

Road Services Division 2008 Collision Data Report



Department of Transportation
Road Services Division

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Cover Photo:
King County Executive offices at the Chinook Building



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1.0 INTRODUCTION

The King County Department of Transportation (KCDOT) is pleased to present the 2008 Collision Data Report. This report is prepared by the Road Services Division's Traffic Engineering Section.

This report was prepared to provide collision and safety information to elected officials, King County DOT staff.

The collision information provided in this report comes from the Washington State Department of Transportation (WSDOT) Collision Location Access Software (CLAS) database. Collision location data for accidents occurring between 2001 and 2008 were entered into the WSDOT Collision Location Coding Form (CLCF) by King County DOT staff. The information was obtained directly from collision reports prepared by the responding Officer at the scene of the collision. In order to be entered into the database, a collision must occur on a county-maintained roadway within unincorporated King County, and must meet the reporting threshold of \$700 in property damage or result in an injury or fatality.

This data is a snapshot of the CLAS as of July 28, 2009.

Other information used in this report is courtesy of several local agencies, including the State of Washington's Office of Financial Management for population data, the County Road Administration Board (CRAB) and the Road Services Division's Engineering Services section for roadway miles maintained by King County, and the Traffic Engineering Section for traffic count data.

A report is only as good as the data that it utilizes. For this reason it is important to be aware of the quality and limitations of the data in this report. While significant effort is directed toward quality control, databases of this size inherently contain data entry errors. The Officer's reports may also contain errors. Despite this, the overall quality of the data is considered acceptable for the purposes of this report.

2.0 EXECUTIVE SUMMARY

2.1 Collision Severity

Table 2.1.1 Collision Severity -2008

| Most Severe Injury | Number of Collisions |
|---------------------------|-----------------------------|
| Dead at Scene | 14 |
| Dead on Arrival | 0 |
| Died in Hospital | 2 |
| Serious injury | 72 |
| Evident Injury | 292 |
| Possible Injury | 453 |
| No Injury | 1448 |
| Unknown | 70 |
| | |
| Total | 2351 |

2.2 Trends

Table 2.2.1 Collision Rate per Million Vehicle Miles Traveled

| Year | Total Collision Reports | Maintained Road Miles | Annual Million Miles Driven | Collision Rate |
|------|-------------------------|-----------------------|-----------------------------|----------------|
| 2001 | 2,320 | 1,832 | 2,466 | 0.94 |
| 2002 | 2,618 | 1,895 | 2,532 | 1.03 |
| 2003 | 2,754 | 1,883 | 2,664 | 1.03 |
| 2004 | 2,738 | 1,859 | 2,674 | 1.02 |
| 2005 | 2,888 | 1,856 | 2,648 | 1.09 |
| 2006 | 2,864 | 1,849 | 2,764 | 1.04 |
| 2007 | 2,656 | 1,855 | 2,962 | 0.90 |
| 2008 | 2,351 | 1,758 | 2,594 | 0.91 |

Table 2.2.2 Collision Rate per 100,000 Population

| Year | Population | All Collision Types | | Pedestrian | | Bicycle | |
|------|------------|---------------------|-----------------------------------|------------|-----------------------------------|------------|-----------------------------------|
| | | Collisions | Collisions per 100,000 population | Collisions | Collisions per 100,000 population | Collisions | Collisions per 100,000 population |
| 2001 | 349,773 | 2,320 | 663 | 32 | 9.15 | 20 | 5.72 |
| 2002 | 351,675 | 2,618 | 744 | 43 | 12.23 | 36 | 10.24 |
| 2003 | 351,843 | 2,754 | 783 | 39 | 11.08 | 23 | 6.54 |
| 2004 | 356,795 | 2,738 | 767 | 35 | 9.81 | 28 | 7.85 |
| 2005 | 364,498 | 2,888 | 792 | 41 | 11.25 | 27 | 7.41 |
| 2006 | 367,000 | 2,864 | 780 | 35 | 9.54 | 24 | 6.54 |
| 2007 | 368,300 | 2,656 | 721 | 43 | 11.68 | 26 | 7.06 |
| 2008 | 341,150 | 2,351 | 689 | 39 | 11.43 | 26 | 7.62 |

Table 2.2.3 Arterial Road Miles by Federal Functional Code

| | | |
|------------------------------------|---------------|--------|
| 2008 Total Centerline Miles | 1758.1 | |
| Federal Function Class | | |
| Description | Code | Miles |
| <i>Rural</i> | | |
| Major Arterial | 2 | 0 |
| Minor Arterial | 6 | 36.9 |
| Major Collector | 7 | 113.8 |
| Minor Collector | 8 | 122.3 |
| Local Access | 9 | 403.5 |
| <i>Total</i> | | 676.5 |
| <i>Urban</i> | | |
| Principal Arterial (freeways) | 12 | 0 |
| Principal Arterial (other) | 14 | 54.8 |
| Minor Arterial | 16 | 88.8 |
| Collector | 17 | 101.4 |
| Local Access | 19 | 836.6 |
| <i>Total</i> | | 1081.6 |
| Surface Type | | |
| Description | Code | Miles |
| Gravel | E | 51.0 |
| Lite Bit | F | 309.1 |
| Asphalt | I | 1387.9 |
| Concrete | J | 8.8 |
| Brick | K | 1.3 |
| Total Gravel | E | 51.0 |
| Total Paved | F, I, J, K | 1707.1 |

Table 2.2.4 2008 Annual Million Vehicle Miles Traveled

| | | Annual Average Daily Traffic Volumes | Annual Million VMT |
|------------|-------------------|---|---------------------------|
| FFC | Road Miles | 2008 | 2008 |
| 6 | 36.9 | 6743 | 91 |
| 7 | 113.8 | 3197 | 133 |
| 8 | 122.3 | 1641 | 73 |
| 9 | 403.5 | 1317 | 194 |
| 14 | 54.8 | 19158 | 383 |
| 16 | 88.8 | 8782 | 285 |
| 17 | 101.4 | 4905 | 182 |
| 19 | 836.6 | 4105 | 1254 |
| | | | |
| | 1758.1 | | 2594 |

2.3 Collisions

Table 2.3.1 First Collision - 2008

| Collision Type | 2008 | % | Cumulative % |
|----------------------|------|-------|--------------|
| Fixed object | 609 | 25.9% | 26% |
| Rear - end | 524 | 22.3% | 48% |
| Entering at angle | 305 | 13.0% | 61% |
| Parked | 217 | 9.2% | 70% |
| Left turn | 134 | 5.7% | 76% |
| Sideswipe | 114 | 4.8% | 81% |
| Driveway Leaving | 96 | 4.1% | 85% |
| Other | 93 | 4.0% | 89% |
| Vehicle overturned** | 69 | 2.9% | 92% |
| Driveway entering | 62 | 2.6% | 95% |
| Pedestrian | 36 | 1.5% | 96% |
| Head on | 35 | 1.5% | 98% |
| Bicycle | 26 | 1.1% | 99% |
| Animal | 20 | 0.9% | 100% |
| Right Turn | 11 | 0.5% | 100% |

**Vehicle overturned includes motorcycle collisions.

Table 2.3.2 Collisions by Severity - 2008

| | Collisions | | | |
|-----------------------------|------------|------------|---------------|--------------|
| | Total | Pedestrian | Pedal Cyclist | Motorcyclist |
| Collisions | 2351 | 39 | 26 | 42 |
| Injury Collisions | 824 | 37 | 25 | 35 |
| Fatal Collisions | 16 | 1 | 1 | 2 |
| Percent of Collisions | | 1.66% | 1.11% | 1.79% |
| Percent resulting in injury | 35.05% | 94.87% | 96.15% | 83.33% |
| Percent resulting in death | 0.68% | 2.56% | 3.85% | 4.76% |
| | | | | |

Table 2.3.3 Fatalities by Person - 2008

| Person | Fatalities |
|---------------------------------|------------|
| MOTOR VEHICLE DRIVER UNIT 1* | 5 |
| MOTOR VEHICLE DRIVER NOT UNIT 1 | 4 |
| PEDESTRIAN | 1 |
| PEDAL CYCLIST | 1 |
| MOTORCYCLIST UNIT 1 | 2 |
| MOTOR VEHICLE PASSENGER | 4 |
| | |
| *DOES NOT INCLUDE MOTORCYCLIST | |

3.0 COLLISION TRENDS

3.1 Collision, Fatality, and Fatal Collision Rates

Table 3.1.1 Collision Rate per Million VMT

| Year | Total Collision Reports | Maintained Road Miles | Annual Million Miles Driven | Collision Rate |
|------|-------------------------|-----------------------|-----------------------------|----------------|
| 2001 | 2320 | 1,832 | 2,466 | 0.94 |
| 2002 | 2618 | 1,895 | 2,532 | 1.03 |
| 2003 | 2754 | 1,883 | 2,664 | 1.03 |
| 2004 | 2738 | 1,859 | 2,674 | 1.02 |
| 2005 | 2888 | 1,856 | 2,648 | 1.09 |
| 2006 | 2864 | 1,849 | 2,764 | 1.04 |
| 2007 | 2656 | 1,855 | 2,962 | 0.90 |
| 2008 | 2351 | 1,758 | 2,594 | 0.91 |

Table 3.1.2 Collision Rates per 100,000 Population

| Year | Population | All Collision Types | | Pedestrian | | Bicycle | |
|------|------------|---------------------|-----------------------------------|------------|-----------------------------------|------------|-----------------------------------|
| | | Collisions | Collisions per 100,000 population | Collisions | Collisions per 100,000 population | Collisions | Collisions per 100,000 population |
| 2001 | 349,773 | 2,320 | 663 | 32 | 9.15 | 20 | 5.72 |
| 2002 | 351,675 | 2,618 | 744 | 43 | 12.23 | 36 | 10.24 |
| 2003 | 351,843 | 2,754 | 783 | 39 | 11.08 | 23 | 6.54 |
| 2004 | 356,795 | 2,738 | 767 | 35 | 9.81 | 28 | 7.85 |
| 2005 | 364,498 | 2,888 | 792 | 41 | 11.25 | 27 | 7.41 |
| 2006 | 367,000 | 2,864 | 780 | 35 | 9.54 | 24 | 6.54 |
| 2007 | 368,300 | 2,656 | 721 | 43 | 11.68 | 26 | 7.06 |
| 2008 | 341,150 | 2,351 | 689 | 39 | 11.43 | 26 | 7.62 |

It should be noted that the number of fatalities can be higher than the number a fatal collisions. For example the number of fatalities in 2006 was 21 while the number of fatal collision reports was 20 since there were multiple fatality accidents, as shown on Table 3.1.3.

Table 3.1.3 Fatal Collisions and Fatalities

| Year | All Collision Types | | Pedestrian | | Bicycle | |
|------|---------------------|------------|------------------|------------|------------------|------------|
| | Fatal Collisions | Fatalities | Fatal Collisions | Fatalities | Fatal Collisions | Fatalities |
| 2001 | 23 | 25 | 2 | 2 | 0 | 0 |
| 2002 | 13 | 14 | 1 | 1 | 0 | 0 |
| 2003 | 15 | 17 | 0 | 0 | 1 | 1 |
| 2004 | 21 | 25 | 2 | 2 | 0 | 0 |
| 2005 | 20 | 24 | 2 | 2 | 1 | 1 |
| 2006 | 20 | 21 | 2 | 2 | 0 | 0 |
| 2007 | 16 | 16 | 2 | 2 | 1 | 1 |
| 2008 | 16 | 17 | 1 | 1 | 1 | 1 |

Table 3.1.4 Fatality Rate per 100,000 Population

| Year | Population | All Collision Types | | Pedestrian | Fatalities per 100,000 population | Bicycle | Fatalities per 100,000 population |
|------|------------|---------------------|-----------------------------------|------------|-----------------------------------|------------|-----------------------------------|
| | | Fatalities | Fatalities per 100,000 population | Fatalities | | Fatalities | |
| 2001 | 349,773 | 25 | 7.15 | 2 | 0.57 | 0 | 0.00 |
| 2002 | 351,675 | 14 | 3.98 | 1 | 0.28 | 0 | 0.00 |
| 2003 | 351,843 | 17 | 4.83 | 0 | 0.00 | 1 | 0.28 |
| 2004 | 356,795 | 25 | 7.01 | 2 | 0.56 | 0 | 0.00 |
| 2005 | 364,498 | 24 | 6.58 | 2 | 0.55 | 1 | 0.27 |
| 2006 | 367,000 | 21 | 5.72 | 2 | 0.54 | 0 | 0.00 |
| 2007 | 368,300 | 16 | 4.34 | 2 | 0.54 | 1 | 0.27 |
| 2008 | 341,150 | 17 | 4.98 | 1 | 0.29 | 1 | 0.29 |

Table 3.1.5 Fatal Collision Rates per 100,000 Population

| Year | Population | All Collision Types | | Pedestrian | Fatal Collisions per 100,000 population | Bicycle | Fatal Collisions per 100,000 population |
|------|------------|---------------------|---|------------------|---|------------------|---|
| | | Fatal Collisions | Fatal Collisions per 100,000 population | Fatal Collisions | | Fatal Collisions | |
| 2001 | 349,773 | 23 | 6.58 | 2 | 0.57 | 0 | 0.00 |
| 2002 | 351,675 | 13 | 3.70 | 1 | 0.28 | 0 | 0.00 |
| 2003 | 351,843 | 15 | 4.26 | 0 | 0.00 | 1 | 0.28 |
| 2004 | 356,795 | 21 | 5.89 | 2 | 0.56 | 0 | 0.00 |
| 2005 | 364,498 | 20 | 5.49 | 2 | 0.55 | 1 | 0.27 |
| 2006 | 367,000 | 20 | 5.45 | 2 | 0.54 | 0 | 0.00 |
| 2007 | 368,300 | 16 | 4.34 | 2 | 0.54 | 1 | 0.27 |
| 2008 | 341,150 | 16 | 4.69 | 1 | 0.29 | 1 | 0.29 |

Table 3.1.6 Fatal Collision Rate per 100 Million Miles Traveled

| Year | Total Fatal Collision Reports | Maintained Road Miles | Annual 100 Million Miles Driven | Fatal Collision Rate |
|-------------|--------------------------------------|------------------------------|--|-----------------------------|
| 2001 | 23 | 1,832 | 25 | 0.93 |
| 2002 | 13 | 1,895 | 25 | 0.51 |
| 2003 | 15 | 1,883 | 27 | 0.56 |
| 2004 | 21 | 1,859 | 27 | 0.79 |
| 2005 | 20 | 1,856 | 26 | 0.76 |
| 2006 | 20 | 1,849 | 28 | 0.72 |
| 2007 | 16 | 1,855 | 30 | 0.54 |
| 2008 | 16 | 1,758 | 26 | 0.62 |

Table 3.1.7 Fatality Rate per 100 Million Miles Traveled

| Year | Fatalities | Maintained Road Miles | Annual 100 Million Miles Driven | Fatality Rate |
|-------------|-------------------|------------------------------|--|----------------------|
| 2001 | 25 | 1,832 | 25 | 1.01 |
| 2002 | 14 | 1,895 | 25 | 0.55 |
| 2003 | 17 | 1,883 | 27 | 0.64 |
| 2004 | 25 | 1,859 | 27 | 0.93 |
| 2005 | 24 | 1,856 | 26 | 0.91 |
| 2006 | 21 | 1,849 | 28 | 0.76 |
| 2007 | 16 | 1,855 | 30 | 0.54 |
| 2008 | 17 | 1,758 | 26 | 0.66 |

3.2 US, State, and Unincorporated King County Collision, Fatal Collision, and Fatality Rates

Table 3.2.1 US, State, and Unincorporated King County Collision Rates per 100,000 Population

| Year | Unincorporated King County | | | Washington State | | | United States | | |
|------|----------------------------|------------|-----------------------------------|------------------|------------|-----------------------------------|---------------|------------|-----------------------------------|
| | Population | Collisions | Collisions per 100,000 population | Population | Collisions | Collisions per 100,000 population | Population | Collisions | Collisions per 100,000 population |
| 2001 | 349,773 | 2320 | 663 | 5,987,000 | N/A | N/A | 285,040,000 | 6,323,000 | 2218 |
| 2002 | 351,675 | 2618 | 744 | 6,056,000 | 126536 | 2089 | 287,727,000 | 6,316,000 | 2195 |
| 2003 | 351,843 | 2754 | 783 | 6,110,000 | 121515 | 1989 | 290,211,000 | 6,328,000 | 2180 |
| 2004 | 356,795 | 2738 | 767 | 6,180,000 | 125113 | 2024 | 292,892,000 | 6,181,000 | 2110 |
| 2005 | 364,498 | 2888 | 792 | 6,255,000 | 134515 | 2151 | 295,561,000 | 6,159,000 | 2084 |
| 2006 | 367,000 | 2864 | 780 | 6,361,000 | 132499 | 2083 | 298,363,000 | 5,973,000 | 2002 |
| 2007 | 368,300 | 2656 | 721 | 6,450,000 | 128827 | 1997 | 301,290,000 | 6,024,000 | 1999 |
| 2008 | 341,150 | 2351 | 689 | 6,549,000 | 119410 | 1823 | 304,060,000 | 5,811,000 | 1911 |

Source: WSDOT and NHTSA Traffic Safety Facts.

