

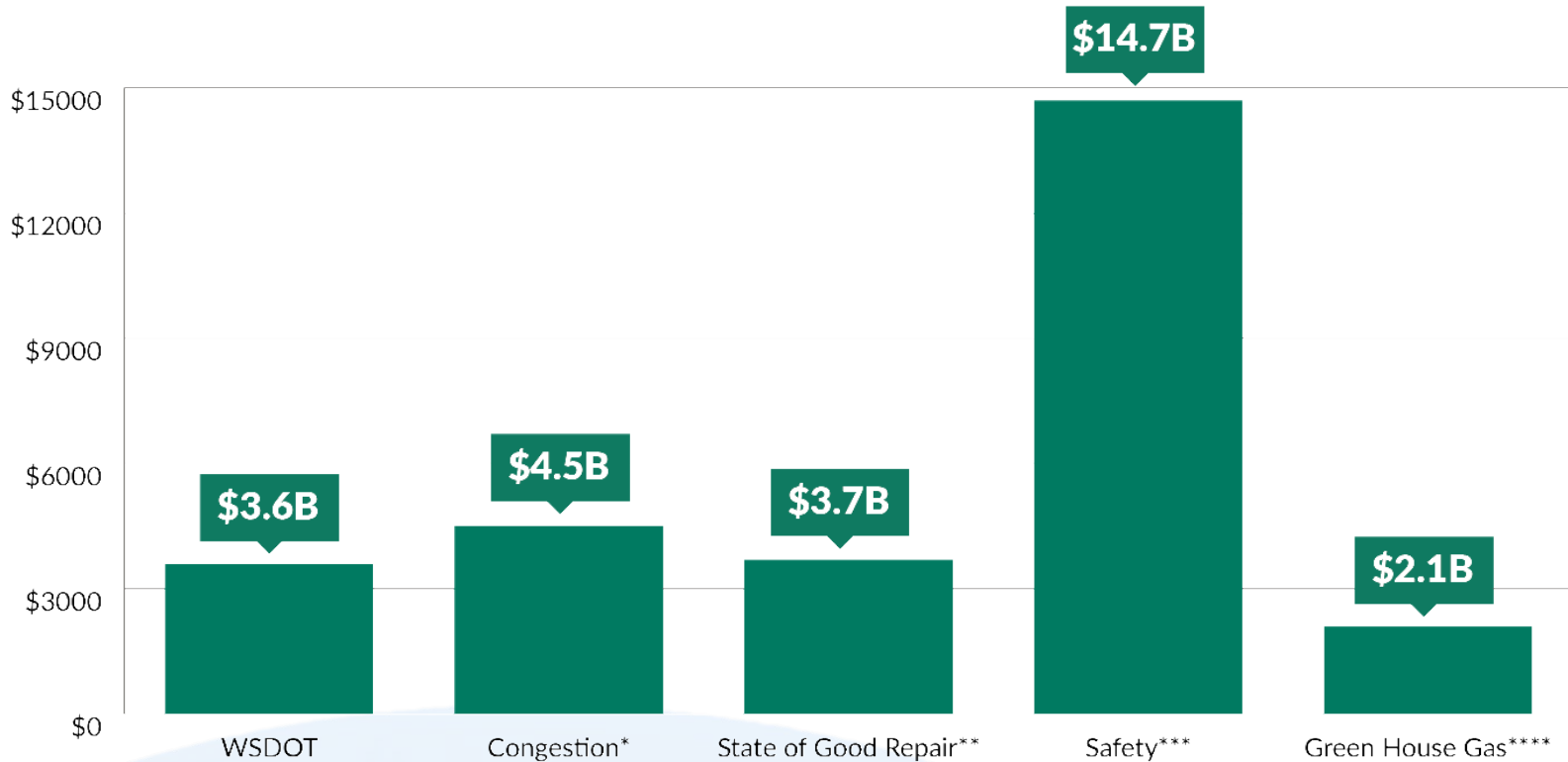
TRAFFIC SAFETY LEGISLATIVE UPDATE: RESULTS OF THE 2022 SESSION

Mark McKechnie, Director, External Relations, WTSC

Washington Traffic Safety Commission Meeting

April 21, 2022

Cost to Washington Taxpayers



- * Congestion cost source: Texas Transportation Institute's 2019 Urban Mobility Report; based on value of travel delay and excess fuel consumption statewide.
- ** State of Good Repair source: ASCE 2019 Infrastructure Report Card; estimated at \$656 for every Washington driver.
- *** Safety source: Societal costs of crashes calculated using methods described in Crash Cost for Highway Safety Analysis (FHWA-SA-17-071), Chapter 6, Federal Highway Administration, Office of Safety, 2018. Economic cost components include: medical care, emergency services, market productivity, household productivity, legal costs, insurance administrative costs, workplace costs, property damage and congestion.
- **** Source: Washington State Department of Ecology 2015 GHG Inventory.

Washington Traffic Safety Commissioners



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Commission Chair



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Department of Transportation



Chief John Batiste
Washington State Patrol



Teresa Berntsen
Department of Licensing



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Superintendent of
Public Instruction



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Health Care Authority



Sam Low
Washington State
Association of Counties



Brandi Peetz
Association of Washington
Cities

SB 5687 COOPER JONES ACTIVE TRANSPORTATION SAFETY COUNCIL RECOMMENDATIONS

Introduced by the chair and co-chair of the Senate Transportation Committee, based upon recommendations from the Cooper Jones Active Transportation Safety Council (ATSC)

- Amended RCW 46.61.405 regarding speed limits on state highways, authorizing transportation secretary to establish a 20-mph speed limit on non-arterial state highways
- Amended RCW 46.61.250, applying the same “due care” standard that applies to motorists to pedestrians using roadways.

