



HIGHWAY SAFETY PLAN

A N N U A L R E P O R T

F I S C A L Y E A R 1 9 8 5

WASHINGTON TRAFFIC SAFETY COMMISSION

ANNUAL REPORT FOR 1985

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SECTION I
STATEWIDE OVERVIEW

STATEWIDE OVERVIEW

The 1985 traffic fatality rate in Washington State was the second lowest in state history. Based on traffic deaths per 100 million vehicle miles of travel, the 1985 rate of 2.2 continued well below the national rate of 2.6 for the year and was just a slight increase from 1983's state rate of 2.18, lowest in Washington's history.

The Washington Traffic Safety Commission (WTSC), under the Governor's chairmanship, has since its creation in 1967 coordinated a statewide effort to reduce the number and severity of traffic collisions and resultant deaths, injuries and property damage on the state's roadways.

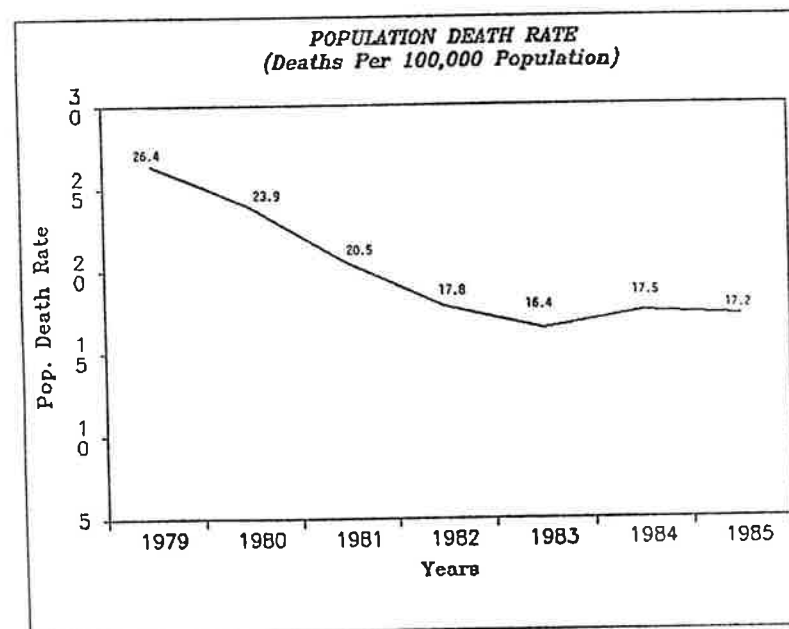
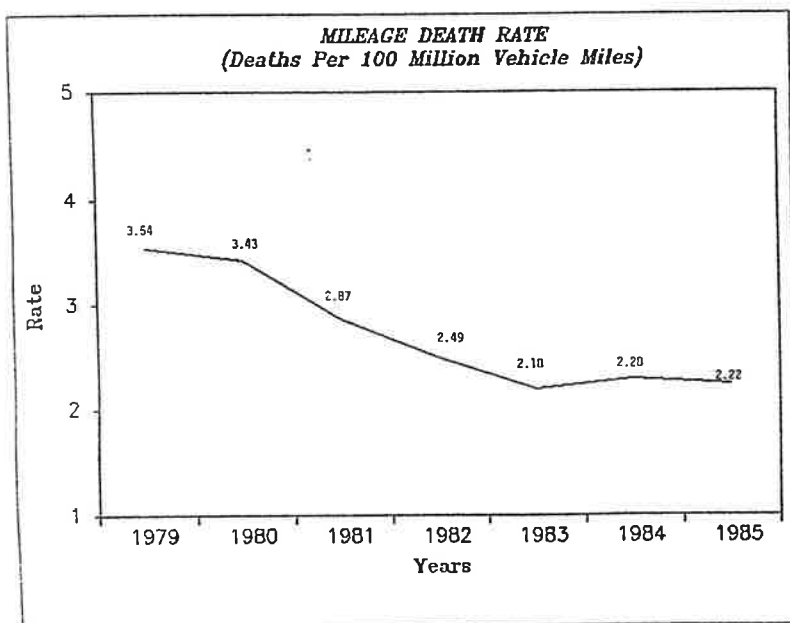
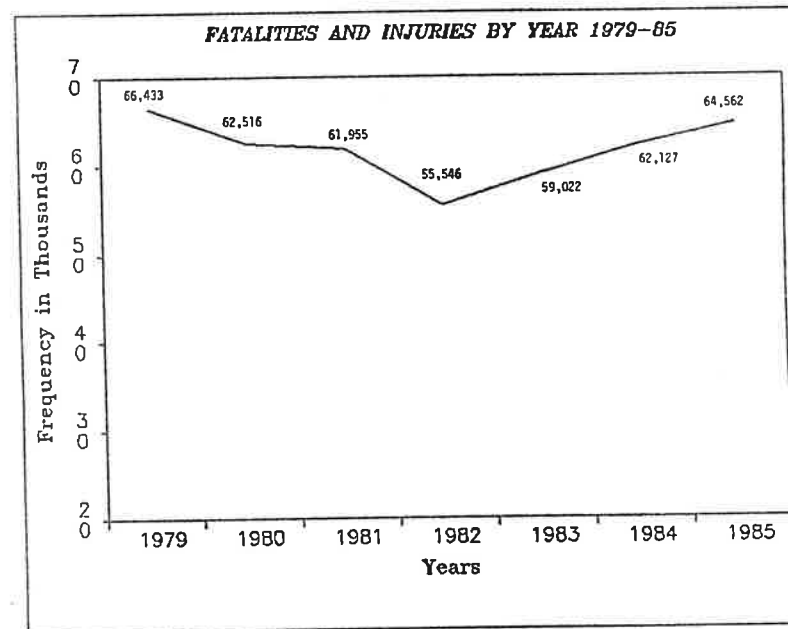
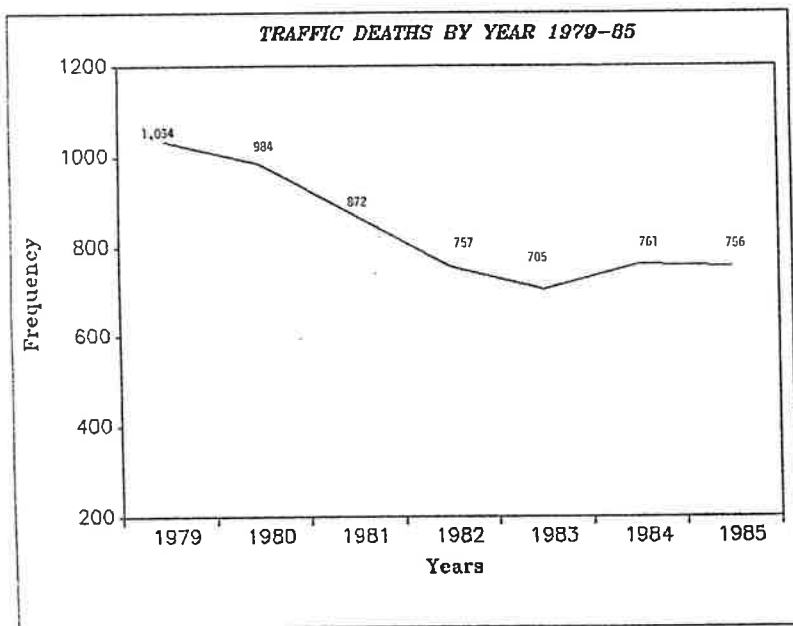
Primary emphasis, based on a mandate from the National Highway Traffic Safety Administration (NHTSA), has been given to (1) countermeasures designed to diminish the number of alcohol-related collisions, and (2) programs to increase usage of occupant restraints, including seat belts.

Data from 1985 reveal that there was a slight decrease from 1984 to 1985 in the number of persons killed in traffic due to intoxication (386 vs. 379). Thus 1985 continued the downward trend in this category from 1980's peak of 619. Community DWI Task Forces, utilizing highway safety funds administered by the WTSC, have advanced projects aimed at changing the motoring public's attitudes and behavior vis-a-vis driving after drinking.

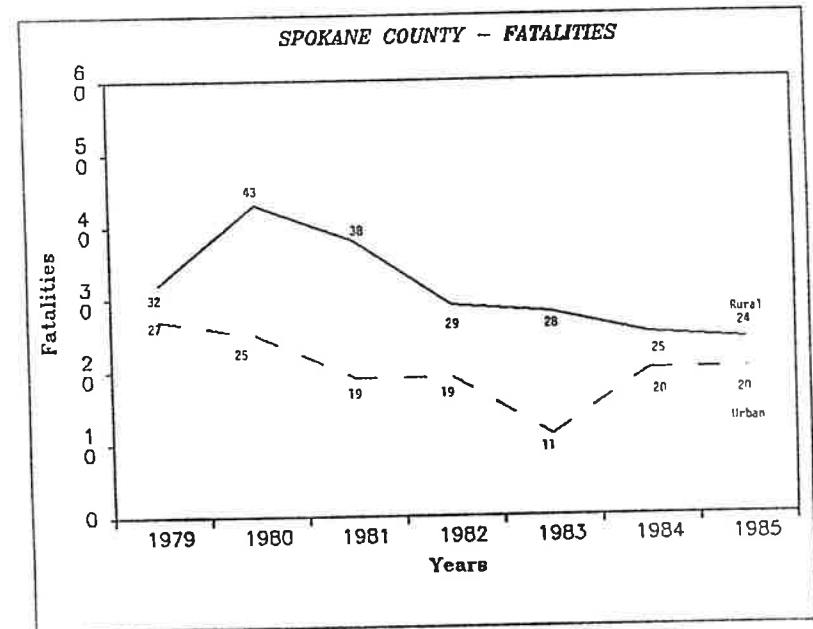
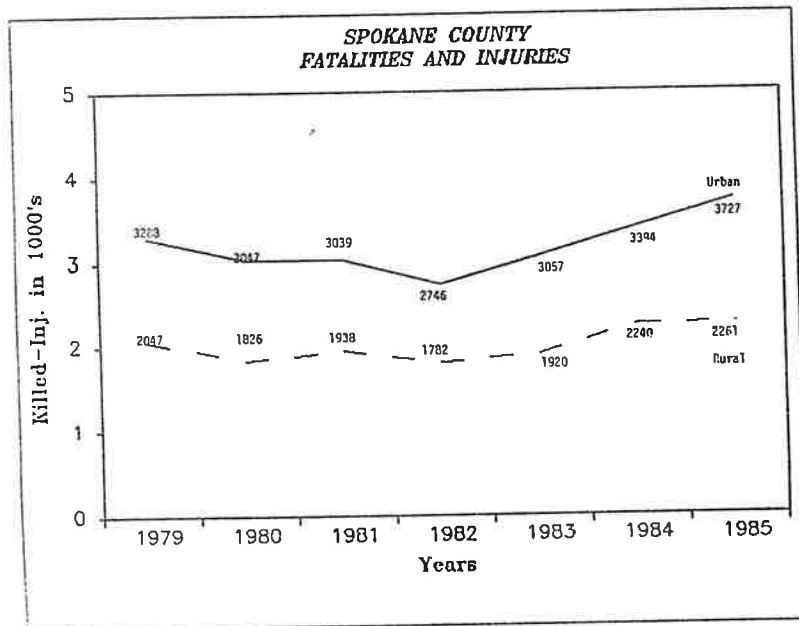
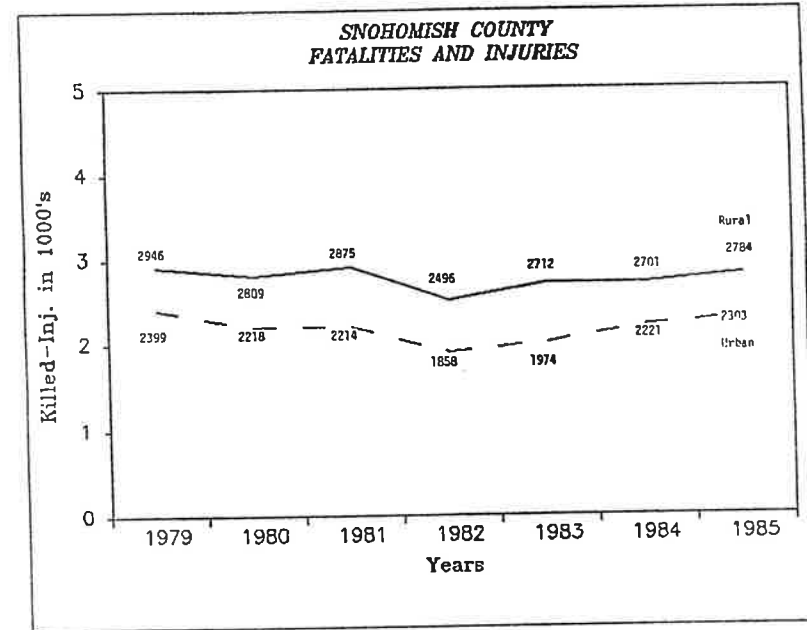
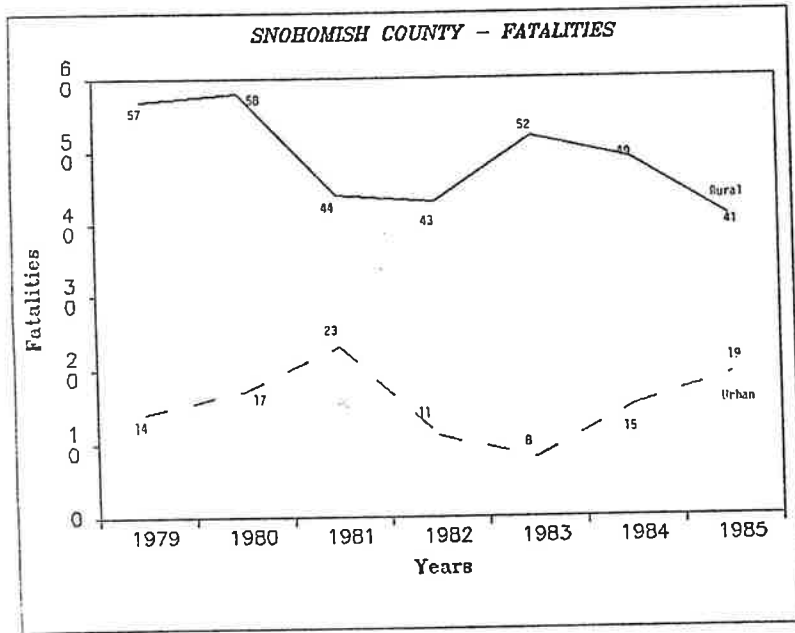
Occupant restraint usage continued to increase from a low of 15.9 percent in 1981 to 1985's high of 35.1 percent. Model Seat Belt Communities, also assisted by the WTSC, have worked to maximize usage of occupant protection devices.

