



STATE OF WASHINGTON

## WASHINGTON TRAFFIC SAFETY COMMISSION

621 8<sup>th</sup> Avenue SE, Suite 409, PO Box 40944, Olympia, Washington 98504-0944 (360) 725-9860

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:	April 17, 2025
Chair:	Sam Low, Washington State Association of Counties
Call to Order:	10 a.m.
Adjourn:	11:40 a.m.

Agenda Item:	Approval of Meeting Minutes	Lead: All Commissioners
<p>Minutes to be approved: January 16, 2025.</p> <p>The January minutes were reviewed. No changes or additions were offered. The minutes will be posted on the <a href="#">WTSC Commission Website</a>.</p>		

Agenda Item:	Director's Report	Lead: Shelly Baldwin
<p><b>Preliminary 2024 Data</b>            WTSC traffic death count for 2024 is preliminary, between 730-740, noticeably less than 2023's total of 809. The total in 2019 was 538 -- we are still losing more lives than pre-covid levels.</p> <p><b>Traffic Safety Summit Update – <a href="#">Presentation</a></b> – The WTSC can pay for travel for commissioners.</p> <p><b>July 17 Meeting – will be held in Spokane, WA, during the 2025 WTSC Traffic Safety Summit – Spokane Convention Center</b>, in Spokane, 10 a.m. to 12 Noon. Virtual attendance through Teams will be available, and the meeting will be streamed on TVW.</p> <p>The Governors Highway Safety Association annual meeting is scheduled for August 23-27. Contact Geri Nelson if you would like to attend. For more info: <a href="#">GHSA Annual meeting, August 23-27, Pittsburgh, PA.</a></p> <p><b>Budget</b> – WTSC budget for 2026 is about \$4 million less than 2025. While no decisions have been made, each grant is being reviewed for effectiveness and connection to our mission. We will work in consultation with our partners and grantees.</p>		

Follow-Up:		
Lead:		
Agenda Item:	Target Zero Update	Lead: Mark McKechnie, WTSC / John Milton, WSDOT
<p><i>Mark McKechnie and John Milton presented information on <a href="#">Target Zero and the Safe System Approach</a>. See meeting <a href="#">presentation</a>.</i></p> <p>Highlights of the Plan (which is more than 200 pages)</p> <ul style="list-style-type: none"> <li>• Plan was completed in October 2024</li> <li>• The 2204 Plan was a major re-write of the Plan which is usually updated every three to five years.</li> <li>• Focused on the Safe System Approach, Equity, and Proactive Safety Culture.</li> <li>• Emphasis areas – Road User Behavior, Road User Groups, Road Location, and Vehicle Types.</li> <li>• Safe System Approach includes Safer Land Use.</li> <li>• Death and serious injury are unacceptable.</li> <li>• Safety is proactive.</li> <li>• Responsibility is shared.</li> <li>• Six Pillars – safer road users, safer land use, safer vehicles, safer speeds, safe roads, post-crash care.</li> </ul>		
Agenda Item:	Legislative Update	Lead: Mark McKechnie, WTSC
<p>See <a href="#">Traffic Safety Legislative 2025 Update</a> presentation.</p> <p>Mark reviewed bills still moving through as of April 17, 2025, including:</p> <ul style="list-style-type: none"> <li>• HB 1878 Improving young driver safety.</li> <li>• HB 1596 Concerning accountability for persons for speeding.</li> <li>• HB 5595 Establishing shared streets.</li> <li>• HB 1244 Concerning training as an alternative to driver license suspension for the accumulation of certain traffic infractions.</li> </ul> <p>The following bills passed one chamber but did not pass the April 16 second chamber cutoff:</p> <ul style="list-style-type: none"> <li>• SB 5374 Including tribal representation in certain transportation activities.</li> <li>• SB 5238 Addressing reckless driving in cases involving excess speed.</li> <li>• SB 5581 Implementing safe system approach strategies for active transportation infrastructure.</li> <li>• HB 1423 Authorizing the use of automated vehicle noise enforcement cameras in vehicle-racing camera enforcement zones.</li> </ul> <p>The following bills did not pass the first Chamber cutoff:</p> <ul style="list-style-type: none"> <li>• SB 5067 Concerning impaired driving.</li> </ul>		

