Washington State Department of Transportation

# 2006 Washington State Collision Data Summary
# Statewide - All Roads

# Table of Contents

## Introduction

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

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

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

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

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

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

**JON C. BAUER**
Transportation Data Office General Manager
Strategic Planning and Programming Division
Washington State Department of Transportation

**BRIAN J. SMITH, AICP**
Director, Strategic Planning and Programming
Washington State Department of Transportation

## How to Read This Document

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

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

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

## Important Notation

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

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

# Overview

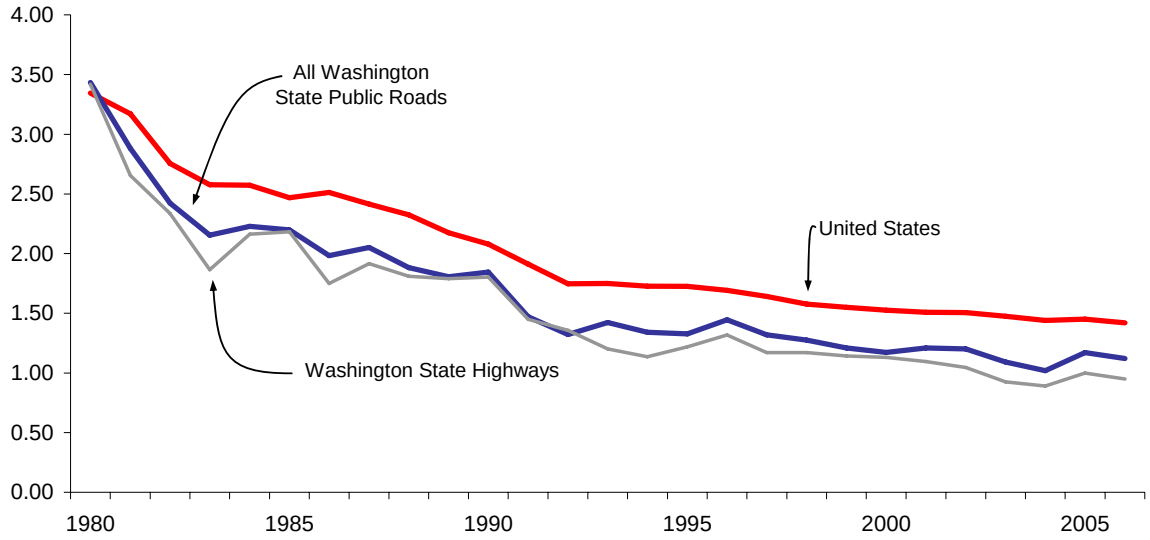
## U.S. Fatality Rate vs. Washington State Trend Line

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

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

**Traffic Fatality Rates in Washington Compared to the National Average**

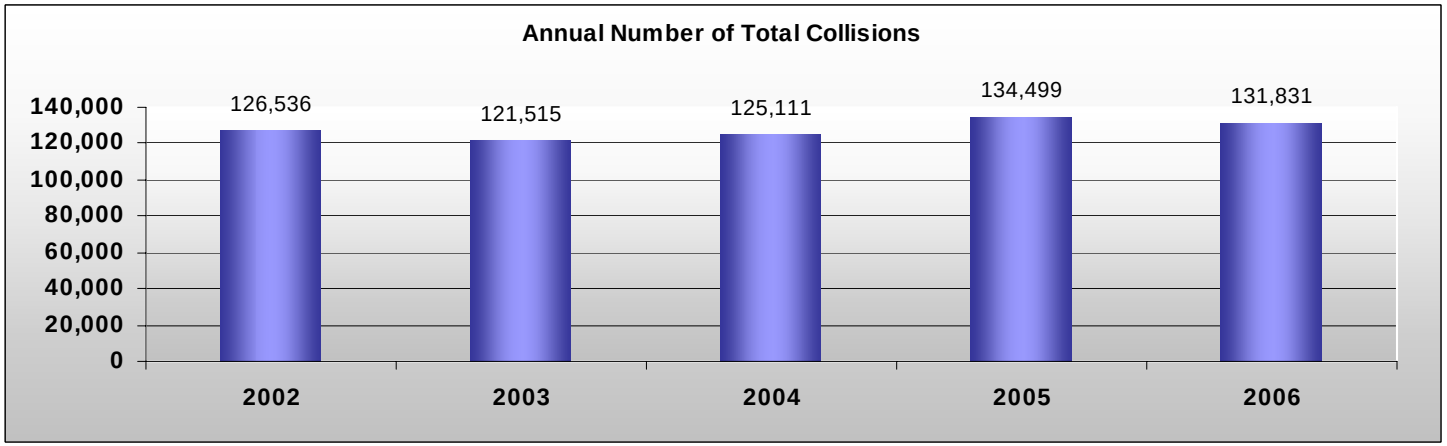
*Fatalities per 100 Million VMT, 1980-2006*

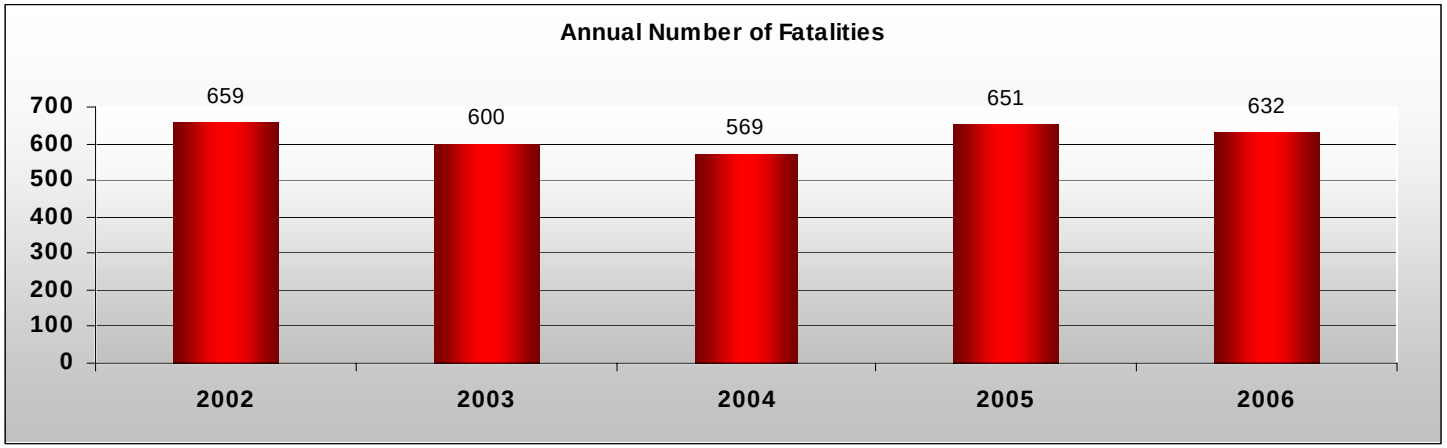



Provided by: WSDOT-Transportation Data Office (TDO)
Sources: US Fatalities/VMT: NHTSA Traffic Safety Facts; WA Fatalities: FARS; State Hwy Fatalities: WSDOT-TDO; WA VMT: WSDOT-TDO

## Overview of Traffic Collisions – 5 year comparison

| YEAR | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES | ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS | TOTAL ALCOHOL INVOLVED COLLISIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2002** | 126,536 | 586 | 2,647 | 13,824 | 31,029 | 47,500 | 78,450 | 659 | 68,092 | 3,198 | 17,568 | 47,326 | 237,858 | 6,753 | 8,645 |
| **2003** | 121,515 | 539 | 2,300 | 12,492 | 28,769 | 43,561 | 77,415 | 600 | 61,828 | 2,789 | 15,753 | 43,286 | 227,777 | 6,470 | 8,297 |
| **2004** | 125,111 | 511 | 2,308 | 12,528 | 29,337 | 44,173 | 80,427 | 569 | 62,856 | 2,807 | 15,951 | 44,098 | 234,620 | 6,984 | 8,707 |
| **2005** | 134,499 | 580 | 2,405 | 13,207 | 31,737 | 47,349 | 86,570 | 651 | 66,627 | 2,908 | 16,493 | 47,226 | 251,912 | 7,515 | 9,145 |
| **2006** | 131,831 | 575 | 2,491 | 12,912 | 29,882 | 45,285 | 85,971 | 632 | 62,985 | 2,977 | 16,118 | 43,890 | 246,874 | 7,530 | 9,210 |
| **Total** | **639,492** | **2,791** | **12,151** | **64,963** | **150,754** | **227,868** | **408,833** | **3,111** | **322,388** | **14,679** | **81,883** | **225,826** | **1,199,041** | **35,252** | **44,004** |



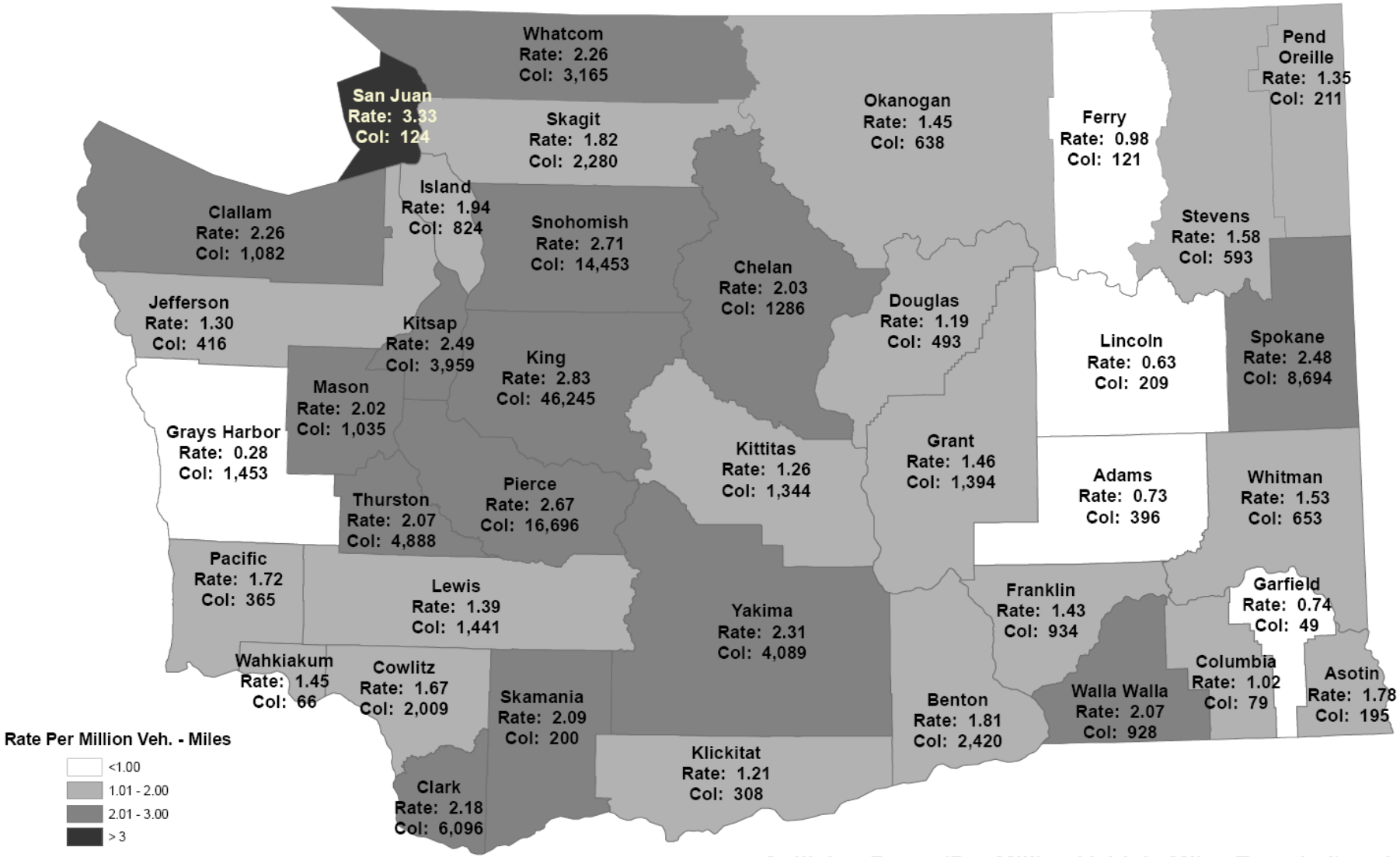

In 2006, 632 people died and another 62,985 people were injured in traffic collisions in Washington State. Traffic fatalities in Washington have dropped by 4% since 2002 (from 659 to 632), while disabling and evident injuries declined by 8% (from 20,766 to 19,095).

During this same period, vehicle miles traveled increased by 3.2% – from 54.8 Billion Vehicle Miles Traveled (VMT) to 56.5 Billion VMT.

Nearly two-thirds of 2006 collisions were classed as Property Damage Only (PDO).

# 2006 Traffic Deaths, Injuries and Collisions by County

| COUNTY | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES | ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS | TOTAL ALCOHOL INVOLVED COLLISIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Adams | 396 | 3 | 10 | 72 | 50 | 132 | 261 | 3 | 203 | 10 | 109 | 84 | 586 | 36 | 43 |
| Asotin | 195 | 0 | 9 | 29 | 25 | 63 | 132 | 0 | 80 | 10 | 34 | 36 | 333 | 19 | 25 |
| Benton | 2,420 | 12 | 45 | 294 | 415 | 754 | 1,654 | 13 | 1,056 | 50 | 366 | 640 | 4,489 | 127 | 146 |
| Chelan | 1,286 | 5 | 32 | 137 | 278 | 447 | 834 | 5 | 645 | 43 | 165 | 437 | 2,236 | 54 | 70 |
| Clallam | 1,082 | 8 | 29 | 146 | 210 | 385 | 689 | 10 | 522 | 33 | 184 | 305 | 1,857 | 66 | 79 |
| Clark | 6,096 | 21 | 135 | 677 | 1,470 | 2,282 | 3,793 | 23 | 3,196 | 156 | 839 | 2,201 | 11,236 | 450 | 546 |
| Columbia | 79 | 0 | 2 | 11 | 7 | 20 | 59 | 0 | 23 | 2 | 13 | 8 | 94 | 4 | 6 |
| Cowlitz | 2,009 | 14 | 55 | 258 | 398 | 711 | 1,284 | 19 | 973 | 58 | 330 | 585 | 3,504 | 133 | 158 |
| Douglas | 493 | 9 | 20 | 64 | 81 | 165 | 319 | 11 | 255 | 32 | 94 | 129 | 837 | 35 | 44 |
| Ferry | 121 | 3 | 2 | 33 | 19 | 54 | 64 | 3 | 67 | 3 | 40 | 24 | 141 | 6 | 11 |
| Franklin | 934 | 5 | 23 | 136 | 168 | 327 | 602 | 5 | 491 | 27 | 182 | 282 | 1,703 | 80 | 93 |
| Garfield | 49 | 0 | 3 | 11 | 7 | 21 | 28 | 0 | 21 | 3 | 11 | 7 | 57 | 2 | 2 |
| Grant | 1,394 | 18 | 39 | 209 | 185 | 433 | 943 | 21 | 668 | 56 | 310 | 302 | 2,264 | 100 | 111 |
| Grays Harbor | 1,453 | 9 | 44 | 176 | 237 | 457 | 987 | 10 | 623 | 59 | 228 | 336 | 2,426 | 93 | 118 |
| Island | 824 | 13 | 22 | 99 | 180 | 301 | 510 | 14 | 427 | 28 | 122 | 277 | 1,379 | 59 | 77 |
| Jefferson | 416 | 4 | 7 | 71 | 72 | 150 | 262 | 5 | 189 | 8 | 86 | 95 | 630 | 37 | 47 |
| King | 46,245 | 119 | 757 | 3,765 | 10,649 | 15,171 | 30,955 | 132 | 20,754 | 883 | 4,536 | 15,335 | 91,009 | 2,094 | 2,612 |
| Kitsap | 3,959 | 18 | 69 | 425 | 836 | 1,330 | 2,611 | 20 | 1,864 | 83 | 541 | 1,240 | 7,193 | 288 | 355 |
| Kittitas | 1,344 | 7 | 32 | 200 | 170 | 402 | 935 | 11 | 578 | 44 | 271 | 263 | 2,038 | 50 | 60 |
| Klickitat | 308 | 3 | 24 | 39 | 28 | 91 | 214 | 4 | 140 | 32 | 58 | 50 | 429 | 26 | 28 |
| Lewis | 1,441 | 11 | 58 | 211 | 255 | 524 | 906 | 11 | 742 | 72 | 298 | 372 | 2,324 | 106 | 120 |
| Lincoln | 209 | 3 | 3 | 39 | 44 | 86 | 120 | 3 | 119 | 4 | 48 | 67 | 260 | 8 | 11 |
| Mason | 1,035 | 15 | 37 | 142 | 204 | 383 | 637 | 15 | 517 | 41 | 185 | 291 | 1,634 | 102 | 117 |
| Okanogan | 638 | 8 | 21 | 103 | 93 | 217 | 413 | 9 | 327 | 28 | 159 | 140 | 878 | 56 | 68 |
| Pacific | 365 | 5 | 11 | 51 | 57 | 119 | 241 | 8 | 162 | 11 | 72 | 79 | 539 | 38 | 41 |
| Pend Oreille | 211 | 1 | 10 | 35 | 29 | 74 | 136 | 1 | 105 | 16 | 48 | 41 | 278 | 12 | 16 |
| Pierce | 16,696 | 55 | 293 | 1,447 | 4,633 | 6,373 | 10,268 | 59 | 9,104 | 348 | 1,785 | 6,971 | 32,600 | 963 | 1,181 |
| San Juan | 124 | 2 | 6 | 29 | 11 | 46 | 76 | 2 | 59 | 9 | 37 | 13 | 161 | 14 | 26 |
| Skagit | 2,280 | 19 | 37 | 280 | 481 | 798 | 1,463 | 22 | 1,125 | 50 | 353 | 722 | 4,027 | 187 | 238 |
| Skamania | 200 | 3 | 12 | 52 | 15 | 79 | 118 | 3 | 95 | 15 | 57 | 23 | 261 | 15 | 19 |
| Snohomish | 14,453 | 50 | 208 | 1,253 | 3,327 | 4,788 | 9,615 | 53 | 6,536 | 238 | 1,547 | 4,751 | 27,932 | 760 | 925 |
| Spokane | 8,694 | 20 | 150 | 851 | 2,231 | 3,232 | 5,442 | 20 | 4,528 | 157 | 1,031 | 3,340 | 16,275 | 529 | 630 |
| Stevens | 593 | 14 | 15 | 96 | 100 | 211 | 368 | 15 | 292 | 19 | 122 | 151 | 813 | 55 | 70 |
| Thurston | 4,888 | 26 | 69 | 432 | 1,183 | 1,684 | 3,178 | 26 | 2,230 | 79 | 506 | 1,645 | 8,937 | 262 | 331 |
| Wahkiakum | 66 | 2 | 6 | 8 | 12 | 26 | 38 | 2 | 46 | 8 | 16 | 22 | 84 | 7 | 7 |
| Walla Walla | 928 | 5 | 33 | 136 | 110 | 279 | 644 | 5 | 381 | 36 | 184 | 161 | 1,598 | 70 | 85 |
| Whatcom | 3,165 | 16 | 72 | 344 | 664 | 1,080 | 2,069 | 17 | 1,494 | 98 | 423 | 973 | 5,659 | 255 | 283 |
| Whitman | 653 | 10 | 14 | 112 | 95 | 221 | 422 | 11 | 318 | 25 | 156 | 137 | 1,003 | 38 | 45 |
| Yakima | 4,089 | 39 | 77 | 439 | 853 | 1,369 | 2,681 | 41 | 2,030 | 103 | 572 | 1,355 | 7,170 | 294 | 366 |
| Total | 131,831 | 575 | 2,491 | 12,912 | 29,882 | 45,285 | 85,971 | 632 | 62,985 | 2,977 | 16,118 | 43,890 | 246,874 | 7,530 | 9,210 |




**Collision Rates (Per Million Vehicle Miles Traveled) and Number of Collisions by County**

# 2006 Traffic Deaths, Injuries and Collisions by *City

| CITY | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES | ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS | TOTAL ALCOHOL INVOLVED COLLISIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aberdeen | 516 | 0 | 4 | 34 | 107 | 145 | 371 | 0 | 200 | 5 | 40 | 155 | 1,034 | 8 | 16 |
| Airway Heights | 52 | 0 | 2 | 3 | 11 | 16 | 36 | 0 | 19 | 2 | 4 | 13 | 97 | 2 | 3 |
| Albion | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Algona | 65 | 0 | 0 | 7 | 18 | 25 | 40 | 0 | 38 | 0 | 7 | 31 | 124 | 5 | 5 |
| Almira | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Anacortes | 219 | 0 | 4 | 25 | 35 | 64 | 155 | 0 | 87 | 4 | 26 | 57 | 406 | 10 | 14 |
| Arlington | 349 | 1 | 5 | 30 | 68 | 103 | 245 | 1 | 134 | 6 | 36 | 92 | 694 | 17 | 19 |
| Asotin | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| Auburn | 1,638 | 6 | 34 | 116 | 404 | 554 | 1,078 | 7 | 763 | 41 | 139 | 583 | 3,215 | 82 | 100 |
| Bainbridge Island | 214 | 1 | 6 | 24 | 26 | 56 | 157 | 1 | 72 | 8 | 31 | 33 | 372 | 16 | 20 |
| Battle Ground | 152 | 0 | 1 | 12 | 40 | 53 | 99 | 0 | 73 | 1 | 14 | 58 | 288 | 8 | 8 |
| Bellevue | 3,321 | 6 | 31 | 200 | 748 | 979 | 2,336 | 6 | 1,274 | 33 | 236 | 1,005 | 6,670 | 97 | 116 |
| Bellingham | 1,611 | 3 | 21 | 131 | 350 | 502 | 1,106 | 4 | 660 | 28 | 153 | 479 | 3,104 | 84 | 96 |
| Benton City | 22 | 0 | 0 | 1 | 3 | 4 | 18 | 0 | 4 | 0 | 1 | 3 | 36 | 3 | 4 |
| Bingen | 8 | 0 | 0 | 2 | 0 | 2 | 6 | 0 | 3 | 0 | 3 | 0 | 14 | 0 | 0 |
| Black Diamond | 32 | 0 | 0 | 6 | 6 | 12 | 20 | 0 | 17 | 0 | 6 | 11 | 53 | 3 | 3 |
| Blaine | 44 | 0 | 0 | 4 | 6 | 10 | 34 | 0 | 13 | 0 | 4 | 9 | 77 | 3 | 3 |
| Bonney Lake | 261 | 0 | 0 | 24 | 75 | 99 | 162 | 0 | 145 | 0 | 32 | 113 | 510 | 23 | 27 |
| Bothell | 974 | 1 | 24 | 94 | 218 | 336 | 637 | 1 | 421 | 24 | 113 | 284 | 1,932 | 40 | 46 |
| Bremerton | 914 | 1 | 13 | 80 | 186 | 279 | 634 | 1 | 395 | 16 | 111 | 268 | 1,799 | 52 | 66 |
| Brewster | 11 | 0 | 0 | 1 | 2 | 3 | 8 | 0 | 3 | 0 | 1 | 2 | 22 | 1 | 1 |
| Bridgeport | 11 | 0 | 0 | 2 | 0 | 2 | 9 | 0 | 4 | 0 | 2 | 2 | 19 | 0 | 1 |
| Brier | 37 | 0 | 1 | 5 | 7 | 13 | 24 | 0 | 18 | 1 | 7 | 10 | 67 | 3 | 4 |
| Buckley | 62 | 0 | 3 | 6 | 18 | 27 | 35 | 0 | 44 | 4 | 12 | 28 | 114 | 7 | 8 |
| Bucoda | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 5 | 0 | 0 |
| Burien | 679 | 2 | 8 | 69 | 185 | 262 | 415 | 2 | 373 | 9 | 81 | 283 | 1,323 | 37 | 44 |
| Burlington | 346 | 1 | 5 | 27 | 72 | 104 | 241 | 1 | 145 | 7 | 36 | 102 | 691 | 21 | 23 |
| Camas | 218 | 1 | 2 | 25 | 33 | 60 | 157 | 1 | 83 | 4 | 26 | 53 | 391 | 16 | 20 |
| Carbonado | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 |
| Carnation | 14 | 0 | 0 | 1 | 2 | 3 | 11 | 0 | 4 | 0 | 1 | 3 | 25 | 0 | 1 |
| Cashmere | 20 | 0 | 0 | 2 | 3 | 5 | 15 | 0 | 5 | 0 | 2 | 3 | 32 | 1 | 2 |
| Castle Rock | 27 | 0 | 1 | 2 | 2 | 5 | 22 | 0 | 8 | 1 | 4 | 3 | 50 | 0 | 0 |
| Cathlamet | 6 | 0 | 1 | 1 | 0 | 2 | 4 | 0 | 3 | 1 | 1 | 1 | 10 | 1 | 1 |
| Centralia | 412 | 1 | 7 | 31 | 84 | 122 | 289 | 1 | 173 | 9 | 42 | 122 | 794 | 23 | 26 |
| Chehalis | 229 | 2 | 5 | 23 | 54 | 82 | 145 | 2 | 105 | 5 | 27 | 73 | 442 | 14 | 14 |
| Chelan | 38 | 1 | 2 | 3 | 7 | 12 | 25 | 1 | 15 | 2 | 3 | 10 | 68 | 4 | 4 |
| Cheney | 92 | 0 | 0 | 11 | 19 | 30 | 62 | 0 | 48 | 0 | 11 | 37 | 174 | 6 | 7 |
| Chewelah | 25 | 0 | 0 | 3 | 2 | 5 | 20 | 0 | 6 | 0 | 3 | 3 | 41 | 1 | 3 |
| Clarkston | 86 | 0 | 2 | 13 | 12 | 27 | 59 | 0 | 35 | 2 | 15 | 18 | 166 | 6 | 8 |
| Cle Elum | 41 | 0 | 0 | 7 | 6 | 13 | 28 | 0 | 16 | 0 | 7 | 9 | 69 | 2 | 2 |
| Clyde Hill | 39 | 0 | 0 | 0 | 9 | 9 | 30 | 0 | 10 | 0 | 0 | 10 | 80 | 4 | 5 |
| Colfax | 23 | 0 | 1 | 1 | 1 | 3 | 20 | 0 | 3 | 1 | 1 | 1 | 42 | 0 | 0 |
| College Place | 67 | 0 | 1 | 7 | 10 | 18 | 49 | 0 | 23 | 1 | 11 | 11 | 125 | 2 | 4 |
| Colton | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Colville | 88 | 1 | 1 | 4 | 17 | 22 | 65 | 1 | 28 | 2 | 4 | 22 | 172 | 5 | 7 |
| Concrete | 8 | 0 | 0 | 1 | 2 | 3 | 5 | 0 | 3 | 0 | 1 | 2 | 15 | 2 | 3 |
| Connell | 10 | 0 | 0 | 0 | 3 | 3 | 7 | 0 | 5 | 0 | 0 | 5 | 17 | 0 | 0 |
| Cosmopolis | 11 | 0 | 0 | 2 | 0 | 2 | 9 | 0 | 2 | 0 | 2 | 0 | 20 | 3 | 3 |
| Coulee Dam | 8 | 0 | 0 | 1 | 3 | 4 | 4 | 0 | 4 | 0 | 1 | 3 | 12 | 0 | 0 |
| Coupeville | 9 | 0 | 1 | 0 | 2 | 3 | 6 | 0 | 10 | 3 | 2 | 5 | 18 | 0 | 0 |
| Covington | 221 | 2 | 3 | 19 | 57 | 79 | 140 | 2 | 120 | 4 | 23 | 93 | 428 | 12 | 14 |

***Collisions occurring only within city limits***

## …continued 2006 Traffic Deaths, Injuries and Collisions by *City

| CITY | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES | ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS | TOTAL ALCOHOL INVOLVED COLLISIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Creston | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Cusick | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Darrington | 5 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 |
| Davenport | 9 | 0 | 0 | 2 | 1 | 3 | 6 | 0 | 4 | 0 | 3 | 1 | 17 | 0 | 0 |
| Dayton | 7 | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 1 | 0 | 1 | 0 | 12 | 0 | 0 |
| Deer Park | 25 | 0 | 1 | 2 | 9 | 12 | 13 | 0 | 17 | 1 | 2 | 14 | 45 | 0 | 0 |
| Des Moines | 333 | 0 | 2 | 30 | 78 | 110 | 223 | 0 | 150 | 2 | 41 | 107 | 645 | 20 | 27 |
| DuPont | 20 | 0 | 0 | 2 | 3 | 5 | 15 | 0 | 5 | 0 | 2 | 3 | 33 | 1 | 1 |
| Duvall | 44 | 0 | 1 | 3 | 8 | 12 | 32 | 0 | 15 | 1 | 3 | 11 | 84 | 2 | 2 |
| East Wenatchee | 186 | 0 | 4 | 16 | 29 | 49 | 137 | 0 | 71 | 7 | 21 | 43 | 360 | 10 | 14 |
| Eatonville | 13 | 0 | 2 | 1 | 0 | 3 | 10 | 0 | 5 | 2 | 3 | 0 | 23 | 0 | 0 |
| Edgewood | 117 | 0 | 4 | 11 | 32 | 47 | 70 | 0 | 69 | 8 | 15 | 46 | 215 | 9 | 10 |
| Edmonds | 687 | 2 | 10 | 58 | 161 | 229 | 456 | 2 | 315 | 10 | 74 | 231 | 1,339 | 37 | 44 |
| Electric City | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 |
| Ellensburg | 296 | 0 | 4 | 28 | 39 | 71 | 225 | 0 | 102 | 4 | 38 | 60 | 563 | 6 | 9 |
| Elma | 40 | 1 | 0 | 7 | 3 | 10 | 29 | 1 | 13 | 0 | 10 | 3 | 69 | 2 | 2 |
| Entiat | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| Enumclaw | 143 | 0 | 3 | 17 | 32 | 52 | 91 | 0 | 72 | 3 | 20 | 49 | 277 | 10 | 13 |
| Ephrata | 83 | 0 | 0 | 6 | 11 | 17 | 66 | 0 | 22 | 0 | 7 | 15 | 155 | 1 | 1 |
| Everett | 3,985 | 10 | 48 | 294 | 937 | 1,279 | 2,696 | 10 | 1,709 | 51 | 348 | 1,310 | 8,002 | 166 | 197 |
| Everson | 12 | 0 | 0 | 1 | 0 | 1 | 11 | 0 | 2 | 0 | 2 | 0 | 21 | 2 | 2 |
| Federal Way | 2,190 | 2 | 19 | 201 | 583 | 803 | 1,385 | 2 | 1,133 | 24 | 251 | 858 | 4,378 | 114 | 141 |
| Ferndale | 144 | 0 | 3 | 11 | 29 | 43 | 101 | 0 | 59 | 3 | 12 | 44 | 255 | 4 | 4 |
| Fife | 524 | 0 | 4 | 37 | 137 | 178 | 346 | 0 | 243 | 4 | 44 | 195 | 1,030 | 30 | 32 |
| Fircrest | 52 | 0 | 1 | 4 | 10 | 15 | 37 | 0 | 18 | 1 | 4 | 13 | 103 | 3 | 3 |
| Forks | 35 | 1 | 1 | 4 | 0 | 5 | 29 | 1 | 8 | 2 | 6 | 0 | 57 | 1 | 1 |
| Friday Harbor | 23 | 0 | 1 | 2 | 4 | 7 | 16 | 0 | 9 | 1 | 2 | 6 | 37 | 0 | 1 |
| Garfield | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| George | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 3 | 1 | 1 | 1 | 5 | 0 | 0 |
| Gig Harbor | 226 | 0 | 3 | 18 | 40 | 61 | 165 | 0 | 80 | 6 | 22 | 52 | 443 | 10 | 12 |
| Gold Bar | 16 | 1 | 0 | 2 | 4 | 6 | 9 | 1 | 8 | 1 | 2 | 5 | 34 | 4 | 4 |
| Goldendale | 27 | 0 | 1 | 0 | 3 | 4 | 23 | 0 | 5 | 1 | 0 | 4 | 51 | 1 | 1 |
| Grand Coulee | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 1 |
| Grandview | 68 | 0 | 0 | 7 | 17 | 24 | 44 | 0 | 33 | 0 | 8 | 25 | 115 | 6 | 6 |
| Granger | 7 | 1 | 1 | 0 | 0 | 1 | 5 | 1 | 1 | 1 | 0 | 0 | 9 | 1 | 1 |
| Granite Falls | 42 | 0 | 1 | 8 | 4 | 13 | 29 | 0 | 20 | 1 | 9 | 10 | 79 | 5 | 6 |
| Hamilton | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 0 |
| Harrah | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 3 | 2 | 0 | 1 | 5 | 0 | 0 |
| Hoquiam | 169 | 0 | 0 | 10 | 41 | 51 | 118 | 0 | 57 | 0 | 10 | 47 | 321 | 3 | 4 |
| Hunts Point | 22 | 0 | 0 | 2 | 3 | 5 | 17 | 0 | 5 | 0 | 2 | 3 | 42 | 3 | 3 |
| Ilwaco | 11 | 0 | 0 | 1 | 0 | 1 | 10 | 0 | 1 | 0 | 1 | 0 | 18 | 2 | 2 |
| Ione | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Issaquah | 612 | 1 | 5 | 35 | 147 | 187 | 424 | 1 | 237 | 6 | 39 | 192 | 1,199 | 20 | 26 |
| Kalama | 32 | 0 | 1 | 5 | 4 | 10 | 22 | 0 | 11 | 1 | 6 | 4 | 45 | 2 | 2 |
| Kelso | 388 | 0 | 11 | 32 | 87 | 130 | 258 | 0 | 167 | 11 | 42 | 114 | 718 | 27 | 31 |

***Collisions occurring only within city limits***

## …continued 2006 Traffic Deaths, Injuries and Collisions by *City

| CITY | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES | ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS | TOTAL ALCOHOL INVOLVED COLLISIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kenmore | 309 | 0 | 8 | 29 | 61 | 98 | 211 | 0 | 133 | 9 | 40 | 84 | 624 | 19 | 28 |
| Kennewick | 1,069 | 3 | 11 | 103 | 188 | 302 | 764 | 3 | 420 | 12 | 123 | 285 | 2,109 | 49 | 56 |
| Kent | 3,088 | 4 | 38 | 199 | 722 | 959 | 2,125 | 4 | 1,283 | 41 | 245 | 997 | 6,089 | 138 | 175 |
| Kettle Falls | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 |
| Kirkland | 1,214 | 0 | 11 | 83 | 294 | 388 | 826 | 0 | 504 | 12 | 89 | 403 | 2,421 | 52 | 65 |
| Kittitas | 10 | 0 | 0 | 1 | 1 | 2 | 8 | 0 | 4 | 0 | 1 | 3 | 18 | 0 | 0 |
| La Center | 17 | 1 | 0 | 2 | 5 | 7 | 9 | 1 | 12 | 0 | 2 | 10 | 26 | 4 | 4 |
| La Conner | 15 | 0 | 0 | 1 | 2 | 3 | 12 | 0 | 3 | 0 | 1 | 2 | 29 | 2 | 2 |
| Lacey | 989 | 2 | 10 | 77 | 279 | 366 | 621 | 2 | 496 | 10 | 84 | 402 | 1,971 | 39 | 45 |
| LaCrosse | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 |
| Lake Forest Park | 152 | 0 | 5 | 13 | 36 | 54 | 98 | 0 | 65 | 6 | 13 | 46 | 300 | 15 | 16 |
| Lake Stevens | 129 | 0 | 2 | 7 | 24 | 33 | 96 | 0 | 42 | 2 | 10 | 30 | 241 | 5 | 8 |
| Lakewood | 1,477 | 3 | 20 | 95 | 440 | 555 | 919 | 3 | 788 | 24 | 122 | 642 | 2,941 | 78 | 103 |
| Langley | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 2 | 0 | 3 | 1 | 1 |
| Latah | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 9 | 0 | 3 | 6 | 3 | 1 | 1 |
| Leavenworth | 27 | 1 | 1 | 1 | 4 | 6 | 20 | 1 | 14 | 1 | 3 | 10 | 59 | 0 | 2 |
| Liberty Lake | 35 | 1 | 2 | 4 | 3 | 9 | 25 | 1 | 10 | 2 | 5 | 3 | 54 | 8 | 9 |
| Lind | 4 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 2 | 0 | 7 | 0 | 0 |
| Long Beach | 29 | 0 | 1 | 2 | 4 | 7 | 22 | 0 | 10 | 1 | 5 | 4 | 58 | 4 | 4 |
| Longview | 844 | 5 | 10 | 90 | 177 | 277 | 562 | 7 | 381 | 11 | 117 | 253 | 1,652 | 43 | 48 |
| Lyman | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 4 | 1 | 1 |
| Lynden | 97 | 0 | 1 | 8 | 26 | 35 | 62 | 0 | 52 | 1 | 9 | 42 | 192 | 3 | 4 |
| Lynnwood | 1,481 | 3 | 15 | 97 | 362 | 474 | 1,004 | 3 | 632 | 15 | 109 | 508 | 2,979 | 47 | 59 |
| Mabton | 5 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 4 | 0 | 1 | 3 | 9 | 1 | 1 |
| Mansfield | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Maple Valley | 157 | 0 | 4 | 25 | 38 | 67 | 90 | 0 | 104 | 4 | 34 | 66 | 308 | 9 | 11 |
| Marcus | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 |
| Marysville | 702 | 2 | 6 | 48 | 183 | 237 | 463 | 2 | 328 | 7 | 57 | 264 | 1,398 | 34 | 38 |
| Mattawa | 9 | 0 | 0 | 1 | 0 | 1 | 8 | 0 | 2 | 0 | 2 | 0 | 17 | 2 | 2 |
| McCleary | 18 | 0 | 0 | 2 | 2 | 4 | 14 | 0 | 4 | 0 | 2 | 2 | 25 | 0 | 0 |
| Medical Lake | 18 | 0 | 0 | 1 | 1 | 2 | 16 | 0 | 3 | 0 | 1 | 2 | 32 | 0 | 0 |
| Medina | 53 | 0 | 1 | 1 | 13 | 15 | 38 | 0 | 33 | 1 | 1 | 31 | 116 | 4 | 5 |
| Mercer Island | 262 | 0 | 2 | 32 | 45 | 79 | 183 | 0 | 93 | 2 | 36 | 55 | 461 | 10 | 14 |
| Mesa | 4 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 6 | 0 | 6 | 0 | 5 | 0 | 0 |
| Metaline Falls | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 |
| Mill Creek | 332 | 3 | 3 | 34 | 70 | 107 | 222 | 3 | 145 | 3 | 43 | 99 | 649 | 9 | 11 |
| Millwood | 28 | 0 | 0 | 1 | 5 | 6 | 22 | 0 | 7 | 0 | 1 | 6 | 56 | 3 | 3 |
| Milton | 154 | 0 | 3 | 14 | 44 | 61 | 93 | 0 | 89 | 3 | 16 | 70 | 321 | 11 | 16 |
| Monroe | 383 | 1 | 10 | 27 | 68 | 105 | 277 | 1 | 148 | 11 | 31 | 106 | 746 | 19 | 26 |
| Montesano | 44 | 0 | 1 | 3 | 7 | 11 | 33 | 0 | 13 | 1 | 3 | 9 | 79 | 3 | 3 |
| Morton | 12 | 0 | 0 | 1 | 4 | 5 | 7 | 0 | 7 | 0 | 1 | 6 | 20 | 1 | 1 |
| Moses Lake | 507 | 2 | 8 | 51 | 90 | 149 | 356 | 2 | 212 | 8 | 66 | 138 | 959 | 36 | 41 |
| Mossyrock | 6 | 0 | 1 | 3 | 0 | 4 | 2 | 0 | 8 | 1 | 7 | 0 | 12 | 1 | 1 |
| Mount Vernon | 626 | 2 | 4 | 67 | 148 | 219 | 405 | 2 | 312 | 6 | 86 | 220 | 1,236 | 40 | 47 |
| Mountlake Terrace | 388 | 0 | 5 | 18 | 105 | 128 | 260 | 0 | 159 | 5 | 19 | 135 | 769 | 32 | 34 |
| Moxee | 15 | 0 | 1 | 0 | 0 | 1 | 14 | 0 | 1 | 1 | 0 | 0 | 24 | 5 | 5 |
| Mukilteo | 270 | 0 | 8 | 20 | 61 | 89 | 181 | 0 | 114 | 8 | 23 | 83 | 529 | 13 | 14 |

***Collisions occurring only within city limits***

## …continued 2006 Traffic Deaths, Injuries and Collisions by *City

| CITY | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES | ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS | TOTAL ALCOHOL INVOLVED COLLISIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Naches | 11 | 0 | 1 | 1 | 1 | 3 | 8 | 0 | 3 | 1 | 1 | 1 | 18 | 2 | 2 |
| Napavine | 39 | 0 | 0 | 5 | 8 | 13 | 26 | 0 | 14 | 0 | 6 | 8 | 65 | 2 | 3 |
| Nespelem | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 |
| Newcastle | 91 | 0 | 2 | 13 | 16 | 31 | 60 | 0 | 37 | 2 | 15 | 20 | 166 | 0 | 2 |
| Newport | 33 | 0 | 2 | 4 | 4 | 10 | 23 | 0 | 22 | 4 | 13 | 5 | 58 | 1 | 1 |
| Nooksack | 6 | 1 | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 0 | 0 | 1 | 11 | 1 | 2 |
| Normandy Park | 47 | 0 | 1 | 5 | 13 | 19 | 28 | 0 | 30 | 1 | 7 | 22 | 87 | 4 | 4 |
| North Bend | 69 | 0 | 1 | 9 | 10 | 20 | 49 | 0 | 28 | 3 | 9 | 16 | 121 | 3 | 3 |
| North Bonneville | 8 | 0 | 0 | 0 | 1 | 1 | 7 | 0 | 1 | 0 | 0 | 1 | 9 | 0 | 1 |
| Northport | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| Oak Harbor | 237 | 1 | 1 | 16 | 56 | 73 | 163 | 1 | 101 | 2 | 20 | 79 | 467 | 13 | 15 |
| Oakesdale | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Oakville | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 1 |
| Ocean Shores | 41 | 0 | 2 | 6 | 6 | 14 | 27 | 0 | 17 | 2 | 6 | 9 | 68 | 8 | 9 |
| Odessa | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Okanogan | 27 | 0 | 0 | 3 | 4 | 7 | 20 | 0 | 13 | 0 | 5 | 8 | 48 | 2 | 2 |
| Olympia | 1,565 | 1 | 14 | 94 | 356 | 464 | 1,100 | 1 | 572 | 17 | 103 | 452 | 3,057 | 49 | 67 |
| Omak | 72 | 0 | 1 | 6 | 9 | 16 | 56 | 0 | 20 | 2 | 6 | 12 | 131 | 7 | 8 |
| Oroville | 11 | 0 | 0 | 7 | 1 | 8 | 3 | 0 | 11 | 0 | 7 | 4 | 24 | 0 | 0 |
| Orting | 42 | 0 | 0 | 3 | 8 | 11 | 31 | 0 | 16 | 0 | 4 | 12 | 83 | 2 | 3 |
| Othello | 100 | 0 | 1 | 10 | 13 | 24 | 76 | 0 | 30 | 1 | 12 | 17 | 195 | 6 | 9 |
| Pacific | 122 | 0 | 2 | 9 | 26 | 37 | 85 | 0 | 51 | 2 | 11 | 38 | 239 | 4 | 4 |
| Palouse | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| Pasco | 741 | 2 | 12 | 87 | 136 | 235 | 504 | 2 | 356 | 13 | 114 | 229 | 1,443 | 62 | 73 |
| Pateros | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pe Ell | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Pomeroy | 8 | 0 | 0 | 0 | 2 | 2 | 6 | 0 | 2 | 0 | 0 | 2 | 14 | 0 | 0 |
| Port Angeles | 482 | 1 | 10 | 39 | 106 | 155 | 326 | 1 | 204 | 10 | 47 | 147 | 928 | 24 | 26 |
| Port Orchard | 237 | 0 | 2 | 12 | 55 | 69 | 168 | 0 | 93 | 3 | 14 | 76 | 445 | 20 | 24 |
| Port Townsend | 97 | 1 | 1 | 9 | 15 | 25 | 71 | 1 | 34 | 2 | 12 | 20 | 187 | 7 | 7 |
| Poulsbo | 212 | 0 | 3 | 19 | 34 | 56 | 156 | 0 | 70 | 3 | 24 | 43 | 428 | 6 | 6 |
| Prescott | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Prosser | 24 | 0 | 0 | 2 | 2 | 4 | 20 | 0 | 4 | 0 | 2 | 2 | 42 | 0 | 0 |
| Pullman | 273 | 0 | 4 | 30 | 40 | 74 | 199 | 0 | 89 | 6 | 37 | 46 | 511 | 13 | 15 |
| Puyallup | 1,343 | 2 | 32 | 68 | 376 | 476 | 865 | 2 | 656 | 34 | 81 | 541 | 2,704 | 47 | 70 |
| Quincy | 58 | 0 | 1 | 5 | 3 | 9 | 49 | 0 | 10 | 1 | 6 | 3 | 102 | 2 | 2 |
| Rainier | 11 | 0 | 1 | 1 | 1 | 3 | 8 | 0 | 4 | 1 | 2 | 1 | 20 | 1 | 1 |
| Raymond | 32 | 0 | 0 | 0 | 9 | 9 | 23 | 0 | 11 | 0 | 0 | 11 | 50 | 3 | 3 |
| Reardan | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 1 |
| Redmond | 1,092 | 3 | 11 | 87 | 219 | 317 | 772 | 3 | 402 | 12 | 110 | 280 | 2,191 | 33 | 46 |
| Renton | 2,235 | 5 | 13 | 164 | 660 | 837 | 1,393 | 5 | 1,204 | 17 | 200 | 987 | 4,615 | 89 | 124 |
| Republic | 8 | 0 | 0 | 2 | 1 | 3 | 5 | 0 | 4 | 0 | 3 | 1 | 11 | 0 | 0 |
| Richland | 808 | 3 | 11 | 88 | 159 | 258 | 547 | 4 | 358 | 13 | 106 | 239 | 1,580 | 37 | 41 |
| Ridgefield | 57 | 0 | 0 | 6 | 12 | 18 | 39 | 0 | 27 | 0 | 6 | 21 | 102 | 3 | 4 |
| Ritzville | 9 | 0 | 0 | 1 | 0 | 1 | 8 | 0 | 1 | 0 | 1 | 0 | 17 | 2 | 2 |
| Riverside | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Rock Island | 8 | 1 | 0 | 0 | 3 | 3 | 4 | 1 | 5 | 1 | 1 | 3 | 14 | 1 | 2 |
| Rockford | 6 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 2 | 0 | 0 | 2 | 12 | 0 | 0 |
| Rosalia | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |

***Collisions occurring only within city limits***

## …continued 2006 Traffic Deaths, Injuries and Collisions by *City

| CITY | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES | ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS | TOTAL ALCOHOL INVOLVED COLLISIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roslyn | 12 | 0 | 0 | 0 | 1 | 1 | 11 | 0 | 1 | 0 | 0 | 1 | 20 | 1 | 1 |
| Roy | 18 | 0 | 0 | 3 | 3 | 6 | 12 | 0 | 6 | 0 | 3 | 3 | 33 | 0 | 2 |
| Royal City | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 0 | 5 | 1 | 1 |
| Ruston | 10 | 1 | 0 | 1 | 1 | 2 | 7 | 1 | 2 | 0 | 1 | 1 | 16 | 1 | 2 |
| Sammamish | 293 | 0 | 11 | 30 | 52 | 93 | 200 | 0 | 138 | 12 | 34 | 92 | 561 | 15 | 19 |
| SeaTac | 1,057 | 2 | 20 | 87 | 242 | 349 | 706 | 2 | 480 | 23 | 108 | 349 | 2,049 | 71 | 80 |
| Seattle | 18,676 | 40 | 313 | 1,466 | 4,158 | 5,937 | 12,699 | 48 | 8,023 | 357 | 1,695 | 5,971 | 37,296 | 746 | 941 |
| Sedro-Woolley | 150 | 0 | 1 | 16 | 25 | 42 | 108 | 0 | 53 | 1 | 17 | 35 | 289 | 10 | 14 |
| Selah | 86 | 0 | 0 | 10 | 19 | 29 | 57 | 0 | 37 | 0 | 11 | 26 | 172 | 3 | 3 |
| Sequim | 111 | 1 | 2 | 13 | 18 | 33 | 77 | 1 | 40 | 2 | 13 | 25 | 215 | 1 | 2 |
| Shelton | 277 | 0 | 4 | 16 | 70 | 90 | 187 | 0 | 110 | 5 | 17 | 88 | 521 | 14 | 17 |
| Shoreline | 1,006 | 5 | 17 | 61 | 246 | 324 | 677 | 5 | 425 | 19 | 70 | 336 | 2,020 | 47 | 55 |
| Skykomish | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Snohomish | 214 | 1 | 1 | 10 | 42 | 53 | 160 | 1 | 69 | 1 | 10 | 58 | 413 | 18 | 21 |
| Snoqualmie | 60 | 1 | 0 | 8 | 5 | 13 | 46 | 1 | 18 | 0 | 9 | 9 | 101 | 3 | 5 |
| Soap Lake | 8 | 0 | 0 | 2 | 0 | 2 | 6 | 0 | 3 | 0 | 3 | 0 | 13 | 1 | 1 |
| South Bend | 16 | 0 | 0 | 1 | 2 | 3 | 13 | 0 | 5 | 0 | 1 | 4 | 27 | 2 | 2 |
| South Cle Elum | 6 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 1 | 0 | 0 | 1 | 10 | 0 | 0 |
| South Prairie | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 1 |
| Spangle | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Spokane | 5,372 | 5 | 70 | 460 | 1,515 | 2,045 | 3,322 | 5 | 2,806 | 73 | 533 | 2,200 | 10,528 | 270 | 323 |
| Spokane Valley | 1,505 | 3 | 18 | 159 | 365 | 542 | 960 | 3 | 757 | 19 | 184 | 554 | 2,899 | 102 | 125 |
| Sprague | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 |
| St. John | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Stanwood | 114 | 0 | 0 | 7 | 27 | 34 | 80 | 0 | 44 | 0 | 7 | 37 | 230 | 1 | 4 |
| Starbuck | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Steilacoom | 38 | 0 | 2 | 4 | 10 | 16 | 22 | 0 | 22 | 2 | 5 | 15 | 66 | 4 | 6 |
| Stevenson | 14 | 0 | 0 | 2 | 2 | 4 | 10 | 0 | 4 | 0 | 2 | 2 | 24 | 1 | 2 |
| Sultan | 73 | 0 | 1 | 10 | 15 | 26 | 47 | 0 | 43 | 1 | 13 | 29 | 140 | 5 | 8 |
| Sumner | 292 | 2 | 7 | 32 | 74 | 113 | 177 | 2 | 159 | 7 | 36 | 116 | 531 | 33 | 38 |
| Sunnyside | 144 | 0 | 0 | 11 | 32 | 43 | 101 | 0 | 64 | 0 | 12 | 52 | 294 | 8 | 9 |
| Tacoma | 7,027 | 18 | 100 | 566 | 1,873 | 2,539 | 4,470 | 18 | 3,607 | 115 | 699 | 2,793 | 13,918 | 360 | 430 |
| Tekoa | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Tenino | 29 | 0 | 0 | 7 | 4 | 11 | 18 | 0 | 12 | 0 | 8 | 4 | 52 | 4 | 5 |
| Tieton | 7 | 0 | 0 | 2 | 0 | 2 | 5 | 0 | 2 | 0 | 2 | 0 | 13 | 0 | 0 |
| Toledo | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 2 |
| Tonasket | 18 | 0 | 0 | 0 | 2 | 2 | 16 | 0 | 2 | 0 | 0 | 2 | 35 | 1 | 1 |
| Toppenish | 107 | 0 | 0 | 6 | 17 | 23 | 84 | 0 | 29 | 0 | 6 | 23 | 199 | 12 | 14 |
| Tukwila | 1,583 | 4 | 38 | 124 | 351 | 513 | 1,066 | 4 | 785 | 46 | 171 | 568 | 3,105 | 63 | 68 |
| Tumwater | 551 | 0 | 2 | 43 | 150 | 195 | 356 | 0 | 254 | 2 | 51 | 201 | 1,042 | 17 | 23 |
| Twisp | 7 | 0 | 0 | 1 | 1 | 2 | 5 | 0 | 2 | 0 | 1 | 1 | 15 | 5 | 5 |
| Union Gap | 127 | 0 | 1 | 8 | 34 | 43 | 84 | 0 | 60 | 1 | 10 | 49 | 243 | 4 | 4 |
| University Place | 253 | 1 | 6 | 25 | 51 | 82 | 170 | 2 | 112 | 6 | 30 | 76 | 492 | 18 | 19 |
| Vancouver | 2,956 | 2 | 46 | 292 | 771 | 1,109 | 1,845 | 2 | 1,522 | 54 | 361 | 1,107 | 5,673 | 201 | 242 |

***Collisions occurring only within city limits***

## …continued 2006 Traffic Deaths, Injuries and Collisions by *City

| CITY | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES | ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS | TOTAL ALCOHOL INVOLVED COLLISIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Waitsburg | 10 | 0 | 0 | 2 | 0 | 2 | 8 | 0 | 7 | 0 | 6 | 1 | 20 | 2 | 2 |
| Walla Walla | 509 | 0 | 12 | 63 | 65 | 140 | 369 | 0 | 178 | 12 | 76 | 90 | 978 | 34 | 41 |
| Wapato | 35 | 0 | 1 | 3 | 4 | 8 | 27 | 0 | 10 | 1 | 3 | 6 | 67 | 5 | 6 |
| Warden | 20 | 0 | 1 | 2 | 3 | 6 | 14 | 0 | 7 | 1 | 3 | 3 | 37 | 0 | 0 |
| Washougal | 122 | 0 | 2 | 9 | 20 | 31 | 91 | 0 | 35 | 2 | 10 | 23 | 223 | 12 | 17 |
| Washtucna | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Waterville | 2 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 |
| Wenatchee | 607 | 1 | 10 | 43 | 153 | 206 | 400 | 1 | 264 | 10 | 46 | 208 | 1,225 | 21 | 25 |
| West Richland | 45 | 0 | 0 | 5 | 5 | 10 | 35 | 0 | 12 | 0 | 6 | 6 | 90 | 5 | 5 |
| Westport | 19 | 0 | 0 | 3 | 2 | 5 | 14 | 0 | 8 | 0 | 5 | 3 | 33 | 4 | 4 |
| White Salmon | 26 | 0 | 0 | 2 | 3 | 5 | 21 | 0 | 8 | 0 | 2 | 6 | 46 | 1 | 1 |
| Wilbur | 7 | 0 | 0 | 2 | 0 | 2 | 5 | 0 | 3 | 0 | 2 | 1 | 11 | 0 | 1 |
| Wilkeson | 4 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 2 | 0 | 0 | 2 | 7 | 2 | 2 |
| Winlock | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 |
| Winthrop | 9 | 0 | 0 | 2 | 0 | 2 | 7 | 0 | 2 | 0 | 2 | 0 | 14 | 0 | 1 |
| Woodinville | 280 | 0 | 1 | 24 | 56 | 81 | 199 | 0 | 105 | 1 | 27 | 77 | 553 | 9 | 11 |
| Woodland | 102 | 1 | 5 | 14 | 23 | 42 | 59 | 1 | 53 | 5 | 14 | 34 | 176 | 7 | 11 |
| Woodway | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 |
| Yacolt | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Yakima | 1,973 | 5 | 17 | 176 | 504 | 697 | 1,271 | 6 | 1,025 | 19 | 213 | 793 | 3,884 | 75 | 103 |
| Yarrow Point | 17 | 0 | 0 | 0 | 5 | 5 | 12 | 0 | 6 | 0 | 0 | 6 | 37 | 2 | 2 |
| Yelm | 117 | 0 | 3 | 13 | 24 | 40 | 77 | 0 | 55 | 4 | 13 | 38 | 239 | 3 | 5 |
| Zillah | 19 | 0 | 0 | 1 | 4 | 5 | 14 | 0 | 5 | 0 | 1 | 4 | 35 | 1 | 1 |
| Total | 95,308 | 197 | 1,359 | 7,752 | 22,310 | 31,421 | 63,690 | 213 | 42,953 | 1,546 | 9,306 | 32,101 | 187,556 | 4,554 | 5,577 |
| N/A (Not in City) | 36,523 | 378 | 1,132 | 5,160 | 7,572 | 13,864 | 22,281 | 419 | 20,032 | 1,431 | 6,812 | 11,789 | 59,318 | 2,976 | 3,633 |
| Grand Total | 131,831 | 575 | 2,491 | 12,912 | 29,882 | 45,285 | 85,971 | 632 | 62,985 | 2,977 | 16,118 | 43,890 | 246,874 | 7,530 | 9,210 |

***Collisions occurring only within city limits***

# 2006 Traffic Deaths, Injuries and Collisions – by City Population

| City | Population | Number of Fatalities | Number of Injuries | Fatality and Injury Rate per 1,000 Population | Total Collisions | Collision Rate per 1,000 Population |
|---|---|---|---|---|---|---|
| ***250,000 and over*** | | | | | | |
| Seattle | 578,700 | 48 | 8,023 | 13.95 | 18,676 | 32.27 |
| ***100,000 to 250,000*** | | | | | | |
| Spokane | 201,600 | 5 | 2,806 | 13.94 | 5,372 | 26.65 |
| Tacoma | 199,600 | 18 | 3,607 | 18.16 | 7,027 | 35.21 |
| Vancouver | 156,600 | 2 | 1,522 | 9.73 | 2,956 | 18.88 |
| Bellevue | 117,000 | 6 | 1,274 | 10.94 | 3,321 | 28.38 |
| Everett | 101,100 | 10 | 1,709 | 17.00 | 3,985 | 39.42 |
| ***60,000 to 100,000*** | | | | | | |
| Spokane Valley | 87,000 | 3 | 757 | 8.74 | 1,505 | 17.30 |
| Federal Way | 86,530 | 2 | 1,133 | 13.12 | 2,190 | 25.31 |
| Kent | 85,650 | 4 | 1,283 | 15.03 | 3,088 | 36.05 |
| Yakima | 81,710 | 6 | 1,025 | 12.62 | 1,973 | 24.15 |
| Bellingham | 73,460 | 4 | 660 | 9.04 | 1,611 | 21.93 |
| Kennewick | 61,770 | 3 | 420 | 6.85 | 1,069 | 17.31 |
| ***22,500 to 60,000*** | | | | | | |
| Lakewood | 59,000 | 3 | 788 | 13.41 | 1,477 | 25.03 |
| Renton | 58,360 | 5 | 1,204 | 20.72 | 2,235 | 38.30 |
| Shoreline | 52,830 | 5 | 425 | 8.14 | 1,006 | 19.04 |
| Redmond | 49,890 | 3 | 402 | 8.12 | 1,092 | 21.89 |
| Auburn | 48,955 | 7 | 763 | 15.73 | 1,638 | 33.46 |
| Pasco | 47,610 | 2 | 356 | 7.52 | 741 | 15.56 |
| Kirkland | 47,180 | 0 | 504 | 10.68 | 1,214 | 25.73 |
| Richland | 44,230 | 4 | 358 | 8.18 | 808 | 18.27 |
| Olympia | 43,740 | 1 | 572 | 13.10 | 1,565 | 35.78 |
| Edmonds | 40,360 | 2 | 315 | 7.85 | 687 | 17.02 |
| Sammamish | 39,730 | 0 | 138 | 3.47 | 293 | 7.37 |
| Puyallup | 36,360 | 2 | 656 | 18.10 | 1,343 | 36.94 |
| Bremerton | 35,910 | 1 | 395 | 11.03 | 914 | 25.45 |
| Longview | 35,570 | 7 | 381 | 10.91 | 844 | 23.73 |
| Lynnwood | 35,230 | 3 | 632 | 18.02 | 1,481 | 42.04 |
| Lacey | 34,060 | 2 | 496 | 14.62 | 989 | 29.04 |
| Marysville | 32,150 | 2 | 328 | 10.26 | 702 | 21.84 |
| Bothell | 31,690 | 1 | 421 | 13.32 | 974 | 30.74 |
| University Place | 31,140 | 2 | 112 | 3.66 | 253 | 8.12 |

| City | Population | Number of Fatalities | Number of Injuries | Fatality and Injury Rate per 1,000 Population | Total Collisions | Collision Rate per 1,000 Population |
|---|---|---|---|---|---|---|
| Burien | 31,080 | 2 | 373 | 12.07 | 679 | 21.85 |
| Walla Walla | 30,660 | 0 | 178 | 5.81 | 509 | 16.60 |
| Wenatchee | 29,920 | 1 | 264 | 8.86 | 607 | 20.29 |
| Des Moines | 29,020 | 0 | 150 | 5.17 | 333 | 11.47 |
| Mount Vernon | 28,710 | 2 | 312 | 10.94 | 626 | 21.80 |
| Pullman | 27,030 | 0 | 89 | 3.29 | 273 | 10.10 |
| SeaTac | 25,230 | 2 | 480 | 19.10 | 1057 | 41.89 |
| Bainbridge Island | 22,600 | 1 | 72 | 3.23 | 214 | 9.47 |
| ***15,000 to 22,500*** | | | | | | |
| Oak Harbor | 22,290 | 1 | 101 | 4.58 | 237 | 10.63 |
| Mercer Island | 21,860 | 0 | 93 | 4.25 | 262 | 11.99 |
| Mountlake Terrace | 20,390 | 0 | 159 | 7.80 | 388 | 19.03 |
| Kenmore | 19,680 | 0 | 133 | 6.76 | 309 | 15.70 |
| Mukilteo | 19,620 | 0 | 114 | 5.81 | 270 | 13.76 |
| Issaquah | 19,570 | 1 | 237 | 12.16 | 612 | 31.27 |
| Maple Valley | 19,140 | 0 | 104 | 5.43 | 157 | 8.20 |
| Port Angeles | 18,970 | 1 | 204 | 10.81 | 482 | 25.41 |
| Tukwila | 17,930 | 4 | 785 | 44.00 | 1583 | 88.29 |
| Mill Creek | 17,460 | 3 | 145 | 8.48 | 332 | 19.01 |
| Covington | 17,240 | 2 | 120 | 7.08 | 221 | 12.82 |
| Ellensburg | 17,080 | 0 | 102 | 5.97 | 296 | 17.33 |
| Moses Lake | 16,830 | 2 | 212 | 12.72 | 507 | 30.12 |
| Aberdeen | 16,470 | 0 | 200 | 12.14 | 516 | 31.33 |
| Anacortes | 16,170 | 0 | 87 | 5.38 | 219 | 13.54 |
| Monroe | 16,170 | 1 | 148 | 9.21 | 383 | 23.69 |
| Camas | 15,880 | 1 | 83 | 5.29 | 218 | 13.73 |
| Battle Ground | 15,810 | 0 | 73 | 4.62 | 152 | 9.61 |
| Arlington | 15,430 | 1 | 134 | 8.75 | 349 | 22.62 |
| Centralia | 15,430 | 1 | 173 | 11.28 | 412 | 26.70 |
| Bonney Lake | 15,230 | 0 | 145 | 9.52 | 261 | 17.14 |
| ***5,000 to 15,000*** | | | | | | |
| Sunnyside | 14,930 | 0 | 64 | 4.29 | 144 | 9.65 |
| Tumwater | 13,100 | 0 | 254 | 19.39 | 551 | 42.06 |
| Lake Forest Park | 12,770 | 0 | 65 | 5.09 | 152 | 11.90 |

