Road Services Division
2025 Collision Data Report

King County

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Road Services Division
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Table of Contents

Introduction 2

1.0 Executive Summary 2

1.1 Six Year Trends 4

1.2 Collision Rates and Road Miles 5

2.0 Collision Trends 7

2.1 Fatality Rates and Fatal Collision Rates 7

2.2 US, State, and Unincorporated King County Collision, Fatal Collision and Fatality Rates 9

2.3 Urban versus Rural Roads - Fatal Collision and Fatality Rates 11

2.4 Collisions by Road Classification 13

3.0 Collision Types 14

3.1 Collision Type and Severity 14

3.2 Fixed Object Collisions 18

3.3 Pedestrian-Involved Collisions 20

3.4 Bicycle-Involved Collisions 23

3.5 Motorcycle-Involved Collisions 24

4.0 Other Collision Information 25

4.1 Estimated Economic Costs 25

4.2 Month, Day of Week, and Time of Day 26

4.3 Demographics 30

4.4 Contributing Circumstances 31

4.5 Impairment 33

4.6 Speed 36

4.7 Lighting Conditions 37

Appendixes 38

Appendix A – Data Sources 38

Appendix B – Formulas used in Report 39

INTRODUCTION

The King County Department of Local Services is pleased to present the 2025 Collision Data Report. This report is prepared by the Road and Traffic Engineering unit of the Engineering Services section of the Road Services Division.

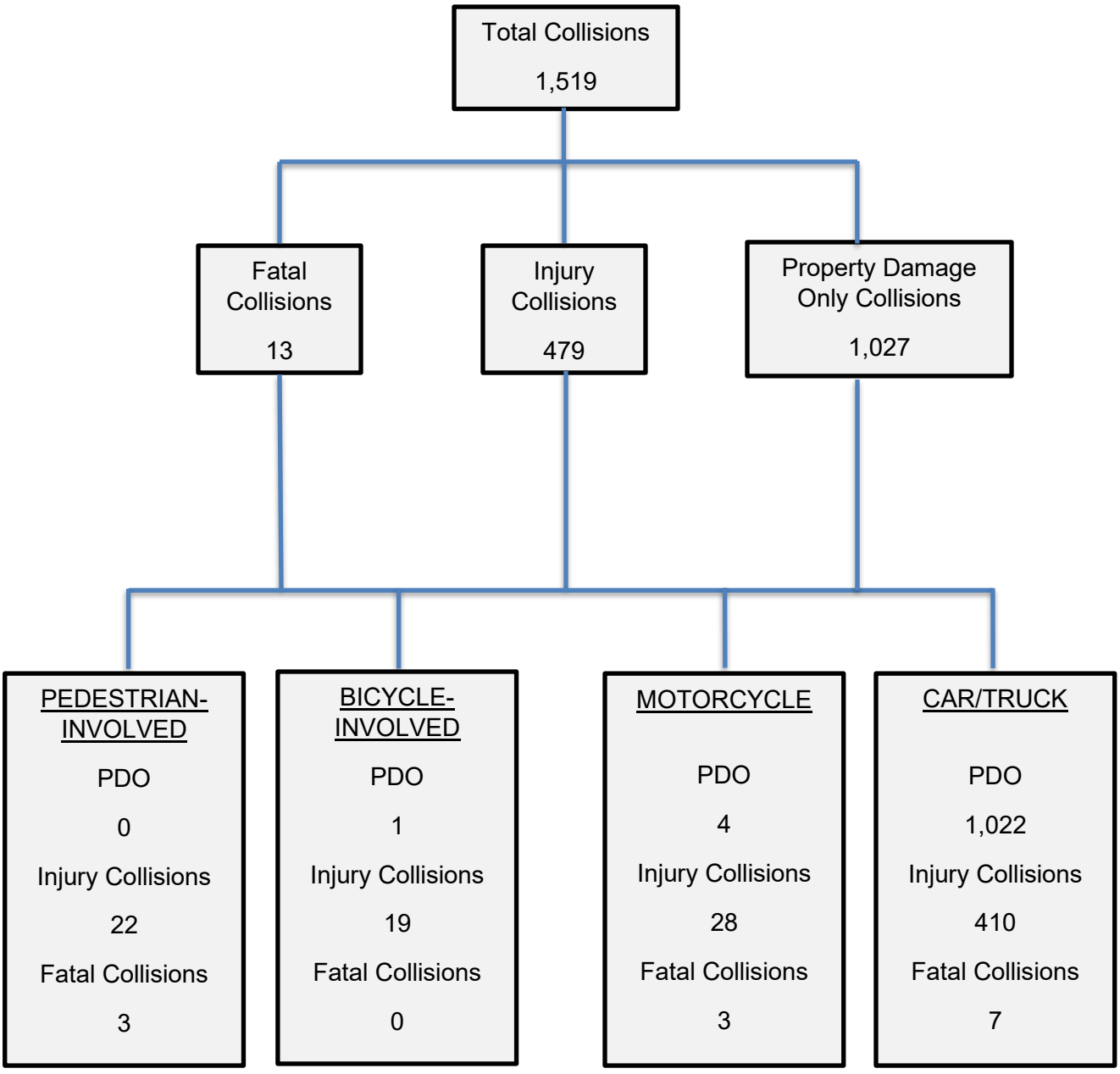
This report was prepared to provide collision and safety information to elected officials and King County staff.

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 2026. 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 2025, a total of 1,519 collisions were reported on King County maintained roadways. This included 13 fatal, 479 injury, and 1,027 property damage only collisions. The total economic cost of these collisions is estimated at $58.4 million.



1.1 Six Year Trends

Since 2020, population and maintained road miles in unincorporated King County have remained steady. The population increased slightly from 246,266 to 250,225 (1.60 percent), while the number of maintained roadway miles remained nearly the same. The number of collisions, however, increased by 8.3 percent from 1,402 to 1,519. 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 227,300 new residents since 2020.

While the number of total collisions decreased slightly from 2024 to 2025, the proportions of severity have remained similar. Fatal collisions increased slightly, still 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 2025 collisions were either fixed object (27%), entering an intersection at an angle (20%), or rear-end (18%). Nearly two-thirds of the fixed object crashes involved striking a roadway ditch, utility pole, tree, fence, or guardrail. There was a total of six fatalities involving fixed objects, comprising 38 percent of all fatalities.

Collisions involving bicyclists or pedestrians made up less than three percent of all collisions. There were 20 crashes involving bicyclists, a slight increase since 2024, and 25 crashes involving pedestrians, down from 27 in 2024.

