# State of the State: Washington Traffic Fatalities

**Traffic fatalities** on Washington roads have decreased year-over-year since 2023, declining by 9 percent in 2024 and another 11 percent in 2025[1]. Traffic fatalities involving speeding (-24 percent), distraction (-25 percent), and drivers ages 15-17 (-30 percent) experienced the largest declines in 2025. Despite the decline in total fatalities in 2025, fatal crashes involving older drivers ages 70+ and heavy trucks increased. In 2025, fatal crashes decreased most on interstates (-27 percent) and on city streets (-10 percent).

**I care, because** 2,205 people have died and 9,691 were seriously injured in traffic crashes in Washington since 2023.

**Fatal crashes** are generally highest in the summer months and on weekends. In 2025, most fatal crashes occurred in August, May, and July *(see charts on the next page)*. There were large declines in fatal crashes from 2024 to 2025 in June and September. From 2024 to 2025, fatal crashes decreased on all days except Mondays and Tuesdays. In 2025, fatal crashes were concentrated on Fridays followed by Saturdays.

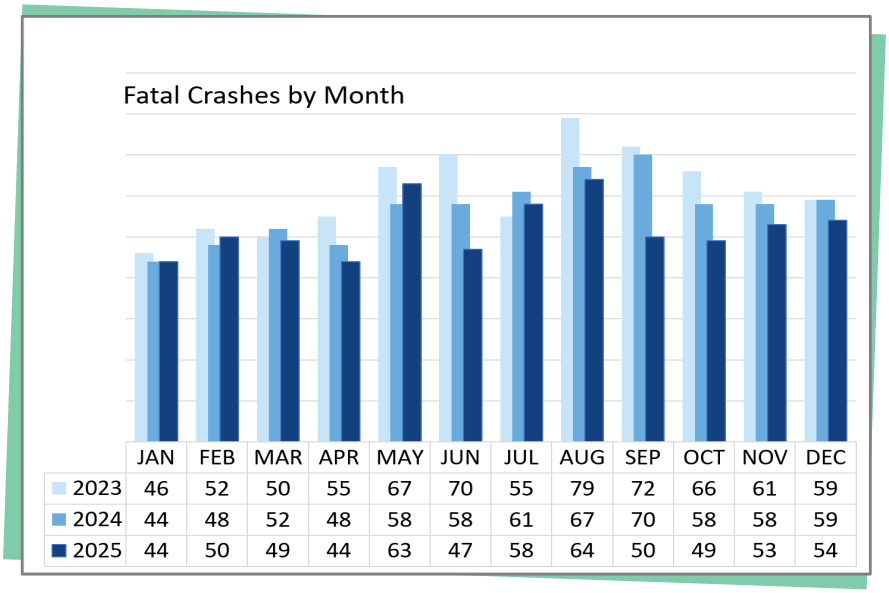
| Traffic Fatalities in Washington State | | | | | |
|---|---|---|---|---|---|
| | 2023 | 2024 | % Change in 2023 | 2025 | % Change in 2024 |
| All Fatalities | 809 | 737 | -8.9% | 659 | -10.6% |
| Impaired Driver Involved | 410 | 370 | -9.8% | 297 | -19.7% |
| Speeding Involved | 270 | 250 | -7.4% | 189 | -24.4% |
| Distracted Driver Involved | 136 | 138 | 1.5% | 103 | -25.4% |
| Unrestrained Vehicle Occupants | 172 | 142 | -17.4% | 122 | -14.1% |
| Motorcyclists | 142 | 113 | -20.4% | 103 | -8.8% |
| Active Transportation Users | 177 | 170 | -4.0% | 160 | -5.9% |
| Driver Ages 15-17 Involved | 26 | 27 | 3.8% | 19 | -29.6% |
| Driver Ages 18-20 Involved | 92 | 77 | -16.3% | 68 | -11.7% |
| Driver Ages 21-24 Involved | 129 | 90 | -30.2% | 91 | 1.1% |
| Driver Ages 70+ Involved | 90 | 107 | 18.9% | 112 | 4.7% |
| Heavy Truck Involved | 82 | 79 | -3.7% | 84 | 6.3% |
| Traffic Serious Injuries | 3,414 | 3,305 | -3.2% | 2,972 | -10.1% |

