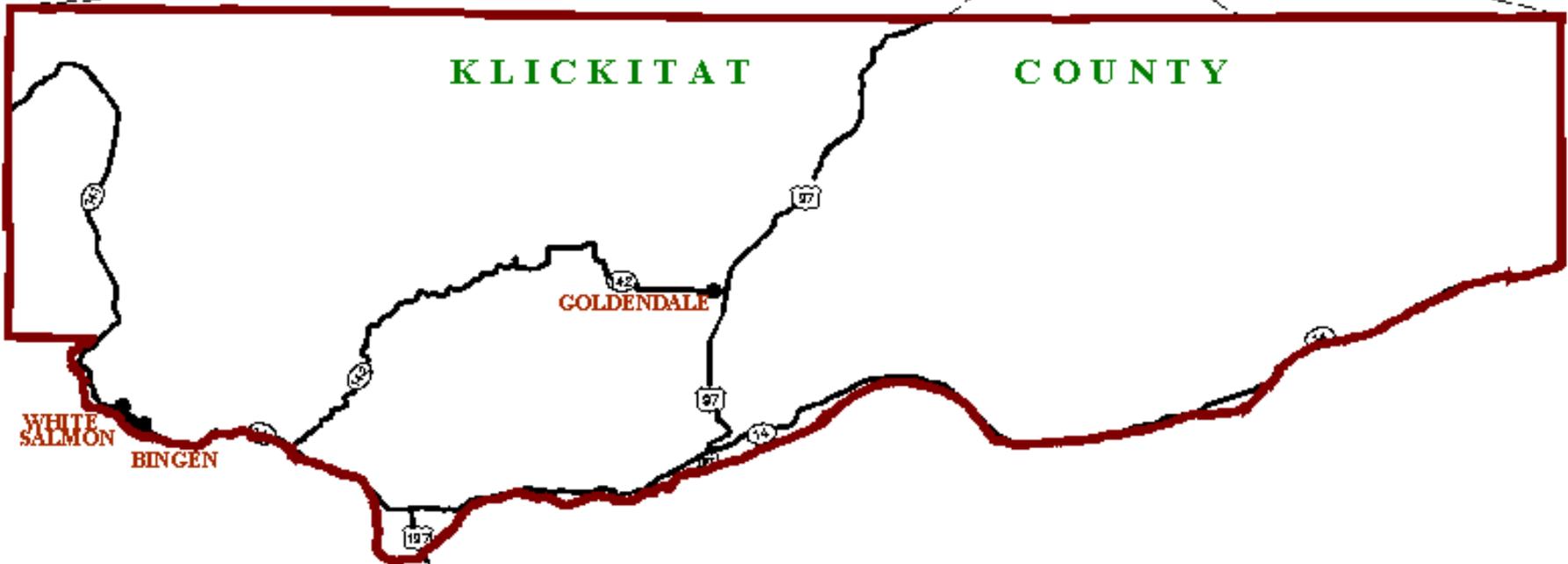




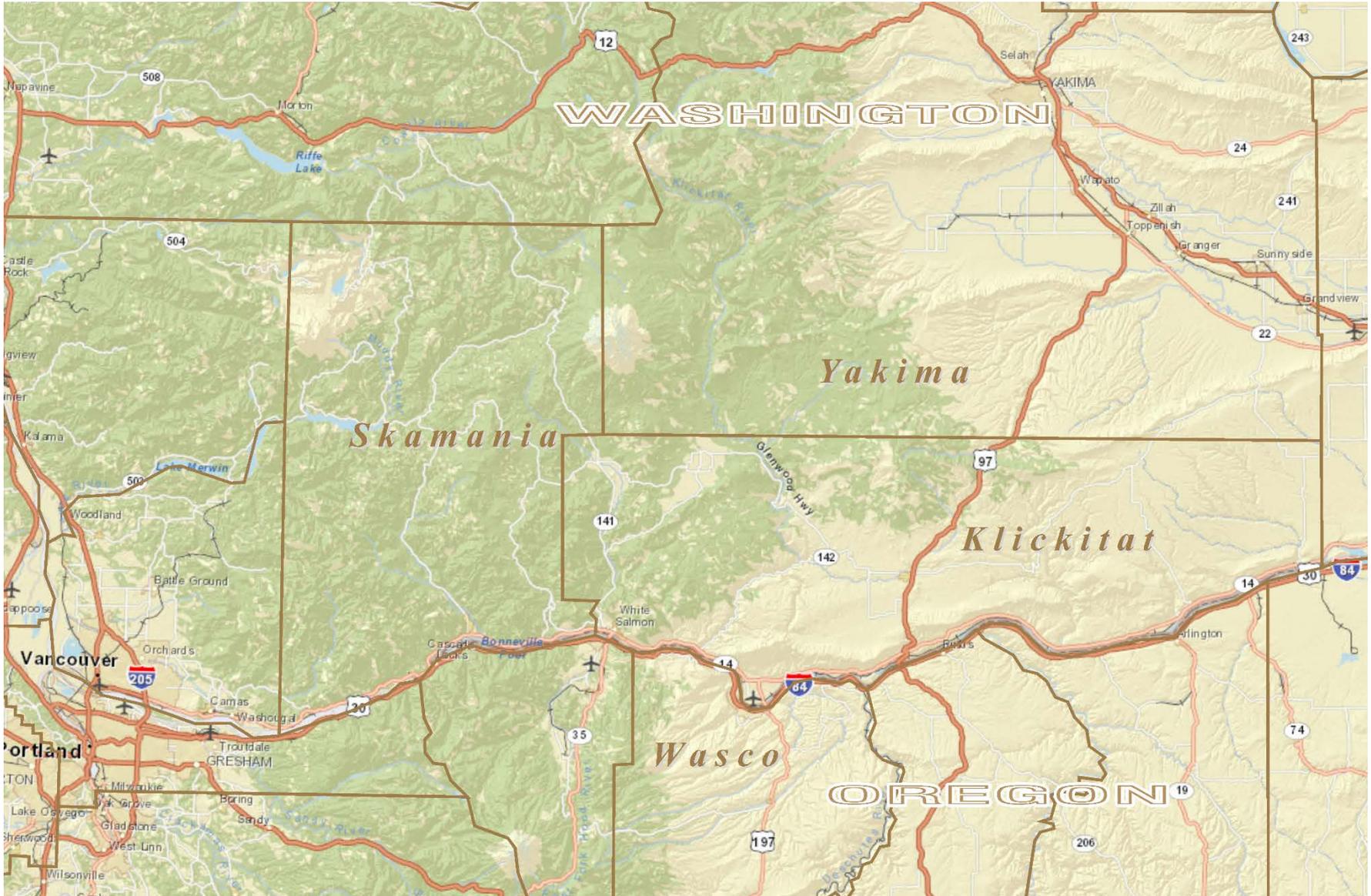
Applying Rural Road Safety Tools

in

Klickitat County



Klickitat County is located in the south central portion of Washington State



Portions of Klickitat County border Oregon



Demographics of Klickitat County:

- Klickitat County is 1,870 square miles
- 2010 Census Population = 20, 318
- There are 1084 miles of public roads in our county
- 210 miles of Arterials, 175 miles of collectors, 402 miles of local roads, and 297 miles of Primitive roads.
- The Average ADT for Arterials is 168
 - The Average ADT for Collectors is 163
 - The Average ADT for Local Roads is 97

