

Road Services Division 2024 Collision Data Report



King County

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Road Services Division
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INTRODUCTION

The King County Department of Local Services is pleased to present the 2024 Collision Data Report. This report is prepared by the Road and Traffic Engineering unit of the Engineering Services section of the Road Services Division.

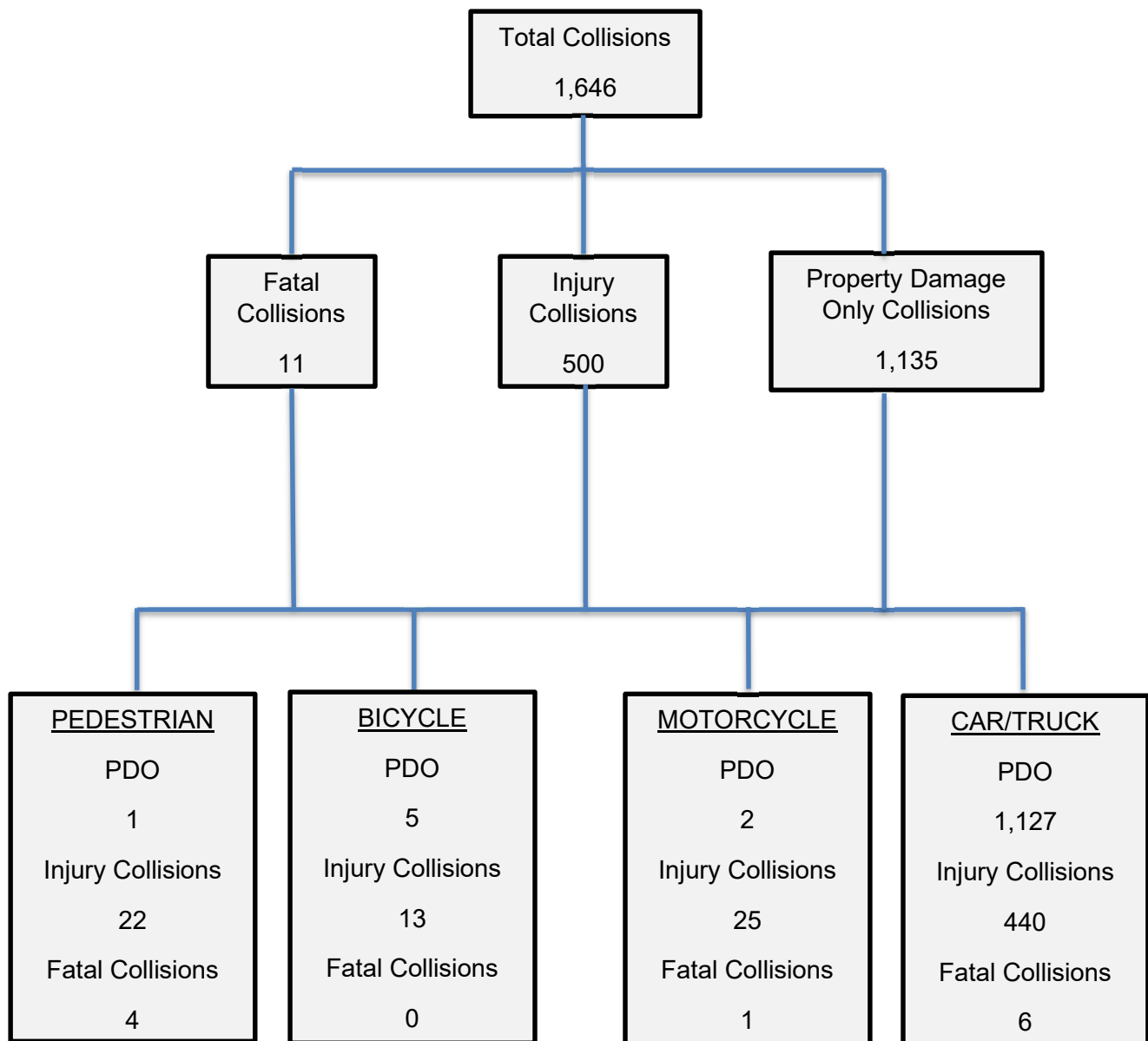
This report was prepared to provide collision and safety information to elected officials and King County staff.

The collision information provided in this report comes from the Washington State Department of Transportation (WSDOT) Collision Location Access Software (CLAS) database as of June 2025. This report covers only those collisions that occurred on a county-maintained roadway within unincorporated King County for which a State of Washington Police Traffic Collision Report was filed.

Other information used in this report is courtesy of the State of Washington's Office of Financial Management, the County Road Administration Board (CRAB), the Washington State Department of Transportation, the King County Executive's Office, the Road Services Division's Engineering Services Section and Strategic Business and Operations Section.

1.0 EXECUTIVE SUMMARY

During 2024, a total of 1,646 collisions were reported on King County maintained roadways. This included 11 fatal, 500 injury, and 1,135 property damage only collisions. The total economic cost of these collisions is estimated at \$54.3 million.



1.1 Six Year Trends

Since 2019, population and maintained road miles in unincorporated King County has remained steady. The population increased slightly from 248,275 to 249,575 (0.52 percent), while the number of maintained roadway miles remained nearly the same. The number of collisions, however, decreased by 10 percent from 1,824 to 1,646. The population continues to increase within the Seattle Metropolitan region, which includes Snohomish, King, and Pierce counties. According to Washington State's Office of Financial Management, the Seattle Metropolitan area has added over 264,500 new residents since 2019.

While the number of total collisions decreased slightly from 2023 to 2024, the proportions of severity have remained similar. Fatal collisions decreased, now making up less than one percent of the total, approximately one-third were injury collisions, and the remaining two-thirds were property damage only collisions.

Nearly two-thirds of the 2024 collisions were either fixed object (29%), entering an intersection at an angle (20%), or rear-end (16%). Nearly two-thirds of the fixed object crashes involved striking a roadway ditch, utility pole, tree, fence, or guardrail. There was a total of five fatalities involving fixed objects, comprising 33 percent of all fatalities.

Pedestrian and bicycle collisions made up less than two percent of all collisions. There were 18 crashes involving bicyclists, a slight decrease since 2023, and 27 crashes involving pedestrians, up from 20 in 2023.

The percentage of crashes involving motorists driving under the influence (DUI) increased by 0.7 percent from 2023 to 2024. During 2024, there were a total of 110 DUI involved collisions (6.7%) compared to 101 (6.0%) during 2023. Of the 110 collisions, seven were fatal, 38 incurred injuries, and 65 involved property damage only.

Table 1.1.1
Number of Collisions
By Severity

Year	PDO*	Percentage	Injury	Percentage	Fatal	Percentage	Total
2019	1,243	68.2%	571	31.3%	10	0.5%	1,824
2020	963	68.7%	425	30.3%	14	1.0%	1,402
2021	1,086	68.8%	482	30.5%	12	0.8%	1,580
2022	1,087	68.6%	474	29.9%	23	1.5%	1,584
2023	1,155	68.6%	518	30.8%	9	0.5%	1,682
2024	1,135	69.0%	500	30.4%	11	0.7%	1,646

*Property Damage Only

1.2 Collision Rates and Road Miles

Table 1.2.1
Road Miles By
Federal Functional Classification (FFC)

Federal Functional Class (FFC) Description	FFC	Road Miles	Annual Average Daily Traffic Volume (AADT)	Annual Million Vehicle Miles Traveled (VMT)
Rural Minor Arterial	6	41	4,700	70
Rural Major Collector	7	96	2,600	90
Rural Minor Collector	8	105	1,500	57
Rural Local Access	9	389	600	89
Urban Principal Arterial	14	37	15,500	210
Urban Minor Arterial	16	72	9,500	250
Urban Collector	17	78	3,200	90
Urban Minor Collector	18	20	2,000	14
Urban Local Access	19	631	700	166
Total		1,469		1,038
Overall Weighted Average			1,940	

Note: Average Annual Daily Traffic Volumes were derived using a three-year sampling of traffic count data (2022-2024) and averaging the daily totals.

