



Washington Traffic  
Safety Commission

2001 Annual Report

Published January 2002



**Washington Traffic Safety Commission**

**P.O. Box 40944**

**Olympia, WA 98504-0944**

**(360) 753-6197**

**[www.wa.gov/wtsc](http://www.wa.gov/wtsc)**

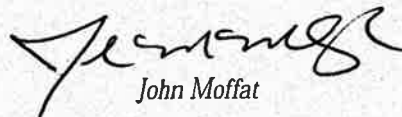


*This report was requested by the National Highway Traffic Safety Administration, a division of the U.S. Department of Transportation.*

*Collaboration among state, federal, and local partners is key in designing and implementing successful traffic safety programs. Each year, the federal government allocates part of the Federal Highway Trust Fund to the states to carry out highway safety programs. The Washington Traffic Safety Commission (WTSC) has administered these funds and facilitated these efforts in Washington State since 1967.*

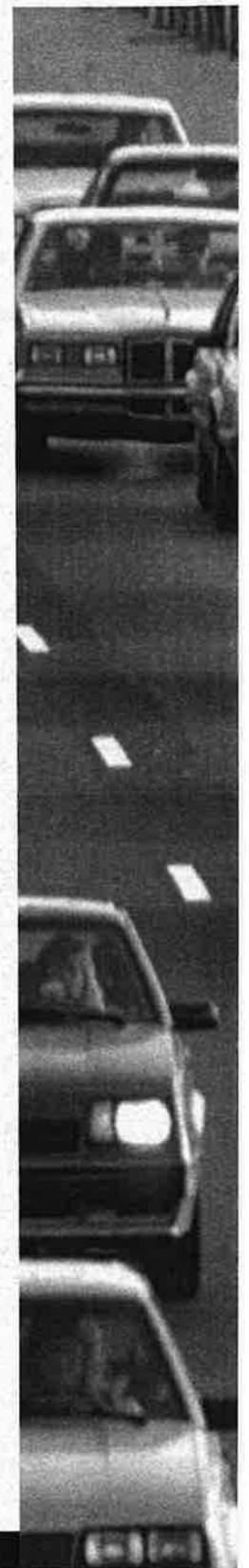
*Federal and state dollars largely fund the programs described on the following pages.*

*WTSC looks ahead to enhancing its valued traffic safety partnerships and will continue to stay in the forefront of roadway safety by taking proactive steps in local, state, and national arenas.*



John Moffat

Director



# Table of Contents

Occupant Protection .....	Page 1
Impaired Driving .....	Page 3
Native American Traffic Safety.....	Page 5
Teen Traffic Safety .....	Page 7
Public Information and Education .....	Page 9
Pedestrian/Bicycle Safety.....	Page 11
Corridor Safety Program.....	Page 13
Community and Police Traffic Services .....	Page 15
Traffic Records and Research.....	Page 19
Goals, Performance Measures and Benchmarks .....	Page 21



# Occupant Protection

The goals of this program are to increase the proper use of seat belts and child car seats and to provide occupant protection networks with technical assistance and educational resources.

The project sponsored three statewide law enforcement Spokesperson meetings in conjunction with the 3-Flags Program. Washington-British Columbia Enforcement and Education Border Events were held at four border crossings.

We produced and distributed 20 TV Public Service Announcements (PSAs), each having nineteen versions "personalized" to specific geographic locations, to local cable markets. PSAs featured local law enforcement officers and local seat belt survivors. In addition, we produced and distributed five Spanish TV PSAs. Radio PSAs were recorded, personalized and distributed to local radio stations.

Members of Washington's occupant protection networks collaborated with regional and national agencies and organizations to produce a variety of events.

We sent periodic mailings regarding new occupant protection issues to law enforcement, injury prevention, community task force and other identified occupant protection advocates.

We distributed materials promoting the proper use of booster seats. Special emphasis was placed on why regular lap and shoulder belts do not protect booster-seat-age children, how booster seats work, and how to identify which children require the added protection of a booster seat.

## Child Passenger Safety Program

The Child Passenger Safety Program is designed to provide child passenger safety awareness, technical training and resources to a wide network of health and safety advocates. The program also identifies persons whose lives were saved or whose injury severity was mitigated because they were protected by seat belts, airbags, child car seats, or motorcycle helmets.

This year we received \$30,000 in grants from the state Department of Health to purchase and distribute car seats to low-income families.

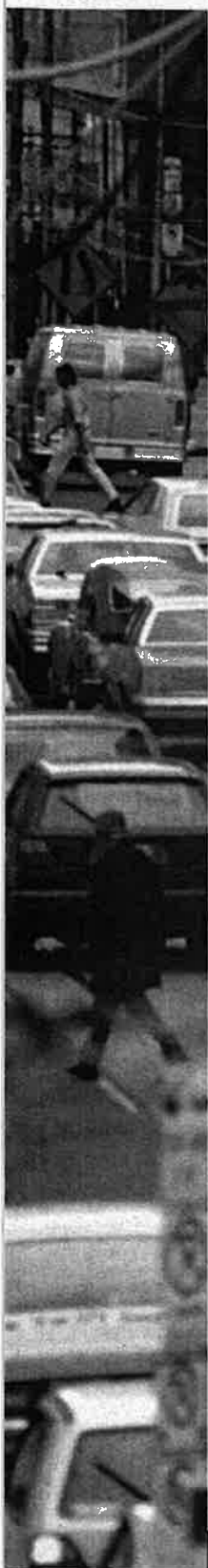
More than 200 enforcement and child passenger safety advocates were certified as child car seat technicians through the NHTSA Certification course. This brings Washington's total to 428 technicians and 18 certified instructors.

There are currently 34 law enforcement community child passenger safety teams located throughout the state - covering 31 of Washington's 39 counties. Local communities around the state held 175 child car seat inspection clinics. Also, 150 child passenger safety awareness events and training classes were held at the local level.

