Current Conditions

2.1 CRASH DATA COLLECTION

The Target Zero Plan was developed using the best available safety data to identify potential emphasis areas and safety improvement opportunities for all public roads in Washington, with an understanding that not all crash events are reported. Therefore, we use the collision database as an imperfect representative sample of crash history. Emphasis Areas were determined from an analysis of 2020-2022 Washington crash data, a comparison of those three years to the previous three-year period (2017-2019), and incorporation of inputs from engagement activities.

ANSI D16.1-2017[1] and MMUCC 6th Edition[2] provide guidelines for standard reporting of motor vehicle crashes in the U.S. In Washington, WAC 446-85-010 (reporting threshold), RCW 46.52.030 vehicle owner and RCW 46.52.070 (police officer reports) add requirements. To meet these reporting criteria, a motor vehicle crash must:

1. Have property damage of at least $1000 or injury of any individual;

2. Be on a public roadway;

3. Involve at least one motorized vehicle; and

4. Not involve an intentional act, a legal intervention, or be medically caused.

Crash data are collected from law enforcement by the Washington State Patrol (WSP) and managed by the WTSC and WSDOT. The data from WTSC focuses on fatal crashes and individuals in these crashes while the WSDOT crash data is enhanced with additional data and covers all reported motor vehicle crashes on public roadways in the state.

Practitioners often use these datasets to determine where, how, and why crashes are happening and what approaches may reduce the potential of crashes happening in the future. WSP, WTSC, and WSDOT provide summaries of the data through online portals:

- WSP Collision Analysis Tool. The collision analysis database stores collision data submitted by law enforcement officers. The web page allows citizens and law enforcement agencies to perform queries and produce reports on collision data within their jurisdiction.

- WTSC Crash Data Dashboards. WTSC maintains crash-level and person-level data for all fatal crashes involving a motor vehicle in Washington. These include official state data reported to the National Highway Traffic Safety Administration (NHTSA) under the Fatality Analysis Reporting System (FARS). Separate dashboards are available by demographics, road user behavior, location, and road type.

- WSDOT Crash Data Portal. This data portal includes high-level and basic summarized crash data of all injury types for members of the public and WSDOT personnel, consultants, and partners.

A fatal crash is a crash within which the most severe injury was a death within 30 days of the crash because of injuries sustained during the crash. A serious injury crash is a crash which included bodily injuries such as broken bones; serious lacerations; crush injuries; suspected injuries to the skull, chest, or abdomen; or significant burns.

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1   Manual on Classification of Motor Vehicle Traffic Accidents, 2017. 8th Edition

2   Model Minimum Uniform Crash Criteria 5th Edition

2.2 COMMUNITY AND LOCAL AGENCY ENGAGEMENT

Transportation leaders are working to align planning and goals for traffic safety with community goals, values, and input. A key success factor in that effort includes engaging directly with community members to ask about their traffic safety concerns and what they feel is important, especially those disproportionately affected by traffic crashes. Robust roadway safety engagement supports projects and strategies that address community needs, especially those that include considerations for differences across cultures. Addressing critical gaps increases equitable outcomes while also building sustainable, inclusive infrastructure, programs, and services that meet the safety needs of all communities.

This Target Zero effort included engagement with traditional roadway safety partners, influencer (non-traditional) safety partners, and the public. Activities included engaging with people who are at a greater likelihood for serious injury and death in traffic crashes and who are most affected by under-investments in traffic safety systems. The team identified Yakima County and South King County as priority geographic areas, given crash history and equity-related data. Alongside intercept surveys at community events and an online survey in these regions, the consultant team hosted facilitated listening sessions with community-based organizations (CBOs) that serve those communities. The team also hosted facilitated listening sessions with Tribal representatives from around the state (more information below); the purpose was to better understand what they felt was important to address with road safety challenges, to hear concerns, and to invite their recommendations. The Washington Traffic Safety Commission also conducted a large-scale, statewide traffic safety survey.

In addition, listening sessions were held with local agencies and regional and metropolitan transportation planning organizations.

