |
| Passenger Vehicle Occupant | 47 | 87.0% | 28 | 77.8% | 15 | 83.3% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Lincoln County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 6 | 100.0% | 9 | 100.0% | 3 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 2 | 33.3% | 4 | 44.4% | 2 | 66.7% |
| Drinking Driver-Involved | 2 | 33.3% | 4 | 44.4% | 1 | 33.3% |
| Alcohol Impaired Driver-Involved | 2 | 33.3% | 4 | 44.4% | 1 | 33.3% |
| Drug Impaired Driver-Involved | 1 | 16.7% | 0 | 0.0% | 1 | 33.3% |
| Run off the Road* | 3 | 50.0% | 4 | 44.4% | 3 | 100.0% |
| Speeding Involved | 1 | 16.7% | 4 | 44.4% | 1 | 33.3% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 1 | 16.7% | 1 | 11.1% | 0 | 0.0% |
| Drivers 16-20 Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Drivers 21-25 Involved | 1 | 16.7% | 1 | 11.1% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 3 | 50.0% | 2 | 22.2% | 1 | 33.3% |
| Distracted Driver-Involved | 4 | 66.7% | 1 | 11.1% | 0 | 0.0% |
| Intersection Related* | 0 | 0.0% | 1 | 11.1% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 1 | 16.7% | 2 | 22.2% | 0 | 0.0% |
| Motorcyclist | 0 | 0.0% | 2 | 22.2% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 1 | 11.1% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 4 | 66.7% | 1 | 11.1% | 1 | 33.3% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 0 | 0.0% | 1 | 11.1% | 0 | 0.0% |
| Drowsy Driver-Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 1 | 11.1% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 1 | 11.1% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 5 | 83.3% | 9 | 100.0% | 2 | 66.7% |
| Urban Roadway | 1 | 16.7% | 0 | 0.0% | 1 | 33.3% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 4 | 66.7% | 4 | 44.4% | 2 | 66.7% |
| County Road | 1 | 16.7% | 5 | 55.6% | 1 | 33.3% |
| City Street | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 2 | 33.3% | 0 | 0.0% | 0 | 0.0% |
| Passenger Vehicle Occupant | 4 | 66.7% | 6 | 66.7% | 2 | 66.7% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Mason County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 38 | 100.0% | 32 | 100.0% | 5 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 17 | 44.7% | 21 | 65.6% | 2 | 40.0% |
| Drinking Driver-Involved | 16 | 42.1% | 16 | 50.0% | 2 | 40.0% |
| Alcohol Impaired Driver-Involved | 14 | 36.8% | 14 | 43.8% | 2 | 40.0% |
| Drug Impaired Driver-Involved | 10 | 26.3% | 10 | 31.3% | 1 | 20.0% |
| Run off the Road* | 18 | 47.4% | 15 | 46.9% | 3 | 60.0% |
| Speeding Involved | 17 | 44.7% | 10 | 31.3% | 2 | 40.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 14 | 36.8% | 13 | 40.6% | 2 | 40.0% |
| Drivers 16-20 Involved | 10 | 26.3% | 5 | 15.6% | 2 | 40.0% |
| Drivers 21-25 Involved | 5 | 13.2% | 8 | 25.0% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 13 | 34.2% | 8 | 25.0% | 2 | 40.0% |
| Distracted Driver-Involved | 10 | 26.3% | 7 | 21.9% | 0 | 0.0% |
| Intersection Related* | 2 | 5.3% | 3 | 9.4% | 1 | 20.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 14 | 36.8% | 11 | 34.4% | 0 | 0.0% |
| Motorcyclist | 2 | 5.3% | 5 | 15.6% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 1 | 2.6% | 1 | 3.1% | 0 | 0.0% |
| Pedestrian | 3 | 7.9% | 1 | 3.1% | 1 | 20.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 4 | 10.5% | 4 | 12.5% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 1 | 2.6% | 2 | 6.3% | 0 | 0.0% |
| Drowsy Driver-Involved | 2 | 5.3% | 3 | 9.4% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 1 | 3.1% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 32 | 84.2% | 28 | 87.5% | 5 | 100.0% |
| Urban Roadway | 6 | 15.8% | 4 | 12.5% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 22 | 57.9% | 17 | 53.1% | 4 | 80.0% |
| County Road | 12 | 31.6% | 12 | 37.5% | 1 | 20.0% |
| City Street | 2 | 5.3% | 2 | 6.3% | 0 | 0.0% |
| Unlicensed Driver-Involved | 3 | 7.9% | 9 | 28.1% | 1 | 20.0% |
| Passenger Vehicle Occupant | 32 | 84.2% | 25 | 78.1% | 4 | 80.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Okanogan County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 38 | 100.0% | 29 | 100.0% | 8 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 13 | 34.2% | 14 | 48.3% | 3 | 37.5% |
| Drinking Driver-Involved | 20 | 52.6% | 16 | 55.2% | 4 | 50.0% |
| Alcohol Impaired Driver-Involved | 12 | 31.6% | 11 | 37.9% | 3 | 37.5% |
| Drug Impaired Driver-Involved | 3 | 7.9% | 7 | 24.1% | 0 | 0.0% |
| Run off the Road* | 27 | 71.1% | 17 | 58.6% | 8 | 100.0% |
| Speeding Involved | 15 | 39.5% | 8 | 27.6% | 4 | 50.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 12 | 31.6% | 14 | 48.3% | 1 | 12.5% |
| Drivers 16-20 Involved | 9 | 23.7% | 7 | 24.1% | 0 | 0.0% |
| Drivers 21-25 Involved | 3 | 7.9% | 7 | 24.1% | 1 | 12.5% |
| Unrestrained Passenger Vehicle Occupant | 20 | 52.6% | 16 | 55.2% | 3 | 37.5% |
| Distracted Driver-Involved | 9 | 23.7% | 10 | 34.5% | 3 | 37.5% |
| Intersection Related* | 3 | 7.9% | 2 | 6.9% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 1 | 2.6% | 9 | 31.0% | 0 | 0.0% |