The 1-800-Consumer Line responded to just under 4,000 calls this year and the 1-800-Reporting Line responded to more than 1,800 reports of unbuckled children.

This project distributed "We Love You -





Buckle Up” Early Childhood Education curriculums to preschools, day care centers, and elementary schools and worked with local pupil transportation staff regarding the safe transportation of preschool age and special needs children on school buses. Information and materials were provided to employees of school districts, Headstart programs, and Early Childhood Education Assistance Programs.

We worked with Harborview in the implementation of a NHTSA pilot project on booster seats and assisted with the implementation of the Commission’s statewide booster seat media campaign. The Child Passenger Safety Program distributed child car seats and booster seats to law enforcement and child passenger safety advocacy groups. We participated in two child passenger safety community team training sessions, and one technician update training.

## **Occupant Protection Law Enforcement Advisory Committee (OPLEAC)**

The Occupant Protection Law Enforcement Advisory Committee (OPLEAC) directs and assists in the implementation of the Commission’s law enforcement/traffic safety programs.

OPLEAC reviewed and approved a series of 3-Flags grants and provided direction in the development and production of law enforcement and survivor public service announcements for 3-Flags, The Native American Traffic Safety program, and the

Survivor program.

## **Whitman County “B” Schools Safety Awareness Program**

This project implemented a program designed to increase the use of seat belts by all school age children in Whitman County “B” schools. High school students developed a program for secondary schools in which they used coloring and poster contests. The need for booster seats for children between 40 and 80 pounds was a major message for kindergarten through fourth grade. A separate program for the high schools was developed that included the creation of a seat belt information packet, bumper stickers, and banners for each school which had their school emblem and a seat belt message. Students involved in this project also created PSAs through their high school audio/visual departments.

## **Snohomish County Buckle ‘Em, Boost ‘Em, Belt ‘Em**

This program coordinated by the Snohomish Health District was designed to increase the optimal use of child restraint systems among the Native American and Hispanic populations in that county. Activities included child restraint system checkups, distribution of booster seats and convertible child safety seats, and parent education regarding proper use of these seats.



# Impaired Driving

## Impaired Driving Program Coordination

This project funded the anti-impaired driving activities of WTSC. Training opportunities were provided to law enforcement, judges, prosecutors and other personnel in the DUI system. Brochures, videos, and other educational materials dealing with impaired driving were developed and distributed. A new project was started this year in conjunction with the Corridor Safety Projects that installs signs on roadways where there is a demonstrated DUI problem that shows the picture of a DUI fatality with the caption "Caution - Drunk Drivers Are Out There". WTSC partnered with the Office of the Administrator of the Courts and the American Bar Association to host the ABA Traffic Court Technology Conference in Seattle, March 28-31, 2001. Approximately 175 judges, prosecutors and law enforcement personnel attended the conference. The conference highlighted the latest technology regarding alcohol and drug pharmacology and testing. Mini-grants were provided to 21 communities and organizations to conduct local impaired driving safety programs and events. The 13th Annual Impaired Driver Traffic Safety Conference was held in Olympia December 5, 6 and 7, 2001. Approximately 330 attendees participated in workshops and heard speakers talking about impaired driving issues. Finally, project funds were used to support the Washington State Drug Evaluation and Classification Program (DRE). This program is coordinated by the Washington State Patrol. By the end of the

year Washington will have 153 certified DREs. These officers come from various municipalities, sheriff's departments and Washington State Patrol.

## King County Fire and Life Safety Association

Project funds were used to provide the Think Again program to more than 11,000 students in King County. This is a DUI prevention program presented by EMS and Fire Department personnel.

## Chehalis Police and Fire Services

The Trauma Nurses Talk Tough Educational Program was given to every fire district and city fire department in Lewis County. They, in turn, then presented the program to all the high schools in Lewis County.


## East Region EMS and Trauma Care Council

This project funded the Sober Roadways and Mock Car Crash Programs in the Spokane region. These programs were presented to more than 10,000 teens.

## King County Traffic Safety Coalition

This grant funded the development and distribution of a brochure dealing with impaired driving on Highway 99 between the north and south King County lines. The brochure included data describing the "hot





spots” along Hwy 99, and what people could do, and resources that are available. The brochure was translated into five languages and 10,000 copies were printed and distributed.

## **Northwest Region EMS and Trauma Care Council**

This project funded the Sober Roadways Program and the Youth DUI Victims Panels. 145 Sober Roadways presentations were made reaching approximately 10,000 people. The Sober Roadways presentation was made at the US Navy and Puget Sound Naval Shipyard, including a presentation aboard the USS Abraham Lincoln. Approximately 6,500 naval personnel and families attended. A new Sober Roadways brochure was designed and produced. 32 Youth DUI Victim’s Panels were held reaching approximately 2,100 teens.

## **Washington State Department of Health**

Project funds were used to support the Injury Prevention/Public Education Technical Advisory Committee (IPPE TAC) for trainings, meetings, and supporting materials to address traffic safety issues. They have taken on impaired driving as their primary traffic safety issue for the next two years. The 8 regional trauma care councils developed programs to deal with impaired driving at the local level. This included mock crash demonstrations, purchasing equipment for local police and EMS personnel, purchasing fatal vision goggles for the 8 regions, and sending out brochures and videos to local high school driver education classes.



# Special Populations

## Native American Traffic Safety Program (NATS)

The Native American Traffic Safety Program seeks to decrease the number of Native American deaths and injuries resulting from motor vehicle collisions, to increase seat belt and child car seat use rates on reservations, and to provide tribal communities with culturally-specific educational and promotional materials, technical assistance and resources to implement traffic safety programs. Mini-grants were provided to tribes for the production of personalized educational and promotional materials, and equipment grants were provided to tribes for the purchase of traffic safety equipment including radar, Portable Breath Testers (PBTs), laptop computers and radar/reader boards.

Tribal enforcement, Indian Health Clinics and tribal occupant protection advocates received child car seats and child passenger safety training.