Target Zero Foundations Workshop

Recognizing that developing the 2024 Target Zero Plan required a departure from the strategies that have become standard in the industry, safety leaders took a significant and crucial early step of bringing together transportation industry leaders, advocates, sponsors, and community organizations for a two-day workshop aimed to align plan authors with shared language, embed shared values within decision-making conversations, and increase readiness for framing and developing the plan.

The Foundations Workshop was held September 26-27, 2023, at St. Martin's University in Lacey, WA, and included a virtual option for those who could not participate in person. Designed to increase collaboration and commitment among traffic safety partners and networks to achieve zero traffic fatalities and serious injuries, the workshop blended essential elements of the Safe System Approach, prosocial traffic safety culture, and an equity framework.

The planning team carefully considered the individuals, advocates, and organizations that should attend, emphasizing collaboration and long-term participation over token involvement. They thoughtfully explored the incorporation of equity principles, meaningful inclusion of community voice, and planned for balance between education, advocacy, and relationship development to reach the objectives over the two-day workshop. The team sent an online survey to invitees in advance of the workshop to tap into partner insights, ensuring the workshop content resonated with the diverse perspectives it sought to represent.

The planning team shaped workshop activities to guide participants through processes that encouraged them to question commonly accepted truths and traditionally held assumptions, and explore new frames for thinking about problems, solutions, and goals.

One workshop exercise included participants identifying system-level challenges and possible actions to overcome those challenges. The challenges identified were:

1. Political climate and policymakers' willingness to make change, especially for potentially unpopular policies.

2. Buy-in at all levels within partner organizations that is needed to support Target Zero and enable the Safe System Approach.

3. Community readiness to change and accept the kind of system needed to achieve Target Zero.

The Foundations Workshop was a critical first step in the plan update, fostering collaboration, innovative thinking, and a commitment to a safer transportation system. The focus was on embracing innovative approaches in our commitment to achieve zero traffic fatalities and serious injuries. Attendees recognized the importance of navigating uncharted territory, particularly in the realm of equity and outreach in strategic highway safety planning. The desire for a "different" plan resonated throughout the conversations, as did the positive response to the inclusion of equity and community sections, underscoring a commitment to a safer, more inclusive transportation system.

King County and Yakima County Surveys

The team identified Yakima County and South King County as priority geographic areas given crash history and demographic disparities. Intercept surveys were conducted in the fall of 2023 at two sites in King County and two in Yakima County. King County surveys were conducted in person at a Kent Community Safety event and in the Skyway neighborhood at a Renton Avenue South community event. Yakima County sites included the Central Washington State Fair and the Yakima Training Center Fall Festival. Survey staff conducted surveys in English and Spanish in Skyway and at both Yakima County events. People were asked to respond to several traffic safety questions. When people named their top three roadway safety concerns, speeding, aggressive or reckless driving, and unsafe roads each made up about 20% of the responses. Distracted driving and lack of pedestrian or biking infrastructure each made up 13% of responses. Uneducated drivers, drivers impaired by alcohol and/or drugs, and lack of enforcement together made up about 10% of responses.

The survey asked people to choose the two factors that may lead to serious crashes they were most concerned about from a list that included speeding, alcohol or drug-impaired driving, aggressive or reckless driving, other, or none of these. 56% of respondents chose distracted driving, 53% chose aggressive or reckless driving, 43% selected alcohol or drug-impaired driving, and 35% selected speeding.

This table summarizes some of the responses related to enforcement activities:

ENFORCEMENT STRATEGY	SUPPORT	DO NOT SUPPORT	DO NOT CARE
DRIVING UNDER THE INFLUENCE PATROLS	94%	4%	2%
SPEED PATROLS	89%	6%	4%
SEAT BELT PATROLS	88%	5%	7%
DISTRACTED DRIVING PATROLS	76%	10%	14%
RED LIGHT SAFETY CAMERAS	76%	17%	6%
SPEED SAFETY CAMERAS	71%	20%	9%

Among 80 people who responded to questions about what is not working, 59 (74%) of responses were related to enforcement. Respondents said there are not enough patrols, or that the police who are out are not stopping people. They said the penalties for traffic violations were not harsh enough and police are busy with "more serious crimes." Several described the police as not having the support or the staffing levels needed to properly enforce traffic violations. Some described traffic and red-light cameras as ineffective. Others said there are not enough traffic cameras and red-light cameras.

