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HIGHWAY SAFETY PLAN
ANNUAL REPORT
FISCAL YEAR 1989
Washington Traffic Safety Commission

INTRODUCTION

This evaluation report summarizes highway safety accomplishments in the State of Washington during federal FY1989. It includes a description of activities undertaken pursuant to the Washington Traffic Safety Commission's FY1989 Highway Safety Plan and its 408 Alcohol Traffic Safety Plan. It also presents a summary of highway safety-related measures enacted by the 1989 Washington State Legislature.

In addition, the report presents a comparison of actual expenditures with those set forth in the Highway Safety Plan. The purpose of the evaluation report is to provide information to the staff and management of the Traffic Safety Commission, concerned federal and state officials, and the public at large.

Section I presents a statewide overview of accomplishments pursuant to the 1989 Highway Safety Plan and the appropriate 408 plan. Section II discusses internal Commission administrative changes as well as traffic safety-related legislative activity. Section III sets forth the fiscal report for FY89 while Section IV summarizes general progress in highway safety as well as corrective actions concerning problems identified and countermeasures undertaken.

SECTION I
STATEWIDE OVERVIEW

SECTION I

STATEWIDE OVERVIEW

Washington State's FY1989 Highway Safety Plan implemented programs encompassed in the seven national priority areas designated by the federal government as the most effective in reducing the frequencies of collisions, non-fatal injuries and deaths on the highways. These areas are Alcohol and Other Drug Countermeasures, Occupant Protection, Police Traffic Services, Emergency Medical Services, Traffic Records, Motorcycle Safety and Roadway Safety. By the end of the first six months of 1989, the state's motor vehicle death rate per 100 million vehicle miles of travel had dropped to a record low of 1.59. This compares to 1.80 for the same time period during the previous year.

Following is a summary of FY1989 activities:

ALCOHOL COUNTERMEASURES

Alcohol-related collisions during the first half of 1989 decreased 6.2% from the same time period in 1988, and the ratio of drinking drivers to total drivers involved decreased from 11.6 for every 100 drivers to 10.8 in 1989. The 122 drivers involved in DWI fatal crashes were down substantially from the 177 involved during the first half of 1988. The 1989 ratio of 28.4 DWI drivers per every 100 drivers involved in fatal crashes was the lowest ever recorded in the state and represented a better than 30% decline from the 40.6 ratio recorded during the same period of the previous year.

Program Management--The WTSC continued to support statewide drinking-driver countermeasures. Staff maintained contact with public officials as well as volunteer groups by offering assistance in the design and implementation of alcohol and safety belt programs. Funds were used to support a field supervisor and data communications technician. Funding also was made available for a youth coordinator, public information officer and field supervisor (25%).

Comprehensive Community Traffic Safety Programs (CCTSPs)--A total of 16 CCTSPs mobilized public officials, private citizens, business, industry and students in community efforts designed to address traffic safety issues involving pedestrians, bicyclists, motorcyclists, senior drivers, police traffic services and traffic engineering services as well as alcohol countermeasures and the promotion of occupant restraint usage.

Youth Involvement--The WTSC continued to support the Stop Auto Fatalities Through Youth Efforts (SAFTYE) program. A youth coordinator was retained to administer the program, to promote youth involvement in traffic safety activities, and

to encourage support of youth activities by teachers and community leaders. Technical and administrative support was provided to the SAFTYE Student Advisory Board, composed of 22 youths elected by delegates to an annual youth conference, while promoting SAFTYE throughout the state. In addition, a statewide youth conference was held to unite participants in efforts to promote drinking-driver countermeasures among their peers. College and university task force meetings continued to develop materials for guidance of individual campus programs. The WTSC also continued to support the Road to Winning program, which utilizes the services of professional and college athletes to promote highway safety programs in high schools.

Multi-Image Programs--Three multi-image programs were shown in high schools, junior high/middle schools, and community groupings throughout the state. These programs featured youthful victims of traffic crashes and were made available to some 250 school assemblies.