Table 1.2.2
Collision Rate per Million Vehicle Miles Traveled

Year	Total Collision Reports	Annual Average Daily Traffic Volumes (AADT)	Maintained Road Miles	Annual Million Miles Driven	Collision Rate
2019	1,824	2,018	1,466	1,080	1.69
2020	1,402	2,042	1,466	1,093	1.28
2021	1,580	2,080	1,467	1,115	1.42
2022	1,584	2,020	1,468	1,084	1.46
2023	1,682	2,040	1,468	1,091	1.54
2024	1,646	1,940	1,469	1,038	1.59

Table 1.2.3
Collision Rate per 100,000 Population

		All Collision Types		Pedestrian		Bicycle	
Year	Population	# of Collisions	Collisions per 100,000 Population	# of Collisions	Collisions per 100,000 Population	# of Collisions	Collisions per 100,000 Population
2019	248,300	1,824	734.60	27	10.87	14	5.64
2020	249,100	1,402	562.83	24	9.63	18	7.23
2021	247,400	1,580	638.64	22	8.89	13	5.25
2022	248,200	1,584	638.20	25	10.07	13	5.24
2023	249,060	1,682	675.34	20	8.03	19	7.63
2024	249,575	1,646	659.92	27	10.82	18	7.21

2.0 COLLISION TRENDS

2.1 Fatality Rates and Fatal Collision Rates

Table 2.1.1
Fatality Rate per 100,000 Population

		All Collision Types		Pedestrian		Bicycle	
Year	Population	# of Fatalities	Fatalities per 100,000 population	# of Fatalities	Fatalities per 100,000 population	# of Fatalities	Fatalities per 100,000 population
2019	248,300	10	4.03	1	0.40	0	0.00
2020	249,100	14	5.62	4	1.61	0	0.00
2021	247,400	14	5.66	1	0.40	0	0.00
2022	248,200	24	9.67	4	1.61	0	0.00
2023	249,060	10	4.02	1	0.40	0	0.00
2024	249,575	15	6.01	4	1.60	0	0.00

Table 2.1.2
Fatal Collision Rate per 100,000 Population

		All Collision Types		Pedestrian		Bicycle	
Year	Population	# of Fatal Collisions	Fatal Collisions per 100,000 Population	# of Fatal Collisions	Fatal Collisions per 100,000 Population	# of Fatal Collisions	Fatal Collisions per 100,000 Population
2019	248,300	10	4.03	1	0.40	0	0.00
2020	249,100	14	5.62	4	1.61	0	0.00
2021	247,400	12	4.85	1	0.40	0	0.00
2022	248,200	23	9.27	4	1.61	0	0.00
2023	249,060	9	3.61	1	0.40	0	0.00
2024	249,575	11	4.41	4	1.60	0	0.00

Table 2.1.3
Fatality Rate per
100 Million Vehicle Miles Traveled

Year	Number of Fatalities	Maintained Road Miles	Annual 100 Million Miles Traveled	Fatality Rate per 100 Million Miles Traveled
2019	10	1,466	10.80	0.93
2020	14	1,466	10.93	1.28
2021	14	1,467	11.15	1.26
2022	24	1,468	10.84	2.21
2023	10	1,468	10.91	0.92
2024	15	1,469	10.38	1.45

Table 2.1.4
Fatal Collision Rate per
100 Million Vehicle Miles Traveled

Year	Number of Fatal Collisions	Maintained Road Miles	Annual 100 Million Miles Traveled	Fatal Collision Rate per 100 Million Miles Traveled
2019	10	1,466	10.80	0.93
2020	14	1,466	10.93	1.28
2021	12	1,467	11.15	1.08
2022	23	1,468	10.84	2.12
2023	9	1,468	10.91	0.82
2024	11	1,469	10.38	1.06

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

Table 2.2.1
US, State, and Unincorporated King County Collision Rates
per 100,000 Population

	Unincorporated King County			Washington State			United States		
Year	Population	Collisions	Collisions per 100,000 Population	Population	Collisions	Collisions per 100,000 Population	Population	Collisions	Collisions per 100,000 Population
2019	248,300	1,824	735	7,546,400	111,585	1,479	328,240,000	6,756,000	2,058
2020	249,100	1,402	563	7,656,200	86,274	1,126	329,484,000	5,251,000	1,594
2021	247,400	1,580	639	7,767,000	103,289	1,330	331,894,000	6,103,000	1,839
2022	248,200	1,584	638	7,864,400	103,296	1,313	333,271,000	5,930,000	1,779
2023	249,060	1,682	675	7,951,200	104,472	1,314	334,915,000	6,140,000	1,833
2024	249,575	1,646	660	8,035,700	104,226	1,297	339,268,000	Not Available	Not Available

Table 2.2.2
US, State, and Unincorporated King County Fatal Collision and
Fatality Rates per 100,000 Population

	Unincorporated King County			Washington State			United States		
Year	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
2019	248,300	4.03	4.03	7,546,400	6.63	6.96	328,240,000	10.13	11.00
2020	249,100	5.62	5.62	7,656,200	6.82	7.26	329,484,000	10.85	11.78
2021	247,400	4.85	5.66	7,767,000	7.67	8.54	331,894,000	11.89	12.9
2022	248,200	9.27	9.67	7,864,400	8.77	9.31	333,271,000	11.77	12.76
2023	249,060	3.62	4.02	7,951,200	9.13	10.10	334,915,000	11.24	12.21
2024	249,575	4.41	6.01	8,035,700	8.36	9.06	339,268,000	Not Available	Not Available

Source: Washington State Department of Transportation and the National Highway Traffic Safety Administration

Table 2.2.3
US, State, and Unincorporated King County
Collision Rates per Million Vehicle Miles Traveled (VMT)

	Unincorporated King County			Washington State			United States		
Year	Million VMT	Collisions	Collisions per Million VMT	Million VMT	Collisions	Collisions per Million VMT	100 Million VMT	Collisions	Collisions per Million VMT
2019	1,080	1,824	1.69	62,537	111,585	1.78	32,691	6,756,000	2.07
2020	1,093	1,402	1.28	53,512	86,274	1.61	28,297	5,251,000	1.86
2021	1,115	1,580	1.42	57,797	103,289	1.79	31,324	6,103,000	1.95
2022	1,084	1,584	1.46	58,483	103,296	1.77	31,962	5,930,000	1.86
2023	1,091	1,682	1.54	59,804	104,472	1.75	32,468	6,138,000	1.89
2024	1,038	1,646	1.59	Not Available	104,226	Not Available	32,791	Not Available	Not Available

Table 2.2.4
US, State, and Unincorporated King County Fatal Collision
and Fatality Rates per 100 Million Vehicle Miles Traveled (VMT)

	Unincorporated King County			Washington State			United States		
Year	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
2019	10.80	0.93	0.93	625	0.83	0.87	32,691	1.02	1.10
2020	10.93	1.28	1.28	535	1.00	1.06	28,297	1.26	1.37
2021	11.15	1.08	1.26	578	1.03	1.15	31,324	1.26	1.37
2022	10.84	2.12	2.21	584	1.12	1.24	31,962	1.23	1.34
2023	10.91	0.82	0.92	598	1.21	1.34	32,468	1.15	1.26
2024	10.38	1.06	1.45	Not Available	Not Available	Not Available	32,791	Not Available	Not Available

Source: Washington State Department of Transportation, National Highway Traffic Safety Administration, and Federal Highway Administration

2.3 Urban versus Rural Roads - Fatal Collision and Fatality Rates

Table 2.3.5
Urban versus Rural Roads in Unincorporated King County
Fatal Collision and Fatality Rates per 100,000 Population

Urban Roads in Unincorporated King County						Rural Roads in Unincorporated King County				
Year	Population	# of Fatal Collisions	# of Fatalities	Fatal Collisions per 100,000 Population	Fatalities per 100,000 Population	Population	# of Fatal Collisions	# of Fatalities	Fatal Collisions per 100,000 Population	Fatalities per 100,000 Population
2019	121,000	6	6	4.96	4.96	127,300	4	4	3.14	3.14
2020	121,400	10	10	8.24	8.24	127,700	4	4	3.13	3.13
2021	120,600	5	5	4.15	4.15	126,800	7	9	5.52	7.10
2022	121,000	19	20	15.7	16.5	127,200	4	4	3.14	3.14
2023	121,400	7	7	5.77	5.77	127,660	2	3	1.57	2.35
2024	121,650	8	11	6.58	9.04	127,925	3	4	2.35	3.13

Table 2.3.6
Urban versus Rural Roads in Unincorporated King County
Fatal Collision Rates per 100 Million Vehicle Miles Traveled (VMT)

