



Washington State
Traffic Safety Annual Report

2022



WASHINGTON 2022 TRAFFIC SAFETY ANNUAL REPORT

The year '2022' is displayed in a large, bold, dark blue font with a subtle 3D effect and a white outline, centered on a light gray rectangular background.

**WASHINGTON TRAFFIC SAFETY COMMISSION
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December 19, 2022

ANNUAL REPORT CHECKLIST

REQUIRED



Requirement	Where to find in this document
Assessment of the state's progress in achieving performance targets in the prior year, and a description of how the State's Highway Safety Office will adjust its upcoming Highway Safety Plan to meet performance targets better if a performance target has not been met	See Section: Program Updates
Description of the projects and activities funded and implemented, and the amount of funds obligated and expended	See Section: Program Updates
Description of the State's evidence-based enforcement program activities	See Section: Assessment of State Progress, Evidence-Based Enforcement Plan
Description of the required mobilizations	See Sections: Assessment of State Progress, FFY 2021 Performance Activity Measures, and Program Updates
Explanation of reasons for planned activities not implemented	See Section: Program Updates
Description of how the projects funded contributed to meeting the performance targets	See Section: Program Updates
If applicable, report on the purchase of paid media within programs or as a summary	See Sections: Assessment of State Progress, Paid Media Campaigns and Program Updates
If applicable, report on any Section 2011 Child Restraint Grants funds expended	Not Applicable
Inclusion of the results of the annual State Attitudes Survey if conducted	See Section: Measures of Attitudes, Awareness, and Behavior

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YEAR IN REVIEW

The Strategic Highway Safety Plan (SHSP), Target Zero, continues to set forth the vision, leadership, and strategies for Washington's traffic safety partners and stakeholders to eliminate traffic fatalities and serious injuries on our state's roadways. The SHSP provides the critical framework for Tribal, state and local governments, non-profit organizations, and private industry partners to work collaboratively in achieving our traffic safety goals within our existing resources. Target Zero utilizes data-driven analysis to identify traffic safety priorities. The Washington Traffic Safety Commission (WTSC) and our partners continued to adjust in 2022 to evolving traffic safety trends and travel patterns and implementation of the Infrastructure Investment and Jobs Act (IIJA) changes. This section identifies accomplishments and challenges throughout the year.

Impacts on Traffic Safety and Enforcement

Traffic fatalities that began increasing in 2020, in the midst of the pandemic, continued and worsened in 2021. Unofficial numbers show further worsening in 2022. These trends have challenged some of our most basic traffic safety assumptions. We found that risk exposure, in terms of miles travelled, decreased, but fatal crashes increased, likely due to higher travel speeds with less congestion. While traffic volumes have nearly returned to pre-pandemic levels in 2022, fatal and serious crashes have continued to rise, and especially among our most vulnerable population, active transportation users. Traffic fatalities increased 6.7 percent in 2020 (574), 15.5 percent in 2021 (663),¹ and are on track to increase again in 2022 to the highest number of fatalities recorded since the 1990s. Active transportation user deaths have reached the highest number in Washington history, including a 31.8 percent jump from 110 to 145 pedestrian fatalities in 2021, compared to 2020.

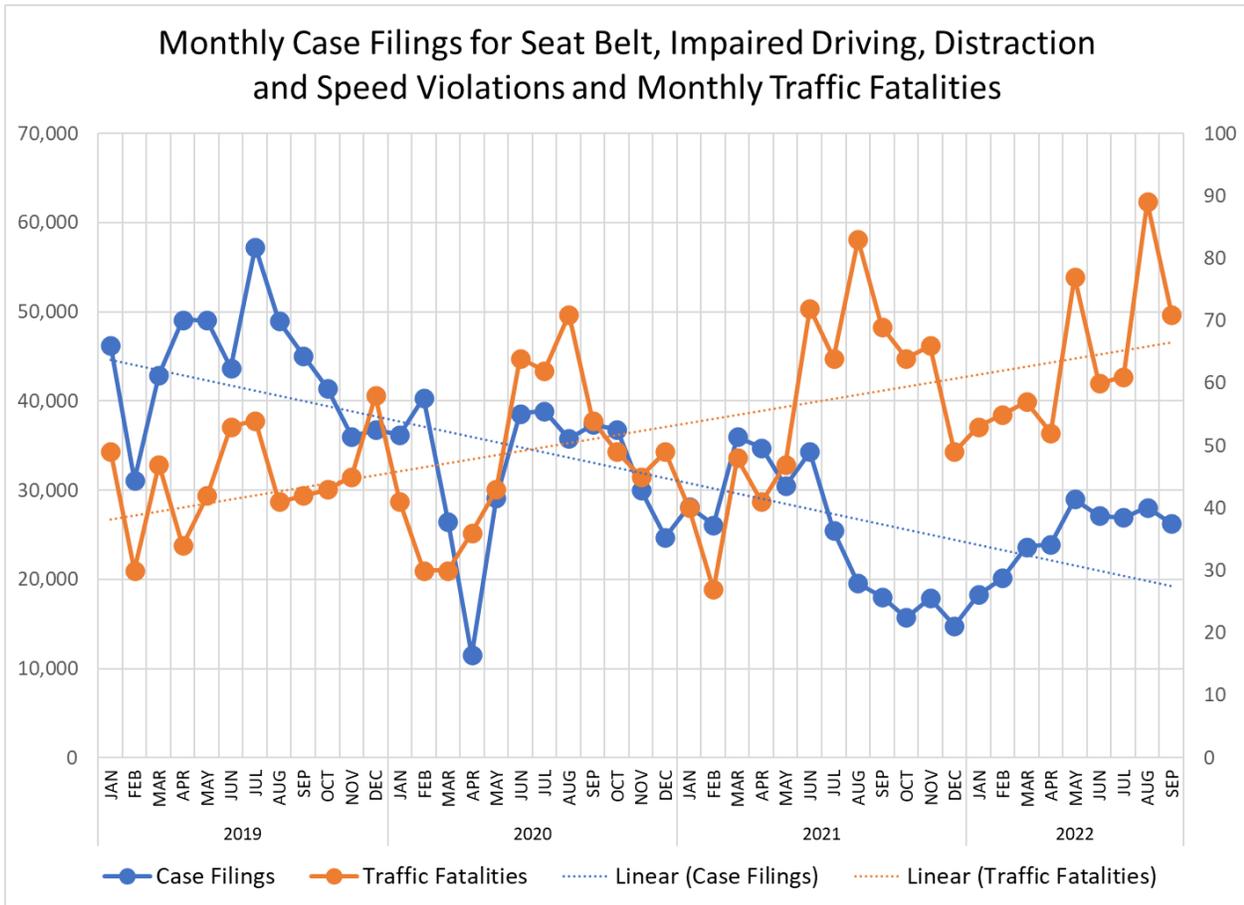
There were a staggering number of cultural and societal changes that likely contributed to these increases in traffic fatalities. It is more difficult to say, at this early stage, which factors had the strongest impacts. The COVID-19 pandemic produced several changes in daily life. There was an unfortunate increase in behavioral health challenges faced by many, which also included increases in substance use and abuse. The economic impacts of the pandemic also magnified existing inequities among historically marginalized communities.

There were also significant changes impacting law enforcement staffing and procedures, including COVID-19 and national publicity around multiple tragedies involving uses of force. During the 2021 legislative session, the legislature passed law enforcement reforms that took effect in July 2021.

According to data from the Federal Bureau of Investigation, Washington ranks last in the nation in terms of the number of commissioned officers per capita.

When we review case filings data obtained from the Administrative Office of the Courts, we can see that the number of citations for speeding, distracted driving, and not wearing a seat belt, along with arrests for DUI collectively dipped starting in July 2021 and has not yet returned to pre-pandemic levels. These trends in traffic law enforcement coincide with historically high increases in traffic fatalities and demonstrate the vital roles law enforcement play in our Target Zero efforts.

¹ WTSC Brief #11, State of the State: Washington Traffic Fatalities http://wtsc.wa.gov/wp-content/uploads/dlm_uploads/2022/06/11_State-of-the-State-June-2022.pdf



New Policies and Resources

As the impact of COVID-19 began to wane, information about increases in traffic fatalities has spurred policy leaders to take concrete action. Washington had a particularly active and successful “short” legislative session in 2022 that led to historic investments in transportation infrastructure, including funding for safe pedestrian and bicyclist facilities, and a focus on a “Complete Streets” approach in new transportation projects. The 2022 Legislature also authorized expanded use of automated speed enforcement around schools, parks, hospitals, and in high crash areas and/or areas where traditional speed enforcement is difficult. More information is provided in the Legislative Update section. Additionally, the legislature provided funding to WTSC for a driver education campaign on the state’s Move Over, Slow Down law.

WTSC also put increased funding from IJJA to use in 2022 to respond to the increase in fatal crashes. Recognizing the opportunity to hire additional staff to support the funding increase, WTSC added a new program manager position and is planning on hiring two additional program specialists to support the increased grant work. We also used the additional funding to produce new Public Service Announcements consistent with the “Together We Get There” Proactive Traffic Safety Approach and purchased an additional \$1 million in broadcast and digital media to run them during the critical months of May through September. Additional funds also helped expand high visibility enforcement efforts by local law enforcement to address increases in high-risk driving behaviors, such as extreme speeding.

New Partners and Strategies for HVE

WTSC began working in 2021 with the Washington Association of Sheriffs and Police Chiefs (WASPC) to find ways to better engage law enforcement leaders in traffic safety. WTSC and WASPC worked cooperatively on a Traffic Safety Subcommittee that divided into two teams to develop recommendations. This work continued in 2022.

There were several notable outcomes of this work:

- The WASPC Traffic Safety Committee Co-Chairs now meet two times a year to identify and discuss relevant issues and review High Visibility Enforcement (HVE) outcomes.
- WASPC assisted WTSC by hosting a listening session of WASPC members on the structure and requirements of HVE agreements.
- As a result of the listening sessions, WTSC modified the requirements in HVE agreements in 2023 and will use 402 funds for all local HVE to maximize the flexibility of those funds.
- WTSC started organizing trainings specific to law enforcement officers engaged in traffic enforcement and this continued with two training conferences held in 2022.
- WASPC will begin providing oversight and monitoring of all local HVE work.

This last agreement fulfills Director Baldwin's vision to place the oversight of this law enforcement strategy in the hands of law enforcement experts. To better facilitate these partnerships, WTSC has also placed a single Program Manager in charge of all local law enforcement grants beginning in FFY 2023.

New People, Processes, and Improvements

The year brought several staff changes to WTSC. Mark McKechnie was hired in January to take on the role of External Relations Director. His role includes legislative relations, communications, managing the Target Zero Plan, and coordinating the agency's diversity, equity, and inclusion (DEI) efforts. Mandie Dell was promoted to Program Manager, and WTSC hired Christina Fremont as a Program Specialist 3 to take over the work Mandie was doing. The Programs and Services Division lost two Program Managers and added one program manager position. This allowed WTSC to hire three new Program Managers to fill these positions. We were happy to welcome Janine Koffel, Anthony "Tony" Bledsoe, and Penny Rarick. Janine is standing up a Speed Program and managing the Distracted Driving and School Zone Account Programs. Tony is exploring a Rural Road Safety Program, and Penny is the agency's Tribal Liaison and managing all Tribal Traffic Safety Grants. Tony and Penny are also working alongside Edica Esqueda in the Impaired Driving Program. However, during a portion of the year, prior to gaining our new program managers, WTSC program staff was short handed which resulted in a few projects needing to be postponed until 2023.

Some program assignments also changed. Going forward, Jerry Noviello is the lead on all Law Enforcement Projects, and Mandie Dell is the Occupant Protection Program Manager. We divided the Target Zero Managers into three zones and appointed Mark Medalen as the lead Program Manager of the Target Zero Managers (TZMs) and the manager of the



Eastern Zone. Mandie is managing the Western Zone, and Jerry is managing the Puget Sound Zone. Mark Medalen will remain the Motorcycle Safety Program Manager.

In 2022, WTSC's Enterprise Management System (WEMS) team continued to make significant improvements to our digital grants management system –in order to meet Federal reporting needs and in response to user requests. The WEMS team completed a total of 182 tasks during 10 "sprints" (planning and execution cycles). In addition to maintaining responsive customer support, training, and fixing "bugs" as they were identified, the team continually improved business processes and project data. Major enhancement projects included streamlining adjustments/amendments, updating Activity Log functionality for FFY 2022 and again for FFY 2023, enabling invoicing for School Zone grants, and re-structuring the Scope of Work.

In 2022, WTSC evolved its grant agreements further by updating the Scope of Work to make it more streamlined and encourage measurable goals and targets.

Partnership with NHTSA Region 10

In an effort to continue the open communication and partnership, WTSC staff met weekly with the state's regional program manager and other regional staff. Additionally, every month, WTSC joins region 10 leadership along with the leadership from the Alaska, Idaho, Montana, and Oregon highway safety offices for the regional leadership meeting. WTSC finds the discussion, announcements and learning very beneficial.

WTSC recognizes the Region 10 NHTSA as a critical and valuable partner.

Community Engagement: Active Transportation

The Cooper Jones Active Transportation Council (ATSC), which was created in state statute in 2020, is another agency lead partnership with key stakeholders. ATSC's mission is to review and analyze non-motorist crash data, identify points at which the transportation system can be improved, and identify patterns in fatalities and injuries involving people who walk, ride bicycles, and use other forms of active transportation.

ATSC submitted its annual report of its work to the Legislature and the Governor's Office in November 2022. It includes recommendations regarding street lighting and broad, societal-level legislative actions, called reimagining safety.

Recognizing that nearly half of pedestrians and pedal cyclists were killed or seriously injured during hours of darkness, the ATSC created a white paper recommending smart street lighting to improve the equity and safety for all road users.

ATSC recommends that street lighting be elevated in transportation planning and decision making. This recommendation includes specific ways to better bring street lighting into projects both on city streets and on county roads. The ATSC also recommends contracting with a subject matter expert to guide ATSC's future work on this area of concern.

Within the Reimagining Safety white paper, the ATSC recognized that safety is more than the protection from crashes. The terms "mobility justice" and "mobility safety" describe the challenges some people face when they experience personal threat or fear of harm by simply moving through their communities. Mobility justice enables people to live full lives, incorporating the lived experiences of affected populations to build lasting, community-oriented, inclusive, and reparative solutions to address the negative effects on these communities' collective health, wealth, mobility, and security. Mobility safety in the transportation system is the condition of being protected from or not exposed to danger, risk, or injury, and being unlikely to cause these conditions for other people.

Data Informed

WTSC continues to emphasize the use of data in program decisions, which has been particularly important as fatalities increase. The Research and Data Division continues to publish current and relevant information related to fatal crash trends. In 2022, the total number of Power BI dashboards² reached 11 and was accessed by users more than 15,000 times this year. New dashboards released in 2022 include:

- Alcohol or Drug Positive Drivers, Pedestrians, and Cyclists
- Holiday Fatalities
- Speed Observation Survey Results
- Traffic Fatality Rates Dashboard (rates disaggregated by race/ethnicity, sex, age, and county), 2011-2020

The creator of the dashboards, Dr. Max Roberts, also conducted monthly trainings to demonstrate the use of the dashboards, which were well attended by WTSC program staff, data partners at Department of Licensing (DOL), and other stakeholders.

The following briefs and reports were also released in 2022:

- Cannabis Involvement Among Drivers in Fatal Crashes
- Distracted Driving Observation Survey Results
- Seat Belt Use in Washington State 2021
- State of the State: Washington Traffic Fatalities
- Unlicensed Drivers on Washington Roads
- American Indian/Alaska Native Traffic Deaths

² <https://wtsc.wa.gov/research-data/dashboards/>

LEGISLATIVE UPDATE

Even-numbered years include a supplemental “short” legislative session which convened this year from January 10 to March 10, 2022. The Legislature considered changes to the biennial budgets passed in 2021. These included more significant changes and additions than usual due to the availability of federal recovery and stimulus funds. The Legislature passed a supplemental transportation budget as well as two additional major policy, spending, and revenue bills as part of a transportation package. The primary bill impacting traffic safety was SB 5974.

Bills that did not pass in 2021 were automatically re-introduced in 2022, and new bills were introduced as well. Ultimately, the short timelines of the supplemental session limit the number of bills that pass into law. The following is a selection of policy and budget actions taken by the 2022 Washington Legislature. These summaries are provided for informational purposes only.

Bills that Passed

[HB 1389](#) is the **peer-to-peer vehicle sharing act, Chapter 67, 2022 Laws, effective January 1, 2023**. Peer-to-peer car sharing is defined as the authorized use of a vehicle by an individual other than the vehicle's owner through a peer-to-peer car sharing program. The bill outlines the liability assumed by the program for bodily injury or property damage to third parties or uninsured and underinsured motorist or personal injury protection losses during the car sharing period, with exceptions; outlines insurance requirements for owners of vehicles participating in a car sharing program; and outlines required disclosures.

[HB 1655](#) is an act related to **having safety rest areas open to the public as soon as possible, Chapter 262, 2022 Laws, effective June 9, 2022**. The act directs the Washington State Department of Transportation (WSDOT) to undertake planning and take steps to re-open safety rest areas.

[HB 2033](#) relates to **safety measures for fire department vehicles and other vehicles using lights or other signals in emergency work zones, Chapter 279, 2022 Laws, effective June 9, 2022**. The act specifies that fire department vehicles may use rear-facing blue lights in combination with red lights only at the scene of the emergency. The act also amends Washington’s “Move Over, Slow Down” law, RCW 46.61.212, to add that if it is unsafe to change lanes, vehicle speed should slow to no more than 50 miles per hour (mph) when approaching an emergency vehicle or work zone on a highway with a speed limit of 60 mph or higher.

[HB 2057](#) is an act relating to **strengthening diversity, equity, and inclusion in the state patrol workforce, Chapter 146, 2022 Laws, effective June 9, 2022**. The act requires the Governor’s Office of Equity to provide oversight of the Washington State Patrol’s (WSP) development and ongoing implementation of its Diversity, Equity, and Inclusion Strategic Recruitment and Retention plan.

[SB 5687](#) is an act addressing **certain safety improvements, Chapter 235, 2022 Laws, effective June 9, 2022**. Introduced by the chair and co-chair of the Senate Transportation Committee and other sponsors and reflecting recommendations from the Cooper Jones Active Transportation Safety Council (ATSC), an advisory group created by statute to make annual recommendations to improve the safety of non-motorized road users (pedestrians, bicyclists, and other rollers). The bill:

1. Amended RCW 46.61.405 regarding speed limits on state highways. The legislation authorizes the secretary of transportation to establish a maximum speed limit of 20 mph on a nonarterial state highway.
2. Amended RCW 46.61.415, which removed the limitation on local jurisdictions to lower speeds on non-arterial roads only in residential and business districts without requiring extensive engineering or safety studies.

3. Amended RCW 46.61.250, to add “a pedestrian shall exercise due care to avoid colliding with any vehicle upon the roadway.” This change is intended to place pedestrians on more equal footing with motorists and bicyclists regarding their use of public roadways.

SB 5689 is the 2022-23 supplemental transportation budget for Washington. Section 201 appropriates funds to the WTSC in the following amounts:

Highway Safety Account–State Appropriation	\$5.125M
Highway Safety Account–Federal Appropriation	\$27.32M
Highway Safety Account–Private/Local Appropriation	\$60,000
Cooper Jones Active Transportation Safety Account--State Appropriation	\$400,000
School Zone Safety Account–State Appropriation	\$850,000
<u>Total Appropriation</u>	<u>\$33.76M</u>

In subsection 5, state funds were appropriated to the WTSC to develop a statewide public awareness campaign that informs and educates Washington citizens about the “Slow Down, Move Over” law, RCW 46.61.212.

SB 5793 is an act relating to allowing compensation for lived experience on boards, commissions, councils, committees, and other similar groups. It allows state agencies to provide a stipend, not to exceed \$200 per day, to individuals who are low-income or have lived experience to support their participation in commissions, work groups, committees, and similar bodies for which members do not typically receive compensation.

SB 5974, addressing transportation resources, is one of two transportation package bills, along with SB 5975, passed this session. The legislation promotes projects that repair damage done to marginalized communities by reconnecting pedestrian, transit, and other routes that have historically been disrupted by vehicle-centered highway and other road projects. This bill includes several traffic safety and active transportation provisions, including:

- Section 417 includes legislative findings that many communities across the state have not equitably benefitted from investments in the active transportation network and that state transportation networks designed for vehicles have caused disconnections for people to safely bike, walk, and roll to work and other daily activities.
- Section 418 requires WSDOT to incorporate the principles of complete streets, which provides street access to all users, including pedestrians, bicyclists, and transit users in projects with a cost of \$500,00 or more.
- Sections 420, 421, and 422 involve the establishment of incentivize programs to provide fare-free rides on Amtrak trains, Washington State Ferries, and local or regional public transit for children and youth 18 years and younger.
- Section 423 amends RCW 46.63.170 regarding the use of automatic traffic safety cameras in Washington. The law previously limited their use to enforcement at stoplights, rail crossings and school speed zones, and the small pilot projects in specified cities for other speed enforcement or violations involving blocking intersections or restricted lanes. The new law significantly expands allowed uses of automatic traffic safety cameras. Provisions and requirements include locations where speed cameras may be placed:
 - Roadways within school walk areas as defined in RCW 28A.160.160
 - Public park speed zones and hospital speed zones
 - Subsection (1)(d) -- In addition, cities may operate at least one speed camera and one additional speed camera for each 10,000 residents in the city’s population with the following requirements:
 - A location identified as a priority location in a local road safety plan submitted by the city to WSDOT and where other speed reduction measures are not feasible or have not been effective

- A location with a higher rate of collisions than the city average over three years and where other measures are not feasible or have not been effective
- A location designated as a zone subject to restrictions on racing and race attendance
- The city locating a traffic safety camera under these provisions must complete an equity analysis that evaluates livability, accessibility, economics, education, and environmental health and use the analysis in identifying the location(s) for the camera(s)

[SB 5975](#) addresses additive transportation funding and appropriations, including:

- Section 305 appropriates \$1.25 million to WSDOT to establish a reducing rural roadway departures program; indicates that the Legislature intends to provide \$20 million for the project over 16 years.
- Section 308 appropriates \$157.1 million to WSDOT for local road projects that ensure slow vehicle speeds, walkability, multimodal mobility, safe routes to local schools, and safety for residents. Planning will identify projects to consolidate driveways and improve safety for vulnerable users, include installation of full curb and sidewalks to improve safety, mobility, transit ridership, equity, and work towards the goals set forth in Vision Zero, Target Zero, and the Washington State Active Transportation Plan.

Bills That Did Not Pass

[HB 1817](#) would have modified restrictions on deferred prosecutions for impaired driving. A person charged with Driving under the Influence (DUI) of intoxicants would have been eligible for a second deferred prosecution if they also chose to participate in a deferred prosecution on their first offense. Current law limits a person to one deferred prosecution in their lifetime.

[SB 5054](#) would have expanded alternative sentencing programs to individuals charged with felony DUI on their fourth offense. The Drug Offender Sentencing Alternative would have provided residential substance abuse treatment in lieu of prison time. The look-back period for calculating the number of offenses would have been increased from 10 to 15 years.

[SB 5485](#) was intended to reduce racially disproportionate traffic stops by prohibiting law enforcement officers from conducting primary traffic stops for a range of moving violations, including failure to stop at stop signs or stop lights; illegal turns; failure to wear seat belts; or failure to stop and yield to pedestrians when crossing sidewalks. WTSC testified in opposition.

[SB 5622](#) was a proposal to modify the operation of motorcycles on roadways laned for traffic. The bill would have allowed a motorcycle motorist to overtake a vehicle traveling in the same lane. It would have also allowed motorcycles to ride between lanes to pass other vehicles that have slowed or stopped, if the motorcycle speed was no more than 10 mph faster than the rate of traffic, or 35 mph, whichever is less. WTSC testified in opposition.

[SB 5982](#) was introduced late in the session and is expected to be reintroduced in 2023. The bill would modify the offense of driving while under the influence of intoxicating liquor by changing the threshold of Blood Alcohol Concentration (BAC) from 0.08 to 0.05 percent within two hours of operating a motor vehicle.

Preview of 2023

As traffic safety continues to be a significant concern, WTSC expects additional policies and investments enacted by the 2023 Legislature. Senator John Lovick announced he will again pursue

legislation to lower the per se BAC limit from 0.08 to 0.05 percent for Driving Under the Influence (DUI). WTSC helped to bring researchers and other experts on .05 BAC law in Utah to speak at summer legislative workshops.

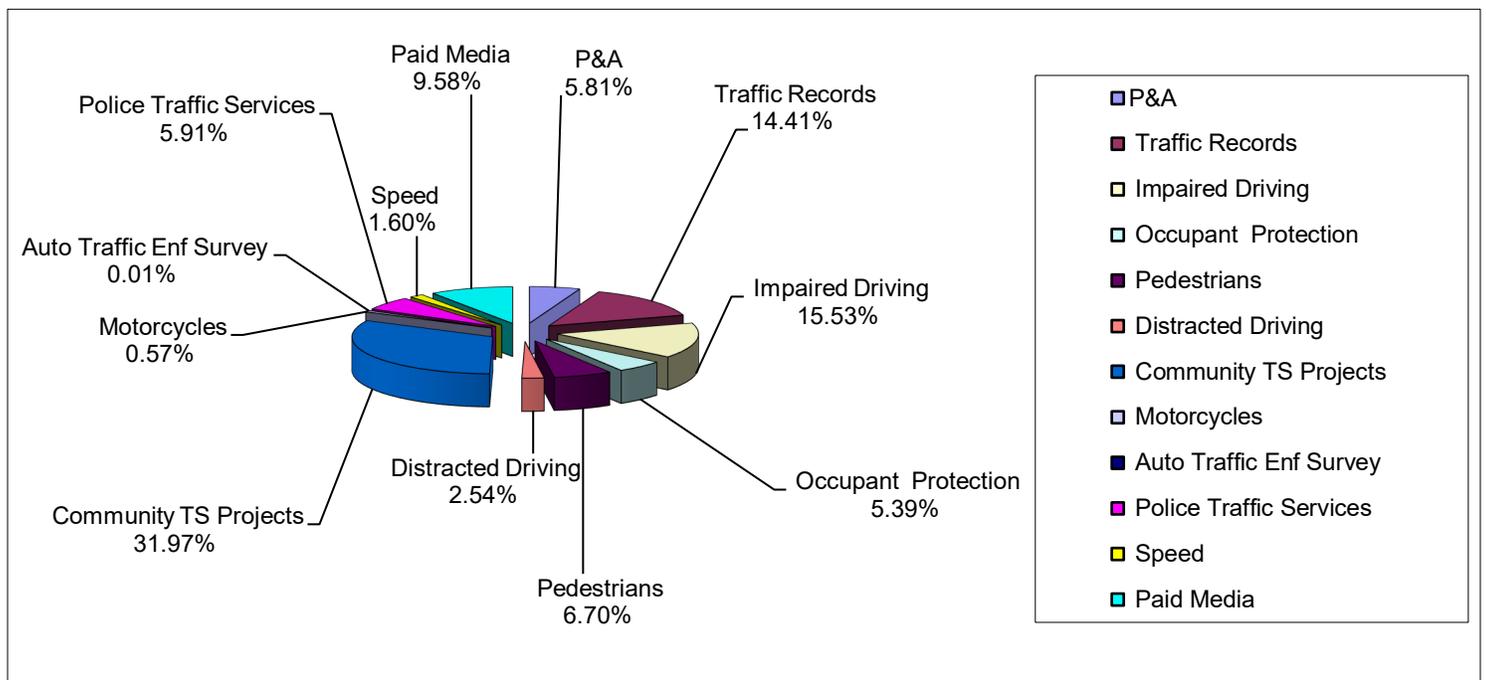
The WTSC has submitted agency request legislation to provide financial scholarships to low-income novice drivers for driver education. The Governor will decide in December whether to include this in his agenda and budget for 2023-2025. Driver training is a requirement under Washington’s Intermediate Driver’s License law. Unfortunately, less than half of young drivers between the ages of 16-25 years during 2017-2021 received driver training or benefitted from the intermediate license process which requires supervised driving practice. As a result, DOL and WSDOT data show that novice drivers who bypass these processes have significantly increased rates of injury and fatal crash involvement.

		Young driver crash involvement rates for injury and fatal crashes for 2016-2020									
2016-2020		<i>Driver crash involvements per 1,000 licensed drivers</i>									
Average		Age of licensed drivers									
		16	17	18	19	20	21	22	23	24	25
Age when first licensed	16	23.5	21.3	18.2	15.6	13.7	14.2	13.0	12.5	11.8	9.5
	17	-	28.2	25.3	20.4	19.3	17.5	16.8	16.2	15.9	15.1
	18	-	-	36.2	27.9	22.7	20.7	19.8	20.2	17.6	17.6
	19	-	-	-	32.2	25.0	20.7	19.4	18.8	18.8	17.3
	20	-	-	-	-	29.5	26.4	20.7	17.7	18.5	16.1
	21	-	-	-	-	-	27.7	23.8	18.5	15.3	13.7
	22	-	-	-	-	-	-	25.6	20.3	15.0	13.3
	23	-	-	-	-	-	-	-	20.6	19.8	13.5
	24	-	-	-	-	-	-	-	-	20.7	16.9
	25	-	-	-	-	-	-	-	-	-	21.6

This chart shows that 18–20 year-old novice drivers were involved in twice as many injury and fatal crashes compared to their same age peers who received driver training and obtained an intermediate license at age 16. Drivers who obtain their licenses at ages 21-25 also have significantly higher crash rates compared to their same age peers who benefitted from the intermediate license requirements at ages 16 and 17 years.

FISCAL OVERVIEW OF OBLIGATIONS AND EXPENDITURES

	402	405b	405c	405d	405e	405f	405h	164	Total	% of Total
P&A	\$621,355								\$621,355	5.81%
Traffic Records	\$798,206	\$41,376	\$701,063						\$1,540,645	14.41%
Impaired Driving	\$258,570			\$1,110,246				\$292,022	\$1,660,838	15.53%
Occupant Protection	\$398,428	\$177,905							\$576,333	5.39%
Pedestrians	\$144,477						\$571,920		\$716,397	6.70%
Distracted Driving	\$271,763				\$0				\$271,763	2.54%
Community TS Projects	\$1,461,673	\$74,000		\$1,883,089					\$3,418,762	31.97%
Motorcycles	\$18,370					\$42,252			\$60,622	0.57%
Auto Traffic Enf. Survey	\$923								\$923	0.01%
Police Traffic Services	\$632,045								\$632,045	5.91%
Speed	\$120,923			\$50,103					\$171,026	1.60%
Paid Media	\$528,693	\$198,941				\$0		\$296,433	\$1,024,067	9.58%
TOTAL									\$10,694,776	100.00%



ASSESSMENT OF STATE PROGRESS

The WTSC, along with partners from WSDOT, DOL, WSP, and others, have been setting traffic fatality and serious injury performance targets for several years. During this time, we have deployed several methods for target setting through both the SHSP and the Highway Safety Plan (HSP). The methods used in most recent years are:

- Method 1: setting the target equal to an updated Target Zero line (a straight line to zero in 2030), a method used in the SHSP.
- Method 2: setting the target equal to the value of the linear trend line of the five-year rolling averages or the most recent five-year rolling average.
- Method 3: setting targets for all measures other than C-1, C-2, and C-3 in consultation with WTSC program managers who can bring awareness of policy or environmental changes into account.

The WTSC and all our partners agree that setting an increasing target in any scenario is inappropriate when the target is fatalities. Regardless of challenges and current trends, targets are something we strive to meet, and we should never be striving to have more people die this year than last year. Therefore, targets are never set higher than the most recent data available. The target is always zero. Any one is too many.

The table below provides some history of the methods used for setting the HSP targets over time.

FFY 2017 Targets	Method 2
FFY 2018 Targets	C-1 C-2 C-3 Method 1; All other measures Method 2
FFY 2019 Targets	Method 2
FFY 2020, 2021, and 2022 Targets	Method 3

The following table shows the FFY 2021 target performance with preliminary 2021 fatality data from Washington Coded Fatal Crash (CFC) data. The FFY 2021 target performance is also displayed on each of the charts available in the program area reports.

