



Washington Traffic Safety Commission

July 31, 1995

Highway Safety Plan

Fiscal Year 1996

Washington Traffic Safety Commission

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Executive Summary

The purpose of the Highway Safety Plan (HSP) is to program resources to address traffic safety problems in Washington State. Programs included in this plan are based on problem identification and analysis. The plan provides for the allocation of federal highway safety funds (Section 402, USC23) to program areas deemed most effective in reducing traffic and motor vehicle related deaths, injuries, and property damage. This HSP covers federal fiscal year 1996 (October 1, 1995 through September 30, 1996). It is developed and implemented under the direction of the Washington Traffic Safety Commission (WTSC) as authorized by RCW 43.59 as an integral part of the federal Highway Safety Management System.

The public and representatives of state and local government provide input at each stage of the plan's development. Many of the projects have been developed primarily for the direct benefit of local jurisdictions who have had an active voice identifying and recommending projects for inclusion in this plan. Of the \$2,963,000 in federal Section 402 funds budgeted in this HSP, approximately 65% (or \$1,927,000) is spent by or in direct support of local jurisdictions. All projects have been reviewed, evaluated and endorsed by WTSC staff, the Commission's Technical Advisory Committee (TAC) and the Commissioners.

Priority program areas for FY1996 are Occupant Protection and Impaired Driving. Emphasis will also be placed on Police Traffic Services, Community Traffic Safety Programs, Bicycle and Pedestrian Safety, Traffic Engineering Services and Traffic Records. Many projects target hard to reach and high risk audiences, including youth, senior citizens, minorities, and rural communities. Washington State is rich in ethnic and cultural diversity. The most recent census data indicates nearly three quarters of a million Washington citizens are African/American, Native American, Asian, Hispanic or of other ethnic backgrounds. The WTSC recognizes the need for reaching people with materials designed in their own language and culture. In FY1996 programs will be developed in cooperation with representatives from culturally and ethnically diverse agencies and organizations.

Although this HSP is only intended to program Federal Section 402 funds, a summary of the source and use of other types of funds available to the WTSC can be found in the Appendix.

Program Summary

Impaired Driving

WTSC will focus on coordination between key agencies and local governments; the challenge to eradicate impaired driving; training to increase DUI enforcement; increased public awareness through strong deterrent public education campaigns; bringing together key disciplines; working with youth and drivers under the influence of drugs; and assisting prosecutors, probation departments, DOL, courts and law enforcement in their efforts to increase conviction rates and reduce recidivism.

Youth Impaired Driving

Congress has set aside funds specifically to reduce impaired driving among young drivers. We will assist communities in their local efforts, conduct research with the University of Washington on techniques for dealing with youthful DUI offenders, and educate young people about our "zero tolerance" DUI law and the consequences of impaired driving.

Occupant Protection

The Commission will promote the correct use of seat belts and child car seats by continuing its support for enforcement, informational/educational campaigns and by expanding target groups to include high risk audiences and groups not already being reached. Groups with low safety belt use rates include youth and young adults (ages 10 - 24), drivers and passengers in trucks, and persons living in rural areas.

Traffic Records

Good public policy in traffic safety requires data, information and analysis to identify, develop and evaluate programs. These will be provided by the Traffic Records Data Center (TRDC). The WTSC will also conduct research studies and program evaluations and examine traffic safety issues facing Washington policy makers.

Traffic Engineering Services

The WTSC assists local jurisdictions by providing traffic engineering services to local agencies through a grant to the Washington State Department of Transportation (WSDOT) Local Programs Division, a Law Enforcement/ Engineering Conference, Corridor Traffic Safety programs, improving local crash database, pupil transportation safety efforts, and training for local engineers in traffic safety. Assistance in identifying traffic safety problem areas and outlining solutions will be emphasized.

Police Traffic Services

The enforcement of traffic laws is vitally important in reducing traffic crashes and resulting injuries and fatalities. In order to effectively and efficiently enforce traffic laws, WTSC will provide state and local law enforcement agencies with state-of-the-art training and enforcement equipment.

Community Traffic Safety Programs

WTSC will provide program expertise, technical assistance and coordination for community based traffic safety agencies, organizations, individuals and volunteer groups. We will provide financial, material and technical assistance to many groups and organizations promoting comprehensive health and injury prevention programs, including those promoting use of seat belts and child car seats and prevention of impaired driving. Corridor Traffic Safety projects will be emphasized.

Pedestrian and Bicycle Safety

Pedestrian and bicycle traffic is expected to increase significantly in the future. The WTSC will provide education, enforcement and engineering services related to these modes of transportation. WTSC is working with the Washington Department of Transportation (WSDOT), state and local law enforcement agencies, and local advocacy groups to identify bicycle and pedestrian traffic safety problems and implement countermeasures. Specific projects range from providing bicycle helmets available for low-income families to sponsoring a stateside bicycle/pedestrian safety conference.

Planning and Administration

The WTSC will continue to serve as the primary agency responsible for insuring that the traffic safety concerns for Washington State are identified and addressed through the development and implementation of effective countermeasures. The staff will plan, monitor, and evaluate the HSP in accordance with state and federal guidelines.



U.S. Department of Transportation
National Highway Traffic Safety
Administration
Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

State WASHINGTON Number 96-0 Date 7-31-95

Program Area	Approved Program Costs	Basis For % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
OP96-OP	561,500				561,500		561,500	381,900
AL96-AL	662,500		100,000		662,500		662,500	439,000
TR96-TR	445,500				445,500		445,500	134,885
PT96-PT	221,000		1,000,000		221,000		221,000	179,400
FTE96-TE	302,000				302,000		302,000	280,850
FSB96-TE	12,148				12,148		12,148	7,289
FSM96-TE	20,500				20,500		20,500	20,500
CP96-CP	520,000		450,000		520,000		520,000	520,000
PS96-PS	171,200				171,200		171,200	121,200
YA96-YA	276,355				276,355		276,355	79,089
PA96-PA	203,000		203,000		203,000		203,000	36,540
FPA96-PA	19,000		19,000		19,000		19,000	3,420
Total NHTSA	3,061,055		1,753,000		3,061,055		3,061,055	1,892,014
Total FHWA	353,648		19,000		353,648		353,648	312,059
Total NHTSA & FHWA	3,414,703		1,772,000		3,414,703		3,414,703	2,204,073

State Official Authorized Signature:
John Moffat

NAME: _____
TITLE: Governor's Representative
DATE: 7-31-95

Federal Official(s) Authorized Signature:

NHTSA - NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____

FHWA - NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____

Highway Safety Problem Analysis

The purpose of this section of the HSP is to identify and highlight traffic safety problems in the State of Washington. Factors that contribute to the occurrence of traffic collisions and resultant fatalities, injuries and property damage are outlined. The analysis is intended to give traffic safety program specialists information needed to design new countermeasures, monitor the effectiveness of ongoing countermeasure programs, and document successes or failures of program efforts.

Various areas covered are youth, pedestrians, pedalcyclists, motorcyclists and safety restraint use. Current year's data is compared to that of recent years for trend identification. Sources of data include traffic collision records (WSP), the Fatal Accident Reporting System (WTSC), driver's licensing records (DOL), vehicle registration records (DOL), highway/roadway information (WSDOT), and population data (OFM).

The resources of the Traffic Record Data Center at the Washington Traffic Safety Commission have been used to analyze and summarize the data. This is intended to provide a brief overview of highway safety problem areas. A more in-depth summary of traffic safety data can be found in the Data Summary and Highway Safety Problem Analysis which is published by the WTSC as a separate document

Highway Safety Problem Analysis

Overview

In Washington State in 1994, 639 persons were killed in traffic crashes, 9 percent below the previous four-year average. The death rate per 100 million miles of travel was 1.34, which equaled the previous record year of 1.34 in 1992. Although the overall number of persons injured has increased, this is primarily attributable to an increase in minor injuries ("possible injuries"). Serious injuries have decreased dramatically by 20 percent from the previous four-year average, and the rate of serious injuries, 11.18 per 100 million miles, has dropped 23 percent. Table 1 provides an overview.

Table 1: Overview of traffic crashes

Five-year comparison

	1994	1993	1992	1991	1990	prev 4-yr avg	'94 vs prev 4-yr avg
Total collisions	129,899	123,965	125,565	121,686	132,056	125,818	3.2%
Fatal	574	579	593	603	726	625	-8.2%
Injury	54,782	51,500	51,186	49,048	51,713	50,862	7.7%
Property dmg only	74,543	71,886	73,786	72,035	79,617	74,331	0.3%
Persons killed	639	661	651	683	825	705	-9.4%
Persons injured	81,419	76,332	75,803	72,004	76,064	75,051	8.5%
Serious injury	5,331	5,713	6,531	6,839	7,653	6,684	-20.2%
Evident injury	25,165	24,549	24,246	24,212	25,722	24,682	2.0%
Possible injury	50,923	46,070	45,026	40,953	42,689	43,685	16.6%
Drivers involved	233,099	221,503	224,316	215,989	234,215	224,006	4.1%
Vehicles involved	243,438	231,756	234,938	226,262	245,579	234,634	3.8%
Motor veh. travel*	47,674	46,426	48,644	45,663	44,157	46,223	3.1%
Death rate**	1.34	1.42	1.34	1.50	1.87	1.53	-12.5%
Serious injury rate**	11.18	12.31	13.43	14.98	17.33	14.51	-22.9%
Economic loss +	\$2,126	\$2,094	\$2,122	\$2,118	\$2,372	\$2,177	-2.3%

* In millions of miles.

Source: WSP, WSDOT, Natl Safety Council

**Deaths/injuries per 100 million vehicle miles of travel.

+In \$millions; based on National Safety Council estimates in constant 1994 dollars.

(Death = \$920,000; serious inj = \$46,000; evident inj = \$14,000; possible inj = \$8,800; ppty dmg only = \$6,600.)

Over the last five years, the estimated economic loss to the state from traffic-related injury, death, and damage amounted to \$2.16 billion in 1994 dollars. This value is based on National Safety Council estimates of average costs of traffic collisions and injuries. Components of the estimate include property damage, medical costs, emergency care costs, wage and productivity losses, insurance administration, and legal/court costs. NHTSA estimates of economic loss suggests that this value may be conservative. Economic losses (in 1994 constant dollars) increased slightly in 1994 compared to prior years.

Table 2 summarizes traffic safety data for the individual counties. Fatality rates tended to be higher in smaller counties. Two counties, Columbia and Skamania, recorded no traffic fatalities. Six counties - King, Kitsap, Pierce, San Juan, Spokane and Yakima - had collision rates higher than the statewide rate of 272.5 collisions per 100 million miles of vehicle travel.

Table 2: Traffic deaths, injuries and miles traveled
By county - 1994

county	miles traveled*	deaths	injuries	collisions	death rate**	collision rate**
Adams	390.2	9	270	354	2.31	90.7
Asotin	106.0	1	106	236	0.95	224.8
Benton	1,120.7	12	1,417	2,603	1.07	232.3
Chelan	602.0	16	812	1,477	2.66	245.3
Clallam	458.1	4	690	1,154	0.87	251.9
Clark	2,185.2	27	3,862	5,884	1.24	269.3
Columbia	60.7	0	62	122	0.00	201.0
Cowlitz	1,047.9	10	1,401	2,299	0.95	219.4
Douglas	330.2	5	298	507	1.51	153.5
Ferry	111.6	2	91	153	1.79	137.1
Franklin	492.8	14	525	860	2.84	174.5
Garfield	51.8	2	38	76	3.86	146.7
Grant	821.0	17	849	1,244	2.07	151.5
Grays Harbor	647.0	7	904	1,666	1.08	257.5
Island	364.6	6	550	820	1.65	224.9
Jefferson	314.0	8	267	436	2.55	138.9
King	14,029.2	113	28,094	46,083	0.81	328.5
Kitsap	1,407.7	23	2,657	4,197	1.63	298.1
Kittitas	887.4	12	617	1,219	1.35	137.4
Klickitat	208.0	3	182	357	1.44	171.6
Lewis	949.6	18	1,063	1,884	1.90	198.4
Lincoln	255.3	3	130	190	1.18	74.4
Mason	401.5	10	711	1,003	2.49	249.8
Okanogan	408.8	10	424	775	2.45	189.6
Pacific	206.5	5	240	452	2.42	218.9
Pend Oreille	147.0	5	123	220	3.40	149.7
Pierce	5,092.1	56	11,356	15,717	1.10	308.7
San Juan	33.7	2	78	135	5.93	400.6
Skagit	1,052.0	19	1,352	2,190	1.81	208.2
Skamania	93.0	0	127	223	0.00	239.8
Snohomish	4,380.8	47	7,203	11,013	1.07	251.4
Spokane	3,103.1	46	6,379	9,900	1.48	319.0
Stevens	338.9	8	431	583	2.36	172.0
Thurston	1,873.3	30	2,574	4,365	1.60	233.0
Wahkiakum	41.1	2	48	85	4.87	206.8
Walla Walla	407.8	12	546	1,055	2.94	258.7
Whatcom	1,307.4	21	1,775	3,018	1.61	230.8
Whitman	370.7	13	400	730	3.51	196.9
Yakima	1,576.0	41	2,768	4,614	2.60	292.8
Total**	47,673.7	639	81,419	129,899	1.34	272.5

*In millions of vehicle miles traveled.