In view of the recent encouraging trends in the state's traffic safety record, the WTSC is expanding its efforts to develop and implement effective program to combat traffic injury and death on the state's streets and highways.

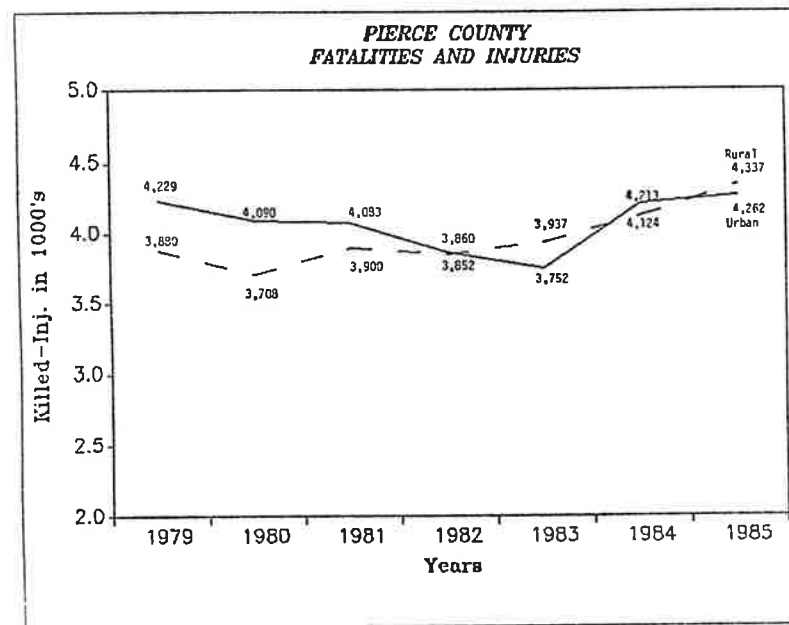
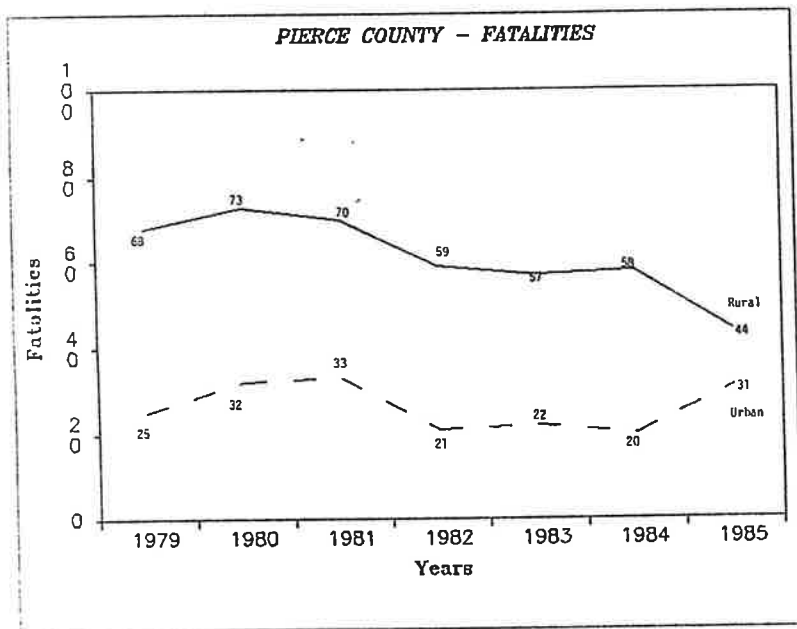
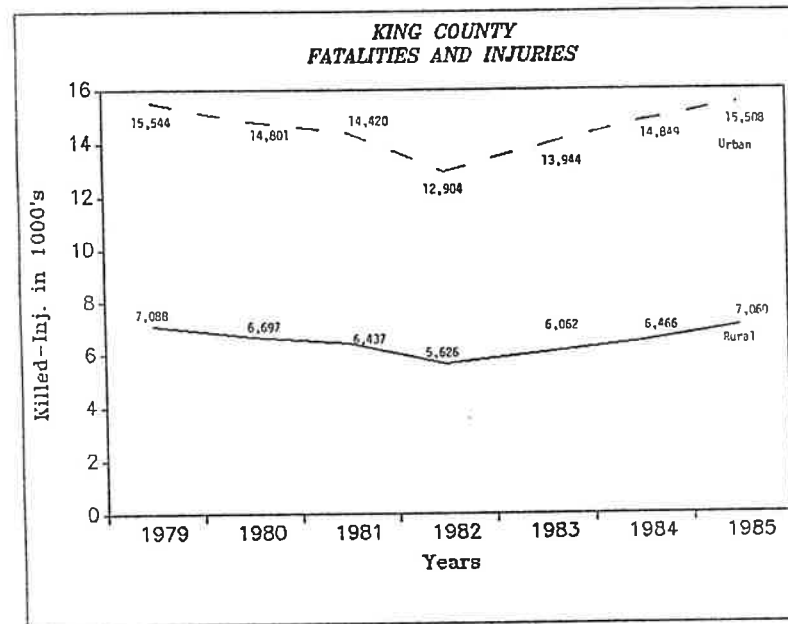
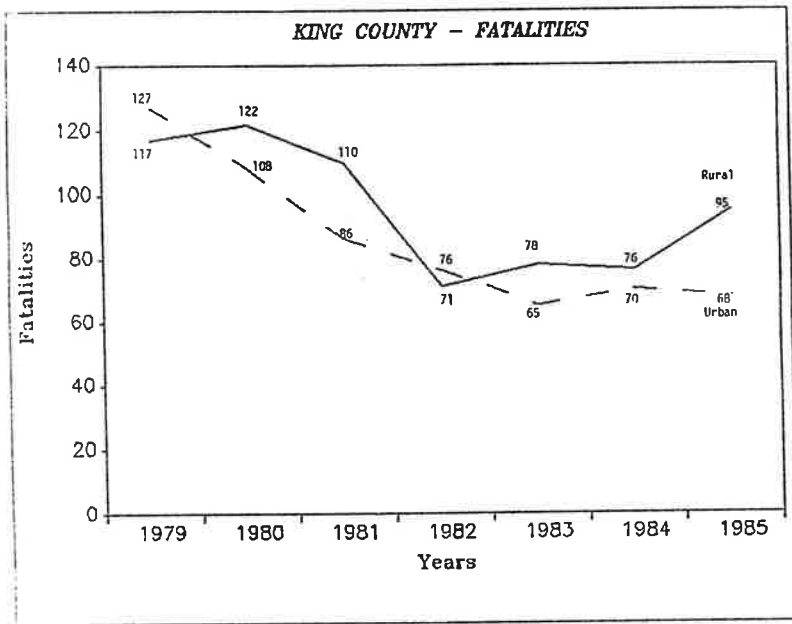
COMPARISON OF TRAFFIC DEATHS, INJURIES, AND DEATH RATES 1979 - 1985



SELECTED GEOGRAPHIC AREAS - MAJOR URBAN AREAS OF THE STATE
1979 - 1985

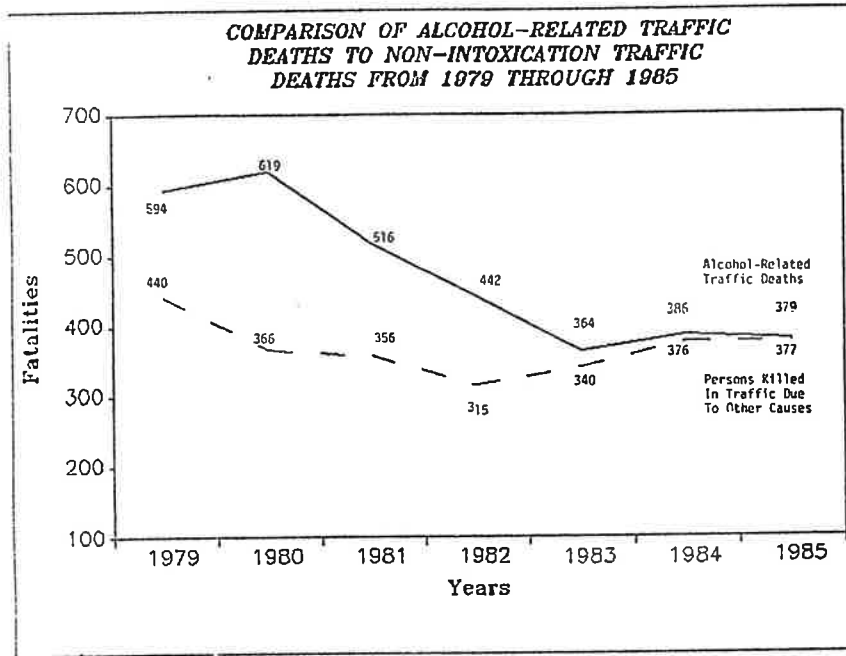


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SECTION II
PROGRAM AREAS

ALCOHOL INVOLVEMENT



ALCOHOL PROGRAM REVIEW

Washington's highway safety program the past three years has encouraged public officials and members of the private sector to work together and find solutions to the drinking-driver problem. It has provided support for local programs which molded officials, the business community, and citizens into a single unit working for a common goal--fewer incidence of drinking and driving.