Public Information and Education--The "PI&E" program continued to address issues involving safety belts, drinking and driving, truck safety, speed and the transport of hazardous materials.

Alcohol Traffic Safety Plan (Section 408)--Activities financially supported through the state's 408 plan included:

--Alcohol Program Coordination: This process assists staff and other agencies involved in 408 projects with project preparation, monitoring, review of expenditures, and preparation of required reports and other documentation. It also assists other groups, such as citizen, youth and community organizations, with planning and implementation of those activities supporting the objectives of a statewide alcohol traffic safety program. Some 60 participants, including judges, court administrators, prosecutors and city attorneys, correction and probation personnel together with law enforcement officials and state licensing and administrative personnel, met in a conference to define problems and initiate solutions regarding the operation of the state's DWI laws.

--DWI Law and Justice Training: Training has been identified as the number one need for public officials involved in the administration of the state's laws dealing with the drinking-driver issue. Therefore, the WTSC is providing financial support to DWI system participants so they can attend training conferences, workshops, courses, etc. Support also is being provided to assist state associations with training programs by inviting nationally recognized authorities to participate in state meetings and training sessions.

--Comprehensive Computerized Recordkeeping System (CCSRS)--An extensive database utilizing the ANSI D20 as the

standard has been developed under the WTSC's auspices as part of the CCSRS development project. Partially funded with 408 monies, the CCSRS has as its core a Traffic Records Data Center (TRDC). The TRDC is now serving a variety of end users including the WTSC's Safety Program Management Information System, all contributing agencies, university researchers, etc. Further 408 funding is being used to carry the CCSRS project forward so that data needed for monitoring and evaluating the 408 program will be available on a timely basis.

--Alcohol Public Information/Education: A committee of public information officers from the Washington State Patrol, Department of Licensing and the WTSC meets regularly to identify communication needs and coordinate efforts. In addition, through the PI&E program an advertising agency has been engaged to implement the year-around DWI education program, which has been targeted at young male drivers. DWI educational materials have been printed or reprinted as needed, including a DWI law brochure, offenders brochure and advertising specialty items. An Information Officer I also has been engaged for the 408 program.

--Law and Justice Liaison: The Department of Licensing has established a Law and Justice Liaison Officer position with funding from the 408 program. This officer meets and works with many associations as part of their on-going programs that deal with drinking and driving. This person also develops presentations and training programs for law enforcement personnel so that they can more readily detect fraudulent licenses. The driver license is the main form of identification in making traffic arrests and fraudulent driver licenses are used extensively by juveniles to obtain liquor. In addition, a temporary computer analyst/programmer 3 was hired so that reports can be made available to law and justice agencies. Some hardware and software also has been purchased to enhance the liaison officer's presentations and to gather information needed for program development and materials production.

--DWI Citation Tracking Test Sites: Funding has been provided to initiate the second phase of an automated DWI Citation Tracking System. The Washington State Patrol is establishing test sites to determine the effectiveness of such a system.

--Court Procedure/Sanction Review: A major concern raised in the Courts Workshop at the early 1989 Interagency Alcohol and Traffic Safety Conference was the efficiency and operation of district and municipal courts in the handling of DWI and serious traffic offenders. Under this project, a package of court procedures and sanction programs is being developed to make the administration of the state's DWI and traffic laws more effective.

--Middle School Alcohol/Drug Awareness Conference: The WTSC sponsored a Middle School Alcohol/Drug Awareness Conference where high school students assisted their younger associates in planning the get-together. The purpose of the meeting was to devise ways in which increasing pressures to try alcohol and other drugs at an early age can be countered.

--DataMaster Report Dissemination: About 150 BAC Verifier DataMaster breath-testing instruments are located around the state. As part of the understanding when the Washington State Patrol distributed these machines to various law enforcement agencies, data were to be disseminated back to the locals. This project is to provide for the transmission of the desired data to end users in the field.

