

State of Washington

Highway
Safety Plan
Annual
Report

Fiscal Year 1995

WASHINGTON TRAFFIC
WTSC
SAFETY COMMISSION

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Fiscal Year 1995



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Highway Safety Plan Annual Report - FY 1995

Introduction

This Highway Safety Plan Annual Report for Federal Fiscal Year 1995 summarizes the traffic safety projects implemented, managed, and/or supported by the Washington Traffic Safety Commission (WTSC) from October 1, 1994 to September 30, 1995.

WTSC programs are supported by Section 402 funds from the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). The 402 projects were described in the WTSC's Highway Safety Plan. Funding also came from the NHTSA Section 408 Alcohol and Traffic Safety Incentive Grant Program. The 408 projects were outlined in the Alcohol Traffic Safety Plan. Additional funding for seat belt and motorcycle helmet projects was also received in the Section 153 Incentive Grant Program.

Section One of this report includes:

- ◆ Statewide Traffic Safety Overview
- ◆ Agency Administrative Summary
- ◆ Project Summaries: Highway Safety Plan - Section 402
 - Occupant Protection
 - Impaired Driving
 - Youth/Alcohol Programs
 - Traffic Records
 - Police Traffic Services
 - Traffic Engineering Services
 - Community Traffic Safety Programs
 - Pedestrian/Bicycle Programs
 - Planning and Administration
- ◆ Alcohol Traffic Safety Incentive - Section 408
- ◆ Seat Belt and Motorcycle Helmet Incentive - Section 153

Section Two contains the fiscal report for FY 1995 which summarizes actual expenditures by project and program area.

Section One

Statewide Overview



Administrative Summary Project Summary

Statewide Traffic Safety Overview

Washington State continues to experience one of the best traffic safety records in the country, ranking among the top five states. The 1994 death rate was 1.34 persons killed per 100 million miles of vehicle travel. The rate was down dramatically from the previous four-year average of 1.53.

Serious injuries have also dropped from the previous 4-year average of 14.51 per 100 million miles of travel to a 1994 rate of 11.18, a 22.9% decrease. A serious injury is defined as an injury that prevents the injured person from continuing normal activities, based on police reports.

In spite of the improved safety record, 639 individuals died on Washington roads and 5,331 received serious injuries in 1994. In addition to the personal losses those numbers represent, the estimated economic loss for 1994 fatalities, injuries and property damage in Washington State totaled \$2.126 billion (Table 1).

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	\$2,084	\$2,122	\$2,118	\$2,372	\$2,177	-2.3%

*In millions of miles.

Source: WSP, WSDOT, Nat'l 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.)

Preliminary data for 1995 traffic fatalities are summarized in Table 2. For the first 11 months of the year there were 583 deaths, compared to the previous 4-year average of 604 in corresponding months. The fatality rate (based on a preliminary travel estimate) was 1.28, which is 6.9% below the previous four-year average.

It is also noteworthy that pedestrian fatalities have decreased in 1995 for the first time in the past three years. In contrast, pedalcyclist fatalities show increases for both 1995 and 1994 compared to the previous three years.

Table 2:

Traffic fatalities and travel - first 11 months (through November)
Five-year comparison

	1995	1994	1993	1992	1991	prev 4-yr avg	'95 vs prev 4-yr avg
Deaths*	583	585	616	580	634	604	-3.4%
Urban	151	143	153	151	133	145	4.1%
Rural	432	442	463	429	501	459	-5.8%
Travel**	45.4	44.2	43.0	45.2	42.9	43.8	3.6%
Death rate +	1.28	1.32	1.43	1.28	1.48	1.38	-6.9%
Status of persons killed							
Vehicle occupants	474	467	500	458	515	485	-2.3%
Pedestrians	62	72	71	68	71	71	-12.1%
Motorcyclists	36	33	37	46	43	40	-9.4%
Pedalcyclists	11	13	8	8	5	9	29.4%

* Fatalities for 1995 as of 12/6/95 - number may increase as delayed deaths are reported.

** In billions; 1995 mileage estimated by WTSC based upon preliminary data from WSDOT.

+ Deaths per 100 million vehicle miles traveled.

WTSC Administrative Summary

WTSC Commission Membership:

Commission member Roger Bruett retired as Chief of the Washington State Patrol and was replaced by Annette Sandberg. Judge Larry Moller replaced Judge Robert Graham who also retired. The current Commission members include Governor Mike Lowry, Washington State Patrol Chief Annette Sandberg, Transportation Secretary Sid Morrison, Director of Licensing Kathy Barros-Friedt, Secretary of Health Bruce Miyahara, Secretary of Social and Health Services Jean Soliz, Superintendent of Public Instruction Judith Billings, Judge Larry Moller representing the judiciary, and Bettie Ingham representing the Washington Association of Counties. Robert Nixon represented the Washington Association of Cities during FY 1995; he will step down in January of 1996.

WTSC Management Report:

The past year marked significant personnel changes in the agency. John Moffat was appointed by Governor Lowry as agency Director. John previously was traffic commander for the Seattle Police Department and brings to the WTSC a wealth of knowledge and experience in the areas of alcohol/drug impaired driving, pedestrian safety, as well as traffic law enforcement.

Steve Lind served as Acting Director for the first half of the year and effectively responded to Governor Lowry's and the legislature's challenge to streamline and downsize state government. WTSC staff positions were reduced from 23 to 16 full-time employees (FTEs) without compromising the delivery of an effective traffic safety program for the citizens of the state. Steve has assumed the position of Program Director for the agency and continues to provide leadership in traffic safety for Washington State.

Other personnel changes include the departures of Bill Cooper, Program Manager, Aubrey Martin, Computer Information Consultant, and Nancy Cleeves, Financial Manager for new positions in other agencies. Angie Smith, Confidential Secretary has taken maternity leave and is being replaced by Michelle Nicholls who returned to the WTSC after a two-year absence. New WTSC staff include Don Fernandes from the Department of Health who will be Manager of the Traffic Records Data Center and Computer Systems Manager for the agency.