Year	Fatal Collisions			Maintained Road Miles			Annual 100 Million VMT			Fatal Collision Rate per 100 Million VMT		
	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total
2019	6	4	10	835	631	1,466	7.81	2.99	10.80	0.77	1.34	0.93
2020	10	4	14	836	630	1,466	7.69	3.24	10.93	1.30	1.23	1.28
2021	5	7	12	837	630	1,467	7.94	3.21	11.15	0.63	2.18	1.08
2022	19	4	23	837	631	1,468	7.64	3.20	10.84	2.49	1.25	2.12
2023	7	2	9	837	631	1,468	7.45	3.46	10.91	0.94	0.58	0.82
2024	8	3	11	837	632	1,468	7.31	3.07	10.38	1.09	0.98	1.06

Table 2.3.7
Urban versus Rural Roads in Unincorporated King County
Fatality Rates per 100 Million Vehicle Miles Traveled (VMT)

	Fatalities			Maintained Road Miles			Annual 100 Million VMT			Fatalities per 100 Million VMT		
Year	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total
2019	6	4	10	835	631	1,466	7.81	2.99	10.80	0.77	1.34	0.93
2020	10	4	14	836	630	1,466	7.69	3.24	10.93	1.30	1.23	1.28
2021	5	9	14	837	630	1,467	7.94	3.21	11.15	0.63	2.80	1.26
2022	20	4	24	837	631	1,468	7.64	3.20	10.84	2.62	1.25	2.21
2023	7	3	10	837	631	1,468	7.45	3.46	10.91	0.94	0.87	0.92
2024	11	4	15	837	632	1,469	7.31	3.07	10.38	1.50	1.30	1.45

Table 2.3.8
Urban versus Rural Collision Rates
Per Million Vehicle Miles Traveled (VMT)

	Number of Collisions			Maintained Road Miles			Annual Million VMT			Collisions per Million VMT		
Year	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total
2019	1,485	339	1,824	835	631	1,466	781	299	1,080	1.90	1.13	1.69
2020	1,094	308	1,402	836	630	1,466	769	324	1,093	1.42	0.95	1.28
2021	1,243	337	1,580	837	630	1,467	794	321	1,115	1.57	1.05	1.42
2022	1,256	328	1,584	837	631	1,468	764	320	1,084	1.64	1.02	1.46
2023	1,351	331	1,682	837	631	1,468	745	346	1,091	1.61	0.96	1.54
2024	1,318	328	1,646	837	632	1,469	731	307	1,038	1.80	1.07	1.59

2.4 Collisions by Road Classification

Table 2.4.9
Collisions by King County Road Classification

Year	Principal Arterial	Minor Arterial	Collector	Local Access	Total
2019	481	519	433	391	1,824
2020	334	380	376	312	1,402
2021	414	485	371	310	1,580
2022	396	447	407	334	1,584
2023	397	543	419	323	1,682
2024	418	507	407	314	1,646

Table 2.4.2
Collisions by Federal Functional Classification

	Federal Functional Classification									
	Rural				Urban					
	Minor Arterial	Major Collector	Minor Collector	Local Access	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Access	
Year	6	7	8	9	14	16	17	18	19	Total
2019	84	122	78	55	481	435	214	19	336	1,824
2020	69	101	83	55	334	311	172	20	257	1,402
2021	96	122	69	50	414	389	170	10	260	1,580
2022	79	113	76	58	396	367	197	21	275	1,584
2023	90	119	80	42	397	453	203	17	281	1,682
2024	80	130	65	53	418	427	189	23	261	1,646

3.0 COLLISION TYPES

3.1 Collision Type and Severity

Table 3.1.1
Collisions by Collision Type

Collision Type	2019	2020	2021	2022	2023	2024
Fixed Object	473	459	476	453	469	485
Entering at Angle	364	244	294	295	304	322
Rear - End	377	202	289	252	316	271
Hit Parked Car	148	128	136	148	115	129
Sideswipe	105	90	97	121	114	115
Left Turn	118	87	102	114	121	104
Head On	35	22	21	28	40	31
Pedestrian	27	24	20	25	20	27
Vehicle Overturned	24	26	25	22	32	26
U-Turn	19	20	12	20	20	24
Other	14	9	16	11	10	19
Animal	23	24	20	33	39	18
Bicycle	14	18	13	13	19	18
Right Turn	25	14	11	11	20	16
Backing	17	5	10	14	11	13
Other Object	15	22	21	12	15	13
Leaving Parked Position	16	3	5	6	14	9
Non-Collision	10	5	12	6	3	6
Totals	1,824	1,402	1,580	1,584	1,682	1,646

Table 3.1.2
Fatal Collisions by Collision Type

Collision Type	2019	2020	2021	2022	2023	2024
Fixed object	4	3	6	9	5	4
Pedestrian	1	4	1	4	1	4
Entering at angle	1	0	0	0	0	1
Head on	2	2	0	3	3	1
Non-Collision	0	0	1	0	0	1
Bicycle	0	0	0	0	0	0
Hit Parked Car	0	0	0	0	0	0
Left Turn	1	0	0	4	0	0
Other	0	3	0	0	0	0
Rear - end	0	1	1	0	0	0
Right Turn	0	0	0	0	0	0
Sideswipe	0	0	3	1	0	0
Vehicle overturned	1	1	0	2	0	0
Totals	10	14	12	23	9	11

Table 3.1.3
2024 Collisions by Collision Type and Severity

Collision Type	PDO	Injury	Fatal	Total	Percentage
Fixed object	356	125	4	485	29.4%
Entering at angle	213	108	1	322	19.6%
Rear - end	179	92	0	271	16.5%
Hit Parked Car	118	11	0	129	7.8%
Sideswipe	92	23	0	115	7.0%
Left turn	57	47	0	104	6.3%
Head on	10	20	1	31	1.9%
Pedestrian	1	22	4	27	1.6%
Vehicle overturned	12	14	0	26	1.6%
U-Turn	17	7	0	24	1.5%
Other	12	7	0	19	1.2%
Animal	13	5	0	18	1.1%
Bicycle	5	13	0	18	1.1%
Right Turn	15	1	0	16	1.0%
Backing	13	0	0	13	0.8%
Other Object	10	3	0	13	0.8%
Leaving Parked Position	7	2	0	9	0.5%
Non-Collision	5	0	1	6	0.4%
Total	1,135	500	11	1,646	100%