| Motorcyclist | 7 | 18.4% | 2 | 6.9% | 1 | 12.5% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 1 | 3.4% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 1 | 2.6% | 4 | 13.8% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 2 | 5.3% | 3 | 10.3% | 0 | 0.0% |
| Drowsy Driver-Involved | 2 | 5.3% | 2 | 6.9% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 1 | 3.4% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 35 | 92.1% | 29 | 100.0% | 7 | 87.5% |
| Urban Roadway | 1 | 2.6% | 0 | 0.0% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 18 | 47.4% | 16 | 55.2% | 3 | 37.5% |
| County Road | 14 | 36.8% | 11 | 37.9% | 4 | 50.0% |
| City Street | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 7 | 18.4% | 6 | 20.7% | 2 | 25.0% |
| Passenger Vehicle Occupant | 29 | 76.3% | 25 | 86.2% | 7 | 87.5% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Pacific County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 10 | 100.0% | 12 | 100.0% | 5 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 5 | 50.0% | 5 | 41.7% | 0 | 0.0% |
| Drinking Driver-Involved | 4 | 40.0% | 3 | 25.0% | 0 | 0.0% |
| Alcohol Impaired Driver-Involved | 4 | 40.0% | 3 | 25.0% | 0 | 0.0% |
| Drug Impaired Driver-Involved | 3 | 30.0% | 4 | 33.3% | 0 | 0.0% |
| Run off the Road* | 6 | 60.0% | 9 | 75.0% | 2 | 40.0% |
| Speeding Involved | 3 | 30.0% | 6 | 50.0% | 1 | 20.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 3 | 30.0% | 2 | 16.7% | 0 | 0.0% |
| Drivers 16-20 Involved | 1 | 10.0% | 1 | 8.3% | 0 | 0.0% |
| Drivers 21-25 Involved | 2 | 20.0% | 1 | 8.3% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 5 | 50.0% | 2 | 16.7% | 0 | 0.0% |
| Distracted Driver-Involved | 3 | 30.0% | 1 | 8.3% | 3 | 60.0% |
| Intersection Related* | 1 | 10.0% | 1 | 8.3% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 2 | 20.0% | 0 | 0.0% | 2 | 40.0% |
| Motorcyclist | 1 | 10.0% | 2 | 16.7% | 1 | 20.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 1 | 8.3% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 2 | 16.7% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 1 | 8.3% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 1 | 10.0% | 0 | 0.0% | 2 | 40.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 2 | 20.0% | 1 | 8.3% | 1 | 20.0% |
| Drowsy Driver-Involved | 0 | 0.0% | 1 | 8.3% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 1 | 20.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 10 | 100.0% | 12 | 100.0% | 5 | 100.0% |
| Urban Roadway | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 8 | 80.0% | 8 | 66.7% | 5 | 100.0% |
| County Road | 2 | 20.0% | 4 | 33.3% | 0 | 0.0% |
| City Street | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 3 | 30.0% | 2 | 16.7% | 0 | 0.0% |
| Passenger Vehicle Occupant | 9 | 90.0% | 9 | 75.0% | 1 | 20.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Pend Oreille County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 10 | 100.0% | 5 | 100.0% | 4 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 4 | 40.0% | 0 | 0.0% | 3 | 75.0% |
| Drinking Driver-Involved | 6 | 60.0% | 1 | 20.0% | 3 | 75.0% |
| Alcohol Impaired Driver-Involved | 3 | 30.0% | 0 | 0.0% | 2 | 50.0% |
| Drug Impaired Driver-Involved | 3 | 30.0% | 0 | 0.0% | 1 | 25.0% |
| Run off the Road* | 9 | 90.0% | 3 | 60.0% | 3 | 75.0% |
| Speeding Involved | 6 | 60.0% | 2 | 40.0% | 0 | 0.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 4 | 40.0% | 2 | 40.0% | 1 | 25.0% |
| Drivers 16-20 Involved | 1 | 10.0% | 2 | 40.0% | 1 | 25.0% |
| Drivers 21-25 Involved | 3 | 30.0% | 0 | 0.0% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 6 | 60.0% | 1 | 20.0% | 2 | 50.0% |
| Distracted Driver-Involved | 2 | 20.0% | 1 | 20.0% | 2 | 50.0% |
| Intersection Related* | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 0 | 0.0% | 2 | 40.0% | 0 | 0.0% |
| Motorcyclist | 1 | 10.0% | 0 | 0.0% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 1 | 10.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 1 | 10.0% | 0 | 0.0% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 0 | 0.0% | 0 | 0.0% | 1 | 25.0% |
| Drowsy Driver-Involved | 0 | 0.0% | 1 | 20.0% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 10 | 100.0% | 5 | 100.0% | 4 | 100.0% |
| Urban Roadway | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 6 | 60.0% | 4 | 80.0% | 2 | 50.0% |
| County Road | 4 | 40.0% | 1 | 20.0% | 2 | 50.0% |
| City Street | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 2 | 20.0% | 0 | 0.0% | 0 | 0.0% |
| Passenger Vehicle Occupant | 8 | 80.0% | 5 | 100.0% | 4 | 100.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Pierce County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 185 | 100.0% | 188 | 100.0% | 48 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 86 | 46.5% | 88 | 46.8% | 31 | 64.6% |
| Drinking Driver-Involved | 73 | 39.5% | 77 | 41.0% | 26 | 54.2% |
| Alcohol Impaired Driver-Involved | 57 | 30.8% | 60 | 31.9% | 21 | 43.8% |
| Drug Impaired Driver-Involved | 47 | 25.4% | 52 | 27.7% | 23 | 47.9% |