Source: WSP, DOT

**Traffic deaths/collisions per 100 million vehicle miles traveled.

Highway Safety Problem Analysis

Driver violations in traffic collisions are shown in Table 3. These violations represent the judgment of police officers as to driver behavior factors that may have contributed to collision occurrences. The majority of violations noted by police include right-of-way violations, excessive speed, following too closely, and inattention. The factors showing the largest increases over prior years include following too closely, improper turning, defective equipment, driver apparently asleep, and under the influence of drugs, although the latter is based on very few cases.

It is likely that many drug related collisions are not reported as such in collision records. The State Toxicologist recently examined blood or urine samples from fatally injured drivers and found 25 percent of the drivers were positive for drug use other than alcohol. The drugs found with greatest frequency were marijuana, cocaine, and amphetamines.

Table 3: Contributory driver violations in collisions*

Five-year comparison

	1994	1993	1992	1991	1990	prev 4-yr avg	'94 vs prev 4-yr avg
Failure to yield right of way**	26,583	24,650	25,532	24,492	25,687	25,090	5.9%
Exceeding safe speed	22,626	23,036	20,950	18,941	22,796	21,431	5.6%
Following too closely	16,399	14,972	14,383	12,597	12,058	13,503	21.5%
Driver inattention	15,934	14,310	15,234	16,587	19,118	16,312	-2.3%
Disregarding signs/ signals	8,030	7,481	7,715	7,508	8,160	7,716	4.1%
Driving under the influence	7,983	8,284	9,088	9,331	9,973	9,169	-12.9%
Improper turning - inc. "U" turn	4,242	4,123	3,919	3,670	3,717	3,857	10.0%
Defective equipment	3,909	3,689	3,626	3,348	3,247	3,478	12.4%
Exceeding posted speed	3,712	3,619	3,895	4,004	4,475	3,998	-7.2%
Other violations	2,672	2,605	2,652	2,366	2,428	2,513	6.3%
Over center line	2,156	2,137	2,141	2,041	2,537	2,214	-2.6%
Improper passing	2,074	1,911	1,998	1,919	2,093	1,980	4.7%
Apparently asleep	2,034	1,756	1,856	1,776	1,801	1,797	13.2%
Improper parking location	631	626	619	615	672	633	-0.3%
Failing to signal***	430	424	474	467	586	488	-11.8%
Under influence of drugs	245	168	212	259	234	218	12.3%
Did not dim headlights	226	174	219	208	256	214	5.5%
Total violations	119,886	113,965	114,513	110,129	119,838	114,611	4.6%

* Investigated collisions only

Source: WSP

** Includes failure to yield to pedestrians

*** Includes signaling improperly

Impaired driving

Collisions where law enforcement reports noted the involvement of drinking drivers are summarized in Tables 4 and 5. Table 4 shows all drinking driver collisions, including DUI drivers and drinking drivers with "ability not impaired" or impairment unknown. Table 5 summarizes collisions involving DUI drivers only. The percentage of all traffic fatalities that involved drinking drivers was 44.0% in 1994, and the percent involving DUI drivers was 38.0%. Impaired drivers continue to account for a substantial portion of traffic fatalities in Washington State.

Table 4: Drinking driver* collision summary
Five-year comparison

	1994	1993	1992	1991	1990	prev 4-yr avg	'94 vs prev 4-yr avg
Total collisions	12,387	12,725	14,113	14,776	15,998	14,403	-14.0%
Number of drinking drivers	12,974	13,341	14,813	15,470	16,760	15,096	-14.1%
Fatal collisions	244	267	278	300	372	304	-19.8%
Injury collisions	6,718	6,981	7,698	8,020	8,667	7,842	-14.3%
Ppty damage only**	5,425	5,477	6,137	6,456	6,959	6,257	-13.3%
Persons killed	281	306	308	335	431	345	-18.6%
Percent of all traffic fatalities	44.0%	46.3%	47.3%	49.0%	52.2%	48.7%	-9.6%
Total injuries	10,557	11,022	12,108	12,575	13,749	12,364	-14.6%
Serious injuries	1,385	1,596	1,938	2,132	2,476	2,036	-32.0%
Evident injuries	4,850	5,083	5,549	5,944	6,486	5,766	-15.9%
Possible injuries	4,322	4,343	4,621	4,499	4,787	4,563	-5.3%
Economic loss in \$millions+	\$465.2	\$502.0	\$534.0	\$574.4	\$691.4	\$575.4	-19.2%

* All drinking drivers, including DUI

Source: WSP, National Safety Council

** Damage over \$500

+ In \$millions; based on National Safety Council estimates in constant 1994 dollars.

Death=\$920,000; serious inj=\$46,000; evident inj=\$14,000; possible inj=\$8,800; ppty drmg only=\$6,600.

Table 5: Collisions involving drivers "under the influence"

Five-year comparison

	1994	1993	1992	1991	1990	prev 4-yr avg	'94 vs prev 4-yr avg
Total collisions	7,933	8,204	8,990	9,237	9,887	9,080	-12.6%
DUI drivers	7,984	8,283	9,086	9,331	9,973	9,168	-12.9%
Fatal collisions	213	241	243	271	320	269	-20.7%
Injury collisions	4,510	4,747	5,174	5,375	5,604	5,225	-13.7%
Property damage only*	3,210	3,216	3,573	3,591	3,963	3,586	-10.5%
Persons killed	243	279	269	304	371	306	-20.5%
% of all traffic fatalities	38.0%	42.2%	41.3%	44.5%	45.0%	43.3%	-12.1%
Total injuries	7,170	7,603	8,267	8,598	9,016	8,371	-14.3%
Serious injuries	1,029	1,213	1,455	1,616	1,801	1,521	-32.4%
Evident injuries	3,435	3,664	3,876	4,203	4,322	4,016	-14.5%
Possible injury	2,706	2,726	2,936	2,779	2,893	2,834	-4.5%

* Minimum damage: \$500

Source: WSP

Highway Safety Problem Analysis

The number of collisions involving drinking drivers has decreased during recent years. This downward trend is especially dramatic for fatal and serious injury collisions. The percentage of fatalities that involved drinking drivers has decreased to 44.0% as compared to 52.2% in 1990. The percent involving DUI drivers was 38.0% compared to 45.0% in 1990.

Youth impaired driving

A significant portion of the drinking driver problem is attributable to drivers age 24 and younger, accounting for 12.4 percent of all traffic deaths in 1994. There were 79 persons killed in these crashes, more than a quarter of fatalities related to drinking drivers. The number of crashes involving young drinking dropped from 1990 to 1994. Almost all of the youthful drinking driver trends in Table 6 show 1994 decreases of more than 20 percent compared to the previous 4 years, and the largest reductions are in fatalities and serious injuries.

Table 6: Traffic collisions involving youthful drinking drivers*

Five-year comparison

	1994	1993	1992	1991	1990	prev 4-yr avg	'94 vs prev 4-yr avg
Total collisions	3,262	3,522	3,988	4,419	4,972	4,225	-22.8%
Fatal collisions	63	94	90	102	112	100	-36.7%
Injury collisions	1,821	1,998	2,215	2,481	2,794	2,372	-23.2%
Property damage only**	1,378	1,490	1,683	1,836	2,066	1,769	-22.1%
Persons killed	79	115	102	114	132	116	-31.7%
Percent of all traffic fatalities	12.4%	17.4%	15.7%	16.7%	16.0%	16.4%	-24.8%
Persons injured	3,100	3,352	3,738	4,212	4,785	4,022	-22.9%
Serious injuries	468	518	623	746	854	685	-31.7%
Evident injuries	1,506	1,651	1,832	2,138	2,397	2,005	-24.9%
Possible injuries	1,126	1,183	1,283	1,328	1,534	1,332	-15.5%
Number of drinking drivers	3,314	3,582	4,070	4,499	5,075	4,307	-23.0%

* Drinking drivers age 24 and younger; includes DUI

Source: WSP

** Damage over \$500

Youthful drivers in total collisions

Youthful drivers are over-represented in total traffic collisions (including drinking-driver and non-drinking driver collisions). In 1994, drivers age 24 and younger were involved in 48,179 collisions that injured 35,281 persons, 2,217 serious injuries, and 225 fatalities (see Table 7). As a percentage of all fatalities, younger drivers accounted for 35.2 percent of traffic deaths. The rates of total and fatal collisions for drivers in this age group were 905 collisions per 10,000 licensed drivers and 3.7 fatal collisions per 10,000 youthful drivers. These rates compared to the licensed driver population as a whole are almost three times greater for total collisions and more than two times greater for fatal collisions.

Table 7: Collisions Involving youthful drivers (24 & younger)
Five-year comparison

	1994	1993	1992	1991	1990	prev 4-yr avg	'94 vs prev 4-yr avg
Total collisions	48,179	46,189	47,588	48,564	50,906	48,312	-0.3%
Fatal collisions	196	223	219	221	261	231	-15.2%
Injury collisions	22,106	20,909	21,172	20,922	21,798	21,200	4.3%
Property damage only***	25,877	25,057	26,197	27,421	28,847	26,881	-3.7%
Persons killed**	225	274	243	255	301	268	-16.1%
Percent of all traffic fatalities	35.2%	41.5%	37.3%	37.3%	36.5%	38.1%	-7.7%
Total injuries**	35,281	33,275	33,805	32,546	34,225	33,463	5.4%
Serious injuries	2,217	2,465	2,805	3,017	3,409	2,924	-24.2%
Evident injuries	11,015	10,824	11,139	11,131	11,927	11,255	-2.1%
Possible injuries	22,049	19,986	19,861	18,398	18,889	19,284	14.3%
Youth licensed drivers	532,309	533,114	527,379	518,047	481,691	515,058	3.3%
Youth drivers in clsns	54,464	52,215	54,066	55,559	58,026	54,967	-0.9%
Total collision rate*	905.09	866.40	902.35	937.44	1,056.82	940.75	-3.8%
Fatal collision rate*	3.68	4.18	4.15	4.27	5.42	4.51	-18.3%

*Youthful-driver fatal/total collisions per 10,000 youthful licensed drivers.

Source: WSP, DOL

**All persons killed/injured in collisions involving youthful drivers.

***Damage over \$500

Over-representation of other population segments

Other segments of the population that may also be over-represented in motor vehicle collisions and fatalities include race/ethnic groups. Preliminary data obtained from the King County medical examiner and the Thurston County coroner for 1993 suggest that Caucasians may be under-represented, while other groups are over-represented in motor-vehicle-related fatalities. The composition of the population of these two counties is 85 percent Caucasian and 15 percent other racial/ethnic groups. Motor vehicle deaths reported by these two agencies for 1993, however, were distributed 75 percent Caucasian and 25 percent other groups. The sub-groups with the greatest apparent over-representation were African American, Native American, and Hispanic. It is likely that this possible over-representation is associated with socio-economic factors.

Occupant protection

The use of safety restraints by vehicle occupants continues to show improvement. Each year the WTSC conducts observation surveys of shoulder belt use by drivers and front seat passengers statewide. Over 100,000 occupants of passenger vehicles are observed. Table 8 shows safety restraint use for 1994 was 81 percent, more than double the use rate in the first survey conducted in 1986. The Washington seat belt law was passed in 1986. It is estimated that seat belt use was 15-20 percent prior to the seat belt law.

Table 8: Observed seatbelt use, deaths and injuries
Nine-year comparison

	1994	1993	1992	1991	1990	1989	1988	1987	1986+
Observed SB use rate *	81%	78%	73%	69%	---	55%	53%	52%	36%
Fatal rate **	1.34	1.42	1.34	1.50	1.87	1.83	1.88	2.05	1.96
Serious injury rate **	11.18	12.31	13.43	14.98	17.33	18.84	19.95	22.08	22.92
Deaths	639	661	651	683	825	781	785	790	714
Serious injuries	5,331	5,713	6,531	6,839	7,653	8,044	8,318	8,506	8,348
Motor vehicle travel	47,674	46,426	48,644	45,663	44,157	42,696	41,698	38,520	36,416

Source: WSP, DOT, WTSC

* Statewide surveys conducted by WTSC in spring or fall each year except 1990."

**Fatalities/serious injuries per 100 million miles of travel.

+Seatbelt law passed in 1986.

Also shown in Table 8 are fatal and serious injury data for 1986 to 1994. The annual rate of traffic fatalities has dropped substantially from 2.0 deaths per 100 million miles of travel to a rate of 1.3, and the rate of serious injury has decreased roughly 50 percent.

While 80 percent use safety restraints, it is significant that 20 percent of the population continue to engage in unprotected motor vehicle travel. A recent study in North Carolina, another state with a high use rate (80%), has identified factors associated with the non-use of seat belts. Those factors include younger ages (under 35), males, drivers with poor driving records, occupants of older vehicles (pre-1985), and occupants of non-passenger vehicles (primarily pick-up trucks). Washington state observation data has also noted lower use rates for trucks. North Carolina data obtained from a telephone survey found that non-users were less likely to have health care coverage, more likely to admit consuming large amounts of alcohol, and more likely to have an arrest record.

Additional data replicating and augmenting the North Carolina findings have been reported by NHTSA in the "National Occupant Protection Use Survey: Controlled Intersection Study". Lower use rates were found for young adults (age 16 to 24), males, non-Caucasian race/ethnic groups, occupants of light trucks, and occupants traveling in rural areas.

