

**WASHINGTON TRAFFIC SAFETY COMMISSION  
COMMISSION MEETING  
July 21, 2016  
Olympia, Washington**

**COMMISSIONERS PRESENT:** Pat Kohler, Department of Licensing (DOL) (meeting Chair); Judge James P. Swanger, Judiciary; Sandy Mullins, Governor's Representative; Carolann Swartz, Washington State Association of Counties; Chief John Batiste, Washington State Patrol (WSP); Rosemary Siipola, Association of Washington Cities; Pat Lashway, Department of Social & Health Services (DSHS)

**COMMISSIONER DESIGNATED REPRESENTATIVE PRESENT:** Allan Jones, Superintendent of Public Instruction; John Nisbet, Washington State Department of Transportation (WSDOT); Scott Waller, DSHS

**COMMISSION STAFF PRESENT:** Darrin Grondel, Geri Nelson, Edica Esqueda, Myke Gable, MJ Haught, Terry Ponton, Staci Hoff, Angie Ward, Mark Medalen, Geneva Hawkins, Shelly Baldwin

**OTHERS PRESENT:** Cynthia Harry, Department of Health (DOH); Bob Thompson, Statewide LEL Coordinator; Dolly Fernandez, DOH; Brady Horenstein, DOL; Jeff Sass, WSP; Tim Coley, WSP; Anne Larsen, Thurston County; Kathy Cody, Office of Financial Management; Don Petersen, Federal Highway Administration; Max Severeid, National Highway Transportation Safety Administration (NHTSA) (by phone)

**Commissioner Pat Kohler, meeting Chair, called the Regular Meeting of the Washington Traffic Safety Commission (WTSC) to order at 10:32 a.m., on July 21, 2016, at the WTSC Offices.**

**Welcome/Introductions:**

Specific introductions were made, including Max Severeid, NHTSA, who joined the meeting via phone; Commissioner Pat Lashway, DSHS; Commissioner Rosemary Siipola, Association of Washington Cities, and Geneva Hawkins, WTSC FARS Analyst.

This is the last meeting for Sandy Mullins, Governor's Representative, and Allan Jones, Superintendent of Public Instruction.

**Approval of Minutes (Action Item):**

*Chief Batiste moved to accept the minutes of the April 21, 2016, Commission meeting. Commissioner Swanger seconded the motion. The motion passed unanimously.*

**Update on Learning Partnership – Leveraging and Enhancing Alcohol Countermeasures to Reduce Drugged Driving:** Mark Medalen, WTSC Program Manager, was contacted by Texas A & M Transportation Institute (TTI). TTI conducts road safety projects around the country. TTI invited subject matter representatives from Washington State to participate in a study on impaired driving countermeasures, specifically alcohol countermeasures. Mark and others will

be participating in the meeting scheduled for August 9, 2016, and will update Commissioners at the October 20 meeting.

**Distracted Driving Policy & Legislation – Shelly Baldwin, WTSC Legislative & Media Relations Manager:** Shelly discussed an internal distracted driving policy WTSC is considering, which would prohibit staff from contacting an employee by phone or text when it is known that the employee is driving, and would prohibit staff from using a personal electronic device when driving a state vehicle and/or driving a personal vehicle while on duty as an employee of the WTSC. The agency is also looking into asking the Governor to suggest that other state agencies adopt a similar distracted driving policy. Shelly asked for discussion on such a policy. Discussion ensued.

WTSC will continue discussions on a distracted driving policy and will keep Commissioners informed.

**“Rapid Health Information NetwOrk Program” – Cynthia Harry, DOH:** The DOH is proposing legislation for the 2017 Legislative Session on “Mandatory Syndromic Surveillance Reporting” which is a system that sends healthcare facility data to public health agencies in near real-time to enable data-driven, rapid responses to public health events. Legislation is needed to protect the syndromic surveillance reporting system currently in place. (See presentation attached.) There was a short discussion on this program.

**Senior Drivers – Brady Horenstein, DOL:** This presentation and research came out of a Goal Council meeting in which the Governor asked questions around senior drivers and impacts on fatalities and serious injuries. Drivers who are 70+ years old make up a very small percentage of the population in Washington; however, that number is expected to almost double by 2030. Elderly Drivers is now a Priority Level 2 in the 2016 update of the Target Zero® Plan.

Brady presented statistics on Elderly Drivers including what DOL is doing to keep abreast of this issue. (See “Elderly Drivers in Washington” attached.)

