Washington’s Traffic Safety System in the 21st Century

How are we performing?
Road Fatalities per Million Inhabitants 2000–2010

[Graph showing a trend in road fatalities per million inhabitants from 2000 to 2010 for the US and various other countries, with the US line highlighted.]
Road Fatalities per Million Inhabitants 2000–2010

US
Belgium
Road Fatalities per Million Inhabitants 2000–2010

Luxembourg 20
Belgium 19
Spain 18
France 17
Austria 16
Italy 15
Iceland 14
Ireland 13
Washington 12
Australia 11
Canada 10
Denmark 9
Japan 8
Germany 7
Switzerland 6
Finland 5
Norway 4
Netherlands 3
Sweden 2
UK 1
Target Zero Population-Based Fatality Reduction Performance

Year


Fatalities / million inhabitants
Target Zero Population-Based Fatality Reduction Performance

Year: 2000 to 2016

- WA
- Target Zero
During Target Zero, WA averages 2.0 fewer fatalities annually per 1m. population.
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If WA had maintained the pre-TZ rate of reduction...
Before Target Zero, WA averaged 4.0 fewer fatalities annually per 1m. population.

During Target Zero, WA averages 2.0 fewer fatalities annually per 1m. population.

If WA had maintained the pre-TZ rate of reduction... … WA would have half the fatalities we now have.
Target Zero VMT-Based Fatality Reduction Performance

Year

Fatalities / 100 million VMT

Target Zero

WA
Target Zero VMT-Based Fatality Reduction Performance

Fatalities / 100 million VMT

Year


WA

Target Zero
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 | Land Area | Economy  
|----------------|------------|-----------|----------
<p>|                | million    | 1000 sq. miles | US$ per capita |
| Victoria, Australia | 6.4        | 88        | 45,500  |
| Washington, USA   | 7.4        | 71        | 56,800  |</p>
<table>
<thead>
<tr>
<th>Location</th>
<th>1989</th>
<th>2004</th>
<th>Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victoria, Australia</td>
<td>739</td>
<td>337</td>
<td>54.4%</td>
</tr>
<tr>
<td>Washington, USA</td>
<td>781</td>
<td>567</td>
<td>27.4%</td>
</tr>
</tbody>
</table>
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)
• 110 Wn.2d 454 Seattle vs. Mesiani