Pedestrians and pedalcyclists

Pedestrians and pedalcyclists are extremely vulnerable to motor vehicle injury. Pedestrian fatalities accounted for 13.3 percent of all traffic deaths in 1994. Pedalcyclists accounted for 2.2 percent. Both of these rates, as well as the actual numbers of fatalities, have increased over previous four-year averages (see Table 9). Injuries to pedestrians and pedalcyclists have also increased.

Table 9: Pedestrians & pedalcyclists in traffic collisions
Five-year comparison

	1994	1993	1992	1991	1990	prev 4-yr avg	'94 vs prev 4-yr avg
Pedestrians							
Total pedestrian collisions	1,804	1,709	1,716	1,779	1,743	1,737	3.9%
Pedestrians killed	85	80	81	79	81	80	5.9%
Percent of all killed	13.3%	12.1%	12.4%	11.6%	9.8%	11.5%	15.8%
Pedestrians injured	1,916	1,813	1,809	1,911	1,861	1,849	3.7%
Serious injuries	394	405	431	464	524	456	-13.6%
Evident injuries	967	930	894	918	827	892	8.4%
Possible injuries	555	478	484	529	510	500	10.9%
Pedalcyclists							
Total pedalcycle collisions	1,624	1,438	1,642	1,461	1,364	1,476	10.0%
Pedalcyclists killed	14	8	9	5	14	9	55.6%
Percent of all killed	2.2%	1.2%	1.4%	0.7%	1.7%	1.3%	74.5%
Pedalcyclists injured	1,607	1,430	1,622	1,463	1,349	1,466	9.6%
Serious injuries	195	202	224	226	221	218	-10.7%
Evident injuries	1,063	889	1,052	909	813	916	16.1%
Possible injuries	349	339	346	328	315	332	5.1%

Source: WSP

Highway Safety Problem Analysis

Motorcyclists

Motorcycle collisions are summarized in Table 10. Passage of the motorcycle helmet law in 1990 has been associated with substantial decreases in motorcycle fatalities and serious injuries. Motorcyclists accounted for 5.5 percent of all fatalities in 1994 as compared to 9.6 percent in 1989.

Table 10: Collisions involving motorcycles
Six-year comparison

	1994	1993	1992	1991	1990+	1989	prev 5-yr avg	'94 vs prev 5-yr avg
Total collisions	1,744	1,739	2,044	2,048	2,167	2,516	2,103	-17.1%
Fatal	34	38	48	41	60	70	51	-33.9%
Injury	1,473	1,489	1,745	1,751	1,840	2,171	1,799	-18.1%
Property dmg only	237	212	251	256	267	275	252	-6.0%
Persons killed**	35	39	49	44	62	75	54	-34.9%
Percent of all killed	5.5%	5.9%	7.5%	6.4%	7.5%	9.6%	7.4%	-26.0%
Persons injured**	1,752	1,810	2,112	2,114	2,223	2,724	2,197	-20.2%
Serious injury	406	439	533	576	639	897	617	-34.2%
Evident injury	889	909	1,073	1,018	1,137	1,329	1,093	-18.7%
Possible injury	457	462	506	520	447	498	487	-6.1%
Motorcyclists killed	35	38	48	43	60	69	52	-32.2%
Motorcyclists injured	1,628	1,663	1,952	1,937	2,061	2,511	2,025	-19.6%
MC drivers involved	1,726	1,742	2,031	2,035	2,163	2,510	1,993	-13.4%
MC endorsements	223,195	225,230	225,316	210,862	196,512	184,259	214,480	4.1%
Registered motorcycles	97,075	96,609	98,131	100,970	103,537	110,617	99,812	-2.7%
Collision rate*	17.97	18.00	20.83	20.28	20.93	22.75	20	-10.2%
Fatality rate*	0.36	0.40	0.50	0.44	0.60	0.68	0.48	-25.6%

*Motorcycle collisions per 1,000 registered motorcycles.

Source: WSP, DOL

**Includes occupants of other vehicles

+Motorcycle helmet law passed in 1990.

1996 Problem Solution Plans

Impaired Driving, AL96

Problem Statement

Washington has experienced a gradual reduction in the number and seriousness of collisions involving alcohol. However, 44.0% of all traffic fatalities in 1994 did involve a drinking driver. In 1994, there were 12,387 alcohol-related collisions and 281 alcohol-related fatalities. The average BAC level of fatally injured drivers in 1994 was .20%.

Young drivers continue to be over-represented in alcohol involved collisions. There were 3,314 collisions in 1994 which involved drivers age 24 and younger who had been drinking. However, total youthful-driver, alcohol-related collisions have declined 22.8% compared to the previous 4 year-average.

Problem Solution

Impaired driving has been identified as one of the key priorities in highway safety. Several major areas of concern will be addressed in the impaired driver program for FY 1996. The hard-core drinking driver, conviction rates for DUIs, programs addressing youth including the high-risk 21-34 year old group, and continued education for the public with regard to the law and impaired driving will be emphasized.

The Washington Alcohol Traffic Safety Conference will bring together key professionals involved in the DUI system. Many of the successful strategies being used today came from previous sessions of this conference.

We will build coalitions among all parties involved in the DUI system. Consultation, coordination, technical assistance and materials will be provided to state and local agencies, organizations and groups to assist them in addressing the impaired driving problem. Particular emphasis will be directed toward assisting Community DUI and Traffic Safety Task Forces and cultural and ethnic groups at the local level.

Impaired driving issues will be addressed primarily through systems coordination, community programs, youth, and information/education. Additional impaired driving programs will be presented in the Police Traffic Services, Traffic Records and Community Programs sections of this plan.

A. Impaired Driving Technical Coordination, AL96-AL01 \$142,500

Management and coordination of the impaired driving programs is administered by an alcohol program manager with assistance from the Commission's Public Information Officer, clerical support staff, the Interagency Alcohol Committee (IAC), DUI Task Forces, the Technical Advisory Committee (TAC) and other community and youth groups.

Problem Solution Plans

ACTIVITIES:

- ◆ Coordinate the activities of the IAC.
- ◆ Provide assistance in the implementation of local impaired driving countermeasures.
- ◆ Provide assistance and management for Section 402 and other grant programs.
- ◆ Plan and coordinate new programs for reducing alcohol-involved crashes.
- ◆ Provide informational/educational materials and an audio/visual library.
- ◆ Coordinate state and local impaired driving programming and ensuring programs address the identified problems and concerns of this state as well as address national trends established by Congress, NHTSA and NAGHSR.

B: Impaired Driving Program Support, AL96-AL02 **\$95,000**

WTSC will work with Commission members, IAC, the private sector and advocacy groups to: 1) develop, implement and promote programs to improve Washington's DUI system; 2) educate the public about the dangers of drinking or drugging and driving; 3) reduce impaired-driving related deaths and injuries, and continue the Washington Interagency Newsletter.

ACTIVITIES:

- ◆ Bringing together key decision-makers in the Alcohol Traffic Safety Conference.
- ◆ Providing training for law enforcement, prosecutors, judges and other court personnel.
- ◆ Providing equipment to increase detection and apprehension of impaired drivers.
- ◆ Providing strong deterrent public education messages.
- ◆ Implementing strategies to deal with hardcore and young drinking drivers.
- ◆ Support the implementation of effective DUI legislation.

C. Probation Services, AL96-AL03 **\$25,000**

Eleven counties and numerous municipal courts do not have probation departments that monitor DUI offenders. This project will allow the Misdemeanant Correction Association to help jurisdictions start probation departments that then become self-sufficient.

D. Community Task Force Support, AL96-AL04 **\$10,000**

In FY1996 the WTSC will build coalitions and partnerships among public and private sector constituents. Consultation, coordination, technical assistance and materials will be provided to state and local agencies, organizations and groups to assist them in combating drinking and driving. Particular emphasis will be given to DUI Task Forces and cultural and ethnic groups.

E. Law Enforcement Court Scheduling, AL96-AL05 **\$24,000**

The purpose of the Law Enforcement Court Scheduling (LECS) project is to reduce overtime for law enforcement and to insure the officers presence in DUI court proceedings. The program has proven to be very cost effective. This project will fund expansion of the LECS program to more jurisdictions.

F. WA Assn. of Prosecuting Attys., AL96-AL06 \$40,000

This will provide prosecutor training for DUI cases, preparing a guide for prosecutors and expansion of the DUI alternative jail facilities program.

G. Department of Licensing, AL96-AL07 \$25,000

This project will be for training and improving the DUI system for the courts, law enforcement and DOL, with emphasis on new changes to the DUI law.

H. Alcohol-Youth (SAFTYE), AL96-AL08 \$95,000

Over the last several years, the SAFTYE network has grown to over 200 clubs, including SAFTYE links. SAFTYE links are other high school clubs (SADD, DARE, Future Farmers of America, Pride, Indian Youth Clubs, Natural Helpers, etc.) who link up with SAFTYE to address traffic safety concerns. A Student Advisory Board (SAB) is elected at the annual SAFTYE conference to review goals and program ideas, plan a statewide conference and regional meetings, and assist in other aspects of the SAFTYE program. Technical and administrative support will be provided to the SAFTYE network and Student Advisory Board, including:

- ♦ SAB meetings to develop the annual conference, review the handbook, coordinate regional meetings, provide board members training, and develop SAFTYE materials.
- ♦ Financial support and assistance to SAB members to attend educational forums.
- ♦ Regional meetings to collect information on existing SAFTYE network, review middle school SAFTYE club activities, introduce new resources, solicit input into development of conference, recruit new clubs to network, and encourage student leadership.
- ♦ Host a SAFTYE youth conference to provide training on traffic safety issues, recognize student leadership and provide an opportunity for program/idea sharing.
- ♦ Develop promotional/educational resources on traffic safety laws.
- ♦ Update the SAFTYE handbook, coordinate mini-grants, and develop a quarterly newsletter.

I. Misdemeanant Corrections Association, SL96-AL09 \$5,000

These funds will be used to purchase preliminary breath testers for probation departments so they can monitor DUI offenders for continued drinking problems.

J. PI&E - Impaired Driving, AL96-AL10 \$60,000

WTSC will work with local and state, private and public sector traffic safety advocates on public outreach campaigns with the objective of reducing the impaired driving problem. The educational efforts will bring messages to people through written materials, such as posters and brochures, as well as through the media. Media materials produced will include public service announcements for radio and television, "ad slicks" for the print media, promotional events, statewide news releases, newsletters and street signs.

K. Drugged Drivers, AL96-AL11 currently unfunded

With passage of SSB5141, blood testing for drug impaired drivers is now possible. This project will examine the feasibility of using the Drug Recognition Expert program in

Problem Solution Plans

Washington and ways to increase conviction rates for drugged drivers. WTSC will develop a team of experts to address the drugged driving problem. A long-range strategic plan for legislative, enforcement, and educational efforts will be developed.

This project may be implemented up to \$20,000 if funds become available.

Evaluation

Evaluation of the impaired driving portion of the Highway Safety Plan will be based on the reduction in the number of alcohol related crashes and the number of injuries and fatalities related to impaired driving. Further evaluation will be based on arrests and conviction rates for impaired drivers.

Many of the activities will be evaluated administratively. The number and types of personnel receiving training, the number of public and private agencies, organizations and individuals participating in state and local impaired-driving-countermeasures programs, the number of educational/informational materials distributed and the number of audiences reached.

Youth Impaired Driving, YA96

Problem Statement

The U.S. Congress identified the magnitude of the youth impaired driving problem and authorized set-aside 402 funding to address the issue.

Problem Solution

Priority funding and program issues were identified through discussions held with key legislators and representatives from Department of Licensing, Liquor Control Board, Office of Superintendent of Public Instruction, Washington State Patrol, Washington Association of Sheriffs and Police Chiefs, Division of Alcohol and Substance Abuse and the SAFTYE.

In 1994 and 1995, new underage impaired driving laws were adopted. These laws introduced penalties for drivers under age 21 with a BAC of .02 or above. An aggressive PI&E campaign on these new laws targeting underage drivers will be implemented.

OBJECTIVES:

- ◆ Increase public awareness of the new underage impaired driving statutes.
- ◆ Increase high school and middle school awareness of the dangers of impaired driving.
- ◆ Disseminate impaired-driving information to college students and administrators.
- ◆ Secure youth participation in the National Student Safety Program and National Highway Traffic Safety Administration's campaign "Strides for Safety".
- ◆ Maintain a youth/adult advisory committee for youth traffic-related issues.

A. Youth Impaired Driving Support, YA96-YA01 \$211,355

- ◆ Work with law enforcement agencies and DOL to strictly enforce the zero tolerance law.
- ◆ Implement an aggressive PI&E campaign on zero tolerance for drivers under 21.
- ◆ Collaborate with the Washington State Substance Abuse College Task Force and other networks for the distribution of promotional information on new impaired driving laws.
- ◆ Develop and implement training on the new DUI laws to public administrators and court judicial staff.
- ◆ Develop a pilot project with Pierce County Juvenile System to document and review system gaps and problems effecting the DUI juvenile offender.
- ◆ Implement a quarterly youth traffic safety advisory committee forum, providing subsistence and travel support.
- ◆ Identify club mentors and develop a planning guide for the eleven regional SAFTYE areas.
- ◆ Provide training for SAFTYE Student Advisory Board members.
- ◆ Train advisors at the SAFTYE Conference on alcohol and other traffic safety issues.
- ◆ Revise SAFTYE Handbook with current information on alcohol, drugs and driving.
- ◆ Provide travel and subsistence support to SAFTYE network members for the participation in the National Student Safety Conference, National Safety Council Youth Conference and the NHTSA "Safe & Sober " & the "Strides for Safety" Campaigns.