The percentage of crashes involving motorists driving under the influence (DUI) increased by 0.2 percent from 2024 to 2025. During 2025, there were a total of 104 DUI involved collisions (6.8%) compared to 110 (6.7%) during 2024. Of the 104 collisions, seven were fatal, 36 incurred injuries, and 61 involved property damage only.

Table 1.1.1
Number of Collisions
By Severity

Year	PDO*	Percentage	Injury	Percentage	Fatal	Percentage	Total
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
2025	1,027	67.6%	479	31.5%	13	0.9%	1,519

*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	5,200	79
Rural Major Collector	7	96	2,400	83
Rural Minor Collector	8	105	1,300	52
Rural Local Access	9	389	700	93
Urban Principal Arterial	14	37	16,200	220
Urban Minor Arterial	16	72	10,100	264
Urban Collector	17	78	3,300	95
Urban Minor Collector	18	20	2,100	15
Urban Local Access	19	632	700	161
Total		**1,470**		**1,062**
Overall Weighted Average			**1,980**	

Note: Average Annual Daily Traffic Volumes were derived using a three-year sampling of traffic count data (2023-2025) 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
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
2025	1,519	1,980	1,470	1,062	1.43

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
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
2025	250,225	1,519	607.05	25	9.99	20	7.99

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
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
2025	250,225	16	6.39	3	1.20	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
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
2025	250,225	13	5.20	3	1.20	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
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
2025	16	1,470	10.62	1.51

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
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
2025	13	1,470	10.62	1.22

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
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	6,180,000	1,822
2025	250,225	1,519	607	8,115,100	100,628	1,240	341,785,000	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
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	10.70	11.57
2025	250,225	5.20	6.39	8,115,100	7.54	7.95	341,785,000	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
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	60,555	104,226	1.72	32,940	6,180,000	1.88
2025	1,062	1,519	1.43	Not Available	100,647	Not Available	33,238	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
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	606	1.12	1.21	32,940	1.10	1.19
2025	10.62	1.22	1.51	Not Available	Not Available	Not Available	33,238	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
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
2025	121,950	7	9	5.74	7.38	128,275	6	7	4.68	5.46

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

	Fatal Collisions			Maintained Road Miles			Annual 100 Million VMT			Fatal Collision Rate per 100 Million VMT		
Year	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total
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
2025	7	6	13	838	632	1,470	7.56	3.06	10.62	0.93	1.96	1.22

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
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
2025	9	7	16	838	632	1,470	7.56	3.06	10.62	1.19	2.28	1.51

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
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
2025	1,219	300	1,519	838	632	1,470	756	306	1,062	1.61	0.98	1.43

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
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
2025	387	466	373	293	1,519

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
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
2025	75	105	69	50	387	391	183	16	243	1,519

3.0 COLLISION TYPES

3.1 Collision Type and Severity

Table 3.1.1
Collisions by First Collision Type

Collision Type	2020	2021	2022	2023	2024	2025
Fixed Object	459	476	453	469	485	408
Entering at Angle	244	294	295	304	322	298
Rear - End	202	289	252	316	271	267
Sideswipe	90	97	121	114	115	122
Hit Parked Car	128	136	148	115	129	112
Left Turn	87	102	114	121	104	96
Head On	22	21	28	40	31	32
Vehicle Overturned	26	25	22	32	26	30
Animal	24	20	33	39	18	25
Other Object	22	21	12	15	13	22
Pedestrian	24	20	25	20	27	22
Bicycle	18	13	13	19	18	20
U-Turn	20	12	20	20	24	18
Leaving Parked Position	3	5	6	14	9	12
Other	9	16	11	10	19	10
Right Turn	14	11	11	20	16	10
Backing	5	10	14	11	13	9
Non-Collision	5	12	6	3	6	6
Totals	**1,402**	**1,580**	**1,584**	**1,682**	**1,646**	**1,519**

Table 3.1.2
Fatal Collisions by First Collision Type

Collision Type	2020	2021	2022	2023	2024	2025
Fixed object	3	6	9	5	4	6
Pedestrian	4	1	4	1	4	2
Head on	2	0	3	3	1	2
Animal	0	0	0	0	0	1
Hit Parked Car	0	0	0	0	0	1
Vehicle overturned	1	0	2	0	0	1
Bicycle	0	0	0	0	0	0
Entering at angle	0	0	0	0	1	0
Left Turn	0	0	4	0	0	0
Non-Collision	0	1	0	0	1	0
Other	3	0	0	0	0	0
Rear - end	1	1	0	0	0	0
Right Turn	0	0	0	0	0	0
Sideswipe	0	3	1	0	0	0
Totals	**14**	**12**	**23**	**9**	**11**	**13**

Table 3.1.3
2025 Collisions by First Collision Type and Severity

Collision Type	PDO	Injury	Fatal	Total	Percentage
Fixed object	287	115	6	408	26.9%
Entering at angle	191	107	0	298	19.6%
Rear - end	181	86	0	267	17.6%
Sideswipe	93	29	0	122	8.0%
Hit Parked Car	100	11	1	112	7.4%
Left turn	62	34	0	96	6.3%
Head on	14	16	2	32	2.1%
Vehicle overturned	12	17	1	30	2.0%
Animal	18	6	1	25	1.6%
Pedestrian	0	20	2	22	1.4%
Other Object	21	1	0	22	1.4%
Bicycle	1	19	0	20	1.3%
U-Turn	10	8	0	18	1.2%
Leaving Parked Position	8	4	0	12	0.8%
Other	7	3	0	10	0.7%
Right Turn	9	1	0	10	0.7%
Backing	9	0	0	9	0.6%
Non-collision	4	2	0	6	0.4%
Total	**1,027**	**479**	**13**	**1,519**	**100%**