Table 3.2.2 US, State, and Unincorporated King County Fatal Collision and Fatality Rates per 100,000 Population

| Year | Unincorporated King County | | | Washington State | | | United States | | |
|------|----------------------------|---|-----------------------------------|------------------|---|-----------------------------------|---------------|---|-----------------------------------|
| | Population | Fatal Collisions per 100,000 population | Fatalities per 100,000 population | Population | Fatal Collisions per 100,000 population | Fatalities per 100,000 population | Population | Fatal Collisions per 100,000 population | Fatalities per 100,000 population |
| 2001 | 349,773 | 6.58 | 7.15 | 5,987,000 | 9.49 | 10.84 | 285,040,000 | 13.28 | 14.8 |
| 2002 | 351,675 | 3.70 | 3.98 | 6,056,000 | 9.68 | 10.87 | 287,727,000 | 13.38 | 14.95 |
| 2003 | 351,843 | 4.26 | 4.83 | 6,110,000 | 8.82 | 9.82 | 290,211,000 | 13.26 | 14.78 |
| 2004 | 356,795 | 5.89 | 7.01 | 6,180,000 | 8.24 | 9.18 | 292,892,000 | 13.13 | 14.63 |
| 2005 | 364,498 | 5.49 | 6.58 | 6,255,000 | 9.27 | 10.38 | 295,561,000 | 13.28 | 14.72 |
| 2006 | 367,000 | 5.45 | 5.72 | 6,361,000 | 9.09 | 9.95 | 298,363,000 | 12.95 | 14.31 |
| 2007 | 368,300 | 4.34 | 4.34 | 6,450,000 | 8.23 | 8.85 | 301,290,000 | 12.42 | 13.69 |
| 2008 | 341,150 | 4.69 | 4.98 | 6,549,000 | 7.34 | 7.96 | 304,060,000 | 11.19 | 12.25 |

Source: WSDOT, NHTSA, and FARS

Table 3.2.3 US, State, and Unincorporated King County Collision Rate per Million VMT

| Year | Unincorporated King County | | | Washington State | | | United States | | |
|------|----------------------------|------------|----------------------------|------------------|------------|----------------------------|---------------|------------|----------------------------|
| | Million VMT | Collisions | Collisions per Million VMT | Million VMT | Collisions | Collisions per Million VMT | Million VMT | Collisions | Collisions per Million VMT |
| 2001 | 2,466 | 2320 | 0.94 | 53,636 | N/A | N/A | 2,797,000 | 6,323,000 | 2.26 |
| 2002 | 2,532 | 2618 | 1.03 | 54,833 | 126536 | 2.31 | 2,856,000 | 6,316,000 | 2.21 |
| 2003 | 2,664 | 2754 | 1.03 | 55,046 | 121515 | 2.21 | 2,890,000 | 6,328,000 | 2.19 |
| 2004 | 2,674 | 2738 | 1.02 | 55,784 | 125113 | 2.24 | 2,965,000 | 6,181,000 | 2.08 |
| 2005 | 2,648 | 2888 | 1.09 | 55,641 | 134515 | 2.42 | 2,989,000 | 6,159,000 | 2.06 |
| 2006 | 2,764 | 2864 | 1.04 | 56,696 | 132499 | 2.34 | 3,014,000 | 5,973,000 | 1.98 |
| 2007 | 2,962 | 2656 | 0.90 | 57,000 | 128827 | 2.26 | 3,030,000 | 6,024,000 | 1.99 |
| 2008 | 2,594 | 2351 | 0.91 | 55,319 | 119410 | 2.16 | 2,926,000 | 5,811,000 | 1.99 |

Source: WSDOT, NHTSA, and FARS

Table 3.2.4 US, State, and Unincorporated King County Fatal Collision and Fatality Rates per 100 Million VMT

| Year | Unincorporated King County | | | Washington State | | | United States | | |
|------|----------------------------|--|-----------------------------------|------------------|--|-----------------------------------|-----------------|--|-----------------------------------|
| | 100 Million VMT | Fatal Collision Rate per 100 Million VMT | Fatality Rate per 100 Million VMT | 100 Million VMT | Fatal Collision Rate per 100 Million VMT | Fatality Rate per 100 Million VMT | 100 Million VMT | Fatal Collision Rate per 100 Million VMT | Fatality Rate per 100 Million VMT |
| 2001 | 25 | 0.93 | 1.01 | 536 | 1.21 | 1.21 | 27,970 | 1.35 | 1.51 |
| 2002 | 25 | 0.51 | 0.55 | 548 | 1.20 | 1.20 | 28,560 | 1.35 | 1.51 |
| 2003 | 27 | 0.56 | 0.64 | 550 | 1.09 | 1.09 | 28,900 | 1.33 | 1.48 |
| 2004 | 27 | 0.79 | 0.93 | 558 | 0.92 | 1.02 | 29,650 | 1.30 | 1.44 |
| 2005 | 26 | 0.76 | 0.91 | 556 | 1.04 | 1.17 | 29,890 | 1.31 | 1.46 |
| 2006 | 28 | 0.72 | 0.76 | 567 | 1.02 | 1.12 | 30,140 | 1.28 | 1.42 |
| 2007 | 30 | 0.54 | 0.54 | 570 | 0.93 | 1.00 | 30,300 | 1.24 | 1.36 |
| 2008 | 26 | 0.62 | 0.66 | 553 | 0.87 | 0.94 | 29,260 | 1.16 | 1.27 |

Source: WSDOT, NHTSA, and FARS

3.3 Urban versus Rural Arterial Fatal Collision and Fatality Rates

Table 3.3.1 Urban versus Rural Arterials Unincorporated King County Fatal Collision and Fatality Rates per 100,000 Population

| Year | Rural Arterial in Unincorporated King County | | | | | Urban Arterials in Unincorporated King County | | | | |
|------|--|------------------|------------|---|-----------------------------------|---|------------------|------------|---|-----------------------------------|
| | Population | Fatal Collisions | Fatalities | Fatal Collisions per 100,000 population | Fatalities per 100,000 population | Population | Fatal Collisions | Fatalities | Fatal Collisions per 100,000 population | Fatalities per 100,000 population |
| 2001 | 135,000 | 8 | 8 | 5.93 | 5.93 | 215,000 | 15 | 17 | 6.98 | 7.91 |
| 2002 | 135,000 | 7 | 7 | 5.19 | 5.19 | 215,000 | 6 | 7 | 2.79 | 3.26 |
| 2003 | 135,000 | 7 | 9 | 5.19 | 6.67 | 215,000 | 8 | 8 | 3.72 | 3.72 |
| 2004 | 137,000 | 11 | 13 | 8.03 | 9.49 | 219,795 | 10 | 12 | 4.55 | 5.46 |
| 2005 | 144,498 | 9 | 13 | 6.23 | 9.00 | 220,000 | 11 | 11 | 5.00 | 5.00 |
| 2006 | 142,000 | 9 | 9 | 6.34 | 6.34 | 225,000 | 11 | 12 | 4.89 | 5.33 |
| 2007 | 142,000 | 5 | 5 | 3.52 | 3.52 | 226,300 | 11 | 11 | 4.86 | 4.86 |
| 2008 | 144,000 | 9 | 10 | 6.25 | 6.94 | 197,150 | 7 | 7 | 3.55 | 3.55 |

Table 3.3.2 Urban versus Rural Arterials Unincorporated King County Fatal Collision Rate per 100 Million Miles Traveled

| Year | Fatal Collisions | | | Maintained Road Miles | | | Annual 100 Million VMT | | | Fatal Collision Rate per 100 Million VMT | | |
|------|------------------|-------|-------|-----------------------|--------|-------|------------------------|-------|---------|--|-------|-------|
| | All | Rural | Urban | All | Rural* | Urban | All | Rural | Urban** | All | Rural | Urban |
| 2001 | 23 | 8 | 15 | 1,832 | 992 | 840 | 24.7 | 9.4 | 15.3 | 0.93 | 0.85 | 0.98 |
| 2002 | 13 | 7 | 6 | 1,895 | 1,034 | 860 | 25.3 | 9.7 | 15.6 | 0.51 | 0.72 | 0.38 |
| 2003 | 15 | 7 | 8 | 1,883 | 707 | 1,177 | 26.6 | 5.1 | 21.5 | 0.56 | 1.37 | 0.37 |
| 2004 | 21 | 11 | 10 | 1,859 | 680 | 1,180 | 26.7 | 4.9 | 21.8 | 0.79 | 2.24 | 0.46 |
| 2005 | 20 | 9 | 11 | 1,856 | 678 | 1,177 | 26.5 | 5.0 | 21.5 | 0.76 | 1.82 | 0.51 |
| 2006 | 20 | 9 | 11 | 1,849 | 678 | 1,171 | 27.6 | 5.0 | 22.6 | 0.72 | 1.79 | 0.49 |
| 2007 | 16 | 5 | 11 | 1,855 | 677 | 1,178 | 29.6 | 5.4 | 24.2 | 0.54 | 0.92 | 0.45 |
| 2008 | 16 | 9 | 7 | 1,758 | 676 | 1,082 | 25.9 | 4.9 | 21.0 | 0.62 | 1.83 | 0.33 |

* Assumes 28% Rural road miles for 2006

** Assumes Urban 100 Million miles traveled is all miles less rural miles (urban = all - rural).

Table 3.3.3 Urban versus Rural Arterials Unincorporated King County Fatality Rate per 100 Million Miles Traveled

| Year | Fatalities | | | Maintained Road Miles | | | Annual 100 Million VMT | | | Fatalities per 100 Million VMT | | |
|------|------------|-------|-------|-----------------------|--------|-------|------------------------|-------|---------|--------------------------------|-------|-------|
| | All | Rural | Urban | All | Rural* | Urban | All | Rural | Urban** | All | Rural | Urban |
| 2001 | 25 | 8 | 17 | 1,832 | 992 | 840 | 25 | 9 | 15 | 1.01 | 0.85 | 1.11 |
| 2002 | 14 | 7 | 7 | 1,895 | 1,034 | 860 | 25 | 10 | 16 | 0.55 | 0.72 | 0.45 |
| 2003 | 17 | 9 | 8 | 1,883 | 707 | 1,177 | 27 | 5 | 22 | 0.64 | 1.76 | 0.37 |
| 2004 | 25 | 13 | 12 | 1,859 | 680 | 1,180 | 27 | 5 | 22 | 0.93 | 2.65 | 0.55 |
| 2005 | 24 | 13 | 11 | 1,856 | 678 | 1,177 | 26 | 5 | 22 | 0.91 | 2.62 | 0.51 |
| 2006 | 21 | 9 | 12 | 1,849 | 678 | 1,171 | 28 | 5 | 23 | 0.76 | 1.79 | 0.53 |
| 2007 | 16 | 5 | 11 | 1,855 | 677 | 1,178 | 30 | 5 | 24 | 0.54 | 0.92 | 0.45 |
| 2008 | 17 | 10 | 7 | 1,758 | 676 | 1,082 | 26 | 5 | 21 | 0.66 | 2.04 | 0.33 |

* Assumes 28% Rural road miles for 2006

** Assumes Urban 100 Million miles traveled is all miles less rural miles (urban = all - rural).

Table 3.3.4 Urban versus Rural Collision Rate per Million VMT

| Year | Number of Collisions | | | Maintained Road Miles | | | Annual Million VMT | | | Collisions per Million VMT | | |
|------|----------------------|-------|-------|-----------------------|--------|-------|--------------------|-------|---------|----------------------------|-------|-------|
| | All | Rural | Urban | All | Rural* | Urban | All | Rural | Urban** | All | Rural | Urban |
| 2001 | 2320 | 170 | 946 | 1,832 | 513 | 1,319 | 2,348 | 309 | 2,039 | 0.99 | 0.55 | 0.46 |
| 2002 | 2618 | 96 | 712 | 1,895 | 531 | 1,364 | 2,435 | 322 | 2,113 | 1.08 | 0.30 | 0.34 |
| 2003 | 2754 | 476 | 2070 | 1,883 | 527 | 1,356 | 2,447 | 308 | 2,140 | 1.13 | 1.55 | 0.97 |
| 2004 | 2738 | 489 | 2103 | 1,859 | 521 | 1,338 | 2,457 | 301 | 2,156 | 1.11 | 1.63 | 0.98 |
| 2005 | 2888 | 502 | 2227 | 1,856 | 520 | 1,336 | 2,432 | 307 | 2,125 | 1.19 | 1.64 | 1.05 |
| 2006 | 2864 | 440 | 2265 | 1,849 | 518 | 1,331 | 2,538 | 310 | 2,228 | 1.13 | 1.42 | 1.02 |
| 2007 | 2656 | 413 | 2115 | 1,855 | 521 | 1,334 | 2,690 | 329 | 2,361 | 0.99 | 1.26 | 0.90 |
| 2008 | 2351 | 432 | 1773 | 1,758 | 676 | 1,082 | 2,594 | 491 | 2,103 | 0.91 | 0.88 | 0.84 |

3.4 Arterial Classification Fatal, Injury, and Property Damage Only Collisions

Table 3.4.1 Collisions by Arterial Classification

| Year | Collector | Local Access | Minor Arterial | Not Located by County | Principal Arterial | Total |
|------|-----------|--------------|----------------|-----------------------|--------------------|-------|
| 2001 | 266 | 294 | 275 | 1204 | 281 | 2320 |
| 2002 | 160 | 162 | 209 | 1810 | 277 | 2618 |
| 2003 | 653 | 734 | 586 | 208 | 573 | 2754 |
| 2004 | 642 | 716 | 603 | 146 | 631 | 2738 |
| 2005 | 697 | 849 | 583 | 159 | 600 | 2888 |
| 2006 | 664 | 857 | 586 | 159 | 598 | 2864 |
| 2007 | 626 | 862 | 523 | 128 | 517 | 2656 |
| 2008 | 530 | 724 | 494 | 146 | 457 | 2351 |

