Goal 4 – Improving Traffic Safety

6/28/2023
Welcome

Presented by:
- Mandeep Kaundal, Director, Results Washington
Building Logistics

- **Emergency exits** are through the nearest door and follow illuminated signs
- **Restrooms** are located down the hall near the south or north exits
- Please take **side conversations** outside the room
- Attendees will find a QR code and a physical **survey** located on conference room tables
- **ASL interpretation** is being provided for today’s meeting
- Our meeting is being **live-streamed** by TVW
- Meeting **materials** are located at [www.results.wa.gov](http://www.results.wa.gov)
Topic Selection

• Traffic safety is tied to the Governor’s goal 4: Healthy & Safe Communities

• Recommended by leaders across the state to review traffic related deaths and serious injuries

• Progress and initiatives presented by:
  • Washington Traffic Safety Commission (WTSC)
  • Department of Transportation (DOT)
  • Department of Licensing (DOL)
  • Washington State Patrol (WSP)
Governor’s Opening Remarks
TRAFFIC SAFETY

INTRODUCTION

PRESENTED BY:

• SHELLY BALDWIN, DIRECTOR
  WASHINGTON TRAFFIC SAFETY COMMISSION
Traffic Safety: Introduction and Data
In collaboration with partners achieve—Target Zero—Washington’s goal of zero traffic deaths and serious injuries.

Our vision: A Washington where we all work together to travel safely on our roadways.

Our mission: We empower and equip people and communities with knowledge, tools, and resources to build a positive traffic safety culture.
TRAFFIC DEATH INCREASED 39% FROM 2019-2022

Washington Traffic Fatalities
*2022 PRELIMINARY AS OF MAY 2023
Eight counties that account for ~60% of fatalities:
1. King
2. Pierce
3. Snohomish
4. Spokane
5. Yakima
6. Clark
7. Thurston
8. Kitsap
Washington’s traffic fatality rate per 100M VMT is lower than the U.S. rate.
Washington Pedestrian/Bicyclist Fatalities
*2022 PRELIMINARY AS OF MAY 2023

ROAD USER FATALITIES: WALKERS AND ROLLERS

<table>
<thead>
<tr>
<th>Year</th>
<th>Pedestrian Fatalities</th>
<th>Bicyclist Fatalities</th>
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<tbody>
<tr>
<td>2012</td>
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<tr>
<td>2022</td>
<td>136</td>
<td>11</td>
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ROAD USER SERIOUS INJURIES: WALKERS AND ROLLERS

Washington Pedestrian/Bicyclist Serious Injuries
*2022 PRELIMINARY AS OF MAY 2023

<table>
<thead>
<tr>
<th>Year</th>
<th>Pedestrian Serious Injuries</th>
<th>Bicyclist Serious Injuries</th>
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<tbody>
<tr>
<td>2012</td>
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<tr>
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<td>2022</td>
<td>408</td>
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<td>Race/Ethnicity Group</td>
<td>All Fatalities 2017-21</td>
<td>All Fatality Rate per 100,000 population</td>
</tr>
<tr>
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<td>------------------------------------------</td>
</tr>
<tr>
<td>American Indian/Native Alaskan</td>
<td>142</td>
<td>30.62</td>
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<tr>
<td>Asian/Pacific Islander</td>
<td>145</td>
<td>3.92</td>
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<tr>
<td>Black</td>
<td>134</td>
<td>9.24</td>
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<td>Hispanic</td>
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<tr>
<td>White</td>
<td>1,893</td>
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<tr>
<td>All Traffic Fatalities</td>
<td>2,889</td>
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Washington Fatalities Involving a Young Driver Ages 16-25

*2022 PRELIMINARY AS OF MAY 2023

ROAD USER FATALITIES: YOUNG DRIVERS
### Washington Motorcyclist Fatalities

*2022 PRELIMINARY AS OF MAY 2023*

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
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<tr>
<td>2021</td>
<td>92</td>
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<tr>
<td>2022</td>
<td>132</td>
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</tbody>
</table>

**ROAD USER FATALITIES: MOTORCYCLISTS**

WTSC Motorcyclist Fatalities Dashboard
HIGH RISK BEHAVIOR: IMPAIRMENT

Washington Fatalities Involving an Impaired Driver

*2022 PRELIMINARY AS OF MAY 2023

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
</tr>
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<tbody>
<tr>
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<td>2020</td>
<td>274</td>
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<tr>
<td>2021</td>
<td>340</td>
</tr>
<tr>
<td>2022*</td>
<td>339</td>
</tr>
</tbody>
</table>
HIGH RISK BEHAVIOR: SPEEDING

Washington Fatalities Involving a Speeding Driver
*2022 PRELIMINARY AS OF MAY 2023

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
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<tr>
<td>2013</td>
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<tr>
<td>2021</td>
<td>207</td>
</tr>
<tr>
<td>2022*</td>
<td>251</td>
</tr>
</tbody>
</table>
HIGH-RISK BEHAVIORS: DISTRACTED DRIVING

Washington Fatalities Involving a Distracted Driver

*2022 PRELIMINARY AS OF MAY 2023

E-DUI law goes into effect
SAFE SYSTEM APPROACH
Encourage safe, responsible driving and behavior by people who use our roads
Create conditions that prioritize everyone’s ability to reach their destination unharmed
Design roadways to mitigate human mistakes, account for injury tolerances, and encourage safer behaviors.