In 1985 Community DWI Coordinators joined with the Washington Traffic Safety Commission (WTSC) in its statewide attack on alcohol-related traffic crashes. They joined together in a coalition for the purpose of assisting each other and the Commission in developing program materials. The result of this combined effort is the promotion of a single overall anti-drinking driver theme to the residents of the state.

Public Information and Education

Newsletter

The 1985 program resulted in 12 newsletters published and distributed. The newsletter's name and design will be changed in FY 1986 to "Centerline." The mailing list continues to expand and the media still "pick up" on stories published in it.

News Releases

Several news releases were issued that weren't campaign related. These included: The Commission's policy on safety belts on school buses, Traffic Safety Awareness Week proclamation, Seattle belt use as highest in nation, Washington's fatality rate as lowest in the nation, Drunk and Drugged Driving Awareness Week proclamation, and launching of "Project High Five.

Numerous newspaper articles, and broadcast stories came as the result of these releases.

Brochures & Flyers

Several brochures and flyers were produced in whole or in part this year.

Law Brochure: A revised brochure to replace "The New Law Is Tough" was designed and will be ready in the first quarter of FY1986. 300,000 will be printed.

Offenders Brochure: The publication is nearing its final draft. Considerable time was spent in the fourth quarter developing the copy. It's targeted at those convicted of DWI and focuses on informing them of the steps to get their license back.

Commission Flyer: A single sheet flyer briefly stating the Commission's purpose and listing the DWI and safety belt task forces was designed and distributed.

Safe Driving Contract: The Family Safe Driving Contract was redesigned and has been well received.

Spanish Materials: A brochure and poster in Spanish are both near completion. The poster deals with just drunken driving, while the brochure deals with DWI, safety belts, and the child restraint law.

Keeping Tabs: Copy was written for and appeared in DOL's newsletter/ license renewal insert called "Keeping Tabs." This publication reached nearly 2 million households with safety belt and DWI information.

SOBER Logo

The anti-DWI logo using the words Washington Drives SOBER on a license plate was promoted in 1985. It was placed whenever appropriate on publications and was used on local task force materials, stamps, key rings, paper clips, and litter bags.

Traffic Safety Awareness Week

This state-wide safe driving emphasis week took place March 17-23. A proclamation was signed by the Governor and at least three other cities had local proclamations signed. Numerous broadcast and print stories resulted from the news release.

Project Graduation

Over 20,000 letters were sent to high school students at 160 participating high schools around the state. The letters were signed by the Governor and WTSC Director Sam McCullum and encouraged students to drive soberly and wear their safety belts.

Billboards

The Commission funded the artwork for billboards around King County which displayed the winning entry of the Kent Task Force's student poster contest. They were displayed at five locations during the Spring and Summer.

Summer Campaign

The first joint DWI/safety belt campaign took place during the months between Memorial Day and Labor Day. Under the theme "Drive Washington Friendly This Summer," the campaign featured the distribution of 150,000 "vacation packets" and radio public service announcements.

The packets contained a four color travel diary with safe driving messages and travel games featuring traffic safety issues; a color book, litter bag, and an envelope to put it all in.

Press packets were mailed to the media and another news release was issued during the July 4 holiday.

Travel Diaries were by far the most popular item. Demand far exceeded supply.

Planning for the 1986 campaign has already begun. Tentatively, the travel diary will be reprinted, youth materials will be expanded, and radio PSA's will be developed.

Holiday Campaign

The holiday campaign featured the distribution of 170,000 "Let's Live it Up ... Responsibly" Party Guides. These contained food recipes, low and no-alcohol drink recipes, drink coasters,

designated driver stickers, responsible party tips, and a family safe driving contract.

No broadcast PSA's were done, because of the abundance of them already in existence at that time of year. But, the party guides are so popular, they have already generated a lot of broadcast time by themselves.

Press packets will be mailed to both the public media and to business in-house newsletters. A special packet will also be sent to the public high school newspapers in the state.

Awards

"Excellence in Traffic Safety" awards program was also completed for the second year. Seventeen plaques and over 30 certificates were issued.

SAFTYE (Stop Auto Fatalities Through Youth Efforts)

High school students are showing a growing concern over the high involvement of youthful drivers in traffic crashes. They are seeking ways in which they can become involved in local and statewide efforts to curb the serious and fatal injuries suffered by too many of their peers.

Students at many schools have organized clubs to attack the traffic safety problems within their schools. In other schools, existing organizations are sponsoring traffic safety projects.

All of these activities fall within the framework of a Commission-sponsored statewide program called SAFTYE (Stop Auto Fatalities Through Youth Efforts). Its purpose is to encourage students to carry out school and community traffic safety projects involving their peers as well as elementary and junior high school students. Their participation in these events enables them to have positive influence upon younger groups, become better informed traffic citizens and become more competent drivers.

The Commission's contribution to the program has been to provide coordination, support a Student SAFTYE Advisory Committee, sponsor an annual spring conference, distribute a newsletter, and provide program materials.

During the 1983-84 school year, contact was made with over 200 schools. The Spring SAFTYE Conference attracted 106 students and 18 faculty advisors from 20 high schools and two universities. Several schools participated for the first time, and a few schools which had dropped the program returned in 1984.

In past years, emphasis has been placed upon organization of SAFTYE clubs in schools. Since this effort has met resistance, a "SAFTYE Link" concept was developed in 1985. This concept encourages existing organizations (Future Farmers of America, Students Against Driving Drunk, boys and girls clubs, etc.) to plan traffic safety activities and report these to the Commission's Youth Program Coordinator.

Community DWI Programs

Sixteen communities in Washington State have mobilized citizens and public officials in concentrated attacks upon drinking drivers. These communities have organized task forces, hired coordinators, and launched activities aimed at increasing people's awareness of the drinking driver problem and their involvement in solutions to the problem.

The community DWI (Driving While Intoxicated) program concept was developed in 1983 following an Alcohol Program Management Course conducted by the National Highway Traffic Safety Administration in 1982. Fifteen communities with high incidences of drinking and driving were selected to participate in the course, which stressed community involvement in a statewide approach to the problem.

The WTSC included in the state's 1983 Highway Safety Plan funds for coordination of these local programs.

Criteria established for participation included:

1. Selection of a coordinator by the city's mayor or county's board of commissioners.
2. Appointment of a local traffic safety task force or committee to serve as program advisor. This group should include representatives from law enforcement, engineering, education, prosecuting attorneys, courts, citizen groups, business and industry, and the professional community.
3. Development of a multi-phased approach to the drinking driver problem. This should include DWI enforcement, prosecution of persons arrested for DWI, citizen, business and industry involvement, and public education.
4. Involvement of cities and towns of a county for those programs administered by a county.

The WTSC's commitment to the programs included provisions for:

1. Technical assistance in organization of task forces and in program development and implementation.
2. Financial support for a program coordinator either on a part-time or full-time basis.
3. Promotional, educational, and training materials.
4. Limited financial support for travel and per diem, at the approved state rate, for the program coordinator and task force members.

Thirteen of the fifteen original communities had initiated steps to participate by the end of 1983. Three other communities have been added. Those communities with task force programs are: Benton-Franklin, Clallam, Clark, Lewis, Mason, Okanogan, Pierce, Skagit, Snohomish, Spokane, Thurston, Whatcom, and Yakima counties, and the cities of Bellevue, Kent, and Seattle.

The Commission conducted a public attitude and opinion survey in the DWI communities and on a statewide basis in the Fall of 1983. A follow-up survey to determine attitude changes was conducted in the Spring of 1985.

An off-shoot of the community programs was the formation in 1984 of the DWI Coordinators' Coalition. The 16 DWI coordinators meet quarterly to exchange program ideas, receive training in some aspect of the DWI program and to plan and coordinate statewide efforts against the drinking driver.

Realizing that there is no quick, short range solution to the state's DWI problem, the Commission continued its support for these community-based programs in 1984 and 1985.

Local task force activity varies from program to program. Much emphasis has been placed upon public information and education. Yet, there have been activities aimed at specific target groups. For instance, training has been provided law enforcement officers in the detection and apprehension of drinking drivers, and liquor vendors have received training in ways to spot intoxicated persons and how to cut off alcohol to persons who might be intoxicated.

Infrared Breath Testing Equipment

In October of 1984 Verax demonstrated their ability to meet the bid specifications. On November 1 a contract was executed between the state of Washington and Verax Systems, Inc. for the purchase of the Infrared System. On November 1, 1984, a project coordinator was hired to oversee the statewide transition from breathalyzer to infrared.

Planning meetings were initiated with various entities of the criminal justice community, as well as private vendors and suppliers, on the myriad of programs necessary to effect the transition.

On November 21, 1984, the initial purchase order was placed for 150 Datamasters, the host computer, and software.

During the first three months of 1985, meetings were held with Verax and various agencies that will ultimately be using the statistical data gathered by the system to determine reporting needs and formats.

In April of 1985, several test instruments were received and problems discovered in the CPU circuit boards, causing delays while the boards were redesigned and manufactured. A crime lab representative visited the factory to verify the ability of the company to perform. In June of 1985, the host computer, software, and 18 additional Datamasters were received. The communications link between the instruments and the computer was demonstrated and found to be working properly. July, August, and September were spent primarily in the remanufacturing of CPU boards and testing redesigned equipment.

In April, eight members of the Washington State Patrol received factory training at company headquarters in Fairport, New York. Twenty-six troopers and several members of other agencies were given advanced and instructor training in the use of the equipment at the Washington State Patrol Academy later that month. Also during April, blood/breath correlation studies were performed at the Academy.

During the 12-month period ending September 30, 1985, WAC rules necessary for implementation of the system were promulgated. Testimony was given at several legislative committee hearings on requested amendments to existing statutes dealing with DWI's. Several dozen interviews were given to media representatives from Washington, Oregon, Idaho, and Canada.

Formal programs, presentations, and demonstrations were given to over 1,700 members of various groups comprising both of public and private community, such as chambers of commerce, city and magistrate associations, DWI task force groups, law enforcement associations, etc.

Eighteen individual training seminars were conducted for prosecutors, trial lawyers, public defenders, and judges throughout the state. Equipment was displayed and viewed at state and county fairs by over 70,000 persons.

By the end of September 1985, an additional 25 Datamasters were received and preparations for developing the training and installation schedules were begun. Initial training of operators was begun in King County in November, and first installation of equipment occurred in Bellevue during late December.

Target date for complete transition to the Infrared System is mid-November 1986.

Traffic Records

During FY 1985, purchase of the host computer located in the Washington State Patrol Crime Laboratory in Seattle and 52 Datamasters were in operation via a modem over regular telephone lines.

The system provides the State Liquor Control Board twice a week the total number and percentage of tests for all drinking locations in each county, the total and percentage of each drinking location above .10 blood alcohol content.

During FY 1986 all Datamasters will be on line and the Washington State Patrol will be able to collect over 14 different types of DWI arrest data.