Table 3.4.2 Fatal Collisions by Arterial Classification

| Year | Collector | Local Access | Minor Arterial | Principal Arterial |
|-------------|------------------|---------------------|-----------------------|---------------------------|
| 2001 | 12 | 3 | 3 | 5 |
| 2002 | 6 | 2 | 5 | 0 |
| 2003 | 7 | 2 | 4 | 2 |
| 2004 | 8 | 5 | 4 | 4 |
| 2005 | 10 | 2 | 4 | 4 |
| 2006 | 9 | 2 | 5 | 4 |
| 2007 | 2 | 7 | 3 | 4 |
| 2008 | 6 | 3 | 6 | 1 |

Table 3.4.3 Injury Collisions by Arterial Classification

| Year | Collector | Local Access | Minor Arterial | Not Located by County | Principal Arterial |
|-------------|------------------|---------------------|-----------------------|------------------------------|---------------------------|
| 2001 | 93 | 60 | 96 | 619 | 103 |
| 2002 | 66 | 72 | 90 | 760 | 109 |
| 2003 | 270 | 220 | 240 | 101 | 228 |
| 2004 | 247 | 210 | 253 | 57 | 248 |
| 2005 | 269 | 250 | 230 | 61 | 260 |
| 2006 | 270 | 269 | 248 | 61 | 248 |
| 2007 | 249 | 253 | 203 | 46 | 186 |
| 2008 | 196 | 215 | 188 | 58 | 160 |

Table 3.4.4 Property Damage Only Collisions by Arterial Classification

| Year | Collector | Local Access | Minor Arterial | Not Located by County | Principal Arterial |
|-------------|------------------|---------------------|-----------------------|------------------------------|---------------------------|
| 2001 | 161 | 231 | 176 | 585 | 173 |
| 2002 | 88 | 88 | 114 | 1050 | 168 |
| 2003 | 376 | 512 | 342 | 107 | 343 |
| 2004 | 387 | 501 | 346 | 89 | 379 |
| 2005 | 418 | 597 | 349 | 98 | 336 |
| 2006 | 385 | 586 | 333 | 98 | 346 |
| 2007 | 375 | 602 | 317 | 82 | 327 |
| 2008 | 328 | 506 | 300 | 88 | 296 |

4.0 COLLISION TYPES

4.1 Collision Severity

Table 4.1.1 summarizes the number of collisions occurring annually over the past 8 years. The collisions are broken down by severity into property damage only (PDO), injury, and fatal accidents. It should be noted that the number of fatalities can be higher than the number a fatal collisions. For example the number of fatalities in 2006 was 21 while the number of fatal collision reports was 20 since there were multiple fatality accidents, as shown on Table 4.1.2.

Table 4.1.1 Collisions by Most Severe Injury

| Year | Fatal | | Injury | | Property Damage Only | | Total |
|------|------------|---------|------------|---------|----------------------|---------|-------|
| | Collisions | Percent | Collisions | Percent | Collisions | Percent | |
| 2001 | 23 | 1.0% | 971 | 42% | 1326 | 57% | 2320 |
| 2002 | 13 | 0.5% | 1097 | 42% | 1508 | 58% | 2618 |
| 2003 | 15 | 0.5% | 1059 | 38% | 1680 | 61% | 2754 |
| 2004 | 21 | 0.8% | 1015 | 37% | 1702 | 62% | 2738 |
| 2005 | 20 | 0.7% | 1070 | 37% | 1798 | 62% | 2888 |
| 2006 | 20 | 0.7% | 1096 | 38% | 1748 | 61% | 2864 |
| 2007 | 16 | 0.6% | 937 | 35% | 1703 | 64% | 2656 |
| 2008 | 16 | 0.7% | 817 | 35% | 1518 | 65% | 2351 |

Table 4.1.2 Fatal Collisions vs Fatalities

| Year | All Collision Types | |
|------|---------------------|------------|
| | Fatal Collisions | Fatalities |
| 2001 | 23 | 25 |
| 2002 | 13 | 14 |
| 2003 | 15 | 17 |
| 2004 | 21 | 25 |
| 2005 | 20 | 24 |
| 2006 | 20 | 21 |
| 2007 | 16 | 16 |
| 2008 | 16 | 17 |

Table 4.1.3 Collisions by Collision Types

| Collision Type | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Fixed object* | 582 | 615 | 687 | 665 | 712 | 728 | 679 | 609 |
| Rear – end | 520 | 644 | 604 | 644 | 627 | 644 | 582 | 524 |
| Entering at angle | 316 | 387 | 397 | 374 | 425 | 426 | 374 | 305 |
| Parked | 179 | 178 | 220 | 206 | 266 | 233 | 233 | 217 |
| Left turn | 165 | 196 | 189 | 161 | 165 | 167 | 155 | 134 |
| Sideswipe | 84 | 107 | 122 | 125 | 135 | 128 | 119 | 114 |
| Driveway Leaving | 91 | 124 | 119 | 112 | 108 | 106 | 94 | 96 |
| Other | 71 | 100 | 96 | 137 | 129 | 131 | 112 | 93 |
| Vehicle overturned* | 120 | 57 | 75 | 89 | 92 | 87 | 98 | 69 |
| Driveway entering | 72 | 75 | 106 | 92 | 81 | 81 | 80 | 62 |
| Pedestrian | 29 | 40 | 33 | 30 | 39 | 32 | 41 | 36 |
| Head on | 42 | 34 | 50 | 40 | 50 | 41 | 40 | 35 |
| Bicycle | 18 | 36 | 23 | 28 | 27 | 24 | 24 | 26 |
| Animal | 24 | 16 | 15 | 18 | 20 | 18 | 16 | 20 |
| Right Turn | 7 | 9 | 18 | 17 | 12 | 18 | 9 | 11 |

*Run-off Road is the total of fixed object struck and the vehicle overturned collisions.

Table 4.1.4 Fatalities by Collision Type

| Collision Type | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Fixed object | 19 | 8 | 12 | 11 | 9 | 10 | 5 | 8 |
| Entering at angle | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 |
| Vehicle overturned* | 1 | 3 | 0 | 2 | 3 | 1 | 2 | 2 |
| Animal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Bicycle | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 |
| Driveway Leaving | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Head on | 3 | 1 | 1 | 3 | 5 | 0 | 3 | 1 |
| Pedestrian | 2 | 0 | 0 | 2 | 1 | 2 | 2 | 1 |
| Driveway entering | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Left turn | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 |
| Other | 0 | 2 | 0 | 3 | 3 | 3 | 0 | 0 |
| Parked | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Rear – end | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 |

*Vehicle overturned includes motorcycle collisions. **Run-off Road is the total of fixed object struck and the vehicle overturned collisions.

Table 4.1.5 Fixed Object Fatalities by Vehicle 1 Type

| Vehicle 1 Type | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Motorcycle | 3 | 3 | | 1 | 3 | 1 | 1 |
| Other | | | | | | 1 | |
| Passenger Car | 3 | 8 | 8 | 4 | 3 | 1 | 5 |
| Pickup,Panel Truck or Vanette under 10,000 lb | 2 | 1 | 3 | 3 | 2 | 2 | 2 |
| Truck (Flatbad, Van,etc) | | | | 1 | 2 | | |

Table 4.1.6 Vehicle Overturned Fatalities by Vehicle 1 Type

| Vehicle 1 Type | 2002* | 2004 | 2005 | 2006 | 2007 | 2008 |
|---|--------------|-------------|-------------|-------------|-------------|-------------|
| Motorcycle | | | 1 | 1 | 1 | 1 |
| Other | | | | | 1 | |
| Passenger Car | 2 | 1 | | | | 1 |
| Pickup,Panel Truck or Vanette under 10,000 lb | 1 | 1 | 2 | | | |

*No Vehicle Type data available for 2001.

Table 4.1.7 Collision Type by Most Severe Injury - 2008

| Collision Type | Fatal | Injury | Property Damage Only |
|-----------------------|--------------|---------------|-----------------------------|
| Fixed object | 7 | 176 | 426 |
| Entering at angle | 2 | 134 | 169 |
| Vehicle overturned | 2 | 41 | 26 |
| Pedestrian | 1 | 35 | 0 |
| Bicycle | 1 | 25 | 0 |
| Head on | 1 | 25 | 9 |
| Driveway Leaving | 1 | 18 | 77 |
| Animal | 1 | 6 | 13 |
| Rear – end | 0 | 203 | 321 |
| Left turn | 0 | 60 | 74 |
| Other | 0 | 29 | 64 |
| Sideswipe | 0 | 26 | 88 |
| Driveway entering | 0 | 25 | 37 |
| Parked | 0 | 12 | 205 |
| Right Turn | 0 | 2 | 9 |

Table 4.1.8 First Object Struck by Most Severe Injury - 2008

| First Object Struck | Fatal | Injury | Property Damage Only |
|---|--------------|---------------|-----------------------------|
| Tree or Stump (stationary) | 2 | 30 | 47 |
| Utility Pole | 1 | 26 | 61 |
| Earth Bank or Ledge | 1 | 18 | 21 |
| Over Embankment - No Guardrail Present | 1 | 9 | 13 |
| Curb, Raised Traffic Island or Raised Median Curb | 1 | 1 | 10 |
| Guardrail - Through, Over or Under | 1 | 1 | 4 |
| Roadway Ditch | 0 | 31 | 51 |
| Fence | 0 | 12 | 79 |
| Mailbox | 0 | 8 | 20 |
| Guardrail - Face | 0 | 7 | 23 |
| Retaining Wall (concrete, rock, brick, etc.) | 0 | 4 | 8 |
| Wood Sign Post | 0 | 4 | 30 |
| Boulder (stationary) | 0 | 3 | 5 |
| Building | 0 | 3 | 5 |
| Other Objects | 0 | 3 | 12 |
| Bridge Rail – Face | 0 | 2 | 1 |
| Concrete Barrier/Jersey Barrier – Face | 0 | 2 | 2 |
| Culvert and/or other Appurtenance in Ditch | 0 | 2 | 4 |
| Guardrail - Leading End | 0 | 2 | 5 |
| Utility Box | 0 | 2 | 2 |
| Guide Post | 0 | 1 | |
| Miscellaneous Object or Debris on Road | 0 | 1 | 5 |
| Not Stated | 0 | 1 | 1 |
| Rock Bank or Ledge | 0 | 1 | 0 |
| Street Light Pole or Base | 0 | 1 | 2 |
| Traffic Signal Pole or Box | 0 | 1 | 1 |
| Fallen rock hit by vehicle (on the road) | 0 | 0 | 2 |
| Fallen tree hit by vehicle (on the road) | 0 | 0 | 1 |
| Falling tree on vehicle (on the road) | 0 | 0 | 2 |
| Fire Hydrant | 0 | 0 | 10 |
| Snow Bank | 0 | 0 | 1 |

4.2 Fixed Object Collisions

Table 4.2.1 Fixed Object Collision Rate per Million VMT

| Year | Fixed Object Collisions | | | Average Daily Traffic Volumes | | | Maintained Road Miles | | | Annual Million VMT | | | Fixed Object Collisions per Million VMT | | |
|------|-------------------------|-------|-------|-------------------------------|-------|-------|-----------------------|--------|-------|--------------------|-------|---------|---|-------|-------|
| | All | Rural | Urban | All | Rural | Urban | All | Rural* | Urban | All | Rural | Urban** | All | Rural | Urban |
| 2005 | 712 | 221 | 438 | 5974 | 3294 | 8653 | 1,856 | 678 | 1,177 | 2,648 | 495 | 2,152 | 0.27 | 0.45 | 0.20 |
| 2006 | 728 | 207 | 489 | 6246 | 3376 | 9117 | 1,849 | 678 | 1,171 | 2,764 | 504 | 2,260 | 0.26 | 0.41 | 0.22 |
| 2007 | 679 | 196 | 458 | 6598 | 3567 | 9630 | 1,855 | 677 | 1,178 | 2,962 | 541 | 2,421 | 0.23 | 0.36 | 0.19 |
| 2008 | 609 | 204 | 351 | 6231 | 3225 | 9238 | 1,758 | 676 | 1,082 | 2,594 | 491 | 2,103 | 0.23 | 0.42 | 0.17 |

Table 4.2.2 Fixed Object Percentages

| Year | Fatal Collisions | | | Collisions | | |
|------|------------------|--------------|-----|------------|--------------|-----|
| | All | Fixed object | % | All | Fixed object | % |
| 2001 | 23 | 17 | 74% | 2320 | 582 | 25% |
| 2002 | 13 | 8 | 62% | 2618 | 615 | 23% |
| 2003 | 15 | 11 | 73% | 2754 | 687 | 25% |
| 2004 | 21 | 9 | 43% | 2738 | 665 | 24% |
| 2005 | 20 | 9 | 45% | 2888 | 712 | 25% |
| 2006 | 20 | 10 | 50% | 2864 | 728 | 25% |
| 2007 | 16 | 5 | 31% | 2656 | 679 | 26% |
| 2008 | 16 | 7 | 44% | 2351 | 609 | 26% |

Figure 4.2.1 Fatal Collisions with Fixed Objects Trend and Percentages

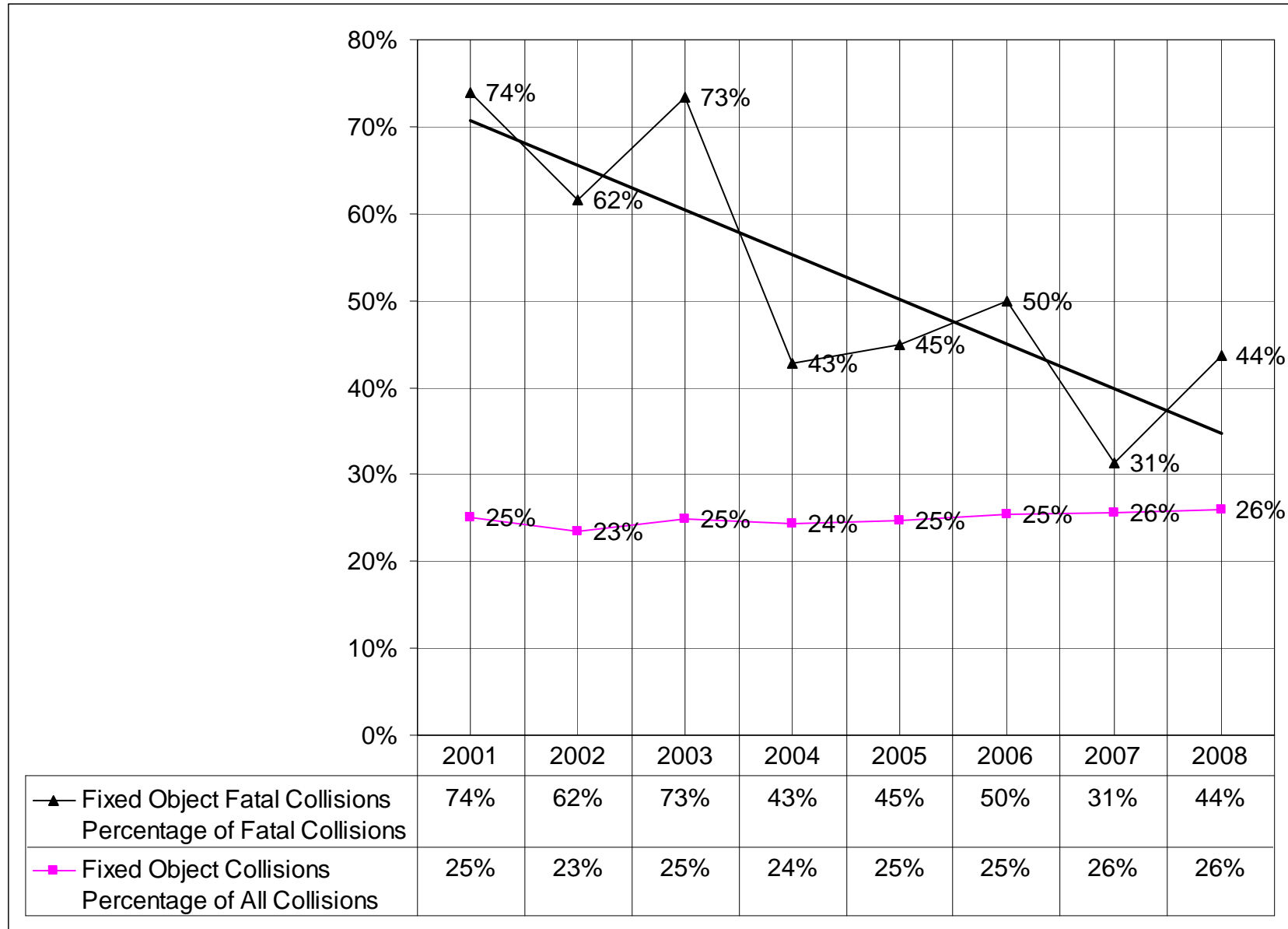


Table 4.2.3 Leading First Objects Struck

| First Objects Struck | 2008 |
|--|-------------|
| Fence | 91 |
| Utility Pole | 88 |
| Roadway Ditch | 82 |
| Tree or Stump (stationary) | 79 |
| Earth Bank or Ledge | 40 |
| Wood Sign Post | 34 |
| Guardrail – Face | 30 |
| Mailbox | 28 |
| Over Embankment - No Guardrail Present | 23 |

*An additional 116 collisions struck other objects not listed.

