



Approved April 17, 2025

STATE OF WASHINGTON

## WASHINGTON TRAFFIC SAFETY COMMISSION

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Access Commission Meeting recordings at

<https://wtsc.wa.gov/meetings/commission-meetings/>

*The meeting recording, along with the Action Item or Motion items documented below constitute the full minutes of the meeting.*

### TRAFFIC SAFETY COMMISSION QUARTERLY MEETING

QUORUM PRESENT: YES ☒

NO ☐

Date:	January 16, 2025
Chair:	Sam Low, Washington State Association of Counties
Call to Order:	10 a.m.
Adjourn:	11:44 a.m.

<b>Agenda Correction</b>		
The January 16, 2025, meeting agenda was corrected to remove the following items:  2025 Legislation – Mark McKechnie, WTSC – Update Target Zero Plan – John Milton, WSDOT/Mark McKechnie, WTSC – Information  Both agenda items will be discussed during the April 17, 2025, meeting.		
Agenda Item:	Approval of Meeting Minutes	Lead: All Commissioners
Minutes to be approved: October 17, 2024.  The October minutes were reviewed. No changes or additions were offered. The minutes will be posted on the <a href="#">Commission Meeting website</a> .		
Changes Needed: N/A		
Agenda Item:	Telematics Data	Lead: Dr. Staci Hoff, WTSC
See Also: <a href="#">Traffic Safety Insights from Telematics Data presentation</a>  Dr. Hoff highlighted how telematics data can enhance traffic safety through data-driven decisions. The Legislature allocated \$300,000 to the highway safety account for purchasing anonymized driver behavior data from a vendor, focusing on specific areas based on demographics and crash history.  Telematics data uses GPS, sensors, and software to monitor vehicle and driver behavior, providing real-time insights into risky driving. This enables targeted interventions like speed cameras and enforcement measures. Data collected includes speed, phone distractions, hard braking, and acceleration. Providers are enhancing analysis with AI to assess driver and road user risk.		

WTSC is collaborating with Cambridge Mobile Telematics and Michelin Mobility Intelligence to collect and analyze driver behavior data.

Cambridge created a [Washington State Driving Behavior Analysis](#) report for WTSC, covering data from June 2022 to June 2023. A second report, including June 2024 data, is expected in fall 2025.

The Governors Highway Safety Association (GHSA) and Michelin Mobility Intelligence awarded Washington \$100,000 in data service credits in 2024. WTSC matched the funds to include South King County and Yakima County, two high-risk communities, in the project.

WTSC outlined the following four key goals :

- Obtain network screening analysis for Yakima and South King counties and areas identified as overburdened and historically underinvested.
- Use the results as tools to guide discussions with community members and community-based organizations to share information about the types of driving behavior leading to crash or high-risk areas.
- Confirm alignment with community perceptions of risky areas with Michelin-identified high-risk locations and focus on gaining communities perspectives on the root causes leading to risky behaviors.
- Identify and implement projects to improve the safety and community perception of safety in the high-risk areas.

Michelin provided Kepler Maps, an interactive GIS tool, covering Washington's entire roadway network for detailed examination of roadway risks. The maps are available to agencies and stakeholders.

The Michelin Mobility Intelligence Report can be found here: [Safer Roads Washington GHSA Grant Project, Washington Traffic Safety Commission](#).

Washington was selected again for a 2025 GHSA and Michelin Mobility grant, making it the only state to conduct the study twice. WTSC partnered with Capt. Jones at WSP for its second Michelin Mobility grant. Kepler Maps will be created for all state routes, divided by the eight State Patrol districts, and will be shared with WSDOT. The maps will support enforcement planning, GIS analysis, and system integration. MS Shifts may be used alongside Kepler Maps to optimize patrol saturation and assess its impact on driver behavior.

State Patrol is reinstating Target Zero Teams for all traffic safety, not just DUI. These dedicated patrols will focus on high-risk areas, with their impact on driver behavior analyzed post-deployment.

Dr. Hoff will present Cambridge and Michelin data to WSP District Commanders and leadership to support Target Zero Teams statewide.

