

Washington Traffic Safety Commission Annual Report for Fiscal Year 1996

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Introduction

This Highway Safety Plan Annual Report for Federal Fiscal Year 1996 summarizes the traffic safety projects implemented, managed, and/or supported by the Washington Traffic Safety Commission (WTSC) from October 1, 1995 to September 30, 1996.

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 seatbelt 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 (one project)

Seat Belt and Motorcycle Helmet Incentive - Section 153 (one project)

Section Two contains the fiscal report for FY 1996 which summarizes actual expenditures by project and program area.

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 1995 death rate was 1.33 persons killed per 100 million miles of vehicle travel. This was the lowest death rate on record for Washington (Table 1).

The rate of serious injuries was 11.0 per 100 million miles of travel, a 1.3 percent decrease from the previous year. A serious injury is defined as an injury that prevents the person from continuing normal activities. The injury data in Table 1 are based on police reports.

In spite of the improved safety record, 654 individuals died on Washington roads and 5,438 received serious injuries in 1995. In addition to the personal losses those numbers represent, the estimated economic loss for 1995 fatalities, injuries and property damage in Washington State totaled \$2.108 billion.

Table 1: Overview of traffic crashes
Five-year comparison

	1995	1994	1993	1992	1991	'95 chg from prev year	'91 - '94 avg yearly change
Total collisions	135,198	129,899	123,965	125,565	121,686	4.1%	2.2%
Fatal	577	574	579	593	603	0.5%	-1.6%
Injury	56,589	54,782	51,500	51,186	49,048	3.3%	3.8%
Property dmg only	78,032	74,543	71,886	73,786	72,035	4.7%	1.2%
Persons killed	654	639	661	651	683	2.3%	-2.2%
Persons injured	84,236	81,419	76,332	75,803	72,004	3.5%	4.2%
Serious injury	5,438	5,331	5,713	6,531	6,839	2.0%	-7.9%
Evident injury	24,805	25,165	24,549	24,246	24,212	-1.4%	1.3%
Possible injury	53,993	50,923	46,070	45,026	40,953	6.0%	7.6%
Drivers involved	243,688	233,099	221,503	224,316	215,989	4.5%	2.6%
Vehicles involved	254,056	243,438	231,756	234,938	226,262	4.4%	2.5%
Motor veh. travel*	49,248	47,674	46,426	48,644	45,663	3.3%	1.6%
Death rate**	1.33	1.34	1.42	1.34	1.50	-0.9%	-3.3%
Serious injury rate**	11.04	11.18	12.31	13.43	14.98	-1.3%	-9.3%
Economic loss+	\$2,108	\$2,048	\$2,012	\$2,036	\$2,027	3.0%	0.3%

* 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 1996 traffic fatalities are summarized in Table 2. In the first 11 months of the year there were 632 deaths, up from 591 in corresponding months the previous year. The fatality rate (based on a preliminary travel estimate) was 1.37, which is 5.5 percent above the previous year. Fatalities have increased in 1996 for vehicle occupants, pedestrians, motorcyclists and bicyclists compared to the previous year.

Table 2: Traffic deaths and travel through the month of November*
Five-year trend

	1996	1995	1994	1993	1992	'96 chg from prev year	'92-'95 avg yearly change
Deaths	632	591	585	616	580	6.9%	0.7%
Urban	162	152	143	153	151	6.6%	0.4%
Rural	470	439	442	463	429	7.1%	0.9%
Travel**	46.27	45.63	44.18	42.98	45.24	1.4%	0.4%
Death rate+	1.37	1.30	1.32	1.43	1.28	5.5%	0.7%
Status of persons killed							
Vehicle occupants	506	481	467	500	458	5.2%	1.9%
Pedestrians++	72	64	72	71	68	12.5%	-1.8%
Motorcyclists	39	35	33	37	46	11.4%	-8.1%
Bicyclists	15	11	13	8	8	36.4%	15.7%

* Fatalities reported as of 12/4/96; number may increase as additional reports are received.

** In billions; 1996 mileage estimated by WTSC based upon preliminary data from WSDOT.

+ Deaths per 100 million vehicle miles traveled.

++ 1996 pedestrian fatality total includes two horseback riders.

WTSC Administrative Summary

WTSC Commission Membership

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 Lyle Quasim, Superintendent of Public Instruction Judith Billings, Judge Larry Moller representing the judiciary, Bettie Ingham representing the Washington Association of Counties, and Bill Carlisle representing the Washington Association of Cities.

WTSC Management Report

The WTSC continued to deliver an effective and efficient traffic safety program for the citizens of the state in 1996. New efficiencies achieved during the year include the completion of services to Traffic Records Data Center provided by contractors and assumption of these functions by agency staff.

Personnel changes in the agency include hiring Les Pope as Police Traffic Services program manager to replace Bill Cooper who became Deputy Chief of the Tumwater Police Department. In addition, Anna Yamada was hired as Research Analyst to provide traffic safety information services in the TRDC.

