



STATE OF WASHINGTON

### WASHINGTON TRAFFIC SAFETY COMMISSION

621 8<sup>th</sup> Avenue SE, Suite 409, PO Box 40944, Olympia, Washington 98504-0944 (360) 725-9860

Access Commission Meeting recordings at <https://wtsc.wa.gov/meetings/commission-meetings/>

## TRAFFIC SAFETY COMMISSION QUARTERLY MEETING

Date:	October 17, 2019
Chair:	John Wiesman, Department of Health
Call to Order:	9:32 a.m.
Adjourn:	12:03 p.m.

Agenda Item:	Approval of Meeting Minutes	Lead: All Commissioners
Minutes to be approved: July 18, 2019		
Motion: Commissioner Steele moved to approve the July 18, 2019, written minutes. Commissioner Berntsen seconded the motion and the motion passed unanimously.		
<i>The written minutes and the audio recording comprise the full minutes of the Washington Traffic Safety Commission meetings.</i>		
Changes Needed: N/A		

Agenda Item:	Approval of the 2019 Target Zero Plan	Lead: Pam Pannkuk
Action/Motion: Commissioner Rosemary Siipola moved to approve the 2019 Strategic Highway Safety Plan, Target Zero. John Flanagan seconded the motion. Commissioner Weisman read Commissioner Roger Millar’s approval letter into the record.		
All approved, with one abstention -- Commissioner George Steel abstained.		
Follow-Up: WTSC will coordinate with the Governor’s Office to obtain the Governor’s approval signature.		
Lead: Pam Pannkuk		

Agenda Item:	Commission Work Session – How we get to Target Zero by 2030	Lead: Shelly Baldwin, Facilitator
See Notes on discussion attached.		
Follow-Up:		
Lead:		

Agenda Item:	Chair of 2020 Commission Meetings	Lead: Commissioner Wiesman
Action/Motion: John Flanagan moved to recommend Commissioner Weisman continue as chair through 2020. Commissioner Berntsen seconded the motion. The motion passed unanimously.		
Follow-Up:		
Lead:		

Topics for Future Meetings	Proposed Date/Month	Lead

Meeting Attendees	
Commissioners:	Members of the Public:
John Wiesman, Department of Health	Steven Buckley, Kansas DOT
John Flanagan, Governor's Office	John Milton, WSDOT
Teresa Berntsen, Department of Licensing	Lisa Harris Friedman, U of Kansas Transportation Center
George Steele, Judiciary	Chris Herrick, Kansas DOT
Rosemary Siipola, Association of Washington Cities	Haiping Zhang, DOL
Chief John Batiste, Washington State Patrol	Ron Kessler, WSP
Commissioner Designees:	Katherine Boyd, Halcyon NW
Marshall Elizer, WA Department of Transportation	Tony Doughty, WSP
WTSC Staff:	Ron Kessler, WSP
Darrin Grondel	Bob Thompson, WTSC Contractor
Geri Nelson	Kevin Bell, WSP
Rainboe Sims-Jones	Nancy Pullen-Seufert, UNC Highway Safety Research Center
Mark Medalen	Ryan Peters, NHTSA
Scott Waller	Rob Snaza, Lewis County Sheriff's Office
Wade Alonzo	Wes Rethwill, Lewis County Sheriff's Office
Shelly Baldwin	Joel Barnett, FHWA
Scott Waller	Brad Benefield, DOL
Edica Esqueda	Sarah Mariani, HCA
Manuel Gonzalez	John Nisbet, WSDOT
Staci Hoff	
Erica Stineman	
Erika Mascorro	
Elliot DeLuca	
Pam Pannkuk	
Tommy Weed	

## Notes – What is the Plan to Get to Zero by 2030?

### **Agencies working together**

Commission agencies should tell the ten-year story together.

Work together to develop a plan for the next ten years. Identify investments that are most likely to reduce fatal crashes. Calculate the possible fatality reductions based on changes in investments and policies.

- Coordinate policy efforts and funding.
- Coordinate decision package budgets. Identify those items that affect Target Zero. Create common language to identify these items.
- Coordinate Target Zero talking points.
- Coordinate of work with legislative committees to support each other.
- Insert safety into transportation planning making safety the priority.
- Review what other states and nations are doing that are getting closer to zero. Look at effective approaches. Use safe systems approaches. Address vulnerable road users.
- Identify best ways to set performance targets.

DOL developed a matrix to identify what aspects of target zero are within their control. The matrix looks at interdependencies and equity. Director Berntsen will share their matrix. It might be useful for other agencies to use as well.

Hold a joint Health and Transportation meeting with legislature.

Identify common themes. Marijuana laws have affected the toxicology lab, the courts, law enforcement, resources, treatment and prevention, for example.

### **Improve Land Use Planning**

Better land use planning will reduce our dependence on the automobile.

Invest in pedestrian and bicycle facilities.

Invest in public transportation.

Set goal to reduce vehicle miles traveled.

### **Law Enforcement Needs**

Local law enforcement agencies have cut traffic units. Officers kept busy responding to calls for service.

Recruitment of law enforcement officers is down 63%. We are at 1985 staffing levels.

Washington is 49<sup>th</sup> in officers to population. It should be one officer per 1,000 population. Washington is .073 per 1,000.

Need to hear from troopers, deputies, not just agency leaders.

## **Health Care Possibilities**

Need to connect DUI to the health care system.

Improve coordination. Bring traffic safety information to health care providers. Encourage conversations between health care providers and their patients about medication use, substance use disorder, mental health, and how these issues can overlap with impaired driving.

Reinforce conversations between health care providers and their patients about child car seats and seat belts. Add distracted driving information to these conversations, too.

## **Need for More Prevention and Treatment**

Need to address adverse childhood experiences.

Historically, we have over relied on enforcement and have failed to address the treatment of addiction. Our court system will not fix this.

“There’s no change in the shame place.” People suffering from addiction need help and support. They need to be a part of the community.

## **Public perception**

Passing a new law does not change behavior. Enforcement is required.

## **Risks**

We are slowing toward our target of zero. As we get closer, it gets harder.

Need to address resource challenges.

If passed, the car tab initiative will cause decreased funding for transportation and safety.