--Ethnic Minority DWI Involvement Study: A recent report from the National Center for Health Statistics suggests that for the first time in this century, the life expectancy of blacks in the U.S. has declined in two successive years. The report found that there had been an eight percent increase in deaths among blacks due to motor vehicle collisions while whites sustained only a four percent increase. The study attempts to determine whether ethnic minorities are overrepresented, underrepresented or proportionately represented in motor vehicle collision and alcohol-related data. If the study concludes that such minorities are overrepresented, then recommendations are to be made as to appropriate countermeasures.

--Local Police Preliminary Breath-Testing Program: To increase the effectiveness of local police officers in the enforcement of DWI laws, 65 preliminary breath-testing (PBT) units have been purchased for distribution to the locals. The Washington State Patrol (WSP) is providing training assistance.

--WSP's Preliminary Breath-Testing Units: The WSP is purchasing 90 PBT units for use by state troopers in making arrests for drunk-driving.

--Review of Deferred Prosecution System: A degree of variance in deferred prosecution programs throughout the state was highlighted during workshop discussions at the early 1989 Interagency Alcohol and Traffic Safety Conference. Some courts reportedly supervise drivers on deferred prosecution; some do not. Some drivers obtain deferred prosecution more than once in five years, which is against state law. A study is being undertaken to determine if deferred prosecution programs are operating as prescribed by law and to make recommendations for improvements.

--DWI Prosecution Enhancement: The Washington Association of Prosecuting Attorneys initiated a project in 1986 to increase the value of data obtained by the WSP and local law enforcement agencies making DWI arrests. This project is to increase usage further by allowing for remote queries from

prosecutors' offices and law enforcement officers having a need to access the database. A security program will be installed to prevent unauthorized access or modification of data.

--Law Enforcement/Court Scheduling Database: Currently, scheduling of law enforcement officers' court appearances is inadequate, requiring severe overtime, time off routine shifts, and dismissals or plea reductions. The purpose of this project is to develop policies and scheduling systems that can assist jurisdictions throughout the state.

--Alternate DWI Detention Facilities: Overcrowded jails have hindered the imposition of the mandatory 24-hour jail sentence for DWI offenders. In some jurisdictions, convicted offenders may wait months before space can be found in a jail. In other areas, cases are reduced or dismissed due to lack of jail space. The purpose of this project is to field test a prescriptive package which would permit any city or county, or combination thereof, to operate intermittent DWI facilities for DWI and other serious traffic offenders in a structure which is not a conventional jail.

OCCUPANT PROTECTION

Occupant protection programs designed to increase safety belt and child safety seat usage were directed through six project areas in FY1989:

Fatal Occupant Collision Review Team--This team continued to review data for collisions in which a person using a restraint system was killed. Heavy emphasis was placed on the development of data addressing the causal factors of fatalities and severe injuries occurring to occupants using restraint systems.

Community Safety-Belt Programs--These programs continued to reach a variety of target audiences from birth through senior citizens at the local level to increase use of passenger restraint devices.

Youth Programs--These programs reached youth ages 6-18 through peer group activities, high school drivers' education classes and junior high/middle school health classes. A series of focus group meetings also were held.

Network Support Programs--The primary goals here were to coordinate the activities of a variety of agencies, associations and organizations that have established programs dealing with passenger protection/occupant restraints.

Safety-Belt College Program--Awareness of the need for occupant protection was promoted among those attending colleges, universities, and vocational-technical schools.

Safety-Belt Law Implementation--Here emphasis was placed on education about and enforcement of the safety restraint laws. Particular attention was paid to the interaction of law enforcement with the identified high-risk population.

NATIONAL MAXIMUM SPEED LIMIT ENFORCEMENT PROGRAM

Under this program, the Washington State Patrol (WSP) sought to obtain and maintain a 50% or better compliance with the maximum speed limit on Washington State's interstate highways as measured by state Department of Transportation speed check stations. To accomplish this objective, the WSP continued to support an enforcement team consisting of one sergeant and six troopers on interstate highways with speed limits of 55 and 65 mph.

