



## 2.4: Decrease number of traffic related fatalities on all roads from 454 in 2011 to zero (0) in 2030

05-25-16 Supplemental Report



## 2.4: TRAFFIC FATALITIES

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**Washington Traffic Safety Commission**

**– Director Darrin Grondel**

**Washington State Patrol**

**– Chief John Batiste**

**Department of Licensing**

**– Director Pat Kohler**

**May 25, 2016**



## Background: Washington's Strategic Highway Safety Plan, Target Zero©

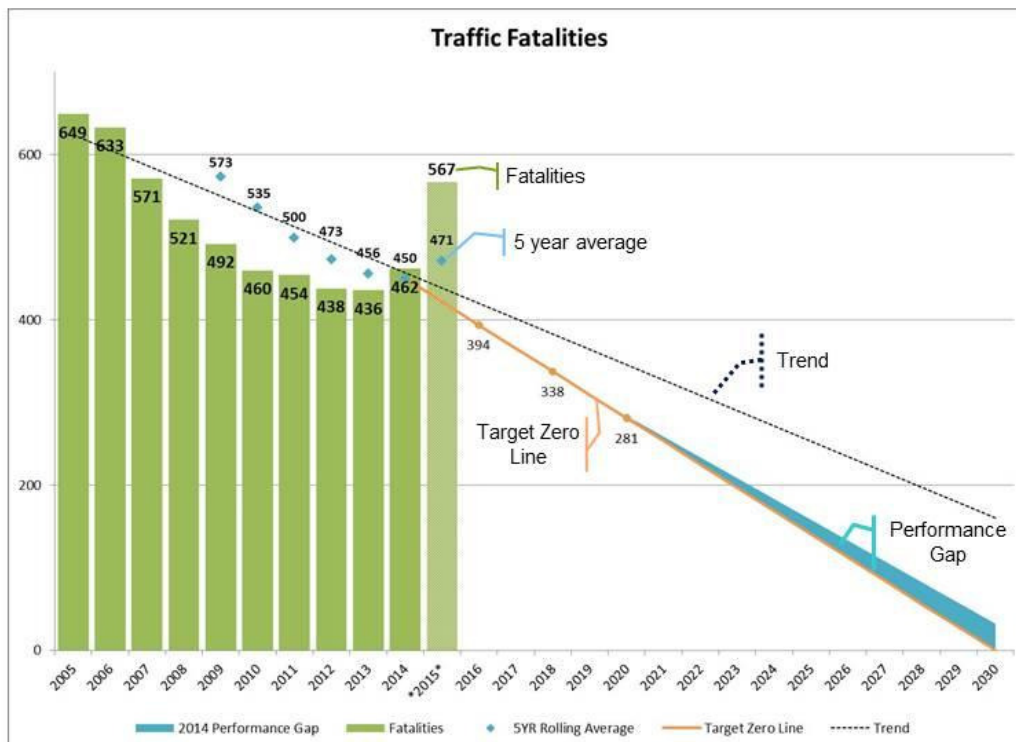


*The goal of Target Zero is about the "one"...the individual. It's about our colleagues, friends, and family. How many of them are we okay with being killed or seriously injured in a crash? The answer is obvious...ZERO!*



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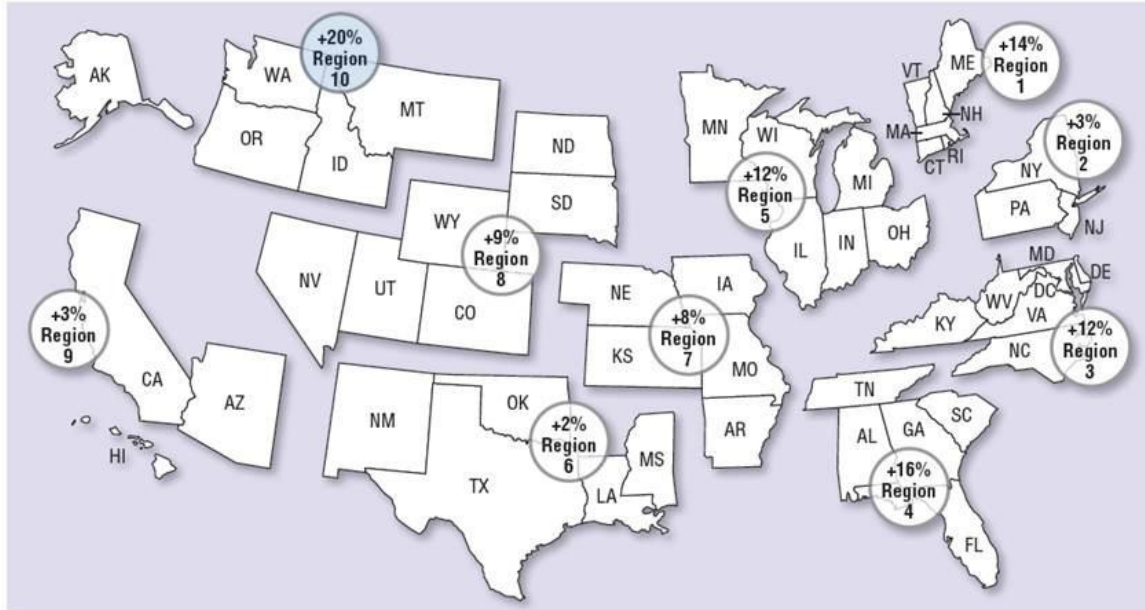
**Current State-At Risk:** In 2015, Washington experienced a 23% increase in traffic fatalities from the previous year, the highest number since 2007. This upward trend has occurred nationally and has been attributed to a rebounding economy.



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# Current State: The North-western region experienced the highest fatality increase in the U.S. (through 2015Q3).

Figure 2: Percentage Change in Estimated Fatalities in 2015 From Reported 2014 Fatality Counts, by NHTSA Region, for The First Nine Months (Jan–Sep)

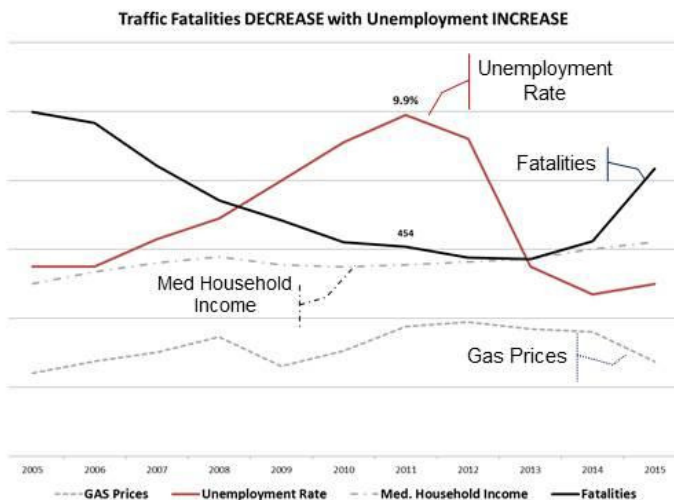


Published by NHTSA's National Center for Statistics and Analysis

1200 New Jersey Avenue SE., Washington, DC 20590

National Center for Statistics and Analysis. (2016, January). Early Estimate of Motor Vehicle Traffic Fatalities for the First Nine Months (Jan–Sep) of 2015 (Crash Stats Brief Statistical Summary, Report No. DOT HS 812 240). Washington DC: National Highway Traffic Safety Administration.