WTSC Initiatives and Accomplishments:

Significant WTSC program/policy initiatives and accomplishments during FY 1995 include:

- ◆ The legislature reinstated funding for the community DUI Task Forces and re-affirmed the WTSC's role in providing leadership and support to community traffic safety efforts. In addition, new state funding was allocated to the WTSC for development of drug impaired driving programs.
- ◆ The annual Impaired Driving Traffic Safety Conference provided a forum for discussions on significant issues including drug/impaired driving and the drug recognition expert program. The conference is noted for its success in providing training and education in DUI program/policy issues for DUI professionals, including judges, attorneys, prosecutors, probation, court administrators, treatment providers, and law enforcement personnel. WTSC staff played a significant role in supporting training and implementation of 1994 changes in the state's DUI laws.
- ◆ The statewide strategic pedestrian safety plan provided the impetus for new program initiatives in both pedestrian and bicycle safety.
- ◆ The federal section 403 Demonstration Project grant to Washington and Oregon provided for the development and implementation of an occupant protection enforcement and public education/information program based on successful programs in Canada. The project is an international effort and includes participation by the Province of British Columbia.
- ◆ Corridor projects for SR97, SR7, SR14 and SR539 were completed in 1995. Planning was completed on a US2 corridor project, and the project was implemented July 1, 1995. Development was started on projects for SR20 and SR821. Evaluations of previous corridor safety projects have demonstrated significant traffic safety improvements.
- ◆ Four observational surveys of safety-related behavior were completed and research reports published in 1995. These included bicycle helmet use, child safety seat use, driver compliance with the pedestrian crosswalk law, and safety restraint and motorcycle helmet use. The results from these surveys are of critical importance in providing information for development of the Highway Safety Plan.
- ◆ The Traffic Records Data Center began the process of evolving from a contractual/consultant-provided service to an agency staff function during FY 1995. The TRDC Manager was hired, and recruitment for a second TRDC staff position will be initiated in FY 1996.

Project Summaries: HSP Section 402

1. Impaired Driving, 95-AL

AL95-AL01, Impaired Driving Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC FY95 Impaired Driving program. This included salaries and benefits for 1.75 FTEs, their travel expenses, goods and services and share of agency operational costs.

Accomplishments of specific projects within this program area are reported separately. This technical coordination structure is designed to simplify management and accounting functions associated with implementation of the state Highway Safety Plan.

AL95-AL02, Alcohol Program Coordination

The purpose of this project was to provide limited financial support to identified community alcohol traffic safety advocates with training, mini-grants, and materials to conduct alcohol traffic safety programs at the local level.

With the passage of new DUI laws, new brochures were developed and distributed. Computers were provided to law enforcement that have dramatically speeded up the processing of drunk drivers. Additionally, many DUI professionals were provided with needed training on alcohol traffic safety issues.

Mini-grants were provided to 42 identified community alcohol traffic safety groups and their programs.

AL95-AL03, Youth Traffic Safety

The purpose of this project was to provide peer-to-peer education and training on traffic safety issues through the involvement of youth representing the Stop Auto Fatalities Through Youth Efforts (SAFTYE) network. The SAFTYE network is composed of approximately 200 clubs/links and their adult advisors. From this network, 24 youth representatives are elected by their peers to represent 11 state regions. Board meetings are two-day training and planning sessions, in which board members plan the SAFTYE regional meetings, the annual SAFTYE conference.

Approximately 500 youth and advisors from 53 schools attended the nine SAFTYE regional meetings. These forums were used to deliver information about the SAFTYE network, the 1994 SAFTYE conference, current data on alcohol & other traffic safety issues, and tools available to clubs/links for peer-to-peer outreach in the high schools. Additionally, workshops were provided on fatal alcohol crashes, seatbelts, the National Student Safety Program, and leadership/team building for new clubs.

On April 21-23, 1995, the SAFTYE student advisory board hosted 325 youth and 117 adults in a youth training conference. With the help of many clubs, staff, and volunteers, the conference provided 64 workshops covering a range of traffic safety and alcohol awareness issues. Six general sessions were implemented with speakers such as Harriet Mauney, the Every 15 Minutes Program/Spokane Police Department, Lewis Andrews,

and Clint Dennis. Additionally, the Timberline High School BADD/SAFTYE Club performed a conference seatbelt check resulting in a 100% belted drivers.

The SAFTYE student advisory board presented workshops on traffic safety issues at the Washington Traffic Safety Education Association training conference in Everett on October 7, 1994; the Northgate Car Care Month Exhibit on October 8 & 9, 1994; the Building-A-Vision Conference in Yakima on October 28-30, 1994; the Alcohol Traffic Safety Conference on December 5-7, 1994; Oregon Students on the Move State Conference on April 8, 1995; and the National Student Safety Conference, July 7-12, 1995. A primary focus for these workshops has been to educate students on the new drinking and driving laws and the revised seatbelt statutes for Washington State.

AL95-AL04, Alcohol Community Support

The objective of this project was to provide limited funding to the 16 community DUI/Traffic Safety Task Forces in the form of training at Biannual conferences, mini-grants, and mailing costs for executive board activities. In addition, funding for mini-grants was made available to agencies involved in crash countermeasures projects, including impaired driving.

AL95-AL05, Sober Roadways

The purpose of this project was to continue the Sober Roadways for Washington Program through the Emergency Medical Services/Trauma Regions statewide. The program was presented 75 times to over 7,500 participants. The program is intended to reduce the incidence of drinking and driving among adults and teenagers through education and awareness of the health risks and dangers of drinking and driving.

AL95-AL06, Impaired Driving

The purpose of this project was to increase public awareness about the impaired driving problem in Washington State. Building networks among traffic safety advocates at the local level; providing media assistance to these traffic safety proponents in the development of media contacts and promotional events, as well as work with the media to get extensive coverage of impaired driving issues

Activities:

- ◆ Sponsored a promotional event to educate the public. It was sponsored in conjunction with the WSP and Spokane County agencies and businesses. The event promoted seatbelt use and impaired driving issues. A promotional event was held in cooperation with the Yakima County Traffic Safety Committee. It involved promoting mocktail sales by local bars and restaurants by holding a mocktail recipe competition in the Yakima Valley Mall. Notices, posters and PSAs promoted the event. Twelve restaurants and cocktail lounges participated. Elected officials and high school and college students helped with the event.
- ◆ The "Night of 1,000 Stars," an effort to increase law enforcement patrols, was initiated in response to increased drinking during the holiday period.
- ◆ A new law which ushered in new, more stringent sentences for alcohol impaired driving was passed by the Legislature during this time. A media publicity plan was developed to promote the new law.