Table 3.1.4
2024 Fixed Object Collisions
By First Object Struck and Severity

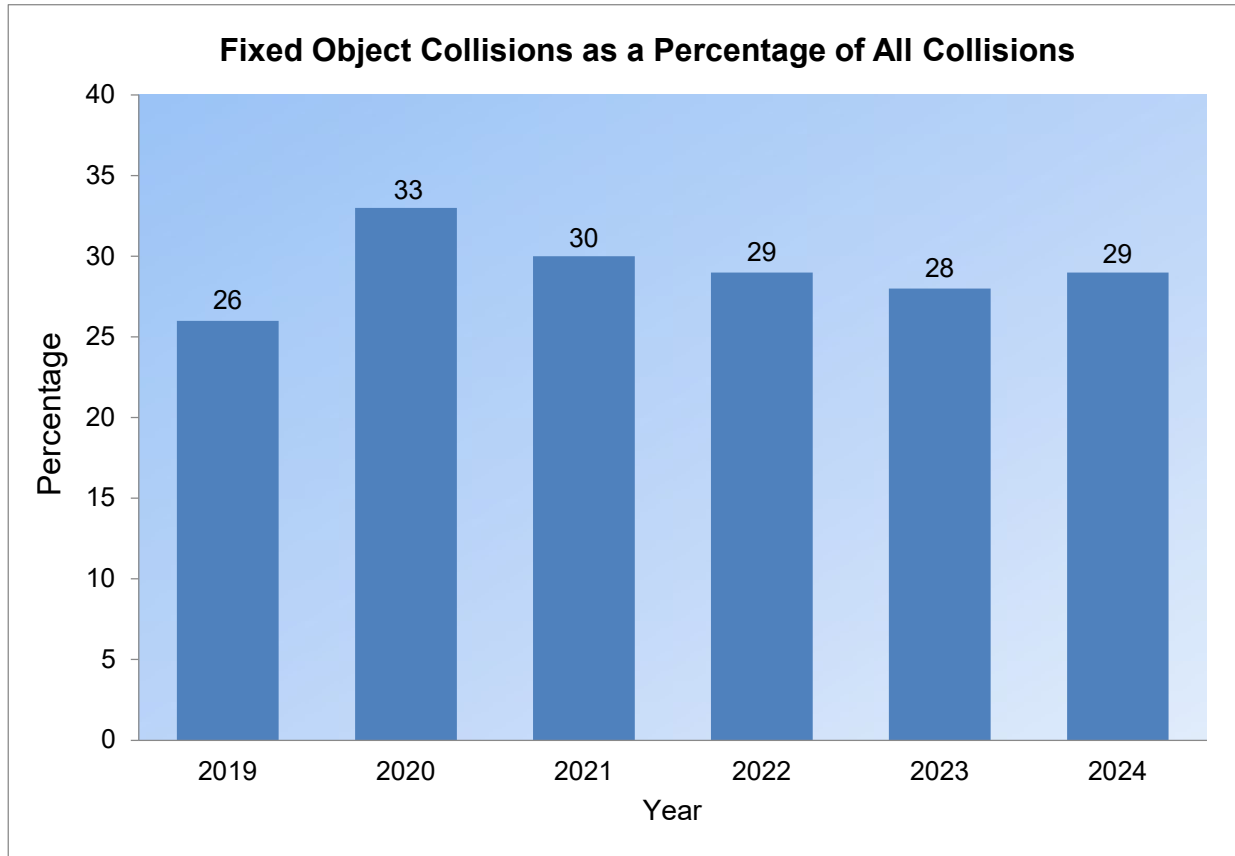
Object Struck	PDO	Injury	Fatality	Total	% of Total
Boulder (stationary)	3	1	0	4	0.8%
Bridge Rail	2	0	0	2	0.4%
Building	4	0	0	4	0.4%
Concrete Barrier/Jersey Barrier	1	1	0	2	0.2%
Culvert and/or Other Appurtenance in Ditch	3	6	0	9	1.9%
Earth Bank or Ledge	14	8	0	22	4.5%
Fence	51	7	0	58	12.0%
Fire Hydrant	4	1	0	5	1.0%
Guardrail	26	8	1	35	7.2%
Into River, Lake, Swamp, etc.	1	0	0	1	0.2%
Linear Curb	6	1	0	7	1.4%
Mailbox	18	4	0	22	4.5%
Metal Sign Post	11	2	0	13	2.7%
Over Embankment - No Guardrail Present	13	4	1	18	3.7%
Retaining Wall (concrete, rock, brick, etc.)	2	3	0	5	1.0%
Roadway Ditch	82	27	0	109	22.5%
Street Light Pole or Base	5	2	0	7	1.4%
Traffic Island	5	2	0	7	1.4%
Tree or Stump (stationary)	35	26	1	62	12.8%
Underside of Bridge	3	1	0	4	0.4%
Utility Pole or Box	36	19	1	56	11.5%
Wood Sign Post	31	2	0	33	6.8%
Total	356	125	4	485	

3.2 Fixed Object Collisions

Table 3.2.10
Collision Rate per Million Vehicle Miles Traveled (VMT) for
Collisions Involving Fixed Objects

Year	Total Number of Fixed Object Collisions			Maintained Road Miles			Annual Million VMT			Collision Rate for Fixed Object Collisions per Million VMT		
	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total
2019	313	160	473	835	631	1,466	781	299	1,080	0.40	0.54	0.44
2020	306	153	459	836	630	1,466	769	324	1,093	0.40	0.47	0.42
2021	308	168	476	837	630	1,467	794	321	1,115	0.39	0.52	0.43
2022	296	156	453	837	631	1,468	764	320	1,084	0.39	0.49	0.42
2023	338	131	469	837	631	1,468	745	346	1,091	0.45	0.38	0.43
2024	327	158	485	837	632	1,469	731	307	1,038	0.45	0.51	0.47

Figure 3.2.1
Collisions Involving Fixed Objects as a
Percentage of All Collisions



3.3 Pedestrian Involved Collisions

Table 3.3.1
Pedestrian Involved Collisions by Severity

Year	Property Damage Only	Injury	Fatality	Total
2019	2	24	1	27
2020	2	18	4	24
2021	1	18	1	20
2022	1	20	4	25
2023	4	15	1	20
2024	1	22	4	27

Table 3.3.2
Pedestrian Involved Collisions by Facility Used

Year	Marked Crosswalk	Unmarked Crosswalk	In Roadway	Shoulder	Sidewalk/Walkway	Other	Total
2019	9	3	8	3	0	4	27
2020	11	1	8	2	1	1	24
2021	6	2	6	3	1	2	20
2022	9	0	10	5	1	0	25
2023	7	1	9	1	1	1	20
2024	7	2	11	2	4	1	27

Table 3.3.3
Pedestrian Involved Collisions
By Driver First Contributing Circumstance

Contributing Circumstance	2019	2020	2021	2022	2023	2024
None	10	8	4	7	7	13
Other	8	3	4	3	5	5
Did Not Grant ROW to Pedestrian	4	7	6	5	2	3
Exceeding Reasonable Safe Speed or Stated Speed Limit	0	0	0	1	1	2
Unknown Driver Distraction	0	4	2	4	3	2
Driver Distractions Outside Vehicle	0	0	0	1	1	1
Improper Backing	0	0	0	0	0	1
Distracted by Other Occupant	0	1	0	0	1	0
Operating Recklessly or Aggressively	0	0	0	2	0	0
Apparently Asleep or Fatigued	0	0	0	1	0	0
Disregard Traffic Sign and Signals	0	0	0	1	0	0
Driver Operating Handheld Telecommunication or Other Electronic Devices	1	0	0	0	0	0
Improper Passing	0	0	1	0	0	0
Inattention	3	0	0	0	0	0
On Wrong Side of Road	0	0	1	0	0	0
Operating Defective Equipment	0	0	1	0	0	0
Under Influence of Alcohol	1	1	1	0	0	0
Total	27	24	20	25	20	27

Table 3.3.4
Age of Pedestrians Involved in Collisions

Age Range	2019	2020	2021	2022	2023	2024
Unknown	0	0	1	0	2	0
0-5	0	2	1	0	1	0
6-10	1	0	1	0	4	2
11-15	3	1	0	2	1	1
16-20	1	3	3	1	1	6
21-25	3	2	0	0	0	0
26-30	2	3	0	3	1	3
31-35	2	3	3	5	3	1
36-40	3	3	1	1	1	1
41-45	2	1	2	2	0	1
46-50	2	1	1	4	3	1
51-55	3	1	2	2	2	4
56-60	3	1	2	1	0	0
61-65	0	0	0	0	0	3
66-70	1	1	1	0	0	2
71-75	0	1	1	2	1	1
76-80	0	1	1	2	0	0
81-85	1	0	0	0	0	1
86+	0	0	0	0	0	0
Total	27	24	20	25	20	27

Table 3.3.5
Gender of Pedestrians Involved in Collisions

Year	Unknown/X	Female	Male	Total
2019	0	11	16	27
2020	0	11	13	24
2021	0	10	10	20
2022	0	10	15	25
2023	1	8	11	20
2024	0	14	13	27

3.4 Bicycle Involved Collisions

Table 3.4.11
Bicycle Involved Collisions by Severity

Year	Property Damage Only	Injury	Fatality	Total
2019	4	10	0	14
2020	1	17	0	18
2021	0	13	0	13
2022	1	12	0	13
2023	0	19	0	19
2024	5	13	0	18

Table 3.4.2
2024 Bicycle Involved Collisions by First Contributing Circumstance and Severity

First Contributing Circumstance	Property Damage Only	Injury	Fatality	Total
None / Driver Not Distracted	2	7	0	9
Driver Distraction	1	3	0	4
Did Not Grant ROW to Pedalcyclist	1	2	0	3
Did Not Grant ROW to Pedalcyclist	0	1	0	1
Other Contributing Circumstance Not Listed	1	0	0	1
Total	5	13	0	18

3.5 Motorcycle Involved Collisions

Table 3.5.1
Motorcycle Involved Collisions
By Severity

Year	Property Damage Only	Injury	Fatality	Total
2019	9	38	3	50
2020	5	25	2	32
2021	6	26	5	37
2022	6	24	6	36
2023	7	25	1	33
2024	2	25	1	28

Table 3.5.2
2024 Motorcycle Involved Collisions
By First Contributing Circumstance