**Strategic Highway Safety Plan (Action Item) – Myke Gable, WTSC Program Manager:** Myke presented the 2016 update of the Target Zero Plan to Commissioners. The Target Zero Plan is written for traffic safety partners, establishes statewide priorities, and documents proven strategies. Myke explained the process followed in the update and mentioned new topics and chapters. He introduced and provided Commissioners a draft copy of the Plan, which has a few items that still need to be included in the Plan:

- The Governor’s letter, which will be added once the Plan is submitted to the Governor’s Office.
- The Commission’s signature page, which will be added after the Commission’s approval today.
- A “thank you” page for all involved in the update.
- A Resource Appendix that includes links to other plans, studies, and reports applicable to traffic safety.
- Final data information.
- And the Plan will undergo a final proofread.

*Chief Batiste moved to accept the 2016 Update of the Target Zero Plan and recommended forwarding the Plan to Governor Inslee for approval, pending final inclusions and revisions. Commissioner Swartz seconded the motion. Commissioner Roger Millar submitted his approval of the Plan by letter dated July 19, 2016. The motion passed unanimously.*

Commissioner Kohler read Commissioner Millar's letter dated July 19, 2016, into the record. A copy of the letter is attached. A copy of the Plan can be found on the WTSC website. (See also "Washington State's Strategic Highway Safety Plan 2016 Update" presentation attached.)

**Director's Report:**

Darrin introduced Bob Thompson, retired Captain of the Puyallup Police Department, who was hired as the Statewide LEL Coordinator.

John Moffat, Regional Administrator of NHTSA Region 10 (Oregon, Washington, Montana, Idaho, Alaska) retired on May 30, 2016. Chris Murphy of California is the new Acting Region 10 Administrator.

The Tribal Traffic Safety Advisory Board has released several videos on tribal traffic safety and, most recently, "Recording our Past and Protecting the Future." The video can be viewed at <http://wtsc.wa.gov/category/tribal/>.

The Highway Safety Plan has been submitted to NHTSA for approval.

Requests for proposal for the 2018 grant cycle will be released in December 2016.

GHSA Conference is August 27-31, 2016. Keynote Speaker on Wednesday, August 31, is Bill Walton.

Darrin thanked Sandy Mullins and Alan Jones for their steadfast work in traffic safety. MJ Haught, WTSC Program Manager, is retiring on August 31.

Next meeting is scheduled for October 20.

**Adjournment**

*Chief Batiste moved to adjourn and Commissioner Swartz seconded the motion. There being no further business, the meeting adjourned at 12:12 p.m.*

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**These minutes in addition to the audio recordings constitute the full minutes. Audio recordings of Commission meetings can be found on the WTSC website – [wtsc.wa.gov](http://wtsc.wa.gov).**

Geri Nelson  
Executive Assistant



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Department of Transportation**

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July 19, 2016

Traffic Safety Commissioners  
Washington Traffic Safety Commission  
621 8th Ave SE #409  
Olympia, WA 98501

Dear Traffic Safety Commissioners:

My apologies for not being with you today. I have commitments elsewhere that make it impossible for me to join you in approving the 2016 Target Zero Plan. I do very much appreciate being allowed this opportunity to provide my thoughts.

Target Zero is a compelling goal. I appreciate the commitment to revising Target Zero every three years. It gives us a chance to pause, review our progress, consider emerging trends and recommit to doing our best to reduce and eliminate serious and fatal injury traffic collisions. Target Zero also guides WSDOT's efforts in targeting our resources for safety improvements.

I fully support approving the 2016 Target Zero Plan with the pending revisions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Roger Millar', written over a horizontal line.

Roger Millar, P.E., AICP  
Acting Secretary of Transportation



# Syndromic Surveillance Legislative Proposal

## Overview

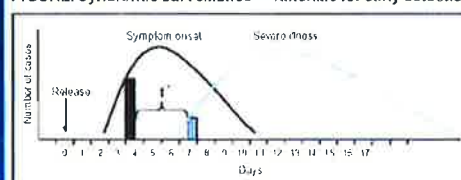
- Rapid Health Information NetWOrk (RHINO) of WA DOH is proposing legislation for 2017 legislative cycle
- **"Mandatory Syndromic Surveillance Reporting"**