Table 3.1.4
2025 Fixed Object Collisions
By First Object Struck and Severity

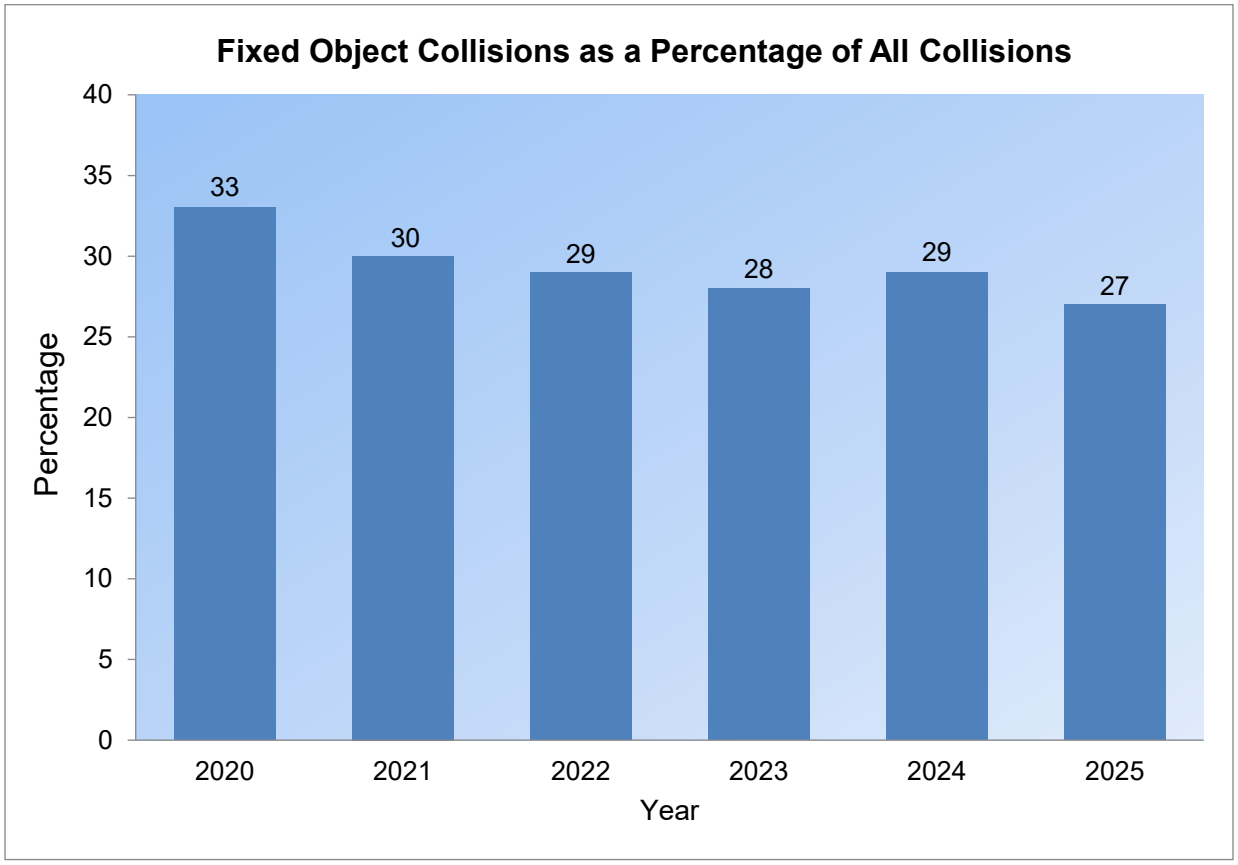
Object Struck	PDO	Injury	Fatality	Total	% of Fixed Object
Boulder (stationary)	5	2	0	7	1.7%
Bridge Rail	2	0	0	2	0.5%
Building	1	2	0	3	0.7%
Concrete Barrier/Jersey Barrier	4	0	0	4	1.0%
Culvert and/or Other Appurtenance in Ditch	3	2	0	5	1.2%
Earth Bank or Ledge	18	5	1	24	5.9%
Fence	33	7	1	41	10.1%
Fire Hydrant	5	0	0	5	1.2%
Guardrail	24	10	0	34	8.4%
Into River, Lake, Swamp, etc.	1	0	0	1	0.2%
Linear Curb	9	2	0	11	2.7%
Mailbox	15	5	0	20	4.9%
Metal Sign Post	7	0	0	7	1.7%
Over Embankment - No Guardrail Present	3	6	0	9	2.2%
Retaining Wall (concrete, rock, brick, etc.)	2	0	0	2	0.5%
Roadway Ditch	56	25	1	82	20.1%
Signal Pole	4	1	0	5	1.2%
Street Light Pole or Base	4	3	0	7	1.7%
Traffic Island	2	1	0	3	0.7%
Tree or Stump (stationary)	31	13	2	46	11.3%
Underside of Bridge	3	0	0	3	0.7%
Utility Pole or Box	41	29	1	71	17.4%
Wood Sign Post	14	2	0	16	3.9%
Total	**287**	**115**	**6**	**408**	**100%**

3.2 Fixed Object Collisions

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

	Total Number of Fixed Object Collisions			Maintained Road Miles			Annual Million VMT			Collision Rate for Fixed Object Collisions per Million VMT		
Year	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total
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
2025	268	140	408	838	632	1,470	756	306	1,062	0.35	0.46	0.38

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
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
2025	0	22	3	25

Table 3.3.2
Pedestrian-Involved Collisions by Facility Used

Year	Marked Crosswalk	Unmarked Crosswalk	In Roadway	Shoulder	Sidewalk/ Walkway	Other	Total
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
2025	11	1	6	3	1	3	25

Table 3.3.3
Pedestrian-Involved Collisions
By Driver First Contributing Circumstance

Contributing Circumstance	2020	2021	2022	2023	2024	2025
Did Not Grant ROW to Pedestrian	7	6	5	2	3	9
None	8	4	7	7	13	6
Other	3	4	3	5	5	5
Under Influence of Alcohol And/Or Drugs	1	1	0	0	0	3
Exceeding Reasonable Safe Speed or Stated Speed Limit	0	0	1	1	2	1
Unknown Driver Distraction	4	2	4	3	2	1
Driver Distractions Outside Vehicle	0	0	1	1	1	0
Improper Backing	0	0	0	0	1	0
Distracted by Other Occupant	1	0	0	1	0	0
Operating Recklessly or Aggressively	0	0	2	0	0	0
Apparently Asleep or Fatigued	0	0	1	0	0	0
Disregard Traffic Sign and Signals	0	0	1	0	0	0
Driver Operating Handheld Telecommunication or Other Electronic Devices	0	0	0	0	0	0
Improper Passing	0	1	0	0	0	0
Inattention	0	0	0	0	0	0
On Wrong Side of Road	0	1	0	0	0	0
Operating Defective Equipment	0	1	0	0	0	0
Total	**24**	**20**	**25**	**20**	**27**	**25**

