



SMAC Talk

Speed Management Advisory Cooperative Newsletter
OCTOBER 2025



Cooperatively, we can SMAC down speeding!

A Note from Janine

Greetings, SMAC-ers,

Thank you to all SMAC members who attended the in-person workshop last month in Kent. We got 'schooled' on safer land use considerations by Cole Kopca, WSDOT, and how planning to [increase neighborhood density](#) can contribute to increased walking as an alternative to driving by Dr. Glen Duncan, WSU. SMAC members also began the process of refining their respective work group priorities. More work to follow on that front!

Special thanks to SMAC members Abigail Potter, Dr. Staci Hoff and Tony Bledsoe for their respective presentations at different partner organization conferences in September. They attended the Governors Industrial Health and Safety Summit to provide data and information about speed management, technology, and WTSC projects and Dr. Hoff traveled to Yakima to present to the SMAC member organization WA Trucking Associations at their fall meeting. Your efforts to increase awareness of the importance of traffic safety concerns, especially speed management, are appreciated!

Interested in joining the effort to increase public awareness about speeding risks and extending a call to action? The [WA Bike Walk Roll Summit](#) will happen April 1-3, 2026 and there's an open call for workshop proposals that closes October 31, 2025. They are going to prioritize ideas related to the Summit theme of "Design the Future You Want." Maybe you're working on walker roller safety projects and could incorporate a speed management appeal? Does your organization have an annual conference where it would be appropriate to talk traffic safety? Let us know and SMAC members may be able to support with workshop proposals, resources, or data!

It's always a treat to see you at our next SMAC meeting, Monday, October 13!



Sincerely,

Janine

Dr. Janine Koffel
WTSC Program Manager

Headline News

Newsworthy articles that align or relate to the statewide speed management plan. As you read, think about who would care about these topics and who could become possible SMAC members to represent those interests. Please extend an invitation to those you identify to help enrich our understanding and strengthen our approach to implementing the plan!

[A tale of two speed signs: Spokane expands flashing speed signs while seeking funding for another, less proven design](#)

[Slow Down Speeders: Using Intelligent Speed Assistance in Your Community](#)

Why Lowering Washington's BAC Limit to .05 Supports Both Impairment and Speed Safety Goals

Impaired drivers are not just a risk because of slowed reaction times and poor judgment—they are also far more likely to drive at unsafe speeds. Speed magnifies the consequences of impairment: a slower reaction time plus higher velocity leaves little margin for avoiding a crash, and the resulting collisions are often more severe.

Lowering Washington's BAC limit from .08 to .05 would directly support our speed management objectives. Research shows that at a .05 BAC, drivers already experience reduced coordination, slower visual processing, and delayed braking—all of which make speeding even more dangerous. By setting the limit at .05, we can deter risky drinking and driving earlier, before impairment reaches levels that combine with speed to create catastrophic outcomes.

Six dedicated DUI officers, funded through grants from WTSC, made 6,298 contacts this summer (June – September). Because speeding can also be an indicator of impaired driving, they issued 1,356 citations for speeding, in addition to the 683 arrests they made for impaired driving.

The Safe System approach emphasizes layers of protection. Strong prevention policies, like a .05 BAC standard, work hand-in-hand with enforcement projects (deterrence and intervention) and community education to reduce both impaired driving and speeding. Together, these strategies increase the chances that everyone gets home safely.

Rural Trauma Team Development Courses: Building Local Capacity for Post-Crash Care

High-speed crashes often result in severe or fatal injuries—especially in rural areas where access to trauma centers can be limited and response times are longer. While prevention and speed management remain our top priorities, the Safe System approach reminds us that survivability also depends on what happens *after* a crash.

That's where Rural Trauma Team Development Courses (RTTDC) come in. These WTSC-funded trainings strengthen local capacity by improving advanced trauma life support, communication, and coordination among hospitals, EMS, and first responders. Better triage and stabilization in the first critical minutes can mean the difference between life and death when transport times are long.

This November, three RTTDC courses will take place in Region 1:

Tuesday, November 18 – Olympic Medical Center (Port Angeles)

Wednesday, November 19 – Jefferson Healthcare (Port Townsend)

Thursday, November 20 – Jefferson Healthcare (Port Townsend)

These courses represent a key investment in the *post-crash care* realm of the Safe System approach, ensuring that when prevention is not enough, rural communities still have a fighting chance to save lives. By strengthening trauma response capacity, we add another layer of protection to the system—one that rural communities urgently need.