Native American representatives participated in the law enforcement-led community child passenger safety teams, the 3-Flags programs, and all WTSC-sponsored occupant protection, child passenger safety and traffic programs. They also participated in the Car Seat Technician training programs.

The NATS CHOICES videotape and an educational child passenger safety video focusing on the correct use of car seats, booster seats and seat belts were distributed to tribal enforcement, health and safety

agencies and organizations.

## Military Traffic Safety

WTSC continued efforts this year to support links between military personnel and civilian law enforcement in the state, as well as providing education and informational materials to base personnel when requested. More work was done with the military underage drinking project, including holding a focus group with navy personnel and the modification of the Reduce Underage Drinking (RUaD) brochure to reflect military consequences for underage drinking by military personnel. WTSC also worked to include military personnel in the trainings and conferences held throughout the year, such as 3-Flags and the annual Impaired Driver's Conference.



# Teen Traffic Safety Programs

## So Your Teen is Driving

WTSC continued to support the Greater Spokane Substance Abuse Council's "So Your Teen is Driving" program with a grant for \$3,800. This program was held four evenings for high school driver's education students and their parents. The grant also supported other youth traffic safety efforts in the Spokane area. Staff members presented their Reality Education and Choice Training program to five traffic safety classes (including juvenile hall), and incorporated safety messages into an elementary school puppet program.

## Youth Traffic Safety

FY 2001 marks the first year that WTSC has given youth traffic safety funds directly to schools and youth organizations to assist them in their local efforts. This assistance included help with travel and registration costs for youth to attend the first annual Washington State SADD (Students Against Destructive Decisions) conference in Yakima, regional club meetings for SADD and SAFTYE clubs, and the National Student Safety Program's annual international meeting in Honolulu, Hawaii.

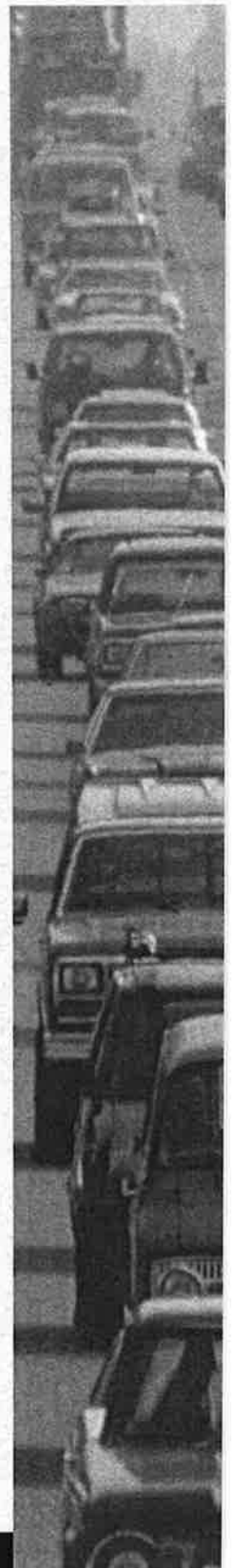
Funds were also made available to schools to defray costs of grim reaper programs, mock crashes, and to bring in local and national speakers to school assemblies. A grant was also given to the Washington State SADD coordinator to support the group's traffic safety efforts, including contributing to the state conference in Yakima.

## Parent Party Patrol

Provided Washington communities with 40 presentations on the risk to parents who host teen parties where alcohol is present. They started a new chapter in Spokane and sent out more than 2,500 letters to hotels, motels, schools, and police concerning teen parties and graduation. They developed and distributed a new brochure called Prom Brochure.

## Think First of Washington

This project provided Washington high schools with 21 school assemblies reaching 12,400 students on a variety of traffic safety issues, but with emphasis on impaired driving.





## **Trauma Nurses Talk Tough**

This is a high school program put on by the St. John Medical Centers Trauma Program and is a series of age-specific slide presentations that depict the realities of drinking and driving and other traffic safety problems. This program was presented 146 times to more than 4,500 teens and adults in Southwest Washington.

## **Minors In Prevention**

This project allowed teens in rural Eastern Washington to participate in the effective MIP program in Spokane. It is a diversion program that allows first-time offenders with alcohol-related offenses to avoid prosecution if they successfully complete all requirements of the program.



# Public Information and Education

The purpose of the Washington Traffic Safety Commission Public Information and Education Program is to:

- Increase the use of seat belts, child car seats, infant seats and booster seats.
- Reduce the incidence of impaired driving, road rage vehicle collisions, and winter driving collisions.
- Develop materials for special populations that have high collision rates.
- Assist other state agencies with the development of materials that forward our traffic safety interests and reduce the collision rate.
- Assist Traffic Safety Commission Program Managers with public relations support for their program areas.

## Awards Program

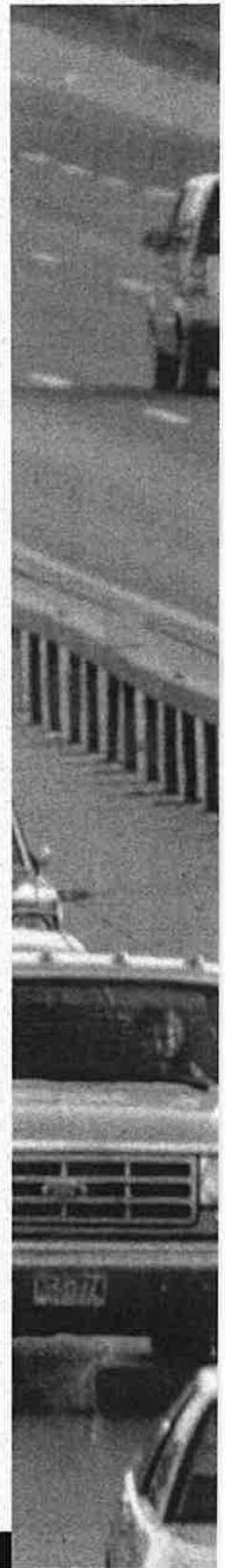
WTSC conducted a statewide search for special programs that went “above and beyond the call of duty” in promoting safe roads. A video production of the award recipients in their work environments served to enhance the prestige of the program and educate the 450 Awards Program luncheon attendees about the special projects happening around the state. Award winners received plaques, certificates and photos.