| Fatal Crashes in Washington State by Road Class | | | | | |
|---|---|---|---|---|---|
| | 2023 | 2024 | % Change in 2024 | 2025 | % Change in 2025 |
| Interstate | 77 | 78 | 1.3% | 57 | -26.9% |
| US highway | 66 | 59 | -10.6% | 55 | -6.8% |
| State route | 201 | 192 | -4.5% | 188 | -2.1% |
| County road | 182 | 164 | -9.9% | 160 | -2.4% |
| City street | 189 | 174 | -7.9% | 157 | -9.8% |
| Other/Unknown | 17 | 14 | N/A | 8 | N/A |
| Total Fatal Crashes | 732 | 681 | -7.0% | 625 | -8.2% |

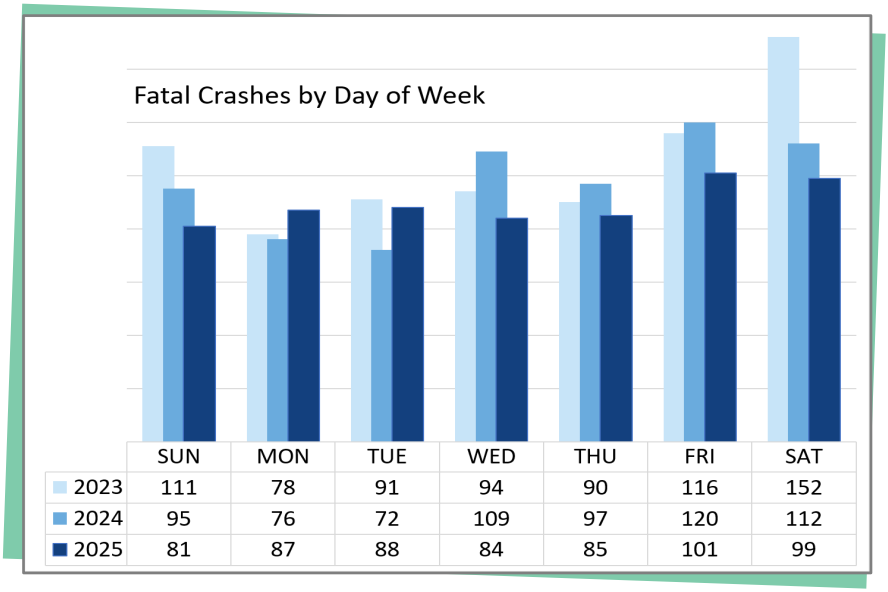
**Rates** by race/ethnicity are only available for traffic fatalities (not all persons in fatal crashes) as that demographic information is collected from death certificates. Like many other health outcomes, traffic fatality rates vary greatly by race/ethnicity. While traffic fatalities increased for all race/ethnicity groups, the rate at which traffic fatalities increased was unequal across race/ethnic groups. White fatalities occurred in the highest numbers; Black, Hispanic, and Asian/Pacific Islander fatalities increased in numbers the fastest *(see chart on the next page)*; and American Indian/Alaska Natives continue to have the highest traffic fatality rate per 100,000 population.