Alcohol Curricula Instruction

The two alcohol curricula addressed with federal funding titled "Here's Looking At You Two" and "Drinking, Driving, Deciding" continued to be introduced into schools as recommended by the Interagency Advisory Committee on Alcohol and Traffic Safety. Many of the teachers trained in the use of these curricular have introduced them in their regular classroom instruction.

- o Conducted 102 awareness presentations to key groups on the "Here's Looking At You Two" and "Drinking, Driving, Deciding" curriculum models. These key groups included school administrators, parents, teachers, college students, and community groups with a total attendance of 3,092.
- o Conducted three Training of Trainers (Level A) workshops with 49 people trained representing 30 different communities.
- o Conducted 39 days of Training of Trainers (Co-Training, Level B) workshops with 10 school districts and two Educational Service Districts.
- o Conducted eight Refusal Skills training booster workshops in eight separate Educational Service Districts.
- o Provided 335 hours of technical assistance in "Here's Looking At You Two" and "Refusal Skills" training needs.

Occupant Protection

During the 1985 HSP period, four 1984 Occupant Protection Tasks were implemented: (1) Occupant Protection Programs, (2) Community Seat Belt Programs, (3) Adult and Youth Programs, and (4) Protection Information/Education Programs.

During the same period, five 1985 tasks were implemented: (1) Program Management, (2) PTSA Programs, (3) Information/Education Programs, (4) Child Passenger Protection Programs, and (5) High School Multi-Image Programs. Major areas of involvement in the Occupant Protection Programs included:

Safety Belt Model Community Programs

Comprehensive Community Safety Belt Promotion programs were initiated in five communities in 1983. In 1984 the number of communities involved in this program increased to 20. Ten additional communities were identified and trained in 1985.

Participating communities organized task forces consisting of representatives from the health, law enforcement, education, private and public sectors, and volunteer sectors of their communities. Passenger protection programs and materials were developed, implemented, and/or distributed to area residents.

Speakers Bureau

The Washington Traffic Safety Commission (WTSC) Speakers Bureau was organized in FY 1982 and has continued to grow in FY 1983, FY 1984, and FY 1985. Volunteers are trained to respond to requests for presentations on passenger protection and occupant restraints. Since the Speakers Bureau was established, volunteers have presented programs for pre-school children, elementary, junior high, and high school classes, prenatal classes, parent education classes, PTA's, service clubs, business groups, and community groups. Volunteers have staffed display booths in community, county, and state fairs, health fairs; participated in the Encyclopaedia Britannica's Safety City Program; participated in local community projects; and have been involved in media events in the promotion of occupant protection programs. Requests for the services of Speakers Bureau volunteers continue to grow and volunteers are currently providing over 1,000 hours of service each month.

Training workshops are held annually to provide volunteers with information about passenger protection issues and current WTSC occupant restraint programs and resources. The Speakers Bureau currently is comprised of over 100 volunteers representing a variety of backgrounds, talents, and

professions, including law enforcement, health, education, PTSA, housewives, engineers, and community and child advocates.

Early Childhood Education Curriculum

An early childhood education packet, "We Love You - Buckle Up," was developed for preschool, headstart, and daycare centers. About 6,000 packets, including teacher's guides, a buckle-up story flip chart, and program activities and materials were produced and distributed statewide.

PTSA Program

In an effort to reach children ages 6-15 in 1984, a statewide PTSA program was developed to support the use of the Passenger Protection Kits, develop PTSA-based safety belt promotion program at the school and local community level and to facilitate PTSA involvement in the Model Community Comprehensive Safety Belt Promotion Task Forces.

Youth Programs

In FY 1985, youth programs designed to reach elementary, junior high, and high school youth were developed and implemented through youth organizations such as Scouts, Camp Fire, and SAFTYE Clubs.

Adult Corporate Program

A program to reach adults through their place of employment was developed and implemented through their Chief Executive Officers who were provided with materials, information, and suggested program ideas for incorporating safety belt programs into their corporation activities. This eight month activity culminated with a CEO-Governor's Luncheon on November 5, 1985 with 36 Chief Executive Officers in attendance along with other notable individuals in state government, private enterprise and the judiciary. Master of Ceremonies of this event was a state Supreme Court Justice. The meeting was a dazzling success with Governor Gardner the star with each attendee departing the meeting committed to continue to improve his/her employee in-house safety belt program.

Several quotations from participating CEO'S seem to describe the spirit of the project:

"This is the first time I have had occasion to work directly with my Staff Safety coordinator....and I'm impressed with both his enthusiasm....and the project."

"The interest for wearing seat belts has been most gratifying throughout our employee groups!"

55 MPH ENFORCEMENT

The National Highway Traffic Safety Administration (NHTSA) has mandated 50 percent compliance with the 55 MPH speed limit for all states. Using Washington State Department of Transportation speed monitoring reports and adjusting the data for speedometer variability, equipment, and statistical error, the non-compliance level under the new 24-hour monitoring system is determined to be near 50 percent. During the year ending December 31, 1985, the average speed on the interstate system was 57.1 MPH with 47.2 percent of the vehicles traveling on these roads exceeding 55 MPH.

Travel on the interstate system totaled 8.480 billion miles during 1985. This was a 1.9 percent increase from the 8.319 billion miles recorded in 1984. Eighty persons were killed in 11,290 reported collisions on 761 miles of the interstate system.

In December 1978 the Washington State Patrol began a federally funded 55 MPH speed limit enforcement program. Regular line troopers working their days off were used to form 10-person enforcement teams. These teams worked statewide, concentrating on speed violations and leaving accident investigation and other routine activities to the local troopers. A public information campaign was also utilized to further increase the effect of the program. As a result, 81 percent of the total violators stopped were speeding. These teams averaged 85 percent more violators per hour while working radar and 57 percent more violators per hour with the aircraft than line troopers. The total percentage of vehicles traveling in excess of 55 MPH was reduced from 66 percent in December 1978 to 46.5 percent in December 1979 according to the Department of Transportation (DOT) speed monitoring reports.

From December 1979 through September 1981 three special 8-person teams, which were added to the department and funded by federal funds, enforced the 55 MPH speed limit. These teams worked all of Interstates 5 and 90, spending a week per month traveling away from their residences. The concept of this program was to provide emphasis on 55 MPH compliance, both through enforcement and high visibility. In addition, the troopers monitored federally-purchased citizen band radios to facilitate the public's reporting of violations and to adjust patrol locations as their whereabouts were broadcast.

The effect of these three teams on the average speed was measured both by the quarterly and annual speed monitoring of DOT and by the Lieutenant in charge of the teams using a Kustom Signal K-11 moving

radar with "Stat Pak" computer. According to quarterly speed monitoring reports from DOT, speed compliance indicated 41.5 percent in violation during the first half of 1981. During FY 1982 DOT began monitoring each station for 24 hours instead of 3 hours. The quarterly report ending December 1981 found that the percentage of those in violation increased to 51.8 percent. This was attributed to the increased monitoring period.

"To have our company, the Safety Council and the Commission jointly directing a program of this significance has to be successful....you can count on our full participation."

Information/Education

In FY 1984 and FY 1985, the Information/Education projects included: a media campaign titled "Protect Your Dreams"; the promotion of the "We Love You - Buckle Up" campaign and "We Love You - Buckle Up" program materials; contacts with Chambers of Commerce throughout the state; development, production, and distribution of the brochure "This New Law is Caring" (regarding the intent, letter, and implementation of Washington's mandatory child restraint law) development and distribution of public service announcements and press releases for electronic and written media, development and implementation of a plan to follow-up at the state and local level of the national network programs negotiated with agencies and organizations by the National Highway Traffic Safety Administration (NHTSA); the development, production, and distribution of a mandatory child restraint law enforcement training package; the purchase and distribution of occupant protection films, and the distribution of occupant protection informational/educational materials.

Youth Multi-Image 35mm Slide Presentation

The purpose of the project was to continue presentations of the multi-image programs in as many middle, junior high, and high schools statewide as the school year would permit. The alcohol/ driving program titled "Friday Night Live" was presented in 269 schools and 65 organizational/group meetings to approximately 176,000 people of which 141,500 were students. In addition, the safety belt/driving program titled "A Matter of Time" was presented in 21 group meetings to 3,900 people.

Three Washington State Troopers were responsible for the scheduling and program presentations in assembly style form and received numerous favorable comments, both in presentation style and program content. Further, a third program involving drugs/ driving titled "Soul Survivor" was completed and will alternate with the two previously mentioned in future school years. Posters and brochures for advertising were obtained in conjunction with this third program.

Two replacement vans were provided to keep the program "on the road." Finally, other associated costs included printing and postage, operating supplies, telephone expenses, vehicle operating, and maintenance.

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The Washington State Patrol first established an aircraft 55 MPH enforcement program in 1978-79. A second aircraft was added in 1980-81 and a third in 1983-84. To date, the 55 MPH enforcement aircraft accomplishments include:

1. An average 37 percent increase in the number of speed violators contacted for each aircraft added to the 55 MPH enforcement program.
2. An increase in the number of violators contacted who had radar detectors from 165 in FY 1979 to 1,885 in FY 1985.
3. Contacting an average number of 12 speed violators per 55 MPH airplane flight hour.

Between FY 1979 and FY 1985 the 55 MPH enforcement aircraft have demonstrated effectiveness in utilizing aircraft to spot and apprehend the number of 55 MPH speed violators.

During FY 1985 the Washington State Patrol instituted an 11-person motorcycle team for 55 MPH enforcement. This team is assigned to work Interstates 5 and 90 in the Seattle area.

The Washington State Patrol has always attempted to bring about voluntary compliance with state traffic laws through the use of effective public information programs. An early radio program, "This Could be You," and more recently the very effective DWI "Poster Girls" campaign received widespread recognition. The 55 MPH enforcement program also uses effective public information campaigns. In 1980-81 the Patrol distributed 55 MPH information pamphlets. In 1982-83 the "General" television advertisements showing "General Patton" encouraging the public to drive 55 received national attention. Michael Jackson, the Seattle Seahawks football player who wears the number 55 on his football jersey, was used for public speaking engagements, commercials, and in pamphlets during the 1983 enforcement program. The State Patrol once again developed an extensive public media program for the 1984 and 1985 periods aimed strictly at obtaining the public's voluntary compliance with the 55 MPH speed limit.

Evaluation of Previous Enforcement Efforts

In 1985, 55 enforcement team members worked 10,114 hours, drove 271,564 miles, contacted 26,586 violators, and issued 18,758 arrests for exceeding the 55 MPH limit.

Aircraft were used statewide for 55 MPH enforcement. These aircraft flew 578 flights for 2,052 hours and were responsible for contacting 23,858 speed violators. Radar detectors were operating in 1,885 of the vehicles contacted.

Traffic Engineering Services

The Washington Traffic Safety Commission (WTSC) believes that an approach which utilizes problem identification and low cost, short term improvements would be successful in alleviating a portion of the problems confronting local jurisdictions who do not have appropriate engineering expertise.

To address the problem, the Washington State Department of Transportation engaged the services of a consultant to provide "on-scene" traffic engineering expertise to requesting local jurisdictions.

- o Approximately 87 requests were received for assistance. The most frequent operational requests (58) were for problem intersections, signal or 4-way stop warrant analysis, evaluation of signing or other traffic control revisions. Educational requests (29) were typically for guidance on or interpretation of MUTCD and its application, review traffic records, and recommend data gathering and filing methods, and resolve potential liabilities related to traffic control (signing, striping) and safety (sight distance, accidents).
- o A microcomputer based contact file was set up to record all requests received and contacts made. A data base management program is used which can input data into a word processing program.