Table 4.2.4 Leading First Objects Struck in Fatal Collisions Urban and Rural

| First Object Struck | 2008 | |
|---|--------------|--------------|
| | Rural | Urban |
| Tree or Stump (stationary) | 1 | 1 |
| Curb, Raised Traffic Island or Raised Median Curb | | 1 |
| Earth Bank or Ledge | 1 | |
| Guardrail - Through, Over or Under | 1 | |
| Over Embankment - No Guardrail Present | 1 | |
| Utility Pole | 1 | |

Table 4.2.5 Guardrail Strike Fatal Collision Circumstances

| First Object Struck | Contributing Circumstance Unit 1 | | 2001 | 2003 | 2005 | 2006 | 2007 | 2008 |
|------------------------------------|---|------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Guardrail - Face | Exceeding Reas. Safe Speed | | | | 1 | | | |
| Guardrail - Face | Under Influence of Alcohol | | 1 | | | | | |
| Guardrail - Face | Under Influence of Alcohol | Exceeding Stated Speed Limit | | | | 1 | | |
| Guardrail - Face | Exceeding Stated Speed Limit | Under Influence of Alcohol | | 1 | | | | |
| Guardrail - Face | Exceeding Reas. Safe Speed | | | | | | 1 | |
| Guardrail - Face | Inattention | | | 1 | | | | |
| Guardrail - Face | Other | | 1 | | | | | |
| Guardrail - Leading End | Under Influence of Alcohol | Exceeding Stated Speed Limit | | 1 | | | | |
| Guardrail - Leading End | Under Influence of Alcohol | Exceeding Stated Speed Limit | 1 | | | | | |
| Guardrail - Leading End | Under Influence of Alcohol | Exceeding Reas. Safe Speed | 1 | | | | | |
| Guardrail - Through, Over or Under | Other | | | | | | | 1 |

4.3 Pedestrian Collisions

Table 4.3.1 Pedestrian Collisions by Most Severe Injury

| Year | Collision Severity | | | Total Collisions |
|------|--------------------|--------|----------------------|------------------|
| | Fatal | Injury | Property Damage Only | |
| 2001 | 2 | 28 | 2 | 32 |
| 2002 | 1 | 42 | | 43 |
| 2003 | | 39 | | 39 |
| 2004 | 2 | 32 | 1 | 35 |
| 2005 | 2 | 39 | | 41 |
| 2006 | 2 | 33 | | 35 |
| 2007 | 2 | 41 | | 43 |
| 2008 | 1 | 37 | 1 | 39 |

Table 4.3.2 What the Pedestrian Was Using by Severity for 2008

| Where the Pedestrian Was | Dead at Scene | Evident Injury | No Injury | Possible Injury | Serious Injury |
|--------------------------|---------------|----------------|-----------|-----------------|----------------|
| Marked crosswalk | | 4 | 1 | 7 | |
| Other | 1 | 2 | | | |
| Roadway | | 8 | 1 | 3 | 3 |
| Shoulder | | 2 | | 1 | 1 |
| Sidewalk | | 5 | | 2 | 1 |
| Unmarked crosswalk | | 1 | | 4 | |
| Walkway | | | | | 1 |
| TOTAL | 1 | 22 | 2 | 17 | 6 |

Table 4.3.3 Pedestrians Involved in Collisions

| Year | Pedestrians Involved in Collisions |
|-------------|---|
| 2001 | 33 |
| 2002 | 47 |
| 2003 | 40 |
| 2004 | 41 |
| 2005 | 41 |
| 2006 | 38 |
| 2007 | 44 |
| 2008 | 48 |

Table 4.3.4 Pedestrian Collision Contributing Circumstances

| Contributing Circumstance | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Fail to Yield Right of Way to Pedestrian | 9 | 17 | 13 | 10 | 10 | 16 | 12 | 15 |
| None | 14 | 14 | 9 | 6 | 16 | 7 | 16 | 8 |
| Other | 2 | 3 | 1 | 5 | 5 | 1 | 6 | 5 |
| Operating Defective Equipment | | 1 | 2 | | | | | 2 |
| Other Driver Distractions Inside Vehicle | | | | | | | | 2 |
| Under Influence of Alcohol | 1 | 3 | 4 | 2 | 1 | 2 | 1 | 2 |
| Apparently Ill | | | | | | | 1 | 1 |
| Did Not Grant RW to Vehicle | | | 1 | 1 | | | | 1 |
| Exceeding Reasonably. Safe Speed | | 2 | 2 | 1 | 1 | 1 | 1 | 1 |
| Exceeding Stated Speed Limit | | | | 1 | | 2 | | 1 |
| Improper Backing | 2 | | | | | 1 | | 1 |
| Blank | | 1 | | 2 | 1 | | 1 | |
| Apparently Asleep | | | 1 | 1 | | | | |
| Disregard Stop and Go Light | | | | 1 | 1 | 1 | | |
| Disregard Stop Sign - Flashing Red | | | 1 | | | 1 | | |
| Disregard Flagger - Officer | | | | | 1 | | | |
| Driver Interacting with Passengers, Animals | | | | | | | 1 | |
| Driver Smoking | | | | | | | 1 | |
| Improper Passing | | | | 1 | | 1 | | |
| Improper Turn | | | | | 1 | | 1 | |
| Inattention | 2 | 2 | 5 | 4 | 3 | 1 | 1 | |
| Under Influence of Drugs | 2 | | | | | | | |
| Unknown Driver Distraction | | | | | | 1 | 1 | |

Table 4.3.5 Age of Pedestrians Involved in Collisions from 2001 to 2008

| Age | | Number of Pedestrians 2001-2008 |
|---------|----|---------------------------------|
| 1 | 15 | 79 |
| 16 | 25 | 67 |
| 26 | 35 | 41 |
| 36 | 45 | 47 |
| 45 | 55 | 33 |
| 56 | 65 | 30 |
| 66 | 75 | 16 |
| 76 | 85 | 3 |
| 86 | 95 | 1 |
| Unknown | | 15 |

Table 4.3.6 Gender of Pedestrians Involved in Collisions

| Year | Female | Male |
|------|--------|------|
| 2002 | 20 | 24 |
| 2003 | 20 | 14 |
| 2004 | 9 | 20 |
| 2005 | 12 | 21 |
| 2006 | 10 | 18 |
| 2007 | 17 | 16 |
| 2008 | 24 | 24 |

4.4 Pedalcyclist Collisions

Table 4.4.1 Number of Pedalcyclist Collisions

| Year | Number of Pedalcyclist Collisions |
|-------------|--|
| 2001 | 20 |
| 2002 | 36 |
| 2003 | 23 |
| 2004 | 28 |
| 2005 | 27 |
| 2006 | 24 |
| 2007 | 26 |
| 2008 | 26 |

Table 4.4.2 Number of Pedalcyclists Involved in Collisions

| YEAR | Number of Pedalcyclist Involved in Collisions |
|-------------|--|
| 2001 | 21 |
| 2002 | 37 |
| 2003 | 24 |
| 2004 | 28 |
| 2005 | 27 |
| 2006 | 24 |
| 2007 | 28 |
| 2008 | 26 |

Table 4.4.3 Pedalcyclist Collisions by Most Severe Injury Type

| Year | Dead at Scene | Died in Hospital | Evident Injury | No Injury | Possible Injury | Serious Injury |
|-------------|----------------------|-------------------------|-----------------------|------------------|------------------------|-----------------------|
| 2001 | | | 13 | | 1 | 6 |
| 2002 | | | 23 | 2 | 5 | 6 |
| 2003 | | 1 | 10 | | 6 | 6 |
| 2004 | | | 13 | 1 | 13 | 1 |
| 2005 | | 1 | 11 | 1 | 8 | 6 |
| 2006 | | | 10 | 2 | 9 | 3 |
| 2007 | | 1 | 14 | 2 | 7 | 2 |
| 2008 | 1 | | 14 | | 9 | 2 |

4.5 Motorcyclists involved in Collisions

Table 4.5.1 Number of Motorcycle Collisions

| Year | Number of Motorcycle Collisions** |
|-------------|--|
| 2002 | 40 |
| 2003 | 47 |
| 2004 | 53 |
| 2005 | 60 |
| 2006 | 73 |
| 2007 | 49 |
| 2008 | 41 |

**Collision was coded as a motorcycle collision type.

Table 4.5.2 Motorcycles Involved in All Collisions

| Year | Number of Motorcycles Involved in All Collisions |
|-------------|---|
| 2002 | 53 |
| 2003 | 60 |
| 2004 | 72 |
| 2005 | 80 |
| 2006 | 104 |
| 2007 | 63 |
| 2008 | 55 |

**Includes all collisions where one or more of the motor vehicles involved was a motorcycle.

Table 4.5.3 Motorcycle Involved Collisions by Most Severe Injury Type

| Year | Dead at Scene | Died in Hospital | Evident Injury | No Injury | Possible Injury | Serious Injury | Unknown |
|-------------|----------------------|-------------------------|-----------------------|------------------|------------------------|-----------------------|----------------|
| 2002 | 4 | | 21 | 4 | 7 | 14 | 1 |
| 2003 | 2 | 2 | 25 | 6 | 9 | 22 | 1 |
| 2004 | 2 | 1 | 26 | 13 | 13 | 14 | |
| 2005 | 4 | | 34 | 7 | 23 | 20 | |
| 2006 | 3 | 3 | 36 | 11 | 16 | 23 | |
| 2007 | 1 | 1 | 25 | 8 | 18 | 14 | |
| 2008 | 3 | | 23 | 10 | 12 | 17 | 1 |

5.0 OTHER COLLISION INFORMATION

5.1 Estimated Economical Costs

Table 3.3.1 shows the estimated annual cost of collisions, as indicated; the estimated cost of collisions during 2008 was \$74.6 million¹.

Table 5.1.1 Estimated Economical Costs

| 2008 | | |
|--------------------|----------------------|----------------|
| Most Severe Injury | Number of Collisions | Estimated Cost |
| Dead at Scene | 14 | \$14,000,000 |
| Dead on Arrival | | |
| Died in Hospital | 2 | \$2,000,000 |
| | | |
| Serious injury | 68 | \$4,420,000 |
| Evident Injury | 272 | \$17,680,000 |
| Possible Injury | 430 | \$27,950,000 |
| | | |
| No Injury | 1362 | \$8,172,000 |
| | | |
| Unknown | 66 | \$396,000 |
| | | |
| Total | 2214 | |
| | | \$74,618,000 |

Note: Data is not normalized to account for external factors. Normalized data is considered more appropriate when comparing collisions over time.

¹ The following estimated costs per accident are used in this calculation: Property Damage Only-\$6,000, Injury-\$65,000, Fatality-\$1,000,000