Performance Measures and Targets, Highway Safety Plan FFY 2021 and FFY 2022								
Outcome Measure	2016 (FARS)	2017 (FARS)	2018 (FARS)	2019 (FARS)	2020 (WA-CFC)	2021 (WA-CFC)	2021 Target*	2022 Target*
C-1) Number of traffic fatalities (FARS)	536	563	539	538	574	670	^	^
<i>5YR Rolling Average</i>	468.2	484.6	509.6	530.2	545.4	550.0	444.1	437.3
C-2) Number of serious injuries in traffic crashes (State crash data files)	2,217	2,221	2,236	2,255	2,428	2,924	^	^
<i>5YR Rolling Average</i>	2,070.8	2,087.2	2091.6	2155.6	2,205.6	2,271.2	1,807.0	1,819.5
C-3) Fatalities/VMT (FARS, FHWA)	0.881	0.917	0.866	0.860	1.041	1.159	^	^
<i>5YR Rolling Average</i>	0.811	0.827	0.856	0.877	0.890	0.913	0.724	0.730
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	110	104	107	108	110	152	^	^

Performance Measures and Targets, Highway Safety Plan FFY 2021 and FFY 2022								
Outcome Measure	2016 (FARS)	2017 (FARS)	2018 (FARS)	2019 (FARS)	2020 (WA-CFC)	2021 (WA-CFC)	2021 Target*	2022 Target*
<i>5YR Rolling Average</i>	101.2	103.4	104.4	108.0	108.2	107.8	105.0	109.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS- IMPUTED)	156	176	165	181	199	*	^	^
<i>5YR Rolling Average</i>	145.6	145.4	152.0	154.8	164.6	175.4	162.0	165.0
C-6) Number of speeding-related fatalities (FARS)	154	174	182	152	173	206	^	^
<i>5YR Rolling Average</i>	166.8	163.8	166.2	165.8	163.8	167.0	166.0	165.4
C-7) Number of motorcyclist fatalities (FARS)	81	80	80	95	93	93	^	^
<i>5YR Rolling Average</i>	74.4	76.2	75.6	77.0	82.2	85.8	83.0	87.6
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5	6	9	2	11	10	0	0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	66	68	67	47	78	86	^	^
<i>5YR Rolling Average</i>	60.0	61.0	66.6	66.0	63.8	65.2	51.9	65.0
C-10) Number of pedestrian [#] fatalities (FARS)	83	104	99	102	105	142	^	^
<i>5YR Rolling Average</i>	68.8	72.6	79.2	89.2	94.4	98.6	76.7	77.6
C-11) Number of bicyclists fatalities (FARS)	17	15	16	9	13	14	^	^
<i>5YR Rolling Average</i>	10.8	12.0	12.6	13.6	14.2	14.0	11.6	11.0
APM-1) Number of fatalities involving a distracted/inattentive driver (WA-FARS)	155	155	116	119	90	116	^	^
<i>5YR Rolling Average</i>	134.6	139.4	146.2	145.4	143.2	127.0	125.0	113.2
APM-2) Number of drivers ages 21-25 involved in fatal crashes (WA-FARS)	102	106	93	103	84	118	^	^

Performance Measures and Targets, Highway Safety Plan FFY 2021 and FFY 2022								
Outcome Measure	2016 (FARS)	2017 (FARS)	2018 (FARS)	2019 (FARS)	2020 (WA-CFC)	2021 (WA-CFC)	2021 Target*	2022 Target*
<i>5YR Rolling Average</i>	83.0	87.4	92.0	95.6	100.4	97.6	101.6	92.0
TR-1*) Number of ED visit records reported (estimated percent of total ED records)	0.2%	13.5%	69%	85%	97%	97%	100%	100%
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	94.7%	94.8%	93.2% ⁺	93.1%	93.0%	94.2%	≥95%	≥95%

^ No target set.

*Data Unavailable

+ New seat belt observation method for sampling and site selection; new trend line.

Does not include pedestrians on personal conveyances (wheelchairs, skateboards, etc.) per NHTSA definitions.

Performance Report from Previous Year HSP

The following table displays an assessment of performance targets set in the FFY 2022 HSP. The 2022 calendar year number required to meet the 2018-2022 rolling average target is shown. If the status is "NOT MET" then the 2022 calendar year requirement to meet the target has already been exceeded. If the status is "IN PROGRESS" then the 2022 calendar year requirement has not been exceeded, or data is still being collected or is unavailable at the time of this report. Year-to-date fatality totals for the performance report were obtained from the WSDOT Crash Data Portal (<https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>) when available. The numbers were generated on October 4, 2022. These numbers are not directly comparable to the same information obtained from FARS; however, the numbers do provide enough year-to-date tracking for performance reporting.

Performance Target	2022 Calendar Year Number to meet HSP Target	WSDOT Crash Data Portal 2022 Year-to-date Total	Performance Report Status as of October 2022
C-1) Decrease the 2018-2022 rolling average number of traffic fatalities (target start year=2018 and target end year=2022) to 437.3 (five-year performance target value).	0	507	NOT MET
C-2) Decrease the 2018-2022 rolling average number of serious injuries in traffic crashes (target start year=2018 and target end year=2022) to 1,819.5 (five-year performance target value).	0	2,202	NOT MET
C-3) Decrease the 2018-2022 rolling average rate of fatalities/VMT (target start year=2018 and target end year=2022) to 0.730 (five-year performance target value).	0	Data not available	NOT MET
C-4) Decrease the 2018-2022 rolling average number of unrestrained passenger vehicle occupant fatalities (target start year=2018 and target end year=2022) to 109.0 (five-year performance target value).	68	Data not available	NOT MET
C-5) Decrease the 2018-2022 rolling average number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (IMPUTED) (target start year=2018 and target end year=2022) to 165.0 (five-year performance target value).	(2021 / 2022) 140 / 140	Data not available	IN PROGRESS
C-6) Decrease the 2018-2022 rolling average number of speeding-related fatalities (target start year=2018 and target end year=2022) to 165.4 (five-year performance target value).	114	180	NOT MET
C-7) Decrease the 2018-2022 rolling average number of motorcyclist fatalities (target start year=2018 and target end year=2022) to 87.6 (five-year performance target value).	77	96	NOT MET

Performance Target	2022 Calendar Year Number to meet HSP Target	WSDOT Crash Data Portal 2022 Year-to-date Total	Performance Report Status as of October 2022
C-8) Decrease the 2018-2022 rolling average number of unhelmeted motorcyclist fatalities (target start year=2018 and target end year=2022) to 0 (five-year performance target value).	0	Data not available	NOT MET
C-9) Decrease the 2018-2022 rolling average number of drivers aged 20 or younger involved in fatal crashes (target start year=2018 and target end year=2022) to 65.0 (five-year performance target value).	47	Data not available	NOT MET
C-10) Decrease the 2018-2022 rolling average number of pedestrian fatalities (target start year=2018 and target end year=2022) to 77.6 (five-year performance target value).	0	84	NOT MET
C-11) Decrease the 2018-2022 rolling average number of bicyclists fatalities (target start year=2018 and target end year=2022) to 11.0 (five-year performance target value).	3	6	NOT MET
APM-1) Decrease the 2018-2022 rolling average number of fatalities involving a distracted driver (target start year=2018 and target end year=2022) to 113.2 (five-year performance target value).	125	81	MET
APM-2) Decrease the 2018-2022 rolling average number of drivers ages 21-25 involved in fatal crashes (target start year=2018 and target end year=2022) to 92.0 (five-year performance target value).	62	Data not available	IN PROGRESS
TR-1) Number of ED visit records reported (estimated percent of total ED records) – Department of Health	100%	100%*	MET
B-1) Increase the observed seat belt use for passenger vehicles, front seat outboard occupants to 95% (target value) for the 2020 target period (annual).	95%	93.9%	NOT MET

*Reported by the Department of Health in the FFY 2022 Final Project Report

EVIDENCE-BASED ENFORCEMENT PLAN

Washington’s enforcement plan relies on HVE and Traffic Safety Enforcement Programs (TSEP). Both require enforcement efforts targeted to the appropriate behavioral areas and locations coupled with meaningful media and public education outreach. HVE focuses on enforcement in conjunction with national campaigns, including the Holiday DUI and summer DUI campaigns. NHTSA prescribes HVE campaign themes and timing. TSEP events focus on alternate driving behaviors such as distracted driving or motorcycle safety and support local community needs or statewide campaigns. Both enforcement strategies utilize a three-step strategy to ensure effectiveness: data analysis, resource allocation, and project oversight. The strategy starts with an annual analysis of fatality and serious injury data to identify problems and ultimately allocate funding to projects through the annual grants process. This in-depth analysis is incorporated into program plans as recommended countermeasure strategies, activities, and projects. These are rolled up to create the HSP Performance Report and the Performance Analysis contained within each program area, which drives the allocation of resources to the areas of greatest need.

Following analysis and resource allocation, WTSC staff work closely with grant recipients to ensure projects are implemented successfully, making mid-year adjustments as new data trends and changing traffic safety priorities emerge. The result is an evidence-based enforcement plan designed to address the areas and locations at the highest risk and with the most significant potential for improvement. In FFY 2022, WTSC used the following to implement our evidence-based enforcement plan:

- National Holiday DUI HVE campaign
- Statewide Distracted Driving
- Washington’s “It’s a Fine Line” motorcycle safety TSEP campaign
- National Summer DUI HVE campaign

Detailed results of each of these strategies, including citation data, are contained within the various HVE project reports listed in the Program Updates section of this report. Below are the combined enforcement performance activity measures and the summary of paid media campaigns that supported the enforcement.

FFY 2022 PERFORMANCE ACTIVITY MEASURES

Activity Measure	Total
Number of seat belt citations issued during grant-funded enforcement activities	1,773
Number of impaired driving arrests made during grant-funded enforcement activities	477
Number of speeding citations issued during grant-funded enforcement activities	5,982

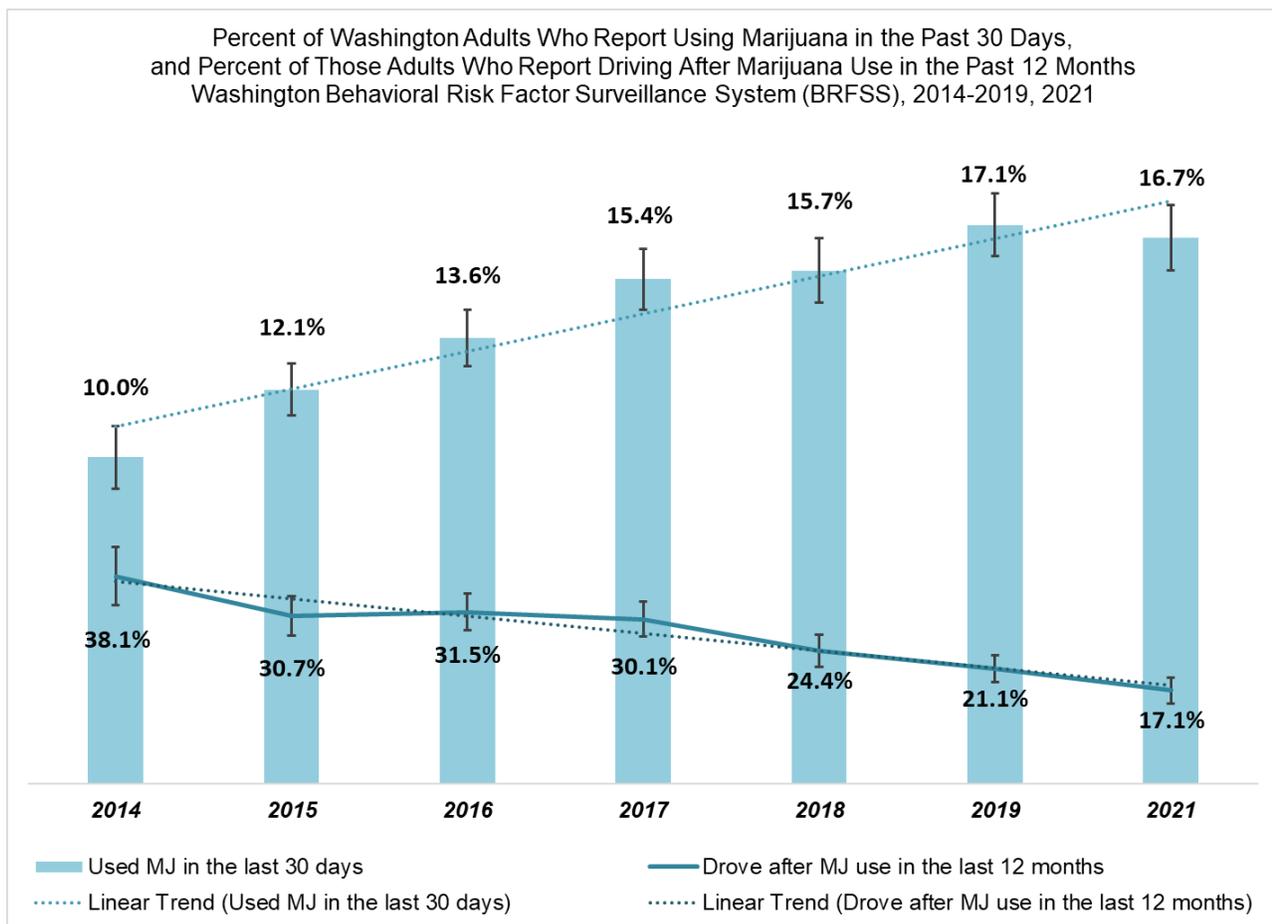
FFY 2022 PAID MEDIA CAMPAIGNS

Campaign	Fund	Budget	Results
Holiday DUI December 13, 2021-January 2, 2022 National HVE	402 & 164 Alcohol	\$250,000	TV, Radio, Streaming, Social 3,201 radio spots, 7,518,182 video views, 4,288,157 audio listens, 36 spots on Root Sports TV (Seattle Kraken games) More than 13 million impressions
Distracted Driving April 1-11, 2022 National HVE	402	\$400,000	Radio, TV, Pandora, Social 8,082 spots 49.6 million impressions
Together We Get There May 23-September 5, 2022 Education and Culture	405d	\$1,000,000	TV, Radio, Streaming, Social 19,728 spots More than 115 million impressions
Motorcycles July 7-25, 2022 Education and Enforcement	402	\$100,000	Radio, Billboards, Digital, Streaming, Social 1,406 spots More than 7 million impressions
August DUI August 29-September 5, 2022 National HVE	402 & 164 Alcohol	\$166,230	TV, Radio, Streaming, Social 2,904 spots 20.2 million impressions

MEASURE OF ATTITUDES, AWARENESS, AND BEHAVIOR

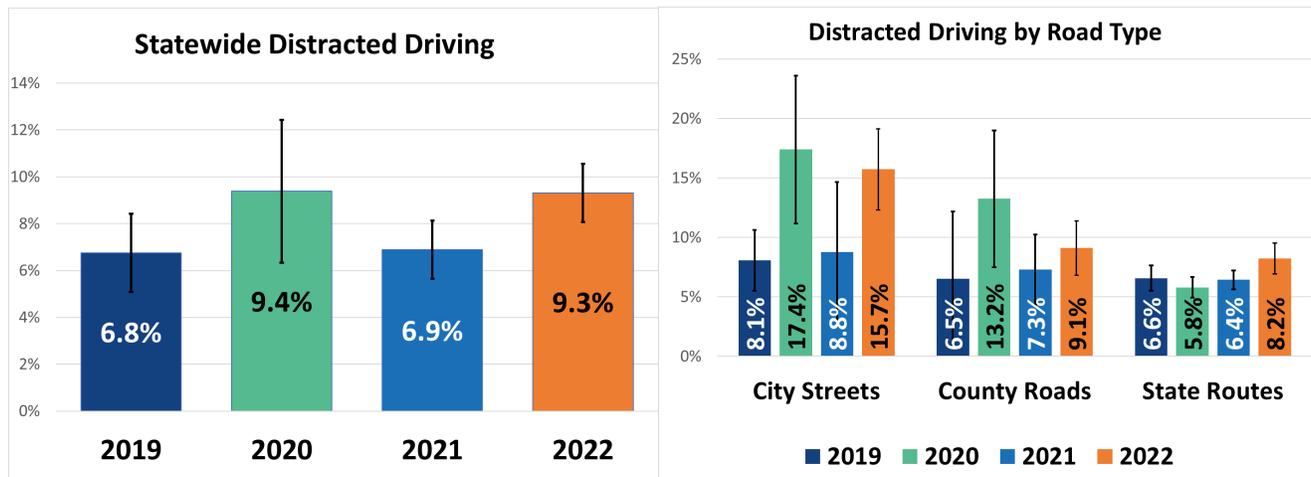
In FFY 2022, the WTSC worked with the Center for Health and Safety Culture (CHSC) at Montana State University to develop and test a statewide traffic safety survey instrument. CHSC worked with the Social and Economic Sciences Research Center at Washington State University to develop survey methodology recommendations for fielding the new survey instrument. These documents were included in a Request for Proposals to identify a vendor for collecting the data beginning in 2023. The survey includes measures across all primary traffic safety programs and captures perceptions/beliefs, behaviors, knowledge, and support. The survey data is vital for establishing baselines of Washington’s traffic safety culture, establishing program problem identification, conducting surveillance, and project evaluation.

The WTSC has been sponsoring state-added questions on Washington’s Behavioral Risk Factor Surveillance Survey (BRFSS)³ since 2014. With stakeholder support, a question regarding the frequency of driving within three hours of cannabis use became a permanent addition to the state-added cannabis use module. We will administer this on the BRFSS every other odd year. Data from 2021 show that for the first time since the question was administered in 2014, adults who report cannabis use in the past 30 days slightly declined. Meanwhile, the proportion of those adults who report driving within two hours of cannabis use continued to decline to a new low.



³ Washington State Department of Health, Center for Health Statistics, Behavioral Risk Factor Surveillance System, supported in part by the Centers for Disease Control and Prevention, Cooperative Agreement NU58/DP006865 (2020).

In addition to our statewide survey efforts, the WTSC conducts an annual distracted driving observation survey⁴. Distracted driving increased in 2022 to the same rate observed in 2020. This represents a statistically significant increase in distracted driving compared to 2021 when the rate decreased to match the pre-COVID-19 rate. Distracted driving remains highest on city streets, but in 2022 the distracted driving rate on state routes increased to the highest rate since data collection began in 2019.



Device use (hand-held or phone to ear) is the dominant source of distraction observed in the survey since 2019. However, in 2022 “other distractions” increased and drove the change in the statewide distracted driving rate and was more prevalent than device use. “Other distractions” include any observably distracting behavior not related to device use such as eating, interacting with vehicle controls, or interacting with passengers. Observers capture “other distractions” when the driver’s eyes, posture, and hands indicate they are not fully engaged in the task of driving the vehicle.

⁴ Distracted Driving Observation Survey Results http://wtsc.wa.gov/wp-content/uploads/dlm_uploads/2022/10/10_Distracted-Driver-Observation-Survey-2022.pdf

PROGRAM UPDATES

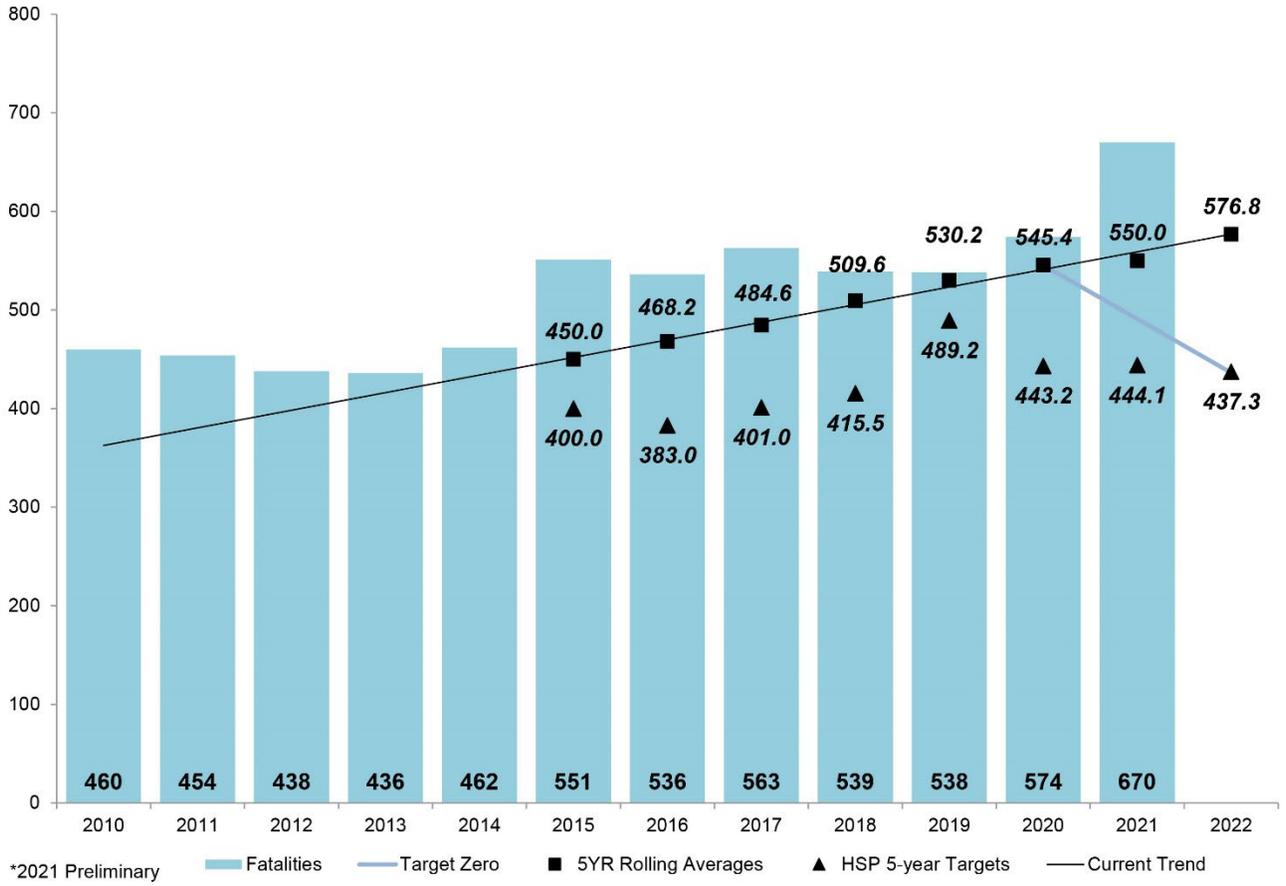
Assessment of Washington's Progress in Achieving Performance Targets for C-1, C-2, and C-3

C-1: The 2022 target included in the FFY 2022 HSP for fatalities was 437.3 (2018-2022 rolling average value). The FFY 2022 C-1 target was coordinated with WSDOT. The FFY 2022 target was set equal to the value of the Target Zero line, a straight line to zero in 2030 from the most recent available data at that time the target was set (2016 – preliminary 2020). According to the revised trend line used to develop the 2023 target for FFY 2023, the FFY 2022 HSP target will not be met. To reach the 2018-2022 rolling average Target of 437.3, the total number of fatalities in 2022 would have to be less than one. This number has already been exceeded, therefore the FFY 2022 target was not met.

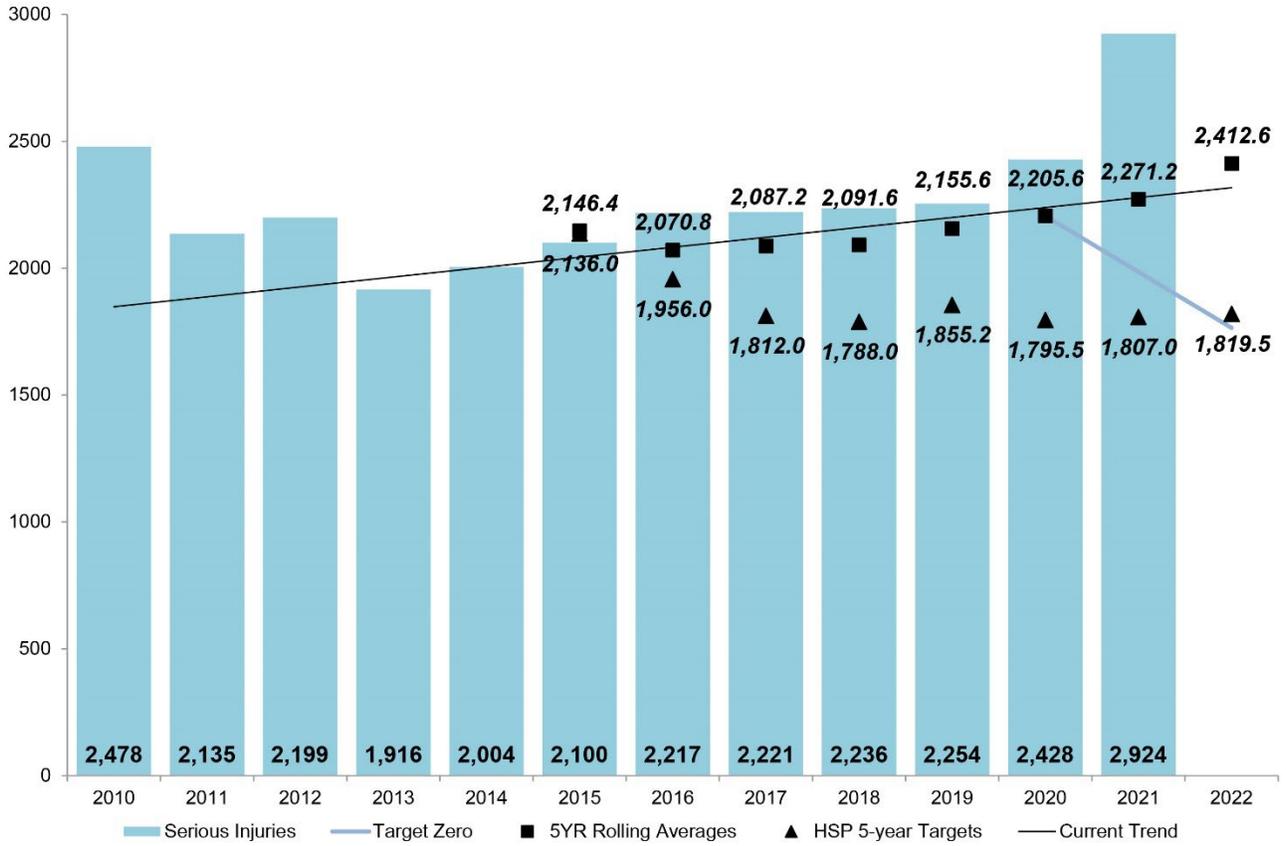
C-2: The 2022 target included in the FFY 2022 HSP for serious injuries was 1,807.0 (2018-2022 rolling average value). The FFY 2022 target was coordinated with the WSDOT. The FFY 2022 target was set equal to the value of the Target Zero line, a straight line to zero in 2030 from the most recent available data at the time the target was set (2016 – preliminary 2020). According to the revised trend line used to develop the 2023 target for FFY 2023, the FFY 2022 HSP target will not be met. To reach the 2018-2022 rolling average target of 1,807.0, the total number of serious injuries in 2022 would have to be less than one, therefore the FFY 2022 target was not met.

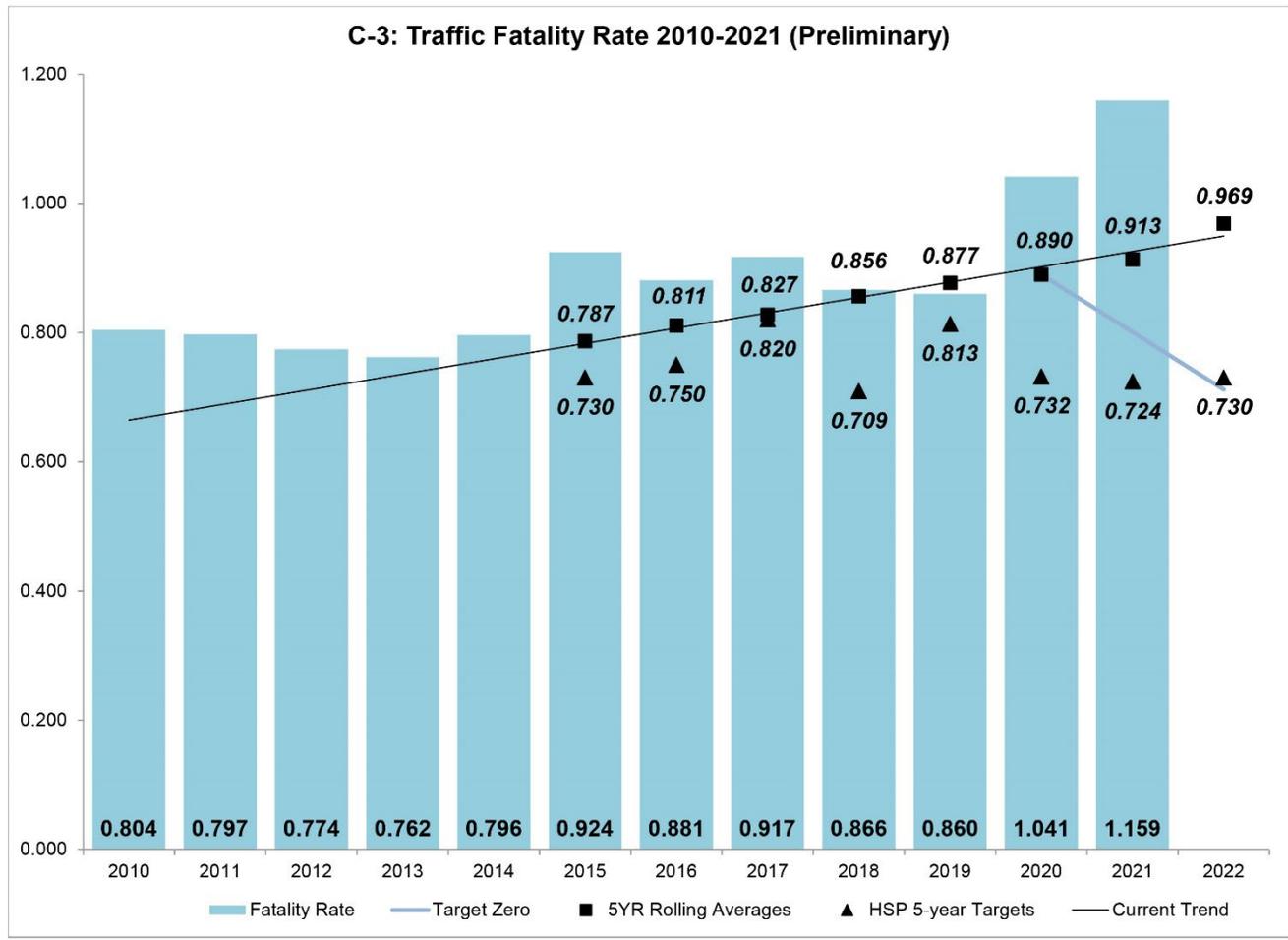
C-3: The 2022 target included in the FFY 2022 HSP for the fatality rate was 0.730 (2018-2022 rolling average value). The FFY 2022 target was coordinated with WSDOT. The FFY 2022 target was set equal to the value of the Target Zero line, a straight line to zero in 2030 from the most recent available data at the time the target was set (2016 – preliminary 2020). According to the revised trend line used to develop the 2023 target for FFY 2023, the FFY 2022 HSP target will not be met. To reach the 2018-2022 rolling average target of 0.730, the total number of fatalities in 2022 would have to be less than one, therefore the FFY 2022 target was not met.

C-1: Traffic Fatalities 2010-2021*



C-2: Serious Traffic Injuries 2010-2021





Adjustments to Highway Safety Plan for not Meeting Targets

The WTSC changed the way we prioritize and invest in traffic safety countermeasures. We changed our funding project approach from a general call for proposals that we fit into programs to using problem identification to identify countermeasures. Then, we are selecting evidence-based and innovative projects that have the best potential for saving lives using Theory of Change and Logic Model tools. In 2022, WTSC updated the logic model template to focus attention on setting measurable targets, increased the number of staff in the Programs and Services Division (with plans to add even more staff in FFY 2023), and increased investments in every priority program. The WTSC is currently in the process of standing up a new Speed Program and exploring the feasibility of a Rural Road Safety Program. In 2022, the WTSC continued its partnership with the Center for Health and Safety Culture (CHSC) at Montana State University (MSU). They helped guide a refresh of the Target Zero Manager Program with the goal of making that program even more effective. The consultants from MSU also provided training and ongoing, on-call, technical support to all program managers. This partnership is continuing in 2023 and will focus more on increasing WTSC's capacity to coach partners on effective project design and evaluation techniques. We continue to partner with the WSDOT and all our Commission agencies to prioritize traffic safety efforts and work toward our Target Zero vision.