# …continued 2006 Traffic Deaths, Injuries and Collisions – by City Population

| City | Population | Number of Fatalities | Number of Injuries | Fatality and Injury Rate per 1,000 Population | Total Collisions | Collision Rate per 1,000 Population |
|---|---|---|---|---|---|---|
| Washougal | 12,270 | 0 | 35 | 2.85 | 122 | 9.94 |
| Kelso | 11,840 | 0 | 167 | 14.10 | 388 | 32.77 |
| East Wenatchee | 11,420 | 0 | 71 | 6.22 | 186 | 16.29 |
| Enumclaw | 11,220 | 0 | 72 | 6.42 | 143 | 12.75 |
| Lynden | 10,750 | 0 | 52 | 4.84 | 97 | 9.02 |
| West Richland | 10,520 | 0 | 12 | 1.14 | 45 | 4.28 |
| Woodinville | 10,350 | 0 | 105 | 10.14 | 280 | 27.05 |
| Ferndale | 10,280 | 0 | 59 | 5.74 | 144 | 14.01 |
| Cheney | 10,130 | 0 | 48 | 4.74 | 92 | 9.08 |
| Sedro-Woolley | 9,755 | 0 | 53 | 5.43 | 150 | 15.38 |
| Lake Stevens | 9,650 | 0 | 42 | 4.35 | 129 | 13.37 |
| Edgewood | 9,510 | 0 | 69 | 7.26 | 117 | 12.30 |
| Newcastle | 9,175 | 0 | 37 | 4.03 | 91 | 9.92 |
| Sumner | 9,025 | 2 | 159 | 17.84 | 292 | 32.35 |
| Toppenish | 9,015 | 0 | 29 | 3.22 | 107 | 11.87 |
| Snohomish | 8,920 | 1 | 69 | 7.85 | 214 | 23.99 |
| Hoquiam | 8,845 | 0 | 57 | 6.44 | 169 | 19.11 |
| Grandview | 8,840 | 0 | 33 | 3.73 | 68 | 7.69 |
| Port Townsend | 8,820 | 1 | 34 | 3.97 | 97 | 11.00 |
| Shelton | 8,805 | 0 | 110 | 12.49 | 277 | 31.46 |
| College Place | 8,770 | 0 | 23 | 2.62 | 67 | 7.64 |
| Port Orchard | 8,310 | 0 | 93 | 11.19 | 237 | 28.52 |
| Burlington | 8,120 | 1 | 145 | 17.98 | 346 | 42.61 |
| Snoqualmie | 7,815 | 1 | 18 | 2.43 | 60 | 7.68 |
| Poulsbo | 7,490 | 0 | 70 | 9.35 | 212 | 28.30 |
| Clarkston | 7,275 | 0 | 35 | 4.81 | 86 | 11.82 |
| Chehalis | 7,025 | 2 | 105 | 15.23 | 229 | 32.60 |
| Ephrata | 6,950 | 0 | 22 | 3.17 | 83 | 11.94 |
| Selah | 6,840 | 0 | 37 | 5.41 | 86 | 12.57 |
| Gig Harbor | 6,765 | 0 | 80 | 11.83 | 226 | 33.41 |
| DuPont | 6,610 | 0 | 5 | 0.76 | 20 | 3.03 |
| Milton | 6,490 | 0 | 89 | 13.71 | 154 | 23.73 |
| Brier | 6,480 | 0 | 18 | 2.78 | 37 | 5.71 |
| Normandy Park | 6,415 | 0 | 30 | 4.68 | 47 | 7.33 |
| Fircrest | 6,260 | 0 | 18 | 2.88 | 52 | 8.31 |
| Othello | 6,205 | 0 | 30 | 4.83 | 100 | 16.12 |
| Steilacoom | 6,200 | 0 | 22 | 3.55 | 38 | 6.13 |
| Fife | 6,135 | 0 | 243 | 39.61 | 524 | 85.41 |
| Pacific | 5,940 | 0 | 51 | 8.59 | 122 | 20.54 |
| Liberty Lake | 5,805 | 1 | 10 | 1.89 | 35 | 6.03 |
| Duvall | 5,735 | 0 | 15 | 2.62 | 44 | 7.67 |
| Union Gap | 5,685 | 0 | 60 | 10.55 | 127 | 22.34 |
| Orting | 5,560 | 0 | 16 | 2.88 | 42 | 7.55 |
| Quincy | 5,395 | 0 | 10 | 1.85 | 58 | 10.75 |
| Prosser | 5,045 | 0 | 4 | 0.79 | 24 | 4.76 |
| Sequim | 5,030 | 1 | 40 | 8.15 | 111 | 22.07 |
| ***5,000 and Below*** | | | | | | |
| Colville | 4,990 | 1 | 28 | 5.81 | 88 | 17.64 |
| Stanwood | 4,940 | 0 | 44 | 8.91 | 114 | 23.08 |
| Airway Heights | 4,840 | 0 | 19 | 3.93 | 52 | 10.74 |
| Woodland | 4,730 | 1 | 53 | 11.42 | 102 | 21.56 |
| Omak | 4,705 | 0 | 20 | 4.25 | 72 | 15.30 |
| North Bend | 4,690 | 0 | 28 | 5.97 | 69 | 14.71 |
| Ocean Shores | 4,605 | 0 | 17 | 3.69 | 41 | 8.90 |
| Yelm | 4,565 | 0 | 55 | 12.05 | 117 | 25.63 |
| Wapato | 4,540 | 0 | 10 | 2.20 | 35 | 7.71 |
| Buckley | 4,535 | 0 | 44 | 9.70 | 62 | 13.67 |
| Medical Lake | 4,510 | 0 | 3 | 0.67 | 18 | 3.99 |
| Blaine | 4,480 | 0 | 13 | 2.90 | 44 | 9.82 |
| Sultan | 4,440 | 0 | 43 | 9.68 | 73 | 16.44 |
| Black Diamond | 4,085 | 0 | 17 | 4.16 | 32 | 7.83 |
| Chelan | 3,755 | 1 | 15 | 4.26 | 38 | 10.12 |
| Goldendale | 3,715 | 0 | 5 | 1.35 | 27 | 7.27 |
| Montesano | 3,550 | 0 | 13 | 3.66 | 44 | 12.39 |

## …continued 2006 Traffic Deaths, Injuries and Collisions – by City Population

| City | Population | Number of Fatalities | Number of Injuries | Fatality and Injury Rate per 1,000 Population | Total Collisions | Collision Rate per 1,000 Population |
|---|---|---|---|---|---|---|
| Mattawa | 3,330 | 0 | 2 | 0.60 | 9 | 2.70 |
| Ridgefield | 3,225 | 0 | 27 | 8.37 | 57 | 17.67 |
| Connell | 3,200 | 0 | 5 | 1.56 | 10 | 3.13 |
| Forks | 3,165 | 1 | 8 | 2.84 | 35 | 11.06 |
| Deer Park | 3,135 | 0 | 17 | 5.42 | 25 | 7.97 |
| Elma | 3,100 | 1 | 13 | 4.52 | 40 | 12.90 |
| Granite Falls | 3,095 | 0 | 20 | 6.46 | 42 | 13.57 |
| Raymond | 3,005 | 0 | 11 | 3.66 | 32 | 10.65 |
| Cashmere | 2,980 | 0 | 5 | 1.68 | 20 | 6.71 |
| Medina | 2,945 | 0 | 33 | 11.21 | 53 | 18.00 |
| Colfax | 2,895 | 0 | 3 | 1.04 | 23 | 7.94 |
| Granger | 2,880 | 1 | 1 | 0.69 | 7 | 2.43 |
| Benton City | 2,840 | 0 | 4 | 1.41 | 22 | 7.75 |
| Clyde Hill | 2,795 | 0 | 10 | 3.58 | 39 | 13.95 |
| Dayton | 2,720 | 0 | 1 | 0.37 | 7 | 2.57 |
| Algona | 2,695 | 0 | 38 | 14.10 | 65 | 24.12 |
| Zillah | 2,635 | 0 | 5 | 1.90 | 19 | 7.21 |
| Warden | 2,575 | 0 | 7 | 2.72 | 20 | 7.77 |
| Okanogan | 2,485 | 0 | 13 | 5.23 | 27 | 10.87 |
| Eatonville | 2,385 | 0 | 5 | 2.10 | 13 | 5.45 |
| Westport | 2,325 | 0 | 8 | 3.44 | 19 | 8.17 |
| Chewelah | 2,315 | 0 | 6 | 2.59 | 25 | 10.80 |
| La Center | 2,315 | 1 | 12 | 5.62 | 17 | 7.34 |
| White Salmon | 2,245 | 0 | 8 | 3.56 | 26 | 11.58 |
| Friday Harbor | 2,210 | 0 | 9 | 4.07 | 23 | 10.41 |
| Brewster | 2,200 | 0 | 3 | 1.36 | 11 | 5.00 |
| Leavenworth | 2,195 | 1 | 14 | 6.83 | 27 | 12.30 |
| Castle Rock | 2,135 | 0 | 8 | 3.75 | 27 | 12.65 |
| Everson | 2,135 | 0 | 2 | 0.94 | 12 | 5.62 |
| Gold Bar | 2,125 | 1 | 8 | 4.24 | 16 | 7.53 |
| Bridgeport | 2,075 | 0 | 4 | 1.93 | 11 | 5.30 |
| Mabton | 2,075 | 0 | 4 | 1.93 | 5 | 2.41 |

| City | Population | Number of Fatalities | Number of Injuries | Fatality and Injury Rate per 1,000 Population | Total Collisions | Collision Rate per 1,000 Population |
|---|---|---|---|---|---|---|
| Kalama | 2,025 | 0 | 11 | 5.43 | 32 | 15.80 |
| Newport | 1,985 | 0 | 22 | 11.08 | 33 | 16.62 |
| Carnation | 1,900 | 0 | 4 | 2.11 | 14 | 7.37 |
| Royal City | 1,875 | 0 | 2 | 1.07 | 3 | 1.60 |
| Coupeville | 1,820 | 0 | 10 | 5.49 | 9 | 4.95 |
| Cle Elum | 1,810 | 0 | 16 | 8.84 | 41 | 22.65 |
| Moxee | 1,800 | 0 | 1 | 0.56 | 15 | 8.33 |
| South Bend | 1,770 | 0 | 5 | 2.82 | 16 | 9.04 |
| Davenport | 1,745 | 0 | 4 | 2.29 | 9 | 5.16 |
| Soap Lake | 1,740 | 0 | 3 | 1.72 | 8 | 4.60 |
| Ritzville | 1,730 | 0 | 1 | 0.58 | 9 | 5.20 |
| Oroville | 1,665 | 0 | 11 | 6.61 | 11 | 6.61 |
| Rainier | 1,665 | 0 | 4 | 2.40 | 11 | 6.61 |
| Millwood | 1,645 | 0 | 7 | 4.26 | 28 | 17.02 |
| Cosmopolis | 1,635 | 0 | 2 | 1.22 | 11 | 6.73 |
| Kettle Falls | 1,600 | 0 | 1 | 0.63 | 2 | 1.25 |
| McCleary | 1,540 | 0 | 4 | 2.60 | 18 | 11.69 |
| Pomeroy | 1,525 | 0 | 2 | 1.31 | 8 | 5.25 |
| Tenino | 1,515 | 0 | 12 | 7.92 | 29 | 19.14 |
| Darrington | 1,465 | 0 | 1 | 0.68 | 5 | 3.41 |
| Long Beach | 1,455 | 0 | 10 | 6.87 | 29 | 19.93 |
| Napavine | 1,400 | 0 | 14 | 10.00 | 39 | 27.86 |
| Winlock | 1,350 | 0 | 1 | 0.74 | 2 | 1.48 |
| Stevenson | 1,315 | 0 | 4 | 3.04 | 14 | 10.65 |
| Waitsburg | 1,230 | 0 | 7 | 5.69 | 10 | 8.13 |
| Yacolt | 1,220 | 0 | 0 | 0.00 | 3 | 2.46 |
| Tieton | 1,195 | 0 | 2 | 1.67 | 7 | 5.86 |
| Waterville | 1,175 | 0 | 2 | 1.70 | 2 | 1.70 |
| Woodway | 1,165 | 0 | 0 | 0.00 | 2 | 1.72 |
| Asotin | 1,165 | 0 | 0 | 0.00 | 3 | 2.58 |
| Kittitas | 1,135 | 0 | 4 | 3.52 | 10 | 8.81 |
| Morton | 1,127 | 0 | 7 | 6.21 | 12 | 10.65 |

# …continued 2006 Traffic Deaths, Injuries and Collisions – by City Population

| City | Population | Number of Fatalities | Number of Injuries | Fatality and Injury Rate per 1,000 Population | Total Collisions | Collision Rate per 1,000 Population |
|---|---|---|---|---|---|---|
| Entiat | 1,105 | 0 | 0 | 0.00 | 3 | 2.71 |
| Langley | 1,055 | 2 | 2 | 3.79 | 2 | 1.90 |
| Coulee Dam | 1,025 | 0 | 4 | 3.90 | 8 | 7.80 |
| Roslyn | 1,020 | 0 | 1 | 0.98 | 12 | 11.76 |
| Ilwaco | 1,015 | 0 | 1 | 0.99 | 11 | 10.84 |
| Palouse | 1,015 | 0 | 0 | 0.00 | 3 | 2.96 |
| Nooksack | 1,004 | 1 | 1 | 1.99 | 6 | 5.98 |
| Tonasket | 1,000 | 0 | 2 | 2.00 | 18 | 18.00 |
| Republic | 990 | 0 | 4 | 4.04 | 8 | 8.08 |
| Twisp | 990 | 0 | 2 | 2.02 | 7 | 7.07 |
| Yarrow Point | 970 | 0 | 6 | 6.19 | 17 | 17.53 |
| Electric City | 955 | 0 | 2 | 2.09 | 2 | 2.09 |
| Odessa | 950 | 0 | 0 | 0.00 | 2 | 2.11 |
| Grand Coulee | 930 | 0 | 0 | 0.00 | 6 | 6.45 |
| Wilbur | 895 | 0 | 3 | 3.35 | 7 | 7.82 |
| Roy | 875 | 0 | 6 | 6.86 | 18 | 20.57 |
| Rock Island | 865 | 1 | 5 | 6.94 | 8 | 9.25 |
| Concrete | 840 | 0 | 3 | 3.57 | 8 | 9.52 |
| La Conner | 839 | 0 | 3 | 3.58 | 15 | 17.88 |
| Tekoa | 835 | 0 | 1 | 1.20 | 1 | 1.20 |
| North Bonneville | 828 | 0 | 1 | 1.21 | 8 | 9.66 |
| Naches | 761 | 0 | 3 | 3.94 | 11 | 14.45 |
| Ruston | 740 | 1 | 2 | 4.05 | 10 | 13.51 |
| Oakville | 710 | 0 | 1 | 1.41 | 2 | 2.82 |
| Toledo | 685 | 0 | 0 | 0.00 | 4 | 5.84 |
| Bingen | 680 | 0 | 3 | 4.41 | 8 | 11.76 |
| Carbonado | 666 | 0 | 1 | 1.50 | 2 | 3.00 |
| Pe Ell | 666 | 0 | 0 | 0.00 | 3 | 4.50 |
| Bucoda | 650 | 0 | 2 | 3.08 | 3 | 4.62 |
| Rosalia | 650 | 0 | 0 | 0.00 | 1 | 1.54 |
| Garfield | 630 | 0 | 0 | 0.00 | 1 | 1.59 |
| Harrah | 630 | 0 | 3 | 4.76 | 3 | 4.76 |
| Pateros | 625 | 0 | 0 | 0.00 | 3 | 4.80 |
| Albion | 620 | 0 | 0 | 0.00 | 1 | 1.61 |

| City | Population | Number of Fatalities | Number of Injuries | Fatality and Injury Rate per 1,000 Population | Total Collisions | Collision Rate per 1,000 Population |
|---|---|---|---|---|---|---|
| Reardan | 620 | 0 | 1 | 1.61 | 3 | 4.84 |
| South Cle Elum | 575 | 0 | 1 | 1.74 | 6 | 10.43 |
| Lind | 565 | 0 | 2 | 3.54 | 4 | 7.08 |
| Cathlamet | 555 | 0 | 3 | 5.41 | 6 | 10.81 |
| George | 530 | 0 | 3 | 5.66 | 3 | 5.66 |
| St. John | 517 | 0 | 0 | 0.00 | 2 | 3.87 |
| Sprague | 495 | 0 | 0 | 0.00 | 2 | 4.04 |
| Rockford | 488 | 0 | 2 | 4.10 | 6 | 12.30 |
| Mossyrock | 485 | 0 | 8 | 16.49 | 6 | 12.37 |
| Hunts Point | 480 | 0 | 5 | 10.42 | 22 | 45.83 |
| Lyman | 450 | 0 | 1 | 2.22 | 2 | 4.44 |
| Wilkeson | 450 | 0 | 2 | 4.44 | 4 | 8.89 |
| Mesa | 440 | 0 | 6 | 13.64 | 4 | 9.09 |
| South Prairie | 440 | 0 | 3 | 6.82 | 2 | 4.55 |
| Ione | 420 | 0 | 0 | 0.00 | 2 | 4.76 |
| Oakesdale | 420 | 0 | 0 | 0.00 | 1 | 2.38 |
| Colton | 415 | 0 | 1 | 2.41 | 1 | 2.41 |
| Winthrop | 370 | 0 | 2 | 5.41 | 9 | 24.32 |
| LaCrosse | 340 | 0 | 1 | 2.94 | 2 | 5.88 |
| Hamilton | 330 | 0 | 1 | 3.03 | 3 | 9.09 |
| Mansfield | 325 | 0 | 0 | 0.00 | 1 | 3.08 |
| Riverside | 320 | 0 | 0 | 0.00 | 5 | 15.63 |
| Prescott | 315 | 0 | 0 | 0.00 | 2 | 6.35 |
| Almira | 280 | 0 | 1 | 3.57 | 1 | 3.57 |
| Northport | 275 | 0 | 1 | 3.64 | 1 | 3.64 |
| Spangle | 275 | 0 | 1 | 3.64 | 1 | 3.64 |
| Washtucna | 260 | 0 | 0 | 0.00 | 1 | 3.85 |
| Metaline Falls | 225 | 0 | 1 | 4.44 | 2 | 8.89 |
| Nespelem | 210 | 0 | 1 | 4.76 | 1 | 4.76 |
| Skykomish | 210 | 0 | 0 | 0.00 | 1 | 4.76 |
| Latah | 207 | 0 | 9 | 43.48 | 2 | 9.66 |
| Cusick | 205 | 0 | 0 | 0.00 | 1 | 4.88 |
| Marcus | 168 | 0 | 0 | 0.00 | 3 | 17.86 |
| Starbuck | 130 | 0 | 0 | 0.00 | 1 | 7.69 |

# People, Vehicles, and Collisions

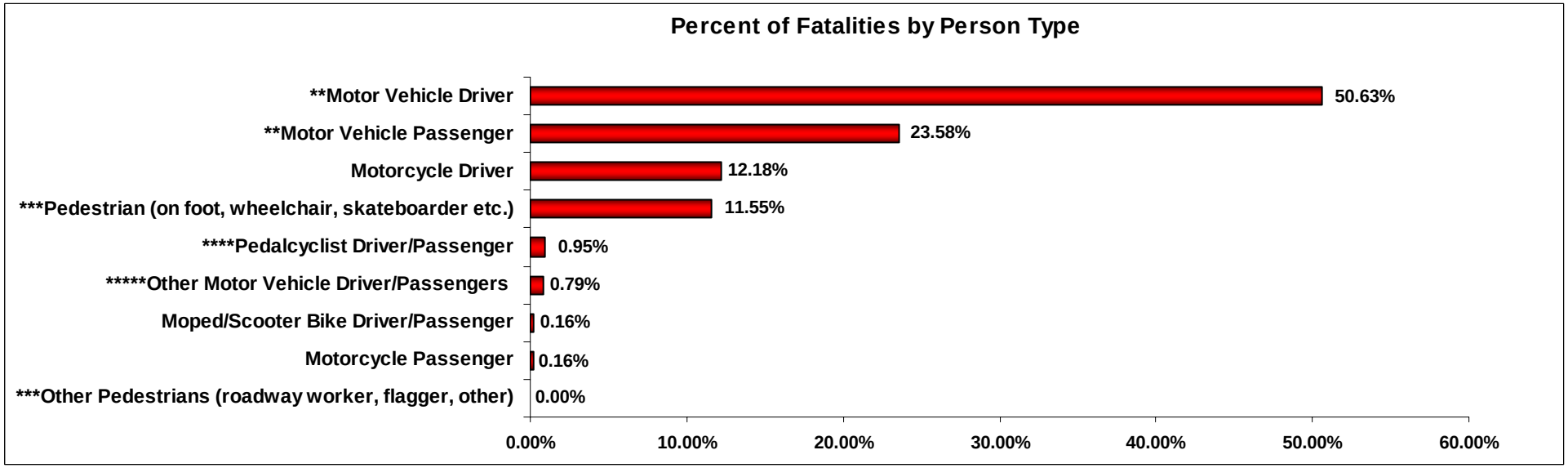
## Overview of People, Vehicles, and Collisions

### 2006 Person Type by Injury Type

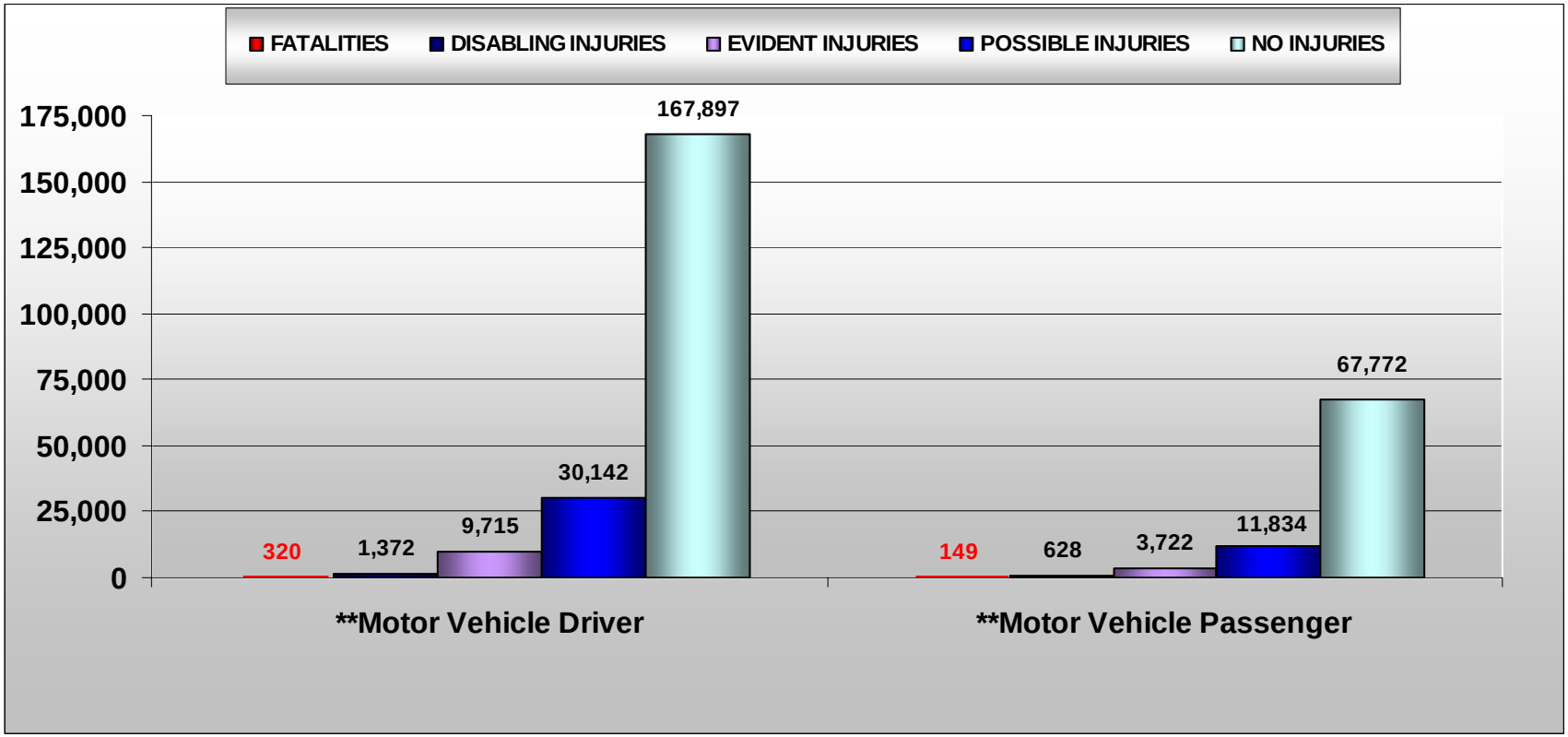
| STATUS | FATALITIES | PERCENT OF FATALITIES BY PERSON TYPE | DISABLING INJURIES | EVIDENT INJURIES | POSSIBLE INJURIES | NO INJURIES | *TOTAL INVOLVED |
|---|---|---|---|---|---|---|---|
| **Motor Vehicle Driver | 320 | 50.63% | 1,372 | 9,715 | 30,142 | 167,897 | 209,446 |
| **Motor Vehicle Passenger | 149 | 23.58% | 628 | 3,722 | 11,834 | 67,772 | 84,105 |
| Motorcycle Driver | 77 | 12.18% | 438 | 974 | 587 | 438 | 2,514 |
| Motorcycle Passenger | 1 | 0.16% | 44 | 86 | 46 | 35 | 212 |
| ***Other Pedestrians (roadway worker, flagger, other) | 0 | 0.00% | 10 | 15 | 20 | 2 | 47 |
| ***Pedestrian (on foot, wheelchair, skateboarder etc.) | 73 | 11.55% | 320 | 812 | 777 | 39 | 2,021 |
| Moped/Scooter Bike Driver/Passenger | 1 | 0.16% | 18 | 43 | 27 | 13 | 102 |
| ****Pedalcyclist Driver/Passenger | 6 | 0.95% | 123 | 708 | 427 | 82 | 1,346 |
| *****Other Motor Vehicle Driver/Passengers | 5 | 0.79% | 24 | 43 | 30 | 483 | 585 |
| Total | 632 | 100.00% | 2,977 | 16,118 | 43,890 | 236,761 | 300,378 |

*Not including unknown injury
**Does not include Motorcycle, Moped or Scooter Bike Drivers/Passengers
***See Glossary for further definition
****Bicycles, Tricycles and Unicycles
***** (Motorhomes, Fire/Medical Response, Off Road "ORV", Law Enforcement, Military, Refuse, Street Sweepers, Riding Lawnmowers, etc.)

Motor vehicle drivers and passengers combined accounted for 469 (74%) fatalities in 2006, followed by motorcyclists with 78 (12%), pedestrians with 73 (12%), bicyclists with 6 (1%), and Other (including moped/scooter riders) with 6 (1%).



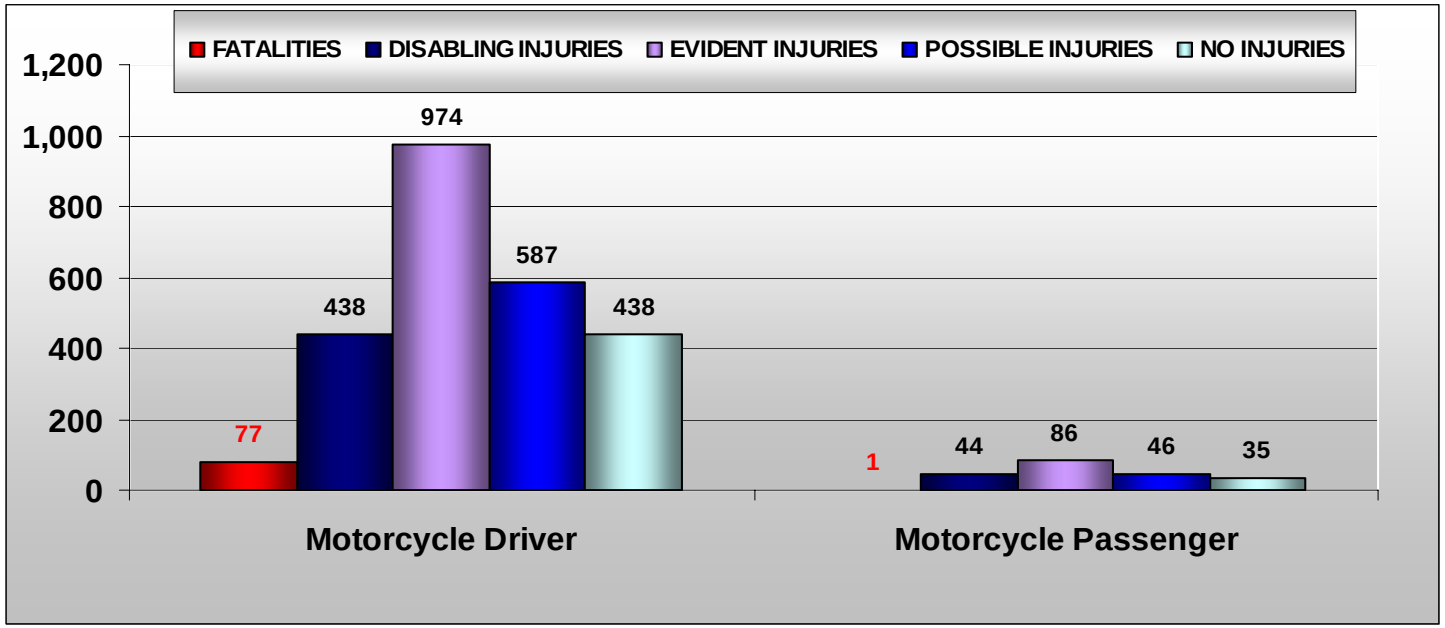
## 2006 **Motor Vehicle Occupant Involvement, by Injury Severity Type




Uninjured occupants constituted the largest category by far, accounting for 80.3% of motor vehicle drivers and passengers involved in collisions. Occupants receiving 'possible' injuries accounted for another 14.3%. Thus, 5.4% of motorists received fatal, disabling, or evident injuries in 2006 collisions.

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

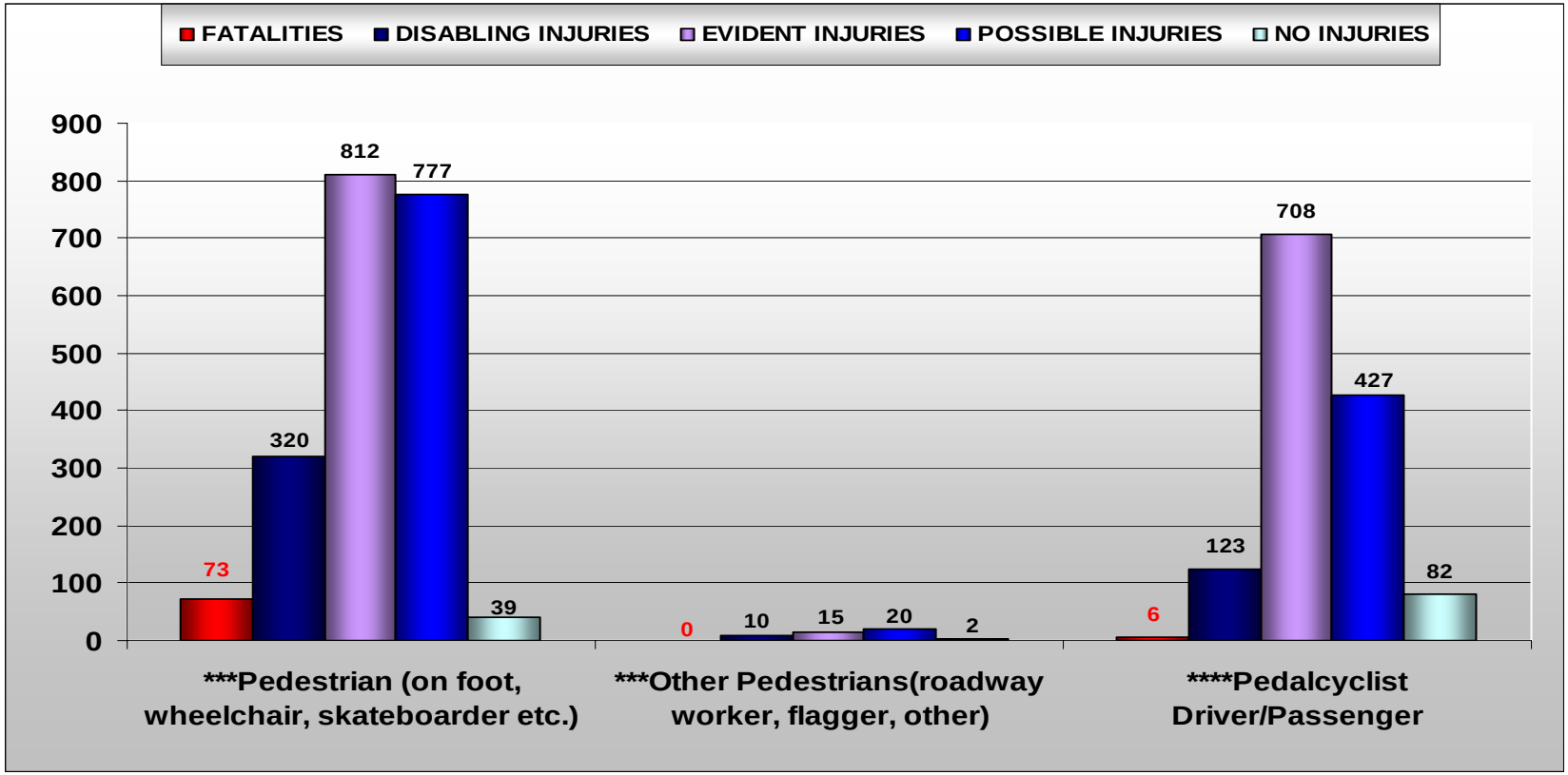
## 2006 Motorcycle Collisions, Person Type by Injury Severity Type




In contrast to motor vehicle occupants, when motorcycle drivers or passengers were involved in traffic collisions, 83% of the time they incurred injuries. The injury type experienced most often by motorcyclists (drivers and passengers) was evident injury accounting for 39%. Nearly 3% of motorcyclists involved in collisions were fatalities.

Does not include unknown injuries

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



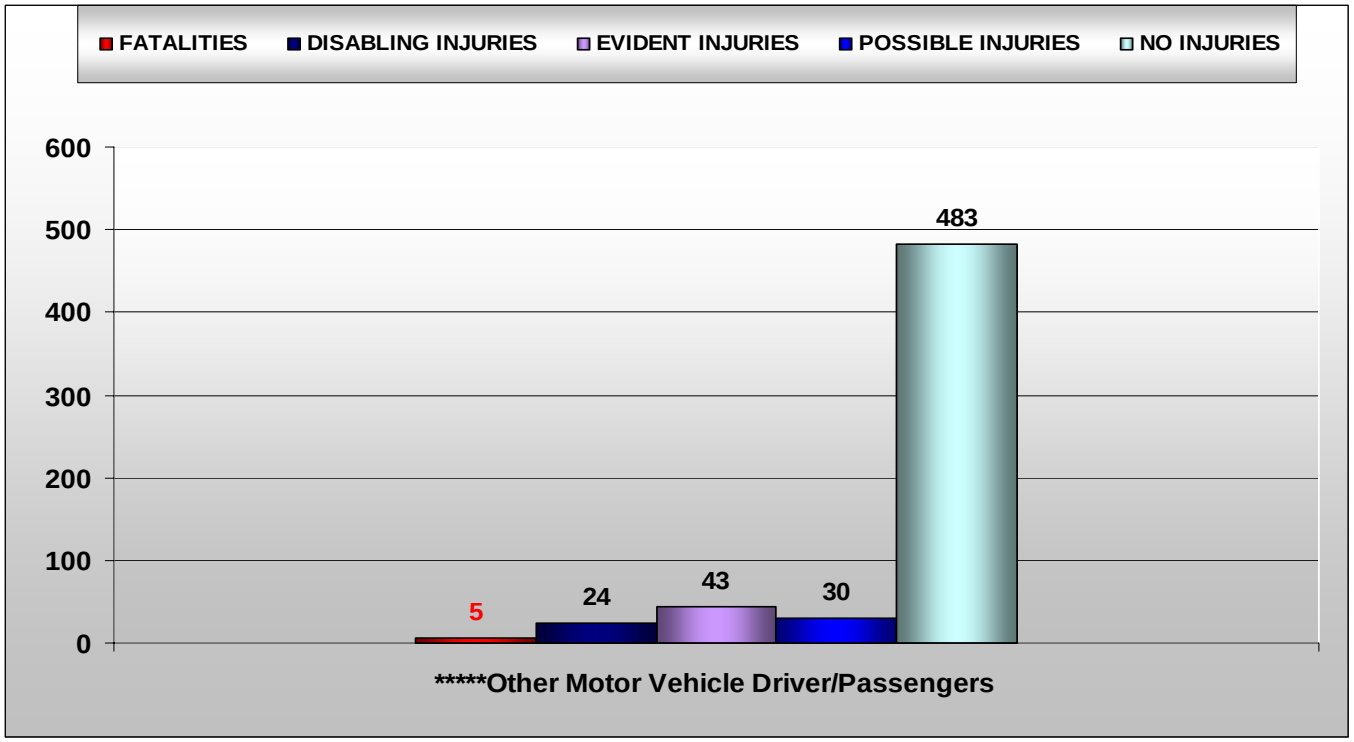

Approximately 94% of pedestrians involved in collisions received injuries; 4% were fatalities.

Approximately 93% of pedalcyclists (bicyclists, tricyclists and unicyclists) involved in collisions received injuries; less than half a percent were fatalities.

For every pedalcyclist fatality in collisions, there where about twelve pedestrian fatalities.

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

## 2006 *****Other Motor Vehicles, Person Type by Injury Severity Type




Among occupants of “other” motor vehicles involved in collisions, more than 83% (483) were not injured, and 5 were fatalities.

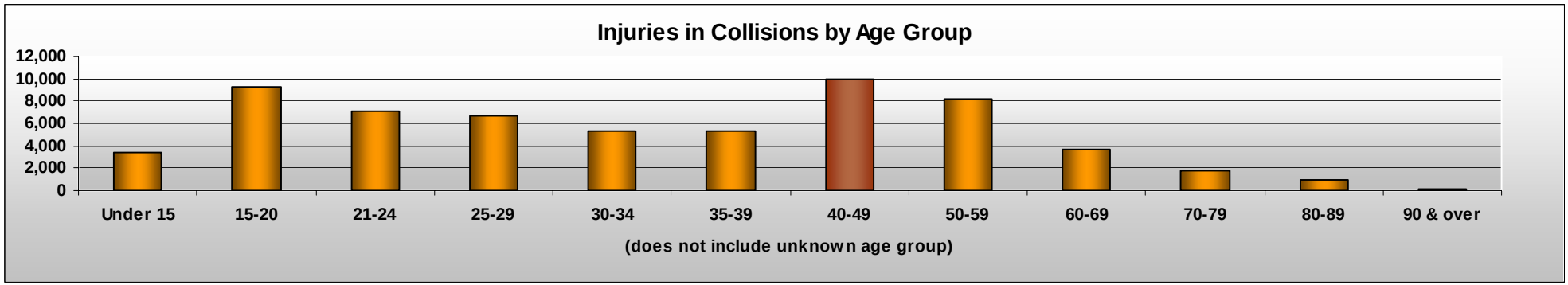
***** Motorhomes, Fire/Medical Response, Off Road "ORV", Law Enforcement, Military, Refuse, Street Sweepers, Riding Lawnmowers, etc.**

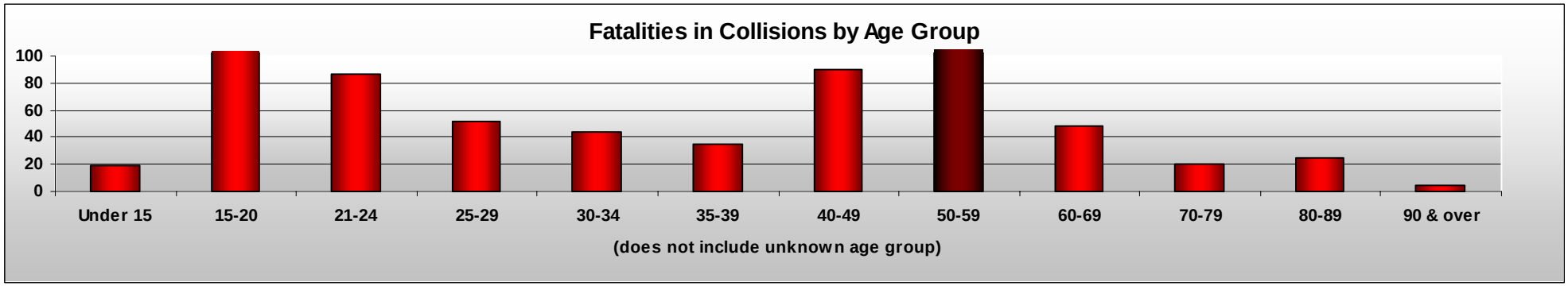
## 2006 Injuries and Fatalities in Collisions by Age Group

| AGE GROUP | FATALITIES | PERCENT OF FATALITIES BY AGE GROUP | DISABLING INJURY | EVIDENT INJURY | POSSIBLE INJURY | NO INJURY | TOTAL FATALITIES AND | *TOTAL INVOLVED |
|---|---|---|---|---|---|---|---|---|
| Under 15 | 19 | 3.01% | 144 | 1,073 | 2,242 | 20,826 | 3,478 | 24,304 |
| 15-20 | 103 | 16.30% | 499 | 3,063 | 5,750 | 38,414 | 3,773 | 47,829 |
| 21-24 | 86 | 13.61% | 375 | 2,075 | 4,649 | 25,356 | 3,227 | 32,541 |
| 25-29 | 52 | 8.23% | 293 | 1,694 | 4,647 | 23,595 | 3,023 | 30,281 |
| 30-34 | 44 | 6.96% | 253 | 1,154 | 3,848 | 18,135 | 2,397 | 23,434 |
| 35-39 | 35 | 5.54% | 233 | 1,177 | 3,841 | 18,137 | 2,511 | 23,423 |
| 40-49 | 90 | 14.24% | 451 | 2,240 | 7,308 | 34,244 | 4,912 | 44,333 |
| 50-59 | 104 | 16.46% | 357 | 1,787 | 6,085 | 26,758 | 3,801 | 35,091 |
| 60-69 | 48 | 7.59% | 164 | 813 | 2,748 | 13,566 | 1,748 | 17,339 |
| 70-79 | 20 | 3.16% | 97 | 448 | 1,199 | 6,712 | 792 | 8,476 |
| 80-89 | 25 | 3.96% | 45 | 279 | 585 | 3,338 | 380 | 4,272 |
| 90 & over | 5 | 0.79% | 7 | 31 | 74 | 402 | 38 | 519 |
| Unknown | 1 | 0.16% | 59 | 284 | 914 | 7,278 | 1,258 | 8,536 |
| Total | 632 | 100.00% | 2,977 | 16,118 | 43,890 | 236,761 | 31,338 | 300,379 |

*Does not include unknown injury

Among all age groups involved in 2006 traffic collisions, 15-20 year olds were most numerous; about one in every six collision involved persons (15.9%) were in this age group, and just under a quarter of all collision involved persons were under the age of 21. Nearly half of all persons involved in collisions (44.9%) were under the age of 30, and over six out of ten were under age 40.



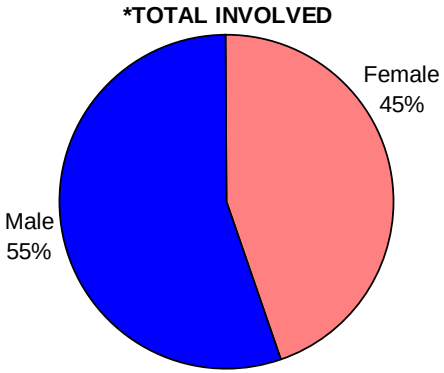

*Does not include unknown injury

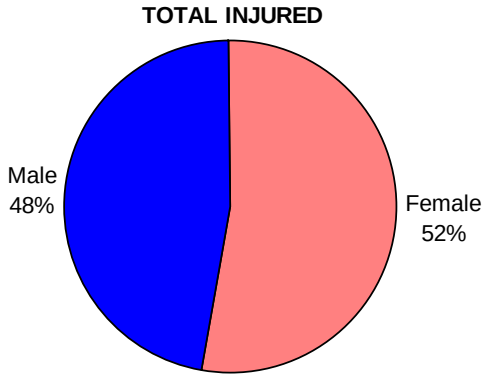
Likewise, more than half of the persons receiving disabling injuries were under age 35, and just under half of those fatalities in this age group. Roughly one-sixth of fatalities were between 50 and 59, and nearly one in seven persons receiving disabling injuries were between 40 and 49.

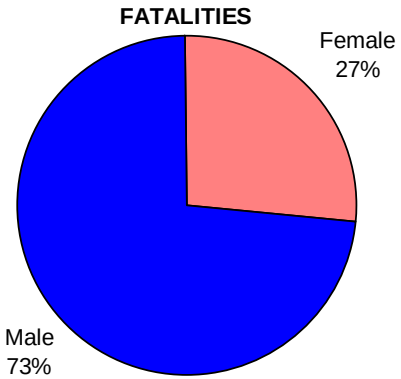
## 2006 Injuries and Fatalities in Collisions by Gender

| GENDER | FATALITIES | PERCENT OF FATALITIES BY GENDER | DISABLING INJURIES | EVIDENT INJURIES | POSSIBLE INJURIES | NO INJURIES | TOTAL FATALITIES AND INJURIES | *TOTAL INVOLVED |
|---|---|---|---|---|---|---|---|---|
| FEMALE | 169 | 26.74% | 1,093 | 6,781 | 24,504 | 100,165 | 32,547 | 132,712 |
| MALE | 463 | 73.26% | 1,772 | 8,919 | 18,697 | 133,757 | 29,852 | 163,608 |
| GENDER NOT STATED | 0 | 0.00% | 112 | 418 | 689 | 2,839 | 1,219 | 4,058 |
| TOTAL | 632 | 100.00% | 2,977 | 16,118 | 43,890 | 236,761 | 63,618 | 300,378 |

***Does not include unknown injury***




***Percentages shown are for involved persons of known gender***

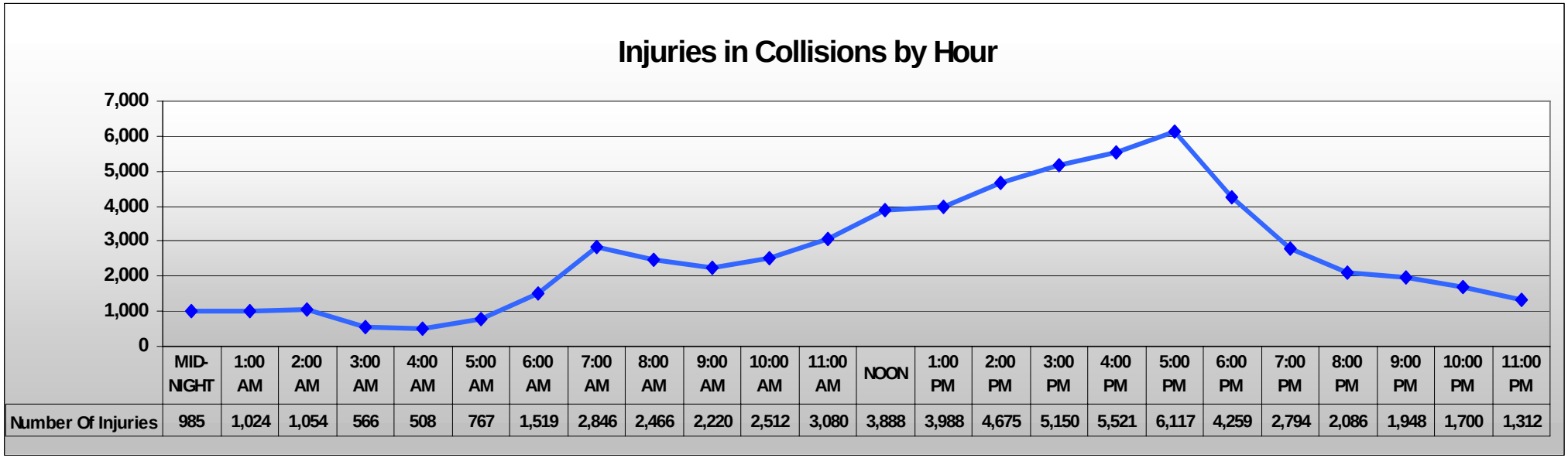
A greater percentage of females (24.5%) received some form of injury compared to males (18.2%). This is largely because of the number of possible injuries females received – 24,504, or about three-fourths of all traffic injuries incurred by females.

Males continued to be dramatically over-represented in both fatalities and disabling injuries resulting from traffic collisions.

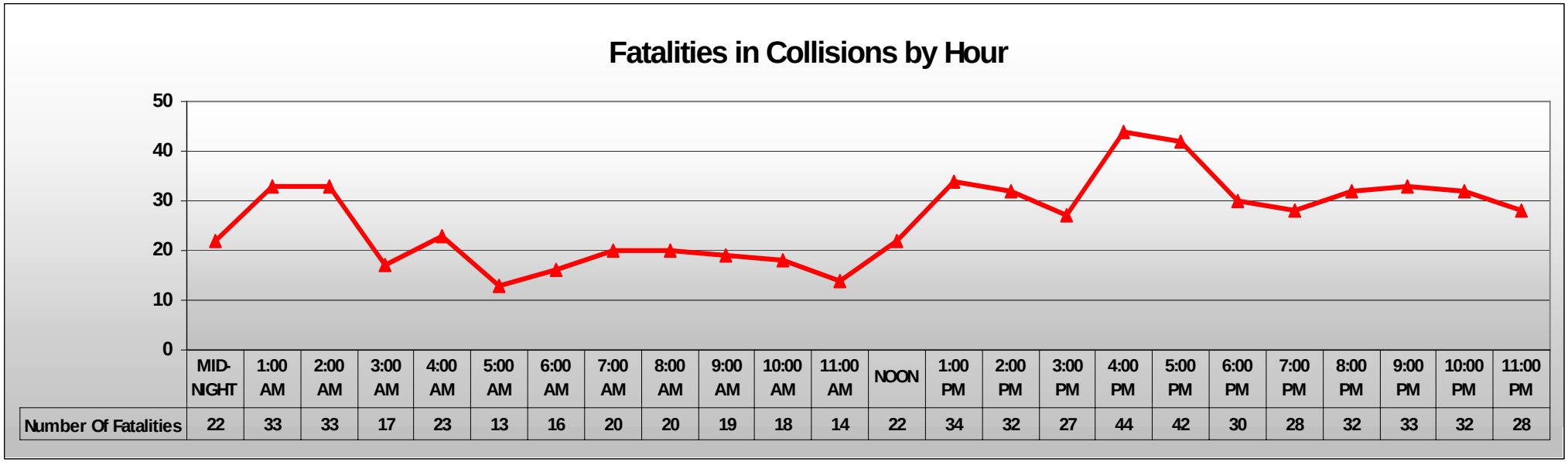
Males accounted for 55% of the persons involved in traffic collisions, 73% were fatalities and 62% received disabling injuries.

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

## 2006 Injuries and Fatalities in Collisions by Hour




| | MID-NIGHT | 1:00 AM | 2:00 AM | 3:00 AM | 4:00 AM | 5:00 AM | 6:00 AM | 7:00 AM | 8:00 AM | 9:00 AM | 10:00 AM | 11:00 AM | NOON | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM | 8:00 PM | 9:00 PM | 10:00 PM | 11:00 PM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Number Of Injuries | 985 | 1,024 | 1,054 | 566 | 508 | 767 | 1,519 | 2,846 | 2,466 | 2,220 | 2,512 | 3,080 | 3,888 | 3,988 | 4,675 | 5,150 | 5,521 | 6,117 | 4,259 | 2,794 | 2,086 | 1,948 | 1,700 | 1,312 |



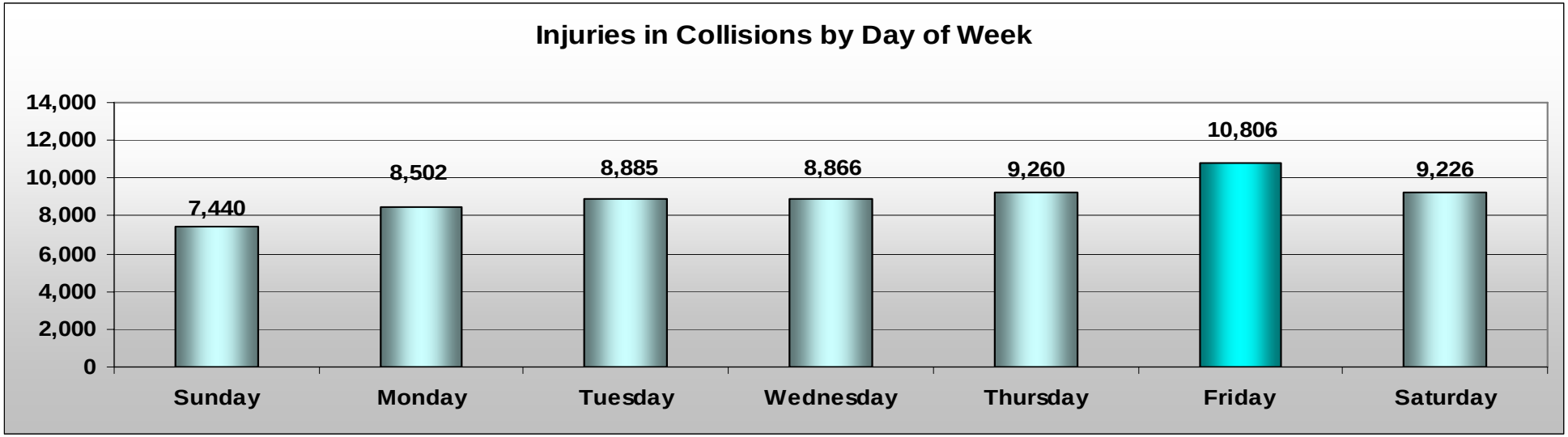

| | MID-NIGHT | 1:00 AM | 2:00 AM | 3:00 AM | 4:00 AM | 5:00 AM | 6:00 AM | 7:00 AM | 8:00 AM | 9:00 AM | 10:00 AM | 11:00 AM | NOON | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM | 8:00 PM | 9:00 PM | 10:00 PM | 11:00 PM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Number Of Fatalities | 22 | 33 | 33 | 17 | 23 | 13 | 16 | 20 | 20 | 19 | 18 | 14 | 22 | 34 | 32 | 27 | 44 | 42 | 30 | 28 | 32 | 33 | 32 | 28 |

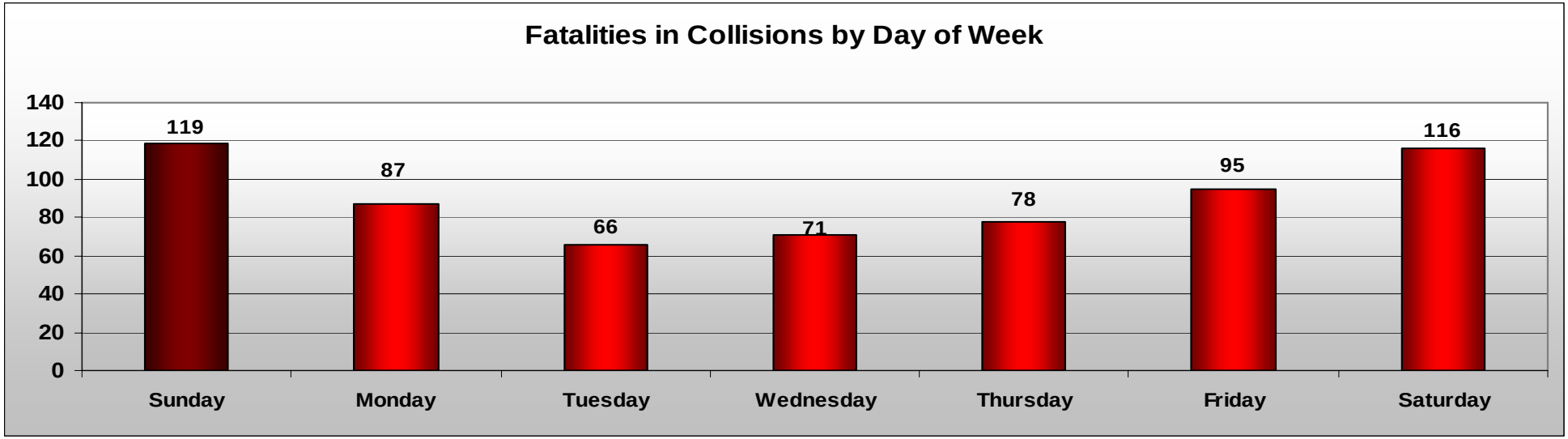
Over one-third of all injuries resulted from collisions between 2:00 PM and 5:59 PM. The peak-hour for injuries is between 5:00 PM and 5:59 PM, when 6,117 (roughly 10%) of them occurred. By comparison, nearly a quarter of all fatalities (144) resulted from collisions occurring between 4:00 PM and 7:59 PM.

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

## 2006 Injuries and Fatalities in Collisions by Day of Week

Almost half of all traffic injuries (47%) resulted from collisions occurring between 12:00 AM Thursday and 11:59 PM Saturday. Friday was the peak injury day, with 10,806. On the other hand, more than half of all fatalities (52%) resulted from collisions between 12:00 AM Friday and 11:59 PM Sunday.

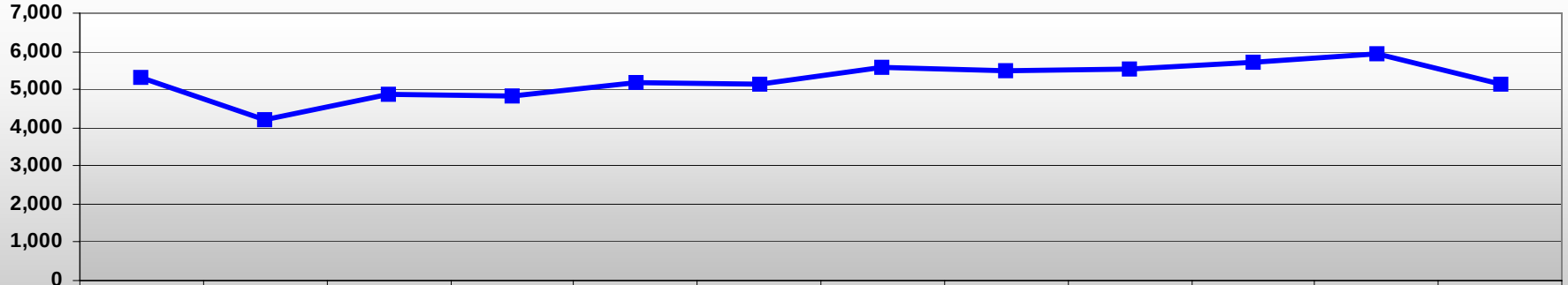


## 2006 Injuries and Fatalities in Collisions by Month

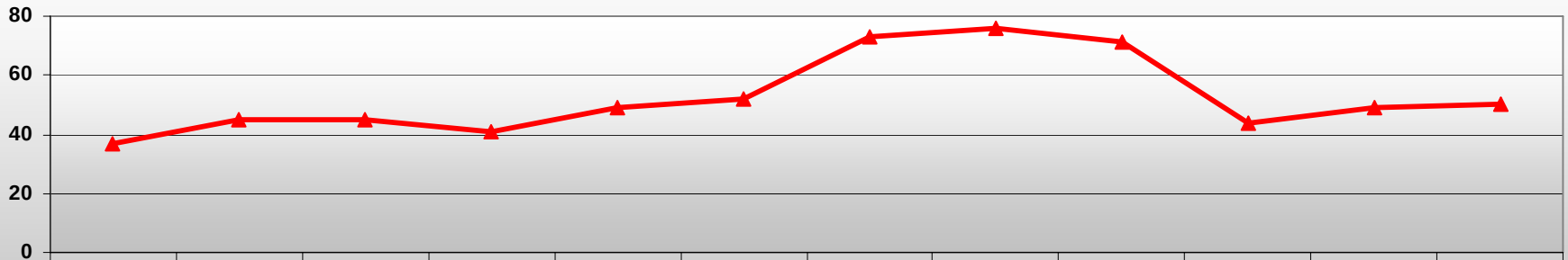
Traffic injuries overall were evenly distributed by month, ranging from a low of 4,231 in February to a high of 5,938 in November; the monthly average was 5,249 traffic injuries.