Table 3.3.4
Age of Pedestrians Involved in Collisions

Age Range	2020	2021	2022	2023	2024	2025
Unknown	0	1	0	2	0	0
0-5	2	1	0	1	0	0
6-10	0	1	0	4	2	0
11-15	1	0	2	1	1	2
16-20	3	3	1	1	6	4
21-25	2	0	0	0	0	2
26-30	3	0	3	1	3	0
31-35	3	3	5	3	1	3
36-40	3	1	1	1	1	1
41-45	1	2	2	0	1	4
46-50	1	1	4	3	1	3
51-55	1	2	2	2	4	0
56-60	1	2	1	0	0	2
61-65	0	0	0	0	3	0
66-70	1	1	0	0	2	2
71-75	1	1	2	1	1	1
76-80	1	1	2	0	0	0
81-85	0	0	0	0	1	0
86+	0	0	0	0	0	1
Total	**24**	**20**	**25**	**20**	**27**	**25**

Table 3.3.5
Gender of Pedestrians Involved in Collisions

Year	Unknown/X	Female	Male	Total
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
2025	1	10	14	25

3.4 Bicycle-Involved Collisions

Table 3.4.11
Bicycle-Involved Collisions by Severity

Year	Property Damage Only	Injury	Fatality	Total
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
2025	1	19	0	20

Table 3.4.2
2025 Bicycle-Involved Collisions by First Contributing Circumstance and Severity

First Contributing Circumstance	Property Damage Only	Injury	Fatality	Total
None / Driver Not Distracted	1	10	0	11
Unknown Distraction	0	1	0	1
Did Not Grant ROW to Pedalcyclist	0	3	0	3
Exceeding Reas Safe Speed	0	1	0	1
Other Contributing Circumstance Not Listed	0	4	0	4
Total	**1**	**19**	**0**	**20**

3.5 Motorcycle-Involved Collisions

Table 3.5.1
Motorcycle-Involved Collisions
By Severity

Year	Property Damage Only	Injury	Fatality	Total
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
2025	4	28	3	35

Table 3.5.2
2025 Motorcycle-Involved Collisions
By First Contributing Circumstance

First Contributing Circumstance	PDO	Injury	Fatality	Total
Exceeding Reasonably Safe Speed or Stated Speed Limit	1	7	2	10
Other Contributing Circumstance	2	5	0	7
None	0	5	0	5
Driver Distraction	1	3	0	4
Under Influence of Alcohol and/or Drugs	0	2	1	3
Did Not Grant R/W to Vehicle	0	1	0	1
Disregard Traffic Sign and Signals	0	1	0	1
Improper Passing	0	1	0	1
Operating Defective Equipment	0	1	0	1
Operating Reckless or Aggressively	0	1	0	1
Overcorrecting / Oversteering	0	1	0	1
Total	4	28	3	35

4.0 OTHER COLLISION INFORMATION

4.1 Estimated Economic Costs

Table 4.1.1
Estimated Economic Costs of Collision Activity

Severity	2025 Collisions	Estimated Economic Costs
Property Damage Only	1,027	$7,908,000
Possible Injury	213	$5,964,000
Evident Injury (Suspected Minor Injury)	220	$9,900,000
Disabling/Serious Injury (Suspected Serious Injury)	46	$8,004,000
Fatal	13	$26,650,000
Total	1,519	$58,426,000

The following estimated costs per collision are used in this calculation:
Property Damage Only (no injury observed)-$7,700; Possible Injury-$28,000; Evident Injury-$45,000; Disabling/Serious Injury-$174,000; Fatality-$2,050,000
(National Safety Council Guide to Calculating Costs of Motor-Vehicle Injuries, 2024)