## Public Service Announcements

WTSC developed public service announcements on traffic safety themes and distributed them to cable networks throughout the state. The PSAs received a tremendous amount of free air time due to the liaison work with the cable stations. PSAs promoted booster seat use, seat belt use and anti-impaired driving.

## Brochures

The public information program distributed brochures through traffic safety task force networks, driver’s education teachers, child car seat educators and other stakeholders. The brochures focused on impaired driving costs and penalties, under age 21 drinking issues, and winter driving. These brochures were translated into numerous foreign languages.





## Occupant Protection

WTSC developed materials promoting the new child car seat law which requires the use of booster seats. We also developed a booster seat educational campaign that includes, radio and TV PSAs, bus advertising, ads for billboards, as well as posters, banners, brochures, fact sheets, and an educational video.

A promotional kickoff event with Washington's First Lady Mona Lee Locke was organized and held to spotlight the booster seat educational project. Booster seat promotional events were held at major shopping malls throughout the summer in partnership with law enforcement, EMS, hospitals and mall businesses.

Booster seat promotional materials were translated into five different languages to serve the needs of people in the state for whom English is a second language.

New road signs which feature victims of impaired driving fatality collisions were erected in a central Washington community, along with a public education effort that included a press event and the distribution of print materials.

In a partnership with the Washington State Patrol, traffic safety public service announcements were aired on Seattle Television Station KING TV and information materials on the topic of motorcycle safety were developed.

Community education events were organized to promote greater awareness about club drugs such as ecstasy and events which promote drug use, such as RAVE parties, because drug-impaired drivers leave these events in large numbers, creating a roadway safety hazard.

A general brochure promoting traffic safety was developed and translated into five languages and distributed through local law enforcement and refugee centers.

A teen seatbelt promotional project "Seat belts wrinkle, blood stains," was organized through teen traffic safety and driver's education programs.

Educational materials and efforts were conducted to raise awareness about Washington's new graduated licensing law for teens.

Major efforts were undertaken to begin development of a statewide public education effort to promote pedestrian safety. Key communities were identified for pilot projects. A focus group was held to test creative messages, and stakeholder meetings were organized to generate support among the community for a pedestrian safety education campaign.

# Pedestrian/Bicycle Safety

The WTSC's Pedestrian and Bicycle Fund continues to support community and statewide efforts in the ongoing development of pedestrian and bicycle safety programs. This program provides communities with support, consultation, training and materials to conduct specific programs targeted at local audiences.

## City Helmet Law

Community programs include a citywide education and enforcement program in Port Orchard, Washington. Dedicated funds provided the local police department the opportunity to create a bicycle patrol unit to include community education and outreach. The new efforts brought forth an all-age helmet law for bicyclists and a dramatic reduction of serious injury and fatal crashes of both pedestrian and bicyclists.

## Share the Road

The WTSC was a partner with Grays Harbor Transit and the City of Aberdeen to bring a Share the Road bus on line in Grays Harbor and Thurston Counties. A transit bus was provided and, with the support of grant funds, the bus became a rolling billboard. Completely refinished in the new bright yellow green colors and bold graphics, the bus sends a continuous moving traffic safety message to all pedestrians, drivers and cyclists.

## Mobile Training Center

The Kitsap County Fire District 7 received funds to create a mobile training center to support bicycle and pedestrian safety. This unit travels to all of the county elementary schools and community events and is equipped with TV, VCR, generator, equipment for bicycle rodeos and educational items. It also serves as a facility to house the paramedic's bicycle equipment and medical response gear; providing a faster EMS response time during large community events.

## Mini grants

Mini grants and educational materials continue to be a vital part of the program, and include bicycle and pedestrian safety brochures, law enforcement roll call videos and the Ped Bee pedestrian program made available for community needs.







## **Bicycle Helmets**

The Washington Trauma Society acts as an on-going clearinghouse for the distribution of bicycle helmets to children of low-income families. This effort is conducted through eight regional EMS Councils. Each helmet is fitted properly and accompanied with an education program. This past year the WTSC completed its 7th statewide bicycle helmet survey. The study identified an increase in helmet usage from 51.1 percent to 64.2 percent.

## **Crossing Guard Equipment**

Every elementary school and law enforcement agency in this state this past year received a completed school zone resources guide and safety curriculum. This project brings to Washington State schools a uniformed and standardized tool to support school zone safety. In addition to

the resource guide, the city of Kent received funds to develop and implement the "Step Up Program." This "hands on" project in one elementary school involved monthly visits to individual classrooms with a pedestrian safety lesson. Prior to implementing this program, there were multiple car-pedestrian "near misses" and two school zone safety-crossing guards were stuck by passing vehicles. A review of data this past year showed a collision-free year at the pilot school.

## **Cooper Jones Advisory Committee**

The Cooper Jones Advisory Committee is an on-going committee which advises the WTSC on issues concerning pedestrian and bicycle safety efforts. Members represent health, education, enforcement, and insurance arenas, as well as the Department of Licensing and the Washington Legislative Transportation committees. The goals of the committee are to provide direction and research for projects and programs with special emphasis on engineering, enforcement and education.

# Corridor Safety Programs

A Corridor Safety Program is a system of bringing together state and local traffic safety-related professionals to identify low-cost solutions to collision problems in areas identified as having high collision injury and death rates.

The Washington Traffic Safety Commission currently conducts Corridor Safety projects in the following areas.

## Lower Yakima Valley

This project covers a roughly triangular area between Union Gap, Toppenish and White Swan in central Washington. This project was terminated as a corridor project September 30, 2000. However, it has continued to be an area of emphasis for the WTSC. The Community Traffic Safety Task Force has reconstituted itself, and is currently working with the WTSC to install large anti-DUI signs similar to those installed on 97A. The group is also in dialogue with the WTSC concerning the establishment of another corridor project, directed at just one state route instead of the multiple routes that comprised the original project.