Community-Based Organizations

To learn more about community priorities and perspectives related to improving traffic safety outcomes, the project team organized several listening sessions for community-based organization (CBO) representatives (three in October 2023, two in April 2024). Notes from those sessions were shared with the participants to confirm they had been clearly heard, along with information about how their participation affected the Target Zero Plan's content. Because the data indicated disproportionate crash outcomes for some racial groups, priority audiences included people of color, people who use Spanish as one of their primary languages, and people who use languages other than English and Spanish. Other focus areas included people with disabilities, people who live in rural areas, people with low incomes, and drivers aged 16-30 years old. Common themes and topics included the following:

- Engaging youth in the process, this may include youth ambassador programs, stipends for participation in traffic safety programs, ongoing training opportunities for safe driving behavior, and youth-focused listening sessions.

- Increasing the language accessibility of essential safety signage. Many people in the state speak Spanish or other languages, so translating signs and other key messages can support safe travel for those who do not use English.

- Providing transit access and safety improvements, including efforts to improve personal safety on public transit.

- Expanding passenger train frequency and speed to reduce traffic loads on major interstates. Improve transit awareness with additional advertisement opportunities designed to promote use.

- Maintaining facilities and providing paths for active transportation users. Lack of upkeep poses challenges for individuals who rely on walking, cycling, or using mobility devices during travel.

- Increasing enforcement for unsafe driver behaviors, including speeding and impairment; coupled with a clear and community-informed definition of safety. Ideas included studying and implementing passive enforcement (e.g., speed feedback signs, empty police vehicle to deter speeding), active enforcement (with a caveat about understanding the potential for negative interactions with police, especially for people of color), and automated enforcement (e.g., red light or speed cameras).

2.2 Community and Local Agency Engagement

- Designing safer roads, like narrow lanes that require drivers to proceed slowly and cautiously.

- Providing ongoing driver education, including roadway elements like roundabouts and the potential safety implications of driving a large SUV or pickup truck.

- Sharing the road among all users, including people who bicycle and use mobility devices. Lack of sidewalks or shoulders in rural areas introduces potential for crashes for those who use active transportation modes.

- Making safety improvements in areas with high freight traffic, with the installation of additional signing and intersection controls at state highways to provide better and safer connectivity between communities for pedestrians, bicyclists, and rollers. Additionally, updating policies and permits for freight traffic regarding noise controls, air pollution, and loading and unloading zones.

- Updating policies to include developer responsibility in improving traffic safety at the time of development.

- Increasing traffic safety campaigns among all community groups to eliminate disparities in traffic injuries and fatalities.

- Engaging with rideshare providers. These efforts should be led at the community level in languages those communities use.

- Cultivating relationships with vehicle manufactures to ensure human safety and vehicle design are leading to the innovation and design of new vehicles.

Tribal Representation

As part of the Target Zero plan update, WTSC and WSDOT are investing in relationships with Tribes to understand how to better engage and support them, especially in those geographies where they are disproportionately adversely impacted by traffic safety. This includes WSDOT and WTSC participation in Tribal-led traffic safety efforts, including the Yakama Nation Tribal Traffic Safety Committee (TTSC). WTSC and WSDOT also participate also participates in the steering committee for the Northwest Tribal Technical Assistance Program (NW TTAP) and the WA Tribal Transportation Planning Organization (TTPO). The NW TTAP provides free training, technical assistance, and technology transfer to support Tribal transportation programs. WSDOT and WTSC Tribal liaisons also attend the annual Elected Tribal Official Academy Tribal Liaison meeting where all 29 federally recognized Tribes have representatives.