Standard Microcomputer Software Development

Development of a standard for microcomputer basic hardware configuration, operating systems, and software program development has been recognized as a definite need by the Urban Traffic Engineers' Council (UTEC) in Washington State. Activities have been underway to provide guidelines for purchasing hardware which is compatible to run applications being developed by many Washington State agencies primarily at the local level. It provides basic off-the-shelf software from which applications are being developed by participating agencies. It provides for the development of at least 30 software applications, eight of which are complete, in a standard format for sharing among the participating agencies. Others are in various stages of work, testing, and comments from users.

Forty microcomputers have been purchased and are being utilized to support this activity. Smart software is also in place and in conjunction with an application generator system (utility program) is increasing the efficiency in application development and documentation. The goal is to provide traffic engineering products which can be shared without each participating agency getting bogged down in the development or conversion of applications to be used on a variety of hardware systems.

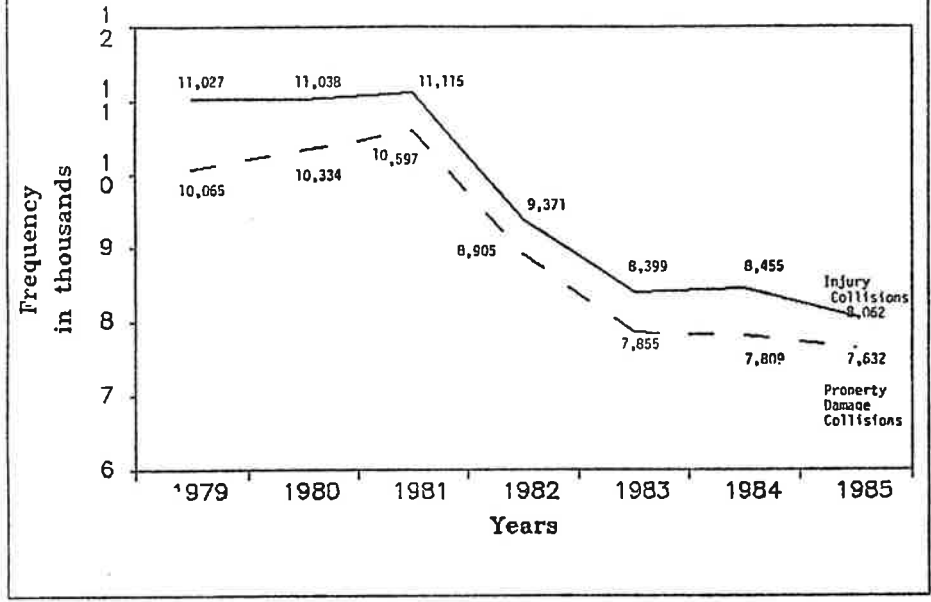
Senior Driver Refresher Review

During 1985, a Coordinator was hired, the course was updated, and the Senior Driver Program received extremely strong support from various media on a statewide basis. This led to numerous requests for specialized training in such areas as pedestrian safety, alcohol and drug traffic problems associated with prescription drugs and social drinking, highway signing, freeway driving, winter driving, bicycle safety, and various other subjects that are touched on but not thoroughly discussed in the 8-hour course of study due to time constraints. The demand for assistance has far exceeded original expectations, and the need for additional specialized training or speaking engagements continues to mushroom. It has become very apparent that instructors need to be provided specialized training in some areas, more specialists must be recruited into the program and the 8-hour course should be increased in length. Several pharmacists and Department of Licensing regional personnel have been successfully recruited to assist instructors. However, a full-time coordinator is needed to adequately enlist potential individuals who are available to assist in covering specialized requests. The number of trained instructors and trained senior drivers will far exceed our original estimate.

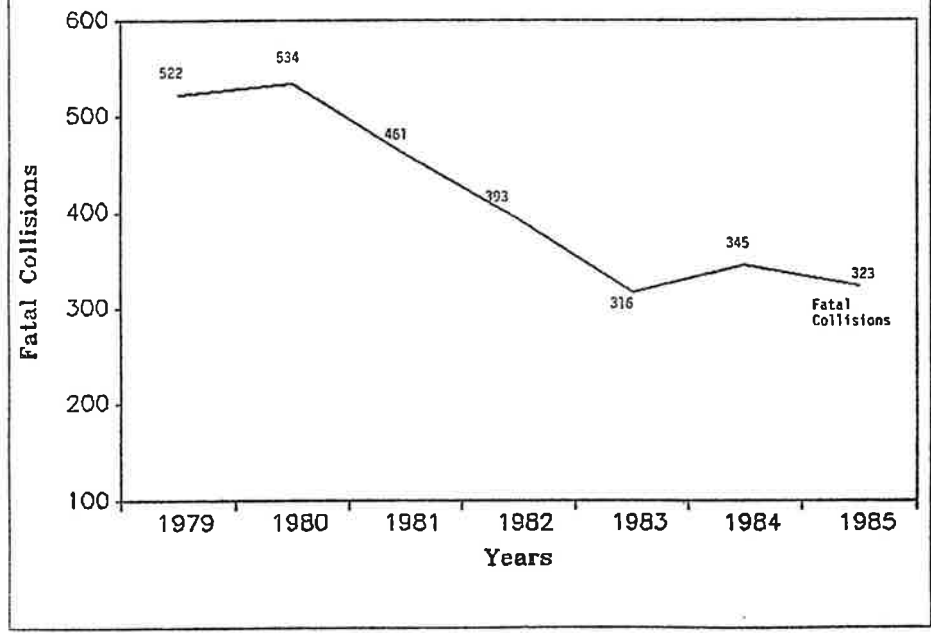
MAST Radios

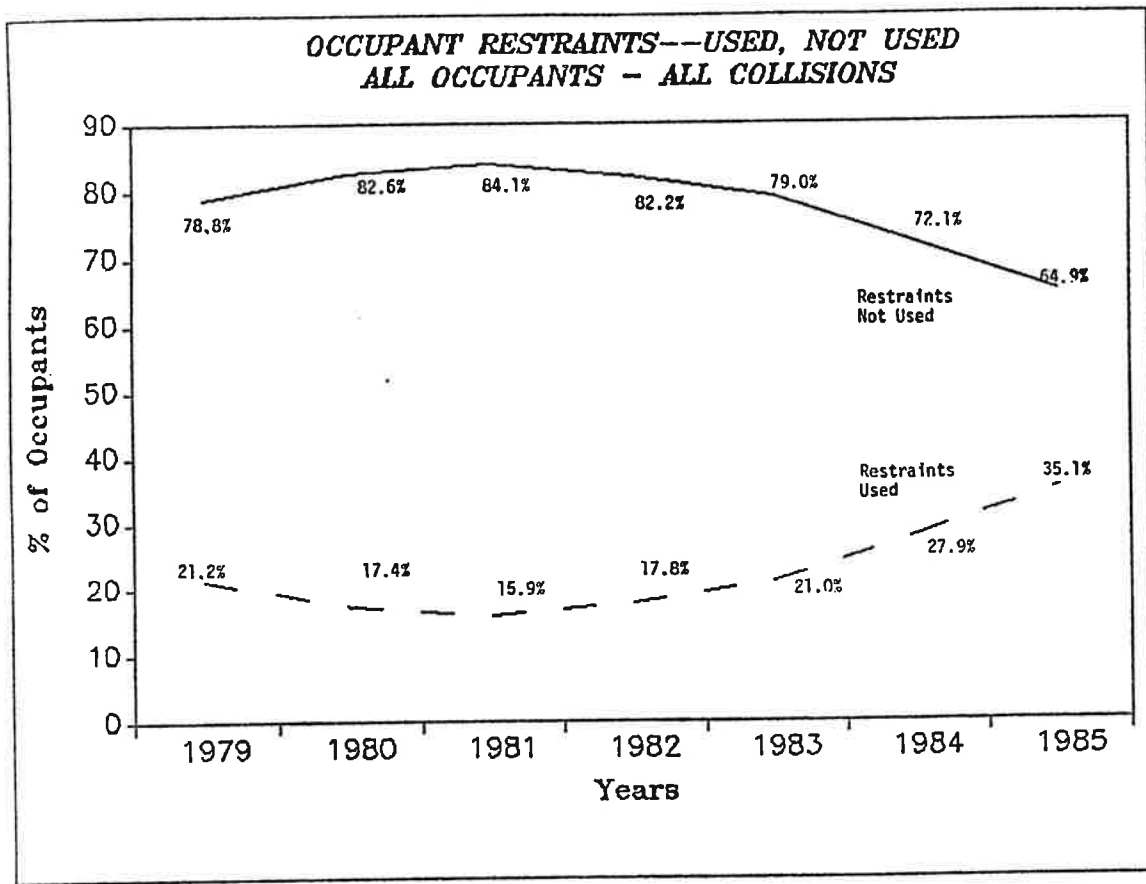
An unplanned-for-need to improve the communications capability of a minimum of four military helicopters at Fort Lewis (MAST) was met. The program assures reliable communications between helicopter personnel and civilian law enforcement, emergency medical personnel, and hospital staff. To accomplish this system upgrading, the Traffic Safety Commission provided federal 402 funds to DSHS which matched these funds with state general funds. DSHS then contracted with the MAST committee to purchase and install in working order four radios in four military helicopters at Fort Lewis. This has been accomplished and improved communication established.