Separate users in space and time and protect the most vulnerable users.
Excessive speed is one of the primary factors that leads to serious injury or death.

The Safe System manages speeds through engineering solutions, enforcement, and positive safety culture.
PRESENTED BY:

- JOHN MILTON, Ph.D., P.E., RSP2IB, PTOE, STATE SAFETY ENGINEER, DIRECTOR OF TRANSPORTATION SAFETY DEPARTMENT OF TRANSPORTATION
- VENU NEMANI, P.E., CHIEF SAFETY OFFICER, CITY TRAFFIC ENGINEER SEATTLE DEPARTMENT OF TRANSPORTATION
Vulnerable road user assessment

• Federal requirement
• Assess crashes involving pedestrians and bicyclists that were killed or seriously injured (aka VRU crashes)
• Goal: assess performance, identify areas for analysis, identify potential strategies to reduce/prevent

• FHWA Guidance - link
Posted speeds help us understand injury potential and strategies to address those crashes

2012-2021 – Crashes involving ped/bike killed/seriously injured

Source: Crash data from WSDOT Engineering Crash Datamart, Year-end snapshot 2022, May 2022.
Race and overrepresentation

2019-2021 Pedestrian and Bicyclist Fatalities

Fatality Rate per 100k pop*

Sources: Fatality race data from Coded Fatality Files (WTSC) (Feb 2023); 2020 population estimates from Office of Financial Management, State of WA (link) (Dec 2022). Fatality rate calculated using the average fatality count from 2019 through 2021.
Variables used in location identification

- Areas of Persistent Poverty (RAISE)
- Tribal lands
- Social Vulnerability Index (CDC)
- Environmental Health Disparities Index (WADOH)
- Disadvantaged Communities score (USDOT)
- Census tracts data: active transportation use
  - School density
  - Transit stop density
  - Transit route mileage density
Analysis allowed for a proposed method to identify locations for potential action

Proposal: Total combined value of the following variables:

- If Areas of Persistent Poverty (RAISE), then 10
- If tribal land, then 10
- Social Vulnerability Index (CDC), score from 1-10
- Environmental Health Disparities Index (WADOH), score from 1-10
- Disadvantaged Communities score (USDOT), score from 1-10
- Using census tracts, using range of highest and lowest values divided in equal parts, score from 1-10:
  - School density
  - Transit stop density
  - Transit route mileage density
Data Gaps and Challenges

- Crash reporting does not distinguish between different crash types for vulnerable road users
- Limited data on walking and biking facilities and volumes
- Both are valuable in selecting crash prevention strategies
Vulnerable road users assessment outreach

Coordination ongoing through fall:

- WTSC
- Cooper Jones Active Transportation Council
- MPO/RTPO Coordinating and Technical Councils
- Tribal Government or Councils
- Local Governments (City and County) or Councils
Complete Streets for Road Safety

In 2022, the Washington State Legislature directed WSDOT to “improve the safety, mobility and accessibility of state highways” through the incorporation of Complete Streets principles on state transportation projects over $500,000.

Photo: Tom Fucoloro, Seattle Bike Blog
Safe System Approach to Road Safety

When we focus on the principles of the Safe System

We change how design and operate our roadways!
A Fundamental shift in thinking

Traditional
Prevent all crashes
React to crashes
Blame road users
Improve human behavior
Control speeding

Safe System
Prevent fatal and serious crashes
Proactive approach to crashes
Shared responsibility
Design and operate for safe road use
Reduce system crash forces (kinetic energy)
The Safe System throughout our policies and manuals
Governor Q&A
TRAFFIC SAFETY
DRIVER EDUCATION

PRESENTED BY:

- DAN COOKE, LICENSING, ENDORSEMENTS, & TRAFFIC SAFETY ADMINISTRATOR
  DEPARTMENT OF LICENSING
Licensing, Endorsements, and Traffic Safety
Changing Driver Behavior Through Driver Education
OVERVIEW

- Equity and Accessibility
  - Guides
  - Language Access
  - Expanding access to education

- Education and Assessments
  - Motorcycle Skills
  - Driver Skills
The goal is to take the Washington State Driver Guide from a white wall-of-text to a full-color, graphic enhanced, adaptive, interactive, easy-to-update, user-friendly resource that will serve all Washingtonians and act as the face of the Department of Licensing.
- Translated into 5 additional languages: English, Spanish, Russian, Traditional Chinese, Simplified Chinese, Vietnamese, Ukrainian, Korean, Arabic, Japanese, Punjabi, Tagalog

- Written using plain language that will help Non-Native English Speakers and people with learning disabilities

- Updated & improved for ADA accessibility

- Intentional in selecting graphics and images that reflect the cultural, racial, and ethnic diversity of Washington State
Expanding access to driver education means:

**Conducting Research**
- Identify significant obstacles related to costs of learning to drive
- Quantify the extent that costs present to low-income novice drivers
- Compare results in other states and jurisdictions

**To Determine**
- How to address financial need
- Effective systems to increase access
- Equitable distribution of financial assistance
- Potential sources of revenue to subsidize driver education
48% of fatalities can be tied to a rider’s inability to handle curves or stop effectively to avoid a collision.