PROGRAM COORDINATION

Problem Statement

Program coordination and development encompasses various activities required to successfully operate and improve Washington's highway safety program. The WTSC is required to provide staff and services related to the performance of the professional and technical functions outlined in Washington's Highway Safety Plan (HSP) and in accordance with Target Zero. This funding is essential to ensure that traffic safety projects authorized for the year are appropriately planned, executed, monitored, and closed – and investments in projects are made to enhance the future of traffic safety in Washington State.

Focus Populations

These funds are the federal share of costs to support WTSC employees' salaries and benefits for executive, administrative, training, and services staff. Program coordination encompasses all activities associated with implementing Target Zero strategies applicable to specific WTSC traffic safety programs.

Associated Performance Measures: C-1, C-2, C-3 (See page 22 for more information).

FFY 2022 Countermeasures and Planned Activities

Planned Activity: Maintenance and Upgrades to WEMS

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP22-09	WEMS Maintenance, Upgrades, and Support	Pam Pannkuk	WTSC
<p>Description: This project provided for the maintenance (server, usage, and support charges) and enhancement of the WTSC's Enterprise Management System (WEMS). This is WTSC's system of record for all grant management and monitoring, enabling accurate record-keeping, increased efficiency and accountability, and easing the administrative burden through the automation of tasks. Within WEMS, the WTSC manages more than \$10 million in grants for funding traffic safety projects and ensures compliance with all the state and federal regulations. In addition to maintaining responsive customer support, training, and fixing "bugs" as they were identified, the WEMS team, with assistance from Smart Simple's premium support services, continually improved business processes and project data.</p> <p>Results: The WEMS team, with the assistance of Smart Simple's premium support, completed 182 tasks representing 498 story points in 10 sprints. In addition to maintaining responsive customer support, training, and fixing "bugs" as they were identified, the team continually improved business processes and project data. Major enhancement projects included streamlining adjustments/amendments, updating Activity Log functionality for FFY 2022 and again for FFY 2023, enabled invoicing for School Zone grants, and re-structuring the Scope of Work to include Goals, Objectives, and Measures. WTSC received a second commendation from the National Highway Traffic Safety Administration (NHTSA) regarding WEMS during our 2021 management review, and key users, including WTSC management and TZM's, continually provide positive feedback on the usefulness and ease of using WEMS.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
WTSC Grant Management System (WEMS) – Maintenance and Upgrades	402	\$200,000	\$65,452

Planned Activity: Conduct Positive Culture Training and Technical Assistance

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
F24*CP22-01 FDL*CP22-01	Positive Traffic Safety Culture Training and Technical Support	Wade Alonzo	WTSC
<p>Description: The purpose of this project was to provide training and ongoing technical assistance to increase the competence and confidence of our program managers, TZMs, and partners in thinking and working with the traffic safety culture framework. Through ongoing work and training we see opportunity to improve our efforts working in an integrated fashion in different segments of the culture. For example, focusing multiple program efforts at schools to affect change with distracted driving, impaired driving, speeding, and seat belt use through</p>			

projects focused on school delivery, and young driver education. This was a new project added through the HPS amendment process.

Results: CHSC provided three training sessions (all virtually) in 2022: March 22, June 21-23, and July 18-19. The first training session was for program managers and included:

- A brief review of a theory of change.
- Using a theory of change and logic model to bolster evaluative thinking.

The second training session was for TZMs and was conducted in three small-group sessions. The content focused on a dialogue with TZMs to explore:

- Where TZMs have had the greatest impact and what are possibilities for the future.
- Feedback on skills, actions, and long-term impacts of the TZM program.
- Alignment of TZM actions with WTSC’s core values.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing a Positive Traffic Safety Culture	405d 24/7 405d	\$74,465 \$79,657	\$74,465 \$75,257

Planned Activity: Create a SHSP Implementation Plan

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP22-10	Target Zero Implementation Plan Coordination	Wade Alonzo & Mark McKechnie	WTSC
<p>Description: The intent of this project when it was included in the 2022 HSP was to provide funding for the WTSC to partner with WSDOT to begin the work of advancing the 2024 SHSP–Target Zero.</p> <p>Results: The work of coordinating the update of Washington’s SHSP began in 2022. The WTSC and WSDOT had several meetings to agree on the approach we will use to develop the next version of the plan. However, this work did not require grant funding, so no Interagency Agreement (IAA) was executed in WEMS and no expenditures were made. In FFY 2023, the WTSC will conduct a procurement process to retain a contractor that will lead this effort.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Strategic Highway Safety Planning	402	\$25,000	\$0

Planned Activity: Planning and Administration

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
AL22-01, CP22-01, DD22-01, MC22-01, OP22-01, PS22-01, PT22-01, SE22-01, TR22-01	Program Coordination	Wade Alonzo	WTSC
<p>Description: This project was utilized by the WTSC to assign federal traffic safety funds in furtherance of the goals established in our SHSP. Specifically, for the technical coordination of Washington's various traffic safety programs, including Impaired Driving, Distracted Driving, Motorcycle Safety, Occupant Protection, Young Drivers, Traffic Records, Pedestrian Safety, Police Traffic Services, and Community Traffic Safety.</p> <p>Results: The WTSC was successful in developing, submitting, and implementing the HSP for 2022. All projects were executed and managed using the policies and procedures of the WTSC, which are consistent with the agency's interpretation of state and federal regulations. The agency's final report includes detailed results of individual projects.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Planning, Administration, and Program Coordination	402	\$1,775,000	\$1,557,626

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PA22-01	Planning & Administration	Wade Alonzo	WTSC
<p>Description: This project was a grant issued by the WTSC to assign federal traffic safety funds to advance goals of the SHSP, specifically for Planning and Administration. The project provided staff and applicable services for performance of the professional and technical functions outlined in HSP, and in accordance with the SHSP, and to ensure all traffic safety projects were appropriately planned, executed, monitored, and closed.</p> <p>Results: This project funded the federal share of costs to support WTSC employees as planned. Technical coordination of Washington's various traffic safety programs included Impaired Driving, Distracted Driving, Motorcycle Safety, Occupant Protection, Speeding, Traffic Records, Pedestrian Safety, Police Traffic Services, and Community Traffic Safety. The technical coordination funding ensured all authorized traffic safety projects were appropriately planned, executed, monitored, and closed. No delays, issues, or problems were identified in the management of this project. COVID-19 related delays were identified within the specific grant and program efforts.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Planning, Administration, and Program Coordination	402	\$650,000	\$621,355

COMMUNITY TRAFFIC SERVICES

Problem Statement

Communities—especially rural communities—have limited resources to address traffic safety concerns. Washington’s diversity calls for a customized approach to reaching Target Zero. This diversity from community to community creates a need for community-level approaches to traffic safety improvements that consider the following:

- Diversity in people – ethnicity, language, political beliefs, socioeconomic status, etc.
- Diversity in roads – rural vs. urban differences in roads include roadway design, safety features, and options available for roadway improvements
- Diversity in resource availability – capacity to make traffic safety improvements varies greatly from community to community
- Diversity in political views

These four factors drive local traffic safety priorities and efforts that may not match the priorities of Target Zero at the state level. This program provides resources to support traffic safety at a local level, based on the needs of specific communities, so that:

- Local communities can implement strategies to increase traffic safety.
- Local leaders recognize the importance of traffic safety.
- Community members feel empowered and take ownership to solve traffic safety problems identified in their community.

Focus Populations

- Local leaders, local agencies, local traffic safety activists, and local organizations who support or ignore traffic safety issues (or are not aware of them).
- Traffic safety professionals throughout the state:
 - Target Zero Task Force representatives
 - Local law enforcement leadership
 - WSP district leadership
- Community coalitions that share similar goals and provide mutually supportive efforts.

Associated Performance Measures: C-1, C-2, C-3 (See page 22 for more information.)

FFY 2022 Countermeasures and Planned Activities

Planned Activity: Local Program Implementation

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP22-03	TZM Contracts	Mandie Dell Jerry Noviello Mark Medalen	WTSC
<p>Description: WTSC currently maintains a network of 17 regional traffic safety coordinators also known as Target Zero Managers (TZMs). Each TZM leads a task force that is ideally composed of engineering, enforcement, education, and emergency medical services (EMS) representatives, as well as other community agencies and organizations with an interest in traffic safety. The TZMs and their task forces coordinate local traffic safety efforts and resources by tracking data, trends, and issues from a regional perspective. They develop and coordinate a variety of traffic safety programs, services, and public outreach efforts throughout their communities by working with local partners.</p> <p>Results: TZMs maintained and expanded county or region-based traffic safety task forces. These task forces met at least on a quarterly basis throughout the year. They reviewed traffic safety issues in their region and developed strategic plans that linked enforcement with community outreach and project coordination for state and federal resources. The TZM program experienced some transition in FFY 2022 due to TZM and WTSC staff turnover. This led us to start looking into compensation and direction of the program to inform future scope of work. See the TZMs' individual files in WTSC Grants Management System (WEMS) for a complete description of their individual accomplishments.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Traffic Services	402	\$614,000	\$503,403

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP22-01	TZM Professional Development and Support	Mandie Dell	WTSC
<p>Description: This project funded support for TZM training, outreach supplies, and mini grants they used to implement local programs.</p> <p>Results: Very little of the budget was utilized by TZMs in FFY 2022. There were no required conferences or trainings that required travel in FFY 2022, therefore none of the travel budget was used. Only a small number of mini grants were requested, and we were able to fund all the eligible requests. Most of the requests were for Washington State Prevention Summit registration, subscriptions for software (Adobe and Zoom), and recognition items.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Traffic Services	405d	\$67,343	\$1,863

Planned Activity: Statewide Law Enforcement Support/Program

<u>Fed Project #</u> PT22-02	<u>Project Title</u> Statewide and Local Law Enforcement Liaison Program	<u>Program Manager</u> Jerry Noviello	<u>Sub-Recipient</u> WTSC
<p>Description: The local Law Enforcement Liaison (LEL) and statewide LEL projects aimed to encourage law enforcement officers and leaders to support the WTSC’s Strategic Highway Safety Plan (SHSP), Target Zero. Local LELs assisted TZMs with region activities and served as links with the WTSC and the local law enforcement community. The statewide LEL program coordinated information, training, and other WTSC-assigned projects with local LELs. The statewide LEL lent expertise to the WTSC and partners on enforcement trends, technical assistance to statewide law enforcement database enhancements, and many other projects.</p> <p>Results: This grant supported up to 22 LELs assisting 17 TZMs across Washington. COVID-19 was still impacting the program at the start of the fiscal year, but local LELs were able to provide support to TZMs and the WTSC.</p> <p>Local LELs worked with the Statewide LEL, Bob Thompson, informing him of opportunities and challenges law enforcement experienced as COVID-19 restrictions eased and as departments grappled with severe staffing challenges. This was valuable information we were able to use to plan for future programming and activities. Local LELs maintained communications with region TZMs, promoted traffic safety to the law enforcement agencies within their regions, attended virtual task force meetings, and assisted in filling TZM vacancies. Bob Thompson continued to be a valuable advisor to the WTSC on projects while maintaining partnerships with local, state, regional, and national partners. He planned and implemented a new training event, called Traffic Safety Champions, which was held in April 2022. We plan to provide this event on an annual basis for law enforcement officers who are dedicated to traffic enforcement to ensure they are trained in current drug trends, legislative changes, and leadership development.</p>			
<u>Countermeasure</u> Community Traffic Services	<u>Fund Source</u> 402	<u>Amount Approved</u> \$162,000	<u>Amount Expended</u> \$124,444

<u>Fed Project #</u> PT22-03	<u>Project Title</u> WASPC Speed and Impairment Enforcement Program	<u>Program Manager</u> Edica Esqueda	<u>Sub-Recipient</u> Washington Association of Sheriffs and Police Chiefs
<p>Description: The traffic grant program provided funding to local law enforcement to purchase items needed for enforcement of impaired driving and speeding laws. The items were limited to radars, standard field sobriety tests (SFSTs), and the Statewide Electronic Collision & Ticket Online Records (SECTOR) scanners and printers.</p> <p>Results: The Washington Association of Sheriffs and Police Chiefs (WASPC) Traffic Safety committee reviewed approximately 34 applications from local agencies; \$247,339 was awarded and \$192,246.99 was disbursed to local agencies. The difference between awarded and disbursed includes agencies that were not able to purchase their awarded items within the grant period due to supply chain issues, staffing shortages, etc. Law enforcements agencies who received awards provided baseline enforcement data for their speed and Driving Under the Influence (DUI) citations before purchasing the items, and the same data after the purchased items were in use. For the agencies that had sufficient</p>			

time to report, total citations for speed and DUI decreased significantly from the previous year. This is due to having eligibility changes for application and resulting in less than half the applicants from the previous year. Applications are projected to increase back to 2021 levels next program year (FFY 2023).

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Traffic Services	402	\$300,000	\$212,731

COMMUNICATIONS

Problem Statement

Since the COVID-19 pandemic, fatalities on Washington roadways have been increasing at unprecedented rates (reaching highs not seen since the early 2000s) and is currently on track to reach highs not seen since the 1990s. High-risk driving behaviors have increased, and it seems decades of building a positive traffic safety culture have been undermined by the unprecedented effects of the COVID-19 pandemic. However, we have a solid foundation upon which to rebuild. A comprehensive Safe System Approach involves using all available tools, including education and outreach. These outreach efforts support enforcement and engineering countermeasures by increasing public awareness. The Communications program complements many other countermeasures throughout this plan and is a robust and comprehensive approach to influencing human behavior.

Focus Populations

Vulnerable Road Users

Some road users are more susceptible to involvement in fatal or serious injury crashes. This includes young or inexperienced drivers, older drivers (70+ years old), motorcyclists, and people who walk or roll.

Risky Drivers

Drivers most at risk of driving impaired, distracted, or failing to wear their seat belts.

Safe Road Users

Most road users exhibit safe behaviors and can influence the behaviors of the smaller group engaging in risky behaviors.

Traffic Safety Partners and Stakeholders

Partners are people and organizations who share our vision and will work directly with us to take action to improve traffic safety. Stakeholders are all road users and the people and organizations they encounter such as their families, friends, classmates, teachers, employers, and community members.

Associated Performance Measures: C-1, C-2, C-3 (See Program Updates section for more information).

FFY 2022 Countermeasures and Planned Activities

Planned Activity: Traffic Safety Program Support

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP22-02	News Media and Communications Support	Erica Stineman	WTSC
<p>Description: This grant was used to pay for various subscription-based tools to support communications initiatives and other WTSC program areas, print jobs, and purchasing stock images to use for numerous communications items such as web pages, in-house graphic design work, and informational documents. This project also funded the development of new creative assets (TV, radio, web, etc.) for use during paid media and educational campaigns.</p> <p>Results: In addition to subscription services and materials, this project funded news media outreach and publicity during statewide Driving Under the Influence (DUI), distracted, and motorcycle HVE campaigns. New PSAs were developed in FFY 2022 for DUI and seat belts. These PSAs were developed with Together We Get There (TWGT) branding. The funds also paid for talent renewal fees, which allowed WTSC to continue using its PSAs on the web, social, and television and radio. An Automated Speed Enforcement Guide was also developed using these funds.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Social and News Media	405d	\$470,000	\$379,248

Planned Activity: Traffic Safety Program Support

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP22-03	Website Maintenance and Support	Erica Stineman	WTSC
<p>Description: This project funded domain registration, hosting, updates, maintenance, and support for all WTSC-owned websites. This includes https://wtsc.wa.gov, https://togetherwegetthere.com, https://juntosilegamos.com, https://wadrivetozero.com, https://wtscpartners.com, and https://targetzero.com.</p> <p>Results: Most of the funding in FFY 2022 was used for maintenance, security updates, and expanding storage to our websites. In FFY 2023, we will explore a refresh of our agency website with plans to integrate the various websites WTSC maintains into a single site.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Social & News Media	405d	\$50,000	\$14,679

Planned Activity: Conduct Positive Culture Media Campaign

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP22-04	Together We Get There Brand Development	Erica Stineman	WTSC
<p>Description: This project provided funds for creative asset development, web page design, and media campaigns in alignment with proactive traffic safety for the TWGT initiative.</p> <p>Results: The TWGT initiative continued to grow in FFY 2022. New PSAs were developed for motorcycle safety, impaired driving, and seat belts. With additional funding provided by the Infrastructure Investment and Jobs Act (IIJA), a \$1 million media buy was launched and ran throughout the summer to encourage road users to do "the little things" that help keep everyone safe on our roads and promote a positive traffic safety culture in Washington. This funding also allowed us to test and develop a rebranded motorcycle safety program. For many years, WTSC has used "It's a Fine Line (between your best ride ever and your last ride ever)" as its motorcycle safety brand and tagline. The new brand better aligns with our positive traffic safety culture approach, and we will launch "Ride Safe, Ride On" in Spring/Summer 2023.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing a Positive Traffic Safety Culture	405d	\$1,350,000	\$1,190,314

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PM22-03	Local Media Support	Erica Stineman	WTSC
<p>Description: This project provided funds for TZMs to coordinate and execute local media projects.</p> <p>Results: TZMs worked with the TzM Communications Lead to develop messaging customized for their regions and identified problem areas to address. They arranged paid media with local media outlets to broadcast these messages. Ads included TV, radio, newspapers, digital, social media, local sports teams, variable message signs, and posters at community events.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing a Positive Traffic Safety Culture	402	\$170,000	\$48,286

Planned Activity: Conduct Positive Traffic Safety Culture Grants

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
F24*CP22-01	TZM PCN Training	Erica Stineman	WTSC
<p>Description: This project provided funding for Positive Communities Norms (PCN) training for TZMs.</p> <p>Results: The funds for this project were reallocated to the Positive Traffic Safety Culture Training and Technical Support project summarized in the Program Coordination section.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing a Positive Traffic Safety Culture	405d 24/7	\$0	\$0

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
F24*CP22-02	TZM PCN Project Support	Erica Stineman	WTSC
<p>Description: This project provided funding to support TZM PCN projects that were facilitated with the help of the TZM Communications Lead.</p> <p>Results: The funding for this project was used to develop and print a rack card with messaging about using cannabis and driving. With the help of the TZM Communications lead, the Region 14 TZM created the rack card using a PCN approach. The rack card centers around messaging of hope and concern - the number of Tetrahydrocannabinol-positive (THC) drivers involved in fatal crashes has been on the rise; however, most of us never drive high and we can plan ahead or step in to prevent impaired driving.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing a Positive Traffic Safety Culture	405d 24/7	\$10,000	\$522

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP22-05	TZM Communications Lead	Erica Stineman	WTSC
<p>Description: This project provided funding for the TZM Communications Lead contractor to provide strategic communications support as well as communications direction and training to the TZM program.</p> <p>Results: The TZM Communications Lead worked with each TZM to develop messaging and content relevant to their region's needs. Throughout the year, materials were developed in partnership with the TZM Communications lead including Workplace Driving Policy videos, Safety City videos, Super Bowl, and St. Patrick's Day impaired driving social graphic templates, a bike safety rack card, cannabis rack card, 100 Safe Days of Summer social graphics, motorcycle safety graphics, and a Slow Down, Move Over PSA. Training was provided on social media basics, Adobe CC Express demonstration and training, and Post-HVE media, web content accessibility. The TZM Communications Lead also held bi-monthly workgroups with TZMs to discuss communications needs and</p>			

develop content. Additional work included creating roll call videos for law enforcement and a newspaper column (The Wise Drive) to address reader questions or hot topics about traffic safety laws.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing a Positive Traffic Safety Culture	405d	\$100,000	\$99,840

TRIBAL TRAFFIC SAFETY

Problem Statement

Preliminary 2021 data show a 105 percent increase from 2020 to 2021 in traffic deaths for American Indians/Alaska Natives (AI/AN) on both reservation and non-reservation roadways. The preliminary data also show 53 percent of the 2021 AI/AN fatalities were female and nearly 7 percent were children ages 17 and under. One in four (25 percent) AI/AN fatalities were a pedestrian. AI/AN passengers involved in motor vehicle fatalities were unrestrained 89 percent of the time.

From 2016 to 2020, 130 AI/ANs died in traffic crashes in Washington State, including both reservation and non-reservation roadways. The AI/AN traffic death rate (27.9 deaths per 100,000 population from 2016-2020) is nearly four times higher than all other races. AI/AN people are overrepresented among traffic deaths involving high-risk behaviors such as speeding (7.9 deaths per 100,000 population), impairment (20.1 deaths per 100,000 population), and unrestrained (9 deaths per 100,000 population).

According to the recent WTSC research brief:

- More than 50 percent of AI/AN traffic deaths occurred on county roads or reservation lands from 2016 to 2020, versus 25 percent of all other races.
- Over one-third of AI/AN traffic deaths occurred in Yakima County, versus less than 5 percent of all other races.
- Almost half of AI/AN traffic fatalities were people ages 26-45, versus 32 percent of all other races.
- Eight percent of AI/AN traffic deaths were youth under age 18, versus 5 percent of all other races.
- Nearly three of every four (72 percent) AI/AN traffic deaths involved impairment, versus 60 percent of all other races.
- One-third of AI/AN deaths were unrestrained vehicle occupants, versus less than 20 percent of all other races.

Associated Performance Measures: C-1, C-2, C-3 (See page 22 for more information).

FFY 2022 Countermeasures and Planned Activities

Planned Activity: Traffic Safety Leadership

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP22-06	Tribal Traffic Safety Strategic Planning and Education	Penny Rarick	WTSC
<p>Description: This project was designed to engage or re-engage with federally recognized tribes in Washington and establish culturally appropriate protocols and policies to implement in a Tribal Traffic Safety Committee that reports to the Tribal Transportation Planning Organization (TTPO). An additional project plan was to develop and implement a Tribal Traffic Safety Conference/Tribal Traffic Safety Peer Review.</p> <p>Funding was to provide for tribal travel costs, speaker engagement, training/conference opportunities and meeting/conference materials.</p> <p>Results: This project was not feasible due to the tribes' experiencing significant impacts from the COVID-19 pandemic. Tribal resources were diverted among tribes away from traffic safety toward more pressing public health efforts.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Tribal Traffic Safety – Leadership Support and Development	402	\$38,000	\$0

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP22-04	Tribal Traffic Safety Coordination – Colville	Penny Rarick	Confederated Tribes of the Colville Reservation
<p>Description: The primary purpose of this project was to support the work of a Tribal Traffic Safety Coordinator, including increasing awareness of traffic safety issues, collection, analysis, incorporation of data into tribal plans, and community-based traffic safety work.</p> <p>Results: The Colville Tribe decided to withdraw their proposal for 2022. Leadership changed, the person who served as coordinator was promoted to a different position, and the supervisor is also leaving. There have also been challenges reported in filling public safety positions.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Tribal Traffic Safety – Leadership Support and Development	402	\$74,912	\$0

<u>Fed Project #</u> CP22-05	<u>Project Title</u> Tribal Traffic Safety Coordinator-Yakama Nation	<u>Program Manager</u> Penny Rarick	<u>Sub-Recipient</u> Yakama Nation
<p>Description: This project was intended to support the development of a Tribal Traffic Safety Coordinator for Yakama Nation. We were planning for this position to implement traffic safety education and outreach, gather and analyze data, develop data systems, and form a tribal traffic safety committee.</p> <p>Results: The project did not go forward due to the impact of COVID-19 pandemic to the Yakama Nation. Resources were diverted from tribal traffic safety and placed in more emergent tribal health and safety issues.</p>			
<u>Countermeasure</u> Tribal Traffic Safety – Leadership Support and Development	<u>Fund Source</u> 402	<u>Amount Approved</u> \$ 71,903	<u>Amount Expended</u> \$0

OCCUPANT PROTECTION

Problem Statement

Unrestrained Occupants: The statewide seat belt use rate has remained approximately 93-94 percent in the previous few years; however, nearly one in five fatally injured persons were not using, or not properly using, a seat belt.

The key issues are:

Some Populations are Less Likely to use Seat Belts: Currently we know, based on seat belt citation and FARS data, as well as other research, that some populations are less likely to use seat belts. There is a variety of solid and anecdotal evidence that demonstrates males, American Indian/Alaska Natives (AI/AN) males aged 55 and older, and younger drivers aged 16-25 are at higher risk of not wearing seat belts while driving. For example, for AI/ANs in Washington, the lack of seat belt use results in a restraint-related fatality rate much greater than other populations. Of the AI/ANs who died in traffic crashes between 2016 and 2020, approximately half were unrestrained at the time of the crash.

Unrestrained Occupants Tend to Correlate with Other High-Risk Behaviors: Individuals who do not use their seat belts closely correlate with other high-risk driving behaviors like speeding, distracted or aggressive driving, and impaired driving. For example, the correlation between being impaired by alcohol or drugs and lack of seat belt use is extremely high. Between 2016 and 2020, almost three-fourths of unrestrained deaths involved an impaired driver, and more than one-third of unrestrained serious injuries involved impairment. Among drivers aged 16-25 who were unrestrained and involved in a fatal crash between 2016 and 2020, approximately three out of four were positive for alcohol or drugs.

Younger Drivers are More Likely to be Unrestrained: Between 2016 and 2020, approximately one in five drivers aged 16-25 involved in fatal crashes were unrestrained at the time of the crash. Among this group, more than three-fourths were positive for alcohol or drugs.

Child Passenger Safety: Motor vehicle crashes remain one of the leading causes of death for children aged four years and older. Child restraint systems can be very complicated and are often installed incorrectly. Many parents know how complicated these systems can be: rear facing, forward facing, booster seats, harnesses, different cars have different anchor points, seats are different, and more.

Washington's original passenger restraint law was reinforced by a relatively new law (effective January 1, 2020), which can be confusing. Washington's primary seat belt law, RCW 46.61.687, in relation to child passengers, states that all passengers under the age of 16 years either wear a seat belt or use an approved child restraint device.

The recently revised child restraint system law, RCW 46.61.687, states that children up to age two must ride in a rear-facing child restraint; children 2 to 4 years old must ride in a harness child restraint; children four years and older must ride in a car or booster seat, until 4'9" tall; and children up to age 13 must ride in the back seat when practical. The most common mistakes observed in Washington:

- No restraint used
- Children aged 12 and under are illegally seated in the front seat
- Premature graduation from the booster seat to a seat belt
- Child restraint not installed in vehicle properly

- Harness is not correctly fitted

Focus Populations

Child Passenger Safety Technician Network: This group needs to know the laws regarding child passenger safety, but also needs to know where they can get appropriate resources, training, and direction so they can provide the necessary education to Washington families.

High schools with reported lower than average seat belt use, coupled with a low perceived usage rate: Many high schools in Washington participated in a statewide COVID-19 related student survey. This survey included questions specific to seat belt usage. Several schools were identified as potential sites for Positive Community Norms (PCN) pilot projects. The priority will go to schools with reported low seat belt use coupled with wide gaps between perceived and reported seat belt use.

Safe Road Users: Most road users do not engage in risky driving behaviors. These safe road users could influence the behaviors of the smaller group of drivers engaging in risky behaviors, such as not wearing their seat belt.

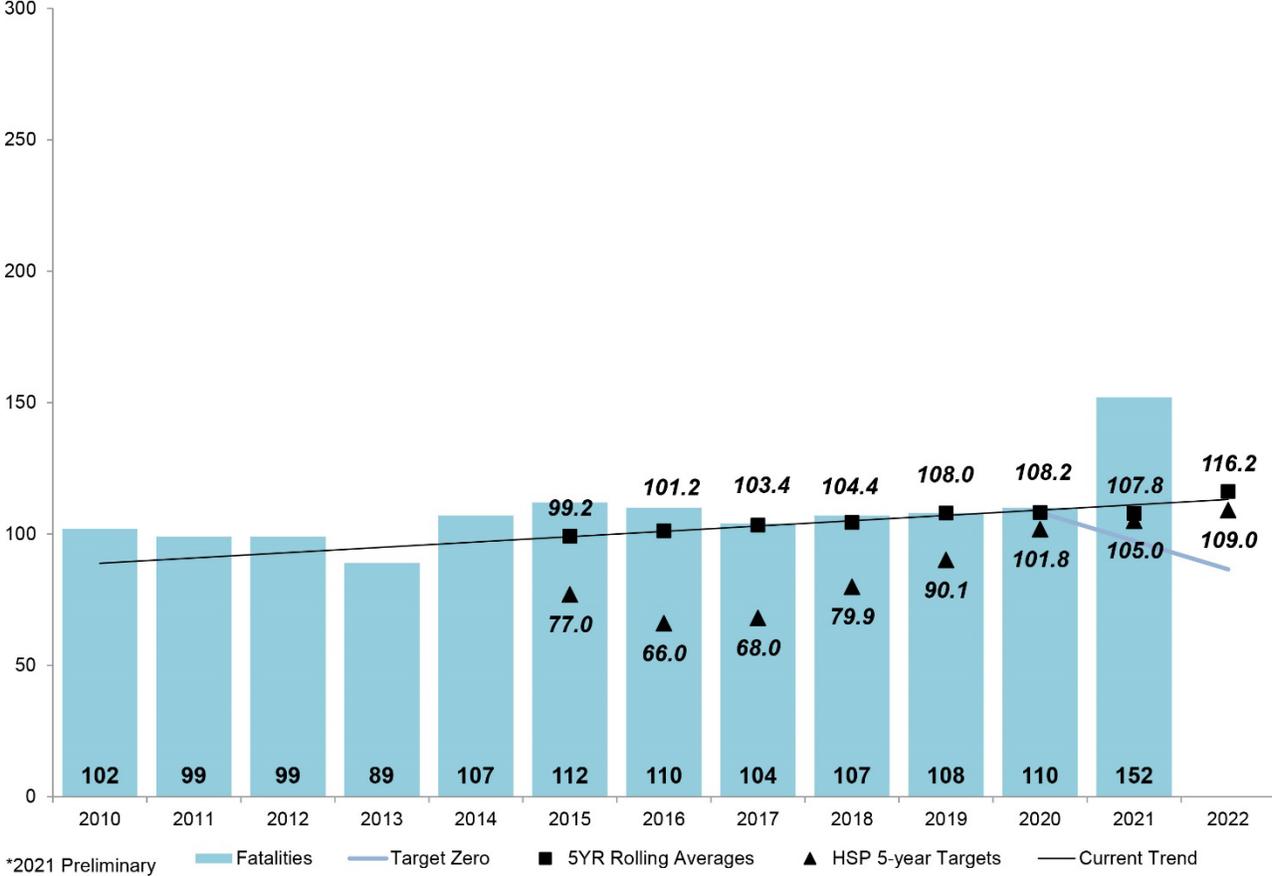
Associated Performance Measures: C-4, B-1

Assessment of State's Progress in Achieving Performance Targets

C-4: The 2022 target included in the FFY 2022 Highway Safety Plan (HSP) for unrestrained passenger vehicle occupant fatalities was 109.0 (2018-2022 rolling average value). This target was set by taking the average of the most recent three years of known data (2018-2020) and inputting that number for the two unknown (2021-2022) years to calculate the five-year rolling average value based on the data available at the time the target was set. According to the revised trend line used to develop the target for FFY 2023, the total number of unrestrained passenger vehicle occupant fatalities in 2022 would have to be less than 71. So far 2022 is tracking with the 2021 trend so, given recent trends, it is unlikely we will meet the 2022 target.

B-1: The seat belt use target is set at >95 percent. Seat belt observation surveys are conducted annually in June. The 2022 seat belt observation survey report is not due to the National Highway Traffic Safety Administration (NHTSA) until March 1, 2023; however, the 2022 analysis is already complete. The 2022 seat belt observation survey rate was 93.9 percent, missing the target and slightly lower than the 2021 rate of 94.2 percent but still higher than the rate between 2018-2020.