## Opportunity: Why did fatalities increase?

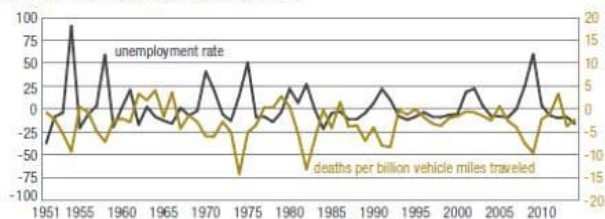


*What impact do environmental factors, such as the unemployment rate and population growth, have on traffic fatalities?*

The unemployment rate has been shown to have a significant effect on the number of traffic fatalities.

In Washington, there does not appear to be a large effect from gas prices or median household income.

Year-to-year percent changes in crash deaths per billion vehicle miles traveled and in the U.S. unemployment rate, 1951-2014



The WTSC also reviewed population growth, vehicle miles traveled, number of licensed drivers, and number of registered vehicles. These factors do not appear to have had an effect on the 2015 increase in traffic fatalities.

## Problem: Where are we seeing an increase in fatalities?

FATALITIES INVOLVING:	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	%Change, 2014-2015
Driver Alcohol >.08	190	215	180	174	203	194	184	166	189	152	135	127	127	112	113	0.9%
<b>Drug Positive Driver</b>	<b>154</b>	<b>178</b>	<b>167</b>	<b>180</b>	<b>173</b>	<b>172</b>	<b>180</b>	<b>152</b>	<b>153</b>	<b>164</b>	<b>125</b>	<b>145</b>	<b>154</b>	<b>178</b>	<b>203</b>	<b>14.0%</b>
Marijuana Positive Driver	84	87	77	104	88	76	93	83	83	89	58	66	64	99	98	-1.0%
Speeding	236	260	234	226	247	253	227	216	210	176	169	162	184	162	156	-3.7%
<b>Distraacted Driver</b>	<b>184</b>	<b>176</b>	<b>172</b>	<b>139</b>	<b>168</b>	<b>184</b>	<b>165</b>	<b>128</b>	<b>161</b>	<b>134</b>	<b>131</b>	<b>121</b>	<b>120</b>	<b>130</b>	<b>170</b>	<b>30.8%</b>
<b>Young Driver Ages 16-25</b>	<b>257</b>	<b>271</b>	<b>226</b>	<b>234</b>	<b>254</b>	<b>250</b>	<b>223</b>	<b>181</b>	<b>177</b>	<b>164</b>	<b>146</b>	<b>126</b>	<b>150</b>	<b>147</b>	<b>176</b>	<b>19.7%</b>
Unrestrained Passengers	270	245	179	165	208	198	156	128	144	102	99	99	89	108	113	4.6%
Unlicensed Driver	128	111	109	101	113	126	118	108	93	91	69	83	70	95	111	16.8%
Drowsy Driver	31	36	31	23	32	32	39	6	14	18	13	13	10	16	19	**
Motorcycles	53	53	59	71	73	79	68	78	68	68	70	82	73	69	75	8.7%
Pedestrians	75	70	77	60	74	72	62	64	62	63	68	75	50	78	86	10.3%
<b>Drivers70+</b>	<b>71</b>	<b>70</b>	<b>87</b>	<b>64</b>	<b>71</b>	<b>48</b>	<b>49</b>	<b>68</b>	<b>35</b>	<b>50</b>	<b>51</b>	<b>46</b>	<b>54</b>	<b>62</b>	<b>87</b>	<b>40.3%</b>
Heavy Trucks	63	55	46	57	73	66	82	58	33	33	35	45	41	36	44	22.2%
Bicyclists	8	11	10	7	13	7	14	9	9	6	11	12	11	7	14	**

The factors involved in fatal crashes remained largely unchanged from 2014. The state continues to see increases in the number of drug positive drivers involved in fatal crashes, however marijuana did not increase from 2014. Distraction, Young Driver, and Older driver involvement also increased in 2015.

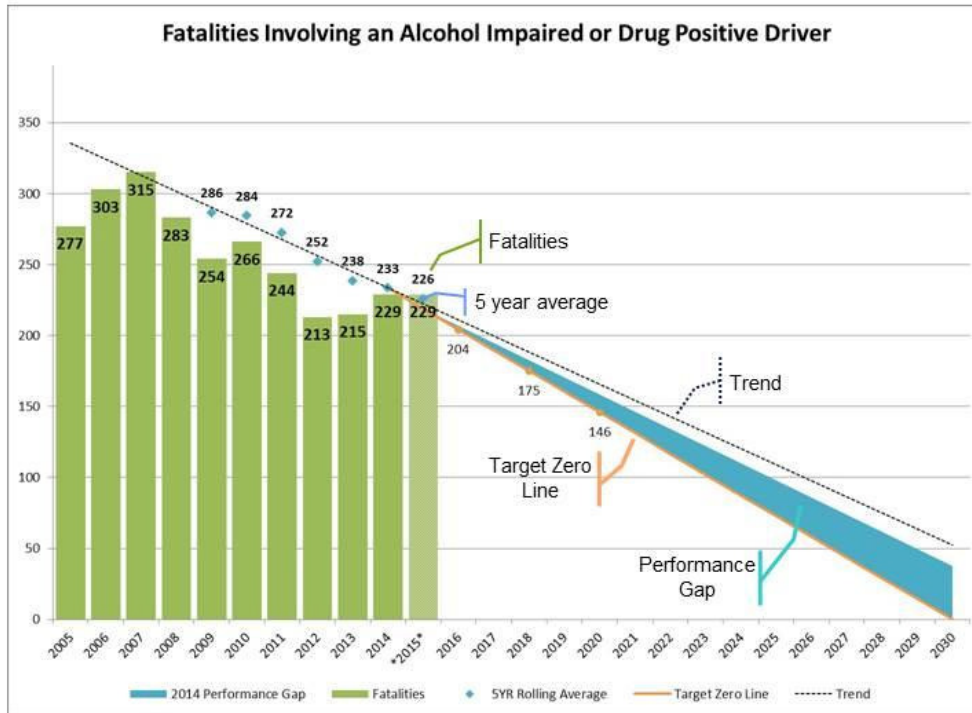
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## Immediate Action Plan:

Task	Task Lead	Partners	Expected Outcome	Status	Due Date
Update Target Zero	WTSC WSDOT	WSP, DOL, DOH, Tribes, Local, + Many	Updated guidance on traffic safety strategies.	On Track	Fall 2016
Implement the FY2017 traffic safety investment plan, mostly at the local level	WTSC, Project Managers	Many	New traffic safety efforts and projects leading to a reduction in fatalities and serious injuries.	On Track	October 1, 2016 – September 30, 2017
Statewide Law Enforcement Liaison	WTSC	Local law enforcement	Increase Engagement of local law enforcement in mobilizations and traffic enforcement	On Track	Contract awarded May 2016
Strengthen Washington's distracted driving/cell phone use while driving laws.	WTSC	Commission Agencies	Increase awareness of the dangers of distracted driving and decrease distraction/cell phone use involvement in crashes.	At Risk	2017 Legislative Session