## Did you know?

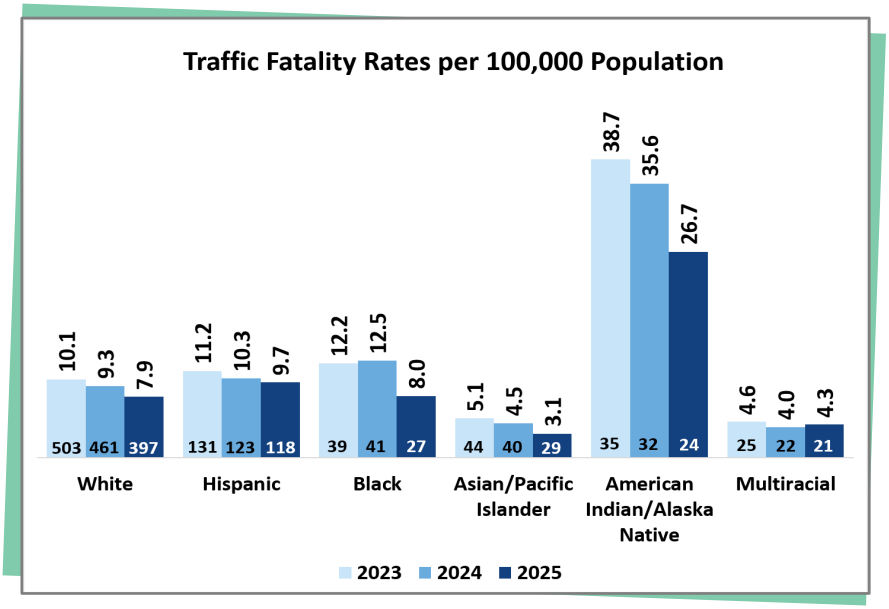
- The traffic fatality rate per 100,000 population among Native Americans/Alaska Natives was consistently three to four times greater than their white counterparts.
- Whites experienced the highest number of fatalities (over half of all fatalities), followed by Hispanics (17 percent of fatalities).



