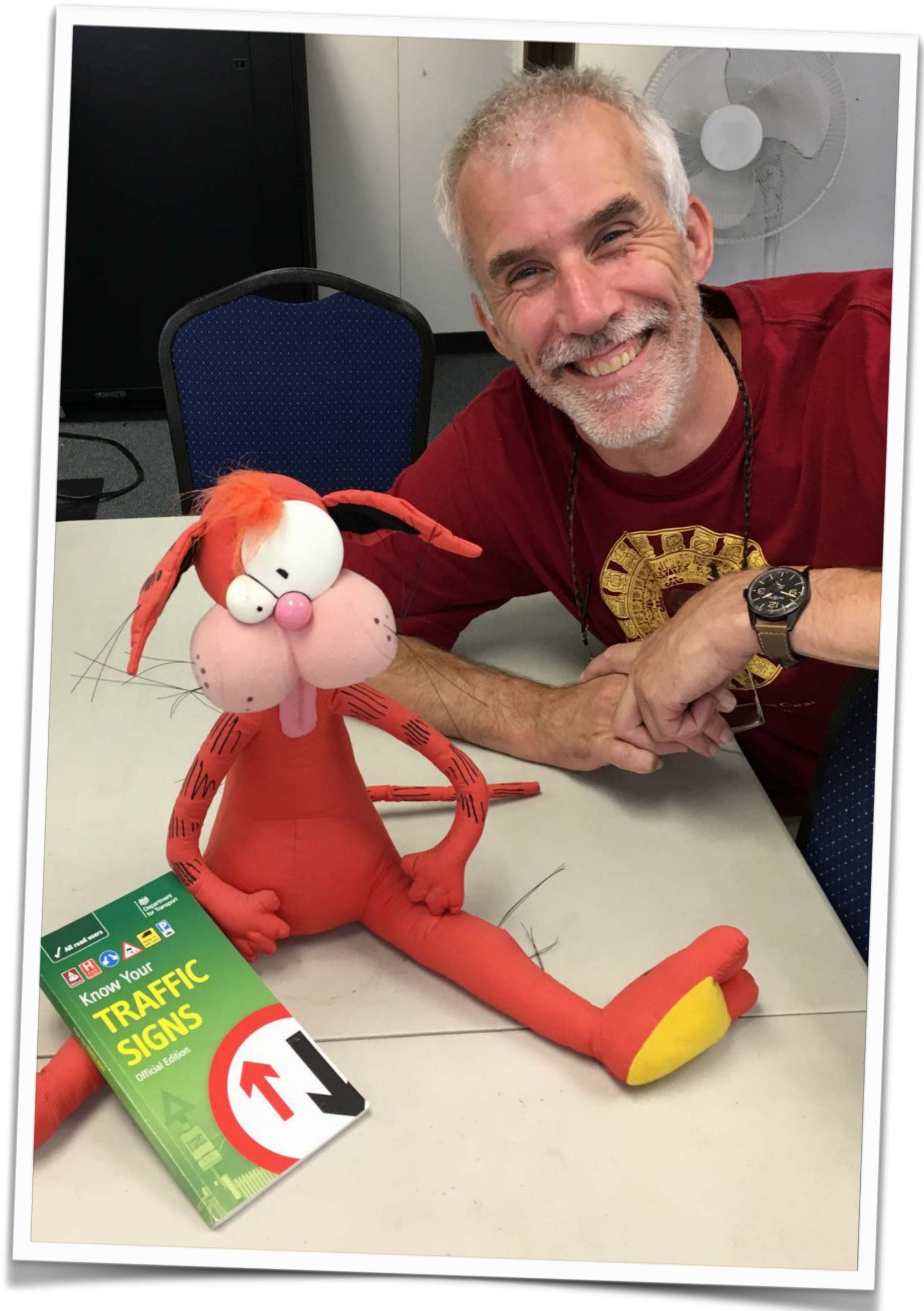


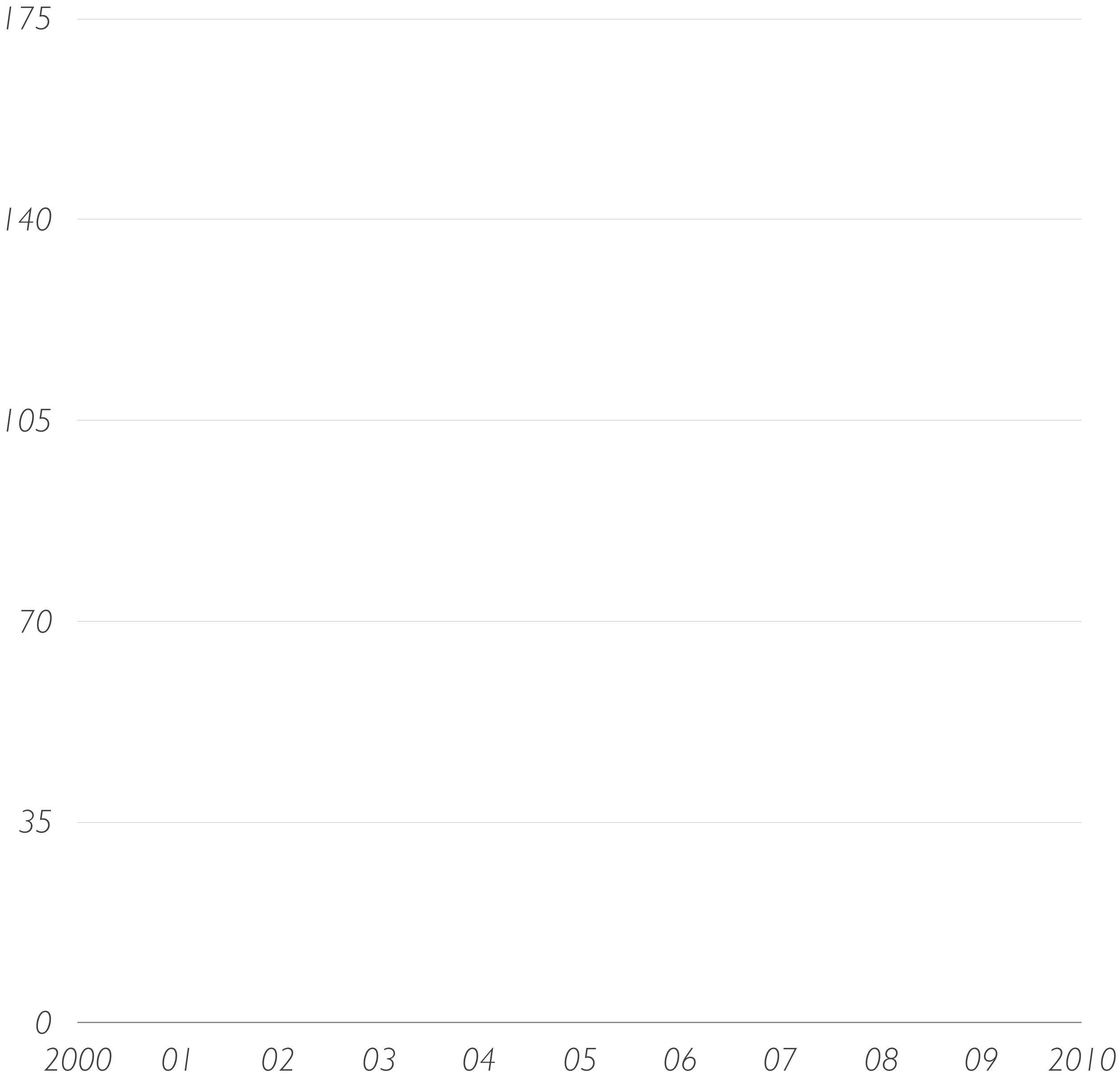
Washington's Traffic Safety System in the 21st Century

How are we performing?