Resources

We invite you to share any of these resources with your networks.

[Pedestrian Safety Toolkit](#)

Pedestrian safety affects us all. After all, everyone walks at some point. October is Pedestrian Safety Month. This is a great opportunity to increase pedestrian safety messaging across all platforms. NHTSA offers a variety of materials in English and Spanish to help you spread the word.

[Get the materials here.](#)

What You're Watching

We'd love to share any articles, webinars, or trainings you've recently come across.

Webinar | [Slow Down Speeders: Using Intelligent Speed Assistance in Your Community](#)

Local governments have more tools than they may realize to address dangerous speeding. This session highlighted how Intelligent Speed Assistance (ISA) can support city fleets and broader speed management strategies, including tackling "super speeders." Presenters shared pilot experiences, policy efforts, and how ISA can complement Vision Zero approaches like safer road design, lower limits, and speed safety cameras.

Current and Upcoming Opportunities

Stay informed about current and upcoming trainings, webinars, available grant funds, and more.

[Proactive Road Safety with StreetVision: Predict & Prevent Crashes](#)

Actionable insights await in this upcoming StreetVision webinar. Discover how AI and street-level data can predict crash risks, pinpoint dangerous locations, and help agencies prevent crashes before they happen. Join the webinar to learn more about this exciting data tool that Drs. Staci Hoff and Max Roberts, WTSC Research and Data Division, helped pilot, refine, and operationalize!

★ [Register for the webinar](#) Tue, Oct 14th 10:00 a.m. PST

[Road to Zero and Uber Older Driver Safety Series #3: Preparing for the Future](#)

Older drivers are particularly vulnerable to the severe transfer of kinetic energy in high-speed crashes. Normalizing alternative transportation options to driving themselves should be a natural part of lifespan planning. When my financial advisor was developing my retirement trajectory, he readily eliminated the cost of owning/operating a car at 80 years

old but failed to discuss alternative means of still getting around and what those costs might be. If you have aging parents (or grandparents!), have you talked about their transportation plans for when they relinquish their driving privileges? Have you thought about it for yourself? Who cares about these kinds of issues that may not realize they're traffic safety stakeholders? Check out this upcoming webinar for more information to consider in your respective work groups, and your own lives.

★ [Register for the webinar](#) from Tue, Oct 21st 10:00 a.m. PST

[2025 Safe Routes to School Virtual Summit](#)

Join changemakers, practitioners, and community leaders from across the country for a three-day virtual summit. The event will feature keynote talks, interactive workshops, and networking opportunities focused on advancing walking, biking, and rolling to school in safe, equitable, and sustainable ways.

★ [Register for the webinar](#) from Tue, Oct 28th 9:00 a.m. - Thu, Oct 30th 1:00 p.m. PST

[Ramp Litter Cleanup Program Grants](#)

A grant opportunity to pick up litter may not seem like a speed management strategy, but it could be! Review the funding opportunity and think about the project detailed in the [Thriving Communities: Litter Removal Transforms Neighborhoods](#) article.

Littered roads may communicate a sense of neglect and lack of care about the community which in turn may encourage some drivers to drive more aggressively and have less respect for or compliance with traffic laws. Littered locations may make drivers anxious and want to leave the area quickly, potentially contributing to speeding.

According to [WSDOT](#), "In 2024, crews removed more than 1,000 tons of litter and debris from Washington highways. One ton equals 2,000 pounds—about the weight of a grand piano or a small car. That's the same as hauling away 1,000 small cars." How do you feel when you see a freshly cleaned roadway with piles of WA Department of Ecology bags piled up for pick up? I know I appreciate the efforts and simultaneously disappointed in my fellow road users for the volume of litter and trash picked up. Could a speed management strategy include distributing free trash bags for cars?

★ [Learn more at the WA Department of Ecology](#)

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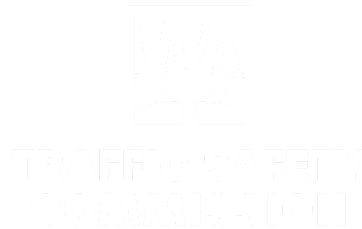
We'd love to know what's happening in your line of work or local community in regard to speed management, and to hear about any pertinent information that would be applicable to the SMAC membership. Submit any content you'd like included in *SMAC Talk* to Janine by the third Monday of each month.

Speed Management Advisory Cooperative - Est. 2024

SMAC Webpage

Membership

We Are Patient



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