Problem Solution Plans

B. Sober Roadways Evaluation, YA96-YA02 **\$10,000**

This program will evaluate the effectiveness of the Sober Roadways Program.

C. Community DUI Task Forces, YA96-YA03 **\$15,000**

This program will assist Community DUI Task Forces in dealing with Youthful Impaired Drivers.

D. Impaired Driving Intervention, YA96-YA04 **\$15,000**

This program will conduct research with the University of Washington to identify the causes of impaired driving collisions involving younger drivers and develop techniques for dealing with youthful DUI offenders.

Evaluation

Program will be evaluated administratively.

Occupant Protection, OP96

Problem Statement

The use of seat belts and child restraints in Washington continues to increase. However, about 20% of the population does not buckle up, and in many rural areas usage is below 70%. There is significant misuse of child car seats, and some cultural/ethnic groups continue to have use rates well below the state average. The state's spring 1994 observational survey reflects an 80.5 percent usage rate. The lowest compliance rate continues to be from age 10 to 24. Periodic car seat inspection clinics report up to 80% of the seats used incorrectly.

Problem Solution

Seat belts and child car seats are effective in reducing injuries and fatalities resulting from vehicle collisions. An unbelted occupant is fifteen times more likely to be fatally injured and six times as likely to sustain a disabling injury than is an occupant who is restrained. The WTSC will promote the use of seat belts and child car seats by supporting enforcement and education programs. Special emphasis programs will be developed for low-use target audiences, including youth, young adult males, identified cultural and ethnic populations and persons living in areas with usage rates under 70%.

A. Program Coordination, OP96-0P01

\$120,000

Occupant protection programs will be administered by a program manager with assistance from other staff, the Occupant Protection Law Enforcement Advisory Committee (OPLEAC), the Technical Advisory Committee (TAC), and other advisory committees.

ACTIVITIES:

- ◆ Coordinating the activities of the ad hoc advisory groups.
- ◆ Providing assistance to community task forces and local advocates.
- ◆ Providing assistance for occupant protection incentive or research and demonstration grant funded programs.
- ◆ Identifying occupant protection needs and planning new programs.
- ◆ Fulfilling requests for occupant protection informational/ educational materials and maintaining the audio-visual library.

B. Wear-It Program, OP96-OP02

\$70,000

In FY1991, in cooperation with the Washington Association of Sheriffs and Police Chiefs (WASPC) and the Washington State Patrol (WSP), we implemented a statewide occupant protection enforcement, education and training program - WEAR-IT (Washington Enforcement and Restraint Inservice Training).

Through the WEAR-IT program, assistance is provided to local jurisdictions through training, coordination, technical assistance, materials and local mini grants. State and local law enforcement agencies conduct enhanced enforcement in conjunction with PI&E activities, and are provided with informational, educational and media materials.

C. Survivor Program, OP96-OP03

\$28,000

The WTSC and the Safety Restraint Coalition will publicly recognize crash survivors whose lives were saved or injuries reduced due to the use of occupant protection devices. The Survivor program provides persons who have first-hand experience with a car crash with opportunities to share their experience with others and encourage them to buckle up. The Survivor program includes persons who were saved from death or serious injury by having used approved motorcycle helmets.

The Saved by the Belt program will recognize survivors from high risk audiences and persons in rural areas. Opportunities are provided for survivors to influence the behavior of others by sharing their experiences. Law enforcement involvement will be encouraged.

D. OPLEAC, OP96-OP04

\$7,000

In FY1990 the Commission formed a statewide Occupant Protection Law Enforcement Advisory Committee (OPLEAC). This committee will continue to provide direction and assistance in developing and implementing traffic safety education and enforcement programs. The Commission's Occupant Protection enforcement programs initiated in FY1990 with federal 403 demonstration funds, expanded in FY1992/93 with Section 153 incentive funds, and continued to grown in FY1994/95 with 403 OP STEP funds. They have increased the law enforcement activity in all traffic safety programs.

E. Child Passenger Safety, OP96-OP05

\$90,000

Programs to assist in providing safe transportation on school buses for preschool age children were initiated during FY1994/95. Efforts will continue in FY1996 to ensure that optimal protection is provided for infants and toddlers on school buses.

"Better Safe Than Sorry." By using a 1-800 number, persons are able to call and report vehicles carrying unrestrained children. Registered owners of the vehicles are sent information about the importance of car seats and seat belts, their correct use, locations of car seat loan programs in their area, and information about current laws. Response to this program has been overwhelmingly favorable.

The Car Seat BOUNTY Program, to remove outdated and potentially unsafe seats from circulation, is continuing to expand through locally-sponsored and administered programs. The Buckle Up Helper Program encourages children to buckle up and to share the buckle up message with friends and family. Emphasis will be placed on correct use of child car seats and making seats available to those not able to afford them.

ACTIVITIES:

- ◆ Education and materials will be provided to law enforcement, health and safety advocates, early childhood educators, parents and children.
- ◆ Distribution of materials in Spanish and other languages at the state and local level.
- ◆ Continued work with Native American populations.
- ◆ Education of young children through the Buckle UP Helpers Club
- ◆ Continued enforcement-based education programs.
- ◆ Provision of the early childhood education "We Love You - Buckle Up" curriculum.

- ◆ Continued technical assistance, materials and support to child car seat loaner programs.
- ◆ Continue to provide assistance to law enforcement personnel through OPUE training.
- ◆ Conducting car seat observational surveys.
- ◆ Work with SPI and other pupil transportation personnel to ensure optimal protection for preschool age children on school buses.

F. Public Information/Education, OP96-OP06 \$55,000

Communication projects will increase the use of seatbelts and child safety restraints and educate parents about their correct use.

ACTIVITIES:

- ◆ Work with private and public groups at all levels to develop public outreach campaigns.
- ◆ Distribute brochures, posters and other materials.
- ◆ Produce the WTSC newsletter, Centerline.
- ◆ Sponsor an awards program to identify and support successful traffic safety efforts.
- ◆ Sponsor public relations events which coincide with major holiday campaigns.

OBJECTIVES:

- ◆ To increase seat belt and child car seat use in Washington to 83% by 1996.
- ◆ Provide networks with materials to increase usage of safety belts and child car seats.

G. Occupant Protection Support, OP96-OP07 \$80,000

Many passenger protection/occupant restraint advocates have been identified since the Commission began it's emphasis programs in occupant protection in 1980. All of these advocates will be provided with technical assistance in program development and implementation and a variety of program resources and materials.

ACTIVITIES:

- ◆ Provide recognition and visibility to those involved in a vehicle collision, saved from death or serious injury by occupant restraints.
- ◆ Support enforcement of restraint laws.
- ◆ Messages and materials will focus on cultural and ethnic diversity. Special emphasis will be placed on increasing usage rates for Native American and Hispanic populations.
- ◆ Provide organizations materials promoting the use of safety belts and child car seats.
- ◆ Coordinating state and local participation in national awareness campaigns
- ◆ Develop occupant protection materials designed to focus on youth.
- ◆ Provide mini-grants to law enforcement, education, health care, and community groups.

H. School Bus Safety, OP96-OP08 \$46,500

OSPI and school districts across the state are faced with questions regarding the best way to protect very young children riding in school buses. This project will fund an OSPI effort to assist local school districts in identifying needs and implementing procedures that will comply with current law and provide a safe riding environment. It will be coordinated with companion projects FTE96-TE07 and FTE96-TE08.

Problem Solution Plans

Evaluation

Evaluation of the occupant protection portion of the Highway Safety Plan will be based on the increased use of seat belts and child car seats and the reduction in fatalities and serious disabling injuries. Use will be determined by seat belt observation surveys, child car seat observation surveys, and local jurisdiction "100-car" surveys. Usage trends will continue to be tracked using data collected from investigated crashes. Many of the activities in the occupant protection Problem Solution Plan will be evaluated administratively. The number of agencies, groups and organizations participating in the programs, receiving and distributing materials at the state and local level, participating in special emphasis periods, and the number of materials distributed through programs specifically targeting special ethnic groups, and youth will be tracked.

Traffic Records and Research, TR96

Problem Statement

Traffic records and research are the infrastructure for the field of traffic safety. The Traffic Records Data Center (TRDC) is a key component of Washington state's traffic records program and is central to the WTSC's philosophy that traffic safety problem identification, solution planning, and program evaluation must be based on factual, objective data and the unbiased, scientific analysis of the data.

The Washington State Patrol's Major Accident Investigation Team (MAIT) has identified an issue related to a reduction in the efficiency of vehicle braking, which may contribute to crashes. It has been noted in collision investigations that occasionally drivers will claim that their brakes failed, while a post-collision test of the brakes will show them to be operable. The source of these brake failures may be degradation of the brake fluid. This issue will be the focus of a research study. In addition, there is a lack of information concerning the causes of fatal collision involving heavy trucks. The Fatal Collision Research Team will investigate, reconstruct, and conduct causation analysis of heavy truck involved fatal crashes.

Problem Solution

During FY 1996, the WTSC will continue to provide TRDC information and data analysis services. The WTSC will also conduct research studies and program evaluations that examine priority areas in Washington's Highway Safety Plan as well as some traffic safety issues facing the Washington legislature. Planned research and program activities include the following:

A. Traffic Records Technical Coordination, TR96-TR01 **\$209,500**

Traffic records programs will be administered by a research investigator with assistance from a research analyst, a computer information specialist, and an advisory committee.

ACTIVITIES:

- ◆ Management of the traffic records and research program.
- ◆ Problem identification and evaluation of countermeasures funded by the WTSC.
- ◆ Maintenance and updating of traffic safety data.
- ◆ Assistance to program staff in developing traffic safety countermeasures.
- ◆ Conducting studies and surveys to identify future traffic safety program areas.
- ◆ Tracking local, state and national trends in highway safety.

B. Research and Evaluation, TR96-TR02 **\$40,000**

The WTSC strongly endorses the philosophy that traffic safety problem identification, solution planning, and program evaluation must be based on factual, objective data and the unbiased, scientific analysis of the data. The purpose of this project is to conduct research studies and program evaluations that examine priority areas in Washington's Highway Safety Plan as well as traffic safety public policy issues. Activities include conducting a seat belt and motorcycle helmet observation survey, a survey of child car seat usage, a survey of bicycle helmet use, a pedestrian crosswalk survey, the annual survey on public opinion about traffic safety issues,

Problem Solution Plans

completion of a study of the economic and health care costs and the injury outcomes of drunk driving collisions, and other studies to examine emergent traffic safety issues.

C. FCRT Heavy Truck Study, TR96-TR03 **\$25,000**

The WTSC's Fatal Collision Research Team (FCRT) is a multi-disciplinary team of crash reconstruction experts. In FY 1996 FCRT will investigate, reconstruct, and accomplish comprehensive causation analysis of heavy truck involved fatal crashes. The team will publish its conclusions in a formal report; recommendations will be made regarding crash reduction programs and enhanced levels of law enforcement training.

D. MAIT Brake Fluid Research, TR96-TR04 **\$15,000**

The Washington State Patrol's Major Accident Investigation Team (MAIT) has identified an issue related to a reduction in the efficiency of vehicle braking, which may contribute to crashes. The research will investigate the magnitude of the problem in Washington and make recommendations. In addition, protocols for police crash investigations will be developed and implemented. This project is currently ongoing, using resources from the WSDOT, WSP, WTSC, and U of W.

E. Traffic Records Data Center, TR96-TR05 **\$50,000**

The Traffic Records Data Center (TRDC) is a key component of our traffic records program and is central to traffic safety problem identification, solution planning, and program evaluation. TRDC data is maintained and available for analysis in FOXPRO database software. Hardware includes network file servers with approximately 6 gigabytes of hard disk storage. A traffic records information expert is available to assist users who request data from the TRDC. Databases currently available in the TRDC include statewide traffic accident data, BAC Datamaster, and DOL driver records.

Long-term goals of the TRDC include health and medical data such as EMS, emergency room treatment, outpatient treatment, long-term care and rehabilitation, and health care cost and reimbursement information for motor vehicle trauma victims.

This project will continue to provide TRDC information and data analysis services. In addition, an assessment of the system design will be conducted in order to plan for future evolution and development of the TRDC.

F. Non-Motorized Crash Database, TR96-TR06 **currently unfunded**

Bicycle and pedestrian related injuries that occur on public roadways represent a significant traffic safety problem area. However, many such injuries occur on non-roadway locations and are not reported and entered on the traffic collision database. The purpose of this project is to develop a database of all non-motorized vehicle collisions to provide for a wider statistical base to analyze, categorize, and reduce non-motorized transportation related collisions.

This project may be implemented for up to \$26,000 depending on the availability of funds.