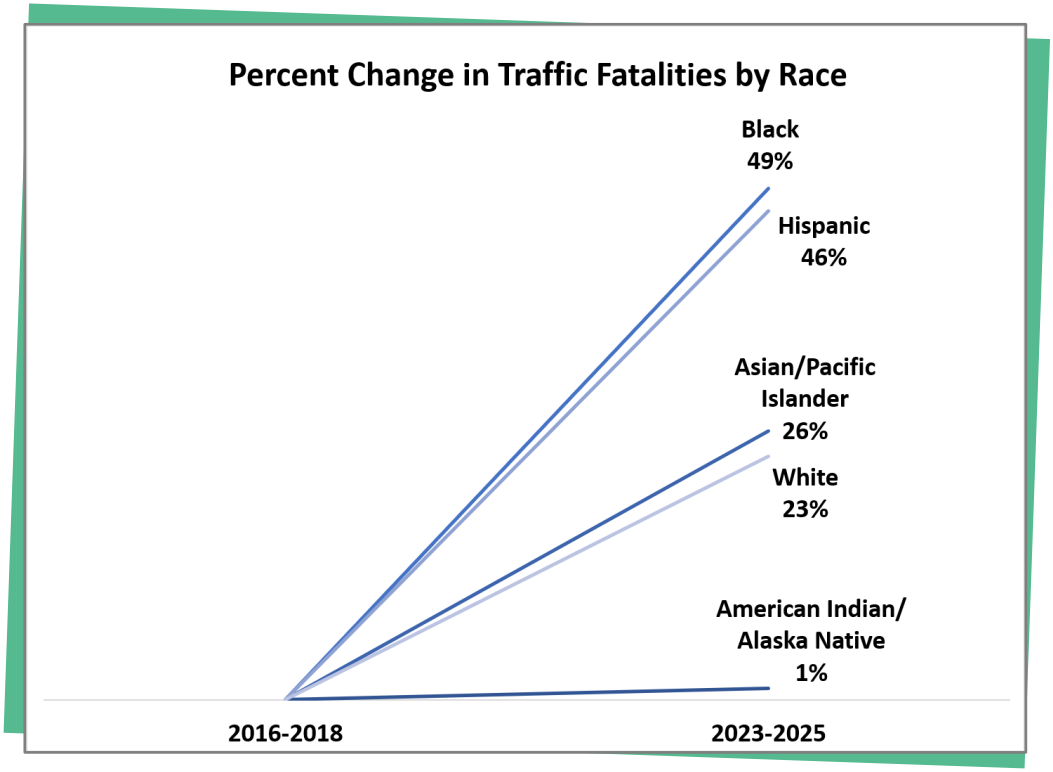

| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2023 | 46 | 52 | 50 | 55 | 67 | 70 | 55 | 79 | 72 | 66 | 61 | 59 |
| 2024 | 44 | 48 | 52 | 48 | 58 | 58 | 61 | 67 | 70 | 58 | 58 | 59 |
| 2025 | 44 | 50 | 49 | 44 | 63 | 47 | 58 | 64 | 50 | 49 | 53 | 54 |




| | SUN | MON | TUE | WED | THU | FRI | SAT |
|---|---|---|---|---|---|---|---|
| 2023 | 111 | 78 | 91 | 94 | 90 | 116 | 152 |
| 2024 | 95 | 76 | 72 | 109 | 97 | 120 | 112 |
| 2025 | 81 | 87 | 88 | 84 | 85 | 101 | 99 |

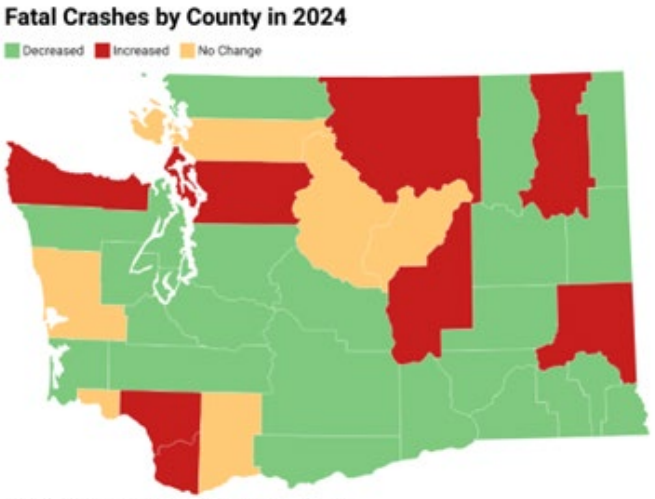


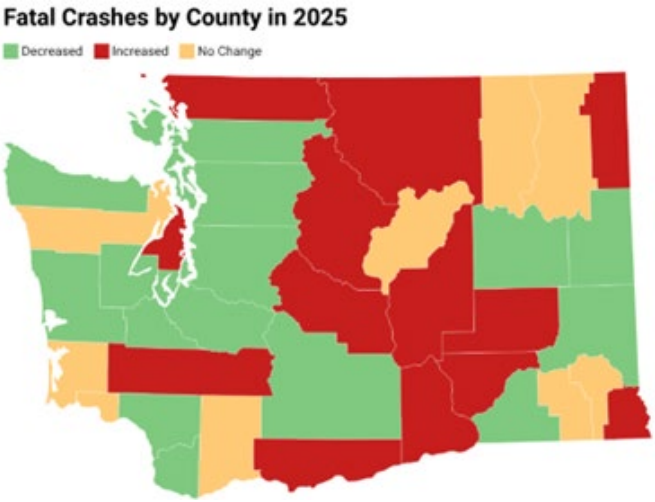
**Rates** of traffic fatalities and serious injuries in Washington have decreased year-over-year across all population exposure measures[2] from 2023 through 2025. The percent change in the number of traffic fatalities over the previous ten years has increased most rapidly among Black and Hispanic persons and is higher for almost all groups compared to Whites.