### Number of Injuries by Month




| | January | February | March | April | May | June | July | August | September | October | November | December |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Number of Injuries | 5,303 | 4,231 | 4,893 | 4,844 | 5,162 | 5,122 | 5,594 | 5,481 | 5,531 | 5,731 | 5,938 | 5,155 |

### Number of Fatalities by Month




| | January | February | March | April | May | June | July | August | September | October | November | December |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Number of Fatalities | 37 | 45 | 45 | 41 | 49 | 52 | 73 | 76 | 71 | 44 | 49 | 50 |

More than four in every ten traffic deaths (43%) resulted from crashes between June and September; August was the peak month, with 76 deaths.

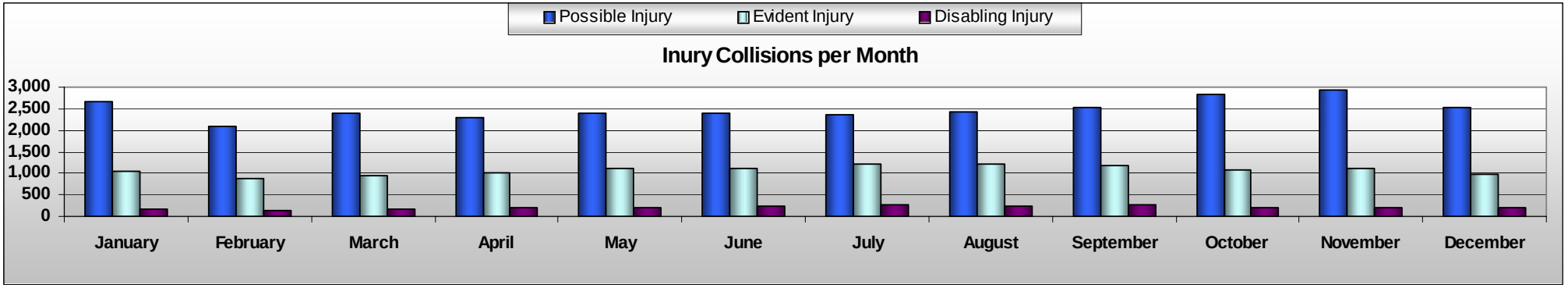
The fewest deaths in 2006 resulted from collisions between January and April (27%), and January was the low month, with 37 fatalities.

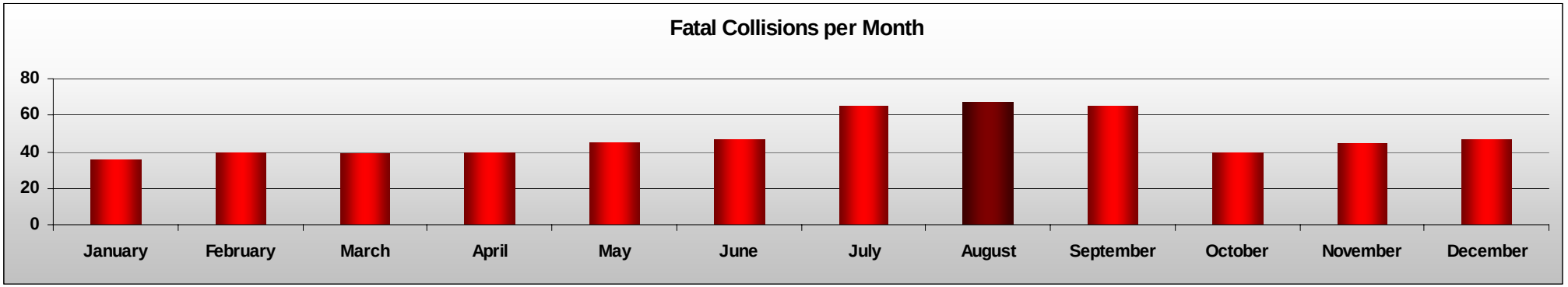
## 2006 Most Severe Injury per Collision by Month

| Month | Possible Injury Collisions | Evident Injury Collisions | Disabling Injury Collisions | Fatal Collisions | Total Injury and Fatal Collisions |
|---|---|---|---|---|---|
| January | 2,670 | 1,038 | 161 | 36 | 3,905 |
| February | 2,098 | 876 | 150 | 40 | 3,164 |
| March | 2,390 | 948 | 185 | 39 | 3,562 |
| April | 2,301 | 1,017 | 192 | 40 | 3,550 |
| May | 2,398 | 1,097 | 204 | 45 | 3,744 |
| June | 2,404 | 1,128 | 221 | 47 | 3,800 |
| July | 2,359 | 1,214 | 258 | 65 | 3,896 |
| August | 2,434 | 1,203 | 249 | 67 | 3,953 |
| September | 2,535 | 1,186 | 263 | 65 | 4,049 |
| October | 2,822 | 1,090 | 212 | 40 | 4,164 |
| November | 2,941 | 1,129 | 202 | 44 | 4,316 |
| December | 2,530 | 986 | 194 | 47 | 3,757 |
| Average | 2,490 | 1,076 | 208 | 48 | 3,822 |

Although November posted below average numbers for both disabling and fatal collisions, it also featured above average numbers for possible and evident injury collisions, making it the month with the highest number of combined injury and fatality collisions (4,316 – 13% above the monthly average).

By contrast, February posted the lowest number of injury and fatal collisions (3,164 – 17% below the monthly average). About 40% of all disabling injury collisions occurred between June and September.



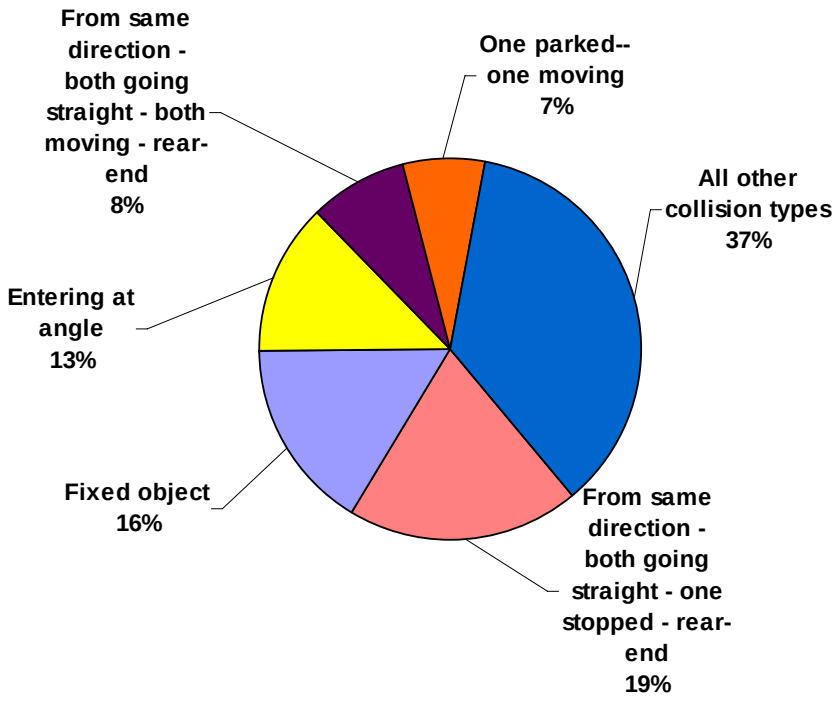



## 2006 Motor Vehicle Involved Collisions: First Collision Type by Most Severe Injury per Collision

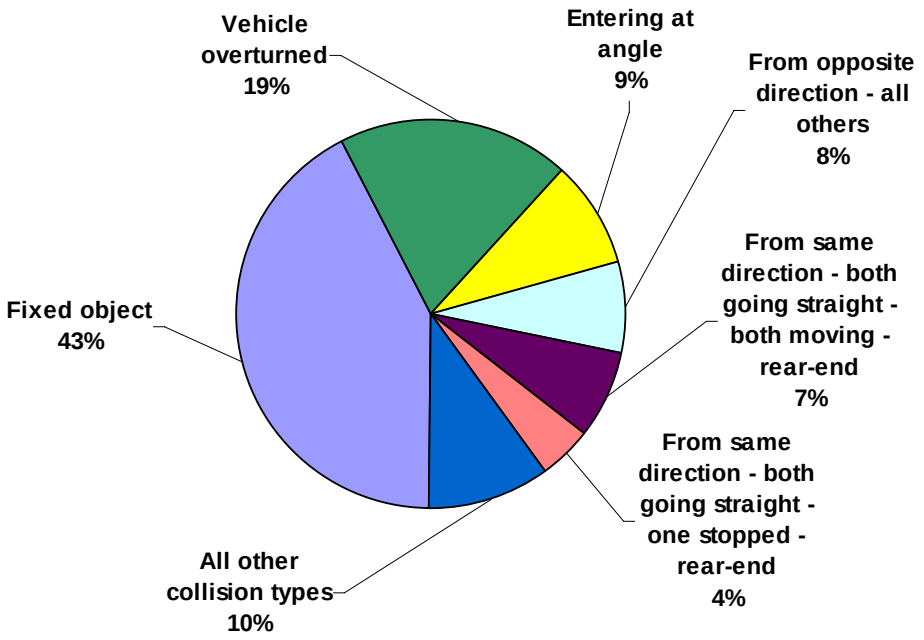
One in five collisions involved a vehicle striking the rear of another vehicle stopped ahead in the roadway. Overall, more than 37,000 were classified as rearend collisions. Just over one in six collisions involved a vehicle striking a fixed object. By comparison, in fatal collisions fewer than one in twenty were rearend collisions, while more than a third were fixed objects and 19% involved a vehicle overturning.

### Leading Collision Types

#### Total Collisions




#### Fatal Collisions Only



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

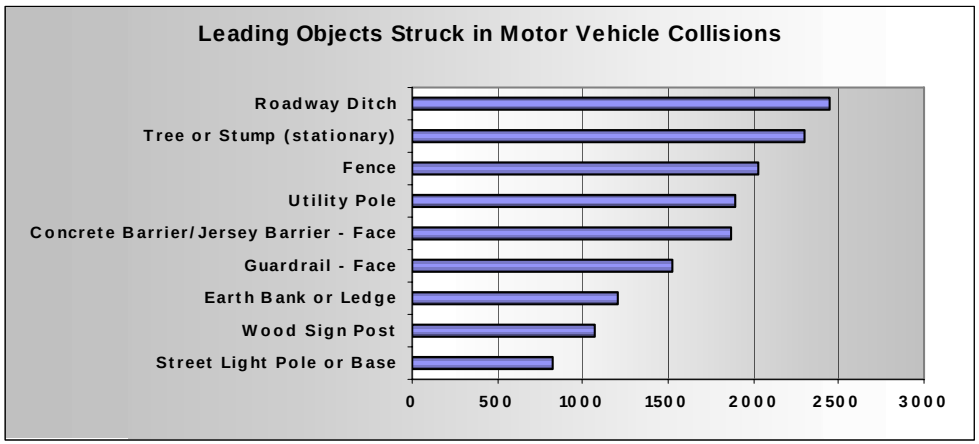
| First Collision Type | No Injury Collisions | Possible Injury Collisions | Evident Injury Collisions | Disabling Injury Collisions | Fatal Collisions | Total Collisions |
|---|---|---|---|---|---|---|
| From same direction - both going straight - one stopped - rear-end | 14,593 | 9,391 | 1,541 | 171 | 11 | 25,707 |
| Fixed object | 14,709 | 3,087 | 3,056 | 589 | 194 | 21,635 |
| Entering at angle | 10,735 | 4,378 | 1,701 | 280 | 56 | 17,150 |
| From same direction - both going straight - both moving - rear-end | 6,439 | 3,518 | 720 | 85 | 14 | 10,776 |
| One parked--one moving | 8,437 | 426 | 307 | 52 | 4 | 9,226 |
| From same direction - both going straight - both moving - sideswipe | 6,346 | 893 | 244 | 25 | 4 | 7,512 |
| One car leaving driveway access | 4,868 | 1,229 | 421 | 59 | 7 | 6,584 |
| From opposite direction - one left turn - one straight | 3,497 | 1,582 | 736 | 137 | 9 | 5,961 |
| One car entering driveway access | 3,031 | 1,138 | 410 | 68 | 4 | 4,651 |
| Vehicle overturned | 1,768 | 734 | 1,178 | 275 | 66 | 4,021 |
| From same direction - all others | 2,629 | 537 | 179 | 38 | 11 | 3,394 |
| Non-domestic animal (deer, bear, elk, etc) | 1,358 | 88 | 92 | 17 | 1 | 1,556 |
| Bicycle | 95 | 425 | 693 | 123 | 6 | 1,342 |
| From opposite direction - all others | 737 | 273 | 198 | 60 | 29 | 1,297 |
| From same direction - one left turn - one straight | 817 | 211 | 77 | 20 | 0 | 1,125 |
| Vehicle going straight hits pedestrian | 28 | 324 | 421 | 202 | 64 | 1,039 |
| From same direction - one right turn - one straight | 697 | 160 | 38 | 8 | 0 | 903 |
| From opposite direction - both going straight - sideswipe | 568 | 153 | 114 | 31 | 17 | 883 |
| One car leaving parked position | 736 | 89 | 19 | 3 | 0 | 847 |
| Same direction -- both turning right -- one stopped -- rear end | 441 | 254 | 29 | 1 | 0 | 725 |
| From same direction - both going straight - one stopped - sideswipe | 621 | 76 | 15 | 3 | 0 | 715 |
| From opposite direction - both moving - head-on | 184 | 168 | 166 | 88 | 56 | 662 |
| Other object | 474 | 56 | 45 | 11 | 4 | 590 |
| Vehicle turning left hits pedestrian | 4 | 186 | 180 | 49 | 6 | 425 |
| Same direction -- both turning right -- both moving -- sideswipe | 336 | 25 | 3 | 0 | 0 | 364 |
| Same direction -- both turning left -- both moving -- sideswipe | 337 | 21 | 6 | 0 | 0 | 364 |
| All other non-collision | 271 | 42 | 33 | 12 | 5 | 363 |
| Vehicle turning right hits pedestrian | 5 | 173 | 124 | 34 | 2 | 338 |
| From opposite direction - one left turn - one right turn | 200 | 19 | 7 | 0 | 0 | 226 |
| Fire started in vehicle | 205 | 3 | 3 | 0 | 0 | 211 |
| Same direction -- both turning right -- both moving -- rear end | 92 | 50 | 8 | 0 | 0 | 150 |
| Domestic animal (horse, cow, sheep, etc) | 114 | 14 | 17 | 1 | 0 | 146 |
| One car entering parked position | 107 | 20 | 2 | 1 | 0 | 130 |
| From opposite direction - both going straight - one stopped - sideswipe | 70 | 17 | 5 | 0 | 0 | 92 |
| From opposite direction - one stopped - head-on | 39 | 22 | 10 | 3 | 0 | 74 |
| Domestic animal other (cat, dog, etc) | 56 | 4 | 12 | 2 | 0 | 74 |
| Same direction -- both turning left -- both moving -- rear end | 43 | 16 | 0 | 0 | 0 | 59 |
| Vehicle backing hits pedestrian | 0 | 25 | 21 | 12 | 0 | 58 |
| Person fell, jumped or was pushed from vehicle | 10 | 7 | 26 | 13 | 2 | 58 |
| Same direction -- both turning left -- one stopped -- rear end | 38 | 15 | 1 | 0 | 0 | 54 |
| Breakage of any part of the vehicle resulting in injury or in further property damage | 40 | 3 | 2 | 0 | 0 | 45 |
| Vehicle hits Pedestrian - All Other Actions | 2 | 11 | 19 | 10 | 0 | 42 |
| Vehicle Hits City Road or Construction Machinery | 27 | 0 | 5 | 2 | 0 | 34 |
| Same direction -- both turning right -- one stopped -- sideswipe | 25 | 4 | 0 | 0 | 0 | 29 |
| Vehicle Hits State Road or Construction Machinery | 20 | 3 | 4 | 1 | 0 | 28 |
| Vehicle Hits Other Road or Construction Machinery | 21 | 2 | 4 | 0 | 1 | 28 |
| Vehicle Hits County Road or Construction Machinery | 16 | 1 | 5 | 1 | 0 | 23 |
| Same direction -- both turning left -- one stopped -- sideswipe | 15 | 3 | 0 | 0 | 0 | 18 |
| Train struck moving vehicle | 15 | 0 | 1 | 0 | 1 | 17 |
| Not stated | 12 | 1 | 4 | 0 | 0 | 17 |
| Vehicle Struck by State Road or Construction Machinery | 10 | 1 | 0 | 0 | 0 | 11 |
| Vehicle Struck by City Road or Construction Machinery | 7 | 1 | 2 | 0 | 0 | 10 |
| Vehicle Struck by Other Road or Construction Machinery | 9 | 0 | 1 | 0 | 0 | 10 |
| Vehicle struck moving train | 4 | 1 | 1 | 2 | 1 | 9 |
| Train struck stopped or stalled vehicle | 6 | 0 | 1 | 1 | 0 | 8 |
| Vehicle Struck by County Road or Construction Machinery | 7 | 0 | 0 | 0 | 0 | 7 |
| Vehicle hits Pedestrian - Actions Not Stated | 0 | 2 | 3 | 1 | 0 | 6 |
| Vehicle struck stopped train | 0 | 0 | 1 | 0 | 0 | 1 |
| Tricycle | 0 | 0 | 1 | 0 | 0 | 1 |
| Total | 85,971 | 29,882 | 12,912 | 2,491 | 575 | 131,831 |

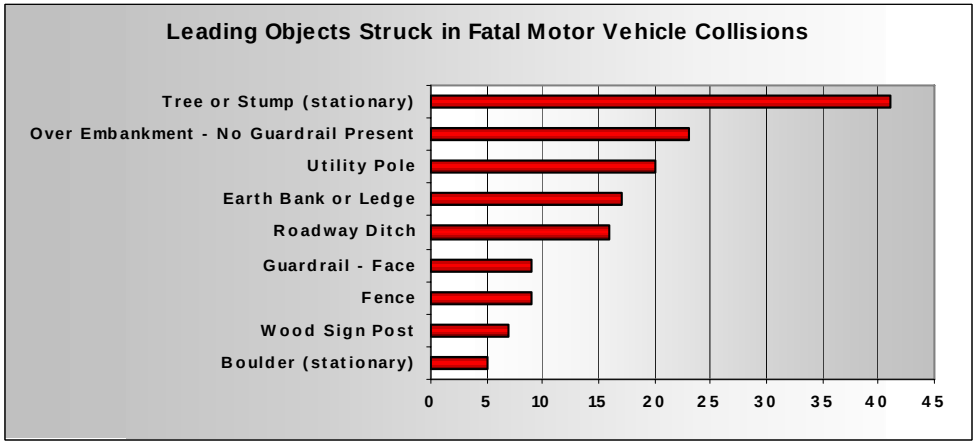
# 2006 Motor Vehicle Involved Collisions: First Object Struck by Most Severe Injury per Collision

About 17% of all collisions involved a vehicle striking a fixed or other object, most commonly a ditch, tree/stump or all guardrail impacts. By comparison, over 35% of fatal collisions involved a vehicle striking a fixed or other object during the collision, most commonly a tree/stump.

| FIRST OBJECT STRUCK | No Injury Collisions | Possible Injury Collisions | Evident Injury Collisions | Disabling Injury Collisions | Fatal Collisions | Total Collisions |
|---|---|---|---|---|---|---|
| Roadway Ditch | 1,599 | 407 | 370 | 56 | 16 | 2,448 |
| Tree or Stump (stationary) | 1,367 | 338 | 442 | 109 | 41 | 2,297 |
| Fence | 1,600 | 180 | 196 | 42 | 9 | 2,027 |
| Utility Pole | 1,129 | 318 | 341 | 80 | 20 | 1,888 |
| Concrete Barrier/Jersey Barrier - Face | 1,267 | 388 | 182 | 25 | 4 | 1,866 |
| Guardrail - Face | 1,087 | 216 | 170 | 42 | 9 | 1,524 |
| Earth Bank or Ledge | 670 | 210 | 250 | 53 | 17 | 1,200 |
| Wood Sign Post | 825 | 109 | 102 | 25 | 7 | 1,068 |
| Street Light Pole or Base | 604 | 99 | 96 | 18 | 4 | 821 |
| Bridge Rail - Face | 551 | 158 | 72 | 7 | 3 | 791 |
| Over Embankment - No Guardrail Present | 457 | 121 | 155 | 26 | 23 | 782 |
| Curb, Raised Traffic Island or Raised Median Curb | 503 | 64 | 65 | 9 | 4 | 645 |
| Other Objects | 405 | 53 | 72 | 10 | 4 | 544 |
| Mailbox | 395 | 53 | 66 | 10 | 3 | 527 |
| Retaining Wall (concrete, rock, brick, etc.) | 310 | 62 | 70 | 10 | 2 | 454 |
| Building | 296 | 27 | 42 | 6 | 3 | 374 |
| Miscellaneous Object or Debris on Road | 260 | 28 | 17 | 7 | 1 | 313 |
| Fire Hydrant | 207 | 25 | 23 | 7 | 0 | 262 |
| Boulder (stationary) | 154 | 34 | 51 | 13 | 5 | 257 |
| Median Cable Barrier | 206 | 15 | 18 | 4 | 0 | 243 |
| Utility Box | 154 | 25 | 22 | 3 | 0 | 204 |
| Traffic Signal Pole or Box | 146 | 20 | 16 | 3 | 1 | 186 |
| Guardrail - Leading End | 108 | 25 | 42 | 2 | 2 | 179 |
| Culvert and/or other Appurtenance in Ditch | 78 | 26 | 49 | 7 | 3 | 163 |
| Rock Bank or Ledge | 68 | 21 | 41 | 5 | 5 | 140 |
| Snow Bank | 87 | 14 | 18 | 1 | 0 | 120 |
| Metal Sign Post | 73 | 10 | 12 | 1 | 1 | 97 |
| Crash Cushions - Impact Attenuators | 62 | 19 | 12 | 1 | 3 | 97 |
| Into River, Lake, Swamp, etc. | 64 | 12 | 16 | 2 | 1 | 95 |

| *Continued-* FIRST OBJECT STRUCK | No Injury Collisions | Possible Injury Collisions | Evident Injury Collisions | Disabling Injury Collisions | Fatal Collisions | Total Collisions |
|---|---|---|---|---|---|---|
| Fallen tree hit by vehicle (on the road) | 56 | 5 | 7 | 1 | 0 | 69 |
| Underside of Bridge | 62 | 6 | 1 | 0 | 0 | 69 |
| Not Stated | 47 | 7 | 8 | 1 | 0 | 63 |
| Falling tree on vehicle (on the road) | 39 | 8 | 6 | 4 | 4 | 61 |
| Fallen Rock or Tree Hit by Vehicle | 31 | 9 | 2 | 0 | 1 | 43 |
| Temporary Traffic Sign or Barricade | 25 | 5 | 3 | 2 | 0 | 35 |
| Construction Materials | 22 | 5 | 2 | 2 | 0 | 31 |
| Guide Post | 19 | 3 | 7 | 0 | 0 | 29 |
| Fallen rock hit by vehicle (on the road) | 21 | 5 | 2 | 1 | 0 | 29 |
| Railway Crossing Gate | 27 | 1 | 0 | 0 | 0 | 28 |
| Bridge Column, Pier or Pillar | 17 | 2 | 4 | 1 | 0 | 24 |
| Manhole Cover | 21 | 2 | 1 | 0 | 0 | 24 |
| Concrete Barrier/Jersey Barrier - Through, Over or Unde | 7 | 4 | 9 | 1 | 1 | 22 |
| Concrete Barrier/Jersey Barrier - Leading End | 14 | 1 | 4 | 1 | 0 | 20 |
| Falling Rock or Tree Fell on Vehicle | 12 | 2 | 3 | 1 | 1 | 19 |
| Bridge Rail - Leading End | 7 | 2 | 4 | 1 | 0 | 14 |
| Falling rock on vehicle (on the road) | 10 | 0 | 2 | 0 | 0 | 12 |
| Bridge Abutment | 5 | 1 | 2 | 0 | 0 | 8 |
| Parking Meter | 7 | 0 | 0 | 0 | 1 | 8 |
| Railway Signal Pole | 5 | 0 | 1 | 0 | 0 | 6 |
| Reversible Lane Control Gate | 3 | 0 | 1 | 0 | 0 | 4 |
| Bridge Rail - Through, Over or Under | 1 | 0 | 2 | 1 | 0 | 4 |
| Overhead Sign Support | 3 | 0 | 0 | 0 | 0 | 3 |
| Mud or Landslide | 1 | 1 | 1 | 0 | 0 | 3 |
| Domestic Animal (ridden) | 1 | 0 | 1 | 0 | 0 | 2 |
| Drawbridge Crossing Gate Arm | 0 | 1 | 0 | 0 | 0 | 1 |
| Closed Toll Gate | 1 | 0 | 0 | 0 | 0 | 1 |
| Snowslide | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 15,243 | 3,153 | 3,113 | 605 | 203 | 22,317 |



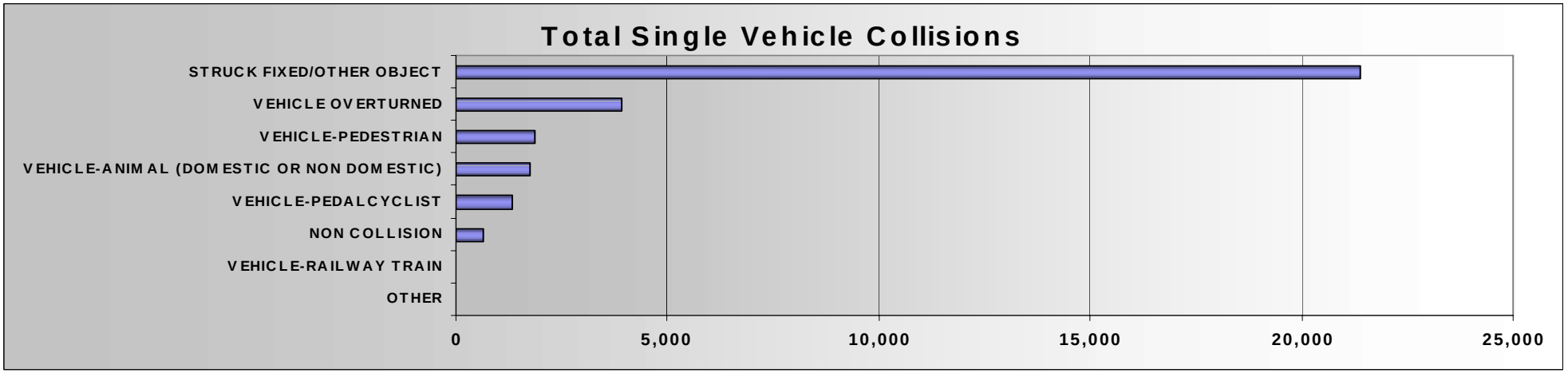



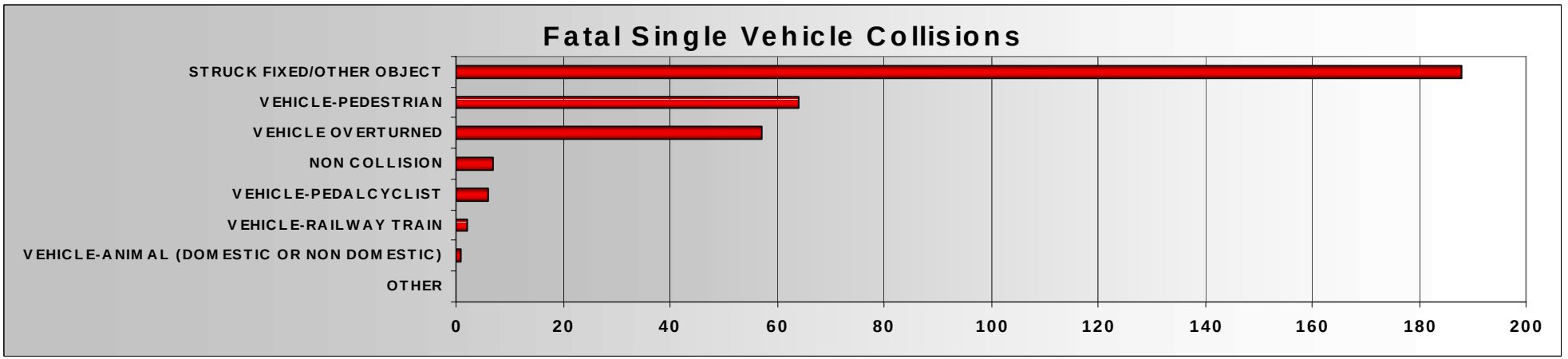
## 2006 Single Vehicle Involved Collisions: First Collision Type by Most Severe Injury per Collision

| SINGLE VEHICLE COLLISIONS FIRST COLLISION TYPE | Fatal Collisions | Percent of Fatal Collisions | Disabling Injury Collisions | Evident Injury Collisions | Possible Injury Collisions | No Injury Collisions | Total Collisions |
|---|---|---|---|---|---|---|---|
| STRUCK FIXED/OTHER OBJECT | 188 | 57.8% | 581 | 3,006 | 2,965 | 14,647 | 21,387 |
| VEHICLE OVERTURNED | 57 | 17.5% | 258 | 1,133 | 714 | 1,739 | 3,901 |
| VEHICLE-PEDESTRIAN | 64 | 19.7% | 302 | 756 | 713 | 38 | 1,873 |
| VEHICLE-ANIMAL (DOMESTIC OR NON DOMESTIC) | 1 | 0.3% | 19 | 119 | 103 | 1,512 | 1,754 |
| VEHICLE-PEDALCYCLIST | 6 | 1.8% | 123 | 688 | 425 | 94 | 1,336 |
| NON COLLISION | 7 | 2.2% | 24 | 59 | 51 | 492 | 633 |
| VEHICLE-RAILWAY TRAIN | 2 | 0.6% | 3 | 4 | 1 | 23 | 33 |
| OTHER | 0 | 0.0% | 0 | 3 | 2 | 7 | 12 |
| TOTAL | 325 | 100.0% | 1,310 | 5,768 | 4,974 | 18,552 | 30,929 |

Fewer than one-quarter of all collisions were single vehicle collisions, but well over half of fatal collisions were single vehicles.

About 70% of all single vehicle collisions involved a vehicle striking a fixed/other object. By comparison, roughly 58% of single vehicle fatal collisions involved striking a fixed object.



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

Nearly half of all single vehicle collisions (48%) happened on Friday, Saturday, or Sunday, and just over half of those (54%) occurred between 6:00 PM and 5:59 AM. By comparison, 57% of single vehicle fatal collisions happened on the same three days, and more than 68% of them occurred between 6:00 PM and 5:59 AM.

### SINGLE VEHICLE COLLISIONS

| | Total Week | | | | | | Monday - Thursday | | | | | | Friday - Sunday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Injury Collisions | Possible Injury Collisions | Evident Injury Collisions | Disabling Injury Collisions | Fatal Collisions | Total Collisions | No Injury Collisions | Possible Injury Collisions | Evident Injury Collisions | Disabling Injury Collisions | Fatal Collisions | Total Collisions | No Injury Collisions | Possible Injury Collisions | Evident Injury Collisions | Disabling Injury Collisions | Fatal Collisions | Total Collisions |
| MIDNIGHT | 800 | 155 | 235 | 53 | 17 | 1,260 | 343 | 63 | 102 | 16 | 1 | 525 | 457 | 92 | 133 | 37 | 16 | 735 |
| 1:00 AM | 851 | 153 | 198 | 58 | 18 | 1,278 | 325 | 51 | 58 | 19 | 6 | 459 | 526 | 102 | 140 | 39 | 12 | 819 |
| 2:00 AM | 858 | 187 | 250 | 42 | 19 | 1,356 | 321 | 68 | 91 | 14 | 6 | 500 | 537 | 119 | 159 | 28 | 13 | 856 |
| 3:00 AM | 581 | 129 | 153 | 22 | 13 | 898 | 227 | 41 | 46 | 5 | 3 | 322 | 354 | 88 | 107 | 17 | 10 | 576 |
| 4:00 AM | 502 | 97 | 110 | 22 | 18 | 749 | 227 | 40 | 46 | 6 | 7 | 326 | 275 | 57 | 64 | 16 | 11 | 423 |
| 5:00 AM | 600 | 134 | 136 | 34 | 8 | 912 | 311 | 77 | 68 | 12 | 1 | 469 | 289 | 57 | 68 | 22 | 7 | 443 |
| 6:00 AM | 755 | 200 | 174 | 37 | 9 | 1,175 | 429 | 120 | 88 | 22 | 6 | 665 | 326 | 80 | 86 | 15 | 3 | 510 |
| 7:00 AM | 893 | 236 | 268 | 45 | 14 | 1,456 | 497 | 161 | 164 | 33 | 12 | 867 | 396 | 75 | 104 | 12 | 2 | 589 |
| 8:00 AM | 824 | 242 | 212 | 41 | 11 | 1,330 | 436 | 166 | 136 | 21 | 6 | 765 | 388 | 76 | 76 | 20 | 5 | 565 |
| 9:00 AM | 702 | 210 | 182 | 34 | 10 | 1,138 | 396 | 110 | 105 | 19 | 3 | 633 | 306 | 100 | 77 | 15 | 7 | 505 |
| 10:00 AM | 647 | 185 | 164 | 39 | 8 | 1,043 | 364 | 115 | 82 | 23 | | 584 | 283 | 70 | 82 | 16 | 8 | 459 |
| 11:00 AM | 655 | 171 | 224 | 60 | 6 | 1,116 | 340 | 96 | 125 | 25 | 4 | 590 | 315 | 75 | 99 | 35 | 2 | 526 |
| NOON | 711 | 222 | 252 | 63 | 6 | 1,254 | 400 | 118 | 126 | 30 | 3 | 677 | 311 | 104 | 126 | 33 | 3 | 577 |
| 1:00 PM | 675 | 193 | 280 | 56 | 10 | 1,214 | 385 | 118 | 146 | 23 | 5 | 677 | 290 | 75 | 134 | 33 | 5 | 537 |
| 2:00 PM | 773 | 249 | 283 | 56 | 6 | 1,367 | 462 | 141 | 148 | 29 | 4 | 784 | 311 | 108 | 135 | 27 | 2 | 583 |
| 3:00 PM | 797 | 268 | 336 | 81 | 7 | 1,489 | 458 | 152 | 193 | 41 | 3 | 847 | 339 | 116 | 143 | 40 | 4 | 642 |
| 4:00 PM | 822 | 329 | 348 | 90 | 14 | 1,603 | 476 | 216 | 212 | 53 | 7 | 964 | 346 | 113 | 136 | 37 | 7 | 639 |
| 5:00 PM | 878 | 304 | 386 | 100 | 23 | 1,691 | 515 | 175 | 223 | 59 | 13 | 985 | 363 | 129 | 163 | 41 | 10 | 706 |
| 6:00 PM | 872 | 258 | 343 | 93 | 17 | 1,583 | 466 | 147 | 192 | 57 | 6 | 868 | 406 | 111 | 151 | 36 | 11 | 715 |
| 7:00 PM | 854 | 233 | 281 | 62 | 20 | 1,450 | 470 | 141 | 146 | 35 | 10 | 802 | 384 | 92 | 135 | 27 | 10 | 648 |
| 8:00 PM | 836 | 201 | 226 | 57 | 14 | 1,334 | 454 | 105 | 128 | 34 | 6 | 727 | 382 | 96 | 98 | 23 | 8 | 607 |
| 9:00 PM | 902 | 226 | 256 | 52 | 19 | 1,455 | 490 | 129 | 130 | 26 | 13 | 788 | 412 | 97 | 126 | 26 | 6 | 667 |
| 10:00 PM | 906 | 229 | 233 | 48 | 18 | 1,434 | 435 | 123 | 98 | 19 | 7 | 682 | 471 | 106 | 135 | 29 | 11 | 752 |
| 11:00 PM | 858 | 163 | 238 | 65 | 20 | 1,344 | 427 | 82 | 95 | 27 | 9 | 640 | 431 | 81 | 143 | 38 | 11 | 704 |
| Total | 18,552 | 4,974 | 5,768 | 1,310 | 325 | 30,929 | 9,654 | 2,755 | 2,948 | 648 | 141 | 16,146 | 8,898 | 2,219 | 2,820 | 662 | 184 | 14,783 |

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

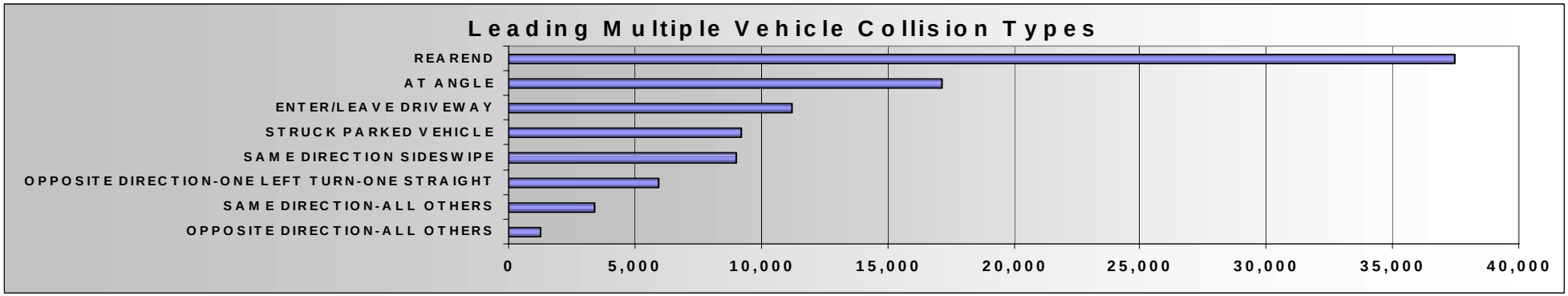
## 2006 Multiple Vehicle Involved Collisions: First Collision Type by Most Severe Injury per Collision

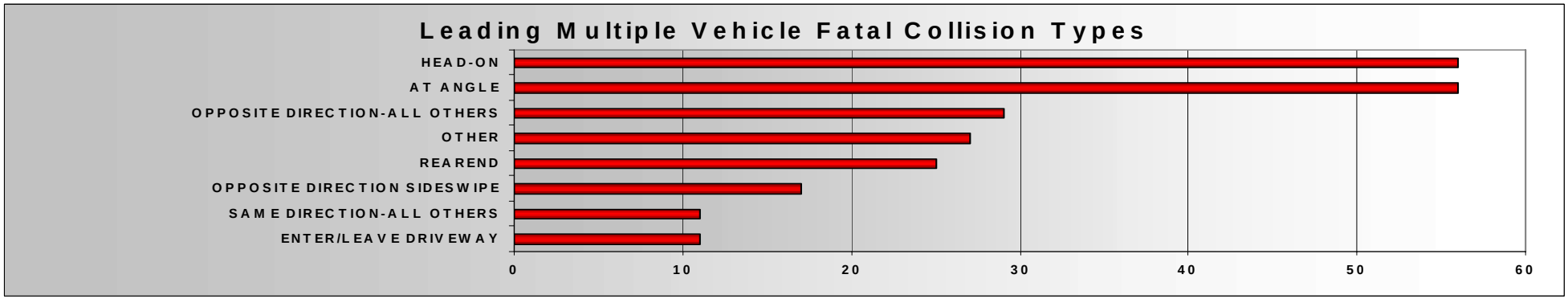
| MULTIPLE VEHICLE COLLISIONS FIRST COLLISION TYPE | Fatal Collisions | Percent of Fatal Collisions | Disabling Injury Collisions | Evident Injury Collisions | Possible Injury Collisions | No Injury Collisions | Total Collisions |
|---|---|---|---|---|---|---|---|
| REAREND | 25 | 10.0% | 257 | 2,299 | 13,244 | 21,646 | 37,471 |
| AT ANGLE | 56 | 22.4% | 280 | 1,701 | 4,378 | 10,735 | 17,150 |
| ENTER/LEAVE DRIVEWAY | 11 | 4.4% | 127 | 831 | 2,367 | 7,899 | 11,235 |
| STRUCK PARKED VEHICLE | 4 | 1.6% | 51 | 307 | 426 | 8,437 | 9,225 |
| SAME DIRECTION SIDESWIPE | 4 | 1.6% | 28 | 268 | 1,022 | 7,680 | 9,002 |
| OPPOSITE DIRECTION-ONE LEFT TURN-ONE STRAIGHT | 9 | 3.6% | 137 | 736 | 1,582 | 3,497 | 5,961 |
| SAME DIRECTION-ALL OTHERS | 11 | 4.4% | 38 | 179 | 537 | 2,629 | 3,394 |
| OPPOSITE DIRECTION-ALL OTHERS | 29 | 11.6% | 60 | 198 | 273 | 737 | 1,297 |
| SAME DIRECTION-ONE LEFT TURN-ONE STRAIGHT | 0 | 0.0% | 20 | 77 | 211 | 817 | 1,125 |
| OTHER | 27 | 10.8% | 45 | 168 | 214 | 638 | 1,092 |
| ONE CAR ENTER/LEAVE PARKED POSITION | 0 | 0.0% | 4 | 21 | 109 | 843 | 977 |
| OPPOSITE DIRECTION SIDESWIPE | 17 | 6.8% | 31 | 119 | 170 | 638 | 975 |
| SAME DIRECTION-ONE RIGHT TURN-ONE STRAIGHT | 0 | 0.0% | 8 | 38 | 160 | 697 | 903 |
| HEAD-ON | 56 | 22.4% | 91 | 176 | 190 | 223 | 736 |
| OPPOSITE DIRECTION-ONE LEFT TURN-ONE RIGHT TURI | 0 | 0.0% | 0 | 7 | 19 | 200 | 226 |
| VEHICLE-CONSTRUCTION OR ROAD MACHINERY | 1 | 0.4% | 4 | 19 | 6 | 103 | 133 |
| TOTAL | 250 | 100.0% | 1,181 | 7,144 | 24,908 | 67,419 | 100,902 |

More than three-fourths of all collisions involved multiple vehicles; by comparison, over four in ten fatal collisions (43%) involved multiple vehicles.

Over 37% of multi-vehicle collisions involved some form of rear end collision (the vast majority with the 'lead' vehicle stopped in traffic), but only 25 fatal collisions (10% of fatal multi-vehicle collisions) were rear-end collisions.

While less than 1% of all multi-vehicle collisions were classified as 'head-on', about 22% of multi-vehicle fatal collisions were classified as 'head-on'.



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

Roughly six in ten multi vehicle collisions occurred between Monday and Thursday; by comparison, just over half (52%) of single vehicle collisions happened during those same days. Likewise, exactly half of multi vehicle fatal collisions occur between Monday and Thursday, in stark contrast with single vehicle fatal collisions, of which nearly six in ten happened on Friday, Saturday, or Sunday.

About one-fourth of all multi vehicle collisions occurred between 6:00PM and 5:59 AM (versus half of all single vehicle collisions). Moreover, only 40% of multi vehicle collisions occurred between Friday and Sunday (versus 48% of single vehicle collisions), and only 30% of those occurred between 6:00 PM and 5:59 AM. Likewise, exactly half of multi vehicle fatal collisions happened between Friday and Sunday (versus 57% of single vehicle fatal collisions), and only 42% of those happened between 6:00 PM and 5:59 AM.

### MULTIPLE VEHICLE COLLISIONS

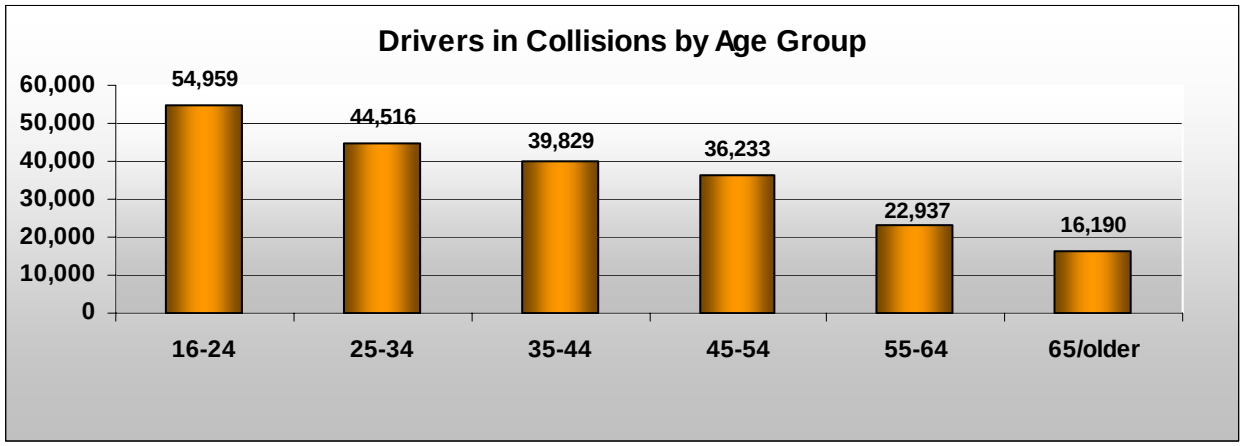
| | Total Week | | | | | | Monday - Thursday | | | | | | Friday - Sunday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Injury Collisions | Possible Injury Collisions | Evident Injury Collisions | Disabling Injury Collisions | Fatal Collisions | **Total Collisions** | No Injury Collisions | Possible Injury Collisions | Evident Injury Collisions | Disabling Injury Collisions | Fatal Collisions | **Total Collisions** | No Injury Collisions | Possible Injury Collisions | Evident Injury Collisions | Disabling Injury Collisions | Fatal Collisions | **Total Collisions** |
| MIDNIGHT | 950 | 186 | 98 | 13 | 4 | 1,251 | 349 | 77 | 37 | 4 | 0 | 467 | 601 | 109 | 61 | 9 | 4 | 784 |
| 1:00 AM | 693 | 174 | 101 | 23 | 14 | 1,005 | 201 | 41 | 31 | 7 | 4 | 284 | 492 | 133 | 70 | 16 | 10 | 721 |
| 2:00 AM | 650 | 174 | 95 | 13 | 8 | 940 | 187 | 44 | 26 | 4 | 4 | 265 | 463 | 130 | 69 | 9 | 4 | 675 |
| 3:00 AM | 327 | 71 | 51 | 7 | 4 | 460 | 117 | 16 | 13 | 2 | 1 | 149 | 210 | 55 | 38 | 5 | 3 | 311 |
| 4:00 AM | 308 | 104 | 36 | 9 | 4 | 461 | 146 | 50 | 18 | 2 | 1 | 217 | 162 | 54 | 18 | 7 | 3 | 244 |
| 5:00 AM | 663 | 215 | 73 | 11 | 4 | 966 | 462 | 160 | 48 | 6 | 3 | 679 | 201 | 55 | 25 | 5 | 1 | 287 |
| 6:00 AM | 1,568 | 595 | 152 | 39 | 5 | 2,359 | 1,176 | 471 | 104 | 29 | 3 | 1,783 | 392 | 124 | 48 | 10 | 2 | 576 |
| 7:00 AM | 3,062 | 1,215 | 357 | 38 | 5 | 4,677 | 2,348 | 960 | 266 | 22 | 3 | 3,599 | 714 | 255 | 91 | 16 | 2 | 1,078 |
| 8:00 AM | 2,983 | 1,045 | 301 | 29 | 9 | 4,367 | 2,204 | 796 | 208 | 23 | 6 | 3,237 | 779 | 249 | 93 | 6 | 3 | 1,130 |
| 9:00 AM | 2,786 | 968 | 256 | 37 | 9 | 4,056 | 1,842 | 647 | 160 | 17 | 3 | 2,669 | 944 | 321 | 96 | 20 | 6 | 1,387 |
| 10:00 AM | 3,008 | 1,099 | 287 | 53 | 8 | 4,455 | 1,835 | 625 | 184 | 25 | 6 | 2,675 | 1,173 | 474 | 103 | 28 | 2 | 1,780 |
| 11:00 AM | 3,724 | 1,312 | 384 | 63 | 8 | 5,491 | 2,141 | 740 | 206 | 32 | 7 | 3,126 | 1,583 | 572 | 178 | 31 | 1 | 2,365 |
| NOON | 4,662 | 1,669 | 475 | 72 | 15 | 6,893 | 2,663 | 878 | 244 | 41 | 8 | 3,834 | 1,999 | 791 | 231 | 31 | 7 | 3,059 |
| 1:00 PM | 4,794 | 1,744 | 468 | 77 | 21 | 7,104 | 2,609 | 953 | 261 | 41 | 12 | 3,876 | 2,185 | 791 | 207 | 36 | 9 | 3,228 |
| 2:00 PM | 5,431 | 2,024 | 593 | 91 | 22 | 8,161 | 3,255 | 1,163 | 350 | 53 | 12 | 4,833 | 2,176 | 861 | 243 | 38 | 10 | 3,328 |
| 3:00 PM | 5,890 | 2,318 | 558 | 91 | 16 | 8,873 | 3,602 | 1,402 | 316 | 38 | 6 | 5,364 | 2,288 | 916 | 242 | 53 | 10 | 3,509 |
| 4:00 PM | 6,034 | 2,394 | 628 | 98 | 23 | 9,177 | 3,808 | 1,531 | 365 | 54 | 8 | 5,766 | 2,226 | 863 | 263 | 44 | 15 | 3,411 |
| 5:00 PM | 6,514 | 2,775 | 695 | 110 | 16 | 10,110 | 4,221 | 1,858 | 432 | 69 | 11 | 6,591 | 2,293 | 917 | 263 | 41 | 5 | 3,519 |
| 6:00 PM | 4,416 | 1,741 | 492 | 101 | 11 | 6,761 | 2,682 | 1,076 | 306 | 49 | 3 | 4,116 | 1,734 | 665 | 186 | 52 | 8 | 2,645 |
| 7:00 PM | 2,694 | 998 | 320 | 55 | 5 | 4,072 | 1,448 | 544 | 172 | 32 | 3 | 2,199 | 1,246 | 454 | 148 | 23 | 2 | 1,873 |
| 8:00 PM | 1,986 | 685 | 247 | 38 | 13 | 2,969 | 1,039 | 373 | 140 | 24 | 7 | 1,583 | 947 | 312 | 107 | 14 | 6 | 1,386 |
| 9:00 PM | 1,715 | 605 | 185 | 49 | 11 | 2,565 | 892 | 308 | 99 | 30 | 6 | 1,335 | 823 | 297 | 86 | 19 | 5 | 1,230 |
| 10:00 PM | 1,445 | 476 | 161 | 39 | 8 | 2,129 | 685 | 223 | 70 | 16 | 4 | 998 | 760 | 253 | 91 | 23 | 4 | 1,131 |
| 11:00 PM | 1,116 | 321 | 131 | 25 | 7 | 1,600 | 504 | 131 | 51 | 12 | 4 | 702 | 612 | 190 | 80 | 13 | 3 | 898 |
| Total | 67,419 | 24,908 | 7,144 | 1,181 | 250 | 100,902 | 40,416 | 15,067 | 4,107 | 632 | 125 | 60,347 | 27,003 | 9,841 | 3,037 | 549 | 125 | 40,555 |

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

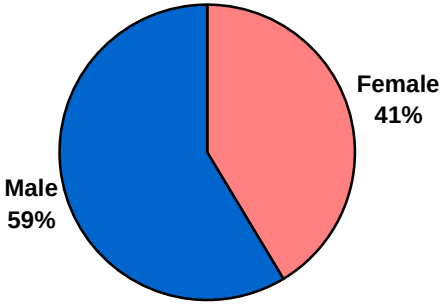
## 2006 Drivers – Collisions by Age Involvement and Gender

| AGE GROUP | FATAL COLLISIONS | INJURY COLLISIONS | NO INJURY COLLISIONS | TOTAL COLLISIONS | LICENSED DRIVERS | COLLISION RATE PER 10K LICENSED DRIVERS |
|---|---|---|---|---|---|---|
| UNDER 16 | 0 | 128 | 177 | 305 | 0 | 0 |
| 16 | 7 | 763 | 1,572 | 2,342 | 28,634 | 818 |
| 17 | 19 | 2,005 | 3,690 | 5,714 | 48,870 | 1,169 |
| 18 | 30 | 2,537 | 4,547 | 7,114 | 63,307 | 1,124 |
| 19 | 33 | 2,694 | 4,794 | 7,521 | 73,173 | 1,028 |
| 20 | 24 | 2,617 | 4,388 | 7,029 | 79,859 | 880 |
| 21 | 21 | 2,591 | 4,338 | 6,950 | 80,796 | 860 |
| 22 | 31 | 2,367 | 3,902 | 6,300 | 85,925 | 733 |
| 23 | 33 | 2,227 | 3,836 | 6,096 | 89,310 | 683 |
| 24 | 26 | 2,204 | 3,663 | 5,893 | 94,822 | 621 |
| 25-29 | 82 | 9,151 | 15,376 | 24,609 | 456,143 | 540 |
| 30-34 | 85 | 7,599 | 12,223 | 19,907 | 435,006 | 458 |
| 35-39 | 78 | 7,729 | 12,542 | 20,349 | 472,731 | 430 |
| 40-44 | 67 | 7,474 | 11,939 | 19,480 | 474,091 | 411 |
| 45-49 | 74 | 7,439 | 11,724 | 19,237 | 499,068 | 385 |
| 50-54 | 68 | 6,392 | 10,536 | 16,996 | 477,090 | 356 |
| 55-59 | 61 | 5,272 | 8,299 | 13,632 | 418,781 | 326 |
| 60-64 | 41 | 3,430 | 5,834 | 9,305 | 312,671 | 298 |
| 65-69 | 25 | 1,981 | 3,605 | 5,611 | 212,474 | 264 |
| 70-74 | 16 | 1,414 | 2,518 | 3,948 | 156,839 | 252 |
| OVER 74 | 34 | 2,296 | 4,301 | 6,631 | 277,325 | 239 |
| TOTAL | 855 | 80,310 | 133,804 | 214,969 | 4,836,915 | |
| FEMALE | 206 | 35,652 | 54,808 | 90,666 | 2,335,105 | 388.3 |
| MALE | 646 | 45,855 | 81,342 | 127,843 | 2,501,810 | 511.0 |

*Does not include unknown gender*




### Total Collisions by Gender




*Does not include unknown gender*

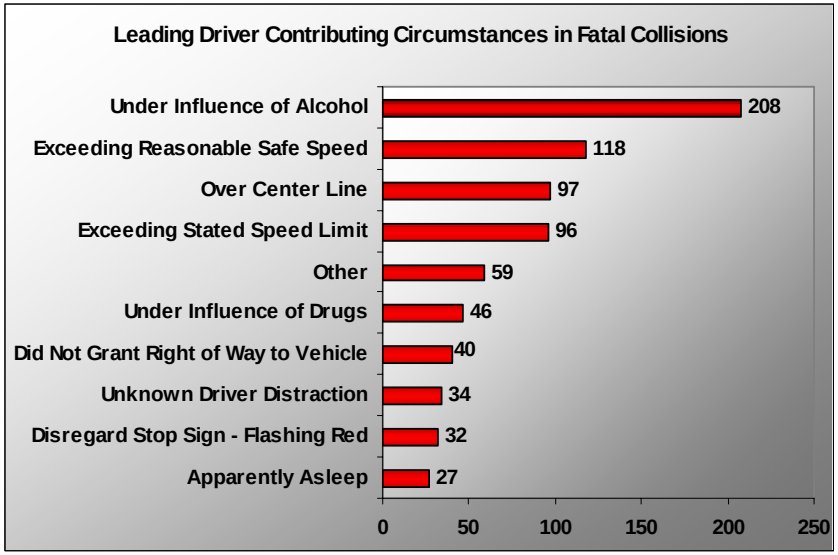
The highest collision rates (per 10,000 licensed drivers) in 2006 collisions were among 16-20 year-old drivers, especially 17 and 18 year-olds. Overall, the collision rate for 16-20 year-old drivers (1120.6) was nearly three times the collision rate for drivers ages 21 and over (404.5).

The collision rate for 16 year-old drivers alone was 817.9 – nearly 30% lower than the collision rate of 1157.3 for 17-20 year-old drivers.

Finally, the collision rate for women (388.3) was 25% lower than that for men (511.0).

## 2006 Driver *Contributing Circumstances by Collision Severity

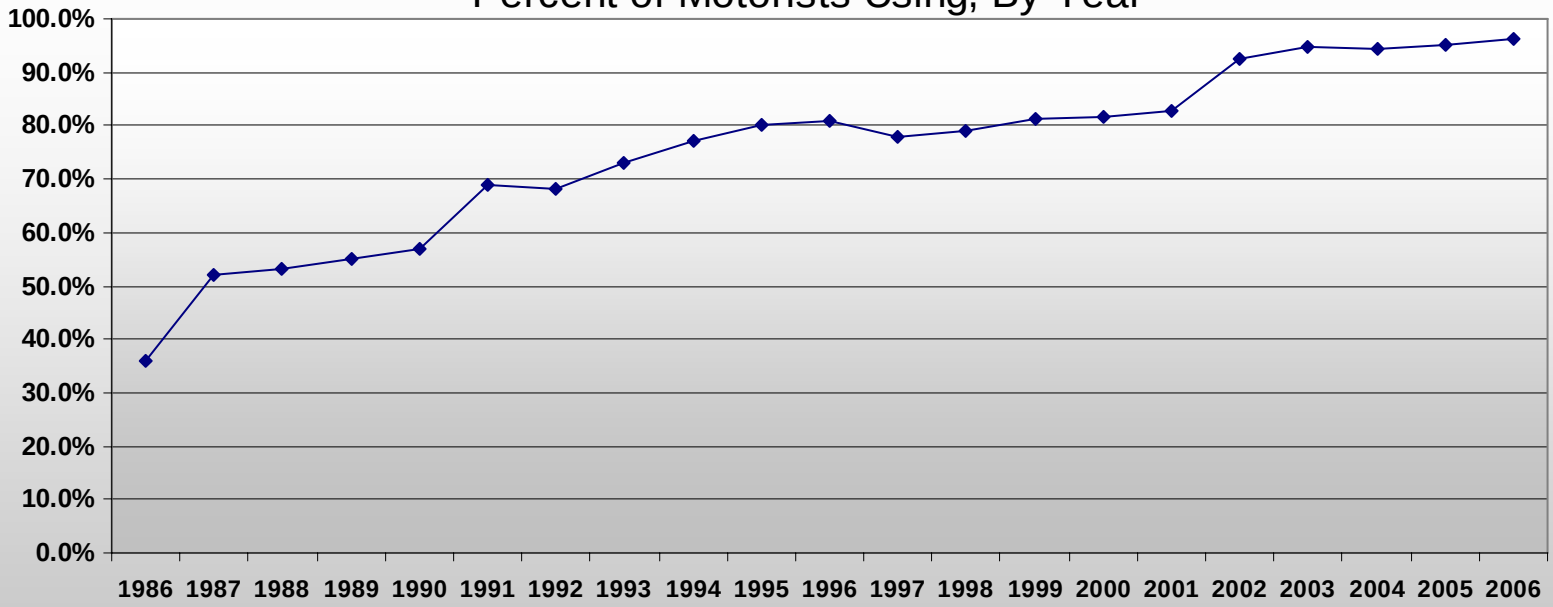
| DRIVER CONTRIBUTING CIRCUMSTANCE | TOTAL COLLISIONS | FATAL COLLISIONS | INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS |
|---|---|---|---|---|
| Exceeding Reasonable Safe Speed | 25,633 | 118 | 9,702 | 15,813 |
| Did Not Grant Right of Way to Vehicle | 25,121 | 40 | 7,641 | 17,440 |
| Other | 18,781 | 59 | 4,290 | 14,432 |
| Follow Too Closely | 17,219 | 4 | 6,734 | 10,481 |
| Inattention | 7,772 | 12 | 2792 | 4,968 |
| Under Influence of Alcohol | 7,449 | 208 | 3443 | 3,798 |
| Disregard Stop and Go Light | 4,407 | 13 | 1936 | 2458 |
| Improper Turn | 3,858 | 0 | 683 | 3175 |
| Exceeding Stated Speed Limit | 3,469 | 96 | 1612 | 1761 |
| Improper Backing | 2,726 | 2 | 176 | 2548 |
| Operating Defective Equipment | 2616 | 15 | 819 | 1782 |
| Disregard Stop Sign - Flashing Red | 2587 | 32 | 1180 | 1375 |
| Over Center Line | 2235 | 97 | 1041 | 1097 |
| Driver Distractions Outside Vehicle | 2209 | 3 | 878 | 1328 |
| Apparently Asleep | 1885 | 27 | 894 | 964 |
| Improper Passing | 1659 | 10 | 473 | 1176 |
| Driver Interacting with Passengers, Animals or Objects in the Vehicle | 1622 | 6 | 708 | 908 |
| Unknown Driver Distraction | 1582 | 34 | 579 | 969 |
| Fail to Yield Right of Way to Pedestrian | 1411 | 16 | 1361 | 34 |
| Driver Operating Handheld Telecommunication Device | 1242 | 1 | 495 | 746 |
| Other Driver Distractions Inside Vehicle | 1185 | 2 | 485 | 698 |
| Improper U-Turn | 971 | 3 | 311 | 657 |
| Under Influence of Drugs | 856 | 46 | 419 | 391 |
| Apparently Ill | 651 | 4 | 374 | 273 |
| Driver Adjusting Audio or Entertainment System | 512 | 2 | 217 | 293 |
| Driver Eating or Drinking | 414 | 1 | 171 | 242 |
| Apparently Fatigued | 334 | 1 | 144 | 189 |
| Improper Parking Location | 311 | 0 | 34 | 277 |
| Disregard Yield Sign - Flashing Yellow | 221 | 0 | 70 | 151 |
| Failing to Signal | 209 | 0 | 63 | 146 |
| Driver Smoking | 161 | 1 | 71 | 89 |
| Driver Reading or Writing | 145 | 1 | 62 | 82 |
| Had Taken Medication | 141 | 1 | 78 | 62 |
| Headlight Violation | 134 | 3 | 64 | 67 |
| Improper Signal | 90 | 0 | 17 | 73 |
| Driver Not Distracted | 84 | 0 | 26 | 58 |
| Driver Operating Hands-free Wireless Telecommunication Device | 62 | 0 | 27 | 35 |
| Driver Operating Other Electronic Devices (computers, navigational devices, etc) | 58 | 0 | 20 | 38 |
| Disregard Flagger - Officer | 54 | 0 | 15 | 39 |
| Driver Grooming | 36 | 0 | 14 | 22 |




Speeding and failure to grant the right-of-way are the most frequent causes of collisions. However, in fatal collisions, driver impairment (alcohol and/or drugs) was the number one contributing circumstance, followed closely by speeding.