**TRENDS IN ALCOHOL-RELATED
INJURY AND PROPERTY DAMAGE
COLLISIONS FROM 1979-1985**



**TRENDS IN ALCOHOL-RELATED
FATAL COLLISIONS 1979-85**

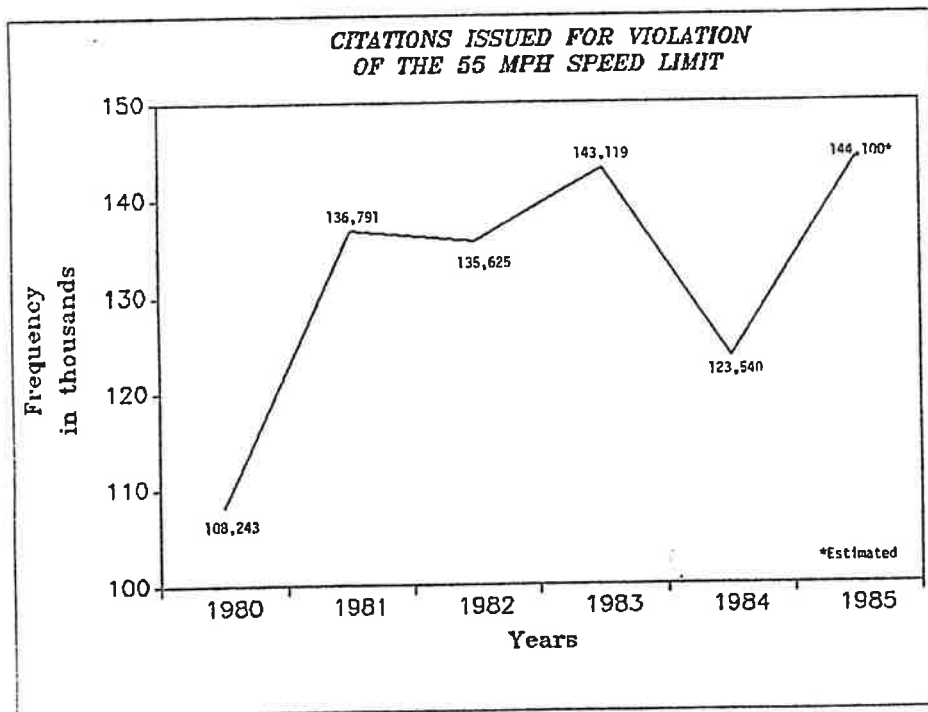
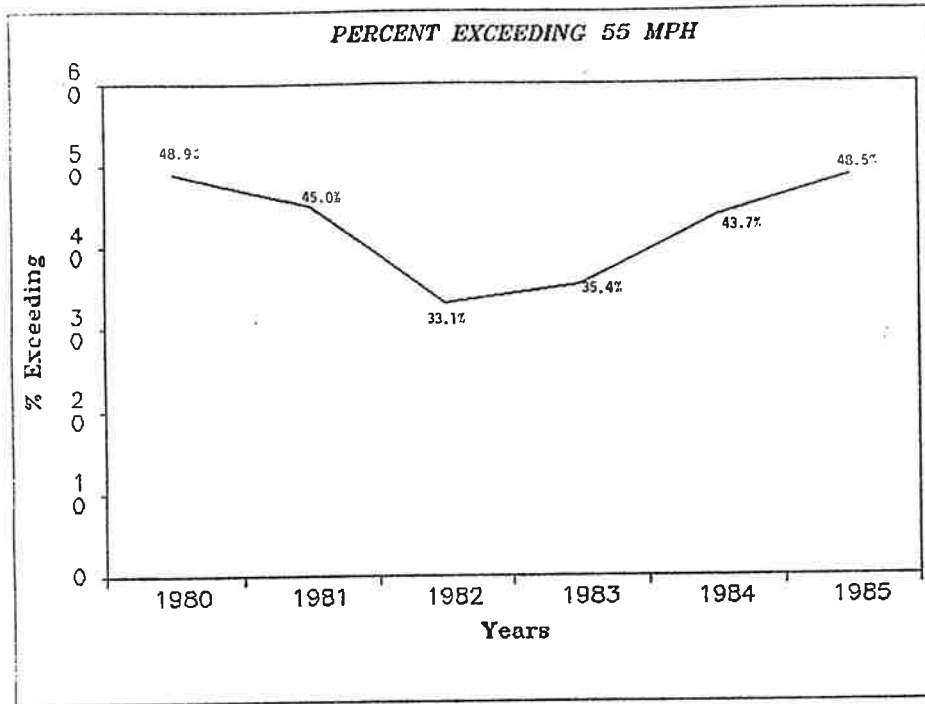


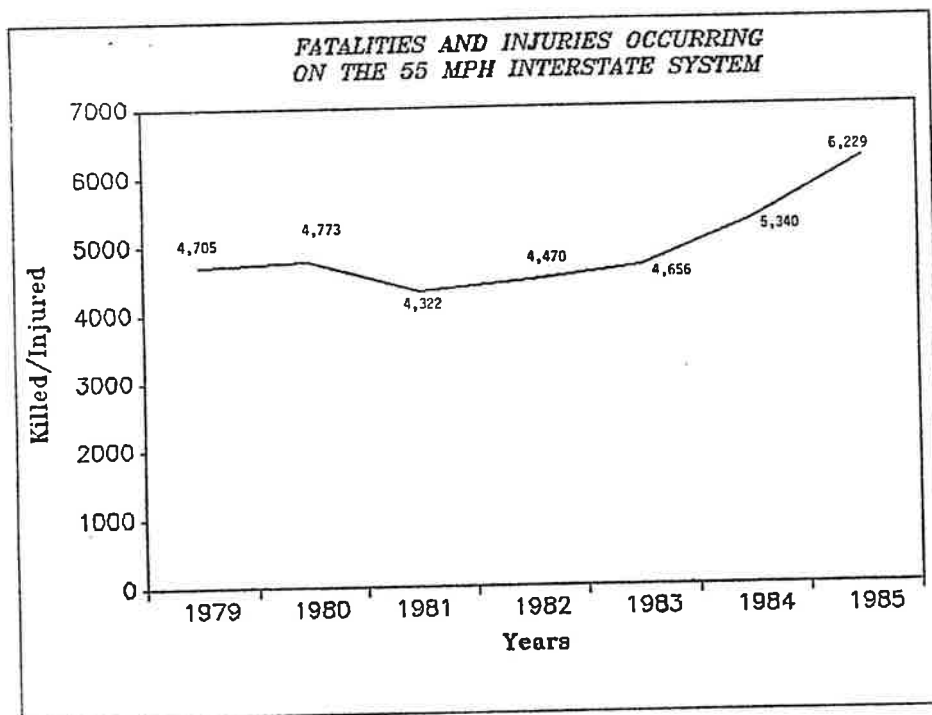
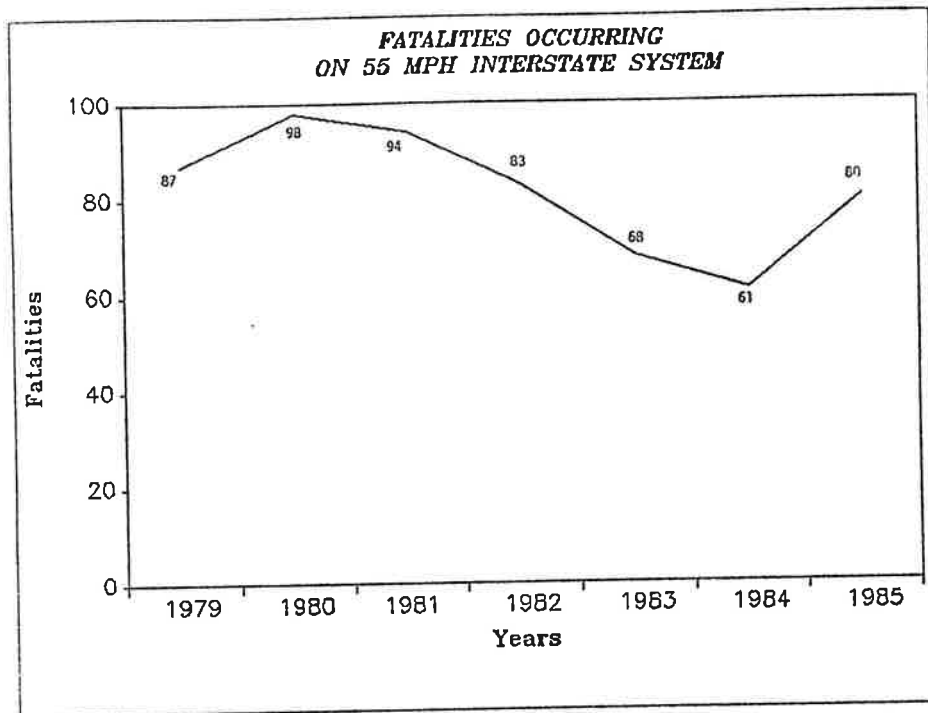


USAGE RATES BY AGE* Seven Year Comparison

Occupant	Percent Used Restraints							1979
	1985	1984	1983	1982	1981	1980	1979	
Age 0-5	73.1	66.8	42.3	32.2	26.1	24.0	Not Available	
Age 6-15	31.3	24.9	14.8	11.5	9.6	9.7		
Age 16-24	27.0	20.8	15.2	12.9	12.6	13.4		
Age 25-34	36.6	29.5	23.0	19.6	17.5	19.4		
Age 35-64	39.7	32.0	23.3	22.2	20.3	22.3		
Age 65 & Up	34.7	27.6	21.4	18.3	19.5	18.0		

*Excludes occupants where restraint use was unknown





SECTION III
SIGNIFICANT
LEGISLATIVE ACCOMPLISHMENTS

SIGNIFICANT LEGISLATIVE ACCOMPLISHMENTS

Several significant bills were enacted into law during these two sessions as noted in the following summaries. During 1985, Washington's Mandatory Safety Belt Usage bill (ESHB-1182) passed the House by a three to one margin, but fell a few votes short of passing the Senate. The 1986 Session passed the bill in both houses by substantial margins.

Summary of enacted legislation:

1985 Session

- SSB-3035 - Modifies the statutory provision dealing with the application of a minor under eighteen years of age as it relates to a motorcycle endorsement. Requires motorcycle safety education as a pre-condition to the issuance of motorcycle endorsement for drivers of all ages. Authorizes waiver of this requirement under certain conditions.
- SB-3144 - Updated references in the Model Traffic Ordinance.
- SB-3230 - Strengthening and clarifying laws against driving while intoxicated. Raised maximum fine for first DWI conviction from \$750 to \$1,000. Created \$250 minimum fine. Raised maximum fine for subsequent DWI convictions from \$1,000 to \$2,000. Created \$500 minimum fine. Provided detailed standards and procedures for application of the deferred prosecution statutes. Provides for confidentiality of files. Defined elements of the above causes of action. Prohibits liquor promotion on any college or university campus.
- SHB-163 - Restricting the issuance of drivers' licenses to persons evaluated as alcohol or drug abusers. Requires the department of licensing to refuse to issue a driver's license to anyone evaluated by a department of social and health services program as being an alcohol or drug abuser. Specifies conditions under which those individuals may be reissued a license. Includes drug addiction along with alcoholism as a reason to grant a stay of revocation for a habitual offender so long as the statutory conditions are being met.
- HB-593 - Removes provisions for administrative revocation of drivers' licenses for all alcohol violations and restoring provisions allowing revocation for breathalyzer refusal. Returns revocation authority generally from department, to courts. Directs the department to revoke the license of a driver who refuses to submit to a blood alcohol test if a sworn report of a law enforcement officer states that he had reasonable grounds to believe the arrested person had been driving or was in

physical control of a motor vehicle upon public highways while under the influence, and who refused to submit to the test, after the driver had been informed that refusal would result in revocation. Establishes procedures and standards for hearing on revocation. Authorizes appeal to superior court. Section 5.(2)(b) allows only one occupational license within a five year period.

SHB-660 - Authorizing the state patrol and the utilities and transportation commission to establish standards for private carriers. Grants state patrol the authority to set rule standards related to qualification of drivers and hours of service of drivers for private carriers. Requires correlation with the code of federal regulations. Makes violation of such rules a traffic infraction.

SHB-1107 - Requiring a valid driver's license for issuance of a vehicle license. Requires that in cases of joint application both applicants must possess a driver's license. States the requirements do not apply to corporations. Set forth exceptions to the requirement and the procedures involved. Makes it unlawful for any person in whose name a vehicle is registered, to knowingly allow another person to drive the vehicle when the other person is not authorized to do so legally.

SECTION IV
SIGNIFICANT PROJECTS



STATE OF WASHINGTON

WASHINGTON TRAFFIC SAFETY COMMISSION

1000 S. Cherry St. A/S P.O. 11 • Olympia, Washington 98501 • (206) 753-6197

December 12, 1985

Mr. Curtis A. Winston
Regional Administrator
NHTSA/Region X
Room 3140-Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Curt:

Attached is our noteworthy project report for 1985.

One of the most significant programs launched for FY 1985 was the High Five program aimed at reducing alcohol and drug related traffic problems among school-aged young people. This 402 program was funded at the \$50,000 level; however, we expect the matching efforts by participating sports figures and corporate donations to boost the total project up to the \$100,000 - \$150,000 level. Washington State is high on High Five and will gladly share this concept with other interested states.

Other noteworthy projects developed by the Commission during FY 1985 include transforming the breath alcohol testing program from the outdated breathalyzer units to the modern infrared system. The 200 Verax Data Masters currently being installed statewide, will provide the traffic safety community with more detailed data with regards to the circumstances surrounding each DWI arrest: This program has been running about 18 months and actual completion date will not be until the end of FY 1986. Therefore, we would prefer to wait until we have more definitive details next year to report this as a "noteworthy" project.