| Run off the Road* | 61 | 33.0% | 60 | 31.9% | 24 | 50.0% |
| Speeding Involved | 72 | 38.9% | 83 | 44.1% | 26 | 54.2% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 81 | 43.8% | 66 | 35.1% | 12 | 25.0% |
| Drivers 16-20 Involved | 41 | 22.2% | 36 | 19.1% | 9 | 18.8% |
| Drivers 21-25 Involved | 41 | 22.2% | 35 | 18.6% | 7 | 14.6% |
| Unrestrained Passenger Vehicle Occupant | 54 | 29.2% | 41 | 21.8% | 10 | 20.8% |
| Distracted Driver-Involved | 44 | 23.8% | 45 | 23.9% | 13 | 27.1% |
| Intersection Related* | 48 | 25.9% | 51 | 27.1% | 12 | 25.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 29 | 15.7% | 28 | 14.9% | 5 | 10.4% |
| Motorcyclist | 25 | 13.5% | 30 | 16.0% | 9 | 18.8% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 2 | 1.1% | 1 | 2.1% |
| Unendorsed Motorcycle Operator | 9 | 4.9% | 15 | 8.0% | 1 | 2.1% |
| Pedestrian | 37 | 20.0% | 27 | 14.4% | 6 | 12.5% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 13 | 7.0% | 23 | 12.2% | 3 | 6.3% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 9 | 4.9% | 12 | 6.4% | 1 | 2.1% |
| Drowsy Driver-Involved | 5 | 2.7% | 4 | 2.1% | 0 | 0.0% |
| Bicyclist | 2 | 1.1% | 4 | 2.1% | 0 | 0.0% |
| Work Zone | 4 | 2.2% | 2 | 1.1% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 1 | 0.5% | 0 | 0.0% |
| Vehicle-Train Involved | 1 | 0.5% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 1 | 0.5% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 62 | 33.5% | 49 | 26.1% | 20 | 41.7% |
| Urban Roadway | 123 | 66.5% | 139 | 73.9% | 28 | 58.3% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 67 | 36.2% | 78 | 41.5% | 18 | 37.5% |
| County Road | 58 | 31.4% | 64 | 34.0% | 21 | 43.8% |
| City Street | 58 | 31.4% | 46 | 24.5% | 9 | 18.8% |
| Unlicensed Driver-Involved | 41 | 22.2% | 49 | 26.1% | 11 | 22.9% |
| Passenger Vehicle Occupant | 117 | 63.2% | 126 | 67.0% | 29 | 60.4% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

San Juan County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 6 | 100.0% | 7 | 100.0% | 2 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 4 | 66.7% | 5 | 71.4% | 1 | 50.0% |
| Drinking Driver-Involved | 4 | 66.7% | 4 | 57.1% | 1 | 50.0% |
| Alcohol Impaired Driver-Involved | 3 | 50.0% | 3 | 42.9% | 1 | 50.0% |
| Drug Impaired Driver-Involved | 3 | 50.0% | 2 | 28.6% | 1 | 50.0% |
| Run off the Road* | 4 | 66.7% | 7 | 100.0% | 1 | 50.0% |
| Speeding Involved | 4 | 66.7% | 3 | 42.9% | 2 | 100.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 1 | 16.7% | 1 | 14.3% | 0 | 0.0% |
| Drivers 16-20 Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Drivers 21-25 Involved | 1 | 16.7% | 1 | 14.3% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 5 | 83.3% | 4 | 57.1% | 0 | 0.0% |
| Distracted Driver-Involved | 1 | 16.7% | 1 | 14.3% | 1 | 50.0% |
| Intersection Related* | 1 | 16.7% | 0 | 0.0% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 0 | 0.0% | 1 | 50.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 1 | 16.7% | 0 | 0.0% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 2 | 33.3% | 1 | 14.3% | 0 | 0.0% |
| Drowsy Driver-Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Bicyclist | 1 | 16.7% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 6 | 100.0% | 7 | 100.0% | 2 | 100.0% |
| Urban Roadway | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| County Road | 6 | 100.0% | 7 | 100.0% | 2 | 100.0% |
| City Street | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 2 | 33.3% | 0 | 0.0% | 0 | 0.0% |
| Passenger Vehicle Occupant | 5 | 83.3% | 7 | 100.0% | 1 | 50.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Skagit County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 67 | 100.0% | 51 | 100.0% | 14 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 29 | 43.3% | 34 | 66.7% | 9 | 64.3% |
| Drinking Driver-Involved | 23 | 34.3% | 18 | 35.3% | 6 | 42.9% |
| Alcohol Impaired Driver-Involved | 17 | 25.4% | 16 | 31.4% | 5 | 35.7% |
| Drug Impaired Driver-Involved | 19 | 28.4% | 26 | 51.0% | 7 | 50.0% |
| Run off the Road* | 29 | 43.3% | 27 | 52.9% | 8 | 57.1% |
| Speeding Involved | 20 | 29.9% | 18 | 35.3% | 4 | 28.6% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 21 | 31.3% | 16 | 31.4% | 5 | 35.7% |
| Drivers 16-20 Involved | 8 | 11.9% | 5 | 9.8% | 3 | 21.4% |
| Drivers 21-25 Involved | 13 | 19.4% | 11 | 21.6% | 2 | 14.3% |
| Unrestrained Passenger Vehicle Occupant | 10 | 14.9% | 18 | 35.3% | 5 | 35.7% |
| Distracted Driver-Involved | 15 | 22.4% | 12 | 23.5% | 7 | 50.0% |
| Intersection Related* | 11 | 16.4% | 5 | 9.8% | 3 | 21.4% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 14 | 20.9% | 13 | 25.5% | 2 | 14.3% |
| Motorcyclist | 7 | 10.4% | 10 | 19.6% | 2 | 14.3% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 3 | 4.5% | 1 | 2.0% | 0 | 0.0% |
| Pedestrian | 7 | 10.4% | 3 | 5.9% | 1 | 7.1% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 6 | 9.0% | 5 | 9.8% | 1 | 7.1% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 7 | 10.4% | 7 | 13.7% | 0 | 0.0% |
| Drowsy Driver-Involved | 3 | 4.5% | 1 | 2.0% | 0 | 0.0% |