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

## Observed Seat Belt Use Rates




Note: Based on daytime sample of nineteen counties (Franklin Co. added in 1996).
Rates shown were adjusted through the use of a weighting formula.
Survey not completed in 1990.

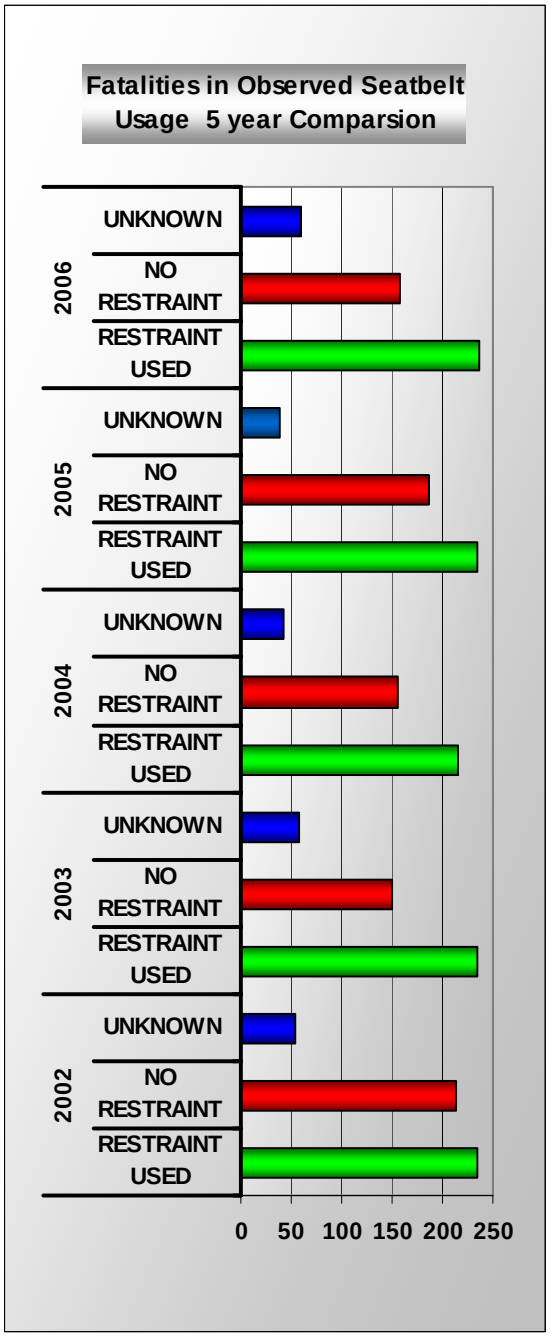
*Source: Washington Safety Traffic Commission*

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

## **Restraint Usage** (5 Year Comparison)

Between 2002 and 2006, seat belt use among motorists in traffic collisions has been relatively consistent within each injury level: between 50% and 60% for fatalities, between 70% and 80% for those with disabling injuries, between 87% and 92% for evident injuries, and in the high 90% range for those with either possible injuries or no injuries.

| YEAR | RESTRAINT USAGE | FATALITIES | DISABLING INJURIES | EVIDENT INJURIES | POSSIBLE INJURIES | NO INJURY | UNKNOWN/ NOT STATED | TOTAL |
|---|---|---|---|---|---|---|---|---|
| 2002 | RESTRAINT USED | 235 | 1,443 | 10,919 | 34,686 | 174,263 | 635 | 222,181 |
| | NO RESTRAINT USED | 213 | 538 | 1,659 | 1,304 | 3,057 | 44 | 6,815 |
| | **PCT. OF KNOWN USAGE** | **52.5%** | **72.8%** | **86.8%** | **96.4%** | **98.3%** | **93.5%** | **97.0%** |
| | UNKNOWN/NOT STATED | 54 | 352 | 1,601 | 3,283 | 20,123 | 21,652 | 47,065 |
| | Total | 502 | 2,333 | 14,179 | 39,273 | 197,443 | 22,331 | 276,061 |
| 2003 | RESTRAINT USED | 234 | 1,287 | 9,984 | 34,328 | 176,002 | 997 | 222,832 |
| | NO RESTRAINT USED | 150 | 351 | 1,021 | 865 | 1,971 | 53 | 4,411 |
| | **PCT. OF KNOWN USAGE** | **60.9%** | **78.6%** | **90.7%** | **97.5%** | **98.9%** | **95.0%** | **98.1%** |
| | UNKNOWN/NOT STATED | 57 | 302 | 1,266 | 2,853 | 16,584 | 24,059 | 45,121 |
| | Total | 441 | 1,940 | 12,271 | 38,046 | 194,557 | 25,109 | 272,364 |
| 2004 | RESTRAINT USED | 216 | 1,247 | 9,948 | 33,812 | 176,959 | 974 | 223,156 |
| | NO RESTRAINT USED | 155 | 372 | 976 | 716 | 1,964 | 33 | 4,216 |
| | **PCT. OF KNOWN USAGE** | **58.2%** | **77.0%** | **91.1%** | **97.9%** | **98.9%** | **96.7%** | **98.1%** |
| | UNKNOWN/NOT STATED | 43 | 288 | 1,306 | 2,833 | 16,408 | 23,969 | 44,847 |
| | Total | 414 | 1,907 | 12,230 | 37,361 | 195,331 | 24,976 | 272,219 |
| 2005 | RESTRAINT USED | 235 | 1,339 | 10,461 | 36,154 | 192,438 | 990 | 241,617 |
| | NO RESTRAINT USED | 186 | 376 | 1,089 | 850 | 1,960 | 37 | 4,498 |
| | **PCT. OF KNOWN USAGE** | **55.8%** | **78.1%** | **90.6%** | **97.7%** | **99.0%** | **96.4%** | **98.2%** |
| | UNKNOWN/NOT STATED | 39 | 256 | 1,348 | 3,025 | 17,713 | 24,274 | 46,655 |
| | Total | 460 | 1,971 | 12,898 | 40,029 | 212,111 | 25,301 | 292,770 |
| 2006 | RESTRAINT USED | 237 | 1,261 | 10,306 | 33,908 | 192,071 | 713 | 238,496 |
| | NO RESTRAINT USED | 158 | 353 | 880 | 712 | 1,708 | 32 | 3,843 |
| | **PCT. OF KNOWN USAGE** | **60.0%** | **78.1%** | **92.1%** | **97.9%** | **99.1%** | **95.7%** | **98.4%** |
| | UNKNOWN/NOT STATED | 59 | 320 | 1,296 | 2,672 | 16,130 | 22,851 | 43,328 |
| | Total | 454 | 1,934 | 12,482 | 37,292 | 209,909 | 23,596 | 285,667 |



## 2002 - 2006 Driver, Pedestrian and Pedalcyclist - Alcohol Involved

About 6% of collisions in 2006 involved a driver impaired by alcohol. Comparing 2002 to 2006, the number of traffic collisions involving an alcohol impaired driver, pedestrian, or pedalcyclist rose by 11.5%.

The number of injuries arising from such collisions rose by nearly 3% to a peak in 2005 and then fell slightly in 2006, resulting in a decrease of 1.7%.

Disabling injuries fell by about 4% over the five year period. Fatalities declined dramatically (by 18%) between 2002 and 2003, but then rose through 2005 and 2006 until reaching essentially the same level as in 2002.

| MOST SEVERE SOBRIETY TYPE | YEAR | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HBD - ABILITY IMPAIRED / CONTRIBUTING CIRCUMSTANCE CC 1 | **2002** | 6,755 | 231 | 459 | 1,578 | 1,336 | 3,373 | 3,151 | 254 | 5,091 | 599 | 2,136 | 2,356 | 10,563 |
| | **2003** | 6,471 | 184 | 394 | 1,372 | 1,292 | 3,058 | 3,229 | 208 | 4,440 | 519 | 1,829 | 2,092 | 10,159 |
| | **2004** | 6,987 | 189 | 410 | 1,464 | 1,354 | 3,228 | 3,570 | 212 | 4,754 | 552 | 1,956 | 2,246 | 11,043 |
| | **2005** | 7,517 | 225 | 434 | 1,599 | 1,506 | 3,539 | 3,753 | 247 | 5,226 | 566 | 2,082 | 2,578 | 11,868 |
| | **2006** | 7,531 | 231 | 439 | 1,584 | 1,484 | 3,507 | 3,793 | 252 | 5,179 | 578 | 2,094 | 2,507 | 11,799 |
| HBD - ABILITY NOT IMPAIRED | **2002** | 983 | 15 | 25 | 186 | 188 | 399 | 569 | 16 | 620 | 34 | 251 | 335 | 1,643 |
| | **2003** | 924 | 15 | 33 | 162 | 186 | 381 | 528 | 18 | 600 | 44 | 226 | 330 | 1,555 |
| | **2004** | 981 | 13 | 29 | 178 | 220 | 427 | 541 | 14 | 654 | 34 | 236 | 384 | 1,665 |
| | **2005** | 957 | 21 | 33 | 138 | 202 | 373 | 563 | 23 | 547 | 45 | 172 | 330 | 1,632 |
| | **2006** | 993 | 19 | 17 | 176 | 198 | 391 | 583 | 21 | 583 | 24 | 225 | 334 | 1,677 |
| HBD - SOBRIETY UNKNOWN | **2002** | 909 | 5 | 77 | 209 | 149 | 435 | 469 | 7 | 630 | 92 | 282 | 256 | 1,340 |
| | **2003** | 904 | 3 | 78 | 199 | 182 | 459 | 442 | 4 | 665 | 93 | 257 | 315 | 1,342 |
| | **2004** | 742 | 6 | 74 | 147 | 138 | 359 | 377 | 6 | 511 | 84 | 193 | 234 | 1,113 |
| | **2005** | 673 | 6 | 59 | 146 | 143 | 348 | 319 | 9 | 497 | 68 | 195 | 234 | 1,052 |
| | **2006** | 687 | 2 | 55 | 154 | 133 | 342 | 343 | 2 | 486 | 67 | 196 | 223 | 1,046 |
| TOTAL | | 44,014 | 1,165 | 2,616 | 9,292 | 8,711 | 20,619 | 22,230 | 1,293 | 30,483 | 3,399 | 12,330 | 14,754 | 69,497 |

**HBD = Had Been Drinking**

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

## 2006 Impaired Person Type by Gender by Age

| | INVOLVED PERSON TYPE | # OF DRIVERS | % OF TOTAL |
|---|---|---|---|
| *MOTOR VEHICLES | Female Drivers | 1,720 | 22.78% |
| | Male Drivers | 5,487 | 72.66% |
| | Gender Not Stated Drivers | 70 | 0.93% |
| MOTORCYLES | Female Drivers | 4 | 0.05% |
| | Male Drivers | 142 | 1.88% |
| | Gender Not Stated Drivers | 1 | 0.01% |
| PEDESTRIANS | Female | 14 | 0.19% |
| | Male | 67 | 0.89% |
| | Gender Not Stated | 13 | 0.17% |
| PEDALCYCLIST | Male | 10 | 0.13% |
| | Gender Not Stated | 6 | 0.08% |
| ORV/OTHER | Female Drivers | 1 | 0.01% |
| | Male Drivers | 16 | 0.21% |
| MOPED - SCOOTER BIKE | Female Drivers | 1 | 0.01% |
| | Male Drivers | 7 | 0.09% |
| | TOTALS | 7,552 | 100.00% |

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

**MOTOR VEHICLE DRIVERS by GENDER**

| | Male | Female | Gender Not Stated |
|---|---|---|---|
| AGE GROUP | NUMBER OF DRIVERS | NUMBER OF DRIVERS | NUMBER OF DRIVERS |
| UNDER 16 | 7 | 0 | 0 |
| 16 | 21 | 8 | 0 |
| 17 | 66 | 23 | 2 |
| 18 | 126 | 34 | 2 |
| 19 | 182 | 47 | 3 |
| 20 | 245 | 57 | 6 |
| 21 | 282 | 61 | 0 |
| 22 | 276 | 64 | 4 |
| 23 | 269 | 75 | 2 |
| 24 | 274 | 70 | 1 |
| 25-29 | 949 | 276 | 12 |
| 30-34 | 570 | 170 | 7 |
| 35-39 | 492 | 192 | 4 |
| 40-44 | 491 | 214 | 4 |
| 45-49 | 448 | 185 | 4 |
| 50-54 | 338 | 120 | 3 |
| 55-59 | 223 | 54 | 0 |
| 60-64 | 103 | 34 | 0 |
| 65-69 | 52 | 25 | 1 |
| 70-74 | 31 | 4 | 0 |
| OVER 74 | 29 | 6 | 0 |
| NOT STATED | 13 | 1 | 15 |
| DRIVER TOTALS | 5,487 | 1,720 | 70 |

Among the 7,559 impaired drivers and non-motorists in 2006 collisions, motor vehicle drivers claimed by far the largest share – 96%. Motorcyclists accounted for another 2%, and pedestrians just over 1%.

Motor vehicle drivers under 21, who are not legal to drink accounted for over 11% of all impaired motor vehicle drivers in collisions. Drivers between ages 21 and 24, however, accounted for 19% of all impaired motor vehicle drivers in collisions, and those between 25 and 29 added another 17%.

Overall in 2006, nearly half (48%) of impaired motor vehicle driver collisions were under age 30. Likewise, more than three-fourths (76%) of impaired motor vehicle drivers were males.

## …continued 2006 Impaired Person Type by Gender by Age

Of all motor vehicle drivers in 2006 collisions, 3.5% were impaired when involved in a collision. By comparison, 6% of motorcycle operators were impaired, 4% of pedestrians were impaired, and 1% of pedalcyclists were impaired.

| | MOTORCYCLE DRIVERS | | | PEDESTRIANS | | | PEDALCYCLIST | | ORV/Other Driver | | MOPED/SCOOTER | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Male | Female | Gender Not Stated | Male | Female | Gender Not Stated | Male | Gender Not Stated | Male | Female | Male | Female |
| AGE GROUP | NUMBER OF DRIVERS | NUMBER OF DRIVERS | NUMBER OF DRIVERS | NUMBER OF PEDESTRIANS | NUMBER OF PEDESTRIANS | NUMBER OF PEDESTRIANS | NUMBER OF PEDALCYCLISTS | NUMBER OF PEDALCYCLISTS | NUMBER OF DRIVERS | NUMBER OF DRIVERS | NUMBER OF DRIVERS | NUMBER OF DRIVERS |
| UNDER 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 18 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 19 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 21 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 23 | 6 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25-29 | 10 | 0 | 0 | 7 | 1 | 2 | 2 | 0 | 3 | 0 | 0 | 0 |
| 30-34 | 12 | 0 | 1 | 3 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| 35-39 | 17 | 0 | 0 | 10 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 |
| 40-44 | 17 | 1 | 0 | 7 | 2 | 1 | 1 | 1 | 2 | 0 | 0 | 0 |
| 45-49 | 26 | 2 | 0 | 10 | 1 | 1 | 4 | 1 | 1 | 0 | 2 | 0 |
| 50-54 | 22 | 1 | 0 | 9 | 2 | 2 | 1 | 0 | 1 | 0 | 1 | 1 |
| 55-59 | 11 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 60-64 | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 |
| 65-69 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 70-74 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| OVER 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NOT STATED | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| TOTALS | 142 | 4 | 1 | 67 | 14 | 13 | 10 | 6 | 16 | 1 | 7 | 1 |

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

In collisions involving alcohol impaired drivers, 228 were fatalities – or 36% of all traffic fatalities. About 88% of these fatalities were motor vehicle occupants; the rest were motorcycle drivers (7%), pedestrians (3%), and 'other vehicle' occupants (2%).

In 2006 collisions, 5,328 people died or were injured in collisions involving alcohol impaired drivers.

| STATUS | FATALITIES | PERCENT OF FATAL BY PERSON TYPE | DISABLING INJURIES | EVIDENT INJURIES | POSSIBLE INJURIES | NO INJURIES | *TOTAL INVOLVED |
|---|---|---|---|---|---|---|---|
| **Motor Vehicle Driver | 138 | 60.53% | 292 | 1,457 | 1,653 | 6,456 | 9,996 |
| **Motor Vehicle Passenger | 62 | 27.19% | 192 | 467 | 778 | 2,758 | 4,257 |
| Motorcycle Driver | 16 | 7.02% | 43 | 75 | 26 | 9 | 169 |
| Motorcycle Passenger | 0 | 0.00% | 6 | 9 | 4 | 1 | 20 |
| *****Other Motor Vehicle Driver/Passenger | 4 | 1.75% | 4 | 8 | 1 | 14 | 31 |
| Moped/Scooter Bike Driver/Passenger | 1 | 0.44% | 0 | 7 | 3 | 0 | 11 |
| ***Other Pedestrians (roadway worker, flagger, other) | 0 | 0.00% | 1 | 0 | 2 | 0 | 3 |
| ***Pedestrians (on foot, wheelchair, skateboarder etc.) | 7 | 3.07% | 16 | 26 | 20 | 1 | 70 |
| ****Pedalcyclist Driver/Passenger | 0 | 0.00% | 2 | 7 | 1 | 1 | 11 |
| Total | 228 | 100.00% | 556 | 2,056 | 2,488 | 9,240 | 14,568 |

*Not including unknown injury

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

***See Glossary for further definition

****Bicycles, Tricycles and Unicycles

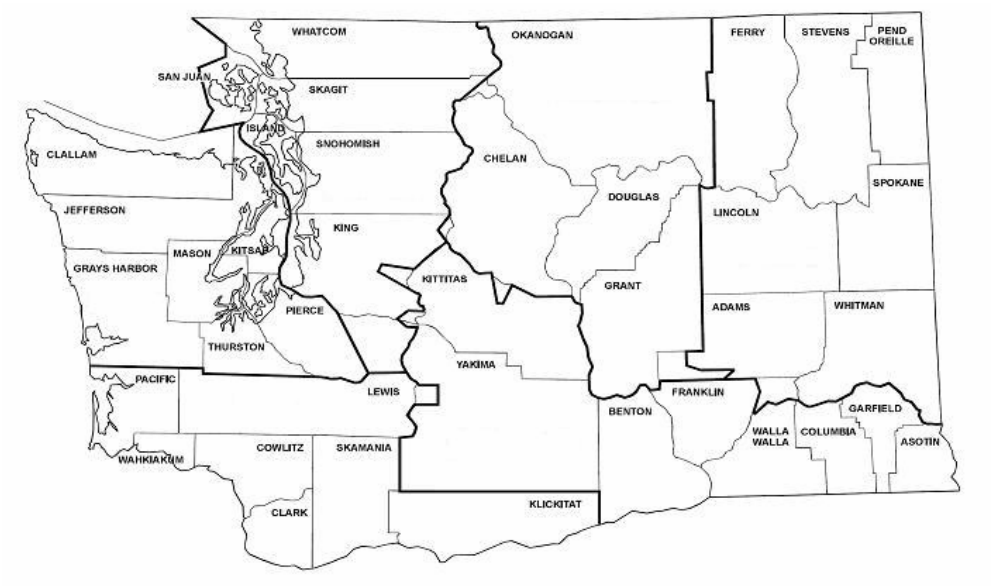
***** Motorhomes, Fire/Medical Response, Off Road "ORV", Law Enforcement, Military, Refuse, Street Sweepers, Riding Lawnmowers, etc.

## 2006 Driver Impaired by Age and Collision Severity

By age group, the highest (alcohol) impaired driver collision involvement rate was among 21-24 year olds – 39.8 impaired drivers in collisions per 10,000 licensed drivers. The group with the second-highest rate was 16-20 year olds, with 28.3. Drivers ages 21 and 22 had the highest individual age rates – 42.6 and 40.9, respectively. The statewide rate was 15.3 impaired drivers in collisions.

| AGE GROUP | FATAL COLLISIONS | INJURY COLLISIONS | NO INJURY COLLISIONS | TOTAL COLLISIONS | LICENSED DRIVERS | COLLISION RATE PER 10K LICENSED DRIVERS |
|---|---|---|---|---|---|---|
| UNDER 16 | 0 | 0 | 3 | 3 | 0 | 0.0 |
| 16 | 1 | 11 | 17 | 29 | 28,634 | 10.1 |
| 17 | 8 | 38 | 46 | 92 | 48,870 | 18.8 |
| 18 | 11 | 74 | 79 | 164 | 63,307 | 25.9 |
| 19 | 10 | 118 | 105 | 233 | 73,173 | 31.8 |
| 20 | 6 | 139 | 167 | 312 | 79,859 | 39.1 |
| 21 | 6 | 178 | 160 | 344 | 80,796 | 42.6 |
| 22 | 13 | 159 | 179 | 351 | 85,925 | 40.8 |
| 23 | 11 | 154 | 187 | 352 | 89,310 | 39.4 |
| 24 | 9 | 156 | 185 | 350 | 94,822 | 36.9 |
| 25-29 | 26 | 576 | 649 | 1,251 | 456,143 | 27.4 |
| 30-34 | 24 | 363 | 374 | 761 | 435,006 | 17.5 |
| 35-39 | 20 | 325 | 362 | 707 | 472,731 | 15.0 |
| 40-44 | 14 | 348 | 368 | 730 | 474,091 | 15.4 |
| 45-49 | 13 | 301 | 354 | 668 | 499,068 | 13.4 |
| 50-54 | 23 | 212 | 252 | 487 | 477,090 | 10.2 |
| 55-59 | 6 | 147 | 136 | 289 | 418,781 | 6.9 |
| 60-64 | 2 | 62 | 81 | 145 | 312,671 | 4.6 |
| 65-69 | 2 | 39 | 38 | 79 | 212,474 | 3.7 |
| 70-74 | 0 | 17 | 21 | 38 | 156,839 | 2.4 |
| OVER 74 | 2 | 16 | 17 | 35 | 277,325 | 1.3 |
| NOT STATED | 1 | 10 | 18 | 29 | N/A | N/A |
| Total | 208 | 3,443 | 3,798 | 7,449 | 4,836,915 | |

## 2006 Driver Impaired Involved Collisions by Road Class and County




More than one in three impaired driver collisions happened on city streets – more than on any other road class.

Overall, nearly 13 impaired driver collisions happened for every 100 million vehicle miles traveled.

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

| | | Adams | Asotin | Benton | Chelan | Clallam | Clark | Columbia | Cowlitz | Douglas | Ferry | Franklin | Garfield | Grant | Grays Harbor | Island | Jefferson | King | Kitsap | Kittitas | Klickitat | Lewis | Lincoln | Mason | Okanogan | Pacific | Pend Oreille | Pierce | San Juan | Skagit | Skamania | Snohomish | Spokane | Stevens | Thurston | Wahkiakum | Walla Walla | Whatcom | Whitman | Yakima | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | City Street | 7 | 4 | 71 | 14 | 19 | 158 | 0 | 58 | 6 | 0 | 43 | 0 | 27 | 24 | 12 | 4 | 1,016 | 61 | 5 | 1 | 25 | 1 | 11 | 12 | 2 | 1 | 379 | 0 | 61 | 1 | 229 | 278 | 6 | 83 | 1 | 33 | 66 | 9 | 102 | 2,830 |
| | County Road | 13 | 7 | 16 | 13 | 16 | 133 | 1 | 27 | 8 | 0 | 13 | 0 | 29 | 27 | 30 | 14 | 217 | 140 | 16 | 8 | 36 | 1 | 43 | 15 | 10 | 6 | 136 | 13 | 32 | 7 | 177 | 85 | 22 | 115 | 0 | 12 | 77 | 11 | 108 | 1,634 |
| | Miscellaneous Trafficway | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 9 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 7 | 1 | 3 | 43 |
| State Route | Rural Interstate | 4 | 0 | 10 | 0 | 0 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 13 | 0 | 17 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 | 0 | 7 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 11 | 126 |
| State Route | Rural U.S./State Route | 10 | 4 | 4 | 16 | 21 | 19 | 3 | 13 | 10 | 6 | 5 | 2 | 18 | 31 | 15 | 14 | 31 | 21 | 9 | 17 | 23 | 6 | 43 | 26 | 24 | 5 | 23 | 0 | 30 | 7 | 40 | 22 | 27 | 17 | 6 | 16 | 67 | 13 | 34 | 698 |
| State Route | Urban Interstate | 0 | 0 | 5 | 0 | 0 | 54 | 0 | 8 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 315 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 128 | 0 | 7 | 0 | 107 | 51 | 0 | 20 | 0 | 0 | 12 | 0 | 13 | 741 |
| State Route | Urban U.S./State Route | 0 | 2 | 15 | 7 | 9 | 61 | 0 | 11 | 10 | 0 | 6 | 0 | 15 | 8 | 2 | 3 | 402 | 59 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 266 | 0 | 34 | 0 | 167 | 64 | 0 | 12 | 0 | 7 | 8 | 3 | 18 | 1,201 |
| State Route | Total | 14 | 6 | 34 | 23 | 30 | 145 | 3 | 44 | 20 | 6 | 23 | 2 | 41 | 39 | 17 | 17 | 761 | 80 | 26 | 17 | 42 | 6 | 46 | 26 | 24 | 5 | 421 | 0 | 83 | 7 | 321 | 141 | 27 | 55 | 6 | 23 | 93 | 16 | 76 | 2,766 |

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

CC 1 = Fatalities, Injuries and Collisions where a motor vehicle driver's contributing circumstance was *under the influence of alcohol*

| | Adams | Asotin | Benton | Chelan | Clallam | Clark | Columbia | Cowlitz | Douglas | Ferry | Franklin | Garfield | Grant | Grays Harbor | Island | Jefferson | King | Kitsap | Kittitas | Klickitat | Lewis | Lincoln | Mason | Okanogan | Pacific | Pend Oreille | Pierce | San Juan | Skagit | Skamania | Snohomish | Spokane | Stevens | Thurston | Wahkiakum | Walla Walla | Whatcom | Whitman | Yakima | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FATALITIES | 2 | 0 | 2 | 2 | 1 | 6 | 0 | 6 | 4 | 1 | 2 | 0 | 8 | 6 | 8 | 0 | 48 | 7 | 1 | 0 | 3 | 1 | 6 | 5 | 2 | 0 | 21 | 2 | 6 | 0 | 16 | 7 | 7 | 12 | 1 | 4 | 5 | 7 | 19 | 228 |
| PERSONS INJURED | 16 | 12 | 71 | 39 | 46 | 275 | 1 | 90 | 38 | 4 | 40 | 2 | 73 | 73 | 36 | 28 | 1,389 | 175 | 32 | 27 | 72 | 8 | 76 | 62 | 21 | 10 | 738 | 16 | 142 | 10 | 486 | 304 | 42 | 167 | 10 | 39 | 169 | 34 | 227 | 5,100 |
| PERSONS NOT INJURED | 34 | 13 | 153 | 57 | 53 | 618 | 5 | 158 | 34 | 6 | 104 | 0 | 90 | 108 | 52 | 31 | 2,854 | 317 | 42 | 12 | 130 | 1 | 86 | 47 | 28 | 12 | 1,255 | 4 | 175 | 12 | 1,036 | 677 | 35 | 274 | 6 | 75 | 274 | 38 | 334 | 9,240 |
| TOTAL DRIVER CC 1 COLLISIONS | 34 | 19 | 122 | 52 | 65 | 436 | 4 | 129 | 34 | 6 | 79 | 2 | 97 | 93 | 59 | 36 | 2,003 | 281 | 48 | 26 | 104 | 8 | 101 | 54 | 37 | 12 | 939 | 14 | 178 | 15 | 728 | 505 | 55 | 254 | 7 | 68 | 243 | 37 | 289 | 7,273 |
| COLLISIONS PER FATALITY | 17 | 0 | 61 | 26 | 65 | 73 | 0 | 22 | 9 | 6 | 40 | 0 | 12 | 16 | 7 | 0 | 42 | 40 | 48 | 0 | 35 | 8 | 17 | 11 | 19 | 0 | 45 | 7 | 30 | 0 | 46 | 72 | 8 | 21 | 7 | 17 | 49 | 5 | 15 | 32 |
| DRIVER CC 1 COLLISIONS RATE PER MILLION VMT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCT. OF DRIVER CC 1 COLLISIONS OF TOTAL CO. COLLISIONS | 8.6% | 9.7% | 5.0% | 4.0% | 6.0% | 7.2% | 5.1% | 6.4% | 6.9% | 5.0% | 8.5% | 4.1% | 7.0% | 6.4% | 7.2% | 8.7% | 4.3% | 7.1% | 3.6% | 8.4% | 7.2% | 3.8% | 9.8% | 8.5% | 10.1% | 5.7% | 5.6% | 11.3% | 7.8% | 7.5% | 5.0% | 5.8% | 9.3% | 5.2% | 10.6% | 7.3% | 7.7% | 5.7% | 7.1% | 5.5% |

## 2006 Impaired Driver Collisions by City - Deaths, Injuries, and Rates per 10,000 Population

CC 1 = Fatalities, Injuries and Collisions where a motor vehicle driver's contributing circumstance was *under the influence of alcohol*

| CITY | FATALITIES | PERSONS INJURED | PERSONS NOT INJURED | TOTAL DRIVER CC 1 COLLISIONS | COLLISIONS PER FATALITY | DRIVER CC 1 COLLISION RATE PER 10,000 POPULATION | PCT. OF DRIVER CC 1 COLLISIONS OF TOTAL CITY COLLISIONS |
|---|---|---|---|---|---|---|---|
| Seattle | 19 | 424 | 1,053 | 702 | 36.9 | 12.1 | 3.8% |
| Tacoma | 6 | 251 | 437 | 346 | 57.7 | 17.3 | 4.9% |
| Spokane | 2 | 141 | 392 | 258 | 129.0 | 12.8 | 4.8% |
| Vancouver | 0 | 118 | 292 | 192 | 0.0 | 12.3 | 6.5% |
| Everett | 2 | 106 | 228 | 152 | 76.0 | 15.0 | 3.8% |
| Kent | 2 | 105 | 170 | 126 | 63.0 | 14.7 | 4.1% |
| Federal Way | 0 | 66 | 163 | 109 | 0.0 | 12.6 | 5.0% |
| Spokane Valley | 1 | 60 | 143 | 96 | 96.0 | 11.0 | 6.4% |
| Bellevue | 3 | 57 | 131 | 96 | 32.0 | 8.2 | 2.9% |
| Renton | 2 | 75 | 112 | 84 | 42.0 | 14.4 | 3.8% |
| Auburn | 3 | 67 | 120 | 79 | 26.3 | 16.1 | 4.8% |
| Lakewood | 0 | 64 | 127 | 78 | 0.0 | 13.2 | 5.3% |
| Bellingham | 0 | 47 | 103 | 75 | 0.0 | 10.2 | 4.7% |
| Yakima | 1 | 50 | 115 | 74 | 74.0 | 9.1 | 3.8% |
| SeaTac | 1 | 56 | 106 | 67 | 67.0 | 26.6 | 6.3% |
| Pasco | 1 | 26 | 99 | 61 | 61.0 | 12.8 | 8.2% |
| Tukwila | 0 | 35 | 101 | 57 | 0.0 | 31.8 | 3.6% |
| Kirkland | 0 | 26 | 75 | 52 | 0.0 | 11.0 | 4.3% |
| Bremerton | 0 | 27 | 61 | 49 | 0.0 | 13.6 | 5.4% |
| Lynnwood | 1 | 29 | 78 | 47 | 47.0 | 13.3 | 3.2% |
| Puyallup | 0 | 32 | 75 | 46 | 0.0 | 12.7 | 3.4% |
| Olympia | 0 | 22 | 76 | 45 | 0.0 | 10.3 | 2.9% |
| Kennewick | 0 | 32 | 71 | 45 | 0.0 | 7.3 | 4.2% |
| Shoreline | 1 | 33 | 54 | 43 | 43.0 | 8.1 | 4.3% |
| Longview | 4 | 31 | 56 | 40 | 10.0 | 11.2 | 4.7% |
| Mount Vernon | 0 | 21 | 58 | 39 | 0.0 | 13.6 | 6.2% |
| Bothell | 0 | 32 | 50 | 39 | 0.0 | 12.3 | 4.0% |
| Lacey | 1 | 15 | 54 | 37 | 37.0 | 10.9 | 3.7% |
| Edmonds | 0 | 19 | 47 | 36 | 0.0 | 8.9 | 5.2% |
| Richland | 1 | 12 | 43 | 36 | 36.0 | 8.1 | 4.5% |
| Burien | 0 | 20 | 54 | 35 | 0.0 | 11.3 | 5.2% |
| Moses Lake | 0 | 18 | 49 | 34 | 0.0 | 20.2 | 6.7% |
| Sumner | 2 | 21 | 36 | 33 | 16.5 | 36.6 | 11.3% |
| Walla Walla | 0 | 10 | 45 | 33 | 0.0 | 10.8 | 6.5% |

| CITY | FATALITIES | PERSONS INJURED | PERSONS NOT INJURED | TOTAL DRIVER CC 1 COLLISIONS | COLLISIONS PER FATALITY | DRIVER CC 1 COLLISION RATE PER 10,000 POPULATION | PCT. OF DRIVER CC 1 COLLISIONS OF TOTAL CITY COLLISIONS |
|---|---|---|---|---|---|---|---|
| Mountlake Terrace | 0 | 18 | 51 | 32 | 0.0 | 15.7 | 8.2% |
| Marysville | 1 | 15 | 64 | 32 | 32.0 | 10.0 | 4.6% |
| Redmond | 1 | 18 | 36 | 32 | 32.0 | 6.4 | 2.9% |
| Fife | 0 | 19 | 47 | 30 | 0.0 | 48.9 | 5.7% |
| Kelso | 0 | 12 | 30 | 26 | 0.0 | 22.0 | 6.7% |
| Port Angeles | 1 | 12 | 21 | 23 | 23.0 | 12.1 | 4.8% |
| Bonney Lake | 0 | 13 | 36 | 22 | 0.0 | 14.4 | 8.4% |
| Burlington | 0 | 7 | 29 | 21 | 0.0 | 25.9 | 6.1% |
| Centralia | 0 | 11 | 64 | 21 | 0.0 | 13.6 | 5.1% |
| Issaquah | 0 | 9 | 25 | 20 | 0.0 | 10.2 | 3.3% |
| Des Moines | 0 | 14 | 33 | 20 | 0.0 | 6.9 | 6.0% |
| Port Orchard | 0 | 15 | 26 | 19 | 0.0 | 22.9 | 8.0% |
| Monroe | 0 | 15 | 22 | 19 | 0.0 | 11.8 | 5.0% |
| Kenmore | 0 | 16 | 28 | 19 | 0.0 | 9.7 | 6.1% |
| Wenatchee | 0 | 9 | 31 | 19 | 0.0 | 6.4 | 3.1% |
| Tumwater | 0 | 13 | 22 | 17 | 0.0 | 13.0 | 3.1% |
| University Place | 0 | 12 | 16 | 17 | 0.0 | 5.5 | 6.7% |
| Snohomish | 0 | 5 | 24 | 16 | 0.0 | 17.9 | 7.5% |
| Camas | 0 | 6 | 19 | 16 | 0.0 | 10.1 | 7.3% |
| Bainbridge Island | 1 | 8 | 21 | 16 | 16.0 | 7.1 | 7.5% |
| Lake Forest Park | 0 | 12 | 24 | 15 | 0.0 | 11.7 | 9.9% |
| Arlington | 0 | 9 | 19 | 15 | 0.0 | 9.7 | 4.3% |
| Sammamish | 0 | 5 | 23 | 15 | 0.0 | 3.8 | 5.1% |
| Chehalis | 1 | 10 | 19 | 14 | 14.0 | 19.9 | 6.1% |
| Shelton | 0 | 3 | 20 | 14 | 0.0 | 15.9 | 5.1% |
| Mukilteo | 0 | 11 | 34 | 13 | 0.0 | 6.6 | 4.8% |
| Oak Harbor | 0 | 5 | 16 | 13 | 0.0 | 5.8 | 5.5% |
| Pullman | 0 | 13 | 22 | 13 | 0.0 | 4.8 | 4.8% |
| Toppenish | 0 | 4 | 22 | 12 | 0.0 | 13.3 | 11.2% |
| Washougal | 0 | 4 | 20 | 12 | 0.0 | 9.8 | 9.8% |
| Covington | 1 | 13 | 20 | 12 | 12.0 | 7.0 | 5.4% |
| Milton | 0 | 8 | 25 | 11 | 0.0 | 16.9 | 7.1% |
| Sedro-Woolley | 0 | 8 | 6 | 10 | 0.0 | 10.3 | 6.7% |
| Enumclaw | 0 | 3 | 14 | 10 | 0.0 | 8.9 | 7.0% |

| CITY | FATALITIES | PERSONS INJURED | PERSONS NOT INJURED | TOTAL DRIVER CC 1 COLLISIONS | COLLISIONS PER FATALITY | DRIVER CC 1 COLLISION RATE PER 10,000 POPULATION | PCT. OF DRIVER CC 1 COLLISIONS OF TOTAL CITY COLLISIONS |
|---|---|---|---|---|---|---|---|
| Anacortes | 0 | 4 | 13 | 10 | 0.0 | 6.2 | 4.6% |
| Mercer Island | 0 | 9 | 12 | 10 | 0.0 | 4.6 | 3.8% |
| Gig Harbor | 0 | 10 | 10 | 9 | 0.0 | 13.3 | 4.0% |
| Edgewood | 0 | 4 | 12 | 9 | 0.0 | 9.5 | 7.7% |
| Woodinville | 0 | 3 | 14 | 9 | 0.0 | 8.7 | 3.2% |
| East Wenatchee | 0 | 11 | 16 | 9 | 0.0 | 7.9 | 4.8% |
| Mill Creek | 1 | 6 | 17 | 9 | 9.0 | 5.2 | 2.7% |
| Maple Valley | 0 | 8 | 11 | 9 | 0.0 | 4.7 | 5.7% |
| Ocean Shores | 0 | 4 | 5 | 8 | 0.0 | 17.4 | 19.5% |
| Liberty Lake | 1 | 2 | 6 | 8 | 8.0 | 13.8 | 22.9% |
| Sunnyside | 0 | 3 | 8 | 8 | 0.0 | 5.4 | 5.6% |
| Battle Ground | 0 | 7 | 11 | 8 | 0.0 | 5.1 | 5.3% |
| Aberdeen | 0 | 0 | 11 | 8 | 0.0 | 4.9 | 1.6% |
| Buckley | 0 | 5 | 5 | 7 | 0.0 | 15.4 | 11.3% |
| Woodland | 0 | 4 | 10 | 7 | 0.0 | 14.8 | 6.9% |
| Port Townsend | 0 | 9 | 10 | 7 | 0.0 | 7.9 | 7.2% |
| Omak | 0 | 4 | 3 | 6 | 0.0 | 12.8 | 8.3% |
| Clarkston | 0 | 2 | 8 | 6 | 0.0 | 8.2 | 7.0% |
| Poulsbo | 0 | 1 | 7 | 6 | 0.0 | 8.0 | 2.8% |
| Grandview | 0 | 4 | 11 | 6 | 0.0 | 6.8 | 8.8% |
| Cheney | 0 | 2 | 5 | 6 | 0.0 | 5.9 | 6.5% |
| Twisp | 0 | 0 | 11 | 5 | 0.0 | 50.5 | 71.4% |
| Moxee | 0 | 1 | 5 | 5 | 0.0 | 27.8 | 33.3% |
| Algona | 0 | 8 | 5 | 5 | 0.0 | 18.6 | 7.7% |
| Sultan | 0 | 2 | 8 | 5 | 0.0 | 11.3 | 6.8% |
| Wapato | 0 | 2 | 7 | 5 | 0.0 | 11.0 | 14.3% |
| Colville | 0 | 1 | 7 | 5 | 0.0 | 10.0 | 5.7% |
| Othello | 0 | 3 | 8 | 5 | 0.0 | 8.1 | 5.0% |
| Lake Stevens | 0 | 3 | 7 | 5 | 0.0 | 5.2 | 3.9% |
| West Richland | 0 | 0 | 5 | 5 | 0.0 | 4.8 | 11.1% |
| Ellensburg | 0 | 1 | 8 | 5 | 0.0 | 2.9 | 1.7% |
| Tenino | 0 | 2 | 4 | 4 | 0.0 | 26.4 | 13.8% |
| Gold Bar | 0 | 2 | 4 | 4 | 0.0 | 18.8 | 25.0% |
| Westport | 0 | 4 | 6 | 4 | 0.0 | 17.2 | 21.1% |

## …continued 2006 Impaired Driver Collisions by City - Deaths, Injuries, and Rates per 10,000 Population

**CC 1 = Fatalities, Injuries and Collisions where a motor vehicle driver's contributing circumstance was under the influence of alcohol**

| CITY | FATALITIES | PERSONS INJURED | PERSONS NOT INJURED | TOTAL DRIVER CC 1 COLLISIONS | COLLISIONS PER FATALITY | DRIVER CC 1 COLLISION RATE PER 10,000 POPULATION | PCT. OF DRIVER CC 1 COLLISIONS OF TOTAL CITY COLLISIONS |
|---|---|---|---|---|---|---|---|
| Clyde Hill | 0 | 3 | 6 | 4 | 0.0 | 14.3 | 10.3% |
| Medina | 0 | 1 | 7 | 4 | 0.0 | 13.6 | 7.5% |
| Granite Falls | 0 | 4 | 7 | 4 | 0.0 | 12.9 | 9.5% |
| Chelan | 0 | 4 | 3 | 4 | 0.0 | 10.7 | 10.5% |
| Union Gap | 0 | 3 | 5 | 4 | 0.0 | 7.0 | 3.1% |
| Pacific | 0 | 2 | 7 | 4 | 0.0 | 6.7 | 3.3% |
| Steilacoom | 0 | 6 | 7 | 4 | 0.0 | 6.5 | 10.5% |
| Normandy Park | 0 | 3 | 6 | 4 | 0.0 | 6.2 | 8.5% |
| Ferndale | 0 | 3 | 3 | 4 | 0.0 | 3.9 | 2.8% |
| Hunts Point | 0 | 1 | 2 | 3 | 0.0 | 62.5 | 13.6% |
| Long Beach | 0 | 2 | 2 | 3 | 0.0 | 20.6 | 10.3% |
| Cosmopolis | 0 | 0 | 3 | 3 | 0.0 | 18.3 | 27.3% |
| Millwood | 0 | 0 | 8 | 3 | 0.0 | 18.2 | 10.7% |
| La Center | 1 | 1 | 1 | 3 | 3.0 | 13.0 | 17.6% |
| Benton City | 0 | 0 | 3 | 3 | 0.0 | 10.6 | 13.6% |
| Raymond | 0 | 0 | 4 | 3 | 0.0 | 10.0 | 9.4% |
| Ridgefield | 0 | 3 | 9 | 3 | 0.0 | 9.3 | 5.3% |
| Montesano | 0 | 2 | 2 | 3 | 0.0 | 8.5 | 6.8% |
| Black Diamond | 0 | 2 | 3 | 3 | 0.0 | 7.3 | 9.4% |
| Blaine | 0 | 4 | 2 | 3 | 0.0 | 6.7 | 6.8% |
| Yelm | 0 | 3 | 2 | 3 | 0.0 | 6.6 | 2.6% |
| North Bend | 0 | 0 | 4 | 3 | 0.0 | 6.4 | 4.3% |
| Fircrest | 0 | 1 | 4 | 3 | 0.0 | 4.8 | 5.8% |
| Brier | 0 | 0 | 8 | 3 | 0.0 | 4.6 | 8.1% |
| Selah | 0 | 1 | 5 | 3 | 0.0 | 4.4 | 3.5% |
| Snoqualmie | 0 | 0 | 7 | 3 | 0.0 | 3.8 | 5.0% |
| Hoquiam | 0 | 1 | 2 | 3 | 0.0 | 3.4 | 1.8% |
| Lynden | 0 | 0 | 4 | 3 | 0.0 | 2.8 | 3.1% |
| Wilkeson | 0 | 1 | 2 | 2 | 0.0 | 44.4 | 50.0% |
| Toledo | 0 | 0 | 4 | 2 | 0.0 | 29.2 | 50.0% |
| Naches | 0 | 1 | 1 | 2 | 0.0 | 26.3 | 18.2% |
| La Conner | 0 | 2 | 1 | 2 | 0.0 | 23.8 | 13.3% |
| Yarrow Point | 0 | 0 | 4 | 2 | 0.0 | 20.6 | 11.8% |
| Ilwaco | 0 | 0 | 2 | 2 | 0.0 | 19.7 | 18.2% |
| Waitsburg | 0 | 7 | 0 | 2 | 0.0 | 16.3 | 20.0% |
| Napavine | 0 | 0 | 3 | 2 | 0.0 | 14.3 | 5.1% |
| Ritzville | 0 | 1 | 1 | 2 | 0.0 | 11.6 | 22.2% |
| South Bend | 0 | 0 | 2 | 2 | 0.0 | 11.3 | 12.5% |
| Kalama | 0 | 1 | 2 | 2 | 0.0 | 9.9 | 6.3% |
| Everson | 0 | 0 | 2 | 2 | 0.0 | 9.4 | 16.7% |
| Okanogan | 0 | 0 | 2 | 2 | 0.0 | 8.0 | 7.4% |
| Elma | 0 | 1 | 2 | 2 | 0.0 | 6.5 | 5.0% |

| CITY | FATALITIES | PERSONS INJURED | PERSONS NOT INJURED | TOTAL DRIVER CC 1 COLLISIONS | COLLISIONS PER FATALITY | DRIVER CC 1 COLLISION RATE PER 10,000 POPULATION | PCT. OF DRIVER CC 1 COLLISIONS OF TOTAL CITY COLLISIONS |
|---|---|---|---|---|---|---|---|
| Mattawa | 0 | 2 | 1 | 2 | 0.0 | 6.0 | 22.2% |
| Airway Heights | 0 | 1 | 1 | 2 | 0.0 | 4.1 | 3.8% |
| Quincy | 0 | 0 | 3 | 2 | 0.0 | 3.7 | 3.4% |
| Orting | 0 | 0 | 2 | 2 | 0.0 | 3.6 | 4.8% |
| Duvall | 0 | 1 | 2 | 2 | 0.0 | 3.5 | 4.5% |
| Marcus | 0 | 0 | 1 | 1 | 0.0 | 59.5 | 33.3% |
| Latah | 0 | 0 | 1 | 1 | 0.0 | 48.3 | 50.0% |
| Lyman | 0 | 1 | 0 | 1 | 0.0 | 22.2 | 50.0% |
| Mossyrock | 0 | 0 | 1 | 1 | 0.0 | 20.6 | 16.7% |
| Sprague | 0 | 0 | 1 | 1 | 0.0 | 20.2 | 50.0% |
| Cathlamet | 0 | 1 | 1 | 1 | 0.0 | 18.0 | 16.7% |
| Oakville | 0 | 1 | 0 | 1 | 0.0 | 14.1 | 50.0% |
| Ruston | 0 | 0 | 1 | 1 | 0.0 | 13.5 | 10.0% |
| Concrete | 0 | 1 | 3 | 1 | 0.0 | 11.9 | 12.5% |
| Rock Island | 0 | 1 | 0 | 1 | 0.0 | 11.6 | 12.5% |
| Grand Coulee | 0 | 0 | 2 | 1 | 0.0 | 10.8 | 16.7% |
| Tonasket | 0 | 1 | 2 | 1 | 0.0 | 10.0 | 5.6% |
| Nooksack | 1 | 0 | 0 | 1 | 1.0 | 10.0 | 16.7% |
| Roslyn | 0 | 0 | 1 | 1 | 0.0 | 9.8 | 8.3% |
| Langley | 2 | 2 | 0 | 1 | 0.5 | 9.5 | 50.0% |
| Morton | 0 | 0 | 1 | 1 | 0.0 | 8.9 | 8.3% |
| Stevenson | 0 | 1 | 3 | 1 | 0.0 | 7.6 | 7.1% |
| Rainier | 0 | 1 | 0 | 1 | 0.0 | 6.0 | 9.1% |
| Soap Lake | 0 | 1 | 1 | 1 | 0.0 | 5.7 | 12.5% |
| Cle Elum | 0 | 0 | 2 | 1 | 0.0 | 5.5 | 2.4% |
| Royal City | 0 | 0 | 1 | 1 | 0.0 | 5.3 | 33.3% |
| Newport | 0 | 2 | 0 | 1 | 0.0 | 5.0 | 3.0% |
| Mabton | 0 | 0 | 1 | 1 | 0.0 | 4.8 | 20.0% |
| Brewster | 0 | 0 | 1 | 1 | 0.0 | 4.5 | 9.1% |
| White Salmon | 0 | 0 | 1 | 1 | 0.0 | 4.5 | 3.8% |
| Chewelah | 0 | 0 | 1 | 1 | 0.0 | 4.3 | 4.0% |
| Zillah | 0 | 1 | 0 | 1 | 0.0 | 3.8 | 5.3% |
| Granger | 1 | 0 | 0 | 1 | 1.0 | 3.5 | 14.3% |
| Cashmere | 0 | 0 | 1 | 1 | 0.0 | 3.4 | 5.0% |
| Forks | 0 | 0 | 1 | 1 | 0.0 | 3.2 | 2.9% |
| Goldendale | 0 | 0 | 2 | 1 | 0.0 | 2.7 | 3.7% |
| Stanwood | 0 | 1 | 2 | 1 | 0.0 | 2.0 | 0.9% |
| Sequim | 0 | 1 | 1 | 1 | 0.0 | 2.0 | 0.9% |
| DuPont | 0 | 1 | 1 | 1 | 0.0 | 1.5 | 5.0% |
| Ephrata | 0 | 1 | 0 | 1 | 0.0 | 1.4 | 1.2% |
| College Place | 0 | 0 | 1 | 1 | 0.0 | 1.1 | 1.5% |

Three cities had rates of 1.5 or lower – DuPont (1.5), Ephrata (1.4), and College Place (1.1).

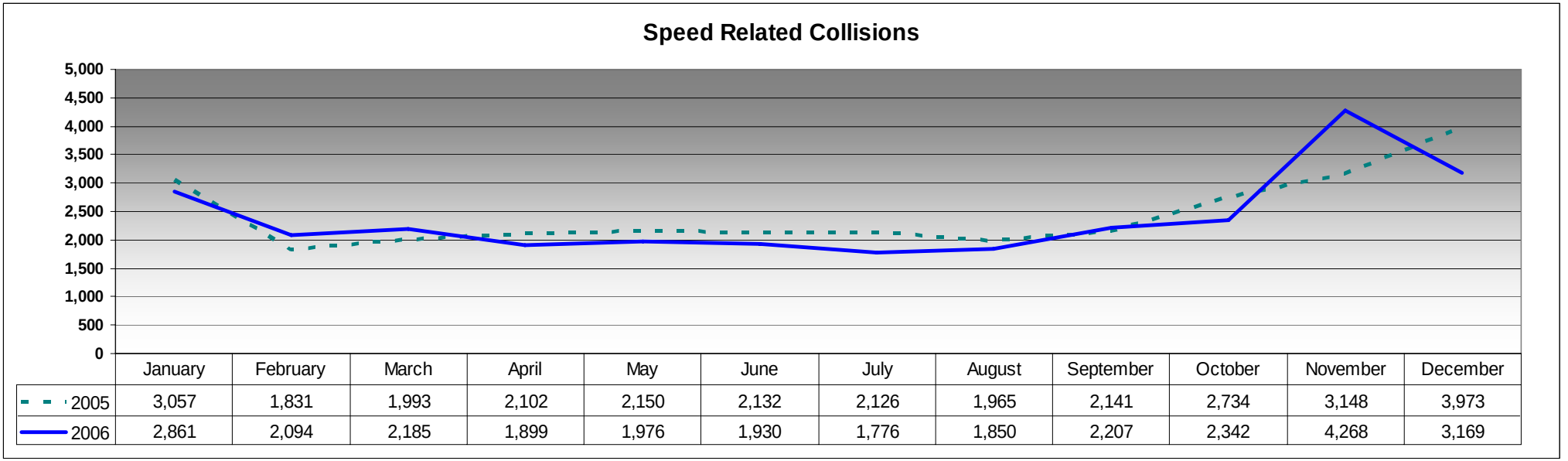
## 2005 - 2006 Speed Related Collisions

| | TOTAL COLLISIONS | | | SPEED RELATED COLLISIONS | | | PERCENTAGE OF TOTAL COLLISIONS THAT ARE SPEED RELATED | | |
|---|---|---|---|---|---|---|---|---|---|
| | 2005 | 2006 | % CHANGE | 2005 | 2006 | % CHANGE | 2005 | 2006 | % CHANGE |
| January | 10,667 | 11,704 | 9.7% | 3,057 | 2,861 | -6.4% | 28.7% | 24.4% | -14.7% |
| February | 9,115 | 9,649 | 5.9% | 1,831 | 2,094 | 14.4% | 20.1% | 21.7% | 8.0% |
| March | 10,203 | 10,205 | 0.0% | 1,993 | 2,185 | 9.6% | 19.5% | 21.4% | 9.6% |
| Q1 Total | 29,985 | 31,558 | 5.2% | 6,881 | 7,140 | 3.8% | 22.9% | 22.6% | -1.4% |
| April | 10,575 | 9,925 | -6.1% | 2,102 | 1,899 | -9.7% | 19.9% | 19.1% | -3.7% |
| May | 11,126 | 10,275 | -7.6% | 2,150 | 1,976 | -8.1% | 19.3% | 19.2% | -0.5% |
| June | 11,119 | 10,423 | -6.3% | 2,132 | 1,930 | -9.5% | 19.2% | 18.5% | -3.4% |
| Q2 Total | 32,820 | 30,623 | -6.7% | 6,384 | 5,805 | -9.1% | 19.5% | 19.0% | -2.5% |
| July | 11,480 | 10,225 | -10.9% | 2,126 | 1,776 | -16.5% | 18.5% | 17.4% | -6.2% |
| August | 11,296 | 10,663 | -5.6% | 1,965 | 1,850 | -5.9% | 17.4% | 17.3% | -0.3% |
| September | 10,942 | 11,179 | 2.2% | 2,141 | 2,207 | 3.1% | 19.6% | 19.7% | 0.9% |
| Q3 Total | 33,718 | 32,067 | -4.9% | 6,232 | 5,833 | -6.4% | 18.5% | 18.2% | -1.6% |
| October | 12,118 | 11,786 | -2.7% | 2,734 | 2,342 | -14.3% | 22.6% | 19.9% | -11.9% |
| November | 12,501 | 13,816 | 10.5% | 3,148 | 4,268 | 35.6% | 25.2% | 30.9% | 22.7% |
| December | 13,358 | 11,981 | -10.3% | 3,973 | 3,169 | -20.2% | 29.7% | 26.5% | -11.1% |
| Q4 Total | 37,977 | 37,583 | -1.0% | 9,855 | 9,779 | -0.8% | 25.9% | 26.0% | 0.3% |
| YEARLY TOTAL | 134,500 | 131,831 | -2.0% | 29,352 | 28,557 | -2.7% | 21.8% | 21.7% | -0.7% |

More than one in five collisions involved speeding drivers. Speed related collisions dropped by 2.7% in 2006 compared to 2005.

More speed related collisions happened in the 4th quarter of both years than in any other quarter.

November had more speed related collisions (4,268), and more collisions overall (13,816) in 2006 than any other month.



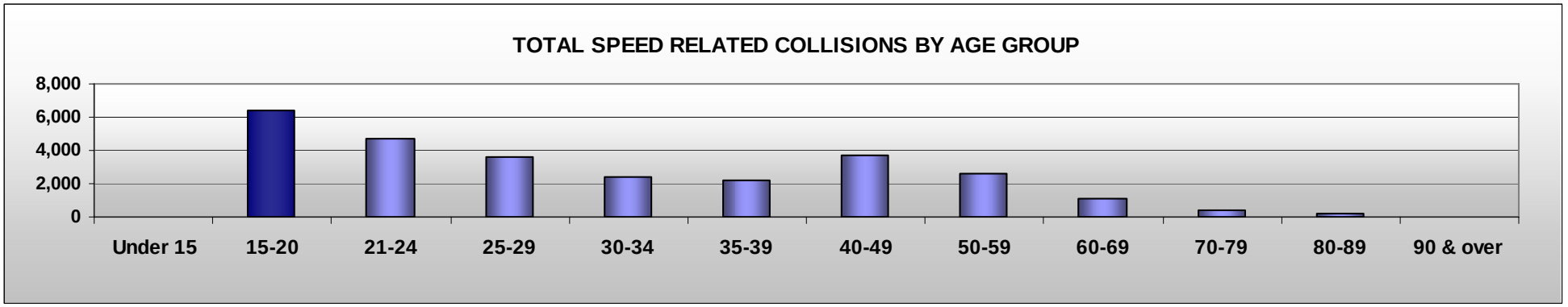

***Contributing Circumstances: Exceeding Stated Speed Limit and/or Exceeding Reasonable Safe Speed. This data is a combination of all three Contributing Circumstances for each motor vehicle unit***

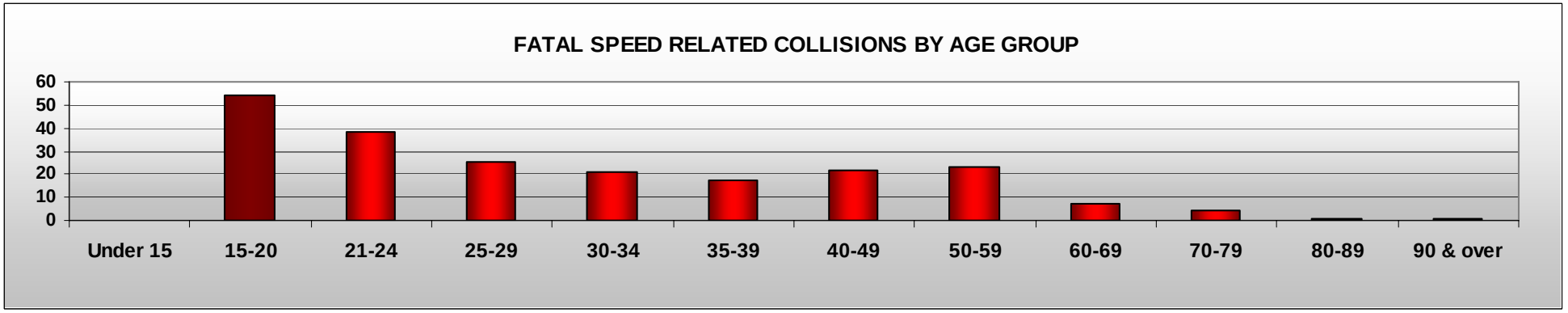
## 2006 Drivers in Speed Related Collisions by Age Group

| DRIVER AGE GROUP | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS |
|---|---|---|---|---|---|---|
| Under 15 | 30 | 0 | 0 | 4 | 8 | 18 |
| 15-20 | 6,366 | 54 | 166 | 822 | 1,452 | 3,872 |
| 21-24 | 4,728 | 38 | 144 | 622 | 1,077 | 2,847 |
| 25-29 | 3,619 | 25 | 100 | 447 | 872 | 2,175 |
| 30-34 | 2,409 | 21 | 70 | 271 | 621 | 1,426 |
| 35-39 | 2,194 | 17 | 54 | 265 | 615 | 1,243 |
| 40-49 | 3,744 | 22 | 83 | 432 | 1,095 | 2,112 |
| 50-59 | 2,571 | 23 | 69 | 285 | 760 | 1,434 |
| 60-69 | 1,073 | 7 | 16 | 114 | 298 | 638 |
| 70-79 | 427 | 4 | 7 | 63 | 129 | 224 |
| 80-89 | 186 | 1 | 4 | 17 | 71 | 93 |
| 90 & over | 24 | 1 | 0 | 6 | 8 | 9 |

Among driver age groups in 2006 speed related crashes, 15-20 year olds had the largest number of crashes (6,366) and fatal collisions (54).

Older drivers (70 and above) had the fewest number of both speed related collisions (637) and speed related fatal collisions (6).




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

## 2006 Speed Related Collisions by County

King County had more speed related collisions than any other county, with 10,563. Columbia, Garfield, and Wahkiakum Counties all had the least, with 15 each. San Juan had the highest speed related collision rate (per 100 million VMT) of 90.6, followed by Skamania at 73.7 and King at 64.0.