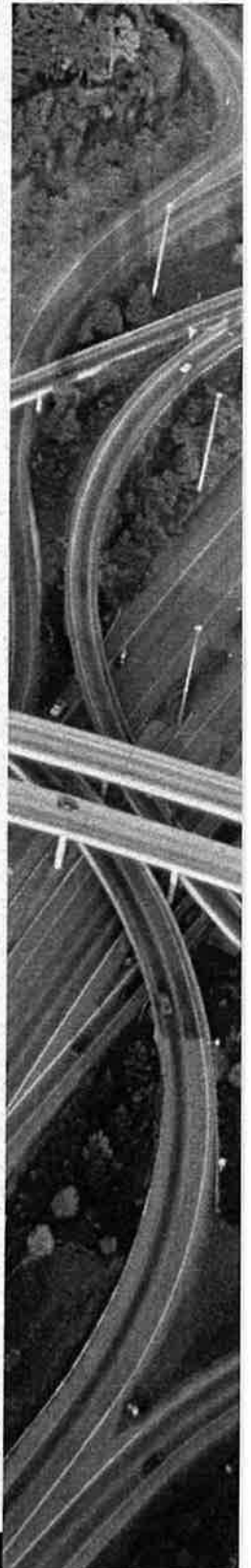
## SR 20 (Phase 2) Milepost 54.51 to 66.89

This project runs along SR 5 between Burlington and Sedro Woolley. The Pulver Road intersection that was such a hot issue continues to be a great success. Collisions at that intersection have been reduced sharply by the low-cost painted median solution.

This project continues with strong law enforcement support through well-coordinated emphasis patrols, and the Task Force has just recently determined that the large-format anti-DUI signs should be installed on the corridor. Because of the success of the corridor effort in Skagit County, WTSC and WSDOT are now exploring the feasibility of doing a regional EMS improvement project, utilizing some high-tech measures as well as an inter-agency approach similar to the corridor model.

## US 2 Milepost 266.86 to 283.22

This corridor project lies between the Spokane County Line and the junction with I 90. The Corridor task force held its first meeting in March, 2000, developed an action plan and launched the project in October, 2000. One major issue with this corridor is the speed control problem associated with a state highway that runs through many miles of open area, then runs through a small town for a distance of just a few blocks. Elevated speeds, along with pedestrians who often do not use crosswalks, is a safety problem. This is coupled with access issues with businesses that do not want vehicle access points reduced or eliminated. The task force conducted a study of pedestrian crossing patterns and has developed a plan for major pedestrian facilities improvements in the urban portion of the Corridor. The City Council of Airway Heights has approved the





plan, and bids will be solicited for installation of three activated crosswalks with pedestrian sanctuaries in the median. Installation is planned for early 2002

### **SR 92 (8.26 Miles – Granite Falls to SR 9)/ SR 9 (8.8 miles – US 2 to Getchell Road) – A Total of 17.06 miles**

The task force for this corridor has more of a political activist perspective than most. They very effectively developed an action plan and organized a successful public launch of the project through a traffic safety fair at one of the local shopping areas. The task force is now attempting to re-establish itself so a sustained corridor effort can be maintained.

### **SR 4 (17 miles, extending from 1-5 to County Line Park, 10 miles west of Longview)**

This task force just launched the project in September, 2001. There is a high level of community energy, and an experienced leader is chairing the project. Serious crashes are caused by driver inattention, failure to yield right-of-way and disregarding signals. The group was starting development of an action plan at the end of the fiscal year.



# Community and Police Traffic Services

## Overview

There are currently 295 law enforcement agencies in the State of Washington. Of those agencies, 90% have ten or fewer commissioned officers. In most agencies, size, manpower constraints and budgets do not allow for specialized law enforcement training, equipment or activities relating to traffic safety. In the past fiscal year, mini-grants (\$500 or less) and larger grants were made available to State, local and tribal enforcement agencies. There were significantly more requests than could possibly be funded with the available resources. The grants that were awarded provided specialized training in priority traffic safety issues, equipment for enforcement activities, and low-cost, high-tech equipment that would not ordinarily be available to perform traffic-related functions. In addition, money was provided for public education programs and projects undertaken by several agencies. Since these grants have been made available, a network of law enforcement agencies committed to traffic safety enforcement has been established. WTSC was assisted in the grant award process by the Washington Association of Sheriffs and Police Chiefs, Traffic Committee. In FY01, more than \$3,000,000 was awarded to State, County and Municipal enforcement agencies from Federal and State funds.

The Washington State Patrol (WSP) has special needs for programs and activities that positively impact traffic safety within

the State. In FY 01, WTSC utilized Section 402, 410 and 157 funding, administered by WSP headquarters, to be available to each district for traffic safety projects. Examples of projects included extensive DUI Emphasis patrols, community education, equipment for enforcement and collision investigation, participation in research studies, promotional items for county fairs, videos for public training/education and special enforcement activity. Further, funding in a "block grant" format allowed WSP administrators to prioritize the use and purpose of available resources. More than 15,000 impaired drivers were arrested by WSP alone as a direct result of available funding.

## Aggressive Driving/ Road Rage

WSP, in conjunction with WTSC and other state partners, initiated the final phases of its Aggressive Driver Apprehension Team concept. Federal funds were utilized to purchase and equip ten unmarked police vehicles dedicated to enforcing statutes relating to aggressive drivers and road rage. To date, more than 5,000 violators have been contacted and 4,000 cited for aggressive driving acts. The violations are being tracked and analyzed for research purposes and for future design of intervention strategies. Washington State's program for aggressive driving interdiction has been selected as a model for other states and will be presented nationally in FY 02.