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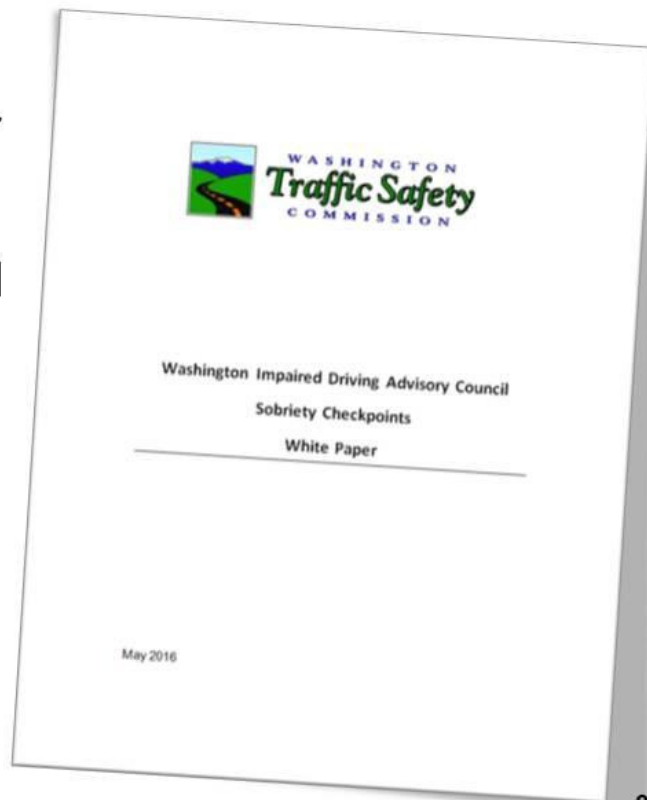
**Current State-At Risk:** In 2015, the number of fatalities involving alcohol  $\geq .08$  or drugs remained unchanged. However, alcohol alone reached its lowest point in 2015, while drug positive involvement increased and is now the most common factor involved in fatal crashes.



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## Assistance Needed:

- The sobriety checkpoints white paper prepared by the Washington Impaired Driving Advisory Council is being delivered for review and consideration.
- Continue to support distracted driving legislation.



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## Current State: In 2015 Impairment & Speed Remain the Top Factors in Traffic Fatal Collisions

Primary causes of fatal collisions on our roads involve:

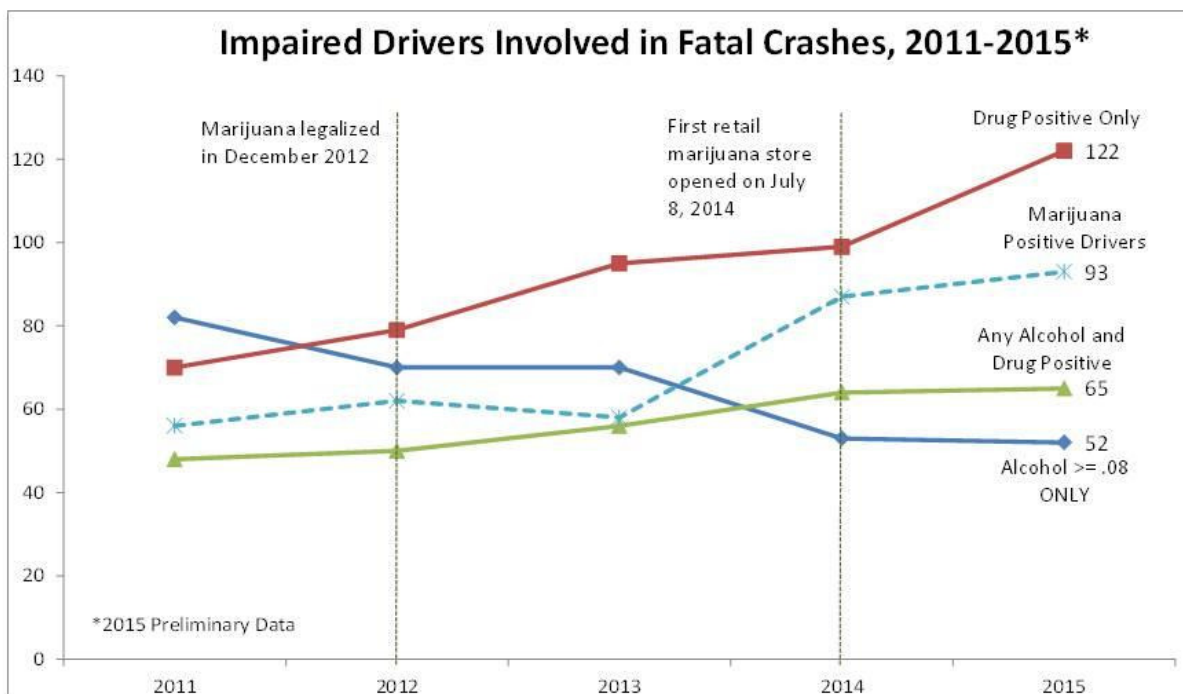
- Impairment
- Speed

Both of these factors contributed to respectively 46% and 28% of the state's 567 traffic fatalities in 2015.



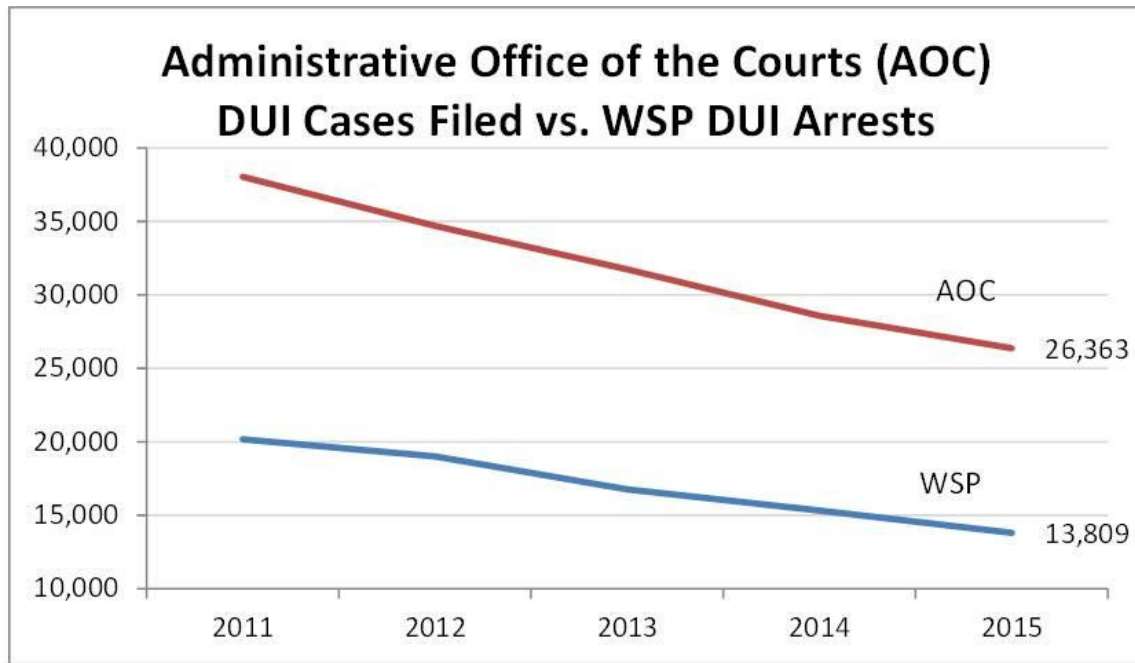
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## Current State: Increase in Drug Impairment



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## Problem/Opportunity: Decrease in DUI Arrests