| Traffic Fatality and Serious Injury Rates in Washington State | | | |
|---|---|---|---|
| | 2023 | 2024 | 2025 |
| Vehicle Miles Traveled (VMT) (in 1,000s) | 59,804 | 60,390 | 60,814 |
| Fatality Rate per 100 Million VMT | 1.353 | 1.220 | 1.084 |
| Serious Injury Rate per 100 Million VMT | 5.709 | 5.473 | 4.887 |
| Population | 7,951,150 | 8,035,700 | 8,115,095 |
| Fatality Rate per 100,000 Population | 10.2 | 9.2 | 8.1 |
| Serious Injury Rate per 100,000 population | 42.9 | 41.1 | 36.6 |
| Licensed Drivers | 6,004,489 | 6,053,493 | 6,094,808 |
| Fatality Rate per 100,000 Licensed Drivers | 13.5 | 12.2 | 10.8 |
| Serious Injury Rate per 100,000 Licensed Drivers | 56.9 | 54.6 | 48.8 |
| Registered Vehicles | 8,019,967 | 8,033,344 | 8,052,032 |
| Fatality Rate per 100,000 Reg. Vehicles | 10.1 | 9.2 | 8.2 |
| Serious Injury Rate per 100,000 Reg. Vehicles | 42.6 | 41.1 | 36.9 |

| Fatal Crashes in Washington State by County | | | | | | | |
|---|---|---|---|---|---|---|---|
| | 2023 | 2024 | % Change in 2024 | | 2025 | % Change in 2025 | |
| Adams | 8 | 4 | -50.0% | ↓ | 8 | 100.0% | ↑ |
| Asotin | 3 | 1 | -66.7% | ↓ | 2 | 100.0% | ↑ |
| Benton | 28 | 13 | -53.6% | ↓ | 20 | 53.8% | ↑ |
| Chelan | 7 | 7 | 0.0% | → | 8 | 14.3% | ↑ |
| Clallam | 4 | 5 | 25.0% | ↑ | 2 | -60.0% | ↓ |
| Clark | 34 | 41 | 20.6% | ↑ | 35 | -14.6% | ↓ |
| Columbia | 1 | 0 | -100.0% | ↓ | 0 | 0.0% | → |
| Cowlitz | 14 | 20 | 42.9% | ↑ | 13 | -35.0% | ↓ |
| Douglas | 4 | 4 | 0.0% | → | 4 | 0.0% | → |
| Ferry | 4 | 1 | -75.0% | ↓ | 1 | 0.0% | → |
| Franklin | 11 | 9 | -18.2% | ↓ | 16 | 77.8% | ↑ |
| Garfield | 1 | 0 | -100.0% | ↓ | 0 | 0.0% | → |
| Grant | 21 | 23 | 9.5% | ↑ | 24 | 4.3% | ↑ |
| Grays Harbor | 9 | 9 | 0.0% | → | 5 | -44.4% | ↓ |
| Island | 5 | 13 | 160.0% | ↑ | 5 | -61.5% | ↓ |
| Jefferson | 6 | 4 | -33.3% | ↓ | 4 | 0.0% | → |
| King | 151 | 142 | -6.0% | ↓ | 122 | -14.1% | ↓ |
| Kitsap | 22 | 16 | -27.3% | ↓ | 21 | 31.3% | ↑ |
| Kittitas | 11 | 8 | -27.3% | ↓ | 11 | 37.5% | ↑ |
| Klickitat | 4 | 2 | -50.0% | ↓ | 3 | 50.0% | ↑ |
| Lewis | 16 | 8 | -50.0% | ↓ | 15 | 87.5% | ↑ |
| Lincoln | 7 | 5 | -28.6% | ↓ | 1 | -80.0% | ↓ |
| Mason | 20 | 14 | -30.0% | ↓ | 8 | -42.9% | ↓ |
| Okanogan | 5 | 9 | 80.0% | ↑ | 13 | 44.4% | ↑ |
| Pacific | 5 | 3 | -40.0% | ↓ | 3 | 0.0% | → |
| Pend Oreille | 3 | 1 | -66.7% | ↓ | 6 | 500.0% | ↑ |
| Pierce | 95 | 94 | -1.1% | ↓ | 77 | -18.1% | ↓ |
| San Juan | 1 | 1 | 0.0% | → | 0 | -100.0% | ↓ |
| Skagit | 17 | 17 | 0.0% | → | 13 | -23.5% | ↓ |
| Skamania | 2 | 2 | 0.0% | → | 2 | 0.0% | → |
| Snohomish | 41 | 61 | 48.8% | ↑ | 59 | -3.3% | ↓ |
| Spokane | 57 | 52 | -8.8% | ↓ | 45 | -13.5% | ↓ |
| Stevens | 8 | 9 | 12.5% | ↑ | 9 | 0.0% | → |
| Thurston | 32 | 27 | -15.6% | ↓ | 19 | -29.6% | ↓ |
| Wahkiakum | 1 | 1 | 0.0% | → | 1 | 0.0% | → |
| Walla Walla | 7 | 6 | -14.3% | ↓ | 5 | -16.7% | ↓ |
| Whatcom | 19 | 12 | -36.8% | ↓ | 14 | 16.7% | ↑ |
| Whitman | 4 | 5 | 25.0% | ↑ | 3 | -40.0% | ↓ |
| Yakima | 44 | 32 | -27.3% | ↓ | 28 | -12.5% | ↓ |