4.2 Month, Day of Week, and Time of Day

Figure 4.2.1
2025 Collisions by Month

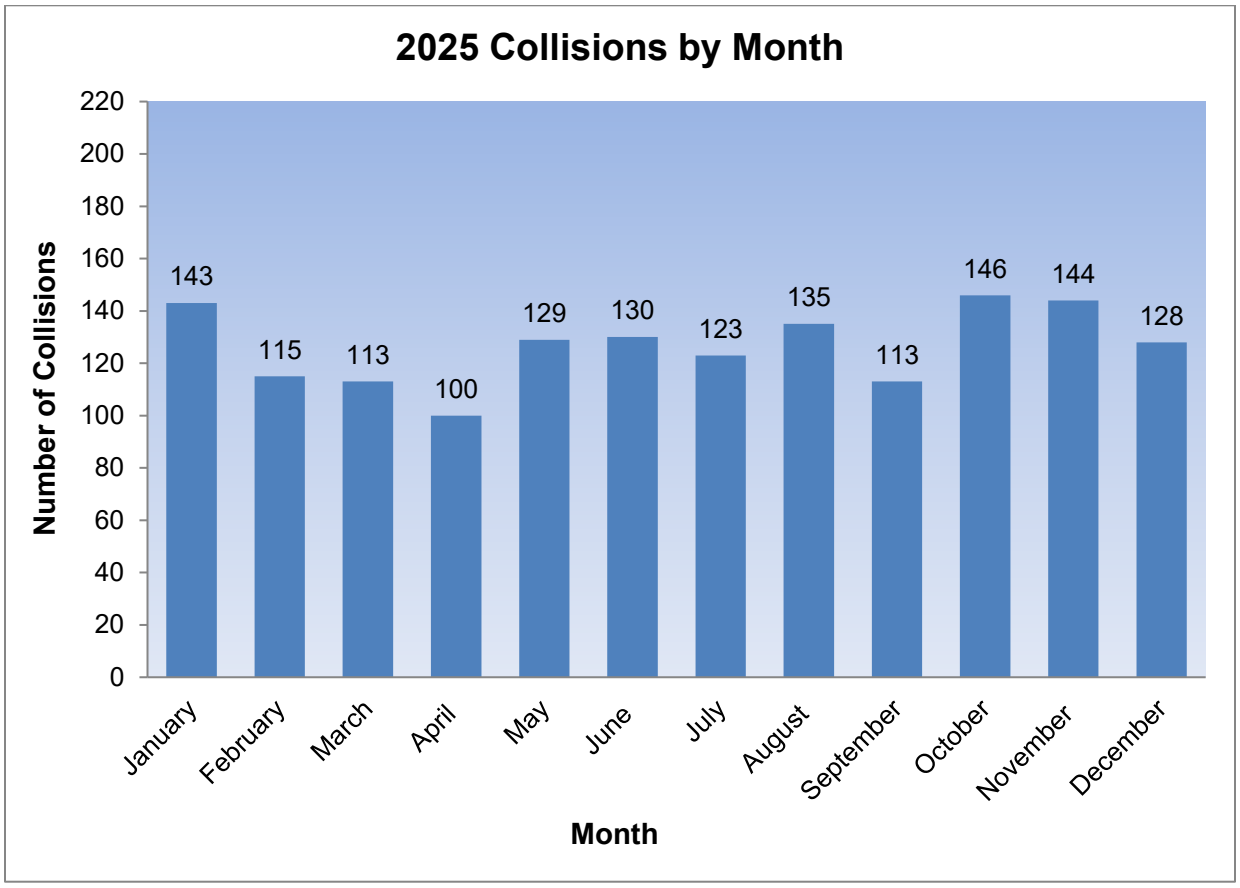


Figure 4.2.2
2025 Collisions by Day of Week

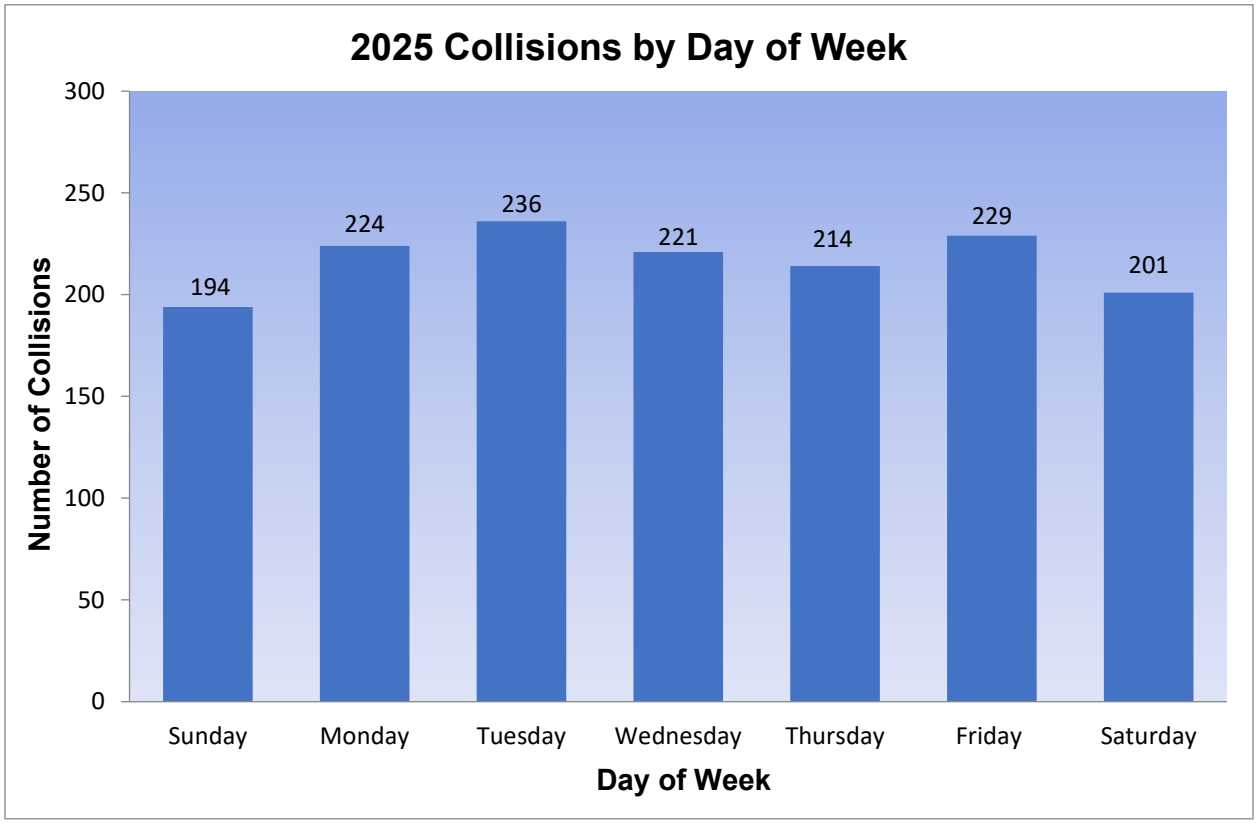