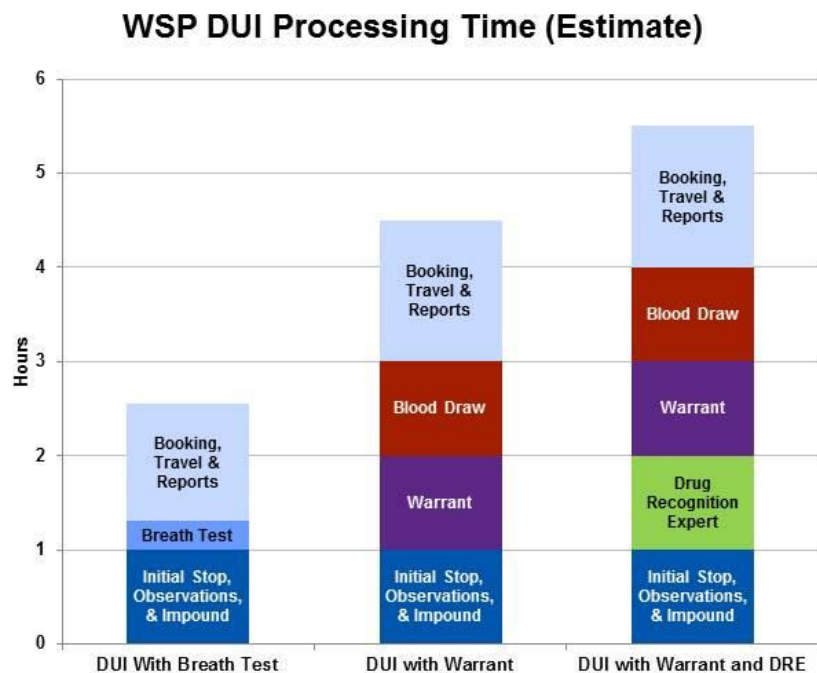
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## Problem/Opportunity: Time Increase In DUI Processing

An average DUI arrest takes 2 to 3 hours.

That time could increase to almost double when troopers are waiting for the following:

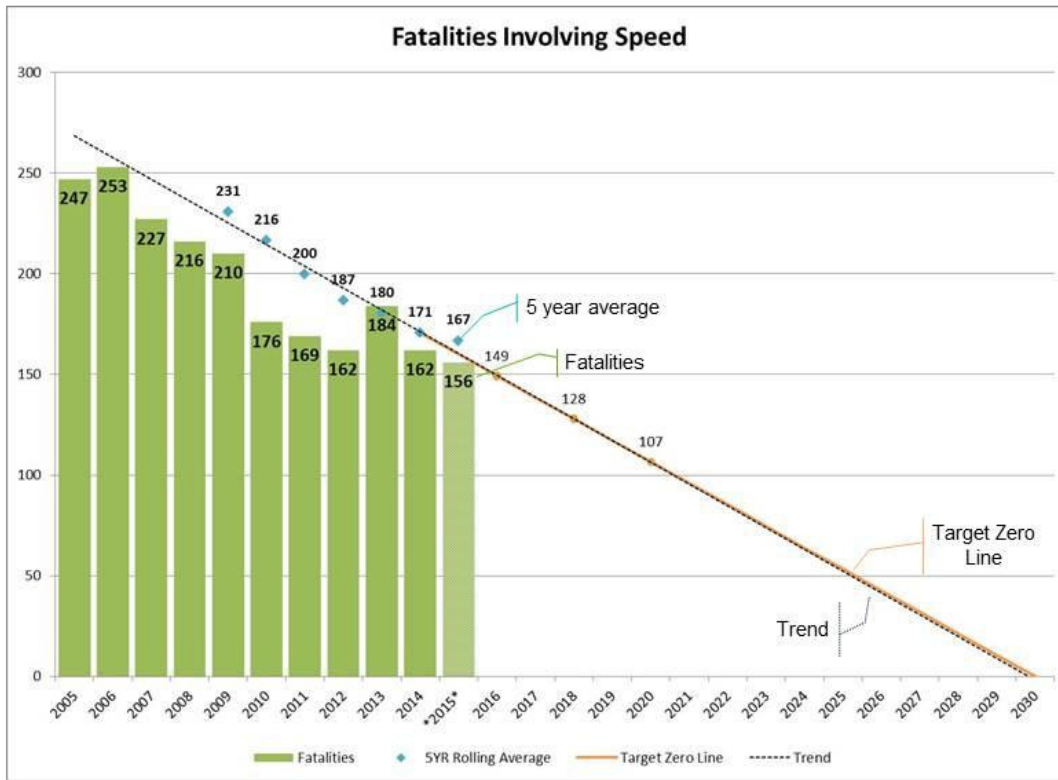
- Tow
- Warrants
- Medical personnel to draw blood
- Medical clearance
- DRE
- Other



DRE: Drug Recognition Expert

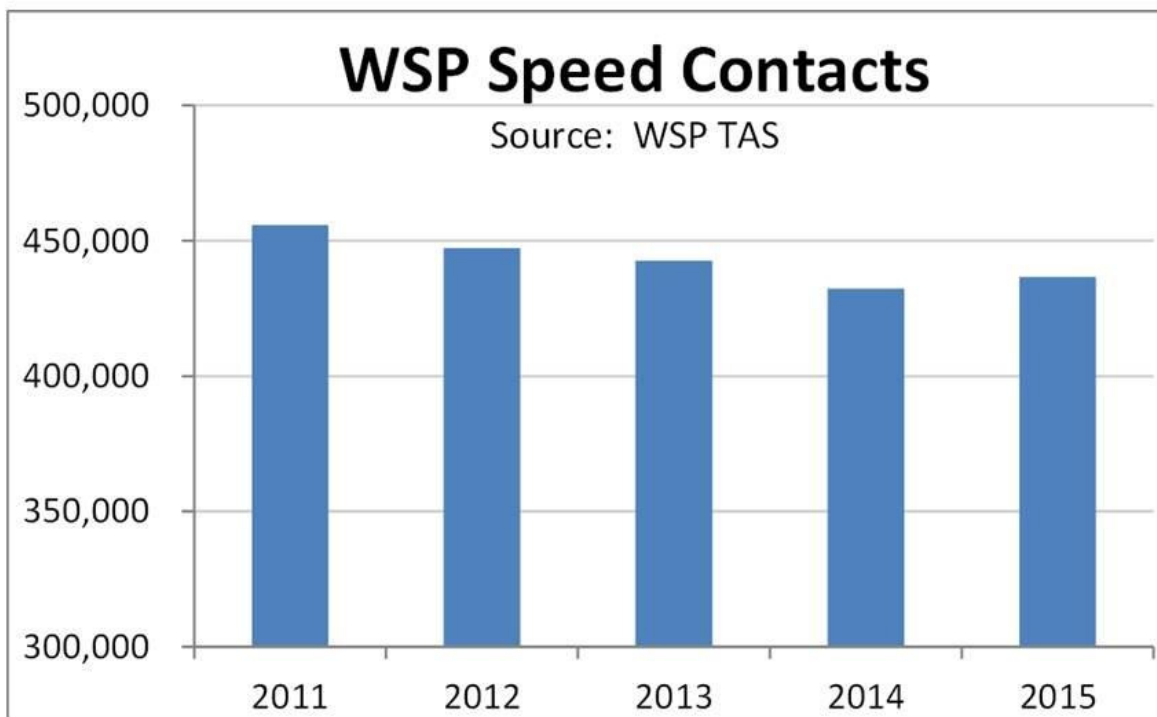
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**Current State:** Speed-Related Fatalities are on Track to Meet Target



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**Current State:** WSP Speed Contacts Remained Steady



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**Detailed Action Plan:**

	Plan	Action	Status
1	<p>Personnel Needs:</p> <p>Field Operations Bureau (FOB) is down 121 troopers (currently down 18%) due to retirements and troopers leaving to higher-paying agencies.</p>	<ul style="list-style-type: none"> <li>- Implement Joint Transportation Committee (JTC) Study recommendations.</li> <li>- Aggressively recruit replacements to backfill agency's aging force.</li> <li>- Increase number of Trooper Basic Training classes for the upcoming biennium.</li> <li>- Trooperstories.com – "Be A Washington State Trooper."</li> <li>- Ask for the Governor's and legislature's support with creating competitive WSP salaries and benefits.</li> </ul>	<p>On-going</p> <p>In-progress</p> <p>Planning</p> <p>Active</p> <p>In-progress</p>
2	<p>Data and Technology:</p> <p>Continue to seek Governor's and legislature's support for increased use of technology.</p>	<ul style="list-style-type: none"> <li>- SECTOR <ul style="list-style-type: none"> <li>▪ Comprehensive electronic statewide DUI system improvement.</li> </ul> </li> <li>- Continue use of data to: <ul style="list-style-type: none"> <li>▪ Identify leading causes of injury &amp; fatal collisions.</li> <li>▪ Strategic deployment.</li> <li>▪ Data quality improvement.</li> </ul> </li> </ul>	<p>In-progress</p> <p>On-going</p>