WTSC Initiatives and Accomplishments

Significant WTSC program/policy initiatives and accomplishments during FY 1996 include:

The legislature enacted a school zone safety bill and charged the WTSC with responsibility for developing and coordinating school zone safety programs with local jurisdictions. The Act doubled fines for speeding in a school zone and directed that this new revenue be deposited in the school zone safety account to fund new programs to improve safety in school zones.

Washington was awarded a Section 410, Alcohol Incentive Grant in FY96 and the WTSC began planning for major new program initiatives in impaired driving.

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.

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 continued in FY96 and 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 1996. 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. The four corridors experienced an 11 percent reduction in crashes. They also had 13 percent fewer injury crashes and 17 percent fewer injuries than during the three years before the projects.

Observational surveys of safety-related behavior were completed and research reports published in 1996. These included bicycle helmet use, 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.

A statewide study of vehicle speeds in school zone yielded provocative results which shed light on the relative effectiveness of various types of school zone signs. Another pair of studies done by WTSC were focused on the effectiveness of safety restraints. One was a review of the existing literature on safety restraints; the other compared injury levels and seatbelt use of the driver and right-front passenger of a crash-involved vehicle. These reports both highlight the effectiveness of safety restraints in saving lives and reducing injuries.

Project Summaries: HSP Section 402

Impaired Driving, AL96

AL96-AL01, Impaired Driving Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC Impaired Driving program. This included salaries and benefits for 1.75 full time equivalent employees, 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.

AL96-AL02, Impaired Driving Program Support

The purpose of this project is to increase DUI enforcement and efficiency of the administration of the DUI system by securing training, education and materials/equipment. This includes maintaining a broad-based and diverse involvement in workshops and speakers for the Washington Impaired Driver Traffic Safety Conference.

This year's conference was held December 5, 6, and 7. Over 180 traffic safety advocate from the public and private sector were in attendance.

New brochures were developed and distributed concerning impaired driving. PBT's and other equipment to combat impaired driving was purchased and distributed to law enforcement agencies. Mini-grants were provided to 43 identified community alcohol traffic safety programs.

AL96-AL03, Misdemeanant Corrections Association - Probation Dept.

The purpose of this project is to improve the DUI system in Washington State by increasing probation services to the courts to monitor convicted DUI offenders. MCA screened those courts without probation departments and Okanogan County District Court was selected to receive the funds needed to start a probation department. They are now operating a probation department.

AL96-AL04, Alcohol Community Support

The purpose of this project is to provide training, public information campaign materials and support for educational and promotional materials to community based traffic safety groups and organizations. During this project, there were twenty-two (22) community based projects provided mini-grant funds and a publicly accessible Internet web page was created for information related to community based traffic safety programs.

AL96-AL05, Law Enforcement Court Scheduling

The purpose of this project is to allow local law enforcement agencies and local limited jurisdiction courts to enter their schedule into personal computers to be transmitted to a file

server located at the Office of the Administrator for the Courts (OAC). The file server exchanges this information with the mainframe at OAC and then updates local law enforcement and local courts with scheduling information, thereby saving both much time and money in scheduling errors.

The user group held two meetings to discuss issues involved with connection to OAC 's mainframe. Computers were purchased with project funds to be distributed to law enforcement agencies and courts coming onto the project.

AL96-AL06, Washington Association of Prosecuting Attorneys (WAPA)

The purpose of this project is to coordinate DUI and other traffic safety issues with outside agencies such as the WTSC, Office of the Administrator of the Courts, WSP, State Toxicologist, DOL, and others, and to provide a clearing house for information concerning DUI court cases, expert witnesses, and possible improvements to existing DUI legislation.

During 1996, the WAPA District Court Manual was completed and sent to all district courts. Furthermore, information concerning traffic related court cases, legal briefs, legislation and other traffic safety issues were exchanged and discussed with appropriate agencies. The Alternative DUI Jail Program continues to be active in five counties.

AL96-AL07, DOL Criminal Justice/DUI Training

The purpose of this project is to provide training and follow-up on the DUI statutory changes, reporting requirements and the completion of forms. Also, to provide DOL hearing officers with training on drug offenses to be able to deal with refusals being generated by the new DRE program.

DOL hearing officers attended the drug recognition class provided prosecutors to be better able to handle the refusal hearings when drugs are involved. Educational training was provided to law enforcement personnel, police records clerks, prosecutors, and court clerks and judges on all reporting requirements to DOL.

AL96-AL08 Youth Traffic Safety

Funds provided through this project supported the Stop Auto Fatalities Through Youth Efforts (SAFTYE) network, one-day regional meetings, a twenty-five member youth board, and a state youth training conference. The SAFTYE youth club network is currently made up of over 210 clubs, each with the representation of an adult advisor. In addition, the network is monitored through the SAFTYE student advisory board representatives of twenty-five high schools statewide. This network has been an instrumental resource in leading Washington youth to reducing fatalities and injuries in traffic crashes.