Figure 4.2.3
2025 Weekday Collisions
By Time of Day

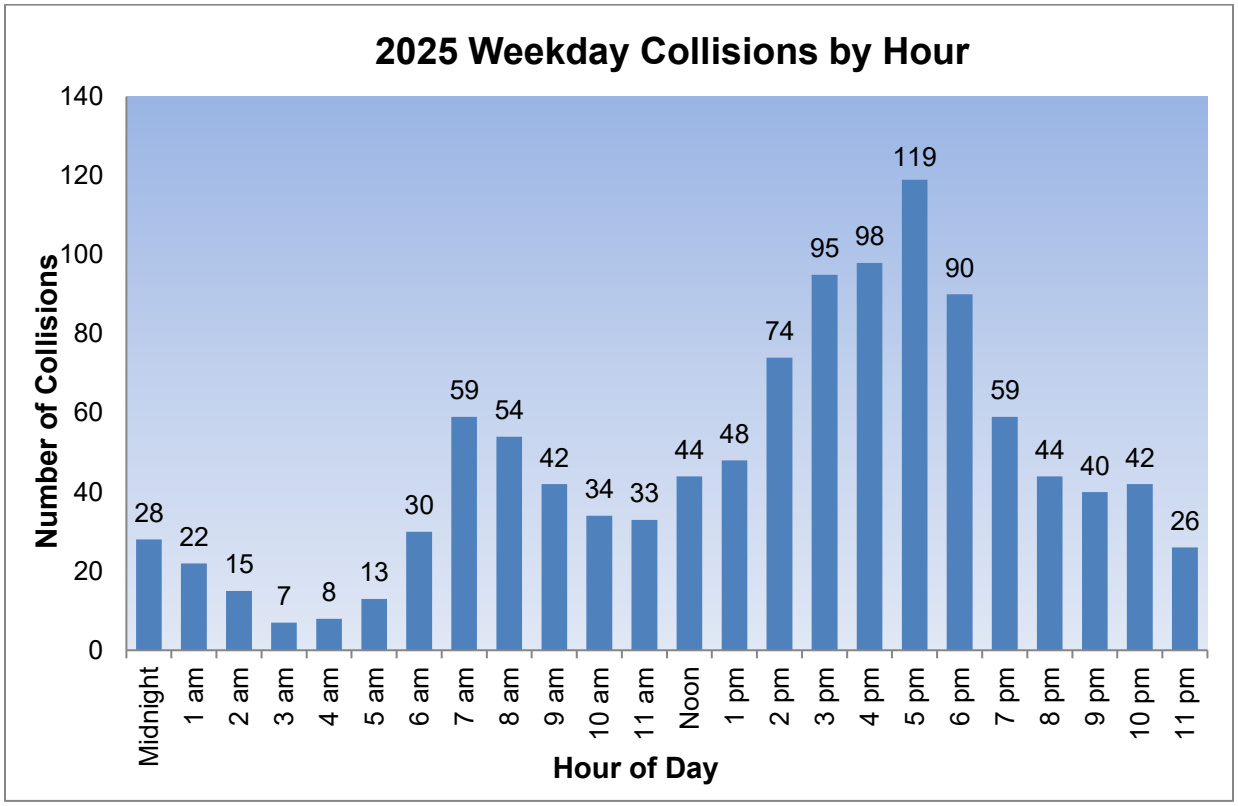
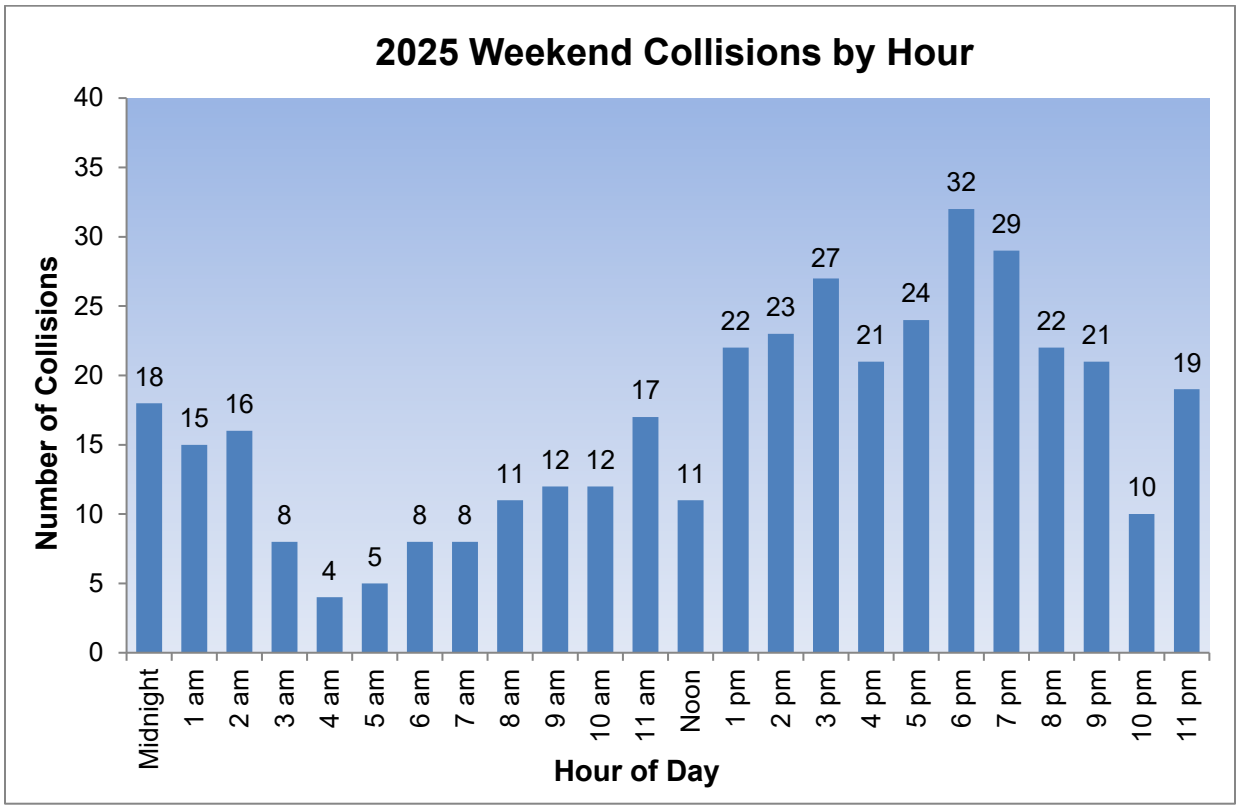
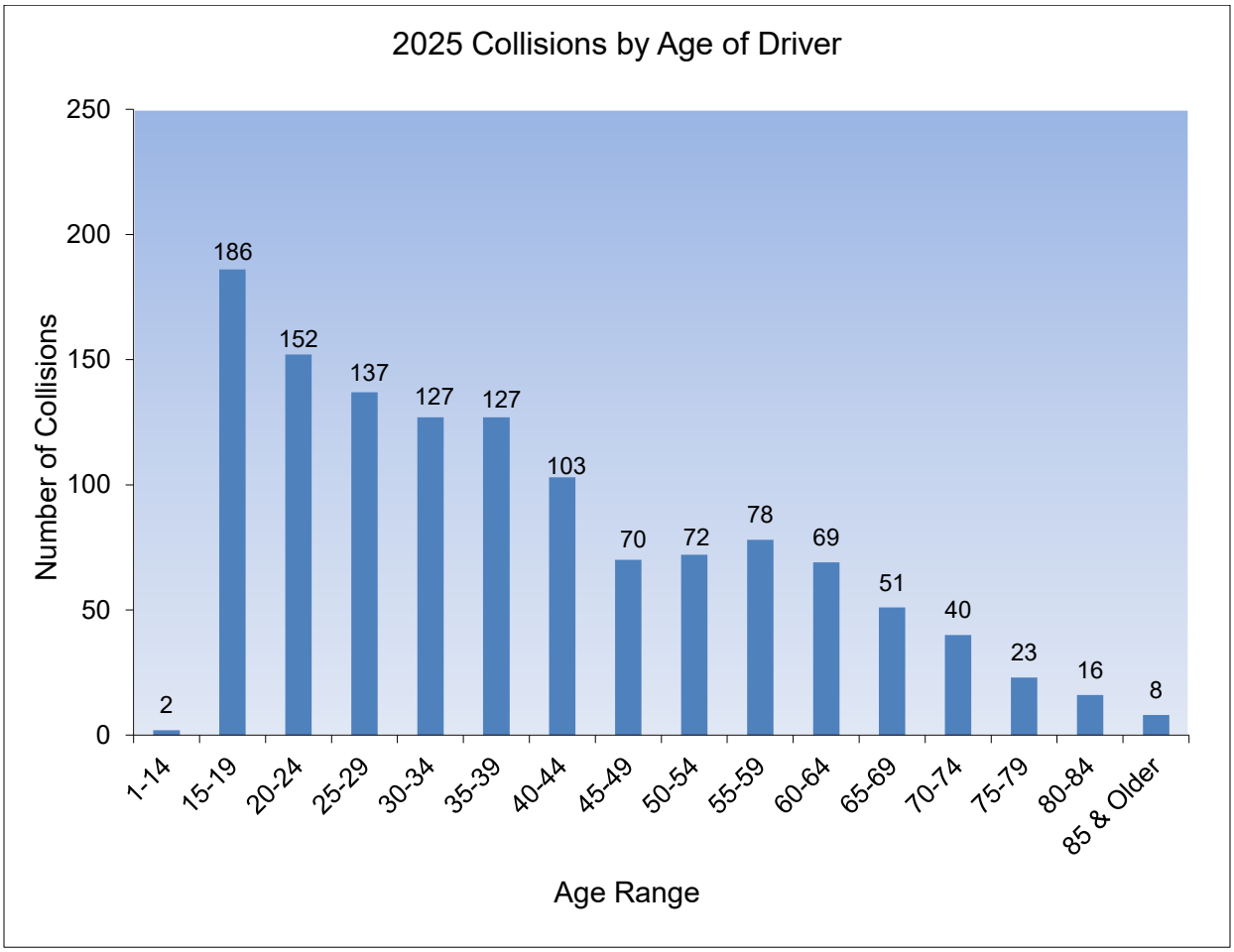