SENIOR DRIVER REFRESHER TRAINER PROGRAM

In order to promote a higher driving proficiency level among the older segments of the population, the WTSC coordinated an information and instruction program provided through senior centers which have implemented an on-going traffic safety program for senior citizens.

EMERGENCY MEDICAL SERVICES

The WTSC became involved with the Emergency Medical Services (EMS) community's efforts to update and improve its data retrieval system in conjunction with the recently released Trauma Evaluation Study. The WTSC played an advisory role to assist in the establishment of an EMS collision injury tracking system to be linked with other components of the Comprehensive Computerized Safety Recordkeeping System (CCSRS) under development by the Traffic Safety Commission and described earlier in this document.

TRAFFIC RECORDS

As outlined previously in this report, the WTSC continued to oversee the development of a CCSRS, which has entered into an operational mode to supply traffic safety-related data to a variety of end users.

TRAFFIC ENGINEERING SERVICES

The WTSC continued to support an employee of the state DOT to provide traffic engineering expertise to local jurisdictions. In addition, a pilot project, which includes nine local agencies concerned with traffic engineering, was continued to furnish crash data from the statewide collision file maintained in Olympia by the WSP to the locals for use in iden-

tifying and eliminating high traffic hazard locations and then evaluating the effectiveness of the safety construction

projects.

SECTION II

ADMINISTRATIVE AND LEGISLATIVE
SUMMARIES

1989 LEGISLATIVE SUMMARY

Following are bills adopted by the 1989 legislature which pertain to highway safety. These changes went into effect July 23, 1989 unless specifically noted.

HB 1042--Revising braking equipment requirements for trucks. Summary: Washington statutes are brought into compliance with federal law by requiring trucks manufactured on or after July 25, 1980, with three or more axles, to have brakes on the front wheels. If the vehicle has two or more steerable axles, the wheels of one steerable axle do not need to be equipped with front brakes. Automatic restrictor valves that can reduce the front wheel braking efficiency by up to 50 percent are permitted. All vehicles equipped with air brakes that do not tow trailers are required to have a manual backup braking system.

HB 1103--Revising provisions for motor vehicle warranties. Summary: A number of changes were made to the lemon law. The determination of whether the required repair attempts have occurred to establish a consumer's rights is modified in the case of serious safety defects. Diagnostic attempts to repair the vehicle, as well as actual repair attempts, are counted. The serious safety defect must continue to exist for a lemon law claim to be made.

HB 1664--Restricting the use of tinted glass on motor vehicles. Summary: No tinting or coloring material may be applied to the surface of vehicle windows unless it measures a total reflectance of 35 percent or less, plus or minus 3 percent, and a light transmission of 35 percent or more, plus or minus 3 percent, when measured in conjunction with the safety glazing materials. Sunscreening requirements are expanded to include all windows of a motor vehicle. The application of sunscreening material is restricted to the top six-inch area of a vehicle's windshield.

HB 2075--Permitting local governments to have a 24-hour headlight policy. Summary: A "24-Hour Headlight Policy" is created in which cities and counties may petition the Department of Transportation (DOT) to implement a lights-on policy on state highways within their jurisdictions, or discontinue an implemented policy. A participating local jurisdiction is directed to educate its citizens on the 24-hour policy and periodically report its education efforts to the DOT.

SSB 5810--Modifying responsibility for hazardous material incidents. Summary: The obligation of a transporting company is made applicable to any "hazardous materials incident" as defined in RCW 70.136.020, which includes possible releases. The limitation to releases only during transportation is modified and any person, other than the operating employees of a company, causing the release or potential release of hazardous materials is made liable for extraordinary costs

incurred by any municipal fire department or fire district until the Department of Ecology assumes oversight of the incident.