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**Detailed Action Plan:**

	Plan	Action	Status
3	<p>Impaired Driving:</p> <ul style="list-style-type: none"> <li>• Identify leading drug types in injury &amp; fatal collisions.</li> <li>• Enhance law enforcement DUI training with Advance Roadside Impaired Driving Enforcement (ARIDE) training.</li> <li>• Expand the Drug Recognition, Evaluation, and Classification Program.</li> </ul>	<ul style="list-style-type: none"> <li>- Closely monitor our toxicology results</li> <li>- Data analysis</li> <li>- LCB Partnership</li> <li>- Target Zero</li> <li>- Provide all field personnel ARIDE training <ul style="list-style-type: none"> <li>▪ Current status: 96% line troopers trained.</li> <li>▪ Courses are also offered to all law enforcement officers in the state.</li> </ul> </li> <li>- Increase Drug Recognition Expert interest through mentorship, cross-training, and curriculum exposure. <ul style="list-style-type: none"> <li>▪ Two DRE schools were scheduled and completed. Current Status: 197 certified DREs.</li> </ul> </li> </ul>	<p>On-going</p> <p>Complete</p> <p>In-progress</p>

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**Detailed Action Plan:**

	Plan	Action	Status
4	<p>Speed:</p> <ul style="list-style-type: none"> <li>Increase use of aerial speed enforcement.</li> <li>Continue with our strict speed &amp; distracted driving enforcement efforts.</li> <li>Continue strong support of our TZT teams and coordinators.</li> <li>Work with local prosecutors to ensure clear communication and understanding of new and emerging case law.</li> </ul>	<ul style="list-style-type: none"> <li>Utilize Cessna 182 and Cessna 206 FLIR aircraft to locate, track, and coordinate the apprehension of speed violators. <ul style="list-style-type: none"> <li>Current status: accomplished 6,533 contacts.</li> </ul> </li> <li>Utilize data analysis for strategic deployment.</li> <li>Continue coordinating enforcement efforts with locals.</li> <li>District courts contacted quarterly and provided updated contact information. Current Status: 100% of District courts contacted.</li> </ul>	<p>On-track</p> <p>On-going</p> <p>On-going</p> <p>On-schedule</p>

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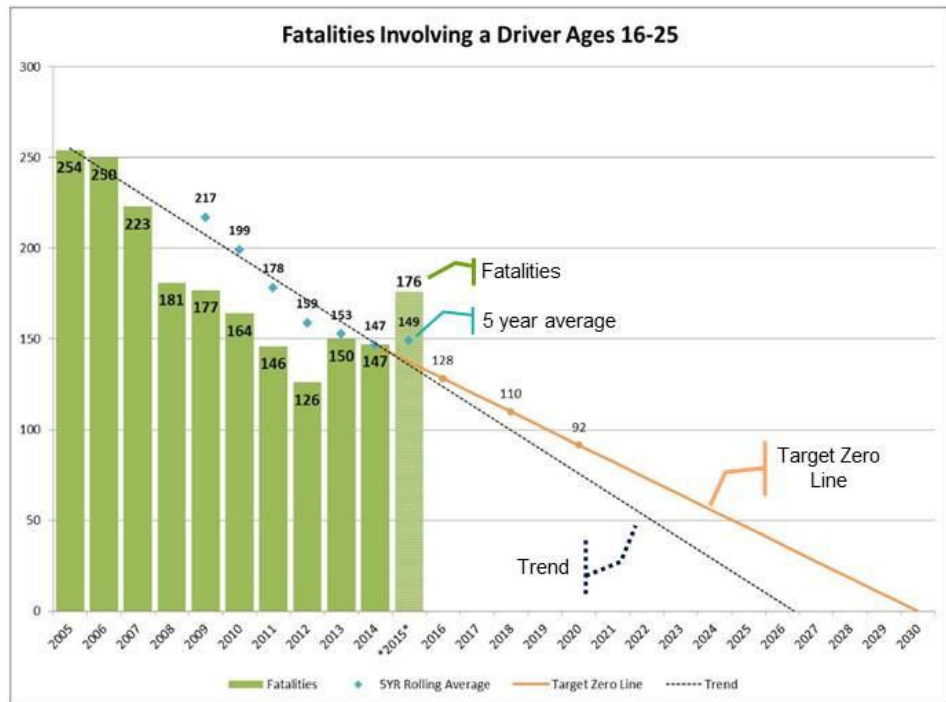
## 2.4.c Young Driver-Involved Fatalities

**Partnerships:** Increase Engagement with Our Youth Between Ages 16-25

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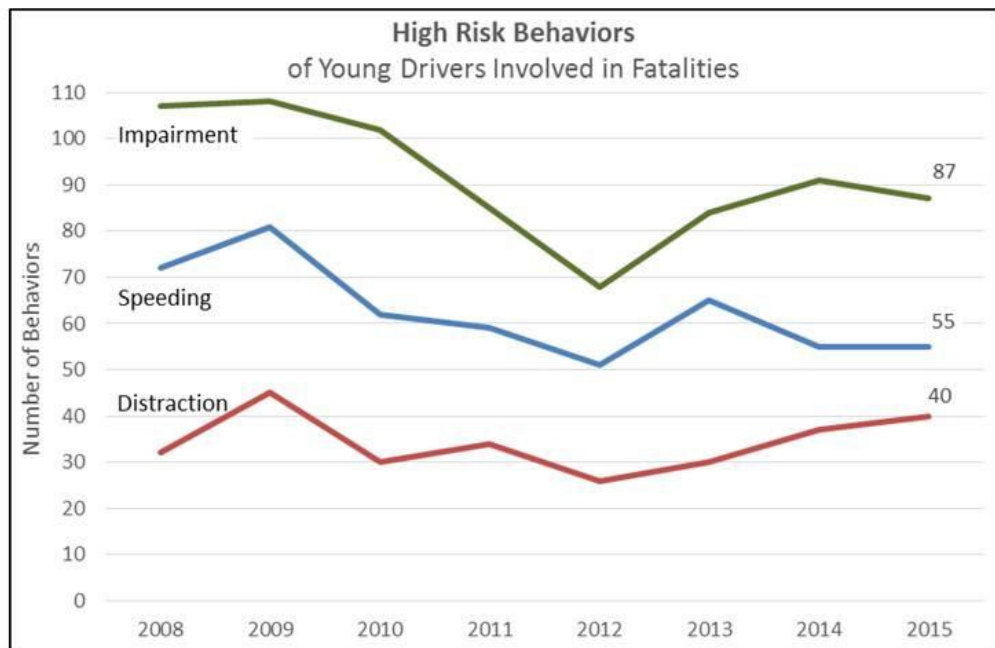
## Current State: Increase in Fatalities Involving a Young Driver

- Trend toward zero is at risk
- 176 fatalities involved young drivers in 2015
- 3<sup>rd</sup> year of increase after 7 years of decrease
- In all years, 1 in 3 fatalities involve a young driver
- Drivers age 16-25 are only 13% of drivers, but involved in 33% of all traffic fatalities