## What is Syndromic Surveillance (SyS)?

- System that sends healthcare facility data to public health agencies in near real-time to enable data-driven, rapid responses to public health events
- “Near real-time” data → earlier outbreak detection
  - Often before lab results are complete
- Leverages technology to create an evolving, comprehensive portrait of population health

FIGURE. Syndromic surveillance — rationale for early detection



\*1 = time between detection by syndromic (pre-diagnostic) surveillance and detection by traditional (diagnosis-based) surveillance

Source: CDC

## What is Syndromic Surveillance (SyS) used for?

- Identify, investigate, and respond to emerging and chronic public health threats
- Designed for bioterrorism, early outbreak detection in early 2000s.
- Current uses:
  - Situational awareness
  - Detect notifiable condition cases
    - Ex. influenza, foodborne disease outbreaks, anthrax, etc.
- Could be used to assess statewide health burdens
  - Ex. chronic disease, **injury**, drug use, pesticide exposure, etc.



## Syndromic Surveillance in WA



- History
  - Established in 2003
  - 2011: SyS included in Meaningful Use (MU)
    - Stages 1 & 2: SyS reporting required for hospitals with emergency departments (EDs), critical access hospitals
- Current status
  - WA DOH collects voluntary syndromic surveillance data
    - 25 hospitals with EDs, 8 urgent care clinics
  - Facilities onboarding for SyS reporting to WA DOH under MU Stages 1 & 2
    - 80+ hospitals with EDs, 2000+ urgent care clinics
  - **Only source of emergency department data in WA**

## Value of this Data to WTSC

- The Rapid Health Information NetWOrk of the Washington State Department of Health collects, analyzes, and distributes syndromic surveillance data using the ESSENCE system. This data is primarily sourced from automated feeds of electronic health records (EHR) from emergency departments and also includes some urgent care settings. ***This system is the only source of emergency department data for Washington State.*** Data elements collected include patient demographics, diagnoses, chief complaints, and triage notes, which together create rich descriptions of each patient encounter in emergency departments across the state.
- As part of our contract with the system developer, the Washington ESSENCE system architecture includes a module designed for injury surveillance. This module uses ICD-10 diagnosis codes to differentiate different types of injuries. **The ESSENCE system can therefore be queried specifically to identify traffic-related injuries reported at each emergency department and leveraged to assess demographics, location, and injury severity associated with each traffic-related injury identified by the system.** Additionally, the ESSENCE system may be integrated with other data systems to verify data accuracy and round out the picture of statewide traffic safety issues. Through the injury surveillance module and the versatility of data analysis and alignment features, the ESSENCE system provides a real-time, comprehensive, actionable portrait of the geography, frequency, and severity of traffic-related injuries throughout the state and is therefore a major asset to efforts to monitor and improve traffic safety for Washingtonians.

## The Issue

- In 2017, syndromic surveillance reporting becomes optional
  - Stage 3 of MU: Facilities choose 4 of 6 reporting categories
  - Syndromic surveillance is one option
- If facilities opt out, data will be splintered
- Incomplete data could compromise WA DOH ability to respond to public health events
- Could lose data that other stakeholders rely on in their own work



Source: CMS

## The Solution: Legislative Proposal

- To protect and build on existing syndromic surveillance infrastructure, we propose
  - **“Mandated Syndromic Surveillance Reporting”**
- Emergency departments will be required to submit syndromic surveillance data to WA DOH
- Optional for all other health care facilities
- Legislation will outline conditions of data release to other government agencies, researchers, public



## How can you help?

- RHINO is reaching out to stakeholders to:
  - Garner Letters of Support
  - Solicit input, comments, feedback
  - Welcome ideas and advice



## Conclusion

- Syndromic Surveillance is a near real-time reporting system that enables rapid, data-driven responses to public health events
- If facilities opt out in 2017, data will be incomplete
- Legislation is needed to protect the syndromic surveillance reporting system we have worked together to build
- Your support is crucial to the success of this proposal

Thank You!

Questions? Comments?