WTSC and WSDOT identified American Indian and Alaska Native people and Tribal lands as a particular safety focus due to overrepresentation found in the reported crash history within and around those sovereign lands. American Indian and Alaska Native people are the most over-represented groups in traffic fatalities relative to their numbers in the general population. The project team engaged Tribal Nations and communities and people within those geographies. In two Tribal listening sessions (October 2023 and March 2024) and other contacts, Tribal representatives provided valuable input. Notes from those sessions were shared with the participants to confirm they had been clearly heard, along with information about how their participation affected the Target Zero Plan's content.

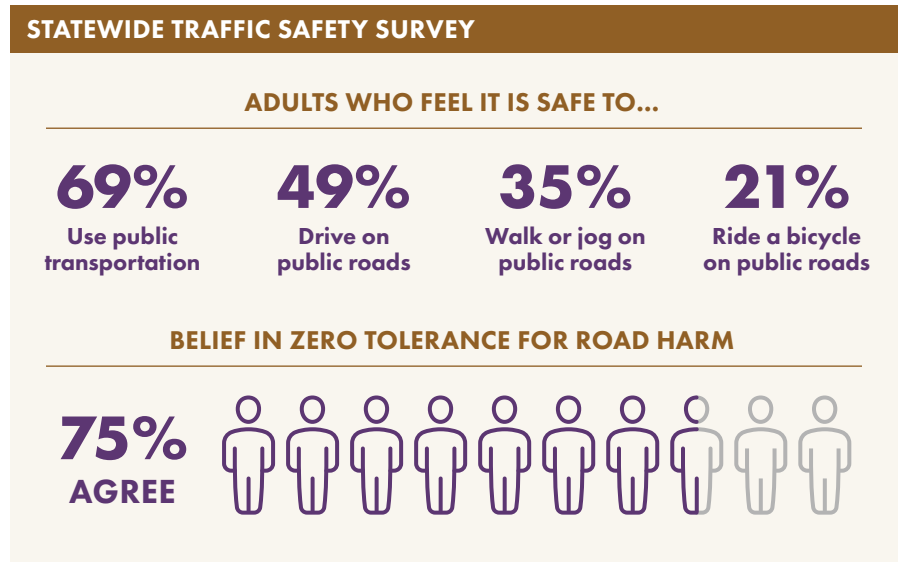Feedback from Tribal representatives included the following:

- Identifying concerns about the accuracy of the data about personal injuries and fatalities incurred in roadway crashes.

- Suggesting improved communication between state and Tribal enforcement to have equal accountability and clarity in traffic crash and infraction reporting.

- Requesting additional care be taken regarding the communication of fatalities and serious injuries on Tribal lands, given the personal and traumatic nature of these events. Identifying traffic deaths as "dots on a map" depersonalizes and disrespects the people who were killed.

- Expressing concerns about the plan name and approach, "Target Zero," given the reality of increased roadway crashes in recent years.

- Addressing driver behavior issues, including impairment, speeding, and a concern that lack of seat belt use is becoming an issue again.

- Highlighting the need for increased infrastructure development specifically with the addition of crosswalks, improved lighting, and bike paths.

- Noting the need to align transportation safety improvements with Tribal growth through education and mitigation planning.

- Requesting equal transportation infrastructure investment and maintenance in Tribal areas while sharing stories about the current lack of investment.

- Identifying the need to increase availability of driver education programs for all age groups.

- Addressing specific issues on reservations, including the ramification of freeway crashes resulting in increased traffic on Tribal roads that are not designed or operated for this detour.

- Requesting collaborative decision making among jurisdictions that includes Tribal leaders. Many rural Tribal members are often pedestrians bicycle users, and horse riders, while most infrastructure projects in long-range plans are focused on drivers.