A total of 46 high schools were reached and approximately 600 youth and advisors attended the seven hosted SAFTYE regional meetings held statewide. These forums served to initiate activities for the new school year and holiday season through traffic safety messages. The meetings also served as an opportunity to perform on-site visits with clubs and provide focus their technical assistance to clubs advisors and student leaders. In each of these one-day

meetings, youth and advisors were provided with information about the SAFTYE network, the 1996 SAFTYE training conference, current data on alcohol and other traffic safety issues/laws, and resources available for peer-to-peer outreach in the high schools. Additionally, the meetings featured various workshops to deliver information relating to traffic safety activities used in collecting data and promoting positive driving behaviors.

Through the utilization of Washington Traffic Safety Commission staff, volunteers, and the members of the SAFTYE network, a youth training conference was hosted on April 19, 20, and 21, 1996 at Fort Camp Casey, Whidbey Island. A few highlights about the 1996 SAFTYE youth training conference were:

- 425 youth and adults were in attendance at the conference, representative of almost sixty high schools/communities in Washington State;
- Forty-two workshop sessions covering a range of traffic safety and alcohol/drug-related issues were presented. Four general sessions were planned with presentations from Mr. Jose Hernandez, the Gap Theater, Mr. Jevon Thompson, and the Diversity Dance Workshop.
- Award ceremonies acknowledged the outstanding work of youth clubs, such as Shelton High School, North Central High School (Spokane), and the Pierce County DUI Youth Task Force. Additionally, the youth selected Ms. Jennifer Cox, from Lakes High School as the outstanding student of the year and recipient of the George Meyers Traffic Safety Scholarship. Mr. Gerald Apple of Shelton High School was selected as Outstanding Advisor of the Year. The SAFTYE Lifetime Award was given to Mr. Lewis Andrews in recognition of his devotion to youth.

The SAFTYE Student Advisory Board presented workshops on traffic safety issues at the Washington Traffic Safety Education Association training conference, the Impaired Driver Traffic Safety Conference, the Collegiate Wellness Conference, and the Prevention Training Conference. Additionally, the board was requested to participate in presentations at the National Student Safety Program (NSSP) conference and the National Student Against Drinking & Driving conference. In these forums, youth presented information on club traffic safety activities, youth crash data, traffic safety laws, fundraising ideas, and youth outreach for the network.

AL96-AL09, Misdemeanant Corrections Association - PBTs

The purpose of this project is to increase the efficiency of probation departments dealing with DUI offenders. Project funds will be used to purchase PBT's for misdemeanor probation departments. The Misdemeanant Corrections Association was able to purchase 11 ALCO-Senior III units and distribute them to probation departments throughout the state.

AL96-AL10, Impaired Driving Public Information and Education

The purpose of this project was to increase public awareness about seatbelt and child car seat use. Building stakeholder 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 occupant protection issues were the successful outcomes of this project.

Worked with a public information subcommittee of the local government Traffic Safety Task Force Coordinators to develop informational materials and joint public information campaigns on traffic safety themes. The following are some tasks accomplished:

- Helped organize a panel discussion about alcohol and driver fatigue issues, as well as materials for an educational videotape on the topic.
- Worked with a local government Corridor Safety Program Committee to publicize a traffic safety effort focused on the Yakima River Canyon. Banners, brochures, litter bags and road signs were developed as part of this project which has anti drinking driver themes.
- Assisted with a Car Care Month statewide promotional project to promote traffic safety issues and anti-drinking driver issues.
- Conducted a statewide Traffic Safety Awards Program. Developed materials to solicit awards, organized a panel of judges, and organized a sit down awards luncheon for 350 participants.
- Organized Spanish language translations for the impaired driver educational materials.
- Developed a brochure targeted at senior audiences which promotes traffic safety and seatbelt issues.
- Updated two impaired driver brochures and had them sent to judicial offices.
- Developed responsible party host and designated driver public service announcements for radio and television, as well as a brochure and slide show.
- Developed a statewide high school journalism contest on drugged driving in combination with the Washington Department of Social and Health Services Division of Alcohol and Substance Abuse. Students are being asked to research stories on drug impaired driving and write articles for inclusion in their student newspapers.
- Television public service announcements on drugged driving were developed and sent to television stations statewide.
- A Labor Day public information and education campaign was developed with the state Traffic Safety Task Force Coordinators which stressed anti-DUI themes.

Youth Impaired Driving, YA96

YA96-YA01 Youth Alcohol Driving & Healthy Choices

The 1994 Washington State Legislature enacted a new & very tough law which will have a large impact underage impaired driving and people who drink to excess and drive. Since 1994, this law has been revised. It has been a difficult law for the general public to "grasp". Key efforts under this grant have been to continue to educate youth and the general public in promoting a message of zero tolerance for underage impaired driving.

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 & drive, they will lose their license to age 21.

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

PUBLIC EDUCATION ON THE NEW DRUNK DRIVING LAWS & REVISIONS

Working with the Public Information Officer, an educational information was developed to target the new safe & sober laws. Information brochures, buttons, bumper stickers, and other items were developed with messages on drinking and driving. Many of these items were introduced at the 1996 SAFTYE Conference, utilized by Stop Auto Fatalities Through Youth Efforts (SAFTYE) and Students Against Drunk Driving (SADD) Clubs in the summer at county fairs/mall events and in September 1996 for the new school year. Additionally, items were made available to law enforcement, driver education networks, and others.