G. DUI Intervention Program for Youth, TR96-TR07 currently unfunded

Potentially the greatest impact on reducing drinking and driving can be achieved through prevention of DUI rather than focusing on reducing recidivism among drivers already apprehended for DUI. Previous research has documented that drivers who accumulate numerous traffic offenses on their driving records are much more likely to be apprehended for an initial DUI than are drivers with clean records. The risk of receiving the initial DUI was 10 times greater for these "bad drivers". Additional studies have developed assessment tools to further identify additional risk factors associated with DUI. The purpose of this project is to implement an intervention program designed to reduce the risk of DUI among these drivers and to evaluate the effectiveness of the intervention.

This project may be implemented up to \$35,000 depending on the availability of funds.

Evaluation

This program will be evaluated administratively.

Traffic Engineering Services, FTE96, FSB96, FSM96

Problem Statement

Many cities and counties lack trained personnel to deal with traffic engineering issues. Many jurisdictions which do have personnel lack the resources to provide necessary training. There is a critical need at the local level for increased computer technology to maintain records, inventories and to assist in design projects.

Problem Solution

In FY1996, the Washington Traffic Safety Commission will continue to provide assistance to jurisdictions in solving various engineering issues. Computer applications, ongoing communication between traffic law enforcement and traffic engineering personnel, resolving hazardous conditions for pedestrians in school zones and assisting local engineers through scholarships for training will be activities undertaken in the Traffic Engineering portion of the Highway Safety Plan.

A. Traffic Engineering Safety Coordination, FTE96-TE01 \$34,000

A WTSC staff Program Manager will spend one quarter of his time managing and coordinating traffic engineering projects in FY1996.

B. School Zone Bus Safety, FSB96-TE02, FTE96-TE08 \$38,648

These two projects in the Superintendent of Public Instruction's office will assist school districts in identifying hazardous pedestrian locations and school bus loading zones and prioritize the designing of solutions to those hazardous conditions, leading to improved school bus/pedestrian safety. These projects will compliment FTE96-TE07 and OP96-OP07.

C. GIS Technology for SMS, FSM96-TE03 \$20,500

One of the critical data elements in a traffic record system is the accuracy of location coding. Location data is essential for analysis to identify correlations between highway characteristics and traffic collisions. The usefulness of the safety management system (SMS) will depend on compatibility between these two data systems. Many roadway inventory databases are currently using Geographic Information System (GIS) technology while collision databases still rely upon reference systems based on mile-posts and intersections.

The Yakima County Council of Governments has developed computer software that converts existing collision location reference data into a GIS compatible format. A demonstration project to conduct GIS-based analyses of collision data and roadway data will be implemented.

D. Engineering Services, FTE96-TE04 **\$90,000**

Through funding to the State Department of Transportation, support for traffic engineering services to local agencies without trained personnel will be continued. A registered professional engineer will provide traffic engineering and microcomputer program application assistance to local jurisdictions. The engineer will adhere to existing procedural guidelines in working with local municipalities and counties. Traffic engineering and microcomputer program application expertise will be provided and the following services will be performed:

- ◆ Provide traffic safety engineering assistance to local agencies not having trained personnel to develop systems for safe and efficient traffic flow.
- ◆ Identify traffic control and warning devices not in conformance with the Manual on Uniform Control Devices.
- ◆ Assist in the development of agency sign inventories.

E. Traffic Safety Scholarships, FTE96-TE05 **\$10,000**

In cooperation with the Association of Washington Cities, the Washington Association of Counties and the County Road Administration Board, the Washington Traffic Safety Commission will provide local engineers with scholarships for traffic safety related professional training.

F. Law Enforcement/Engineering Conference, FTE96-TE06 **\$5,000**

Lines of communication between personnel in these two key areas of traffic safety are difficult to establish and maintain. The purpose of this conference is to provide a forum for communication and the presentation of new information.

G. School Walking Condition, FTE96-TE07 **\$33,000**

WSDOT will assist local agencies and school districts to identify and prioritize improvements to hazardous walking conditions near elementary and middle schools. This project will compliment FSB96-TE02 and FTE96-TE08.

H. FHWA - Corridor Safety, FTE96-TE09 **\$78,500**

(See CP96-CP05 for complete description of corridor project.)

I. Pedestrian Facilities Design Course, FTE96-TE10 **\$15,000**

The Department of Transportation will provide four pedestrian facility design courses statewide. Dan Burden, from Florida will be brought in to instruct the courses.

Evaluation

The Traffic Engineering PSP will be evaluated administratively.

Police Traffic Services, PT96

Problem Statement

Although crash trends in Washington State show a decline in the total number of deaths and injuries, there remains an over-representation of crashes involving impaired drivers, excessive speed and crashes involving serious injury or death due to safety restraints not being used.

Problem Solution

The Washington Traffic Safety Commission, through its grant process, provides materials, equipment, and specialized training to law enforcement statewide. Collision investigation training will increase the quality and quantity of information available for developing countermeasures. Low cost, high technology equipment, preliminary breath testing instruments and standardized field sobriety testing procedures will be provided to law enforcement, allowing for increased enforcement and crash investigation capability.

In addition, there have been high crash highway corridors identified in Washington, and resources have been allocated to law enforcement efforts through a multi-disciplinary effort on a local basis. Safety restraints, especially child safety seat issues, and low use areas are a Commission priority. Specialized police training will be provided in occupant protection. Finally, the Traffic Safety Commission will assist the Criminal Justice Training Commission in training police officers in the use of radar.

A. Police Traffic Services Coordination, PT96-PT01 \$104,000

Various WTSC Program Managers will manage and coordinate Police Traffic Services projects at the state and local levels.

B. Collision Investigation Training, PT96-PT03 \$5,000

The Traffic Safety Commission, dependent on accurate and thorough crash information, will continue to work in conjunction with the Criminal Justice Training Commission to develop and implement basic and advanced levels of collision investigation training for law enforcement officers in Washington. To date more than 700 police officers have been trained and the quality and quantity of information has increased markedly. The goal of the program is to deliver collision investigation training in-house in regional areas of the state. The project reimburses travel expenses of instructors who teach the courses.

C. Radar Training - CJTC, PT96-PT04 \$12,000

The Washington State Criminal Justice Training Commission (CJTC) is responsible for the training of law enforcement officers statewide. One component of the traffic enforcement training is the use of radar for speed enforcement. This WTSC project will fund the Training Commission for one year to offer a new police radar training course to local law enforcement agencies across the state.

D. Local Police Support, PT96-PT05**\$50,000**

There are more than 275 police agencies in Washington, the majority of which employ less than 10 officers. Many of these organizations are unable to supply officers with equipment or training which will enhance traffic safety efforts at a local level. Given the importance of these enforcement efforts, it is essential support be provided. The emphasis of this project will be pilot testing low cost high technology equipment in the field, and providing associated training. Mini-grants will be developed for local law enforcement, with a focus towards targeting as much of the state, on a regional basis, as possible.

Evaluation

Evaluation of these programs will be more than administrative in nature. Although it is necessary to track the number of courses and students attending, as well as the type of equipment provided, it is equally important to evaluate the success or failure of the individual programs. The effectiveness of specific training may be measured in terms of examining methodologies and reporting processes and skills before the training, then again afterwards. The quality and quantity of information documented, as well as the law enforcement emphasis towards an issue may be reported. In addition, with new equipment provided, its success in accomplishing specific goals must be assessed. Within the research projects, the quality and quantity of new or useful information as measured against the development of new projects or programs will be reported.

Community Traffic Safety Programs, CP96

A primary role of the Washington Traffic Safety Commission is to serve as a coordinating agency for Washington's highway safety programs. This is accomplished in a number of ways. The quarterly meetings of the Commissioners as well as the periodic meetings of the Technical Advisory Committee facilitates communication and cooperative efforts between the various State and local agencies which are responsible for traffic safety. The Commissioners and members of the TAC are also key in ensuring that the overall mission of the WTSC addresses those safety issues which are most significant and which maximize benefits to local jurisdictions. Input from individuals and organizations not directly represented by Commissioners and TAC members, but identified as having a role in traffic safety, was also solicited for incorporation into this HSP. The projects outlined in this section focus appropriately on local safety issues.

Problem Solution

The WTSC will provide support and coordination for community-based traffic safety agencies, intergovernmental coalitions, organizations, individuals and volunteer groups. The Commission will provide financial support, direct service delivery and technical assistance to a number of groups and organizations, including those promoting the use of seat belts, bicycle helmets, child car seats as well as those groups engaged in corridor safety programs or reducing impaired driving.

A. Community Programs Coordination, CP96-CP01 \$182,500

Four WTSC Program Managers and the Public Information Officer will manage and coordinate various programs to support local efforts to improve community traffic safety.

B. Constituency Building, CP96-CP02 \$40,000

Implementation of programs on the state and local levels requires extensive coordination, training and education. Many traffic safety issues overlap and affect one another. It is essential that the Traffic Safety Commission encourage community volunteers and local contacts to market highway safety issues outside of the traditional networks. We will support community traffic safety issues and programs by providing education and training, consultation and coordination, traffic safety materials and technical assistance.

Specific emphasis will be placed on working with Native American support and advocacy groups to promote the passage of occupant protection laws on the reservations located in Washington State. A Native American Occupant Protection/Traffic Safety Conference will be held during FY1996.

C. WA ST Assn. of Traffic Safety Representatives, CP96-CP03 \$5,000

Each county in Washington, and each city with a population greater than 5000 has a traffic safety representative; these representatives formed an association in 1980, establishing a statewide network of professionals who shared and exchanged ideas and programs targeting traffic safety. An annual conference will strengthen the network through training and

management seminars. This project reimburses travel expenses of the association executive board and provides scholarships for conference attendees.

D. Advanced Life Support & Paramedic Training, CP96-CP04 \$5,000

The East Region EMS & Trauma Care Council will develop a program of training and operations for Advanced Life Support and Paramedics.

E. Corridor Safety Program, CP96-CP05 \$242,500

Washington is experiencing increasing pressure of traffic volume and crashes on arterial roadways. Construction of new roadways to counter the problem is not feasible. The Corridor Safety Program provides a comprehensive approach to problem roadways through a multi-faceted action plan to encourage changes in driving behavior as well as improving the driving environment. Many of these corridors are free access roadways with operating speeds of 40 miles per hour or greater, high traffic volume, and adjacent strip development. Since a majority of these problem corridors cannot be replaced by freeways because of major financial, environmental and social impacts, a multi-disciplinary effort involving highway and traffic engineering, enforcement, educational efforts to increase public awareness, emergency medical services and citizen activists is seen as a more realistic and cost-effective approach.

In January of 1992, two sections of roadway within Washington were designated as "Corridor Safety Projects". Those two roadways, a 13 mile portion of SR290 in Spokane County and a 22 mile portion of SR9 in Snohomish County, were made the focus of a multi-agency traffic safety effort involving engineering, emergency medical services, public awareness and enforcement. Results from those first two completed corridor projects in Washington State are impressive.

Four additional corridor projects have been completed, but final results are not yet available and additional projects are being developed.

OBJECTIVES:

- ◆ Focus existing resources on selected high-crash arterials to improve safety.
- ◆ Provide a comprehensive multi-disciplinary approach to solving safety problems.
- ◆ Provide a mechanism for better communication and cooperation, combining engineering, enforcement, education and emergency medical services.

ACTIVITIES:

- ◆ Coordinate and support the work of local Steering Committees for all corridor project
- ◆ Provide resources for public awareness activities and materials in corridor areas
- ◆ Provide funding for various strategies proposed by the local steering committee, such as enforcement, training and equipment.

Evaluation

The Corridor Projects will be evaluated by measuring improvements in fatalities, injuries, total crashes, alcohol-related crashes and seat belt usage. Other projects will be evaluated administratively.

Pedestrian/Bicycle Programs, PS96

Problem Statement

Over 13% of all traffic fatalities during 1994 were pedestrians. Children and senior citizens are the groups at greatest risk. Alcohol involvement, either for the driver or the pedestrian, was reported in nearly one-half of the traffic crashes that resulted in pedestrian fatalities. To combat the problem of pedestrian involved crashes, WTSC has supported the development of community-based pedestrian safety programs.

Bicycle traffic is also expected to significantly increase in the future. Like motorcyclists, bicyclists are not surrounded by a vehicle to help protect them in a crash. Many bicyclists are not wearing helmets, so they are lacking in head protection. Only about 2% of all traffic deaths involve bicyclists, but many of those injured or killed are children. In 1993, 38% of all bicyclist deaths nationwide were riders age 15 or younger. The WTSC is working to provide better education, enforcement and engineering services related to this mode of transportation.

Problem Solution

The WTSC will continue to implement the strategies outlined in the Washington Pedestrian Safety Strategic Plan to combat pedestrian injuries and fatalities. Educational/informational materials will be furnished to local pedestrian safety groups. WTSC will work in cooperation with the Department of Transportation, Department of Health, state and local law enforcement agencies, and local advocacy groups to determine specific bicycle traffic safety problems and to develop countermeasures.

A. Pedestrian/Bicycle Safety Program Coordination, PS96-PS01 \$80,000

The WTSC staff Pedestrian/Pedalcycle Program Manager, assisted by the agency Public Information Officer, will manage and coordinate the various bicycle and pedestrian safety projects.

B. Washington Trauma Society, PS96-PS02 \$30,000

Many requests are received to provide support to communities for bicycle helmets for low income youth. Rather than fund many different projects, one project has been created and the grantee will work with local community task forces, regional EMS Councils, and bicycle advocacy groups to distribute bicycle helmets throughout the state.