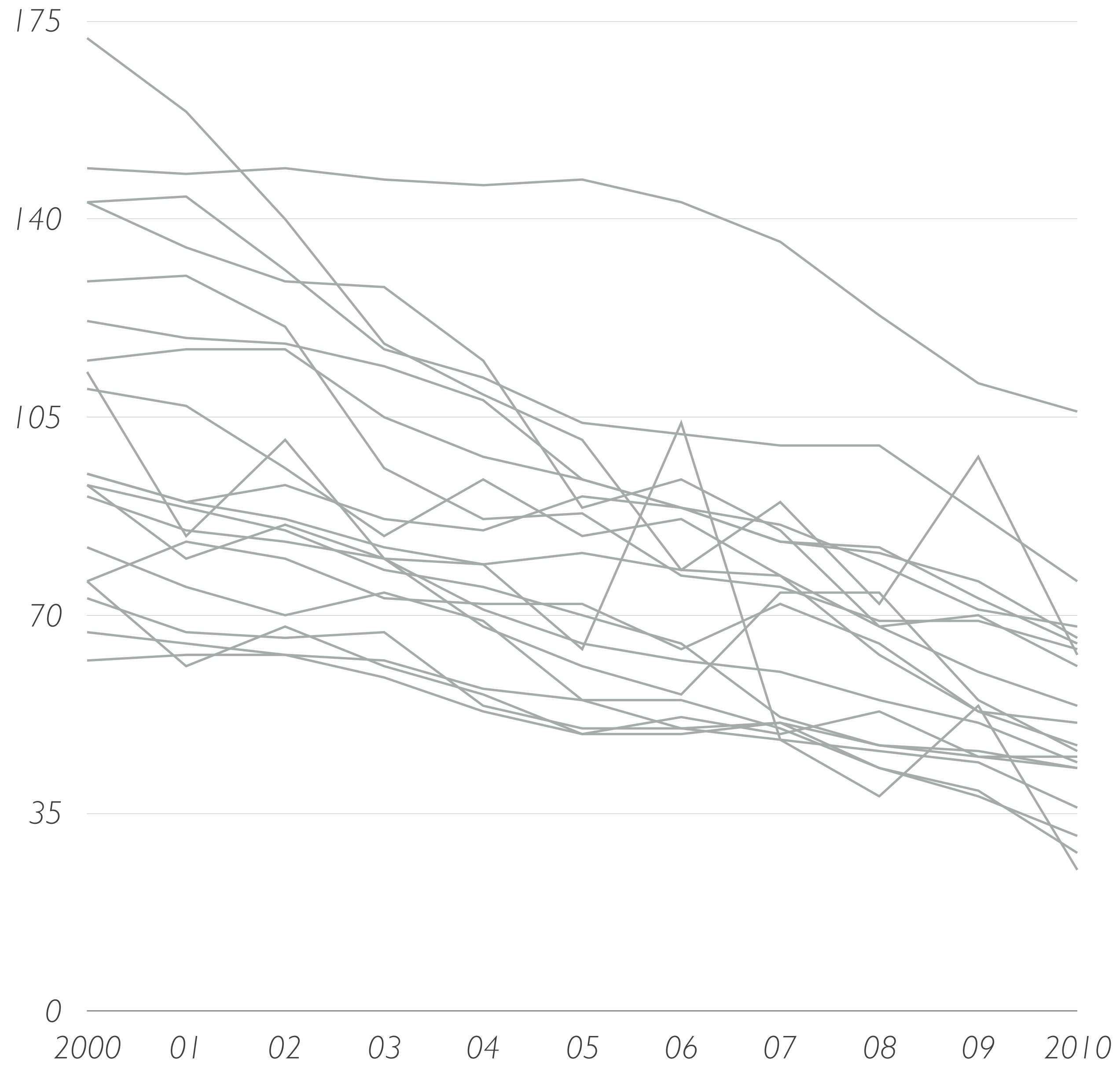




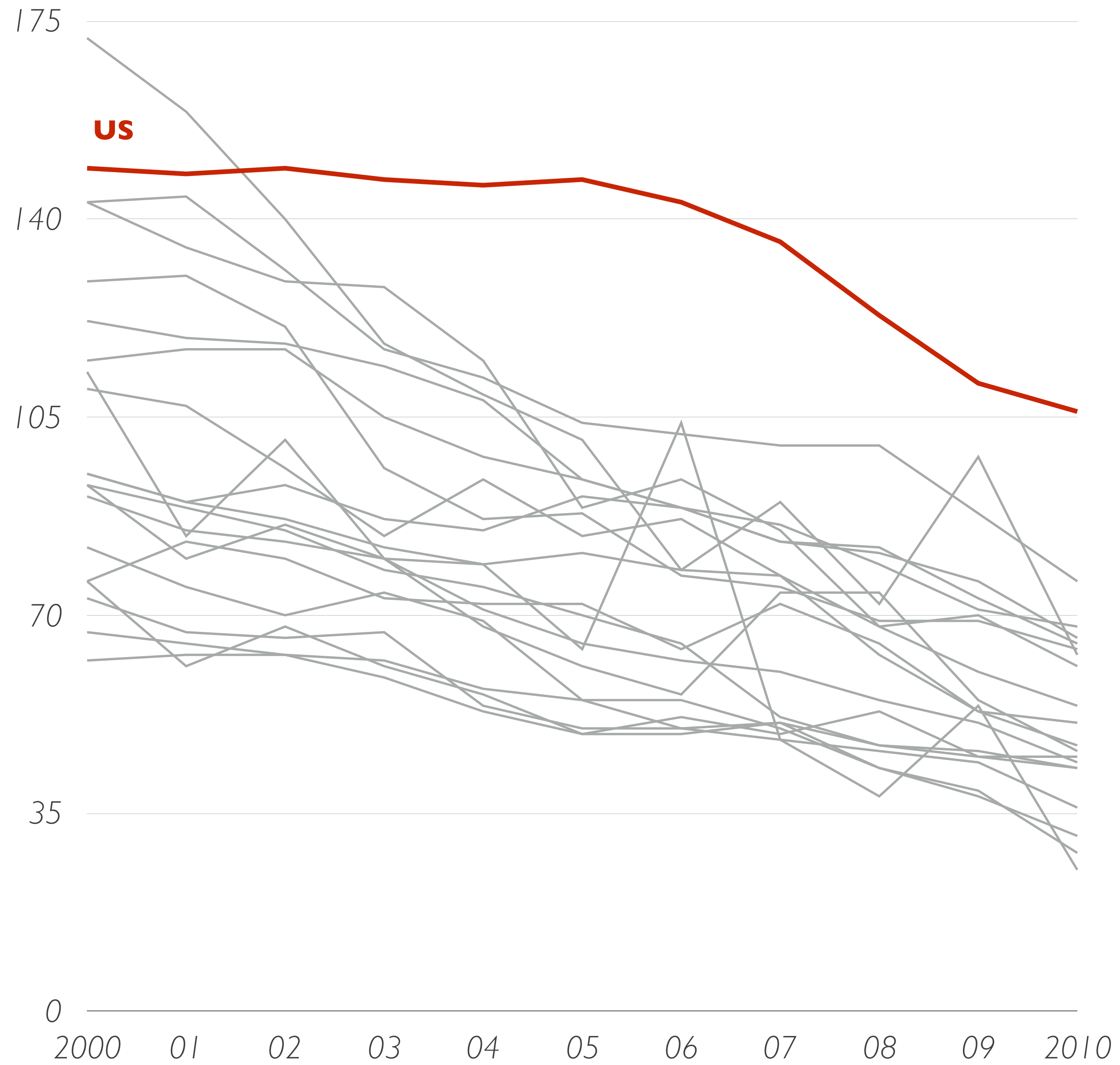
Road Fatalities per Million Inhabitants 2000–2010



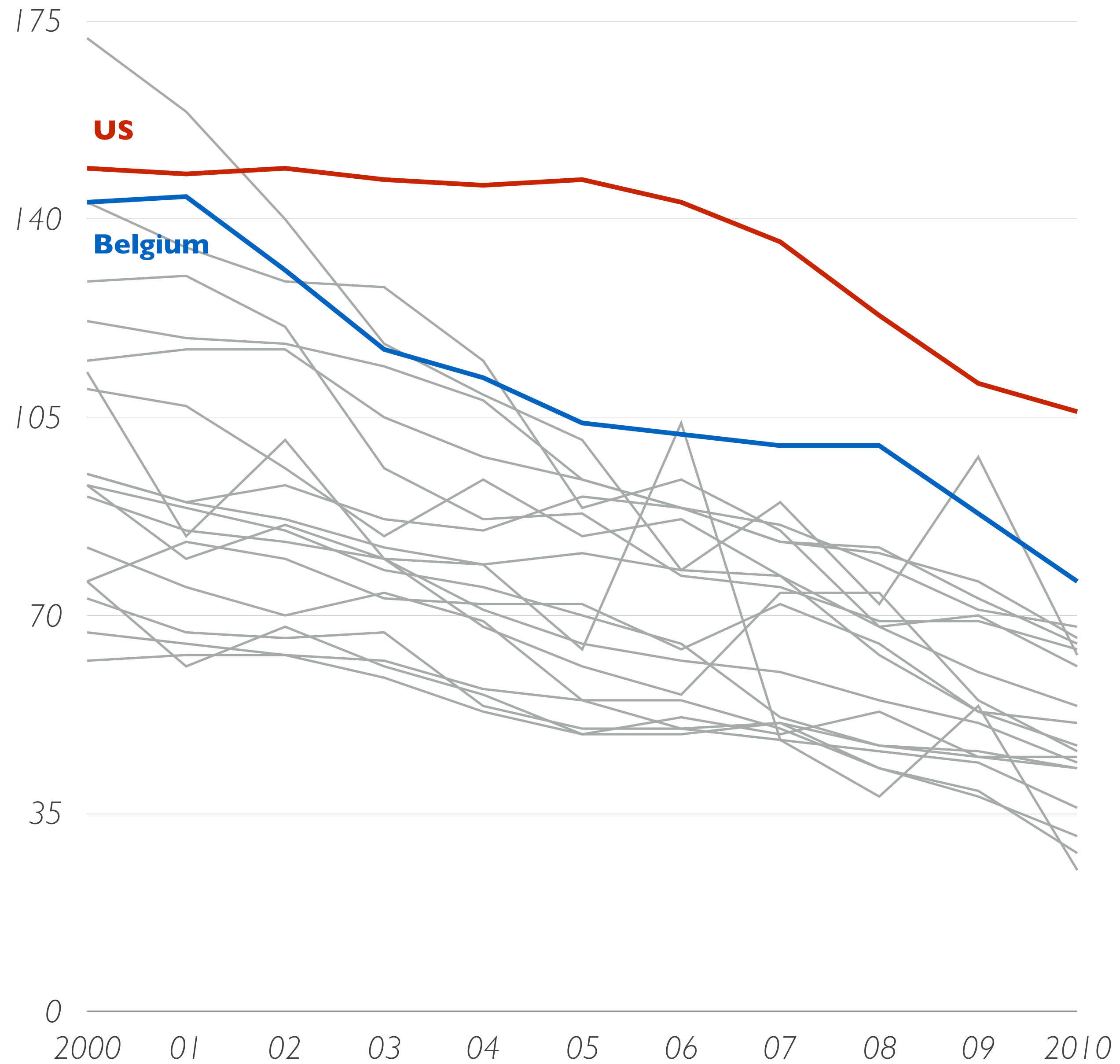
Road Fatalities per Million Inhabitants 2000–2010



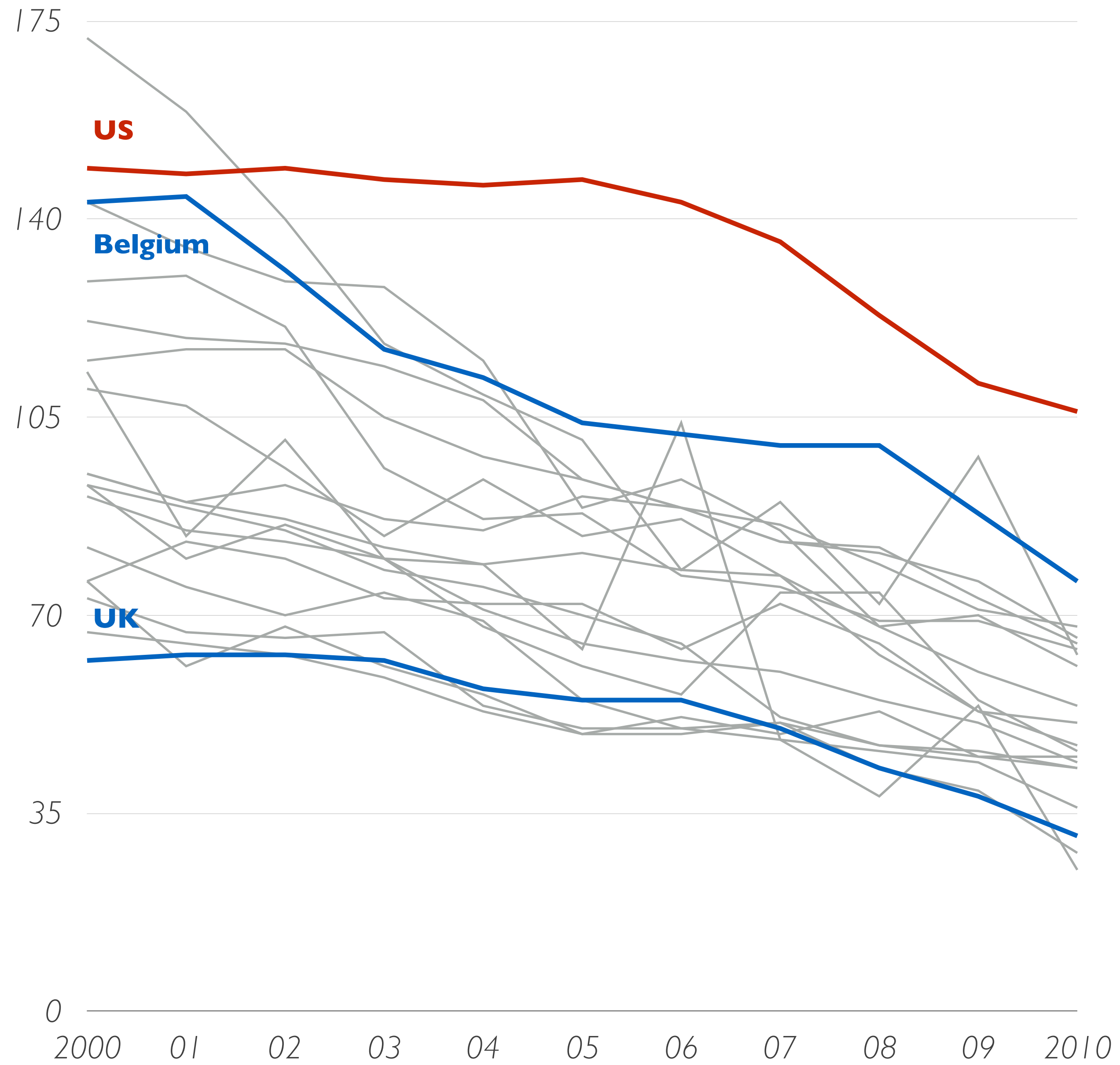
Road Fatalities per Million Inhabitants 2000–2010



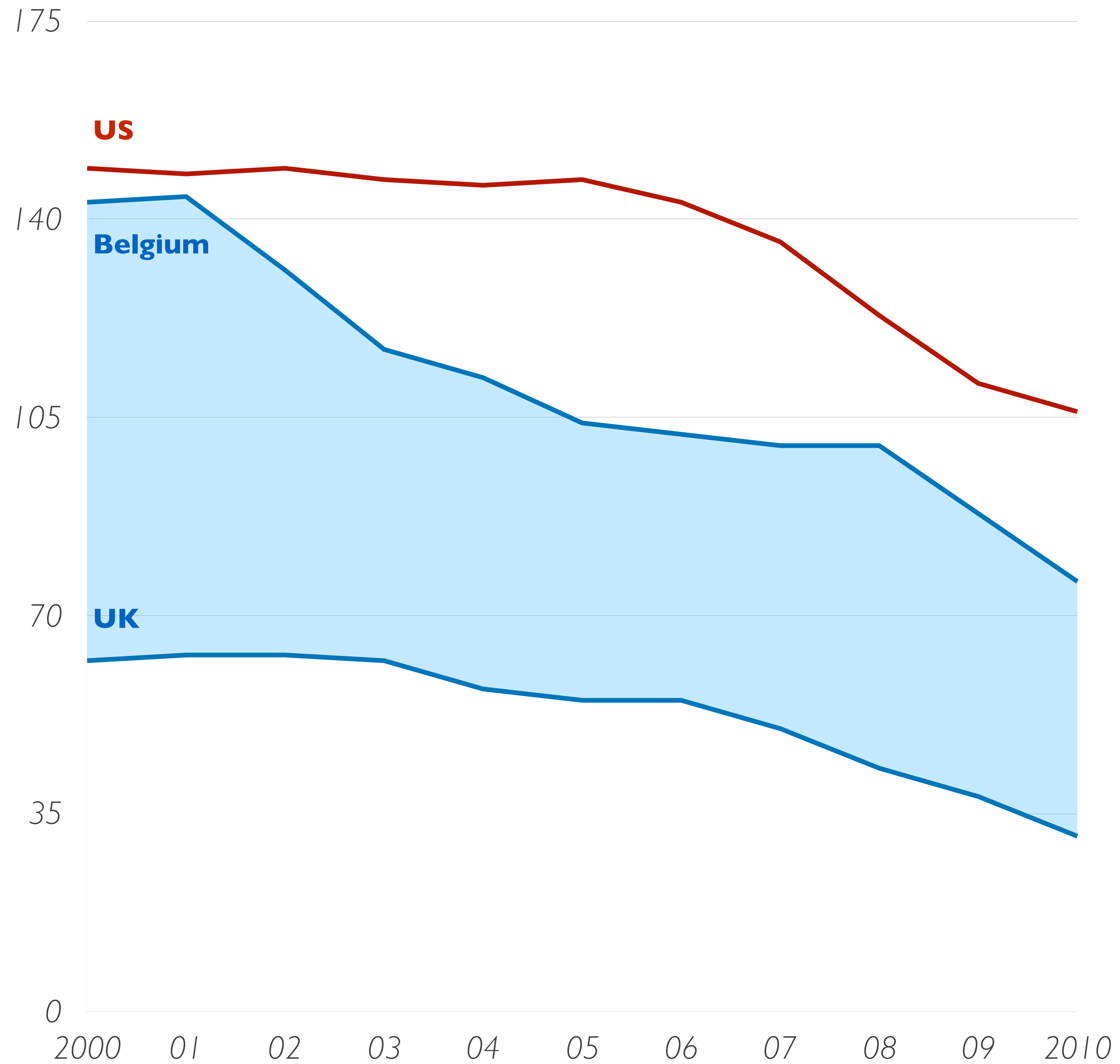
Road Fatalities per Million Inhabitants 2000–2010