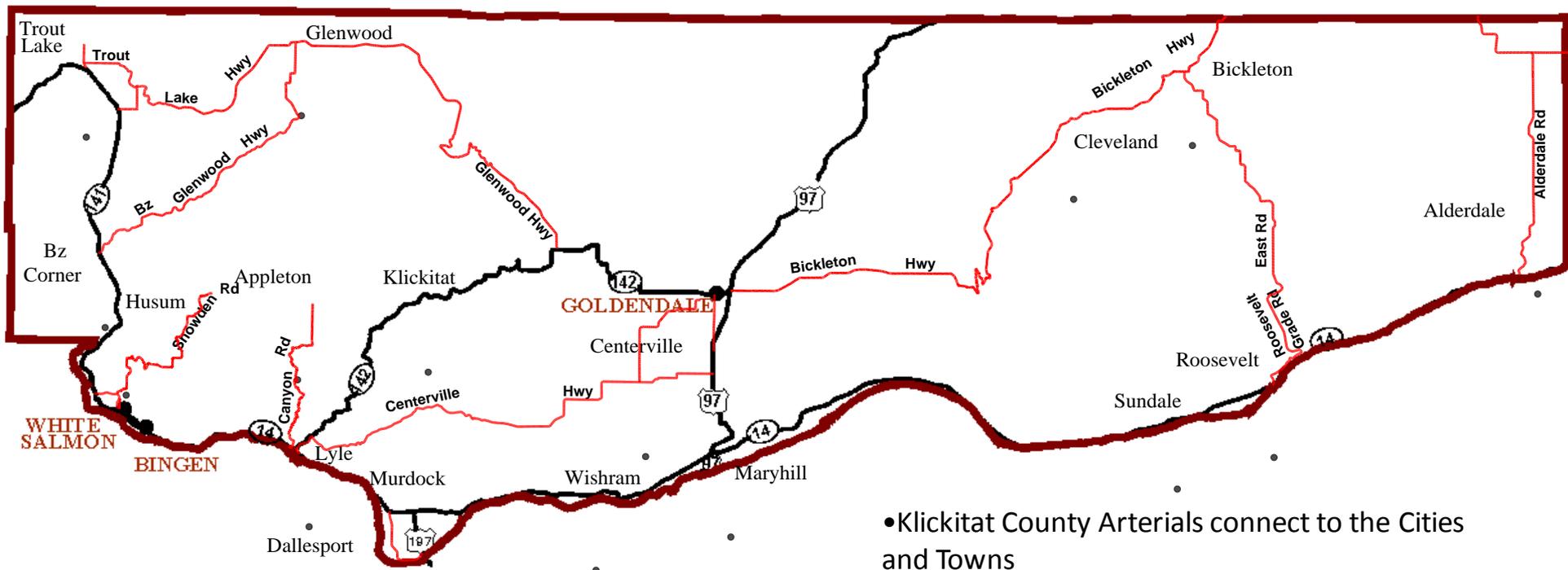
**Is there Traffic Congestion in
Klickitat County?**

Yes, but it's seasonal.
In the Spring and the Fall





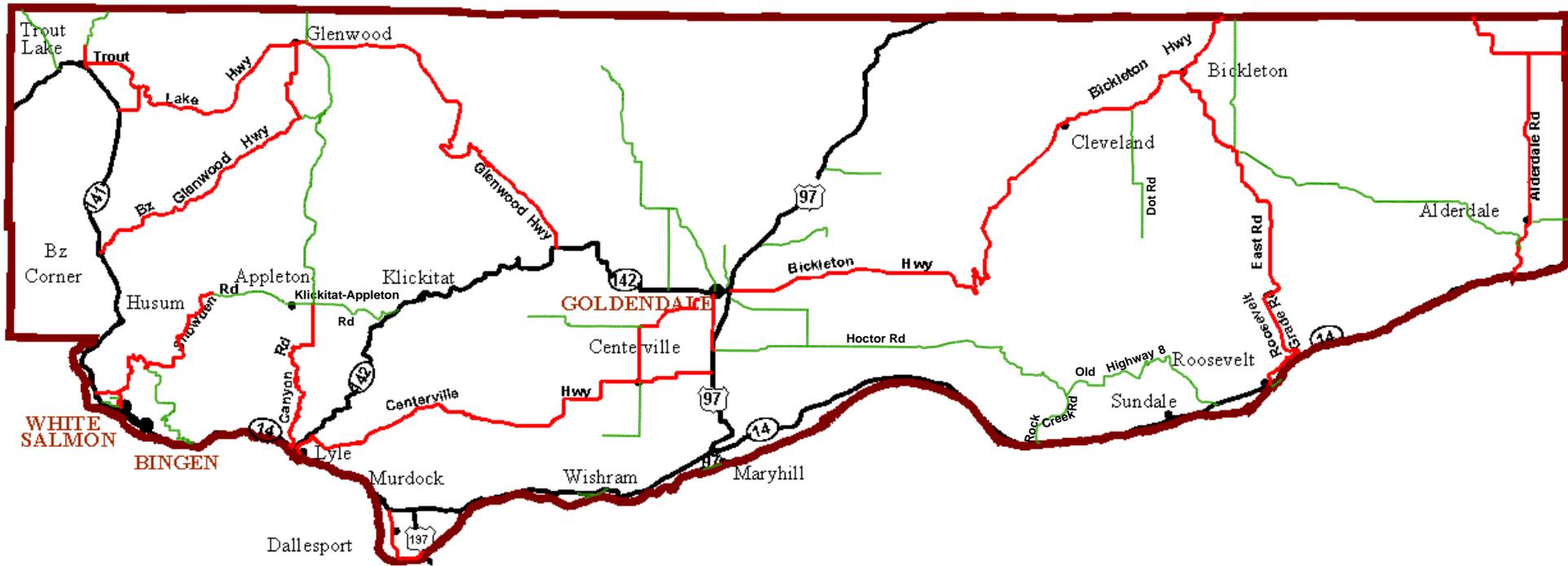
The State Highway System connects Klickitat Counties Arterial Road System throughout the County



- Klickitat County Arterials connect to the Cities and Towns
- The Arterial roads account for 210 miles of the total 1,084 mile of Klickitat County Road System
- Average 2015 ADT for Arterials roads is 480



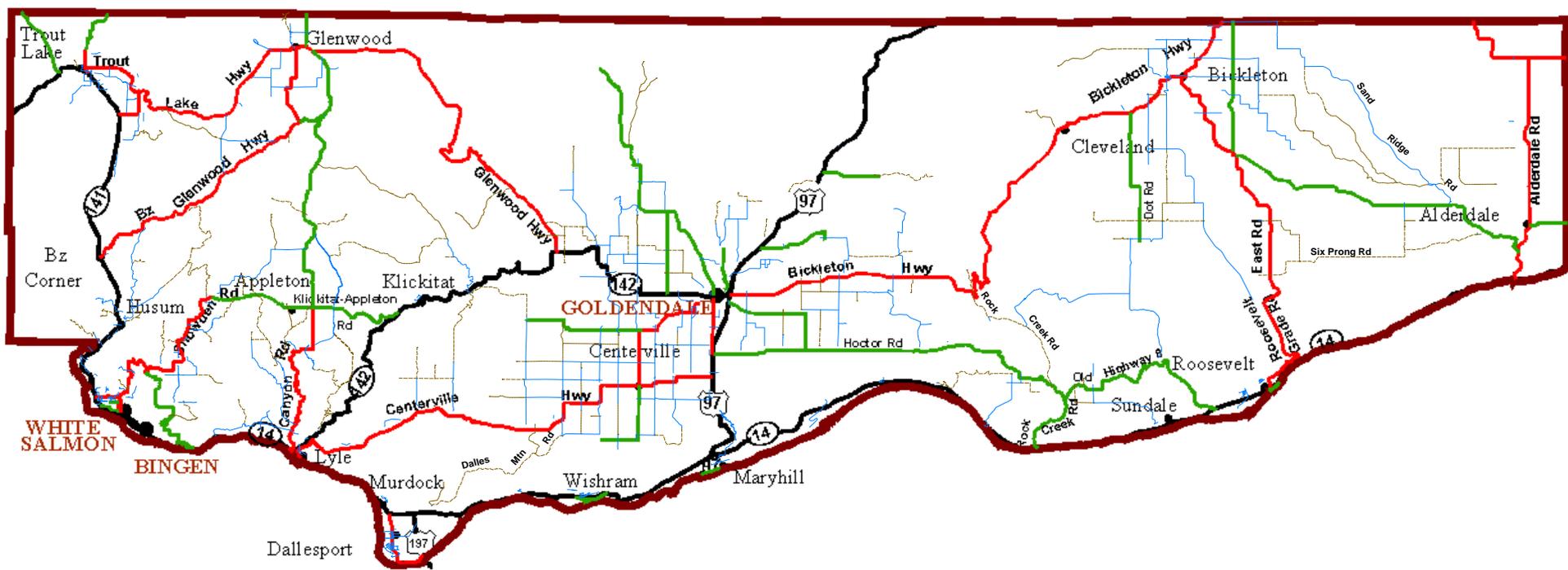
Klickitat Counties Arterial Road Systems connection to the Collector Road System