Agenda Item: Director's Report Lead: Shelly Baldwin, WTSC		
<b>Fatalities</b> As of November 30, 2024, there were 714 reported fatalities; however, the final number is expected to be in the mid-700s. This marks a slight improvement from 2023 but is still higher than the fatalities recorded in 2019.  ***		
<b>Programs</b> Teens in the Driver's Seat is a high school traffic safety program managed by Target Zero Managers, focusing on various traffic safety topics while allowing teens to earn money for their schools. One part of the program is the "You in the Driver's Seat" app, which tracks safe trips for 16–25-year-olds, rewarding them with gift certificates for each safe trip. The app is used in 20 states, with Washington leading last year with 36,000 trips, surpassing New Mexico, which had about 2,000 trips.  ***		
<b>Legislation</b> Today is day four of the 2025 Legislative Session. Look for bill reports soon.  Shelly briefly reviewed the following bills: <ul style="list-style-type: none"><li>• HB 1098 Concerning county local roads.</li><li>• HB 1074 Excluding any person who is convicted of a hit and run resulting in death from being eligible for a first-time offender waiver.</li><li>• HB 1110 Vacating convictions for driving under the influence.</li><li>• HB 1228 Relating to toxicology testing by certified or accredited laboratories.</li><li>• SB 5067 Concerning impaired driving. (WTSC Agency Request Legislation)</li><li>• HB 1315 Relating to impaired driving.</li></ul> ***		
<b>WSP Toxicology Laboratory</b>  Judge Steele requested an update on reducing the backlog of cases at the State Toxicology Lab and inquired about the time it takes to return a DUI toxicology report to the prosecutor's office. Dr. Fiona Couper, Director of the WSP Forensic Laboratory Services Bureau, and Liz Gough, Division Commander of the WSP Toxicology Laboratory, provided details on the lab's current status.  The two toxicology laboratory locations handle all toxicology testing, including cases related to death investigations, impaired driving, and drug-facilitated crimes. Over the past 10 years, case		

submissions have increased by 52%, with the lab receiving over 18,000 cases in 2024. This growth has led to a significant backlog of 16,000 cases, with around 14,500 of those related to impaired driving. This backlog has caused long turnaround times, with alcohol-only impaired driving cases taking a median of 9 months, and more complex cases involving poly-drug use taking 21 months.

The lab recognizes the impact of the backlog and is addressing the backlog by increasing trained personnel, improving workflow efficiencies, narrowing the testing scope for impaired driving cases, expanding to a secondary facility, and successfully hiring 10 new scientists in 2024.

The lab aims to reduce casework turnaround to 90 days or less, with 30-60 days for DUI cases involving alcohol only or alcohol with cannabinoids, and 90 days for analyses of more complex cases.

Judge Steele emphasized the importance of achieving a 30–60-day turnaround time to align with the speedy trial rule—30 days for cases with individuals in custody and 60 days for those not in custody. He noted that until this is addressed, DUIs cannot be effectively enforced, and some cases are being reduced or dismissed without prejudice due to delays in the receiving toxicology results. Case law has determined that government delays in testing are not sufficient grounds to continue cases. Judge Steele said the system has been broken for nearly a decade.

The lab is seeing an increase in multi-drug and poly-drug use cases, with multiple drug classes being detected. After reducing the backlog, the lab plans to expand testing to capture more data.

Current staffing can handle the capacity with existing strategies, but bringing in more cases would require additional resources.

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Follow-up on questions from the October 2024 meeting during discussion on why traffic deaths increased and what distinguishes Washington from other states in the increase of fatality rates?

Is Washington an outlier in the increase in anxiety and depression?

- February 1 to 13, 2023, 32.6% of adults in Washington reported symptoms of anxiety and/or depressive disorder, compared to 32.3% of adults in the U.S.
- Young adults ages 18-24 years of age had a higher prevalence of self-reported poor mental health than older age groups.

Is Washington an outlier in cannabis use?

- In Washington, 30% of adults have used Cannabis in the past year compared to 21% of US adults. Washington has the fifth highest cannabis use rate below Vermont (34%), DC (33%), Oregon (32.8%), and Alaska (32.4%)

Are the number of crashes in construction zones contributing to the increase in crashes?

<ul style="list-style-type: none"> <li>The number of crashes in Work Zones in WA in the past ten years have fluctuated from a high in 2016 of 1,789 to a low in 2000 of 1,149. There were 1,228 work zones crashes in 2023. The number of work zone crashes might likely vary based on the amount of construction in a given year, although higher speeds, following too close and distraction are the top three causes of work zone collisions.</li> </ul> <p>In 2023 Washington exceeded the national average for the rate of traffic fatalities for 1 million vehicle miles traveled.</p>		
Agenda Item:	Summit 2025 Update	Lead: Wade Alonzo, WTSC
<p>Planning for the 2025 Traffic Safety Summit scheduled for July 15-17, 2025, at the Spokane Convention Center in Spokane, Washington, is well underway. We value our partnership with the Washington State Department of Transportation on the Summit.</p> <p>This Summit aims to promote the Safe System Approach in Washington. Tracks are being selected, and the call for presentations is being finalized. A "Save the Date" notice will be sent later this month. The event will be interactive, with opportunities for networking.</p> <p>The Summit coincides with the July Commission meeting, and the in-person option for attending the July meeting will be at the Convention Center in Spokane.</p>		
Agenda Item:	PUBLIC COMMENT	Lead:
<p>Claudia Hirschey submitted a letter asking for the Commission's support in incorporating speed enforcement cameras within the Revive I-5 project. Revive I-5 is a multi-year project and could be a pilot project separate from the JBLM project. This is an excellent opportunity to educate thousands of Washington drivers and save lives.</p> <p>Washington's response as a transportation community during large disasters shows we are able to respond quickly and efficiently to find solutions. The rate of severe injuries and fatalities is a daily, national disaster. The time to save lives is right now.</p> <p>See Claudia's letter attached.</p>		
Agenda Item:	Adjournment	Lead: Sam Low, Chair
<p>The next meeting of the Traffic Safety Commission is April 17, 2025, from 10 a.m. – 12 Noon, in-person in the Traffic Safety Commission offices and via Teams online. Keep in mind that the July 17, 2025, meeting will be held in Spokane, Washington.</p>		
Topics for Future Meetings	Proposed Date/Month	Lead
Meeting Attendees		