Statewide Traffic Safety Survey

The Washington Traffic Safety Survey was a large-scale statewide data collection and analytical effort in 2023 to help gain actionable information to inform WTSC's mission to reduce traffic fatalities and serious injuries within the state. The research team collected more than 10,000 completed surveys by adults 18+ living in Washington through both mail and online modes. Respondents included participation from all counties in Washington and all 17 Target Zero regions.[1]

The survey was developed to collect opinions and experiences about traffic safety in Washington. Questions ranged widely among topics, including those shown in **Figure 9**. The analysis of the survey indicated that people felt safest using public transportation and least safe walking, jogging, or riding a bicycle on public roads. These results highlight the need to focus the safety plans on vulnerable road users to ensure they feel safe to use public roads. Most people agreed that zero deaths and serious injuries is the only acceptable goal for Washington public roads. This is a strong positive norm that can support innovative traffic safety plans to support Target Zero.

STATEWIDE TRAFFIC SAFETY SURVEY

ADULTS WHO FEEL IT IS SAFE TO...

69% Use public transportation

49% Drive on public roads

35% Walk or jog on public roads

21% Ride a bicycle on public roads

BELIEF IN ZERO TOLERANCE FOR ROAD HARM

75% AGREE

FIGURE 9. SAMPLE SURVEY RESULTS, STATEWIDE TRAFFIC SAFETY SURVEY, 2023[2]

Risky Driving Behaviors. An important part of traffic safety culture is our perception of behaviors by people important to us in our social environment. The survey indicated that most people (86%) believed others disapproved of them engaging in risky driving behaviors such as speeding, driving distracted, driving without a seat belt, or driving impaired by alcohol and/or drugs. Moreover, the more people believed people important to them disapproved of risky behaviors, the less likely they themselves were to report engaging in those risky behaviors or being involved in at-fault crashes.

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1   WA Traffic Safety Survey Methodological Plan, Market Decisions Research, 2023.

2   Respondents were asked, "How dangerous do you feel it is to..." and provided the following options: *Not at all dangerous, Slightly dangerous, Moderately dangerous, Very dangerous, Extremely dangerous.*

Prosocial Behaviors. Most strategies try to change the risky behavior of individuals, but survey results indicated that most people in Washington do not frequently engage in risky behaviors. Most people behave in ways that support safety. This is a strength we can use to encourage the minority of people engaging in risky behaviors to be safer. These strategies encourage people in important social groups to take actions to encourage safer behaviors. These "prosocial" behaviors are intended to benefit others in our social environment. This includes people who do not have traditional traffic safety roles. Examples of prosocial behaviors to improve traffic safety are encouraging passengers to ask the driver to wear their seat belt, friends encouraging each other to not speed, and families creating rules to turn off the cellphone while driving. The survey showed that most people in Washington (92%) are comfortable taking prosocial actions that help others be safer. This suggests there is a strong foundation for supporting strategies that encourage prosocial behaviors to encourage the minority of people in our social environment who are engaging in risky behaviors to drive more safely.

Traffic Safety Culture Strategies. Strategies based on traffic safety culture measure the existing culture to determine which cultural beliefs influence the behavior we want to change. For example, survey results indicated that people who reported speeding more regularly believed it was more common, assumed it to be less dangerous, and perceived less social disapproval from important others. This suggests that the intention to speed could be reduced in several ways:

- **Attitude.** Describe the dangers of speeding

- **Social Support Norm.** Demonstrate social disapproval by the social groups the audience identifies with strongly