First Contributing Circumstance	PDO	Injury	Fatality	Total
Exceeding Reasonably Safe Speed or Stated Speed Limit	1	7	0	8
Did Not Grant R/W to Vehicle	0	5	0	5
Other Contributing Circumstance	0	5	0	5
None	1	3	0	4
Inattention / Driver Distraction	0	3	0	3
Improper Turn/Merge	0	2	0	2
Under Influence of Drugs	0	0	1	1
Total	2	25	1	28

4.0 OTHER COLLISION INFORMATION

4.1 Estimated Economic Costs

Table 4.1.1
Estimated Economic Costs of Collision Activity

Severity	2024 Collisions	Estimated Economic Costs
Property Damage Only	1,135	\$8,399,000
Possible Injury	220	\$5,940,000
Evident Injury (Suspected Minor Injury)	230	\$10,120,000
Disabling/Serious Injury (Suspected Serious Injury)	50	\$8,350,000
Fatal	11	\$21,472,000
Total	1,646	\$54,281,000

The following estimated costs per collision are used in this calculation:

Property Damage Only (no injury observed)-\$7,400; Possible Injury-\$27,000; Evident Injury-\$44,000; Disabling/Serious Injury-\$167,000; Fatality-\$1,952,000

(National Safety Council Guide to Calculating Costs of Motor-Vehicle Injuries, 2023)