## Police Training

In FY 01, funding was provided to the Washington Criminal Justice Training Commission (CJTC) for the purpose of supporting "on-site" traffic safety training. That project was based on the premise that CJTC would provide field training at locations throughout the state with specific attention to smaller agencies that may not have funding for extended training at the Seattle or Spokane CJTC sites. Specific police traffic training included collision investigation at several levels, standardized field sobriety testing (SFST), grant writing, and radar training. This project has been very successful. Training has been conducted at 30 sites throughout the State with more than 500 officers (25,000 man-hours) being trained. The need exists to continue and expand this on-site training concept to maximize the effective use of resources and provide training to agencies where it would not have been possible.

## School Zone Safety/Enforcement

In FY 01, State and local law enforcement agencies continued an aggressive enforcement campaign to reduce speeding in school zones. As a result of these efforts, the number of traffic citations issued for speeding in school zones quintupled since the inception of the project. Studies are currently under way to determine the effect of this project. A project, begun in FY 99, has allowed local jurisdictions to replace

existing yellow school zone signs with new, highly visible, florescent yellow green school crossing/warning signs. During this fiscal year, more than 1,000 signs have been replaced using funds generated by violators. Further, school crossing guard vests and flags using the new yellow green color and a crossing guard training curriculum have been provided to every school in Washington State using violator-based funding.

## Photo Enforcement

During FY 01, the Washington State Legislature re-authorized the use of pilot projects using "automated traffic enforcement." Pilot projects were initiated to test the effectiveness of both "red-light running" cameras and speed enforcement photo radar. The premise of both project aspects was the photographing of violator vehicles and the subsequent issuance of citations based on photo evidence. During FY 01, the administrative proposal, contracting and award process was completed with 5 sites selected to participate. The installation and evaluation will be conducted in FY 02. No funding was authorized for this project however, funding generated by violators will eventually fund further installations.

## Traffic Safety Emphasis Patrols

During FY 01, Federal Section 410 funding was used to conduct traffic safety emphasis patrols. These patrols were based on the saturation patrol concept used by law enforcement agencies throughout the country to target impaired drivers. During this fiscal year, 104 law enforcement agencies participated in the patrols resulting in more than 14,000 violator contacts, 5,000 citations issued and more than 400 impaired drivers arrested.

## Task Force Support

In FY 2001, there were 20 Community Traffic Safety Programs, or task forces, in Washington State. WTSC provided the funds for all the task force coordinators and their project directors to meet in the spring, and coordinators were also given funds to attend WTSC trainings and conferences throughout the year. This year, each task force was also able to request funding for a special project or piece of equipment that would enhance their traffic safety efforts. Several coordinators used this opportunity to purchase computers and/or projectors to help with their numerous local traffic safety presentations. The Clark County Task Force created and printed two posters that address minors attempting to purchase alcohol. The Task Force Support project also funded our three newest task forces – in Benton-Franklin Counties, Cowlitz County, and Jefferson County.





# Traffic Records and Research

## Traffic Research & Data Center

The Traffic Research and Data Center provides traffic records data, information services, and research support services to WTSC staff and other traffic safety professionals through database queries and library services.

The TRDC provided summary information including customized tables, graphs, and reports for safety professionals, media representatives, and policy analysts.

The Commission upgraded the system hardware and software, re-configured data element definitions, and updated the database structure.

TRDC improvements include enhancements to the agency LAN and a fully functional connection with DIS mainframe computers. The WTSC Internet homepage has been implemented and the content and format are currently being upgraded and enhanced. Statistical data on traffic collisions are now routinely updated and posted on the homepage.

## Traffic Records Advisory Committee

The Traffic Records Advisory Committee is comprised of technical and administrative managers from traffic record system stakeholder agencies, including the Washington State Patrol, the Department of Transportation, the Department of Health,

the Department of Licensing, the Office of Superintendent of Public Instruction, the County Road Administration Board, Washington Association of Sheriffs and Police Chiefs, and the associations of Washington cities and counties.

The committee's objectives are to provide a central focus point for statewide coordination and information sharing among agencies concerned with the collection and analysis of traffic records data, to coordinate traffic records systems among participating agencies, and to develop and promote expanded use and analysis of traffic records data.

## Traffic Collision Records Systems

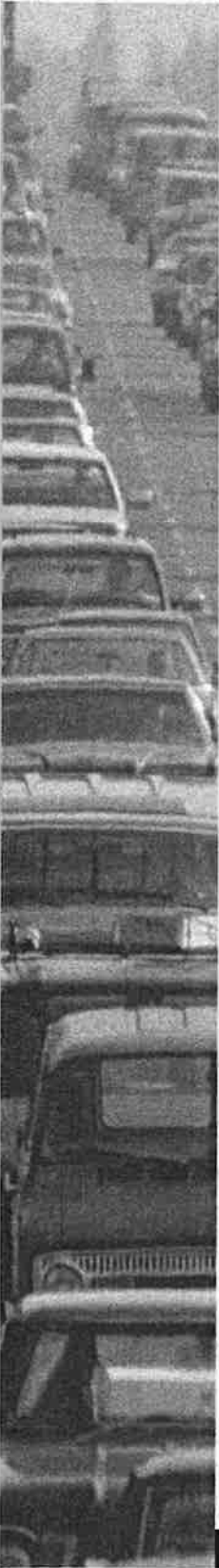
A series of contracts to provide enhancements of the Collision Reporting system (CRS) were completed. The CRS is a traffic collision database and analysis tool developed for local agencies.

A project with the Washington Association of Fire Chiefs to improve the state EMS data system continued.

## Research and Evaluation Projects

- A "before-after" study to assess the impact of centerline delineators on vehicle speeds in school zones.
- A three-year follow up study of vehicle speeds in schools zones.





- Completed the annual observation survey of seat belt use.
- Completed a survey to establish the prevalence of cell phone use by drivers.
- Continued a research and demonstration project with DOL and UW to evaluate a new driver improvement program that targets DUI and aggressive driving.
- Completed a baseline observation survey of booster seat use; negotiated a contract with WSU to conduct the survey.