Commissioners:	Members of the Public:
Chief John Batiste, WSP	Deborah Bell
Marcus Glasper, DOL	Sarah Brouwer
Nigel Herbig, Association of WA Cities	Glenda Coms, CJTC
Sam Low, WA State Association of Counties	Dr. Fiona Couper, WSP
Megan Cotton, Governor's Office	Doug Dahl, TZM Communications Lead
Judge George Steele	Dr. Xinyao DeGrauw, DOH
Commissioner Designees:	Jennifer Dieguez, DOH
Dongho Chang, WSDOT	Deion Glover, WSP
Sarah Mariani, HCA	Elizabeth Gough, WSP
Patti Enbody, OSPI	Jennifer Halverson Kuehn, TPCHD
Kristin Peterson, DOH	Claudia Hirschey
WTSC Staff	Lt. Jeff Leonard, WSP
Shelly Baldwin	Karen Messmer
Wade Alonzo	Kyle Miller, WSDOT
Debi Besser	Dr. John Milton, WSDOT
Tony Bledsoe	Rachelle Nugent, TZM
Peter Corier	Melanie Owens, TZM
Mandie Dell	Kristin Peterson, DOH
Edica Esqueda	Gabe Philips, WSDOT
Siggy Frank	Abigail Potter, WTA
Christina Fremont	John Westerhold, NHTSA
Dr. Staci Hoff	Amy Shaffer
Jessie Knudsen	Andi Swanner
Dr. Janine Koffel	Dina Swires, WSDOT
Kayla McCown	TVW Streaming
Mark Medalen	Bob Thompson, Statewide LEL
Geri Nelson	Celeste Toyofuku
Jerry Noviello	Cesi Velez, WA Child Pass. Safety Proj. Mgr.
Julie Otto	Frederick Wade
Pam Pannkuk	Emily Wattnem, WSP
Penny Rarick	Haiping Zhang, DOL
Dr. Max Roberts	(360) 951-3314
Rainboe Sims-Jones	
Abby Williams	

**PUBLIC COMMENT:**

Washington Traffic Safety Commission  
Attn: Geri Nelson ([gnelson@wtsc.wa.gov](mailto:gnelson@wtsc.wa.gov))  
Re: Revive I-5 Speed enforcement camera opportunity

Dear Traffic Safety Commissioners:

I am writing to you to request your support and actions to incorporate speed enforcement cameras with the Revive I-5 project. This project is a perfect opportunity to implement speed enforcement cameras in a construction project, educate a large portion of the public about their use, and save lives.

I recently attended a briefing meeting with the WSDOT staff that presented the project to the North Seattle Industrial Area (NSIA). The WSDOT staff conducted a clear and informative presentation. The project will maintain two lanes in each direction, albeit with narrow shoulders. Speed and the dangers of speed increase through such construction projects, resulting in serious injuries and/or fatalities. Speeding will occur during all off-peak periods and night time alcohol related crashes at night are a serious concern in this I-5 segment.

I followed up with an email to staff to inquire about speed enforcement cameras. I was informed that cameras are not included with the project. I am active in the transportation profession and heard that the WSDOT was writing guidelines for implementation of speed enforcement cameras early in the fall of 2024. The guidelines should be close to ready and provide us with an excellent opportunity for a pilot project.

I also heard that Commute Seattle will request additional mitigation money for the project from the Washington State legislature. I am not fully knowledgeable of these actions, but I am requesting that the Traffic Safety Commissioners make a request for speed enforcement cameras to any requests for additional Revive I-5 funding made to the state legislature.

I have copied Senator Marko Liias, Chair of the Senate Transportation Committee, in this letter. I met Senator Liias at the ITE Washington (a community of transportation professionals serving the State of Washington) at our 2024 Annual Traffic Safety Conference, as he was the keynote speaker at the safety conference.

Finally, I am requesting that this opportunity for speed enforcement cameras with the Revive I-5 project be placed on the Commission's January 16, 2025 meeting. Please feel free to call or email if you would like to discuss further. Again, this is an excellent pilot project opportunity to reduce serious injuries and fatalities as we attempt to reach Target Zero.

Sincerely,  
Claudia S. Hirschey, PE, RSP1

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856-4988

Copy: Senator Marko Liias/Chair of the Senate Transportation Committee, Roger Millar/WSDOT  
Secretary, Tom Pearce/WSDOT Communications, Revive I-5