- The Collector roads account for 175 miles of the total 1,084 mile of Klickitat County Road System
- Average 2015 ADT for Collector roads is 170



Klickitat Counties Arterial & Collector Road Systems connection to the Local and Primitive Road System



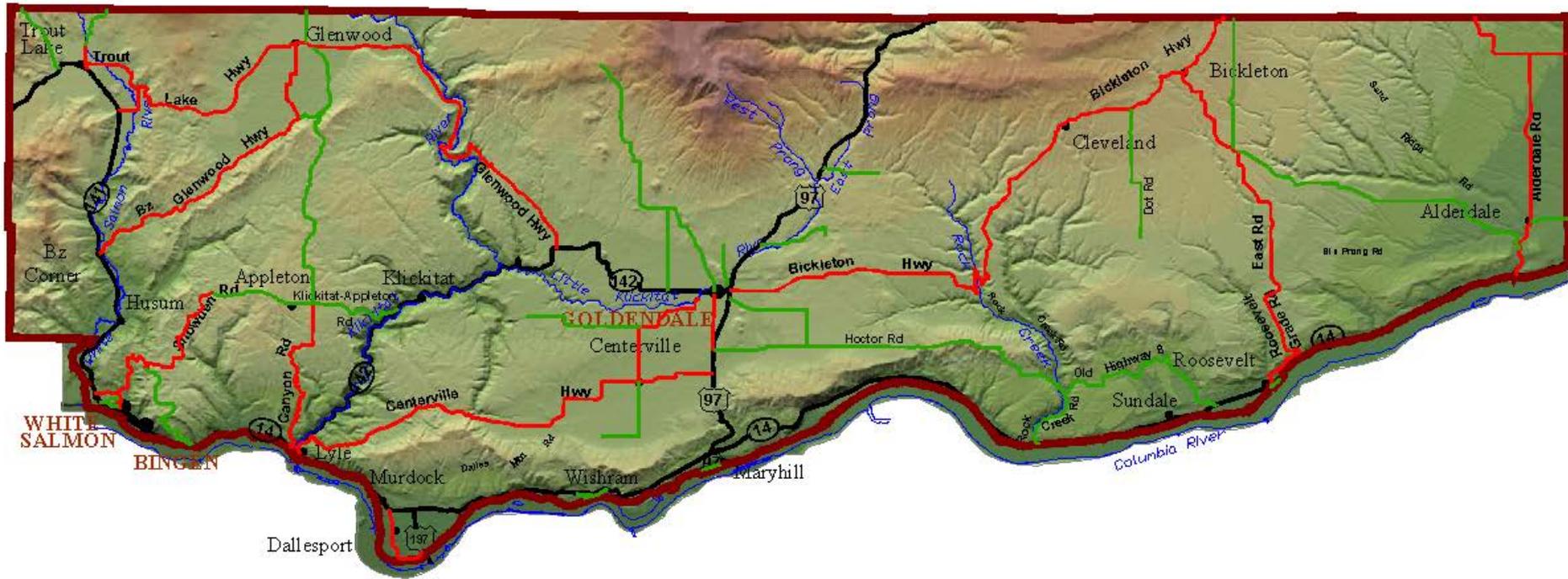
- The Local roads account for 699 miles of the total 1,084 mile of Klickitat County Road System.
- Primitive roads account for 297 miles of the 699 miles of Local roads
- Average 2015 ADT for Local roads is 130

Primitive Roads may look like this.





Major River and Canyons throughout the County



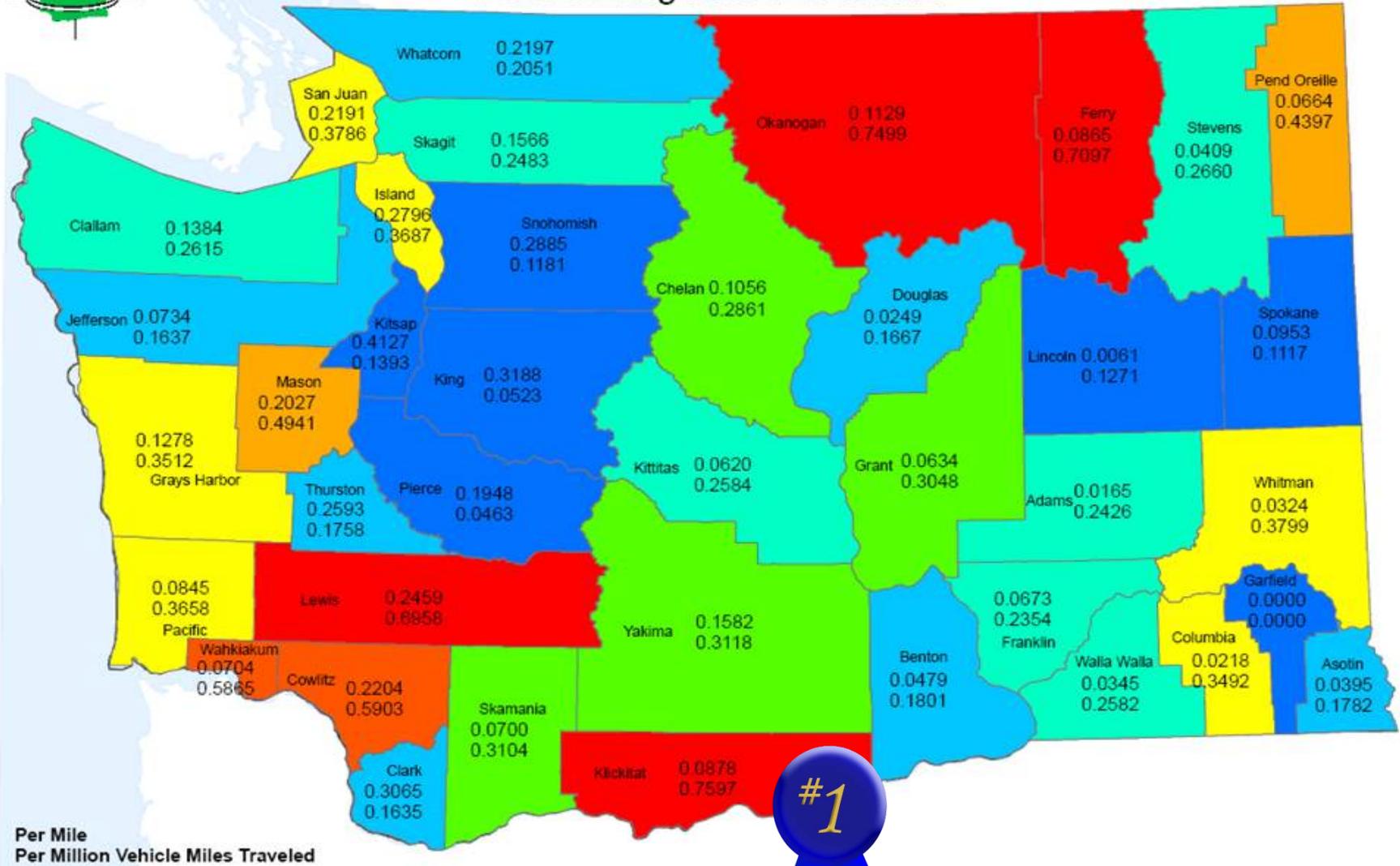
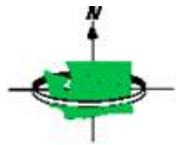
Rock Creek Canyon



Rural Roads in the USA

- Approximately 60% of all Road miles in the U.S. are rural roads owned and operated by local entities, towns, counties, and tribal governments.
- In 2009, 56% of all highway deaths occurred on rural roads and the fatality rate was 2.6 times higher in rural areas than urban.