Two projects in the safety belt program area are noteworthy in that they have produced the desired results of increasing safety belt usage in Washington State. Washington enjoys a 34% (as of July, 1985) overall safety belt usage which we believe is due partly from the effective safety belt programs developed, implemented and sustained for years; however, the two programs improved on during FY 1985 have been instrumental in attaining our safety belt goals this year. Our Model Community Safety

Mr. Curtis Winston
December 12, 1985
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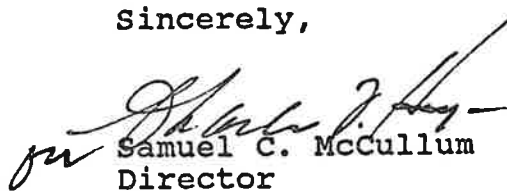
Belt Program has been a success. We measure success in terms of the number of communities in Washington which have been organized to develop comprehensive safety belt programs and carry them out on their own initiative with Washington Traffic Safety Commission (WTSC) support in terms of coordination, consulting and some limited number of supplies and materials.

Our current Parent Teacher Students Association (PTSA) project has proven to be an effective way to disseminate information and create safety belt education support directly to the "end user," the students in Washington's school buildings.

Finally, the Pierce County Task Force on Alcohol/Driving has established a special detention center for persons convicted of driving while intoxicated. Offenders serving their mandatory 24 consecutive hours in jail are exposed to 13 hours of structured education about substance abuse, drug free choices for drinkers who drive and obtain information regarding license reinstatement. Operating funds are obtained through a fee charged offenders and from the County budget.

I am enclosing some more definitive information regarding Washington's noteworthy FY 1985 projects. However, if your staff needs or desires more information, please contact Chuck Hayes.

Sincerely,


Samuel C. McCullum
Director

SCM:db

Enclosures

Noteworthy Projects

ALCOHOL PUBLIC INFORMATION/EDUCATION

This project, along with other state agencies task forces, and community volunteers developed a spanish-language brochure. It promotes both sober driving and safety belts and helps reach the large migrant worker population in this state.

A responsible party guide was developed this year targeted toward private party hosts/hostesses. Distributed during the Thanksgiving-Christmas-New Years Holiday season, the booklet was a huge success, with requests outstripping supply by 50,000. Instead of several different items stuffed in an envelope like last year, one compact 4-color publication held: designated driver stickers, recipes, no-alcohol drink recipes, drink coasters (with safety belt and sober driving messages), responsible hosting tips, a family safe driving contract, and information about DWI laws.

Guides were distributed through businesses, local task forces, community groups, state liquor stores and driver examining offices.

A summer safe driving promotion was also developed and implemented. Key to the program was the distribution of 150,000 packets containing a 5-color travel diary with traffic-safety-related travel games, a color book and litter bag. Requests are still coming in for the travel diary, without a doubt the most popular piece.

The campaign also included nine radio PSA's targeting adults, teenagers and children.

PIERCE COUNTY DWI DETENTION CENTER

In 1983, the Washington State legislature, to help local governments cope more effectively with the increase in the number of DWI offenders sentenced to serve time in jail, authorized counties to establish "special detention" facilities. These facilities are to house DWI's and other offenders requiring only low security detention.

The Pierce County Task Force on Alcohol/Driving formed a subcommittee to work on creating such a facility. It was decided after much research, that the Pierce County jail would be ideal. Since the County was building a new jail that left the old jail free for such appropriate use as a DWI Detention Center.

The Pierce County Task Force went before the County Council with their request and the Council approved the proposal, committing funds for an experimental DWI Detention Center.

The Detention Center will hold a maximum of 45 inmates per day and operates two 24 hour days each week. One day on a weekend. The Center is staffed by a Licensed Practical Nurse, a DWI Detention Specialist, and the Program Manager. The Center houses only convicted DWI first time offenders for a 24 hour sentence. The detainees are screened to keep out those with severe medical problems or a history of violent offenses which might pose a threat in a minimum security facility. Since the Center is adjacent to the Pierce County jail, back-up corrections and medical staff are available for emergencies.

The Center provides 13 hours of structured education. The DWI's will be exposed to information about substance abuse, license reinstatement, drug free choices for drinkers who anticipate driving, and about relevant community resources.

One of the problems the Center has encountered is low population. The subcommittee of the Task Force determined more public awareness and public relations needed to be done, therefore various committee members met with judges and Mayors explaining the Center's function. It was also determined that the offender is to be responsible for the cost of incarceration rather than the cities. Based upon R.C.W. 70.48.380, the Center

PIERCE COUNTY DWI DETENTION CENTER
Page 2

has a procedure for taking a check or money order from the offender at the time he/she is admitted. The funds received will be allocated to the Center's budget, amounting to over 50 percent of the total budget needed. The County will match the remainder.

The fee is \$45. If the offender is indigent, the referring jurisdiction is expected to reimburse the costs of incarceration. With the increased public relations and new billing system the Center has increased it's population, averaging 15 offenders per day. We hope this will increase even more in the future so that drivers who are intoxicated are behind bars instead of behind the wheel.

The Pierce County Task Force on Alcohol/Driving is one of 16 community drinking driver programs supported by the Washington Traffic Safety Commission with federal highway safety funds.

NOTEWORTHY PROJECTS - 1985

1. Safety Belt Model Communities

Five Safety Belt Model Communities (Comprehensive Community Safety Belt Promotion Projects) were initiated in mid FY'83. In FY '84 the number of communities grew to 19. In FY '85 38 community task forces were formed. Each community team is made up of representatives from law enforcement, education, the medical community, the private sector, and the volunteer sector. Teams receive 3-1/2 days of training, program materials, and consultation and technical assistance in program development and implementation. Communities are set up at both the city and county level depending on the geographic limits determined by the individual task forces. Community teams are encouraged and assisted in finding local funding for projects and in "institutionalizing" programs at the local level. Total 402 dollars committed to this task was \$30,000 from the FY '84 model community task. \$24,000 was for the training workshop and \$6,000 for materials. The amount of dollars locally varied from community to community and included local contribution of actual dollars and in-kind contributions of space, man hours, and materials. Active programs showed increase in usage as to highs of 48% community-wide and 69% in specific target populations (high schools).

2. PTSA Project

The Washington Traffic Safety Commission/Parent-Teacher-Student Association (WTSC/PTSA) project was funded through a contract with the Marysville PTSA Council. A program coordinator was hired to develop and implement a state-wide PTSA Buckle Up Awareness Program. Materials were distributed to all 39 PTSA Councils, over 650 local PTSA units and over 60,000 people. A PTSA Buckle Up steering committee was formed and a manual detailing and promoting local Buckle Up activities was developed. Total 402 dollars committed to this project were \$50,000 for a 16 month project. Office space, access to office machines, and monthly phone costs (except for long distance calls) were contributed.

OVERVIEW OF THE PROBLEM

Drinking and/or drugging while driving is a well-documented problem in Washington State. Drinking drivers contributed to the deaths of 364 persons and to the injuries of 12,909 persons in Washington State in 1983.

The problem is most severe among the younger drivers, age 16-20. When compared to the percentage of all licensed drivers involved in alcohol-related crashes, this group was over-represented by a ratio of 2.2 to 1.

It is critical we address all target groups in this population. One group that has received little attention is the student athlete and students involved in co-curricular activities. For years coaches have suspected athletes of alcohol/drug use and abuse, but have been unsure of the extent of the problem. Most people have an image of the "All American" athlete, cheerleader, or band member, but deny these students are seriously involved.

Yet examination of the national and local data clearly shows these students are involved. The 1983 annual high school survey conducted for the National Institute on Drug Abuse indicates that among high school students 87 percent use alcohol, 42 percent use marijuana, and 25 percent use stimulants. The chemical abuse problem among athletes is just as acute as it is among non-athletes.

A drug and alcohol prevention and intervention program with athletes has unique potential for a powerful impact on the drinking/drugging and driving problem.

- o Over 50% of the students participate in athletic and co-curricular programs, according to the National High School Coaches Association.
- o Many coaches have a special relationship with their athletes--more like a father/son or mother/daughter--a mentor relationship often times more influential than the typical student/teacher relationship.
- o Athletes still represent the peer-opinion leaders and role models for their contemporaries and younger students.
- o Sports represent a powerful influence in students' lives. Most young people participate because they want to. When we tie prevention concepts with sports, a more powerful effect can result.
- o 43% of all high school seniors report driving while intoxicated at least once before graduation.

OVERVIEW OF THE PROJECT

Overall Goal: To reduce and prevent alcohol and drug-related traffic problems among school-aged young people.

Objectives

1. To increase the awareness of school administrators, athletic directors, coaches, youth activity leaders, students, and parents about the problems associated with the use and abuse of alcohol and other drugs and their impact on traffic safety.
2. To increase the number of athletic directors, coaches, parents and student athletes trained in drug prevention and intervention techniques.
3. To provide a handbook for coaches, youth activity leaders, administrators, parents, and students to use in developing drug prevention and intervention policies, procedures, and programs.

In order to ensure achievement of these objectives, the focus of this project will need to include the following:

- o Emphasis on athletics and other co-curricular activities, including cheerleading and band.
- o Equal emphasis on females and males involves in these activities.
- o A focus of prevention and early intervention strategies and special attention on alcohol/drugs and traffic safety.
- o Practical approaches to policy development, procedures, and student-centered programs.
- o Targeting adults who work with students, as well as students.
- o Emphasis on advisors and coaches as role models.
- o Emphasis on team training including parents, students, building administrators as well as coaches and advisors.

The activities to be accomplished have been organized into three separate, but interrelated phases.

Phase I Awareness Presentations

The Awareness Presentation will be the first highly visible project activity. Nine presentations will be scheduled, one in each WIAA District. These presentations will be designed to raise the awareness of coaches, administrators, activity coordinators, athletic directors, and team captains about sports, drugs, and traffic safety. They will be approximately two hours in length and held after school in the population centers of each district.

Content of these sessions will include a discussion of the need for such programs by former professional sports figures, a panel of recovering young people who have had drug and alcohol problems and were involved in athletics. These sessions will also include a presentation on the coaches' perspective and will conclude with an opportunity to register for the two day intensive workshop on the issues. Participants will have an opportunity to socialize with the professional athletes and students.

The goal is to involve a minimum of 450 people in these initial awareness presentations.

Phase II Training Workshops

Following the Awareness Presentations will be a series of nine (9) two-day intensive workshops for coaches and advisors. One workshop will be held in each WIAA District. They will be held during the school day and will be a total of 14 hours in length. Attendees will be eligible for two college CEU credits.

Content of these sessions will include:

- o Information on the nature and extent of drug use among young people.
- o Effective prevent strategies.
- o Chemical dependency, early warning signs and progression.
- o How to intervene with a chemically dependent student.
- o How to work with the family of a chemically dependent student.
- o Children of alcoholics and their roles.
- o Policies and Procedures.
- o Drugs, alcohol and traffic safety.

- o Roles and activities for parents, students, coaches, and advisors.
- o Local resources to support building programs.

Phase III Student Focused Events

Student focused events will take many forms. These events will be designed to communicate prevention and intervention information and skills directly to students. These events will include the following:

- o Speaking to individual teams or schools.
- o "Super" clinics run by former professional sports figures.
- o Student/parent meetings designed to focus on drug abuse prevention, traffic safety, and sports.
- o Speaking at summer sports camps to students.

These special events will generally be from one to two hours in length. The content will include basic information on alcohol, drugs, and traffic safety. Presentations will also focus on social skills that are needed for avoiding drinking and driving situations. It is estimated that 40 special events will take place during the project and will involve a minimum of 1,000 students. It is estimated that this project will directly impact 2,000 coaches, advisors, and athletes and generate over 7,000 contact hours with these groups.