- ◆ A new "Be A STAR - Sober Travelers are Responsible" publicity campaign was initiated in conjunction with the Community Traffic Safety Task Force groups.
- ◆ Working with local Community Task Forces, the WTSC was able to get billboard space donated in Clark and Grays Harbor Counties. Messages about the new penalties for drinking and driving were installed.
- ◆ Media publicity was obtained about the new penalties for drinking and driving through a press conference series with the WSP in Seattle, Yakima and Spokane.
- ◆ A large banner was developed to publicize the new DUI law; it was draped over a highly trafficked street in Tacoma in cooperation with the Tacoma Community Safety Task Force.
- ◆ A letter was developed and mailed to high school and college administrators statewide on the new DUI law. A press release about this issue was sent to the media.
- ◆ A guest editorial with a message intended to encourage business owners to install rear convex mirrors on delivery trucks as a safety feature was developed with assistance from the Chairman of the State Senate Transportation Committee and distributed to the media.
- ◆ The WTSC developed a brochure targeted at reducing underage drinking.
- ◆ A display about the new DUI law was designed, developed and made available to Traffic Safety Task Forces.
- ◆ Posters were developed which explained about persons under age 21 losing their license for having a BAC of .02 or higher. The posters were distributed by schools and government offices.
- ◆ Two brochures which explain the new DUI law were developed and distributed through the court system and alcohol treatment facilities.
- ◆ Two DUI "ad slicks" were developed and distributed to the media.
- ◆ The WTSC participated in a promotional event in Spokane to publicize the new DUI law.
- ◆ A promotional event was held in Spokane involving state, county and local government and local businesses mainly for safety restraint use, but also alcohol issues.
- ◆ A press release was distributed to publicize a memorial service for the family of 11 people who were killed in a single traffic collision. A Spanish language educational video about this event was developed.
- ◆ A brochure to publicize the Minor in Possession charge was updated and printed in English and Spanish.
- ◆ A publicity campaign to publicize the problem of driver fatigue was initiated with the Northwest Ford Dealers.
- ◆ Slide show materials and television and radio PSAs were developed on server liability for impaired drivers.

AL95-AL07, Designated Drivers

The objective of this project was to conduct evaluation studies to assess the effectiveness of targeted advertising on the frequency of designated driving at identified bars.

Three studies were completed. The first two examined the effect of print advertising, and the third examined the impact of cable television advertising. All three studies were designed to measure how an advertising campaign describing incentives for being a designated driver at a particular bar would affect the number of individuals acting as a designated driver at that bar. Earlier research had suggested that many individuals make the decision whether to be a designated driver before going out for the evening. Thus, the hypothesis of the studies was that if people had advance information about a designated driving program that offered incentives such as free nonalcoholic drinks and money-off coupons, they would be more likely to plan to be a designated driver for the evening.

Overall, the results of these studies found that print advertising was inconsistent in producing an increase in designated drivers over the baseline period, while the cable television ads were clearly very effective. The recommendations from this project are that a community wide program, utilizing television advertising, should be implemented and evaluated. If more bars in a community offered designated driver programs with incentives, and the community encouraged and valued designated driving, it has the potential to make a significant contribution toward reducing the incidence of impaired driving.

2. Youth Alcohol, 95-YA

YA95-YA01, Youth Alcohol: Working Towards Healthier Objectives

The 1994 Washington State Legislature enacted a new and very tough law which will have a large impact on underage impaired driving and people who drink to excess and drive. In 1995, the Legislature made revisions to these laws to ease burden to law enforcement and courts.

The law sets up a tiered approach which targets repeat offenders and people who drink to excess and drive. Longer jail sentences, longer periods of license suspension, and higher court fines will result.

Persons under age 21 have dramatically higher injury and crash rates when they drink and drive. The new law targets young people. It requires that those drivers not consume any alcohol at all before they drive. If their breath test shows an alcohol level of .02% or higher, their driver's license is administratively suspended for 90 days. If that person continues to drink and drive, they will lose their license until age 21.

The following activities were conducted under this project to promote the new drunk driving laws:

- ◆ *Public Education on the New Drunk Driving Laws & Revisions*
Information brochures, buttons, bumper stickers, and other items were developed with messages on drinking and driving. Many of these items were introduced at the 1995 SAFTYE Conference. Additionally, items were made available to law enforcement, driver education networks, and other entities.
- ◆ *Training for SAFTYE Network Advisors/Clubs*
As part of the 1995 SAFTYE conference, training was provided to participants on drinking and driving and pending new laws.
- ◆ *1994 National Student Safety Program (NSSP)*
On July 7-12, 1995, the SAFTYE Student Advisory Board served as part of the youth workshop agenda. Working with other youth from around the country, the 1995 conference focus was identified as underage impaired driving. Several workshops were focused on providing information on the activities and laws implemented for the deterrence of drunk driving by teens.
- ◆ *Mini-Grants to Support Youth Alcohol Activities*
Mini-grants of \$500 were made available to the network to assist in the development of activities focusing on underage impaired driving. Most high school clubs utilized these funds to increase activities during the holiday and graduation events. The message utilized in events was "zero tolerance for impaired driving".

3. Occupant Protection, 95-OP

OP95-OP01, Occupant Protection Programs Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC FY95 Occupant Protection programs. This included salaries and benefits for 1.75 FTEs, their travel expenses, goods and services and share of agency operational costs.

Accomplishments of specific projects within this program area are reported separately. This technical coordination structure is designed to simplify management and accounting functions associated with implementation of the state Highway Safety Plan.

OP95-OP02, Safety Restraint Public Information Project

Activities:

- ◆ An awards program was held to recognize the achievements of people who have supported and promoted the goals of the WTSC.
- ◆ A display to promote seatbelt use was developed. The display visually depicted the number of persons who die each day in vehicle collisions.
- ◆ An ad slick was developed and distributed emphasizing the problems of speeding and tailgating.
- ◆ Nationally produced television and radio public service announcements were distributed to cable networks and radio stations.
- ◆ A flyer which details Washington's seatbelt law was developed and distributed.
- ◆ The WTSC helped organize a promotional event with high school SAFTYE members in Spokane.
- ◆ A notice was sent to all high schools in the state, in conjunction with the Washington Trucking Association about a new "Share the Roads with Trucks" promotional event being offered by the Trucking Association.
- ◆ A mailing to businesses was organized and carried out in conjunction with DOL and WSP to encourage businesses to install 14" convex mirrors in the back of cube-style vans.
- ◆ Sponsored a seatbelt survivor event in Spokane in cooperation with many county government and business groups. Child car seats were distributed.
- ◆ The WTSC was involved in the "Three Flags Project" which included development of a logo, a seatbelt fact sheet, and a press release.
- ◆ The WTSC was involved in a Seatbelt Survivor promotional event in Clark County which included local government and businesses. Posters, child car seats, and T-shirts were distributed at this mall event.
- ◆ A document which explains the operation of the WTSC and how to apply for WTSC grant funds was developed and distributed.
- ◆ A SAFTYE brochure was developed for use in promoting clubs at schools.
- ◆ A corridor project brochure was developed.
- ◆ A fact sheet promoting motorcycle helmet use was developed.
- ◆ Bumper stickers were developed for distribution to young audiences. These items promote seatbelt use.