TRAINING FOR SAFTYE NETWORK ADVISORS/CLUBS:

As part of the 1996 SAFTYE conference, training was provided to participants on drinking & driving and pending new laws. In August 1996, the 1996-97 SAFTYE student advisory board met to initiate the planning of their 1996 regional meetings and 1997 youth conference. The twenty-five member youth board received training on the new underage impaired driving laws. The board has planned nine regional meetings which would include a workshop on the new laws and hosting training at the 1996 youth conference on the new laws and its impact. Additionally, the board elected to present on the new laws at the Fall & Spring in-service training for the Washington State Traffic Education Association (WSTEA) and at the 1997 Prevention Conference (hosts 1,000 participants)

1996 NATIONAL STUDENT SAFETY PROGRAM (NSSP)

In July 1996, the SAFTYE Student Advisory Board served as part of the youth workshop agenda. Working with other youth from around the country, the 1996 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 Washington Collegiate Substance Abuse Coalition network to assist in the development of activities focusing on underage impaired driving on our college campuses. Most collegiate alcohol programs utilized these funds to increase activities during the Spring break, holidays, and graduation events. Messages focus on respect for self, healthy driving choices, and designated drivers.

YA96-YA02, Sober Roadways Evaluation

The purpose of this project is to determine if the Sober Roadways campaign is effective in increasing knowledge about impaired driving, changing attitudes about impaired driving, and changing behavior related to impaired driving.

Meetings were held between WTSC and the Department of Health, East Region EMS and Spokane School District members to develop an evaluation plan. Students who get the Sober Roadways presentation will receive a pre and post test. Also, control groups will receive the pre and post test but not the Sober Roadways presentation. Because of a mistake with the control groups, the final evaluation will not be available until early 1997.

YA96-YA03, Community Task Force Support

The purpose of this project is to provide education and training support for the statewide network of Community Traffic Safety Program (CTSP's) professionals representing individual Counties and Cities within Washington State. The level of support included funding for two training meetings. During this project period, two training conferences were held with all CTSP project coordinators in attendance. All conference evaluations were positive.

YA96-YA04, Histories of Fatal-Collision DUI Drivers

The objective of this project was to provide insight into the effectiveness of various responses to drunk driving by reconstructing the histories of drivers responsible for alcohol related traffic fatalities.

A study was conducted of all alcohol impaired fatal collisions in Washington for 1994 with special emphasis on comparing younger drivers with adult drivers. The study examined both collision characteristics and the previous driving histories of 230 DUI fatal crash drivers. The study was conducted under an interagency agreement with the University of Washington. A copy of the Executive Summary from the study is included in the project file.

Occupant Protection, OP96

OP96-OP01, Occupant Protection Programs Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC Occupant Protection programs. This included salaries and benefits for 1.25 full time equivalent employees, 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.

OP96-OP02, WEAR-IT Program

The purpose of this project was to maintain and increase involvement of local law enforcement agencies in the WEAR-IT Network; conduct OPUE Instructor training; and support the statewide occupant protection/traffic safety law enforcement programs. During this project year, 110 local agencies were visited or contacted and provided with coordination, training and assistance in conducting activities. Major focus areas this year included child passenger safety and the correct use of child car seats; involvement with the 3-FLAGS Program; air bags; survivor programs; and compliance with Washington's seat belt and child restraint laws.

OP96-OP03, Survivor Project

The purpose of this task was to promote the use of seat belts, child car seats, airbags, and motorcycle helmets through the promotion of a survivor program. Highlights of the project include increasing the membership of the Saved By the Belt Club by 310 to a total of over 6,000 and increasing the membership of the Saved By the Helmet Club by 22 to a total of 65. Three newsletters were sent to the Survivors' Network informing them of current occupant protection issues and soliciting their involvement in state and local occupant protection promotion events. Local survivor recognition events were held in Mabton, Seattle and Yakima. These events generated great media coverage, including a special section in the Seattle Times directed toward child survivors. Survivors participated and were recognized at two of the 3-FLAGS Spokesperson Meetings. Bill Carlisle, newly-appointed WTSC Commissioner, was recognized at the June Spokesperson meeting as one of the newest members of the Saved By the Belt Club when he survived a serious crash in which his vehicle was totaled. He, along with thousands of survivors, provide "living proof" of the benefits of correctly using occupant restraint devices. Spanish Saved By the Belt materials were developed and distributed to Hispanic communities throughout the state.

OP96-OP04, OPLEAC

The purpose of this task was to provide assistance, coordination and direction to the network of law enforcement officers involved in Washington's occupant protection/traffic safety programs. Additionally, OPLEAC coordinated with the Washington Association of Sheriffs and Police Chiefs and the Criminal Justice Training Commission in the expansion and implementation of the WEAR-IT Curriculum and the OPUE Instructor Training programs; and supported the

expansion of the WEAR-IT Network. Highlights of this project included planning support and assistance in the implementation of three 3-FLAGS Spokesperson meetings, participation in a border event with Canada, representation at the National Indian LIFESAVERS Conference, and the review and awarding of a total of 55 3-FLAGS grants to 54 local law enforcement jurisdictions.