| Bicyclist | 1 | 1.5% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 2 | 3.9% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 1 | 1.5% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 58 | 86.6% | 44 | 86.3% | 9 | 64.3% |
| Urban Roadway | 9 | 13.4% | 7 | 13.7% | 5 | 35.7% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 38 | 56.7% | 30 | 58.8% | 8 | 57.1% |
| County Road | 24 | 35.8% | 16 | 31.4% | 4 | 28.6% |
| City Street | 4 | 6.0% | 4 | 7.8% | 1 | 7.1% |
| Unlicensed Driver-Involved | 14 | 20.9% | 8 | 15.7% | 3 | 21.4% |
| Passenger Vehicle Occupant | 49 | 73.1% | 35 | 68.6% | 10 | 71.4% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Skamania County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 7 | 100.0% | 13 | 100.0% | 2 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 2 | 28.6% | 5 | 38.5% | 0 | 0.0% |
| Drinking Driver-Involved | 5 | 71.4% | 4 | 30.8% | 0 | 0.0% |
| Alcohol Impaired Driver-Involved | 2 | 28.6% | 4 | 30.8% | 0 | 0.0% |
| Drug Impaired Driver-Involved | 0 | 0.0% | 1 | 7.7% | 0 | 0.0% |
| Run off the Road* | 3 | 42.9% | 7 | 53.8% | 0 | 0.0% |
| Speeding Involved | 1 | 14.3% | 5 | 38.5% | 1 | 50.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 3 | 42.9% | 5 | 38.5% | 0 | 0.0% |
| Drivers 16-20 Involved | 1 | 14.3% | 3 | 23.1% | 0 | 0.0% |
| Drivers 21-25 Involved | 2 | 28.6% | 2 | 15.4% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 1 | 14.3% | 4 | 30.8% | 0 | 0.0% |
| Distracted Driver-Involved | 2 | 28.6% | 4 | 30.8% | 1 | 50.0% |
| Intersection Related* | 1 | 14.3% | 1 | 7.7% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 2 | 28.6% | 6 | 46.2% | 2 | 100.0% |
| Motorcyclist | 3 | 42.9% | 4 | 30.8% | 2 | 100.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 1 | 7.7% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 0 | 0.0% | 1 | 7.7% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 0 | 0.0% | 2 | 15.4% | 1 | 50.0% |
| Drowsy Driver-Involved | 0 | 0.0% | 2 | 15.4% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 7 | 100.0% | 13 | 100.0% | 2 | 100.0% |
| Urban Roadway | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 4 | 57.1% | 7 | 53.8% | 1 | 50.0% |
| County Road | 2 | 28.6% | 4 | 30.8% | 0 | 0.0% |
| City Street | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 2 | 28.6% | 4 | 30.8% | 0 | 0.0% |
| Passenger Vehicle Occupant | 4 | 57.1% | 9 | 69.2% | 0 | 0.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Snohomish County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 136 | 100.0% | 127 | 100.0% | 45 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 54 | 39.7% | 64 | 50.4% | 26 | 57.8% |
| Drinking Driver-Involved | 38 | 27.9% | 58 | 45.7% | 19 | 42.2% |
| Alcohol Impaired Driver-Involved | 26 | 19.1% | 42 | 33.1% | 17 | 37.8% |
| Drug Impaired Driver-Involved | 40 | 29.4% | 39 | 30.7% | 13 | 28.9% |
| Run off the Road* | 53 | 39.0% | 38 | 29.9% | 14 | 31.1% |
| Speeding Involved | 51 | 37.5% | 61 | 48.0% | 25 | 55.6% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 58 | 42.6% | 54 | 42.5% | 19 | 42.2% |
| Drivers 16-20 Involved | 32 | 23.5% | 31 | 24.4% | 9 | 20.0% |
| Drivers 21-25 Involved | 28 | 20.6% | 27 | 21.3% | 10 | 22.2% |
| Unrestrained Passenger Vehicle Occupant | 25 | 18.4% | 31 | 24.4% | 9 | 20.0% |
| Distracted Driver-Involved | 25 | 18.4% | 28 | 22.0% | 19 | 42.2% |
| Intersection Related* | 27 | 19.9% | 38 | 29.9% | 14 | 31.1% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 19 | 14.0% | 22 | 17.3% | 6 | 13.3% |
| Motorcyclist | 22 | 16.2% | 28 | 22.0% | 11 | 24.4% |
| Unhelmeted Motorcyclist | 2 | 1.5% | 3 | 2.4% | 2 | 4.4% |
| Unendorsed Motorcycle Operator | 12 | 8.8% | 10 | 7.9% | 3 | 6.7% |
| Pedestrian | 25 | 18.4% | 20 | 15.7% | 8 | 17.8% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 2 | 1.5% | 15 | 11.8% | 2 | 4.4% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 11 | 8.1% | 6 | 4.7% | 3 | 6.7% |
| Drowsy Driver-Involved | 4 | 2.9% | 4 | 3.1% | 1 | 2.2% |
| Bicyclist | 3 | 2.2% | 1 | 0.8% | 0 | 0.0% |
| Work Zone | 3 | 2.2% | 1 | 0.8% | 1 | 2.2% |
| Wildlife | 0 | 0.0% | 1 | 0.8% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 1 | 0.8% | 0 | 0.0% |
| School Bus-Related | 1 | 0.7% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 64 | 47.1% | 52 | 40.9% | 28 | 62.2% |
| Urban Roadway | 72 | 52.9% | 75 | 59.1% | 17 | 37.8% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 75 | 55.1% | 54 | 42.5% | 20 | 44.4% |
| County Road | 42 | 30.9% | 41 | 32.3% | 14 | 31.1% |
| City Street | 17 | 12.5% | 31 | 24.4% | 9 | 20.0% |
| Unlicensed Driver-Involved | 17 | 12.5% | 18 | 14.2% | 5 | 11.1% |
| Passenger Vehicle Occupant | 82 | 60.3% | 72 | 56.7% | 26 | 57.8% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Spokane County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 89 | 100.0% | 76 | 100.0% | 44 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 38 | 42.7% | 33 | 43.4% | 20 | 45.5% |
| Drinking Driver-Involved | 32 | 36.0% | 27 | 35.5% | 15 | 34.1% |