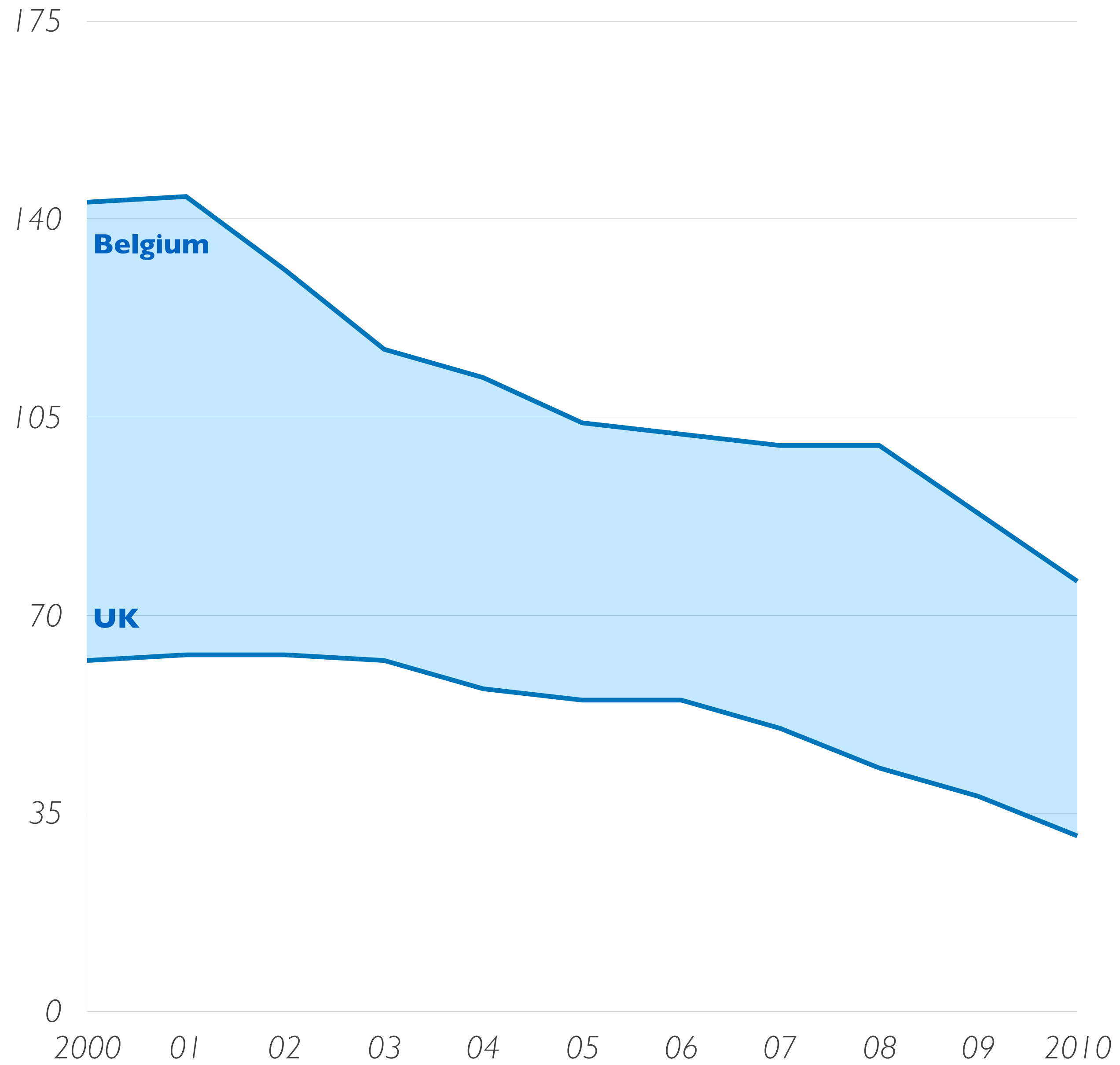
Road Fatalities per Million Inhabitants 2000–2010



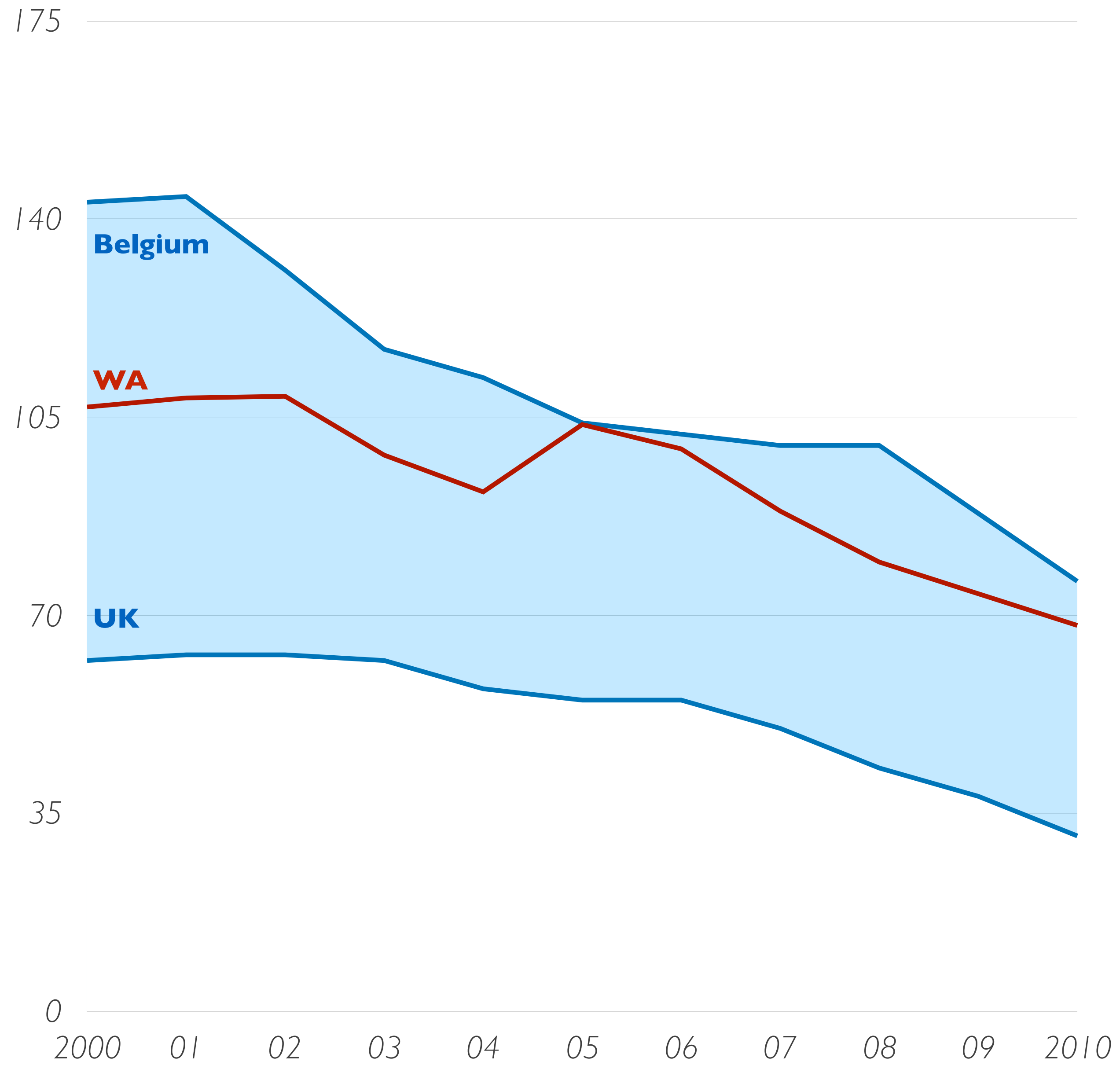
Road Fatalities per Million Inhabitants 2000–2010



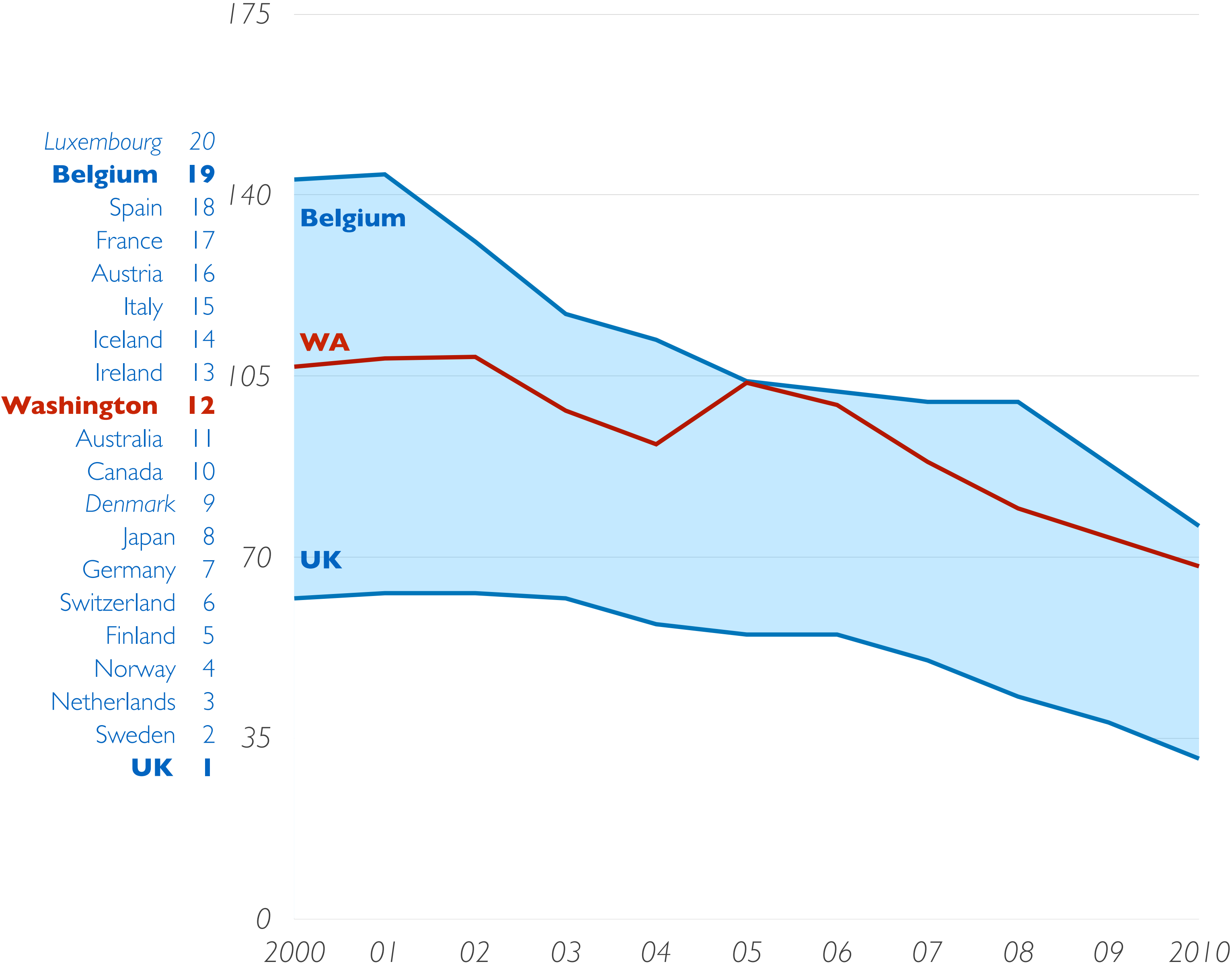
Road Fatalities per Million Inhabitants 2000–2010



