



# TRAFFIC SAFETY COMMISSION UPDATE

Shelly Baldwin, WTSC Director  
Commission Meeting Q2 2022  
April 21, 2022

# WTSC Updates

WTSC hosting Lifesavers in Seattle  
April 2-4, 2023

Welcome Christina Fremont



# USDOT National Roadway Safety Strategy



U.S. Department  
of Transportation

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## National Roadway Safety Strategy

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United States Department of Transportation | January 2022



# Road Safety Crisis

Describes the major actions to address crisis

- Launch new programs
- Coordinate and improve existing programs
- Adopt Safe System Approach principles

“We applaud those who have already committed to zero roadway fatalities and serious injuries.”

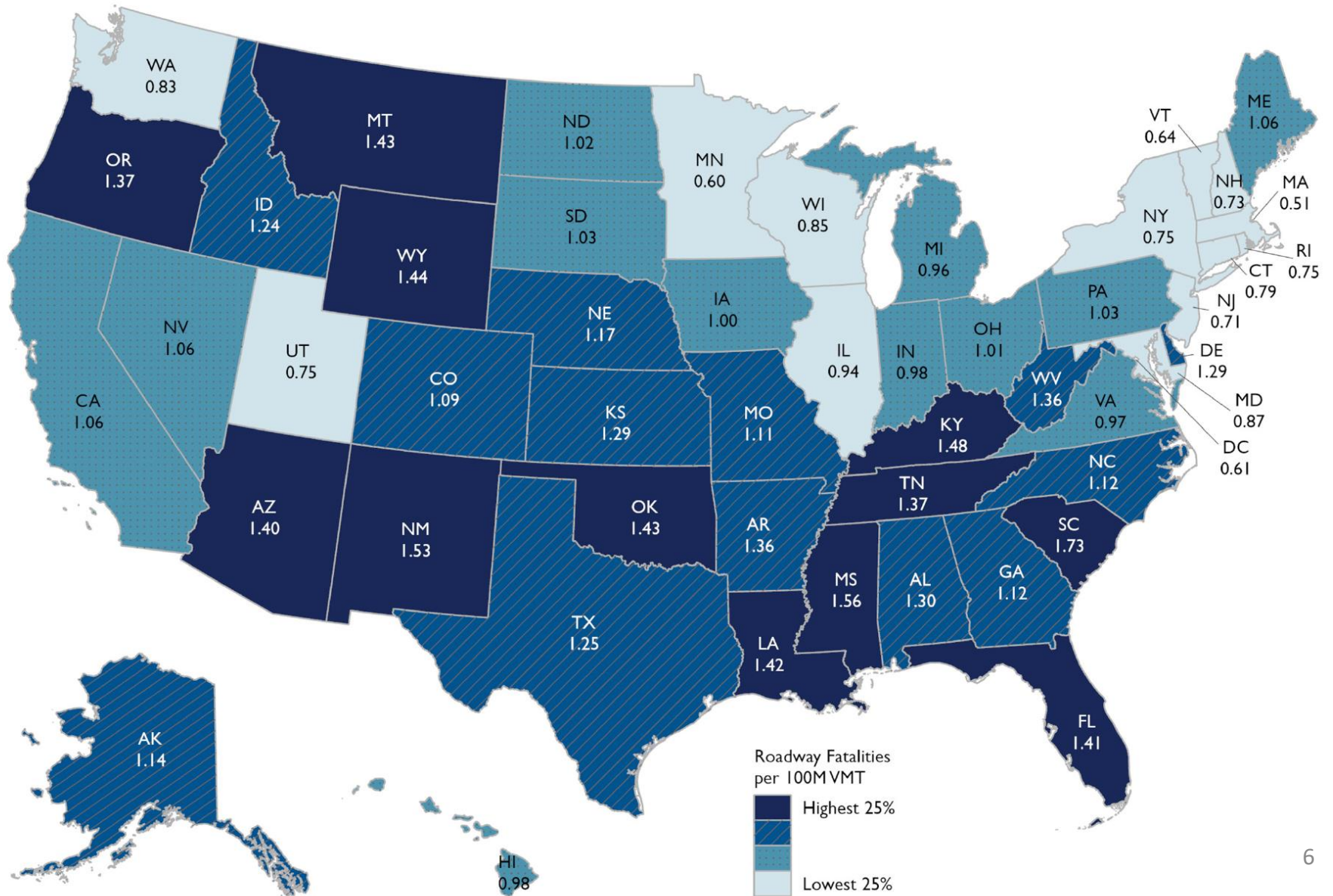
Washington made this commitment in 2000.



