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

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!

**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.
**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)*

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**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.

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?

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Driver Alcohol &gt;.08</td>
<td>190</td>
<td>216</td>
<td>180</td>
<td>174</td>
<td>203</td>
<td>194</td>
<td>184</td>
<td>166</td>
<td>189</td>
<td>152</td>
<td>136</td>
<td>127</td>
<td>127</td>
<td>112</td>
<td>113</td>
<td>0.9%</td>
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<tr>
<td>Drug Positive Driver</td>
<td>154</td>
<td>178</td>
<td>167</td>
<td>180</td>
<td>173</td>
<td>172</td>
<td>180</td>
<td>152</td>
<td>153</td>
<td>164</td>
<td>125</td>
<td>145</td>
<td>154</td>
<td>178</td>
<td>203</td>
<td>14.0%</td>
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<tr>
<td>Marijuana Positive Driver</td>
<td>84</td>
<td>87</td>
<td>77</td>
<td>104</td>
<td>88</td>
<td>76</td>
<td>93</td>
<td>83</td>
<td>83</td>
<td>89</td>
<td>58</td>
<td>66</td>
<td>84</td>
<td>99</td>
<td>98</td>
<td>-1.0%</td>
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<tr>
<td>Spreading</td>
<td>228</td>
<td>260</td>
<td>234</td>
<td>228</td>
<td>247</td>
<td>253</td>
<td>227</td>
<td>216</td>
<td>210</td>
<td>178</td>
<td>169</td>
<td>182</td>
<td>184</td>
<td>162</td>
<td>156</td>
<td>-3.7%</td>
</tr>
<tr>
<td>Distracted Driver</td>
<td>184</td>
<td>176</td>
<td>172</td>
<td>139</td>
<td>168</td>
<td>184</td>
<td>165</td>
<td>128</td>
<td>161</td>
<td>134</td>
<td>131</td>
<td>121</td>
<td>120</td>
<td>130</td>
<td>170</td>
<td>30.8%</td>
</tr>
<tr>
<td>Young Driver Ages 16-25</td>
<td>257</td>
<td>271</td>
<td>226</td>
<td>234</td>
<td>254</td>
<td>250</td>
<td>223</td>
<td>181</td>
<td>177</td>
<td>161</td>
<td>146</td>
<td>126</td>
<td>150</td>
<td>147</td>
<td>176</td>
<td>19.7%</td>
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<tr>
<td>Unrestrained Passengers</td>
<td>270</td>
<td>245</td>
<td>179</td>
<td>165</td>
<td>208</td>
<td>198</td>
<td>166</td>
<td>128</td>
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<td>102</td>
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<td>99</td>
<td>89</td>
<td>108</td>
<td>113</td>
<td>4.6%</td>
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<tr>
<td>Unlicensed Driver</td>
<td>128</td>
<td>111</td>
<td>109</td>
<td>101</td>
<td>113</td>
<td>126</td>
<td>118</td>
<td>108</td>
<td>93</td>
<td>91</td>
<td>68</td>
<td>83</td>
<td>70</td>
<td>85</td>
<td>111</td>
<td>16.8%</td>
</tr>
<tr>
<td>Drowsy Driver</td>
<td>31</td>
<td>36</td>
<td>51</td>
<td>23</td>
<td>32</td>
<td>32</td>
<td>39</td>
<td>6</td>
<td>14</td>
<td>18</td>
<td>13</td>
<td>13</td>
<td>10</td>
<td>16</td>
<td>19</td>
<td>**</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>53</td>
<td>53</td>
<td>59</td>
<td>71</td>
<td>73</td>
<td>79</td>
<td>88</td>
<td>78</td>
<td>68</td>
<td>68</td>
<td>70</td>
<td>82</td>
<td>73</td>
<td>69</td>
<td>75</td>
<td>8.7%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>75</td>
<td>70</td>
<td>77</td>
<td>60</td>
<td>74</td>
<td>72</td>
<td>62</td>
<td>64</td>
<td>52</td>
<td>63</td>
<td>68</td>
<td>75</td>
<td>50</td>
<td>78</td>
<td>86</td>
<td>10.3%</td>
</tr>
<tr>
<td>Drivers 70+</td>
<td>71</td>
<td>70</td>
<td>87</td>
<td>64</td>
<td>71</td>
<td>48</td>
<td>49</td>
<td>68</td>
<td>35</td>
<td>50</td>
<td>51</td>
<td>46</td>
<td>54</td>
<td>62</td>
<td>87</td>
<td>40.3%</td>
</tr>
<tr>
<td>Heavy Trucks</td>
<td>63</td>
<td>55</td>
<td>46</td>
<td>57</td>
<td>73</td>
<td>66</td>
<td>82</td>
<td>68</td>
<td>33</td>
<td>33</td>
<td>36</td>
<td>46</td>
<td>41</td>
<td>36</td>
<td>44</td>
<td>22.2%</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>8</td>
<td>11</td>
<td>10</td>
<td>7</td>
<td>13</td>
<td>7</td>
<td>14</td>
<td>9</td>
<td>9</td>
<td>6</td>
<td>11</td>
<td>12</td>
<td>11</td>
<td>7</td>
<td>14</td>
<td>**</td>
</tr>
</tbody>
</table>