- ◆ Two television PSAs promoting bicycle helmet use were developed in cooperation with DOH.
- ◆ A banner promoting seatbelt use was developed for use at Spokane high schools.
- ◆ EMS dummies were purchased for use by the Community Traffic Safety Task Force in Yakima County for use in educational programs.
- ◆ A promotional event was held at an Aberdeen mall to educate the public about seatbelt use.
- ◆ Radio PSAs were developed for the 3-Flags Project to promote seatbelt use. Also, as part of the 3-Flags Project, a seminar on how to work with the media was developed and given to law enforcement officers. Booklets, press release materials, and other materials were distributed.
- ◆ A press release publicizing Labor Day traffic safety was developed and distributed.

OP95-OP03, Child Passenger Safety

Highlights of the FY95 Child Passenger Safety Project included conducting 34 Child Passenger Safety Workshops, including workshops for health personnel, law enforcement personnel, child passenger safety advocates, school district driver trainers, area supervisors and bus drivers. Three Child Passenger Safety classes were incorporated into OPUE Instructor training. The Buckle Up Helper Club currently has 4,401 active members. A total of \$34,000 from outside funding for car seat purchase and distribution was obtained. Statewide, 216 infant seats and 2,886 convertible seats were distributed. Child passenger safety educational materials were translated into Spanish and eight other languages. Car seat recalls and child passenger safety materials were distributed on a regular basis. Assisted local child passenger safety advocates with events such as bounty programs and car seat crushes. In excess of 300 calls are received each month on the 1-800 Information and "Report an Unrestrained Child" lines.

OP95-OP04, Occupant Protection Support

During FY95, 66 occupant protection mini-grants were awarded to local advocacy groups, task forces and law enforcement agencies. An additional 28 mini-grants were awarded to enforcement groups in cooperation with the 3-FLAGS Program. Educational and promotional materials were distributed to more than 100 local and state agencies and organizations each month, and 925 children joined the Buckle Up Helper Club and received educational materials. More than 3,000 child car seats were received through the GM program and donations from Primerica, Boeing and other sources. Seatbelt and child car seat materials were personalized and translated to a variety of cultural and ethnic groups. Washington participated in the Region X Injury Prevention Collaborative Network. A preschool pupil transportation project was initiated.

OP95-OP05, Preschool Pupil Transportation Project

The Preschool Pupil Transportation Project was initiated to conduct a statewide needs assessment of preschool transportation programs. During the first month of this project, program staff met with Pupil Transportation, Head Start and other agency staff at the state, regional and local level to learn about existing policies and procedures. An initial survey was developed to collect data regarding district pupil transportation policies, procedures, resources and problems.

4. Traffic Records, 95-TR

TR95-TR01, Traffic Records Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC FY95 Traffic Records programs. This included salaries and benefits for two FTEs, their travel expenses, goods and services and share of agency operational costs.

Accomplishments of specific projects within this program area are reported separately. This technical coordination structure is designed to simplify management and accounting functions associated with implementation of the state Highway Safety Plan.

TR95-TR02, Traffic Records

Project activities included:

- ◆ Providing policy, information, and research support to users through database queries and library services; providing summary information in usable formats upon user request including customized tables, graphs and reports for safety professionals and policy analysts.
- ◆ TRDC system refinement and re-configuration of the FoxPro collision database.
- ◆ Updating documentation of the TRDC system, including technical configuration and data element definitions and structure.
- ◆ Providing assistance to users in the field, including local engineers, law enforcement, and community traffic safety program coordinators.
- ◆ Production of specialized datasets for traffic safety researchers.
- ◆ Production of the annual Data Summary and Highway Safety Problem Analysis and the FY96 Highway Safety Plan.

TR95-TR03, EMS Database Development

The goal of this project was to develop an ongoing, systematic, and standardized EMS data collection system that accurately and effectively describes the full scope of EMS services in Washington State. Project objectives were to define a "core data set" for all EMS activity, to maintain and improve compatibility with existing data systems, to establish an EMS bulletin board to allow transmission of data from provider agencies to the state and make state data available to EMS agencies, to develop linkages with other databases, and to improve the quality and availability of EMS data in the state. This project was a continuation of a two year project initiated in FY94 (TR94-TR07).

Project activities included:

- ◆ Establishing an EMS database advisory committee.
- ◆ Identifying barriers to collection of EMS data statewide.
- ◆ Implementing an EMS trauma registry.
- ◆ Laying the groundwork to link EMS records with other health related databases.
- ◆ Assessing the current EMS "data environment."
- ◆ Conducting tests of electronic data collection devices.
- ◆ Developing and distributing an EMS data dictionary of the EMS core dataset.
- ◆ Developing a "public access collector" software and file specifications.

- ◆ Developing software to convert data that is currently maintained by EMS agencies into the collector format.
- ◆ Developing a new hand-entry data collection form.
- ◆ Developing a scannable form for EMS data collection.
- ◆ Developing an EMS bulletin board to support uploading data directly from EMS providers as well as downloading analyzed information to providers and other users of the data.
- ◆ Developing an EMS forum (a "home page").

TR95-TR04, Safety Management System

The objectives of this project were to develop and implement, as appropriate, the processes applicable to the WTSC necessary to comply with new requirements in the state SMS. Project activities included:

- ◆ Completion of the statewide assessment of traffic records initiated during FY94.
- ◆ The WTSC was an active participant in the SMS advisory committee and provided support to local policy makers in SMS implementation.
- ◆ The WTSC provided support and funding for continuing education and training in safety issues for local traffic engineers. This was implemented through an agreement with the Associations of Washington Cities and Counties to provide tuition reimbursement for safety related training courses.

TR95-TR05, Fatal Collision Research Team

This project continued the investigative and research efforts of a team of crash reconstruction specialists from the police, engineering, and medical communities. The team undertook two projects during the year, one involving youthful drivers, and the other an analysis of pedestrian fatalities. Every fatal crash in Washington involving these issues was reconstructed and assembled into a database. The data has been submitted to the WTSC Research Investigator for analysis.

TR95-TR06, Research and Evaluation

The objective of this project was to conduct studies and data analyses to examine various program areas in the Highway Safety Plan and other safety-related legislative issues.

The Motorcycle Helmet Law Evaluation Study continued the evaluation study of the Washington motorcycle helmet law to assess hospitalization, injury types and severity, and cost outcomes. The contractor provided data and graphs showing the incidence and costs of head injuries that were included in a fact sheet provided to 1995 legislature. However, the contractor's personal circumstances (new job and relocation to the east coast) prevented completion of the final report during FY95. The study final report will be completed in early FY96.

Seatbelt and Motorcycle Helmet Use Observation Surveys were conducted in May and June of 1995. Data on shoulder belt use in passenger vehicles and trucks were collected for drivers and right-front seat occupants. Motorcycle riders (and passengers) were observed for helmet use, and the numbers of approved and non-approved helmets were tallied separately.