Figure 4.2.4
2025 Weekend Collisions
By Time of Day



4.3 Demographics

Figure 4.3.1
2025 Collisions by Age of Driver



Note: 258 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 2025

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	0	10	6	12	10	7	8	5	5	8	7	78
Did Not Grant ROW to Vehicle	1	6	5	8	10	3	4	7	4	2	6	56
Driver Distraction	0	6	7	10	7	5	0	4	5	3	7	54
None	0	2	3	5	5	4	3	2	1	4	1	30
Other	0	3	0	6	4	2	1	1	0	2	4	23
Under Influence of Alcohol and/or Drugs	0	3	0	1	4	3	2	0	2	3	4	22
Follow Too Closely	0	2	4	3	0	2	3	2	0	2	2	20
Apparently Asleep/Fatigued/Ill/Emotional	0	1	2	2	1	0	1	0	4	1	4	16
Overcorrecting/ Oversteering	0	3	3	2	0	3	0	1	2	1	1	16
Disregard Traffic Signs and Signals	1	2	1	1	1	1	2	2	1	0	0	12
Improper Passing	0	1	1	1	1	2	1	0	1	1	2	11
Improper Turn/Merge	0	1	0	1	2	2	0	3	1	0	1	11
Operating Defective Equipment	0	1	1	0	3	1	1	1	1	0	0	9
Operating Cell Phone or Electronic Device	0	1	0	0	2	0	3	1	1	0	0	8
Operating Recklessly or Aggressively	0	0	0	1	1	0	1	0	0	1	1	5
Improper U-Turn	0	0	3	0	0	0	0	0	1	0	0	4
Did Not Grant ROW to Non-Motorist	0	1	1	0	0	0	0	0	1	0	0	3
Totals	**2**	**43**	**37**	**54**	**50**	**35**	**30**	**29**	**30**	**28**	**40**	**378**

Table 4.4.2
2025 Collisions by First Contributing Circumstance

First Contributing Circumstance	Fatality	Injury	PDO	Total
Driver Distraction	0	67	182	249
Did Not Grant ROW to Vehicle	0	82	137	219
Other	2	42	175	219
Excessive Speed	2	64	92	158
None/Not Stated	2	47	109	158
Under Influence of Alcohol and/or Drugs	5	34	60	99
Follow Too Closely	0	35	60	95
Apparently Asleep/Fatigued/Emotional/Ill	2	21	36	59
Improper Turn/Merge	0	9	48	57
Disregard Traffic Sign and Signals	0	17	32	49
Operating Defective Equipment	0	11	19	30
Overcorrecting/Oversteering	0	12	17	29
Improper Passing	0	4	20	24
Operating Cell Phone or Electronic Device	0	9	15	24
Improper Backing	0	1	12	13
Operating Recklessly or Aggressively	0	5	8	13
Did Not Grant ROW to Non-Motorist	0	12	0	12
Improper U-Turn	0	6	6	12

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
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%
2025	7	53.8%	36	7.5%	61	5.9%	104	6.8%

Figure 4.5.1
2025 Weekend Collisions for
Drivers under the Influence
By Time of Day

