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**HIGHWAY SAFETY PLAN**

**ANNUAL REPORT**

**FISCAL YEAR 1987**

**Washington Traffic Safety Commission**

## STATEWIDE OVERVIEW

The 1987 traffic fatality rate in Washington State was the second lowest year in state history. Based on traffic deaths per 100 million vehicle miles of travel, the 1987 rate of 2.05 continued well below the national rate of 2.55 for the year and was up slightly from the state's low of 1.96 deaths per 100 million miles of travel recorded in 1986.

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 1987 reveal that there was a slight increase from 1986 to 1987 in the number of persons killed in traffic due to alcohol (382 vs. 397). Thus the downward trend experienced during the past several years has leveled off 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 1987's high of 77.6 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 programs to combat traffic injury and death on the state's streets and highways.

## ALCOHOL INVOLVEMENT

Promoting increased citizen involvement and cooperative coordination by public officials and private sector in seeking solutions to the drinking driver problem is a major goal of Washington's annual Highway Safety Program. The State's 1987 Highway Safety Plan supported those programs which had shown promise of bring together officials and private citizens in the promotion of fewer alcohol-related traffic deaths and injuries.

Through the use of federal highway safety funds, the Washington Traffic Safety Commission supported community DWI programs, increased the involvement of young people in traffic safety activities and directed projects elevating citizens' awareness to the DWI problem and participation in problem solutions.

The Washington Traffic Safety Commission also launched an aggressive Alcohol Traffic Safety Plan designed to improve the administration of the State's drinking driver laws and increase state and local agency participation in the criminal justice system that deals with drinking drivers. Washington State's initial Alcohol Traffic Safety Plan, funded with Section 408 alcohol incentive funds authorized by Congress, started in April, 1986.

The following programs were funded through the 1987 Highway Safety Plan.

### Alcohol Program Management

In fulfilling its responsibility of coordinating statewide DWI efforts, the Commission employed traffic safety field supervisors serve as its contact with private groups and officials and promote coordination and expansion of alcohol-related traffic safety activities. These field supervisors monitored federally funded traffic safety projects to insure that funds were used properly and objectives were met. The Alcohol Program Management project supported the services of one field supervisor. The other was supported through the 408 Alcohol Traffic Safety Plan.

The project also provided a salary for a data communications technician who assisted computer network users in equipment operation, maintenance procedures, and application of system-user procedures in support of alcohol programs.

Periodic training workshops for 16 community DWI Task Force coordinators also were supported through this management project. At these meetings coordinators assisted each other in program development and provided training in various aspects of the DWI problems. They worked together on unified statewide anti-DWI programs. Project funds provided for coordinators, task force members, and speakers travel and for training materials.

## Community DWI Task Forces

Since 1983, the Commission has encouraged local communities to actively combat alcohol-related traffic crashes and the tragedy all too often associated with these crashes. Sixteen communities, including 14 counties and two cities, responded by organizing task forces, hiring coordinators and launching activities aimed at reducing the drinking driver problem within their jurisdictions. These task forces cover approximately 70% of the state's population.

Financial assistance provided by the state's Highway Safety Plans supported coordination of these community programs. Funds have been used for program coordination, such as salaries for a coordinator and clerical staff, travel and per diem for staff and task force members, program supplies and promotional materials.

Task force composition included representation from law enforcement, legal profession, courts, civic and service clubs, schools, medical profession, business, private industry and citizens.

To determine the effect these programs might have had upon the state's residents, 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 statewide survey revealed that desirable changes have occurred in the public's awareness, knowledge, opinion and perceptions concerning driving after drinking. In many cases, the favorable percentage increase in respondents' answers to survey questions shifted eight to ten points.

A comparison of the task force areas with the remainder of the state shows that the decrease in alcohol-related incidents is substantially greater for the task force areas than for the non-task force areas. The decrease was 10.7 per cent in DWI collision rates per 1,000 population from 1983 to 1985 for the original eight task force areas compared to a decrease of 7.7 percent for the rest of the state. Six of the seven task forces added in 1984 showed a greater DWI collision rate decrease than did the non-task force portion of the state. Eleven of the sixteen task force jurisdictions substantially outperformed the non-task force areas.

A positive step toward unification of the State's DWI program was formation of the DWI Coordinators' Coalition in 1984. The 16 DWI coordinators meet periodically to exchange program ideas, receive training in some aspect of the DWI program and to plan and coordinate statewide efforts. They also provide guidance to the Commission in the development of information and education anti-drinking driver programs.