C. Pedestrian and Bicycle Safety Conference, PS96-03 \$5,000

The Department of Transportation will sponsor an annual Pedestrian and Bicycle Safety Conference. The conference will bring together advocates for pedestrian and bicycle safety. Nationally recognized speakers will be brought in to speak on various topics.

D. Ped Bee - Spokane County Health, PS96-PS04 \$4,200

Spokane County Health has developed a pedestrian safety program using the PED BEE as the focal point of the program. This program goes into the schools to present pedestrian safety

awareness. During 1994, the PED BEE program was presented to nearly 30,000 people in Spokane County.

E. Pedestrian and Bicycle Mini-Grants, PS96-PS05 **\$30,000**

This mini-grant process is designed to help local agencies and groups with low cost pedestrian and bicycle safety projects. The program has been developed to get the reimbursement support funds to the locals as quickly as possible with a minimum of red tape.

F. Wildfeet, PS96-PS06 **\$2,000**

This will allow continuation of the Wildfeet pedestrian safety program in Yakima County.

Evaluation

Evaluation of the Pedestrian/Bicycle programs will be done administratively. The number and types of personnel receiving training, the number of public and private agencies, organizations and individuals participating in pedestrian/bicycle safety programs, the number of educational/informational materials distributed and the number of audiences reached.

Planning/Administration PA96, FPA96

P&A Coordination, PA96-PA01, FPA96-PA02

\$222,000

Problem Statement:

The HSP provides for the planning and administration necessary to allocate traffic safety resources in an orderly manner and to focus the program efforts of the staff. The Washington Traffic Safety Commission will administer the HSP in accordance with state and federal guidelines by providing necessary program and project planning, management, monitoring and evaluation.

The Commission will continue to serve as the primary agency responsible for insuring the traffic safety concerns for Washington State are identified and addressed through the development and implementation of appropriate countermeasures.

Problem Solution:

The WTSC will administer the statewide traffic safety program, including:

- ◆ Provide staff salaries, travel funds, space, equipment, materials and fiscal support.
- ◆ Provide reports, surveys and research materials.
- ◆ Monitor, evaluate and report Highway Safety Plan and other program activity.
- ◆ Coordinate with other agencies to develop, submit or support good traffic safety legislation.
- ◆ Provide fiscal management for traffic safety programs.
- ◆ Implement the current HSP and develop future plans.
- ◆ Coordinate state plans with other federal, state and local agencies.

Evaluation:

The 1996 Planning and Administration effort will be evaluated administratively. Budgets and goals established in the HSP will be reviewed to see if they have been met by WTSC management.

Washington Traffic Safety Organizations

Washington Traffic Safety Commission

Chair
The Honorable Mike Lowry
 Governor, State of Washington

Judith A. Billings
 Superintendent of Public Instruction

Judge Larry M. Moller
 Skagit County District Court
 Judiciary Representative

Sid Morrison, Secretary
 Department of Transportation

Annette M. Sandberg, Chief
 Washington State Patrol

Bruce Miyahara, Secretary
 Department of Health

Kathy Baros Friedt, Director
 Department of Licensing

Bettie Ingham, County Commissioner
 Washington State Association of Counties

Robert Dixon, City Councilman
 City of Woodinville
 Association of Washington Cities

Jean Soliz, Secretary
 Department of Social & Health Svcs.

John Moffat, Director
 Washington Traffic Safety Commission
 Governor's Highway Safety Representative

Technical Advisory Committee

Chair
Don Carnahan, Supervisor
 Pupil Transportation Program
 Ofc. of Superintendent of Public Instruction

Major John Egan, Traffic Commander
 Bellevue Police Department
 Association of Washington Cities

Bill Fosbre, Court Services Specialist
 Judicial Services and Activities
 Office of Administrator for the Courts

Wes Hamilton, Training Director
 Division of Alcohol and Substance Abuse
 Department of Social and Health Services

Lieutenant Steve Englehorn
 Safety Education Officer
 Washington State Patrol

Elaine Hagseth, Liaison
 Courts & Law Enforcement
 Driver Services
 Department of Licensing

David Peach
 State Traffic Engineer
 Department of Transportation

Ross E. Kelley
 Spokane County Engineer's Office
 Washington State Association of Counties

Janet Griffith
 EMS and Trauma Systems, DOH

Sandra Kellim/Patty Layton
 Thurston Co. Safe & Sober Driving Program

Dennis Ingham
 Local Programs, WSDOT

Marvin Cox
 WA ST Assn. of Traffic Safety Reps.

Interagency Advisory Committee on Alcohol/Traffic Safety

Doug Allen
Div. of Alcohol & Substance Abuse
Dept. of Social & Health Svc.

Chris Bacha
Assistant City Attorney
City of Tacoma

Dr. Gary Bloomfield
Office of Sup't of Public Instruction

Drew Henke
Pierce County Prosecutor's Office

Captain Larry Johnson
Seattle Police Department

Larry Dzieza
Office of Financial Management

Bill Fosbre
Judicial Services & Activities
Office of Administrator for the Courts

Elaine Hagseth
Driver Services
Department of Licensing

Wes Hamilton
Division of Alcohol & Substance Abuse
Dept. of Social & Health Svc.

Richard M. Higa
Misdemeanor Corrections Assoc.

Jeff Doyle
Legislative Transportation Committee

Jennifer McDougall
Liquor Control Board

Sheriff Robert McBride
Kittitas County Sheriff's Department

Sheriff Gene Strong
Wahkiakum Co. Sheriff's Office

Conrad Thompson
Everett Dist. Court Probation

Paula K. Myers
Chemical Dependency Professionals

Dick Nuse
Washington Traffic Safety Commission

Judge W. Dan Phillips
Kitsap District Court

Lt. Steve Englehorn
Washington State Patrol

Les Pope
Bremerton/Kitsap DWI Task Force

Darrell Russell
WA Assn of Prosecuting Attorneys

Sue Dillingham
Jefferson County District Court

Ilene Silver
Dept. of Health/Injury Prevention

Jay Lawley
WA Trucking Assn.

Mike Morris
F&M Transfer Co.

Sandra Pedigo-Marshall
Dept. of Transportation

Rex Prout
Liquor Control Board

Carol Strong
OSPI

Kathy Williams
DOH/EMS & Trauma Systems

Traffic Records Committee

Phil Salzberg
Washington Traffic Safety Commission

Brian Limotti
Transportation Data Office
Department of Transportation

Gary Farnsworth
Traffic Office
Department of Transportation

Gene Bal
Records Section
Washington State Patrol

Bill Haro, Traffic Engineering
Assn. of Washington Cities

Ross E. Kelley
Project Management
Spokane Co. Engineer's Office

Ed Strozyk, Information Services
Ofc. of Sup't of Public Instruction

Bill Fosbre, Court Services
Ofc. of Administrator for the Courts

Tom McBride
WA State Assn. of Prosecuting Attorneys

Michael D. Baldwin
NHTSA, Region X

Ed Lagergren
Traffic Office
Department of Transportation

Bertie Esborg
Driver Responsibility Division
Department of Licensing

John McEachron
County Road Administration Board

Tim Schellberg
WA Assn of Sheriffs & Police Chiefs

Debra Cole
Computer Services
Washington State Patrol

Ralph Wessels
Transportation Data Office.
Dept. of Transportation

Dennis Eckhart
Federal Hiway Administration

Jeff Doyle
Legislative Transportation Committee

Dave Witcher
County Road Administration Board

Jim Ellison
Pierce Co. Public Works

Don Fernandes
EMS/Trauma
Department of Health

Community DWI Task Forces

Clallam County

Jim Borte
 Clallam County DWI Task Force
 Clallam County Sheriff's Department
 Port Angeles

Clark County

Pat Vichas
 Clark County DWI Task Force
 Clark County Human Resources
 Vancouver

Grays Harbor County

Tana Craig
 Grays Harbor Safe & Sober Driving TF
 Grays Harbor County Social Svcs. Dept
 Aberdeen

Kitsap County

Les Pope
 Bremerton/Kitsap County Traffic Safety TF
 Bremerton Police Dept.
 Bremerton

King County/City of Kent

Nancy Matthews/Lorna Rufener
 Kent Drinking Driver Task Force
 Kent Police Department
 Kent

Lewis County

Don Younghans/Sue Burnett
 Lewis Co DWI/Traffic Safety Task Force
 Lewis County Public Works
 Chehalis

Mason County

Julianna Miljour
 Mason County DWI/Traffic Safety
 Mason County Drug Abuse Prevention
 Shelton

Okanogan County

vacant
 Okanogan Co DWI/Traffic Safety Awareness
 Okanogan County
 Okanogan

Pierce County

Sheri Badger
 Pierce County TF on Alcohol/Driving
 Tacoma

Skagit County

Don McKeehen
 Skagit County DWI/Safety Belt Task Force
 Skagit County Dept. of Public Works
 Mount Vernon

Snohomish County

Tracey McMillan
 Snohomish County DWI Task Force
 Snohomish County Human Services Dept
 Everett

Spokane County

Peggy Hodges
 CARTA for Sober & Safe Driving
 Spokane County Engineer's Office
 Spokane

Thurston County

Sandra Kellim/Patty Layton
 Regional Task Force on Safe & Sober Drvng
 Olympia City Hall
 Olympia

Walla Walla County

Peggy Needham
 Traffic Safety/DWI Task Force
 Walla Walla Human Services
 Walla Walla

Yakima County

Mike Urakawa
 Yakima Valley Traffic Safety Coordination
 Yakima Valley Conference of Governments
 Yakima

Milestones in Washington Traffic Safety

- 1963** Driver Education Act.
- 1967:** Creation of Washington Traffic Safety Commission.
Mandatory motorcycle helmet law.
Minimum driver's license age raised from 16 to 18 (16 with driver education).
- 1968:** Implied consent law.
- 1971:** Habitual traffic offender law.
- 1973:** Speed limit reduced to 55 mph.
- 1975:** Negligent homicide statute.
Deferred prosecution statute.
- 1977:** Motorcycle helmet law repealed.
- 1979:** DUI law modified to make .10% BAC illegal per se.
Mandatory day in jail for first DUI offense.
- 1982:** Alcohol assessment and education/treatment required for DUI.
- 1983:** Vehicular homicide and assault statute.
Open container law for alcoholic beverages.
Mandatory child restraint law (children up to age 1).
- 1985:** Deferred prosecution procedures made more stringent.
- 1986:** Mandatory seat belt law.
- 1987:** Speed limit increased to 65 mph (60 mph for trucks) on rural interstates.
Motorcycle Helmets required for persons under 18 years of age.
Children under 5 years of age prohibited from riding on motorcycles.
- 1988:** Vehicle registration cancellation for driving with a suspended drivers license.
- 1989:** DUI youth (under 19) lose license for 90 days or until age 19 (the longer).
- 1990:** Mandatory insurance required.
Mandatory motorcycle helmet law for all ages.
- 1991:** Mandatory installation of crossing arms on school buses.
- 1992:** DUI victim panels authorized as a sentencing option.
- 1993:** Age requirement for child safety seat raised from 1 to 2 years.
Most protective pedestrian crosswalk law in nation.
Vehicle confiscation for second DUI conviction.
- 1994** Omnibus Drunk Driving Act of 1994 - stiffer penalties for higher BAC/repeat offenses and zero tolerance (.02% BAC) for drivers under age 21.
Child safety seats required for children up to age 3.
Primary seatbelt enforcement for children up to age 10.
- 1995** Law enforcement authorized to take blood sample from suspected DUI driver.

Other Sources of Funds Available to WTSC

This HSP is intended to program only those Federal Section 402 Highway Safety Funds provided to Washington State under Title 23 of the U.S. Code. Although 402 funds compromise most of the WTSC operating budget, we also receive significant operating funds from other sources. In state and federal fiscal years 1996, we expect the following:

1. Community DUI Task Forces State Transportation Fund = \$450,000
This is one half of the state funds appropriated for the 95-97 biennium to support community DUI and traffic safety task forces. These funds are intended to be used primarily to assist communities in paying salaries and benefits for task force coordinators to insure effective local programs continue. 100% of these funds must be given to local jurisdictions and the local communities must pay for at least one half of the program themselves.
2. Drugged Driving Program State Transportation Fund = \$100,000
This is one half of the state funds appropriated for the 95-97 biennium for drugged driving programs. Washington State has not been successful in identifying and prosecuting those driving under the influence of drugs. The State legislature has provided these funds to raise the public awareness of this serious problem and develop a long range plan to address the issue. The WTSC will bring together representatives of law enforcement, prosecutors, the courts, the state toxicologist and others to examine drugged driving in our state and formulate a plan to deal with the problem.
3. State Hard Match for P&A State Highway Safety Fund = \$214,000
This is one half of the state funds appropriated for the 95-97 biennium as required hard match for WTSC P&A costs.
4. Corridor Safety Program Funding from WSDOT = \$53,000
Provided to WTSC by WSDOT through interagency agreement to supplement WTSC Corridor Safety efforts. These funds can be used for projects typically funded with WTSC section 402 funds. WSDOT will also continue to fund DOT type corridor efforts with separate WSDOT funds as they have in the past.
5. FARS NHTSA Contract = \$80,000
Annual contract from NHTSA to pay for state participation in federal FARS program.
6. Three Flags Program NHTSA section 403 = \$175,000
This grant request, not yet approved by NHTSA, would fund the Three Flags occupant protection project from 7/1/95 to 12/31/95.