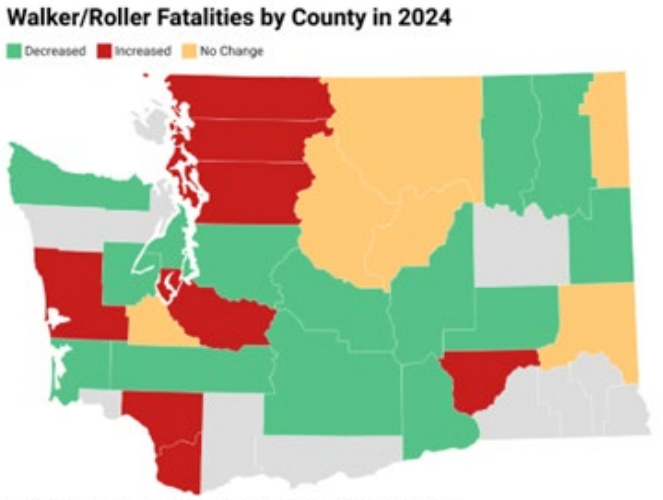

## Did you know?

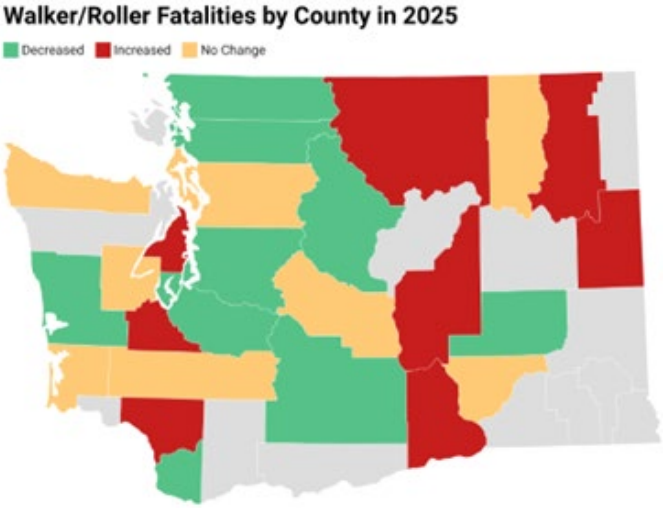
- Despite the statewide decrease in traffic fatalities in 2025, 13 counties (out of 39) experienced an increase in fatalities.
- Some counties experienced large decreases in fatalities from 2024 to 2025 including Island, Grays Harbor, Mason and Thurston County.
- More than half of fatal crashes in 2025 occurred in just five counties; King, Pierce, Snohomish, Spokane, and Yakima.