While activities may vary from community to community, all stress the reduction of alcohol-related crashes. Among the activities are the following:



## Significant Community Traffic Safety Projects

Below are resumes of activities conducted by the community DWI Task Forces. Many projects that have proven of value in one community were modified and implemented by other communities. A large share of the materials developed by one community were revised and distributed statewide so others could benefit from the creative efforts of others.

### Community Activities

New Driver Packets -- Every new driver in Clallam County, young or old, received a packet of highway safety information at the State Driver Examining Office. These packets were prepared by the Clallam County Task Force and have been approved for distribution by the Department of Licensing.

Alcohol/Substance Abuse Coordination -- The Clallam County Task Force brought together service clubs for the purpose of pooling resources on alcohol and substance abuse projects. Eleven of 12 service clubs agreed to share resources, speakers and projects. The results were less competition among organizations for community attention, a more unified approach to alcohol and drug abuse programs, and more human and financial resources for these programs.

Super Bowl Sunday -- Clark County designed posters using the designated driver theme, for posting at beer and wine displays in grocery stores during the week prior to the National Football League Super Bowl. The project promotes the idea that Super Bowl party hosts arrange for designated drivers when the game party was over. Poster printing costs were donated by local insurance agents.

Victims Panel Program -- DWI offenders in Snohomish County listened to victims of DWI-related traffic crashes as part of their sentence. The DWI Victims Panel, composed of crash survivors or relatives of survivors, told their stories in a non-threatening way. The goal was to convince offenders not to drink and drive. The Victims Panel served as an additional tool for judges in the DWI deferred prosecution process. A permanent part time Victims Panel Coordinator had been added to the staff of the Snohomish County Traffic Safety Task Force.

### Business and Industry

Safe/Free Rides Home -- Several task forces have initiated free ride home programs, whereby restaurants and taverns provide a ride for patrons judged to have had too much alcohol to drive safely. Rides also were provided the next day so the driver could retrieve the vehicle. The programs in most instances were funded by the restaurants, taverns, and local beer and wine wholesal-

ers. Taxi rides usually were provided at a reduced cost. Response to these programs by establishments and drivers was excellent.

In Clallam County, 40 of approximately 65 establishments were enrolled in a LIFT Home Program. In 1986, 1,300 rides were given at a cost of \$7,000, all provided by the hospitality industry.

Server Training -- In an effort to reduce the incidents of over service of alcoholic beverages to patrons, task forces initiated training programs for bartenders and servers. These training sessions involve the Washington Liquor Control Board, which is responsible for enforcement of the state's liquor laws.

While the Board had various training programs available, their sessions usually are done with one establishment at a time and only following an invitation from the establishment.

The server conferences enable a training program to be expanded. An agenda can include not only the Liquor Board identification and over service materials but also presentation on the DWI problem, over service liability, and insurance problems. The conferences also enabled those attending to explore with others how they have handled over service problems. These sessions usually were well attended. For instance, in Thurston County last year, 150 employees from 28 establishments attended a servers conference.

A Skagit County servers conference stressed three issues: an overview of the DWI problem by the task force coordinator; server training and ID programs by the Liquor Control Board, and alternative rides home, stressing the LIFT home program originated by the task force, but now fully supported by the hospitality industry.

Merchants Reader Board Contest -- During the holiday period Clark County merchants were asked to display an original DWI slogan on their outdoor reader boards. One entire shopping district was involved, as well as other merchants scattered throughout the county. An award was given for the best slogan. Certificates were given to all merchants participating. Two bill boards were donated by two treatment agencies.

Hospitality Covenant Project -- The Whatcom Alcohol/Traffic Safety Program, in conjunction with the Bellingham mayor, sponsored a hospitality covenant project that generated awareness among restaurants, taverns and retail grocery stores. Businesses were asked to sign a covenant pledging to "uphold our commitment to prevent impaired driving through overservice of our clients and to prevent the sale of alcohol to minors." Cov-

enants were signed by approximately 30 percent of the businesses solicited. They received a gold certificate signed by the mayor, acknowledging their commitment to promoting safe and sober driving.

Speakers Bureau -- Kent established a speakers bureau that reached out to all segments of the city's population. Since the task force was organized in 1983 the speakers bureau has made 341 presentations, reaching 258,967 people with sober driving and safety belt messages. Presentations have been made at schools, parent teacher groups, civic and service clubs, businesses and alcohol and substance abuse groups.