Nearly 10% of speed related collisions were also alcohol related, which is higher than the percentage of alcohol related collisions among all statewide collisions. Thus, speed related collisions are more likely to be alcohol related than collisions in general. Numerous research studies have also found that risky driver behaviors, like speeding and drinking, are strongly associated with each other.

| COUNTY | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES | ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS | TOTAL ALCOHOL INVOLVED COLLISIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Adams | 89 | 1 | 1 | 25 | 11 | 37 | 51 | 1 | 68 | 1 | 42 | 25 | 106 | 10 | 10 |
| Asotin | 25 | 0 | 3 | 9 | 4 | 16 | 9 | 0 | 19 | 3 | 11 | 5 | 29 | 6 | 7 |
| Benton | 472 | 1 | 13 | 78 | 82 | 173 | 298 | 1 | 245 | 16 | 93 | 136 | 844 | 31 | 38 |
| Chelan | 277 | 1 | 8 | 46 | 53 | 107 | 169 | 1 | 170 | 11 | 57 | 102 | 385 | 17 | 25 |
| Clallam | 184 | 3 | 6 | 42 | 33 | 81 | 100 | 3 | 116 | 6 | 56 | 54 | 251 | 20 | 25 |
| Clark | 1,060 | 6 | 39 | 146 | 241 | 426 | 628 | 6 | 630 | 49 | 198 | 383 | 1,681 | 135 | 164 |
| Columbia | 15 | 0 | 0 | 3 | 3 | 6 | 9 | 0 | 8 | 0 | 5 | 3 | 17 | 0 | 0 |
| Cowlitz | 461 | 3 | 28 | 88 | 81 | 197 | 261 | 5 | 275 | 30 | 124 | 121 | 667 | 55 | 66 |
| Douglas | 99 | 3 | 5 | 13 | 18 | 36 | 60 | 5 | 56 | 10 | 19 | 27 | 133 | 10 | 12 |
| Ferry | 58 | 2 | 2 | 19 | 11 | 32 | 24 | 2 | 40 | 3 | 24 | 13 | 67 | 2 | 4 |
| Franklin | 166 | 1 | 4 | 38 | 30 | 72 | 93 | 1 | 118 | 5 | 49 | 64 | 265 | 19 | 24 |
| Garfield | 15 | 0 | 0 | 4 | 2 | 6 | 9 | 0 | 6 | 0 | 4 | 2 | 15 | 1 | 1 |
| Grant | 326 | 5 | 11 | 59 | 34 | 104 | 217 | 6 | 149 | 15 | 86 | 48 | 410 | 32 | 34 |
| Grays Harbor | 262 | 4 | 9 | 53 | 39 | 101 | 157 | 4 | 141 | 11 | 72 | 58 | 336 | 29 | 36 |
| Island | 251 | 4 | 9 | 35 | 60 | 104 | 143 | 5 | 156 | 9 | 48 | 99 | 425 | 27 | 35 |
| Jefferson | 97 | 1 | 2 | 22 | 17 | 41 | 55 | 1 | 56 | 3 | 30 | 23 | 124 | 11 | 14 |
| King | 10,563 | 47 | 189 | 873 | 2,954 | 4,016 | 6,500 | 56 | 5,832 | 242 | 1,099 | 4,491 | 20,873 | 606 | 796 |
| Kitsap | 954 | 10 | 26 | 130 | 215 | 371 | 573 | 11 | 541 | 29 | 160 | 352 | 1,569 | 102 | 125 |
| Kittitas | 519 | 5 | 15 | 78 | 53 | 146 | 368 | 6 | 214 | 20 | 110 | 84 | 685 | 17 | 22 |
| Klickitat | 71 | 1 | 5 | 6 | 14 | 25 | 45 | 2 | 41 | 8 | 13 | 20 | 89 | 3 | 4 |
| Lewis | 349 | 5 | 15 | 74 | 61 | 150 | 194 | 5 | 231 | 19 | 107 | 105 | 529 | 27 | 33 |
| Lincoln | 70 | 1 | 1 | 18 | 15 | 34 | 35 | 1 | 43 | 1 | 21 | 21 | 79 | 1 | 2 |
| Mason | 208 | 3 | 7 | 43 | 33 | 83 | 122 | 3 | 117 | 8 | 53 | 56 | 273 | 25 | 29 |
| Okanogan | 209 | 2 | 9 | 34 | 41 | 84 | 123 | 3 | 133 | 11 | 58 | 64 | 257 | 20 | 25 |
| Pacific | 64 | 2 | 2 | 13 | 11 | 26 | 36 | 5 | 32 | 2 | 16 | 14 | 79 | 9 | 10 |
| Pend Oreille | 62 | 0 | 2 | 15 | 11 | 28 | 34 | 0 | 33 | 2 | 16 | 15 | 73 | 4 | 4 |
| Pierce | 3,559 | 26 | 86 | 377 | 1,065 | 1,528 | 2,005 | 28 | 2,306 | 108 | 485 | 1,713 | 6,611 | 284 | 360 |
| San Juan | 34 | 1 | 2 | 13 | 3 | 18 | 15 | 1 | 25 | 5 | 17 | 3 | 39 | 6 | 10 |
| Skagit | 467 | 5 | 12 | 74 | 103 | 189 | 273 | 8 | 261 | 17 | 86 | 158 | 711 | 57 | 74 |
| Skamania | 71 | 1 | 8 | 23 | 3 | 34 | 36 | 1 | 38 | 9 | 25 | 4 | 82 | 3 | 5 |
| Snohomish | 3,013 | 22 | 61 | 308 | 728 | 1,097 | 1,894 | 23 | 1,587 | 73 | 417 | 1,097 | 5,549 | 224 | 285 |
| Spokane | 1,298 | 6 | 36 | 154 | 280 | 470 | 822 | 6 | 675 | 39 | 194 | 442 | 2,029 | 130 | 159 |
| Stevens | 172 | 4 | 5 | 28 | 28 | 61 | 107 | 4 | 87 | 6 | 40 | 41 | 194 | 12 | 17 |
| Thurston | 1,407 | 13 | 16 | 152 | 356 | 524 | 870 | 13 | 691 | 18 | 183 | 490 | 2,410 | 95 | 129 |
| Wahkiakum | 15 | 1 | 2 | 3 | 3 | 8 | 6 | 1 | 15 | 4 | 7 | 4 | 17 | 1 | 1 |
| Walla Walla | 144 | 0 | 7 | 30 | 14 | 51 | 93 | 0 | 78 | 10 | 43 | 25 | 223 | 19 | 22 |
| Whatcom | 582 | 8 | 25 | 81 | 140 | 246 | 328 | 9 | 376 | 41 | 108 | 227 | 945 | 53 | 60 |
| Whitman | 193 | 3 | 5 | 46 | 29 | 80 | 110 | 3 | 126 | 11 | 66 | 49 | 244 | 11 | 15 |
| Yakima | 676 | 13 | 33 | 104 | 108 | 245 | 418 | 14 | 360 | 45 | 149 | 166 | 918 | 84 | 113 |
| Total | 28,557 | 214 | 709 | 3,357 | 6,987 | 11,053 | 17,290 | 244 | 16,095 | 900 | 4,391 | 10,804 | 50,233 | 2,198 | 2,795 |

# 2006 Speed Related Collisions by City

| CITY | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES | ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS | TOTAL ALCOHOL INVOLVED COLLISIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aberdeen | 47 | 0 | 0 | 5 | 14 | 19 | 28 | 0 | 28 | 0 | 6 | 22 | 86 | 1 | 3 |
| Airway Heights | 7 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 1 | 0 | 0 | 1 | 12 | 0 | 0 |
| Algona | 23 | 0 | 0 | 1 | 11 | 12 | 11 | 0 | 18 | 0 | 1 | 17 | 49 | 1 | 1 |
| Anacortes | 22 | 0 | 1 | 4 | 3 | 8 | 14 | 0 | 8 | 1 | 4 | 3 | 29 | 3 | 5 |
| Arlington | 45 | 1 | 0 | 7 | 6 | 13 | 31 | 1 | 17 | 0 | 9 | 8 | 73 | 7 | 9 |
| Auburn | 481 | 4 | 10 | 36 | 133 | 179 | 298 | 5 | 261 | 14 | 43 | 204 | 953 | 23 | 33 |
| Bainbridge Island | 24 | 1 | 1 | 7 | 0 | 8 | 15 | 1 | 12 | 3 | 7 | 2 | 28 | 7 | 7 |
| Battle Ground | 18 | 0 | 0 | 2 | 6 | 8 | 10 | 0 | 10 | 0 | 2 | 8 | 37 | 1 | 1 |
| Bellevue | 1,056 | 1 | 6 | 58 | 319 | 383 | 672 | 1 | 511 | 7 | 69 | 435 | 2,112 | 29 | 43 |
| Bellingham | 179 | 2 | 8 | 15 | 50 | 73 | 104 | 3 | 112 | 15 | 22 | 75 | 310 | 18 | 21 |
| Benton City | 3 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 1 |
| Bingen | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 |
| Black Diamond | 8 | 0 | 0 | 1 | 2 | 3 | 5 | 0 | 4 | 0 | 1 | 3 | 12 | 1 | 1 |
| Blaine | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| Bonney Lake | 57 | 0 | 0 | 8 | 23 | 31 | 26 | 0 | 52 | 0 | 14 | 38 | 107 | 10 | 12 |
| Bothell | 235 | 0 | 4 | 23 | 64 | 91 | 144 | 0 | 114 | 4 | 28 | 82 | 463 | 14 | 16 |
| Bremerton | 118 | 0 | 3 | 16 | 22 | 41 | 77 | 0 | 57 | 3 | 20 | 34 | 205 | 14 | 19 |
| Brewster | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 1 |
| Bridgeport | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 4 | 0 | 1 |
| Brier | 7 | 0 | 0 | 2 | 1 | 3 | 4 | 0 | 6 | 0 | 3 | 3 | 10 | 1 | 2 |
| Buckley | 7 | 0 | 0 | 2 | 1 | 3 | 4 | 0 | 5 | 0 | 3 | 2 | 11 | 2 | 2 |
| Bucoda | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 4 | 0 | 0 |
| Burien | 142 | 0 | 2 | 11 | 41 | 54 | 88 | 0 | 81 | 2 | 11 | 68 | 277 | 10 | 11 |
| Burlington | 60 | 1 | 1 | 6 | 10 | 17 | 42 | 1 | 28 | 2 | 9 | 17 | 116 | 5 | 5 |
| Camas | 30 | 1 | 1 | 2 | 4 | 7 | 22 | 1 | 9 | 2 | 2 | 5 | 46 | 4 | 5 |
| Carbonado | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Carnation | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 |
| Cashmere | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 1 |
| Castle Rock | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 |
| Centralia | 83 | 0 | 0 | 8 | 23 | 31 | 52 | 0 | 50 | 0 | 11 | 39 | 165 | 3 | 4 |
| Chehalis | 27 | 0 | 2 | 4 | 4 | 10 | 17 | 0 | 16 | 2 | 6 | 8 | 53 | 3 | 3 |
| Chelan | 5 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 4 | 0 | 1 | 3 | 9 | 0 | 0 |
| Cheney | 9 | 0 | 0 | 2 | 2 | 4 | 5 | 0 | 7 | 0 | 2 | 5 | 11 | 1 | 2 |
| Chewelah | 4 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 1 |
| Clarkston | 4 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 3 | 0 | 3 | 0 | 4 | 1 | 2 |
| Cle Elum | 8 | 0 | 0 | 3 | 1 | 4 | 4 | 0 | 4 | 0 | 3 | 1 | 12 | 0 | 0 |
| Clyde Hill | 8 | 0 | 0 | 0 | 1 | 1 | 7 | 0 | 1 | 0 | 0 | 1 | 18 | 0 | 0 |
| Colfax | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| College Place | 7 | 0 | 0 | 2 | 0 | 2 | 5 | 0 | 4 | 0 | 4 | 0 | 12 | 0 | 0 |
| Colville | 6 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 3 | 0 | 0 | 3 | 9 | 0 | 1 |
| Concrete | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 |
| Coulee Dam | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Coupeville | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 4 | 3 | 0 | 0 |
| Covington | 53 | 2 | 0 | 3 | 15 | 18 | 33 | 2 | 20 | 0 | 4 | 16 | 105 | 5 | 5 |
| Creston | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Darrington | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Davenport | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 0 |
| Deer Park | 3 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 3 | 0 | 1 | 2 | 4 | 0 | 0 |
| Des Moines | 41 | 0 | 0 | 4 | 7 | 11 | 30 | 0 | 15 | 0 | 7 | 8 | 72 | 6 | 9 |
| DuPont | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 1 |
| Duvall | 3 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 0 |
| East Wenatchee | 6 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 3 | 0 | 1 | 2 | 11 | 1 | 1 |
| Eatonville | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Edgewood | 11 | 0 | 1 | 0 | 3 | 4 | 7 | 0 | 7 | 4 | 0 | 3 | 13 | 1 | 2 |
| Edmonds | 57 | 1 | 1 | 6 | 11 | 18 | 38 | 1 | 25 | 1 | 10 | 14 | 95 | 10 | 12 |
| Ellensburg | 31 | 0 | 2 | 1 | 1 | 4 | 27 | 0 | 7 | 2 | 3 | 2 | 50 | 1 | 2 |
| Elma | 7 | 0 | 0 | 0 | 2 | 2 | 5 | 0 | 2 | 0 | 0 | 2 | 8 | 0 | 0 |
| Enumclaw | 15 | 0 | 1 | 3 | 3 | 7 | 8 | 0 | 10 | 1 | 4 | 5 | 27 | 4 | 5 |
| Ephrata | 9 | 0 | 0 | 1 | 1 | 2 | 7 | 0 | 2 | 0 | 1 | 1 | 14 | 1 | 1 |
| Everett | 719 | 4 | 16 | 66 | 182 | 264 | 451 | 4 | 379 | 17 | 91 | 271 | 1,429 | 43 | 54 |
| Everson | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Federal Way | 714 | 1 | 5 | 58 | 215 | 278 | 435 | 1 | 431 | 5 | 76 | 350 | 1,486 | 31 | 44 |
| Ferndale | 18 | 0 | 0 | 1 | 7 | 8 | 10 | 0 | 11 | 0 | 1 | 10 | 26 | 1 | 1 |
| Fife | 92 | 0 | 0 | 10 | 29 | 39 | 53 | 0 | 52 | 0 | 12 | 40 | 187 | 8 | 10 |
| Fircrest | 5 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 5 | 0 | 2 | 3 | 9 | 1 | 1 |
| Forks | 4 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 3 | 0 | 3 | 0 | 6 | 0 | 0 |
| Friday Harbor | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Gig Harbor | 42 | 0 | 1 | 5 | 14 | 20 | 22 | 0 | 29 | 2 | 7 | 20 | 77 | 3 | 5 |

Seattle had more speed related collisions than any other city – 2,858, or just over 10% of all speed related collisions

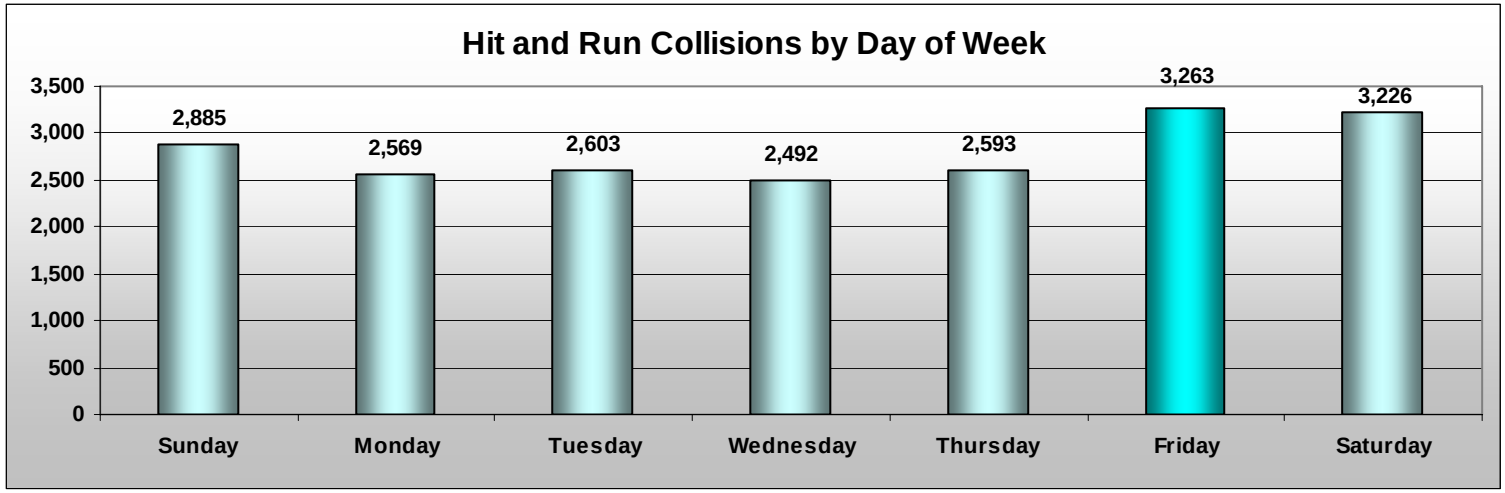
# …continued 2006 Speed Related Collisions by City

| CITY | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES | ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS | TOTAL ALCOHOL INVOLVED COLLISIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Goldendale | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 |
| Grand Coulee | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Grandview | 19 | 0 | 0 | 5 | 3 | 8 | 11 | 0 | 12 | 0 | 6 | 6 | 25 | 2 | 2 |
| Granger | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Granite Falls | 10 | 0 | 1 | 3 | 1 | 5 | 5 | 0 | 7 | 1 | 3 | 3 | 14 | 1 | 1 |
| Hamilton | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Hoquiam | 15 | 0 | 0 | 1 | 3 | 4 | 11 | 0 | 5 | 0 | 1 | 4 | 19 | 0 | 0 |
| Hunts Point | 12 | 0 | 0 | 2 | 1 | 3 | 9 | 0 | 3 | 0 | 2 | 1 | 25 | 2 | 2 |
| Ilwaco | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Issaquah | 104 | 0 | 3 | 7 | 26 | 36 | 68 | 0 | 51 | 4 | 8 | 39 | 199 | 3 | 3 |
| Kalama | 11 | 0 | 1 | 1 | 2 | 4 | 7 | 0 | 4 | 1 | 1 | 2 | 13 | 1 | 1 |
| Kelso | 88 | 0 | 6 | 11 | 21 | 38 | 50 | 0 | 50 | 6 | 17 | 27 | 132 | 9 | 10 |
| Kenmore | 59 | 0 | 2 | 10 | 12 | 24 | 35 | 0 | 37 | 3 | 16 | 18 | 119 | 12 | 17 |
| Kennewick | 128 | 1 | 3 | 17 | 21 | 41 | 86 | 1 | 65 | 3 | 23 | 39 | 233 | 10 | 12 |
| Kent | 631 | 1 | 12 | 39 | 172 | 223 | 407 | 1 | 316 | 14 | 50 | 252 | 1,245 | 35 | 46 |
| Kirkland | 275 | 0 | 2 | 21 | 74 | 97 | 178 | 0 | 135 | 2 | 22 | 111 | 581 | 10 | 15 |
| Kittitas | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| La Center | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 2 | 2 |
| Lacey | 135 | 1 | 1 | 17 | 34 | 52 | 82 | 1 | 67 | 1 | 21 | 45 | 241 | 13 | 14 |
| La Conner | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Lake Forest Park | 15 | 0 | 1 | 2 | 2 | 5 | 10 | 0 | 6 | 1 | 2 | 3 | 23 | 2 | 2 |
| Lake Stevens | 30 | 0 | 1 | 2 | 8 | 11 | 19 | 0 | 15 | 1 | 3 | 11 | 55 | 0 | 1 |
| Lakewood | 349 | 0 | 10 | 20 | 110 | 140 | 209 | 0 | 185 | 11 | 26 | 148 | 701 | 25 | 36 |
| Langley | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 1 | 1 |
| Leavenworth | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 5 | 0 | 3 | 2 | 4 | 0 | 1 |
| Liberty Lake | 9 | 0 | 1 | 1 | 2 | 4 | 5 | 0 | 5 | 1 | 2 | 2 | 17 | 1 | 1 |
| Long Beach | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Longview | 110 | 1 | 2 | 23 | 24 | 49 | 60 | 3 | 74 | 3 | 33 | 38 | 198 | 16 | 18 |
| Lynden | 7 | 0 | 0 | 0 | 2 | 2 | 5 | 0 | 3 | 0 | 0 | 3 | 11 | 0 | 0 |
| Lynnwood | 285 | 1 | 6 | 18 | 90 | 114 | 170 | 1 | 163 | 6 | 22 | 135 | 608 | 12 | 16 |
| McCleary | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Mansfield | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Maple Valley | 59 | 0 | 2 | 11 | 20 | 33 | 26 | 0 | 59 | 2 | 16 | 41 | 127 | 4 | 5 |
| Marysville | 65 | 2 | 2 | 3 | 9 | 14 | 49 | 2 | 29 | 3 | 8 | 18 | 117 | 7 | 7 |
| Mattawa | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 |
| Medical Lake | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Medina | 25 | 0 | 0 | 0 | 5 | 5 | 20 | 0 | 22 | 0 | 0 | 22 | 61 | 2 | 2 |
| Mercer Island | 74 | 0 | 1 | 7 | 11 | 19 | 55 | 0 | 24 | 1 | 7 | 16 | 131 | 3 | 6 |
| Mesa | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 |
| Metaline Falls | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Mill Creek | 23 | 1 | 2 | 2 | 3 | 7 | 15 | 1 | 11 | 2 | 5 | 4 | 37 | 1 | 1 |
| Millwood | 3 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 3 | 0 | 0 | 3 | 6 | 0 | 0 |
| Milton | 36 | 0 | 1 | 3 | 13 | 17 | 19 | 0 | 26 | 1 | 3 | 22 | 80 | 2 | 5 |
| Monroe | 51 | 0 | 4 | 2 | 12 | 18 | 33 | 0 | 31 | 4 | 4 | 23 | 92 | 3 | 7 |
| Montesano | 7 | 0 | 0 | 1 | 2 | 3 | 4 | 0 | 3 | 0 | 1 | 2 | 10 | 2 | 2 |
| Morton | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 |
| Moses Lake | 68 | 0 | 5 | 10 | 9 | 24 | 44 | 0 | 31 | 5 | 16 | 10 | 103 | 11 | 12 |
| Mountlake Terrace | 81 | 0 | 0 | 1 | 27 | 28 | 53 | 0 | 35 | 0 | 1 | 34 | 160 | 5 | 5 |
| Mount Vernon | 84 | 0 | 3 | 11 | 18 | 32 | 52 | 0 | 46 | 4 | 12 | 30 | 153 | 11 | 12 |
| Moxee | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Mukilteo | 51 | 0 | 1 | 4 | 8 | 13 | 38 | 0 | 21 | 1 | 5 | 15 | 96 | 3 | 3 |
| Naches | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Napavine | 7 | 0 | 0 | 1 | 2 | 3 | 4 | 0 | 3 | 0 | 1 | 2 | 10 | 0 | 0 |
| Newcastle | 27 | 0 | 0 | 5 | 5 | 10 | 17 | 0 | 13 | 0 | 5 | 8 | 54 | 0 | 2 |
| Newport | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| Nooksack | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Normandy Park | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 5 | 1 | 1 |
| North Bend | 10 | 0 | 0 | 4 | 0 | 4 | 6 | 0 | 4 | 0 | 4 | 0 | 16 | 2 | 2 |
| North Bonneville | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Oak Harbor | 54 | 0 | 0 | 5 | 14 | 19 | 35 | 0 | 26 | 0 | 6 | 20 | 109 | 4 | 5 |
| Oakville | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 1 |
| Ocean Shores | 8 | 0 | 1 | 4 | 1 | 6 | 2 | 0 | 6 | 1 | 4 | 1 | 11 | 4 | 4 |
| Okanogan | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Olympia | 481 | 1 | 2 | 26 | 142 | 170 | 310 | 1 | 215 | 3 | 30 | 182 | 968 | 19 | 25 |

# …continued 2006 Speed Related Collisions by City

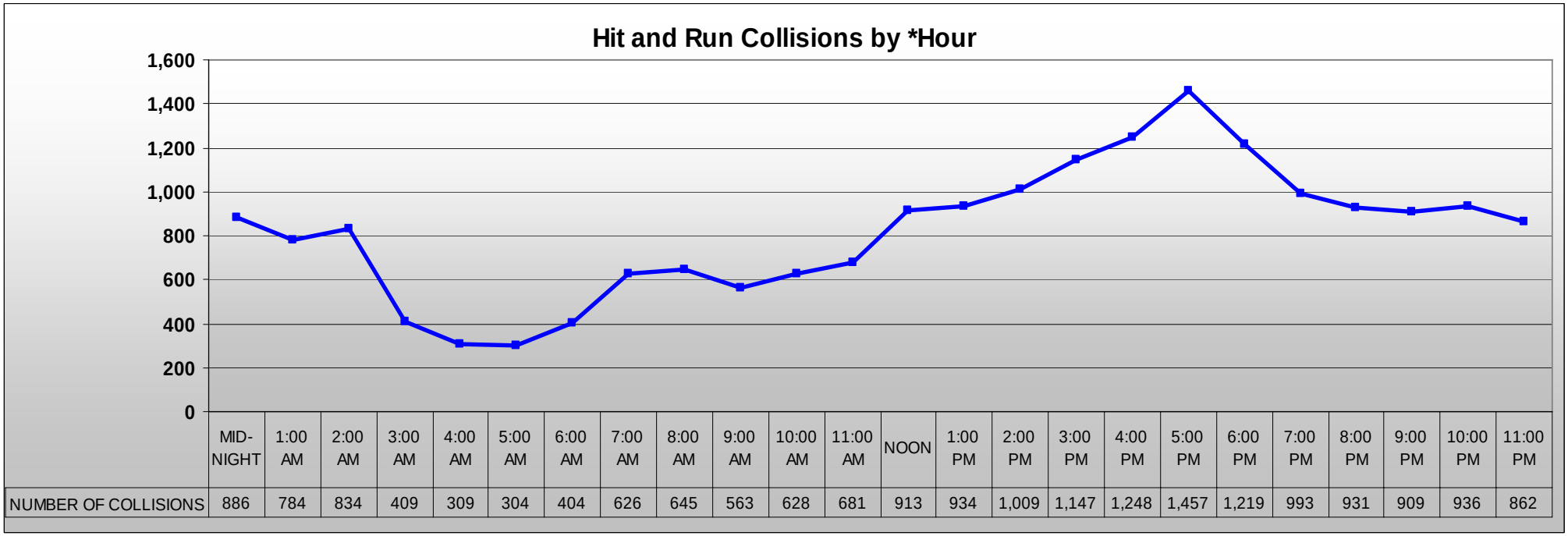
| CITY | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF VEHICLES | ALCOHOL INVOLVED, ABILITY IMPAIRED COLLISIONS | TOTAL ALCOHOL INVOLVED COLLISIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pateros | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Port Angeles | 33 | 1 | 1 | 2 | 8 | 11 | 21 | 1 | 16 | 1 | 4 | 11 | 49 | 6 | 6 |
| Port Orchard | 73 | 0 | 1 | 5 | 20 | 26 | 47 | 0 | 37 | 1 | 5 | 31 | 134 | 6 | 9 |
| Port Townsend | 5 | 0 | 1 | 1 | 0 | 2 | 3 | 0 | 7 | 2 | 4 | 1 | 10 | 2 | 2 |
| Poulsbo | 19 | 0 | 0 | 3 | 3 | 6 | 13 | 0 | 10 | 0 | 5 | 5 | 32 | 0 | 0 |
| Prescott | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Prosser | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Pullman | 32 | 0 | 3 | 5 | 3 | 11 | 21 | 0 | 15 | 5 | 6 | 4 | 52 | 4 | 5 |
| Puyallup | 241 | 0 | 5 | 8 | 92 | 105 | 136 | 0 | 162 | 6 | 11 | 145 | 497 | 12 | 18 |
| Quincy | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 1 |
| Rainier | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 1 |
| Raymond | 4 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 5 | 1 | 1 |
| Redmond | 132 | 2 | 1 | 13 | 33 | 47 | 83 | 2 | 62 | 2 | 19 | 41 | 234 | 13 | 16 |
| Renton | 670 | 4 | 3 | 42 | 217 | 262 | 404 | 4 | 397 | 6 | 50 | 341 | 1,416 | 17 | 27 |
| Republic | 3 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 0 | 3 | 1 | 3 | 0 | 0 |
| Richland | 203 | 0 | 2 | 24 | 40 | 66 | 137 | 0 | 102 | 3 | 30 | 69 | 430 | 9 | 10 |
| Ridgefield | 12 | 0 | 0 | 1 | 3 | 4 | 8 | 0 | 4 | 0 | 1 | 3 | 25 | 0 | 0 |
| Rockford | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 0 |
| Rock Island | 4 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 6 | 1 | 2 |
| Roslyn | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Roy | 4 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 2 | 0 | 1 | 1 | 6 | 0 | 1 |
| Royal City | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Ruston | 6 | 1 | 0 | 1 | 0 | 1 | 4 | 1 | 1 | 0 | 1 | 0 | 8 | 1 | 2 |
| St. John | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Sammamish | 111 | 0 | 3 | 11 | 18 | 32 | 79 | 0 | 50 | 3 | 13 | 34 | 222 | 6 | 9 |
| SeaTac | 289 | 2 | 9 | 29 | 72 | 110 | 177 | 2 | 159 | 12 | 38 | 109 | 565 | 22 | 26 |
| Seattle | 2,858 | 16 | 55 | 196 | 844 | 1,095 | 1,747 | 22 | 1,567 | 72 | 237 | 1,258 | 5,860 | 183 | 235 |
| Sedro-Woolley | 8 | 0 | 0 | 3 | 2 | 5 | 3 | 0 | 5 | 0 | 3 | 2 | 13 | 3 | 4 |
| Selah | 8 | 0 | 0 | 0 | 5 | 5 | 3 | 0 | 8 | 0 | 0 | 8 | 18 | 0 | 0 |
| Sequim | 6 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 1 | 0 | 0 | 1 | 12 | 0 | 0 |
| Shelton | 22 | 0 | 0 | 1 | 5 | 6 | 16 | 0 | 6 | 0 | 1 | 5 | 34 | 2 | 2 |
| Shoreline | 286 | 0 | 3 | 21 | 84 | 108 | 178 | 0 | 145 | 3 | 22 | 120 | 589 | 14 | 18 |
| Snohomish | 23 | 0 | 0 | 1 | 3 | 4 | 19 | 0 | 6 | 0 | 1 | 5 | 40 | 2 | 2 |
| Snoqualmie | 6 | 0 | 0 | 3 | 0 | 3 | 3 | 0 | 4 | 0 | 3 | 1 | 9 | 0 | 0 |
| Soap Lake | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| South Bend | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 |
| South Cle Elum | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| South Prairie | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 0 | 1 |
| Spangle | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Spokane | 521 | 1 | 11 | 47 | 129 | 187 | 333 | 1 | 266 | 13 | 56 | 197 | 889 | 56 | 72 |
| Spokane Valley | 227 | 0 | 2 | 25 | 58 | 85 | 142 | 0 | 118 | 2 | 29 | 87 | 390 | 27 | 31 |
| Stanwood | 20 | 0 | 0 | 2 | 6 | 8 | 12 | 0 | 10 | 0 | 2 | 8 | 39 | 1 | 1 |
| Starbuck | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Steilacoom | 9 | 0 | 0 | 2 | 2 | 4 | 5 | 0 | 7 | 0 | 2 | 5 | 14 | 2 | 3 |
| Stevenson | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Sultan | 7 | 0 | 0 | 1 | 3 | 4 | 3 | 0 | 5 | 0 | 2 | 3 | 12 | 0 | 0 |
| Sumner | 75 | 2 | 2 | 11 | 22 | 35 | 38 | 2 | 53 | 2 | 12 | 39 | 127 | 8 | 11 |
| Sunnyside | 11 | 0 | 0 | 1 | 3 | 4 | 7 | 0 | 9 | 0 | 2 | 7 | 21 | 1 | 1 |
| Tacoma | 1,259 | 8 | 23 | 122 | 323 | 468 | 783 | 8 | 686 | 27 | 161 | 498 | 2,297 | 90 | 110 |
| Toledo | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Tonasket | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Toppenish | 8 | 0 | 0 | 0 | 1 | 1 | 7 | 0 | 1 | 0 | 0 | 1 | 12 | 1 | 1 |
| Tukwila | 538 | 1 | 9 | 45 | 151 | 205 | 332 | 1 | 342 | 12 | 56 | 274 | 1,041 | 22 | 23 |
| Tumwater | 149 | 0 | 1 | 14 | 30 | 45 | 104 | 0 | 62 | 1 | 18 | 43 | 243 | 2 | 7 |
| Twisp | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 |
| Union Gap | 12 | 0 | 1 | 1 | 2 | 4 | 8 | 0 | 5 | 1 | 2 | 2 | 17 | 2 | 2 |
| University Place | 34 | 1 | 3 | 4 | 8 | 15 | 18 | 2 | 26 | 3 | 5 | 18 | 58 | 8 | 8 |
| Vancouver | 429 | 1 | 9 | 55 | 104 | 168 | 260 | 1 | 248 | 15 | 75 | 158 | 715 | 59 | 71 |
| Walla Walla | 54 | 0 | 0 | 8 | 7 | 15 | 39 | 0 | 18 | 0 | 10 | 8 | 104 | 9 | 10 |
| Wapato | 5 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 10 | 2 | 2 |
| Washougal | 10 | 0 | 0 | 2 | 4 | 6 | 4 | 0 | 7 | 0 | 2 | 5 | 18 | 1 | 2 |
| Wenatchee | 33 | 0 | 1 | 2 | 5 | 8 | 25 | 0 | 12 | 1 | 2 | 9 | 54 | 6 | 7 |
| Westport | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 1 |
| West Richland | 7 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 1 | 0 | 0 | 1 | 15 | 1 | 1 |
| White Salmon | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Wilbur | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Woodinville | 64 | 0 | 0 | 5 | 18 | 23 | 41 | 0 | 30 | 0 | 6 | 24 | 127 | 3 | 4 |
| Woodland | 20 | 0 | 3 | 5 | 4 | 12 | 8 | 0 | 14 | 3 | 5 | 6 | 29 | 2 | 2 |
| Woodway | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Yakima | 181 | 2 | 2 | 28 | 31 | 61 | 118 | 3 | 84 | 3 | 36 | 45 | 303 | 16 | 28 |
| Yarrow Point | 11 | 0 | 0 | 0 | 4 | 4 | 7 | 0 | 5 | 0 | 0 | 5 | 23 | 1 | 1 |
| Yelm | 13 | 0 | 0 | 4 | 1 | 5 | 8 | 0 | 6 | 0 | 4 | 2 | 25 | 1 | 1 |
| Zillah | 2 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 4 | 1 | 1 |

## 2006 Hit and Run Collisions




More hit and run collisions occurred on Friday than on any other day.

Likewise, more hit and run collisions happened between 5:00 and 6:00 PM than at any other time of day.

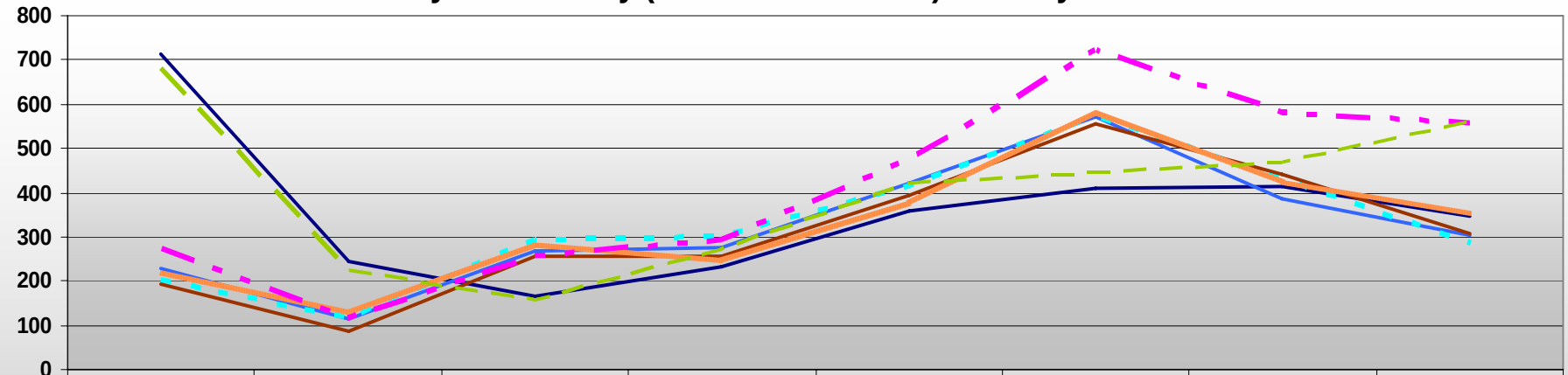



| | MID-NIGHT | 1:00 AM | 2:00 AM | 3:00 AM | 4:00 AM | 5:00 AM | 6:00 AM | 7:00 AM | 8:00 AM | 9:00 AM | 10:00 AM | 11:00 AM | NOON | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM | 8:00 PM | 9:00 PM | 10:00 PM | 11:00 PM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER OF COLLISIONS | 886 | 784 | 834 | 409 | 309 | 304 | 404 | 626 | 645 | 563 | 628 | 681 | 913 | 934 | 1,009 | 1,147 | 1,248 | 1,457 | 1,219 | 993 | 931 | 909 | 936 | 862 |

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

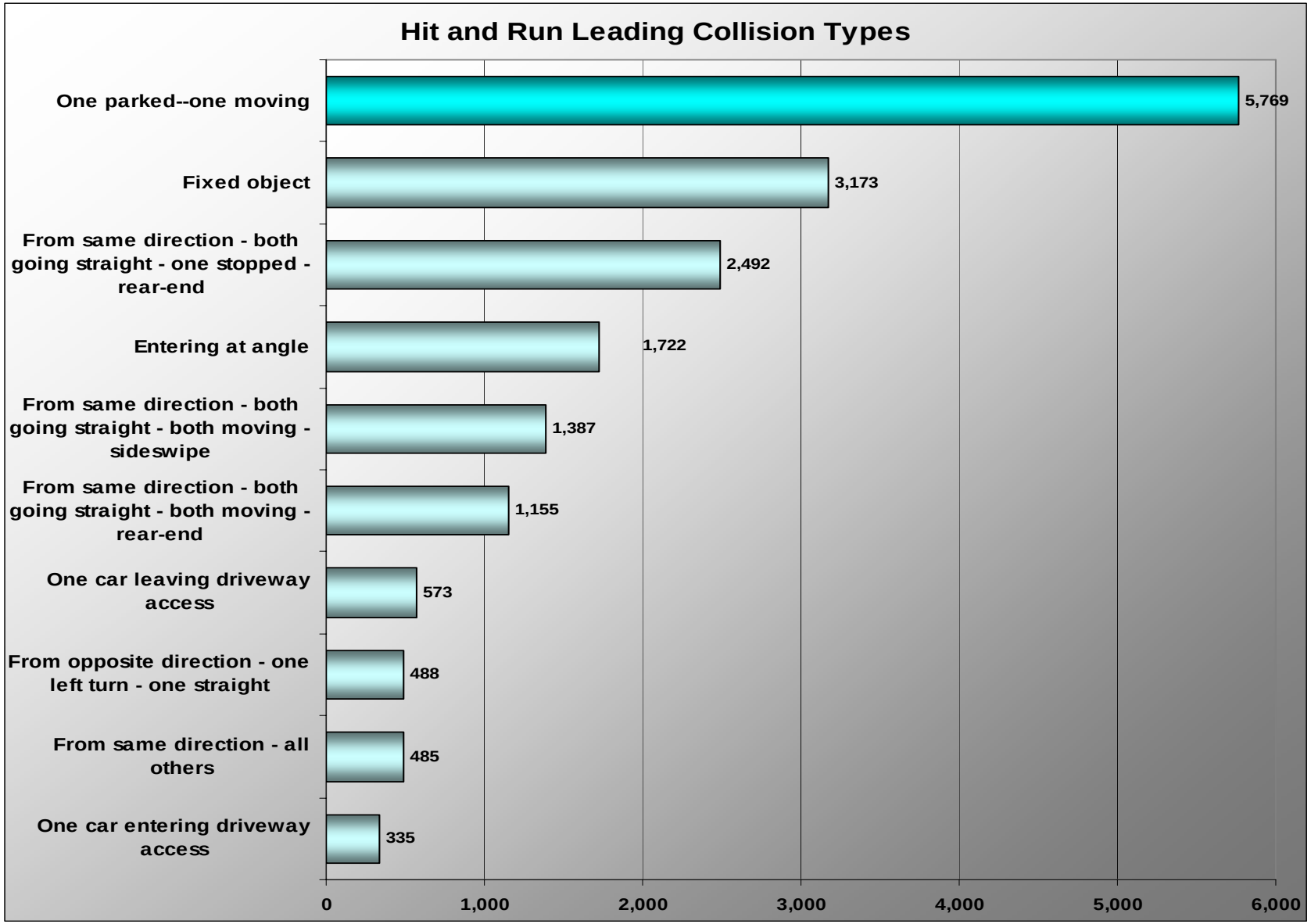
## 2006 Hit and Run Collisions by Time of Day (3 hour increments) and Day of Week

The peak time for 2006 hit and run collisions, by day and hour, was on Fridays between 3:00 and 6:00 PM. A secondary peak time was on Saturdays and Sundays between midnight and 3:00 AM.




| | MIDNIGHT TO 3:00 AM | 3:00AM-6:00AM | 6:00AM-9:00AM | 9:00AM-NOON | NOON-3:00PM | 3:00PM-6:00PM | 6:00PM-9:00PM | 9:00PM-MIDNIGHT |
|---|---|---|---|---|---|---|---|---|
| Sunday | 712 | 244 | 166 | 234 | 359 | 410 | 414 | 346 |
| Monday | 227 | 113 | 269 | 275 | 421 | 571 | 388 | 305 |
| Tuesday | 202 | 114 | 293 | 299 | 412 | 572 | 428 | 283 |
| Wednesday | 195 | 87 | 255 | 255 | 393 | 555 | 443 | 309 |
| Thursday | 216 | 126 | 278 | 245 | 376 | 580 | 420 | 352 |
| Friday | 272 | 114 | 258 | 292 | 473 | 720 | 580 | 554 |
| Saturday | 680 | 224 | 156 | 272 | 422 | 444 | 470 | 558 |

## 2006 Hit and Run Leading Collision Types

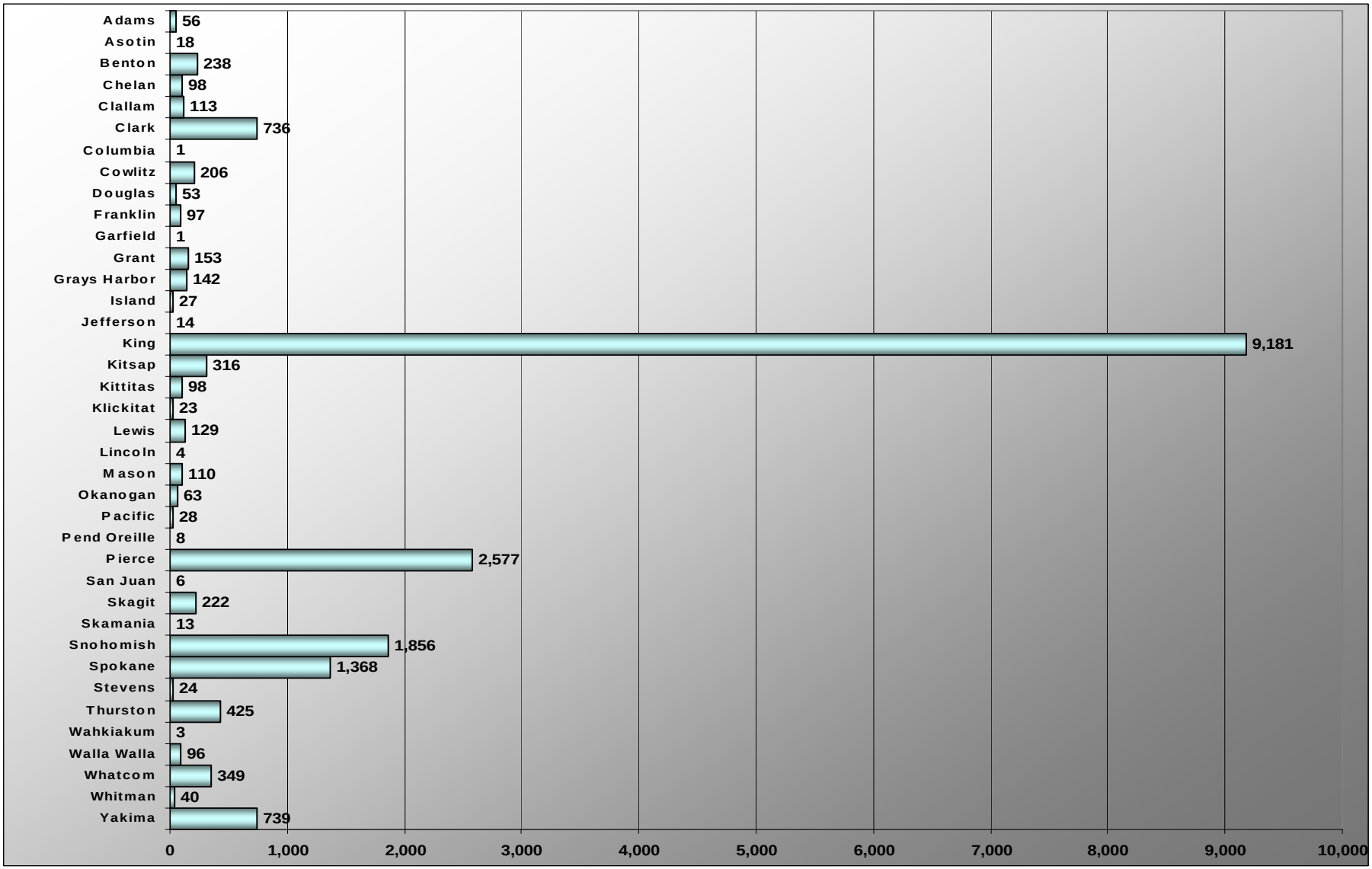



Most of the 16,924 hit and run collisions in 2006 involved a moving vehicle striking either a parked car (5,769 collisions) or a fixed object (3,173 collisions).

## 2006 Hit and Run Collisions by County

The greatest number of hit and run collisions occurred in King County, which had 9,181, or 54%.

The fewest hit and run crashes occurred in Columbia and Garfield Counties, with one (1) each.



## 2006 Hit and Run Collisions by City

One of every three 2006 hit and run collisions occurred in Seattle (5,625).

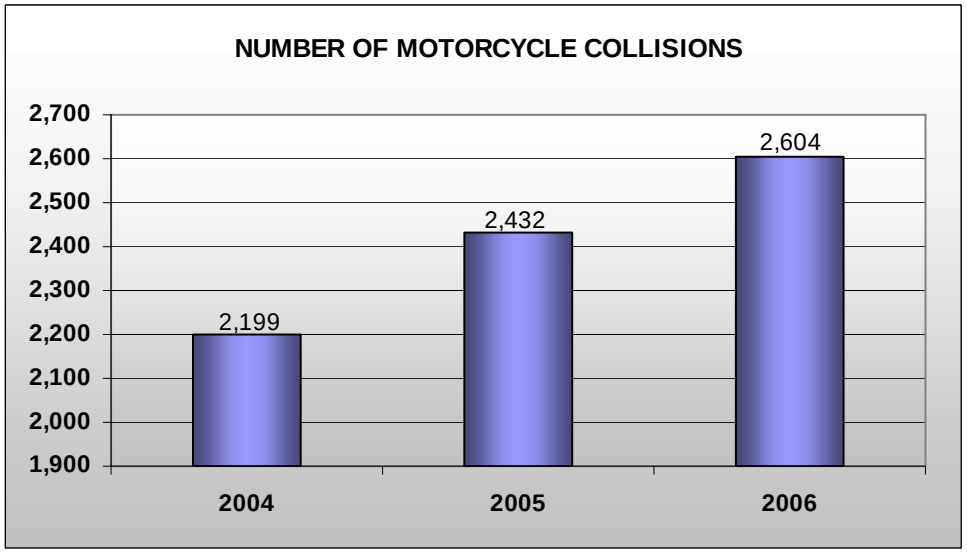
| CITY | TOTAL HIT AND RUN COLLISIONS | CITY | TOTAL HIT AND RUN COLLISIONS | CITY | TOTAL HIT AND RUN COLLISIONS | CITY | TOTAL HIT AND RUN COLLISIONS |
|---|---|---|---|---|---|---|---|
| Aberdeen | 65 | Eatonville | 1 | Metaline Falls | 1 | Sammamish | 24 |
| Airway Heights | 5 | Edgewood | 15 | Mill Creek | 28 | SeaTac | 210 |
| Algona | 6 | Edmonds | 94 | Millwood | 8 | Seattle | 5,625 |
| Anacortes | 17 | Ellensburg | 58 | Milton | 16 | Sedro-Woolley | 22 |
| Arlington | 34 | Elma | 5 | Monroe | 46 | Selah | 12 |
| Auburn | 193 | Enumclaw | 20 | Montesano | 5 | Sequim | 4 |
| Bainbridge Island | 20 | Ephrata | 6 | Morton | 2 | Shelton | 62 |
| Battle Ground | 9 | Everett | 707 | Moses Lake | 77 | Shoreline | 173 |
| Bellevue | 261 | Everson | 6 | Mountlake Terrace | 63 | Snohomish | 32 |
| Bellingham | 236 | Federal Way | 284 | Mount Vernon | 106 | Snoqualmie | 11 |
| Benton City | 4 | Ferndale | 11 | Moxee | 5 | South Bend | 2 |
| Bingen | 1 | Fife | 42 | Mukilteo | 34 | South Cle Elum | 1 |
| Black Diamond | 5 | Fircrest | 8 | Naches | 3 | Spokane | 1,003 |
| Blaine | 4 | Forks | 7 | Napavine | 3 | Spokane Valley | 193 |
| Bonney Lake | 46 | Friday Harbor | 2 | Newcastle | 9 | Sprague | 1 |
| Bothell | 95 | Gig Harbor | 10 | Newport | 3 | Stanwood | 11 |
| Bremerton | 123 | Gold Bar | 5 | Normandy Park | 7 | Steilacoom | 5 |
| Brewster | 4 | Goldendale | 9 | North Bend | 4 | Stevenson | 2 |
| Bridgeport | 2 | Grandview | 11 | North Bonneville | 1 | Sultan | 12 |
| Brier | 7 | Granite Falls | 5 | Oak Harbor | 12 | Sumner | 27 |
| Buckley | 11 | Harrah | 1 | Oakville | 1 | Sunnyside | 28 |
| Burien | 151 | Hoquiam | 17 | Ocean Shores | 5 | Tacoma | 1,508 |
| Burlington | 22 | Hunts Point | 1 | Okanogan | 3 | Tenino | 5 |
| Camas | 37 | Ilwaco | 1 | Olympia | 183 | Tieton | 1 |
| Carnation | 3 | Issaquah | 36 | Omak | 13 | Toledo | 1 |
| Cashmere | 4 | Kalama | 2 | Orting | 5 | Tonasket | 6 |
| Castle Rock | 2 | Kelso | 36 | Othello | 32 | Toppenish | 41 |
| Cathlamet | 1 | Kenmore | 44 | Pacific | 9 | Tukwila | 220 |
| Centralia | 77 | Kennewick | 85 | Palouse | 1 | Tumwater | 44 |
| Chehalis | 14 | Kent | 482 | Pasco | 89 | Twisp | 2 |
| Chelan | 3 | Kirkland | 152 | Port Angeles | 72 | Union Gap | 26 |
| Cheney | 14 | La Center | 1 | Port Orchard | 23 | University Place | 24 |
| Chewelah | 3 | Lacey | 86 | Port Townsend | 7 | Vancouver | 469 |
| Clarkston | 9 | La Conner | 3 | Poulsbo | 9 | Waitsburg | 2 |
| Cle Elum | 4 | Lake Forest Park | 24 | Prescott | 1 | Walla Walla | 67 |
| Clyde Hill | 5 | Lake Stevens | 11 | Prosser | 5 | Wapato | 13 |
| Colfax | 2 | Lakewood | 157 | Pullman | 31 | Warden | 2 |
| College Place | 8 | Langley | 1 | Puyallup | 140 | Washougal | 17 |
| Colton | 1 | Leavenworth | 3 | Quincy | 12 | Wenatchee | 64 |
| Colville | 8 | Liberty Lake | 7 | Rainier | 1 | Westport | 3 |
| Concrete | 1 | Long Beach | 5 | Raymond | 5 | West Richland | 10 |
| Cosmopolis | 3 | Longview | 104 | Redmond | 69 | White Salmon | 2 |
| Coulee Dam | 2 | Lynden | 4 | Renton | 228 | Wilbur | 1 |
| Coupeville | 1 | Lynnwood | 114 | Richland | 88 | Wilkeson | 1 |
| Covington | 29 | Mabton | 2 | Ridgefield | 7 | Winthrop | 3 |
| Cusick | 1 | McCleary | 2 | Ritzville | 1 | Woodinville | 34 |
| Davenport | 1 | Maple Valley | 23 | Riverside | 2 | Woodland | 14 |
| Deer Park | 5 | Marysville | 96 | Rockford | 1 | Yakima | 390 |
| Des Moines | 84 | Mattawa | 3 | Rock Island | 1 | Yelm | 7 |
| DuPont | 6 | Medical Lake | 3 | Roslyn | 4 | Zillah | 4 |
| Duvall | 4 | Medina | 5 | Roy | 2 | | |

# Vehicle Types Involved In Collisions

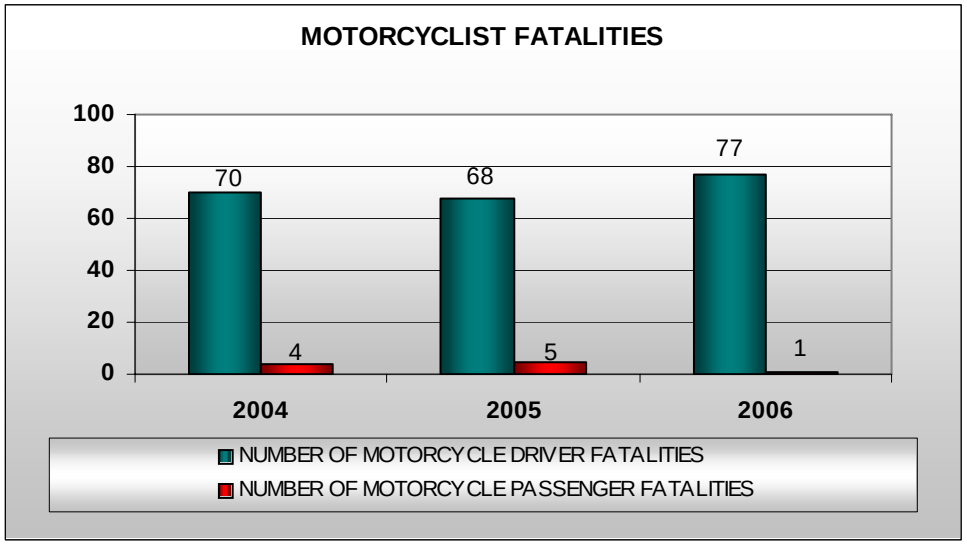
## 2004 – 2006 Motorcycle Involved Collisions

| | | 2004 | 2005 | 2006 |
|---|---|---|---|---|
| | TOTAL NUMBER OF MOTORCYCLE INVOLVED COLLISIONS | 2,199 | 2,432 | 2,604 |
| | TOTAL MOTORCYCLES INVOLVED | 2,253 | 2,486 | 2,662 |
| *ALL INVOLVED PERSONS | TOTAL NUMBER OF FATALITIES | 76 | 73 | 80 |
| | TOTAL NUMBER OF DISABLING INJURIES | 401 | 423 | 496 |
| | TOTAL NUMBER OF EVIDENT INJURIES | 993 | 1,047 | 1,117 |
| | TOTAL NUMBER OF POSSIBLE INJURIES | 608 | 726 | 730 |
| MOTORCYCLE DRIVERS | NUMBER OF MOTORCYCLE DRIVER FATALITIES | 70 | 68 | 77 |
| | DRIVER DISABLING INJURIES | 352 | 391 | 438 |
| | NUMBER OF MOTORCYCLE DRIVER EVIDENT INJURIES | 873 | 927 | 974 |
| | NUMBER OF MOTORCYCLE DRIVER POSSIBLE INJURIES | 490 | 591 | 587 |
| | TOTAL MOTORCYCLE DRIVER INJURIES | 1,715 | 1,909 | 1,999 |
| MOTORCYCLE PASSENGERS | NUMBER OF MOTORCYCLE PASSENGER FATALITIES | 4 | 5 | 1 |
| | NUMBER OF MOTORCYCLE PASSENGER DISABLING INJURIES | 45 | 24 | 44 |
| | NUMBER OF MOTORCYCLE PASSENGER EVIDENT INJURIES | 92 | 75 | 86 |
| | NUMBER OF MOTORCYCLE PASSENGER POSSIBLE INJURIES | 43 | 42 | 46 |
| | TOTAL MOTORCYCLE PASSENGER INJURIES | 180 | 141 | 176 |
| | TOTAL MOTORCYCLIST FATALITIES | 74 | 73 | 78 |
| | TOTAL MOTORCYCLIST INJURIES | 1,895 | 2,050 | 2,175 |

*Includes motor vehicle drivers and passengers, motorcycle drivers and passengers, pedestrians and pedalcyclists



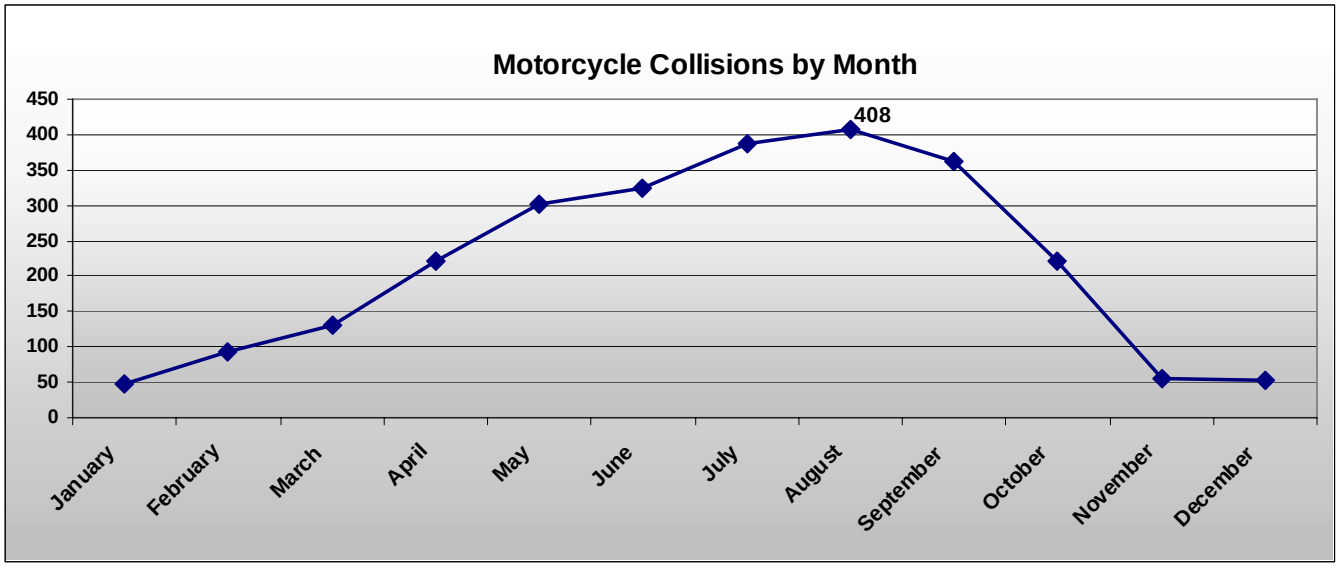

Motorcyclist involved collisions, injuries, and deaths rose from 2004 to 2006. In 2006, 78 motorcyclists were fatally injured and 482 received disabling injuries because of collisions.