| Alcohol Impaired Driver-Involved | 23 | 25.8% | 18 | 23.7% | 10 | 22.7% |
| Drug Impaired Driver-Involved | 19 | 21.3% | 23 | 30.3% | 17 | 38.6% |
| Run off the Road* | 38 | 42.7% | 28 | 36.8% | 11 | 25.0% |
| Speeding Involved | 30 | 33.7% | 29 | 38.2% | 22 | 50.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 30 | 33.7% | 31 | 40.8% | 21 | 47.7% |
| Drivers 16-20 Involved | 12 | 13.5% | 15 | 19.7% | 7 | 15.9% |
| Drivers 21-25 Involved | 20 | 22.5% | 16 | 21.1% | 14 | 31.8% |
| Unrestrained Passenger Vehicle Occupant | 26 | 29.2% | 16 | 21.1% | 7 | 15.9% |
| Distracted Driver-Involved | 25 | 28.1% | 16 | 21.1% | 10 | 22.7% |
| Intersection Related* | 26 | 29.2% | 23 | 30.3% | 13 | 29.5% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 16 | 18.0% | 11 | 14.5% | 12 | 27.3% |
| Motorcyclist | 14 | 15.7% | 8 | 10.5% | 5 | 11.4% |
| Unhelmeted Motorcyclist | 2 | 2.2% | 1 | 1.3% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 4 | 4.5% | 5 | 6.6% | 1 | 2.3% |
| Pedestrian | 9 | 10.1% | 7 | 9.2% | 11 | 25.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 1 | 1.1% | 9 | 11.8% | 1 | 2.3% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 7 | 7.9% | 8 | 10.5% | 5 | 11.4% |
| Drowsy Driver-Involved | 2 | 2.2% | 3 | 3.9% | 0 | 0.0% |
| Bicyclist | 3 | 3.4% | 2 | 2.6% | 0 | 0.0% |
| Work Zone | 1 | 1.1% | 1 | 1.3% | 0 | 0.0% |
| Wildlife | 1 | 1.1% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 2 | 2.2% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 43 | 48.3% | 42 | 55.3% | 24 | 54.5% |
| Urban Roadway | 46 | 51.7% | 34 | 44.7% | 20 | 45.5% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 43 | 48.3% | 31 | 40.8% | 21 | 47.7% |
| County Road | 22 | 24.7% | 22 | 28.9% | 10 | 22.7% |
| City Street | 24 | 27.0% | 23 | 30.3% | 13 | 29.5% |
| Unlicensed Driver-Involved | 13 | 14.6% | 16 | 21.1% | 5 | 11.4% |
| Passenger Vehicle Occupant | 63 | 70.8% | 54 | 71.1% | 28 | 63.6% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Stevens County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 23 | 100.0% | 32 | 100.0% | 5 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 8 | 34.8% | 20 | 62.5% | 2 | 40.0% |
| Drinking Driver-Involved | 5 | 21.7% | 14 | 43.8% | 3 | 60.0% |
| Alcohol Impaired Driver-Involved | 4 | 17.4% | 12 | 37.5% | 2 | 40.0% |
| Drug Impaired Driver-Involved | 5 | 21.7% | 12 | 37.5% | 2 | 40.0% |
| Run off the Road* | 13 | 56.5% | 17 | 53.1% | 5 | 100.0% |
| Speeding Involved | 7 | 30.4% | 14 | 43.8% | 3 | 60.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 3 | 13.0% | 11 | 34.4% | 0 | 0.0% |
| Drivers 16-20 Involved | 1 | 4.3% | 9 | 28.1% | 0 | 0.0% |
| Drivers 21-25 Involved | 2 | 8.7% | 3 | 9.4% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 7 | 30.4% | 13 | 40.6% | 2 | 40.0% |
| Distracted Driver-Involved | 9 | 39.1% | 12 | 37.5% | 2 | 40.0% |
| Intersection Related* | 2 | 8.7% | 3 | 9.4% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 6 | 26.1% | 11 | 34.4% | 0 | 0.0% |
| Motorcyclist | 2 | 8.7% | 1 | 3.1% | 2 | 40.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 1 | 3.1% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 1 | 3.1% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 0 | 0.0% | 5 | 15.6% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 5 | 21.7% | 2 | 6.3% | 0 | 0.0% |
| Drowsy Driver-Involved | 1 | 4.3% | 2 | 6.3% | 0 | 0.0% |
| Bicyclist | 1 | 4.3% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 1 | 3.1% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 20 | 87.0% | 32 | 100.0% | 5 | 100.0% |
| Urban Roadway | 3 | 13.0% | 0 | 0.0% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 10 | 43.5% | 18 | 56.3% | 4 | 80.0% |
| County Road | 10 | 43.5% | 12 | 37.5% | 1 | 20.0% |
| City Street | 1 | 4.3% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 3 | 13.0% | 9 | 28.1% | 2 | 40.0% |
| Passenger Vehicle Occupant | 19 | 82.6% | 29 | 90.6% | 2 | 40.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Thurston County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 73 | 100.0% | 73 | 100.0% | 19 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 34 | 46.6% | 38 | 52.1% | 15 | 78.9% |
| Drinking Driver-Involved | 28 | 38.4% | 36 | 49.3% | 10 | 52.6% |
| Alcohol Impaired Driver-Involved | 22 | 30.1% | 29 | 39.7% | 9 | 47.4% |
| Drug Impaired Driver-Involved | 20 | 27.4% | 25 | 34.2% | 10 | 52.6% |
| Run off the Road* | 24 | 32.9% | 38 | 52.1% | 12 | 63.2% |
| Speeding Involved | 27 | 37.0% | 41 | 56.2% | 6 | 31.6% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 30 | 41.1% | 30 | 41.1% | 6 | 31.6% |
| Drivers 16-20 Involved | 15 | 20.5% | 7 | 9.6% | 4 | 21.1% |
| Drivers 21-25 Involved | 19 | 26.0% | 23 | 31.5% | 2 | 10.5% |
| Unrestrained Passenger Vehicle Occupant | 25 | 34.2% | 17 | 23.3% | 6 | 31.6% |
| Distracted Driver-Involved | 25 | 34.2% | 22 | 30.1% | 6 | 31.6% |
| Intersection Related* | 16 | 21.9% | 13 | 17.8% | 3 | 15.8% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 17 | 23.3% | 10 | 13.7% | 1 | 5.3% |