Employee Training -- All 500 City of Yakima employee received training in safety belt use, followed by an eight-hour "Getting There Safely" defensive driving course. The city reported that employee collisions dropped dramatically following the instruction.

#### Youth Activities

Project Graduation -- A variety of activities have been conducted to heighten the awareness of drinking driver problems among graduating high school seniors. Some task forces presented each graduate with a key chain as a memento of their accomplishments. One year, a soft drink distributor and fast food chain provided task forces with key chains for seniors.

In cooperation with MADD, messages have been placed in corsage and tuxedos boxes. Special media materials were developed by some task forces.

Drug and Alcohol Awareness Week -- Twenty-five school districts and 140 schools in six Central Washington Counties were involved in the Drug and Alcohol Awareness Week, organized and implemented by the Yakima County Traffic Safety Task Force. Middle schools were targeted for the main emphasis, but elementary and high schools were also involved. The week was highlighted by a military flyover from the Yakima Firing Center. A fighter helicopter performed above several middle schools to the delight of students and teachers. A curriculum packet, including many items that helped students become more aware of the drug/alcohol problem and its solutions was distributed throughout the area.

Speakers were provided for many schools and drug-free dance were held. The Commission sponsored multi image show was presented at several high schools. The Yakima City Council dedicated an entire council meeting to the drug problem and invited citizens to attend. Outstanding coverage was provided by news media.

The Heat Is On -- A five-minute video was produced by Clallam County to dramatize what happens when a young person is arrested and convicted of DWI. The presentation showed the social as well as the legal consequences resulting from an arrest. The video featured students from the Port Angeles High School drama club. It was shown at health and traffic safety classes throughout county, at youth fairs, and to civic groups.

Mock DWI Trial -- A District Court judge presided over a trial of a man (deputy sheriff) arrested for driving while intoxicated. A prosecuting attorney and a defense attorney questioned the officer (a State Trooper) and the defendant. The case was presented before a jury selected from the 85 high school students in the audience. The judge, defendant, arresting officer and attorneys presented the case as if it had actually happened. But, it didn't. This was a Mock Trial to demonstrate to youths what can happen when a person is arrested for DWI. (The jury found the driver guilty.)

Drug/Alcohol Free Dances -- CARTA (Citizens Against Alcohol Related Traffic Accidents) in Spokane County started a program that has been expanded to several other communities. It hosted an alcohol and drug free dance for youth of the area. A small charge offset the cost of refreshments, music and decorations. CARTA members and local law enforcement officers served as chaperones. Major features of the dance was that no one who had been drinking or using drugs prior to the dance was admitted. A second feature was that once in the dance hall the youths stayed, unless they wanted to leave permanently. This was a highly successful program, attracting several hundred youths. Other organizations in Spokane County have duplicated this type of event.

Other task forces have since hosted similar dances, each with its own variations. A Pierce County chemical-free New Years Eve Dance was attended by over 400 students. Clallam County's youth dance attracted 400 students and raised over \$700 for the Port Angeles High School SADD Club.

Junior High Prevention Conference -- The Pierce County Youth Task Force, an arm of the Pierce County Task Force on Alcohol and Driving, organized a prevention conference for 300 junior high school students. Conference goal was to stimulate student involvement in prevention and wellness efforts with the peers to encourage school student and adult teams to develop and present a drug-free activity, and to guide and encourage adult advisors and parents to work with students in planning and implementing drug free activities. Following the conference, two junior high schools asked for assistance from the Youth Task Force in their schools awareness days.



Youth Celebration Day -- Balloons were released at noon from five schools at noon to kick off Mason County's Youth Celebration Day. The three county commissioners participated at the school in their district. Features of the day included an alcohol free dance, attended by 2,200 junior and senior high students. To provide information on DWI, drug abuse and traffic safety subjects, booths were set up around the dance hall, located at the County Fair Grounds. Merchants donated prizes. The events drew assistance from many agencies and organizations, such as Kiwanians, Mason County Drug Prevention Program, insurance agent associations, SADD clubs, and student organizations at each junior and senior high school.

Refusal Skills Skits -- CARTA's Youth Task Force had been active in providing skits on refusal skills and other alcohol and drug abuse situations to junior high school students. This has been a successful endeavor for several years.

Creative Media Contest -- Ninety posters and creative writings from youths ages 12-18 were entered in the CARTA Youth Task Force Creative Media Contest. The winning posters were printed and distributed throughout the county. This has become a popular annual event of the Spokane Youth Task Force and has generated excellent media coverage for CARTA.