5.2 Month, Day of Week, and Time of Day

Figure 5.2.1 Collisions by Month

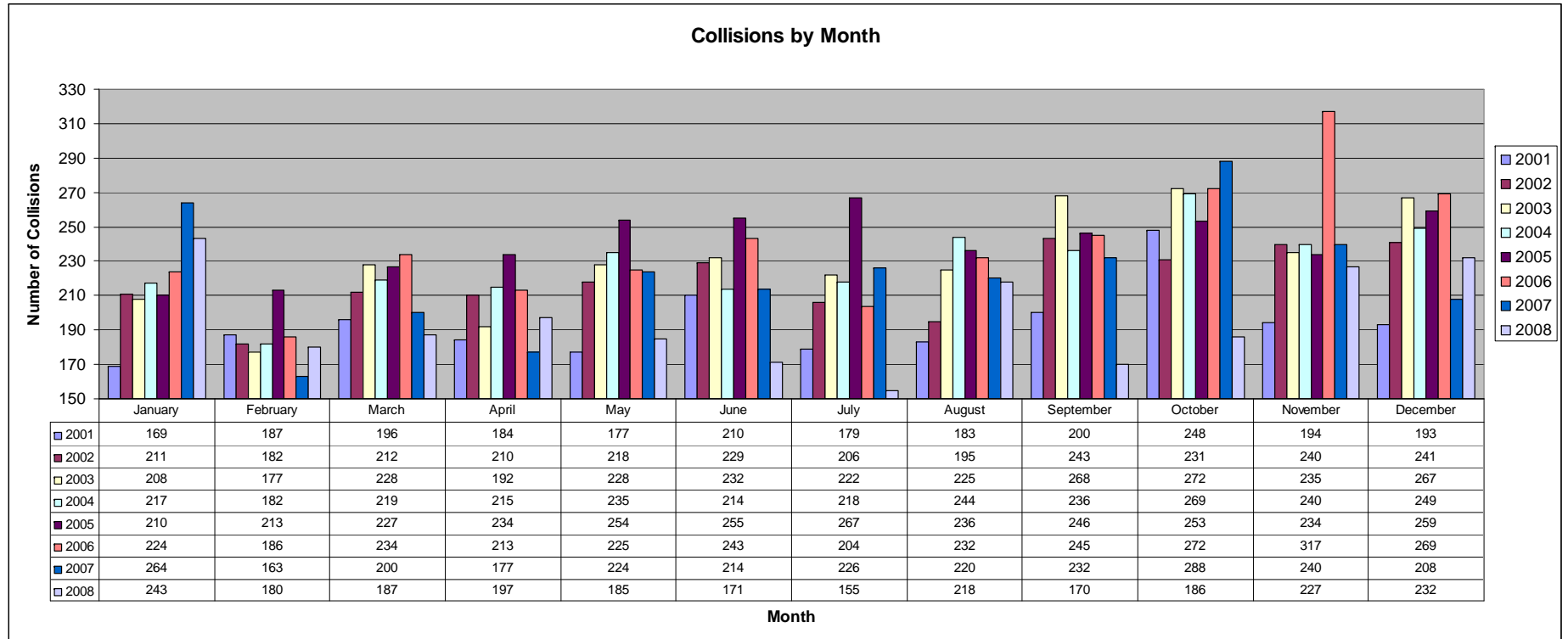


Figure 5.2.2 Collisions by the Day of the Week

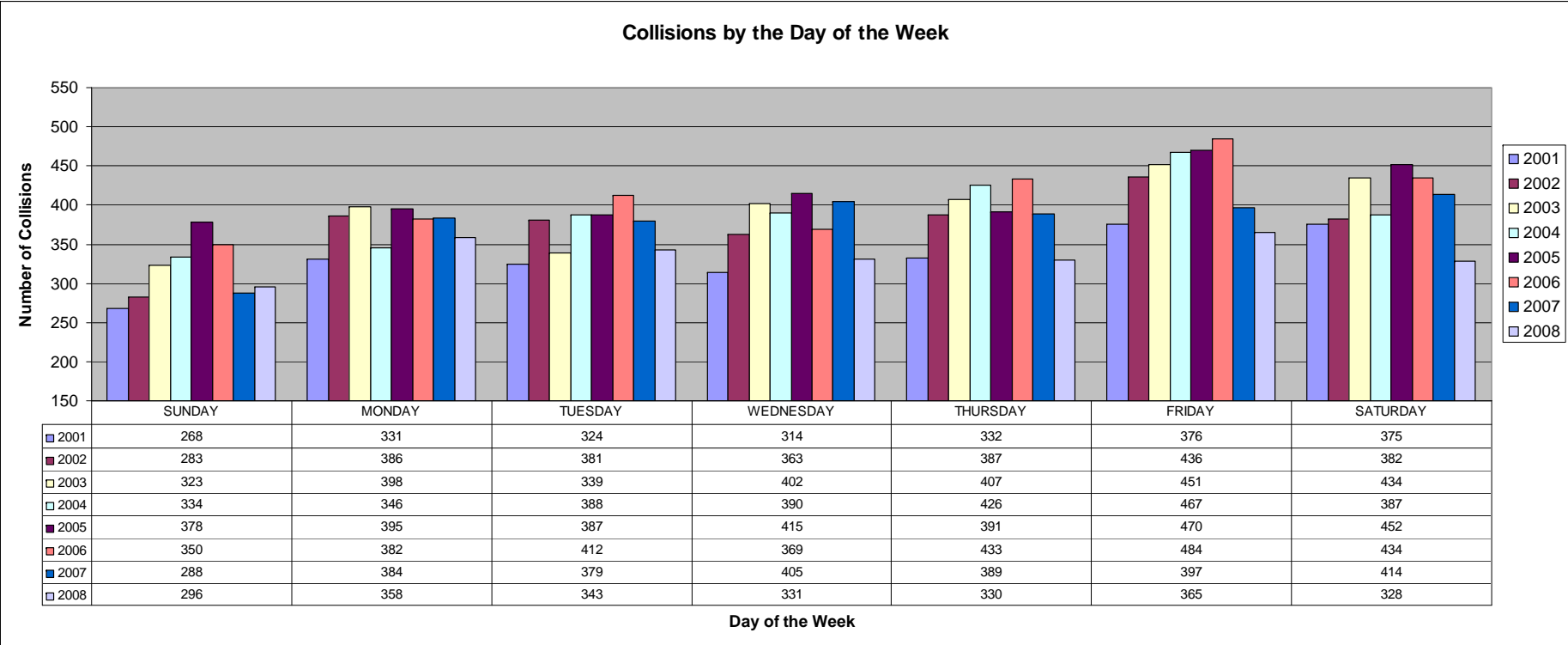


Figure 5.2.3 Weekday Collisions by the Time of the Day

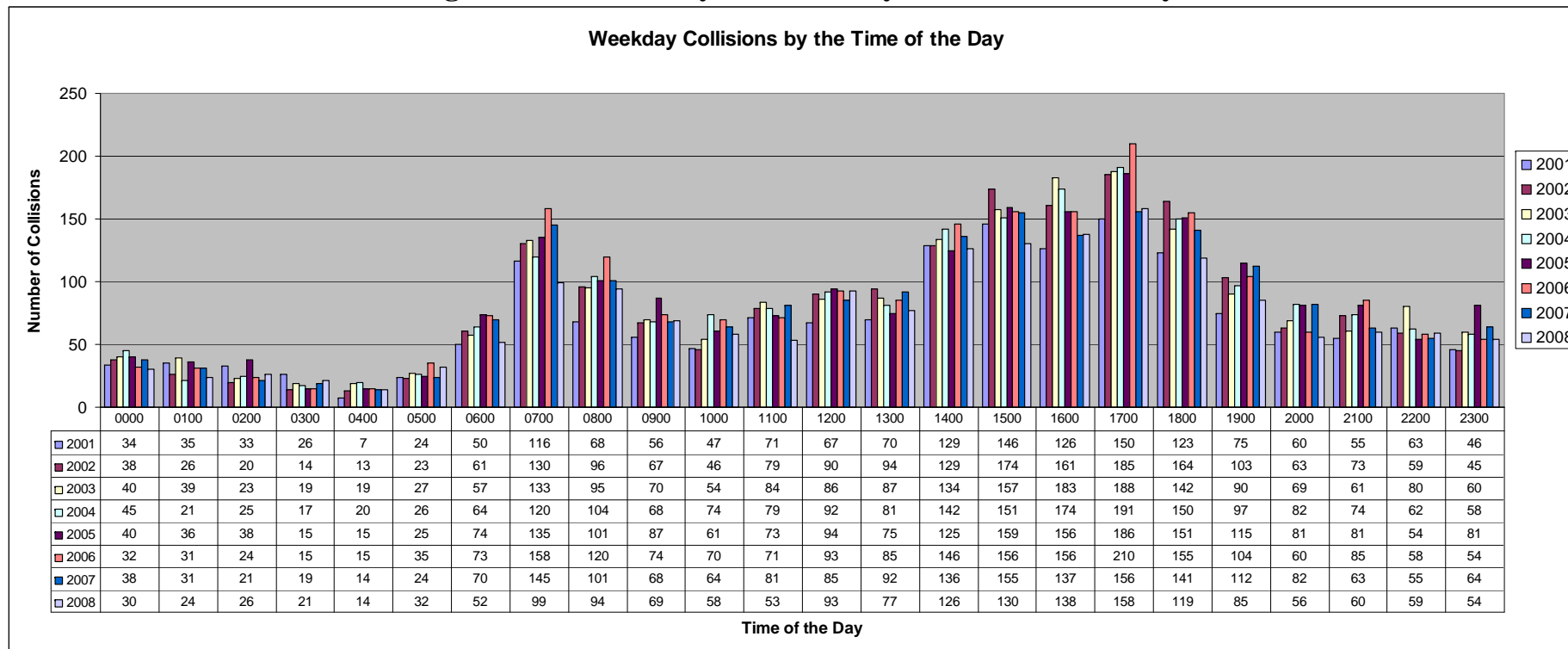
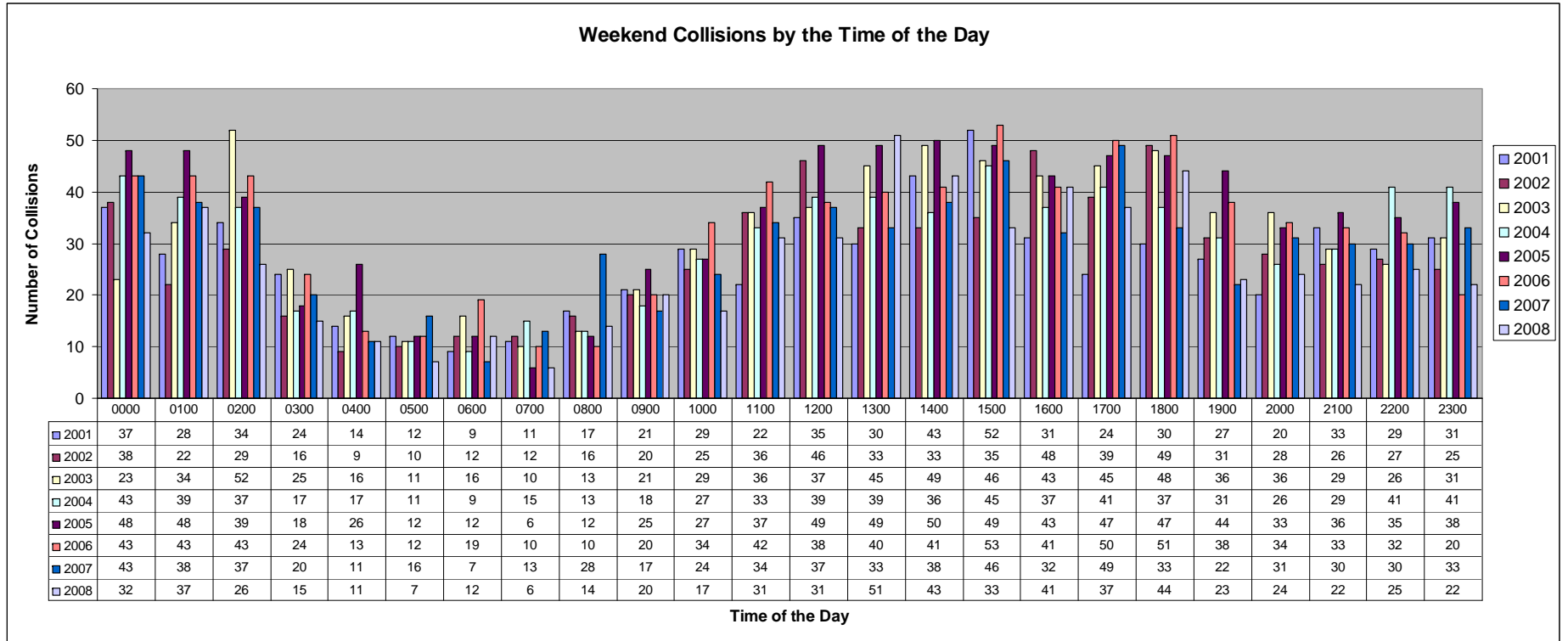


Figure 5.2.4 Weekend Collisions by the Time of the Day



5.3 Weather and Road Surface

Table 5.3.1 Road Conditions of Fatal Collisions

| Year | Dry | Ice | Snow/Slush | Unknown | Wet |
|------|-----|-----|------------|---------|-----|
| 2001 | 20 | 1 | | | 2 |
| 2002 | 13 | | | | |
| 2003 | 9 | | | 1 | 5 |
| 2004 | 18 | | | | 3 |
| 2005 | 15 | 2 | | 1 | 2 |
| 2006 | 18 | | | | 2 |
| 2007 | 11 | | 1 | | 4 |
| 2008 | 10 | | | | 6 |

Table 5.3.2 Roads Conditions of Collisions Resulting in Injury

| Year | Dry | Ice | Oil | Other | Sand/Mud/Dirt | Snow/Slush | Standing Water | Unknown | Wet |
|------|-----|-----|-----|-------|---------------|------------|----------------|---------|-----|
| 2001 | 640 | 28 | | 3 | 3 | 6 | | 2 | 289 |
| 2002 | 744 | 14 | 1 | 1 | 1 | 17 | | 8 | 311 |
| 2003 | 690 | 16 | | 3 | | 2 | | 7 | 341 |
| 2004 | 688 | 11 | | 3 | 1 | 6 | | 8 | 298 |
| 2005 | 743 | 33 | 1 | 2 | | 8 | | 5 | 278 |
| 2006 | 720 | 30 | 1 | | | 3 | 2 | 9 | 331 |
| 2007 | 615 | 40 | | 3 | | 15 | | 5 | 259 |
| 2008 | 490 | 35 | | 1 | 3 | 16 | | 7 | 265 |

Table 5.3.3 Road Conditions for Collisions Resulting in Property Damage Only

| Year | Dry | Ice | Oil | Other | Sand/Mud/Dirt | Snow/Slush | Standing Water | Unknown | Wet |
|-------------|------------|------------|------------|--------------|----------------------|-------------------|-----------------------|----------------|------------|
| 2001 | 794 | 34 | 1 | 6 | 6 | 19 | 3 | 32 | 431 |
| 2002 | 978 | 13 | 3 | 5 | 2 | 14 | | 31 | 462 |
| 2003 | 1037 | 24 | 1 | 1 | 2 | 12 | | 40 | 563 |
| 2004 | 1090 | 26 | | 3 | 3 | 30 | 2 | 33 | 515 |
| 2005 | 1162 | 58 | 2 | 5 | 1 | 15 | | 41 | 514 |
| 2006 | 1045 | 69 | 2 | 5 | 4 | 16 | 5 | 35 | 567 |
| 2007 | 956 | 90 | | 2 | 2 | 37 | 2 | 44 | 570 |
| 2008 | 845 | 66 | | 4 | 1 | 61 | | 22 | 519 |

Table 5.3.4 Weather Conditions during Fatal Collisions

| Year | Clear or Partly Cloudy | Fog or Smog or Smoke | Other | Overcast | Raining | Unknown |
|------|------------------------|----------------------|-------|----------|---------|---------|
| 2001 | 14 | | | 7 | 2 | |
| 2002 | 12 | 1 | | | | |
| 2003 | 9 | | | 4 | 1 | 1 |
| 2004 | 14 | 1 | | 3 | 3 | |
| 2005 | 12 | | 1 | 5 | 2 | |
| 2006 | 13 | 1 | | 5 | 1 | |
| 2007 | 10 | | | 3 | 3 | |
| 2008 | 6 | 1 | | 7 | 2 | |

Table 5.3.5 Weather Conditions during Collisions Resulting in Injury

| Year | Blowing Sand or Dirt or Snow | Clear or Partly Cloudy | Fog or Smog or Smoke | Other | Overcast | Raining | Severe Crosswind | Sleet or Hail or Freezing Rain | Snowing | Unknown |
|------|------------------------------|------------------------|----------------------|-------|----------|---------|------------------|--------------------------------|---------|---------|
| 2001 | | 1380 | 25 | 7 | 343 | 494 | | 4 | 24 | 43 |
| 2002 | 1 | 1604 | 39 | 11 | 379 | 489 | 4 | 1 | 36 | 54 |
| 2003 | 1 | 1602 | 26 | 4 | 445 | 584 | 2 | 7 | 18 | 65 |
| 2004 | 2 | 1612 | 58 | 8 | 469 | 498 | 2 | 3 | 28 | 58 |
| 2005 | 2 | 1786 | 43 | 14 | 472 | 471 | 3 | 19 | 20 | 58 |
| 2006 | | 1687 | 28 | 11 | 444 | 584 | 4 | 3 | 20 | 83 |
| 2007 | 2 | 1514 | 21 | 10 | 483 | 511 | 3 | 5 | 40 | 67 |
| 2008 | | 1267 | 15 | 7 | 467 | 479 | | 7 | 60 | 49 |

Table 5.3.6 Weather Conditions during Property Damage Only Collisions

| Year | Blowing Sand or Dirt or Snow | Clear or Partly Cloudy | Fog or Smog or Smoke | Other | Overcast | Raining | Severe Crosswind | Sleet or Hail or Freezing Rain | Snowing | Unknown |
|-------------|-------------------------------------|-------------------------------|-----------------------------|--------------|-----------------|----------------|-------------------------|---------------------------------------|----------------|----------------|
| 2001 | | 755 | 17 | 7 | 198 | 291 | | 1 | 19 | 38 |
| 2002 | 1 | 903 | 22 | 7 | 222 | 298 | 2 | | 17 | 36 |
| 2003 | 1 | 951 | 13 | 2 | 269 | 373 | 1 | 4 | 15 | 51 |
| 2004 | 2 | 982 | 41 | 5 | 284 | 313 | 2 | 2 | 25 | 46 |
| 2005 | | 1086 | 28 | 11 | 299 | 302 | 3 | 8 | 13 | 48 |
| 2006 | | 998 | 13 | 10 | 276 | 370 | 2 | 1 | 18 | 60 |
| 2007 | 2 | 931 | 8 | 7 | 309 | 354 | 2 | 4 | 30 | 56 |
| 2008 | | 796 | 8 | 5 | 292 | 330 | | 5 | 41 | 41 |