Email [Cynthia.harry@doh.wa.gov](mailto:Cynthia.harry@doh.wa.gov)

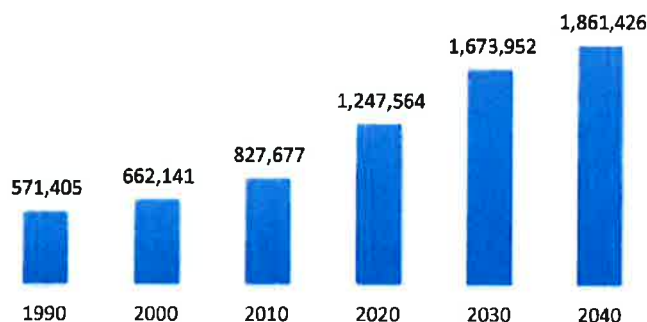
## Elderly Drivers in Washington

### Key takeaways from DOL's research

1. Washington's elderly population is growing rapidly – 65+ to grow 71% by 2030.
2. Drivers age 65 and over make up 15% of the driving population and account for only 10% of crashes. Younger drivers age 16-34 on the other hand make up 31% of the driving population and account for 52% of crashes.
3. Elderly drivers have difficulties handling intersections, left turns, and yielding maneuvers.
4. Elderly drivers 65+ routinely give up their driver license voluntarily. Only 54% of those 85+ have a driver license compared to nearly 100% for those age 25-54.

Washington's elderly driving population is growing dramatically. The population of those age 65 and over is expected to grow 71%, from 977,000 today to over 1.7 million by 2030. By contrast, our young adult population age 17-22 is expected to grow by only 8% during this same time period. This demographic shift presents public safety challenges that will require new approaches to how we license elderly drivers and educate families.

**Washington State Population  
Age 65 and Over**

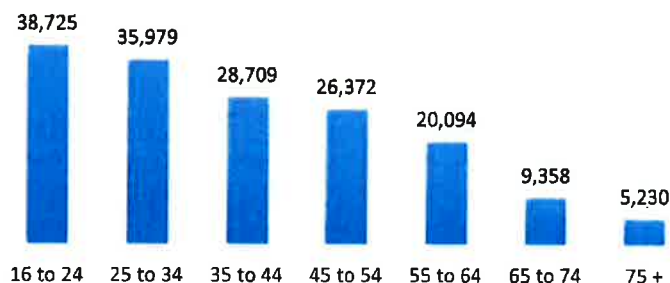


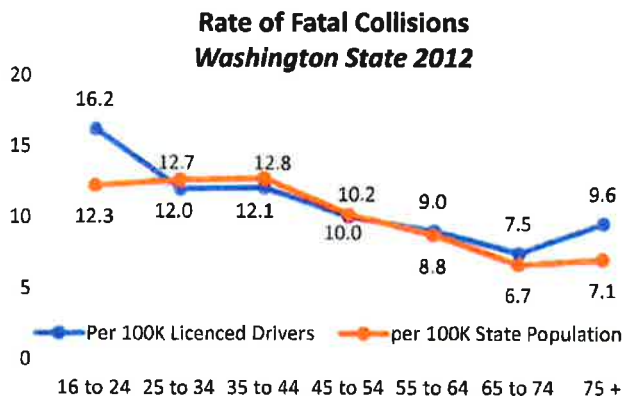
Over the last several months, DOL researched elderly driver collision data and policy approaches in other states. Based on this research, we have identified a series of recommendations that we can focus on today to address the impacts of our growing elderly driver population. A brief summary of our research, key takeaways, and recommendations are below.

### Elderly driver crash rates

Despite significant media attention to elderly drivers, younger drivers are responsible for far more crashes on Washington's roadways. In fact, drivers age 65 and over make up 15% of the driving population and account for only 10% of crashes. Younger drivers age 16-34 on the other hand make up 31% of the driving population and account for 52% of crashes.