4.2 Month, Day of Week, and Time of Day

Figure 4.2.1
2024 Collisions by Month

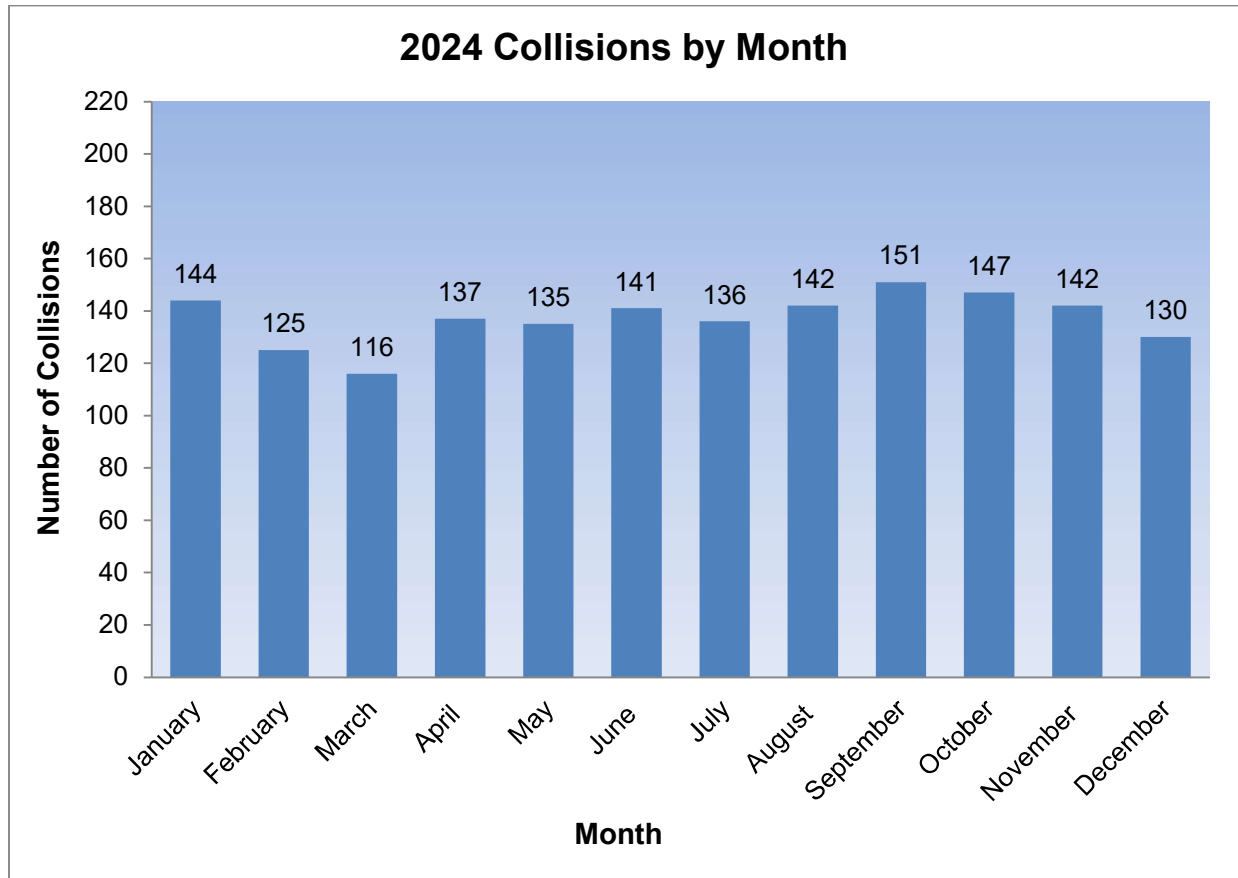


Figure 4.2.2
2024 Collisions by Day of Week

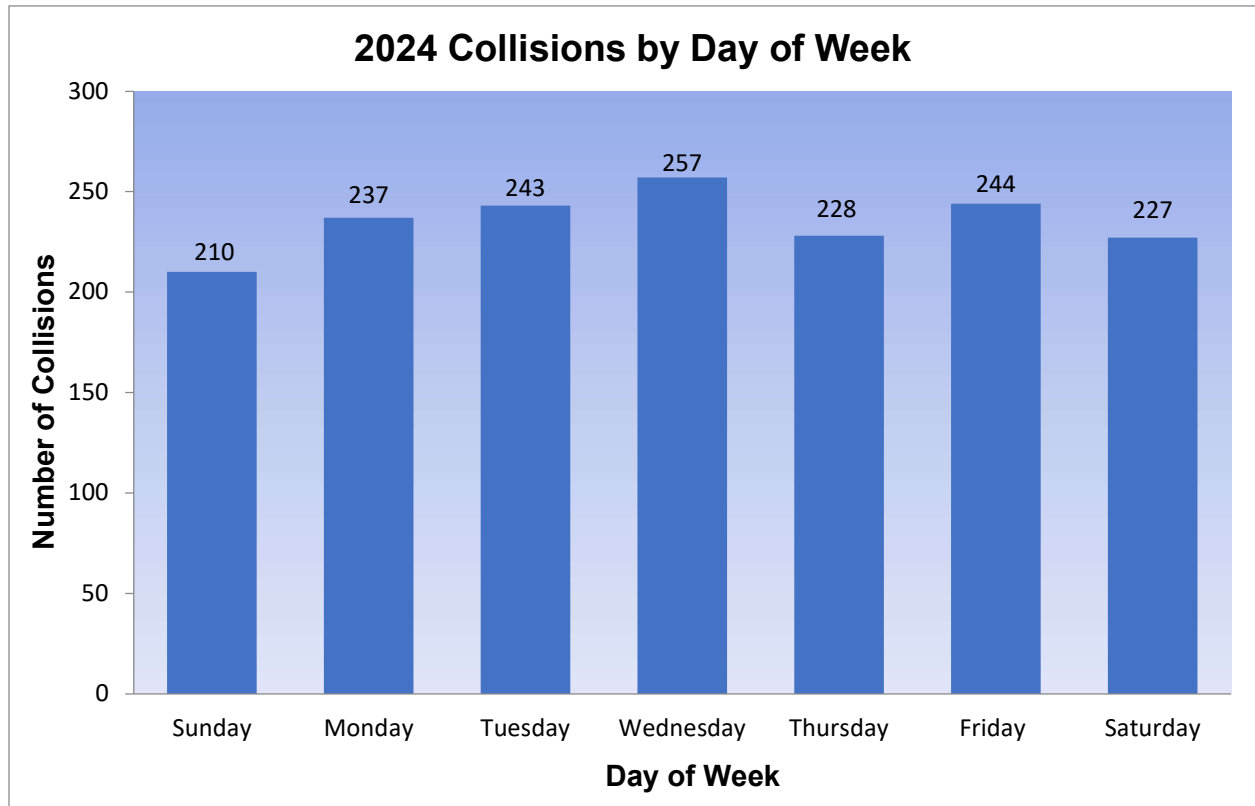


Figure 4.2.3
2024 Weekday Collisions
By Time of Day

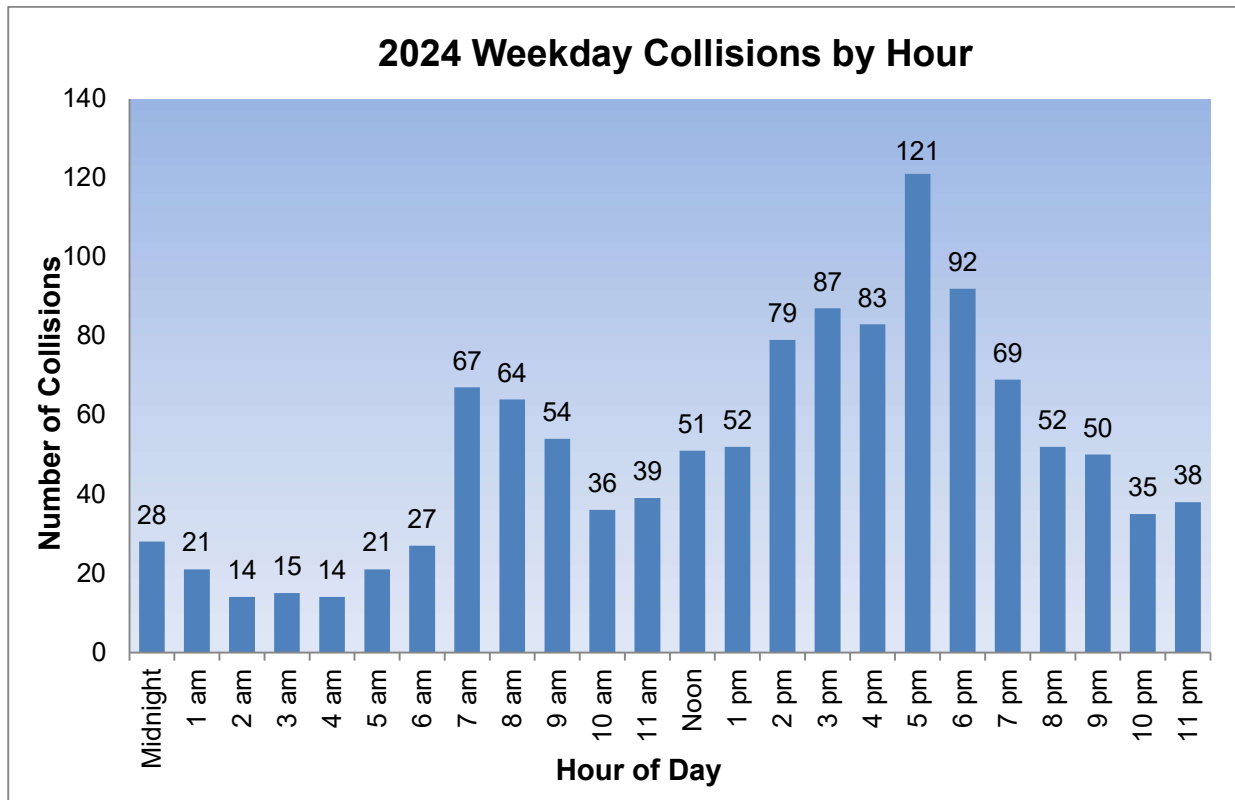
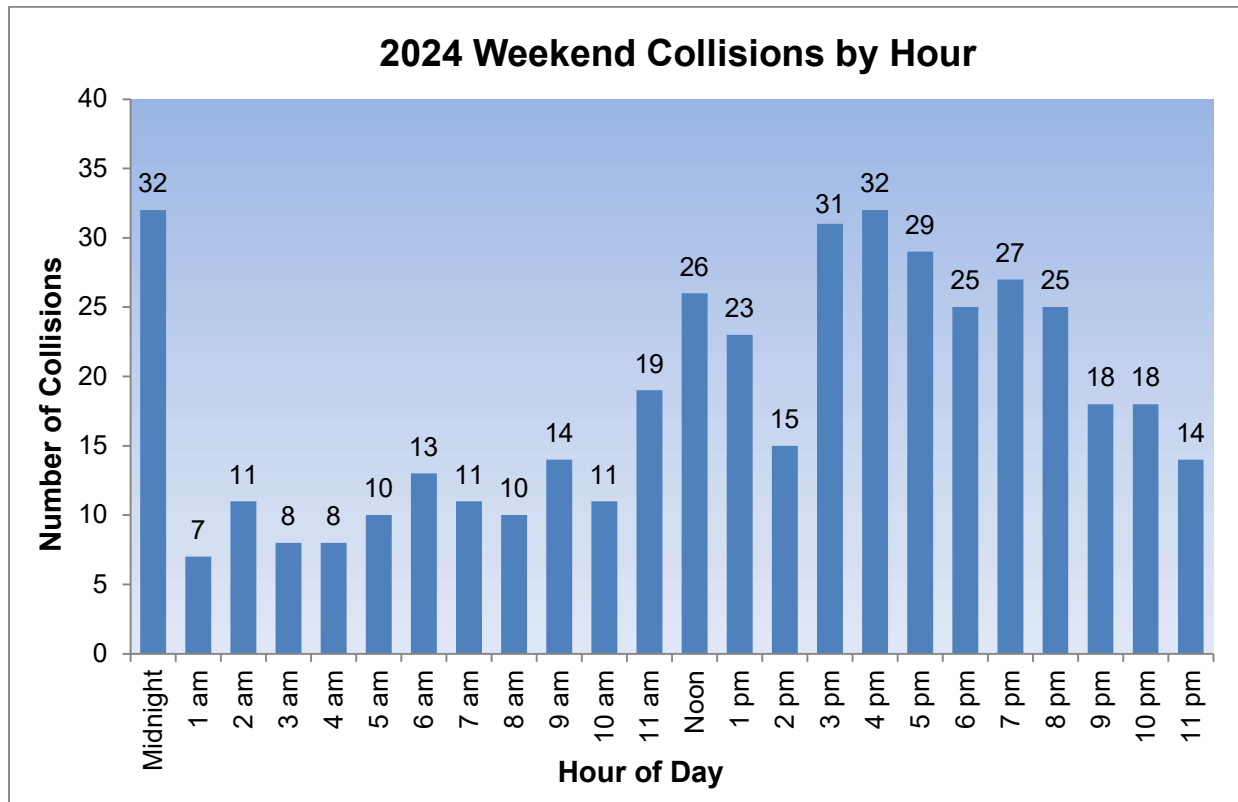
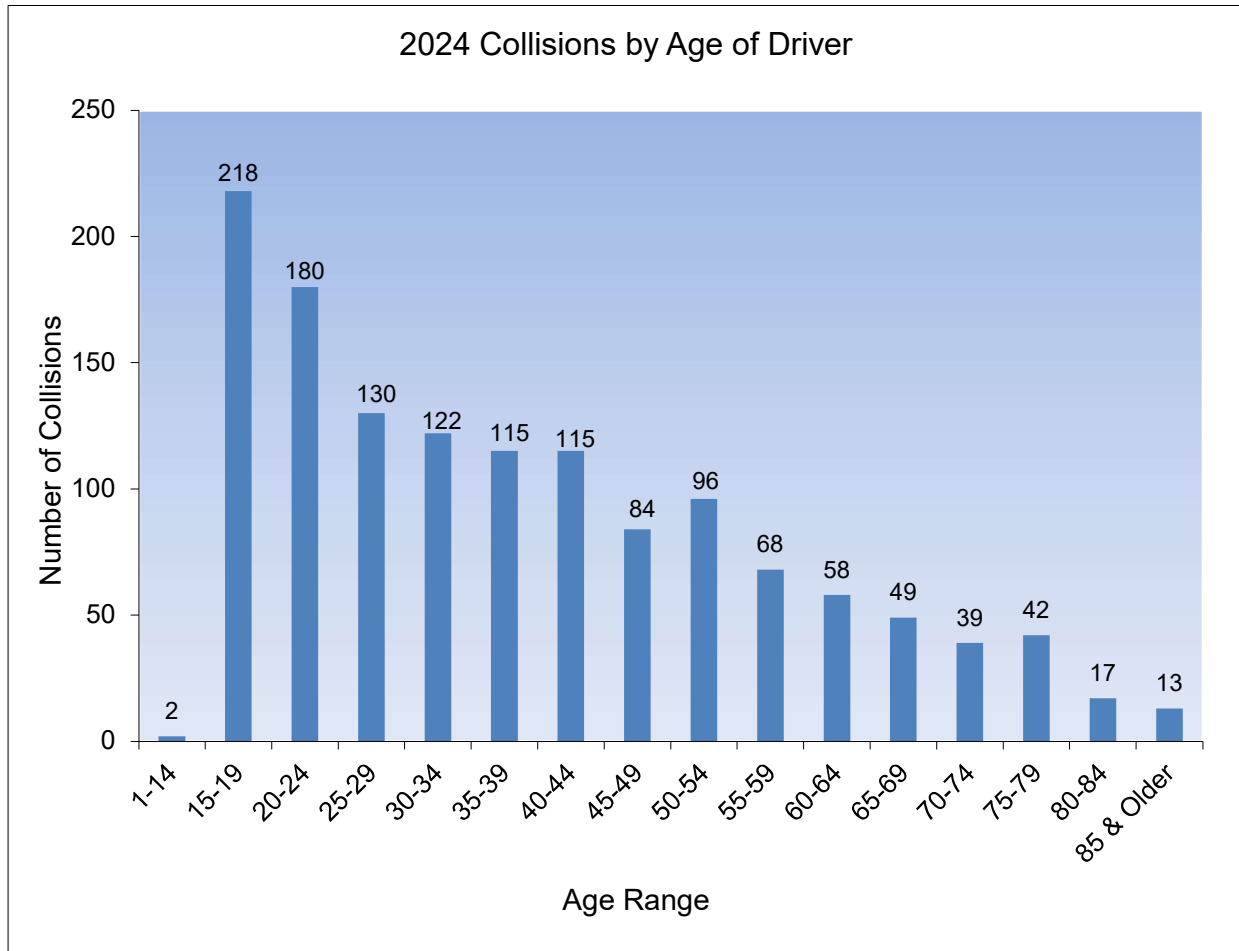