| Motorcyclist | 6 | 8.2% | 16 | 21.9% | 2 | 10.5% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 4 | 5.5% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 1 | 1.4% | 10 | 13.7% | 0 | 0.0% |
| Pedestrian | 5 | 6.8% | 3 | 4.1% | 2 | 10.5% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 8 | 11.0% | 7 | 9.6% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 3 | 4.1% | 3 | 4.1% | 1 | 5.3% |
| Drowsy Driver-Involved | 2 | 2.7% | 2 | 2.7% | 2 | 10.5% |
| Bicyclist | 1 | 1.4% | 2 | 2.7% | 0 | 0.0% |
| Work Zone | 3 | 4.1% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 1 | 1.4% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 1 | 1.4% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 46 | 63.0% | 50 | 68.5% | 12 | 63.2% |
| Urban Roadway | 27 | 37.0% | 23 | 31.5% | 6 | 31.6% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 30 | 41.1% | 22 | 30.1% | 9 | 47.4% |
| County Road | 32 | 43.8% | 36 | 49.3% | 6 | 31.6% |
| City Street | 11 | 15.1% | 13 | 17.8% | 4 | 21.1% |
| Unlicensed Driver-Involved | 11 | 15.1% | 16 | 21.9% | 3 | 15.8% |
| Passenger Vehicle Occupant | 56 | 76.7% | 49 | 67.1% | 14 | 73.7% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Wahkiakum County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 7 | 100.0% | 4 | 100.0% | 1 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 2 | 28.6% | 3 | 75.0% | 1 | 100.0% |
| Drinking Driver-Involved | 1 | 14.3% | 3 | 75.0% | 1 | 100.0% |
| Alcohol Impaired Driver-Involved | 1 | 14.3% | 3 | 75.0% | 1 | 100.0% |
| Drug Impaired Driver-Involved | 2 | 28.6% | 0 | 0.0% | 0 | 0.0% |
| Run off the Road* | 3 | 42.9% | 3 | 75.0% | 1 | 100.0% |
| Speeding Involved | 0 | 0.0% | 1 | 25.0% | 0 | 0.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 1 | 14.3% | 1 | 25.0% | 0 | 0.0% |
| Drivers 16-20 Involved | 0 | 0.0% | 1 | 25.0% | 0 | 0.0% |
| Drivers 21-25 Involved | 1 | 14.3% | 0 | 0.0% | 0 | 0.0% |
| Unrestrained Passenger Vehicle Occupant | 2 | 28.6% | 1 | 25.0% | 0 | 0.0% |
| Distracted Driver-Involved | 5 | 71.4% | 1 | 25.0% | 1 | 100.0% |
| Intersection Related* | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 5 | 71.4% | 0 | 0.0% | 0 | 0.0% |
| Motorcyclist | 0 | 0.0% | 0 | 0.0% | 1 | 100.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 4 | 57.1% | 0 | 0.0% | 0 | 0.0% |
| Drowsy Driver-Involved | 1 | 14.3% | 0 | 0.0% | 0 | 0.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 7 | 100.0% | 4 | 100.0% | 1 | 100.0% |
| Urban Roadway | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 6 | 85.7% | 2 | 50.0% | 1 | 100.0% |
| County Road | 1 | 14.3% | 2 | 50.0% | 0 | 0.0% |
| City Street | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unlicensed Driver-Involved | 2 | 28.6% | 0 | 0.0% | 0 | 0.0% |
| Passenger Vehicle Occupant | 7 | 100.0% | 4 | 100.0% | 0 | 0.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Walla Walla County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 17 | 100.0% | 24 | 100.0% | 4 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 5 | 29.4% | 16 | 66.7% | 3 | 75.0% |
| Drinking Driver-Involved | 2 | 11.8% | 8 | 33.3% | 4 | 100.0% |
| Alcohol Impaired Driver-Involved | 2 | 11.8% | 7 | 29.2% | 3 | 75.0% |
| Drug Impaired Driver-Involved | 3 | 17.6% | 11 | 45.8% | 2 | 50.0% |
| Run off the Road* | 4 | 23.5% | 6 | 25.0% | 2 | 50.0% |
| Speeding Involved | 5 | 29.4% | 0 | 0.0% | 1 | 25.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 8 | 47.1% | 11 | 45.8% | 2 | 50.0% |
| Drivers 16-20 Involved | 4 | 23.5% | 5 | 20.8% | 1 | 25.0% |
| Drivers 21-25 Involved | 4 | 23.5% | 6 | 25.0% | 1 | 25.0% |
| Unrestrained Passenger Vehicle Occupant | 7 | 41.2% | 8 | 33.3% | 3 | 75.0% |
| Distracted Driver-Involved | 9 | 52.9% | 4 | 16.7% | 0 | 0.0% |
| Intersection Related* | 5 | 29.4% | 6 | 25.0% | 1 | 25.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 2 | 11.8% | 9 | 37.5% | 1 | 25.0% |
| Motorcyclist | 1 | 5.9% | 0 | 0.0% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Pedestrian | 2 | 11.8% | 2 | 8.3% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 5 | 29.4% | 14 | 58.3% | 2 | 50.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 2 | 11.8% | 1 | 4.2% | 0 | 0.0% |
| Drowsy Driver-Involved | 0 | 0.0% | 10 | 41.7% | 1 | 25.0% |
| Bicyclist | 1 | 5.9% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 3 | 17.6% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 11 | 64.7% | 20 | 83.3% | 1 | 25.0% |
| Urban Roadway | 6 | 35.3% | 4 | 16.7% | 3 | 75.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 12 | 70.6% | 20 | 83.3% | 3 | 75.0% |
| County Road | 2 | 11.8% | 1 | 4.2% | 0 | 0.0% |
| City Street | 3 | 17.6% | 3 | 12.5% | 1 | 25.0% |
| Unlicensed Driver-Involved | 1 | 5.9% | 8 | 33.3% | 1 | 25.0% |
| Passenger Vehicle Occupant | 13 | 76.5% | 20 | 83.3% | 4 | 100.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Whatcom County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 47 | 100.0% | 53 | 100.0% | 17 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 27 | 57.4% | 20 | 37.7% | 7 | 41.2% |