| Walker/Roller Traffic Fatalities in Washington State by County | | | | | | | |
|---|---|---|---|---|---|---|---|
| | 2023 | 2024 | % Change in 2024 | | 2025 | % Change in 2025 | |
| Adams | 1 | 0 | -100% | ↓ | 0 | 0% | → |
| Benton | 4 | 1 | -75% | ↓ | 7 | 600% | ↑ |
| Chelan | 1 | 1 | 0% | → | 0 | -100% | ↓ |
| Clallam | 1 | 0 | -100% | ↓ | 0 | 0% | → |
| Clark | 7 | 17 | 143% | ↑ | 12 | -29% | ↓ |
| Cowlitz | 0 | 3 | 0% | → | 6 | 100% | ↑ |
| Ferry | 1 | 0 | -100% | ↓ | 0 | 0% | → |
| Franklin | 1 | 3 | 200% | ↑ | 3 | 0% | → |
| Grant | 3 | 2 | -33% | ↓ | 3 | 50% | ↑ |
| Grays Harbor | 2 | 3 | 50% | ↑ | 0 | -100% | ↓ |
| Island | 1 | 3 | 200% | ↑ | 3 | 0% | → |
| King | 60 | 53 | -12% | ↓ | 45 | -15% | ↓ |
| Kitsap | 6 | 2 | -67% | ↓ | 9 | 350% | ↑ |
| Kittitas | 2 | 1 | -50% | ↓ | 1 | 0% | → |
| Lewis | 2 | 1 | -50% | ↓ | 1 | 0% | → |
| Mason | 4 | 0 | -100% | ↓ | 0 | 0% | → |
| Okanogan | 0 | 0 | 0% | → | 2 | 0% | → |
| Pacific | 1 | 0 | -100% | ↓ | 0 | 0% | → |
| Pierce | 21 | 30 | 43% | ↑ | 15 | -50% | ↓ |
| Skagit | 2 | 3 | 50% | ↑ | 2 | -33% | ↓ |
| Snohomish | 11 | 14 | 27% | ↑ | 14 | 0% | → |
| Spokane | 27 | 16 | -41% | ↓ | 20 | 25% | ↑ |
| Stevens | 1 | 0 | -100% | ↓ | 1 | Increase | ↑ |
| Thurston | 6 | 6 | 0% | → | 7 | 17% | ↑ |
| Whatcom | 3 | 4 | 33% | ↑ | 3 | -25% | ↓ |
| Yakima | 9 | 7 | -22% | ↓ | 6 | -14% | ↓ |

| Counties with zero walker/roller fatalities, 2023-2025 | | |
|---|---|---|
| Asotin | Columbia | Douglas |
| Garfield | Jefferson | Klickitat |
| Lincoln | Pend Oreille | San Juan |
| Wahkiakum | Walla Walla | Whitman |

**Note:** "Increase" in the table means any increase from a ZERO baseline




## Did you know?

- Half of walker/roller fatalities occurred in just two counties; King and Spokane.
- Ten counties had zero walker/roller fatalities in 2025. Ten more counties have had zero walker/roller fatalities in the past three years. That is 20 counties in 2024 with zero walker/roller fatalities, the highest number of counties in the previous three years.
- Walker/roller fatalities in 2024 increased most significantly in Pierce and Clark counties.

## Data Sources

[1]Washington Coded Fatal Crash (CFC) files, Washington Traffic Safety Commission

[2]VMT (WSDOT Travel Data), Population (OFM Population Estimates), Licensed Drivers and Registered Vehicles (DOL Statistics at a Glance 2024)

**For more information**, please contact the WTSC Research and Data Division at (360) 725-9860.