# US DOT Vision for Roadway Safety

Together, we must strive for zero roadway fatalities. **Zero is the only acceptable number of deaths** on our highways, roads, and streets. The United States Department of Transportation is committed to taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways. However, no one will reach this goal acting alone. Reaching zero will require U.S. DOT to work with the entire roadway transportation community and the American people to lead a significant cultural shift that treats roadway deaths as unacceptable and preventable.

# Roadway Fatality Rate (per 100 Million Vehicle Miles Traveled) by State, 2019





# Safe System Approach Principles

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable.
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

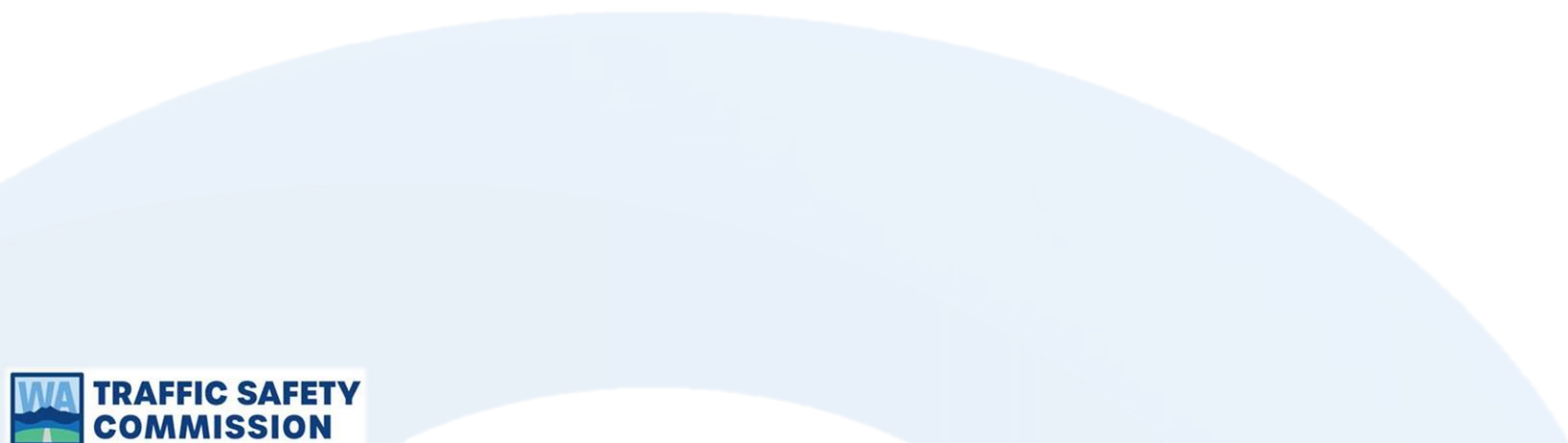
# Safe System Elements

- Safer People
- Safer Roads
- Safer Speeds
- Safer Vehicles
- Post-Event Care





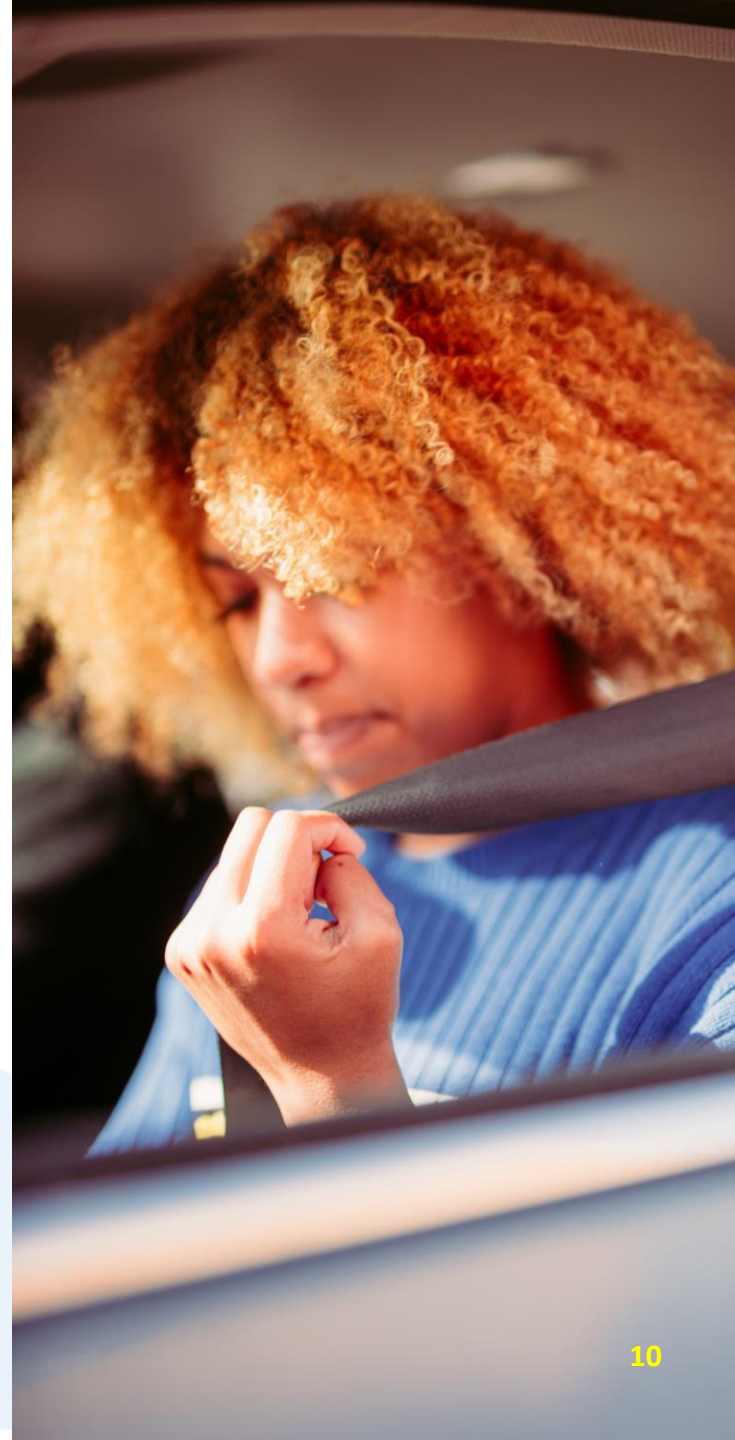
# Questions



# WTSC Commissioners' Target Zero Action Plan

## Center the Plan

- Equity
- Proactive Traffic Safety Culture
- Safe System Approach



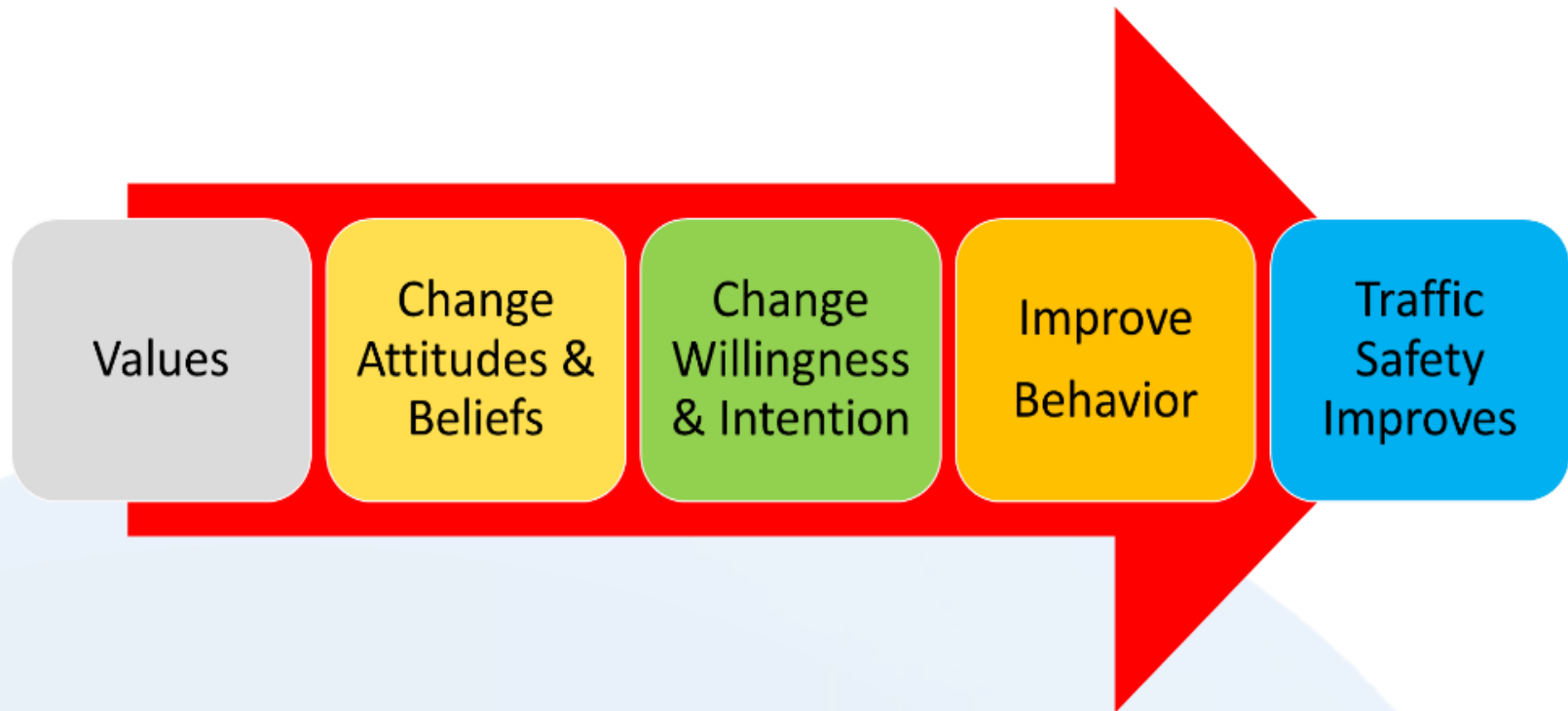
# Moving Equity Forward

- NHTSA must evaluate non-enforcement based countermeasures
- State's Highway Safety Plans must include *meaningful public participation and engagement from communities most impacted by traffic deaths and serious injuries*
- Traffic Safety Enforcement Programs must *foster effective community collaboration*



# Proactive Traffic Safety Culture

All who share the responsibility of creating a safety road system – governmental agencies and the traveling public— to take proactive actions committing to avoiding risk as well as committing to take actions to keep safe.



# Our Ask: Project Description

- Conversation starter
- New or expanded actions
- Ideas to be further developed
- Indicate needed funds

**2022-23-WTSC-Commissioners' Target Zero Action Plan**  
Project-Description

Lead-Agency: Choose-an-item. Partner-Agency: Choose-an-item.  
Contact-Name: Click-or-tap-here-to-enter-text. Email: Click-or-tap-here-to-enter-text. Phone: Click-or-tap-here-to-enter-text.