- **Perceived Norm.** Dispel the mistaken belief that risky behavior is common

For example, while only a small percentage of people (17%) reported speeding often or regularly, the perception was that most people (50%+) were frequently speeding more than 30% of the time.
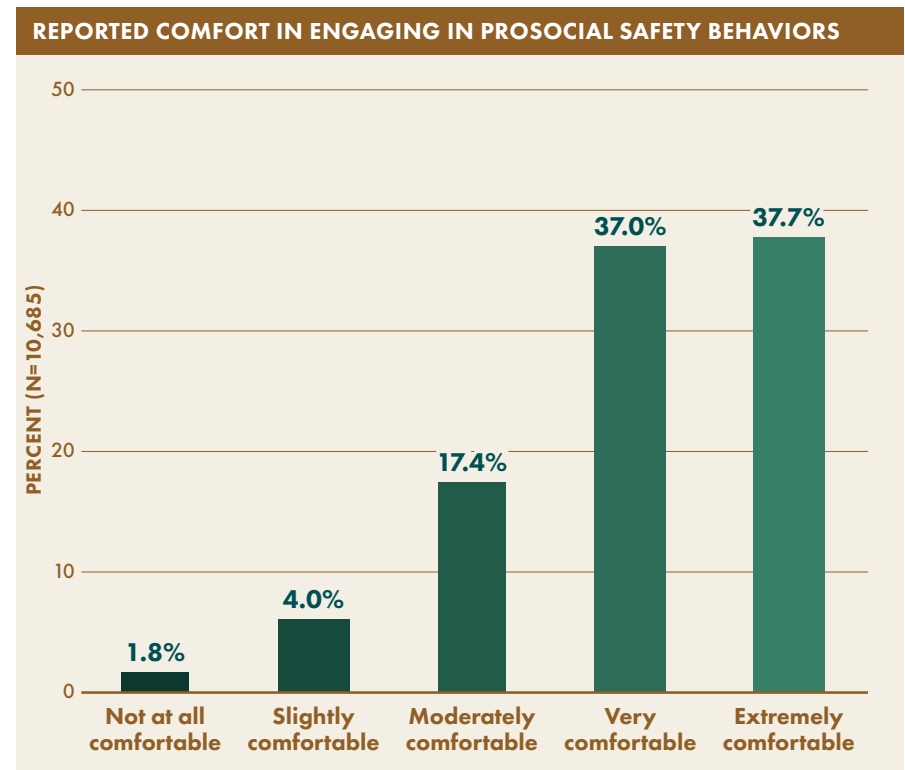
FIGURE 10. REPORTED COMFORT IN ENGAGING IN PROSOCIAL TRAFFIC SAFETY CULTURE BEHAVIORS

Local and Regional Agency Consultation

WTSC and WSDOT staff and consultant team members consulted with partners at the following additional events throughout the development of the Target Zero Plan:

Washington Transportation Professional Forum is a group of practitioners that includes more than 1,000 individuals from Washington's cities, counties, Tribes, regional planning organizations, consultants, vendors, nonprofits, and other organizations. With meetings facilitated by WSDOT, its purpose is to discuss local agency transportation issues of statewide significance.

On April 30, 2024, WTSC, WSDOT, and FHWA staff presented to 273 forum attendees, sharing the status of the Target Zero Plan update, the Rail-Highway Crossing Safety Program call for projects, and the Safe Streets and Roads for All grant program. During the presentation, participants were asked to complete a questionnaire about their use of the Target Zero Plan and recommendations for the update. Results of the questionnaire included the following feedback:

- 44% reported never using the Target Zero Plan. Most who reported using it do so most commonly when working on a project proposal or funding request.

- Suggested improvements for the 2024 update included the following:

  » *"Make the recommendation section more prominent."*

  » *"Categorize countermeasures by user type."*

  » *"Reduce length."*

  » *"Work toward realistic goals. Zero fatalities goal is impossible to meet."*

  » *"Speak to the life cycle cost of safety enhancements so policy makers understand the cost associated with operations and maintenance."*

MPO/RTPO/WSDOT Coordination Committee Meeting, May 14, 2024. WTSC presented the Target Zero Plan activities to date to regional planning organization leaders, solicited feedback during the meeting, and invited additional feedback through the review process.

Washington State Association of County Engineers, June 26, 2024. WSDOT shared the Target Zero update process with 40+ county engineers and staff. He described changes to the document and emphasis areas, the Safe System Approach, the Vulnerable Road User Safety Assessment and how that data is being used, and grant funding opportunities for local agencies. The session included questions from county staff about the data trends and the updates to the plan.

SHSP Update Webinars and Office Hours (June, July, August 2024). As part of the pre-public draft review and public draft review, WTSC, WSDOT, and consultant team staff hosted three 2-hour listening sessions in the form of virtual office hours. Each included a short presentation and open question-and-answer session.