Fatal & Serious Injury Rural Run-Off-Road Crashes Color Coding Rate Per MVMT



WSDOT Data from 2004 to 2008

What did we do with the 1st place standing, We went to Work.

- We used a collision data dump and a pin map to look for patterns.
- We noticed corridors with an elevated number of fatal and serious injury collisions, then checked the Rates.
- We evaluated the collisions in those corridors and identified a few low cost solutions, (Rumble Strips, Warning Signs, Recessed RPM's, Guardrail, Slope Flattening, and Livestock fencing)

The 2011 -2013 projects

- The County submitted a Grant proposal to WSDOT and were awarded approximately \$900,000 for Safety improvements.
- In 2013 WSDOT advertised a Fast Track Safety Improvement project. We submitted a safety improvement project on a corridor with high collision rates and were awarded another \$462,000.

2014-2016 (HSIP), (provided by Matthew Enders, WSDOT)

2008-2012 Klickitat County Data	Fatal/Serious Injury Crashes Only											Total Crashes											
	All Public Roads		All Counties		Klickitat County						All Public Roads		All Counties		Klickitat County								
	2008-2012	%	2008-2012	%	2008-2012	%	2012	2011	2010	2009	2008	2008-2012	%	2008-2012	%	2008-2012	%	2012	2011	2010	2009	2008	
By Junction Relationship																							
Non-Intersection (Not Related)	6,709	53.9%	5,117	65.7%	33	89.2%	3	9	5	11	5	230,934	44.9%	38,223	54.4%	385	81.9%	58	90	94	97	46	
Intersection-Related	5,107	40.5%	2,711	34.3%	1	2.7%	0	1	0	0	0	207,667	40.4%	22,056	31.4%	38	8.1%	10	9	9	8	2	
Driveway-Related	969	7.7%	212	2.7%	0	0.0%	0	0	0	0	0	50,371	9.8%	6,704	9.5%	23	4.9%	8	2	5	4	4	
By Roadway Curvature																							
Horizontal Curve	3,933	30.9%	1,703	21.5%	27	73.0%	2	8	4	8	5	77,321	15.0%	19,729	28.1%	243	51.7%	30	59	59	63	32	
Straight & Level	6,588	52.0%	3,307	41.9%	8	21.6%	2	2	1	3	0	322,235	62.7%	36,635	52.1%	129	27.4%	34	23	32	26	14	
Straight & Grade	2,105	16.4%	491	6.2%	2	5.4%	0	1	0	1	0	95,899	18.7%	10,665	15.2%	81	17.2%	13	17	14	26	11	
Vertical Curve	352	2.8%	117	1.5%	2	5.4%	0	1	1	0	0	10,912	2.1%	2,855	3.8%	16	3.4%	3	4	6	2	1	
Unknown	173	1.4%	50	0.6%	0	0.0%	0	0	0	0	0	10,598	2.1%	1,491	2.1%	5	1.1%	0	3	0	1	1	
Hit Fixed Object Crashes Only - By Fixed Object Hit																							
Roadway Ditch	539	4.2%	171	2.1%	5	23.8%	2	0	1	2	0	12,020	12.1%	5,533	19.5%	53	19.5%	5	11	21	12	4	
Earth Bank	749	5.9%	101	1.3%	4	19.0%	0	3	0	1	0	5,398	5.4%	2,160	7.6%	31	11.4%	7	10	6	6	2	
Tree / Stump (Stationary)	542	4.3%	194	2.4%	3	14.3%	1	1	0	0	1	9,828	9.9%	3,779	13.3%	42	15.4%	4	11	11	10	6	
Ran Over Embankment	589	4.7%	136	1.7%	2	9.6%	0	0	1	0	1	4,095	4.1%	1,948	6.9%	34	12.5%	4	5	9	12	4	
Boulder (Stationary)	99	0.8%	33	0.4%	2	9.5%	1	0	0	0	1	1,080	1.1%	452	1.6%	15	5.5%	4	3	2	5	1	
Fence	714	5.6%	103	1.3%	1	4.8%	0	1	0	0	0	8,003	8.1%	3,146	11.1%	31	11.4%	5	7	7	8	4	
Guardrail	247	1.9%	56	0.7%	1	4.8%	0	0	0	0	1	8,153	8.2%	1,349	4.8%	17	6.3%	3	2	2	4	6	
Culvert	93	0.7%	47	0.6%	1	4.8%	0	1	0	0	0	785	0.8%	466	1.6%	8	2.9%	1	3	2	1	1	
Retaining Wall	77	0.6%	18	0.2%	1	4.8%	0	0	0	1	0	2,001	2.0%	331	1.2%	6	2.2%	0	3	1	2	0	
Rock Bank	60	0.5%	11	0.1%	1	4.8%	0	0	0	1	0	687	0.7%	100	0.4%	5	1.8%	0	0	0	4	1	
Utility Pole	417	3.3%	146	1.8%	0	0.0%	0	0	0	0	0	7,402	7.5%	3,451	12.2%	6	2.2%	0	2	1	1	2	
Wood Sign Post	88	0.7%	25	0.3%	0	0.0%	0	0	0	0	0	4,200	4.2%	949	3.3%	5	1.8%	1	3	0	1	0	
Bridge Rail	58	0.5%	6	0.1%	0	0.0%	0	0	0	0	0	3,614	3.6%	200	0.7%	3	1.1%	1	2	0	0	0	
Misc. Debris on Road	43	0.3%	4	0.0%	0	0.0%	0	0	0	0	0	1,201	1.2%	122	0.4%	3	1.1%	0	2	0	1	0	
Mail Box	77	0.6%	19	0.2%	0	0.0%	0	0	0	0	0	2,477	2.5%	1,289	4.5%	2	0.7%	1	0	0	1	0	
Fire Hydrant	17	0.1%	1	0.0%	0	0.0%	0	0	0	0	0	1,019	1.0%	202	0.7%	2	0.7%	1	0	0	0	1	
Snow Bank	150	1.2%	4	0.0%	0	0.0%	0	0	0	0	0	740	0.7%	141	0.5%	2	0.7%	0	0	0	1	1	
Fallen Rock / Tree	13	0.1%	1	0.0%	0	0.0%	0	0	0	0	0	401	0.4%	80	0.3%	2	0.7%	0	1	0	1	0	
Utility Box	100	0.8%	6	0.1%	0	0.0%	0	0	0	0	0	910	0.9%	383	1.3%	1	0.4%	0	0	0	0	1	
Building	29	0.2%	1	0.0%	0	0.0%	0	0	0	0	0	1,381	1.4%	193	0.7%	1	0.4%	0	0	1	0	0	
Concrete Barrier	193	1.5%	1	0.0%	0	0.0%	0	0	0	0	0	7,834	7.9%	151	0.5%	1	0.4%	1	0	0	0	0	
Metal Sign Post	11	0.1%	1	0.0%	0	0.0%	0	0	0	0	0	1,287	1.3%	139	0.5%	1	0.4%	1	0	0	0	0	
Underside of Bridge	1	0.0%	0	0.0%	0	0.0%	0	0	0	0	0	276	0.3%	48	0.2%	1	0.4%	0	0	1	0	0	

Matthew's Table, Cont.