Total WTSC funds in addition to 402 funds = \$1,072,000

Agreement Provisions

Responsibility For Work: The State, through its Governor, will implement the attached annual portion of the attached Plan and will perform, or by formal agreement with appropriate officials of a political subdivision or State agency, cause to be performed under its supervision the work covered by such Plan in accordance with the detailed plans and specifications annexed thereto and made a part hereof by reference.

Energy Conservation: The efficient use of energy and other conservation of energy resources have been considered in planning the State Highway Safety Program.

Maintenance: Facilities and equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State, or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such facilities and equipment to be used and kept in operation for highway safety purposes. Costs incurred under the terms of this agreement for necessary maintenance, repair, or upkeep of the facilities and equipment which neither add to the permanent value of the facility or equipment nor appreciably prolong its intended life, shall be eligible for reimbursement of the Federal share payable. Provided, however, that costs incurred under this agreement for necessary maintenance, repair, or upkeep of regulatory and warning signs on non-Federal-Aid highways and field reference markers designed specifically to meet highway safety program area requirements shall not be eligible for reimbursement of the Federal share payable. Where facilities or equipment acquired in connection with a task subject to this agreement are not used and kept in operation for highway safety purposes, the Secretary shall withhold further reimbursement under 23 U.S.C. 116(c). It is understood that the sanctions prescribed in 23 U.S.C. 116(c) shall apply separately to each program area covered by the agreement. When a task is subject to an agreement between the State and a political subdivision, or a State agency, the sanction shall apply only to such political subdivision or State agency.

Nondiscrimination Provision: The Civil Rights Assurances submitted by the State, and entitled "Civil Rights Assurances with Regard to the State's Highway Safety Program," are incorporated herein by reference.

Audit Responsibility Provision: The State Highway Safety Agency (SHSA) is responsible for ensuring that its audits and those of sub-recipients are performed on an organization-wide basis, except where it would be more economical to conduct individual project audits or forego a formal audit. (NHTSA Policy Memo 3-29-83.)

Certifications and Assurances

In accordance with 49 CFR 18.11(c), I hereby certify that the State complies with all applicable Federal statutes and regulations, and give assurances that:

- ◆ The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program under 23 U.S.C. 402(b) (1) (A);
- ◆ The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines of the Secretary of Transportation promulgated under 23 U.S.C. 402(b) (1) (B);
- ◆ At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs authorized in accordance with 23 U.S.C. 402(b) (1) (B), unless this requirement is waived by the Secretary of Transportation;
- ◆ This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks to comply with 23 U.S.C. 402(b) (2) (D);
- ◆ This State's highway safety program provides for programs to encourage the use of safety belts by drivers of, and passengers in, motor vehicles to comply with 23 U.S.C. 402(b) (1) (E);
- ◆ Cash draw-downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.21; (failure to adhere to these provisions may result in the termination of advance financing).
- ◆ Arrangements have been made for the financial and compliance audit required by the Single Audit Act of 1984, which is to be conducted within the prescribed audit reporting cycle (failure to furnish an acceptable audit, as determined by the cognizant Federal agency, may result in denial or require return of Federal funds).
- ◆ The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).
- ◆ Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such facilities and equipment to be used and kept in operation for highway safety purposes.

- ◆ Each recipient of Section 402 funds has a financial management system that complies with the minimum requirements of 49 CFR Part 18.
- ◆ Each recipient of section 402 funds will comply with all applicable State procurement procedures.
- ◆ The State is funding programs that are within the NHTSA/FHWA National Priority program areas.
- ◆ The State highway safety agency will comply with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, as amended, as implemented by 49 CFR Parts 21 and 27, to ensure that no person in the United States shall, on the grounds of race, color, national origin, or handicap, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under this program;

The Drug-free Workplace Act of 1988 (49 CFR Part 29 Subpart F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph a).
- d) Notifying the employee in the statement required by paragraph a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted --
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

Buy America Act (23 U.S.C. 101 Note and 41 U.S.C. 10a)

The State will comply with the provisions of the Buy America Act. The DOT reference to the Buy America Act (23 U.S.C. 101 Note) which contains the following requirements:

Only steel, iron and manufactured items produced in the United States may be purchased with Federal funds unless the State can show that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and are of an unsatisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

Certification Regarding Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Certification Regarding Debarment and Suspension

In accordance with the provision of 49 CFR Part 29, the State agrees that it shall not knowingly enter into any agreement under its Highway Safety Plan with a person or entity that is barred, suspended, declared ineligible, or voluntarily excluded from participation in the Section 402 program, unless otherwise authorized by NHTSA. The State further agrees that

it will include the following clause and accompanying instructions, without modification, in all lower tier covered transactions, as provided by 49 CFR Part 29, and in all solicitations for lower tier covered transactions.

Instructions for Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Non-procurement List.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

Appendix

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

Minority Business Enterprise Requirements

In accordance with the provisions of 49 CFR Part 23, the State agrees to abide by the following statements, and shall ensure that these statements are included in all subsequent agreements and/or contracts assisted by Section 402 funds:

It is the policy of the Department of Transportation that minority business enterprises, as defined in 49 CFR Part 23, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this agreement. Consequently, the MBE requirements of 49 CFR Part 23 apply to this agreement.

The recipient or its contractor agrees to ensure that minority business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. In this regard, all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that minority business enterprises have the maximum opportunity to compete for and perform contracts. Recipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the performance of DOT-assisted contracts.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year FY 1996 Highway Safety Plan and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with 42 U.S.C. 4321.



Governor's Representative for Highway Safety
John Moffat

7/31/95

Date

**Problem Solution Plan:
Impaired Driving**

HS-57-01 PSP no: AL96
State: Washington Page: 1 of 2

Descriptive Titles

AL01 Technical Coordination
AL02 Impaired Driving Program Support
AL03 Probation Services
AL04 Community Task Force Support
AL05 Law Enforcement Court Scheduling
AL06 WAPA DUI Improvement
AL07 DOL/DUI System Improvement
AL08 Youth Programs
AL09 PBTs for MCA/Probation Departments
AL10 Alcohol Public Info/Education
AL11 Drugged Drivers

Subgrantees

WTSC
WTSC/Local
MCA/Courts
Local
Local Courts
WAPA
DOL
WTSC/Local
MCA
WTSC/Local
WTSC

Input

AL01 1.75 FTE employees, salaries, benefits, equipment, travel, contractual services, goods and services, agency operating expense.
AL02 Law and Justice Committee, IAC, travel, contractual, equipment, goods and services.
AL03 Travel, training, goods and services, equipment, computers, software.
AL04 Goods & services., travel, presentation to community groups.
AL05 Travel, goods and services, meetings, equipment, salaries & benefits.
AL06 Goods and services, contractual services, travel, printing, video production, salary & benefits.
AL07 Goods and services, contractual services, travel, printing, video production, salary & benefits.
AL08 Travel, training, printing, mailing, conferences, meetings, program manager support.
AL09 Goods & services, equipment.
AL10 Training, travel, goods & services, printing, video production.
AL11 Goods & services, equipment, travel, training, printing, contractual services.

Output

AL01 Development and management of Washington's impaired driving program. Technical assistance and coordination of statewide and local impaired driving programs.
AL02 Alcohol Traffic Safety Conference, training, legislative support, public education.
AL03 Improved probation services to monitor DUI offenders.
AL04 Consultation, coordination, and assistance in building coalitions and partnerships between public and private sectors. Assistance for local community DWI Task Forces.
AL05 Improve court scheduling of law enforcement personnel for DUI cases.
AL06 Prevention training, publish DUI guide for prosecutors, expand alternate jail facilities.
AL07 Materials, training on DUI law.
AL08 Materials, training, skill development, youth involvement, networks.
AL09 Improve monitoring of DUI offenders.
AL10 Coalition building, PSA's, brochures, posters, media events, awards.
AL11 Increased awareness and plan to reduce drugged driving.

Appendix

Target Population Served/Total

- AL01 State, local and non-profit organizations. State agencies, local jurisdictions, legislature, T.S. networks and constituency groups.
- AL02 State, local and non-profit organizations. State agencies, local jurisdictions, legislature, T.S. networks and constituency groups.
- AL03 Courts, probation departments, DUI offenders..
- AL04 Local advocacy and constituency groups, traffic safety professionals and volunteers.
- AL05 Law enforcement, courts, DUI offenders.
- AL06 Local prosecutors, statewide.
- AL07 State and local criminal justice system.
- AL08 High school, middle school, college students, youth.
- AL09 Probation departments, DUI offenders.
- AL10 General public, news media, high risk driver populations.
- AL11 Drugged drivers, police, courts, legislature.

Project Identification	1 Prior year 402	2 Current yr 402	3 State share	4 Local share	1-4 Total	402 to local
AL01		142,500	100,000		242,500	85,500
AL02		95,000			95,000	44,000
AL03	25,000				25,000	25,000
AL04		10,000			10,000	10,000
AL05	3,000	21,000			24,000	24,000
AL06		40,000			40,000	40,000
AL07		25,000			25,000	7,000
AL08	50,000	45,000			95,000	95,000
AL09		5,000			5,000	5,000
AL10		60,000			60,000	22,500
AL11		0			0	
Unanticipated Funding	141,000				141,000	81,000
Total	219,000	443,500	100,000		762,000	439,000

**Problem Solution Plan:
Youth Impaired Driving Program**

HS-57-02 PSP no: YA96
State: Washington Page: 1 of 1

Descriptive Titles

- YA01 Impaired driving support
- YA02 Sober Roadways evaluation
- YA03 Community DUI Task Force Youth Programs
- YA04 Impaired Driving Intervention

Subgrantees

- WTSC/Local
- DOH
- Local DUI Task Forces
- UW/WTSC

Input

- YA01 Goods & services, contractual services, SAFTYE, support, training, travel.
- YA02 Survey tools, epidemiologist consultation, contract services, travel, printing, mailing.
- YA03 Materials, goods and services, training, travel, equipment.
- YA04 Salaries, contract services, travel, printing, goods and services, equipment, mailing.

Output

- YA01 Assessment of DUI juvenile court system, education, training, new SAFTYE initiatives, PIE campaign.
- YA02 Evaluation of youth oriented Sober Roadways program.
- YA03 Assist Community DUI task Forces to reduce youth DUI.
- YA04 Evaluation of effectiveness of intervention techniques to reduce under age drinking and driving.

Target Population Served/Total

- YA01 Youth, DUI System.
- YA02 Youth, statewide, EMS community.
- YA03 Youth, statewide and local.
- YA04 Youth, Statewide.

Project Identification	1 Prior year 402	2 Current yr 402	3 State share	4 Local share	1-4 Total	402 to local
YA01	100,000	111,355			211,355	59,089
YA02		10,000			10,000	5,000
YA03		15,000			15,000	15,000
YA04		15,000			15,000	
Unanticipated Funding	25,000				25,000	
Total	125,000	151,355			276,355	79,089

Appendix

Problem Solution Plan: Occupant Protection

HS-57-03 PSP no: OP96
State: Washington Page: 1 of 2

Descriptive Titles

OP01 Technical Coordination
OP02 Wear-It Program
OP03 Survivor Program
OP04 OPLEAC
OP05 Child Passenger Safety
OP06 Public Information/Education
OP07 Occupant Protection Support
OP08 School Bus/Pupil Safety

Subgrantees

WTSC
Grant County
Local

Local
WTSC/Local
WTSC/Local
WTSC/Local

Input

OP01 1.25 FTE employees, salaries, benefits, equipment, travel, contractual services, goods & services & agency operating expenses.
OP02 Local police, travel, training, materials, salaries & benefits.
OP03 Contractual services, goods and services, travel.
OP04 Goods & services, travel.
OP05 Contractual services, travel and subsistence, training, goods and services.
OP06 Goods and services, travel - subsistence, contractual services, equipment.
OP07 Goods and services, travel - subsistence, equipment, contractual services.
OP08 Goods and services, travel, salaries and benefits, materials, equipment.

Output

OP01 Development and management of Washington Occupant Protection program. Technical assistance and coordination of statewide and local programs
OP02 Occupant protection & traffic safety training for law enforcement.
OP03 Saved by the Belt Program, materials, community awareness.
OP04 Support of Occupant Protection Law Enforcement Advisory Committee.
OP05 Development and management of Washington CPS program, including car seat bounty program and belt program. Technical assistance and coordination of statewide - local CPS programs.
OP06 Two OP awareness weeks, one CPS awareness week, year-wide OP awareness program, OP ed/info material, summer awareness program, newsletter, events and conferences
OP07 Occupant protection materials, programs, training, networks, workshops
OP08 Improved school bus, walkway and bus stop safety.

Target Population Served/Total

OP01 State, local and non-profit agencies/organizations, legislature, networks and contingency groups, state and local law enforcement agencies.
OP02 State and local law enforcement personnel.
OP03 Health and safety advocates, LE, local OP and CPS networks, general public
OP04 State and local law enforcement.
OP05 State, local and non-profit organizations, state agencies and local jurisdictions, health and safety advocate groups, legislature, CPS constituency groups, state and local LE agencies.
OP06 State and local agencies and organizations, legislature, news media, general public.
OP07 Community traffic safety programs, high risk populations, youth groups, health and safety advocates, public officials, LE, general public.
OP08 OSPI and local schools, youth.