Findings from analysis of crash data, the statewide attitudinal survey of drivers, and discussions with the public at events, community-based organizations, Tribal representatives, and local and regional agencies led to the primary areas of emphasis for the 2024 SHSP.

One way to analyze crashes that result in fatalities and serious injuries is to categorize them by different attributes. These can include road user behaviors, age, vehicle types, and location type. To support the selection of emphasis areas for this Target Zero Plan, the team studied the most common attributes in the three-year period (2020-2022) and the change over time between the 2017-2019 period and 2020-2022 period.

Proportions. Identify the attributes most common to fatal and serious injury crashes, to identify overrepresentation of certain location types, behaviors, and road users that can be feasibly addressed during the life of this Target Zero Plan. **Table 3** shows the attributes selected as the Target Zero emphasis areas, organized by category..

Trends. Systems thinking includes analysis of trends in system performance over time, such as the percentage change in fatalities and serious injuries between two time periods (2017-19 vs 2020-22).

TABLE 3. TARGET ZERO EMPHASIS AREAS

EMPHASIS AREA	FATALITIES 2020-22	FATALITY PROPORTION	CHANGE IN AVERAGE FATALITIES: 2017-19 TO 2020-22	SERIOUS INJURIES 2020-22	SERIOUS INJURIES PROPORTION	CHANGE IN AVERAGE SERIOUS INJURIES: 2017-19 TO 2020-22
ALL AREAS	1,991	100%	+21%	8,440	100%	+26%
HIGH RISK BEHAVIOR						
IMPAIRMENT INVOLVED	1,188	60%	+29%	1,928	23%	+40%
SPEEDING	633	32%	+25%	2,090	25%	+33%
UNRESTRAINED OCCUPANT	417	21%	+31%	978	12%	+48%
DISTRACTED ROAD USER	347	17%	-17%	1,525	18%	-19%
CRASH TYPE / LOCATION						
LANE DEPARTURE	877	44%	+10%	3,363	40%	+35%
INTERSECTION RELATED	472	24%	+33%	2,822	33%	+23%
ROAD USERS BY AGE						
YOUNG DRIVER (15-24) INVOLVED	519	26%	+23%	2,419	29%	+27%
OLDER DRIVER (70+) INVOLVED	251	13%	+11%	838	10%	+26%
ROAD USERS BY MODE OF TRAVEL						
ACTIVE TRANSPORTATION USERS	428	21%	+19%	1,456	17%	+2%
MOTORCYCLISTS	318	16%	+25%	1,440	17%	+18%
HEAVY VEHICLE INVOLVED	255	13%	+10%	506	6%	+17%

For updates to fatalities after 2022, refer to the WTSC Fatalities Dashboard. For updates to serious injuries after 2022, refer to WSDOT Crash Data Portal.

Attributes are not mutually exclusive, resulting in the sum of each column being greater than the total number or percentage.

To further describe the data above, the following are data definitions, additional information, and subsets of the emphasis area data. Detailed definitions are available on the Target Zero Performance Dashboard.

Additional information regarding data sources and analysis considerations are included in **Appendix C**. In some cases, the fatality and serious injury definitions are not identical because coding criteria differ between crash databases.

Impairment Involved is defined slightly differently for fatalities and serious injuries.

Fatalities: A driver, pedestrian, or bicyclist with a Blood Alcohol Concentration (BAC) of 0.08 or higher or positive for an impairing drug as confirmed by the state toxicology laboratory, or reported as impaired by alcohol or drugs by investigating law enforcement.

Serious Injuries: Any driver, pedestrian, or bicyclist for whom the investigating officer indicated that the person was impaired by drugs or alcohol and reported in contributing circumstances or unit impairment fields on the Police Traffic Collision Report (PTCR). Note that road users who are seriously injured are rarely tested for BAC or drugs.

This emphasis area includes all modes. For example, of the 1,188 fatalities that occurred in crashes involving impairment by any road user (motor vehicle driver, pedestrian, bicyclist, etc.), 1,012 (85%) involved an impaired motor vehicle driver.