Motorcycle only crashes:
- 75% are the result of the rider losing control
- 72% of fatal crashes occurred in curves
- A rider’s odds of dying in a curve are 5.5 times higher than other vehicle drivers

Data Source: WSDOT MRFF data
New Knowledge and Skills Tests

- Skills: added a higher speed quick stop and a cornering run, consisting of both a left- and right-hand curve
- Knowledge: focused on strategies, situational responses, and decision making
Since 2020, training schools have created five new motorcycle safety courses targeting intermediate or advanced riders:

- Four more courses in development

Analysis on the impact of training and testing changes begins in 2025.

We’ll be looking for:

- Is behavior changing?
- Reduced crashes?
- Reduced crash severity?
STATE LAW
SLOW DOWN
MOVE OVER
The current skills test doesn’t reflect the modern driving environment.

- hasn’t seen a significant update since the 1950’s

It must support drivers: young and old.

- The skills test must assess those who pose a threat to themselves or others, not just the novice

It should incorporate hazard awareness and risk perception training and assessments into the licensing process.
Through the National Academy of Sciences, partnership with Johns Hopkins University

- **The purpose of the project:**
  - Advance a national conversation about testing novice drivers
  - Determine the extent to which current testing practices are based on scientific evidence
  - Measure the impact of introducing elements of a model driving test
  - Provide recommendations and guidance to states

- **What Washington gets:**
  - Identify critical components should appear on a driver’s skills test to evaluate a driver’s potential.
  - 2024 field testing and a pilot in Washington.
  - The potential to introduce Hazard Perception testing to the first state in the US.
Traffic Safety
Future Comments and Next Steps

Presented by:
- Chief John R. Batiste
  Washington State Patrol
Graduated 88 new troopers with the 115th and 116th Trooper Basic Training Class (TBTC) in 2022

117th TBTC graduated 43 new troopers in May 2023. WSP is on track for a 60-person 118th TBTC beginning early July 2023

Lateral class slated for early 2024

Graduated 16 new Commercial Vehicle Enforcement Officers (CVEO) with the 16th and 17th CVEO Training Class

We’re hiring! Visit [www.wsp.wa.gov](http://www.wsp.wa.gov) to learn more
• Body worn cameras, in-car camera systems, and less lethal Tasers for WSP Commissioned Officers

• Speed safety cameras are now authorized to deploy in active WSDOT work zones

• The Aviation Section is an effective force multiplier utilized across the state for traffic safety enforcement efforts, including:
  • Speed enforcement
  • Impaired drivers
  • Street racing
  • Fleeing vehicles
WSP Programs

- WSP Drug Recognition Expert (DRE) Phlebotomy Program moved from a pilot to permanent solution

- New toxicology lab being built in Federal Way
  - Help reduce the toxicology case backlogs and improve testing turnaround times
Traffic fatalities are on the rise across the state, with 2022 being the highest in decades. WSP identified where trends were occurring and used data to inform our deployment efforts.

High Visibility Enforcement (HVE) patrols

Community engagement opportunities have returned post-pandemic:

- Chief for a Day
- El Protector
- School Safety Talks
- D.A.R.E. certified trooper
- Mobile Impaired Driving Unit

WSP investigated over 300 fatality collisions last year. One third of those who lost their lives chose not to wear a seatbelt.
• In 2022, Washington State Patrol made approximately 270,000 speeding contacts

• This was a 4 percent increase from 2021

• The majority of these contacts occurred on State Routes and Interstates (94.85% in 2022)

• The roadways with the most speeding contacts in 2022 were: I-005, I-090, US 101, US 012, and I-082
Traffic safety is a team effort – we all have an essential role.

Together we can actively take steps to reduce the number of deaths and serious injuries on Washington’s roadways.

We need continued support and innovative ideas.

The impact of working together will make a healthy and safe Washington.
Governor's Closing Remarks
Join us July 19th
10:30 a.m. – 11:45 a.m.

Topic:
Outdoor Youth Learning Opportunities and Benefits

THANK YOU FOR ATTENDING TODAY!

PLEASE TAKE A MOMENT TO COMPLETE OUR BRIEF SURVEY USING THE QR CODE BELOW:

YOU CAN VIEW THE RECORDING OF TODAY’S MEETING AT: HTTPS://RESULTS.WA.GOV/MEASURING-PROGRESS/PUBLIC-PERFORMANCE-REVIEWS