Survey results for 1995 are summarized below:

Passenger vehicles:	83.0 percent
Pick-up Trucks:	71.5 percent
Heavy Trucks:	53.1 percent
Motorcycles	98.0 percent
-approved helmets	86.5 percent
-non approved	11.5 percent

A Child Car Seat Usage Survey was conducted and a final report of the observational survey of safety restraint and car safety seat use for children was completed. The overall use rate was 77.9 percent; the highest use rate was found for infants, 95.3 percent, and the lowest for school age children ages 6-10, 68.0 percent.

The observation survey of bicycle helmet use was completed and the final report was published by the WTSC. Results of the bicycle helmet survey found a statewide use rate of 39.5 percent.

The Observation Survey of Driver Compliance with the Pedestrian Crosswalk Law was conducted, and a compliance rate of 69.9 percent was found. The final report was published in March 1995.

The annual Public Opinion Survey on traffic safety was completed and the results distributed to legislators and traffic safety constituent groups.

The Study on the Costs of Drunk Driving, including collisions and hospitalization, injury, and health care costs, was initiated during FY95 with a planned completion date of February 1996. The study is being conducted under an interagency agreement with the Harborview Injury Prevention Center.

Data analysis was completed and a final report published on the Fatal Collision Research Team's study of alcohol related fatal collisions.

5. Traffic Engineering Services, 95-TE

FTE95-TE01, Traffic Engineering Services Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC FY95 Traffic Engineering Services programs. This included salaries and benefits for two FTEs, their travel expenses, goods and services and share of agency operational costs.

Accomplishments of specific projects within this program area are reported separately. This technical coordination structure is designed to simplify management and accounting functions associated with implementation of the state Highway Safety Plan.

FTE95-TE02, Sober Roadways

The purpose of this project was to help communities develop an awareness of pedestrian traffic safety. Funds were used to help form coalitions within local communities to promote pedestrian traffic safety. Opportunities for pedestrian safety advocates to participate in training opportunities were provided.

Project funds were used to plan and implement the Crosswalk Law Compliance Survey. The survey has shown a 70 percent compliance rate by motorists with Washington's crosswalk law.

The Texas A & M Pedestrian Crash Investigation Course was again given in Washington for law enforcement personnel. Additionally, funds were used to support WSDOT's pedestrian safety facilities course taught by Dan Burden from Florida.

Funds were used to produce and distribute a pedestrian safety video for use in schools. Materials to support the video were also developed and distributed.

FTE95-TE03, Corridor Safety Program

The purpose of this project was to identify sections of State Highways which have significant traffic safety problems and mobilize agencies, organizations and individuals to promote traffic safety in that Corridor. Once established, the steering committee develops an action plan, then works primarily within existing resources to implement the plan.

US 2 (Spokane County) - Milepost 286.87 - 297.25 - A distance of 10.38 miles from Interstate 90 to the junction with SR 206. The Action Plan for this project went into effect July 1, 1995. It is an action plan that is heavily oriented toward public awareness. A press conference on June 29, 1995 served as a kick-off prior to the Fourth of July holiday. A "talking billboard" that broadcasts corridor related messages on AM 630 was the centerpiece for the press conference. Three television stations and one radio station covered the event. Traffic law enforcement is also a key element of the project. A contract with the Spokane City Police Department provided two full-time officers dedicated to enforcement on the Corridor. The Spokane County Sheriff's department is also participating in cooperative enforcement along with the city Police Department and the Washington State Patrol. Public Works has installed numerous signs along the corridor and four radio stations aired public service announcements.

The overall effort had a pronounced impact. The Corridor previously averaged 93.3 collisions per year for the six-week period July 1 - August 15. During the initial six weeks of the project in 1995, there were 26 collisions on the corridor: a 72.13 percent reduction in total collisions. The average number of disabling injury collisions during the same period was 45.67. In 1995 there were 10 disabling injury collisions, a reduction of 78.1%.

SR 20 (Whatcom and Island Counties) - Milepost 30.77 - 47.9 - Extending for 17.13 miles from the southern city limits of Oak Harbor to the gambling casino two miles east of the spur junction to Anacortes. This project is in the start-up phase of recruiting a Steering Committee. This will be the first two-county effort to successfully launch a corridor project. A solid base of support has been built among the county agencies in Skagit County, highlighted by a unanimous endorsement of the project by all three county commissioners. Contacts with the Mayor of Oak Harbor and county agencies in Island County have yielded a similar level of support. The first tangible Steering Committee activity should start by November, 1995.

SR 821 (Yakima and Kittitas Counties) - Milepost 0.00 - 25.21 - This is a potential corridor extending for 25.21 miles from a junction with I 82 near Yakima, through the Yakima River Canyon, and again joining I 82 near Ellensburg. This section of roadway has a consistent significant seasonal problem with alcohol use/abuse among recreational users of the Canyon. This proposed project was generated through local initiative. The group initially elected to forego formal linkages with the Washington Traffic Safety Commission to carry out a Corridor Safety Project. That resulted in a fragmented traffic safety effort with no real enhancement of enforcement activity and virtually no public information functions. Following the summer season, the group once again contacted the WTSC and indicated they now wish to develop a coordinated corridor project with WTSC participation. That effort will now carry forward with the goal of implementing a coordinated project in the summer of 1996.

FSM95-TE04, FHWA-SMS/TRDC

The above project was not implemented.

FTE95-TE05, Traffic Engineering Services

The purpose of this project was to provide support for WSDOT in their efforts to assist local jurisdictions with "on-scene" advice on traffic engineering problems and traffic records. Engineering expertise is provided to all requesting jurisdictions to assist them in:

- ◆ Identifying safety problems such as high hazard locations and road side obstacles;
- ◆ Developing more efficient traffic flow and control systems;
- ◆ Analysis of traffic control and warning devices for conformity with the MUTCD;
- ◆ Reviewing the adequacy of traffic records and assisting in the establishment; and maintenance of traffic data collecting systems and accident record systems.

Project activities included:

- ◆ Numerous contacts were made with local agencies to assist with engineering and safety issues.
- ◆ Local agencies were assisted with their sign inventory management programs, both the UTEC Sign Inventory System and the FHWA SMS program.

- ◆ The 1996 "Law Enforcement and Engineers Conference" was planned and the preliminary agenda finalized.
- ◆ The pedestrian safety - school walk route project developed an interim work book for "A Guide for Student Pedestrian Safety" to help school districts and communities prepare walk route plans, identify deficient locations, and develop solutions.
- ◆ Documentation of the UTEC System continued and was completed during FY95. This system assists local agencies in their roadway inventories (including safety related items). The program includes a main menu, sign inventory, accident report system, traffic counts inventory, and speed study inventory sub-systems.

FTE95-TE06, Hazard Elimination

The purpose of this project was to provide traffic accident analysis software and accident data for local jurisdictions, as well as providing guidance and assistance to local traffic engineering and other agencies to help identify and remedy high hazard traffic locations.