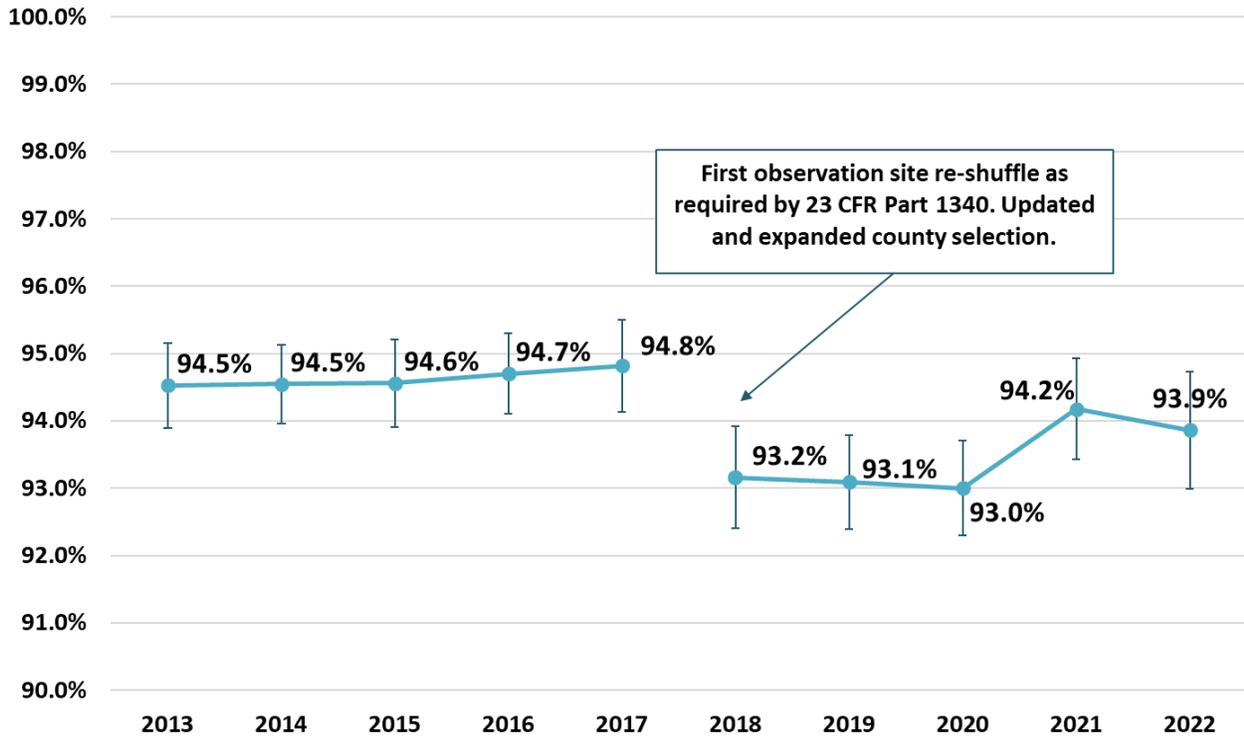
C-4: Unrestrained Passenger Vehicle Occupant Fatalities 2010-2021*



Seat Belt Use Rates in Washington State 2013-2022

Percent of Front Seat Motor Vehicle Occupants Using Seat Belts

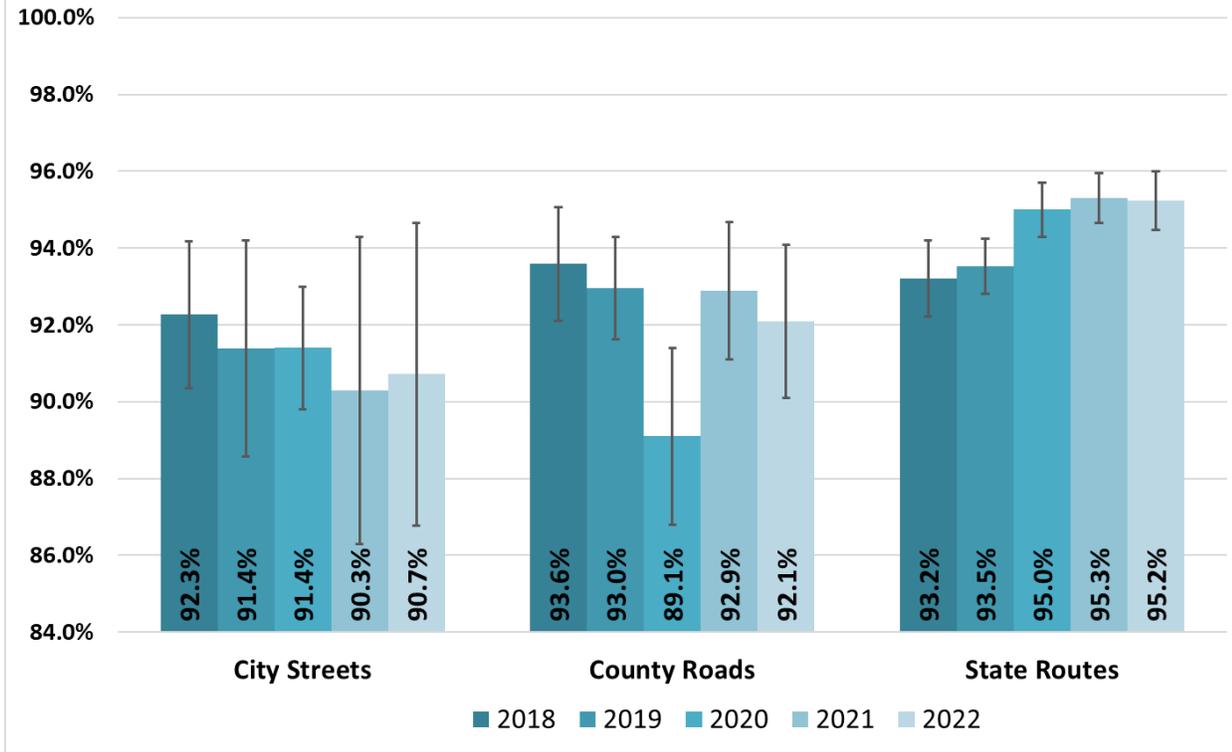
Source: Washington Seat Belt Observation Survey Weighted Rate



Seat Belt Use Rates in Washington by Road Type, 2018-2022

Percent of Front Seat Motor Vehicle Occupants Using Seat Belts

Source: Washington Seat Belt Observation Survey Weighted Rate



Adjustments to Highway Safety Plan for not Meeting Target

Washington is adjusting our approach to increasing seat belt use. Beginning with FFY 2022, we piloted a new project that uses PCN. This is a multi-year project that will identify high-risk areas in Washington and use local community coalitions to implement seat belt interventions using the PCN approach. We expect this added strategy will increase seat belt use in targeted communities by addressing the community's beliefs, perceptions, attitudes, and behaviors involving seat belt use. This added strategy supplements the enforcement activity of Click It or Ticket and the community support work of the Child Passenger Safety program.

FFY 2022 Countermeasures and Planned Activities

Planned Activity: Statewide CPS Services Delivery

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
OP22-02 M1CPS22-01	Washington CPS Program Delivery	Jerry Noviello	Bonney Lake Police Department

Description: This grant supported the state's Child Passenger Safety (CPS) Program, which includes a project manager, promoting statewide media and education, managing a grant process for the child passenger safety teams, providing support courses to acquire national certification, a network of currently certified car seat technicians for recertification, and current and future car seat inspection services.

Results: The recruitment and retention of technicians has remained a continuous challenge but is starting to turn around for the better. The network of technicians was drastically reduced during the pandemic, but the project manager was able to host several training courses and replace those technicians who did not recertify. The network supported all the local education resources as well as the car seat checks services. The mini-grant program was critical in supporting local activities. Providing reimbursement for emergency service personnel for the Child Passenger Safety Technician (CPST) training increased their attendance. A proud accomplishment of this project in FFY 2022 was the response to refugee resettlement from Afghanistan and Ukraine. Coordinated efforts with other state and local resources were used to support refugees and ensure they received child restraints and demonstrated an understanding on proper use to keep their children safe in the vehicle.

Following is a summary of accomplishments:

- 12 CPST courses held throughout the state
- 114 newly trained technicians added to the network, with a total of 433 technicians in Washington at the end of the grant year
- 119 car seat check services listed on website: 25 offering virtual services
- 2089 seats checked
- 2242 seats provided to families in need

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Child Passenger Safety	402	\$180,730	\$180,122
	405b	\$112,400	\$70,473

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
OP22-03	CPS Data Collection	Jerry Noviello	WTSC
<p>Description: This project aimed to provide CPSTs in Washington with a tablet to use during CPS events, so that they can enter car seat inspection data to the National Digital Check Form database during inspection events.</p> <p>Results: Two hundred twenty tablets were purchased and distributed as part of this grant. Mandatory statewide use of the National Digital Check Form began on October 1, 2022.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Child Passenger Safety	402	\$115,000	\$113,129

Planned Activity: HVE

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>																
M1HVE22-01	WSP HVE Block Grant - CIOT	Jerry Noviello	Washington State Patrol																
<p>Description: The WSP Seat Belt HVE grant project funded overtime for WSP to participate in national occupant protection emphasis patrols. This project also funded locally driven overtime enforcement activities throughout the year in the areas of occupant protection. Overtime activities were often in collaboration with local law enforcement agencies throughout the state.</p> <p>Results: The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1"> <tr> <td>Hours</td> <td>858.95</td> <td>DUI Arrests</td> <td>5</td> </tr> <tr> <td>Total Contacts</td> <td>2,091</td> <td>Speeding Citations</td> <td>335</td> </tr> <tr> <td>Total Citations</td> <td>919</td> <td>Seat Belt Citations</td> <td>495</td> </tr> <tr> <td>Total Warnings</td> <td>1,510</td> <td>Cell Phone Use Citations</td> <td>89</td> </tr> </table>				Hours	858.95	DUI Arrests	5	Total Contacts	2,091	Speeding Citations	335	Total Citations	919	Seat Belt Citations	495	Total Warnings	1,510	Cell Phone Use Citations	89
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<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>																
Seat Belt HVE	405b	\$150,000	\$107,432																

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>																
OP22-05	Seat Belt HVE – Local	Jerry Noviello	WTSC																
<p>Description: The Local Seat Belt HVE project funded seat belt focused enforcement activities across Washington State. Enforcement was conducted by local law enforcement agencies, who participated in the May 2022 Click It or Ticket campaign as well as other strategic times throughout the grant year. This was a new project added through the HPS amendment process.</p> <p>Results: The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1"> <thead> <tr> <th>Hours</th> <th>1,010</th> <th>DUI Arrests</th> <th>14</th> </tr> </thead> <tbody> <tr> <td>Total Contacts</td> <td>2,323</td> <td>Speeding Citations</td> <td>133</td> </tr> <tr> <td>Total Citations</td> <td>1,952</td> <td>Seat Belt Citations</td> <td>729</td> </tr> <tr> <td>Total Warnings</td> <td>823</td> <td>Cell Phone Use Citations</td> <td>663</td> </tr> </tbody> </table>				Hours	1,010	DUI Arrests	14	Total Contacts	2,323	Speeding Citations	133	Total Citations	1,952	Seat Belt Citations	729	Total Warnings	823	Cell Phone Use Citations	663
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<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>																
High Visibility Enforcement OP	402	\$256,000	\$74,615																

Planned Activity: PCN

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP22-02 M1*CP22-01	Transforming Traffic Safety Culture with PCN - Pilot	Jerry Noviello	WTSC
<p>Description: The intent of this project was to create up to six locally driven projects that utilize the PCN framework to increase seat belt usage. This included work to conduct an environmental scan of the state to identify areas best suited to conduct this project, goals, and priorities for the WTSC, and recruit potential project teams. It was hoped that our goal was to get the local projects off the ground and started in FFY 2022, including the advertising and communications work.</p> <p>Results: Much of this year was spent setting the foundation for the local projects. WTSC was able to add three seat belt questions to a statewide survey conducted in most high schools in Washington. This was a terrific opportunity to gather data about a high-risk driving group: teen drivers. This opportunity also created a delay to the implementation timeline because the survey results were not received until Spring 2022. This led to a tight timeline to identify and recruit project teams at high schools. Because of this, no local project teams were recruited in FFY 2022, which led to most of the funding going unspent.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Science of the Positive – PCN	402 405b	\$264,000 \$100,000	\$0 \$74,000

IMPAIRED DRIVING

Problem Statement

Impairment remains the most frequent contributing factor in fatal crashes in Washington, despite efforts to combat this issue for decades.

In 2021, Washington experienced the deadliest year on our roads since 1997. After years of declining serious crashes, in 2015 traffic fatalities increased 19.3 percent in a single year—the largest single year increase in fatalities since data collection began in 1968. Following this unprecedented increase, traffic fatalities remained stable from 2015 to 2019. In 2020, like many other states during the pandemic, Washington fatalities increased from 538 fatalities in 2019 to 574 fatalities in 2020, a 6.7 percent increase. This was despite large decreases in Vehicle Miles Traveled (VMT) and non-severe crashes, and the closure of schools and businesses. In 2021, Washington once again experienced an unprecedented single year fatality increase, from 574 deaths in 2020 to 663 deaths, a 15.5 percent increase.

Initiative 1183 privatized liquor sales and distribution, and public sales began March 1, 2012. In 2021, there were 18,473 retail establishments in Washington licensed to sell alcohol for on-premises and off-premises consumption. That year, House Bill 1480 allowed bars, restaurants, distilleries, wineries, and caterers that carry a liquor license to sell alcohol for curbside pickup or delivery, though this permission is set to expire July 1, 2023. Initiative 502 legalized the production, possession, delivery, and distribution of cannabis for recreational use. The first stores opened to the public July 8, 2014. In 2021, there were 915 licensed producers/processors and 484 licensed retailers statewide.

Poly-drug use—combining two or more drugs, or one or more drugs mixed with alcohol—is also prevalent in fatal crashes. The number of drivers in fatal crashes positive for multiple substances reached the highest number ever in 2021, a trend that has continued to increase since 2011. While alcohol and tetrahydrocannabinol (THC) are the most frequent combination, there are hundreds of unique drug combinations encountered among fatal crash-involved drivers in recent years. Many of these are prescription drugs. Prescription drugs can have an impairing effect on driving even when taken exactly as prescribed. A driver may not understand the impact their medication has on their driving abilities and may assume all drugs they take are safe simply because they were prescribed by a doctor.

Trends show fatal crashes involving drivers testing positive for delta-9 THC have remained mostly stable since an increase in 2014 following the launch of the recreational marijuana market. However, 2020 had the highest number in history of drivers in fatal crashes positive for delta-9 THC.

Approximately 45 percent of drivers were tested for drugs in both 2019 and 2020. Of those that tested positive for delta-9 THC:

- Nearly 80 percent were also positive for alcohol or other drugs.
- They also exhibited other high-risk behaviors, such as speeding (43 percent), not wearing a seat belt (30 percent), and being distracted (17 percent).
- More than one-third were between the ages of 16 and 25.
- The majority (80 percent) were male.

Cannabis and alcohol are the most common combination of poly-drugs among drivers in fatal crashes. But overall, alcohol (alone or in combination with other drugs) is three times more prevalent among drivers in fatal crashes than delta-9 THC.

The WSP Toxicology Lab is a vital part of testing blood evidence for Driving Under the Influence (DUI) prosecution and conviction. The lab received around 16,000 cases in 2021 with over 10,000 of

those involving impaired drivers. Blood tests have approximately a 200-day turnaround time as of April 2022. More complex drug test cases have a turnaround time of 9-12 months.

Focus Populations

Safe Road Users: People who are safe road users can influence the behaviors of the smaller group of impaired drivers engaging in risky behaviors.

Impaired Drivers: WTSC engaged researchers from the Center for Health and Safety Culture (CHSC) in the Western Transportation Institute of Montana State University (MSU) to better understand the state of beliefs, values, and reported behavior around impaired driving. The study demonstrated that 22 percent of respondents reported driving after drinking alcohol. Nine percent of respondents reported driving within two hours of drinking and using cannabis.

High-Risk Impaired Drivers: People who are high-risk impaired drivers are individuals who have a history of substance abuse/dependency and a history of impaired driving. These individuals are less likely to change their behavior without significant intervention, such as the treatment and monitoring received in a DUI Court.

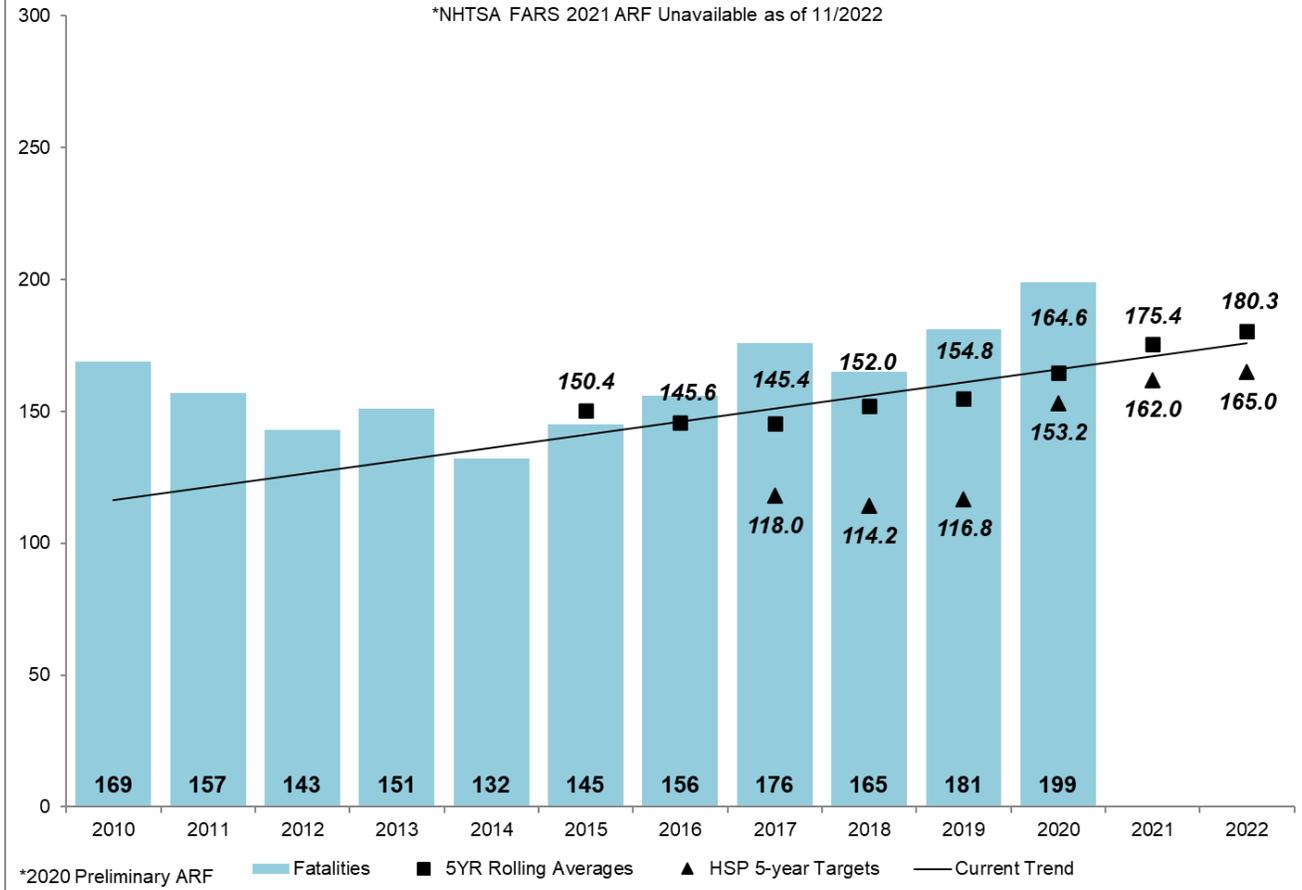
Associated Performance Measures: C-5

Assessment of State's Progress in Achieving Performance Targets

The 2022 target included in the FFY 2022 Highway Safety Plan (HSP) for alcohol impaired driver-involved fatalities (imputed) was 165.0 (2018-2022 rolling average value). It is not possible to provide a performance report for this measure, as currently the data available is insufficient to evaluate this progress with any confidence. The imputation method is a statistical approach for estimating missing information, which results in this measure fluctuating based on data completeness and not impaired driving programming. There is no state data comparable to the imputed estimates to supplement this performance report. Washington does not report imputed alcohol results in the Target Zero plan; therefore, this measure has no Target Zero line. Imputed alcohol information is only used for required HSP target setting purposes and this measure remains in progress.

C-5: Alcohol Impaired Driver Involved Fatalities (FARS Imputed) 2010-2020*

*NHTSA FARS 2021 ARF Unavailable as of 11/2022



FFY 2022 Countermeasures and Planned Activities

Planned Activity: Saturation DUI Enforcement

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>																
M6X22-01	WSP HVE Block Grant -- Impaired Driving	Jerry Noviello	Washington State Patrol																
<p>Description: The WSP DUI HVE project funded overtime for WSP to participate in the national impaired driving HVE emphasis patrols in December 2021 through January 2022 and August through September 2022. Overtime activities were often in collaboration with local law enforcement agencies throughout the state.</p> <p>Results: The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1"> <tbody> <tr> <td>Hours</td> <td>2,119.034</td> <td>DUI Arrests</td> <td>130</td> </tr> <tr> <td>Total Contacts</td> <td>3,186</td> <td>Speeding Citations</td> <td>706</td> </tr> <tr> <td>Total Citations</td> <td>828</td> <td>Seat Belt Citations</td> <td>73</td> </tr> <tr> <td>Total Warnings</td> <td>3,059</td> <td>Cell Phone Use Citations</td> <td>49</td> </tr> </tbody> </table>				Hours	2,119.034	DUI Arrests	130	Total Contacts	3,186	Speeding Citations	706	Total Citations	828	Seat Belt Citations	73	Total Warnings	3,059	Cell Phone Use Citations	49
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<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>																
HVE – Impaired Driving	405d	\$350,000	\$281,142																

Planned Activity: Strategic DUI Enforcement

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>																
PT22-06	Locally Driven DUI Enforcement Projects	Jerry Noviello	WTSC																
<p>Description: The Local Law Enforcement DUI HVE project funded overtime for local law enforcement agencies to participate in the national impaired driving emphasis patrols. This project also funded locally driven overtime enforcement activities.</p> <p>Results: The following table contains a selection of enforcement activity resulting from this project.</p> <table border="1"> <tbody> <tr> <td>Hours</td> <td>3,580.36</td> <td>DUI Arrests</td> <td>290</td> </tr> <tr> <td>Total Contacts</td> <td>4,887</td> <td>Speeding Citations</td> <td>573</td> </tr> <tr> <td>Total Citations</td> <td>702</td> <td>Seat Belt Citations</td> <td>41</td> </tr> <tr> <td>Total Warnings</td> <td>3,587</td> <td>Cell Phone Use Citations</td> <td>47</td> </tr> </tbody> </table>				Hours	3,580.36	DUI Arrests	290	Total Contacts	4,887	Speeding Citations	573	Total Citations	702	Seat Belt Citations	41	Total Warnings	3,587	Cell Phone Use Citations	47
Hours	3,580.36	DUI Arrests	290																
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Total Warnings	3,587	Cell Phone Use Citations	47																
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>																
HVE – Impaired Driving	402	\$480,580	\$258,570																

Planned Activity: Communications/Paid Advertising

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M1*PM22-02 164AL22-03	DUI HVE Media Campaign	Erica Stineman	WTSC
<p>Description: This project funded paid media support of DUI emphasis patrols and outreach including TV, radio, online ads, digital platforms, and social media.</p> <p>Results: Holiday DUI and Summer DUI results are described below:</p> <p>Holiday DUI: WTSC implemented a Holiday DUI awareness campaign to coincide with the HVE period. The campaign's focus was to encourage young adults aged 25-34 to not get behind the wheel while under the influence of alcohol or cannabis. The campaign ran from December 11, 2021, to January 1, 2022. Purchased spots on radio, streaming, and social media included 3,201 radio spots, 7,518,182 video views, and 4,288,157 audio listens, as well as 36 spots on Root Sports TV (Seattle Kraken games). The entire campaign garnered over 13 million impressions.</p> <p>Summer DUI: The Summer/Labor Day DUI campaign was targeted to adults aged 25-34+. The campaign ran from August 16 to September 5, 2022. The strategy included ads on TV, radio, streaming, and social media. There were 2,904 spots aired and the entire campaign garnered 20.2 million impressions.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
HVE – Impaired Driving	405b 164 Transfer	\$200,000 \$300,000	\$198,941 \$296,433

Planned Activity: Support Efficiency and Visibility of DUI Arrests with Mobile Impaired Driving Unit

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X22-02	WSP Impaired Driving Block Project -- MIDU	Mark Medalen	Washington State Patrol
<p>Description: This project provided impaired driving related training and technical support to all law enforcement agencies across the state through WSP's Mobile Impaired Driving Unit (MIDU). These programs work with law enforcement to improve and support the officer's ability to detect, process, and testify about alcohol and drug impaired driving offenses.</p> <p>Results: The MIDU was deployed 37 times at locations throughout the state. This exceeded their goal of 30 deployments for the year. For those deployments, approximately 178 DUI arrests were made within the vicinity of the MIDU, with 152 of those processed in the MIDU. The MIDU was used to process 85 percent of all DUIs arrested in locations where it was deployed. A Drug Recognition Expert (DRE) was deployed with the MIDU 27 times, with multiple DREs working in the MIDU during SeaFair. Each MIDU deployment provided an opportunity to promote public awareness of officer presence, the potential dire consequences of impaired driving, and the criminal and financial impacts to offenders and the victims.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
HVE – Impaired Driving	405d	\$187,500	\$121,912

Planned Activity: WSP DRE Training

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X22-03	WSP Impaired Driving Block Project -- DRE Program	Mark Medalen	Washington State Patrol
<p>Description: This project provided support to the WSPs Impaired Driving Unit and three specific programs: The MIDU, the Drug Evaluation, and the Classification Program.</p> <p>Results: Successes of the DRE Program included completion of DRE School #37 where 11 new DREs completed the training and passed the DRE Field Certifications in Mesa, AZ; one DRE in-service meeting held in Wenatchee with 75 DREs attending; and six DREs (including the State DRE Coordinator) attending the DRE National Conference in San Antonio, TX. The program taught 117 classes for 1,273 officers/attendees including:</p> <ul style="list-style-type: none"> • 1 DRE School for 11 officers. • 15 Advanced Roadside Impaired Driving Enforcement (ARIDE) classes for 197 officers. • 98 basic and refresher Standardized Field Sobriety Test (SFST) classes for 962 officers. • 3 Controlled Drinking Sessions for 103 students. 			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Sustained Enforcement and Adjudications	405d	\$275,000	\$196,704

Planned Activity: Improve Proficiency and Competency of Officers in Making DUI Arrests

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PT22-07	Seattle Police Department Impaired Driving Training	Mark Medalen	Washington State Patrol
<p>Description: This project supported the Seattle PD's Impaired Driving Training Coordinator, Officer Huber, to deliver training on various impaired driving topics to officers, deputies, troopers, prosecutors, and toxicology scientists. The material was timely, up-to-date, and presented in a manner conducive to learning—as evidenced by the large number of returning attendees to both in-person and webinar-based training. Officer Huber attended meetings and presented both in-person and via webinars to more than 2,000 attendees.</p> <p>Results: The FFY 2022 grant was busy and included a shift back to pre- COVID-19 practices. Fifty-six classes were done in person rather than via webinar. These classes included:</p> <ul style="list-style-type: none"> • 4 Blood Alcohol Content (BAC) Operator Basic classes. • 16 BAC/SFST Refresher classes. • 6 ARIDE classes. • 10 Post basic law enforcement academy classes with one cancelled due to an illness. • 3 DUI and SFST classes with one class cancelled due to illness. • 6 Operation Sober Handle trainings. <p>Along with these trainings, 11 other miscellaneous trainings were conducted:</p> <ul style="list-style-type: none"> • 3 Cops in Court trainings • 1 high school presentation • 3 prosecutor centric trainings 			

- 1 Coast Guard SFST refresher with wet lab, presented at the American Academy of Forensic Sciences
- 1 toxicology conference, serving as a DRE on a sub-committee at the Probation Academy on Cannabis
- Served as a DRE at the second week of DRE School #37

Officer Huber participated in 13 webinars on various topics throughout the country, including Florida, Kansas, Missouri, Michigan, and Washington. He also served, upon request, as a subject matter expert on 12 different circumstances with the Seattle PD and outside agencies.

Officer Huber attended the Borkenstein Trainings on Alcohol & Drugs. These were weeklong trainings conducted in Indianapolis, Indiana and Philadelphia, Pennsylvania. He also attended four different conferences: The Law Enforcement Liaison and Washington State DRE conferences in Wenatchee, the National Alliance to Stop Impaired Driving (NASID) conference in Washington, DC, (hosted by Responsibility.org and the Nation Impaired Driving), and the Traffic Safety conference in San Antonio, Texas.

Officer Huber presented to over 2,000 students and attendees in all the above listed classes and presentations.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Sustained Enforcement and Adjudications	402	\$50,000	\$49,809

Planned Activity: Improve Proficiency of Officers and Prosecutors to Result in Effective Prosecution of Cases

<u>Fed Project #</u> M6X22-04	<u>Project Title</u> TSRP – Municipal Research and Services Center	<u>Program Manager</u> Edica Esqueda	<u>Sub-Recipient</u> Municipal Research Services Center
<p>Description: This grant funded a Traffic Safety Resource Prosecutor (TSRP), Melanie Dane, through the Municipal Research Services Center who acted as a statewide resource. The TSRP works on existing and new projects aimed at reducing impaired driving in Washington; conducts training for prosecutors, law enforcement professionals, judges, probation staff, and legislators on topics crucial to impaired driving enforcement; provides policy guidance for legislative sessions; and experienced litigation assistance, legal memoranda, research assistance, and online assistance via the state TSRP website and newsletter.</p> <p>Results: In July 2022, Melanie Dane became the sole TSRP for Washington State. Melanie was unable to offer DUI Boot Camp, Lethal Weapon, and the Drugged Driving training program due to staffing issues. The TSRP program continued to offer projects on virtual platforms to achieve program goals. While unable to offer traditional training, Melanie continued to familiarize herself with the TSRP role, made numerous contacts, spent hundreds of hours learning new systems, attended training, established contacts, and published two TSRP newsletters.</p> <p>Melanie responded to 290 technical assistance requests, conducted 688 Westlaw legal searches, attended 79 TSRP meetings, and published one newsletter. The TSRP also serves on the Deferred Prosecution Legislative Workgroup and assisted on three additional legislative requests.</p>			
<u>Countermeasure</u> Sustained Enforcement and Adjudications	<u>Fund Source</u> 405d	<u>Amount Approved</u> \$182,954	<u>Amount Expended</u> \$179,479

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X22-05	TSRP - Seattle Prosecuting Attorney's Office	Edica Esqueda	Seattle City Attorney's Office
<p>Description: This grant funded a TSRP, Miriam Norman, within the Seattle City Attorney's Office who acted as a statewide resource. Miriam executed projects aimed at reducing impaired driving in Washington including conducting outreach and training to prosecutors, law enforcement professionals, judges, probation staff, legislators, and hearing examiners on topics crucial to impaired driving. Miriam provided experienced litigation assistance in the courtroom, legal memoranda, research assistance, and online assistance via the state TSRP website and newsletter. Miriam vacated the TSRP position in July 2022.</p> <p>Results: In July 2022, Miriam Norman left the Washington TSRP program. Miriam was unable to offer DUI Boot Camp, Lethal Weapon, or the Drugged Driving training program due to staffing issues. The TSRP program continued to offer projects on virtual platforms to achieve program goals. Miriam was able to conduct small classroom and practical training such as Operation Sober Handle.</p> <p>Miriam responded to 902 technical assistance requests, attended 51 TSRP meetings, and published two newsletters. The TSRP also served on the DRE Advisory Board and offered assistance on several critical impaired driving cases.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Sustained Enforcement and Adjudications	405d	\$178,718	\$111,078

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X22-06	State TSRP	Edica Esqueda	
<p>Description: This project was to provide funding for ongoing support of the Washington State TSRP Program by funding an additional TSRP at a yet-to-be-identified host agency or contracted directly with the WTSC. The TSRP would deliver training and guidance directly to local prosecutors and law enforcement officers in the state.</p> <p>Results: During FFY 2022, it was determined we would have difficulty finding a qualified TSRP to fill the vacant position. The program experienced back-to-back vacancies and went from three TSRPs to one in a very short time frame. Due to staffing, the WTSC would need additional assistance to fill the two vacancies. The WTSC hired a state-funded contractor to prioritize filling the two TSRP vacancies for the FFY 2023 program year. We anticipate being back to full TSRP staffing by early to mid FFY 2023.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Sustained Enforcement and Adjudications	405d	\$191,415	\$0

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP22-06	TSRP Support	Edica Esqueda	WTSC
<p>Description: The state TSRP is a continuing project aimed at reducing impaired driving in Washington State. The State TSRP trains and educates prosecutors, law enforcement, judges, probation staff, legislators, and hearing examiners on topics crucial to impaired driving enforcement. The State TSRP provides experienced litigation assistance in the courtroom, legal memoranda, research assistance, and online assistance via the State TSRP website and newsletter. This program supports the TSRP program with funds that support their programs.</p> <p>The goal of the TSRP Support program was to provide program funding and support to improve the ability of the state's law enforcement to investigate and the state's prosecutors to effectively prosecute DUI, felony DUI, vehicular homicide, and vehicular assault cases through training, quality resources, education, and training materials. In additions, the program was intended to raise the level of competence, engaging in more effective prosecutions, and increasing public safety by reducing recidivism. This project was intended to support the TSRP program with financial support to achieve these goals.</p> <p>Results: The WTSC realized early on it was not possible to execute this internal project due to issues in staffing with the TSRP program. The program was unable to hold statewide training and therefore unable to support the spending projected. Most training was offered via virtual options. We anticipate making efforts to begin transitioning back to some in-person class training in the upcoming program year.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Sustained Enforcement and Adjudications	405d	\$70,000	\$0

Planned Activity: Support Effective DUI Prosecution Through Forensic Blood Evidence

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
TR22-06 M6X22-07	WSP Tox Lab Support	Mark Medalen	WSP
<p>Description: The WSP Toxicology Laboratory requested a continuation of grant funding to aid in the reduction of the backlog in DUI casework and the corresponding lengthy turnaround times.</p> <p>Results: The Tox Lab continued to work to reduce the turnaround time for the testing of DUI Blood Evidence cases. The Tox Lab had some initial success in reducing the turnaround time and reducing the overall backlog of DUI casework; however, the number of DUI submissions continued to be high and the new scientists who had been hired were still going through training and were not able to contribute yet to alcohol/drug testing.</p> <p>DUI evidence kits were purchased for statewide law enforcement agencies. The Tox Lab provided these critical evidence kits to law enforcement agencies within the state that requested or needed them, which is in contrast to many other states who were significantly affected by the national shortage of blood vials.</p>			

Having the Technical Lead position filled has been extremely beneficial. The incumbent worked on method development/validation so the Tox Lab can provide more testing in-house.