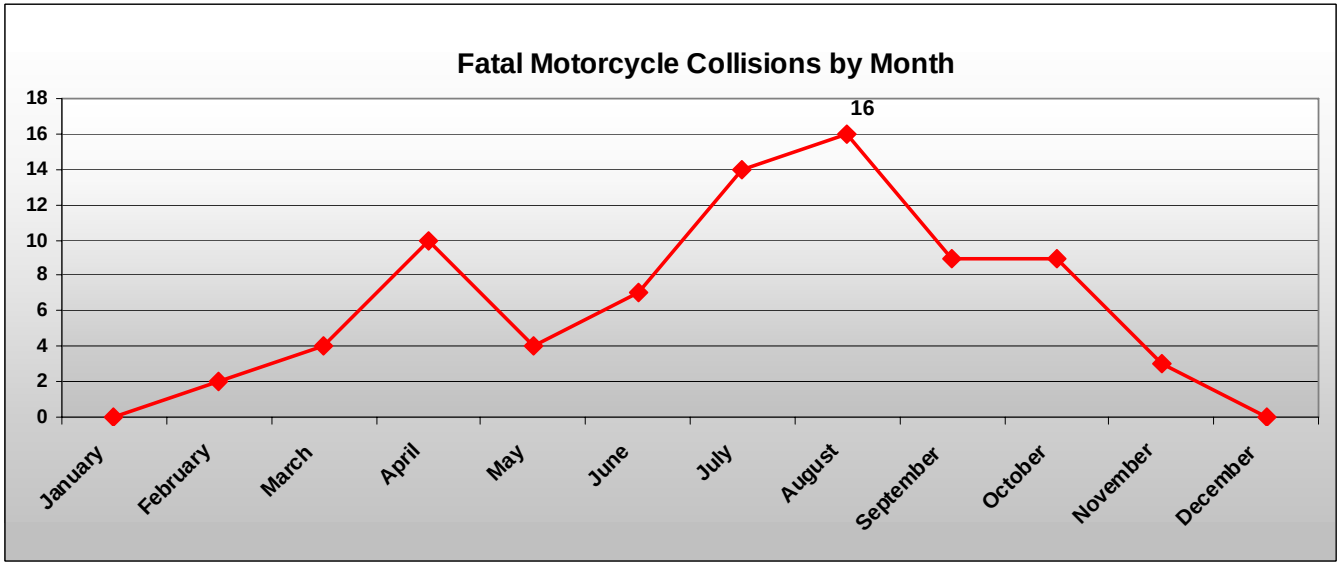


## 2006 Motorcycle Involved Collisions by Month

Nearly six in ten of all 2006 motorcycle involved collisions and motorcyclist fatalities happened between June and September.

| Month | Fatal Collisions | Injury Collisions | No Injury Collisions | Total Collisions |
|---|---|---|---|---|
| January | 0 | 35 | 12 | 47 |
| February | 2 | 65 | 25 | 92 |
| March | 4 | 97 | 30 | 131 |
| April | 10 | 166 | 44 | 220 |
| May | 4 | 249 | 49 | 302 |
| June | 7 | 252 | 65 | 324 |
| July | 14 | 304 | 69 | 387 |
| August | 16 | 325 | 67 | 408 |
| September | 9 | 277 | 77 | 363 |
| October | 9 | 172 | 39 | 220 |
| November | 3 | 40 | 13 | 56 |
| December | 0 | 45 | 9 | 54 |



## Motorcycle Involved Collisions by Fatalities and Injuries 1971-2006

| YEAR | REGISTERED MOTORCYCLES | NUMBER OF MOTORCYCLE INVOLVED COLLISIONS | MOTORCYCLES INVOLVED | COLLISIONS PER 1,000 MOTORCYCLES REGISTERED | TOTAL FATALITIES | MOTORCYCLE DRIVER/ PASSENGER FATALITIES | TOTAL INJURIES | NUMBER OF MOTORCYCLE DRIVER/ PASSENGER INJURIES |
|---|---|---|---|---|---|---|---|---|
| 1971 | 74,574 | 1,957 | 1,972 | 26.2 | 54 | 51 | 2,107 | 1,934 |
| 1972 | 81,200 | 1,893 | 1,937 | 23.3 | 48 | 43 | 2,076 | 1,932 |
| 1973 | 91,782 | 2,200 | 2,235 | 24.0 | 38 | 35 | 2,406 | 2,230 |
| 1974 | 110,024 | 2,605 | 2,657 | 23.7 | 60 | 58 | 2,764 | 2,583 |
| 1975 | 110,130 | 2,518 | 2,556 | 22.9 | 57 | 51 | 2,664 | 2,459 |
| 1976 | 111,211 | 2,761 | 2,807 | 24.8 | 61 | 61 | 2,978 | 2,752 |
| 1977+ | 115,454 | 3,093 | 3,230 | 26.8 | 76 | 75 | 3,432 | 3,230 |
| 1978 | 106,212 | 3,282 | 3,350 | 30.9 | 117 | 115 | 3,610 | 3,416 |
| 1979 | 129,641 | 3,992 | 4,054 | 30.8 | 121 | 119 | 4,350 | 4,126 |
| 1980 | 135,899 | 3,914 | 3,985 | 28.8 | 129 | 119 | 4,201 | 3,991 |
| 1981 | 139,931 | 3,727 | 3,796 | 26.6 | 105 | 101 | 3,920 | 3,752 |
| 1982 | 131,667 | 3,376 | 3,424 | 25.6 | 109 | 108 | 3,341 | 3,289 |
| 1983 | 127,950 | 3,312 | 3,362 | 25.9 | 77 | 77 | 3,555 | 3,351 |
| 1984 | 126,703 | 3,477 | 3,527 | 27.4 | 75 | 72 | 3,656 | 3,434 |
| 1985 | 125,224 | 3,699 | 3,762 | 29.5 | 85 | 82 | 3,884 | 3,632 |
| 1986 | 122,751 | 3,508 | 3,562 | 28.6 | 81 | 80 | 3,673 | 3,427 |
| 1987 | 124,215 | 3,379 | 3,443 | 27.2 | 90 | 90 | 3,497 | 3,288 |
| 1988 | 117,155 | 2,773 | 2,813 | 23.7 | 77 | 77 | 2,896 | 2,737 |
| 1989 | 110,617 | 2,516 | 2,557 | 22.7 | 75 | 69 | 2,724 | 2,511 |
| 1990@ | 103,537 | 2,167 | 2,198 | 20.9 | 62 | 60 | 2,223 | 2,061 |
| 1991 | 100,970 | 2,048 | 2,087 | 20.3 | 44 | 43 | 2,114 | 1,965 |
| 1992 | 98,131 | 2,044 | 2,078 | 20.8 | 49 | 48 | 2,112 | 1,952 |
| 1993 | 96,609 | 1,739 | 1,778 | 18.0 | 39 | 38 | 1,810 | 1,663 |
| 1994 | 97,075 | 1,744 | 1,774 | 18.0 | 35 | 35 | 1,752 | 1,628 |
| 1995 | 95,103 | 1,788 | 1,814 | 18.8 | 36 | 36 | 1,780 | 1,665 |
| 1996 | 94,285 | 1,515 | 1,535 | 16.1 | 41 | 41 | 1,493 | 1,389 |
| 1997 | **DATA NOT AVAILABLE** | | | | | | | |
| 1998 | | | | | | | | |
| 1999 | | | | | | | | |
| 2000 | | | | | | | | |
| 2001 | | | | | | | | |
| 2002 | 127,653 | 1,724 | 1,755 | 13.5 | 53 | 53 | 1,572 | 1,485 |
| 2003 | 140,416 | 1,824 | 1,852 | 13.0 | 60 | 59 | 1,699 | 1,589 |
| 2004 | 157,215 | 2,199 | 2,253 | 14.0 | 76 | 74 | 2,002 | 1,895 |
| 2005 | 172,244 | 2,432 | 2,486 | 14.1 | 73 | 73 | 2,196 | 2,050 |
| 2006 | 189,596 | 2,604 | 2,662 | 13.7 | 80 | 78 | 2,343 | 2,175 |

+Repeal of the Mandatory Helmet Law effective 9/27/77
@Mandatory Helmet Law Reinstated 6/30/90

From 2002 to 2006, motorcycle involved collisions and motorcyclist involved fatalities increased by 51%, while overall injuries to motorcyclists increased by 46%.

However, the scope of these increases may be cast into clearer perspective by the realization that during the same period statewide motorcycle registrations increased by 48%.

## 2006 Motorcycle Involved Collision by Road Class and Severity

| ROAD CLASS | NUMBER OF FATALITIES | PERCENT OF FATALITIES BY ROAD CLASS | NUMBER OF INJURIES | FATAL COLLISIONS | INJURY COLLISIONS | NO INJURY COLLISIONS | TOTAL COLLISIONS |
|---|---|---|---|---|---|---|---|
| URBAN U.S./STATE ROUTE | 11 | **13.8%** | 435 | 10 | 370 | 88 | 468 |
| URBAN INTERSTATES | 4 | **5.0%** | 221 | 4 | 201 | 56 | 261 |
| RURAL U.S./STATE ROUTE | 18 | **22.5%** | 288 | 18 | 236 | 42 | 296 |
| RURAL INTERSTATES | 3 | **3.8%** | 22 | 3 | 20 | 6 | 29 |
| STATE HIGHWAYS TOTAL | 36 | **45.0%** | 966 | 35 | 827 | 192 | 1,054 |
| CITY | 20 | **25.0%** | 822 | 19 | 738 | 231 | 988 |
| COUNTY | 23 | **28.8%** | 517 | 23 | 429 | 74 | 526 |
| MISCELLANEOUS TRAFFICWAY | 1 | **1.3%** | 38 | 1 | 33 | 2 | 36 |
| ALL ROADS TOTAL | 80 | **100.0%** | 2,343 | 78 | 2,027 | 499 | 2,604 |

Of the 2,604 motorcycle involved collisions more than 38% (988) happened within city limits. More motorcycle involved collisions happened in Seattle – 323, or 33% – than in any other city; 20% of motorcyclist fatalities and 16% of motorcyclist disabling injuries in cities resulted from those collisions.

Tacoma was second with 104 motorcycle involved collisions (7%), 4 fatalities (11%), and 14 disabling injuries (6%).

# 2006 Motorcycle Involved Collisions by County

| COUNTY | NUMBER OF COLLISIONS | MOTOR-CYCLES INVOLVED | TOTAL NUMBER OF FATALITIES | TOTAL NUMBER OF DISABLING INJURIES | TOTAL NUMBER OF EVIDENT INJURIES | TOTAL NUMBER OF POSSIBLE INJURIES | MOTORCYCLE DRIVER | | | | MOTORCYCLE PASSENGER | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | NUMBER OF FATALITIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF FATALITIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES |
| Adams | 4 | 4 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Asotin | 8 | 8 | 0 | 5 | 2 | 1 | 0 | 4 | 2 | 1 | 0 | 1 | 0 | 0 |
| Benton | 51 | 51 | 3 | 12 | 27 | 8 | 2 | 10 | 22 | 7 | 0 | 1 | 2 | 0 |
| Chelan | 26 | 28 | 2 | 14 | 10 | 6 | 2 | 9 | 9 | 4 | 0 | 2 | 0 | 0 |
| Clallam | 22 | 23 | 1 | 4 | 7 | 8 | 1 | 4 | 7 | 8 | 0 | 0 | 0 | 0 |
| Clark | 104 | 104 | 1 | 26 | 42 | 30 | 1 | 25 | 39 | 21 | 0 | 1 | 3 | 2 |
| Columbia | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Cowlitz | 30 | 31 | 2 | 6 | 12 | 9 | 2 | 6 | 11 | 6 | 0 | 0 | 0 | 3 |
| Douglas | 19 | 19 | 1 | 4 | 12 | 3 | 1 | 4 | 11 | 1 | 0 | 0 | 1 | 1 |
| Franklin | 15 | 15 | 0 | 5 | 9 | 1 | 0 | 4 | 7 | 1 | 0 | 1 | 2 | 0 |
| Garfield | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grant | 25 | 26 | 0 | 4 | 22 | 0 | 0 | 4 | 16 | 0 | 0 | 0 | 5 | 0 |
| Grays Harbor | 13 | 13 | 0 | 2 | 9 | 1 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 0 |
| Island | 20 | 20 | 0 | 4 | 7 | 4 | 0 | 3 | 7 | 4 | 0 | 1 | 0 | 0 |
| Jefferson | 20 | 20 | 0 | 0 | 9 | 9 | 0 | 0 | 9 | 7 | 0 | 0 | 0 | 2 |
| King | 837 | 848 | 21 | 115 | 325 | 256 | 19 | 107 | 288 | 214 | 1 | 6 | 23 | 9 |
| Kitsap | 112 | 116 | 2 | 18 | 40 | 34 | 2 | 16 | 37 | 30 | 0 | 2 | 3 | 2 |
| Kittitas | 18 | 21 | 1 | 4 | 9 | 1 | 1 | 3 | 9 | 1 | 0 | 1 | 0 | 0 |
| Klickitat | 11 | 14 | 1 | 4 | 10 | 0 | 1 | 3 | 8 | 0 | 0 | 1 | 2 | 0 |
| Lewis | 34 | 35 | 0 | 12 | 19 | 3 | 0 | 10 | 15 | 3 | 0 | 2 | 4 | 0 |
| Lincoln | 5 | 5 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| Mason | 31 | 31 | 2 | 11 | 14 | 2 | 2 | 11 | 10 | 2 | 0 | 0 | 2 | 0 |
| Okanogan | 18 | 21 | 0 | 3 | 13 | 4 | 0 | 3 | 11 | 3 | 0 | 0 | 2 | 1 |
| Pacific | 7 | 7 | 1 | 1 | 2 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 |
| Pend Oreille | 5 | 5 | 0 | 3 | 1 | 2 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 1 |
| Pierce | 325 | 330 | 10 | 53 | 133 | 112 | 10 | 44 | 110 | 92 | 0 | 6 | 12 | 6 |
| San Juan | 4 | 4 | 0 | 3 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| Skagit | 72 | 78 | 1 | 8 | 42 | 26 | 1 | 7 | 37 | 21 | 0 | 0 | 4 | 2 |
| Skamania | 31 | 31 | 2 | 7 | 24 | 1 | 2 | 7 | 20 | 1 | 0 | 0 | 2 | 0 |
| Snohomish | 326 | 334 | 12 | 61 | 128 | 98 | 12 | 57 | 108 | 80 | 0 | 4 | 11 | 5 |
| Spokane | 135 | 137 | 2 | 35 | 57 | 41 | 2 | 31 | 52 | 31 | 0 | 4 | 2 | 4 |
| Stevens | 13 | 13 | 1 | 4 | 7 | 3 | 1 | 3 | 7 | 2 | 0 | 1 | 0 | 0 |
| Thurston | 87 | 88 | 6 | 19 | 31 | 31 | 6 | 15 | 28 | 22 | 0 | 4 | 0 | 3 |
| Wahkiakum | 3 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Walla Walla | 17 | 18 | 0 | 7 | 11 | 3 | 0 | 5 | 7 | 1 | 0 | 2 | 3 | 0 |
| Whatcom | 78 | 82 | 3 | 20 | 40 | 14 | 3 | 17 | 36 | 8 | 0 | 1 | 3 | 3 |
| Whitman | 18 | 18 | 0 | 4 | 10 | 3 | 0 | 4 | 10 | 2 | 0 | 0 | 0 | 1 |
| Yakima | 56 | 57 | 5 | 13 | 27 | 9 | 5 | 11 | 25 | 7 | 0 | 1 | 0 | 0 |
| Total | 2,604 | 2,662 | 80 | 496 | 1,117 | 730 | 77 | 438 | 974 | 587 | 1 | 44 | 86 | 46 |

# 2006 Motorcycle Involved Collisions by City

| CITY | NUMBER OF COLLISIONS | MOTORCYCLES INVOLVED | TOTAL NUMBER OF FATALITIES | TOTAL NUMBER OF DISABLING INJURIES | TOTAL NUMBER OF EVIDENT INJURIES | TOTAL NUMBER OF POSSIBLE INJURIES | MOTORCYCLE DRIVER | | | | MOTORCYCLE PASSENGER | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | NUMBER OF FATALITIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF FATALITIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES |
| Aberdeen | 5 | 5 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Airway Heights | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Algona | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Anacortes | 7 | 9 | 0 | 0 | 6 | 2 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 0 |
| Arlington | 7 | 7 | 0 | 3 | 5 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 1 | 0 |
| Auburn | 44 | 45 | 1 | 6 | 23 | 11 | 1 | 5 | 18 | 10 | 0 | 1 | 4 | 1 |
| Bainbridge Island | 4 | 4 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| Battle Ground | 3 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Bellevue | 55 | 55 | 2 | 4 | 23 | 19 | 2 | 4 | 22 | 17 | 0 | 0 | 1 | 0 |
| Bellingham | 33 | 33 | 0 | 7 | 21 | 7 | 0 | 6 | 19 | 5 | 0 | 0 | 1 | 2 |
| Bingen | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Black Diamond | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Bonney Lake | 8 | 8 | 0 | 0 | 4 | 5 | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 0 |
| Bothell | 18 | 18 | 0 | 1 | 6 | 8 | 0 | 1 | 5 | 8 | 0 | 0 | 1 | 0 |
| Bremerton | 26 | 27 | 0 | 4 | 6 | 11 | 0 | 3 | 5 | 11 | 0 | 1 | 1 | 0 |
| Brier | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Burien | 7 | 7 | 1 | 1 | 2 | 4 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 |
| Burlington | 8 | 8 | 0 | 2 | 2 | 4 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 |
| Camas | 3 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Centralia | 4 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 |
| Chehalis | 5 | 5 | 0 | 0 | 3 | 2 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 |
| Chelan | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clarkston | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Cle Elum | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Clyde Hill | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| College Place | 3 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Colville | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Cosmopolis | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Covington | 4 | 5 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Des Moines | 9 | 9 | 0 | 0 | 2 | 3 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 |
| Duvall | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| East Wenatchee | 7 | 7 | 0 | 1 | 4 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 0 |
| Edgewood | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Edmonds | 14 | 15 | 1 | 1 | 5 | 7 | 1 | 1 | 4 | 6 | 0 | 0 | 1 | 0 |
| Ellensburg | 3 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Enumclaw | 3 | 3 | 0 | 1 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 |
| Ephrata | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Everett | 76 | 77 | 4 | 20 | 28 | 24 | 4 | 19 | 22 | 19 | 0 | 1 | 2 | 2 |
| Federal Way | 38 | 39 | 1 | 4 | 22 | 10 | 1 | 3 | 22 | 7 | 0 | 1 | 0 | 0 |
| Ferndale | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fife | 10 | 10 | 0 | 1 | 4 | 3 | 0 | 1 | 3 | 3 | 0 | 0 | 1 | 0 |
| Forks | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Friday Harbor | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Gig Harbor | 4 | 4 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| Gold Bar | 2 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Grandview | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Granite Falls | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

## …continued 2006 Motorcycle Involved Collisions by City

| CITY | NUMBER OF COLLISIONS | MOTORCYCLES INVOLVED | TOTAL NUMBER OF FATALITIES | TOTAL NUMBER OF DISABLING INJURIES | TOTAL NUMBER OF EVIDENT INJURIES | TOTAL NUMBER OF POSSIBLE INJURIES | MOTORCYCLE DRIVER | | | | MOTORCYCLE PASSENGER | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | NUMBER OF FATALITIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF FATALITIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES |
| Hoquiam | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Issaquah | 10 | 10 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 |
| Kelso | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Kenmore | 3 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Kennewick | 25 | 25 | 1 | 4 | 13 | 6 | 1 | 4 | 11 | 5 | 0 | 0 | 2 | 0 |
| Kent | 49 | 49 | 0 | 9 | 18 | 16 | 0 | 9 | 14 | 12 | 0 | 0 | 2 | 2 |
| Kirkland | 15 | 15 | 0 | 0 | 6 | 5 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 1 |
| Lacey | 17 | 17 | 1 | 2 | 2 | 9 | 1 | 2 | 2 | 5 | 0 | 0 | 0 | 1 |
| La Conner | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Lake Forest Park | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Lake Stevens | 6 | 6 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| Lakewood | 26 | 26 | 1 | 1 | 7 | 15 | 1 | 1 | 6 | 12 | 0 | 0 | 0 | 1 |
| Liberty Lake | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Long Beach | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Longview | 7 | 7 | 0 | 2 | 3 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 1 |
| Lynden | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Lynnwood | 31 | 31 | 1 | 4 | 18 | 7 | 1 | 4 | 15 | 6 | 0 | 0 | 1 | 1 |
| Maple Valley | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Marysville | 14 | 14 | 0 | 2 | 2 | 5 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 |
| Medical Lake | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Medina | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Mercer Island | 5 | 5 | 0 | 1 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 |
| Mill Creek | 5 | 5 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Milton | 6 | 6 | 0 | 1 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 |
| Monroe | 8 | 8 | 0 | 2 | 1 | 4 | 0 | 2 | 0 | 4 | 0 | 0 | 1 | 0 |
| Moses Lake | 6 | 6 | 0 | 3 | 5 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 2 | 0 |
| Mountlake Terrace | 5 | 5 | 0 | 1 | 1 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 |
| Mount Vernon | 10 | 11 | 0 | 0 | 6 | 2 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 |
| Mukilteo | 6 | 6 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 |
| Northport | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oak Harbor | 6 | 6 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| Ocean Shores | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Olympia | 17 | 18 | 0 | 4 | 6 | 6 | 0 | 4 | 5 | 5 | 0 | 0 | 0 | 0 |
| Oroville | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Othello | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Pacific | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Pasco | 10 | 10 | 0 | 4 | 6 | 1 | 0 | 3 | 4 | 1 | 0 | 1 | 2 | 0 |
| Port Angeles | 5 | 5 | 0 | 1 | 2 | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 |
| Port Orchard | 4 | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Port Townsend | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Poulsbo | 5 | 5 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pullman | 9 | 9 | 0 | 3 | 5 | 1 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 |
| Puyallup | 19 | 19 | 0 | 6 | 6 | 4 | 0 | 5 | 6 | 4 | 0 | 1 | 0 | 0 |
| Raymond | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Redmond | 15 | 15 | 0 | 3 | 7 | 3 | 0 | 3 | 7 | 3 | 0 | 0 | 0 | 0 |
| Renton | 40 | 40 | 1 | 2 | 16 | 11 | 1 | 2 | 14 | 11 | 0 | 0 | 2 | 0 |
| Richland | 13 | 13 | 2 | 2 | 9 | 2 | 1 | 1 | 7 | 2 | 0 | 1 | 0 | 0 |
| Ridgefield | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rosalia | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## …continued 2006 Motorcycle Involved Collisions by City

| CITY | NUMBER OF COLLISIONS | MOTORCYCLES INVOLVED | TOTAL NUMBER OF FATALITIES | TOTAL NUMBER OF DISABLING INJURIES | TOTAL NUMBER OF EVIDENT INJURIES | TOTAL NUMBER OF POSSIBLE INJURIES | MOTORCYCLE DRIVER | | | | MOTORCYCLE PASSENGER | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | NUMBER OF FATALITIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF FATALITIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES |
| Roy | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Ruston | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sammamish | 6 | 6 | 0 | 2 | 2 | 3 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 |
| SeaTac | 16 | 16 | 0 | 3 | 6 | 4 | 0 | 3 | 6 | 3 | 0 | 0 | 0 | 0 |
| Seattle | 323 | 325 | 4 | 40 | 112 | 99 | 2 | 38 | 97 | 84 | 1 | 1 | 6 | 3 |
| Sedro-Woolley | 4 | 4 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 |
| Selah | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Sequim | 3 | 3 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Shelton | 5 | 5 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| Shoreline | 13 | 14 | 1 | 2 | 2 | 3 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 |
| Snohomish | 8 | 8 | 0 | 1 | 3 | 2 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 |
| Snoqualmie | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Soap Lake | 2 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| Spokane | 62 | 63 | 1 | 17 | 26 | 23 | 1 | 14 | 25 | 17 | 0 | 3 | 0 | 3 |
| Spokane Valley | 28 | 28 | 0 | 5 | 10 | 9 | 0 | 4 | 8 | 7 | 0 | 1 | 0 | 1 |
| Stanwood | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Steilacoom | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Sultan | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Sumner | 12 | 12 | 1 | 2 | 7 | 5 | 1 | 2 | 7 | 1 | 0 | 0 | 0 | 0 |
| Sunnyside | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tacoma | 104 | 107 | 4 | 15 | 37 | 32 | 4 | 13 | 32 | 26 | 0 | 1 | 4 | 3 |
| Tenino | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Tukwila | 28 | 29 | 1 | 4 | 11 | 9 | 1 | 4 | 11 | 8 | 0 | 0 | 0 | 0 |
| Tumwater | 5 | 5 | 0 | 0 | 1 | 5 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 |
| Twisp | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Union Gap | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| University Place | 6 | 6 | 0 | 1 | 4 | 1 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 |
| Vancouver | 44 | 44 | 0 | 7 | 22 | 12 | 0 | 7 | 22 | 10 | 0 | 0 | 0 | 1 |
| Walla Walla | 5 | 5 | 0 | 1 | 3 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 |
| Washougal | 3 | 3 | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| Wenatchee | 10 | 11 | 0 | 3 | 2 | 4 | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 0 |
| West Richland | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winthrop | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Woodinville | 9 | 9 | 0 | 1 | 1 | 3 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 |
| Woodland | 5 | 5 | 0 | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| Yakima | 14 | 14 | 0 | 2 | 4 | 6 | 0 | 2 | 4 | 5 | 0 | 0 | 0 | 0 |
| Yelm | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| City Total | 1,594 | 1,621 | 35 | 242 | 632 | 490 | 32 | 221 | 559 | 407 | 1 | 16 | 42 | 24 |
| N/A (Not in City) | 1,010 | 1,041 | 45 | 254 | 485 | 240 | 45 | 217 | 415 | 180 | 0 | 28 | 44 | 22 |
| Grand Total | 2,604 | 2,662 | 80 | 496 | 1,117 | 730 | 77 | 438 | 974 | 587 | 1 | 44 | 86 | 46 |

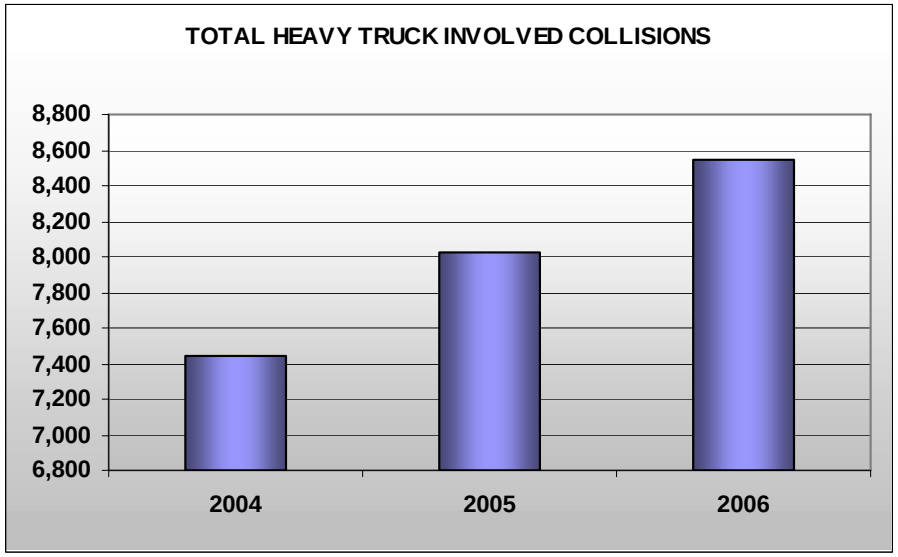
## 2004 – 2006 Heavy Truck Involved Collisions
(over 10,000 lbs)

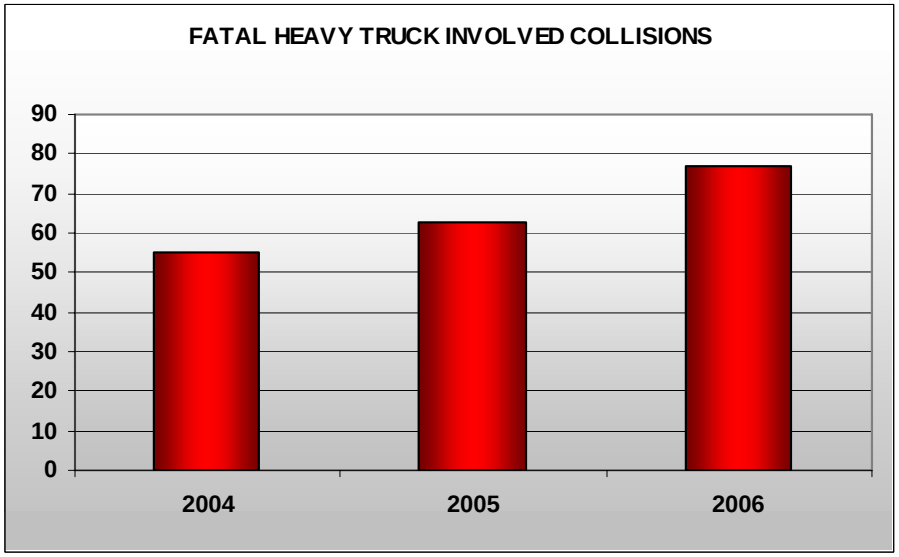
In 2006, 81 people were fatally injured and 163 people received disabling injuries in collisions involving heavy trucks – 13% of all fatalities and 5% of all disabling injuries in 2006.

Heavy truck involved collisions increased by 15% from 2004 to 2006. During the same period, injuries (7%) and fatalities (40%) resulting from those collisions increased, respectively.

Nearly three-fourths of heavy truck involved collisions in 2006 were property damage only.

| YEAR | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF HEAVY TRUCKS INVOLVED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2004** | 7,438 | 55 | 124 | 606 | 1374 | 2,104 | 5,279 | 58 | 2,927 | 156 | 746 | 2,025 | 7,782 |
| **2005** | 8,025 | 63 | 147 | 622 | 1380 | 2,149 | 5,813 | 77 | 3,022 | 185 | 806 | 2,031 | 8,385 |
| **2006** | 8,550 | 77 | 129 | 696 | 1440 | 2,265 | 6,208 | 81 | 3,145 | 163 | 875 | 2,107 | 8,950 |



## 2006 Heavy Truck Involved Collisions by County

Just over three-fourths of all 2006 collisions involving heavy trucks occurred in the nine counties through which I-5 passes – Clark (4.2%), Cowlitz (1.6%), Lewis (1.5%), Thurston (3.5%), Pierce (12.4%), King (38.6%), Snohomish (9.5%), Skagit (1.3%), and Whatcom (2.8%).

| COUNTY | TOTAL HEAVY TRUCK INVOLVED COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF HEAVY TRUCKS INVOVLED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Adams | 52 | 0 | 0 | 11 | 6 | 17 | 35 | 0 | 22 | 0 | 14 | 8 | 55 |
| Asotin | 14 | 0 | 0 | 2 | 2 | 4 | 10 | 0 | 5 | 0 | 2 | 3 | 14 |
| Benton | 163 | 2 | 4 | 23 | 22 | 49 | 112 | 2 | 61 | 4 | 26 | 31 | 172 |
| Chelan | 79 | 0 | 0 | 8 | 11 | 19 | 60 | 0 | 30 | 0 | 9 | 21 | 81 |
| Clallam | 42 | 0 | 3 | 5 | 7 | 15 | 27 | 0 | 17 | 3 | 6 | 8 | 43 |
| Clark | 360 | 2 | 2 | 42 | 58 | 102 | 256 | 2 | 150 | 4 | 51 | 95 | 379 |
| Columbia | 4 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 4 |
| Cowlitz | 133 | 1 | 4 | 13 | 18 | 35 | 97 | 1 | 59 | 4 | 15 | 40 | 138 |
| Douglas | 24 | 1 | 2 | 3 | 3 | 8 | 15 | 1 | 11 | 3 | 5 | 3 | 26 |
| Ferry | 18 | 1 | 0 | 2 | 5 | 7 | 10 | 1 | 8 | 0 | 2 | 6 | 19 |
| Franklin | 74 | 2 | 2 | 9 | 14 | 25 | 47 | 2 | 45 | 3 | 12 | 30 | 77 |
| Garfield | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Grant | 114 | 1 | 1 | 14 | 14 | 29 | 84 | 2 | 36 | 1 | 16 | 19 | 121 |
| Grays Harbor | 87 | 0 | 1 | 8 | 9 | 18 | 69 | 0 | 24 | 1 | 10 | 13 | 92 |
| Island | 34 | 0 | 3 | 2 | 5 | 10 | 24 | 0 | 15 | 3 | 4 | 8 | 35 |
| Jefferson | 23 | 0 | 0 | 7 | 0 | 7 | 16 | 0 | 8 | 0 | 8 | 0 | 24 |
| King | 3,304 | 17 | 50 | 190 | 570 | 810 | 2,477 | 17 | 1,103 | 60 | 230 | 813 | 3,497 |
| Kitsap | 147 | 2 | 0 | 16 | 19 | 35 | 110 | 3 | 59 | 1 | 28 | 30 | 150 |
| Kittitas | 202 | 1 | 2 | 29 | 23 | 54 | 147 | 1 | 70 | 4 | 35 | 31 | 223 |
| Klickitat | 37 | 0 | 1 | 9 | 0 | 10 | 27 | 0 | 14 | 1 | 10 | 3 | 39 |
| Lewis | 127 | 2 | 5 | 12 | 19 | 36 | 89 | 2 | 54 | 7 | 21 | 26 | 133 |
| Lincoln | 27 | 1 | 0 | 3 | 5 | 8 | 18 | 1 | 15 | 0 | 4 | 11 | 28 |
| Mason | 45 | 3 | 0 | 5 | 6 | 11 | 31 | 3 | 21 | 1 | 9 | 11 | 46 |
| Okanogan | 38 | 2 | 1 | 8 | 4 | 13 | 23 | 2 | 21 | 1 | 13 | 7 | 39 |
| Pacific | 26 | 0 | 4 | 2 | 3 | 9 | 17 | 0 | 12 | 4 | 3 | 5 | 28 |
| Pend Oreille | 20 | 0 | 1 | 4 | 2 | 7 | 13 | 0 | 10 | 2 | 5 | 3 | 21 |
| Pierce | 1,064 | 7 | 11 | 89 | 232 | 332 | 725 | 8 | 460 | 17 | 105 | 338 | 1,117 |
| San Juan | 8 | 0 | 0 | 2 | 1 | 3 | 5 | 0 | 3 | 0 | 2 | 1 | 8 |
| Skagit | 110 | 3 | 0 | 9 | 15 | 24 | 83 | 3 | 40 | 1 | 12 | 27 | 113 |
| Skamania | 12 | 0 | 0 | 4 | 2 | 6 | 6 | 0 | 7 | 0 | 4 | 3 | 12 |
| Snohomish | 815 | 9 | 14 | 55 | 145 | 214 | 592 | 10 | 294 | 18 | 73 | 203 | 842 |
| Spokane | 436 | 2 | 5 | 33 | 84 | 122 | 312 | 2 | 160 | 5 | 42 | 113 | 446 |
| Stevens | 43 | 2 | 1 | 12 | 5 | 18 | 23 | 2 | 23 | 2 | 14 | 7 | 43 |
| Thurston | 302 | 6 | 1 | 17 | 51 | 69 | 227 | 6 | 98 | 2 | 22 | 74 | 308 |
| Wahkiakum | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| Walla Walla | 50 | 2 | 2 | 3 | 3 | 8 | 40 | 2 | 11 | 2 | 4 | 5 | 50 |
| Whatcom | 242 | 2 | 3 | 22 | 42 | 67 | 173 | 2 | 90 | 3 | 29 | 58 | 246 |
| Whitman | 46 | 2 | 1 | 7 | 2 | 10 | 34 | 2 | 13 | 1 | 8 | 4 | 47 |
| Yakima | 220 | 4 | 5 | 15 | 33 | 53 | 163 | 4 | 75 | 5 | 21 | 49 | 226 |
| Total | 8,550 | 77 | 129 | 696 | 1,440 | 2,265 | 6,208 | 81 | 3,145 | 163 | 875 | 2,107 | 8,950 |

## 2006 Heavy Truck Involved Collisions by City

About 86% of heavy truck involved collisions occurred in city limits – but only 35% of heavy truck involved fatal collisions. More than one in five heavy truck involved collisions in cities occurred in Seattle, and another one in fourteen happened in Tacoma. About 20% of injuries resulting from heavy truck involved collisions in cities occurred in Seattle.

| CITY | TOTAL HEAVY TRUCK INVOLVED COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF HEAVY TRUCKS INVOLVED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aberdeen | 35 | 0 | 1 | 1 | 6 | 8 | 27 | 0 | 14 | 1 | 3 | 10 | 36 |
| Airway Heights | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 2 | 3 |
| Algona | 11 | 0 | 0 | 1 | 2 | 3 | 8 | 0 | 4 | 0 | 1 | 3 | 11 |
| Anacortes | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| Arlington | 25 | 0 | 0 | 2 | 3 | 5 | 20 | 0 | 5 | 0 | 2 | 3 | 25 |
| Auburn | 142 | 3 | 3 | 10 | 23 | 36 | 103 | 3 | 52 | 4 | 14 | 34 | 156 |
| Bainbridge Island | 17 | 0 | 0 | 1 | 1 | 2 | 15 | 0 | 5 | 0 | 3 | 2 | 17 |
| Battle Ground | 9 | 0 | 0 | 2 | 1 | 3 | 6 | 0 | 3 | 0 | 2 | 1 | 10 |
| Bellevue | 217 | 0 | 2 | 11 | 33 | 46 | 171 | 0 | 61 | 2 | 13 | 46 | 223 |
| Bellingham | 115 | 0 | 2 | 8 | 22 | 32 | 83 | 0 | 43 | 2 | 12 | 29 | 116 |
| Benton City | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Bingen | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Blaine | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| Bonney Lake | 9 | 0 | 0 | 0 | 2 | 2 | 7 | 0 | 3 | 0 | 0 | 3 | 10 |
| Bothell | 58 | 0 | 2 | 6 | 10 | 18 | 40 | 0 | 23 | 2 | 10 | 11 | 61 |
| Bremerton | 38 | 0 | 0 | 2 | 5 | 7 | 31 | 0 | 7 | 0 | 2 | 5 | 38 |
| Bridgeport | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Brier | 5 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 2 | 0 | 0 | 2 | 6 |
| Burien | 20 | 1 | 0 | 1 | 5 | 6 | 13 | 1 | 8 | 0 | 1 | 7 | 20 |
| Burlington | 20 | 0 | 0 | 2 | 4 | 6 | 14 | 0 | 9 | 0 | 4 | 5 | 21 |
| Camas | 13 | 0 | 0 | 1 | 2 | 3 | 10 | 0 | 3 | 0 | 1 | 2 | 14 |
| Carnation | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Cashmere | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Castle Rock | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Cathlamet | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Centralia | 27 | 0 | 1 | 2 | 4 | 7 | 20 | 0 | 8 | 1 | 2 | 5 | 27 |
| Chehalis | 24 | 0 | 0 | 4 | 5 | 9 | 15 | 0 | 13 | 0 | 5 | 8 | 27 |
| Chelan | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Cheney | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| Clarkston | 7 | 0 | 0 | 2 | 0 | 2 | 5 | 0 | 3 | 0 | 2 | 1 | 7 |
| Cle Elum | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Clyde Hill | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Colfax | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 3 |
| College Place | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Colville | 4 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 4 |
| Connell | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Coulee Dam | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Covington | 8 | 0 | 0 | 1 | 0 | 1 | 7 | 0 | 1 | 0 | 1 | 0 | 8 |
| Cusick | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Davenport | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 3 |
| Dayton | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Deer Park | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Des Moines | 20 | 0 | 0 | 0 | 5 | 5 | 15 | 0 | 5 | 0 | 0 | 5 | 20 |
| DuPont | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Duvall | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 2 |
| East Wenatchee | 5 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| Edgewood | 5 | 0 | 1 | 2 | 1 | 4 | 1 | 0 | 4 | 1 | 2 | 1 | 5 |

## …continued 2006 Heavy Truck Involved Collisions by City

| CITY | TOTAL HEAVY TRUCK INVOLVED COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF HEAVY TRUCKS INVOVLED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Edmonds | 33 | 0 | 1 | 3 | 4 | 8 | 25 | 0 | 12 | 1 | 3 | 8 | 34 |
| Ellensburg | 18 | 0 | 0 | 3 | 3 | 6 | 12 | 0 | 7 | 0 | 3 | 4 | 21 |
| Elma | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 4 |
| Enumclaw | 5 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 5 | 1 | 0 | 4 | 5 |
| Ephrata | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Everett | 261 | 0 | 4 | 16 | 43 | 63 | 198 | 0 | 94 | 4 | 22 | 68 | 273 |
| Everson | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Federal Way | 160 | 1 | 1 | 8 | 29 | 38 | 121 | 1 | 58 | 5 | 10 | 43 | 170 |
| Ferndale | 13 | 0 | 0 | 1 | 0 | 1 | 12 | 0 | 1 | 0 | 1 | 0 | 13 |
| Fife | 96 | 0 | 0 | 5 | 20 | 25 | 71 | 0 | 31 | 0 | 5 | 26 | 104 |
| Fircrest | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Forks | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Friday Harbor | 3 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 0 | 1 | 1 | 3 |
| Gig Harbor | 8 | 0 | 0 | 2 | 1 | 3 | 5 | 0 | 4 | 0 | 2 | 2 | 8 |
| Gold Bar | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Goldendale | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Grandview | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Granite Falls | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hoquiam | 15 | 0 | 0 | 2 | 0 | 2 | 13 | 0 | 2 | 0 | 2 | 0 | 15 |
| Hunts Point | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Issaquah | 49 | 1 | 1 | 2 | 11 | 14 | 34 | 1 | 19 | 2 | 2 | 15 | 49 |
| Kalama | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Kelso | 20 | 0 | 1 | 0 | 3 | 4 | 16 | 0 | 6 | 1 | 1 | 4 | 21 |
| Kenmore | 12 | 0 | 0 | 2 | 1 | 3 | 9 | 0 | 4 | 0 | 3 | 1 | 12 |
| Kennewick | 49 | 0 | 2 | 3 | 8 | 13 | 36 | 0 | 16 | 2 | 4 | 10 | 51 |
| Kent | 260 | 1 | 3 | 13 | 46 | 62 | 197 | 1 | 85 | 4 | 17 | 64 | 279 |
| Kirkland | 65 | 0 | 0 | 4 | 11 | 15 | 50 | 0 | 17 | 0 | 4 | 13 | 66 |
| Kittitas | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| La Center | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lacey | 58 | 0 | 0 | 2 | 13 | 15 | 43 | 0 | 22 | 0 | 2 | 20 | 59 |
| La Conner | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lake Forest Park | 7 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 2 | 0 | 0 | 2 | 7 |
| Lake Stevens | 4 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 2 | 0 | 0 | 2 | 4 |
| Lakewood | 110 | 0 | 3 | 11 | 26 | 40 | 70 | 0 | 56 | 6 | 14 | 36 | 115 |
| Long Beach | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Longview | 47 | 1 | 1 | 2 | 9 | 12 | 34 | 1 | 23 | 1 | 3 | 19 | 49 |
| Lynden | 7 | 0 | 0 | 2 | 2 | 4 | 3 | 0 | 7 | 0 | 2 | 5 | 7 |
| Lynnwood | 61 | 0 | 0 | 4 | 11 | 15 | 46 | 0 | 19 | 0 | 4 | 15 | 62 |
| McCleary | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Maple Valley | 8 | 0 | 1 | 2 | 2 | 5 | 3 | 0 | 8 | 1 | 2 | 5 | 8 |
| Marysville | 38 | 1 | 0 | 1 | 7 | 8 | 29 | 1 | 14 | 0 | 1 | 13 | 39 |
| Mattawa | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 |
| Medical Lake | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 2 |
| Medina | 5 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 1 | 1 | 0 | 0 | 5 |
| Mercer Island | 17 | 0 | 0 | 1 | 3 | 4 | 13 | 0 | 4 | 0 | 1 | 3 | 17 |
| Metaline Falls | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Mill Creek | 13 | 2 | 0 | 0 | 4 | 4 | 7 | 2 | 5 | 0 | 1 | 4 | 13 |
| Millwood | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Milton | 18 | 0 | 0 | 2 | 5 | 7 | 11 | 0 | 9 | 0 | 2 | 7 | 20 |

## …continued 2006 Heavy Truck Involved Collisions by City

| CITY | TOTAL HEAVY TRUCK INVOLVED COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF HEAVY TRUCKS INVOVLED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Monroe | 38 | 0 | 1 | 3 | 5 | 9 | 29 | 0 | 12 | 1 | 3 | 8 | 38 |
| Montesano | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Morton | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Moses Lake | 31 | 0 | 0 | 1 | 2 | 3 | 28 | 0 | 3 | 0 | 1 | 2 | 33 |
| Mossyrock | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 1 |
| Mountlake Terrace | 17 | 0 | 0 | 0 | 2 | 2 | 15 | 0 | 2 | 0 | 0 | 2 | 17 |
| Mount Vernon | 23 | 1 | 0 | 3 | 2 | 5 | 17 | 1 | 14 | 1 | 4 | 9 | 24 |
| Moxee | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Mukilteo | 16 | 0 | 1 | 0 | 4 | 5 | 11 | 0 | 7 | 1 | 0 | 6 | 17 |
| Napavine | 12 | 0 | 0 | 1 | 2 | 3 | 9 | 0 | 4 | 0 | 2 | 2 | 12 |
| Newcastle | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Newport | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| Normandy Park | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| North Bend | 9 | 0 | 0 | 0 | 1 | 1 | 8 | 0 | 1 | 0 | 0 | 1 | 9 |
| Oak Harbor | 8 | 0 | 0 | 0 | 2 | 2 | 6 | 0 | 2 | 0 | 0 | 2 | 8 |
| Oakville | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Ocean Shores | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Okanogan | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Olympia | 86 | 0 | 0 | 4 | 13 | 17 | 69 | 0 | 19 | 0 | 4 | 15 | 89 |
| Omak | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Oroville | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 |
| Orting | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Othello | 10 | 0 | 0 | 1 | 0 | 1 | 9 | 0 | 1 | 0 | 1 | 0 | 10 |
| Pacific | 18 | 0 | 0 | 1 | 3 | 4 | 14 | 0 | 5 | 0 | 2 | 3 | 19 |
| Pasco | 47 | 0 | 0 | 2 | 11 | 13 | 34 | 0 | 23 | 0 | 2 | 21 | 48 |
| Pe Ell | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Port Angeles | 21 | 0 | 0 | 0 | 4 | 4 | 17 | 0 | 4 | 0 | 0 | 4 | 21 |
| Port Orchard | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 8 |
| Port Townsend | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 3 |
| Poulsbo | 7 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 1 | 0 | 0 | 1 | 7 |
| Prosser | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Pullman | 18 | 0 | 0 | 1 | 0 | 1 | 17 | 0 | 1 | 0 | 1 | 0 | 18 |
| Puyallup | 76 | 0 | 1 | 3 | 17 | 21 | 55 | 0 | 27 | 1 | 3 | 23 | 79 |
| Quincy | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 7 |
| Raymond | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Redmond | 56 | 0 | 0 | 1 | 8 | 9 | 47 | 0 | 12 | 0 | 1 | 11 | 56 |
| Renton | 181 | 0 | 0 | 13 | 44 | 57 | 124 | 0 | 74 | 0 | 14 | 60 | 191 |
| Republic | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Richland | 44 | 0 | 0 | 6 | 8 | 14 | 30 | 0 | 18 | 0 | 6 | 12 | 45 |
| Ridgefield | 10 | 0 | 0 | 4 | 0 | 4 | 6 | 0 | 4 | 0 | 4 | 0 | 11 |
| Ritzville | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Rockford | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Rock Island | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Rosalia | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Roslyn | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Ruston | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |

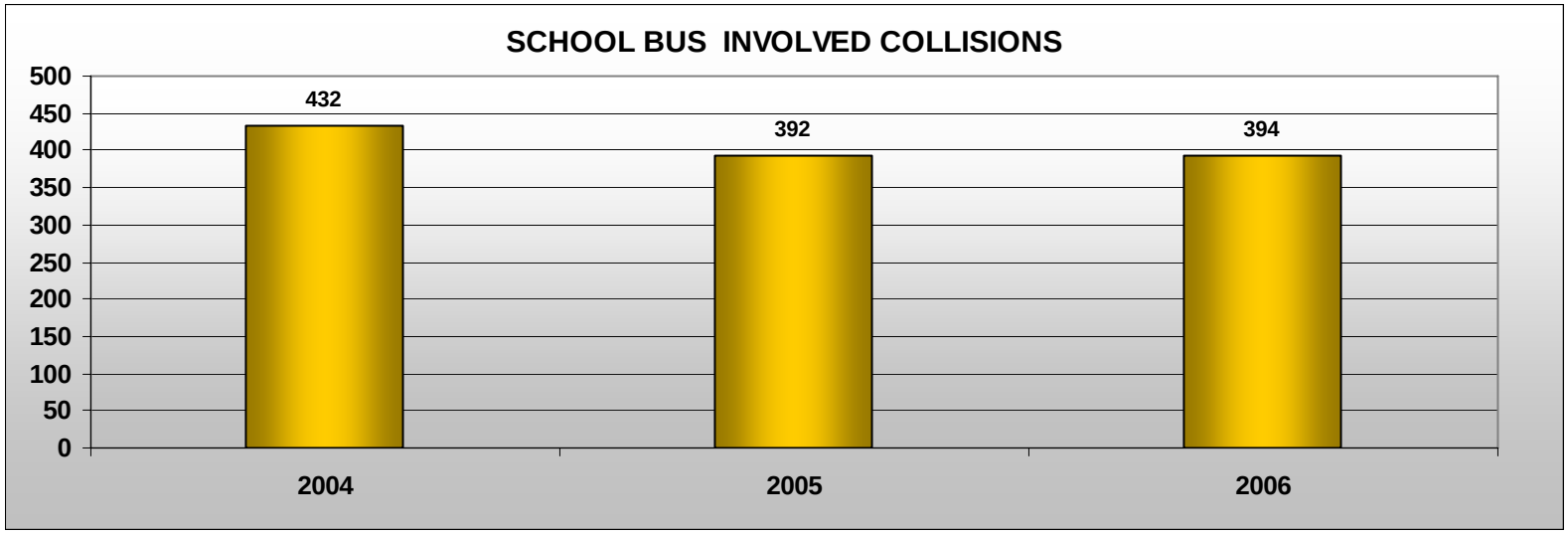
# …continued 2006 Heavy Truck Involved Collisions by City

| CITY | TOTAL HEAVY TRUCK INVOLVED COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF HEAVY TRUCKS INVOVLED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sammamish | 12 | 0 | 1 | 0 | 2 | 3 | 9 | 0 | 3 | 1 | 0 | 2 | 12 |
| SeaTac | 92 | 0 | 3 | 7 | 22 | 32 | 60 | 0 | 36 | 3 | 7 | 26 | 95 |
| Seattle | 1,384 | 6 | 21 | 59 | 225 | 305 | 1,073 | 6 | 411 | 23 | 68 | 320 | 1,467 |
| Sedro-Woolley | 7 | 0 | 0 | 2 | 0 | 2 | 5 | 0 | 3 | 0 | 2 | 1 | 7 |
| Selah | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Sequim | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| Shelton | 11 | 0 | 0 | 0 | 3 | 3 | 8 | 0 | 3 | 0 | 0 | 3 | 11 |
| Shoreline | 46 | 0 | 0 | 1 | 13 | 14 | 32 | 0 | 20 | 0 | 1 | 19 | 50 |
| Snohomish | 15 | 0 | 0 | 0 | 6 | 6 | 9 | 0 | 6 | 0 | 0 | 6 | 15 |
| Snoqualmie | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| South Bend | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| South Cle Elum | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Spokane | 271 | 1 | 2 | 20 | 46 | 68 | 202 | 1 | 83 | 2 | 24 | 57 | 275 |
| Spokane Valley | 83 | 0 | 1 | 7 | 20 | 28 | 55 | 0 | 38 | 1 | 10 | 27 | 85 |
| Stanwood | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Steilacoom | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Stevenson | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Sultan | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| Sumner | 34 | 0 | 0 | 5 | 7 | 12 | 22 | 0 | 18 | 0 | 6 | 12 | 37 |
| Sunnyside | 5 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 2 | 0 | 1 | 1 | 5 |
| Tacoma | 426 | 3 | 2 | 27 | 83 | 112 | 311 | 3 | 164 | 4 | 32 | 128 | 444 |
| Tenino | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Tonasket | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| Toppenish | 7 | 0 | 0 | 0 | 2 | 2 | 5 | 0 | 2 | 0 | 0 | 2 | 7 |
| Tukwila | 163 | 0 | 4 | 15 | 31 | 50 | 113 | 0 | 80 | 4 | 21 | 55 | 172 |
| Tumwater | 45 | 0 | 0 | 5 | 11 | 16 | 29 | 0 | 23 | 0 | 7 | 16 | 45 |
| Union Gap | 7 | 0 | 0 | 1 | 2 | 3 | 4 | 0 | 3 | 0 | 1 | 2 | 8 |
| University Place | 7 | 0 | 0 | 0 | 2 | 2 | 5 | 0 | 2 | 0 | 0 | 2 | 7 |
| Vancouver | 158 | 0 | 1 | 14 | 27 | 42 | 116 | 0 | 55 | 1 | 16 | 38 | 164 |
| Walla Walla | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 20 |
| Wapato | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Warden | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| Washougal | 14 | 0 | 0 | 0 | 1 | 1 | 13 | 0 | 1 | 0 | 0 | 1 | 14 |
| Wenatchee | 28 | 0 | 0 | 0 | 5 | 5 | 23 | 0 | 5 | 0 | 0 | 5 | 28 |
| Westport | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| West Richland | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| Winlock | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Winthrop | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Woodinville | 18 | 0 | 0 | 0 | 2 | 2 | 16 | 0 | 2 | 0 | 0 | 2 | 19 |
| Woodland | 6 | 0 | 0 | 1 | 1 | 2 | 4 | 0 | 3 | 0 | 1 | 2 | 6 |
| Yacolt | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Yakima | 92 | 2 | 2 | 7 | 11 | 20 | 70 | 2 | 30 | 2 | 11 | 17 | 94 |
| Yarrow Point | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Yelm | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Zillah | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| City Total | 6,165 | 26 | 74 | 374 | 1,070 | 1,518 | 4,621 | 26 | 2,071 | 90 | 458 | 1,523 | 6,432 |
| NA (Not in City) | 2,385 | 51 | 55 | 322 | 370 | 747 | 1,587 | 55 | 1,074 | 73 | 417 | 584 | 2,518 |
| Grand Total | 8,550 | 77 | 129 | 696 | 1,440 | 2,265 | 6,208 | 81 | 3,145 | 163 | 875 | 2,107 | 8,950 |

## 2004 – 2006 School Bus Involved Collisions
**(3 year comparison)**


Collisions involving school buses declined by 9% from 2004 to 2006. No fatalities occurred in these collisions in 2006, and about three-fourths did not result with injuries.

| YEAR | TOTAL SCHOOL BUS INVOLVED COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF SCHOOL BUSES INVOVLED | NUMBER OF PEDESTRIANS INVOLVED | NUMBER OF PEDALCYCLISTS INVOLVED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2004 | 432 | 2 | 3 | 35 | 68 | 106 | 324 | 2 | 198 | 4 | 43 | 151 | 434 | 4 | 5 |
| 2005 | 392 | 3 | 4 | 32 | 60 | 96 | 293 | 3 | 170 | 5 | 36 | 129 | 394 | 7 | 6 |
| 2006 | 394 | 0 | 5 | 30 | 66 | 101 | 293 | 0 | 200 | 5 | 35 | 160 | 396 | 8 | 1 |
| Total | 1,218 | 5 | 12 | 97 | 194 | 303 | 910 | 5 | 568 | 14 | 114 | 440 | 1,224 | 19 | 12 |



## 2006 School Bus Involved Collisions by County

Just over three in ten 2006 school bus involved collisions occurred in King County, and another one in six happened in Pierce County.

| COUNTY | TOTAL COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF SCHOOL BUSES INVOVLED | NUMBER OF PEDESTRIANS INVOLVED | NUMBER OF PEDALCYCLISTS INVOLVED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Asotin | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Benton | 8 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 1 | 1 | 0 | 0 | 8 | 0 | 0 |
| Chelan | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 |
| Clallam | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 |
| Clark | 25 | 0 | 0 | 3 | 2 | 5 | 20 | 0 | 10 | 0 | 3 | 7 | 25 | 1 | 0 |
| Cowlitz | 8 | 0 | 0 | 1 | 3 | 4 | 4 | 0 | 11 | 0 | 1 | 10 | 8 | 0 | 0 |
| Douglas | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 0 |
| Franklin | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 8 | 0 | 0 | 8 | 3 | 0 | 0 |
| Grant | 4 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 |
| Grays Harbor | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Island | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Jefferson | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 |
| King | 119 | 0 | 1 | 8 | 22 | 31 | 88 | 0 | 42 | 1 | 8 | 33 | 120 | 2 | 1 |
| Kitsap | 12 | 0 | 0 | 1 | 1 | 2 | 10 | 0 | 2 | 0 | 1 | 1 | 12 | 0 | 0 |
| Kittitas | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 |
| Klickitat | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Lewis | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Lincoln | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Mason | 6 | 0 | 0 | 3 | 1 | 4 | 2 | 0 | 15 | 0 | 4 | 11 | 6 | 1 | 0 |
| Okanogan | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 9 | 0 | 1 | 8 | 3 | 0 | 0 |
| Pacific | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 |
| Pend Oreille | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pierce | 63 | 0 | 2 | 7 | 11 | 20 | 43 | 0 | 36 | 2 | 8 | 26 | 63 | 2 | 0 |
| Skagit | 7 | 0 | 0 | 0 | 3 | 3 | 4 | 0 | 3 | 0 | 0 | 3 | 7 | 0 | 0 |
| Snohomish | 49 | 0 | 0 | 0 | 5 | 5 | 44 | 0 | 6 | 0 | 0 | 6 | 49 | 0 | 0 |
| Spokane | 31 | 0 | 0 | 3 | 7 | 10 | 21 | 0 | 29 | 0 | 5 | 24 | 32 | 2 | 0 |
| Stevens | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Thurston | 14 | 0 | 0 | 1 | 5 | 6 | 8 | 0 | 11 | 0 | 1 | 10 | 14 | 0 | 0 |
| Walla Walla | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Whatcom | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Yakima | 7 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 6 | 0 | 0 | 6 | 7 | 0 | 0 |
| Total | 394 | 0 | 5 | 30 | 66 | 101 | 293 | 0 | 200 | 5 | 35 | 160 | 396 | 8 | 1 |

## 2006 School Bus Involved Collisions by City

Just under two-thirds of school bus involved collisions occurred within city limits. More than one in five of these city involved collisions happened in Seattle.

| CITY | TOTAL SCHOOL BUS INVOLVED COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF SCHOOL BUSES INVOVLED | NUMBER OF PEDESTRIANS INVOLVED | NUMBER OF PEDALCYCLISTS INVOLVED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Aberdeen | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Algona | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Asotin | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Auburn | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Bainbridge Island | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Battle Ground | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Bellevue | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 |
| Bellingham | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Bothell | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Bremerton | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Brewster | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Burlington | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 |
| Camas | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Carnation | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 |
| Centralia | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Chehalis | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Cheney | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| College Place | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Des Moines | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| East Wenatchee | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Eatonville | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 |
| Edmonds | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Ellensburg | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Everett | 5 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 0 |
| Federal Way | 5 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 2 | 0 | 1 | 1 | 5 | 1 | 0 |
| Fife | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Gig Harbor | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Issaquah | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Kenmore | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Kennewick | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Kent | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| Kirkland | 4 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 |
| Lacey | 3 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 0 |
| La Conner | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Lake Stevens | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Lakewood | 6 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 0 |
| Latah | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 9 | 0 | 3 | 6 | 1 | 0 | 0 |

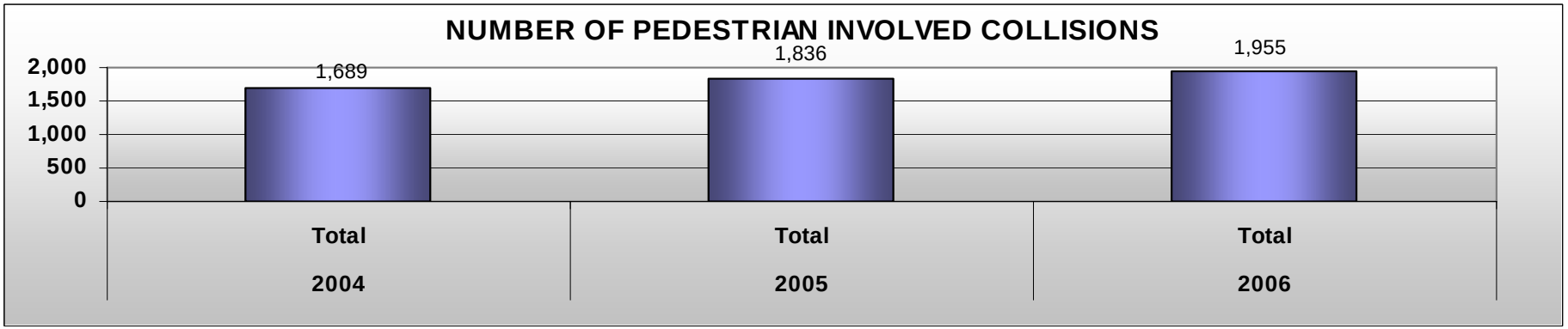
# …continued 2006 School Bus Involved Collisions by City

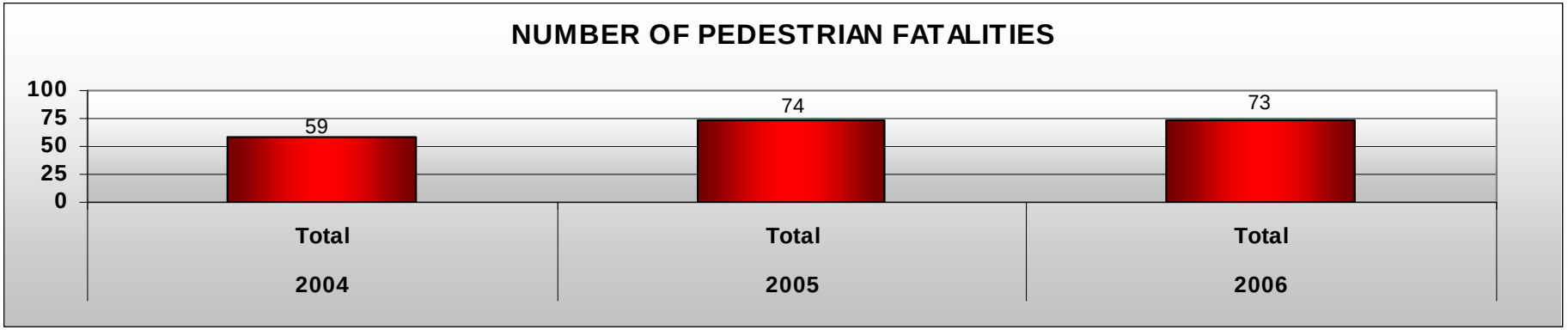
| CITY | TOTAL SCHOOL BUS INVOLVED COLLISIONS | FATAL COLLISIONS | DISABLING INJURY COLLISIONS | EVIDENT INJURY COLLISIONS | POSSIBLE INJURY COLLISIONS | TOTAL INJURY COLLISIONS | PROPERTY DAMAGE ONLY COLLISIONS | NUMBER OF FATALITIES | NUMBER OF INJURIES | NUMBER OF DISABLING INJURIES | NUMBER OF EVIDENT INJURIES | NUMBER OF POSSIBLE INJURIES | NUMBER OF SCHOOL BUSES INVOVLED | NUMBER OF PEDESTRIANS INVOLVED | NUMBER OF PEDALCYCLISTS INVOLVED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Longview | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 |
| Lynnwood | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Maple Valley | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 |
| Marysville | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Mill Creek | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 |
| Milton | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 |
| Monroe | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Moses Lake | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 |
| Mountlake Terrace | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 |
| Mount Vernon | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Oak Harbor | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Olympia | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Omak | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Pasco | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 8 | 0 | 0 | 8 | 3 | 0 | 0 |
| Port Angeles | 3 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 |
| Puyallup | 8 | 0 | 0 | 1 | 2 | 3 | 5 | 0 | 7 | 0 | 1 | 6 | 8 | 1 | 0 |
| Redmond | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Renton | 6 | 0 | 0 | 1 | 1 | 2 | 4 | 0 | 4 | 0 | 1 | 3 | 6 | 0 | 0 |
| Richland | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Sammamish | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 |
| Seattle | 56 | 0 | 0 | 2 | 6 | 8 | 48 | 0 | 10 | 0 | 2 | 8 | 57 | 0 | 1 |
| Sedro-Woolley | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Shelton | 2 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 1 | 0 |
| Shoreline | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| Snohomish | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Snoqualmie | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Spokane | 19 | 0 | 0 | 1 | 4 | 5 | 14 | 0 | 5 | 0 | 1 | 4 | 19 | 2 | 0 |
| Spokane Valley | 3 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 |
| Stanwood | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Sultan | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Tacoma | 18 | 0 | 0 | 2 | 4 | 6 | 12 | 0 | 14 | 0 | 3 | 11 | 18 | 0 | 0 |
| Tukwila | 4 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 |
| Tumwater | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| University Place | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 1 | 1 | 1 | 2 | 0 | 0 |
| Vancouver | 8 | 0 | 0 | 1 | 2 | 3 | 5 | 0 | 6 | 0 | 1 | 5 | 8 | 1 | 0 |
| Walla Walla | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Washougal | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Wenatchee | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Yakima | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| City Total | 258 | 0 | 2 | 19 | 39 | 60 | 198 | 0 | 101 | 2 | 22 | 77 | 259 | 8 | 1 |
| NA (Not in City) | 136 | 0 | 3 | 11 | 27 | 41 | 95 | 0 | 99 | 3 | 13 | 83 | 137 | 0 | 0 |
| Grand Total | 394 | 0 | 5 | 30 | 66 | 101 | 293 | 0 | 200 | 5 | 35 | 160 | 396 | 8 | 1 |

# Pedestrian Involved Collisions

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

| YEAR | NUMBER OF PEDESTRIAN INVOLVED COLLISIONS | NUMBER OF PEDESTRIANS | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDESTRIAN FATALITIES | NUMBER OF PEDESTRIAN DISABLING INJURIES | NUMBER OF PEDESTRIAN EVIDENT INJURIES | NUMBER OF PEDESTRIAN POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| 2004 | 1,689 | 1,788 | 1,837 | 59 | 255 | 753 | 658 |
| 2005 | 1,836 | 1,926 | 1,961 | 74 | 261 | 805 | 726 |
| 2006 | 1,955 | 2,048 | 2,083 | 73 | 320 | 812 | 777 |
| Total | 5,480 | 5,762 | 5,881 | 206 | 836 | 2,370 | 2,161 |

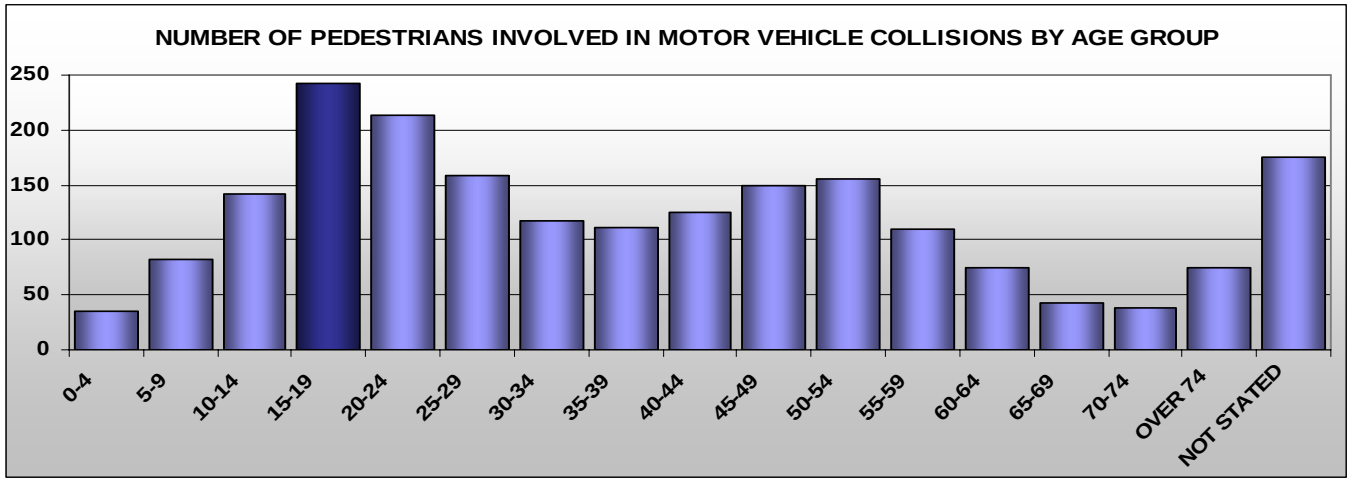



**Based on Pedestrian Status of Person on Foot, Non-Motorist on Personal Conveyance (see glossary for details), Motorized and Non-Motorized Wheelchair.*

From 2004 to 2006, pedestrian involved collisions increased by 16% – while fatalities increased by 24%. Likewise, disabling injuries to pedestrians increased by 25% during this same period.