Project activities included:

- ◆ Technical support was provided for local personnel using the accident analysis program. WSP accident record datasets were distributed to local jurisdictions.
- ◆ Documentation for the accident analysis program was completed.
- ◆ Several enhancements were made to the accident analysis program.
- ◆ The development and implementation phases of the project were completed, and support for the program through the WTSC was terminated. The program and technical support services for users of the program were transferred to WSDOT effective October 1995.

FSB95-TE07, School Bus Camera Project

The School Bus Camera Project was implemented to reduce the potential for injuries related to violations of the extended school bus stop sign. Highlights of the first month of this project included the development and printing of an informational brochure; the purchase and placement of 13 monitoring cameras and the creation of a television PSA warning citizens of the dangers of not stopping for extended school bus stop signs.

6. Police Traffic Services, 95-PT

PT95-PT01, Police Traffic Services Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC FY95 Police Traffic Services programs. This included salaries and benefits for 1.75 FTEs, travel expenses, goods and services and share of agency operational costs.

PT95-PT03, Preliminary Breath Testers

The objective of this project was to provide preliminary breath testing instruments to local law enforcement agencies to enhance impaired driving enforcement efforts. This project was administered by the Washington Association of Sheriffs and Police Chiefs. Instruments were purchased and distributed to 45 law enforcement agencies statewide.

PT95-PT04, Corridor Enforcement Enhancement

The purpose of this project was to provide added traffic law enforcement resources for sections of state highway which have been identified as more hazardous than average. As various selected projects become operational under the Corridor Safety Program, the enforcement resources made available under this project are focused on those particular sections of roadway.

At the close of the 1995 project year, the following corridors were the focus of this project. Those corridors were:

US 2 (Spokane County) - Milepost 286.87 - 297.25 - A distance of 10.38 miles from Interstate 90 to the junction with SR 206.

SR 7 (Pierce County) - Milepost 39.00 - 56.96 - The corridor extends a distance of 18 miles from S 38th Street, through the Roy "Y" and out the Mountain Highway to the Kapowsin Highway.

SR 821 (Yakima and Kittitas Counties) - Milepost 0.00 - 25.21 - This is a potential corridor extending for 25.21 miles from a junction with I 82 near Yakima, through the Yakima River Canyon, and again joining I 82 near Ellensburg. This section of roadway has a consistent significant seasonal problem with alcohol use/abuse among recreational users of the Canyon. This proposed project was generated through local initiative.

The project provided four full-time officers on the designated corridors. The officers were divided among the corridors. Emphasis patrols were directed at the driving behavior which causes a significant part of the problem on each corridor. Approximately 50 percent of the enforcement time was directed at drinking and driving, the remaining portion of the time was directed at other offenses.

PT95-PT05, Local Police Support

The objective of this project was to provide mini-grants to local law enforcement agencies to enhance the quality of traffic law enforcement, educational efforts and crash investigations. Grants were provided to a number of agencies, typically the smaller agencies. Grants were provided to purchase low cost, high tech equipment, such as electronic measuring devices for crash investigation, radar speed measuring devices,

computer programs, and a pilot project for the Olympia Police Department for a bicycle to use in traffic enforcement.

PT95-PT06, Standardized Field Sobriety Test

The objective of this project was to bring the NHTSA Standardized Field Sobriety Test (SFST) course to Washington State, train a number of police officers as instructors, then deliver the training to as many officers statewide as possible. The project was administered by the Washington Association of Sheriffs and Police Chiefs. The instructor course was held and the list of new instructors is maintained by the WTSC and WASPC. SFST courses can now be scheduled around the state.

PT95-PT07, Law Enforcement Media

This project was not activated.

PT95-PT08, Collision Investigation Training

The objective of this project was to provide basic through advanced collision investigation training to many police officers statewide. The project provided for travel expenses of police instructors to the Criminal Justice Training Commission satellite sites. Crash investigation training has been provided for over 1,300 police officers over the past two years. Specialized crash reconstruction courses were added this year. Computer reconstruction courses, pedestrian and bicycle reconstruction, were provided to 100 officers.

PT95-PT09, WEAR-IT Network

During FY95, three OPUE Instructor classes were held, training 61 officers from 53 law enforcement agencies. WEAR-IT Inservice programs were conducted in 58 local departments for 349 officers. Portions of the WEAR-IT curriculum were presented to more than 500 officers at EVOC training an Tribal Enforcement and 3-FLAGS meetings. OPUE instructors also presented portions of the curriculum (revised) to over 3,000 citizens through advocacy, school and community presentations and workshops. The WEAR-IT Network was expanded to include DUI, speed enforcement, motorcycle safety and other traffic safety issues. Ten workshops on approved and non-approved motorcycle helmets were presented to more than 275 persons. WEAR-IT Network representatives represented the Commission and Washington's enforcement community at local events, 3-FLAGS activities, the British Columbia Police Advisory Committee, Oregon's enforcement training group and all Washington traffic safety activities.

PT95-PT10, Occupant Protection Law Enforcement Advisory Committee-OPLEAC

OPLEAC provides the Commission and the law enforcement community with direction and assistance in developing and implementing enforcement-based occupancy protection education and enforcement programs. The committee met 12 times during FY95, participated in a number of local, state and regional events, and established a CORE subcommittee to development a comprehensive training and recognition program for traffic enforcement officers.

PT95-PT11, Corridor Contingency Enforcement

The purpose of this project is to support added State and local agency traffic law enforcement resources for sections of state highway which have been identified as more hazardous than average. As various selected projects become operational under the Corridor Safety Program, the enforcement resources made available under this project are focused on those particular sections of roadway.

At the close of the 1995 project year, the following corridors were the focus of this project. Those corridors were:

- ◆ US 2 (Spokane County) - Milepost 286.87 - 297.25 - A distance of 10.38 miles from Interstate 90 to the junction with SR 206.
- ◆ SR 821 (Yakima and Kittitas Counties) - Milepost 0.00 - 25.21 - This is a potential corridor extending for 25.21 miles from a junction with I 82 near Yakima, through the Yakima River Canyon, and again joining I 82 near Ellensburg. This section of roadway has a consistent significant seasonal problem with alcohol use/abuse among recreational users of the Canyon. This proposed project was generated through local initiative.

The project is currently providing one full-time city police officer on the US-2 Corridor. It is also providing matching funds which purchase a total of 32 hours enforcement time each month from the Spokane County Sheriff's Department. Emphasis patrols are directed at the driving behavior which causes a significant part of the problem on each corridor. Usually approximately 50% of the enforcement time is directed at drinking and driving. The remaining portion of the time is directed at other offenses.