The Tox Lab outsourced approximately 150 DUI cases that needed confirmation testing performed (emerging/designer drugs and drugs that the Tox Lab is unable to test in-house). Of particular note was the ability to outsource cases that required the differentiation of delta-9 THC and delta-8 THC. In addition, with the additional Technical Lead position, the Tox Lab worked on developing a method in-house to differentiate between delta-9 THC and delta-8 THC.

There were several challenges during this grant cycle.

- The Tox Lab was unable to fill the Property/Evidence Custodian position at all during this grant period. It has been extremely difficult to secure qualified applicants who pass the polygraph/background check and who want to live in a high cost of living area (Seattle). The Tox Lab held several rounds of interviews for this position. It is anticipated that the opening of the second Tox Lab in Federal Way will draw more applicants, since it is a less costly area to live in.
- There was a national shortage of blood vials available to include in DUI Blood Evidence Kits. However, thanks to the determination of the Tox Lab Commander, Lizz Gough, Washington State was able to finally procure these Evidence Kits before most other states. It is not anticipated that the Tox Lab will encounter this challenge in the next grant cycle.
- Another challenge was the increasing number of DUI cases that required confirmation of emerging/designer drugs. and not all relevant DUI cases were able to be sent out for external testing of these substances. The amount of outsourcing funds was increased in the next grant cycle to overcome this challenge.

Overall, the Tox Lab was not able to decrease the DUI backlog and turnaround times, although there was some success early on in the grant period for both of these metrics. However, the number of DUI submissions continued to be high, especially towards the end of the grant period, and the newly hired scientists were still going through training and not able to contribute yet to alcohol/drug testing. The Tox Lab will have trained an additional four scientists in the first half of 2023, and it is expected that the backlog and turnaround times will finally decrease.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Sustained	402	\$200,000	\$181,899
Enforcement and Adjudications	405d	\$200,000	\$63,841

Planned Activity: Support Dedicated DUI Enforcement Teams

<u>Fed Project #</u> PT22-08 164AL22-05	<u>Project Title</u> Spokane County Sheriff Office Dedicated DUI Officer		<u>Program Manager</u> Jerry Noviello	<u>Sub-Recipient</u> City of Spokane																
<p>Description: The Spokane CSO utilized a two-officer DUI team to conduct full-time DUI enforcement from May to September 2022. These grant funds paid for DUI enforcement activities from a dedicated Deputy DUI Enforcement Officer (DUI EO), while Spokane CSO provided an existing DUI EO as a match. They also provided a fully equipped patrol vehicle and all other equipment/supplies for each DUI EO. The DUI EOs conducted full time DUI enforcement in Spokane County, collaborating with the local Target Zero Task Force.</p> <p>This project's start date was delayed due to staffing shortages. It began after staffing increased to a level that supported project implementation.</p> <p>Results: The Spokane CSO provided dedicated DUI enforcement from May to September 2022. DUI enforcement efforts were focused on unincorporated Spokane County and cities that contract with Spokane CSO for law enforcement services. The two-officer unit made 94 DUI arrests during the grant period.</p> <p>The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1" data-bbox="191 945 1386 1087"> <tbody> <tr> <td>Hours</td> <td>1020</td> <td>DUI Arrests</td> <td>94</td> </tr> <tr> <td>Total Contacts</td> <td>573</td> <td>Speeding Citations</td> <td>80</td> </tr> <tr> <td>Total Citations</td> <td>83</td> <td>Seat Belt Citations</td> <td>1</td> </tr> <tr> <td>Total Warnings</td> <td>325</td> <td>Cell Phone Use Citations</td> <td>2</td> </tr> </tbody> </table>					Hours	1020	DUI Arrests	94	Total Contacts	573	Speeding Citations	80	Total Citations	83	Seat Belt Citations	1	Total Warnings	325	Cell Phone Use Citations	2
Hours	1020	DUI Arrests	94																	
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Total Citations	83	Seat Belt Citations	1																	
Total Warnings	325	Cell Phone Use Citations	2																	
<u>Countermeasure</u> Sustained Enforcement and Adjudications	<u>Fund Source</u> 402 164 Transfer		<u>Amount Approved</u> \$77,500 \$77,500	<u>Amount Expended</u> \$22,859 \$22,859																

Planned Activity: Support WSP ID Program's Work to Monitor Ignition Interlock Usage Across the State

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
164AL22-04	WSP Impaired Driving Block Project - Ignition Interlock Program	Jerry Noviello	Neighborhood House
<p>Description: This project was part of the block grant to provide support to the WSP's Impaired Driving Unit and three specific programs: The Mobile Impaired Driving Unit, the Drug Evaluation and Classification Program, and Ignition Interlock Program.</p> <p>Results: The Interlock Program completed 1,404 compliance checks (contacts) and 63 criminal investigations including one custodial arrest. They far exceeded the goal of 175 compliance/education checks for the year. Due to staffing shortages and COVID-19 health restrictions, many of the contacts were conducted by phone.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Ignition Interlock Program	164 Transfer	\$143,000	\$99,016

Planned Activity: Support DUI Court Implementation

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X22-08	Kent DUI Court	Jerry Noviello	City of Kent
<p>Description: Kent Municipal Court established a therapeutic DUI court in 2017 utilizing the 10 guiding principles established by the National Center for DWI Courts (NCDC). This funding was provided to assist in ongoing efforts with their DUI Court program.</p> <p>Results: Kent DUI Court began the fiscal year with five program participants. Of these five, four graduated from the program and one was released. Eighteen potential new participants were identified and screened for the program, with eight of them enrolling into the DUI Court program. New to Kent's DUI Court this year was the implementation of the Computerized Assessment and Referral System (CARS) screening tool to better identify high needs / high-risk individuals. They continued to hold weekly DUI Court calendars, randomly and frequently conducted urinalysis tests on participants and provided financial support for some participants' breath test monitoring fees, electronic home detention costs, and DUI Victim Impact Panel fees. The court team virtually observed Spokane Municipal DUI Court's staffing and hearings via Zoom, and attended the National Association of Drug Court Professionals (NADCP) RISE Conference in Nashville, TN.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
DUI Courts	405d	\$100,000	\$16,238

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X22-10	Spokane Municipal DUI Court	Jerry Noviello	Spokane Municipal Court
<p>Description: This grant supported the Spokane Municipal DUI Court. The court utilized the 10 guiding principles established by the NCDC to operate their DUI court. The court, in its fifth year, had the primary goal of helping repeat DUI offenders change their behavior and end DUI recidivism. The program helped address the abuse of alcohol and drugs to protect the public while also holding participants accountable. The city of Spokane used a collaborative team approach to complete the task.</p> <p>Results: The project had great results in FFY 2022. Participation in the program increased - with an enrollment of 30 participants at the end of the grant year – and enrollment is anticipated to continue to increase. Another success is the low recidivism of program participants: zero participants had a secondary DUI related conviction during this reporting period. Enrollment data includes:</p> <ul style="list-style-type: none"> • Potential Participants Screened (Computerized Assessment and Referral System (CARS)): 32 assessments were conducted • New Admissions: 20 new participants admitted to the program <p>This grant paid for drug testing fees for participants. All participants who entered DUI Court in this grant period were deemed indigent and were thus eligible to access grant funding to pay for drug and alcohol monitoring/testing. Results include:</p> <ul style="list-style-type: none"> • Drug Tests: 1,947 tests were conducted with 131 yielding a positive result. Over 93 percent of drug tests were negative. 			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
DUI Courts	405d	\$50,000	\$46,575

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X22-09	Des Moines DUI Court	Jerry Noviello	Des Moines Municipal Court
<p>Description: This project provided financial support to the Des Moines DUI Accountability Court which used evidence-based practices including Moral Reconciliation Therapy and motivational interviewing to bring rehabilitation and retribution to high-risk offenders. The Des Moines DUI Accountability Court's work was aligned with the NCDC model and used a collaborative approach to reduce impaired driving through increased supervision, treatment, and motivation.</p> <p>Results: This was the fourth full year of the Des Moines DUI Accountability Court. They have successfully enrolled five additional participants during the year and are exploring ways to increase capacity in the near future.</p> <p>There were 342 drug tests throughout the year, with a positive rate of 6 percent. Of that, only four tests were confirmed to be positive.</p> <p>One participant graduated in FFY 2022.</p> <ul style="list-style-type: none"> • The program continues to maintain a 0 percent recidivism rate regarding new DUI or drug/alcohol related violations. 			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
DUI Courts	405d	\$50,000	\$31,805

<u>Fed Project #</u> M6X22-11	<u>Project Title</u> Training and Support for DUI Courts	<u>Program Manager</u> Jerry Noviello	<u>Sub-Recipient</u> WTSC
<p>Description: The purpose of this project was to provide financial resources to new or current DUI courts in Washington. The intent was to send DUI court teams to trainings to improve skills needed for the program, provide supplies or services needed to operate courts, and provide financial support for a new court to get started.</p> <p>Results: There was no interest from Washington municipalities to start a new DUI Court program in FFY 2022. However, three current courts utilized these grant funds to improve their programs:</p> <ul style="list-style-type: none"> • Kent DUI Court: DUI Court professional development - sent the team to the RISE Conference in July 2022. • Yakima County DUI Court: DUI Court professional development - sent the team to the RISE Conference in July 2022. • Spokane Municipal DUI Court: funds supported electronic home monitoring and drug testing services. 			
<u>Countermeasure</u> DUI Courts	<u>Fund Source</u> 405d	<u>Amount Approved</u> \$100,000	<u>Amount Expended</u> \$61,471

Planned Activity: PCN

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP22-07	Neighborhood House – Most Steer Clear Project	Jerry Noviello	Neighborhood House
<p>Description: This project provided continuing support for the “Most Steer Clear” Positive Community Norms (PCN) campaign that was launched in 2017 to decrease the rates of youth and young adults driving under the influence of marijuana and alcohol in King County. The project expanded on previous communication efforts focused on posters and outreach, and education at community events. West Seattle is the most racially and ethnically diverse part of Seattle, and the project involved feedback from ethnic-minority and language-minority students in the development of messages.</p> <p>Results: Neighborhood House developed and field tested “Most Steer Clear” videos and ads with the target audience and distributed them to partners, funders, and peer educators for feedback. The largest campaign in FFY 2022 was a billboard-based campaign, utilizing 54 billboards that reached 1.16 million people. As COVID-19 restrictions eased and people began returning to movie theaters this year, theater advertisements became a valuable campaign tool again. The Most Steer Clear ads were viewed more than 719,000 times in theaters. Social media and TV advertisements were also utilized for this campaign, with total exposure from TV and social media coming in at just over 2.4 million impressions. The Most Steer Clear program exceeded project goals and targeted positive norm ads were viewed over 3.9 million times in 2022.</p> <p>The campaign was implemented by one project coordinator and three peer educators. They developed, posted, and monitored social media messages each month. They also conducted five focus groups with 22 youth and young adults, including one group in Spanish.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
SOTP - PCN	402	\$80,000	\$70,726

Planned Activity: Research and Creative Development

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP22-08	Impaired Driving Communications Plan	Edica Esqueda	WTSC
<p>Description: This activity was intended to build upon the established Together We Get There (TWGT) statewide communications campaign. This strategic approach would start with creating an integration plan to add impaired driving messaging to the campaign. New impaired driving creative will include testing messages with focus populations to ensure we are reaching the intended audience. This activity was to be done in collaboration with statewide partners, to include the Washington Impaired Driving Advisory Council.</p> <p>Results: Due to staff resource issues, this project was postponed until FFY 2023.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Communications Strategy	402	\$300,000	\$0

SPEED

Problem Statement

Speeding is a major factor contributing to motor vehicle crash fatalities in Washington State. In 2020, 30 percent of fatalities involved speeding. Younger drivers are more likely to speed than are older drivers in fatal crashes. Due to dramatic decreases in vehicle miles traveled (VMT) during the COVID-19 pandemic, and as reported around the nation, average speeds in 2020 increased. Law enforcement reported increases in egregious speeding violations and many fatal crashes resulted. Although we predicted we would see more “exceeding posted speed” fatal crashes in 2021 these crashes represented 31 percent of speeding drivers in fatal crashes, down from 42 percent in 2020.

Focus Populations

A 2019 report from the Governors Highway Safety Administration (GHSA) “Speeding Away from Zero: Rethinking a Forgotten Traffic Safety Challenge,” identified four different categories of speeding drivers: deliberate, typical, situational, and unintentional.

Deliberate speeders engage in more aggressive and deliberate speeding events. They engage in risky driving behaviors more often than other driver types. Deliberate speeders had the most favorable attitude towards speeding. Young males were more prevalent in this category.

Typical speeders comprise the largest number of drivers with an even distribution across all driver demographics. These drivers engage in casual speeding most often compared to the other groups.

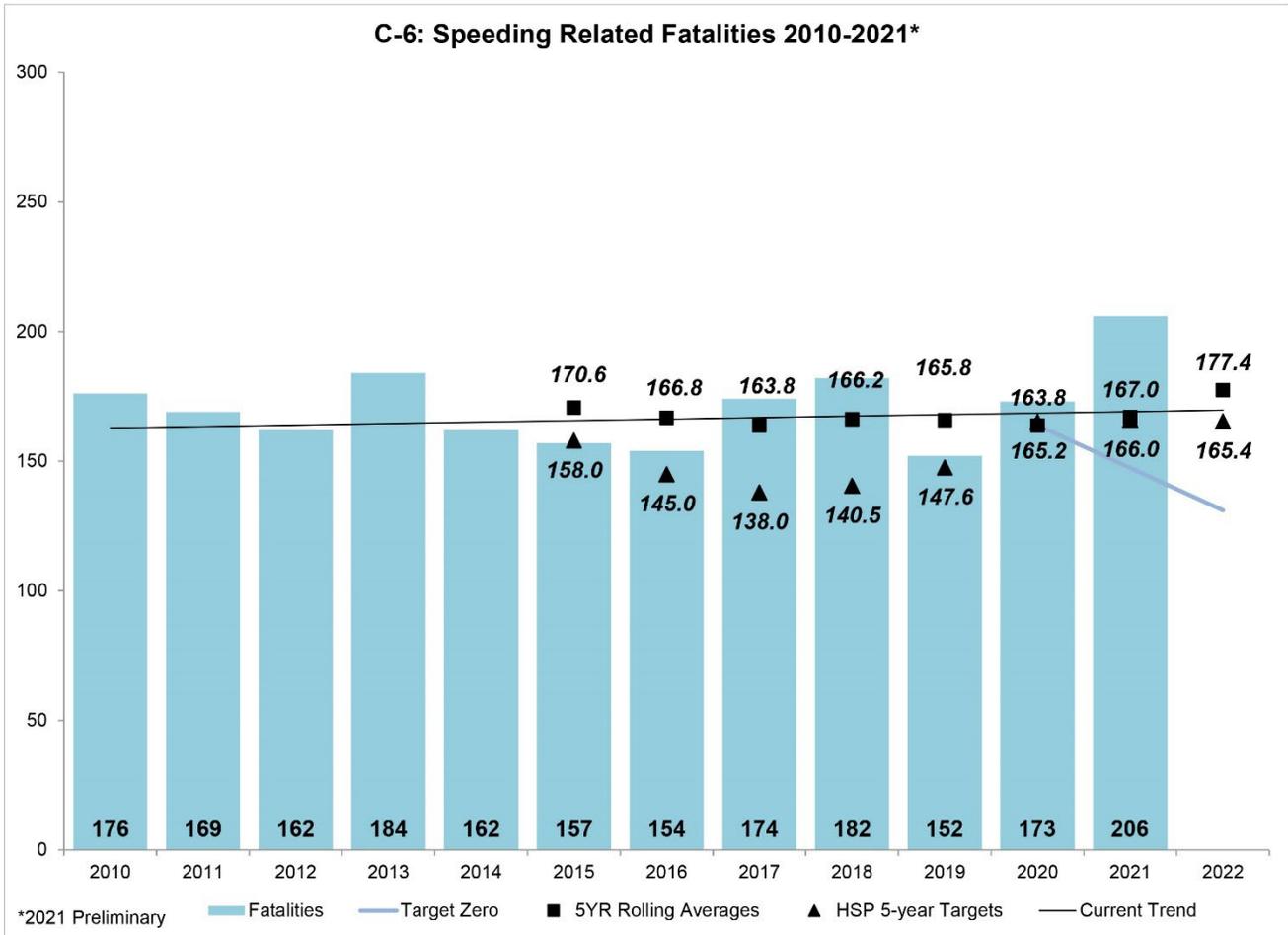
Situational speeders engage in minimal amounts of aggressive and cruising speeding. They are only slightly more likely than unintentional speeders to engage in speeding events. This group did not share the same favorable views regarding not speeding as unintentional speeders.

Unintentional speeders generally engage in incidental and casual speeding. These speeders have attitudes and beliefs most favorable toward not speeding. Both situational and unintentional speeders are mostly comprised of older drivers.

Associated Performance Measures: C-6

Assessment of State’s Progress in Achieving Performance Targets

C-6: The 2022 target included in the FFY 2022 HSP for speeding-involved fatalities was 165.4 (2018-2022 rolling average value). This target was set equal to the value of the most recent five-year rolling average value according to the data available at the time the target was set. According to the revised trend line used to develop the FFY 2023 target, the FFY 2022 HSP target will not be met. To reach the 2018-2022 rolling average target of 165.4, the total number of speeding involved fatalities in 2022 would have to be less than 115. This number has been exceeded, therefore the FFY 2022 target was not met.



Adjustments to Highway Safety Plan for not Meeting Target

The WTSC has not had a robust speeding program in recent years. This is mostly due to a lack of what we have perceived as effective strategies. In 2022, WTSC reinstated speeding as a priority traffic safety program. A statewide speed observation study was conducted in spring 2022, and a web-based dashboard established to increase awareness of the scope of the speeding problem in Washington. Late in the fourth quarter of the year, a program manager was hired and assigned to create a speed program plan that will bring together the best available data about the program, surface focus populations, and identify countermeasure strategies for funding. In FFY 2023, WTSC has agreed to pilot a new speed program review checklist for GHSA as preliminary step to begin developing a multimodal program plan. Additionally, we are conducting a speeding in school zones observation study to further understand the scope of the speeding problem and to partner with educational stakeholders to begin increasing community awareness, care, and concern for pedestrian safety.

FFY 2022 Countermeasures and Planned Activities

Planned Activity: Conduct TSEP Speed Enforcement

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>																
PT22-05	WSP TSEP Speeding	Jerry Noviello	Washington State Patrol																
<p>Description: The WSP Speed Traffic Safety Enforcement Program provided funding for overtime enforcement activities focused on speeding. WSP identified target locations throughout the state, focusing on community events when possible. WSP planned speed enforcement along select corridors to maximize exposure to the public.</p> <p>Results: In response to increase enforcement in order to respond to the increase in fatal crashes, WSP overspent on speed patrols. However, this project is part of a larger WSP Enforcement Block Grant that included impaired driving enforcement. The overspend on speed was compensated through an underspend on impaired driving within the context of the bigger contract. WTSC met with WSP to improve communication processes in the future.</p> <p>The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1"> <tbody> <tr> <td>Hours</td> <td>1238.92</td> <td>DUI Arrests</td> <td>1</td> </tr> <tr> <td>Total Contacts</td> <td>3,157</td> <td>Speeding Citations</td> <td>1,376</td> </tr> <tr> <td>Total Citations</td> <td>1,445</td> <td>Seat Belt Citations</td> <td>55</td> </tr> <tr> <td>Total Warnings</td> <td>2,133</td> <td>Cell Phone Use Citations</td> <td>14</td> </tr> </tbody> </table>				Hours	1238.92	DUI Arrests	1	Total Contacts	3,157	Speeding Citations	1,376	Total Citations	1,445	Seat Belt Citations	55	Total Warnings	2,133	Cell Phone Use Citations	14
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Total Warnings	2,133	Cell Phone Use Citations	14																
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>																
TSEP	402	\$100,000	\$171,026																

MOTORCYCLES

Problem Statement

The common belief that most motorcycle crashes are caused by other motorists is inaccurate. While about two-thirds of fatal motorcycle crashes involved another vehicle, DOL reports that 70 percent of all fatalities are due to motorcycle rider error.

Broken down by type of motorcycle, 86 percent of sport bike fatalities were caused by riders. These motorcycles are primarily ridden by younger operators who are more likely to be unendorsed. The main contributing factors cited in these crashes were illegal and dangerous actions by the rider including speeding, losing control in corners and curves, improper passing, and riding under the influence of alcohol and/or drugs.

About one in five motorcycle crashes results in serious injury or death.

Impairment by drugs and/or alcohol, speeding, and improper passing are the major risk factors for most serious and fatal injury motorcycle crashes.

After the pandemic began and people were ordered to stay home in March 2020, law enforcement reported an increase in the number of riders who were traveling at over 100 miles per hour. They also reported an increase in the number of riders failing to stop for law enforcement (eluding police). A license endorsement is required in Washington to ride a motorcycle. Currently, motorcycles may be purchased and registered in Washington without a valid motorcycle endorsement. Endorsed riders have fewer infractions and are less likely to be involved in fatal collisions when compared to unendorsed riders.

Focus Populations

Recent research conducted jointly by WTSC and DOL points to several high priority audiences:

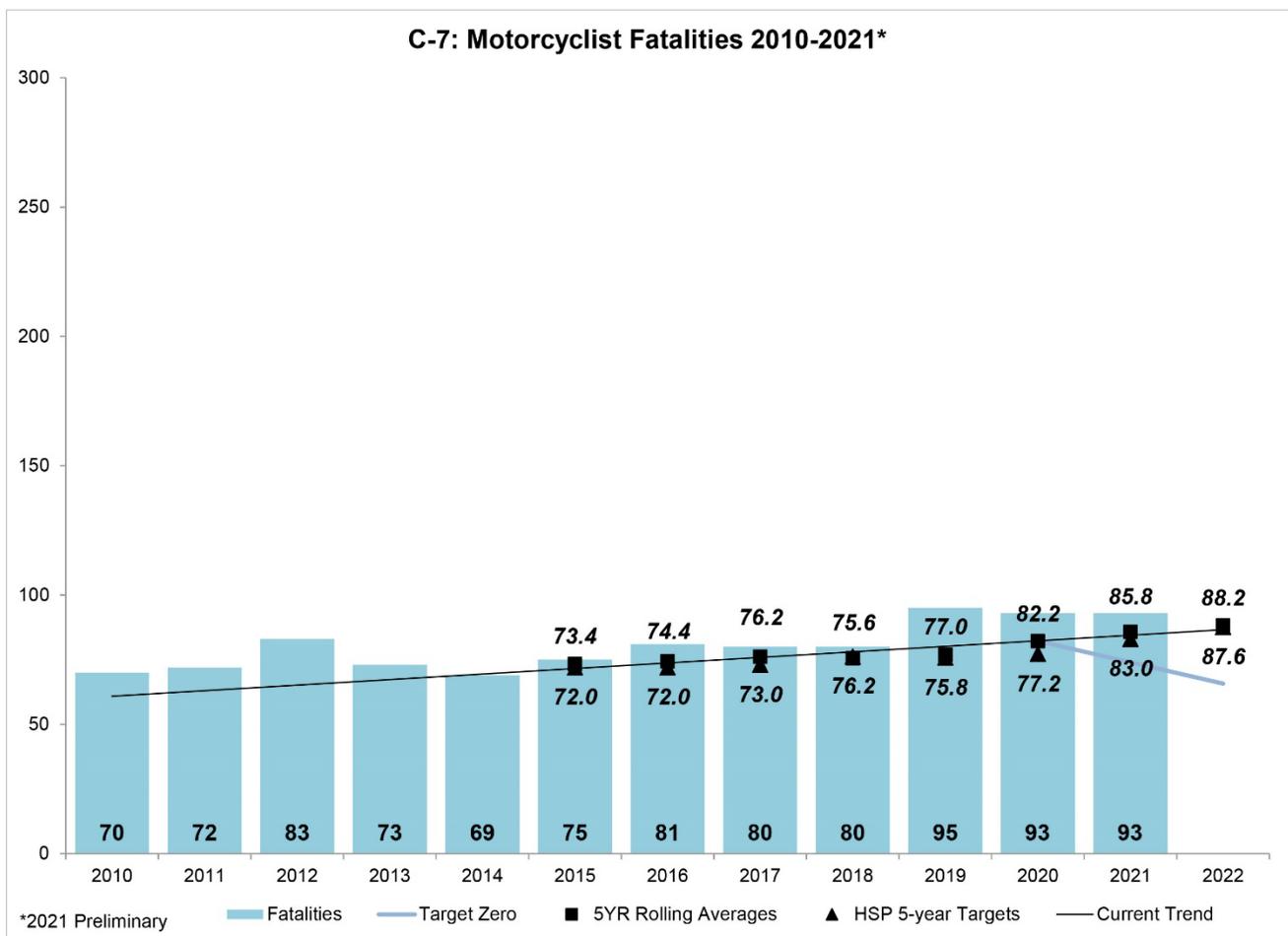
- Young male riders 19-25 years-old and older male riders 45+ years-old
- Riders of sport style motorcycles and riders who drive larger cruiser style motorcycles
- Drivers of other passenger vehicles

Associated Performance Measures: C-7, C-8

Assessment of Washington’s Progress in Achieving Performance Targets

C-7: The 2022 target included in the FFY 2022 HSP for motorcyclist fatalities was 87.6 (2018-2022 rolling average value). This target was calculated based on the assumption that the following two calendar years of data would be equal to or less than the value of the most recent five-year rolling average of known data at the time the target was set. According to the revised trend line used to develop the 2023 target for FFY 2023, it is unlikely we will meet the FFY 2022 HSP target; 2019-2021 had the highest recorded motorcyclist deaths in decades. To reach the 2018-2022 rolling average target of 87.6, the total number of motorcyclist fatalities in 2022 would have to be less than 75. While this calendar year target is within historic values, recent trends indicate we will not meet this target.

C-8: The 2022 target included in the FFY 2022 HSP for unhelmeted motorcyclist fatalities was zero (2018-2022 rolling average value). The target remains “in progress” until full year 2022 data becomes available.



Adjustments to Highway Safety Plan for not Meeting Target

The COVID-19 pandemic continues to impact highway safety. The vehicle miles traveled (VMT) are down, but in the past 18 months, Washington saw a 27 percent increase in serious injury and fatal crashes compared to previous years. Washington experienced over 90 motorcyclist fatalities in 2019 and 2020. This is the most in our state since 1982.

Overall traffic fatalities in our state have increased each of the past three years. In August 2020, Washington experienced 68 traffic fatalities on our roads in that month alone, and August 2021 we surpassed that with 76 fatalities – the most since 2006. We are following serious injury and fatal crash data to prioritize locations where education, outreach, and/or enforcement is needed most. Law enforcement agencies statewide are facing challenges with low staffing, COVID-19 precautions and restrictions, and police reform laws. This has caused a reduction in law enforcement presence on our roads. We will continue collaborating with contractors and partners including DOL’s Motorcycle Safety Program to increase rider knowledge, skills, and training. Using the Positive Community Norms (PCN) approach, we are urging all riders to “Create Your Own Safety” in hopes of decreasing crashes. We will conduct social media surveys to learn more about attitudes and beliefs of riders. We are also working with the Department of Health (DOH), prevention, and treatment communities to address mental health issues that contribute to drug and alcohol abuse.

FFY 2022 Countermeasures and Planned Activities

Planned Activity: Motorcycle Safety Program Support

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M9X22-02	DOL's Motorcycle Safety Program	Mark Medalen	Department of Licensing
<p>Description: This project was intended to support efforts aimed at improving motorcycle rider training courses, increasing the number of trained motorcycle riders, and programs to increase motorist awareness of motorcycles.</p> <p>Results: The DOL was understaffed for most of the year which limited their ability to advance this work. As a result, they did not spend any grant funding.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Motorcycle Rider Training and Endorsements	405f	\$45,000	\$0

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M9X22-01	WTSC's Motorcycle Safety Program	Mark Medalen	WTSC
<p>Description: This grant was subject to US Department of Transportation and NHTSA requirements for states to adopt and implement effective programs to reduce the number of single- and multi-vehicle crashes involving motorcyclists. This project was used to support efforts aimed at improving motorcycle rider training courses, increasing the number of trained motorcycle riders, and programs to increase motorist awareness of motorcycles.</p> <p>Results: While Washington lost over 90 motorcycle riders each year from 2019 to 2021, preliminary data shows that we experienced over 100 motorcycle fatalities so far in 2022. In FFY 2022, WTSC increased the online presence for the "It's A Fine Line Campaign," including the website, Facebook, and YouTube information posted on a regular schedule. Paid ads were coordinated through our media buyer, Creative Media Alliance, and monthly performance reports are included in this project file folder.</p> <p>The program website itsafineline.com generated 38,000 sessions or visits in FFY 2022, with the highest traffic coming in the fourth quarter (July-Sept) with over 12,000 visits. The program Facebook page has 26,000 followers. We spent \$22,000 for Facebook ads that generated a reach of 1,200,000 users in FFY 2022. Videos on the program YouTube channel have generated nearly 108,000 views to date.</p> <p>For Motorcycle Safety Month in May, we partnered with DOL to distribute a news release and social media posts reminding motorists to watch out for motorcycles and for riders to ride safe, sober, and endorsed. We began rebranding WTSC's Motorcycle Safety Program with messages of "Ride Safe, Ride On" to fit under the Together We Get There (TWGT) initiative.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Motorcycle Rider Training and Endorsements	405f	\$44,543	\$42,252

Planned Activity: TSEP Patrols Including Media

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
164AL22-01	Motorcycle TSEP - WSP	Mark Medalen	Washington State Patrol

Description: These patrols were part of the WTSC's motorcycle safety education campaign known as "It's a Fine Line." In a continued effort to reduce serious motorcycle crashes, the WTSC funded overtime patrols in Pierce, King, Snohomish, Clark, Yakima, and Spokane Counties July 8-24, 2022. Additionally, WTSC funded overtime patrols in Lewis County June 24-26 during the American Bikers Aimed Toward Education (ABATE) Spring Opener, Grays Harbor County July 29-31 during Bikers at The Beach, and Skagit and Whatcom Counties Oyster Run September 23-25.