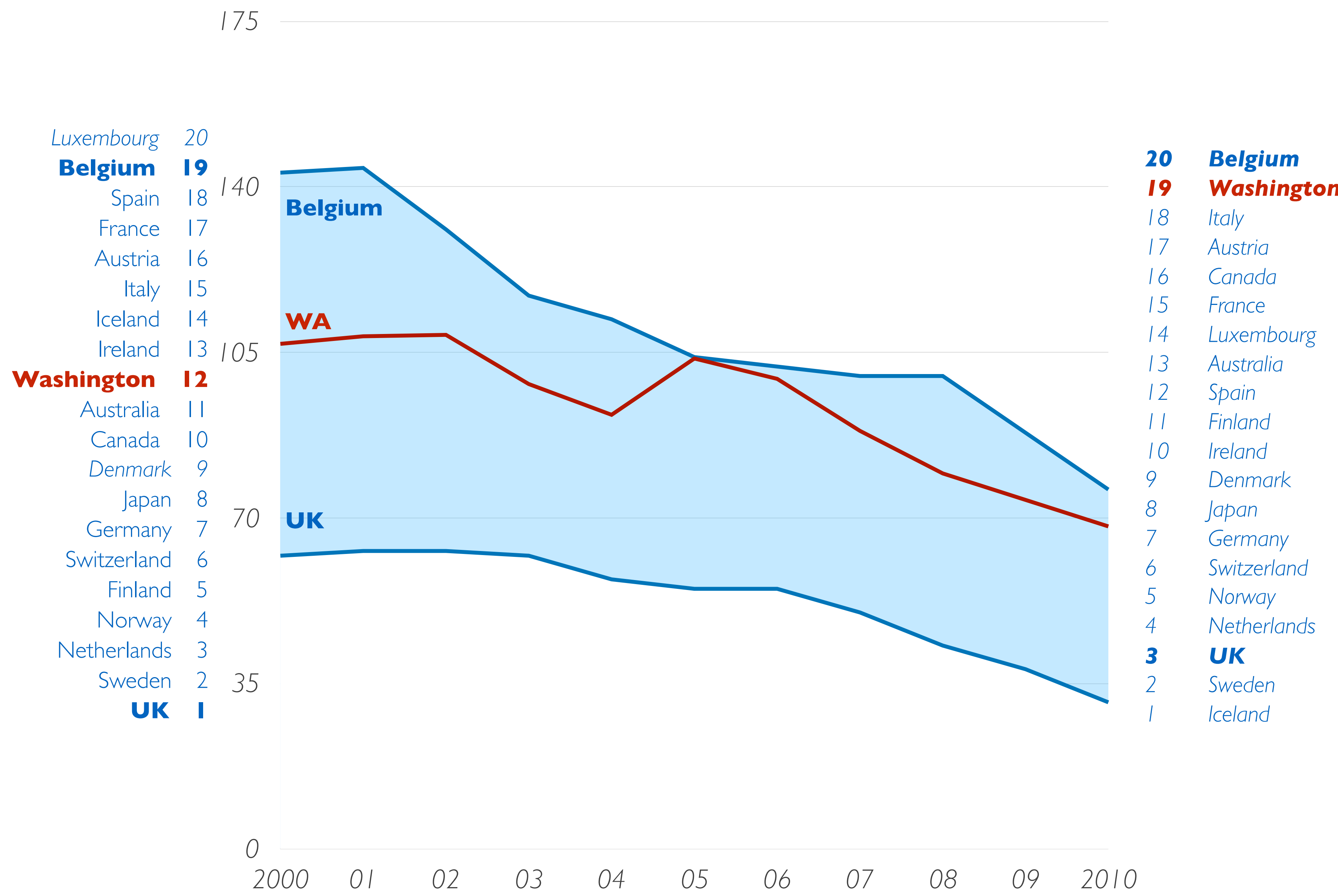
Road Fatalities per Million Inhabitants 2000–2010



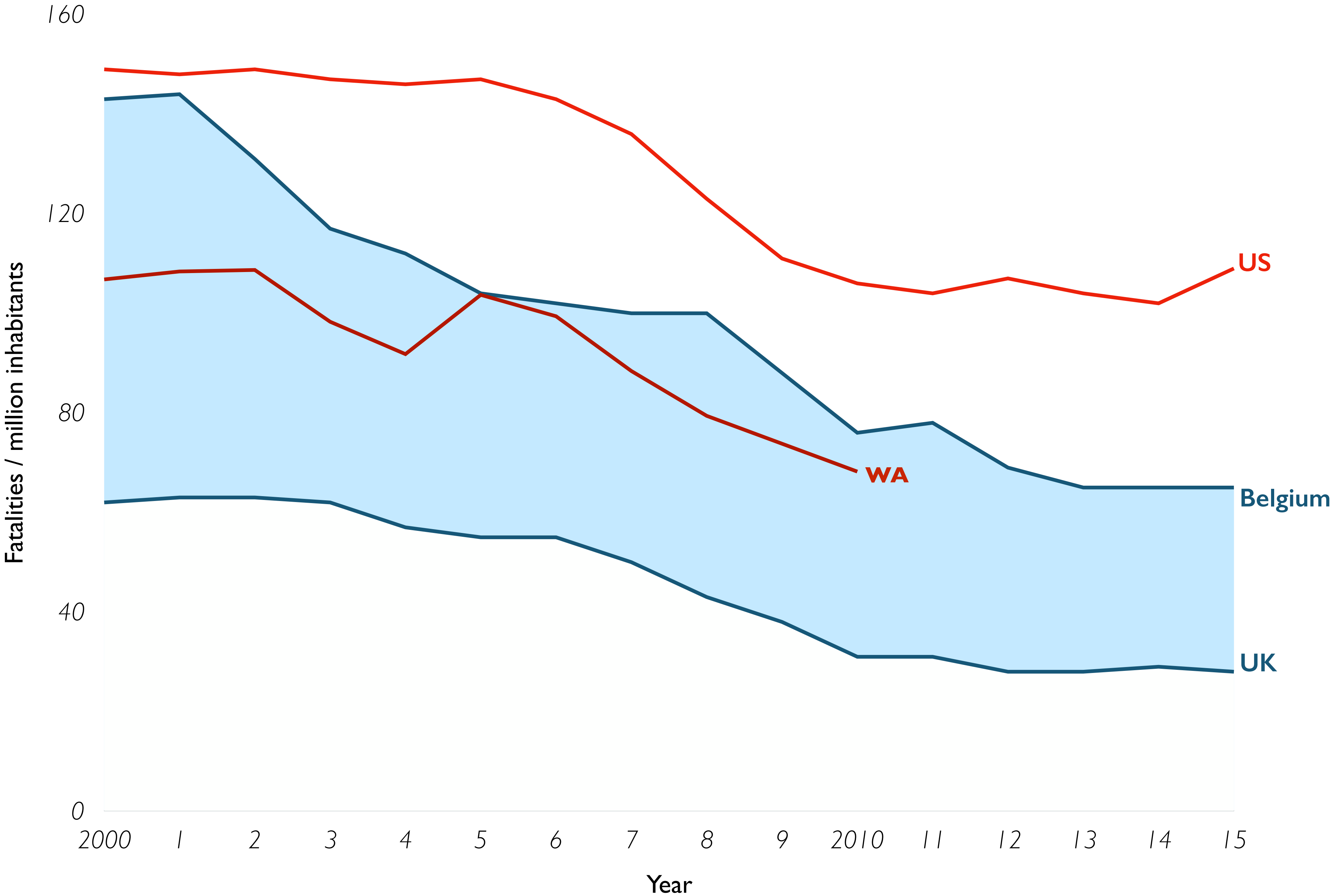
Road Fatalities per Million Inhabitants 2000–2010



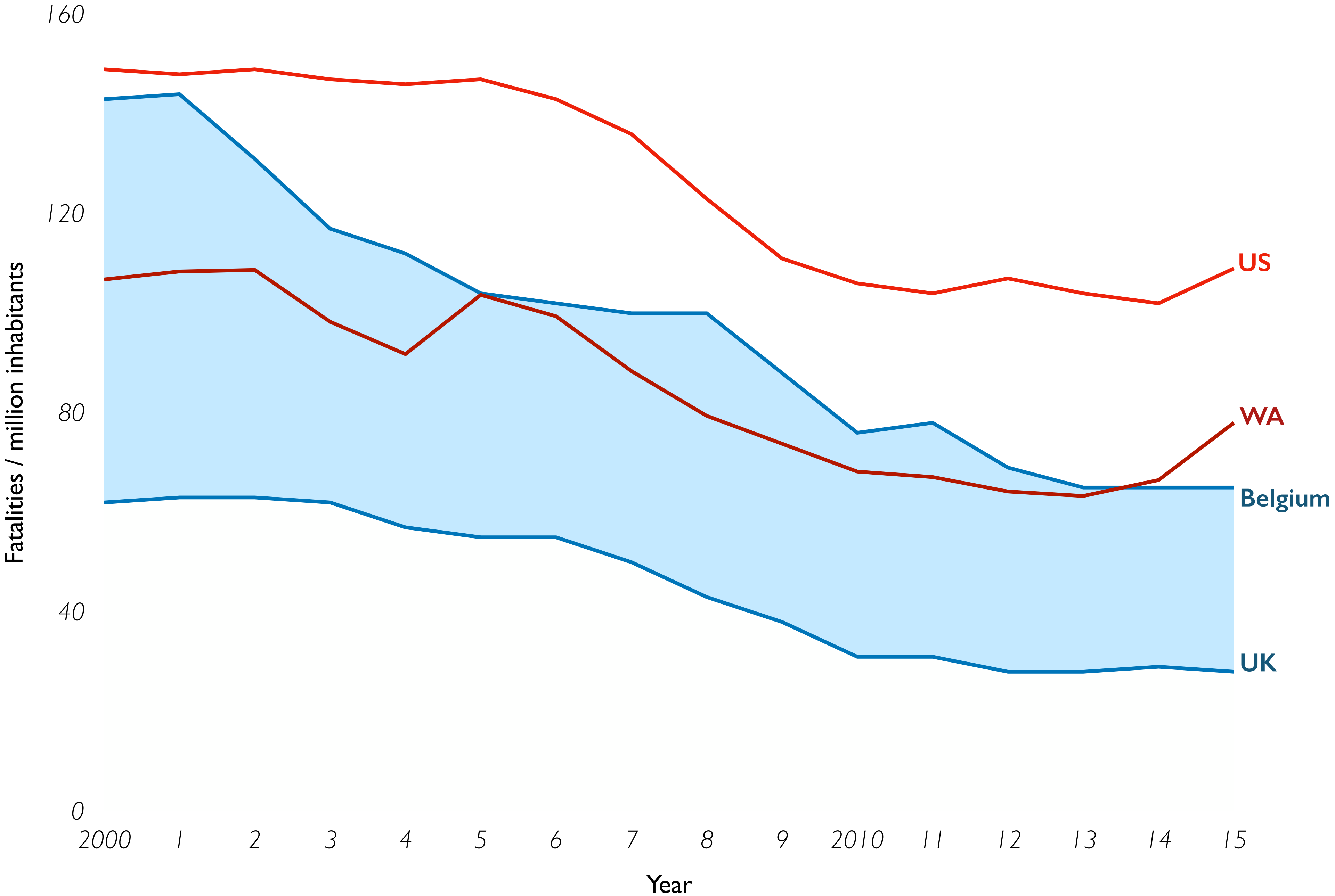
Road Fatalities per Million Inhabitants 2000–2010