PSA Contest -- A countywide high school audio/video public service announcement contest was conducted by the Public Relations and Youth Committee of the Snohomish County Task Force as part of Project Graduation. The winning public service announcement was used by a cable TV station 600 times during the month of June. A local radio station broadcast the audio portion of the PSA frequently during the month.

Local Support for Posters -- A poster contest promoted by the Mason County Task Force resulted in the development of safety belt and DWI posters being printed for distribution throughout the county. A local service club donated the printing. Some of the posters were distributed statewide by all community task forces.

#### Public Officials/Law Enforcement

DWI Emphasis Patrols -- The Law Enforcement Committee of the Pierce County Task Force on Alcohol and Driving organized DWI emphasis patrols during the 1987 holiday season. Six departments participated, including military police from two military bases. In a previous year, the Tacoma Police Department conducted training in DWI detection and apprehension for all eleven police departments in the county.

Public Officials Meetings -- The Spokane County DWI Task Force, an arm of CARTA (Citizens Against Alcohol Related Traffic Accidents) has brought public officials together to solve problems associated with the arrest and adjudication of DWI offenders. The formation of this Task Force was the first time many of these groups had an opportunity to meet and discuss common problems they might have with the handling of DWI cases, from arrest through driver license suspension and treatment programs. Among its accomplishments are the following:

1. Enabling treatment agencies to receive copies of driver record abstracts from prosecutors for use in alcohol assessments;
2. Securing funding from county commissioners for two deputy prosecutors, one of which was assigned to traffic cases.

Court Monitoring and Record Search -- CARTA established a court monitoring program whereby its members attended court sessions when DWI cases were heard. This activity, combined with research on two years of court records, provided CARTA with information on the way each Spokane Municipal and District Court judge handled sentencing in DWI cases. Once information had been gathered, a CARTA committee discussed its findings and made recommendations with each judge. Some were receptive to the suggestions and revised their judgements; a minority of judges made no changes in their procedures.

Investigations Video -- The Legislative/Enforcement Committee of the Snohomish County Task Force produced a three-part, one-hour video on DWI investigations. This was distributed to all law enforcement agencies in the county for use in their officer training programs.

Preliminary Breath Testers -- Small city and town law enforcement agencies are becoming more adept in their efforts to apprehend alcohol-affected drivers. The availability of preliminary breath testing units stimulated more enforcement of the state's DWI laws by local police.

The Washington Traffic Safety Commission distributed 40 PBT's to the community task forces so that local police officers could improve and increase their DWI enforcement. Although the number of units available to each task force was few, the local police departments have been able to work out a method of sharing the hand-held units. Departments are finding that the units not only have helped increase the number of arrests, but also have improved the confidence of their officers in DWI enforcement. One interesting use of the PBT's has been the testing of passengers to determine if they were fit to drive the vehicle away once the driver had been arrested. Several of the police departments have budgeted local

funds to purchase PBT's during the upcoming fiscal year.

### Other Activities

Hispanic Language Materials -- To help migrant farm workers learn more about their responsibilities as drivers, four task force coordinators worked with the Traffic Safety Commission in developing materials on DWI and safety belts issue. This included brochures, posters and media materials. Hispanic language radio programs in the farm counties contributed considerable time to these subjects.

Indian Tribe Support -- The Yakima Indian Nation Committee of the Yakima County DWI/Safety Belt Task Force provided presentations, distributed materials and implemented awareness projects for the Yakima Tribal Council. It provided displays at Pow Wows and advised the Council regarding DWI and safety belt issues.

Legislative Information Fair -- All 16 community task forces participated in a Legislative Information Fair held in the rotunda of the State Capitol Building in Olympia during the legislative session. Purpose of the event was to introduce legislators and their staffs to the availability of the programs in the task force communities, to create awareness around drinking and driving and to demonstrate a formal event without alcohol. Each task force provided a display of its activities. Nonalcoholic beverages and hors d'oeuvres, and flowers were donated by local merchants. Over 300 people attended.

Getting There Safely -- At least eight community traffic safety task forces are helping senior drivers improve their knowledge of the today's complex driving requirements. They were involved in promoting and teaching "Getting their Safely," a senior driver refresher course administered by the Washington Traffic Safety Commission. The course involves eight hours of classroom instruction conducted by volunteer instructors using the state's Driver's Guide as the textbook. Guest speakers, such as a pharmacist discussing how drugs and alcohol affect senior drivers, and a law enforcement officer or license examining officer explaining local driving problems.