Results: Participating regions followed their local crash data to determine when and where the patrols would be most effective. The patrol periods were advertised using a combination of paid and earned media.

These patrols focused on illegal driving behaviors by both motorcycle riders and other vehicle drivers. WSP and local law enforcement agencies focused on drivers and riders who committed traffic safety violations.

The following table contains a selection of enforcement accomplishments resulting from this project.

Hours	540.55	DUI Arrests	0
Total Contacts	1,229	Speeding Citations	788
Total Citations	818	Seat Belt Citations	23
Total Warnings	508	Cell Phone Use Citations	7

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Motorcycle TSEP	164 Transfer	\$100,000	\$77,405

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
164AL22-02	Motorcycle TSEP - Local	Mark Medalen	WTSC

Description: These patrols were part of the WTSC's motorcycle safety education campaign known as "It's a Fine Line." In a continued effort to reduce serious motorcycle crashes, the WTSC funded overtime patrols in Pierce, King, Snohomish, Clark, Yakima, and Spokane Counties July 8-24, 2022. Additionally, WTSC funded overtime patrols in Lewis County June 24-26 during the ABATE Spring Opener, Grays Harbor County July 29-31 during Bikers at The Beach, and Skagit and Whatcom Counties September 23-25 during the Oyster Run.

Results: Participating regions followed their local crash data to determine when and where the patrols would be most effective. The patrol periods were advertised using a combination of paid and earned media.

These patrols focused on illegal driving behaviors by both motorcycle riders and other vehicle drivers. Local law enforcement agencies and WSP focused on drivers and riders who committed traffic safety violations.

The following table contains a selection of enforcement accomplishments resulting from this project.

Hours	1,073.75	DUI Arrests	13
Total Contacts	2,631	Speeding Citations	1,291
Total Citations	1,547	Seat Belt Citations	63
Total Warnings	1,022	Cell Phone Use Citations	193

<u>Countermeasure</u> Motorcycle TSEP	<u>Fund Source</u> 164 Transfer	<u>Amount Approved</u> \$150,000	<u>Amount Expended</u> \$92,742
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<u>Fed Project #</u> PM22-02	<u>Project Title</u> Motorcycle TSEP – Media Campaign	<u>Program Manager</u> Mark Medalen	<u>Sub-Recipient</u> WTSC
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Description: This grant provided funding for the Motorcycle Traffic Safety Enforcement Program (TSEP) media campaign, which took place July 7-21, 2022.

Results: Purchased media - including billboards, radio, digital, and social media ads -and supported the enforcement activity. There were over 9.2 million impressions and 1,992 clicks received from our ads. Facebook ads had 173,526 post engagements after targeting users in Washington who showed an interest in motorcycles, motorcycle safety, and training.

<u>Countermeasure</u> Motorcycle TSEP	<u>Fund Source</u> 402	<u>Amount Approved</u> \$100,000	<u>Amount Expended</u> \$100,212
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YOUNG DRIVERS

Problem Statement

Between 2018 and 2020, young drivers represented about 13 percent of Washington’s licensed drivers but represented about 20 percent of the drivers involved in fatal crashes. During this time, there were 465 fatalities involving drivers aged 16-25.

Fatalities involving young drivers often involve high-risk behaviors such as:

- Impairment (51 percent of crashes)
- Speeding (38 percent of crashes)
- Not using seat belts (26 percent of crashes)
- Distraction (18 percent of crashes)

Young drivers face an increased crash risk due to both their inexperience and immaturity. Young drivers just learning to drive lack the skills and experience necessary to recognize and respond to risk appropriately. Additionally, their age-related immaturity (associated with adolescent brain development) is a key factor in dangerous decision-making on the road. Research on adolescent development suggests key areas of the brain (especially in the prefrontal cortex—the brain center for judgment, decision-making, and deferring immediate reward) are not fully developed until about age 25.

Focus Populations

Parents/Guardians of Children of All Ages: The state relies heavily on the family to educate young drivers. Those under age 18 must complete 50 hours of behind-the-wheel driving time with a parent, guardian, or other licensed drivers with over five years of experience. We place a big responsibility on parents to teach driving at a challenging time in their child’s development—and after they’ve already spent years demonstrating possibly less than ideal driving habits themselves. They need awareness of graduated driver’s license (GDL) “guardrails” and tools to teach their new drivers. One such tool is Ford’s [MyKey](#).

Driver Education Teachers: Every student must have access to high-quality instructors armed with the tools and resources to improve on their instruction. All instructors must have accurate and complete curriculum materials for the students. This program supports the recommendations for enhancing Washington’s traffic safety education program made by the [NHTSA’s Washington Driver Education Assessment Final Report](#), based on the Novice Teen Driver - Education and Training Administrative Standards.

16 and 17 Year-Old Drivers: The largest group of newly licensed drivers, they are open to influences—good or bad—from parents, teachers, and especially peers. It is critical for them to understand the GDL regulations, have good role models, and receive reminders about safe driving behavior.

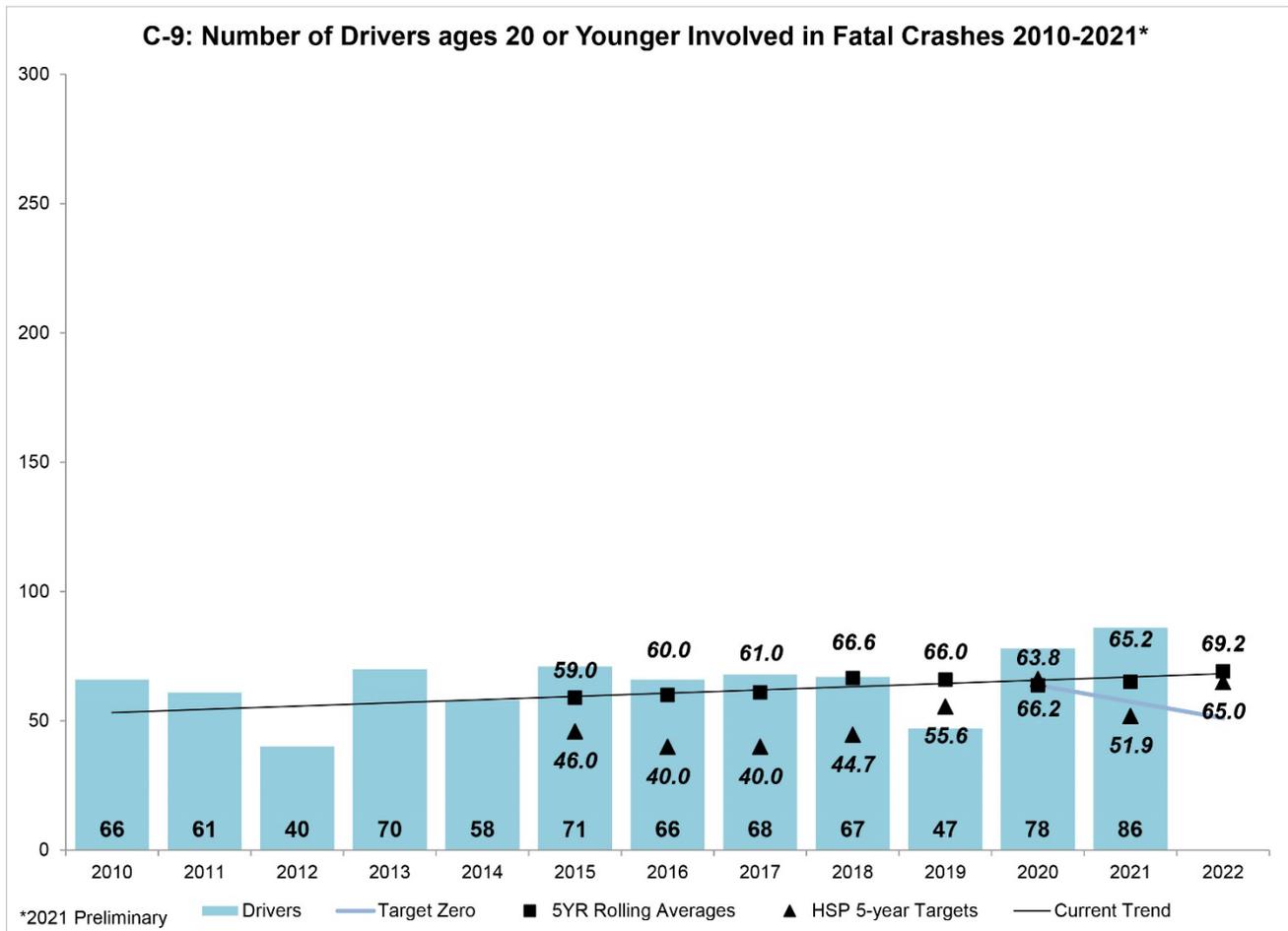
18- to 24-Year-Old Drivers: Drivers initially licensed after 18 likely did not benefit from drivers education or the Graduated Driver Licensing (GDL) restrictions. Even the more experienced drivers have a higher likelihood of driving impaired. They need reminders on speeding, distraction, and seat belt use, much like the general driving population.

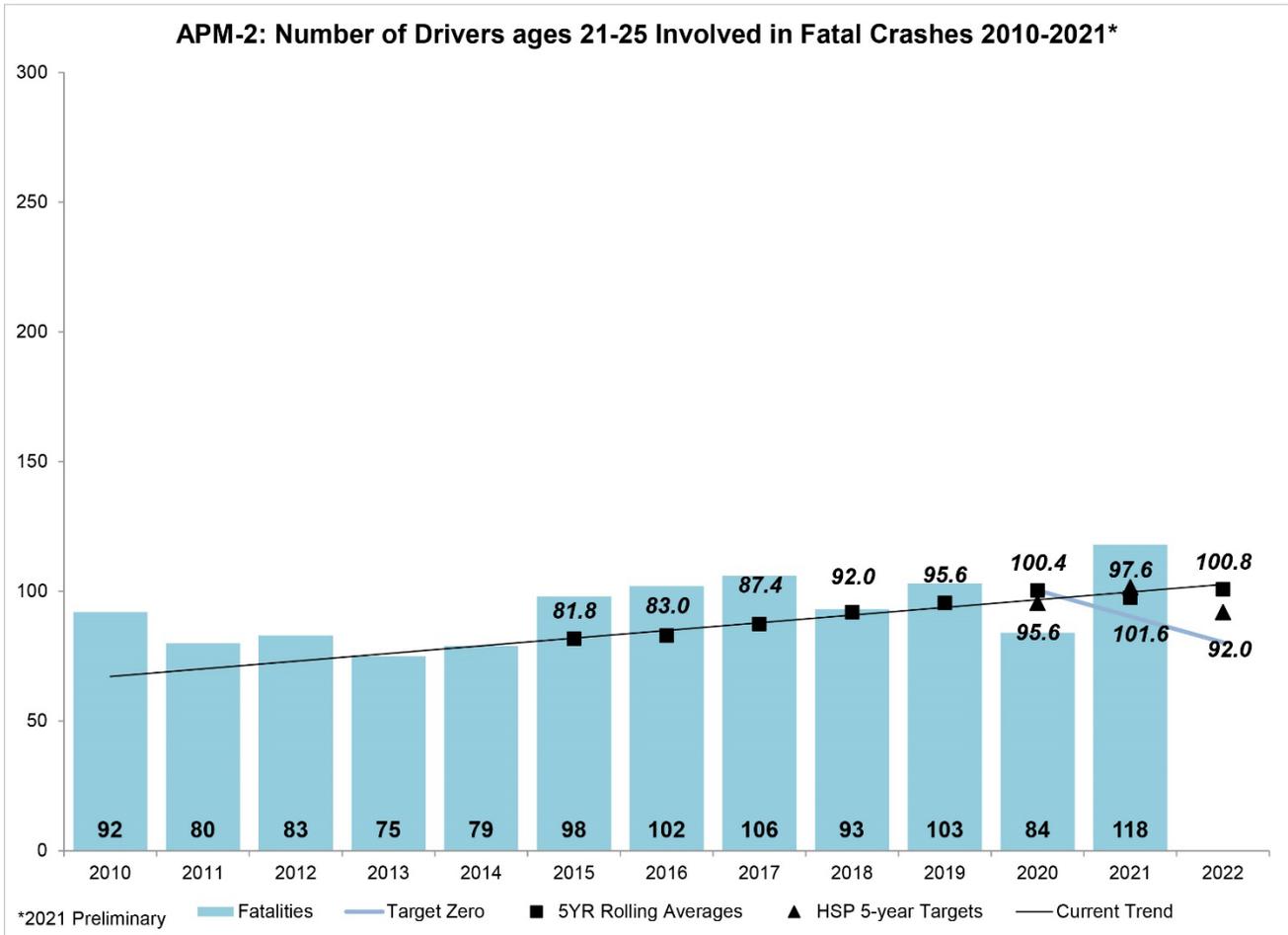
Associated Performance Measures: C-9, APM-2

Assessment of State’s Progress in Achieving Performance Targets

C-9: The 2022 target included in the FFY 2022 HSP for the number of drivers ages 20 and younger involved in fatal crashes was 65.0 (2018-2022 rolling average value). This target was set equal to the value of the Target Zero line based on the data available at the time the target was set. According to the revised trend line used to develop the 2023 target for FFY 2023, we will not meet the FFY 2022 HSP target. To reach the 2018-2022 rolling average target of 65.0, the total number of drivers ages 20 and younger involved in fatal crashes in 2022 would have to be less than one.

APM-2: The 2022 target included in the FFY 2022 HSP for the number of drivers ages 21-25 involved in fatal crashes was 92.0 (2018-2022 rolling average value). This target was set equal to the most recent rolling average according to the data available at the time the target was set. According to the revised trend line used to develop the 2023 target for FFY 2023, the FFY 2022 HSP target in progress. To reach the 2018-2022 rolling average target of 92.0, the total number of drivers ages 21-25 involved in fatal crashes in 2022 would have to be less than 62.





Adjustments to Highway Safety Plan for not Meeting Target

To address the missed C-9 target for number of drivers ages 20 and younger involved in fatal crashes in Washington, we are ramping up the implementation of “Teens in the Driver Seat,” a nationally recognized peer-to-peer teen driver program delivered in high schools through student groups directly to 14 to 18 year-old teens. It is data-driven and positive traffic safety culture focused. The program was implemented in about eight schools in FFY 2022, but through proactive outreach efforts, we have already exceeded that number in FFY 2023.

FFY 2022 Countermeasures and Planned Activities

Planned Activity: Develop and Promote Materials to Grow Positive Parental Driving Teaching Behaviors

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP22-11	Grow Positive Parental Driving Teaching Behaviors	Debi Besser	WTSC
<p>Description: Based on the five-step parenting process developed by Montana State University (MSU), the intent of this project was to develop materials to teach parents the social-emotional teaching skills to more effectively teach their children to drive.</p> <p>Results: Due to lack of resources and other higher priority projects, this project was put on hold indefinitely. No agreement was executed, and no funds were expended.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Grow Positive Parental Driving Teaching Behaviors	402	\$60,000	\$0

Planned Activity: Provide Accurate Materials for Chapter 11.0 Vehicle Systems Technology to Driver Education Schools

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP22-12	Develop Vehicle Technology Systems Drivers Education Materials	Debi Besser	WTSC
<p>Description: This project was intended to fund the creation or adoption/modification of existing materials on advanced driver assistance systems (ADAS) for students in public and private driver training classes. Determine the material format(s) desired by the students and schools, then utilize a contractor to create or adapt materials on the DOL and Office of Superintendent of Public Instruction Driver Training Required Curriculum, Ch. 11- Vehicle Systems Technology. We planned to provide these materials to the driving schools at no charge.</p> <p>Results: After some further research, we determined the more immediate need was to educate the driver education teachers first, and there is a FFY 2023 grant proposed to do just that. Therefore, this grant was withdrawn.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Fill Current Gap in Vehicle Systems Technology Content of Required Classroom Driver's Education Curriculum	402	\$30,000	\$0

Planned Activity: Pilot a New High School Curriculum Program and Evaluate the Program

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP22-13	High School Traffic Safety Culture Curriculum Pilot	Debi Besser	WTSC
<p>Description: Support the expansion of Teen Target Zero in Region 14 and beyond by printing support materials and funding time and travel to train first responders in new areas.</p> <p>Results: A grant from the Department of Commerce funded the work required and eliminated the need for this grant, so it was withdrawn.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Safety Culture High School Prevention Program	402	\$10,000	\$0

Planned Activity: Support the Training and Roll-Out of Texas Transportation Institute’s Traffic Safety Culture Peer-Led Program and App in Washington

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP22-07	TTI’s Teens in the Driver Seat	Debi Besser	Texas A&M Transportation Institute
<p>Description: This project provided training, support, and materials to implement the Teens in the Driver Seat® (TDS) program in Washington high schools. TDS is a well-established peer-to-peer program for teens developed and run by Texas A&M Transportation Institute (TTI). The program uses a traffic safety culture approach and includes data collection, creation of Positive Community Norms (PCN) messages, and addresses multiple traffic safety risks for teens, including distraction, impairment, and speeding. TDM’s were trained by TTI and then recruited high schools, and the students ran the program in their schools. TTI provides the science, guidance for TDM’s, project resources, and facilitates a wide variety of contests, outreach, and leadership awards for the program’s top students and teams. This project also provided for TTI staff time to maintain and provide technical support for the You in the Driver’s Seat (YDS) smartphone app to encourage safe driving behaviors for any teen in Washington State.</p> <p>Results: In cooperation with TTI, we re-designed the risk banners and flashcards, and translated them into Spanish, all to make the materials more appropriate for Washington students and more consistent with our positive culture framework approach. Monthly virtual calls provided the TDM’s with training, support, and encouragement, and TTI staff were responsive to any inquiries. We printed “app cards” (cards that explained the phone application – “You in the Driver Seat”) that TDMs could distribute to youth and law enforcement. In this first year, while schools were still grappling with the wide-ranging effects of the pandemic, a total of eight Washington schools signed up for the program, reaching an estimated student population of 9,700 students in seven regions. In addition, the app supported 44 registered users, with 77</p>			

percent representing youth ages 16-19. Among young users, app usage over the grant period marked a total of 508 safe trips, representing 33 percent of all trips taken by users and a total of 2,601 safe miles driven.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Safety Culture High School Prevention Program	405d	\$75,000	\$46,227

NON-MOTORIZED SERVICES

Problem Statement

Walkers and rollers experience elevated risk while crossing roadways due to a combination of infrastructure (light timing, width of road, availability of walker refuge zones), driver behavior, and walker/roller behavior. Deaths of people walking, biking, and rolling in Washington State reached the highest numbers in more than 30 years in 2021. Statewide, 21 percent of traffic fatalities and 18 percent of traffic serious injuries in 2021 were walkers or rollers.

The impact of a single fatality can touch entire communities. Each statistic represents a person and, in the case of a fatality, a person no longer able to pursue and contribute to their passions in life. Some were walking to public transit bus stops or to the grocery store. Many pedestrians who died lived in low-income neighborhoods, where walking and/or rolling were their primary forms of transportation. In addition to the personal impact of pedestrian and roller fatalities, monetary losses exist. Measured in terms of medical costs and work loss, [the Centers for Disease Control and Prevention \(CDC\) estimates the economic impact of 2018 pedestrian fatalities alone at \\$137 million.](#)

Pedestrians (walkers)

Washington has experienced an annual increase in pedestrian fatality crashes since 2018, reaching a 30-year high in 2021 with 123, up from 111 in 2020, and a 50 percent increase since 2010, when the number was just 64. Based on these figures, it is reasonable to assume that medical and work loss costs now exceed the 2018 CDC estimate of \$137 million.

Between 2016 and 2020, 25 percent of statewide pedestrian fatalities involved a distracted driver and 18 percent were hit-and-run crashes — meaning the driver did not stop at the scene of the crash, as required by law. Nearly two-thirds of walkers seriously injured by motorists were in the process of crossing the roadway when they were struck. Within this same timeframe, over half of walkers who died as a result of vehicle crashes tested positive for alcohol or drugs – sometimes both (WTSC, 2022).

Crash statistics for pedestrians show that risk is not evenly distributed. Crashes resulting in pedestrian fatalities and serious injuries disproportionately affect certain groups. According to analysis conducted by the WSDOT, from 2013 to 2017, 59 percent of walker and roller fatal and serious crashes occurred in communities with a rate of poverty higher than the state average, despite these areas only accounting for 43 percent of the population.

Bicyclists and other “rollers”

The term “rollers” includes bicyclists, skateboarders, in-line skaters, electric foot scooters, and people using any type of mobility assistive device such as a wheelchair, walker, or scooter. Data gaps make accounting for serious injuries among each of these demographics challenging, as information is not available to identify these as separate categories. However, WTSC does collect enough data specific to bicyclists to reliably assess year-to-year trends.

In Washington State, the number of fatal crashes involving bicyclists has increased steadily since 2008, however total numbers remain relatively low, compared to those of walkers. It is suspected that the gradual increase in bicyclist fatalities is linked to an increase in exposure, as more people are cycling; however, the WTSC lacks a credible estimate of bicycling exposure.

Focus Populations

Focus populations are based on the data provided above or identified as a strategy on the 2019 Washington State Target Zero plan.

Washington State Legislature, Legislative Staff, Governor's Office: The state-funded the Active Transportation Safety Council (ATSC) is charged by the Legislature with submitting an annual report that details active transportation trends and with making recommendations to increase safety of pedestrians and bicyclists. This group also advises WTSC on the operation of the 405H, Non-Motorized Safety funding.

Engineers and Roadway Planners: Washington has no continuing education requirements for traffic engineers and others responsible for making roadway design decisions. Because of this, engineers and roadway planners, particularly in rural areas, can lack opportunities to stay current with transportation trends and harm mitigation strategies. In close cooperation with WSDOT, WTSC and ATSC will continue creating professional development opportunities for engineers and roadway planners across the state. One focus of that training and technical assistance effort we will prioritize is low-cost strategies that can address risks faced by walkers and bicyclists because there is a significant problem with funding available to address safety concerns.

Drivers, Especially in Urban and Suburban Areas: The main risk is vehicle speed. The unprotected human body is no match for the kinetic energy of a 3,000-pound vehicle traveling at 30 mph. Effective design of new roadways and reallocation of space on existing roadways are called for in the new Active Transportation Plan developed by WSDOT. Our efforts will complement these necessary engineering efforts with education and enforcement.

Walkers and Rollers Statewide: A critical need is accurate data on the number of walkers and bicyclists and users of other active transportation options such as scooters and skateboards. This information is necessary to understand fatality and serious injury rates so we can evaluate our efforts. A key strategy to get more people walking and bicycling is showing them the activity is safe. The more people involved in the activity, the easier it is to convince others to try it. We will continue to expand the network of pedestrian and bicycle counters and help develop methodologies to use actual counts to create statewide projections of usage rates.

Walkers and Rollers in Focus Communities: One of the difficulties with fatalities involving walkers and rollers is that they can appear very random. Rather than focus on the individual crashes, we instead provide funding to address the locally specific conditions and causes in the cities where there is the highest incidence of fatalities for walkers and rollers. Local providers work with law enforcement, social service agencies, and other organizations to determine the causes and contributing factors for fatalities involving walkers and rollers in each community and implement unique strategies to mitigate the causes and contributing factors.

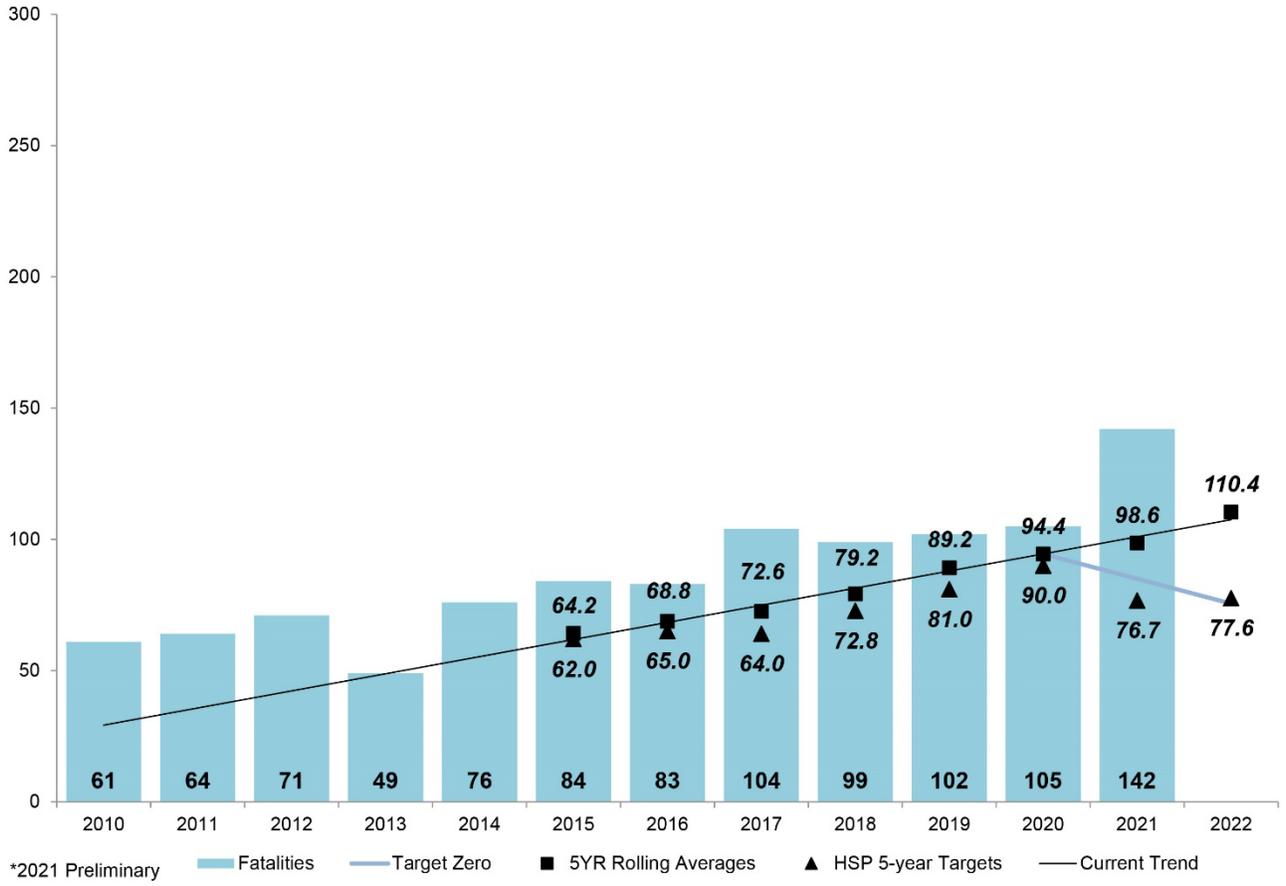
Associated Performance Measures: C-10, C-11

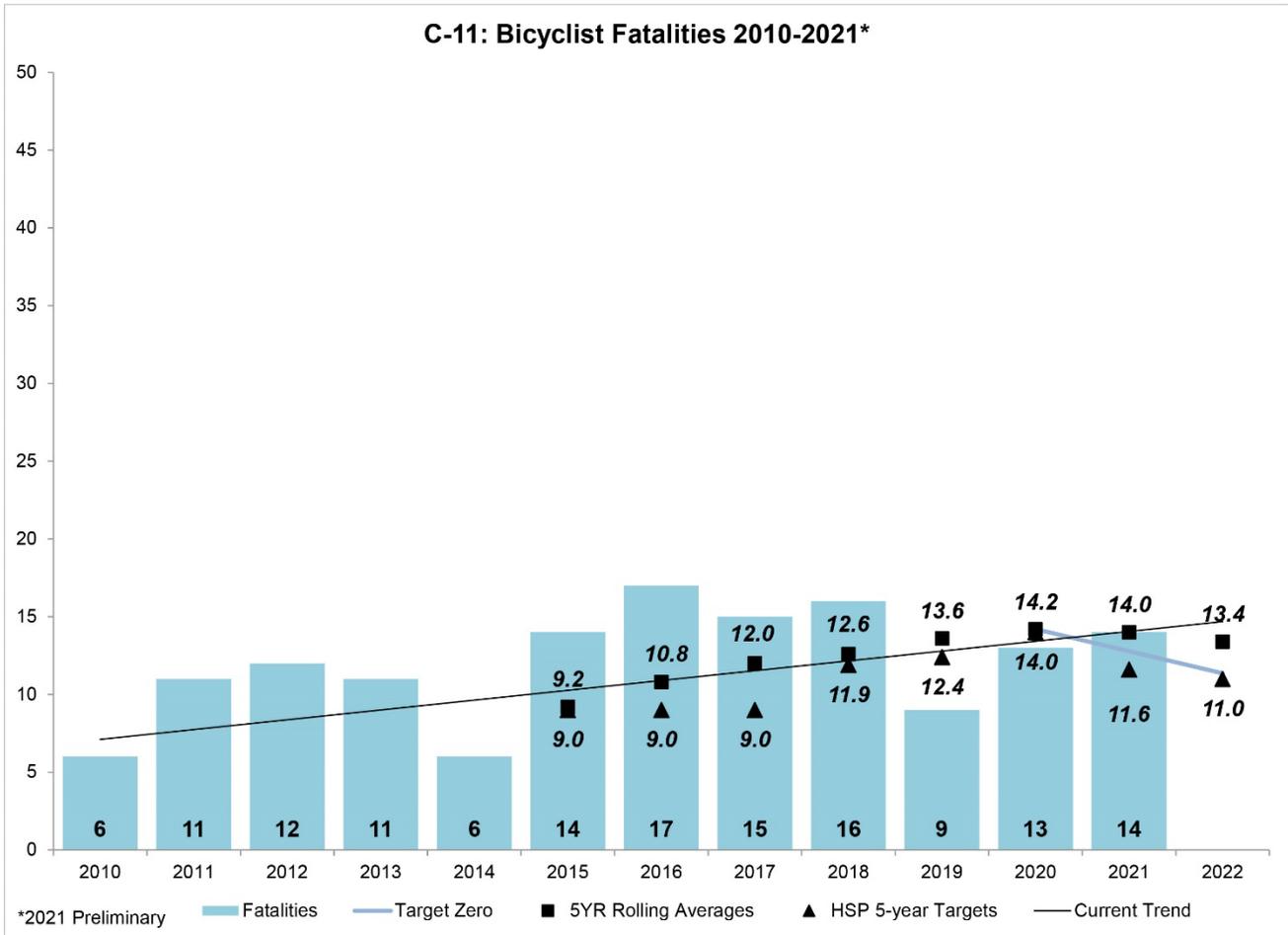
Assessment of Washington's Progress in Achieving Performance Targets

C-10: The 2022 target included in the FFY 2022 HSP for pedestrian fatalities was 77.6 (2018-2022 rolling average value). This target was set equal to the value of the Target Zero line based on the data available at the time the target was set. According to the revised trend line used to develop the 2023 target for FFY 2023, we will not meet the FFY 2022 HSP target. To reach the 2018-2022 rolling average target of 77.6, the total number of pedestrian fatalities in 2022 would have had to be less than one.

C-11: The 2022 target included in the FFY 2022 HSP for bicyclist fatalities was 11.0 (2018-2022 rolling average value). This target was set equal to the value of the Target Zero line based on the data available at the time the target was set. According to the revised trend line used to develop the target for FFY 2023, it is unlikely that we will meet the FFY 2022 HSP target. To reach the 2018-2022 rolling average target of 11.0, the total number of bicyclist fatalities in 2022 would have to be less than two. There was already one bicyclist fatality in 2022 and there are typically higher fatalities in the summer months. Historical data indicates it is possible to have six or less fatalities in a year; however, more recent years indicate this would be an unlikely scenario in 2022, therefore we are considering this target not met.

C-10: Pedestrian Fatalities 2010-2021*





Adjustments to Highway Safety Plan for not Meeting Target

The Washington State Legislature created the ATSC to research problems for walkers, bicyclists, and other rollers and to research and recommend possible solutions to increase safety. The ATSC prepares annual reports with recommendations for changes to improve safety for walkers, bicyclists, and other rollers. Those recommendations include the need to do a comprehensive, statewide infrastructure inventory, the need to increase investments in areas of cities and counties where there have been historically low investments in safety infrastructure like sidewalks, and the need to increase resources to enact the numerous needed infrastructure fixes.