2008-2012 Klickitat County Data	Fatal/Serious Injury Crashes Only										Total Crashes												
	All Public Roads		All Counties		Klickitat County						All Public Roads		All Counties		Klickitat County								
	2008-2012	%	2008-2012	%	2008-2012	%	2012	2011	2010	2009	2008	2008-2012	%	2008-2012	%	2008-2012	%	2012	2011	2010	2009	2008	
Overall Numbers																							
Total # of Collisions	17,447		1,486		37		4	11	5	12	5	513,944		70,278		470		79	105	109	118	59	
# of Fatal Collisions	2,100	17.4%	682	21.6%	8	21.6%	1	2	2	3	0	2,190	0.4%	682	1.0%	8	1.7%	1	2	2	3	0	
# of Serious Injury Collisions	19,257	53.4%	4,594	25.8%	29	78.4%	3	9	3	9	5	10,257	2.0%	2,564	3.6%	29	6.2%	3	9	3	9	5	
# of Alcohol-Related Collisions	1,269	14.3%	1,179	22.2%	7	18.9%	1	3	0	1	2	38,860	7.6%	8,700	12.4%	56	11.9%	8	11	11	18	8	
Total # of Fatalities	3,179		719		9		1	2	2	4	0	2,375		732		9		1	2	2	4	0	
Total # of Injuries	17,770		6,903		42		4	12	5	13	8	235,108		35,239		218		36	69	35	49	29	
By Collision Type																							
Hit Fixed Object	3,459	27.4%	1,390	41.1%	21	56.8%		6	2	5	4	99,255	19.3%	28,374	40.4%	273	58.1%	40	65	64	70	34	
Overturn	1,281	10.3%	474	13.1%	9	24.3%		2	3	3	1	14,764	2.9%	4,893	7.0%	77	16.4%	11	16	21	19	10	
Wildlife	149	1.3%	78	3.9%	4	10.8%			0	2	0	9,262	1.8%	1,839	2.6%	45	9.6%	11	14	8	10	2	
Head On	942	9.2%	382	5.9%	2	5.6%		0	0	0	2	2,895	0.6%	858	1.2%	7	1.5%	0	0	1	5	1	
Angle (T)	1,809	13.8%	739	10.8%	1	2.7%		0	1	0	0	79,814	15.5%	9,440	13.4%	17	3.6%	6	4	4	3	0	
Hit Parked Car	185	1.7%	33	1.9%	0	0.0%		0	0	0	0	33,799	6.6%	2,390	3.4%	8	1.7%	2	1	2	2	1	
Sideswipe (Opposite Direction)	183	1.7%	58	1.1%	0	0.0%		0	0	0	0	3,693	0.7%	1,060	1.5%	8	1.7%	2	1	2	1	2	
Sideswipe (Same Direction)	246	2.3%	74	1.3%	0	0.0%		0	0	0	0	47,595	9.3%	2,933	4.2%	5	1.1%	2	1	1	1	0	
Rearend	1,109	9.4%	157	4.9%	0	0.0%		0	0	0	0	148,372	28.9%	10,515	15.0%	4	0.9%	0	0	0	2	2	
Angle (Left Turn)	797	5.9%	178	1.9%	0	0.0%		0	0	0	0	28,023	5.5%	3,001	4.3%	3	0.6%	2	1	0	0	0	
Hit Pedestrian	1,957	13.4%	208	6.4%	0	0.0%		0	0	0	0	8,927	1.7%	740	1.1%	3	0.6%	0	0	1	1	1	
Hit Cyclist	678	5.4%	32	1.0%	0	0.0%		0	0	0	0	6,759	1.3%	618	0.9%	3	0.6%	0	1	1	1	0	
Other	459	3.3%	146	3.4%	0	0.0%		0	0	0	0	30,673	6.0%	3,599	5.1%	17	3.6%	3	1	4	3	6	
By Roadway Surface																							
Dry	3,684	73.0%	1,173	73.1%	33	89.2%		4	9	5	10	333,394	64.9%	43,160	61.4%	282	60.0%	53	61	61	70	37	
Wet	1,448	21.3%	602	36.4%	2	5.3%		0	1	0	1	135,756	26.4%	17,955	25.5%	39	8.3%	7	8	13	8	3	
Snow / Slush	253	1.9%	31	1.9%	1	2.7%		0	0	0	1	16,541	3.2%	2,791	4.0%	54	11.5%	2	12	16	18	6	
Other	181	1.3%	31	1.9%	1	2.7%		0	1	0	0	10,969	2.1%	1,297	1.8%	14	3.0%	5	6	1	1	1	
Ice	796	5.4%	117	3.9%	0	0.0%		0	0	0	0	17,284	3.4%	5,075	7.2%	81	17.2%	12	18	18	21	12	
By Light Condition																							
Daylight	7,159	57.9%	1,753	44.3%	28	75.7%		3	7	5	9	334,748	65.1%	40,604	57.8%	287	61.1%	42	65	66	75	39	
Dark - No Street Lights	2,024	16.3%	911	29.0%	5	13.2%		1	1	0	2	43,360	8.4%	15,573	22.3%	140	29.8%	32	25	33	35	15	
Dawn	715	5.7%	88	2.8%	1	2.7%		0	0	0	1	9,469	1.8%	1,799	2.6%	13	2.8%	1	4	5	3	0	
Other	199	1.6%	27	1.1%	3	8.1%		0	3	0	0	9,754	1.9%	1,073	1.5%	10	2.1%	2	7	0	1	0	
Dusk	912	7.3%	123	3.9%	0	0.0%		0	0	0	0	14,114	2.7%	2,110	3.0%	11	2.3%	1	4	2	2	2	
Dark - Street Lights On	3,408	27.6%	280	8.9%	0	0.0%		0	0	0	0	98,641	19.2%	8,121	11.6%	7	1.5%	0	0	3	2	2	
Dark - Street Lights Off	110	0.9%	38	1.4%	0	0.0%		0	0	0	0	3,858	0.8%	898	1.3%	2	0.4%	1	0	0	0	1	

Matthew's Table, Cont.