**Collision Count by Age  
Washington State 2012**

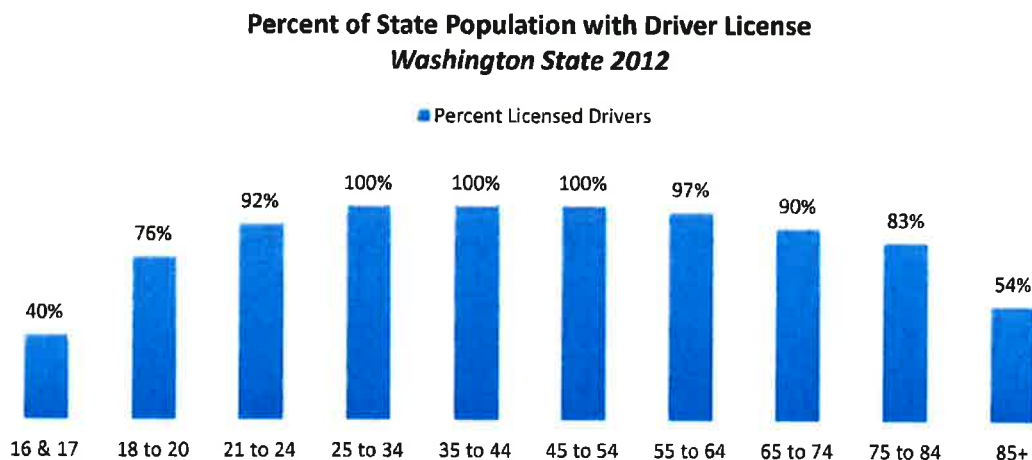




Even though elderly drivers are involved in fewer collisions, drivers between ages 70-79 are two times more likely to be at fault when they are in a collision compared to drivers age 30-69. It's even worse for drivers over 80 years of age, who are four times more likely to be at fault. And due to aging, the crashes they are in are far more likely to result in serious injury or death.

### ***Elderly driver licensing***

As drivers age, they routinely opt not to drive. Nearly 100% of the entire eligible driving population between ages 25-64 have a license in Washington. That drops to 83% for 75-84 year olds and 54% to those 85 and older. In Washington, drivers over 70 years old must renew their license in person at a licensing office instead of online. This gives DOL staff an opportunity to see firsthand whether a driver's ability to operate a vehicle should be evaluated more closely.



### ***Recommendations***

1. Ensure DOL licensing representatives are thoroughly trained to watch for medical red flags.
2. Provide educational materials at our offices and online that encourage and promote family discussions about driving and medical and optical reviews by doctors.
3. Offer a no-cost ID card available to drivers over 65 who wish to surrender their license.\*
4. Implement shorter renewal cycles for elderly drivers (6 years to 3 years, for example).\*
5. Exempt unsafe driver evaluation requests made by family members and doctors from the state's public disclosure law.\*

\* These recommendations would require legislation.

# Washington State's Strategic Highway Safety Plan



Target  
**ZERO**  
Washington's Strategic  
Highway Safety Plan



## 2016 Update

Myke Gable, WTSC Project Manager

## Key Elements of Target Zero SHSP

- Written for many traffic safety partners
- Establishes state-wide Priorities
  - Based on most current data/analysis
  - Includes fatality and serious injury data
- Documents various proven strategies
  - Targets emphasis areas where investments will provide the greatest return, and result in less deaths and serious injuries





# SHSP Requirement

## FHWA Guidance on SHSP Updates:

"States should update their SHSPs on a regular basis and **no later than five years** from the date of the previous approved version. SHSP updates must meet the requirements for a State SHSP as defined in 23 U.S.C. 148(a)(12)..."



## Target Zero SHSP Revisions



- |       |  |
|-------|--|
| 2016* | <ul style="list-style-type: none"> <li>• Update data, format, &amp; strategies</li> <li>• Add FHWA Model Evaluation</li> </ul> |
| 2013  | <ul style="list-style-type: none"> <li>• More organized Project Team</li> <li>• Increased collaboration</li> </ul>             |
| 2010  | <ul style="list-style-type: none"> <li>• Revised goal-setting method</li> <li>• Enhanced Tribal involvement</li> </ul>         |
| 2007  | <ul style="list-style-type: none"> <li>• Established priorities, trends, and goals</li> </ul>                                  |
| 2000  | <ul style="list-style-type: none"> <li>• First adopted "zero" deaths goal</li> </ul>   |

Target  
**ZERO**

## Collaborative Update Process

### Project Co-Sponsors:

- John Nisbet, WSDOT State Traffic Engineer
- Chris Madill, WTSC Deputy Director



## Project Milestones

Milestone:	Dates:
Selected Project Team, established project schedule, & updated data and priorities	April - June 2015 ✓
Developed document format and proposed content, and selected Writing Teams	July - Oct 2015 ✓
Preliminary update of all data and charts	November 2015 ✓
Conducted Partner's Meeting	December 2015 ✓
Finalized data and started building SHSP	January 2016 ✓
Created SHSP draft for review and approval	Jan - May 2016 ✓
Distributed final draft SHSP and survey for Tribal and Partner review and feedback	May - July 2016 ✓
Project Team and Steering Committee approval	July 2016 ✓
Get WTSC Commission approval to submit to FHWA and Governor for signature	July 21, 2016

# Washington State's Strategic Highway Safety Plan



## Thank You!

Myke Gable, WTSC Project Manager