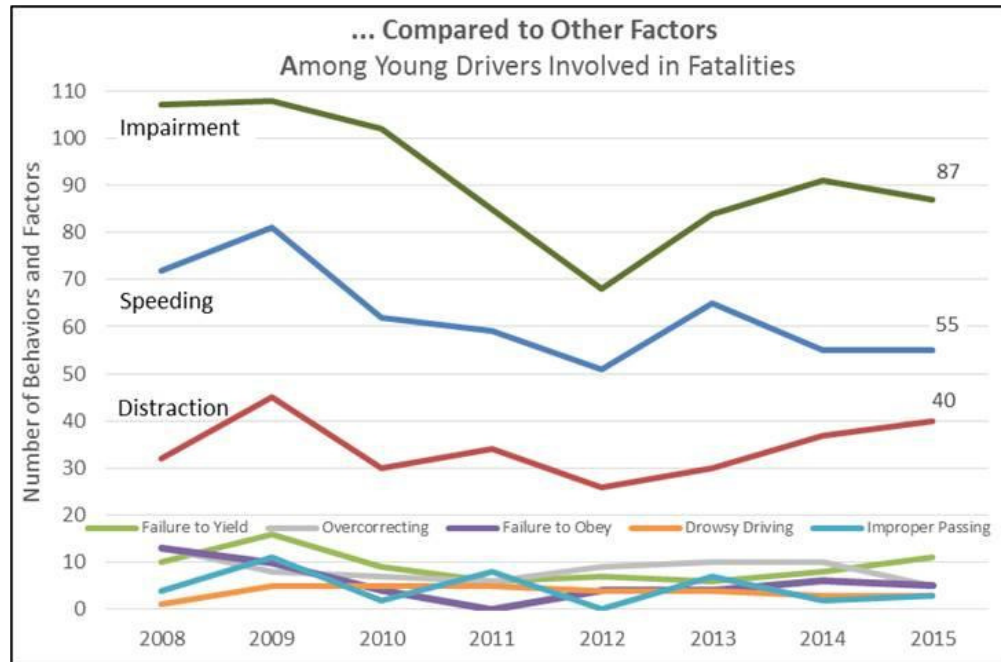
## Problem: High Risk Behaviors

- **Impairment** trending down, but involved in over half these fatalities
- **Speeding** trending down, but no where near zero
- **Distraction** is the only factor trending up



## ... Compared to Other Contributing Factors

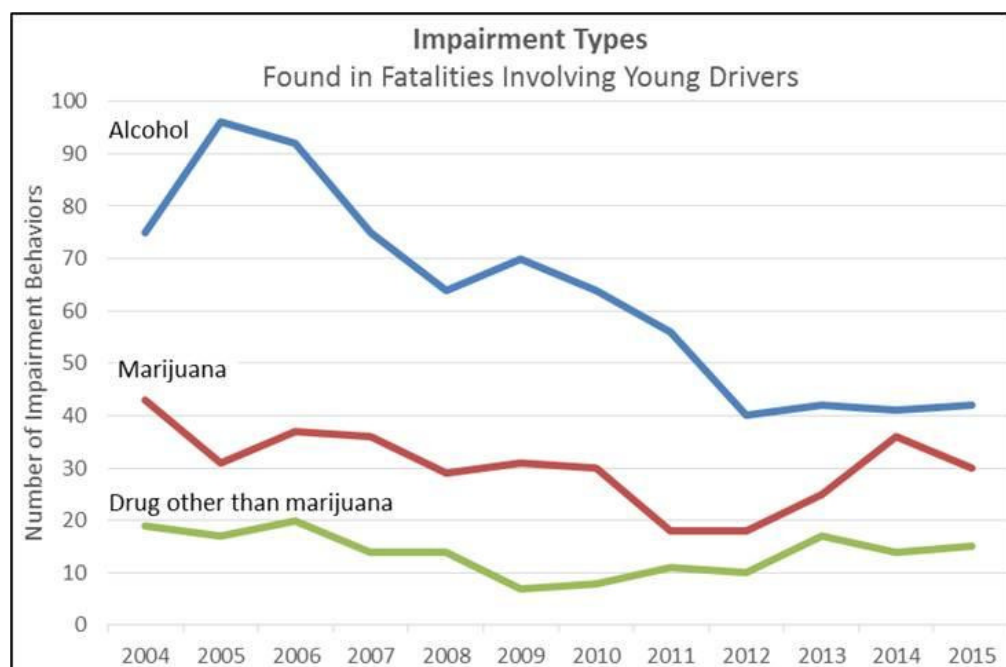
- Failure to Yield, Failure to Obey, Overcorrecting, Drowsy Driving, Improper Passing:
  - each range from 1-11 per year
  - no trends



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## Problem: Impairment Involved In 53% of Young Driver Fatal Crashes

- Alcohol flat for 4 years
- Marijuana in 2014 and 2015 returned to levels not seen since 2005 and 2006, but lower than in 2004



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## Problem: Distraction Trending Up and Likely Under-reported

- 24% of young drivers involved in Washington fatal crashes were distracted in 2015, up from 18% in 2008
- University of Iowa and AAA study of moderate to severe crashes: 58% distracted
  - 15% distracted by passengers
  - 12% distracted by cell phones



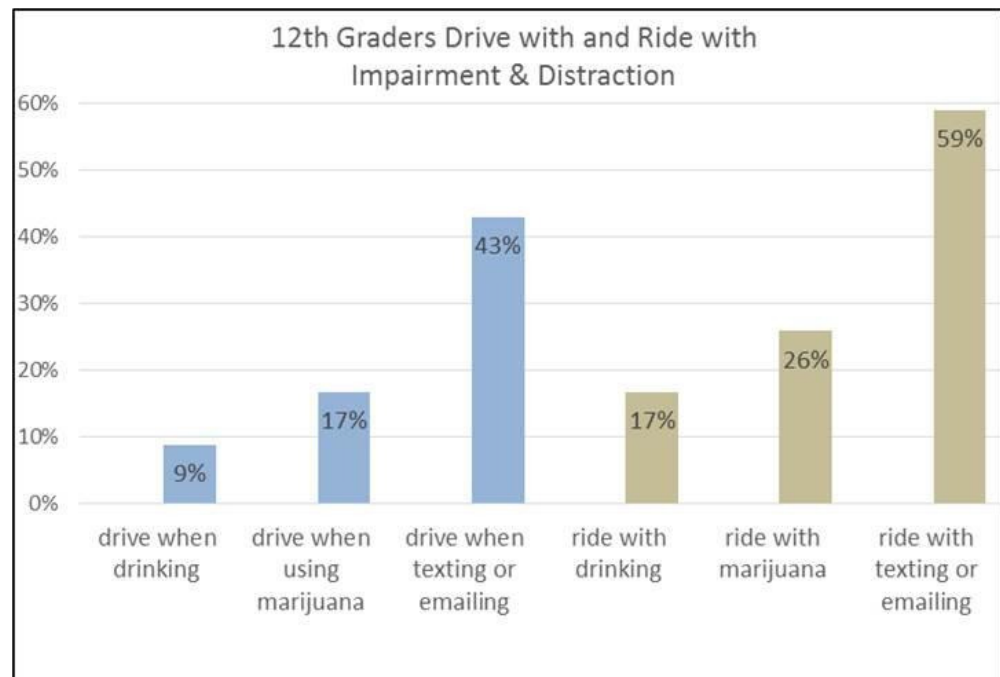
From AAA Foundation for Traffic Safety "Using Naturalistic Driving Data" 2015



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## Problem: Youth Tolerance of Impairment and Distraction