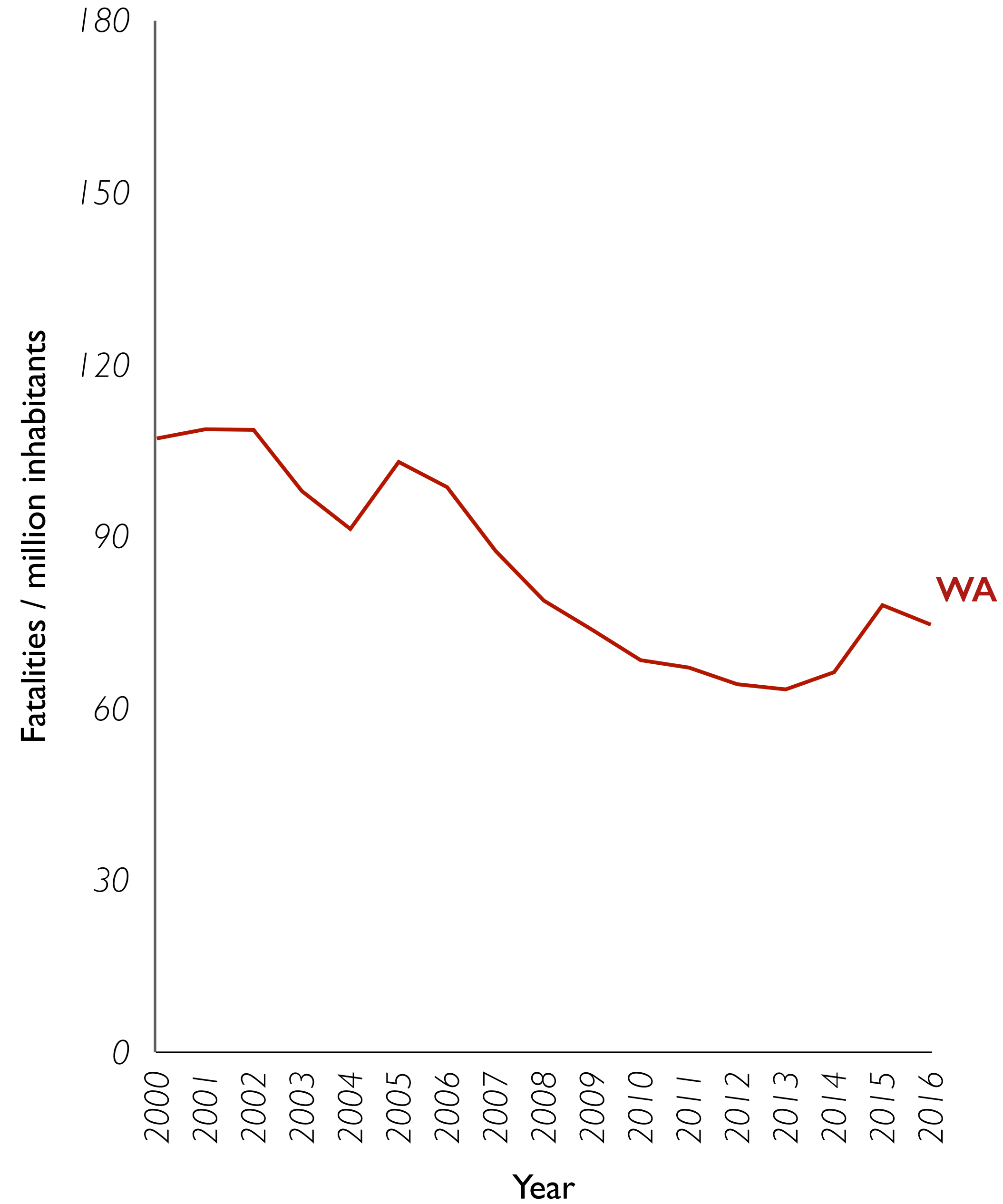
WA Fatality Reduction Performance



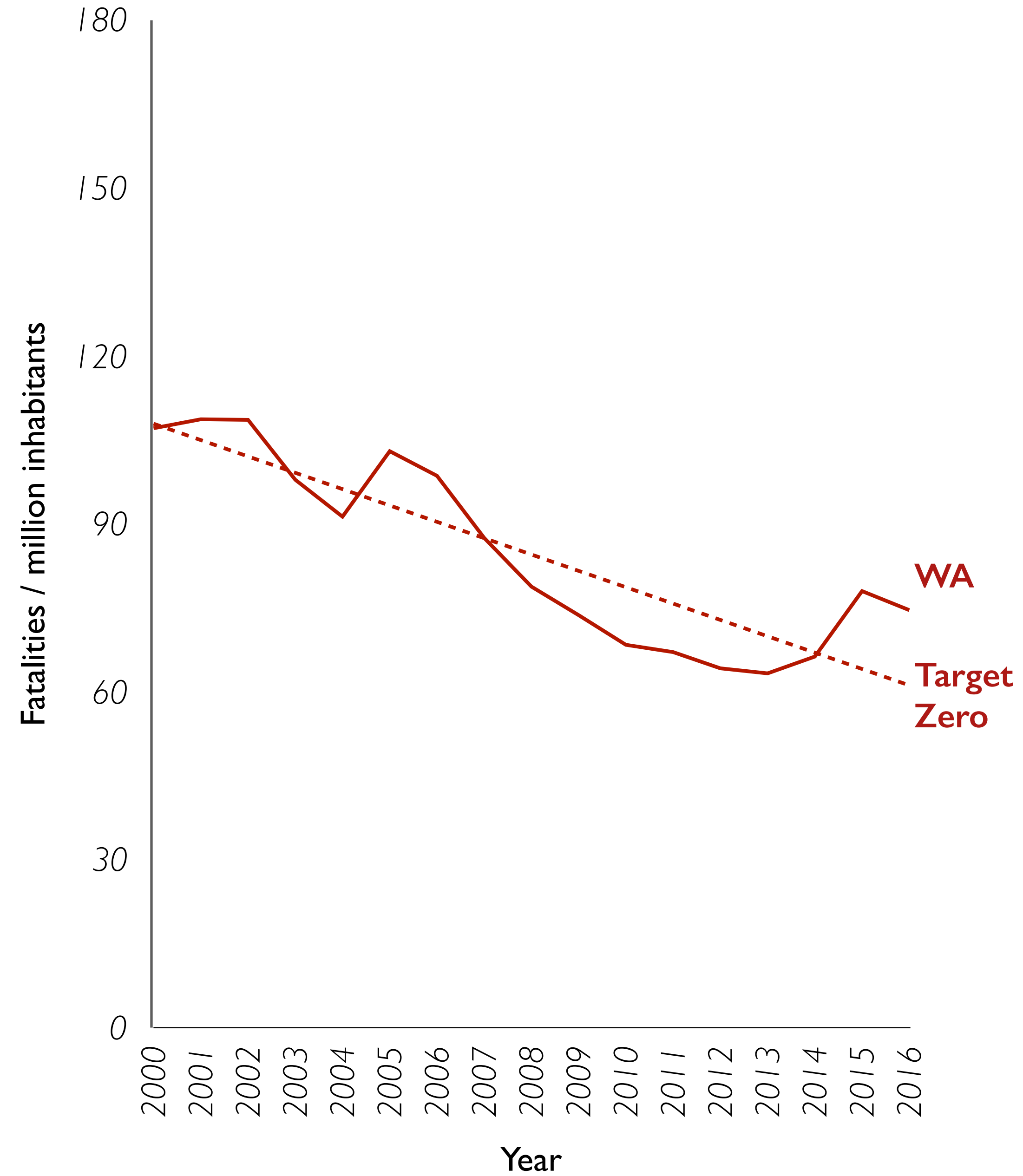
WA Fatality Reduction Performance



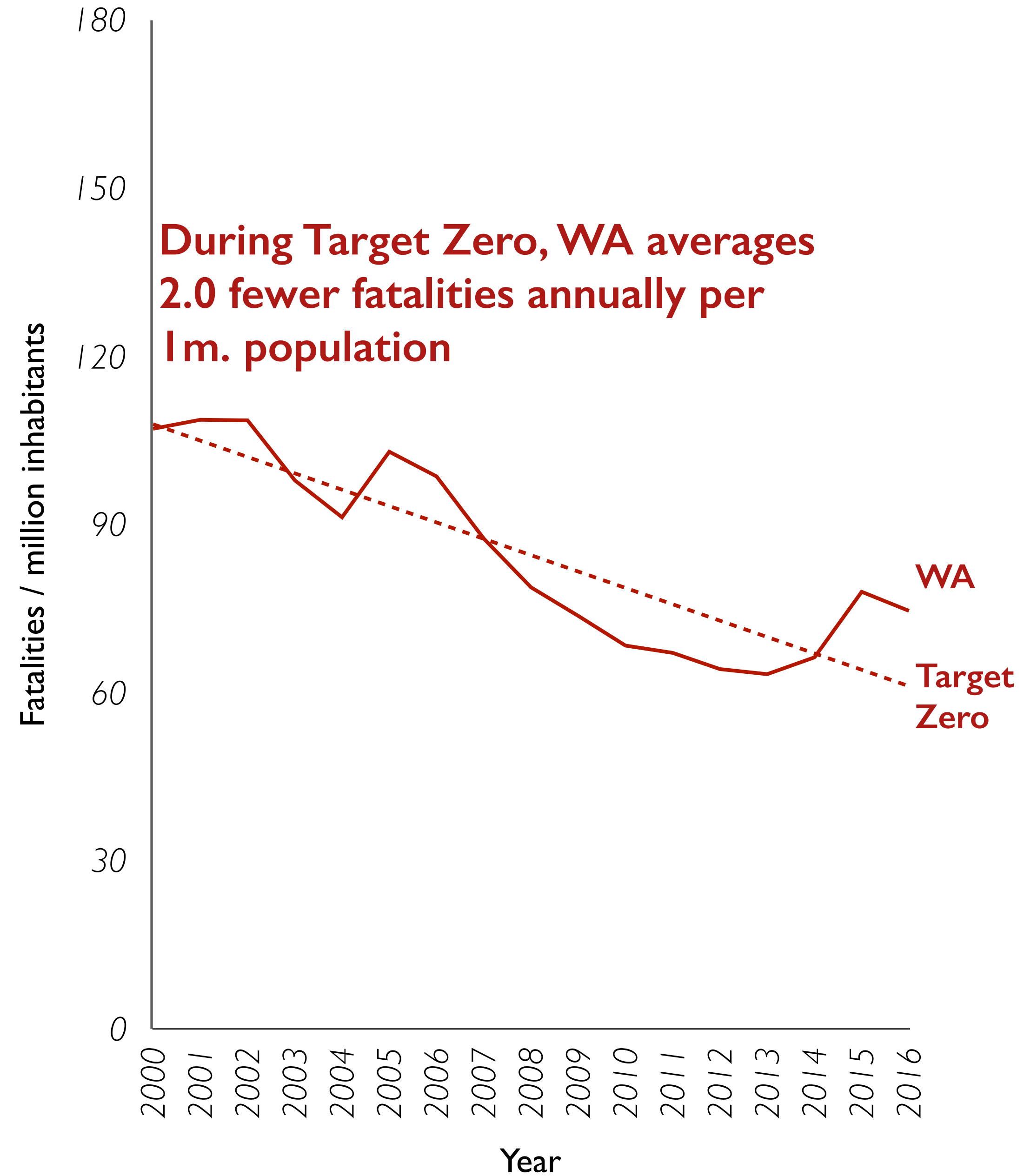
Target Zero Population-Based Fatality Reduction Performance



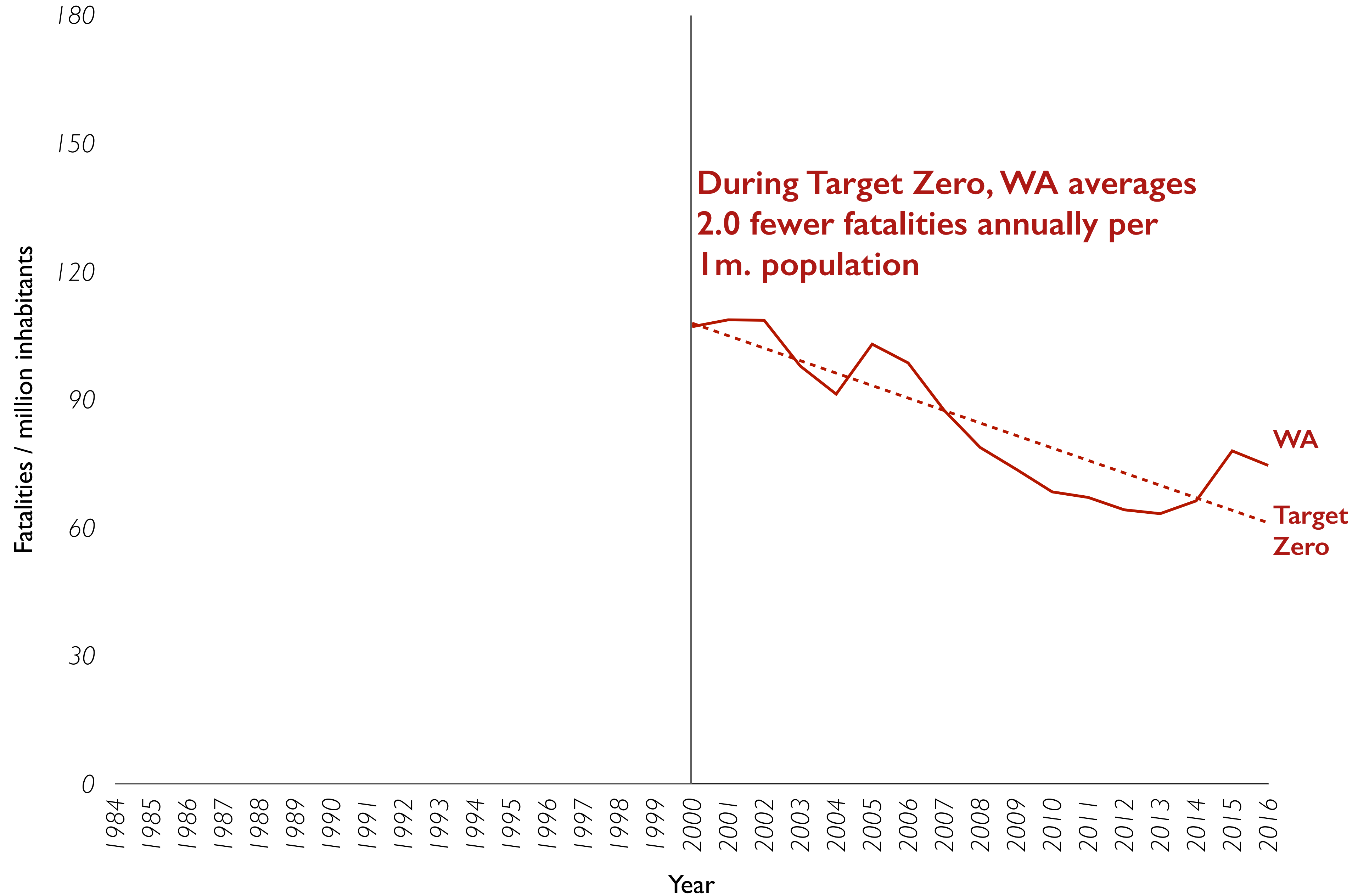
Target Zero Population-Based Fatality Reduction Performance