OP96-OP05, Child Passenger Safety

The purpose of this task was to provide informational materials regarding the correct use of child car seats, seat belts and Washington's occupant protection laws: conduct child passenger safety awareness workshops; coordinate a series of child car seat inspection clinics; and to provide technical assistance to child car seat distribution programs. Highlights accomplished during this project year include: distribution of materials to approximately 5,000 agencies and organizations, including law enforcement, task forces, hospitals, loan programs, physicians, child passenger safety advocacy groups, and early childhood education and child welfare organizations; 33 workshops were conducted to train 654 persons; coordination was provided for 14 local community child car seat inspection clinics; 200 media outlets were provided with car seat recall/defect information; 662 car seats were acquired for car seat distribution programs; and 6,926 persons were assisted on the 1-800 resource and reporting lines.

OP96-OP06, Occupant Protection

The purpose of this project was to increase public awareness about seatbelt and child car seat use. Building stakeholder 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 occupant protection issues were the successful outcomes of this project.

Worked with a public information subcommittee of the local government Traffic Safety Task Force Coordinators to develop informational materials and joint public information campaigns on traffic safety themes. Posters, brochures, press releases, joint media events: these are just some of the tasks accomplished.

- Helped organize a panel discussion about driver fatigue issues, as well as materials for an educational videotape on the topic.
- Worked with a local government Corridor Safety Program Committee to publicize a traffic safety effort focused on the Yakima River Canyon. Banners, brochures, litter bags and road signs were developed as part of this project.
- Assisted with a Car Care Month statewide promotional project to promote traffic safety issues and seat belt use.
- Conducted a statewide Traffic Safety Awards Program. Developed materials to solicit awards, organized a panel of judges, and organized a sit down awards luncheon for 350 participants.
- Organized Spanish language translations for the seatbelt educational materials.
- Developed a brochure targeted at senior audiences which promotes traffic safety and seatbelt issues.

OP96-OP07, Occupant Protection Support

The purpose of this task was to provide coordination, information and materials to occupant protection advocates. During this project year, the following highlights were accomplished: forty-five local agencies and/or organizations were provided with \$500 mini-grant reimbursement projects; an average of 125 agencies, organizations and individuals were provided with occupant protection materials each month; a new brochure, "Moving Kids Safely: Going & Growing", dealing with proper use of seat belts and child car seats and airbag incompatibility issues, was produced and distributed to CPS and law enforcement agencies; eighty WEAR-IT/3-FLAGS occupant protection banners were distributed to law enforcement agencies participating in the occupant protection network programs; materials, including pamphlets, posters, stickers, and promotional items were developed, produced and distributed to a wide variety of occupant protection advocates, including schools, health care advocates, community task forces and law enforcement agencies; television, radio and print public service announcements promoting compliance with Washington's seat belt and child restraint laws were produced and distributed throughout the state. Special emphasis was placed on personalizing the PSAs to local areas and working with local cable outlets.

The most recent seat belt observation survey recorded at 84.1% seat belt use.

OP96-OP08/FTE96-TE08, Preschool Pupil Transportation Project

The purpose of this project was to develop and implement a program to conduct a needs assessment of preschool pupil transportation and to improve the skills of local school district administrators to improve pedestrian safety around schools. The major accomplishments for the first objective was the completion of a survey designed to determine the numbers and types of preschool-aged children being transported; the types of vehicles and restraint systems being used; the existence of district policies and procedures; existing program monitoring; and an awareness and training needs. Survey highlights indicated that 7% of the pupil transportation population is a "special need population" (under the age of five or special needs students); the "special need population" consists of Headstart, ECEAP, developmentally or physically challenged students; and various preschool and infants participating in teen parent programs. Transportation vehicles vary from vans to large and small buses and restraint systems range from nothing to a wide variety of child car seats to restraint vests. The need for awareness for staff, parents and children is great and in demand. Based on legislative changes, the focus of the hazardous walkways portion of the project changed dramatically. The major activity in this portion of the project was the distribution of school zone pedestrian safety materials.

Traffic Records and Research, TR96

TR96-TR01, Traffic Records Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC FY96 Traffic Records programs. This included salaries and benefits for three full time equivalent employees, 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.

TR96-TR02, 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 issues.

SEAT BELT AND MOTORCYCLE HELMET USE OBSERVATION SURVEYS. Observation surveys of safety belt and motorcycle helmet use were conducted. Data on shoulder belt use in passenger vehicles 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. The survey results are summarized below:

1. Passenger vehicles:	84.1 percent
2. MC Helmet Use:	98.5 percent
-approved helmets	89.9 percent
-non approved	8.6 percent

BICYCLE HELMET USE SURVEY. The observation survey of bicycle helmet use was completed. The statewide use rate was 47.1 percent.

PUBLIC OPINION SURVEY. The annual public opinion survey on traffic safety was completed and the results distributed to legislators and traffic safety constituent groups.