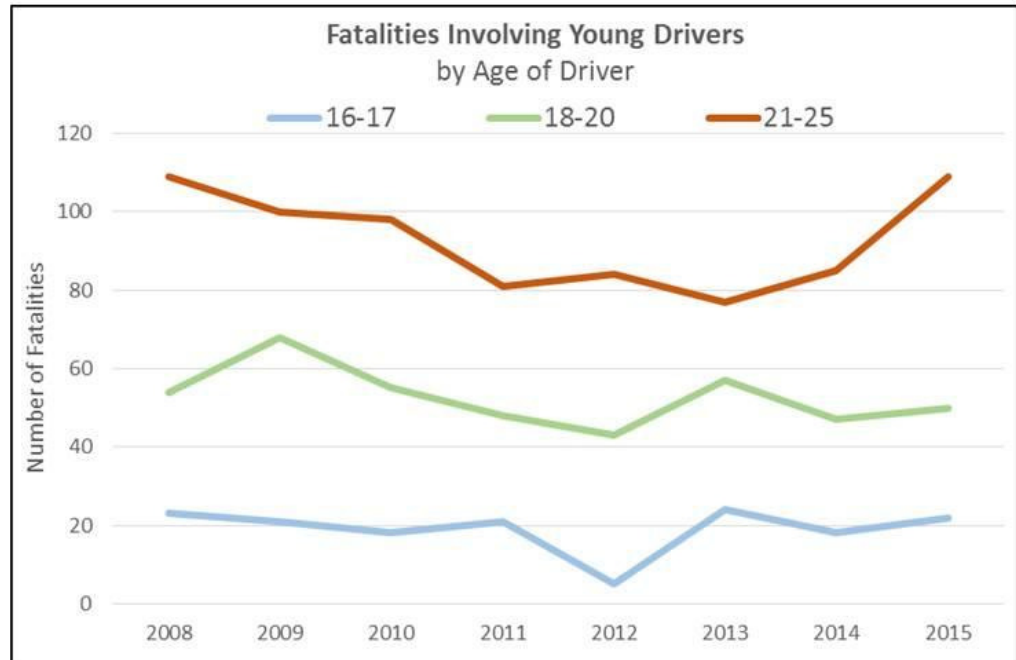
- 2014 Healthy Youth Survey added questions on marijuana, texting and emailing
- Compared to alcohol when driving:
  - Marijuana almost 2 times more often
  - Texting or emailing almost 5 times more often



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## Strategies: Education, Restriction and Enforcement based on Age-Specific Risks and Constant Research

- **16-17:** fatalities decreased after Intermediate Driver License law of 2001, no further decrease since 2008
- **18-20:** more first licenses without driver education
- **21-25:** increased use with legal access to alcohol and marijuana



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### DOL Action Plan Summary

Task	Partners	Expected Outcome	Due	Status
Over 400 audits of driver training schools	Schools	Ensure high standards consistently met	2014	Complete
Update driver training curriculum & guide per new research & standards	Schools & NHTSA	Increase risk awareness, decrease risk behaviors	2015	Complete
Initiate Young Driver Action Council	WTSC	Increase public outreach & education	Apr 2016	Initiated & Active
Receive NHTSA assessment of Driver Training Program	NHTSA	Identify & prioritize next improvements	May 2016	Report in progress
Improve driver test with more questions & complexity	Schools	Increase knowledge before licensure	Jun 2016	On schedule
Join Prevention & Wellness Initiative	LCB & DSHS	Increase public outreach & education	Dec 2016	Planning
Provide 21 <sup>st</sup> birthday outreach & distraction video	WTSC grant	Increase risk awareness	Dec 2016	Planning
Propose legislation to further restrict & prepare young drivers	All partners	Increase restrictions & training, reduce risk behaviors & fatalities	2017	Planning

## Young Driver Policy Recommendations

- 16-17 Year Olds
  - Expand permit period from 6 months to 1 year
  - Expand behind-the-wheel supervised practice from 50 to 80-120 hours
  - Expand nighttime restriction to begin at 9pm instead of 1am
  - No passengers during first year
  - One passenger after first year and until age 18
- 18-20 Year Olds
  - Add driver training requirement
  - Add permit/practice requirement
- Driver Training Subsidy Program
  - Establish traffic safety education subsidy for low income students

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### 2.4.a – IMPAIRED DRIVER INVOLVED FATALITIES

## Stakeholder/Partner: *Liquor and Cannabis Board*

### Reducing Impaired Driving Through Enforcement of Over-service Laws

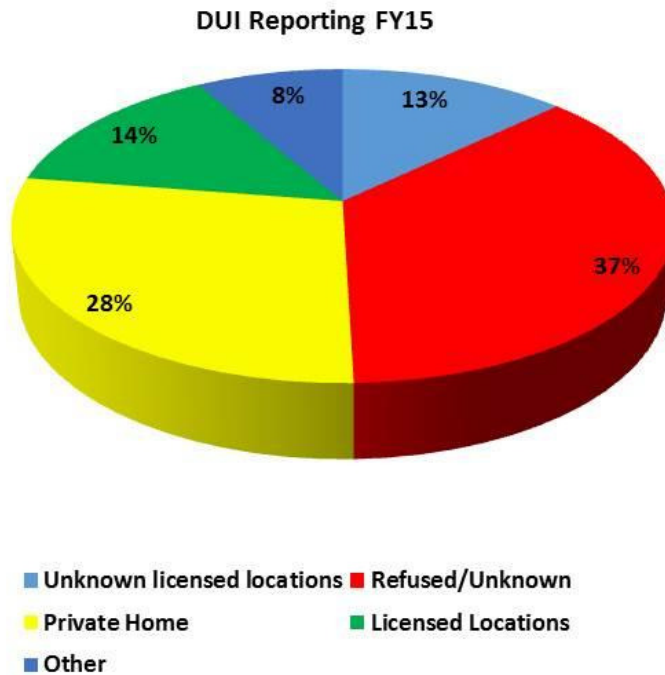
#### Background

- 2014: 31% of total fatal crashes nationally involved a driver with a BAC of .08 or higher (NHTSA, 2015)
- Approximately 50 percent of the people arrested for DUI consumed their last drink at an on-sale licensed establishment. (NHTSA, 2005)
- 65-79% of alcohol establishments will serve alcohol to patrons who appear obviously intoxicated. (Lenk, Toomey, & Erickson, 2006; Toomey et al., 2004)

#### National Transportation Safety Board (NTSB) Recommendation

- November 2012: To reduce impaired driving, agencies should focus on identifying the "place of last drink."
- "Place of last drink" (POLD) data allows increased oversight on establishments that are serving intoxicated patrons

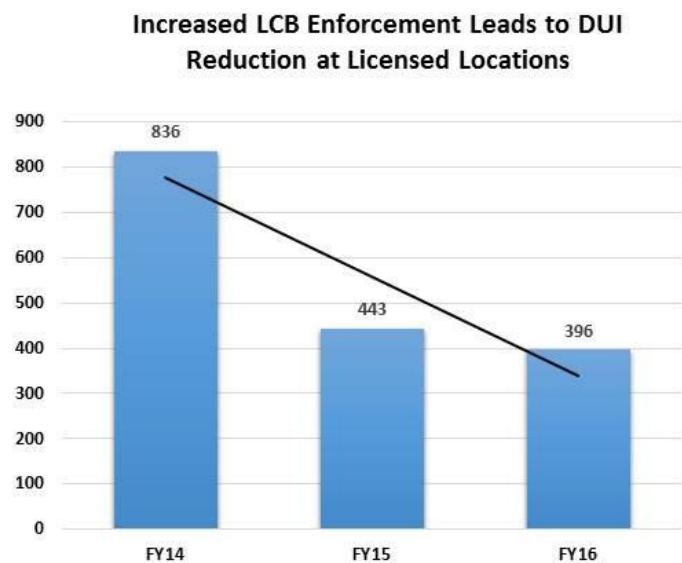
## Stakeholder/Partner: *Liquor and Cannabis Board*



## Stakeholder/Partner: *Liquor and Cannabis Board*

### Analysis

- Businesses identified as being a high “last drink location” on average have 25 visits per year, compared to 3 or fewer visits per year
- Average business reported as a last drink location had 2.8 incidents per year
- Top 20 reported businesses in FY14 had an average of 27 incidents
- Top 20 reported businesses in FY15 had an average of 23.25 incidents
- Only 14% of DUI arrests are coded to the last drink location





## Stakeholder/Partner: *Liquor and Cannabis Board*

# Over-service Reduction Strategy

- Ensure officers continuously engage in over-service enforcement, education, and intervention.
- Hold consumers accountable in and around licensed locations for overconsumption, and associated irresponsible and illegal behavior.
- Partner with city, county, and state law enforcement agencies to foster mutual efforts on reducing impaired driving, and associated harm with over consumption.