5.4 Demographics

Figure 5.4.1 Collisions by Age of the Driver of Unit 1

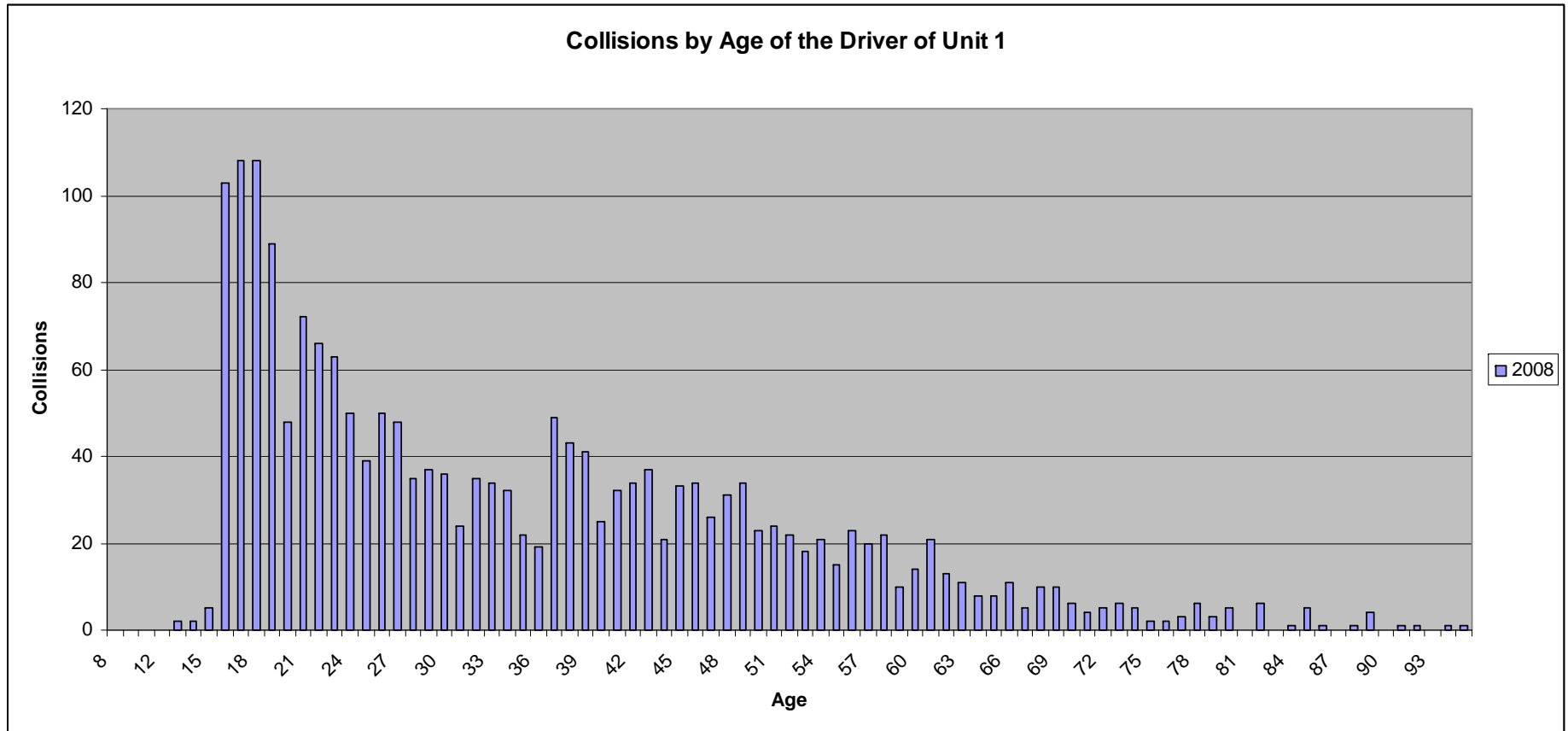


Figure 5.4.2 Age Distribution of Washington States Licensed Drivers Year 2000

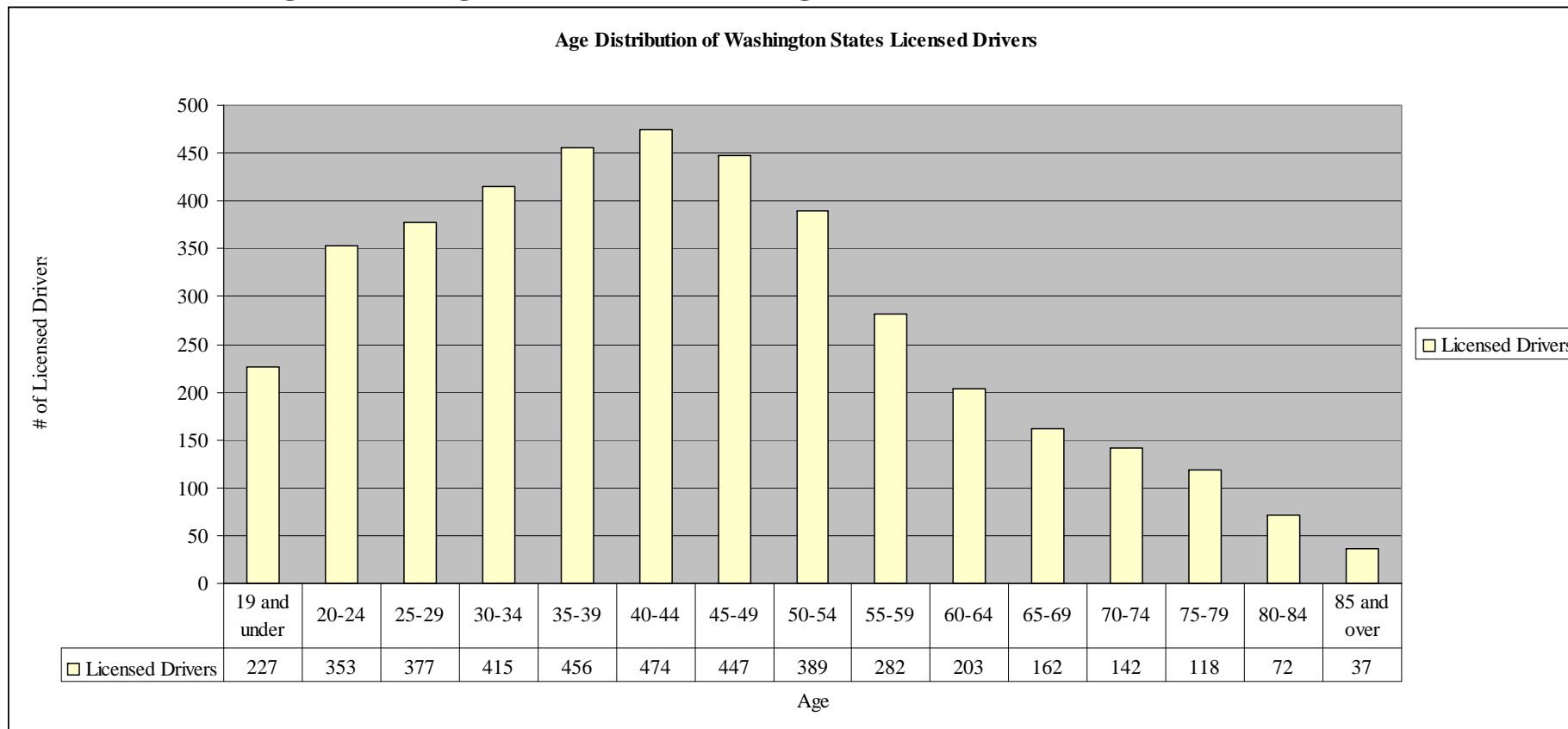


Table 5.4.1 Number of Washington State Licensed Drivers by Age and Sex

Licensed Drivers in Washington by Age and Sex: 2000 (thousands)

| Age | Male | Female | Total |
|--------------|-------------|---------------|--------------|
| 19 and under | 117 | 110 | 227 |
| 20-24 | 182 | 171 | 353 |
| 25-29 | 194 | 182 | 377 |
| 30-34 | 213 | 202 | 415 |
| 35-39 | 231 | 225 | 456 |
| 40-44 | 239 | 235 | 474 |
| 45-49 | 225 | 222 | 447 |
| 50-54 | 197 | 192 | 389 |
| 55-59 | 144 | 138 | 282 |
| 60-64 | 105 | 99 | 203 |
| 65-69 | 82 | 80 | 162 |
| 70-74 | 70 | 73 | 142 |
| 75-79 | 56 | 62 | 118 |
| 80-84 | 34 | 37 | 72 |
| 85 and over | 18 | 19 | 37 |

SOURCE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2000*, Washington, DC: 2001

Table 5.4.2 Top 8 Contributing Circumstances for Ages 16-20

| Leading Contributing Circumstances | Age of Driver | | | | |
|------------------------------------|---------------|----|----|----|----|
| | 16 | 17 | 18 | 19 | 20 |
| Exceeding Reas. Safe Speed | 38 | 40 | 44 | 33 | 17 |
| Did Not Grant RW to Vehicle | 14 | 23 | 26 | 13 | 4 |
| Follow Too Closely | 5 | 8 | 5 | 8 | 5 |
| Exceeding Stated Speed Limit | 11 | 4 | 5 | 4 | 2 |
| Other | 5 | 3 | 2 | 2 | 4 |
| Apparently Asleep | 1 | 5 | 3 | 4 | 1 |
| Inattention | 4 | 2 | 2 | 5 | 1 |
| Under Influence of Alcohol | 2 | 1 | 2 | 4 | 4 |

5.5 Contributing Circumstances

Table 5.5.1 Leading Contributing Circumstances of All Collisions for the Driver of the Motor Vehicle

| Contributing Circumstance | Number of Collisions (2001-2008) |
|-------------------------------------|---|
| Exceeding Reas. Safe Speed | 5077 |
| Did Not Grant RW to Vehicle | 3513 |
| Other | 2318 |
| Under Influence of Alcohol | 1374 |
| Follow Too Closely | 1257 |
| Inattention | 943 |
| Exceeding Stated Speed Limit | 844 |
| None | 757 |
| Disregard Stop and Go Light | 469 |
| Disregard Stop Sign - Flashing Red | 433 |
| Over Center Line | 388 |
| Apparently Asleep | 341 |
| Improper Backing | 306 |
| Improper Turn | 290 |
| Improper Passing | 252 |
| Operating Defective Equipment | 223 |
| Improper U-Turn | 200 |
| Fail to Yield Row to Pedestrian | 165 |
| Apparently Ill | 125 |
| Driver Distractions Outside Vehicle | 95 |
| Under Influence of Drugs | 72 |

Table 5.5.2 Leading Contributing Circumstances for Injury Collisions for the Driver of Motor Vehicle Unit 1

| Contributing Circumstance) | Number of Injury Collisions (2001-2008) |
|--|--|
| Exceeding Reas. Safe Speed | 1987 |
| Did Not Grant RW to Vehicle | 1383 |
| Under Influence of Alcohol | 685 |
| Follow Too Closely | 517 |
| Other | 466 |
| Exceeding Stated Speed Limit | 363 |
| Inattention | 339 |
| None | 339 |
| Disregard Stop and Go Light | 223 |
| Disregard Stop Sign - Flashing Red | 189 |
| Over Center Line | 161 |
| Apparently Asleep | 156 |
| Fail to Yield Row to Pedestrian | 156 |
| Apparently Ill | 83 |
| Operating Defective Equipment | 68 |
| Improper Passing | 66 |
| Improper U-Turn | 65 |
| Improper Turn | 62 |
| Under Influence of Drugs | 41 |
| Driver Distractions Outside Vehicle | 34 |
| Improper Backing | 33 |
| Driver Interacting with Passengers, Animal** | 25 |
| Other Driver Distractions Inside Vehicle** | 24 |
| Driver Operating Handheld Telecommunication Device** | 17 |

**Code added in 2006

Table 5.5.3 Leading Contributing Circumstances of Fatal Collision for the Driver of Motor Vehicle Unit 1

| Contributing Circumstance | Number of Fatal Collisions (2001-2008) |
|------------------------------------|---|
| Under Influence of Alcohol | 25 |
| Exceeding Reas. Safe Speed | 11 |
| Exceeding Stated Speed Limit | 11 |
| Other | 11 |
| Fail to Yield Row to Pedestrian | 5 |
| Inattention | 4 |
| Did Not Grant RW to Vehicle | 3 |
| Over Center Line | 3 |
| Apparently Ill | 2 |
| None | 2 |
| Disregard Stop Sign - Flashing Red | 1 |

5.6 Impairment

Table 5.6.1 Drunk Driving Impact on Fatal Collisions

| Year | Number of Fatal Collisions with Impaired Driver | Percent of All Fatal Collisions | Injury | Property Damage Only |
|-------------|--|--|---------------|-----------------------------|
| 2001 | 6 | 26% | 78 | 72 |
| 2002 | 10 | 77% | 99 | 73 |
| 2003 | 4 | 27% | 86 | 91 |
| 2004 | 7 | 33% | 82 | 98 |
| 2005 | 11 | 55% | 110 | 106 |
| 2006 | 9 | 45% | 123 | 117 |
| 2007 | 4 | 25% | 96 | 99 |
| 2008 | 7 | 44% | 77 | 79 |