<ul style="list-style-type: none"> <li>• SB 5705 Improving traffic safety by modifying penalty amounts for certain traffic infractions.</li> <li>• HB 1512 Improving traffic safety.</li> <li>• HB 1110 Vacating convictions for driving under the influence.</li> <li>• HB 1113 Concerning accountability and access to services for individuals charged with a misdemeanor.</li> </ul>		
Agenda Item:	Summary of 2024 Annual Report	Lead: Pam Pannkuk, WTSC
<p>See <a href="#">2024 Annual Report Summary presentation</a>.</p> <p>Pam provided a background and summary of the <a href="#">2024 Annual Report</a>. The 2024 Annual Report was submitted to the National Highway Traffic Safety Administration (NHTSA) in January 2025 and it was approved in April 2025 with recommendations, including: expand relationships with military installations in Washington; build and support strong state and local enforcement plans that improve traffic safety; maintain momentum as a national leader.</p> <p>The plan is an evaluation of the effectiveness of federally funded highway programs, ensuring accountability, identifying successful strategies and areas for improvement, and guiding future funding decisions and policy development. In 2024, WTSC funded 91 projects over 13 Programs. Pam presented key highlights for each Program in the 2024 Annual Report.</p>		
Agenda Item:	Driver Alcohol Detection System for Safety (DADSS)	Lead: Kristin Kingsley, Automotive Coalition for Traffic Safety (ACTS)
<p>Kristin Kingsley, Director of Program Development and Outreach at the Automotive Coalition for Traffic Safety (ACTS) -- a non-profit supported by leading global auto manufacturers -- provided an overview of the Driven to Protect program. This initiative aims to eliminate drunk driving through the Driver Alcohol Detection System for Safety (DADSS) program, in collaboration with the state of Washington and the Traffic Safety Commission.</p> <p>ACTS is under cooperative agreement with the USDOT through the National Highway Traffic Safety Administration (NHTSA) to develop in-vehicle technology to prevent drunk driving.</p> <p>The DADSS program is developing in-vehicle technology designed to passively detect and prevent drunk driving. Spectroscopy, which includes breath-based and touch-based tissue detection technologies, has been identified as the most promising solution due to its effectiveness, rapid development potential, and ability to be deployed broadly and affordably.</p> <p>This technology is currently installed in multiple vehicles, including a Ford Mustang Mach-E. It is undergoing testing in the lab and in a limited number of demonstration vehicles. This version of the sensor is set at zero tolerance and requires a small, directed breath from the driver. It is intended for fleet use, with a passive system under development for use in passenger vehicles.</p>		

Recent legislation has mandated that NHTSA issue a final rule requiring all new passenger vehicles to be equipped with advanced drunk driving technology. This technology must passively monitor driver performance or measure blood alcohol concentration (BAC) to determine impairment and then prevent or limit vehicle operation if impairment is detected. DADSS is at the forefront, leading the way in preparing for this upcoming requirement.

Education is a key component of this technology and high schools being a primary target audience. Rather than focusing solely on testing impaired drivers, ACTS aims to accurately characterize sober drivers in order to better understand and promote safe driving behavior.

A test vehicle featuring this technology will be on display at the 2025 Traffic Safety Summit in Spokane, Washington.

Agenda Item:	PUBLIC COMMENT	
<p>Yuval Fleming raised a safety concern on I Street NE in Auburn, Washington, which has a posted speed limit of 35 mph. He believes this violates Washington State Code which recommends 25 mph for streets in urban areas. Despite his efforts, he has been unsuccessful in getting the speed limit lowered. He referred to “85-percentile method,” which requires a comprehensive traffic analysis, as the reason for the city’s reluctance to change the speed limit.</p> <p>Mr. Fleming is seeking clarification or advocacy on how a city is allowed to have a 35-mph street where children as young as 5 years old are waiting for school busses. He commended the city of Seattle for having the foresight to lower speed limits to 25 mph, including on arterial roads, but noted that the city of Auburn has been resistant to entertain this idea.</p> <p>Auburn classifies I Street NE as a minor arterial, but they haven’t provided explanation for this classification. He argues that it should be considered a residential street. He is asking for guidance and support to educate and advocate to city engineers and public works departments to lower the speed limit, as part of a broader effort to improve safety.</p> <p>He also pointed out that the city is now following Vision Zero or the state’s goal of Target Zero – eliminating traffic fatalities and serious injury crashes. Yuval is looking for advice on what steps he can take to initiate change and bring attention to this important safety issue.</p> <p>Director Shelly Baldwin will follow up with Mr. Fleming after the meeting.</p>		
Agenda Item:	Adjourn	
<p>Chair Sam Low reminded everyone that the next meeting is July 17, 2025, and will be held in-person at the Spokane Convention Center in Spokane, Washington. In addition, a virtual option to attend via Microsoft Teams will be available.</p> <p>The meeting was adjourned at 11:40 a.m.</p>		

Topics for Future Meetings	Proposed Date/Month	Lead

Meeting Attendees	
Commissioners:	Members of the Public:
Sam Low, Washington State Association of Counties	Nick Ackerson
Jessica Todorovich, Department of Health	Sarah Brouwer
Nigel Herbig, Association of Washington Cities	Maura Campbell, KEA Technologies
Commissioner Designees:	Glenda Coms, CJTC
Dongho Chang, WSDOT	Doug Dahl, TZM Communications Lead
Sarah Mariani, HCA	Dr. Xinyao DeGrauw, DOH
Patti Enbody, OSPI	Jennifer Dieguez, DOH
Brad Benfield, DOL	Yuval Fleming, resident of Auburn
Deborah Bell, Snohomish County	Sara Hallstead, TZM
	Donna Kelly, TZM
WTSC Staff:	Kristin Kingsley, Automotive Coalition for Traffic Safety
Shelly Baldwin	Carr Lanham, TZM
Megan Baker	Maria Lopez, TZM
Debi Besser	Dr. John Milton, WSDOT
Peter Corier	Rachelle Nugent, TZM
Mandie Dell	Melanie Owens, TZM
Dr. Staci Hoff	Gabe Philips, WSDOT
Jessie Knudsen	Nancy Pullen-Seufert, FHWA
Kayla McCown	John Westerhold, NHTSA
Mark McKechnie	Kerri Woehler, WSDOT
Mark Medalen	TVW Streaming
Geri Nelson	Haiping Zhang, DOL
Jerry Noviello	(520) 444-4046
Pam Pannkuk	
Terry Ponton	
Bernie Shah	
Rainboe Sims-Jones	
Erin Vroman	
Abby Williams	