SB 6076--Creating motorcycle public awareness program. Summary: Beginning July 1, 1989, the director of the Department of Licensing shall develop a motorcycle public awareness program, provided that funds are appropriated. The director may contract with public and private entities to implement the program. This act was effective May 3, 1989.

ADMINISTRATIVE SUMMARY

A number of significant changes in the staffing and management of the Washington Traffic Safety Commission (WTSC) occurred during FY1989. A new director and chief deputy took office. A Computer Information Consultant 3 was hired through the civil service system to maintain and enhance the WTSC's Local Area Network. A computerized project management software application program was installed to allow staff and management to more closely monitor progress of various projects. A computerized library system also was instituted to allow closer control over internal studies, reports and other documents.

The legislature provided \$1.2 million in state funding for the 1989-91 biennium to support Comprehensive Community Traffic Safety Program task forces in various communities throughout the state. A Law and Justice Conference was instituted by the WTSC to bring together major actors concerned with the proper functioning of the overloaded prosecutorial and adjudicatory systems vis-a-vis DWI offenders.

The WTSC staff also continued its supervision of the creation of a Comprehensive Computerized Safety Recordkeeping System (CCSRS) to link electronically traffic safety-related databases at the state level.

SECTION III
FISCAL REPORT

Washington Traffic Safety Commission
SUMMARY OF COSTS

State WASH-INSTON FY 1989
Spreadsheet: Summary

Change Order No: 89-07
Date: DECEMBER 25, 1989

PSP NO	TASK DESCRIPTION	TOTAL COSTS	STATE COSTS	LOCAL COSTS	402 FUNDS	FEDERAL TO LOCAL
89AL-01-0A	FINANCIAL MGT	168,788	0	168,788	168,788	
WTSC						
89AL-01-18A	TASK FORCE BENTON CO	44,335	0	18,526	25,810	25,810
89AL-01-18B	TASK FORCE OKANOGAN CO	43,330	0	18,038	25,292	25,292
89AL-01-18C	TASK FORCE SPOKANE CO	49,000	0	23,018	25,982	25,982
89AL-01-18D	TASK FORCE CLALLAM CO	44,935	0	19,698	25,237	25,237
89AL-01-18E	TASK FORCE KING CO	34,071	0	11,568	22,483	22,483
89AL-01-18F	TASK FORCE EAST SIDE	31,061	0	10,056	21,005	21,005
89AL-01-18G	TASK FORCE SNOHOMISH CO	38,432	0	19,283	19,149	19,149
89AL-01-18H	TASK FORCE WHATCOM CO	33,196	0	15,383	17,813	17,813
89AL-01-18I	TASK FORCE MASON CO	24,331	0	10,153	14,178	14,178
89AL-01-18J	TASK FORCE CLARK CO	35,904	0	14,718	21,186	21,186
89AL-01-18K	TASK FORCE THURSTON CO	40,135	0	16,154	23,981	23,981
89AL-01-18L	TASK FORCE PIERCE CO	47,462	0	20,943	26,519	26,519
89AL-01-18M	TASK FORCE KENT	63,064	0	22,508	40,556	40,556
89AL-01-18N	TASK FORCE SKAGIT CO	32,509	0	16,158	16,371	16,371