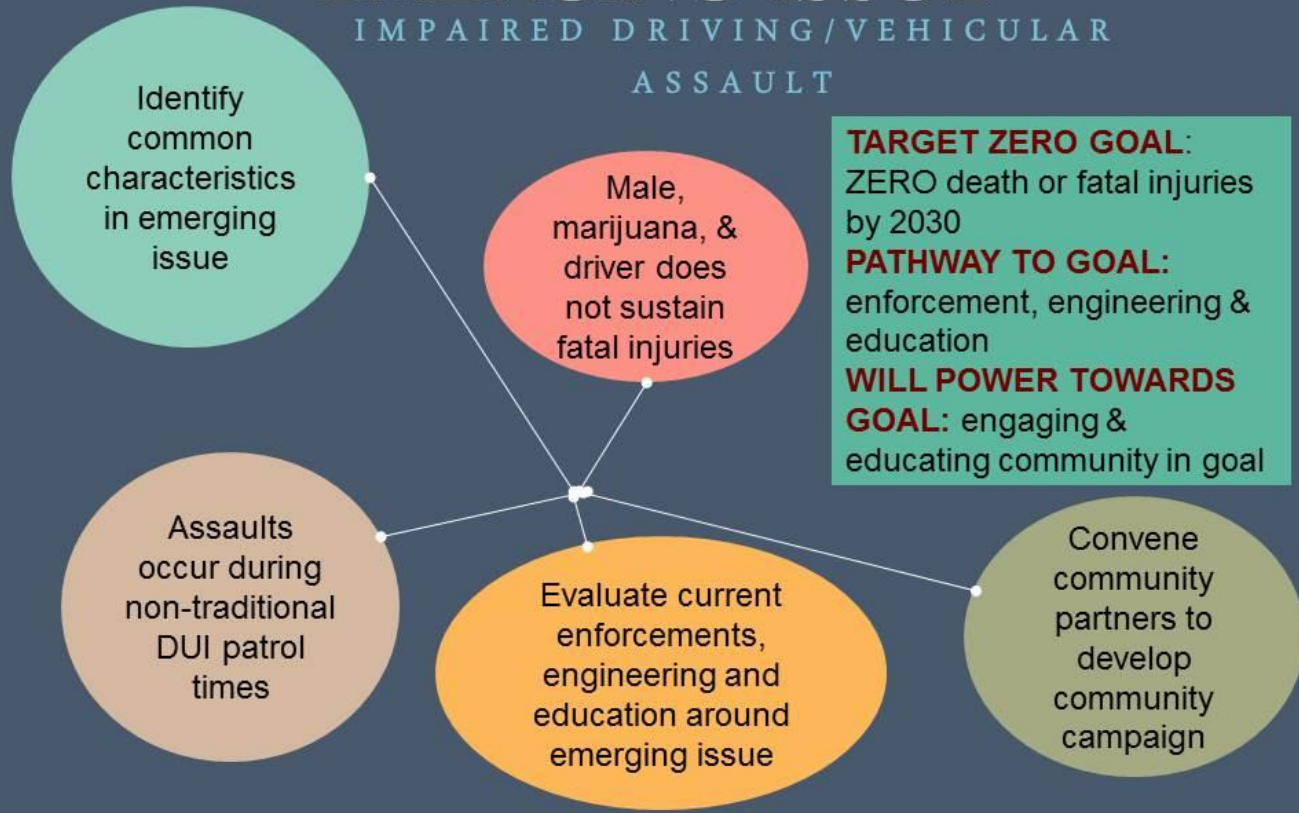
## SNAPSHOT

### THURSTON COUNTY VEHICULAR ASSAULTS/HOMICIDE

APRIL 9	APRIL 12	APRIL 18	APRIL 21	APRIL 29
SATURDAY, 5:05 PM	TUESDAY, 11:40 AM	MONDAY, 7:53 PM	THURSDAY, 6:34 PM	FRIDAY, 9:33 PM
DRIVER: <b>Male</b> , 25 City Street	DRIVER: <b>Male</b> , 26 City Street	DRIVER: <b>Male</b> , 33 Rural Road	DRIVER: <b>Male</b> , 19 City Street	DRIVER: <b>Male</b> , 18 Parking Lot
Vehicle crossed over into oncoming traffic	Vehicle crossed over into oncoming traffic	Drag Racing	Vehicle struck pedestrians	Victim fell out of truck bed
5 yr. old victim - airlifted 3 yr. old victim - St. Peter	Two adult victims (injuries to knees, spleen, neck, back, ribs and foot)	3 yr. old victim (brain injury, broken teeth, bruises and contusions)	Two adult victims. One death, one serious injury.	18 yr. old victim (severe skull injury/possible brain damage)
IMPAIRMENT: <b>marijuana</b>	IMPAIRMENT: <b>marijuana</b> , Percocet, Adderall and Xanax	IMPAIRMENT: <b>marijuana</b>	IMPAIRMENT: Suboxone, Adderall and <b>marijuana</b>	IMPAIRMENT: <b>marijuana</b>

# EMERGING ISSUE

## IMPAIRED DRIVING/VEHICULAR ASSAULT



# COMMUNITY CAMPAIGN

YOUTH IMPAIRED DRIVING/THURSTON COUNTY

P	C	M	D	G
<p><u>PARTNERS</u></p> <ul style="list-style-type: none"> <li>Law Enforcement</li> <li>Prosecuting Attorney</li> <li>School Administration</li> <li>Community Organizations</li> <li>Community Partners</li> <li>Public Health Partners</li> </ul>	<p><u>CAMPAIGN</u></p> <ul style="list-style-type: none"> <li>Press Release</li> <li>Chiefs, Sheriff, &amp; Prosecuting Attorney PSA</li> <li>School Assembly/Classroom Curriculum</li> <li>Youth PSA Contest</li> <li>Resource List</li> </ul>	<p><u>MESSAGE</u></p> <ul style="list-style-type: none"> <li>Informed Decisions</li> <li>Know the Law</li> <li>Brain Development/Health</li> <li>Peer Pressure / Social Norms</li> <li>Unintended Consequences</li> </ul>	<p><u>DELIVERY</u></p> <ul style="list-style-type: none"> <li>Media Coverage</li> <li>Schools</li> <li>Community Summits/Conversations</li> <li>Parent Groups</li> <li>Community Partner Meetings</li> </ul>	<p><u>GOALS</u></p> <ul style="list-style-type: none"> <li>Informed Youth and Parents - Risks, Legal, Social and Unintended Consequences</li> <li>Shift in Social Norms</li> <li>Empowered Youth</li> <li>Engaged Community</li> </ul>

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