2008-2012 Klickitait County Data	Fatal/Serious Injury Crashes Only										Total Crashes													
	All Public Roads		All Counties		Klickitait County						All Public Roads		All Counties		Klickitait County									
	2008-2012	%	2008-2012	%	2008-2012	%	2012	2011	2010	2009	2008	2008-2012	%	2008-2012	%	2008-2012	%	2012	2011	2010	2009	2008		
By Contributing Circumstance																								
Over Centerline	1,604	9.6%	913	17.8%	10	22.2%	3	3	2	2	0	21,156	3.4%	8,292	9.3%	92	17.8%	20	32	30	6	4		
Under Influence of Alcohol / Drugs	3,128	17.7%	1,010	20.9%	8	17.8%	3	2	1	1	1	36,519	5.8%	7,936	8.9%	43	8.3%	7	9	12	10	5		
Exceeding Safe / Stated Speed	1,652	10.6%	1,235	25.2%	7	15.6%	0	1	3	2	1	117,420	18.7%	20,090	22.4%	126	24.4%	16	19	34	36	21		
Inattention / Distraction	1,287	8.9%	601	12.3%	3	6.2%	0	1	1	1	0	86,025	13.7%	12,716	14.2%	76	14.7%	9	19	15	24	9		
Apparently Asleep	134	1.9%	40	0.8%	3	6.7%	0	1	0	2	0	8,210	1.3%	2,005	2.2%	22	4.3%	3	5	6	6	2		
Operating Defective Equipment	387	2.3%	101	2.1%	1	2.2%	0	0	0	0	1	13,110	2.1%	2,239	2.5%	22	4.3%	3	4	6	2	7		
Failing to Yield	1,469	10.9%	361	7.4%	1	2.2%	0	1	0	0	0	104,075	16.6%	9,864	11.0%	16	3.1%	5	5	2	2	2		
Other	1,774	9.9%	424	8.7%	12	26.7%	1	2	0	5	4	71,376	11.4%	9,853	11.0%	90	17.4%	12	24	19	23	12		
Improper Passing	272	1.5%	31	0.6%	0	0.0%	0	0	0	0	0	5,991	1.0%	1,492	1.7%	7	1.4%	2	1	1	1	2		
Disregard Stop Sign	448	2.9%	173	3.6%	0	0.0%	0	0	0	0	0	11,316	1.8%	2,711	3.0%	6	1.2%	1	0	3	0	2		
Improper Backing	26	0.2%	2	0.0%	0	0.0%	0	0	0	0	0	10,788	1.7%	1,063	1.2%	4	0.8%	4	0	0	0	0		
Apparently Ill	309	1.8%	39	0.8%	0	0.0%	0	0	0	0	0	3,802	0.6%	747	0.8%	4	0.8%	2	0	1	0	1		
Failing to Yield to Ped / Cyclist	345	2.0%	58	1.2%	0	0.0%	0	0	0	0	0	7,839	1.3%	462	0.5%	2	0.4%	0	0	0	2	0		
Disregard Yield Sign	13	0.1%	1	0.0%	0	0.0%	0	0	0	0	0	882	0.1%	61	0.1%	2	0.4%	0	1	1	0	0		
Following Too Close	974	5.9%	80	1.6%	0	0.0%	0	0	0	0	0	83,421	13.3%	5,957	6.7%	1	0.2%	0	0	0	0	1		
Improper Turn	139	0.7%	23	0.5%	0	0.0%	0	0	0	0	0	16,785	2.7%	1,441	1.6%	1	0.2%	0	0	0	1	0		
Apparently Fatigued	51	0.3%	11	0.2%	0	0.0%	0	0	0	0	0	1,758	0.3%	376	0.4%	1	0.2%	1	0	0	0	0		
Failing to Signal	12	0.1%	5	0.1%	0	0.0%	0	0	0	0	0	683	0.1%	143	0.2%	1	0.2%	0	0	0	1	0		
Improper Parking Location	15	0.1%	0	0.0%	0	0.0%	0	0	0	0	0	954	0.2%	135	0.2%	1	0.2%	0	0	0	1	0		
By Vehicle Type																								
Motorcycle	1,499	11.9%	101	21.7%	20	47.6%	1	6	5	5	3	11,819	1.2%	3,320	2.1%	37	6.9%	8	10	6	7	6		
Passenger Car	8,032	43.0%	1,797	36.1%	12	26.0%	1	4	0	6	1	499,063	52.7%	53,374	49.4%	204	38.1%	38	43	37	56	30		
Light Truck / SUV	7,126	37.2%	1,726	36.2%	7	16.7%	2	2	1	2	0	372,041	39.3%	46,614	43.2%	254	47.4%	44	54	70	59	27		
Heavy Truck	734	3.9%	115	2.4%	2	4.8%	0	1	0	0	1	28,951	3.1%	2,505	2.3%	26	4.9%	5	5	5	7	4		
Other / Not Stated	480	2.5%	124	2.6%	1	2.4%	0	0	0	1	0	28,430	3.0%	2,491	2.3%	13	2.4%	0	1	5	3	4		
School Bus	98	0.5%	7	0.1%	0	0.0%	0	0	0	0	0	1,841	0.2%	412	0.4%	2	0.4%	1	0	0	0	1		
By Speed Limit																								
20 MPH	75	0.4%	10	0.2%	0	0.0%	0	0	0	0	0	5,268	0.7%	535	0.5%	2	0.4%	0	1	1	0	0		
25 MPH	2,137	11.3%	363	7.6%	0	0.0%	0	0	0	0	0	135,462	16.8%	11,933	12.2%	47	9.4%	9	10	10	9	9		
30 MPH	7,191	37.5%	1,402	29.2%	0	0.0%	0	0	0	0	0	142,121	17.6%	4,875	5.0%	4	0.8%	0	2	1	1	0		
35 MPH	4,339	22.8%	1,139	24.1%	6	15.4%	1	1	1	3	0	224,655	27.8%	42,732	43.7%	99	19.8%	20	13	20	33	13		
40 MPH	1,812	9.5%	479	10.1%	1	2.6%	0	0	1	0	0	49,421	6.1%	10,122	10.4%	13	2.6%	5	1	3	1	3		
45 MPH	1,963	10.3%	444	9.3%	0	0.0%	0	0	0	0	0	34,008	4.2%	8,328	8.5%	1	0.2%	0	1	0	0	0		
50 MPH	1,944	10.2%	1,039	21.7%	32	82.1%	3	11	4	11	3	40,596	5.0%	16,905	17.3%	330	66.1%	56	80	76	81	37		
55 MPH	1,995	10.5%	367	7.7%	0	0.0%	0	0	0	0	0	28,713	3.6%	2,127	2.2%	3	0.6%	0	0	1	1	1		

Systemic Safety

- Matthew required that all county's submit a grant application using the tools of Systemic Safety and encouraged use of countermeasures from the tool box.
- Scott Davis ran a few scenario's which helped us run a few more and apply for a new HSIP grant (2014-2016).

FHWA Counter Measurers used for our Grant application

- Advanced Curve Warning Signs - CRF 30%.
- Curve Delineation (Chevrons) – CRF 35%
- Install Edge Line markings – CRF 38-44%

- Tool box challenges: BST surfaces, no shoulders, gravel roads

- (Crash Reduction Factor's = Potential Effectiveness for Roadway Departure Crashes)

2014-2016 HSIP Grant

- In December of 2015, we received \$918,000 in HSIP funds to work on the following items:
 - Re-engineered curve warning signs,
 - Install live stock fencing,
 - Paint additional white edge lines,
 - Safety data collection,
 - Bridge rail & Guardrail upgrades, (4 locations)
 - Road Safety Plan