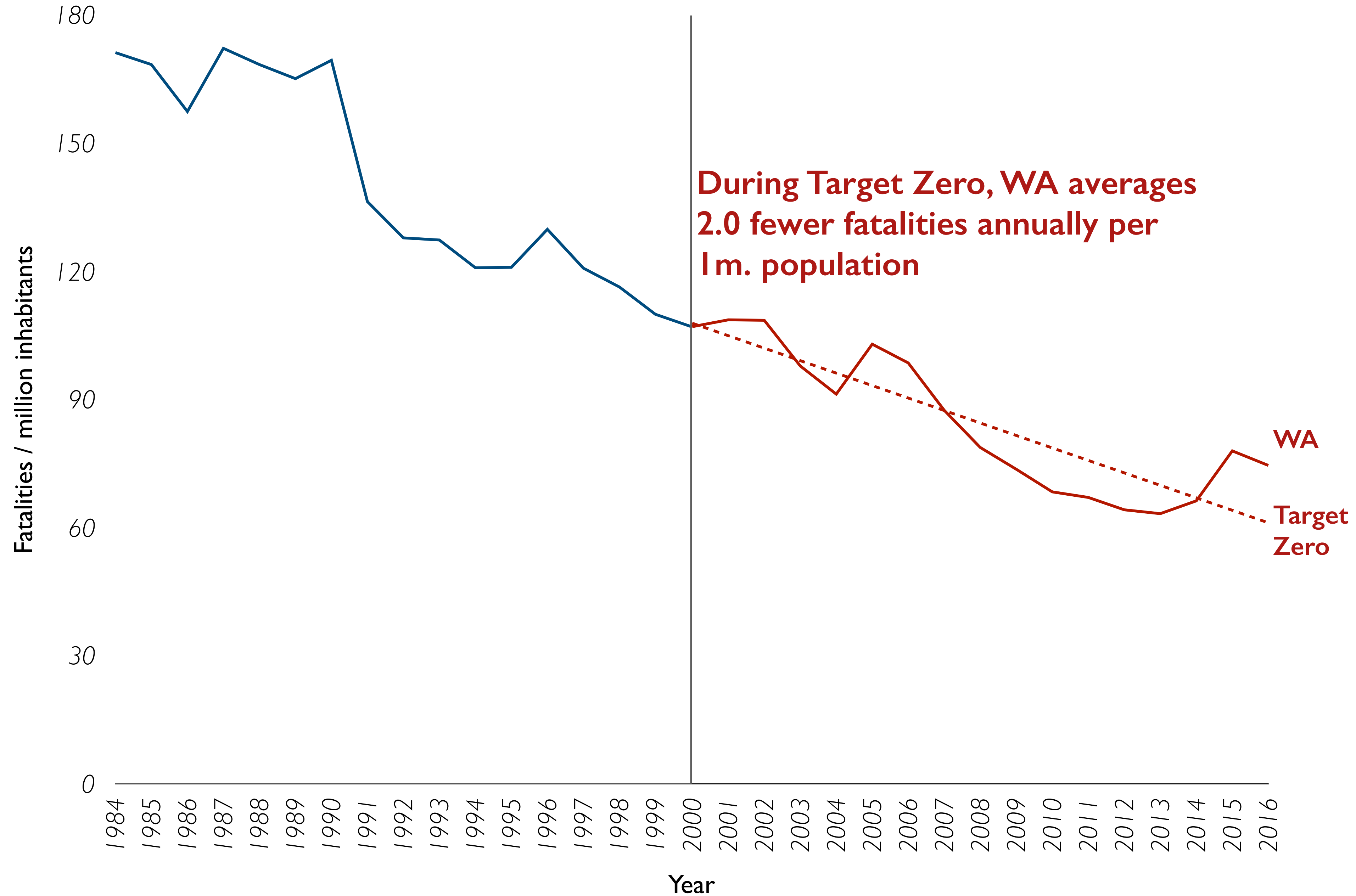
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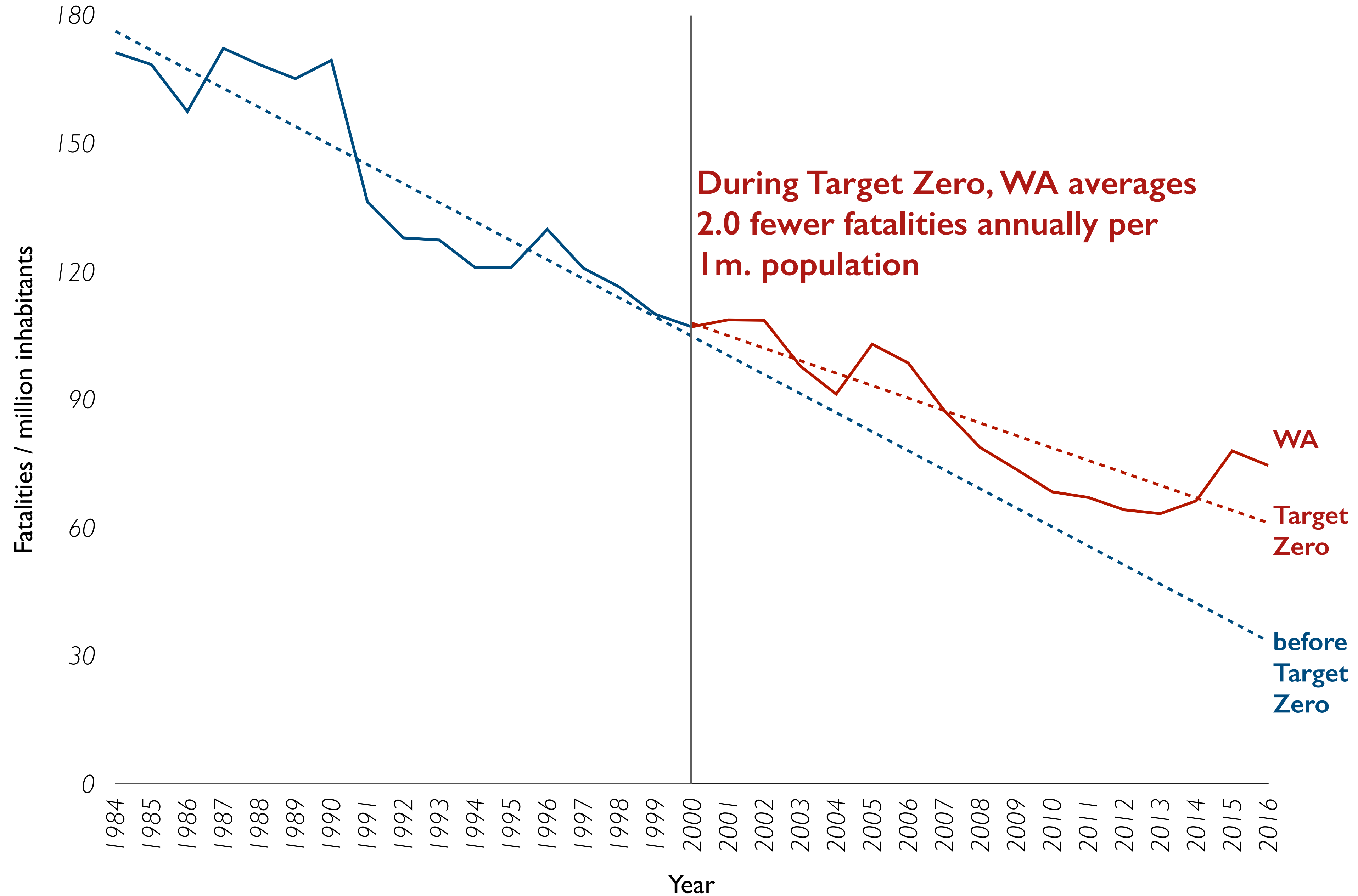
Target Zero Population-Based Fatality Reduction Performance