Distracted Road Users. Distraction includes a long list of items, including but not limited to other occupants, a moving object in the vehicle, eating or drinking, or using portable electronic devices.

This is a contributing factor that can be difficult to capture, since law enforcement complete reports after the crash event occurred. Due to a coding change in the PTCR in 2020 related to distracted driving, WTSC studied the effects of that change, promotion of the Driving Under the Influence of Electronics (E-DUI) Act, and other factors on the Distracted Road User Involved data. Researchers discovered that the discontinuation of the "inattention" code in the PTCR correlated with use of "other distractions" and "unknown distraction" increased at the same rate, essentially replacing that code. In addition, use of the specified distraction codes also increased—most notably cell phone use and distractions outside the vehicle.[1]

> Roadway design, pedestrian and bike infrastructure, and roadway maintenance came up again and again in both the in-person and online outreach as ways to increase safety and demonstrate investment in rural communities, communities of color, and low-income communities.

Speeding Drivers. Speeding is defined as exceeding the posted speed limit or driving too fast for conditions at the time of the collision as indicated by the investigating officer. The majority of speeding drivers are reported as driving too fast for conditions.

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1   Hoff, S. Distracted Driving in Washington State During COVID-19: 2020 Observation Survey, Enforcement, and Crashes, WTSC, 2021.

Unrestrained Occupants. A fatally or seriously injured driver or passenger of a passenger vehicle (excluding limousines, motorcycles, three-wheel automobiles, motorhomes, school and transit buses, and medium/heavy trucks used to haul trailers) who was either not restrained or improperly restrained at the time of the crash.

Young Driver (ages 15-24) Involved. Defined as a fatal or serious injury crash that includes a young driver involved, but that does not necessarily indicate the young driver caused the crash or was the fatally or seriously injured person in the crash (see **Appendix C**). This group of motor vehicle drivers and can be further broken down into subgroups.

- *15-17-year-old drivers involved:* 5% of fatalities and a 116% increase from 2017-19

- *18-20-year-old drivers involved:* 9% of fatalities and a 21% increase from 2017-19

- *21-24-year-old drivers involved:* 14% of fatalities and an 11% increase from 2017-19

Older Driver (ages 70+) Involved.[1] Defined as a fatal or serious injury crash that involves an older driver, but that does not necessarily indicate they older driver caused the crash or was the fatally or seriously injured person (see **Appendix C**). This group of motor vehicle drivers can be further broken down into subgroups.

- *70-79-year-old drivers involved:* 8% of fatalities and a 12% increase from 2017-19

- *80+ year-old drivers involved:* 9% of fatalities and a 34% increase from 2017-19

Motorcyclist Fatalities and Serious Injuries. Different from the "involved" definitions for some other emphasis areas, this includes only the number of motorcyclists (drivers or passengers) who were themselves killed or seriously injured.

Active Transportation User Fatalities and Serious Injuries. Different from the "involved" definitions for some other emphasis areas, this includes only the number of active transportation users who were killed or seriously injured in a crash involving a motor vehicle. Active transportation users are people who use a human-scale and often human-powered means of travel to get from one place to another. Active transportation includes walking, bicycling, using a mobility assistive or adaptive device such as a wheelchair or walker, using micromobility devices such as skateboards, and using electric-assist devices such as e-bikes and e-foot scooters.

Heavy Vehicle Involved. This attribute is based on vehicle type and weight, independent of whether or not the vehicle is a commercial vehicle, although many heavy vehicles are also commercial vehicles. See **Appendix C** for more information.

Intersection Related. Reported as at intersection and related; intersection-related but not at intersection; at driveway within major intersection; entering roundabout; circulating roundabout; exiting roundabout; roundabout related but not at roundabout; or traffic calming circle.

Lane Departure. Includes both run-off-road and opposite direction crashes (excluding wrong-way crashes).

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1   Washington uses this age range based on an analysis of crash history. Strategies provided in this plan are consistent with those drivers and pedestrians older than 65 identified in 23 U.S.C. 148(g)(2), Highway Safety Improvement Program Special Rules.