Through their work, the ATSC has identified a wide network of stakeholders interested in improving safety for walkers, bicyclists, and other rollers. The ATSC will continue to work closely with the WSDOT in 2023 to align ATSC priorities with those of the WSDOT Active Transportation Plan and utilize over \$300,000 in state funding for grant projects or programs for bicycle, pedestrian, and non-motorist safety improvement administered by the WTSC.

In the 2022 Legislative session, three of ATSC's recommendations submitted in the 2022 Annual Report were adopted under SB 5687. The new law extends the authority to establish a maximum speed limit of 20 miles per hour (mph) on a nonarterial highway from cities and towns to all local authorities, and from non-arterial highways in residential and business districts, to all non-arterial highways; authorizes the WSDOT to establish a maximum speed limit of 20 mph on a non-arterial state highways without making a determination based on an engineering and traffic investigation; and requires a pedestrian to exercise due care when walking or moving along a roadway to avoid colliding with a vehicle.

The ATSC will submit a new set of recommendations in the 2023 Annual Report to the Legislature in January 2022.

In 2022, the ATSC Account (RCW 46.68.480) received an allotment of \$400,000 in state funding from the Washington State Legislature, presenting an opportunity to fund bicycle, pedestrian, and other non-motorist safety improvements administered by the WTSC. The revenue source for this project came from Seattle's pilot project to improve safety at intersections and ensure "transit only lane" compliance through use of automated safety cameras. The pilot project expires June 30, 2025. SB 5974 section 423 provides additional funding for the Cooper Jones Active Transportation Safety Account from revenue generated by the new automated safety cameras installed in school walk areas, park zones, hospital zones, and at other locations.

The ATSC voted to use the funding to launch a project that will support implementation of Americans with Disabilities Act Self-Evaluation and Transition Plan (ADATP) planning initiatives and furthers integrated active transportation planning efforts. It is the intent of the ATSC that these appropriated funds benefit communities that experience the greatest resource barriers related to active transportation planning and Americans with Disabilities Act (ADA) compliance.

A substantial element of this project is development of a process that streamlines assessment, revision, design, and integration of ADATP and Active Transportation Plans (ATP).

As of fall 2022, the project coordinator selection process is nearly complete. Once a contract is awarded, contract staff will identify jurisdictions eligible for training and technical assistance, utilize the process deliverable to create, update and integrate ATPs and ADATPs, and provide the technical assistance necessary for jurisdictions to achieve eligibility for the state and federal funding opportunities necessary to implement initiatives included in ATPs and ADATPs. Jurisdictional participation is voluntary and centered in unique regional infrastructure needs within the context of the Safe System Approach and federal ADA guidelines.

Divisions of the WSDOT have indicated support of the project and offered staff coordination and data-sharing resources to reach the mutual goal of complete, integrated, and current ATPs and ADATPs in every jurisdiction.

ATSC members will continue to convene on a monthly basis and work to identify data gaps and new data resources to support their goals in 2023.

All non-motorized program grants will use the theory of change model to map out why and how the project goals will be successful. In addition, projects funded in 2023 will continue into 2024, allowing the program manager to use built in outcome measures to evaluate project success over time. The program manager convened grant recipients biannually in 2022 to form a learning community, where grantees shared lessons learned and best practices. This practice will continue in 2023, with the possibility of additional subgroup meetings or expansion of current meeting format.

FFY 2022 Countermeasures and Planned Activities

Planned Activity: Community Based Projects

<u>Fed Project #</u> FHX22-01	<u>Project Title</u> Tri-Cities Walker Safety Project	<u>Program Manager</u> Jessie Knudsen	<u>Sub-Recipient</u> WTSC
<p>Description: This project supported the Region 14 Target Zero Task Force in implementing a public education and outreach campaign about safety for people walking and bicycling in the Tri-Cities. The project scope emphasized the use of paid and earned media and multi-jurisdictional law enforcement agency efforts to enforce state laws regarding legal and safe street crossings for walkers, yielding to pedestrians, and aggressive yellow light-running behavior for drivers. Through the project manager’s work as a TZM, the Region 14 Task Force executed HVE patrols to support campaign messaging.</p> <p>Results: Due to law enforcement staffing shortages, project staff partnered with a youth serving organization, attended outreach events, and printed new rack cards to distribute to families through the project focus area. The project manager also partnered with over 20 schools to conduct youth outreach and paid for monthly ads in the Business Journal.</p> <p>Helmet fitting: Trained 30 youth on how to fit helmets for Finely school district. They then plan to fit students at elementary schools during month of October, along with education on bike safety/bike rodeo.</p> <p>Local law enforcement conducted three patrols with an emphasis on high pedestrian areas and high-risk areas.</p>			
<u>Countermeasure</u> Community-Based Leadership to Increase Walker and Roller Safety	<u>Fund Source</u> 405h	<u>Amount Approved</u> \$60,000	<u>Amount Expended</u> \$38,775

<u>Fed Project #</u> FHX22-02	<u>Project Title</u> Yakama Nation Bicycle and Walker Safety Program	<u>Program Manager</u> Jessie Knudsen	<u>Sub-Recipient</u> Confederated Tribes and Bands of the Yakama Nation
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Description: This project was intended to fund efforts by the Yakama Tribal Nation to address the alarming increase in fatal traffic crashes involving bicyclists and pedestrians on the Yakama Reservation.

Results: Due to continued impacts of the COVID-19 pandemic, the Yakama Nation was unable to conduct the work of this project again this year. This project expended no funds. WTSC and the Yakama Nation will attempt to pursue this project again in FFY 2023.

<u>Countermeasure</u> Community-Based Leadership to Increase Walker and Roller Safety	<u>Fund Source</u> 405h	<u>Amount Approved</u> \$59,117	<u>Amount Expended</u> \$0
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<u>Fed Project #</u> FHX22-06	<u>Project Title</u> Kent Pacific Highway (SR 99) South Walker and Roller Safety Program	<u>Program Manager</u> Jessie Knudsen	<u>Sub-Recipient</u> City of Kent
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Description: The focus of this project was to reduce the overall number of walker and roller serious injuries and/or deaths due to driver and walker and/or roller collisions along southern Pacific Highway between mileposts 6.15 and 24.17.

Results: During FFY 2022, project staff used 405H federal funds to develop and deliver bilingual law enforcement and public training materials to appropriate law enforcement and community partners, conduct both pre- and post-project driver observation surveys and HVE law enforcement patrols. The first ever walker and roller grant focusing on Pacific Highway South from the Pierce/King County border north through Tukwila was a great success. Project staff accomplished all objectives and brought more focused attention to the walker and roller issues along State Route (SR) 99 in South King County through strategies such as:

- Observational surveys along the target roadway
- HVE
- Walker and roller law enforcement training curriculum
- Transcreated educational messages into the most commonly spoken languages in South King County
- Billboard messages installed in the project focus area that incorporated PCN messaging
- Evaluation of these strategies for data to inform future grant projects

Project highlights include aggregation, analysis, and reporting of invaluable data retrieved during pre- and post-enforcement observation surveys, transcreation of walker and roller messages into the most commonly spoken languages in South King County, and creation and

delivery of a walker and roller best practice law enforcement training for our police departments/officers via Zoom and recorded for use during the next grant cycle.

The challenges during this project were the staffing issues our police departments continue to face. While two agencies did an excellent job deploying patrols as part of this project, the other HVE funded agencies along Pacific Highway South in South King County were not able to deploy enforcement. Kent, for example, has had staffing issues, but they were able to send a few officers to our first ever bike rodeo in many years.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community-Based Leadership to Increase Walker and Roller Safety	405h	\$117,968	\$63,963

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FHX22-12	Asotin County Let's Walk Safely	Jessie Knudsen	Asotin County Community Services

Description: The project addressed walker and roller safety in Asotin County, specifically in project focus-area surrounding the local Department of Social and Health Services resource center and the Asotin County Community Services building where a high rate of pedestrians who are elderly, or experience disabilities must travel through a highly congested traffic corridor to receive medical, financial, and work services.

Results: All project objectives and milestones were completed in 2022, including the launch of the three-part educational campaign targeting drivers who commute in the project focus-area and the general public of Clarkston and Asotin Counties. This included the launch of a three-pronged campaign, project branding and messaging and delivery in the form of video PSAs, radio PSAs, press releases, signage, social media, posters, rack cards, brochures, and face-to-face outreach. At community events, such as fairs and parades, parents and youth were engaged by project ambassadors who delivered traffic safety curriculum in the form of workbooks and rack cards that included information about the laws related to walker and roller safety in Washington State. This project will build on the successes of 2022 in 2023 and launch post-project measurement.

Project ambassadors were warmly received at the events where they promoted campaign messaging related to traffic safety, including the Lewis Clark Valley Chamber Luncheon, Public Works Day, Clarkston Farmer's Market, Bicycle Scavenger Hunt, Youth Enrichment Social, Back to School Safety Awareness, and Pedestrian Safety Poster Distribution in Downtown Clarkston Businesses. The rewarding work they did to keep pedestrian safety foremost in the minds of the community, gave them a sense of joy and pride (a huge success), and also a heightened awareness when they are crossing the street or riding their bikes or wheelchairs in traffic zones.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community-Based Leadership to Increase Walker and Roller Safety	405h	\$123,285	\$60,079

<u>Fed Project #</u> FHX22-02	<u>Project Title</u> Tacoma Driver Awareness Campaign	<u>Program Manager</u> Jessie Knudsen	<u>Sub-Recipient</u> City of Tacoma
<p>Description: The city of Tacoma developed and implemented a driver speed awareness campaign that built off the WTSC’s Together We Get There (TWGT) initiative. Grant funds were also used to hire a consultant to create and implement a driver speed awareness campaign. The campaign focused on the need to slow down, drive the speed limit, be alert for pedestrians and bicyclists, and promote the community norm that most people do drive the speed limit. With input and guidance from a focus group, the consultant developed campaign messaging and graphics for a variety of paid media and outreach materials. All messaging was translated and transcreated to reach all drivers.</p> <p>The driver speed awareness campaign became the “Show Some Love, Check Your Speed” campaign and was executed citywide. However, focused outreach was conducted in specific areas of the city based on crash data, speed limits, equity indicators, and proximity to schools, parks, and business districts. Free promotional materials such as yard signs were distributed in these targeted areas along with an increase of concentrated paid media.</p> <p>Results: Overall, the "Show Some Love, Check Your Speed" project campaign was successful in efforts to educate community members through engagement and shift driving behaviors in targeted areas. Further data aggregation and monitoring will provide insight into whether drivers ultimately shifted their perception of cultural norms around driving. Project staff saw a steady increase in public engagement at project events and community yard sign numbers. Focus group participants and community members guided campaign medium selection. Commonly requested were yard signs, an evergreen tool and lasting product to reinforce social norming. Spanish language radio PSAs, mini videos (Spanish and English), and social media ads and organic posts supported social norming messaging. 12 billboards ran for two months, printed flyers with pledges were promoted at events and vinyl banners displayed at parks and schools. In total, the following materials were distributed; 831 yard signs, 10 banners, 719 informational handouts, and 12 billboards. Based on website traffic reports, the project webpage was successfully utilized to promote project activities.</p> <p>Between fall of 2021 and 2022, over 1/3 of speed comparison study locations where campaign activities were launched showed a reduction in driver speeding (two sites at each location to account for bilateral travel). In one instance, a reduction of four mph in average speeds was observed. Aforementioned geo-targeted activities included educational materials distributed at 16 schools and nine community events, three project-sponsored events at libraries and community parks, flyers displayed at businesses and three business districts and hundreds of yard signs displayed at residences and businesses. Social media campaign analytics show that Meta (Facebook, Instagram) ads reached 341,141 target users from June 15, 2022- September 9, 2022 (six languages: English, Spanish, Vietnamese, Korean, Khmer, and Russian) and were seen 1,333,001 times for an average impression frequency of four times per person to reinforce the messaging and reached users 18- 44 years old, on Facebook and Instagram Meta platforms.</p>			
<u>Countermeasure</u> Community-Based Leadership to Increase Walker and Roller Safety	<u>Fund Source</u> 405h	<u>Amount Approved</u> \$76,500	<u>Amount Expended</u> \$76,221

<u>Fed Project #</u> FHX22-09	<u>Project Title</u> Wenatchee Community Walker and Roller Safety Project	<u>Program Manager</u> Jessie Knudsen	<u>Sub-Recipient</u> Wenatchee Police Department
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Description: In response to consistent complaints and near-collisions or collisions involving walkers and rollers, this project funded an education/media campaign and enforcement focused on walker and roller safety in Wenatchee. Project staff organized education and enforcement at two elementary schools with a goal of reducing speeding in school zones, improving safety of walkers and rollers including yielding right of way, and safe and legal parking when dropping off and picking up students. In addition, the project manager organized education and enforcement of the city of Wenatchee’s bicycle and pedestrian laws to improve compliance with the ordinance designed to keep bicycles, skateboards, and other wheeled modes of transportation off sidewalks in the Central Business District. Education and enforcement were conducted at the Wenatchee Valley Hospital to increase compliance of drivers yielding the right of way to walkers in the crosswalk and crossing mid-block.

Results: The educational public awareness media campaign and series of HVE patrols focused on improving walker and roller safety in Wenatchee proved to be a dynamic combination that made this project a success in 2022. Project goals met by project staff (as measured by pre- and post -project observational studies in the project focus area) include the following: A measured decrease in the number of employees crossing mid-block; the number of drivers taking a free right on red; an increase the number of clinic employees who used the crosswalk; and education on why it is important to push the walk button. In addition, project messaging appears to have reached walkers and rollers as well, as the number of bicyclists and people on scooters exhibiting illegal behavior in the project focus area decreased.

Project staff developed and disseminated educational material with campaign messaging through channels such as social media, print, TV, and radio and reached the youth population through events for students about safe walking/riding. Additional project highlights include finding additional funds to purchase bicycle helmets that were fitted and given to elementary students at project events, a \$9,320 of match of radio airtime, new partnerships with community partners such as the downtown association director and the city chief engineer and earned media on local TV.

Hours	289	DUI Arrests	1
Total Contacts	891	Speeding Citations	95
Total Citations	185	Seat Belt Citations	0
Total Warnings	895	Cell Phone Use Citations	6

<u>Countermeasure</u> Community-Based Leadership to Increase Walker and Roller Safety	<u>Fund Source</u> 405h	<u>Amount Approved</u> \$50,000	<u>Amount Expended</u> \$49,566
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<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FHX22-08 PS22-03	Fife Walk, Run and Roll Public Safety Announcement	Jessie Knudsen	City of Fife

Description: The target of this campaign was the city of Fife residents. The city of Fife spans approximately five square miles. About 70 percent of Fife residents live within a 10-minute walk of a park. Additionally, there is a high percentage of Fife residents who live in multi-family housing, and more than 50 percent of those residents do not have private green space to play or recreate. The Fife Parks, Recreation and Aquatics Department proposed this program to educate young people and the community about traffic safety through engaging activities, such as summer camp activities, traffic gardens, and online content. Fife PRA made targeted efforts to reach drivers through online and printed content, as well as interactive signage near parks with messaging about keeping roadways safe for everyone. The project team connected signage language with the WTSC's existing TWGT" initiative to encourage citizens to make positive choices while traveling. The project coordinator, Megan Jendrick, oversaw the hiring and training of staff and coordinated deliverables. Fife PD and the Tacoma Fire Department assisted with components of this project aimed at youth.

Results: Project staff completed production and distribution of three video PSAs promoting safe driving, walking, and rolling practices through direct monthly mailers and magazines mailed out to every Fife resident and business monthly. PSAs were also run online and distributed through email blasts to over 100,000 recipients. Educational traffic safety signage was placed in two parks and traffic safety messaging was delivered at summer camps where campers heard directly from a police officer regarding safe biking practices, and they were able to try out their skills on an actual bike course that was created. Additionally, safety booths were used to educate the public at seven community events which brought in over 12,000 people.

All project goals were accomplished, including

- Establishing temporary Traffic Gardens at Music in the Park Series (five events).
- Summer camps and one annual Harvest Festival, with excellent turn out where participants learned the rules of the road from project partners, put their newly learned skills to use riding their bikes, and demonstrating safe behaviors with reflective equipment.
- Conducting a survey of Fife residents at events regarding interest in a more extensive traffic garden (resounding "yes").
- The installation of 10 permanent signs within project focus-area parks.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community-Based Leadership to Increase Walker and Roller Safety	405h 402	\$33,042 \$3,200	\$23,175 \$2,666

<u>Fed Project #</u> FHX22-11	<u>Project Title</u> Longview Pedestrian/Cyclist Safety Program	<u>Program Manager</u> Jessie Knudsen	<u>Sub-Recipient</u> Longview Police Department
<p>Description: Funds were used for the development of a pedestrian/cyclist safety program. The Longview PD implemented a prevention-focused approach utilizing education and outreach, enforcement, and a media campaign through the creation of a police bike patrol as the mechanism for service delivery. This included officer bike patrol trainings, program implementation, high visibility enforcements, and the development of a media campaign. The coordinator scheduled bike patrol trainings, school presentations, and public safety events in the community and collaborated with other partners in implementing educational programs and community events. Key partners of the project included Target Zero Task Force members, school district administrators and staff, Community Prevention and Wellness Initiative Coalition members, and various Safety City Program partners such as the Port of Longview, Operation Lifesaver, Cowlitz 2 Fire & Rescue, the Cowlitz County Council of Governments, and other community partners that assist with Safety City.</p> <p>Results: The project met its goal of increasing the public’s awareness of vulnerable road users through the following actions:</p> <ul style="list-style-type: none"> • Lakeview PD successfully trained 22 officers to become bike patrol officers, conducted bike HVE patrols, and developed a training program for officers to educate the public on safe operation of electronic bikes. • More than 500 educational community contacts were made at three large community events where bike patrol officers provided safe cycling demonstrations. • Over 300 educational handouts were delivered to community members. • First graders at four local schools experienced project-developed youth educational curriculum. • Bike rodeo attendance exceeded targets. • A mini documentary highlighting walker and roller safety laws was produced. • Community relationships were fostered and strengthened with partners involved in pedestrian/cyclist safety by engaging them in the video production and community and school projects. • Increased community collaboration extended project partnerships to include the Traffic Engineering and Public Works Departments. 			
<u>Countermeasure</u> Community-Based Leadership to Increase Walker and Roller Safety	<u>Fund Source</u> 405h	<u>Amount Approved</u> \$82,632	<u>Amount Expended</u> \$68,915

<u>Fed Project #</u> FHX22-07	<u>Project Title</u> Renton Safer Access to Neighborhood Destinations (SAND)	<u>Program Manager</u> Jessie Knudsen	<u>Sub-Recipient</u> City of Renton
<p>Description: The Safer Access to Neighborhood Destination (SAND) project was designed to increase the city of Renton’s community member adherence to and understanding of walker and roller-related traffic safety laws and safe community walking, riding, and driving behaviors through education and engagement. The project identified two of Renton’s most diverse and low-income neighborhoods as focus areas – Benson/Cascade and Skyway/West Hill. Both have a higher-than-average percentage of residents living at or below the poverty level, cost burdened households, disabled seniors, and households without a vehicle and include schools with the highest rates of low-income students in the city.</p> <p>Local data from the city of Renton (2017-2021) showed a disparate amount of fatal and serious injury crashes involving a pedestrian and a vehicle in West Hill and Benson. Nationwide data indicated that Black, Hispanic, Multiracial/Other race and ethnicities, older adults, people who experience disabilities, unhoused individuals, and those traveling in low-income areas tend to be overrepresented as primary active transportation users and thus more likely to be killed by a car while traveling. Due to socioeconomic factors, such as the inability to afford motor vehicles, lack of infrastructure investment, and systemic racism, residents of the focus areas are statistically more likely to be victims of a fatal or serious injury pedestrian/vehicle crash.</p> <p>Results: Several objectives were shifted to year two, because of the delay in this project starting. Despite the delay, the project manager was able to complete laying the groundwork for the second year of the project. The project manager conducted key outreach, including starting efforts to understand the city’s youth and parks program and build relationships with stakeholders in order to build a SAND network of stakeholders. The city Summer Programs in the Benson Hill area was leveraged to roll out youth activity and community events, where the project manager surveyed residents and guests on SAND research questions – what are your neighborhood destinations, how do you get there, and what if any are the areas of traffic safety concerns?</p> <p>During the West Hill Community Association meeting presentation, the community expressed concern about survey and outreach fatigue as other government agencies – WSDOT and King County - and Seattle non-profits seem to have done similar community engagement. Of note, this area is outside the city of Renton limits and residents have expressed the need for sidewalk and speed reduction.</p>			
<u>Countermeasure</u> Community-Based Leadership to Increase Walker and Roller Safety	<u>Fund Source</u> 405h	<u>Amount Approved</u> \$137,200	<u>Amount Expended</u> \$39,715

<u>Fed Project #</u> FHX22-04	<u>Project Title</u> Slow and Safe Seattle: Education That Saves Lives	<u>Program Manager</u> Jessie Knudsen	<u>Sub-Recipient</u> City of Seattle
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Description: This project was created to launch and sustain an educational campaign, to increase drivers' awareness of speed limits (and why lower speeds can save lives), and to increase awareness and compliance of state law around every intersection being a legal pedestrian crossing. These are two of the top contributing factors to serious and fatal crashes in Seattle, year over year. Grant funding was also intended to enable the hiring of a marketing/communications consultant to develop a multicultural, multimedia awareness campaign around those two components. In addition to the education campaign, project managers wanted to work with community-based organization(s) on a pedestrian yielding compliance study to inform a PCN-based communications effort.

In 2022, the Seattle Department of Transportation (SDOT) hired Team Soapbox to implement a campaign to raise awareness and encourage behavior change among Seattle drivers. As part of the Vision Zero work at SDOT, the campaign message to drivers was twofold: (1) drive 25 mph on arterial streets and (2) stop for pedestrians at all intersections (marked or unmarked).

Results: Project staff partnered with community-based organizations to launch a pedestrian yielding compliance study to inform a positive community norms-based communications effort, which is in process.

Team Soapbox developed a marketing advertising campaign which included billboards (strategically located in North and South Seattle), bus boards, yard signs, digital advertising, and social media. Team Soapbox developed all the creative for these marketing advertisements, including two 30-second animated videos. The campaign was delivered strategically at high visibility locations and through social media targeting males 16-29. The number of impressions exceeded goals, with a total of 24,495,472 media impressions, not including driver report cards, which had an estimated one million more views and provided research used to inform SDOT's standard practice for marking crosswalks. Project activities were strategically planned and publicized, and that preparation paid off in numerous high-visibility interview and press inquiries. The campaign was so successful, that an interstate partnership was forged with the Portland Department of Transportation, who is utilizing campaign materials and branding to continue project messaging south along I-5. SDOT has concluded the "Driver Report Card" research study and also launched the "Stop for Flock's Sake" portion of the campaign which educates drivers that all intersections are crosswalks.

See the animation here <https://vimeo.com/751601636> / Password: SDOT2022

<u>Countermeasure</u> Community-Based Leadership to Increase Walker and Roller Safety	<u>Fund Source</u> 405h	<u>Amount Approved</u> \$129,625	<u>Amount Expended</u> \$99,606
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<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FHX22-05 PS22-02	Thurston County Mobile Traffic Garden	Jessie Knudsen	Child Care Action Council

Description: The goal of this project was to prevent traffic crashes in Thurston County involving child pedestrians or bicyclists through education about safe walking and rolling habits and skills. In partnership with Intercity Transit’s Walk N Roll youth education program and Thurston County Target Zero, Child Care Action Council’s Safe Kids Thurston County program began the process of creating a new pedestrian and bicycle education program for Pre-K elementary school students in Thurston County. The temporary pop-up traffic gardens include both an indoor and outdoor child-size version of the public street networks children will encounter while biking or walking. Each traffic garden provides children a safe and fun environment to learn and practice pedestrian safety skills in the absence of motored vehicles. Pop-up traffic gardens teach students the rules of the road and to respect all road users as they learn how to navigate street networks and watch for others doing the same. The mobile traffic garden kit was created out of lightweight materials and is easy to set-up and transport. The program targets elementary schools, preschools, summer camps, and events in communities where families have been challenged by decades of discrimination and disinvestment, along with those of low-income and with a limited understanding of English. In addition, it prioritizes some rural areas not previously served by walking and bicycling education programs.

Results: Despite a rough start, this project achieved the majority of its original goals and is on track to come in vastly under budget due to excellent contract negotiations. The emerging use of traffic gardens as a traffic safety education tool in the United States and the relative rarity of contractors with the specific knowledge and skillset necessary to support this project resulted in staff encountering several barriers during the process of identifying a contractor to conduct the work necessary to complete project goals. Post subcontract authorization, project staff worked with the consultant to develop and plan the mobile traffic garden deliverable and work with the following schools and communities: City of Olympia Summer Kids in Parks Program – Garfield and Madison Elementary school locations; and the Great Olympia Bike Rodeo. By the end of the first year, approximately two-thirds of the consultant’s work was complete, including the outdoor traffic garden materials, trailer alterations, and design plans. Project staff hosted the Great Olympia Bike Rodeo and delivered walker and roller safety messaging to over 200 children.

Beyond the original goal of creating an outdoor mobile pop-up traffic safety garden, the project will now include both options to accommodate for rainy days or locations with unsafe outdoor spaces. This will vastly increase the number of children the project will serve in 2023. Grant funding was leveraged to obtain over \$20,000, which was used to purchase a trailer to transport program supplies from location to location and one half of the balance bikes necessary for participants to utilize the deliverable. This project is already being used as the model for several others statewide due to the groundbreaking work they’re doing in this region.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community-Based Leadership to Increase Walker and Roller Safety	405h	\$7,888	\$0
	402	\$30,119	\$9,577

<u>Fed Project #</u> FHX22-10	<u>Project Title</u> Bellingham Protecting Mobility for All	<u>Program Manager</u> Jessie Knudsen	<u>Sub-Recipient</u> Bellingham Police Department
<p>Description: This project provided funding to create a multi-agency public safety campaign, “Protecting Mobility for All.” In addition to systemic collision analysis, the city of Bellingham identified other local priority areas for proactive policing and community engagement to protect walkers and rollers including schools with more than 45 percent free and reduced lunches, major walking and biking routes, low-income housing and neighborhoods, and areas where non-English languages are prominent.</p>			
<p>The project team used PCN messages to gain support and behavior change. This project allowed the city of Bellingham to continue promoting the message that there is a walking or rolling component to every single trip a person makes, whether short- or long-distance.</p>			
<p>Results: A roll call video was created and distributed to all law enforcement in Whatcom County as a training and to the attendees of four Drivers Education Schools in Whatcom County. Approximately 53 officers viewed the video. Post-training surveys indicate that 100 percent of the officers trained and surveyed reported an increase in knowledge about the laws and feel more prepared in their ability to protect vulnerable road users. To view the roll call video, visit: https://wtsc.smartsimple.com/files/spool/771400/25361917/80_1517013_25361917/Roll_Call-Vulnerable_Road_User.mp4?fs=1</p>			
<p>The public safety campaign increased the number of police officers across Whatcom County trained to understand and enforce current state laws designed to protect vulnerable roadway users including walkers and rollers. Law enforcement officers reported gaining skills to identify and focus on populations and locations with a higher proportion of walkers and rollers including school zones.</p>			
<p>Educational messaging about the laws related to walker and roller safety was disseminated to the public in phase one of the traffic box wrap launch.</p>			
<u>Countermeasure</u> Community-Based Leadership to Increase Walker and Roller Safety	<u>Fund Source</u> 405h	<u>Amount Approved</u> \$71,500	<u>Amount Expended</u> \$12,469

<u>Fed Project #</u> FHX22-13 PS22-04	<u>Project Title</u> Tacoma: Improving Bike & Pedestrian Safety Around Schools 3.0	<u>Program Manager</u> Jessie Knudsen	<u>Sub-Recipient</u> City of Tacoma
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Description: This was the third year of a three-year project. In FFY 2020, a videographer was hired to create videos that demonstrate safe walking skills in the real-world environment. In FFY 2021, a consultant was hired to update all 36 elementary suggested walking route maps. During FFY 2022, the focus was on finishing the update to the maps and making them available to the schools, training PE teachers on the pedestrian curriculum, and educating on safe walking and rolling through camps, bike rodeos, and use of the safety videos. The City of Tacoma also built the foundational tools necessary for a strong Safe Routes to School program with the goal of eliminating youth collisions and encouraging more families to walk or roll through a multi-faceted educational approach. This was a new project added through the HPS amendment process.

Results: All 36 elementary school walking route maps were updated and made available online and in hard-copy format. Staff hosted three bike rodeos to teach bicycling safety skills with 338 students. They also partnered with Bikes for Kids to give away 42 refurbished bikes, distributed and fitted 167 helmets, supported 19 students in learning intensive bicycle handling skills at urban bike camps, and trained 12 elementary PE teachers on the WTSC-funded Tacoma-specific PE Pedestrian Safety. Many of these teachers had already rolled out the curriculum this school year. They also hosted 10 Walk & Roll to School events using the WTSC-funded safety videos and graphics packages. The cumulation of these successful efforts fulfills state requirements on walking route maps, educated youth on safe walking and bicycling practices and laws, and built the momentum that's just gaining ground in Tacoma for walking and rolling to school.

The project activities helped the city of Tacoma grow partnerships with the school district, supporting collective goals of student safety and reduced traffic collisions, fostered deeper conversations with families when talking about future infrastructure improvements for the priority schools, and sparked immense momentum among communities to walk and bike more to school.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community-Specific Efforts to Increase Pedestrian and Bicyclist Safety	405h 402	\$42,000 \$3,000	\$39,435 \$3,000

DISTRACTED DRIVING

Problem Statement

Statewide Distracted Driving Observation Survey

- The statewide distracted driver rate decreased from 9.4 to 6.9 percent of drivers. Although this change was not statistically significant, the results certainly indicate an overall decrease in this high-risk behavior.
- Distracted driving is highest on city streets and lowest on state routes. This may be because drivers are more likely to engage in distractions when traveling at lower speeds.
- Distracted driving on city streets decreased from 17.4 percent in 2020 to 8.8 percent in 2021. On county roads, distracted driving decreased from 13.2 percent in 2020 to 7.3 percent in 2021. Distracted driving on state routes remained nearly the same at 6.4 percent.
- Most drivers in Washington do not drive distracted, over 90 percent are fully engaged.
- Distracted driving in 2020 increased due to several factors in response to COVID-19. In 2021, the rate declined to the same rate it was in 2019.
- Device use (hand-held or device to ear) is the most common source of driver distractions.

Statewide 2019 Positive Traffic Safety Culture Survey

In 2019, the WTSC funded a survey to gather information about distracted driving and other traffic safety behaviors. This first-time positive culture survey will serve as a baseline for future statewide surveys. The survey was distributed using the Ask Your Target Market platform and respondent panel. The survey took place in September 2019, covering 1,603 Washington residents ages 18 and older. Highlights from the survey include the following opportunities for PCN messaging:

- Almost 70 percent of us believe that using a hand-held cell phone while driving is dangerous.
- Most of us believe typing on a cell phone while driving is dangerous (85 percent).
- Half of us never, or rarely, use a hand-held cell phone while driving.
- Half of us never, or rarely, type on a cell phone while driving.
- More than 60 percent of us wait to use our cell phone until we are out of the flow of traffic.
- 65 percent start our GPS or music before we start driving.
- Half of us have family rules around using a hand-held cell phone and typing on a cell phone while driving.
- Only one-third of us have distracted driving policies at work.
- Most of us have a good understanding of the E-DUI law.

King County Distracted Driving Prevention Campaign Survey

This research was conducted online. In this way, every English-only speaker, every bilingual speaker, and every Spanish-only speaker saw the question wording presented identically.

- 964 King County driving-age individuals were interviewed June 8-24, 2021.
- Hispanic/Latinx/Mexican respondents were intentionally oversampled and were 14 percent of completed interviews.
- Of the Hispanic people who completed the survey, 31 percent did so in Spanish.