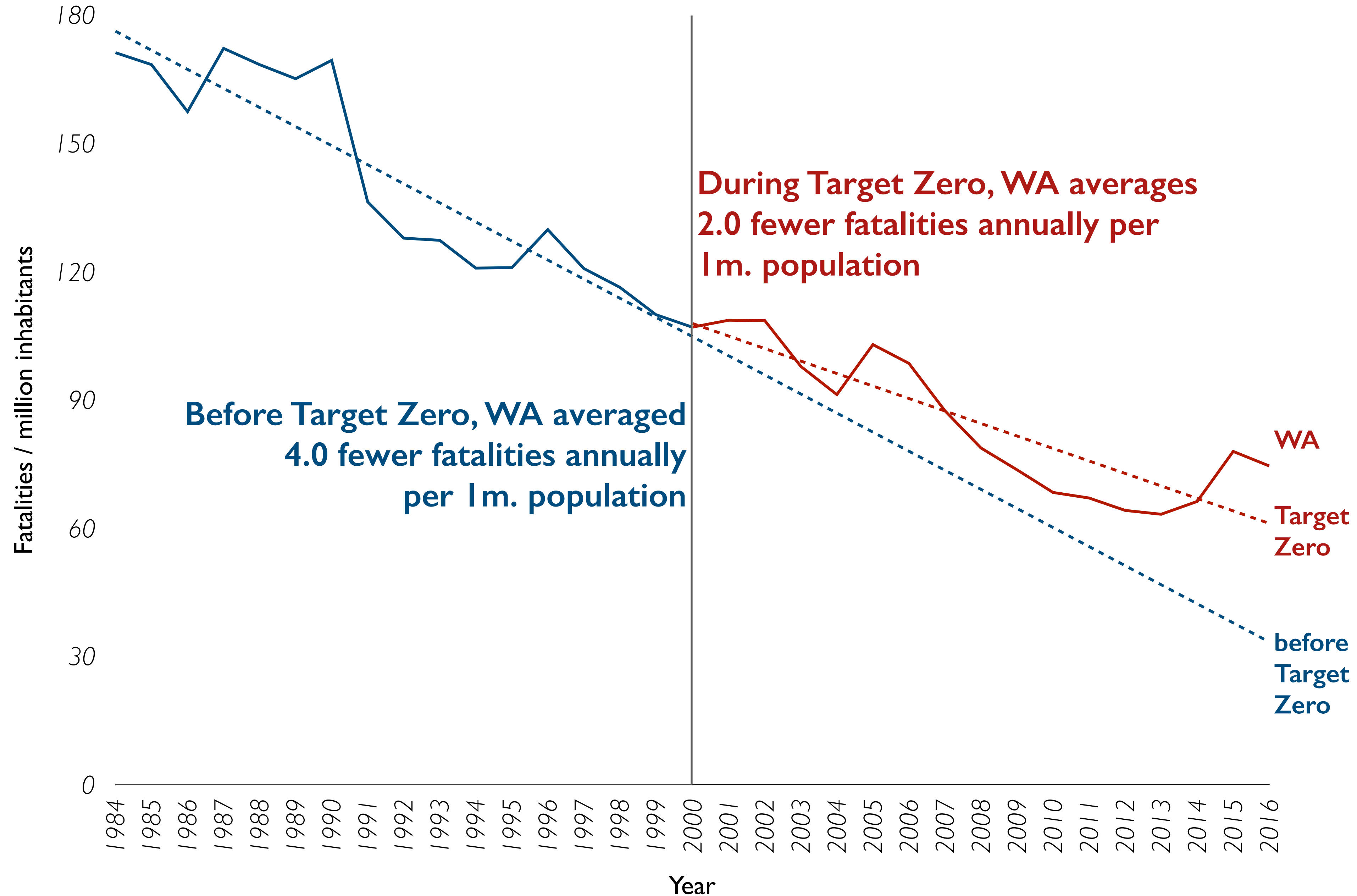
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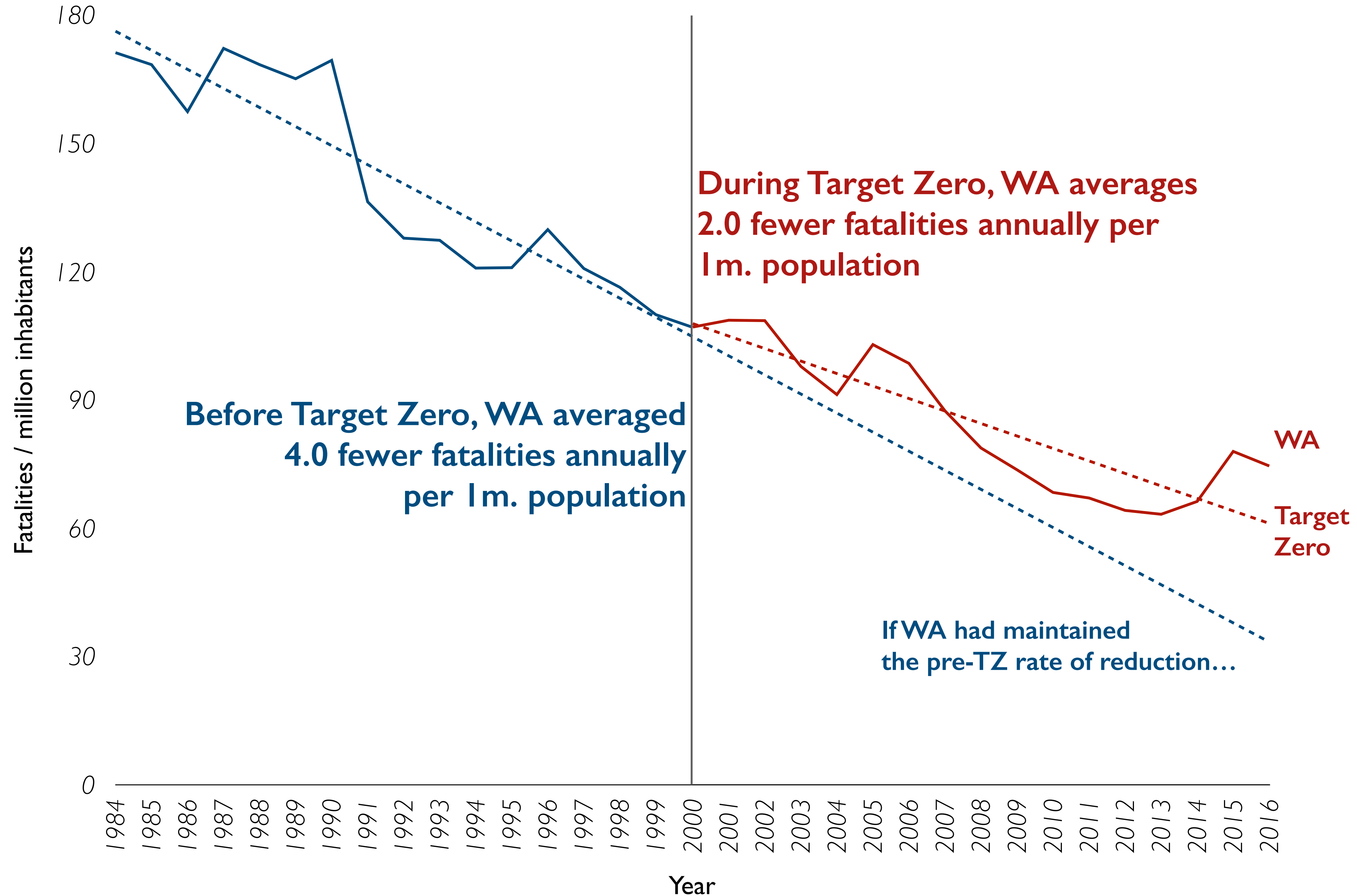
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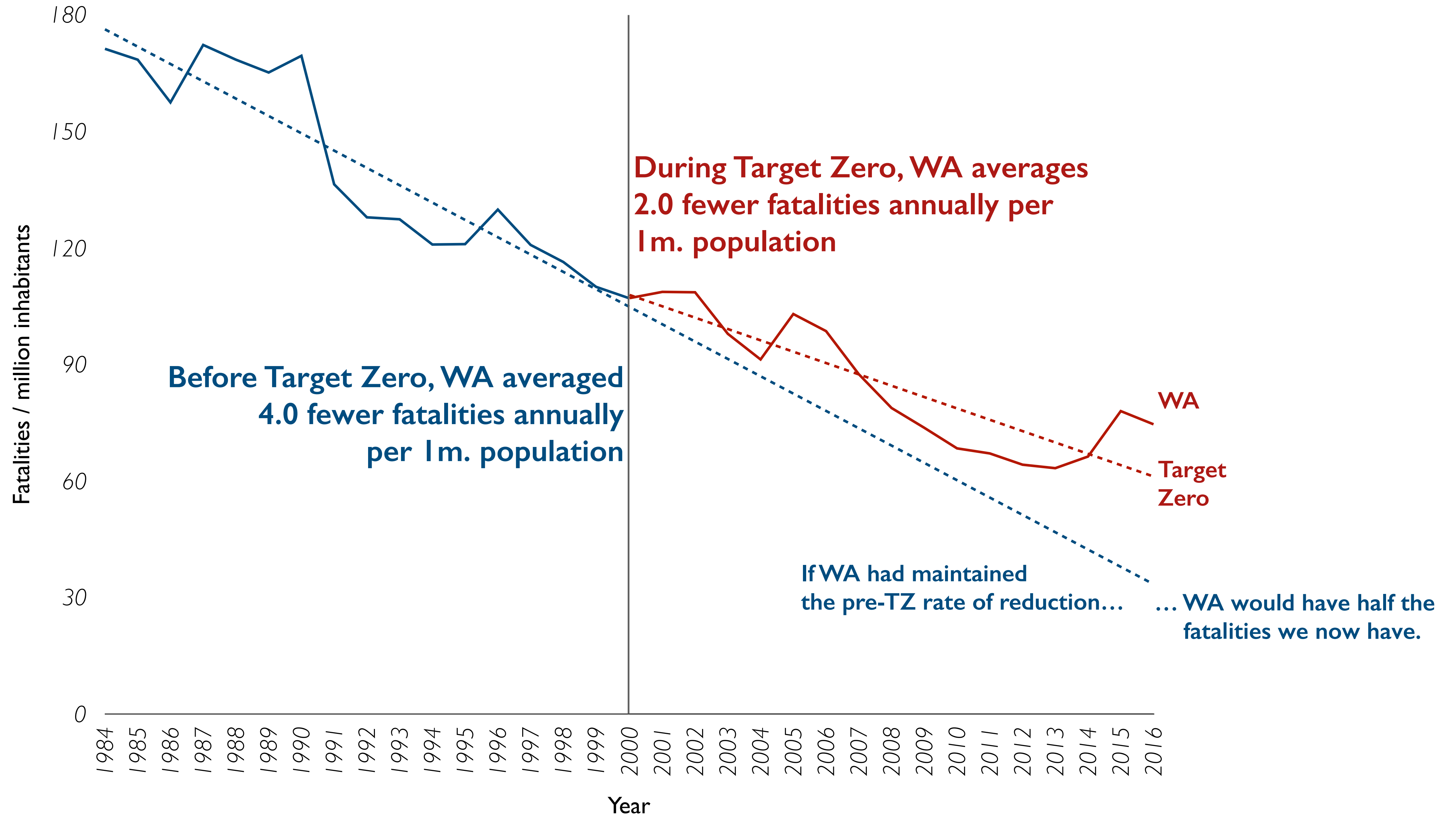
Target Zero Population-Based Fatality Reduction Performance



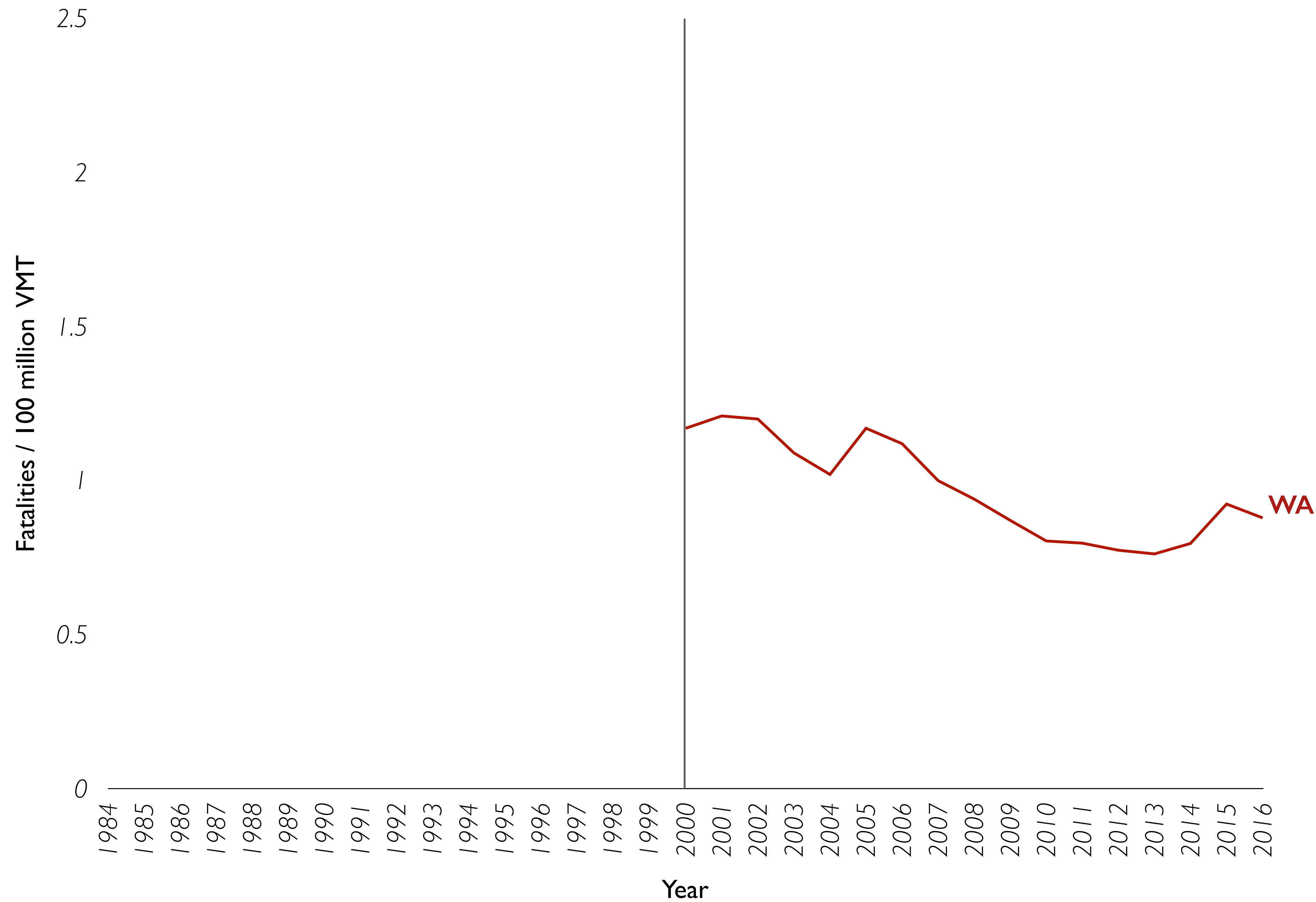
Target Zero Population-Based Fatality Reduction Performance