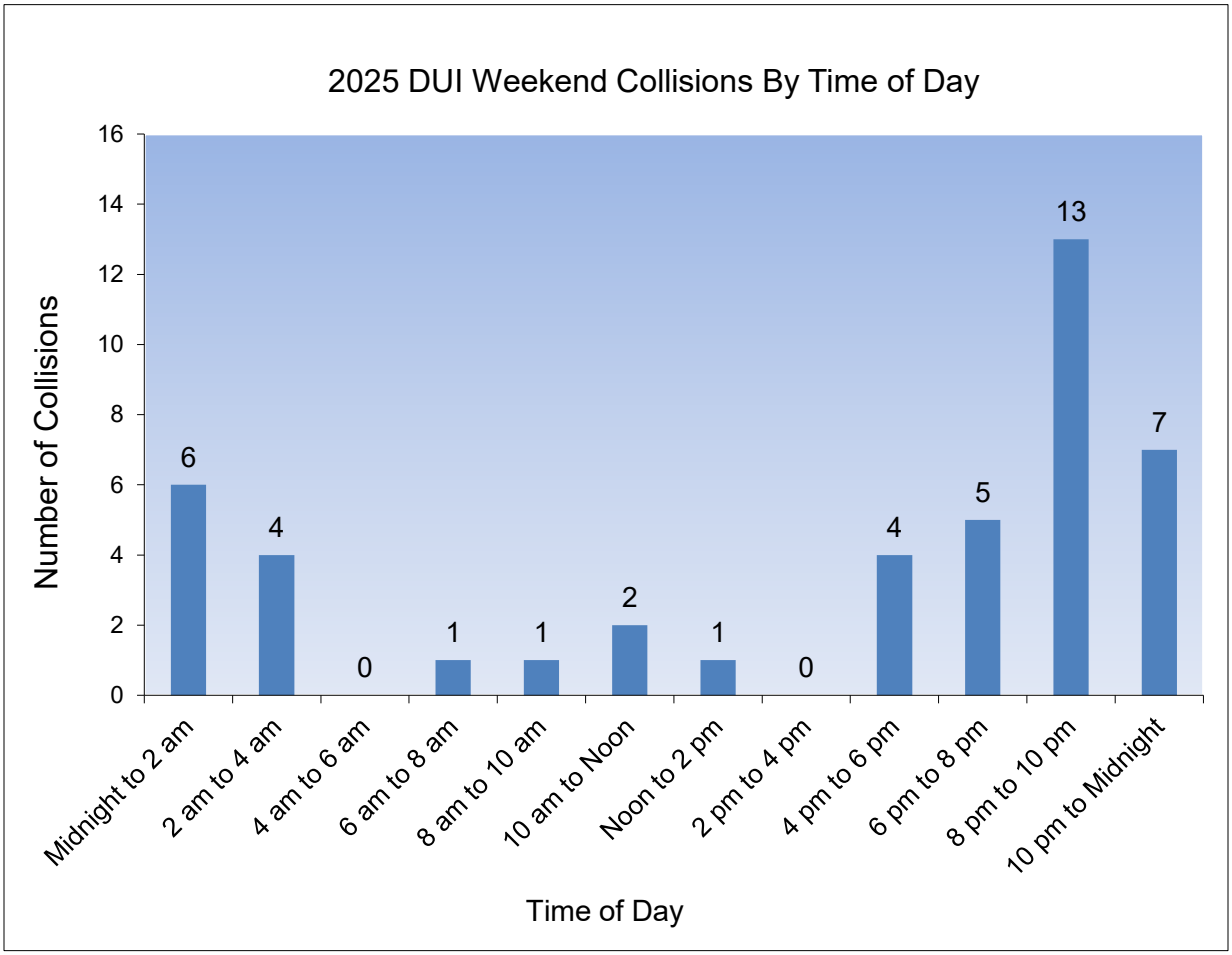
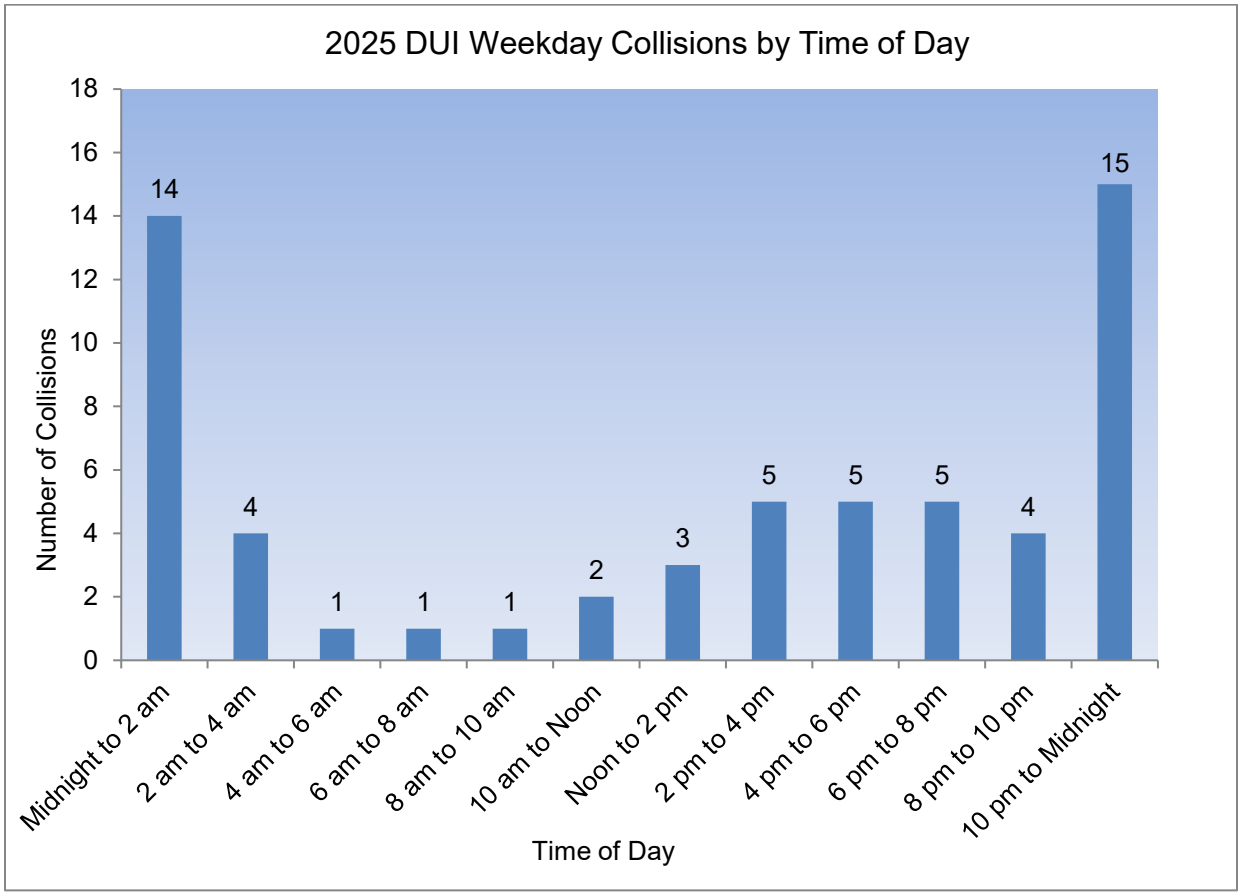


Figure 4.5.2
2025 Weekday Collisions for
Drivers under the Influence
By Time of Day



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
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%
2025	2	15%	64	13%	92	9%	158	10%

4.7 Lighting Conditions

Table 4.7.13
2025 Collisions By
Lighting Condition

Lighting Condition	Property Damage Only	Injury	Fatal	Total
Dark-No Street Lights	130	60	5	195
Dark-Street Lights Off	13	4	0	17
Dark-Street Lights On	191	83	3	277
Dark-Unknown Lighting	36	5	0	41
Dawn	14	5	0	19
Daylight	586	307	5	898
Dusk	40	13	0	53
Unknown	17	2	0	19
Totals	1,027	479	13	1,519

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= (Collisions*10^6) / (AADT*365*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 = $7,700*PDO + $28,000*P+$45,000*E+$174,000*D + $2,050,000*F, where

PDO – Total Number of Property Damage Collisions ($7,700/collision)
P – Total Number of Possible Injury Collisions ($28,000/collision)
E – Total Number of Evident Injury Collisions ($45,000/collision)
D – Total Number of Disabling/Serious Injury Collisions ($174,000/collision)
F – Total Number of Fatal Collisions ($2,050,000/collision)