When asked how often they regularly or fairly often engaged in different types of cell phone usage while driving during the last 30 days, King County adults reveal slight but consistent increases in numerous areas over time:

- Among drivers, 29 percent say they have used an app on their cell phone other than the GPS system while driving regularly or fairly often during the past 30 days, an increase from 18 percent in both 2018 and 2019
- Among Hispanic drivers, 42 percent report using an app, an increase from 27 percent in 2018 and 24 percent in 2019.
- About a quarter of drivers (26 percent) report having frequently read a text message or email while driving in the past 30 days, up from 20 percent in both 2018 and 2019.
- Another 16 percent have often typed a text message or email, up from 12 percent three years ago and 11 percent two years ago.
- Among Hispanic people, the percentage fluctuates from 24 percent in 2018, to 8 percent in 2019, to a high of 25 percent in 2021.
- Male drivers are almost twice as likely as women drivers to acknowledge typing a message in the past month.

Links to the data used:

- Observational survey link: <https://wtsc.wa.gov/download/12894/>
- Statewide 2019 Positive Traffic Safety Culture Survey: <http://wtsc.wa.gov/download/11394/>

The New Distraction: Advanced Driver Assistance Systems (ADAS)

In the last decade or so, the ADAS has become much more commonplace in our vehicles. Some of the most common ADAS features include:

- Adaptive Cruise Control (ACC) – controls the speed of the car, both acceleration, and braking, based on driver settings and in response to vehicles ahead on the road.
- Forward Collision Warning (FCW) – alerts the driver when a forward collision is imminent.
- Automatic Emergency Braking (AEB) – applies the brakes automatically when a forward collision is imminent.
- Lane Departure Warning (LDW) – alerts the driver when they cross lane markings without a turn signal.
- Lane-Keeping Assist (LKA) – maintains the position of the vehicle between lane marking without driver input.

These technologies have the potential to reduce rates of crashes, injuries, and deaths on our roadways. American Automobile Association (AAA) did a thorough review of the existing research and found that ADAS technologies if installed on all vehicles, would have had the potential to help prevent or mitigate roughly 40 percent of all crashes involving passenger vehicles, 37 percent of all injuries, and 29 percent of all fatalities that occurred in those crashes.

(<https://aaafoundation.org/potential-reduction-in-crashes-injuries-and-deaths-from-large-scale-deployment-of-advanced-driver-assistance-systems/>)

The National Highway Traffic Safety Administration estimated that crash types addressable by FCW and AEB systems capable of detecting pedestrians comprised 52 percent of all police-reported crashes involving pedestrians and 90 percent of fatal vehicle-pedestrian crashes

(https://rosap.ntl.bts.gov/view/dot/12475/dot_12475_DS1.pdf).

In another recent study, the Insurance Institute for Highway Safety evaluated the real-world safety impacts of FCW, AEB, and LDW systems using police crash report data from several states and found that vehicles equipped with these systems were in fact experiencing fewer of the types of crashes that these technologies seek to prevent, compared with similar vehicles not equipped with the technologies. A full compendium of their research can be found here:

<https://www.iihs.org/media/7560e1bf-fcc5-4540-aa16->

These ADAS technologies with proven safety benefits are becoming available to a growing segment of the motoring public. However, consumers will not fully realize those benefits unless they understand the limitations of these technologies, and do not allow themselves to become lulled into complacency and become distracted thinking the vehicle is “driving itself.”

According to a survey from AAA, 40 percent of Americans expect partially automated driving systems, with names like Autopilot, ProPILOT, or Pilot Assist to have the ability to drive the car by itself, indicating a gap in consumer understanding of these technologies and reality. These systems combine the technologies of ACC and LKA and may give the impression that the car is driving itself. However, these systems are not designed to take over the task of driving and can be significantly challenged by every day, real-world conditions such as poor lane markings, unusual traffic patterns, and stationary vehicles. As this type of technology becomes more commonplace on the road, there is concern that consumers will take vehicle system names at face value and believe the technology can be used as a replacement for driver engagement. (<https://newsroom.aaa.com/tag/autonomous-vehicles/>)

A separate study found that when drivers use technology such as ACC and LKA for more than a few months, they become comfortable with the technology. This results in a natural human tendency to stop paying attention and engage in non-driving behaviors such as texting or reading. Drivers were 50 percent more likely to engage in any form of secondary task and 80 percent more likely to engage in visual and/or manual secondary tasks, compared with when the same drivers who were not using the automated system. In other words, the drivers became distracted. They took more frequent and longer glances at non-driving-related tasks and spent less time with their eyes on driving-related tasks. They are lulled into the idea that the car is driving itself if the car is controlling both the speed and the steering within the lane of travel, and they may feel they can do other activities. (<https://aaafoundation.org/understanding-the-impact-of-technology-do-advanced-driver-assistance-and-semi-automated-vehicle-systems-lead-to-improper-driving-behavior/>).

Focus Populations

Business Community: This focus population includes businesses that require their employees to drive for work. WTSC is producing a toolkit to assist businesses interested in developing a distracted driving policy for their employees. We hope that changing the culture of distracted driving in the workplace will translate into changing the overall driving culture of those employees. Our most recent survey revealed that only one-third of Washingtonians report having a policy focused on distracted driving at their workplace.

People with Limited English Proficiency Distracted: This focus population is not receiving the full benefit of the educational campaigns because of language and cultural barriers. By adding them as a focus population, we can include or increase demographics in data collection efforts and increase our messaging in other languages.

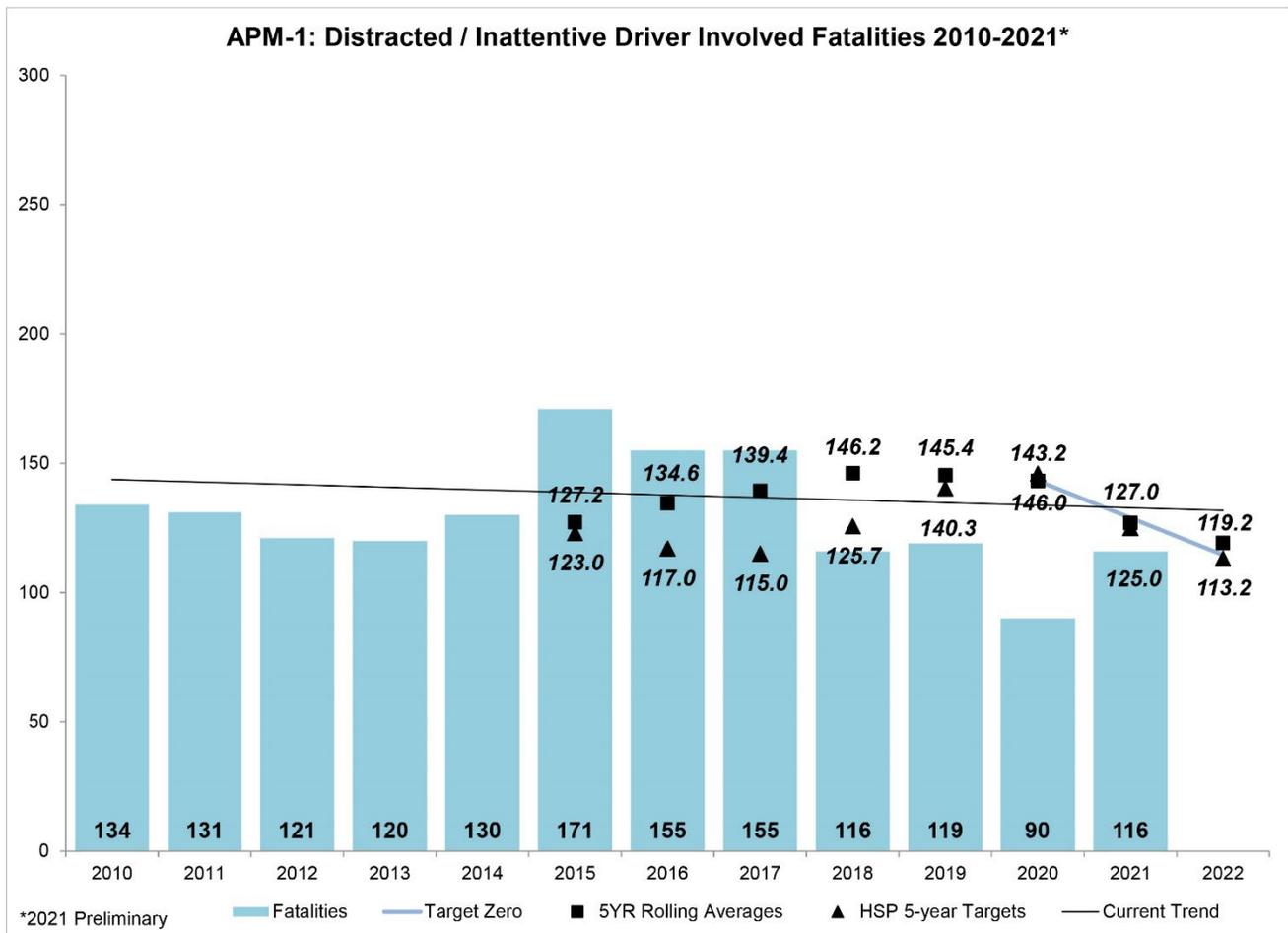
Drivers in High Priority/Risk Areas: Indicated by collision, fatality, and serious injury data.

Drivers with ADAS in Their Vehicles: To address the potential distraction of ADAS technology, we need to educate drivers that these systems are a safety net only, and the importance of staying focused on the road.

Associated Performance Measures: APM-1

Assessment of State's Progress in Achieving Performance Targets

APM-1: The 2022 target included in the FFY 2022 HSP for distracted/inattentive driver-involved fatalities was 113.2 (2018-2022 rolling average value). This target was set equal to the five-year rolling average inputting future calendar years equal to the most recent preliminary calendar year of data available at the time the target was set. According to the revised trend line used to develop the 2023 target for FFY 2023, it appears that the FFY 2022 HSP target will be met. To reach the 2018-2022 rolling average target of 113.2, the total number of distracted/inattentive driver-involved fatalities in 2022 would have to be less than 124. Given historical trends since Washington began enforcing the revised distracted driving law in 2018, it is unlikely that 2022 fatality numbers will be higher than 124, so the WTSC considers this target met.



FFY 2022 Countermeasures and Planned Activities

Planned Activity: Educational Campaign on Correct use of ADAS and Repeat Survey to Measure the Impact

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
DD22-02	Social Media ADAS Distraction Campaign & Survey	Debi Besser	WTSC
<p>Description: The purpose of this project was to implement the Strategic Communications Plan developed in FFY 2021 in a pilot area, then use the same survey that established the baseline to measure the change in the pilot area vs. the rest of the state.</p> <p>Results: Due to lack of resources and other higher priority projects, this project was put on hold indefinitely. No agreement was executed, and no funds were expended.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Increase Driver's Awareness of the Dangers of Distraction when using Advanced Driver Assistance Systems (ADAS)	402	\$100,000	\$0

Planned Activity: Conduct Enforcement

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
DD22-03	King County Distracted Driving Prevention Campaign	Debi Besser	Kent Police Department
<p>Description: The King County Target Zero Task Force implemented the King County Distracted Driving project for the fifth year. The backbone of this project is an annual survey delivered to King County drivers each June to assess acceptance, awareness, and driver distracted driving. The questions are the same from year to year to allow the measurement of outcomes. The Task Force utilizes the survey results to develop new and updated messaging folding in positive community norms and messages. This messaging is used in press releases and across social media from June - August, in conjunction with the deployment of enforcement during July and August, around the anniversary of the E-DUI law.</p> <p>Results: The survey of over 900 King County drivers (conducted by contractor C+C) found that 93 percent of drivers found it a threat when other drivers text or email while driving and over 70 percent of respondents found it unacceptable to use a hand-held phone to talk, text or use non-GPS apps when behind the wheel. A vast majority (over 80 percent) also reported they were unlikely to use a hand-held device to talk, text or use non-GPS apps while driving over the next 30 days. The Task Force partnered with C+C to develop messaging, media outreach, translation, and public education. Messages were trans-created into the 11 most spoken languages. Federal Way and Bellevue Police</p>			

Departments conducted the HVE work for this project. Combined, they worked a total of 98.5 hours making 292 contacts, resulting in 347 infractions. In years' past, there has been a large presence of officers working the HVE and they have been able to deploy another round of distracted driving HVE in September. Due to staffing this year and an overall lack of available officers to work due to vacations and special events, enforcement was not at the level budgeted.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Safety Enforcement	402	\$125,000	\$88,560

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
DD22-04	Distracted Driving TSEP-Local	Jerry Noviello	WTSC

Description: The Local Law Enforcement Distracted Driving HVE project funded overtime for local law enforcement agencies to participate during national distracted driving emphasis patrol period. This project also funded locally driven overtime enforcement activities in the area of distracted driving.

Results: The following table contains a selection of enforcement accomplishments resulting from this project.

Hours	1900.14	DUI Arrests	20
Total Contacts	4,372	Speeding Citations	310
Total Citations	2,302	Seat Belt Citations	162
Total Warnings	1,532	Cell Phone Use Citations	1,830

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Distracted Driving Enforcement	402	\$300,000	\$148,063

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PT22-04	Distracted Driving TSEP-WSP	Jerry Noviello	Washington State Patrol

Description: The WSP Distracted Driving Enforcement project funded overtime for WSP to participate during the national distracted driving emphasis patrol period. Overtime activities were often in collaboration with local law enforcement agencies throughout the state.

Results: The following table contains a selection of enforcement accomplishments resulting from this project.

Hours	625.82	DUI Arrests	1
Total Contacts	1,419	Speeding Citations	255
Total Citations	667	Seat Belt Citations	79
Total Warnings	1,076	Cell Phone Use Citations	333

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Safety Enforcement	402	\$100,000	\$79,077

Planned Activity: Conduct Education

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PM22-01	Distracted Driving TSEP Media Campaign	Erica Stineman	WTSC
<p>Description: This grant provided funding for media support of the distracted driving traffic safety enforcement program.</p> <p>Results: The distracted driving campaign included a mix of TV, radio, digital, and social ads. There were 8,082 spots that ran resulting in 49.6 million impressions. In addition to English and Spanish ads, the “Together We Get There” radio PSA was translated into Mandarin, Cantonese, Russian, Vietnamese, Tagalog, Korean, Somali and these ads aired on community-based media radio programs to target audiences who speak those languages.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
TSEP Media Support	402	\$400,000	\$380,195

Planned Activity: Marketing Plan Development and Support

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
F24*CP22-03	Distracted Driving Toolkit Marketing Plan Development and Support	Janine Koffel	WTSC
<p>Description: The intent of this project was to promote and support employers with workplace tools to develop and implement distracted driving policies at their workplace. Engagement and outreach are needed to market the distracted driving policy toolkit. The goal was to focus on creating a communications and engagement plan and hiring a person to market the distracted driving policy toolkit. This project combined two projects from the FFY 2022 HSP, “Distracted Driving Toolkit Marketing Plan Development and Support” and “Execution of the Toolkit Marketing Plan”</p> <p>Results: Preliminary discussions and plans with the contractor took place to begin work; however, this project was not completed due to the program manager leaving WTSC.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Employer Toolkit Engagement	405d 24/7	\$33,500	\$673

Planned Activity: Marketing Position to Support the Execution of the Marketing Plan

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP22-08	Execution of the Toolkit Marketing Plan	Janine Koffel	WTSC
<p>Description: Two projects from the FFY 2022 HSP, “Distracted Driving Toolkit Marketing Plan Development and Support” and “Execution of the Toolkit Marketing Plan”. See description above.</p> <p>Results: See results stated in the project above.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Employer Toolkit Engagement	405d	\$108,500	\$0

RESEARCH AND DATA

Problem Statement

Traffic safety professionals need access to complete and accurate information. Even when data or information is available, it must be analyzed or explained to be consumable. Traffic safety data and information is diverse and complex, spanning multiple data systems and disciplines, such as crash data and different kinds of hospital data. Measures must be consistent over time to confidently interpret changes in trends.

Focus Population

Traffic safety professionals engaged in targeted program planning and resource allocation is this program’s focus population. Professionals engaged in research activities across different disciplines that intersect with traffic safety (engineering, public health, etc.) are partners in carrying out the work.

Planned Activity: Perform Research and Analysis

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
TR22-02	RADD Support	Staci Hoff	WTSC
<p>Description: Quality data, research, and evaluation are the foundation for traffic safety programs. Beyond collecting and storing data, it is vital to ensure that data is accurate and complete, and in turn is analyzed appropriately to support the identification and implementation of effective traffic safety strategies, and to ensure the continuous effectiveness of existing programs. Traffic safety professionals across the state require a source of quality data and analytical support to reach our goal of Target Zero. To meet this need, the Research and Data Division (RADD) of the WTSC was developed with allocated staff and resources. This project helps ensure RADD has the needed data and resources to conduct research and maintain quality data products. Project funding was used to purchase death vital statistic files from the Department of Health (DOH), purchase Statistical Analysis System licenses, purchase research articles, and contract with Office of the Chief Information Officer (OCIO) to begin work on the seat belt observation site resample due in 2023.</p> <p>Results: The data exchange process with the DOH for death vital statistics was fully implemented and resulted in timelier data needed for the FARS program. RADD staff completed all analytical projects and averaged just four days turnaround for public data requests. We also launched five new data dashboards during the fiscal year. The OCIO began work required to conduct the seat belt observation survey site resample due in 2023.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Conduct Research Using Traffic Records Data	402	\$30,000	\$19,052

<u>Fed Project #</u> TR22-03	<u>Project Title</u> WSU Drugged Driving Research	<u>Program Manager</u> Staci Hoff	<u>Sub-Recipient</u> Washington State University Department of Criminal Justice & Criminology
<p>Description: This project is funded for researchers at Washington State University (WSU) to provide case study evidence regarding the relationship between Drug Recognition Expert (DRE) involvement and the ultimate disposition of DUI cases.</p> <p>Results: WSU could not move forward with the project due to the departure of the principal investigator from the university.</p>			
<u>Countermeasure</u> Conduct Research Using Traffic Records Data	<u>Fund Source</u> 402	<u>Amount Approved</u> \$85,000	<u>Amount Expended</u> \$0

Planned Activity: Collect and Analyze Survey Data

<u>Fed Project #</u> TR22-04	<u>Project Title</u> Observational Surveys	<u>Program Manager</u> Staci Hoff	<u>Sub-Recipient</u> WTSC
<p>Description: Almeida Consulting and Training is the WTSC contractor for performing observation surveys. ACT performs the annual seat belt observation survey used for 405b funding determinations. In addition, ACT conducts an annual distracted driver observation survey and other observation surveys as needed.</p> <p>Results: ACT conducted an ad-hoc observation survey of driver speeding behavior in March 2022. These results are available through a WTSC dashboard and are being used by a variety of traffic safety stakeholders to address the increase in driver speeding. ACT also worked with the King County Target Zero Task Force to conduct pre- and post- observation surveys of driver and pedestrian behavior along Pacific Highway following an education/enforcement campaign. ACT also conducted the seat belt and distracted driving observation surveys as planned.</p>			
<u>Countermeasure</u> Conduct Research Using Traffic Records Data	<u>Fund Source</u> 402	<u>Amount Approved</u> \$210,000	<u>Amount Expended</u> \$204,355

<u>Fed Project #</u> M1*TR22-01	<u>Project Title</u> Statewide Traffic Safety Survey	<u>Program Manager</u> Staci Hoff	<u>Sub-Recipient</u> WTSC
<p>Description: This internal grant provided support for a sub-grant with Montana State University Center for Health and Safety Culture (MSU) to finish the survey development and cognitive testing/timing of the survey instrument. Once the survey instrument is field ready, the WTSC will conduct a competitive procurement through the Request for Proposals (RFP) process to award a vendor contract for conducting the survey.</p> <p>Results: The MSU finalized the survey testing and instrument, however the project timeline was delayed several times. The MSU partnered with Washington State University (WSU) Social and Economic Sciences Research Center to develop recommendations for how the survey should be implemented. The survey and the methodology recommendations were included with the RFP, which the WTSC and Department of Enterprise Services are co-managing. The RFP was released in August, and we will conduct scoring in October 2022. We intend to award a contract before the end of 2022 with the intent of collecting survey data beginning in 2023.</p>			
<u>Countermeasure</u> Conduct Research Using Traffic Records Data	<u>Fund Source</u> 405b	<u>Amount Approved</u> \$200,000	<u>Amount Expended</u> \$41,376

TRAFFIC RECORDS

Problem Statement

The traffic records program brings together core traffic records systems partners. It provides grants for improving timely, accurate, complete, uniform, integrated, and accessible traffic records for the crash, driver, vehicle, roadway, injury surveillance, and citation and adjudication data systems.

Potential barriers to the success of the traffic records program include:

- Archaic systems can hinder the success of the traffic records program. Traffic records systems are comprised of the software, processes, equipment, and staff that create, manage, and analyze traffic records data. Over time, technology improves, systems become outmoded, and databases degrade.
- Irrelevant, incorrect, or incomplete data can hinder the success of the traffic records program. WTSC programs allocate funds based on data generated by traffic records systems. Without a cohesive, robust traffic records program, data-driven funding decisions cannot be made.
- An ineffectual Traffic Records Governance Council (TRGC) can hinder the success of the traffic records program. The TRGC is comprised of stakeholders and partner agencies that represent the core safety databases of the crash, driver, vehicle, roadway, injury surveillance, and citation and adjudication. Without an actively engaged TRGC, proper deployment of knowledge and resources cannot effectively occur.
- The 2019 Traffic Records Assessment yielded 13 recommendations the traffic records program must address.

Focus Populations

In the context of the traffic records program, the focus populations are the agencies and organizations that contribute to, own, maintain, and manage the six core systems that make up Washington's traffic data ecosystem:

- DOL
 - Driver data
 - Vehicle data
- WSDOT
 - Crash data
 - Roadway data
- County Road Administration Board
 - Roadway data
- WSP
 - Citation data
 - Crash data
- Department of Health (DOH)
 - Emergency management systems data
 - Hospital data
 - Trauma registry
 - Emergency room data
- Administrative Office of the Courts (AOC)
 - Adjudication data

Associated Performance Measures: TR-1

Assessment of State’s Progress in Achieving Performance Targets

As of March 2022, DOH estimates that approximately 92 percent of statewide Emergency Medical Services (EMS) volume are now being reported to the Washington EMS Information System (WEMSIS). This is an increase of 1 percent over the previous year. Efforts continue to encourage consistent and ongoing reporting of EMS agencies already signed up to report and onboarding additional EMS service providers. A monthly update of this measure is provided at <https://doh.wa.gov/public-health-healthcare-providers/emergency-medical-services-ems-systems/wemsis-ems-data-registry/data-and-reports>.

FFY 2022 Countermeasures and Planned Activities

Planned Activity: Improve the Data Attributes of Core Traffic Records Systems

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA22-01	AOC – DOL Data Exchange Enhancement	Peter Corier	Administrative Office of the Courts
<p>Description: The purpose of this project was for the AOC to collect, integrate, and exchange required data elements related to traffic citations to the DOL, which would significantly improve efficiency for the superior and limited jurisdiction courts while promoting data completeness, timeliness and accuracy for records transmitted to DOL on impaired driving cases.</p> <p>Results: Staffing and recruitment issues have plagued this project. So much so that AOC was unable to complete any milestones during this fiscal year. As part of a multi-year project, AOC has received permission from the TRGC to move the entire scope of the project back by one year. An amendment is currently underway to adjust the scope of work and period of performance to reflect these changes.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$411,017	\$7,910

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA22-02	AOC Law Table Clean-up	Peter Corier	Administrative Office of the Courts
<p>Description: The large volume of local law tables and the numerous law entries each contains, exposes the risk for inaccurate or missing conviction data as a result of inconsistent review and maintenance of local law tables. AOC currently lacks the staff resources to analyze and update the large number of local law tables and associated violations. AOC currently only has the resources to maintain the statewide law table for statewide statues. This project addressed the needed review and maintenance of local law tables.</p> <p>Results: The AOC met the total number of courts/jurisdictions scheduled for review during the year. The goal of this grant was to increase accuracy in law table data related to case types, DOL violation reporting, fine and assessments, and revenue distributions, and to efficiently and effectively transmit accurate and timely law table updates to DOL, and that happened.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$130,383	\$119,039

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA22-03	DOH RHINO	Peter Corier	Department of Health
<p>Description: The purpose of this project is to conduct injury surveillance for traffic-related injury across Washington State. The Rapid Health Information Network (RHINO) program has assembled a substantial quantity of data from emergency rooms across the state and many outpatient clinics. In previous years of this project, DOH has explored the data and developed the Early Notification of Community-based Epidemics queries, dashboards, and definitions for traffic-related injury. DOH now has the capability to leverage the data to conduct focused traffic injury surveillance.</p> <p>Results: The RHINO team continued to provide quality data from all non-federal emergency departments in Washington State while further expanding the base of users who can access the data statewide and delivering training to all users. Two reports were delivered to WTSC, showing some of the ways RHINO data can be used to inform traffic safety assessment and surveillance. Presenting the findings of one of these reports, centered on public transit facilities, served to kickstart conversations with other public health researchers in Washington who are now eager to use RHINO data in their work.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$156,781	\$124,499

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA22-04	DOH WEMSIS	Peter Corier	Department of Health
<p>Description: The DOH WEMSIS program proposed developing Motor Vehicle Collision-related (MVC) EMS key performance indicators (KPIs). These KPIs are informed by the findings of the MVC outcomes analysis funded in prior grant periods, as well as input from County Medical Program Directors and WTSC Staff. Following development, the MVC KPIs will be incorporated into WEMSIS key performance indicator, Data Submission, and Data Quality Reports. Grant funds will also support continuing data quality monitoring and reporting. We also propose an assessment of the MVC incident location data within WEMSIS for further analysis, including a data quality summary and geocoding of addresses.</p> <p>Results: During the grant period the WEMSIS team continued to address gaps in the data quality feedback loop, expanded key performance indicators to include traffic safety measures, and produced a report on the availability and quality of location data submitted to WEMSIS. Traffic Safety related key performance indicators were identified. An assessment of location data availability and quality was produced. All grant goals were met during the fiscal year except one, which is scheduled to be completed in the first quarter of the upcoming fiscal year.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$173,039	\$168,073

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA22-05	DOL S2S Data Cleanup	Peter Corier	Department of Licensing
<p>Description: The purpose of this project was to enlist a Customer Service Specialist to review records, perform data clean up, fraud detection, and licensing verification for the implementation of DOL's the State-to-State (S2S) Verification Service. S2S Verification Service is a means for states to electronically check with all other participating states to determine if the applicant currently holds a driver license or identification card in another state and ensure our state has the driver's complete driver history.</p> <p>Results: The project continues to fund reconciliation of out-of-state driver record pointer resolution. The goal of for each quarter was met and exceeded, with more than 8,250 pointers resolved each quarter.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$84,900	\$61,381

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA22-06	OFM Traffic Records Data Integration	Peter Corier	Office of Financial Management
<p>Description: WTSC had to transfer the development, sustainability, and governance of this program to the Office of Financial Management (OFM). Due to OFM's knowledge, experience, and resourcefulness demonstrated in developing and managing complex integrated state data systems, they are a valuable partner in this effort.</p> <p>Results: With the exit of the previous program manager, this is a transitional time in this multi-year project. The new project manager has learned quickly, and the Traffic Records Integration Program Committee has grown to thrive under the TRGC. Data integration between multiple systems and partner agencies has continued to develop and is projected to continue into the subsequent years of this project.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$332,189	\$142,537

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA22-07	WSP SECTOR 24X7	Peter Corier	Washington State Patrol
<p>Description: This multi-year project put in place a process to provide 24/7 coverage for the Statewide Electronic Collision & Ticket Online Records (SECTOR) application in the event of a total interruption in service.</p> <p>Results: The grant funds enabled the WSP to provide 24/7 after-hours support for the SECTOR application. The grant paid for SECTOR support staff to be on call after hours, during evenings, weekends, and holidays. There was only one call for service outside of regular working hours during this reporting period.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$16,557	\$15,316

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA22-08	WSP Washington Requests for Electronic Collision Records Replacement	Peter Corier	Washington State Patrol
<p>Description: The goal of the project is to replace the current aging Washington Requests for Electronic Collision Records Replacement (WRECR) system with a state-of-the-art records management system designed with robust technology and advanced analytical and reporting capabilities.</p> <p>Results: The project had contract delays and no work was done in the first to third quarter during this grant year. A project manager was successfully hired July 1, 2022, and began work immediately. Technical and Functional requirements were completed, and final documents sent to WSP's contracts office to create a Request for Proposals. With project delays, no measurable successes were completed in year one other than the hiring of the project manager.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$140,000	\$18,049

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
TR22-05	Traffic Records Training and Coordination	Peter Corier	WTSC
<p>Description: The purpose of this project was two-fold, providing for training needs and tools for coordination by the TRGC and its committees, including:</p> <ol style="list-style-type: none"> 1. Attendance at the Traffic Records Forum for TRGC and committee members. 2. Maintenance and improvement of collaboration tools for the TRGC and its committees. <p>Results: We were able to successfully remit Box licensing fees to continue accessing the Electronic Traffic Information Processing (eTRIP) collaboration tool. This tool is beneficial for the administration of eTRIP, and the committee plans to continue using it in the future. Traffic Records partners attended the annual Association of Transportation Safety Information Professionals Traffic Records Forum. Attendees hailed from multiple agencies, including OFM, DOL, DOH, Washington Technology Solutions, and WSDOT.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	402	\$40,000	\$13,798

ACRONYM LIST

Acronym	Meaning
AAA	American Automobile Association
ABATE	American Bikers Aimed Toward Education
ACC	Adaptive Cruise Control
ACT	Almeida Consulting and Training
ADA	Americans with Disabilities Act
ADAS	Advanced Driver Assistance Systems
ADATP	Americans with Disabilities Act Self-Evaluation and Transition Plan
AEB	Automatic Emergency Breaking
AI/AN	American Indians/Alaska Natives
AOC	Administrative Office of the Courts
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATP	Active Transportation Plans
ATSC	Active Transportation Safety Council
BAC	Blood Alcohol Content
BRFSS	Behavioral Risk Factor Surveillance Survey
CARS	Computerized Assessment and Referral System
CDC	Center for Disease Control and Prevention
CFC	Coded Fatal Crash
CHSC	Center for Health and Safety Culture
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CSO	County Sheriff's Office
DOH	Department of Health
DOL	Department of Licensing
DRE	Drug Recognition Expert
DUI	Driving Under the Influence (sometimes called DWI)
DUI EO	DUI Enforcement Officer
ED	Emergency Department
EMS	Emergency Medical Services
eTRIP	Electronic Traffic Information Processing
FARS	Fatality Analysis Reporting System
FCW	Forward Collision Warning
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GDL	Graduated Driver Licensing
GHSA	Governors Highway Safety Association
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
IAA	Interagency Agreement
IIJA	Infrastructure Investment and Jobs Act

Acronym	Meaning
KPI	Key Performance Indicators
LDW	Lane Departure Warning
LEL	Law Enforcement Liaison
LKA	Lane Keeping Assist
MIDU	Mobile Impaired Driving Unit
MR	Management Review
MSU	Montana State University
MVC	Motor Vehicle Collision
NCDC	National Center for DWI Courts
NHTSA	National Highway Traffic Safety Administration
OCIO	Office of the Chief Information Office
OFM	Office of Financial Management
PASD	Programs and Services Division
PCN	Positive Community Norms
PD	Police Department
PRA	Parks, Recreation and Aquatics Department
PSAs	Public Service Announcements
RADD	Research and Data Division
RCW	
RFP	Request for Proposals
RHINO	Rapid Health Information Network
S2S	State-to-State
SAND	Safer Access to Neighborhood Destination
SDOT	Seattle Department of Transportation
SECTOR	Statewide Electronic Collision & Ticket Online Records
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
SOTP	Science of the Positive
SR	State Route
TDS	Teens in the Driver Seat
THC	Tetrahydrocannabinol
TRCC	Traffic Records Coordinating Committee
TRGC	Traffic Records Governance Council
TSEP	Traffic Safety Enforcement Program
TSRP	Traffic Safety Resource Prosecutor
TTI	Texas A&M Transportation Institute
TTPO	Tribal Transportation Planning Organization
TWGT	Together We Get There
TZM	Target Zero Manager
VMT	Vehicle Miles Traveled
WASPC	Washington Association of Sheriffs and Police Chiefs
WEMS	WTSC Grants Management System
WEMISIS	Washington Emergency Medical Services Information System

Acronym	Meaning
WRECR	Washington Requests for Electronic Collision Records Replacement
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
WSU	Washington State University
WTSC	Washington Traffic Safety Commission

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