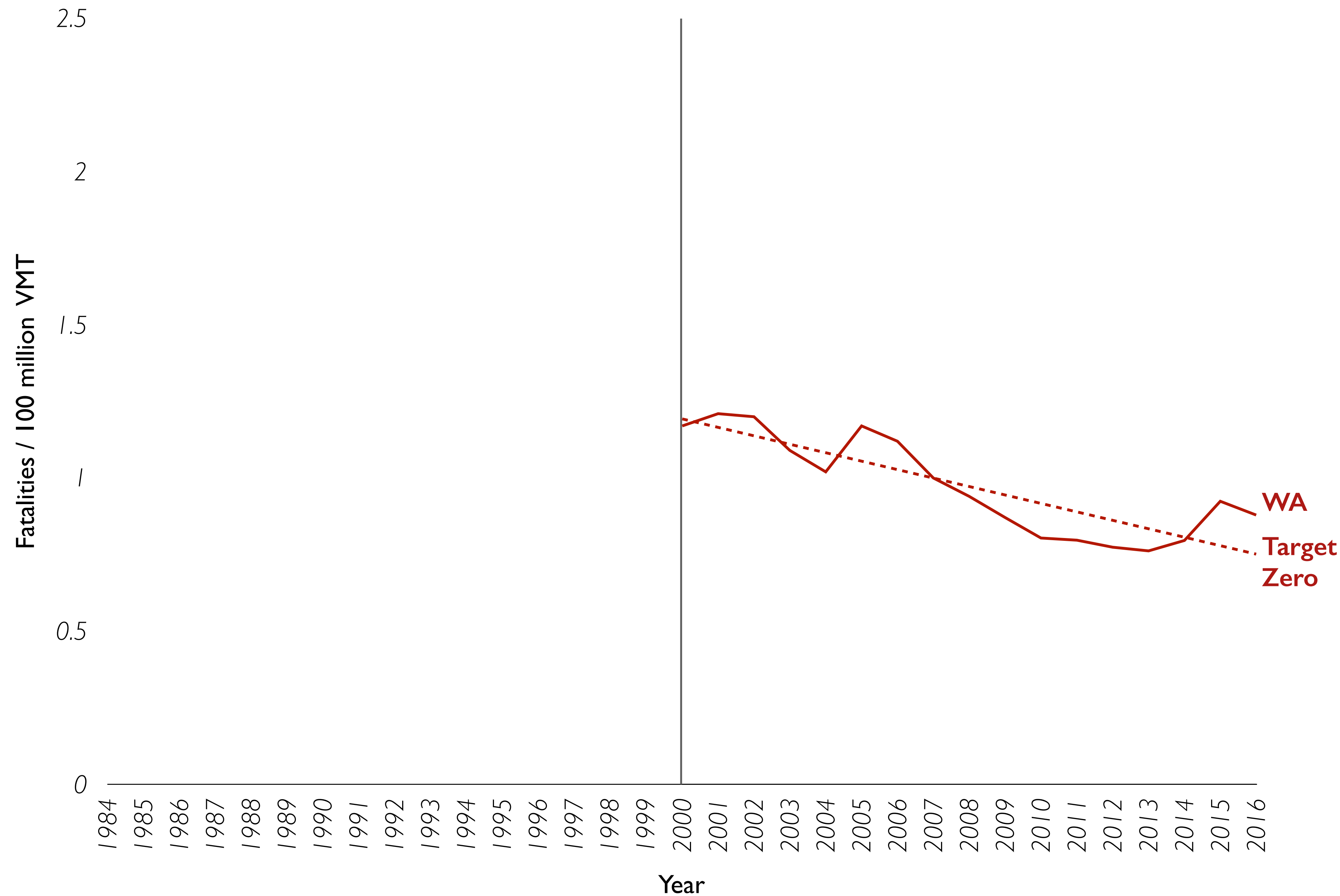
Target Zero Population-Based Fatality Reduction Performance



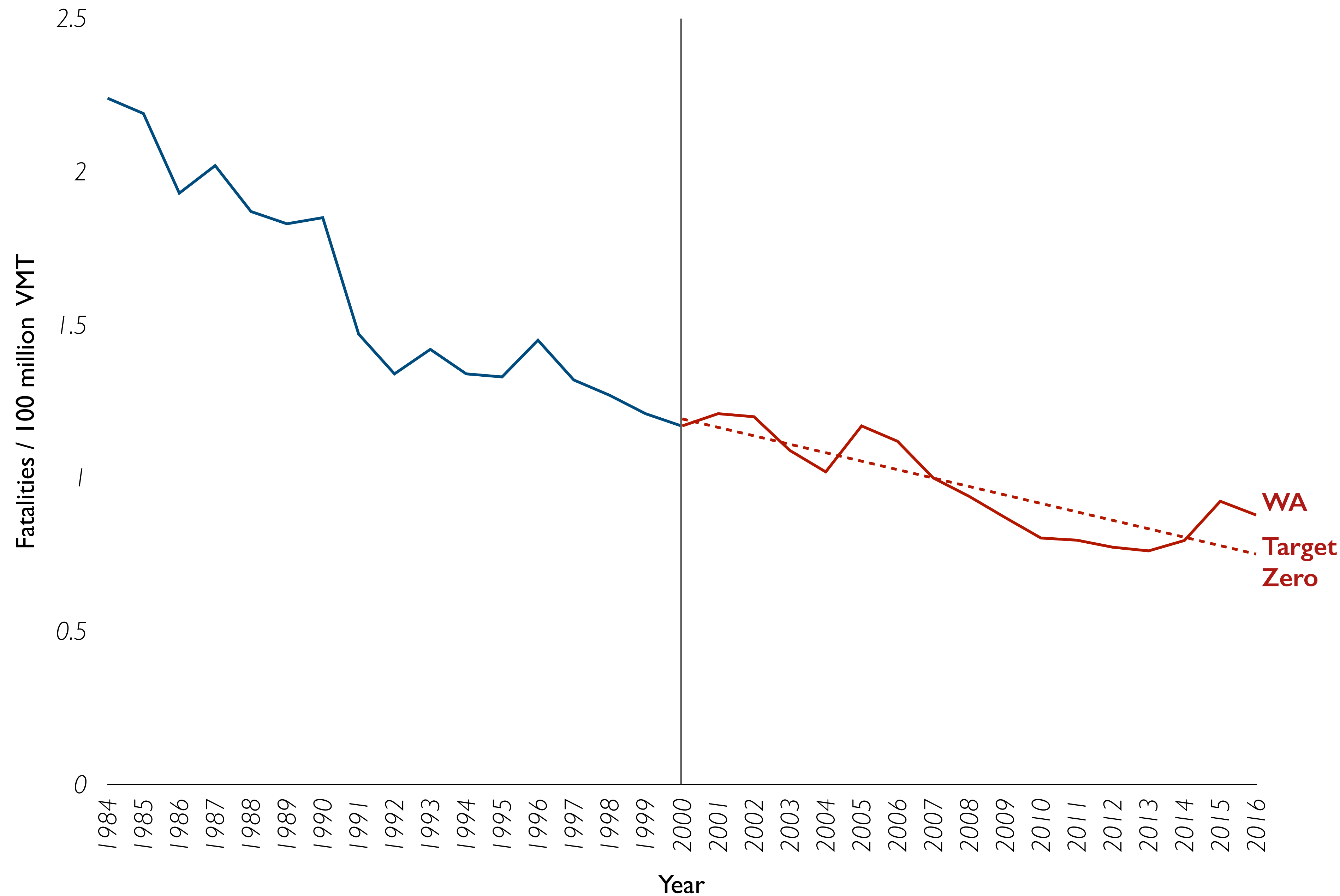
Target Zero VMT-Based Fatality Reduction Performance



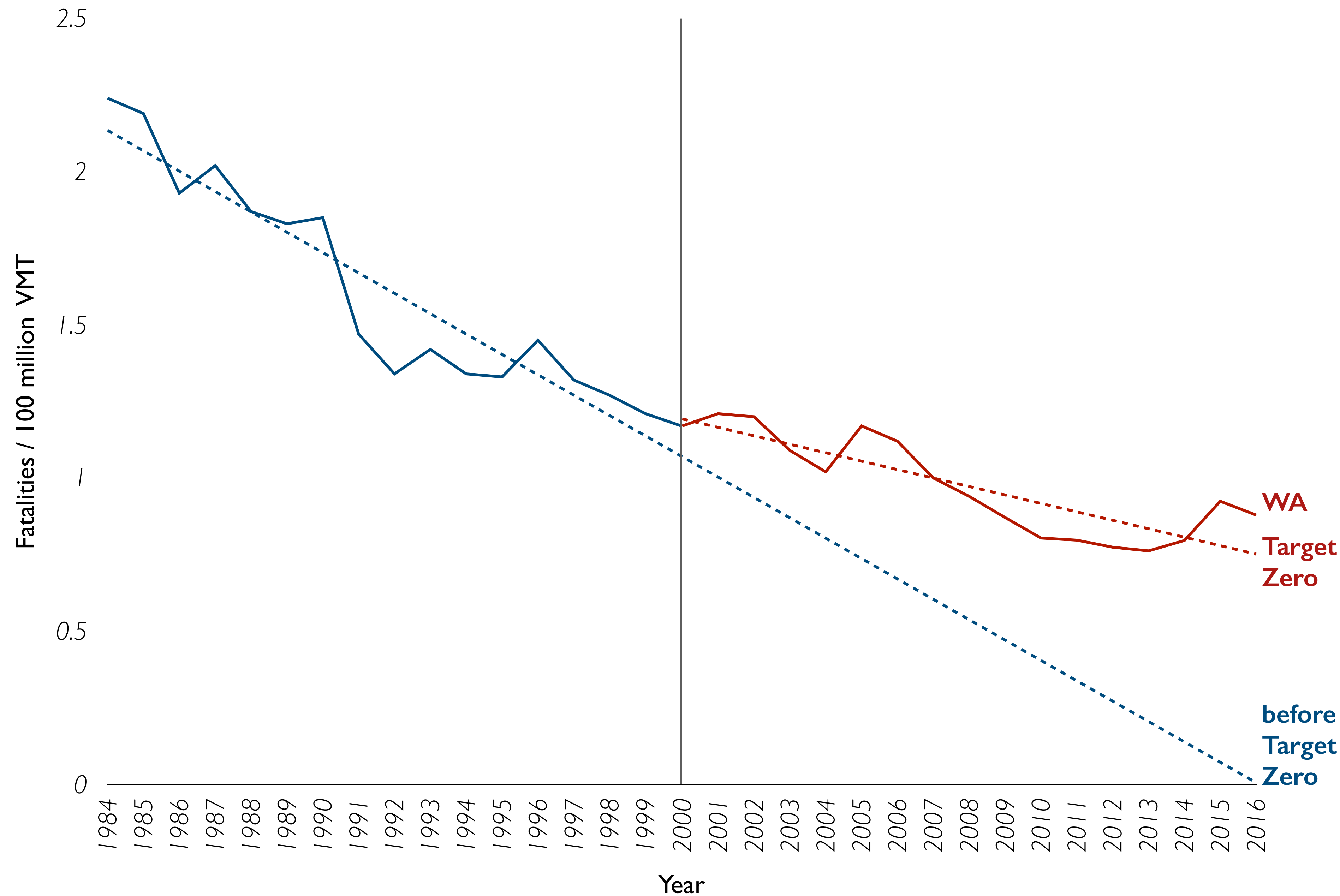
Target Zero VMT-Based Fatality Reduction Performance



Target Zero VMT-Based Fatality Reduction Performance



Target Zero VMT-Based Fatality Reduction Performance



France

Total fatalities fell by 49 percent from 1997 to 2008, including a 21 percent reduction from 2002 to 2003

U.K.

The 2005 study estimated that the frequency of serious injuries and deaths was reduced by 42% at the camera sites, over and above the nationwide trend of a 3.5% per year reduction in frequency of deaths and serious injuries.

U.K. rate has continued its decline, falling 28 percent from 1997 to 2007.

Victoria State, Australia

- Federation of States. Responsibility for traffic safety laws lies mainly with State Governments
- “New world” federation of states with similar land transport systems

	Population million	Land Area 1 000 sq. miles	Economy US\$ per capita
Victoria, Australia	6.4	88	45,500
Washington, USA	7.4	71	56,800

Fatality Reduction 1989—2004

	1989	2004	Reduction
Victoria, Australia	739	337	54.4%
Washington, USA	781	567	27.4%

Common Countermeasures

- **Network of automated speed cameras**
- **High-frequency sobriety checkpoints**
- Max BAC 0.05%
- Penalty point license system
- On-the-spot fines
- Heavy penalties

Sobriety Checkpoints

WA Constitution art.1, sec.7

“No person shall be disturbed in his private affairs, or his home invaded, without *authority of law*”.

Seattle-Mesiani Judges’ Concurring Opinion

“While I agree with the holding of the majority that the sobriety checkpoint program of the City of Seattle did not meet constitutional muster, I do so with reluctance since I believe a sobriety checkpoint program, properly authorized by statute or ordinance, could be designed which would violate neither Const. art. 1, 7, nor the Fourth Amendment.”

“It is a legislative question as to whether such a program shall be authorized and implemented.”

Lessons from Victoria

- Public outrage of road fatalities and awareness of a need for intervention, with the Media playing a key role
- Evidence-based prioritization of countermeasures
- Coordination between all Agencies (Transport Accident Commission, Victoria Police, VicRoads, Department of Justice). Clear responsibilities and accountability

Sources

- WTSC
- OECD
- US Bureau of Economic Analysis
- Australian Bureau of Statistics
- TRB Special Report 300 (2011)
- USDOT “Halving Roadway Fatalities. A case Study from Victoria, Australia 1989—2004” (2006)
- I10 Wn.2d 454 Seattle vs. Mesiani