Since the program's inception in 1985, response has been overwhelming. Waiting lists are maintained in all locations where the course is offered. Those task forces participating in the program are: Benton/Franklin, Clark, Eastside King, Lewis, Okanogan, Skagit, Yakima and Whatcom counties.

### Enhanced DWI Prosecution

A pilot project designed to close loopholes in the prosecution and adjudication of repeat offenders against Washington's drinking driver laws was initiated through the State's Section 408 Alcohol Traffic Safety Plan. The project, administered by the Washington Association of Prosecuting Attorneys, also will assist county prosecutors in the detection of persons who have violated conditions of deferred prosecution. The main supplier of information for prosecutors is the new infrared breath testing equipment.

The 408 project provides staff services for the project. The 402 funded project provides for the purchase of equipment and other hardware needed to maintain the system for three participating counties (San Juan, Skagit, Snohomish). Once the project has been thoroughly tested in the three counties, attempts will be made to expand the program to other jurisdictions.

### Advanced Field Sobriety Training Program Pre Arrest Breath Testing Units

Two project designed to increase the arrest of DWI offenders that were included in the 1987 Highway Safety Plan were not funded with Section 402 funds. Both projects, proposed by the Washington State Patrol, were funded through Section 408 Alcohol Traffic Safety Plans. A description of the Pre Arrest Breath Testing project is included in the 408 Plan summary. The Field Sobriety Training Program is currently in progress.

## Alcohol Traffic Safety Plan

Washington's Alcohol Traffic Safety Plans of 1986 and 1987 were designed to detect any shortcomings in the state's DWI Control System. These plans also enabled the state to initiate several innovative projects that would help Washington meet the four basis criteria of the Section 408 Alcohol Incentive Grant Program established by the U.S. Congress.

Direct involvement in the 408 program and participation in discussions of the DWI Control System by the Commission's Interagency Advisory Committee on Alcohol and Traffic Safety prompted several actions to improve the system without relying upon traffic safety funds.

An example was the administrative decision by the Department of Licensing to use the DWI conviction date as the date for driver license suspension. Prior to that time, the date was approximately 14 days following receipt of the court conviction notice. This recent action places a driver under licensing sanctions much quicker than under the previous system.

This change, coupled with the rapid turnaround time for issuance of suspension notices, reduced the arrest-to-license-suspension time considerably. This rapid turnaround time was made possible by the purchase of automated equipment with 408 funds.

Washington's 1987 Alcohol Traffic Safety Plan was designed to meet the following objectives:

1. Administer the State's 408 program by providing staff support; insure that program objectives are attained, and insure that project agencies follow the procedures and reporting requirements established for the program.
2. Implement recommendations included in the DWI System Study conducted through the 1986 Alcohol Traffic Safety Plan.
3. Reduce the excessive time-lapse period between the arrest of a driver for DWI and suspension or revocation of that driver's license, with an ultimate goal of a 45-day time lapse.
4. Expand public information and education programs to include the following:
  - a. A DWI summer campaign for youthful drivers and market testing public information materials.
  - b. Increasing the awareness and involvement of young people in statewide efforts to curb drinking and driving among youths; increasing the number of schools involved in SAFTYE, and conducting a state-



wide traffic safety conference for 500 youths and advisors.

5. Establish a Safety Program Management Information System that will enhance the Traffic Safety Commission's capability of identifying problem areas and developing alcohol countermeasure programs.
6. Develop a data collection system that will provide for monitoring of criminal justice system actions with respect to drivers arrested for DWI and the suspension of driver licenses of those convicted of DWI violations.

To accomplish these objectives the Traffic Safety Commission initiated several innovative projects and continued some that had been started through the 1986 Section 408 Alcohol Traffic Safety Plan. Following are resumes of the 1987 Alcohol Traffic Safety Plan projects:

1. Program Management:

The Traffic Safety Commission assigned a Traffic Safety Field Supervisor to oversee the operation of the Section 408 Alcohol Traffic Safety Plan. During the term of the 1987 program, this person acted as manager and the central point of contact between the Traffic Safety Commission, the National Highway Traffic Safety Administration and the designated project directors. A clerk was employed to assist with the distribution of alcohol materials to DWI communities and other organizations.