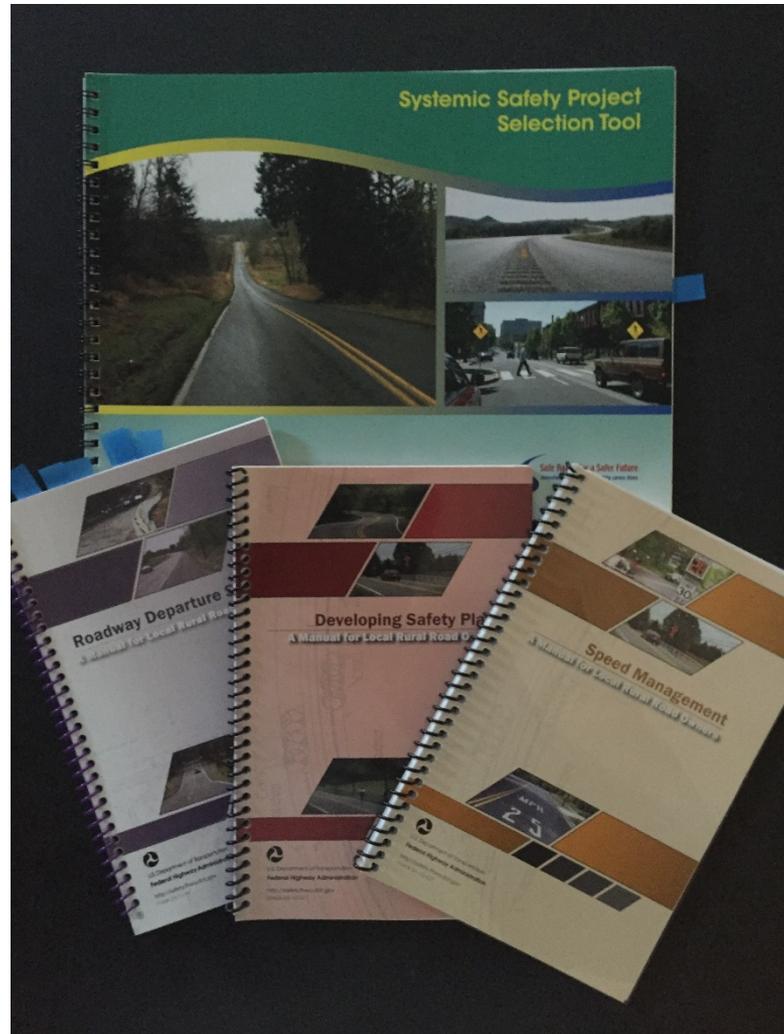
Local Road Safety Plan (LRSP)

- We identified the need for a comprehensive safety plan for our Road System.
- The purpose of an LRSP is to identify key safety needs and guide investment decisions to achieve reductions in fatalities and serious injuries on public roadways.
- We volunteered for a pilot project to get help from FHWA developing a road safety plan.

Local Road Safety Plan, Pilot Workshop

- In December we hosted FHWA, Leidos Consulting, WSDOT, CRAB, County Health Department, County Sheriff's office, and County Public Works Staff to start work on a Road Safety Plan.
- We quickly identified focus areas based on our data and worked as a team to develop a draft plan.
- During our plan development we confirmed the holes in our data. (sign inventory, curve data)

FHWA Resources



Local Road Safety Plan - Objectives

- Proactive approach to Road Safety
- Help Develop partnerships
- Establish Multi-disciplinary Cooperation
- Provide Safer Roadways
- Help acquire Safety Funding
- Help manage Liability

What's Next

- This past summer we hired temporary's to verify and collect our missing sign data.
- We are currently measuring curve data on several corridors.
- We have several corridors slated for re-engineering this winter.
- Signs, striping, livestock fence and guardrail will be installed in 2016.
- Road Safety Plan will be complete in 2016

Questions?

Washington Traffic Safety Commission

October 13-15, 2015

SeaTac

Traffic Safety Strategies in Rural
Communities-What Works?

**Marsha Masters-Target Zero Manager
Kitsap County**



"One Life Lost is One Too Many"

Kitsap County "Target Zero" Traffic Safety Task Force



"One Life Lost Is One Too Many"



"One Life Lost is One Too Many"



"One Life Lost is One Too Many"

The mission of Target Zero

We aim to end traffic deaths and serious injuries in Washington State by the year 2030.

KITSAP COUNTY

<u>Fatal</u>	<u>Serious Injuries</u>
❖ 2008 (21)	57
❖ 2009 (19)	90
❖ 2010 (16)	79
❖ 2011 (21)	88
❖ 2012 (21)	71
❖ 2013 (8)	50
❖ 2014 (16)	66
❖ 2015 (13)	

Kitsap County grants

- ❖ WTSC-Target Zero project July 2014-June 2015
 - \$43,000 Washington Traffic Safety Commission (TSM)
 - \$10,500 City agencies towards TSM position
 - \$13,742 WTSC-Impaired Driving
 - \$3,250 WTSC-"Click it or Ticket" seatbelt
 - \$6,300 WTSC-"Distracted Driving"
 - \$13,742 WTSC-Matching Flexible funding
 - \$40,000 WTSC-Speed Grant

- \$6,000 State Farm-"Take A Stand To Make A Difference"
- \$5,000 State Farm-"Speed Stinks"

OVERTIME ENFORCEMENT

Campaigns-DUI, CIOT, DD, SPEED

502.2 overtime hours

100.50 regular hours

1,605 contacts

12 DUI arrests

644 citations

281 speeding citations

114 Cell phone citations

50 Seatbelt infractions

WE ARE EVERYWHERE!!

"Target Zero"

Task Force Meetings (monthly)

SafeKids Meetings (monthly)

North Kitsap Coalition (monthly)

The Compassionate Friends Board (quarterly)

WTSC Commissioner Meeting (quarterly)

DAPA-Naval Base Kitsap (quarterly)

Court monitoring

Law Enforcement Awards



- **Community programs**

- National Night Out, Fire Department Kids Day, Bike Rodeos, Fair, Community open house, Old Navy, Senior Centers, Rotary, Lions, One Day of Hope

- **Military programs**

- USS Nebraska, Stennis, Maine, Ohio, Michigan, Nevada, Connecticut, Naval Hospital, NBK-Bangor, PSNS, Keyport, Coast Guard, Marines, Safety Standowns

- **School programs**

- Mock crash assemblies, "Every 15 Minutes", Crash car display, fatal vision goggles, reflector/blinking lights, speakers, Red Ribbon week



Newsletters (Chamber/Churches/Agencies)
Social media (FaceBook, Twitter)
Community events (Whaling Days,
Fathom's of Fun, Viking Fest, Armed Forces,
Fire Department Kids Day)
COSMO

Get out and meet your Prosecutor, Police
Chiefs, Coroner, Legislators, School
administrators, School community groups,
Military, MADD, Victims,



Speed Enforcement going on now in Kitsap County!

ONE LIFE LOST IS TOO MANY

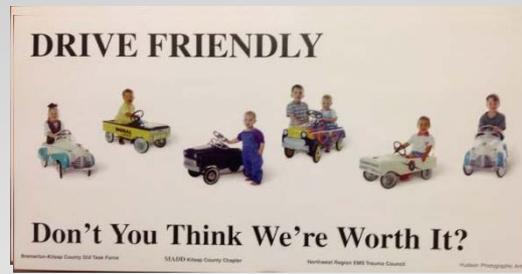
Target ZERO
Washington's Strategic Highway Safety Plan



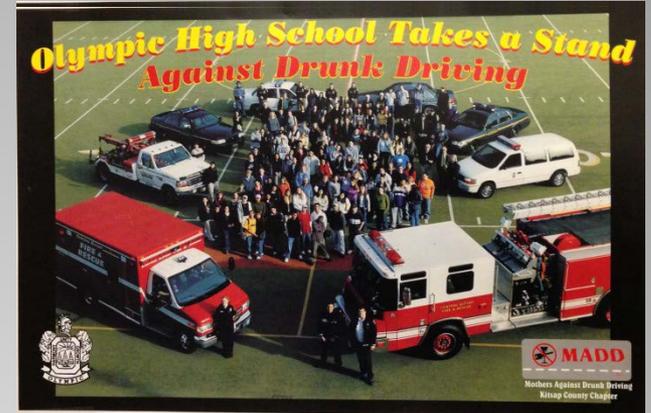
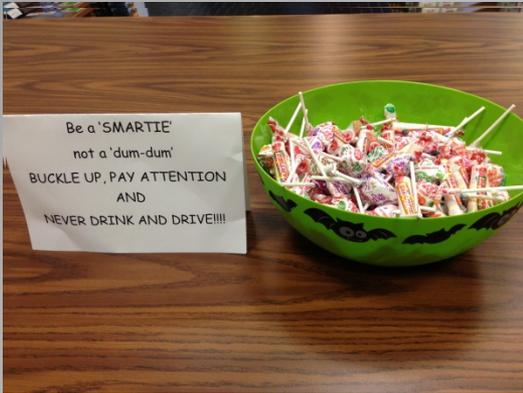
"One Life Lost is One Too Many"



"One Life Lost is One Too Many"



"One Life Lost is One Too Many"



"One Life Lost is One Too Many"

Newsline

Alcohol, speed factor into Glenwood fatalities

The hot basket: Christine Larsen, of Lake Helena Road, worries "My concern is about Glenwood Road (on South Kitsap). With the death on that road (in November), I have counted at least 74 deaths in separate accidents of mostly young people since I moved here in 1997. That just seems like a high rate for a country road. Every time it happens, I wonder if someone is going to look into why it's so frequent."