COSTS OF DRUNK DRIVING STUDY. The study of drinking driver collisions and hospitalization, injury, and health care costs was completed during FY 96. Results of the study were presented at the annual Impaired Driving Conference, and a journal article was prepared and submitted for publication. The study was conducted under an interagency agreement with the Harborview Injury Prevention Center.

EVALUATION OF COMMUNITY DUI TASK FORCES. A study evaluating the long term impact of the DUI task forces was conducted by WSU under an interagency agreement. Trends in alcohol related collisions showed a modest decline in task force counties compared to non task force counties.

TR96-TR03, Fatal Collision Research Team

The purpose of this project is to provide an in-depth analysis of fatal crashes involving heavy trucks. During the period of this project, Washington State Patrol Commercial Vehicle Enforcement Officers were trained and equipped to investigate heavy truck crashes and to collect data for subsequent analysis. Members of the State's Fatal Collision Investigation Team conducted in depth analysis of investigated crashes and began creating a data base of collision data. Follow-up reconstruction, data compilation and a complete reporting will continue through FY97 through Project TR97-05. All stated project objectives in the FY96 project were met.

TR96-TR04, MAIT Brake Fluid Study

The purpose of this project is to provide partial support for the Washington State Patrol, Major Accident Investigation Team to conduct a scientific study of brake fluid failure in several types of vehicles. During the project period, all objectives have been met with the exception of the final data evaluation and report being submitted. The final analytical report will be available in FY97.

TR96-TR05, Traffic Records Data Center

The objectives of this project were: 1. Continue to conduct evaluation and policy analysis studies using TRDC databases and TRDC data processing resources to analyze field survey and field data collected for special research studies; and 2. Continue to provide TRDC query and information services for the traffic safety communities.

1. SYSTEM OPERATIONS AND MAINTENANCE:

Maintain and upgrade current hardware, software, and databases; revise documentation, including user and training manuals to reflect system changes.

2. TRDC INFORMATION SERVICES:

Continue to provide policy and research support to users by organizing, aggregating, and interpreting data upon user request; provide datasets and support for research studies; maintain the hard-copy traffic safety document library, electronic catalog, and query-tracking system.

3. TRDC SUPPORT FOR WTSC STAFF ACTIVITIES:

Problem identification analysis for the Highway Safety Plan; production of the WTSC annual Data Summary and Highway Safety Problem Analysis document.

Traffic Engineering Services, FTE96, FSB96, FSM96

FTE96-TE01, Traffic Engineering Services Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC Traffic Engineering Services programs. This included salaries and benefits for .25 full time equivalent employee, travel expenses, goods and services and a share of agency operational costs.

FSB96-TE02, School Bus Camera Project

FSB96-TE02, School Bus Setaside

The purpose of this task was to provide create safer conditions for students while loading and unloading at school bus stops by increasing motoring public awareness; installing cameras on buses; and increasing enforcement activities. A public service announcement was produced and distributed, as was an informational/educational brochure, SAFETY VIOLATORS CAUGHT ON CAMERA. Repeated problems with the cameras resulted in the cancellation of the project.

FSM96-TE03, Geographic Information Systems for Traffic Safety Problem Identification

The objective of this project was to demonstrate the utility of using a GIS in the analysis of traffic safety data and to identify its limitations. The lesson learned from this project can assist other agencies in developing GIS programs to address safety issues in other jurisdictions. GIS technology provides traffic engineers, highway safety specialists, law enforcement, policy makers, and the public with the ability to view traffic safety data over a broad area and to examine locations with apparent safety concerns.

Project activities were development of technology to geo-code existing collision/injury data for state routes and city streets in Yakima County. County roads were not included due to political roadblocks described in the final report. Three analyses of GIS traffic collision data were performed: a point analysis of state route milepost data, an intersection analysis of city data, and analysis of collision rate data based on traffic volume and crash records. A copy of the final report from the Yakima Valley Conference of Governments is included in the project file.

FTE96-TE04, Engineering/Computer Services

The purpose of this project is to provide traffic engineering expertise for small counties and cities which do not otherwise have access to such services. With the Washington Department of Transportation as a host agency, funding from this project makes an experienced engineer available to consult with those jurisdictions.

During the current program year several presentations to professional engineering organizations, school safety groups and pedestrian safety action groups were made. Formal consultations on specific traffic safety engineering issues were completed for fifteen local jurisdictions. The employee provided through this project was also primarily responsible for planning and logistics for the very successful biannual Traffic Enforcement and Traffic Engineering Conference held in

Yakima in February, 1996. He also serves as a member of the Local Agency Safety Management system Development Team.

FTE96-TE05, Traffic Safety Training

The purpose of this project is to provide traffic engineering scholarships for personnel in smaller counties and cities. These scholarships are used by traffic engineering personnel in these jurisdictions to attend training or the biannual Traffic Engineering and Traffic Law Enforcement Conference. The Association of Washington Cities advertises the scholarships and screens applications. Scholarships are awarded according to the following criteria:

- Preference is given to counties under 40,000 population
- Preference is given to cities under 15,000 population
- A maximum of \$400.00 per year is granted to any one jurisdiction

FTE96-TE06, Law Enforcement and Engineers Conference

The purpose of this project is to provide support for the Law Enforcement and Engineers Conference and for the statewide network of traffic safety professionals representing individual Counties and Cities within Washington State. The level of support included partial funding for an annual conference and scholarships for conference attendance. During this project period the conference was held with 160 in attendance. All conference evaluations were positive.