Figure 5.6.1 Impaired Weekend Collisions by the Time of the Day

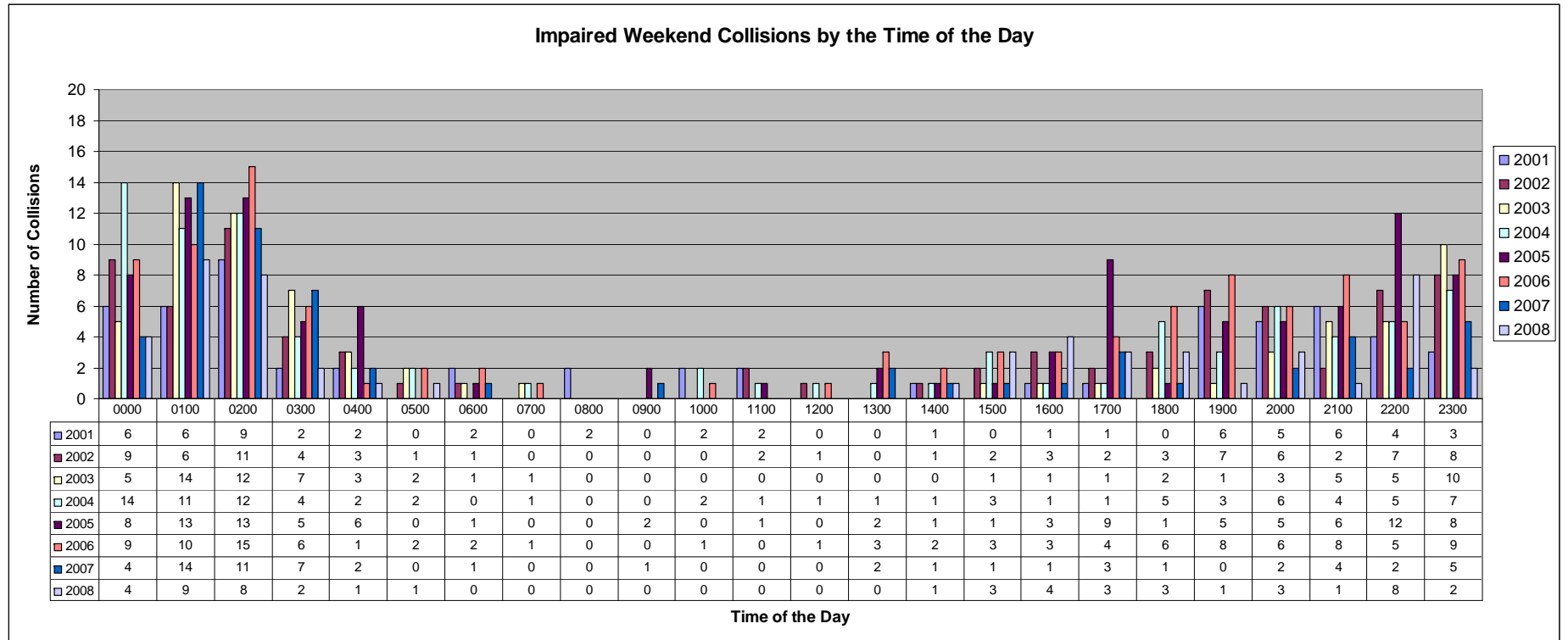
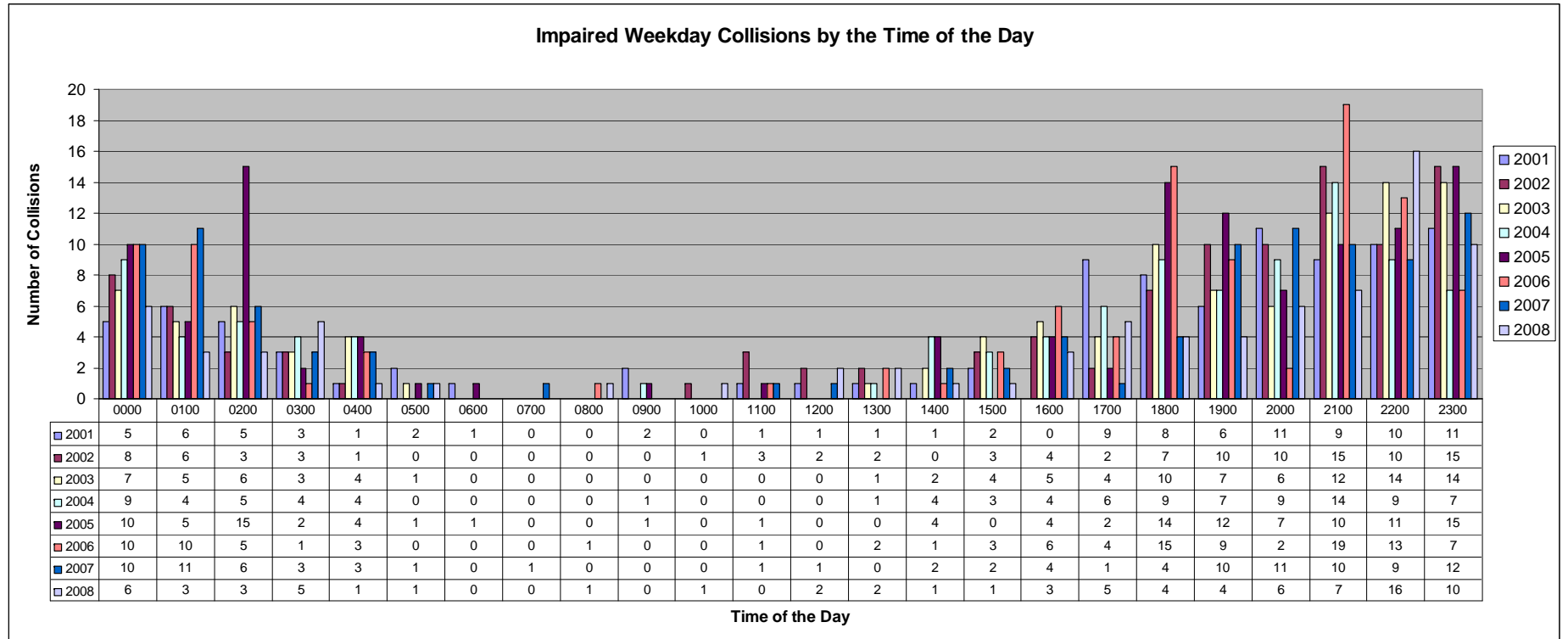


Figure 5.6.2 Impaired Weekday Collisions by the Time of the Day



5.7 Speed

Table 5.7.1 Speeding Driver's Contribution to Fatal, Injury, and Property Damage Only Collisions

| Year | Fatal | Injury | Property Damage Only |
|-------------|--------------|---------------|-----------------------------|
| 2001 | 8 | 325 | 431 |
| 2002 | 3 | 314 | 435 |
| 2003 | 4 | 294 | 459 |
| 2004 | 8 | 292 | 409 |
| 2005 | 5 | 276 | 445 |
| 2006 | 5 | 318 | 456 |
| 2007 | 5 | 273 | 476 |
| 2008 | 7 | 235 | 438 |

Nearly half of each years fatal collisions have speeding as a contributing circumstance.

5.8 Lighting Conditions

Table 5.8.1 Lighting Conditions

| Lighting Conditions | Fatal | Injury | Property Damage Only |
|----------------------------|--------------|---------------|-----------------------------|
| Dark-No Street Lights | 5 | 102 | 192 |
| Dark-Street Lights Off | | 14 | 37 |
| Dark-Street Lights On | 5 | 116 | 285 |
| Dawn | | 22 | 34 |
| Daylight | 5 | 477 | 809 |
| Dusk | 1 | 31 | 54 |
| Unknown | | 1 | 23 |

5.9 Economic Value of a Statistical Life (VSL) – Theoretical Willingness to Pay to Avoid Loss of Life

Assuming that the “Willingness to Pay to Avoid Loss if Life” in the United States is \$5.8 Million. This not intended to put a price on the value of human life. This could be used as a cost benefit analysis tool.

Table 5.9.1 Estimated Value in Preventing All 2008 Collisions

| Collision Severity | Economic Value (\$) | Number of Collisions | Estimated Avoidance Value\$ |
|---------------------------|----------------------------|-----------------------------|------------------------------------|
| Fatal | \$5,800,000 | 16 | \$92,800,000 |
| Critical | \$4,422,500 | 0 | \$0 |
| Severe | \$1,087,500 | 0 | \$0 |
| Serious | \$333,500 | 72 | \$24,012,000 |
| Moderate | \$89,900 | 292 | \$26,250,800 |
| Minor | \$11,600 | 453 | \$5,254,800 |
| | | | |
| | | | \$148,317,600 |

6.0 COLLISION LOCATION INFORMATION

6.1 Streets

Table 6.1.1 Streets by First Contributing Circumstance Assigned to Driver of Motor Vehicle (Unit 1)

| STREET | Cause not cited | Apparently Asleep | Apparently Fatigued | Apparently Ill | Did Not Grant RW to Vehicle | Disregard Stop and Go Light | Disregard Stop Sign - Flashing Red | Driver Adjusting Audio or Entertainment | Driver Distractions Outside Vehicle | Driver Eating or Drinking | Driver Interacting with Passengers, Anim | Driver Operating Handheld Telecommunicat | Driver Operating Other Electronic Device | Driver Reading or Writing | Driver Smoking | Exceeding Reas_Safe Speed | Exceeding Stated Speed Limit | Fail to Yield Row to Pedestrian | Follow Too Closely | Had Taken Medication | Improper Backing | Improper Passing | Improper Turn | Improper U-Turn | Inattention | None | Operating Defective Equipment | Other | Other Driver Distractions Inside Vehicle | Over Center Line | Under Influence of Alcohol | Under Influence of Drugs | Unknown Driver Distraction | Total | Total Speed Related | % Speed Related |
|----------------------------|-----------------|-------------------|---------------------|----------------|-----------------------------|-----------------------------|------------------------------------|---|-------------------------------------|---------------------------|--|--|--|---------------------------|----------------|---------------------------|------------------------------|---------------------------------|--------------------|----------------------|------------------|------------------|---------------|-----------------|-------------|------|-------------------------------|-------|--|------------------|----------------------------|--------------------------|----------------------------|-------|---------------------|-----------------|
| SE 208 ST | 2 | | | 1 | 21 | 1 | | | | | | | | | | 15 | 1 | | 2 | | | 1 | 1 | | 2 | | 1 | 9 | | 2 | 1 | | 60 | 16 | 27% | |
| ISSAQUAH HOBART RD | 4 | 2 | | 1 | 8 | | | | 1 | | | | | | | 16 | | | 6 | | | 1 | | | 2 | 2 | | 5 | 1 | 2 | 1 | 1 | | 53 | 16 | 30% |
| SE PETROVITSKY RD | 4 | 1 | | 1 | 3 | 1 | | | 1 | 2 | | | | | | 9 | 1 | | 2 | | 1 | 1 | 1 | | 3 | 2 | 1 | 5 | 1 | 2 | 4 | | 46 | 10 | 22% | |
| 140 AVE SE | 2 | 1 | | | 18 | 1 | | | | | | | | | | 7 | | | 1 | | 1 | | | 2 | 2 | 1 | 2 | 1 | | | 3 | | 42 | 7 | 17% | |
| SE 128 ST | 1 | 1 | | 1 | 7 | 1 | | 1 | 1 | | | | | | | 14 | 2 | 1 | | | | | 1 | | 1 | 1 | | 5 | | | 1 | 1 | 2 | 42 | 16 | 38% |
| NE WOODINVILLE DUVALL RD | | 1 | | | 2 | 1 | | | 1 | | | 1 | | | | 18 | | | 1 | | | | 1 | | 3 | 1 | 2 | 5 | | 1 | 1 | | 39 | 18 | 46% | |
| 99 AVE SW | 1 | 1 | | 1 | 2 | | 1 | | | | 1 | | | | | 10 | | | 1 | | | | | | 1 | 5 | 1 | 6 | | | 3 | | 1 | 35 | 10 | 29% |
| JUANITA-WOODINVILLE WAY NE | 2 | | | | 14 | 1 | | | | | | | | | | 7 | 1 | 1 | 2 | | | | | 2 | | 1 | 1 | | 2 | | | | | 34 | 8 | 24% |
| NE 128 ST | 4 | | | | 3 | | | | | | | | | | | 9 | 2 | | 7 | | 1 | | | 2 | 1 | | 3 | | 1 | | | 1 | 34 | 11 | 32% | |
| NE 132 ST | 1 | | | | 2 | | | | | | | 2 | | | | 13 | 1 | 1 | 5 | | | | | 2 | | | 4 | 1 | | 1 | | 1 | 34 | 14 | 41% | |
| MILITARY RD S | 1 | 2 | | 1 | 4 | | 1 | | | | | | | | | 7 | | | 2 | | | | | 1 | 2 | | 4 | | 1 | 3 | | | 29 | 7 | 24% | |
| 236 AVE NE | 1 | | | | 2 | 1 | | | 1 | | | | | | | 11 | 2 | | 2 | | | 1 | | | 1 | 3 | | 1 | 1 | | 1 | | | 28 | 13 | 46% |
| RENTON AVE S | 1 | | | | 11 | | | | | | | | | | | 5 | | 1 | 3 | | | | 1 | | 1 | | 3 | | | 2 | | | 28 | 5 | 18% | |
| AMBAUM BLVD SW | 1 | | 1 | | 10 | 1 | 1 | | | 1 | | | | | | 1 | | | 1 | | 1 | | 1 | | 3 | | 4 | | | | | | 27 | 1 | 4% | |
| NE NOVELTY HILL RD | 2 | | | 2 | 1 | | | | 2 | | | | | | | 8 | | | 2 | | | 1 | | | 1 | 1 | | 6 | | | 1 | | 27 | 8 | 30% | |
| DES MOINES MEMORIAL DR S | 1 | | | | 7 | | | | | | | | | | | 3 | 1 | 1 | 4 | | | | | 1 | 1 | | 4 | | | 2 | | 1 | 26 | 4 | 15% | |
| 100 AVE NE | 1 | | | | 8 | 1 | | 1 | | | | | | | | 7 | | | | | | | | 1 | | | 3 | 1 | | | | | | 23 | 7 | 30% |
| 196 AVE SE | 1 | | | | 3 | | | | 1 | | | | | | | 6 | 4 | | | | | | | | 1 | | 6 | | | 1 | | | | 23 | 10 | 43% |
| KENT-BLACK DIAMOND RD | 1 | | 1 | | 2 | | 1 | | 1 | | | | | | | 6 | 1 | | 2 | | | 1 | | 1 | | | 1 | | 1 | 4 | | | 23 | 7 | 30% | |
| S 277 ST | 1 | | | | 8 | | 1 | | | | | | | | | 4 | 1 | | 2 | | | | 1 | 1 | | 2 | | 2 | | | | | | 23 | 5 | 22% |
| W SNOQ VLY RD | | | | | 3 | 1 | | | 1 | | | | | | | 6 | 2 | | 1 | | | | | | 1 | | 3 | 1 | 2 | 2 | | | | 23 | 8 | 35% |
| SE GREEN VALLEY RD | 1 | | | | | | | | | | | | | | | 11 | 1 | | | | | 1 | | | 1 | 2 | | 3 | | | 1 | 1 | | 22 | 12 | 55% |
| I AVE S | 1 | | | | 2 | | 1 | | | | | | | 1 | | 2 | | 1 | 5 | | | | | 1 | | | 4 | | | 2 | | 1 | 21 | 2 | 10% | |
| SW 107 ST | 4 | | | | 4 | | 2 | | | | | 1 | | | | 5 | | 1 | | | 1 | | | | | | | | | 1 | | | | 19 | 5 | 26% |
| W VALLEY HWY-DETROIT BLVD | 3 | | | | 2 | 1 | | | | | | | | | | 5 | 1 | | | | | | 1 | 1 | 1 | | 2 | | 1 | 1 | | | | 19 | 6 | 32% |
| 105 PL SE | | | | | 3 | | | | | | | | | | | 9 | | | 4 | | | | | | | | 2 | | | | | | | 18 | 9 | 50% |
| AVONDALE RD NE | 1 | 1 | | | 3 | 1 | | | | | | | | | | 5 | | | 3 | | | | | 1 | 1 | | | | 2 | | | | | 18 | 5 | 28% |
| KELLY RD NE | | | | | 1 | | | | | | | | | | | 8 | 1 | | | | | | | | 1 | | 3 | 1 | | 3 | | | | 18 | 9 | 50% |
| SE COVINGTON SAWYER RD | 2 | | | | | | | | | | | | | | | 6 | 1 | | | | | | | | 1 | | 4 | | 1 | 3 | | | | 18 | 7 | 39% |
| SE KLAHANIE BLVD | 2 | | | | 7 | | 1 | | | | | | | | | | | 2 | 1 | 1 | | | | | 1 | | 2 | 1 | | | | | | 18 | 0 | 0% |
| SR-167 RAINIER AVE S | 3 | | | | 2 | | | | | | | | | 1 | | 1 | | | 3 | | | | 1 | | | 6 | | | | | | | | 17 | 1 | 6% |
| CUMBERLAND-KANASKAT RD SE | | | | | 1 | | | | | | | | | | | 3 | 3 | | 1 | | | | | | | | 2 | | 2 | 3 | | | | 15 | 6 | 40% |
| LANGSTON RD S | | | | | 2 | | 2 | | | 1 | | | | | | | 2 | | 3 | | | | 1 | | 1 | 1 | 1 | | | | | | | 15 | 2 | 13% |