On the US-2 Corridor Project, a major portion of the emphasis enforcement has been directed at speeding and traffic light violations. Since the July 1, 1995 start of the project there has been a noticeable reduction in the degree of speeding violations, as well as in the number of traffic-light violations.

7. Community Traffic Safety Programs, 95-CP

CP95-CP01, Community Programs Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC FY95 Community Programs. This included salaries and benefits for two FTEs, their travel expenses, goods and services and share of agency operational costs.

Accomplishments of specific projects within this program area are reported separately. This technical coordination structure is designed to simplify management and accounting functions associated with implementation of the state Highway Safety Plan.

CP95-CP02, Senior Traffic Safety

The purpose of this project was to delineate appropriate courses of action for the WTSC to pursue in coming years relative to traffic safety issues affecting senior citizens. The project undertook to establish an advisory group which would identify the priorities and program directions which should be incorporated into future Highway Safety Plans.

With declining revenues and increasing demand for traffic safety funds, this program area was dropped from the Highway Safety Plan for the 1996 fiscal year. No further activities involving the advisory group which was formed in 1994 were undertaken.

CP95-CP03, Corridor Safety Program

The purpose of this project is to identify sections of State Highways which have significant traffic safety problems. The next step is to mobilize all agencies, organizations and individuals that have a responsibility or desire to promote traffic safety in any portion of that Corridor. Once established, the steering committee develops an action plan, then works primarily within existing resources to implement the plan. See FTE95-TE03 for corridor activities and accomplishments.

CP95-CP04, Traffic Safety Representatives

The objective of this project was to provide limited funding support to the Washington Association of Traffic Safety Representatives (WSATSR). The association holds conferences dealing with highway safety and other management issues. In FY95, the association held one conference. The project provided reimbursement for travel expenses for board meetings, as well as conference attendance and scholarships.

CP95-CP05, Constituency Building

The purpose of this project was to assist traffic safety stakeholders and constituents in their traffic safety efforts. This included training, providing materials and data, travel, and other levels of support as required. Among the efforts funded through this project were travel to national and regional training conferences, traffic safety related studies, a state injury/traffic safety conference conducted by Harborview and materials for pedestrian and bicycle safety projects.

8. Pedestrian/Bicycle Programs, 95-PS

PS95-PS01, Pedestrian and Bicycle Safety Programs Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC FY95 Pedestrian and Bicycle Safety programs. This included salaries and benefits for 1.5 FTEs, travel expenses, goods and services and share of agency operational costs. Accomplishments of specific projects within this program area are reported separately. This technical coordination structure is designed to simplify management and accounting functions associated with implementation of the state Highway Safety Plan.

PS95-PS02, Bicycle Mini-Grants

The purpose of this project was to reduce the incidence of head and brain injury among Washington residents by increasing bicycle helmet usage and increasing bicycle safety knowledge. Additional funds were used to provide community-based bicycle networks with mini-grants to conduct local bicycle safety programs. A statewide helmet usage rate survey was funded. Bicycle mini-grants were provided to 25 community-based bicycle safety programs. Additionally, a statewide bicycle helmet use survey was conducted that determined an overall usage rate of 39.5 percent.

PS95-PS03, Pedestrian Programs

The purpose of this project is to identify community-based pedestrian safety networks and to provide them with funding to support their efforts. These include the Puget Sound Pedestrian Coalition and the Spokane County PedBee Program. Project funds were used to help sponsor the Pedestrian Safety Conference held at Sea-Tac, October 19, 1994. This conference brought together over 200 pedestrian safety advocates from across the state.

Approximately 30 organizations were given mini-grants to promote pedestrian safety. Governor Lowry proclaimed August 14-18 as Pedestrian Safety Week. Many of the mini-grants went to communities to promote this event.

PS95-PS04, Saved By the Helmet Club

The purpose of this project was to continue the Saved By the Helmet Club started by the Department of Health to promote the safety aspects of wearing bicycle helmets. Members become advocates and spokespersons for bicycle safety issues. The SBHC currently has 333 members. People hear about the SBHC from a variety of sources, which include hospitals, bicycle clubs, bicycle shops and radio announcements.

PS95-PS05, Bicycle Helmet Purchase

The purpose of this project was to reduce the incidence of head and brain injury among Washington residents through the distribution of at least 2,000 approved bicycle helmets, and provision of educational intervention through the eight EMS/Trauma Regions of the Department of Health. Information is provided about the proper way to wear a helmet and age-appropriate safety education tips. Each region received 250 helmets and they were given to low-income school children.

9. Planning and Administration, 95-PA

FPA95-PA01/PA02, Planning and Administration

The Washington Traffic Safety Commission is the state agency responsible for coordinating the state's traffic safety programs. This is accomplished through the planning and administration efforts of the WTSC management team. Financial support was provided for six administrative positions, including the Director and the Program Director. This funding allowed the Director to implement an aggressive Highway Safety Plan, resulting in the lowest traffic fatality rate in the state's history. The Director sponsored several statewide traffic safety conferences and represented the State and Region on the National Association of Governor's Highway Safety Representatives.

Alcohol Traffic Safety Incentive - Section 408

J692J6-9401, Alcohol Program Coordination

The purpose of this project was to provide education and training to members of the traffic safety community to improve the DUI system and DUI laws. This includes securing a broad-based and diverse involvement in workshops and speakers for the Washington Alcohol Traffic Safety Conference.

The 7th Annual Washington Alcohol Traffic Safety Conference was held in December. Over 200 traffic safety specialists from the public and private sector were in attendance. In addition to the conference, many DUI professionals received training, public information campaign materials and educational/promotional items throughout the year regarding alcohol traffic safety.

J692J6-9403, Law Enforcement/Court Scheduling (LECS)

The purpose of this project was to expand the LECS program beyond Pierce County District Court One. This included having Microsoft personnel develop a prototype for the new LECS system.

Microsoft and Puget Sound Systems Group programmers have developed the LECS prototype for law enforcement agencies in ACCESS software. This software is very flexible and is designed to allow for multiple scheduling functions.

The Office of the Administrator for the Courts (OAC) has secured additional funding for the LECS project. OAC will provide \$50,000 - \$70,000 to supplement the development of the project.

Computers and software were purchased for the pilot test sites to test the new version of LECS. The Washington State Patrol, Pierce County Sheriff's Office and Tukwila Police Department were chosen as the test sites.

J692J6-9404, Washington Association of Prosecuting Attorneys

The purpose of this project was to coordinate the uniform application of the 1994-1995 DUI laws which have dramatically changed the DUI system. This included coordinating DUI and other traffic safety issues with outside agencies and organizations such as the WTSC, Office of the Administrator for the Courts, WSP, State Toxicologist, MADD and Jail Administrators.