FTE96-TE07, School Walking Conditions

This project was launched in FFY 1995. Its purpose was to assist local agencies and school districts in identifying and prioritizing improvements to hazardous walking conditions which lie within a one-mile radius of elementary and middle schools.

A Guidebook for Student Pedestrian Safety was published in August 1996. 200 copies of the Guidebook were distributed to all local agencies, school district superintendents, transportation supervisors, elementary school principals and PTA's; Local school districts were given assistance in developing walk route plans; more than 200 projects were submitted by school districts, prioritized and submitted to TransAid; legislation was passed which removed hazardous walking conditions from transportation funding. This removed the incentive for school districts to not improve conditions and run more buses instead.

FTE96-TE08, Preschool Pupil Transportation Project

See: OP96-OP08, Preschool Pupil Transportation Project

FTE96-TE09, Corridor Safety Program

See CP96-05, Corridor Safety Program.

FTE96-TE10, Pedestrian Facility Design Training

The purpose of this project is to reduce pedestrian injuries and fatalities by providing planners, engineers, and others with training on how to design safe pedestrian facilities within the roadway design. Five pedestrian facility design courses were presented during the reporting period. Over

140 engineers, planners and roadway designers attended the course. Additionally, over 100 local elected officials attended the course.

Police Traffic Services, PT96

PT96-PT01, Police Traffic Services Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC Police Traffic Services programs. This included salaries and benefits for one full-time equivalent employee, 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.

PT96-PT03, Collision Investigation Training

The purpose of this project is to provide supplemental advanced collision investigation training to police officers within Washington State. During this project period, six (6) advanced collision investigation course were held, 104 police officers were trained and 6,870 student man hours were used for this program.

PT96-PT04, Washington Criminal Justice Training Commission Radar Training

The purpose of this project was to provide funding for the development/updating of the radar training curriculum used throughout Washington State. During this project, the objectives were accomplished and a new radar training program for both standard and laser radar is ready for delivery through the Criminal Justice Training Network.

PT96-PT05, Local Police Support

The purpose of this project is to provide limited funding to municipal and county law enforcement agencies to develop, implement or continue traffic safety programs and projects. During this project, sixty-six (66) grants were awarded to individual and multi-jurisdictional agencies. Grants were awarded for enforcement equipment, educational material and traffic safety promotional items.

Community Traffic Safety Programs, CP96

CP96-CP01, Community Programs Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC Community Programs. This included salaries and benefits for two full time equivalent employees, 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.

CP96-CP02, 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, in-state training for numerous traffic safety stakeholders and materials for a wide range of traffic safety projects.

CP96-CP03, Traffic Safety Representatives

The purpose of this project is to provide support for the statewide network of traffic safety representatives designated by individual Counties and Cities within Washington State. The level of support included partial funding for an annual conference, training opportunity and support for regular executive board meeting. During this project, the traffic safety representatives conducted an annual meeting/conference in conjunction with the Law Enforcement and Engineers conference and the executive committee met six times.

CP96-CP04, East Region EMS Advanced Life Support Training

The purpose of this project is to provide Advanced Life Support and Paramedic Training in rural counties of Eastern Washington. This will enhance patient care by EMS and trauma providers.

Spokane Community College was selected as the site for the training. Informational meeting were held to determine the interest in the training. Forty people attended the informational meeting and fifteen were selected for the training. By the end of March, the fifteen students completed the training.

CP96-CP05, 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 then mobilize all agencies, organizations and individuals which have a responsibility or desire to promote traffic safety in any portion of that Corridor. Once established, that steering committee develops an action plan, then works

primarily within existing resources to implement the plan. Project activity during the year was directed at the following corridor projects:

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, and continued throughout the fiscal year. Enhanced enforcement and a major public information campaign were coupled with significant engineering improvements that were completed at the time the corridor project was started. A side-project was to get a specific measurement of the financial income which would be generated by one traffic officer over the period of one year. This was done to demonstrate the viability of traffic officers as a self-sustaining means of promoting traffic safety.

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 was able to complete all planning phases and launch a project in a much shorter time than any previous corridor project.

SR 821 (Yakima and Kittitas Counties) - Milepost 0.00 - 25.21 - This is a 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 was a seasonal corridor during the summer months, with special emphasis on the very significant level of alcohol-related crashes which occur in conjunction with the recreational use of the area. The project was able to mount a visible enforcement and public information effort. Preliminary indications are that collisions were reduced during the summer recreational season.

North Spokane County - A network of roadways relating to- and including sections of US 2 and SR 395 - This project was just starting to develop as the fiscal year closed. There is strong community support and the key agencies responsible for carrying out the project have reached consensus that the project has merit and should go forward.