2. Implementation of DWI Study Recommendations:

The 1987 Alcohol Plan included three projects that were suggested in the DWI Study completed in May, 1987. These were the development of a centralized traffic record system, the use of pre-arrest breath testing units by state and local law enforcement agencies, and independent alcohol assessment for DWI offenders. Several study recommendations acted upon by state agencies did not require 408 funding. In the non-408 funded category were:

- a. The Department of Licensing's decision to use the court conviction date as the license suspension date.
- b. The Superintendent of Public Instruction's use of federal alcohol and drug funds to enhance alcohol and drug education programs in schools. A person was hired to work with schools on this program area. Teacher training has increased.

3. DWI Assessments:

Clark and King counties received second-year funding to continue alcohol assessment demonstration projects. Through these projects, alcohol assessments for persons

convicted of DWI were to be completed within 24 hours of conviction. The projects were designed to help reduce the time between DWI arrest and license suspension.

A total of 159 alcohol assessments were conducted during the first nine months of the Clark County project. Fourteen of these were presentence investigations; the remaining 145 were clients chosen at random. Clark County courts require only a few presentence investigations since sentencing is completed at the time of convictions.

The average time taken between conviction and the presentence investigation was 4.5 days. For those chosen at random, the average time was 9.5 days. 107 of the 145 randomly selected clients required more than four days to have the alcohol assessment completed.

The average time lapse from the day of arrest to suspension of the drivers' licenses for those random cases was 28.5 days, while the average time for the presentence investigation clients was 58.9 days.

Three King County courts are involved in the DWI Assessment Project. One is the Northeast District court in Redmond, one of the higher-volume courts in the state. The other two are Renton and Aukeren District Courts. One assessment officer is assigned full time to the Northeast Court, while the other assessment officer serves the other two courts.

The average time taken between a DWI conviction in the Northeast District Court and completion of the alcohol assessment was 3.9 days. The average time from the DWI arrest and driver license suspension was 64 days from October, 1986 through September 1987. From October of 1987 through last February the average time from arrest to license suspension was less than 30 days. In February 1987, requests for jury trials increased substantially, pushing the arrest to suspension period to 64 days.

A major procedural change made in all three courts as a result of this project was moving the sentencing date closer to the alcohol assessment completion date. Sentencing now is done on the next available sentencing day, but no longer than two week. Prior to this change, sentencing could wait as long as 30 days.

#### 4. DWI Citation Tracking:

The Washington State Patrol launched a DWI Enforcement and Citation Tracking project with 1986 408 funds. Over 600 arrests were made by special DWI enforcement teams. The DWI citations were tracked through the judicial system to determine any system weaknesses.

The final report prepared by the WSP indicated several problems within the DWI control system that must be addressed. Most aspects of the adjudication process were cited as contributing to system deficiencies.

5. Pre-Arrest Breath Testing Units:

A total of 147 pre-arrest breath testing units for use by officers at the scene of a DWI arrest were purchased through the 1987 alcohol plan. Of this total, 105 were assigned to the Washington State Patrol. The other 42 units were divided among the 16 DWI task forces for redistribution to local law enforcement agencies. The Patrol assisted local departments with training in the care and use of the equipment.

During November and December, 1987, State Troopers used PBT's during 270 suspected DWI stops. Ninety-six percent of the drivers took PBT tests and 153 were arrested. Additionally, tests were required for 45 passengers who wanted to drive the vehicle from the arrest scene. Twenty-four of these passengers were not permitted to do so because of high blood alcohol readings registered. The 40 PBT's distributed to community DWI task forces are being used by city and county police agencies. Several agencies in each jurisdiction are sharing the units. Early responses from the police officers using the PBT's have been highly favorable. A few departments are considering the purchase of their own instruments.

6. Centralized Traffic Records System:

The new Safety Program Management Information System (SPMIS), which was launched in September, 1987, supplies a variety of alcohol-related data to not only the WTSC, but also to researchers at universities and other governmental agencies. SPMIS serves the needs of the Traffic Safety Commission management and staff. It is the prime user of data supplied by the Traffic Records Data Center.

7. Youth Programs:

Over 500 high school students and advisors attended a three-day SAFTYE Conference in March 1988. This conference enabled students to learn about successful activities that have been carried out at other schools.

8. Public Information:

A public relations firm, hired under contract by the Commission, produced a profile of the driving populations. This research showed DWI messages should be targeted at young males under age 35, with particular emphasis placed on 18-to-24-year olds. Information from this study will be used by the WTSC in development of a long-range public information and education program.

A new approach was developed for the 1987 summer DWI campaign. The theme "It's Hip To Drive Fresh" was used in radio and television public service announcements, print media releases, brochures, posters, window stickers, key chains, and other promotional materials.