## 2006 *Pedestrian Involved Collisions by Age and Gender



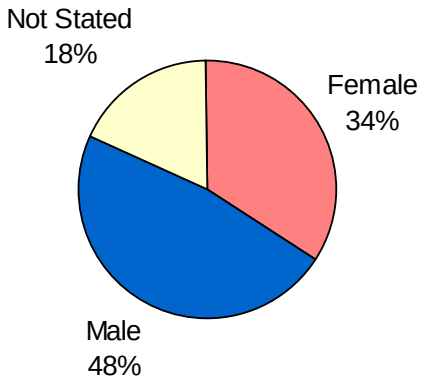

Nearly six in every ten pedestrians involved in collisions were male and two-thirds of those were fatally injured. About 60% of pedestrians receiving disabling injuries were also males.

Unlike motor vehicle occupant fatalities and injuries, which are typically skewed toward younger age groups, about half of pedestrian deaths and a third of pedestrian disabling injuries were to people ages 50 and over.

| AGE GROUP | NUMBER OF PEDESTRIANS | NUMBER OF PEDESTRIAN FATALITIES | NUMBER OF PEDESTRIAN DISABLING INJURIES | NUMBER OF PEDESTRIAN EVIDENT INJURIES | NUMBER OF PEDESTRIAN POSSIBLE INJURIES |
|---|---|---|---|---|---|
| 0-4 | 35 | 1 | 3 | 20 | 6 |
| 5-9 | 83 | 0 | 15 | 42 | 22 |
| 10-14 | 142 | 2 | 27 | 68 | 43 |
| 15-19 | 242 | 1 | 32 | 110 | 90 |
| 20-24 | 214 | 8 | 24 | 86 | 88 |
| 25-29 | 158 | 4 | 18 | 62 | 72 |
| 30-34 | 118 | 4 | 21 | 43 | 49 |
| 35-39 | 111 | 3 | 10 | 39 | 59 |
| 40-44 | 125 | 6 | 24 | 44 | 46 |
| 45-49 | 150 | 8 | 29 | 53 | 57 |
| 50-54 | 156 | 10 | 22 | 53 | 70 |
| 55-59 | 110 | 8 | 21 | 46 | 33 |
| 60-64 | 74 | 7 | 16 | 24 | 25 |
| 65-69 | 42 | 2 | 6 | 20 | 13 |
| 70-74 | 38 | 1 | 11 | 14 | 11 |
| OVER 74 | 74 | 8 | 16 | 25 | 23 |
| NOT STATED | 176 | 0 | 25 | 63 | 70 |
| TOTAL | 2,048 | 73 | 320 | 812 | 777 |

| GENDER | NUMBER OF PEDESTRIANS | NUMBER OF PEDESTRIAN FATALITIES | NUMBER OF PEDESTRIAN DISABLING INJURIES | NUMBER OF PEDESTRIAN EVIDENT INJURIES | NUMBER OF PEDESTRIAN POSSIBLE INJURIES |
|---|---|---|---|---|---|
| FEMALE | 697 | 24 | 106 | 271 | 276 |
| MALE | 974 | 49 | 161 | 387 | 348 |
| NOT STATED | 377 | 0 | 53 | 154 | 153 |
| TOTAL | 2,048 | 73 | 320 | 812 | 777 |

**PEDESTRIANS INVOLVED IN MOTOR VEHICLE COLLISIONS**




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

# 2006 *Pedestrian vs. Driver; Leading Contributing Circumstances

## Motor Vehicle Driver **Contributing Circumstances in:

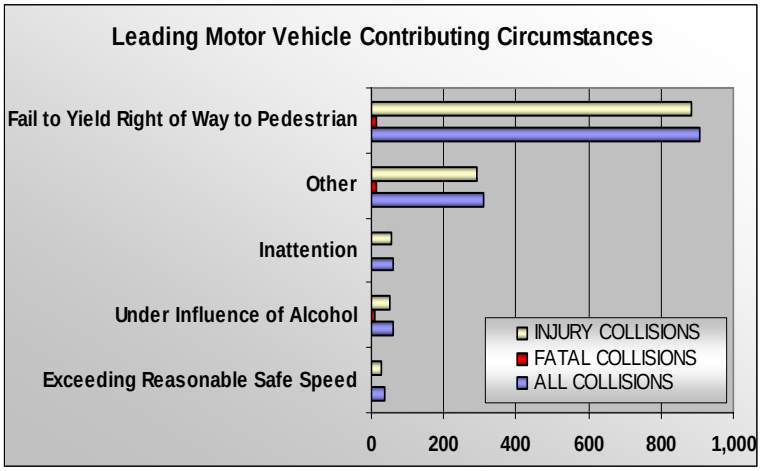
| | ALL COLLISIONS | FATAL COLLISIONS | INJURY COLLISIONS |
|---|---|---|---|
| Fail to Yield Right of Way to Pedestrian | 907 | 14 | 883 |
| Other | 312 | 12 | 292 |
| Inattention | 59 | 2 | 57 |
| Under Influence of Alcohol | 58 | 7 | 50 |
| Exceeding Reasonable Safe Speed | 35 | 3 | 29 |
| Disregard Stop and Go Light | 31 | 0 | 29 |
| Driver Distractions Outside Vehicle | 26 | 0 | 26 |
| Improper Backing | 24 | 0 | 24 |
| Unknown Driver Distraction | 19 | 2 | 17 |
| Exceeding Stated Speed Limit | 15 | 4 | 11 |
| Operating Defective Equipment | 13 | 1 | 11 |
| Driver Interacting with Passengers, Animals | 11 | 1 | 9 |
| Did Not Grant Right of Way to Vehicle | 3 | 0 | 3 |
| Driver Operating Handheld Telecommunication Device | 10 | 0 | 9 |
| Under Influence of Drugs | 10 | 4 | 5 |
| Improper Turn | 10 | 0 | 10 |
| Disregard Stop Sign - Flashing Red | 10 | 0 | 10 |
| Improper Passing | 6 | 1 | 5 |
| Improper U-Turn | 6 | 0 | 6 |
| Improper Parking Location | 4 | 0 | 4 |
| Over Center Line | 3 | 0 | 3 |
| Other Driver Distractions Inside Vehicle | 3 | 0 | 3 |
| Headlight Violation | 2 | 0 | 2 |
| Apparently Fatigued | 2 | 0 | 2 |
| Driver Adjusting Audio or Entertainment System | 2 | 1 | 0 |
| Driver Reading or Writing | 2 | 0 | 2 |
| Apparently Asleep | 2 | 1 | 1 |
| Driver Operating Other Electronic Device | 1 | 0 | 1 |
| Disregard Yield Sign - Flashing Yellow | 1 | 0 | 1 |
| Disreguard Flagger - Officer | 1 | 0 | 1 |
| Follow Too Closely | 1 | 0 | 1 |
| Driver Eating or Drinking | 1 | 0 | 0 |

## *Pedestrian **Contributing Circumstances in:

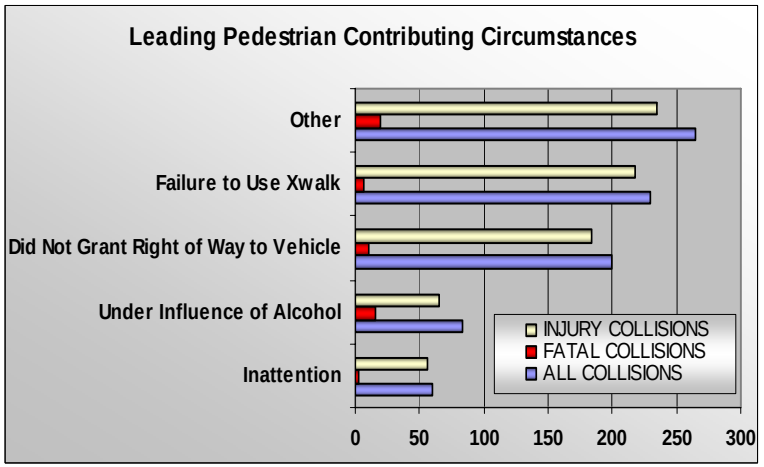
| | ALL COLLISIONS | FATAL COLLISIONS | INJURY COLLISIONS |
|---|---|---|---|
| Other | 265 | 19 | 235 |
| Failure to Use Xwalk | 230 | 6 | 218 |
| Did Not Grant Right of Way to Vehicle | 200 | 11 | 184 |
| Under Influence of Alcohol | 83 | 16 | 65 |
| Inattention | 60 | 3 | 56 |
| Disregard Stop and Go Light | 50 | 3 | 45 |
| On Wrong Side Of Road | 9 | 0 | 9 |
| Disregard Stop Sign - Flashing Red | 4 | 0 | 4 |
| Had Taken Medication | 2 | 0 | 2 |
| Under Influence of Drugs | 1 | 0 | 1 |

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

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



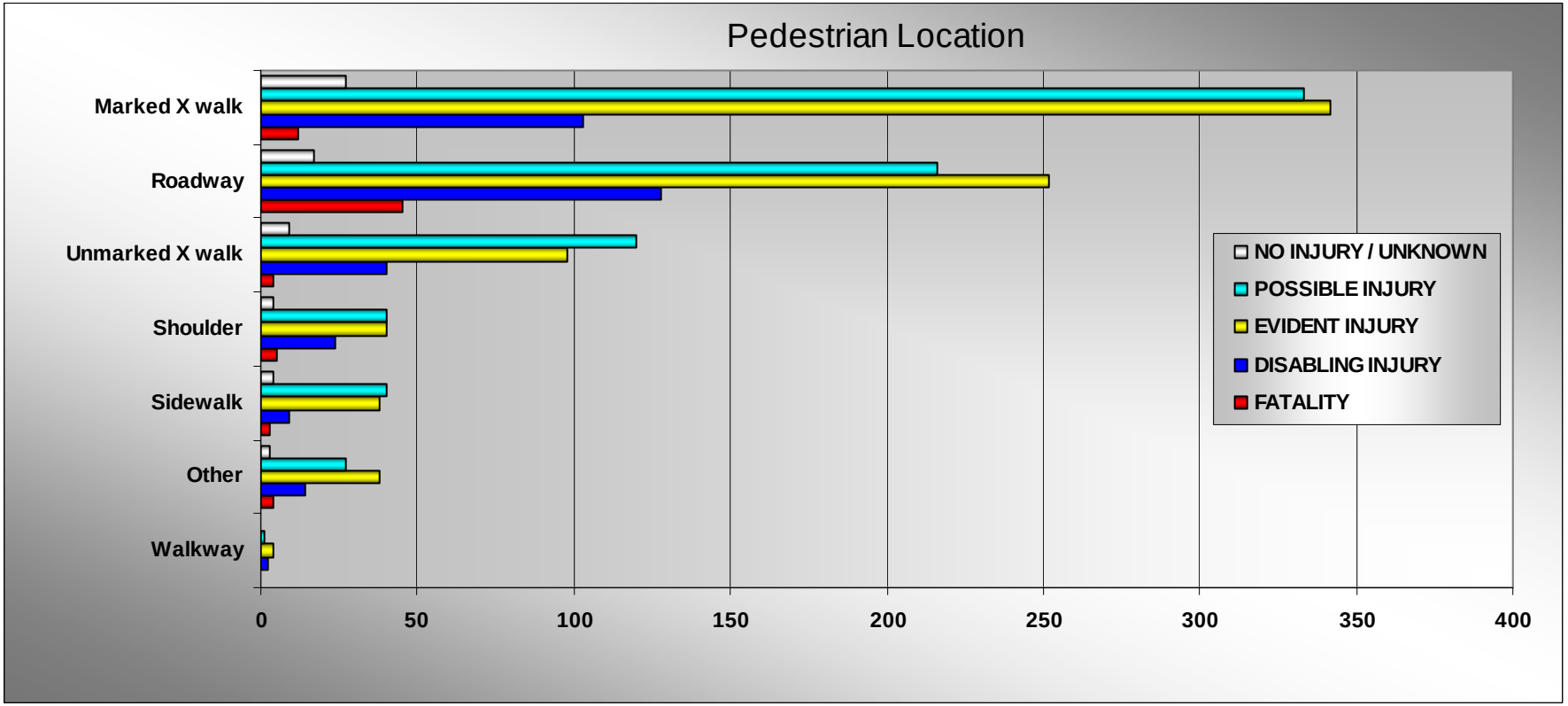

Failure to yield right of way to pedestrians was the leading contributing circumstance in all pedestrian involved collisions (57%) and 59% of injury collisions. About 7% of drivers in pedestrian collisions were inattentive or distracted, and just over 4% were under the influence of alcohol or drugs. On the other hand, the major pedestrian contributing circumstances to collisions were failure to use crosswalks (25.4%), failure to grant the right-of-way to vehicles (22.1%), being under the influence of alcohol or drugs (9.3%), inattention (6.6%) and disregarding traffic signs/signals (5.9%).



## 2006 *Pedestrian Location (Pedestrian Was Using)

| PEDESTRIAN WAS USING | FATALITIES | DISABLING INJURIES | EVIDENT INJURIES | POSSIBLE INJURIES | NO INJURIES / UNKNOWN | TOTAL PEDESTRIANS |
|---|---|---|---|---|---|---|
| Marked X walk | 12 | 103 | 342 | 333 | 29 | 819 |
| Roadway | 45 | 128 | 252 | 216 | 17 | 658 |
| Unmarked X walk | 4 | 40 | 98 | 120 | 9 | 271 |
| Shoulder | 5 | 24 | 40 | 40 | 4 | 113 |
| Sidewalk | 3 | 9 | 38 | 40 | 4 | 94 |
| Other | 4 | 14 | 38 | 27 | 3 | 86 |
| Walkway | 0 | 2 | 4 | 1 | 0 | 7 |
| TOTAL | 73 | 320 | 812 | 777 | 66 | 2,048 |

Over half of all pedestrians involved in collisions were using crosswalks when they were struck – four in ten pedestrians were using marked crosswalks, and over one in ten were using unmarked (but legal) crosswalks. Nearly 5% of pedestrians were using sidewalks or other walkways, and another 6% were on roadway shoulders. On the other hand, nearly one-third of pedestrians were in the roadway (not in crosswalks) when struck.




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

## 2006 *Pedestrian Involved Collisions by County

| COUNTY | NUMBER OF PEDESTRIAN INVOLVED COLLISIONS | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDESTRIANS INVOLVED | NUMBER OF PEDESTRIAN FATALITIES | NUMBER OF PEDESTRIAN DISABLING INJURIES | NUMBER OF PEDESTRIAN EVIDENT INJURIES | NUMBER OF PEDESTRIAN POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| King | 914 | 977 | 956 | 23 | 156 | 357 | 392 |
| Pierce | 208 | 224 | 220 | 13 | 36 | 75 | 88 |
| Snohomish | 194 | 201 | 199 | 10 | 22 | 88 | 70 |
| Spokane | 150 | 153 | 158 | 3 | 22 | 69 | 61 |
| Clark | 76 | 83 | 80 | 5 | 14 | 34 | 25 |
| Yakima | 51 | 55 | 55 | 4 | 6 | 27 | 14 |
| Thurston | 50 | 55 | 52 | 1 | 11 | 15 | 25 |
| Whatcom | 47 | 49 | 47 | 1 | 5 | 24 | 15 |
| Kitsap | 30 | 34 | 32 | 1 | 3 | 13 | 13 |
| Grays Harbor | 26 | 30 | 28 | 0 | 6 | 11 | 11 |
| Skagit | 21 | 21 | 21 | 1 | 0 | 12 | 7 |
| Cowlitz | 21 | 23 | 21 | 3 | 3 | 8 | 7 |
| Benton | 21 | 21 | 24 | 2 | 3 | 10 | 7 |
| Chelan | 20 | 23 | 24 | 1 | 5 | 8 | 10 |
| Walla Walla | 18 | 19 | 18 | 0 | 7 | 9 | 2 |
| Clallam | 16 | 19 | 18 | 2 | 3 | 7 | 4 |
| Mason | 15 | 15 | 15 | 0 | 2 | 5 | 8 |
| Lewis | 12 | 13 | 12 | 2 | 3 | 4 | 3 |
| Kittitas | 11 | 14 | 13 | 0 | 3 | 7 | 2 |
| Grant | 10 | 10 | 10 | 1 | 3 | 4 | 2 |
| Island | 7 | 7 | 7 | 0 | 1 | 6 | 0 |
| Whitman | 7 | 7 | 7 | 0 | 0 | 2 | 5 |
| Franklin | 7 | 7 | 8 | 0 | 1 | 5 | 2 |
| Okanogan | 5 | 5 | 5 | 0 | 1 | 3 | 1 |
| Pacific | 4 | 4 | 4 | 0 | 2 | 0 | 1 |
| Adams | 3 | 3 | 3 | 0 | 1 | 2 | 0 |
| Jefferson | 3 | 3 | 3 | 0 | 0 | 2 | 1 |
| Stevens | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Klickitat | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| Pend Oreille | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Asotin | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Lincoln | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| San Juan | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Douglas | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Skamania | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 1,955 | 2,083 | 2,048 | 73 | 320 | 812 | 777 |

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

Pedestrian collisions and injuries are highly concentrated by geographic area. Almost half (46.8%) of all 2006 pedestrian involved collisions happened in King County, and over two-thirds happened in King, Pierce, and Snohomish Counties. Likewise, 63% of pedestrian fatalities and 67% of pedestrian disabling injuries occurred in those same three counties.

## 2006 *Pedestrian Involved Collisions by City

More than four times as many pedestrian collisions happened in Seattle as in the city with the second-highest number of pedestrian collisions, Spokane.

| CITY | NUMBER OF PEDESTRIAN INVOLVED COLLISIONS | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDESTRIANS | NUMBER OF PEDESTRIAN FATALITIES | NUMBER OF PEDESTRIAN DISABLING INJURIES | NUMBER OF PEDESTRIAN EVIDENT INJURIES | NUMBER OF PEDESTRIAN POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| Seattle | 553 | 591 | 577 | 10 | 90 | 218 | 242 |
| Spokane | 116 | 119 | 124 | 1 | 17 | 52 | 51 |
| Tacoma | 110 | 121 | 114 | 3 | 15 | 38 | 52 |
| Everett | 74 | 76 | 75 | 5 | 4 | 36 | 27 |
| Kent | 50 | 53 | 52 | 1 | 5 | 18 | 27 |
| Vancouver | 46 | 49 | 48 | 0 | 7 | 23 | 17 |
| Federal Way | 42 | 47 | 43 | 0 | 5 | 14 | 23 |
| Bellevue | 36 | 36 | 38 | 0 | 8 | 19 | 10 |
| Bellingham | 34 | 34 | 34 | 1 | 2 | 15 | 15 |
| Yakima | 31 | 33 | 33 | 2 | 3 | 18 | 8 |
| Spokane Valley | 27 | 27 | 27 | 1 | 3 | 15 | 8 |
| Lynnwood | 25 | 25 | 25 | 0 | 4 | 10 | 10 |
| Renton | 24 | 24 | 30 | 1 | 3 | 11 | 14 |
| Puyallup | 23 | 23 | 23 | 2 | 4 | 7 | 9 |
| Olympia | 22 | 22 | 23 | 0 | 5 | 6 | 12 |
| Auburn | 20 | 21 | 22 | 1 | 5 | 8 | 6 |
| Burien | 19 | 21 | 19 | 0 | 1 | 9 | 8 |
| Shoreline | 17 | 17 | 17 | 2 | 6 | 1 | 7 |
| SeaTac | 17 | 19 | 17 | 0 | 3 | 4 | 9 |
| Wenatchee | 16 | 16 | 19 | 1 | 2 | 6 | 10 |
| Edmonds | 16 | 16 | 16 | 0 | 4 | 8 | 4 |
| Walla Walla | 16 | 17 | 16 | 0 | 6 | 8 | 2 |
| Tukwila | 15 | 19 | 15 | 2 | 1 | 9 | 3 |
| Lakewood | 14 | 15 | 14 | 2 | 1 | 6 | 5 |
| Kirkland | 14 | 16 | 16 | 0 | 5 | 7 | 4 |
| Lacey | 12 | 13 | 12 | 1 | 2 | 5 | 4 |
| Aberdeen | 12 | 12 | 12 | 0 | 0 | 5 | 7 |
| Shelton | 12 | 12 | 12 | 0 | 1 | 4 | 7 |

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

## …continued 2006 *Pedestrian Involved Collisions by City

| CITY | NUMBER OF PEDESTRIAN INVOLVED COLLISIONS | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDESTRIANS | NUMBER OF PEDESTRIAN FATALITIES | NUMBER OF PEDESTRIAN DISABLING INJURIES | NUMBER OF PEDESTRIAN EVIDENT INJURIES | NUMBER OF PEDESTRIAN POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| Bothell | 11 | 13 | 11 | 1 | 4 | 4 | 2 |
| Mount Vernon | 11 | 11 | 11 | 0 | 0 | 8 | 2 |
| Bremerton | 11 | 12 | 11 | 0 | 2 | 3 | 5 |
| Redmond | 11 | 11 | 11 | 1 | 3 | 5 | 2 |
| Kennewick | 10 | 10 | 12 | 1 | 1 | 6 | 3 |
| Richland | 10 | 10 | 11 | 1 | 2 | 4 | 3 |
| Longview | 10 | 12 | 10 | 2 | 1 | 4 | 3 |
| Arlington | 8 | 9 | 10 | 1 | 1 | 4 | 4 |
| Mountlake Terrace | 8 | 8 | 8 | 0 | 0 | 2 | 5 |
| Mukilteo | 8 | 8 | 8 | 0 | 4 | 1 | 3 |
| Pasco | 7 | 7 | 8 | 0 | 1 | 5 | 2 |
| Moses Lake | 7 | 7 | 7 | 1 | 2 | 2 | 2 |
| Port Angeles | 7 | 7 | 7 | 1 | 1 | 3 | 2 |
| Covington | 7 | 7 | 7 | 0 | 1 | 2 | 4 |
| Ellensburg | 7 | 7 | 8 | 0 | 1 | 4 | 2 |
| Centralia | 7 | 7 | 7 | 1 | 2 | 3 | 1 |
| Tumwater | 6 | 8 | 7 | 0 | 1 | 1 | 5 |
| Sumner | 6 | 6 | 6 | 0 | 0 | 3 | 3 |
| Pullman | 6 | 6 | 6 | 0 | 0 | 1 | 5 |
| Marysville | 6 | 6 | 6 | 0 | 1 | 3 | 2 |
| Monroe | 6 | 6 | 6 | 1 | 0 | 3 | 2 |
| Kenmore | 5 | 5 | 5 | 0 | 2 | 2 | 1 |
| Woodland | 5 | 5 | 5 | 1 | 1 | 1 | 2 |
| Kelso | 5 | 5 | 5 | 0 | 1 | 2 | 2 |
| Oak Harbor | 5 | 5 | 5 | 0 | 0 | 5 | 0 |
| Issaquah | 4 | 4 | 4 | 0 | 1 | 2 | 1 |
| University Place | 4 | 4 | 4 | 0 | 1 | 2 | 1 |
| Burlington | 4 | 4 | 4 | 0 | 0 | 2 | 2 |
| Chehalis | 4 | 5 | 4 | 1 | 1 | 1 | 1 |

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

## …continued 2006 *Pedestrian Involved Collisions by City

| CITY | NUMBER OF PEDESTRIAN INVOLVED COLLISIONS | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDESTRIANS | NUMBER OF PEDESTRIAN FATALITIES | NUMBER OF PEDESTRIAN DISABLING INJURIES | NUMBER OF PEDESTRIAN EVIDENT INJURIES | NUMBER OF PEDESTRIAN POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| Hoquiam | 4 | 4 | 4 | 0 | 0 | 1 | 3 |
| Enumclaw | 4 | 4 | 4 | 0 | 0 | 3 | 1 |
| Des Moines | 4 | 4 | 4 | 0 | 1 | 2 | 1 |
| Woodinville | 4 | 4 | 4 | 0 | 0 | 3 | 1 |
| Mercer Island | 4 | 4 | 5 | 0 | 0 | 3 | 1 |
| Snohomish | 4 | 5 | 4 | 1 | 0 | 1 | 2 |
| Poulsbo | 4 | 4 | 6 | 0 | 0 | 4 | 1 |
| Sammamish | 3 | 3 | 3 | 0 | 2 | 1 | 0 |
| Yelm | 3 | 4 | 3 | 0 | 1 | 1 | 1 |
| Montesano | 3 | 3 | 3 | 0 | 1 | 1 | 1 |
| Selah | 3 | 3 | 3 | 0 | 0 | 3 | 0 |
| Mill Creek | 3 | 3 | 4 | 0 | 1 | 1 | 0 |
| Sequim | 3 | 3 | 3 | 0 | 1 | 2 | 0 |
| Ferndale | 3 | 3 | 3 | 0 | 0 | 3 | 0 |
| Sunnyside | 2 | 2 | 2 | 0 | 0 | 1 | 1 |
| Edgewood | 2 | 2 | 2 | 0 | 1 | 1 | 0 |
| Battle Ground | 2 | 2 | 3 | 0 | 0 | 0 | 2 |
| Leavenworth | 2 | 5 | 3 | 0 | 1 | 2 | 0 |
| Cheney | 2 | 2 | 2 | 0 | 0 | 2 | 0 |
| Bonney Lake | 2 | 2 | 2 | 0 | 0 | 1 | 1 |
| Steilacoom | 2 | 2 | 2 | 0 | 2 | 0 | 0 |
| Bainbridge Island | 2 | 2 | 2 | 0 | 0 | 1 | 1 |
| Lynden | 2 | 2 | 2 | 0 | 1 | 1 | 0 |
| Port Townsend | 2 | 2 | 2 | 0 | 0 | 1 | 1 |
| Stanwood | 2 | 2 | 2 | 0 | 0 | 2 | 0 |
| Medina | 2 | 2 | 2 | 0 | 1 | 0 | 1 |
| Washougal | 2 | 2 | 2 | 0 | 0 | 0 | 2 |
| Buckley | 2 | 2 | 2 | 0 | 1 | 0 | 1 |
| Omak | 2 | 2 | 2 | 0 | 0 | 1 | 1 |

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

## …continued 2006 *Pedestrian Involved Collisions by City

| CITY | NUMBER OF PEDESTRIAN INVOLVED COLLISIONS | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDESTRIANS | NUMBER OF PEDESTRIAN FATALITIES | NUMBER OF PEDESTRIAN DISABLING INJURIES | NUMBER OF PEDESTRIAN EVIDENT INJURIES | NUMBER OF PEDESTRIAN POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| Quincy | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Maple Valley | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Mabton | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| McCleary | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Chelan | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| La Center | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Othello | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Prosser | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Long Beach | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| North Bend | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Raymond | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| Cle Elum | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Toppenish | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Friday Harbor | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Milton | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Kalama | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Zillah | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| East Wenatchee | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Winthrop | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Eatonville | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Snoqualmie | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Lake Forest Park | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Tieton | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Port Orchard | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Morton | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Moxee | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Fircrest | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Twisp | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

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

## …continued 2006 *Pedestrian Involved Collisions by City

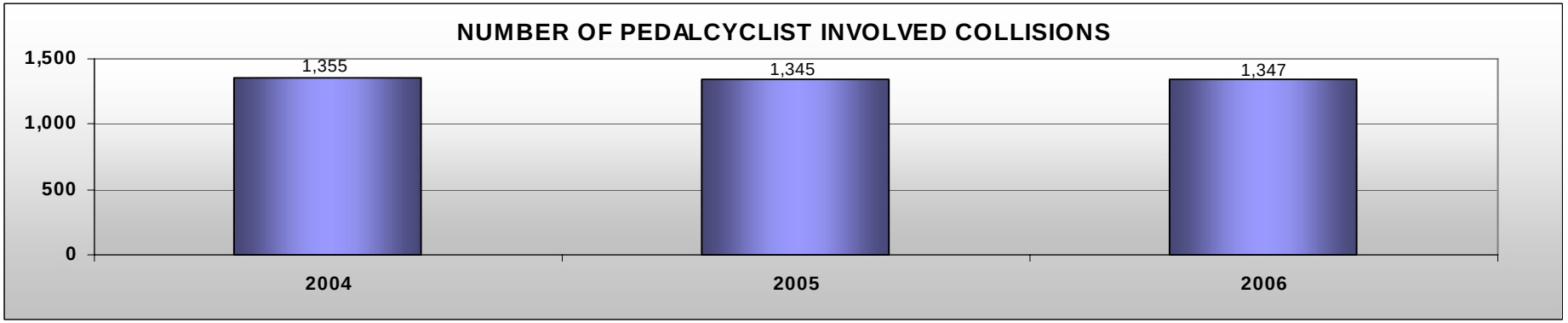
| CITY | NUMBER OF PEDESTRIAN INVOLVED COLLISIONS | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDESTRIANS | NUMBER OF PEDESTRIAN FATALITIES | NUMBER OF PEDESTRIAN DISABLING INJURIES | NUMBER OF PEDESTRIAN EVIDENT INJURIES | NUMBER OF PEDESTRIAN POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| Normandy Park | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Gig Harbor | 1 | 3 | 1 | 0 | 0 | 0 | 1 |
| Clarkston | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Sedro-Woolley | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| College Place | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Forks | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Elma | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Warden | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Newport | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| White Salmon | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| Wilbur | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Camas | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Airway Heights | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Colfax | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Pacific | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Wapato | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Anacortes | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Carnation | 1 | 1 | 1 | 0 | 0 | 0 | 1 |

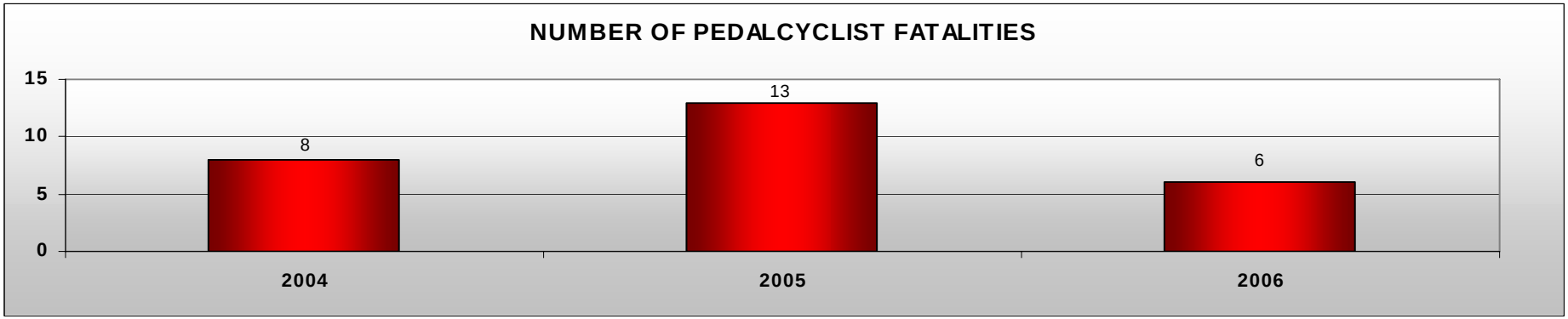
**Based on Pedestrian Status of Person on Foot, Non-Motorist on Personal Conveyance (see glossary for details), Motorized and Non-Motorized Wheelchair.*

# Pedalcyclist Involved Collisions

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

| YEAR | NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS | NUMBER OF PEDALCYCLISTS INVOLVED | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDALCYCLIST FATALITIES | NUMBER OF PEDALCYCLIST DISABLING INJURIES | NUMBER OF PEDALCYCLIST EVIDENT INJURIES | NUMBER OF PEDALCYCLIST POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| 2004 | 1,355 | 1,376 | 1,370 | 8 | 105 | 732 | 428 |
| 2005 | 1,345 | 1,368 | 1,357 | 13 | 115 | 720 | 429 |
| 2006 | 1,347 | 1,374 | 1,359 | 6 | 123 | 708 | 427 |
| Total | 4,047 | 4,118 | 4,086 | 27 | 343 | 2,160 | 1,284 |

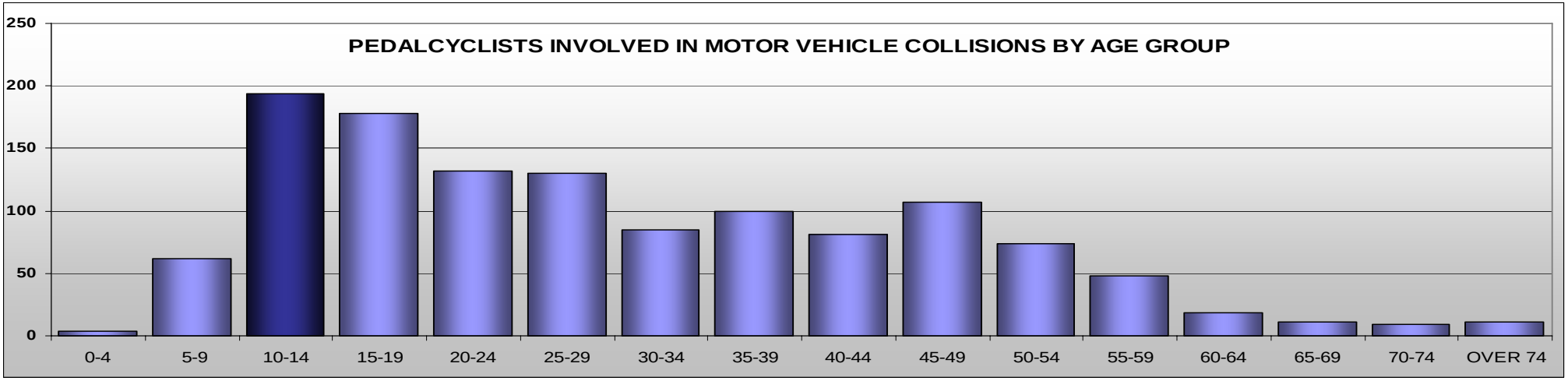



**Based on Pedalcyclist status of bicycle, tricycle and unicycle*

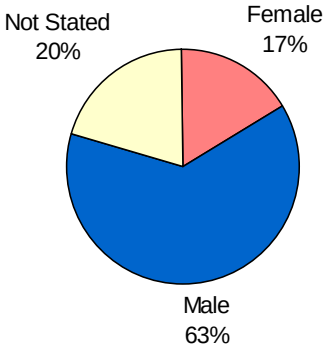
In 2006, 1,347 collisions involving pedalcyclists happened in Washington, a slight increase from 2005 (1,345) and a modest decline from 2004 (1,355). Of these collisions, 6 pedalcyclists were fatally injured (0.44%), 123 received disabling injuries (9%), 1,135 received minor injuries (83%), and 115 were uninjured (8%).

## 2006 *Pedalcyclist Involved Collisions by Age and Gender




| AGE | NUMBER OF PEDALCYCLISTS | NUMBER OF PEDALCYCLIST FATALITIES | NUMBER OF PEDALCYCLIST DISABLING INJURIES | NUMBER OF PEDALCYCLIST EVIDENT INJURIES | NUMBER OF PEDALCYCLIST POSSIBLE INJURIES |
|---|---|---|---|---|---|
| 0-4 | 4 | 0 | 0 | 2 | 0 |
| 5-9 | 62 | 0 | 8 | 35 | 18 |
| 10-14 | 194 | 0 | 19 | 108 | 54 |
| 15-19 | 178 | 0 | 11 | 106 | 52 |
| 20-24 | 132 | 0 | 10 | 69 | 47 |
| 25-29 | 130 | 1 | 5 | 72 | 40 |
| 30-34 | 85 | 0 | 10 | 41 | 26 |
| 35-39 | 100 | 0 | 12 | 48 | 34 |
| 40-44 | 81 | 0 | 8 | 38 | 30 |
| 45-49 | 107 | 1 | 12 | 51 | 37 |
| 50-54 | 74 | 0 | 5 | 43 | 19 |
| 55-59 | 48 | 3 | 8 | 17 | 18 |
| 60-64 | 18 | 0 | 2 | 10 | 4 |
| 65-69 | 11 | 0 | 2 | 4 | 5 |
| 70-74 | 9 | 0 | 1 | 6 | 2 |
| OVER 74 | 11 | 1 | 2 | 3 | 3 |
| NOT STATED | 130 | 0 | 8 | 55 | 38 |
| TOTAL | 1,374 | 6 | 123 | 708 | 427 |

**PEDALCYCLISTS INVOLVED IN MOTOR VEHICLE COLLISIONS**




| GENDER | NUMBER OF PEDALCYCLISTS | NUMBER OF PEDALCYCLIST FATALITIES | NUMBER OF PEDALCYCLIST DISABLING INJURIES | NUMBER OF PEDALCYCLIST EVIDENT INJURIES | NUMBER OF PEDALCYCLIST POSSIBLE INJURIES |
|---|---|---|---|---|---|
| FEMALE | 229 | 1 | 18 | 129 | 66 |
| MALE | 864 | 5 | 80 | 445 | 272 |
| NOT STATED | 281 | 0 | 25 | 134 | 89 |
| TOTAL | 1,374 | 6 | 123 | 708 | 427 |

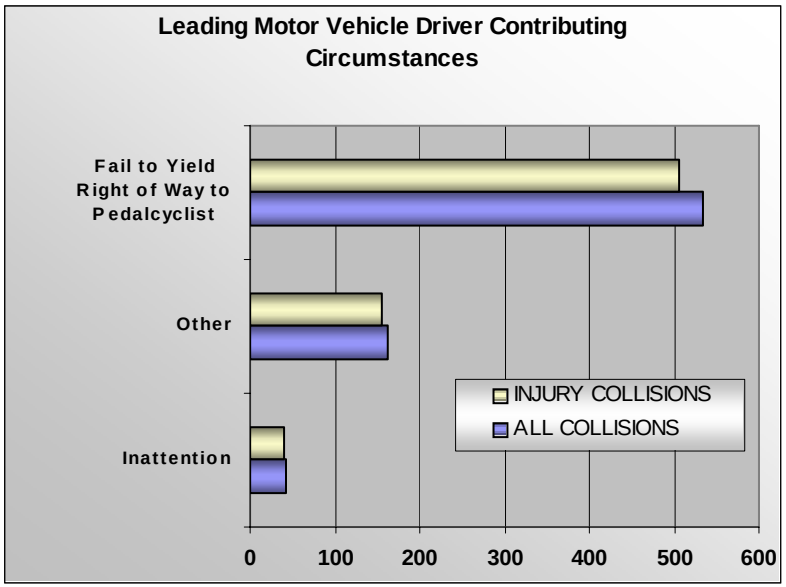
**Based on Pedalcyclist status of bicycle, tricycle and unicycle*

More pedalcyclists between ages 10 and 14 (194) were involved in collisions than cyclists in any other age group. Although every age group was represented in collisions, the majority of involved cyclists were younger than age 35. Cyclists between age 55 and 59 had more fatalities (3) than any other age group. Nearly eight of ten cyclists in collisions (79%) were males.

## 2006 *Pedalcyclist vs. Driver Contributing Circumstances

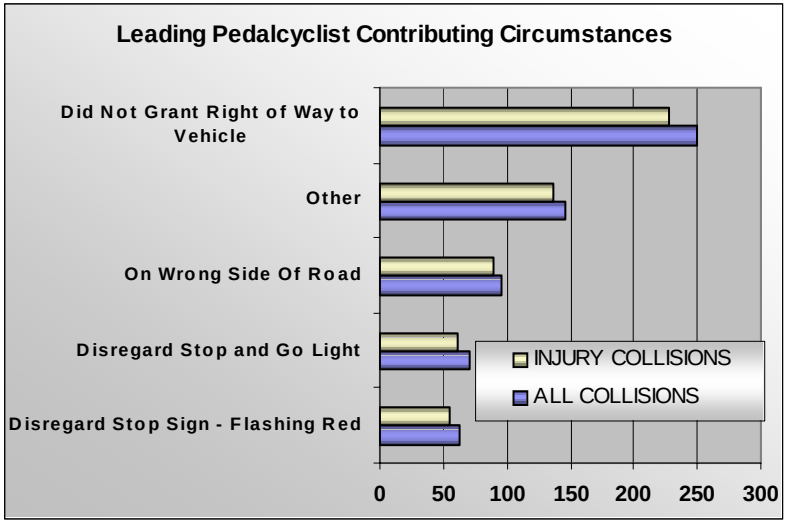
### Motor Vehicle Driver **Contributing Circumstances in:

| | ALL COLLISIONS | FATAL COLLISIONS | INJURY COLLISIONS |
|---|---|---|---|
| Fail to Yield Right of Way to Pedalcyclis | 535 | 2 | 506 |
| Other | 163 | 1 | 155 |
| Inattention | 43 | 0 | 40 |
| Improper Turn | 15 | 0 | 14 |
| Disregard Stop and Go Light | 11 | 0 | 11 |
| Improper Passing | 10 | 0 | 8 |
| Under Influence of Alcohol | 10 | 0 | 10 |
| Driver Distractions Outside Vehicle | 9 | 0 | 9 |
| Disregard Stop Sign - Flashing Red | 8 | 0 | 7 |
| Exceeding Reasonable Safe Speed | 6 | 1 | 5 |




### *Pedalcyclist **Contributing Circumstances in:

| | ALL COLLISIONS | FATAL COLLISIONS | INJURY COLLISIONS |
|---|---|---|---|
| Did Not Grant Right of Way to Vehicle | 249 | 0 | 228 |
| Other | 146 | 1 | 136 |
| On Wrong Side Of Road | 96 | 0 | 90 |
| Disregard Stop and Go Light | 70 | 0 | 62 |
| Disregard Stop Sign - Flashing Red | 63 | 1 | 55 |
| Inattention | 54 | 0 | 54 |
| Headlight Violation | 25 | 0 | 24 |
| Exceeding Reasonable Safe Speed | 21 | 0 | 18 |
| Under Influence of Alcohol | 19 | 1 | 16 |
| Operating Defective Equipment | 10 | 0 | 10 |
| Follow Too Closely | 7 | 0 | 7 |

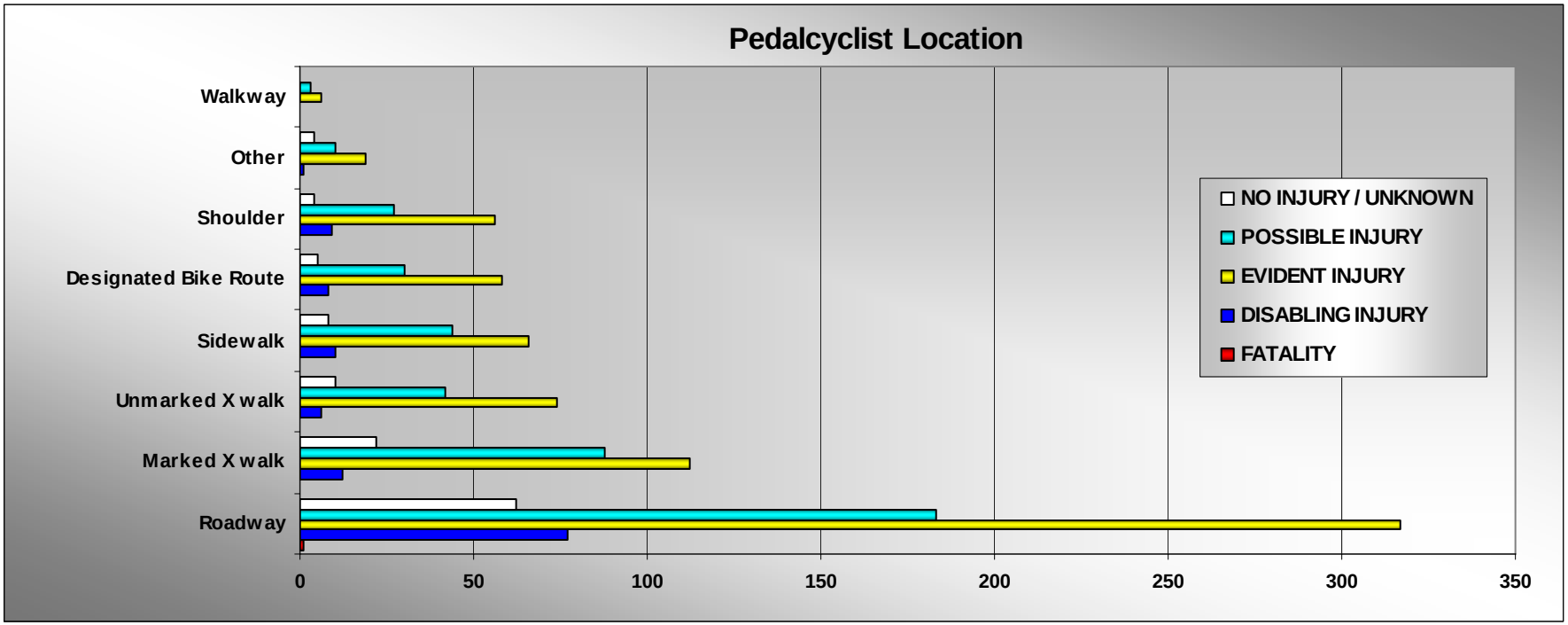



**Based on Pedalcyclist status of bicycle, tricycle and unicycle*
***Up to three contributing circumstances are possible per driver. It is important to remember that the attached listing does not represent the number of collisions, but rather lists the total number of contributing circumstances associated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

The most prevalent driver factors contributing to pedalcyclist collisions were failure to yield the right-of-way (to a cyclist) and inattention. The most prevalent cyclist factors contributing to collisions were failure to yield the right-of-way (to a vehicle), disregarding traffic signals/signs, and inattention.

## 2006 *Pedalcyclist Location (Pedalcyclist Was Using)

| PEDALCYCLIST WAS USING | FATALITIES | DISABLING INJURIES | EVIDENT INJURIES | POSSIBLE INJURIES | INJURIES / UNKNOWN | TOTAL PEDALCYCLIST |
|---|---|---|---|---|---|---|
| Roadway | 1 | 77 | 317 | 183 | 62 | 640 |
| Marked X walk | 0 | 12 | 112 | 88 | 22 | 234 |
| Unmarked X walk | 0 | 6 | 74 | 42 | 10 | 132 |
| Sidewalk | 0 | 10 | 66 | 44 | 8 | 128 |
| Designated Bike Route | 0 | 8 | 58 | 30 | 5 | 101 |
| Shoulder | 0 | 9 | 56 | 27 | 4 | 96 |
| Other | 0 | 1 | 19 | 10 | 4 | 34 |
| Walkway | 0 | 0 | 6 | 3 | 0 | 9 |
| TOTAL | 1 | 123 | 708 | 427 | 115 | 1,374 |




**Based on Pedalcyclist status of bicycle, tricycle and unicycle*

About three-fourths of pedalcyclists collisions were either in the roadway (47%) or in a marked or unmarked crosswalk (27%) when they were struck by a vehicle.

## 2006 *Pedalcyclist Involved Collisions by County

| COUNTY | NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS | NUMBER OF PEDALCYCLISTS | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDALCYCLIST FATALITIES | NUMBER OF PEDALCYCLIST DISABLING INJURIES | NUMBER OF PEDALCYCLIST EVIDENT INJURIES | NUMBER OF PEDALCYCLIST POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| King | 565 | 572 | 572 | 2 | 49 | 308 | 171 |
| Snohomish | 115 | 120 | 117 | 1 | 8 | 59 | 45 |
| Pierce | 112 | 114 | 113 | 0 | 13 | 48 | 47 |
| Clark | 91 | 92 | 91 | 1 | 5 | 49 | 26 |
| Spokane | 90 | 93 | 90 | 0 | 9 | 48 | 27 |
| Thurston | 72 | 73 | 72 | 0 | 3 | 30 | 34 |
| Whatcom | 42 | 42 | 42 | 0 | 4 | 17 | 16 |
| Yakima | 32 | 34 | 32 | 0 | 2 | 24 | 6 |
| Cowlitz | 30 | 31 | 30 | 0 | 2 | 20 | 8 |
| Kitsap | 27 | 27 | 27 | 0 | 4 | 12 | 6 |
| Benton | 24 | 26 | 26 | 0 | 4 | 13 | 5 |
| Skagit | 20 | 20 | 20 | 0 | 4 | 9 | 4 |
| Clallam | 17 | 17 | 17 | 0 | 3 | 10 | 2 |
| Grant | 16 | 16 | 16 | 1 | 3 | 9 | 3 |
| Walla Walla | 11 | 11 | 11 | 0 | 2 | 7 | 2 |
| Whitman | 11 | 11 | 11 | 0 | 1 | 6 | 4 |
| Chelan | 10 | 11 | 10 | 0 | 2 | 3 | 4 |
| Lewis | 10 | 10 | 10 | 0 | 0 | 7 | 3 |
| Kittitas | 8 | 8 | 8 | 0 | 1 | 5 | 2 |
| Franklin | 8 | 9 | 8 | 0 | 0 | 6 | 2 |
| Grays Harbor | 8 | 9 | 8 | 0 | 1 | 6 | 2 |
| Douglas | 5 | 5 | 5 | 0 | 1 | 2 | 1 |
| Island | 4 | 4 | 4 | 0 | 0 | 2 | 2 |
| Okanogan | 3 | 3 | 3 | 0 | 0 | 1 | 1 |
| Jefferson | 3 | 3 | 3 | 0 | 0 | 1 | 2 |
| Stevens | 3 | 3 | 3 | 0 | 0 | 2 | 0 |
| Adams | 2 | 2 | 2 | 0 | 0 | 1 | 1 |
| Asotin | 2 | 2 | 2 | 0 | 0 | 1 | 1 |
| Klickitat | 2 | 2 | 2 | 0 | 1 | 1 | 0 |
| Lincoln | 2 | 2 | 2 | 1 | 0 | 1 | 0 |
| Mason | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| Pacific | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Total | 1,347 | 1,374 | 1,359 | 6 | 123 | 708 | 427 |

**Based on Pedalcyclist status of bicycle, tricycle and unicycle*

More than half of all pedalcyclist involved collisions happened either in King or Snohomish Counties. Over three-fourths of such collisions occurred in King, Snohomish, Pierce, Clark, Spokane, or Thurston.

## 2006 *Pedalcyclist Involved Collisions by City

| CITY | NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS | NUMBER OF PEDALCYCLISTS | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDALCYCLIST FATALITIES | NUMBER OF PEDALCYCLIST DISABLING INJURIES | NUMBER OF PEDALCYCLIST EVIDENT INJURIES | NUMBER OF PEDALCYCLIST POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| Seattle | 331 | 335 | 336 | 2 | 30 | 172 | 105 |
| Spokane | 63 | 66 | 63 | 0 | 6 | 33 | 19 |
| Tacoma | 52 | 52 | 53 | 0 | 4 | 27 | 19 |
| Vancouver | 50 | 50 | 50 | 1 | 2 | 28 | 14 |
| Olympia | 39 | 39 | 39 | 0 | 0 | 18 | 18 |
| Everett | 37 | 38 | 37 | 1 | 1 | 17 | 15 |
| Bellingham | 33 | 33 | 33 | 0 | 3 | 14 | 12 |
| Bellevue | 25 | 25 | 25 | 0 | 2 | 17 | 5 |
| Auburn | 21 | 22 | 21 | 0 | 4 | 8 | 9 |
| Redmond | 20 | 20 | 20 | 0 | 1 | 14 | 4 |
| Longview | 19 | 20 | 19 | 0 | 1 | 14 | 4 |
| Lacey | 19 | 19 | 19 | 0 | 1 | 7 | 8 |
| Kirkland | 19 | 19 | 19 | 0 | 2 | 11 | 6 |
| Kent | 19 | 19 | 19 | 0 | 1 | 8 | 8 |
| Yakima | 18 | 19 | 18 | 0 | 0 | 12 | 5 |
| Federal Way | 16 | 16 | 16 | 0 | 0 | 11 | 4 |
| Mercer Island | 15 | 17 | 15 | 0 | 0 | 12 | 3 |
| Spokane Valley | 15 | 15 | 15 | 0 | 1 | 9 | 4 |
| Renton | 14 | 14 | 14 | 0 | 1 | 6 | 7 |
| Lynnwood | 14 | 16 | 15 | 0 | 1 | 7 | 7 |
| Lakewood | 12 | 12 | 12 | 0 | 3 | 4 | 4 |
| Kennewick | 11 | 11 | 11 | 0 | 0 | 8 | 1 |
| Issaquah | 11 | 11 | 11 | 0 | 0 | 8 | 2 |
| Tukwila | 10 | 10 | 11 | 0 | 3 | 2 | 1 |
| Pullman | 10 | 10 | 10 | 0 | 0 | 6 | 4 |
| Marysville | 10 | 10 | 10 | 0 | 0 | 4 | 6 |
| Puyallup | 9 | 9 | 9 | 0 | 0 | 2 | 6 |

**Based on Pedalcyclist status of bicycle, tricycle and unicycle*

Nearly a fourth (24.1%) of pedalcyclist involved collisions happened in Seattle. Over half (52.7%) occurred in Seattle, Spokane, Tacoma, Vancouver, Olympia, Everett, Bellingham, Bellevue, Auburn, and Redmond combined.