SA96-CP06, Safe Communities/Kittitas County

The purpose of this project is to reduce the number and severity of traffic related crashes within Kittitas County by providing funding and technical support to the Kittitas County Safe Community Coalition. The Coalition will review traffic safety/crash data, identify problems, conduct a needs assessment, formulate an action plan, implement the action plan and evaluate results of actions taken.

Within the five months of this project, the following has been accomplished:

- A project coordinator was hired.
- Harborview Injury Prevention Center was contracted to provide injury data and assistance with a media campaign.
- All County law enforcement agencies were provided with needed radar units for DUI detection and preliminary breath testing (PBT) units for field screening of impaired drivers.

- The County Prosecutor and project coordinator were sent to a week long training relating to DUI issues. As a result, an additional staff member was added to the prosecutors staff for the purpose of DUI/traffic adjudication.
- Enhanced law enforcement DUI emphasis patrols were conducted on Labor Day weekend and on three other occasions.
- A "Safe Community" slide presentation was created.
- The project coordinator conducted numerous community education forums to schools, community groups and offender (DUI Victim Panel) groups.
- Banners were created and put up at various populated locations in the County.
- A graphic artist was commissioned and created a "Safe Community-Kittitas County" logo and public identity for this project. That logo was utilized on stationary, banners and business cards for coalition members.
- Metal signs utilizing the Safe Community" logo were created for use at each County and City entrance road identifying the County/City as a Safe Community with a message of "Drive Safe and Sober". Signs were not received in time to be installed during the project reporting period but are scheduled to be installed in November, 1996.
- County media outlets were provided with media packets, radio spots and in-person interviews with community coalition members.
- Central Washington University was provided additional safe driving and impaired driving awareness/promotional items for use with their student population. Information provided was distributed to all incoming students at student orientation.
- A computer was acquired for use by the project coordinator.
- Contact was made with several private companies in an effort to seek funding for GPS units identified previously. At the close of the project, funding had been secured and units had been ordered for distribution on or about November 1, 1996.

Pedestrian/Bicycle Programs, PS96

PS96-PS01, Pedestrian and Bicycle Safety Programs Technical Coordination

The objective of this project was to provide technical coordination and support to the WTSC Pedestrian and Bicycle Safety programs. This included salaries and benefits for .75 full time equivalent employee, 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.

PS96-PS02, Washington Trauma Society

The purpose of this project is to reduce the number of head and brain injury incidences among Washington's young residents through the distribution of at least 3700 approved bicycle helmets. Primary distribution and education with regard to proper fit is through the eight EMS/Trauma Regions.

PS96-PS03, Pedestrian and Bicycle Conference

This project was not activated in FY96.

PS96-PS04, Spokane PedBee Program

The purpose of this project is to increase pedestrian safety and to reduce pedestrian injuries and fatalities by providing educational presentations using the PedBee Program.

This year, the PedBee Program reached 17,857 individuals at schools, senior centers and fairs. Additionally, brochures and other traffic safety materials were distributed to all participants.

PS96-PS05, Pedestrian and Bicycle Mini-Grants

The purpose of this project is to reduce the number of pedestrian and bicycle injuries and fatalities and to provide local communities with coordination, training and materials to conduct pedestrian and bicycle traffic safety programs through mini-grants and other means.

Pedestrian and Bicycle mini-grants were provided to 37 community-based pedestrian and bicycle safety programs. The PedBee Pedestrian Safety Program was sent to over 250 school districts in the state. Additionally, numerous educational/promotional materials were distributed statewide. The statewide helmet usage rate increased from 39.5% to 44.9% during this reporting period.

Planning/Administration, PA96, FPA96

PA96-PA01, 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 state wide traffic safety conferences and represented the State and Region on the National Association of Governor's Highway Safety Representatives.

FPA96-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 state wide traffic safety conferences and represented the State and Region on the National Association of Governor's Highway Safety Representatives.

Project Summaries, Sections 408 and 153

Alcohol Traffic Safety Incentive - Section 408

J692J6-9501, Impaired Driver Conference

The purpose of this project is to provide support for the Washington Impaired Driver Traffic Safety Conference. This includes maintaining a broad-based and diverse involvement in workshops and speakers for the Conference.

This year's conference was held December 5,6, and 7. Over 180 traffic safety advocate from the public and private sector were in attendance. These were the last remaining Section 408 funds.

Seatbelt & Motorcycle Helmet Incentive - Section 153

HB96-EN01 - 153 Incentive Grant Funds

The purpose of this task was to enhance the Traffic Safety Commission's current occupant protection enforcement based education and enforcement programs dealing with occupant protection, child passenger safety, and motorcycle helmet safety.

Highlights of this project included providing occupant protection training to 180 law enforcement officers at a statewide Spokesperson meeting; providing over 75 state and local officers with specific child passenger safety information at two OPUE Instructor Training classes; conducting a Hispanic/law enforcement officer training class for 16 state troopers and 14 law enforcement officers from local enforcement agencies; conducting a motorcycle training class for the Seattle Police Department; and producing occupant protection awareness and educational materials in Spanish for distribution to local law enforcement agencies, Hispanic networks and safety and health agencies and advocacy groups.