| Drinking Driver-Involved | 24 | 51.1% | 20 | 37.7% | 7 | 41.2% |
| Alcohol Impaired Driver-Involved | 22 | 46.8% | 14 | 26.4% | 5 | 29.4% |
| Drug Impaired Driver-Involved | 8 | 17.0% | 14 | 26.4% | 3 | 17.6% |
| Run off the Road* | 29 | 61.7% | 25 | 47.2% | 8 | 47.1% |
| Speeding Involved | 20 | 42.6% | 25 | 47.2% | 2 | 11.8% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 20 | 42.6% | 19 | 35.8% | 9 | 52.9% |
| Drivers 16-20 Involved | 12 | 25.5% | 10 | 18.9% | 6 | 35.3% |
| Drivers 21-25 Involved | 8 | 17.0% | 9 | 17.0% | 3 | 17.6% |
| Unrestrained Passenger Vehicle Occupant | 20 | 42.6% | 10 | 18.9% | 3 | 17.6% |
| Distracted Driver-Involved | 6 | 12.8% | 9 | 17.0% | 5 | 29.4% |
| Intersection Related* | 3 | 6.4% | 11 | 20.8% | 1 | 5.9% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 5 | 10.6% | 5 | 9.4% | 3 | 17.6% |
| Motorcyclist | 8 | 17.0% | 8 | 15.1% | 2 | 11.8% |
| Unhelmeted Motorcyclist | 3 | 6.4% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 1 | 2.1% | 2 | 3.8% | 1 | 5.9% |
| Pedestrian | 5 | 10.6% | 7 | 13.2% | 4 | 23.5% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 3 | 6.4% | 4 | 7.5% | 1 | 5.9% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 2 | 4.3% | 2 | 3.8% | 0 | 0.0% |
| Drowsy Driver-Involved | 3 | 6.4% | 1 | 1.9% | 2 | 11.8% |
| Bicyclist | 1 | 2.1% | 3 | 5.7% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 1 | 2.1% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 40 | 85.1% | 39 | 73.6% | 13 | 76.5% |
| Urban Roadway | 7 | 14.9% | 14 | 26.4% | 4 | 23.5% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 13 | 27.7% | 27 | 50.9% | 6 | 35.3% |
| County Road | 27 | 57.4% | 16 | 30.2% | 11 | 64.7% |
| City Street | 7 | 14.9% | 8 | 15.1% | 0 | 0.0% |
| Unlicensed Driver-Involved | 14 | 29.8% | 11 | 20.8% | 2 | 11.8% |
| Passenger Vehicle Occupant | 33 | 70.2% | 34 | 64.2% | 11 | 64.7% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Whitman County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 14 | 100.0% | 27 | 100.0% | 5 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 4 | 28.6% | 7 | 25.9% | 2 | 40.0% |
| Drinking Driver-Involved | 5 | 35.7% | 8 | 29.6% | 2 | 40.0% |
| Alcohol Impaired Driver-Involved | 3 | 21.4% | 6 | 22.2% | 2 | 40.0% |
| Drug Impaired Driver-Involved | 2 | 14.3% | 2 | 7.4% | 0 | 0.0% |
| Run off the Road* | 6 | 42.9% | 11 | 40.7% | 3 | 60.0% |
| Speeding Involved | 7 | 50.0% | 7 | 25.9% | 1 | 20.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 5 | 35.7% | 12 | 44.4% | 1 | 20.0% |
| Drivers 16-20 Involved | 2 | 14.3% | 7 | 25.9% | 0 | 0.0% |
| Drivers 21-25 Involved | 3 | 21.4% | 6 | 22.2% | 1 | 20.0% |
| Unrestrained Passenger Vehicle Occupant | 4 | 28.6% | 12 | 44.4% | 2 | 40.0% |
| Distracted Driver-Involved | 2 | 14.3% | 10 | 37.0% | 0 | 0.0% |
| Intersection Related* | 0 | 0.0% | 1 | 3.7% | 0 | 0.0% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 4 | 28.6% | 12 | 44.4% | 2 | 40.0% |
| Motorcyclist | 2 | 14.3% | 2 | 7.4% | 0 | 0.0% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 0 | 0.0% | 1 | 3.7% | 0 | 0.0% |
| Pedestrian | 2 | 14.3% | 1 | 3.7% | 0 | 0.0% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 2 | 14.3% | 6 | 22.2% | 0 | 0.0% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 2 | 14.3% | 4 | 14.8% | 1 | 20.0% |
| Drowsy Driver-Involved | 0 | 0.0% | 3 | 11.1% | 1 | 20.0% |
| Bicyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Work Zone | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Wildlife | 1 | 7.1% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| School Bus-Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 14 | 100.0% | 25 | 92.6% | 5 | 100.0% |
| Urban Roadway | 0 | 0.0% | 2 | 7.4% | 0 | 0.0% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 8 | 57.1% | 19 | 70.4% | 4 | 80.0% |
| County Road | 6 | 42.9% | 7 | 25.9% | 1 | 20.0% |
| City Street | 0 | 0.0% | 1 | 3.7% | 0 | 0.0% |
| Unlicensed Driver-Involved | 2 | 14.3% | 5 | 18.5% | 2 | 40.0% |
| Passenger Vehicle Occupant | 10 | 71.4% | 24 | 88.9% | 5 | 100.0% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Yakima County: Comparison of Factors Involved in Traffic Fatalities

| Target Zero Priority Areas | 2003-2005 | | 2006-2008 | | 2009 (preliminary) | |
|--|-----------|-------------------|-----------|-------------------|--------------------|-------------------|
| | Deaths | % of Total Deaths | Deaths | % of Total Deaths | Deaths | % of Total Deaths |
| Total Traffic Deaths | 107 | 100.0% | 106 | 100.0% | 41 | 100.0% |
| Priority One | | | | | | |
| Alcohol/Drug Impaired Driver-Involved | 49 | 45.8% | 50 | 47.2% | 24 | 58.5% |
| Drinking Driver-Involved | 50 | 46.7% | 53 | 50.0% | 23 | 56.1% |
| Alcohol Impaired Driver-Involved | 39 | 36.4% | 34 | 32.1% | 18 | 43.9% |
| Drug Impaired Driver-Involved | 19 | 17.8% | 26 | 24.5% | 11 | 26.8% |
| Run off the Road* | 46 | 43.0% | 44 | 41.5% | 21 | 51.2% |
| Speeding Involved | 32 | 29.9% | 35 | 33.0% | 9 | 22.0% |
| Priority Two | | | | | | |
| Young Drivers 16-25 Involved | 47 | 43.9% | 43 | 40.6% | 16 | 39.0% |