Effective June 9, 2022



SB 5974 ADDRESSING TRANSPORTATION RESOURCES

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 a number of traffic safety and active transportation provisions.

Effective June 9, 2022, unless otherwise specified.



SB 5974, SECTION 102, ACTIVE TRANSPORTATION GRANTS

Creates the climate active transportation account and directs 24 percent of revenues accruing from the carbon emissions reduction account to the account, beginning July 1, 2023, for grant programs to address:

- Safe routes to school
- Bicycle and pedestrian grant programs
- Complete streets programs
- Connecting communities programs



SB 5974, SECTION 417, CONSIDERATIONS FOR NEW PROJECTS

WSDOT projects meeting criteria to consider:

- Access to transit
- Use of minority- and women-owned businesses and community-based organizations in planning
- Additional considerations include service to communities impacted by environmental harms, health impacts, unemployment, high housing costs, incomes below 200% FPL, people with disabilities, proximity to tribal lands, and ***crash experiences involving pedestrians and bicyclists***



SB 5974, SECTION 148 CONSIDERATIONS FOR WALKERS/ROLLERS IN DOT PROJECTS

WSDOT to incorporate the principles of complete streets, which provides street access to all users, including pedestrians, bicyclists, and transit users. Specifically state transportation projects with a budget of \$500,000 or more must include the following considerations:

- Identify locations that do not have complete ADA-accessible sidewalk, shared use, and bicycle facilities
- Identify connects to local active transportation routes, public transportation, rail, etc.
- Adjust speed limits to lower speeds with appropriate roadway design to accomplish speed management, particularly in locations that present higher risks of serious injury or fatal crashes
- Plan, design, and construct facilities that support network connectivity and safety for pedestrians, bicyclists, and people accessing public transportation and other modal connections.



SB 5974, SEC. 419 ESTABLISHES SCHOOL-BASED BICYCLE EDUCATION PROGRAM

WSDOT will contract with a statewide-nonprofit organization to train school staff to teach students about bicycle safety. The program includes:

- Establishment of two bicycle safety education programs for elementary and secondary students.
- The requirement for participating school districts to maintain a fleet of bicycles for students in the program and the opportunity for participating students to receive a bike, lock, helmet, and lights at no cost.
- Prioritization of selection of schools to include those that serve:
 - Populations impacted by poverty (incomes less than 200 percent of FPL).
 - People of color, of Hispanic heritage, and people with disabilities.
 - Communities experiencing environmental health disparities.
 - Geographic locations throughout the state, locations on or adjacent to Indian reservations, and locations with histories of crashes involving pedestrians and bicyclists.



SB 5974, SEC. 423 REGARDING USE OF AUTOMATIC SAFETY CAMERAS

Amends RCW 46.63.170 regarding the use of automatic traffic safety cameras, significantly increasing permissible uses for speed enforcement in:

- School walk areas defined under RCW 28A.160.160(5)
- Park zones
- Hospital zones
- At-large locations identified through local safety planning, history of speeding, crashes, and/or racing (number of cameras based upon local population), also subject to equity analysis

Fifty percent of revenues, after costs, deposited into state Cooper Jones Active Transportation Safety Acct.

Effective July 1, 2022



SB 5689 SEC 201: **SUPPLEMENTAL WTSC BUDGET**

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 Grant projects for bicycle, pedestrian, and non-motorist safety improvement	\$400,000
School Zone Safety Account – State Appropriation	\$850,000
Total Appropriation	\$33.76M



SB 5689 (SUPP TRANS BUDGET),
SEC. 201 (5)
PUBLIC EDUCATION:
SLOW DOWN, MOVE OVER

\$485,000 state appropriation,
\$50,000 federal appropriation
provided solely to develop a
statewide public awareness
campaign to inform and educate
Washington citizens about the
“Move Over, Slow Down” law, RCW
46.61.212



SB 5793 COMPENSATION FOR LIVED EXPERIENCE ON BOARDS, COMMISSIONS, COUNCILS, & COMMITTEES

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, when the agency determines participation is desirable to implement principles of equity, provided that the individuals are not otherwise compensated for their attendance at meetings. Child and adult care reimbursement, lodging, and travel expenses may be provided to eligible individuals in addition to stipend amounts. Effective June 9, 2022.



BILLS THAT DID NOT PASS

HB 1817 Deferred DUI Prosecution: 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 Drug Offender Sentencing Alternatives: would have expanded alternative sentencing programs to individuals charged with felony DUI on their fourth offense. The Drug Offender Sentencing Alternative (DOSA) 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.



MORE BILLS THAT DID NOT PASS

SB 5485 Limiting Traffic Stops: 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 Motorcycle Lane Splitting: 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 travelling in the same lane. It would have also allowed motorcycles to ride between lanes to pass other vehicles that have slowed or stopped, as long as 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.***



COMING ATTRACTIONS: 2023

SB 5982 was introduced after bill deadlines had passed. The lead sponsor intends to reintroduce this legislation in the 2023 session.

The bill would lower the *per se* blood alcohol concentration (BAC) limit for the purposes of establishing the offense of impaired driving (DUI) from 0.08 to 0.05 percent, as measured within two hours after driving.

Sponsors of this bill were: Senators Lovick, Liias, Dhingra, Hawkins, Keiser, Kuderer, Randall, Rivers, Rolfes, Saldaña, Wellman, and C. Wilson.



Questions



Thank You

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