"It'd be very interested to breakdown the causes of the fatalities on Glenwood in the last 20 years or so and attempt to determine what the dangerous factors are. Obviously speed is one of them. I am guessing the curvy road and large trees are another, but is there anything else that these accidents have in common?"

"Also curious if the road department has any idea of what could help. Barriers on corners? A safer wall than the large brick one where Glenwood 'X' with Lake Pines? More warning signs?"

The hot basket: Jeff Shea, traffic engineer for Kitsap County, which owns the road, says "We have collision records back to 1992. Between then and now, our records show that fatalities with 10 fatalities along the 8 miles of Glenwood Road. This does not include the most recent collision."

"Had been drinking" was noted on the collision report for six of the nine reported collisions. Excessive speed also was listed on some of them. Five of the collisions were run-off-the-roads at curves and straightaways, and only one of those didn't involve alcohol. Two collisions involved a motorist pulling out in front of another vehicle, and both



Birds of play

With mother Sari Payne feeding the dock frightening seaquits

Civic calendar

TUESDAY
BREMERTON
8:30 a.m.: The Kitsap Transit commissioners meet at the Norm Dickes Government Center, 345

County to crackdown on DUIs during holidays

By SERAINE PAGE

29 and will be in effect through the end of the year. The Kitsap County sheriff's office will be patrolling the area.

"We're going to be doing every night an enforcement effort," said Brian Manning, sheriff's office spokesman. "We have officers on duty with sobriety checkpoints, with random, unannounced stops on citizens on pedestrian and bicyclist safety areas and with sobriety checkpoints."

"I've heard, mainly from what I've heard from other law enforcement agencies, that they have been to several states and they've seen that it's not just a matter of having a sign that says 'No DUI' and that's it. It's about the enforcement of the law."

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Fatal accidents plummet in Kitsap

County records eight deaths in 13 typical number 20

Right people doing the right things in the right place and at the right time is a sure way to reduce the number of fatalities on our roads, Kitsap County Sheriff's Office spokesman said.

"We've had a very good record of safety in Kitsap County," said Sheriff Brian Manning. "We've had eight fatalities in 13 months, which is a very good record for a county of our size."

"We've had a very good record of safety in Kitsap County," said Sheriff Brian Manning. "We've had eight fatalities in 13 months, which is a very good record for a county of our size."

Stiff sentence for April DUI

Driver must spend three years in jail for crash

By Andrew Blinn

11:58 a.m. - A driver who crashed his car on Tuesday night on the corner of Fifth Street in downtown Bremerton, was sentenced to three years in jail for driving under the influence (DUI) on April 1st.

The driver, Brenda Davis, was sentenced to three years in jail for driving under the influence (DUI) on April 1st. The sentence is the longest in Kitsap County for a DUI-related offense.

Davis was arrested on Tuesday night after crashing his car on the corner of Fifth Street in downtown Bremerton. The car was involved in a collision with a pedestrian, and Davis was charged with DUI and assault on a pedestrian.

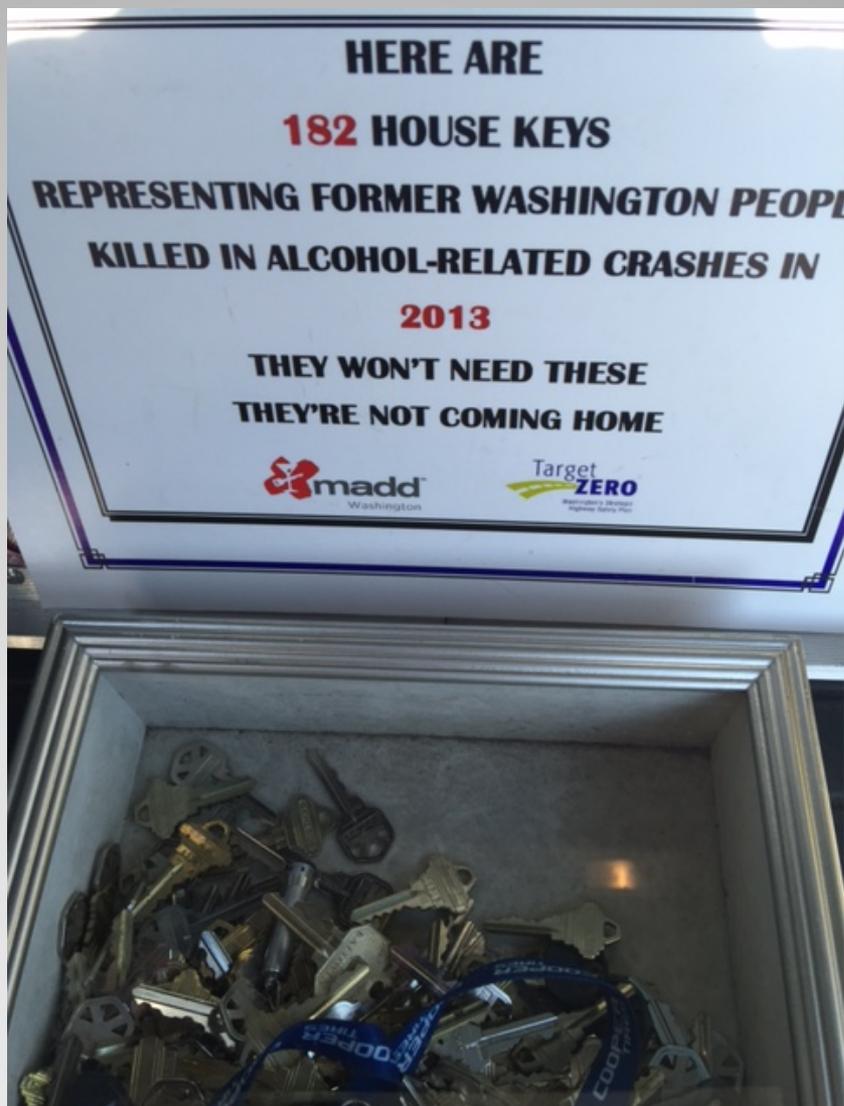
Brenda Davis, who still feels the painful of a drunken driver in April, holds her dog at her Silverdale home.

See DUI 3A

FOR THE KITSAP SUN
NATION, 10A

On Valentine's Day, Keep Us In Your Hearts Please Don't Drink & Drive.

"One Life Lost is One Too Many"



"One Life Lost is One Too Many"

GOALS FOR 2014-2015

- “Don’t Lose Perspective of Saving Lives”
- Reduce the number of fatalities and serious injuries.
- Reduce the number of speed-related crashes
- Reduce the number of motorcycle crashes
- Increase the number of overtime patrols
- Increase community outreach
- Increase school presentations
- Increase military presentations
- Increase media/awareness



“Going out tonight? So are we!”



“One Live Lost is One Too Many!”

“One Life Lost is One Too Many”

*Kitsap County Traffic Safety Task Force
Marsha Masters, Target Zero Manager*

*3951 NW Randall Way, Silverdale, WA 98383
360-337-4647 360-307-9818 (Fax)*



"One Life Lost is One Too Many"