A research proposal to evaluate the Graduated Drivers Licensing law was approved by The Joint Legislative Audit and Review Committee.

Policy analysis and research literature review papers were completed on the following issues:

- The collision risk of young novice drivers.
- Risk of injury from riding in the cargo area of pickup trucks.
- A preliminary evaluation of the 1998 DUI laws.
- Collision risks associated with cell phone use while driving.

Two studies were initiated to examine the public costs (both medical costs and rehabilitation/social service costs) associated with injuries to vehicle occupants who did not use seat belts. It is expected that these studies will provide important information for legislative consideration of a primary seat belt law.

# Primary Goal Performance Measures & Benchmarks

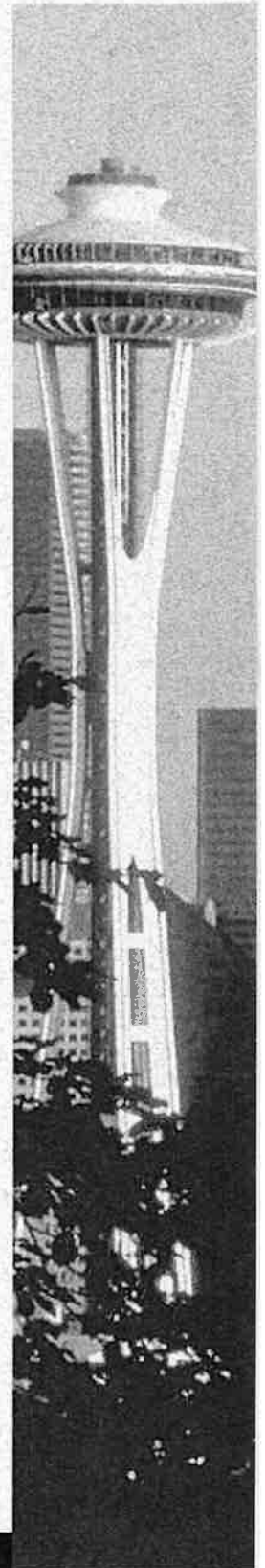
## Primary Goal

Our primary goal is to reduce the number of deaths and serious injuries that result from traffic crashes. For the year 2000 our goal was an annual traffic fatality rate of 1.20 deaths per 100 million vehicle-miles traveled. Washington State met this 2000 goal with a traffic fatality rate of 1.17.1

We have also exceeded our goal of fewer than 70 pedestrian fatalities in 2000. The actual number of pedestrian fatalities was 67. As recently as the late 1980s, the annual pedestrian death toll was over 100.

We barely missed meeting our goals in the area of impaired driving. Our 2000 goal was that 38.0% of all traffic deaths would involve an impaired driver, but the actual percentage in 2000 was 39.3%. Nevertheless, Washington has made substantial progress in this area since the early 1980s when impaired-driver-involved deaths accounted for more than 60% of all traffic deaths.

Due to a problem with the state's collision database, comprehensive traffic data – including data on serious injuries – are not available for 1997-2000.





## Primary Goal — Performance Measures — Benchmarks

### Reduce traffic deaths per 100 million vehicle miles traveled (vmt):

	<i>deaths</i>	<i>rate</i>
1994 Benchmark	640	1.34
1995 Performance data	653	1.33
1996 Performance data	712	1.45
1997 Performance data	674	1.32
1998 Performance data	662	1.27
1999 Performance data (preliminary)	637	1.21
<b>2000 (preliminary)</b>	<b>632</b>	<b>1.17</b>
1997 Goal		1.28
<b>2000 Goal</b>		<b>1.20</b>
2005 Goal		1.10
2030 Goal		0.00

### Reduce serious injuries per 100 million vmt:

	<i>Injuries</i>	<i>rate</i>
1994 Benchmark	5,331	11.18
1995 Performance data	5,438	11.04
1996 Performance data	5,249	10.65
1997 Performance data	NA	NA
1998 Performance data	NA	NA
1999 Performance data	NA	NA
<b>2000 (preliminary)</b>	<b>NA</b>	<b>NA</b>
1997 Goal		10.8
<b>2000 Goal</b>		<b>10.5</b>
2005 Goal		10.0

## Impaired Driving

Reduce drinking-driver-involved motor vehicle deaths and serious injuries as a percentage of all motor vehicle deaths and serious injuries:

	<b>Deaths</b>		<b>Serious Injuries</b>	
	<i># killed</i>	<i>% of all deaths</i>	<i># Injured</i>	<i>% of all injuries</i>
1994 Benchmark	296	46.3%	1,385	26.0%
1995 Performance data	305	46.7%	1,431	26.3%
1996 Performance data	353	49.6%	1,333	25.4%
1997 Performance data	266	39.3%	NA	NA
1998 Performance data	286	43.2%	NA	NA
1999 Performance data ( <i>preliminary</i> )	243	38.31%	NA	NA
<b>2000 (<i>preliminary</i>)</b>	<b>248</b>	<b>39.3%</b>	<b>NA</b>	<b>NA</b>
1997 Goal		42.0%		25.0%
<b>2000 Goal</b>		<b>38.0%</b>		<b>24.0%</b>
2005 Goal		35%		22%

## Occupant Protection

Increase seat belt use rates (for passenger cars + pickup trucks) measured by statewide observational surveys:

1995 Benchmark	83.0% 80% (est)
1996 Performance data	84.1% 81% (est)
1997 Performance data	81.4% 78% (est)
1998 Performance data	82.2% 79.1%
1999 Performance data	84.2% 81.1%
<b>2000 Performance data</b>	<b>81.6%</b>
1997 Goal	85% 80%
<b>2000 Goal</b>	<b>86% 82%</b>
2005 Goal	88% 85%





Increase child safety seat\* usage rates (for children up to age 8 or 80 pounds) as measured by observational surveys:

1994 Benchmark	54.4%
1995 Performance data	57% (est)
<b>2000 Performance data</b>	<b>67.4%</b>
1997 Goal	60%
<b>2000 Goal</b>	<b>70%</b>
2005 Goal	85%

*\*Includes both child safety seats and booster seats (adult seat belts counted as "not using").*

Increase booster seat usage for children weighing between 40 - 80 pounds:

2000 Benchmark	19.0%
2005 Goal	40%

## Emergency Medical Services

Reduce Emergency Medical Services response times.