Project Identification	1 Prior year 402	2 Current yr 402	3 State share	4 Local share	1-4 Total	402 to local
OP01		120,000			120,000	71,500
OP02	5,000	65,000			70,000	70,000
OP03	5,000	23,000			28,000	28,000
OP04		7,000			7,000	7,000
OP05		90,000			90,000	90,000
OP06		55,000			55,000	22,500
OP07		80,000			80,000	50,000
OP08	24,000	22,500			46,500	27,900
Unanticipated Funding	65,000				65,000	15,000
Total	99,000	462,500			561,500	381,900

Descriptive Titles

- TR01 Technical Coordination
- TR02 Research/Evaluation
- TR03 Fatal Team Truck Study
- TR04 MAIT Brake Fluid Research
- TR05 TRDC
- TR06 Non-motorized crash database
- TR07 Youth DUI Intervention

Subgrantees

- WTSC
- WTSC/other researchers
- WTSC/Local
- WTSC/UW/State Agencies
- WTSC/Local
- Spokane/local
- UW/WTSC

INPUT

- TR01 3.0 FTE employees, salaries, benefits, equipment, travel, contractual services, goods and services, agency operating expense.
- TR02 Managerial/technical support from WTSC research investigator, goods and services, equipment, travel, contractual services, survey coordinator.
- TR03 Contract services, travel, printing, materials, equipment.
- TR04 Salaries, benefits, U of W costs, equipment, travel, materials.
- TR05 Software, data processing & communications equipment, upgrade computers, goods & svcs, travel.
- TR06 Contractual services, equipment, salaries.
- TR07 Contract services, material, printing, mailing, salary.

OUTPUT

- TR01 Development and management of the WTSC traffic records program. Technical assistance and coordination.
- TR02 Studies, reports, surveys, analyses, program and policy recommendations.
- TR03 Conduct a study of causal and contributory factors in fatal crashes involving heavy trucks.
- TR04 Joint study with UW/WSDOT/WTSC/WSP on brake fluid failure in crashes.
- TR05 Enhancements of TRDC database design/programming, research and technical assistance to users and WTSC staff, data processing and data analysis services.
- TR06 Create a regional database of bicycle and pedestrian crashes to assist in problem identification.
- TR07 Evaluation of youth DUI intervention techniques.

TARGET POP SERVED/TOTAL

- TR01 Federal, state, local and non-profit organizations.
- TR02 National traffic safety research networks, local, state and federal government agencies, legislature, safety constituency groups and networks, university researchers, WTSC staff.
- TR03 Safety program, research, and constituency groups.
- TR04 State and local, vehicle fleets.
- TR05 Local, state, and federal government agencies, legislature, news media, general public, university researchers, WTSC staff.
- TR06 Local engineers and law enforcement agencies..
- TR07 Youth statewide.

Project Identification	1 Prior year 402	2 Current yr 402	3 State share	4 Local share	1-4 Total	402 to local
TR01		209,500			209,500	69,135
TR02		40,000			40,000	15,000
TR03		25,000			25,000	
TR04	15,000				15,000	
TR05		50,000			50,000	24,750
TR06		0			0	
TR07		0			0	
Unanticipated Funding	106,000				106,000	26,000
Total	121,000	324,000			445,500	134,885

**Problem Solution Plan:
Traffic Engineering Services**

HS-57-05 PSP no: FTE96
State: Washington Page: 1 of 2

Descriptive Titles

- TE01 Technical Coordination
- TE02 School Zone/School Bus Safety
- TE03 GIS Technology for SMS
- TE04 Engineering Services
- TE05 Traffic Safety Scholarships
- TE06 LEEC
- TE07 School Walking Conditions
- TE08 School Zone/School Bus Safety
- TE09 FHWA Corridor Safety
- TE10 Pedestrian Facility Design Course

Subgrantees

- WTSC
- SPI
- Yakima County
- WSDOT/Local
- AWC/CRAB/Local
- WSDOT/WTSC
- WSDOT
- SPI
- WTSC/Local
- WSDOT/Local

Input

- TE01 .25 FTE, salaries, benefits, travel, goods and services, agency operating expense.
- TE02 Goods, services, travel, salary & benefits.
- TE03 Goods, services, travel, equipment, salary & benefits.
- TE04 Salary, benefits, travel and subsistence for one DOT transportation engineer. Equipment, goods/svcs.
- TE05 Tuition reimbursement, travel, goods & services.
- TE06 Travel, goods & services, planning meetings.
- TE07 Travel, goods & services, contractual services.
- TE08 Goods & services, travel, salary & benefits.
- TE09 Goods & services, travel, training, local support, salary & benefits.
- TE10 Training, travel, contractual services, goods & services.

Output

- TE01 Development, management and coordination of the WTSC traffic engineering services program.
- TE02 Identification, prioritization of hazardous school bus/pedestrian locations.
- TE03 GIS analysis of collision & roadway data.
- TE04 Support and assist local traffic engineering agencies with traffic safety issues and problems including sign inventory and pedestrian safety improvements. Establish traffic advisory teams, implement training, and review local programs. Develop and publish traffic manual.
- TE05 Traffic safety training for traffic engineers, public works personnel.
- TE06 Conference.
- TE07 Identify, prioritize improvements to school walking conditions.
- TE08 Identification, prioritization of hazardous school bus/pedestrian locations.
- TE09 Safety improvements on corridors, state/local cooperation & coordination.
- TE10 Training on design on pedestrian facilities.

Target Population Served/Total

- TE01 Local traffic engineering, local law enforcement, EMS, general public, traffic safety community.
- TE02 School districts, students, general public.
- TE03 Local/state law enforcement, engineers, researchers, SMS.
- TE04 Local engineers, law enforcement.
- TE05 City/county engineers, public works personnel.
- TE06 Local/state law enforcement & engineers.
- TE07 School districts, local engineers, students.
- TE08 School districts, students, general public.
- TE09 Local communities, general public.
- TE10 Transportation planners, designers, engineers.

Project Identification	1 Prior year 402	2 Current yr 402	3 State share	4 Local share	1-4 Total	402 to local
TE01		34,000			34,000	27,200
(FSB) TE02	6,074	6,074			12,148	7,289
(FSM) TE03	10,500	10,000			20,500	20,500
TE04	45,000	45,000			90,000	90,000
TE05	10,000				10,000	10,000
TE06		5,000			5,000	5,000
TE07		33,000			33,000	33,000
TE08	24,000	2,500			26,500	15,900
TE09	46,000	32,500			78,500	78,500
TE10		15,000			15,000	11,250
Unanticipated Funding	10,000				10,000	10,000
Total	151,574	183,074			334,648	308,639

Appendix

Problem Solution Plan: Police Traffic Services

HS-57-06

PSP no: PT96

State: Washington

Page: 1 of 1

Descriptive Titles

- PT01 Technical Coordination
- PT02 State Match
- PT03 Collision Investigation
- PT04 CJTC Radar Training
- PT05 Local Police Support

Subgrantees

- WTSC
- Local
- Local
- Local

Input

- PT01 1.0 FTE, salaries, benefits, equipment, travel, contractual services, goods and services, agency operating expense.
- PT02 State match.
- PT03 Crash investigation training, travel, upgrade computers, equipment, goods & services.
- PT04 Training, travel for instructors, course materials, handouts, contract services.
- PT05 Equipment, training, materials, travel.

Output

- PT01 Development and management of the WTSC police traffic services program. Technical assistance and coordination of statewide and local programs.
- PT02 State match.
- PT03 Improved collision investigation skills, increased efficiency in traffic enforcement and crash investigations.
- PT04 CJTC training/new NHTSA radar course.
- PT05 Increased skills of law enforcement officers, tools & equipment to improve traffic law enforcement.

Target Population Served/Total

- PT01 State and local police traffic enforcement agencies.
- PT02 State match.
- PT03 Law enforcement officers, local police agencies.
- PT04 Law enforcement officers, local police agencies.
- PT05 Law enforcement officers, local police agencies.

Project Identification	1 Prior year 402	2 Current yr 402	3 State share	4 Local share	1-4 Total	402 to local
PT01		104,000			104,000	62,400
PT02			1,000,000		1,000,000	
PT03		5,000			5,000	5,000
PT04		12,000			12,000	12,000
PT05		50,000			50,000	50,000
Unanticipated Funding	50,000				50,000	50,000
Total	50,000	171,000	1,000,000		1,221,000	179,400

Appendix

**Problem Solution Plan:
Pedestrian/Bicycle Programs**

HS-57-08 PSP no: PS96
State: Washington Page: 1 of 1

Descriptive Titles

- PS01 Technical coordination
- PS02 Washington Trauma Society, Bike Helmets
- PS03 Pedestrian & Bicycle Safety Conference
- PS04 Spokane County Ped Bee Project
- PS05 Bicycle mini-grant program
- PS06 Wild Feet

Subgrantees

- WTSC
- WA Trauma Society
- WTSC/WSDOT
- Spokane County
- WTSC/Local
- Yakima County

Input

- PS01 1.5 FTEs, salaries, benefits, equipment, travel, contractual services, goods and services and agency operating expenses.
- PS02 Materials, equipment, goods & services.
- PS03 Goods/services, materials, travel, training.
- PS04 Materials, travel, training, equipment.
- PS05 Travel, equipment, goods/services, materials, training.
- PS06 Materials, travel.

Output

- PS01 Development and management of Washington's Pedestrian/Bicycle Program. Technical assistance and coordination of statewide and local programs.
- PS02 Purchase and distribute bike helmets.
- PS03 Statewide pedestrian & bicycle safety conference.
- PS04 Pedestrian safety presentations to local schools.
- PS05 Development of community bicycle safety education programs, increase use of bicycle helmets.
- PS06 Continue Wildfeet Pedestrian Safety Program in Yakima County.

Target Population Served/Total

- PS01 State, local agencies, constituency and advocacy groups.
- PS02 Low income, low-use bicycle helmet users, children, local and statewide.
- PS03 Statewide & local, pedestrians & bicyclists.
- PS04 Local school children.
- PS05 Constituency and advocacy groups, bicyclists, local communities.
- PS06 Local, pedestrians - primarily children.

Project Identification	1 Prior year 402	2 Current yr 402	3 State share	4 Local share	1-4 Total	402 to local
PS01		80,000			80,000	32,000
PS02		30,000			30,000	30,000
PS03	5,000				5,000	3,000
PS04	4,200				4,200	4,200
PS05		30,000			30,000	30,000
PS06	2,000				2,000	2,000
Unanticipated Funding	20,000				20,000	20,000
Total	31,200	140,000			171,200	121,200

**Problem Solution Plan:
Planning and Administration**

HS-57-09 PSP no: PA96, FPA96
State: Washington Page: 1 of 1

Descriptive Titles

PA01-02 Planning and Administration

Subgrantees

WTSC

Input

PA01-02 Six FTE employees. Salary, benefits, equipment, travel and subsistence, contractual services, goods and services, agency operating expenses.

Output

PA01-02 Management of the WTSC administrative, planning and policy operations.

Target Population Served/Total

PA01-02 Staff employees, Traffic Safety Commissioners, Governor, legislators, all cities & counties.

Project Identification	1 Prior year 402	2 Current yr 402	3 State share	4 Local share	1-4 Total	402 to local
PA01		203,000	203,000		406,000	36,540
PA02		19,000	19,000		38,000	3,420
Total		222,000	222,000		444,000	39,960



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

RECEIVED
AUG 28 1995

Region X
Alaska, Idaho, Oregon,
Washington

3140 Jackson Federal Building
915 Second Avenue,
Seattle, Washington 98174

Region Phone No. 206-220-7640
Fax No. 206-220-7651

August 11, 1995

Honorable Mike Lowry
Governor of Washington
Legislative Building, AS-13
Olympia, Washington 98504

Dear Governor Lowry:

We are pleased to inform you that the Fiscal Year 1996 Highway Safety Plan (HSP) for Washington has been reviewed by the Federal Highway Administration and National Highway Traffic Safety Administration. Based on that review program approval is hereby granted for the Fiscal Year 1996 HSP, with reimbursement of the Federal share subject to the availability of funds and the execution of separate HS Form 217 Highway Safety Program Cost Summary's for the Section 402, Section 153 and Section 408 funds available in FY1996.

Specific details relating to the implementation of the Highway Safety Plan will be provided to Mr. John Moffat, Director of the Washington Traffic Safety Commission (WTSC) and your designated Governor's Highway Safety Representative. The Plan developed by WTSC for FY 1996 is well written and an excellent planning document. This Plan focuses on countermeasure activities which not only address critical highway safety issues identified in Washington, but also the program priority areas established by the National Highway Traffic Safety Administration, including emphasis on strategies to increase safety belt usage and DUI countermeasure activities.

We compliment you and your Administration's achievement of 83% statewide safety belt use and a 32% reduction of youthful driver fatalities in 1994. We also look forward to continuing our productive working relationship with Director Moffat and the Washington Traffic Safety Commission in FY 1996, and compliment you on the outstanding caliber of individuals in your State dedicated and committed to saving lives and reducing motor vehicle injuries on Washington's roadways.

Cordially,


CURTIS A. WINSTON
Regional Administrator, NHTSA


GENE K. FONG
Division Administrator, FHWA





Washington Traffic Safety Commission

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John Moffat, Director