## …continued 2006 *Pedalcyclist Involved Collisions by City

| CITY | NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS | NUMBER OF PEDALCYCLISTS | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDALCYCLIST FATALITIES | NUMBER OF PEDALCYCLIST DISABLING INJURIES | NUMBER OF PEDALCYCLIST EVIDENT INJURIES | NUMBER OF PEDALCYCLIST POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| Richland | 9 | 9 | 11 | 0 | 2 | 2 | 4 |
| Port Angeles | 9 | 9 | 9 | 0 | 3 | 3 | 2 |
| Edmonds | 9 | 9 | 9 | 0 | 0 | 7 | 2 |
| Moses Lake | 9 | 9 | 9 | 1 | 1 | 5 | 2 |
| Ellensburg | 8 | 8 | 8 | 0 | 1 | 5 | 2 |
| Wenatchee | 8 | 8 | 8 | 0 | 1 | 2 | 4 |
| Pasco | 8 | 9 | 8 | 0 | 0 | 6 | 2 |
| Walla Walla | 8 | 8 | 8 | 0 | 2 | 4 | 2 |
| Bremerton | 7 | 7 | 7 | 0 | 0 | 4 | 3 |
| Mill Creek | 7 | 7 | 7 | 0 | 0 | 5 | 2 |
| Anacortes | 7 | 7 | 7 | 0 | 1 | 3 | 1 |
| Camas | 6 | 6 | 6 | 0 | 0 | 4 | 1 |
| Sequim | 6 | 6 | 6 | 0 | 0 | 5 | 0 |
| Burien | 6 | 6 | 6 | 0 | 0 | 4 | 2 |
| Bainbridge Islan | 6 | 6 | 6 | 0 | 2 | 2 | 0 |
| Shoreline | 5 | 5 | 5 | 0 | 0 | 3 | 2 |
| Mount Vernon | 5 | 5 | 5 | 0 | 0 | 3 | 2 |
| Monroe | 5 | 5 | 5 | 0 | 1 | 2 | 2 |
| Aberdeen | 4 | 5 | 4 | 0 | 1 | 4 | 0 |
| Covington | 4 | 4 | 4 | 0 | 1 | 1 | 2 |
| Gig Harbor | 4 | 4 | 4 | 0 | 0 | 2 | 2 |
| Toppenish | 4 | 4 | 4 | 0 | 0 | 4 | 0 |
| Kelso | 4 | 4 | 4 | 0 | 0 | 3 | 1 |
| Sedro-Woolley | 4 | 4 | 4 | 0 | 1 | 2 | 1 |
| Bonney Lake | 4 | 4 | 4 | 0 | 0 | 3 | 1 |
| Centralia | 4 | 4 | 4 | 0 | 0 | 2 | 2 |
| Bothell | 4 | 4 | 4 | 0 | 1 | 1 | 2 |
| Tumwater | 4 | 4 | 4 | 0 | 0 | 3 | 1 |
| Woodland | 4 | 4 | 4 | 0 | 0 | 3 | 1 |
| Woodinville | 3 | 3 | 3 | 0 | 0 | 3 | 0 |

**Based on Pedalcyclist status of bicycle, tricycle and unicycle*

## …continued 2006 *Pedalcyclist Involved Collisions by City

| CITY | NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS | NUMBER OF PEDALCYCLISTS | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDALCYCLIST FATALITIES | NUMBER OF PEDALCYCLIST DISABLING INJURIES | NUMBER OF PEDALCYCLIST EVIDENT INJURIES | NUMBER OF PEDALCYCLIST POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| Sammamish | 3 | 3 | 4 | 0 | 1 | 2 | 0 |
| Port Townsend | 3 | 3 | 3 | 0 | 0 | 1 | 2 |
| Hoquiam | 3 | 3 | 3 | 0 | 0 | 1 | 2 |
| SeaTac | 3 | 3 | 3 | 0 | 0 | 3 | 0 |
| East Wenatchee | 3 | 3 | 3 | 0 | 1 | 1 | 0 |
| Maple Valley | 3 | 3 | 3 | 0 | 0 | 2 | 0 |
| Mukilteo | 2 | 2 | 2 | 0 | 1 | 1 | 0 |
| Clarkston | 2 | 2 | 2 | 0 | 0 | 1 | 1 |
| Arlington | 2 | 2 | 2 | 0 | 0 | 1 | 1 |
| Chelan | 2 | 3 | 2 | 0 | 1 | 1 | 0 |
| Fife | 2 | 2 | 2 | 0 | 0 | 0 | 2 |
| Lake Forest Park | 2 | 2 | 2 | 0 | 0 | 2 | 0 |
| University Place | 2 | 2 | 2 | 0 | 0 | 2 | 0 |
| Ephrata | 2 | 2 | 2 | 0 | 0 | 2 | 0 |
| Burlington | 2 | 2 | 2 | 0 | 1 | 0 | 0 |
| Battle Ground | 2 | 2 | 2 | 0 | 0 | 0 | 2 |
| College Place | 2 | 2 | 2 | 0 | 0 | 2 | 0 |
| Union Gap | 2 | 3 | 2 | 0 | 0 | 3 | 0 |
| Chehalis | 2 | 2 | 2 | 0 | 0 | 2 | 0 |
| Lynden | 2 | 2 | 2 | 0 | 0 | 1 | 1 |
| Kenmore | 2 | 2 | 2 | 0 | 0 | 2 | 0 |
| Selah | 2 | 2 | 2 | 0 | 0 | 2 | 0 |
| Mountlake Terrace | 2 | 2 | 3 | 0 | 1 | 0 | 0 |
| Quincy | 2 | 2 | 2 | 0 | 1 | 0 | 1 |
| Brier | 1 | 2 | 1 | 0 | 0 | 0 | 1 |
| Normandy Park | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Oak Harbor | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Poulsbo | 1 | 1 | 1 | 0 | 1 | 0 | 0 |

**Based on Pedalcyclist status of bicycle, tricycle and unicycle*

## …continued 2006 *Pedalcyclist Involved Collisions by City

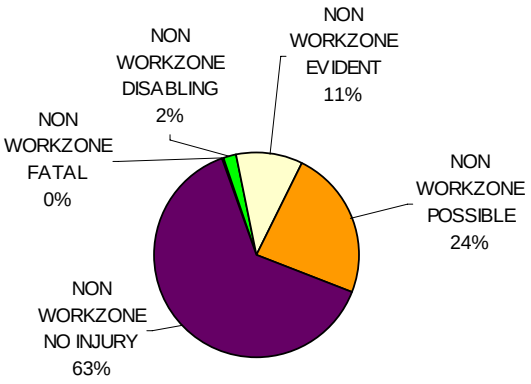
| CITY | NUMBER OF PEDALCYCLIST INVOLVED COLLISIONS | NUMBER OF PEDALCYCLISTS | NUMBER OF MOTOR VEHICLES INVOLVED | NUMBER OF PEDALCYCLIST FATALITIES | NUMBER OF PEDALCYCLIST DISABLING INJURIES | NUMBER OF PEDALCYCLIST EVIDENT INJURIES | NUMBER OF PEDALCYCLIST POSSIBLE INJURIES |
|---|---|---|---|---|---|---|---|
| Edgewood | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| White Salmon | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Chewelah | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Shelton | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| Des Moines | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Morton | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Goldendale | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Buckley | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Port Orchard | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Elma | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Sultan | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Granger | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Ferndale | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Carnation | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Darrington | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Wapato | 1 | 1 | 1 | 0 | 1 | 0 | 0 |
| Blaine | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Othello | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Granite Falls | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Black Diamond | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Brewster | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Davenport | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Fircrest | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Millwood | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Omak | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| Sunnyside | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| Sumner | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| Stanwood | 1 | 2 | 1 | 0 | 0 | 1 | 1 |
| Colville | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Snoqualmie | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Prosser | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Duvall | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| North Bend | 1 | 1 | 1 | 0 | 0 | 1 | 0 |

**Based on Pedalcyclist status of bicycle, tricycle and unicycle*

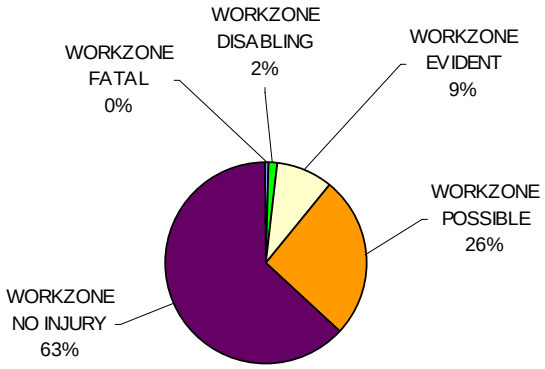
## Work Zone Collisions – 6 Year Comparison

### Work Zone vs. Non-Work Zone Collisions:

| | | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Average |
|---|---|---|---|---|---|---|---|---|
| FATAL COLLISIONS | NON WORKZONE | 567 | 577 | 534 | 509 | 569 | 565 | 554 |
| | WORKZONE | 12 | 9 | 5 | 2 | 11 | 10 | 8 |
| | Total | 579 | 586 | 539 | 511 | 580 | 575 | 562 |
| DISABLING INJURY COLLISIONS | NON WORKZONE | 2,812 | 2,622 | 2,276 | 2,285 | 2,375 | 2,454 | 2,471 |
| | WORKZONE | 39 | 25 | 24 | 23 | 30 | 37 | 30 |
| | Total | 2,851 | 2,647 | 2,300 | 2,308 | 2,405 | 2,491 | 2,500 |
| EVIDENT INJURY COLLISIONS | NON WORKZONE | 15,353 | 13,628 | 12,374 | 12,411 | 13,057 | 12,693 | 13,253 |
| | WORKZONE | 205 | 196 | 118 | 117 | 150 | 219 | 168 |
| | Total | 15,558 | 13,824 | 12,492 | 12,528 | 13,207 | 12,912 | 13,420 |
| POSSIBLE INJURY COLLISIONS | NON WORKZONE | 29,881 | 30,520 | 28,413 | 29,008 | 31,256 | 29,200 | 29,713 |
| | WORKZONE | 522 | 509 | 356 | 329 | 481 | 682 | 480 |
| | Total | 30,403 | 31,029 | 28,769 | 29,337 | 31,737 | 29,882 | 30,193 |
| NO INJURY COLLISIONS | NON WORKZONE | 75,868 | 77,256 | 76,476 | 79,636 | 85,468 | 84,190 | 79,816 |
| | WORKZONE | 1,171 | 1,194 | 939 | 791 | 1,102 | 1,781 | 1,163 |
| | Total | 77,039 | 78,450 | 77,415 | 80,427 | 86,570 | 85,971 | 80,979 |
| | NON WORKZONE TOTAL | 124,481 | 124,603 | 120,073 | 123,849 | 132,725 | 129,102 | 125,806 |
| | WORKZONE TOTAL | 1,949 | 1,933 | 1,442 | 1,262 | 1,774 | 2,729 | 1,848 |
| | GRAND TOTAL | 126,430 | 126,536 | 121,515 | 125,111 | 134,499 | 131,831 | 127,654 |




**Average of Non-Workzone Collisions 2001-2006**




**Average of Workzone Collisions 2001-2006**

The majority of total collisions (98.6%) are non-work zone related. Fatal work zone collisions have decreased by 16.7% since 2001 and disabling injuries have decreased by 5.1%. In contrast, evident, possible, and no injury collisions in work zones have all increased.

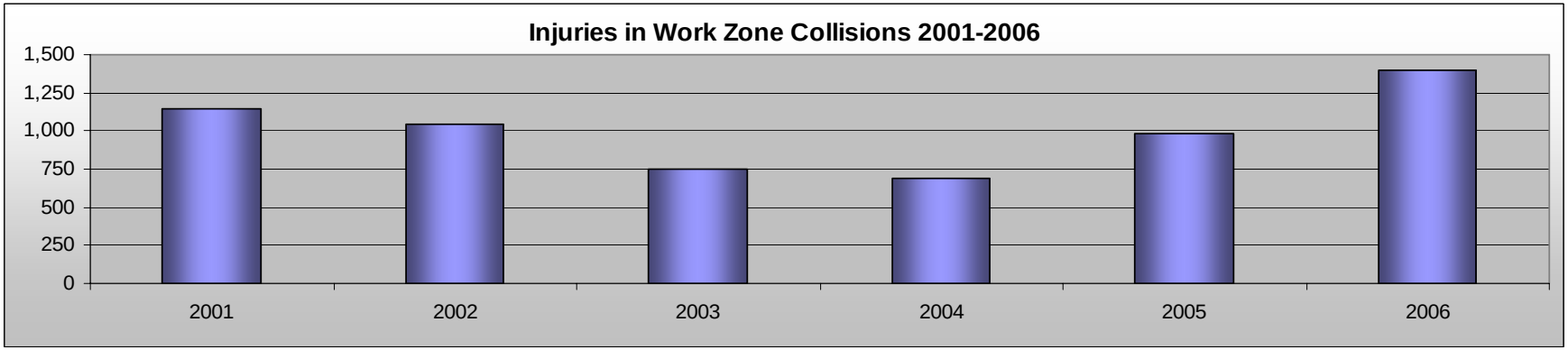
Non-work zone fatal, disabling, evident and possible injury collisions have decreased, while no-injury collisions have increased by 11%. The majority of collisions in work zone and non-work zone areas are no injury or possible injury collisions.

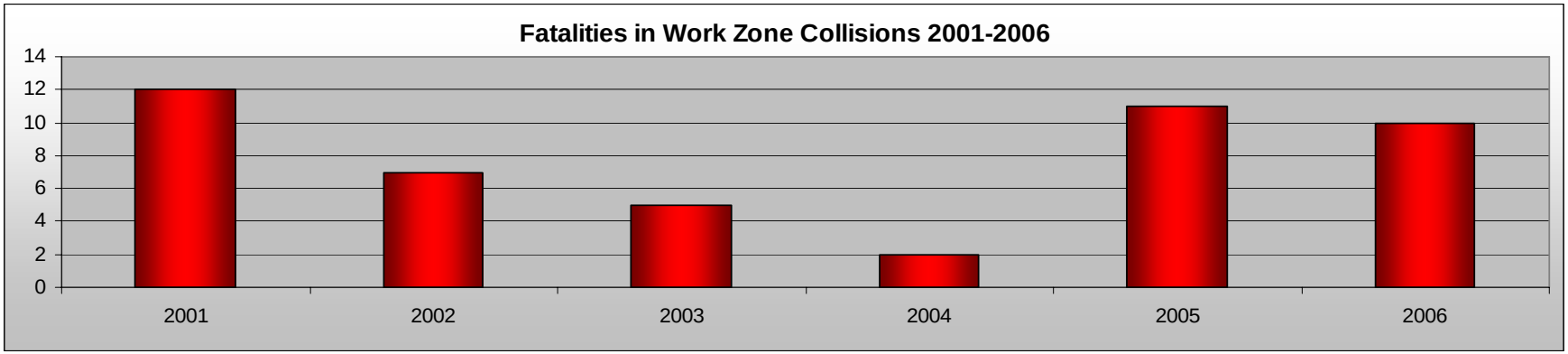
Only 0.4% of work zone collisions in 2006 were fatal.

# Fatalities or Injuries in Work Zone Collisions

| PERSON TYPE | 2001 | | 2002 | | 2003 | | 2004 | | 2005 | | 2006 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FATALITIES | INJURIES | FATALITIES | INJURIES | FATALITIES | INJURIES | FATALITIES | INJURIES | FATALITIES | INJURIES | FATALITIES | INJURIES |
| MOTOR VEHICLE DRIVER/PASSENGER (non worker) | 12 | 1,108 | 7 | 998 | 5 | 707 | 2 | 660 | 11 | 945 | 10 | 1,346 |
| *OTHER (excluding roadway worker/flagger) | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| PEDALCYCLISTS | 0 | 4 | 0 | 12 | 0 | 7 | 0 | 12 | 0 | 14 | 0 | 16 |
| *PEDESTRIANS | 0 | 16 | 0 | 18 | 0 | 15 | 0 | 9 | 1 | 7 | 0 | 22 |
| FLAGGER/ROADWAY WORKER (on foot or in vehicle) | 0 | 19 | 2 | 17 | 0 | 18 | 0 | 12 | 0 | 20 | 0 | 11 |
| TOTAL | 12 | 1,148 | 9 | 1,048 | 5 | 748 | 2 | 693 | 12 | 986 | 10 | 1,396 |

**See glossary for further definition*



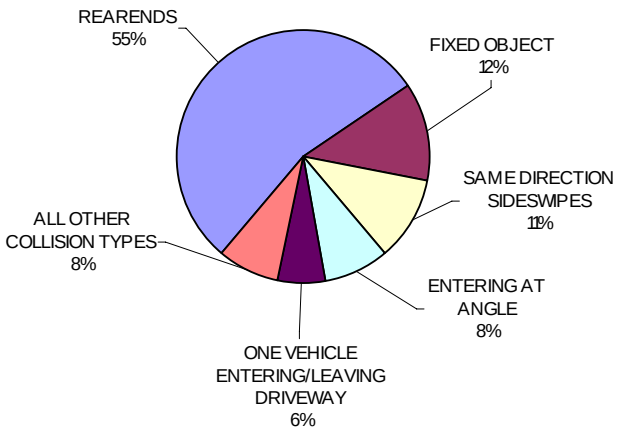

Injuries in work zone collisions have increased since 2001, by 21.6%, while fatalities have decreased by 16.7%. The majority of work zone fatalities and injuries are incurred by motor vehicle drivers and passengers (non-workers)- accounting for 96.4% of the total in 2006.

From 2001-2006, two flagger/roadway workers and one pedestrian were fatally injured in work zone collisions.

## Work Zone Collision Types

| COLLISION TYPE | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Average |
|---|---|---|---|---|---|---|---|
| REARENDS | 934 | 933 | 675 | 559 | 813 | 1,331 | 874.2 |
| FIXED OBJECT | 241 | 181 | 141 | 144 | 162 | 310 | 196.5 |
| SAME DIRECTION SIDESWIPES | 170 | 132 | 120 | 123 | 209 | 294 | 174.7 |
| ENTERING AT ANGLE | 154 | 159 | 107 | 81 | 116 | 181 | 133.0 |
| ONE VEHICLE ENTERING/LEAVING DRIVEWAY | 91 | 123 | 91 | 65 | 99 | 130 | 99.8 |
| ONE PARKED-ONE MOVING | 60 | 55 | 61 | 41 | 69 | 77 | 60.5 |
| SAME DIRECTION-ALL OTHERS | 49 | 64 | 28 | 58 | 49 | 102 | 58.3 |
| VEHICLE HITS OR STRUCK BY ROAD MACHINERY | 41 | 73 | 66 | 45 | 70 | 40 | 55.8 |
| OPPOSITE DIRECTION-ONE LEFT TURN-ONE STRAIGHT | 44 | 49 | 30 | 29 | 42 | 59 | 42.2 |
| VEHICLE OVERTURNS | 27 | 36 | 16 | 26 | 27 | 42 | 29.0 |
| PEDESTRIAN INVOLVED | 27 | 34 | 23 | 16 | 16 | 31 | 24.5 |
| OTHER OBJECT (NOT FIXED) | 23 | 16 | 13 | 9 | 14 | 15 | 15.0 |
| SAME DIRECTION-ONE RIGHT TURN-ONE STRAIGHT | 12 | 15 | 15 | 10 | 14 | 11 | 12.8 |
| OPPOSITE DIRECTION-ALL OTHERS | 9 | 13 | 10 | 9 | 12 | 16 | 11.5 |
| SAME DIRECTION-ONE LEFT TURN-ONE STRAIGHT | 15 | 7 | 5 | 11 | 10 | 15 | 10.5 |
| BICYCLE INVOLVED | 6 | 11 | 6 | 11 | 11 | 16 | 10.2 |
| OPPOSITE DIRECTION SIDESWIPES | 13 | 7 | 7 | 6 | 7 | 16 | 9.3 |
| ONE VEHICLE ENTERING/LEAVING PARKED POSITION | 8 | 5 | 8 | 2 | 11 | 12 | 7.7 |
| HEAD-ON | 10 | 7 | 6 | 9 | 6 | 8 | 7.7 |
| ALL OTHER NON-COLLISION | 7 | 7 | 6 | 5 | 5 | 8 | 6.3 |
| DOMESTIC/NON DOMESTIC ANIMAL | 1 | 0 | 4 | 1 | 6 | 10 | 3.7 |
| FIRE STARTED IN VEHICLE | 3 | 2 | 3 | 0 | 2 | 3 | 2.2 |
| OPPOSITE DIRECTION-ONE LEFT TURN-ONE RIGHT TURN | 2 | 2 | 1 | 1 | 1 | 0 | 1.2 |
| BREAKAGE OF ANY PART OF VEHICLE RESULTING IN INJURY OR IN FURTHER PROPERTY DAMAGE | 1 | 1 | 0 | 1 | 1 | 0 | 0.7 |
| PERSON FELL, JUMPED OR WAS PUSHED FROM VEHICLE | 1 | 1 | 0 | 0 | 0 | 1 | 0.5 |
| TRAIN INVOLVED | 0 | 0 | 0 | 0 | 1 | 1 | 0.3 |
| NOT STATED | 0 | 0 | 0 | 0 | 1 | 0 | 0.2 |

**Average of Leading Work Zone Collision Types 2001-2006**



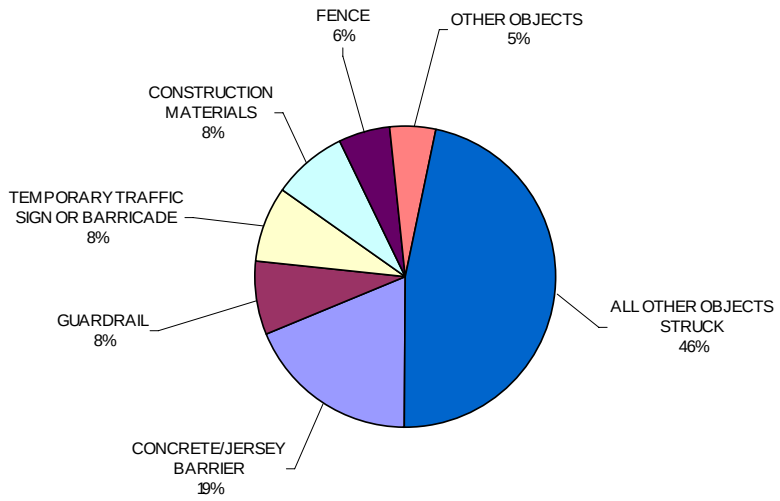

For all years, rear-end collisions were the most common work zone collision type, at 48%.

With the exception of 2005, the second most common collision type in work zones was hitting a fixed object. In 2005, the second most common type was a same direction sideswipe.

## Objects that were Struck in Work Zone Collisions

| OBJECTS STRUCK | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Average |
|---|---|---|---|---|---|---|---|
| CONCRETE/JERSEY BARRIER | 60 | 29 | 19 | 23 | 30 | 68 | 38 |
| GUARDRAIL | 18 | 7 | 16 | 11 | 8 | 41 | 17 |
| TEMPORARY TRAFFIC SIGN OR BARRICADE | 19 | 31 | 13 | 13 | 13 | 10 | 17 |
| CONSTRUCTION MATERIALS | 15 | 9 | 11 | 16 | 25 | 22 | 16 |
| FENCE | 12 | 10 | 13 | 10 | 4 | 19 | 11 |
| OTHER OBJECTS | 11 | 13 | 11 | 15 | 5 | 8 | 11 |
| ROADWAY DITCH | 6 | 10 | 14 | 9 | 8 | 15 | 10 |
| UTILITY POLE OR BOX | 9 | 5 | 8 | 9 | 12 | 9 | 9 |
| MISCELLANEOUS OBJECT OR DEBRIS ON ROAD | 7 | 9 | 9 | 2 | 9 | 14 | 8 |
| CURB, RAISED TRAFFIC ISLAND OR RAISED MEDIAN CURB | 12 | 9 | 5 | 4 | 9 | 10 | 8 |
| WOOD SIGN POST | 13 | 3 | 5 | 7 | 6 | 14 | 8 |
| TREE OR STUMP (STATIONARY) | 9 | 8 | 5 | 1 | 5 | 13 | 7 |
| EARTH BANK OR LEDGE | 7 | 15 | 2 | 2 | 0 | 14 | 7 |
| BRIDGE RAIL | 5 | 3 | 3 | 3 | 5 | 17 | 6 |
| STREET LIGHT POLE OR BASE | 5 | 4 | 3 | 1 | 3 | 15 | 5 |
| CRASH CUSHION-IMPACT ATTENUATOR | 3 | 2 | 5 | 6 | 9 | 3 | 5 |
| OVER EMBANKMENT-NO GUARDRAIL PRESENT | 3 | 5 | 2 | 6 | 3 | 2 | 4 |
| RETAINING WALL (CONCRETE, ROCK, BRICK, ETC.) | 6 | 4 | 4 | 1 | 2 | 3 | 3 |
| MANHOLE COVER | 3 | 3 | 1 | 1 | 2 | 2 | 2 |
| BUILDING | 0 | 4 | 1 | 2 | 1 | 3 | 2 |
| UNDERSIDE OF BRIDGE | 2 | 0 | 0 | 1 | 1 | 6 | 2 |
| ROCK BANK OR LEDGE | 2 | 1 | 2 | 2 | 0 | 2 | 2 |
| TRAFFIC SIGNAL POLE OR BOX | 2 | 3 | 0 | 0 | 1 | 3 | 2 |
| MAILBOX | 0 | 1 | 0 | 0 | 3 | 3 | 1 |
| FIRE HYDRANT | 1 | 1 | 1 | 1 | 2 | 0 | 1 |
| NOT STATED | 1 | 1 | 0 | 0 | 4 | 0 | 1 |
| BOULDER (STATIONARY) | 0 | 1 | 0 | 2 | 1 | 2 | 1 |
| MEDIAN CABLE BARRIER | 0 | 0 | 1 | 1 | 0 | 3 | 1 |
| METAL SIGN POST | 1 | 2 | 0 | 2 | 0 | 0 | 1 |
| CULVERT AND/OR OTHER APPURTENANCE IN DITCH | 2 | 0 | 0 | 0 | 3 | 0 | 1 |
| UTILITY BOX | 0 | 0 | 0 | 0 | 0 | 3 | 1 |
| FALLING ROCK OR TREE FELL ON VEHICLE (on the road) | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| BRIDGE ABUTMENT | 0 | 2 | 0 | 0 | 0 | 0 | 0 |

**Average of Leading Work Zone Objects Struck 2001-2006**

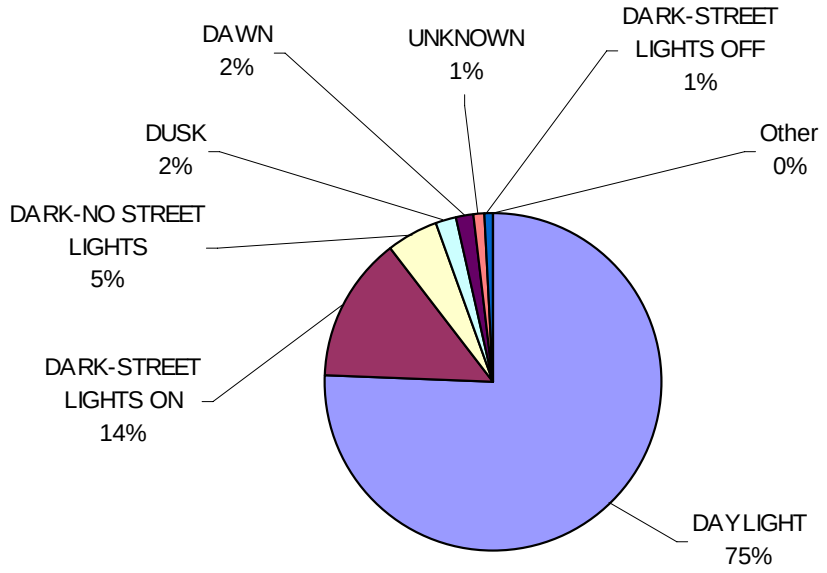



Except for 2002, the most common object struck for all years was a concrete or jersey barrier (19%).

Other common objects were guardrails, temporary traffic signs or barricades and construction materials, all at 8%.

## Work Zone Collisions by Light Conditions

| LIGHT CONDITIONS | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Average |
|---|---|---|---|---|---|---|---|
| DAYLIGHT | 1,489 | 1,514 | 1,122 | 966 | 1,324 | 1,956 | 1,395 |
| DARK-STREET LIGHTS ON | 251 | 234 | 184 | 160 | 263 | 451 | 257 |
| DARK-NO STREET LIGHTS | 97 | 83 | 66 | 68 | 82 | 165 | 94 |
| DUSK | 37 | 38 | 21 | 26 | 41 | 60 | 37 |
| DAWN | 32 | 28 | 23 | 18 | 29 | 48 | 30 |
| UNKNOWN | 26 | 24 | 15 | 10 | 21 | 21 | 20 |
| DARK-STREET LIGHTS OFF | 17 | 11 | 8 | 11 | 13 | 26 | 14 |
| OTHER | 0 | 1 | 3 | 3 | 1 | 2 | 2 |
| TOTAL | 1,949 | 1,933 | 1,442 | 1,262 | 1,774 | 2,729 | 1,848 |

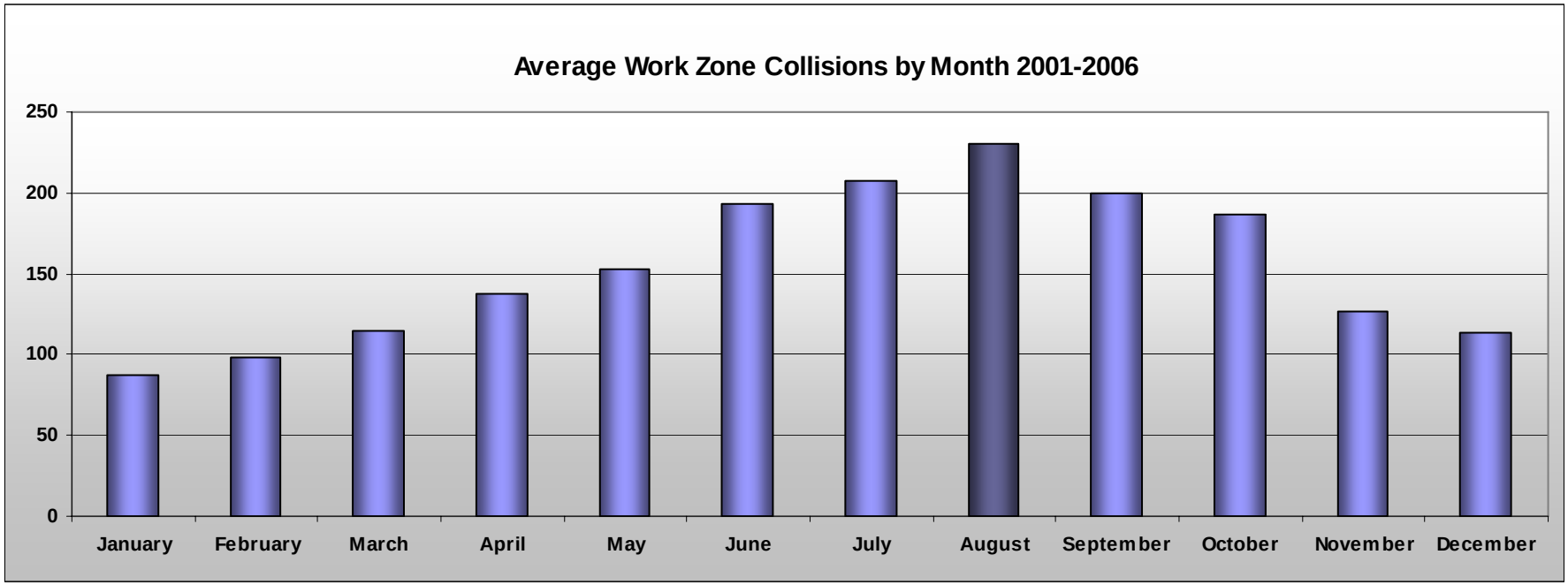



**Average of Work Zone Collisions by Light Conditions 2001-2006**

The majority (75%) of work zone collisions occurred in daylight, and another 14% in the dark, with lighted streets.

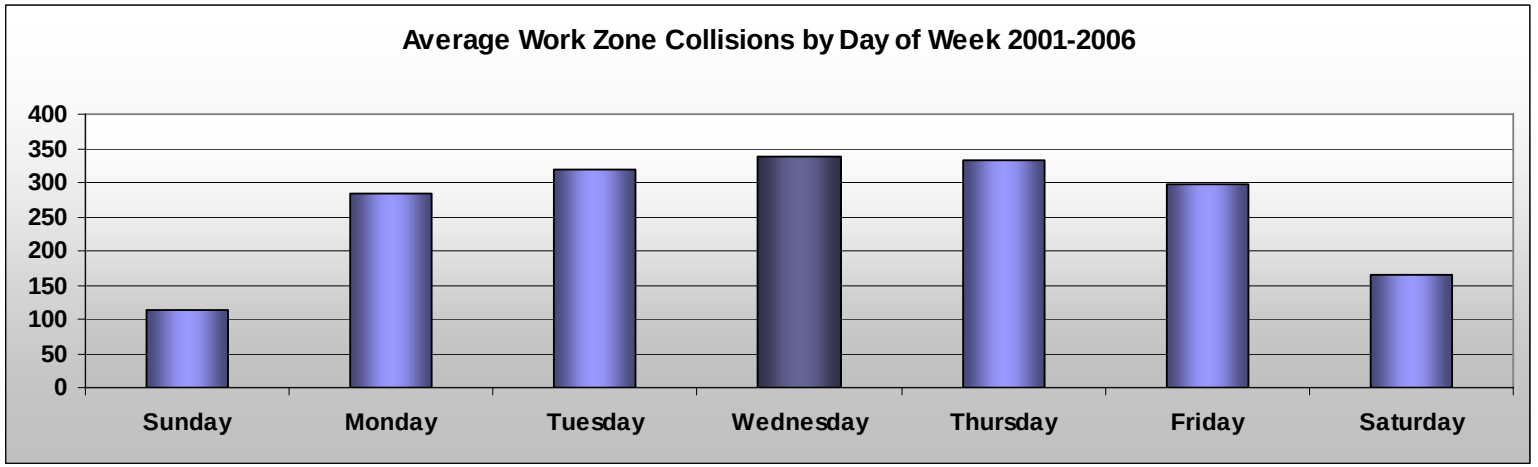
## Work Zone Collisions by Month

| MONTH | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Average |
|---|---|---|---|---|---|---|---|
| January | 112 | 98 | 56 | 54 | 67 | 137 | 87 |
| February | 103 | 127 | 65 | 66 | 78 | 151 | 98 |
| March | 122 | 115 | 93 | 96 | 87 | 177 | 115 |
| April | 154 | 160 | 104 | 106 | 92 | 207 | 137 |
| May | 188 | 155 | 114 | 110 | 137 | 212 | 153 |
| June | 194 | 201 | 179 | 144 | 178 | 264 | 193 |
| July | 223 | 211 | 192 | 139 | 193 | 287 | 208 |
| August | 244 | 254 | 176 | 161 | 221 | 328 | 231 |
| September | 187 | 203 | 166 | 116 | 219 | 308 | 200 |
| October | 192 | 175 | 155 | 122 | 181 | 293 | 186 |
| November | 120 | 135 | 61 | 87 | 162 | 195 | 127 |
| December | 110 | 99 | 81 | 61 | 159 | 170 | 113 |




On average, the peak month for work zone collisions was August, with an average of 231, or 12.5%. June through September accounted for, on average, 45% of all work zone collisions. On average, the lowest month was January, with 87, or 4.7% of all work zone collisions.

## Work Zone Collisions by Day of Week




| DAY OF WEEK | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Average |
|---|---|---|---|---|---|---|---|
| Sunday | 114 | 102 | 97 | 62 | 114 | 184 | 112 |
| Monday | 310 | 305 | 240 | 198 | 274 | 374 | 284 |
| Tuesday | 362 | 354 | 229 | 252 | 275 | 449 | 320 |
| Wednesday | 373 | 376 | 269 | 238 | 324 | 444 | 337 |
| Thursday | 357 | 338 | 260 | 222 | 333 | 482 | 332 |
| Friday | 299 | 304 | 228 | 203 | 274 | 483 | 299 |
| Saturday | 134 | 154 | 119 | 87 | 180 | 313 | 165 |

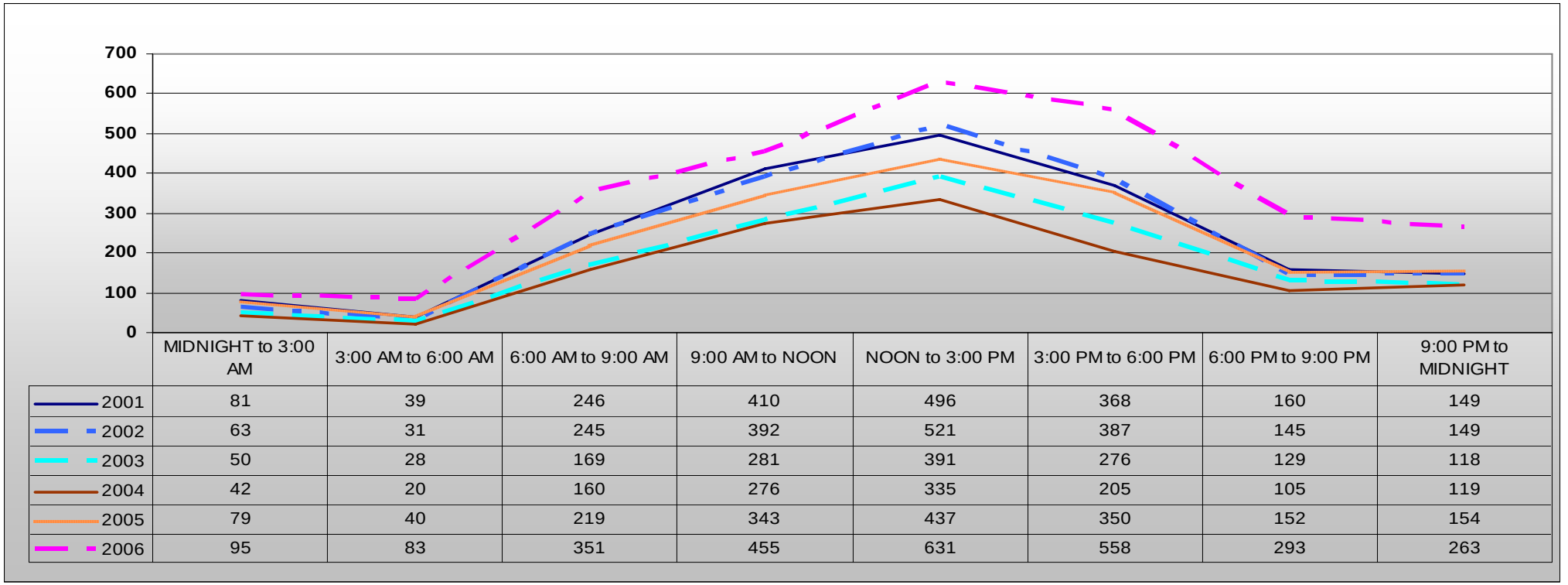
On average, Wednesday was the peak day for work zone collisions, with an average of 337, or 18.2%, followed by Thursday with an average of 332, or 18%.

Sunday was consistently the lowest day, with on average 112, or 6.1% of the total.

## Work Zone Collisions by Hour (3 Hour Increments)

For all years, NOON to 3:00 PM was the peak time for work zone collisions, with on average, 469 collisions.

3:00 to 6:00 AM was consistently the lowest time period for work zone collisions, accounting for, on average, 40 collisions.


| | MIDNIGHT to 3:00 AM | 3:00 AM to 6:00 AM | 6:00 AM to 9:00 AM | 9:00 AM to NOON | NOON to 3:00 PM | 3:00 PM to 6:00 PM | 6:00 PM to 9:00 PM | 9:00 PM to MIDNIGHT |
|---|---|---|---|---|---|---|---|---|
| 2001 | 81 | 39 | 246 | 410 | 496 | 368 | 160 | 149 |
| 2002 | 63 | 31 | 245 | 392 | 521 | 387 | 145 | 149 |
| 2003 | 50 | 28 | 169 | 281 | 391 | 276 | 129 | 118 |
| 2004 | 42 | 20 | 160 | 276 | 335 | 205 | 105 | 119 |
| 2005 | 79 | 40 | 219 | 343 | 437 | 350 | 152 | 154 |
| 2006 | 95 | 83 | 351 | 455 | 631 | 558 | 293 | 263 |

## Work Zone Collisions by County

| County | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Total | Average |
|---|---|---|---|---|---|---|---|---|
| King | 673 | 758 | 467 | 437 | 706 | 915 | 3,956 | 659 |
| Pierce | 243 | 215 | 179 | 127 | 243 | 567 | 1,574 | 262 |
| Snohomish | 227 | 252 | 235 | 167 | 153 | 468 | 1,502 | 250 |
| Spokane | 144 | 105 | 101 | 114 | 174 | 93 | 731 | 122 |
| Clark | 169 | 142 | 65 | 95 | 95 | 117 | 683 | 114 |
| Benton | 40 | 41 | 29 | 36 | 72 | 99 | 317 | 53 |
| Thurston | 72 | 84 | 47 | 21 | 33 | 45 | 302 | 50 |
| Kitsap | 52 | 61 | 30 | 33 | 45 | 71 | 292 | 49 |
| Whatcom | 40 | 31 | 64 | 35 | 20 | 27 | 217 | 36 |
| Yakima | 25 | 37 | 14 | 24 | 23 | 73 | 196 | 33 |
| Skagit | 51 | 17 | 32 | 17 | 32 | 21 | 170 | 28 |
| Cowlitz | 21 | 20 | 21 | 11 | 16 | 23 | 112 | 19 |
| Grays Harbor | 17 | 12 | 15 | 20 | 26 | 17 | 107 | 18 |
| Grant | 16 | 15 | 13 | 10 | 10 | 24 | 88 | 15 |
| Lewis | 27 | 19 | 11 | 11 | 8 | 10 | 86 | 14 |
| Kittitas | 14 | 10 | 11 | 23 | 6 | 13 | 77 | 13 |
| Chelan | 8 | 15 | 6 | 12 | 14 | 21 | 76 | 13 |
| Franklin | 5 | 10 | 9 | 7 | 10 | 21 | 62 | 10 |
| Walla Walla | 3 | 14 | 19 | 7 | 14 | 5 | 62 | 10 |
| Whitman | 6 | 7 | 7 | 2 | 11 | 25 | 58 | 10 |
| Clallam | 13 | 6 | 10 | 12 | 6 | 10 | 57 | 10 |
| Mason | 9 | 10 | 6 | 4 | 5 | 14 | 48 | 8 |
| Okanogan | 11 | 9 | 5 | 3 | 7 | 10 | 45 | 8 |
| Island | 7 | 10 | 7 | 6 | 4 | 10 | 44 | 7 |
| Douglas | 7 | 2 | 12 | 5 | 7 | 7 | 40 | 7 |
| Stevens | 3 | 8 | 8 | 1 | 13 | 6 | 39 | 7 |
| Jefferson | 12 | 2 | 2 | 6 | 10 | 0 | 32 | 5 |
| Adams | 11 | 2 | 2 | 4 | 0 | 6 | 25 | 4 |
| Klickitat | 6 | 4 | 4 | 3 | 3 | 2 | 22 | 4 |
| Pacific | 1 | 4 | 2 | 1 | 3 | 4 | 15 | 3 |
| Pend Oreille | 3 | 2 | 0 | 0 | 2 | 2 | 9 | 2 |
| Asotin | 3 | 3 | 1 | 0 | 0 | 1 | 8 | 1 |
| Lincoln | 3 | 0 | 0 | 4 | 0 | 1 | 8 | 1 |
| San Juan | 0 | 5 | 1 | 1 | 0 | 1 | 8 | 1 |
| Skamania | 3 | 0 | 1 | 0 | 1 | 0 | 5 | 1 |
| Wahkiakum | 1 | 0 | 1 | 3 | 0 | 0 | 5 | 1 |
| Ferry | 3 | 1 | 0 | 0 | 1 | 0 | 5 | 1 |
| Columbia | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 1 |
| Garfield | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| Total | 1,949 | 1,933 | 1,442 | 1,262 | 1,774 | 2,729 | 11,089 | 1,848 |

King County experienced the largest amount of work zone collisions for all years, with an average of 35.7% of the total.

Pierce and Snohomish County experienced the second highest number of work zone collisions. Pierce County accounted for, on average, 14.2% of the total, while Snohomish County accounted for, on average, 13.5%.

# Work Zone Collisions by City

| CITY | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Total |
|---|---|---|---|---|---|---|---|
| Seattle | 214 | 226 | 127 | 105 | 257 | 276 | 1,205 |
| Tacoma | 138 | 116 | 50 | 42 | 99 | 384 | 829 |
| Everett | 23 | 66 | 25 | 14 | 56 | 314 | 498 |
| Federal Way | 31 | 87 | 28 | 34 | 95 | 111 | 386 |
| Bellevue | 46 | 85 | 61 | 69 | 28 | 65 | 354 |
| Kent | 95 | 76 | 26 | 24 | 62 | 51 | 334 |
| Spokane | 52 | 45 | 31 | 33 | 84 | 57 | 302 |
| Vancouver | 84 | 56 | 18 | 46 | 32 | 28 | 264 |
| Spokane Valley | 30 | 12 | 36 | 58 | 57 | 14 | 207 |
| Richland | 19 | 15 | 20 | 24 | 48 | 77 | 203 |
| Lynnwood | 47 | 42 | 31 | 13 | 6 | 28 | 167 |
| Kirkland | 16 | 16 | 9 | 11 | 17 | 95 | 164 |
| Shoreline | 12 | 21 | 19 | 5 | 34 | 43 | 134 |
| Redmond | 25 | 6 | 20 | 25 | 26 | 24 | 126 |
| Bellingham | 23 | 16 | 48 | 20 | 7 | 7 | 121 |
| Tukwila | 18 | 18 | 24 | 10 | 14 | 32 | 116 |
| Yakima | 12 | 19 | 3 | 10 | 16 | 56 | 116 |
| SeaTac | 19 | 32 | 12 | 10 | 19 | 16 | 108 |
| Auburn | 19 | 17 | 7 | 7 | 24 | 28 | 102 |
| Lacey | 16 | 28 | 24 | 3 | 14 | 7 | 92 |
| Kennewick | 14 | 19 | 5 | 6 | 18 | 16 | 78 |
| Bothell | 22 | 30 | 7 | 5 | 2 | 11 | 77 |
| Renton | 24 | 15 | 7 | 2 | 10 | 14 | 72 |
| Lakewood | 12 | 15 | 20 | 6 | 14 | 4 | 71 |
| Olympia | 18 | 16 | 12 | 6 | 7 | 11 | 70 |
| Issaquah | 14 | 22 | 9 | 15 | 9 | 1 | 70 |
| Burien | 13 | 19 | 7 | 8 | 8 | 9 | 64 |
| Mount Vernon | 19 | 8 | 8 | 8 | 7 | 12 | 62 |
| Bremerton | 11 | 14 | 7 | 12 | 9 | 5 | 58 |
| Puyallup | 16 | 12 | 13 | 5 | 5 | 7 | 58 |
| Mukilteo | 5 | 8 | 23 | 14 | 4 | 2 | 56 |
| Pasco | 3 | 8 | 8 | 7 | 9 | 19 | 54 |
| Mill Creek | 4 | 7 | 20 | 16 | 4 | 2 | 53 |
| Marysville | 6 | 4 | 5 | 11 | 8 | 15 | 49 |
| Aberdeen | 3 | 4 | 6 | 5 | 21 | 9 | 48 |
| Sammamish | 14 | 5 | 12 | 5 | 6 | 5 | 47 |
| Fife | 6 | 4 | 15 | 1 | 7 | 10 | 43 |
| Des Moines | 5 | 3 | 6 | 13 | 11 | 2 | 40 |
| Longview | 5 | 8 | 4 | 2 | 3 | 15 | 37 |
| Mountlake Terrac | 4 | 0 | 8 | 13 | 3 | 4 | 32 |
| Wenatchee | 2 | 7 | 3 | 5 | 10 | 5 | 32 |
| Tumwater | 8 | 3 | 4 | 3 | 3 | 10 | 31 |
| Moses Lake | 10 | 2 | 1 | 2 | 1 | 14 | 30 |
| Milton | 1 | 2 | 6 | 0 | 6 | 13 | 28 |
| Sumner | 3 | 6 | 7 | 1 | 2 | 5 | 24 |
| Centralia | 7 | 7 | 4 | 3 | 1 | 1 | 23 |
| University Place | 5 | 7 | 6 | 2 | 0 | 3 | 23 |
| Bainbridge Island | 0 | 3 | 7 | 3 | 5 | 5 | 23 |
| Pullman | 3 | 4 | 3 | 2 | 7 | 4 | 23 |
| Burlington | 9 | 2 | 8 | 0 | 3 | 0 | 22 |
| Edmonds | 3 | 2 | 4 | 3 | 5 | 5 | 22 |
| Gig Harbor | 7 | 0 | 3 | 1 | 3 | 7 | 21 |
| Port Angeles | 8 | 2 | 1 | 2 | 2 | 6 | 21 |
| Monroe | 9 | 4 | 0 | 3 | 3 | 1 | 20 |
| Battle Ground | 3 | 1 | 10 | 2 | 1 | 2 | 19 |
| Ridgefield | 1 | 0 | 3 | 0 | 5 | 9 | 18 |
| Walla Walla | 3 | 0 | 9 | 1 | 2 | 3 | 18 |
| Arlington | 2 | 6 | 0 | 4 | 5 | 1 | 18 |
| Kelso | 4 | 3 | 1 | 3 | 3 | 3 | 17 |
| Poulsbo | 1 | 3 | 3 | 0 | 2 | 8 | 17 |
| Ellensburg | 2 | 2 | 8 | 2 | 1 | 2 | 17 |
| Camas | 4 | 6 | 1 | 1 | 1 | 3 | 16 |

| CITY | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Total |
|---|---|---|---|---|---|---|---|
| Mercer Island | 3 | 4 | 2 | 2 | 2 | 3 | 16 |
| Snohomish | 3 | 3 | 3 | 6 | 1 | 0 | 16 |
| Covington | 2 | 4 | 2 | 2 | 0 | 5 | 15 |
| Lynden | 2 | 2 | 6 | 1 | 2 | 2 | 15 |
| Maple Valley | 4 | 4 | 2 | 0 | 1 | 4 | 15 |
| Liberty Lake | 0 | 5 | 3 | 3 | 2 | 0 | 13 |
| Chehalis | 7 | 0 | 1 | 2 | 1 | 2 | 13 |
| Kenmore | 6 | 1 | 2 | 0 | 1 | 3 | 13 |
| Newcastle | 0 | 8 | 2 | 1 | 1 | 0 | 12 |
| Millwood | 0 | 6 | 1 | 2 | 2 | 1 | 12 |
| Lake Forest Par | 5 | 0 | 0 | 1 | 3 | 3 | 12 |
| East Wenatchee | 2 | 1 | 2 | 0 | 2 | 5 | 12 |
| Pacific | 2 | 0 | 3 | 1 | 0 | 6 | 12 |
| Blaine | 2 | 2 | 0 | 1 | 0 | 7 | 12 |
| Enumclaw | 2 | 2 | 2 | 0 | 3 | 2 | 11 |
| Yelm | 1 | 8 | 1 | 0 | 0 | 1 | 11 |
| Woodinville | 3 | 2 | 4 | 1 | 0 | 1 | 11 |
| Anacortes | 3 | 0 | 3 | 2 | 3 | 0 | 11 |
| Ferndale | 1 | 1 | 3 | 3 | 2 | 1 | 11 |
| Lake Stevens | 0 | 0 | 2 | 1 | 5 | 3 | 11 |
| Oak Harbor | 2 | 2 | 1 | 1 | 1 | 1 | 8 |
| Bonney Lake | 0 | 3 | 1 | 1 | 1 | 2 | 8 |
| Shelton | 1 | 3 | 1 | 2 | 0 | 1 | 8 |
| Colville | 1 | 3 | 2 | 0 | 0 | 2 | 8 |
| Hoquiam | 2 | 0 | 0 | 2 | 1 | 3 | 8 |
| Edgewood | 1 | 1 | 0 | 0 | 2 | 4 | 8 |
| Algona | 5 | 1 | 0 | 0 | 0 | 2 | 8 |
| Steilacoom | 0 | 3 | 0 | 1 | 0 | 3 | 7 |
| Washougal | 1 | 0 | 3 | 0 | 2 | 1 | 7 |
| Woodland | 2 | 1 | 1 | 0 | 1 | 2 | 7 |
| Sequim | 1 | 0 | 3 | 1 | 1 | 1 | 7 |
| Union Gap | 0 | 2 | 1 | 0 | 0 | 3 | 6 |
| Port Townsend | 5 | 1 | 0 | 0 | 0 | 0 | 6 |
| West Richland | 0 | 1 | 1 | 0 | 3 | 1 | 6 |
| Elma | 1 | 2 | 1 | 0 | 0 | 2 | 6 |
| Sunnyside | 1 | 2 | 0 | 0 | 1 | 2 | 6 |
| Port Orchard | 1 | 2 | 2 | 0 | 1 | 0 | 6 |
| Prosser | 1 | 0 | 1 | 3 | 1 | 0 | 6 |
| North Bend | 1 | 0 | 2 | 1 | 0 | 1 | 5 |
| Medina | 0 | 4 | 0 | 1 | 0 | 0 | 5 |
| Othello | 2 | 1 | 0 | 0 | 0 | 2 | 5 |
| Normandy Park | 1 | 1 | 0 | 1 | 1 | 0 | 4 |
| Duvall | 2 | 0 | 1 | 0 | 0 | 1 | 4 |
| Fircrest | 1 | 0 | 0 | 0 | 2 | 1 | 4 |
| Black Diamond | 0 | 3 | 0 | 0 | 1 | 0 | 4 |
| Cle Elum | 1 | 0 | 0 | 1 | 1 | 1 | 4 |
| Chelan | 2 | 0 | 0 | 2 | 0 | 0 | 4 |
| Toppenish | 0 | 0 | 3 | 0 | 0 | 1 | 4 |
| Grandview | 0 | 1 | 2 | 1 | 0 | 0 | 4 |
| Omak | 1 | 1 | 1 | 0 | 0 | 1 | 4 |
| College Place | 0 | 1 | 1 | 0 | 1 | 1 | 4 |
| Orting | 0 | 1 | 1 | 0 | 1 | 0 | 3 |
| Stanwood | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| Quincy | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| Forks | 1 | 0 | 0 | 0 | 1 | 1 | 3 |
| Clarkston | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| Clyde Hill | 0 | 2 | 1 | 0 | 0 | 0 | 3 |
| Kalama | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Sultan | 0 | 1 | 0 | 0 | 2 | 0 | 3 |
| DuPont | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| Selah | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Benton City | 1 | 0 | 0 | 0 | 1 | 0 | 2 |

| CITY | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Total |
|---|---|---|---|---|---|---|---|
| Ruston | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| Royal City | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| Montesano | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| Newport | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| La Conner | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| White Salmon | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Riverside | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| La Center | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| Brewster | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| Cathlamet | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| Napavine | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Snoqualmie | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Sedro-Woolley | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| Cosmopolis | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| Bingen | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Twisp | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Carnation | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Entiat | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| Tenino | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Rainier | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Lind | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Medical Lake | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Kahlotus | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Ocean Shores | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Raymond | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Naches | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Kettle Falls | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Cashmere | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Goldendale | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Ephrata | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Zillah | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| South Bend | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| South Cle Elum | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Dayton | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Colfax | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Everson | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Castle Rock | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Tonasket | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Gold Bar | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Okanogan | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Winthrop | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| St. John | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Wapato | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Coupeville | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Long Beach | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Chewelah | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Rockford | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Granite Falls | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| McCleary | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Warden | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Brier | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Electric City | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Cheney | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Total | 1,356 | 1,408 | 1,001 | 826 | 1,303 | 2,094 | 7,988 |
| NA (Not in City) | 593 | 525 | 441 | 436 | 471 | 635 | 3,101 |
| Grand Total | 1,949 | 1,933 | 1,442 | 1,262 | 1,774 | 2,729 | 11,089 |

# Appendix

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

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

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

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

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

** AADT = Annual Average Daily Traffic

## Washington State Map by County

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

In 2003, the #1 cause of injury deaths was motor vehicle collisions

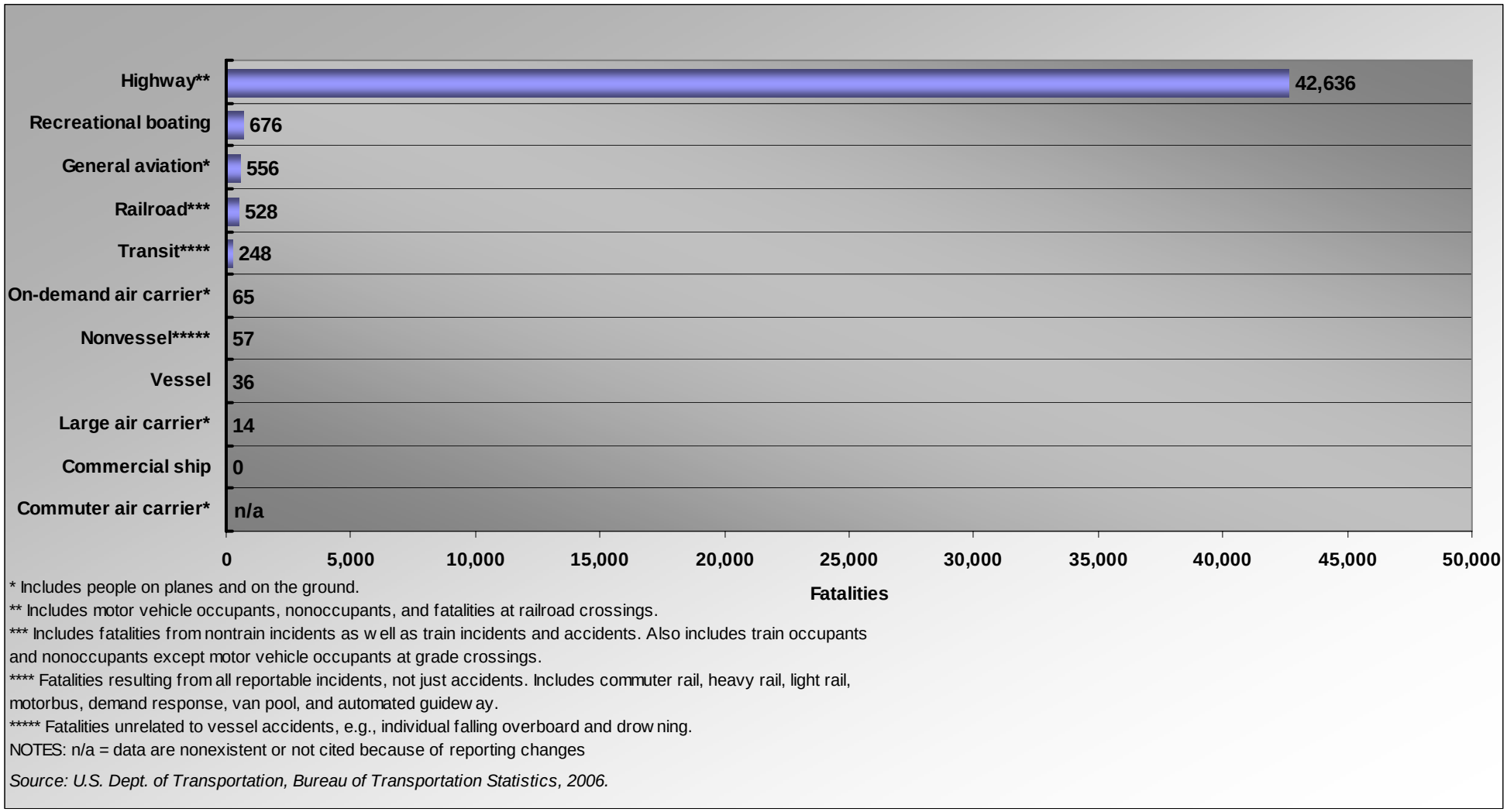
Unintentional MV Traffic = Unintentional Motor Vehicle Traffic Collision

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

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

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

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




* Includes people on planes and on the ground.
** Includes motor vehicle occupants, nonoccupants, and fatalities at railroad crossings.
*** Includes fatalities from nontrain incidents as well as train incidents and accidents. Also includes train occupants and nonoccupants except motor vehicle occupants at grade crossings.
**** Fatalities resulting from all reportable incidents, not just accidents. Includes commuter rail, heavy rail, light rail, motorbus, demand response, van pool, and automated guideway.
***** Fatalities unrelated to vessel accidents, e.g., individual falling overboard and drowning.
NOTES: n/a = data are nonexistent or not cited because of reporting changes

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

## Milestones in Washington Traffic Safety

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

## WTSC-Sponsored Research Studies


Galdabini T (1988). Identification of High Risk Traffic Accident Populations in Washington. Marketing Research & Planning.

Kleyn J, Beretta G, and Baxter BL (1988, 1989). Washington State's Second Offender Laws for Driving While Intoxicated: Results of Two (and Three) Years of Evaluation. Seattle: Alcohol and Drug Institute, University of Washington.

Lake E and Kleyn J (1988). An Examination of Factors Associated with the Conviction of Offenders for DWI. Seattle: Alcohol and Drug Institute, University of Washington.

Center for Study & Teaching of At-Risk Students (1990). A Report on Driving While Intoxicated Among Asian Americans, African Americans, Hispanic Americans, & Native Americans.

Cooper W and Salzberg P (1991). Safety Restraint Usage and Survivability in Fatal Motor Vehicle Crashes. Olympia: Washington Traffic Safety Commission.

Salzberg P, Rivara F, and Rowland J (1991). Motorcycle Helmet Use, Injury Outcome, and Hospital Costs: A Population-Based Study of Motorcycle Crash Victims. Olympia: Washington Traffic Safety Commission.

Salzberg P and Thurston R (1991-2006). Safety Restraint Usage Rates in Washington State. Olympia: Washington Traffic Safety Commission.

Salzberg P (1991). Uninsured Driving in Washington State: A Report to the Legislature on Substitute Senate Bill 5499 (1989 Legislative Session). Olympia: Washington Traffic Safety Commission.

Salzberg P (1991). Vehicle Registration Cancellation for Driving with a Suspended Drivers License: An Evaluation of Substitute House Bill 196 (1987 Legislative Session). Olympia: Washington Traffic Safety Commission.

Baxter B, Salzberg P, and Kleyn J (1992). Deferred Prosecution of DWI Cases in Washington State: An Evaluation of Offender Characteristics and Recidivism. Olympia: Washington Traffic Safety Commission.

Schreckhise B, Self R, Anderson J, and Lovrich N (1993). Public Policy Preferences on Traffic Safety Issues: Results of a Statewide Survey (1992-1993).

Baxter B, Salzberg P, and Kleyn J (1993). The effectiveness of deferred prosecution in reducing DWI recidivism: an update.

Buntain-Ricklefs J, Rivara Fred, Donovan D, Salzberg P, and Polissar N (1994). Differentiating "bad drivers" with and without a DWI.

Brent L. Baxter (1994). High-BAC DWI arrestees: distinguishing characteristics and risk of recidivism and crashes.

Logan B and Schwilke E (1995). Drug and alcohol use in fatally injured drivers in Washington state.

Cooper W and Salzberg P (1995). Alcohol-related fatal collisions in Washington state: driver and crash characteristics. Washington Traffic Safety Commission: Olympia, WA.

Saibel C, Salzberg P, and Thurston R. Observational Survey of Driver Compliance with the Pedestrian Crosswalk Law; March 1995, October 1995, February 1996. Olympia: Washington Traffic Safety Commission.

Saibel C, Salzberg P, and Thurston R (1995). Observational Survey of Safety Restraint and Car Safety Seat Use for Children. Washington Traffic Safety Commission: Olympia, WA.

Saibel C, Salzberg P, and Thurston R (1995). Bicycle Helmet Survey. Washington Traffic Safety Commission: Olympia, WA.

Rowland J, Rivara F, Salzberg P, Soderberg R, Maier R, Koepsell T (1996). Motorcycle helmet use and injury outcome and hospitalization costs from crashes in Washington State. American Journal of Public Health, 86:1.
Yamada, A (1997). Lowering blood alcohol levels to .08 BAC. Olympia: Washington Traffic Safety Commission.

Salzberg P and Moffat J (1998). An Evaluation of the Washington State Department of Licensing Special Exam Program. Olympia: Washington Traffic Safety Commission.

Saibel C, Salzberg P, Doane R, and Moffat J (1999). Vehicle Speeds in School Zones. ITE Journal, November, 38-42.

Moffat J and Salzberg P (1999). Police enforcement of traffic laws: a cost-benefit analysis. FBI Law Enforcement Bulletin, 68:4, 18-20.

Salzberg P, Yamada A, Saibel C, & Moffat J. (2002). Predicting seat belt use in fatal motor vehicle crashes from observation surveys of belt use. Accident Analysis and Prevention. 34, 139-148.

Salzberg P and Moffat J (2002). Evaluation of Targeted Pedestrian Enforcement. Olympia: Washington Traffic Safety Commission.

Salzberg P and Yamada A (2002). Drunk Driving Trends In Washington State: Evaluation Of The 1998 DUI Laws. Olympia: Washington Traffic Safety Commission.

Salzberg P (2002). Cell Phone Use by Motor Vehicle Drivers in Washington State. Olympia: Washington Traffic Safety Commission.

Stehr SD, Lovrich NP, Gaffney JD, Self R, Self J, and Neiswender J (2002-2006). An assessment of child car booster seat usage in the state of Washington: results of a statewide observational study. Pullman: Division of Governmental Studies and Services, Washington State University.

Salzberg P and Moffat J (2004). Ninety-five percent: an evaluation of law, policy, and programs to promote seat belt use in Washington state. Journal of Safety Research. 35, 215-222.

## WSDOT Sponsored Research Studies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**WSDOT (2005) Understanding Flexibility in Transportation Design**

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

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

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

**(2005) Improving Highway Safety: Deception Pass Log Rail**

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

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

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

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

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

# Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Pedalcyclist:** Any Person operating or riding upon a pedalcycle.

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

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

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

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

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

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

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

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

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

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

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

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

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