According to the Washington Public Health Improvement Plan, the following standards have been adopted: Eight minutes in urban areas, fifteen minutes in suburban areas, forty-five minutes in rural areas, and as soon as possible in wilderness areas.



## Speeding

Reduce the number and percentage of people seriously injured or killed in crashes where speed is a contributing factor:

	<i>Deaths</i>		<i>Serious Injuries</i>	
	<i># killed</i>	<i>% of all deaths</i>	<i># injured</i>	<i>% of all injuries</i>
1994 Benchmark	220	34.4%	1,424	26.7%
1995 Performance data	251	38.4%	1,453	26.7%
1996 Performance data	249	35%	1,373	26.2%
1997 Performance data	242	35.7%	NA	NA
1998 Performance data	247	37.3%	NA	NA
1999 Performance data	227	35.6%	NA	NA
<b>2000 (preliminary)</b>	<b>242</b>	<b>38.3%</b>	<b>NA</b>	<b>NA</b>

## Pedestrian/Bicycle Safety

Reduce the number and the percentage of pedestrian deaths and serious injuries.

	<i>Deaths</i>		<i>Serious injuries</i>	
	<i># killed</i>	<i>% of all deaths</i>	<i># injured</i>	<i>% of all injuries</i>
1994 Benchmark	86	13.4%	394	7.4%
1995 Performance data	74	11.3%	390	7.2%
1996 Performance data	92	12.9%	398	7.6%
1997 Performance data	73	10.8%	NA	NA
1998 Performance data	77	11.6%	NA	NA
1999 Performance data	60	9.4%	NA	NA
<b>2000 (preliminary)</b>	<b>69</b>	<b>10.9%</b>	<b>NA</b>	<b>NA</b>
1997 Goal	75	10.5%	385	7.5%
<b>2000 Goal</b>	<b>70</b>	<b>10.0%</b>	<b>375</b>	<b>7.2%</b>
2005 Goal	65	9.5%	350	7%



Reduce the number of deaths and serious injuries resulting from bicycle crashes

Increase bicycle helmet use rates measured in state observation survey:

1994 Benchmark	39.5%
1996 Performance data	47.1%
1997 Performance data	47.3%
1998 Performance data	48.7%
1999 Performance data	52.7%
<b>2000 Performance data</b>	<b>51.5%</b>
1997 Goal	44.0%
<b>2000 Goal</b>	<b>48.0%</b>
2005 Goal	55.0%

Reduce bicyclist deaths and serious injuries as a percent of all traffic deaths and serious injuries:

	<i>Deaths</i>		<i>Serious injuries</i>	
	<i># killed</i>	<i>% of all deaths</i>	<i># injured</i>	<i>% of all injuries</i>
1994 Benchmark	15	2.3%	195	3.7%
1995 Performance data	13	2.3%	187	3.4%
1996 Performance data	14	2.0%	176	3.4%
1997 Performance data	16	2.4%		NA
1998 Performance data	10	1.5%		NA
1999 Performance data	9	1.4%		NA
<b>2000 (preliminary)</b>	<b>12</b>	<b>1.9%</b>		<b>NA</b>
1997 Goal		1.8%		3.2%
<b>2000 Goal</b>		<b>1.5%</b>		<b>3.0%</b>
2005 Goal		1.2%		2.8%

# Motorcycle Safety

Reduce motorcycle fatalities and serious injuries.

Increase helmet use rate:

1994 Benchmark	98.3%
1996 Performance data	98.5%
1997 Performance data	98.8%
1997 Goal	97.0%
<b>2000 Goal</b>	<b>98.0%</b>
2005 Goal	98.0%

Reduce deaths and serious injuries per 10,000 registered motorcycles:

	<i>Deaths</i>		<i>Serious injuries</i>	
	<i># killed</i>	<i>rate</i>	<i># injured</i>	<i>rate</i>
1994 Benchmark	35	3.61	406	41.82
1995 Performance data	37	3.89	417	43.85
1996 Performance data	42	4.45	308	32.67
1997 Performance data	29	3.04		NA
1998 Performance data	51	5.23		NA
1999 Performance data	38	3.88		NA
<b>2000 (preliminary)</b>	<b>39</b>	<b>3.40</b>		<b>NA</b>
1997 Goal		3.5		11.0
<b>2000 Goal</b>		<b>3.3</b>		<b>10.0</b>
2005 Goal		3.0		9.5







## **Pupil Transportation and School Walkway Safety**

Increase the safety of the environment for children as they proceed to and from schools and while in school and on playgrounds.

Reduce hazardous walking conditions within one mile of schools.

Maintain current outstanding safety records for students on school buses or in school bus boarding areas. Present data indicates risk of fatal or serious injury to students on or near school buses is extremely low.

Improve safety within school and playground zones. WTSC has completed a 1997 school zone safety study, and follow-up studies are underway.

## **Traffic Records**

Upgrade traffic records and data systems to improve support for traffic safety problem identification and evaluation of program effectiveness:

1. Establish a linkage system between collision records and hospital records.
2. Improve collision location data by implementing a geographic information system (GIS) component of the statewide collision record system.
3. Implement and improve the CRS system to help local agencies track crash data and identify high crash locations. This system was implemented in 1999 and enhancements to the program are currently being developed (2001).

**Washington Traffic Safety Commission**

**P.O. Box 40944**

**Olympia, WA 98504-0944**

**(360) 753-6197**

**[www.wa.gov/wtsc](http://www.wa.gov/wtsc)**