Figure 4.2.4
2024 Weekend Collisions
By Time of Day



4.3 Demographics

Figure 4.3.1
2024 Collisions by Age of Driver



Note: 298 collision reports did not contain driver age information

4.4 Contributing Circumstances

Table 4.4.1
First Contributing Circumstance
For Drivers between ages 15 to 25 for 2024

First Contributing Circumstance	Age 15	Age 16	Age 17	Age 18	Age 19	Age 20	Age 21	Age 22	Age 23	Age 24	Age 25	Total
Excessive Speed	2	12	10	18	11	6	13	9	8	7	2	98
Driver Distraction	2	8	10	9	5	7	6	9	7	3	4	70
Did Not Grant ROW to Vehicle	0	9	15	9	5	10	6	6	3	3	4	70
None	1	5	1	6	0	4	3	1	2	4	1	28
Follow Too Closely	0	1	1	1	4	2	3	3	1	2	9	27
Under Influence of Alcohol or Drugs	0	1	5	5	2	1	2	0	5	5	1	25
Improper Turn/Merge	0	8	4	0	4	0	2	0	1	3	1	23
Other	0	4	3	3	1	5	1	1	0	1	4	23
Apparently Asleep/Fatigued/III	0	3	0	2	2	0	0	0	3	1	2	13
Disregard Traffic Signs and Signals	0	2	1	3	3	1	0	1	0	0	0	11
Overcorrecting/Oversteering	0	1	3	1	1	1	1	1	0	0	0	9
Operating Defective Equipment	0	0	2	4	0	1	0	0	0	1	0	8
Improper Backing	0	1	0	0	1	2	0	0	1	0	2	7
Operating Handheld Cell Phone	0	0	0	0	1	0	1	1	1	1	1	6
Improper U-Turn	0	1	0	1	0	0	0	1	0	2	0	5
Improper Passing	1	0	0	1	0	0	2	0	0	0	0	4
Operating Recklessly or Aggressively	0	0	0	0	0	1	0	0	1	0	0	2
Totals	6	56	54	62	40	41	40	33	33	33	31	429

Table 4.4.2
2024 Collisions by First Contributing Circumstance

First Contributing Circumstance	Fatality	Injury	PDO	Total
Inattention/Driver Distraction	1	89	210	300
Other	1	42	190	233
Did Not Grant ROW to Vehicle	0	80	148	228
Excessive Speed	1	83	135	219
None/Not Stated	4	49	113	166
Under Influence of Alcohol/Drugs	3	35	62	100
Follow Too Closely	0	24	67	91
Improper Turn/Merge	0	20	60	80
Apparently Asleep/Fatigued/Emotional/Ill	0	20	28	48
Disregard Traffic Sign/Signals/Flagger	1	17	27	45
Overcorrecting/Oversteering	0	4	27	31
Improper Backing	0	2	22	24
Operating Defective Equipment	0	10	14	24
Improper Passing	0	5	11	16
Improper U-Turn	0	6	9	15
Driver Operating Cell Phone	0	7	4	11
Operating Recklessly or Aggressively	0	2	6	8
Did Not Grant ROW to Non-Motorist	0	5	2	7

4.5 Impairment

Table 4.5.1
Collisions Involving
Drivers Under the Influence (DUI)

Year	Fatal	% of all Fatal Collisions	Injury	% of All Injury Collisions	Property Damage Only	% of all PDO Collisions	Total DUI Collisions	% of all Collisions
2019	0	0.0%	52	9.1%	70	5.6%	122	6.7%
2020	2	14.3%	28	6.6%	45	4.7%	75	5.3%
2021	1	8.3%	26	5.4%	42	3.9%	69	4.4%
2022	0	0.0%	22	4.6%	63	5.8%	85	5.4%
2023	3	33.3%	38	7.3%	60	5.2%	101	6.0%
2024	7	63.6%	38	7.6%	65	5.7%	110	6.7%

Figure 4.5.1
2024 Weekend Collisions for
Drivers under the Influence
By Time of Day