| STREET | Cause not cited | Apparently Asleep | Apparently Fatigued | Apparently Ill | Did Not Grant RW to Vehicle | Disregard Stop and Go Light | Disregard Stop Sign - Flashing Red | Driver Adjusting Audio or Entertainment | Driver Distractions Outside Vehicle | Driver Eating or Drinking | Driver Interacting with Passengers, Anim | Driver Operating Handheld Telecommunicat | Driver Operating Other Electronic Device | Driver Reading or Writing | Driver Smoking | Exceeding Reas_Safe Speed | Exceeding Stated Speed Limit | Fail to Yield Row to Pedestrian | Follow Too Closely | Had Taken Medication | Improper Backing | Improper Passing | Improper Turn | Improper U-Turn | Inattention | None | Operating Defective Equipment | Other | Other Driver Distractions Inside Vehicle | Over Center Line | Under Influence of Alcohol | Under Influence of Drugs | Unknown Driver Distraction | Total | Total Speed Related | % Speed Related | |
|-------------------------|-----------------|-------------------|---------------------|----------------|-----------------------------|-----------------------------|------------------------------------|---|-------------------------------------|---------------------------|--|--|--|---------------------------|----------------|---------------------------|------------------------------|---------------------------------|--------------------|----------------------|------------------|------------------|---------------|-----------------|-------------|------|-------------------------------|-------|--|------------------|----------------------------|--------------------------|----------------------------|-------|---------------------|-----------------|-----|
| 116 AVE SE | 1 | | | | 3 | | 5 | | | | | | | | | 2 | | | 3 | | | | | | | | | | | | | | 14 | 2 | 14% | | |
| 26 AVE SW | 2 | | | | 1 | 1 | | | 1 | | | | | | | 2 | 1 | | 2 | | 1 | | | | | | 3 | | | | | | 14 | 3 | 21% | | |
| 4 AVE SW | 1 | 1 | | 1 | 2 | 1 | | | | | | | | | | 2 | 1 | | 1 | | | 1 | | | | | 1 | | 1 | | | | 14 | 3 | 21% | | |
| 55 AVE S | | | | | 4 | 2 | | | | | | | | | | 4 | | | | | 1 | | | | | | 2 | | | | 1 | | | 14 | 4 | 29% | |
| CEDAR FALLS ROAD SE | | | 1 | | | | | | | | | | | | | 5 | | | | | | | | 2 | | 1 | 2 | | | | 3 | | | 14 | 5 | 36% | |
| KENT KANGLEY RD | | 1 | | | | | | | | | | | | | | 10 | 1 | | | | | | | | | | 1 | | 1 | | | | | 14 | 11 | 79% | |
| AUBURN-BLACK DIAMOND RD | | | | | | | | | 1 | | | | | | | 8 | | | | | | 1 | | | | | 1 | | 1 | | | | | 13 | 8 | 62% | |
| S 120 ST | 1 | | | | 3 | | 1 | | | | | | | | | | | 3 | | | | 1 | | 1 | | 2 | | | | 1 | | | | 13 | 0 | 0% | |
| SE DUTHIE HILL RD | 1 | | | | 1 | | | | | | | | | | | 3 | | | 2 | | | | | 1 | 2 | | 3 | | | | | | | 13 | 3 | 23% | |
| 124 AVE NE | 3 | | | | 3 | | | | | | | | | | | 2 | | | 2 | | | | | | | | | | | 2 | | | | 12 | 2 | 17% | |
| SE 192 ST | 1 | | | | 4 | | | | | | | | | 1 | | 3 | | | | | | | | 1 | | 1 | 1 | | | | | | | 12 | 3 | 25% | |
| SE 240 ST | | | | | 2 | | 2 | | | | | | | | | 6 | | | 2 | | | | | | | | | | | | | | | | 12 | 6 | 50% |
| SE NORTH BEND WAY | 2 | | | | 2 | | | | | | | | | | | 3 | | | | | | | | 1 | 2 | | 1 | | | 1 | | | | 12 | 3 | 25% | |
| SW 108 ST | | | | | 3 | 3 | | | | | | | | | | 1 | 1 | | | | | | | | 1 | | 1 | | | | 2 | | | | 12 | 2 | 17% |
| SW 112 ST | 2 | | | | 4 | | | | | | | | | | | 2 | | 2 | | | | | | 1 | | | 1 | | | | | | | | 12 | 2 | 17% |
| 124 AVE SE | | | | | 4 | | | | | | | | | | | 4 | | | 2 | | | | | | | | 1 | | | | | | | | 11 | 4 | 36% |
| 16 AVE SW | | | | | 3 | | 1 | | | 1 | | | | | | | | | | | 2 | | | 1 | | 1 | | 1 | | | | 1 | | | 11 | 0 | 0% |
| 218 AVE SE | 2 | | | | 1 | | 1 | | | | | | 1 | | | 3 | 1 | | | | | | | | | | 1 | | | | 1 | | | | 11 | 4 | 36% |
| JUANITA DR NE | 1 | | | | 1 | | | | | 1 | | | | | | 5 | 1 | 1 | | | | | | | | | 1 | | | | | | | | 11 | 6 | 55% |
| 119 AVE NE | 2 | 1 | | | | 1 | | | | | | | | | | 3 | 2 | | | | | | | | | | 1 | | | | | | | | 10 | 5 | 50% |
| 208 AVE NE | | | | | | | | | 1 | | | | | 1 | | 2 | | | 2 | | | 1 | | | | | 1 | | 1 | | | | | | 10 | 2 | 20% |
| 244 AVE SE | 1 | 1 | | | | | 1 | 1 | | | | 1 | | | | 2 | 1 | | | | | | | 1 | | | 1 | | | | | | | | 10 | 3 | 30% |
| 38 AVE S | | | | | 2 | 1 | 1 | | | | | | | | | 5 | | | | | | | | | | | | | | | 1 | | | | 10 | 5 | 50% |
| 64 AVE S | 1 | | | | 2 | | | | | | | | | | | 1 | 1 | | | | 1 | | | | | 2 | | | | 2 | | | | 10 | 2 | 20% | |
| BIG ROCK RD | | | | | 1 | | | | 1 | | | | | | | 2 | | | | | | | | 2 | 1 | | 2 | | | 1 | | | | | 10 | 2 | 20% |
| CEDAR GROVE RD | 1 | | | 1 | 1 | | | | | | | | | | | 1 | | | | | | | 1 | 1 | | 1 | 3 | | | | | | | | 10 | 1 | 10% |
| PRESTON-FALL CITY RD SE | | | | | 1 | | | | | | | | | | | 4 | | | 2 | | | | | 1 | | | | | | | | 1 | | | 10 | 4 | 40% |
| SE 176 ST | | | | | 5 | 2 | | | | | | | | | | | | 1 | | | | | | | | | 2 | | | | | | | | 10 | 0 | 0% |
| SW ROXBURY ST | | | | | 4 | | | | | | | | | | | 4 | 1 | | | | | | | | | | | | | | | | 1 | | 10 | 5 | 50% |
| 28 AVE S | 1 | | | | 2 | | | | | | | | | | | 3 | 1 | | | | | | | | | | 2 | | | | | | | | 9 | 4 | 44% |
| NE 145 ST | 1 | | 1 | | 1 | | 1 | | | 1 | | | | | | 3 | | | | | | | | | | | 1 | | | | | | | | 9 | 3 | 33% |
| SE LK HOLM RD | | | | | 1 | | | | | | | | | | | 3 | | | | | | | | | 1 | | 3 | | 1 | | | | | | 9 | 3 | 33% |
| 15 AVE SW | | | | | 3 | | 1 | | | | | | | | | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | 8 | 2 | 25% |
| 180 AVE SE | | | | | | | 1 | | | | | | | | | 3 | 1 | | | | | | | | 2 | | | | | | 1 | | | | 8 | 4 | 50% |
| 437 AVE SE | 1 | | | | 2 | | | | | | | | | | | 2 | 1 | | | | | | | | | | | | | | 2 | | | | 8 | 3 | 38% |
| 8 AVE S | | | | | | | | | | | | | | | | 1 | | | | | 1 | | | 1 | | | 3 | | | | 2 | | | | 8 | 1 | 13% |
| 8 AVE SW | 1 | | | | 1 | | 1 | | | | | | | | | 1 | | 1 | | | | | 1 | | | | | | | | | | | | 8 | 1 | 13% |
| NE 133 ST | 1 | | | | 1 | | | 1 | | | | | | | | 2 | | | | | | | | 1 | | | 1 | | | 1 | | | | | 8 | 2 | 25% |
| S 112 ST | | | | | 1 | | | | | | | | | | | 1 | | | 1 | | | 1 | | | | | 3 | 1 | | | | | | | 8 | 1 | 13% |
| S 116 WAY / S 116 ST | | | | | 2 | | | | | | | | | | | 1 | | | 3 | | | | | | | 1 | 1 | | | | | | | | 8 | 1 | 13% |
| SE 168 ST | | | | | 2 | | | | | | | | | | | 1 | | 1 | | | | | | 1 | | | 2 | | | | 1 | | | | 8 | 1 | 13% |
| SE 400 ST | | | | | 2 | | | | | | | | | | | 3 | | | 1 | | | | | 1 | 1 | | | | | | | | | | 8 | 3 | 38% |
| SE 416 ST | | 1 | | 1 | 2 | | | | | | | | | | | | | | | | | | | 1 | | | 2 | | | | 1 | | | | 8 | 0 | 0% |
| SE NEWPORT WY | 1 | 1 | | | 1 | | | | | | | | | | | 2 | | | | | | | | | 2 | | | | | | 1 | | | | 8 | 2 | 25% |
| 140 PL NE / 148 AVE NE | | 1 | | 1 | | | | | | | | | 1 | | | 3 | | | | | | | | | | | | | | | | | | | 7 | 3 | 43% |

| STREET | Cause not cited | Apparently Asleep | Apparently Fatigued | Apparently Ill | Did Not Grant RW to Vehicle | Disregard Stop and Go Light | Disregard Stop Sign - Flashing Red | Driver Adjusting Audio or Entertainment | Driver Distractions Outside Vehicle | Driver Eating or Drinking | Driver Interacting with Passengers, Anim | Driver Operating Handheld Telecommunication | Driver Operating Other Electronic Device | Driver Reading or Writing | Driver Smoking | Exceeding Reas_Safe Speed | Exceeding Stated Speed Limit | Fail to Yield Row to Pedestrian | Follow Too Closely | Had Taken Medication | Improper Backing | Improper Passing | Improper Turn | Improper U-Turn | Inattention | None | Operating Defective Equipment | Other | Other Driver Distractions Inside Vehicle | Over Center Line | Under Influence of Alcohol | Under Influence of Drugs | Unknown Driver Distraction | Total | Total Speed Related | % Speed Related | |
|-----------------------|-----------------|-------------------|---------------------|----------------|-----------------------------|-----------------------------|------------------------------------|---|-------------------------------------|---------------------------|--|---|--|---------------------------|----------------|---------------------------|------------------------------|---------------------------------|--------------------|----------------------|------------------|------------------|---------------|-----------------|-------------|------|-------------------------------|-------|--|------------------|----------------------------|--------------------------|----------------------------|-------|---------------------|-----------------|-----|
| 160 AVE SE | 1 | | | | 1 | | | | | | | | | | | 3 | 2 | | | | | | | | | | | | | | | | | 7 | 5 | 71% | |
| FRAGER RD S | 1 | | | | 2 | | | | | | | | | | | 1 | | | | | 1 | | | | | | 1 | | 1 | | | | | 7 | 1 | 14% | |
| S 116 ST | | | | | | | | | | | | | | | | 3 | 1 | | | | | | | | | | | | 1 | 2 | | | | 7 | 4 | 57% | |
| SE 196 DR | 1 | | | | | 2 | | | | | | | | | | 2 | | | | | | | | | 1 | | | | | | | | | 7 | 2 | 29% | |
| SE 216 ST | | | | | 3 | | 1 | | | | | | | | | 1 | | 1 | | | | | | 1 | | | | | | | | | | 7 | 1 | 14% | |
| SE 448 ST | | | | | 4 | | | | 1 | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | 7 | 2 | 29% | |
| 14 AVE S | | | | | | | | | | | 2 | | | | | 1 | | | | | | 1 | | | | | 1 | | | | | | | 6 | 1 | 17% | |
| 164 AVE SE | | | | | 1 | | | | | | | | | | | 3 | 1 | | 1 | | | | | | | | | | | | | | | | 6 | 4 | 67% |
| 24 AVE S | 1 | | | | 2 | | 1 | | | | | | | | | | | | | | | | | | 1 | | 1 | | | | | | | 6 | 0 | 0% | |
| 88 AVE NE | 2 | | | | | | 1 | | | | | | | | | | | | | | | | | | | | 2 | | 1 | | | | | 6 | 0 | 0% | |
| MT SI RD | 1 | | | | 1 | | | | | | | | | | | 1 | 1 | | | | | | 1 | | | | | | | | | | | 6 | 2 | 33% | |
| OCCIDENTAL AVE S | 1 | | | | | | 2 | | | | | | | | | | | | | | 1 | | | | 1 | | 1 | | | | | | | 6 | 0 | 0% | |
| PEASLEY CANYON RD | 2 | | | | | | | | | | | | | | | 1 | | | | | | | | 1 | | | | | | | | | | 6 | 1 | 17% | |
| SE 224 ST | | | | | | | | | | | | | | | | 2 | 1 | | | | | | | | | | 1 | | | | | | | 6 | 3 | 50% | |
| SE SUMMIT LANDSBURGRD | | | | | | | | | | | | | | | | 2 | | | | | | 1 | | | 1 | 1 | 1 | | | | | | | 6 | 2 | 33% | |
| 12 AVE SW | | | | | 2 | | 1 | | | | | | | | | | | | | | | | | | | | 2 | | | | | | | | 5 | 0 | 0% |
| 148 AVE SE | | | | | 2 | | | | | | | | | | | 1 | | | | | | | | | 1 | | | | | | | | | | 5 | 1 | 20% |
| 212 AVE NE | 1 | | | | | 2 | | | | | | | | | | | | | 1 | | | | | | | | | 1 | | | | | | | 5 | 0 | 0% |
| 34 AVE S | | | | | | | | | | | | | | | | 2 | | 1 | | | | 1 | | | | | 1 | | | | | | | | 5 | 2 | 40% |
| FAY RD | | 1 | | | | | | | 1 | | | 1 | | | | 1 | 1 | | | | | | | | | | | | | | | | | | 5 | 2 | 40% |
| S 160TH ST | | | | | 3 | | | | | | 1 | | | | | 1 | | | | | | | | | | | | | | | | | | | 5 | 1 | 20% |
| S 352ND ST | | | | | 2 | | | | | | | | | | | 2 | | 1 | | | | | | | | | | | | | | | | | 5 | 2 | 40% |
| S 369 PL | 1 | | | | 3 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | 5 | 1 | 20% |
| S STAR LK RD | | | | | | | | | | | | | | | | 3 | | | | | 1 | | | | | | | | | | | | | | 5 | 3 | 60% |
| SE 384 ST | | | | | | | | | | | | | | | | 2 | 2 | | | | | | | | | | | | | | | | | | 5 | 4 | 80% |
| SE RIENIG RD | | | | | 1 | | | | | | | | | | | | | | | | | | | | 1 | | 2 | | | | | 1 | | | 5 | 0 | 0% |
| SIMONDS RD NE | 1 | | | | 2 | | | | | | | | | | | 1 | | | | | | | | | 1 | | | | | | | | | | 5 | 1 | 20% |
| SW 102 ST | | | | | | | 1 | | | | | | | | | 2 | | | 1 | | 1 | | | | | | | | | | | | | | 5 | 2 | 40% |
| SW 104 ST | | | | | | | 1 | | | | | | | | | | | | | | | 1 | | | | | 2 | | | | | | | | 5 | 0 | 0% |
| WEST VALLEY HWY | 1 | | | | | 1 | | | | | | | | | | 2 | | | | | | | | | | | 1 | | | | | | | | 5 | 2 | 40% |