Washington Traffic Safety Commission
SUMMARY OF COSTS

State WASHINGTON FY 1989
Spreadsheet: Summary

Change Order No: 89-12
Date: DECEMBER 26, 1989

PSP NO	TASK DESCRIPTION	TOTAL COSTS	STATE COSTS	LOCAL COSTS	FEDERAL 402 FUNDS	FEDERAL TO LOCAL
89AL-01-18C LEWIS CO	TASK FORCE	48,898	0	48,898	48,898	48,898
89AL-01-1EP YAKIMA CO	TASK FORCE	59,782	0	25,093	34,689	34,689
89AL-01-1BQ	UNUSED	0	0	0	0	0
89AL-01-1C WTSC	AL CURRICULA	0	0	0	0	0
89AL-01-1D WTSC	SAFTYE	48,325	0	0	48,325	48,325
89AL-01-1E WTSC	MULTI-IMAGE	8,245	0	0	8,245	8,245
89AL-01-1F WTSC	DATA/EVAL	8,855	0	0	8,855	0
89AL-01-1G WTSC	P.I.O.	69,391	0	0	69,391	0
89AL-01-1H WTSC	STATEWIDE CONF	27,031	0	0	27,031	27,031
TOTAL PSP 86AL-01		1,017,006	0	280,995	736,011	468,037
89DE-02-1A WTSC	PROJ MGMT	188,307	0	0	188,307	0
89DE-02-1B WTSC	COMMUNITY	19,946	0	0	19,946	19,946
89DE-02-1C	YOUTH	33,856	0	0	33,856	33,856
89DE-02CR-1C	YOUTH	0	0	0	0	0
89DE-02-1D WTSC	NETWORK	118,269	0	0	118,269	118,269
89DE-02-1E WTSC	COLLEGE	0	0	0	0	0

Washington Traffic & Safety Division
SUMMARY OF COSTS

State WASHINGTON FY 1989
Spreadsheet: Summary

Change Order No: 89-11
Date: DECEMBER 26, 1989

PSP NO	TASK DESCRIPTION	TOTAL COSTS	STATE COSTS	LOCAL COSTS	FEDERAL COSTS	FEDERAL TO LOCAL
89DE-02-1F WTSC	LAW IMP	7,806	0	0	7,806	7,806
TOTAL PSP DE-02		887,884	0	0	887,884	887,884
86DE-02LE-1A WTSC	PRDG MGT	28,035	0	0	28,035	0
TOTAL PSP DE-02LE		28,035	0	0	28,035	0
89PA-03-1A WTSC	P&A NHTSA	257,218	128,609	0	128,609	0
89PA-03-1A WTSC	P&A FHWA	33,528	16,764	0	16,764	0
TOTAL PSP 89PA-03		290,746	145,373	0	145,373	0
89PT-04BH-1A WSP	55 MPH	360,905	0	0	360,905	0
89PT-04BH-1B WTSC	55MPH	5,772			5,772	
89PT-04-1A WSP	STATE MATCH	1,000,000	1,000,000	0	0	0
TOTAL PSP 896BH-04		366,677	0	0	366,677	0
PT-04		1,000,000	1,000,000	0	0	0
89DE-05-1A WTSC	SENIOR	4,714	0	0	4,714	4,714
TOTAL PSP 89DE-05		4,714	0	0	4,714	4,714
89TR-07-1A WTSC	TRAFFIC RECORDS	120,782	0	0	120,782	0

Washington Traffic Safety Commission
SUMMARY OF COSTS

State WASHINGTON FY 1989
Spreadsheets: Summary

Change Order No: 89-12
Date: DECEMBER 26, 1989

PSP NO	TASK DESCRIPTION	TOTAL COSTS	STATE COSTS	LOCAL COSTS	402 FUNDS	FEDERAL TO LOCAL
89TR-07TR-1A WTSC	TRAFFIC RECORDS	88,825	0	0	88,825	0
TOTAL PSP 89TR-07		154,407	0	0	154,407	0
89HD-08-1A DOT	TRAFFIC ENG COMP.	83,167	0	0	83,167	83,167
89HD-08-1C WTSC	HAZARD ELIM	46,081	0	0	46,081	0
TOTAL PSP 89HD-8		129,248	0	0	129,248	83,167
TOTAL NHTSA		3,196,041	1,128,609	280,995	1,786,437	652,428
TOTAL FHWA		162,776	16,764	0	146,012	83,167
TOTAL PROGRAM		3,358,817	1,145,373	280,995	1,932,449	735,595

SECTION IV
CONCLUSION