WASHINGTON INTERSCHOLASTIC ACTIVITIES ASSOCIATION -
ROLE AND ASSOCIATION

The Washington Interscholastics Activities Association (WIAA) is a voluntary non-profit organization that has served its member junior and senior high schools for over 75 years. Local school district Directors authorize membership of schools for the purpose of regulating interscholastic competition in athletics, forensics, and music activities. For the 1985-86 school year, 686 public and private high schools and junior high/middle schools comprise the membership of WIAA. The WIAA, on behalf of the membership, organizes, administers, and manages over 110 state-level competitive events and tournaments.

WIAA is comprised of nine (9) geographical service districts. Each district is administered by a Board of member schools and a District Secretary. The WIAA Executive Board and Representative Assembly are made up of elected representatives from each of the nine districts to serve executive and legislative roles for the member schools.

The WIAA office is staffed by four executives and six secretarial employees.

The Washington Officials' Association, made up of over 3,000 men and women, is also served and facilitated by WIAA.

THE FOLLOWING BENEFITS TO SPONSORS CAN BE PROVIDED BY/THROUGH WIAA:

1. WIAA serves as facilitator/coordinator with affiliate organizations and associations. (Organization included in implementing and administering programs.)

Affiliates:

WSSDA (School Directors)
WASA (School Administrators)
AWSP (School Principals)
WACA (Activity Coordinators)

Direct Affiliates:

WSSAAA (Athletic Directors)
WSCA (Washington Coaches and sub-organizations by each sport)
WSDCA (Debate Coaches)
WMEA (Music Educators)

2. Complete statewide identify as sponsors in each of WIAA's nine (9) districts during the workshops and throughout the year. District event programs will be requested to run video copy in ALL district event programs.
3. Identity in all State Events Programs (see list of events). Corporate name and logo included with all copy and/or promo ads in programs. Total 1984-85 spectator attendance = 253,000 plus.
4. Promotional awareness posters distributed statewide to all schools with sponsors name and logo included. Appropriate posters distributed throughout each community by local school student participants.
5. Recognition at all WIAA-sponsored awards banquets, etc. Each school provided sample recognition of location affiliates of sponsors at local awards/recognition banquets. Each school provided "packet" of student-assembly ideas and promos. Packets identify sponsors.
6. Sponsors personal recognition at WIAA Conferences.
7. Washington Officials Association (WOA) directly informed and involved in the program. (3,000 plus officials of interscholastic athletics).
8. Articles and promos in each of the following WIAA publications: (Distributed to 800 member schools and affiliate organizations.)

*Series of four posters (example value: 3,000 posters @ \$1,500 per issue: WIAA mailing costs @ minimum of \$225 per is \$6,900).

*WIAA Magazines (6 issues per year)

*Salute to Champions (end of year issue)

*WIAA Annual Report (October issue each year)

*WIAA Casebook (beginning of each year is an update)

*Newsletters (at least 20 per year...progress and update reports.

*Conferences (Where WIAA displays, this program will be on display--at least six (6) statewide education-oriented conferences)

*Special Awards (Possible awards to schools for exemplary programs, awards for goal achievement, recognition for community programs...sponsors identified.

COMPREHENSIVE HEALTH EDUCATION FOUNDATION -
ROLE AND ASSOCIATION

The Comprehensive Health Education Foundation (CHEF) is a non-profit corporation dedicated to the advancement of health through education. The Foundation is governed by a volunteer board of directors composed of individuals who work closely with private, public, and community groups interested in health related problems and issues. Alcohol and drug abuse prevention, especially among our youth, is a high priority of the Foundation.

CHEF is proud to be a partner in this new project with the Washington Traffic Safety Commission, the Washington Interscholastic Activities Association, and other co-sponsors. We are dedicated and committed to the program's success and offer the following resources:

- o A non-profit status which allows eligible donors the opportunity of a tax deduction;
- o Fiscal management of the project--this includes book-keeping program monitoring, some management and secretarial services, and accounting to all co-sponsors for funds expended.
- o Coordination of project information among co-sponsors.
- o Management of printing and other material production;
- o Visibility for the project and co-sponsors in CHEF's quarterly newsletter (circulation 1,500).

Students involved in co-curricular activities are the leaders and opinion setters in their schools. Along with their adult leaders, they comprise a powerful role-model force for their peers and younger children. Thus far, little if any alcohol/drug abuse prevention programming has been designed for this population. CHEF believes this program has the potential to impact this vital resource and make a significant difference in the decisions youth make in relation to alcohol and drug use.

THE BUREAU OF ALCOHOL AND SUBSTANCE ABUSE -
ROLE AND ASSOCIATION

The Bureau of Alcohol and Substance Abuse (BASA) is a program of the Department of Social and Health Services. BASA has been charged with the responsibility of establishing services to address problems created by the misuse and abuse of alcohol and other drugs. The Bureau contracts with counties to provide the majority of the following services: (1) prevention, (2) intervention, (3) treatment and rehabilitation, and (4) aftercare.

BASA regularly communicates with over 170 treatment programs, 35 county program coordinators, and community advisory boards through direct mailing. The Bureau's prevention program works with the Washington State Substance Abuse Coalition (WSSAC), a non-profit organization, to provide information to over 20,000 parents and community members. These communication channels can be used to gather support for programs such as the Washington Traffic Safety Commission's proposed training for: The Role of School Activities Leaders in Substance Abuse Prevention.

THE WASHINGTON TRAFFIC SAFETY COMMISSION -
ROLE AND ASSOCIATION

The mission of the Washington Traffic Safety Commission (WTSC) is to coordinate the state's highway safety program. This is accomplished by assisting local governments in identifying traffic safety problems and developing programs directed towards these problems. The Commission also works with the private sector, encouraging its involvement in community programs.

One of the most overwhelming problems facing each community is youth drinking/drugging and then driving.

Recognizing that the answer lies within the local community where the incident occurs, the WTSC has directed support and resources into 16 Community DWI Task Forces. These Task Forces are broadbased. Members are composed of citizens, students, and local government officials.

A tremendous impact can be made on young people's attitudes regarding drinking/drugging and driving through a program of this caliber.

The WTSC will provide:

- o A substantial financial contribute.
- o Publicize the program in its monthly, statewide newsletter.
- o The newsletter is distributed to all major media statewide.
- o The WTSC will coordinate publicity of the program, whenever appropriate.
- o The WTSC will oversee coordination on a local level through its Community DWI Task Forces.

DRAFT

The hope is that one or two representatives from each school be present at awareness presentations and that they will take that opportunity to enroll their team for the workshop. Roberts, Fitzmahan and Associates will suggest an ideal team roster with the understanding that individual schools and/or districts can send whomever they like.

In our view, a team should consist of ten persons; four coaches or advisors, four students involved in co-curricular activities, one building administrator and one parent representative. Smaller schools might want to send less people. We do not view that as a problem but suggest the groups represented remain the same.

Additionally, college credit will be available for those who are interested.

DRAFT

GOALS

1. To give coaches, advisors, students and parents the skills to become actively involved with prevention and intervention programs
2. To raise the awareness level of coaches, parents and advisors regarding the extent of the use and abuse of chemicals among the co-curricular students
3. To provide specific information to coaches, parents, students and advisors regarding the physical and mental performance of chemically dependent students
4. To give coaches, advisors, students and parents the information needed to help them identify problem students
5. To provide some school policy models regarding drug usage, including suggested guidelines and enforcement techniques

PHILOSOPHY

1. The use and abuse of chemicals can be prevented.
2. Chemical dependence is a treatable disease.
3. Chemical dependence is a health problem first and a discipline problem second.
4. Users and/or abusers don't perform consistently or well.
5. Users and/or abusers cause dissention in any group process in a variety of ways.
6. Coaches and advisors have a unique relationship with students and are in a better position to observe performance than are other school staff.
7. Observation and documentation of addiction behavior is critical.
8. Early detection and treatment is very important to recovery.
9. Parents should be closely involved with any prevention progress.
10. Coaches and advisors need to have both prevention and early intervention training.
11. Students should be actively involved in any detection/intervention program.

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AGENDA

DAY ONE

8:15 - 8:30 Registration
8:30 - 8:45 Welcome - Introduction
8:45 - 9:30 Perspectives
9:30 - 10:15 Student Panel
10:15 - 10:30 Break
10:30 - 11:30 Film "Guidelines" - Discussion
11:30 - 12:30 Speaker - Physical and Emotional Effect of
Drugs on Performance
12:30 - 1:30 Lunch
1:30 - 2:00 Speaker - Warning Signs and Symptoms of
Drug Use and Abuse
2:00 - 3:30 Enabling - Role Play - Stop Enabling
3:30 - 4:25 Intervention - Student Orientation
4:25 - 4:30 Questions - Evaluations - Wrap-up

DAY TWO

8:30 - 8:45 Community Meeting
8:45 - 9:15 Setting and Enforcing Realistic Policy
and Procedure
9:15 - 10:15 Chemical Dependency and the Family
10:15 - 10:30 Break
10:30 - 12:00 Film "A Better Time, A Better Place" -
Intervention Techniques with Family
12:00 - 1:00 Lunch
1:00 - 2:30 Refusal Skills Training
2:30 - 2:45 Break
2:45 - 4:25 Work Book Practice
4:25 - 4:30 Evaluation, Wrap-up

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AWARENESS PRESENTATION

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- I. Introduction (20 minutes)
 1. Magnitude of the problem
 2. Goals of the workshop

- II. Student Panel of Recovering Addicts (40 Minutes)
 1. What is the extent of the problem?
 - a. grade levels
 - b. amount of use during the season
 - c. female use
 - d. use by co-curricular students other than athletes

- III. Pro Speaker(s) (30 minutes)
 1. Experience and observations

- IV. Coach's Perspective (20 minutes)

- V. Overview of Workshop Components (15 minutes)

- VI. Question and Answer, Refreshments, Etc. (30 minutes)

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Questions for Meeting of October 8, 1985

1. How long are we asking W.I.A.A. to commit?
2. How far does Roberts, Fitzmahan & Associates go in terms of direct local involvement with schools after the workshop?
3. How do we best get information about the program to W.I.A.A. affiliate?
4. Is a 10 minute video tape presentation desirable?
5. Can we utilize Sam McCullum at W.I.A.A. affiliate gatherings?
6. Discuss incentive, competition, goals, rewards, etc.

SECTION VI
FINANCIAL REVIEW

FINANCIAL STATUS

	1985 Original HSP	+/-	Obligated 30 Sep 85	Liquidated 30 Sep 85	% of Obligation Liquidated 30 Sep 85
Alcohol Involvement	\$1,323,700	\$193,573	\$1,517,273	\$ 569,103	37.5%
Occupant Protection	215,200	50,862	266,062	146,517	55.0%
Program Management	150,000	-0-	150,000	107,602	72.0%
55 MPH Enforcement	430,300	-0-	430,300	352,750	82.0%
Traffic Engineering	160,800	26,266	187,066	-0-	-0-
Senior Driver	50,000	-0-	50,000	7,705	11.4%
Traffic Records	-0-	241,835	241,835	36,876	15.2%
Emergency Medical Services	-0-	37,000	37,000	-0-	-0-
	<u>\$2,330,000</u>	<u>\$549,536</u>	<u>\$2,879,536</u>	<u>\$1,220,553</u>	<u>42.0%</u>

Whereas the figures are factual for the date annotated, the percent liquidated by 30 September 1985 should not be used as a measure of activity generated. As in all tasks with local jurisdiction, there is an automatic three month delay pending expenditure and program approval in the jurisdiction budget.

It is not possible or would it be meaningful to plot expenditure in the current program areas over a five year period since this is only the third year of program emphasis areas.