| Drivers 16-20 Involved | 19 | 17.8% | 17 | 16.0% | 6 | 14.6% |
| Drivers 21-25 Involved | 29 | 27.1% | 28 | 26.4% | 12 | 29.3% |
| Unrestrained Passenger Vehicle Occupant | 41 | 38.3% | 45 | 42.5% | 18 | 43.9% |
| Distracted Driver-Involved | 38 | 35.5% | 33 | 31.1% | 17 | 41.5% |
| Intersection Related* | 27 | 25.2% | 30 | 28.3% | 10 | 24.4% |
| Traffic Data Systems | N/A | | N/A | | N/A | |
| Priority Three | | | | | | |
| Opposite Direction Multi-vehicle Collisions* | 13 | 12.1% | 11 | 10.4% | 7 | 17.1% |
| Motorcyclist | 7 | 6.5% | 11 | 10.4% | 4 | 9.8% |
| Unhelmeted Motorcyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Unendorsed Motorcycle Operator | 3 | 2.8% | 5 | 4.7% | 1 | 2.4% |
| Pedestrian | 13 | 12.1% | 14 | 13.2% | 3 | 7.3% |
| Heavy Truck Involved (GVWR > 10,000 lbs.) | 9 | 8.4% | 9 | 8.5% | 2 | 4.9% |
| Emergency Medical Services | N/A | | N/A | | N/A | |
| Priority Four | | | | | | |
| Older Driver-Involved (age 75+) | 5 | 4.7% | 7 | 6.6% | 3 | 7.3% |
| Drowsy Driver-Involved | 4 | 3.7% | 6 | 5.7% | 4 | 9.8% |
| Bicyclist | 1 | 0.9% | 1 | 0.9% | 0 | 0.0% |
| Work Zone | 1 | 0.9% | 1 | 0.9% | 0 | 0.0% |
| Wildlife | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Vehicle-Train Involved | 3 | 2.8% | 1 | 0.9% | 0 | 0.0% |
| School Bus-Related | 1 | 0.9% | 0 | 0.0% | 0 | 0.0% |
| Aggressive Driver-Involved | ** | | ** | | ** | |
| Integrated Interoperable Communications | N/A | | N/A | | N/A | |
| Additional Measures | | | | | | |
| Rural Roadway | 93 | 86.9% | 88 | 83.0% | 36 | 87.8% |
| Urban Roadway | 13 | 12.1% | 18 | 17.0% | 2 | 4.9% |
| Roadway Jurisdiction | | | | | | |
| State Highway and Interstate | 43 | 40.2% | 37 | 34.9% | 17 | 41.5% |
| County Road | 54 | 50.5% | 50 | 47.2% | 19 | 46.3% |
| City Street | 10 | 9.3% | 12 | 11.3% | 2 | 4.9% |
| Unlicensed Driver-Involved | 29 | 27.1% | 33 | 31.1% | 14 | 34.1% |
| Passenger Vehicle Occupant | 85 | 79.4% | 76 | 71.7% | 33 | 80.5% |

Source: Fatality Analysis Reporting System (FARS) as of May 3, 2010.

* Run off the road, intersection related, and opposite direction multi-vehicle collision data from WSDOT Collision Database.

** Data currently unavailable for this measure.

N/A: not applicable

Measure Definitions (alphabetical order)

| | |
|--|--|
| Alcohol Impaired Driver-Involved | Fatality resulting from a crash involving one or more drivers with a BAC of .08 or more. |
| Bicyclist | Unicyclist, bicyclist, or tricyclist fatality involving motor vehicle. |
| Distracted Driver-Involved | Driver with an officer-reported contributing circumstance of Inattentive/Careless (Talking, Eating, Car Phones, etc.). |
| Drinking Driver-Involved | Fatality resulting from crash involving one or more drivers with positive BAC or police reported alcohol involvement. |
| Driver 16-20 Involved | Fatality resulting from a crash involving a driver age 16-20. |
| Driver 21-25 Involved | Fatality resulting from a crash involving a driver age 21-25. |
| Drowsy Driver-Involved | Driver with an officer reported contributing circumstance in the crash of apparently asleep or apparently fatigued |
| Drug and/or Alcohol Impaired Driver-Involved | Fatality resulting from crash involving one or more drivers with a BAC of .08 or more or positive drug test result |
| Drug Impaired Driver-Involved | Fatality resulting from crash involving one or more drivers with a positive drug test result |
| Heavy Truck Involved | Crash involving a vehicle greater than 10,000 lbs.except buses & motorhomes. |
| Intersection Related | Intersection related fatal crash. Data from WSDOT Collision DataMart. |
| Motorcyclist | Person on motorcycle or three-wheeled bike, excludes mopeds and scooters. |
| Older Drivers | Fatalities resulting from crash involving driver age 70 or older |
| Opposite Direction Multi-vehicle Collisions | Fatality resulting from opposite direction vehicle crash, excluding intersection related crashes. |
| Pedestrian | Person on foot or personal conveyance. |
| Run off the Road | First collision occurring outside the travelled way. Data from WSDOT Collision DataMart. |
| School Bus Related | Fatalities resulting from a crash involving a vehicle functioning as a school bus. |
| Speeding-Involved | Crash involving a driver going too fast for conditions or exceeding the posted speed limit. |
| Unendorsed MC Operator | Motorcycle operator without license for class of vehicle or an invalid non-commercial license status |
| Unhelmeted Motorcyclist | Motorcycle operator or passenger fatality not using a helmet. |
| Unrestrained Passenger Vehicle Occupant | Occupant of a passenger vehicle either not using or improperly using a seat belt, child safety seat, booster seat |
| Vehicle-Train Involved | Fatalities involving vehicle colliding with a train. |
| Wildlife | Fatalities involving crash with wildlife. |
| Work Zone | Fatalities occurring in construction or maintenance zone. |
| Young Drivers | Drivers between 16 and 25 years old involved in fatal crash. |