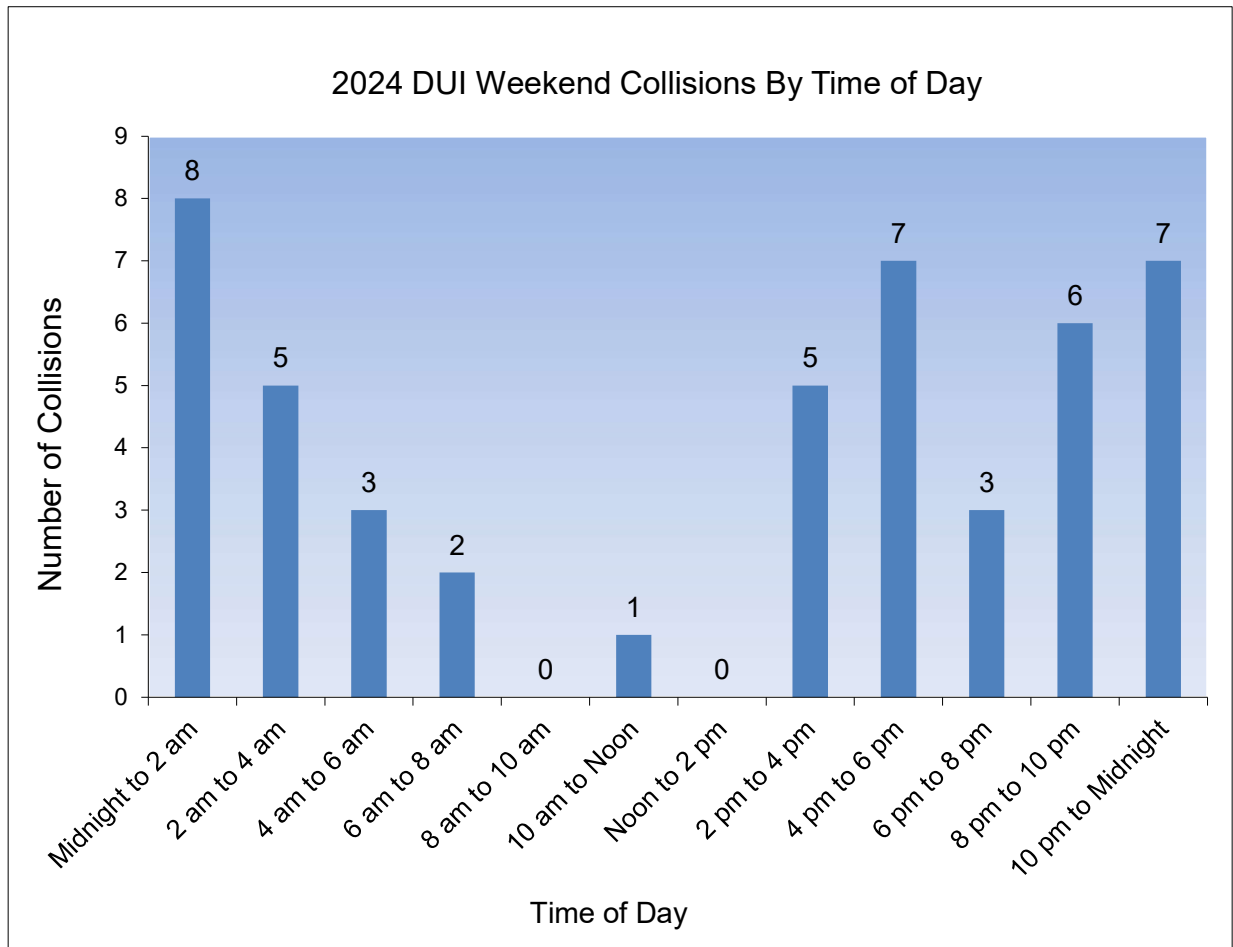
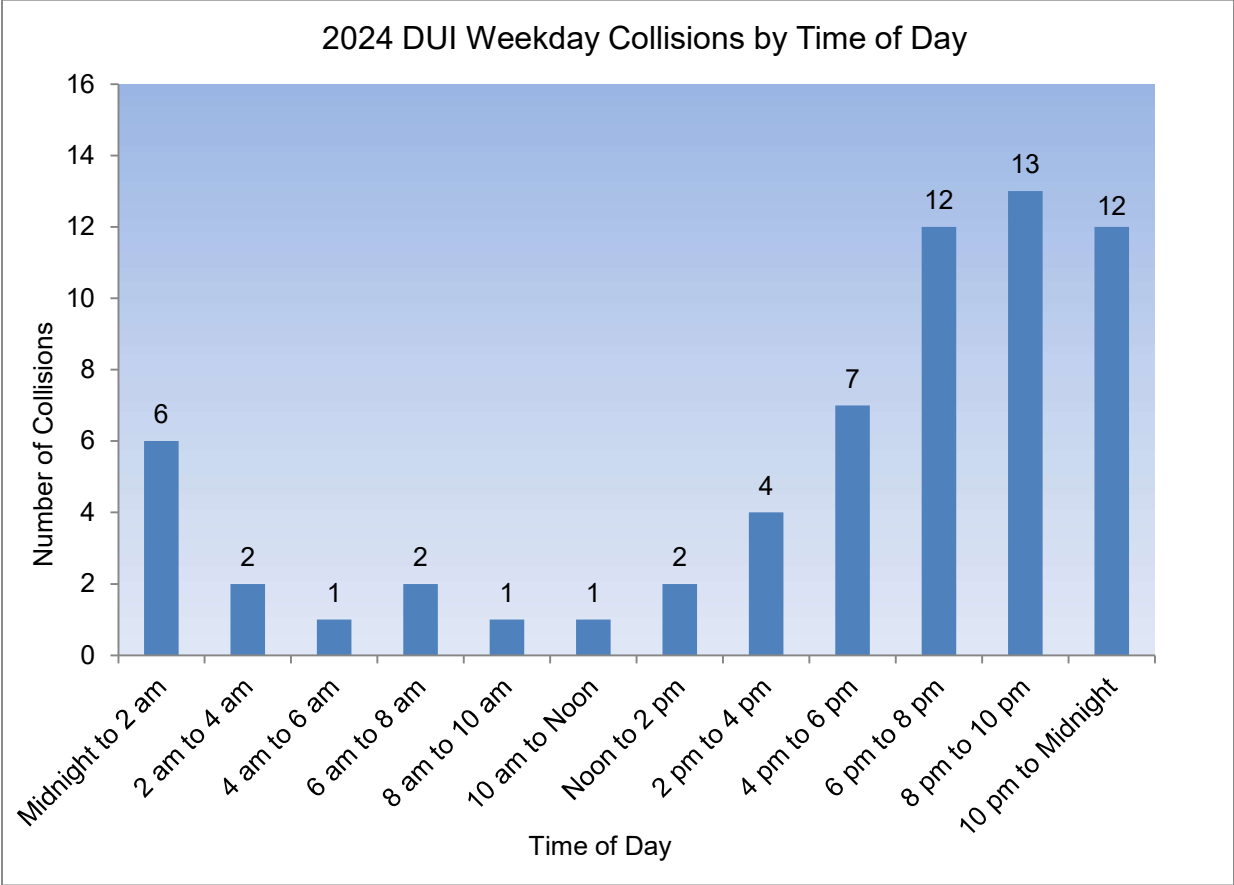


Figure 4.5.2
2024 Weekday Collisions for
Drivers under the Influence
By Time of Day



4.6 Speed

Table 4.6.12
Collisions involving Speeding as First Contributing Circumstance

Year	Fatal	% of all Fatal Collisions	Injury	% of all Injury Collisions	PDO	% of all Property Damage Only Collisions	Total	% of all Collisions
2019	3	30%	55	10%	93	7%	151	8%
2020	5	36%	58	14%	103	11%	166	12%
2021	6	50%	62	13%	88	8%	156	10%
2022	5	22%	59	12%	109	10%	173	11%
2023	0	0%	71	14%	104	9%	175	10%
2024	1	9%	83	17%	135	12%	219	13%

4.7 Lighting Conditions

Table 4.7.13
2024 Collisions By
Lighting Condition

Lighting Condition	Property Damage Only	Injury	Fatal	Total
Dark-No Street Lights	157	79	2	238
Dark-Street Lights Off	15	5	0	20
Dark-Street Lights On	226	88	3	317
Dark-Unknown Lighting	17	8	1	26
Dawn	24	4	1	29
Daylight	643	295	4	942
Dusk	31	19	0	50
Unknown	22	2	0	24
Totals	1,135	500	11	1,646

APPENDIXES

Appendix A – Data Sources

Collision Data

Collision information is from the Washington State Department of Transportation's (WSDOT) Crash Data and Reporting Branch of the Transportation Data, GIS & Modeling Office (TDGMO). The Crash Data and Reporting Branch is responsible for updating and maintaining all electronic collision records in Washington State. Vehicular collisions which sustain more than \$1,000 in property damage, or involve an injury or a death, are required to be reported to the Washington State Patrol by a Police Traffic Collision Report. The Washington State Patrol provides copies of the Police Traffic Collision Report to WSDOT.

Injuries are classified based on conditions present at the time of the collision except in the case of fatalities. An injury resulting in a death, within 30 days of the collision, is classified as a fatal injury.

Population Data and King County Land Area

King County's population figure is from the Washington State Office of Financial Management. King County's land area figure is from King County's Office of Policy and Regional Planning.

King County Maintained Roadway Figures

King County's maintained roadway mile figures are from King County Road Services Strategic Business and Operations Section (SBOS).

Traffic Count Data

The traffic count information used in this report was provided by King County's Road and Traffic Engineering Unit.

Estimated Cost of Collisions

The economic costs of collisions values used in this report are from the National Safety Council.

Appendix B - Formulas used in Report

Collision Rate per Million Vehicle Miles Traveled

$R = (\text{Collisions} \times 10^6) / (\text{AADT} \times 365 \times L)$, where

Rate = Accident rate for collisions per million vehicle miles (acc/mvm)

Collisions = Total number of collisions in one-year period

AADT = Annual Average Daily Traffic volume, and

L = Length of study section in miles

Collision Rate per 100,000 Population

Rate = Collisions * 100,000 / Unincorporated Population

Collisions = Total number of collisions in a one-year period

Economic Cost of Collisions

The economic cost of collisions was calculated as follows:

Cost = \$7,400 * PDO + \$27,000 * P + \$44,000 * E + \$167,000 * D + \$1,952,000 * F,
where

PDO – Total Number of Property Damage Collisions (\$7,400/collision)

P – Total Number of Possible Injury Collisions (\$27,000/collision)

E – Total Number of Evident Injury Collisions (\$44,000/collision)

D – Total Number of Disabling/Serious Injury Collisions (\$167,000/collision)

F – Total Number of Fatal Collisions (\$1,952,000/collision)