The Alternative Jail Facilities Program continues to be successful and is expanding around the state. The program is now in Thurston, Mason, Whatcom, Skagit, Snohomish, Grays Harbor, Cowlitz and King County.

A District Court Manual has been updated and will be distributed statewide in December. WAPA has been working with the State Toxicologist with the installation of new breath testing machines. WAPA has been a leader in the dissemination of briefs and other information to county and city prosecutors concerning challenges to the BAC warnings, the two-hour rule, double jeopardy and other DUI issues.

Seat Belt & Motorcycle Helmet Incentive Section 153

HB95-ED01, Traffic Safety Education

The Traffic Safety Education Project was initiated to conduct occupant protection and motorcycle helmet education programs. Highlights of this project included recognizing 917 new Saved by the Belt Survivors; creating a motorcycle helmet club and recognizing 54 charter members; distributing 150 Early Childhood Education Curriculum; and responding to 7,879 calls received on the 1-800 reporting/resource line (2,669 of which were reporting unbuckled children). Additionally, an average of 1,500 educational materials on seatbelts, child car seats and motorcycle helmets were distributed to a minimum of 100 law enforcement, education, health and advocacy groups each month.

HB95-TR01, Management/Training Project

The 153 Management/Training Project was implemented to provide support for occupant protection, motorcycle safety, and accident investigation training to law enforcement officers. This project also provided educational/informational materials on seatbelts, child car seats and motorcycle helmets and support the network of law enforcement officers throughout the state. Highlights of this project included the provision of OPUE and WEAR-IT training to 410 law enforcement officers. An additional 50-plus officers were provided with motorcycle safety training. Support for the statewide enforcement network was provided through funding to support the 3-FLAGS Spokesperson training meetings.

HB95-MO01, Monitoring

The objective of this project was to provide the funding necessary to monitor and evaluate highway safety projects under the Section 153 incentive grants. The funds expended were used to provide a part-time fiscal person to conduct the financial tasks. Early into the project the funds were needed under another 153 project and this one was closed.

HB95-EN01, Law enforcement Grants

This project provided grants to law enforcement agencies for use in programs associated with occupant protection and motorcycle helmet enforcement. Numerous requests were received and distributed, typically to those agencies not having been granted funds in the past. Grants were used for equipment, such as radar units for enforcement, motorcycle helmet training, and collision reconstruction courses used to enhance the skills of officers in crash investigations.

HB95-EN03, Law Enforcement Grants

The objective of this project was to provide grants to local law enforcement agencies to support traffic safety programs. This project was directly managed by the Washington Association of Sheriffs and Police Chiefs (WASPC).

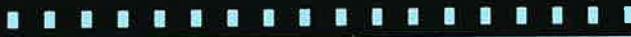
WASPC provided 65 mini-grants to various law enforcement agencies in two categories: radar and educational information. The purpose of the radar grants was to stop speed

violators and ascertain if seatbelts were in use. Educational and informational material grants were provided on safety restraint and motorcycle helmet issues.

HB95-EN04, Hispanic Safety Program

The Hispanic Safety Program was developed to partner the Washington State Patrol with Spanish-speaking communities to increase the use of seatbelts, child restraints and helmets among Washington's Hispanic population. Highlights of the project included 41 presentations to audiences of 2,881 attendees. A total of 6,309 handouts were distributed. Presentations took place primarily in Yakima, Tri-Cities, Okanogan and the Mt. Vernon area. A total of 61 PSA's were aired on local radio stations and articles on seatbelts and child restraints were printed in four local newspapers.

Section Two
Fiscal Summary



HIGHWAY SAFETY PROGRAM COST SUMMARY

State WASHINGTON

Number 94-2

Date 9/30/95

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	
J6	544,000		468,042	156,014	(6,260)	-4%	149,754	
Total NHTSA	544,000		468,042	156,014	(6,260)	-4%	149,754	
Total FHWA								
Total NHTSA & FHWA	544,000		468,042	156,014	(6,260)	-4%	149,754	

State Official Authorized Signature:

John Moffat

Federal Official(s) Authorized Signature:

NAME: *John Moffat*
 TITLE: Governor's Representative
 DATE: 9-30-95

NHTSA - NAME: _____
 TITLE: _____
 DATE: _____

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

HIGHWAY SAFETY PROGRAM COST SUMMARY

State WASHINGTON

Number 95-3

Date 9/30/95

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	
ED-95	105,710			105,710	(126)	0%	105,584	
TR-95	30,000			16,000	(6,219)	-39%	9,781	
MO-95	12,000			1,921	1	0%	1,922	
EN-95	161,917		928,881	185,998	(46,550)	-25%	139,448	
Total NHTSA	309,627		928,881	309,627	(62,894)	-17%	256,733	
Total FHWA								
Total NHTSA & FHWA	309,627		928,881	309,627	(62,894)	-17%	256,733	

State Official Authorized Signature:

Federal Official(s) Authorized Signature:

NAME: [Signature]
 TITLE: GR
 DATE: 11-29-95

NHTSA - NAME: _____
 TITLE: _____
 DATE: _____

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

HIGHWAY SAFETY PROGRAM COST SUMMARY

State WASHINGTON

Number 95-4

Date 9/30/95

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	
AL95	415,350	392,272	600,000	392,272	(61,305)	-16%	330,967	193,240
CP95	319,850	289,850		289,850	(76,338)	-26%	213,512	213,512
FTE95	273,800	308,151		288,341	(32,930)	-11%	255,411	237,832
FSB95				6,073	(87)	-1%	5,986	5,986
FSM95				28,854	(28,854)	-100%		
OP95	362,300	347,300		347,300	(34,957)	-10%	312,343	184,674
PA95	226,000	208,800	208,800	208,800	(16,180)	-8%	192,620	34,672
FPA95	18,000	17,000	17,000	17,000	(1,315)	-8%	15,685	2,832
PS95	213,700	194,200		194,200	(22,982)	-12%	171,218	133,062
PT95	635,100	612,813	1,007,000	612,813	(179,019)	-29%	433,794	392,257
TR95	523,300	403,551		403,551	(80,549)	-20%	323,002	106,008
YA95	141,370	241,632		241,632	(173,058)	-72%	68,574	68,574
Total NHTSA	2,836,970	2,690,418	1,816,800	2,690,418	(644,388)	-24%	2,046,030	1,327,999
Total FHWA	291,800	326,161	17,000	340,268	(63,186)	-19%	277,082	246,660
Total NHTSA & FHWA	3,128,770	3,016,569	1,832,800	3,030,686	(707,674)	-23%	2,323,112	1,574,649

State Official Authorized Signature:

Federal Official(s) Authorized Signature:

NAME: 
TITLE: Governor's Representative
DATE: 9/30/95

NHTSA - NAME: _____
TITLE: _____
DATE: _____

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