**Action-Information:**

Traffic-Safety-Project-Name	
Safe-System-Principle (Check-all-that-apply-to-the-action.)	
<input type="checkbox"/>	Death-and-Serious-Injuries-are-Unacceptable. A-Safe-System-approach-prioritizes-the-elimination-of-crashes-that-result-in-death-and-serious-injuries.
<input type="checkbox"/>	Humans-Make-Mistakes. People-will-inevitably-make-mistakes-and-decisions-that-can-lead-or-contribute-to-crashes,-but-the-transportation-system-can-be-designed-and-operated-to-accommodate-certain-types-and-levels-of-human-mistakes,-and-avoid-death-and-serious-injuries-when-a-crash-occurs.
<input type="checkbox"/>	Humans-are-Vulnerable. Human-bodies-have-physical-limits-for-tolerating-crash-forces-before-death-or-serious-injury-occurs;-therefore,-it-is-critical-to-design-and-operate-a-transportation-system-that-is-human-centric-and-accommodates-physical-human-vulnerabilities.
<input type="checkbox"/>	Responsibility-is-Shared. All-stakeholders—including-government-at-all-levels,-industry,-non-profit/advocacy,-researchers,-and-the-general-public—are-vital-to-preventing-fatalities-and-serious-injuries-on-our-roads.
<input type="checkbox"/>	Safety-is-Proactive. Proactive-tools-should-be-used-to-identify-and-address-safety-issues-in-the-transportation-system,-rather-than-waiting-for-crashes-to-occur-and-reacting-afterwards.
<input type="checkbox"/>	Redundancy-is-Crucial. Reducing-risks-requires-that-all-parts-of-the-transportation-system-be-strengthened,-so-that-if-one-part-fails,-the-other-parts-still-protect-people.
<input type="checkbox"/>	Equity-is-Vital. Washington's-Safe-System-Approach-centers-equity.-Every-decision-ensures-everyone-in-Washington-has-full-access-to-traffic-safety-benefits.
<input type="checkbox"/>	Positive,-Proactive-Traffic-Safety-Culture-is-Cultivated. Washington's-Safe-System-focuses-on-growing-a-shared-belief-system-that-supports-protective-behaviors-and-decreases-risky-behaviors.
Safe-System-Element (Check-one.)	
<input type="checkbox"/>	Safer-People. Encourage-safe,-responsible-behavior-by-people-who-use-our-roads-and-create-conditions-that-prioritize-their-ability-to-reach-their-destination-unharmed.
<input type="checkbox"/>	Safer-Roads. Design-roadway-environments-to-mitigate-human-mistakes-and-account-for-injury-tolerances,-to-encourage-safer-behaviors,-and-to-facilitate-safe-travel-by-the-most-vulnerable-users.
<input type="checkbox"/>	Safer-Speeds. Promote-safer-speeds-in-all-roadway-environments-through-a-combination-of-thoughtful,-context-appropriate-roadway-design,-targeted-education-and-outreach-campaigns,-and-enforcement.

WTSC-Commissioner's-Target-Zero-Action-Plan-Project-Description pg. 1

<input type="checkbox"/>	Safer-Vehicles. Expand-the-availability-of-vehicle-systems-and-features-that-help-to-prevent-crashes-and-minimize-the-impact-of-crashes-on-both-occupants-and-non-occupants.
<input type="checkbox"/>	Post-Event-Care. Enhance-the-survivability-of-crashes-through-expeditious-access-to-emergency-medical-care,-while-creating-a-safe-working-environment-for-vital-first-responders-and-preventing-secondary-crashes-through-robust-traffic-incident-management-practices.
<input type="checkbox"/>	Better-Data. Practice-value-based-decision-making-informed-by-the-best-data-available.

**Project-Details (Please provide a brief summary here. If you have a document that provides more detail, please provide a link or attachment, as well.)**

Project-title	
Start-date	
Describe-the-opportunity-to-improve-roadway-safety	
Provide-a-project-summary	
Describe-project-performance-measures	
Describe-the-project-resources	
List-partners-involved	

Additional-comments-or-details:

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# Additional Funding

Washington awarded additional funds from NHTSA as a result of the new National Transportation Legislation

Fund	Increase
402 – Highway Safety Program	\$ 1,170,000
405b – Occupant Protection	\$187,000
405c – Traffic Records	\$250,000
405d – Impaired Driving	\$737,000
405d – Impaired Driving 24/7	\$22,000
405f – Motorcycle Safety	\$24,000
405h – Walker and Roller Safety	\$50,000
Total Increase	\$2,440,000



# Questions



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