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.

Immediate Action Plan:

<table>
<thead>
<tr>
<th>Task</th>
<th>Task Lead</th>
<th>Partners</th>
<th>Expected Outcome</th>
<th>Status</th>
<th>Due Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Update Target Zero</td>
<td>WTSC, WSDOT</td>
<td>WSP, DOL, DOH, Tribes, Local, + Many</td>
<td>Updated guidance on traffic safety strategies.</td>
<td>On Track</td>
<td>Fall 2016</td>
</tr>
<tr>
<td>Implement the FY2017 traffic safety investment plan, mostly at the local level</td>
<td>WTSC, Project Managers</td>
<td>Many</td>
<td>New traffic safety efforts and projects leading to a reduction in fatalities and serious injuries.</td>
<td>On Track</td>
<td>October 1, 2016 – September 30, 2017</td>
</tr>
<tr>
<td>Statewide Law Enforcement Liaison</td>
<td>WTSC</td>
<td>Local law enforcement</td>
<td>Increase engagement of local law enforcement in mobilizations and traffic enforcement</td>
<td>On Track</td>
<td>Contract awarded May 2016</td>
</tr>
<tr>
<td>Strengthen Washington’s distracted driving/cell phone use while driving laws.</td>
<td>WTSC, Commission Agencies</td>
<td>Increase awareness of the dangers of distracted driving and decrease distraction/cell phone use involvement in crashes.</td>
<td>At Risk</td>
<td>2017 Legislative Session</td>
<td></td>
</tr>
</tbody>
</table>
Current State-At Risk: In 2015, the number of fatalities involving alcohol≥.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.

![Fatality Chart]

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.
**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

![Impaired Drivers Involved in Fatal Crashes, 2011-2015*]

*2015 Preliminary Data*
Problem/Opportunity: Decrease in DUI Arrests

Administrative Office of the Courts (AOC)
DUI Cases Filed vs. WSP DUI Arrests

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

WSP DUI Processing Time (Estimate)

DRE: Drug Recognition Expert
Current State: Speed-Related Fatalities are on Track to Meet Target

![Fatalities Involving Speed](chart1.png)

Current State: WSP Speed Contacts Remained Steady

![WSP Speed Contacts](chart2.png)
## Detailed Action Plan:

<table>
<thead>
<tr>
<th>Plan</th>
<th>Action</th>
<th>Status</th>
</tr>
</thead>
</table>
| 1 Personnel Needs: Field Operations Bureau (FOB) is down 121 troopers (currently down 18%) due to retirements and troopers leaving to higher-paying agencies. | - Implement Joint Transportation Committee (JTC) Study recommendations.  
- Aggressively recruit replacements to backfill agency’s aging force.  
- Increase number of Trooper Basic Training classes for the upcoming biennium.  
- Ask for the Governor’s and legislature’s support with creating competitive WSP salaries and benefits. | On-going  
In-progress  
Planning  
Active  
In-progress |
| 2 Data and Technology: Continue to seek Governor’s and legislature’s support for increased use of technology. | - SECTOR  
  ▪ Comprehensive electronic statewide DUI system improvement.  
  - Continue use of data to:  
    ▪ Identify leading causes of injury & fatal collisions.  
    ▪ Strategic deployment.  
    ▪ Data quality improvement. | In-progress  
On-going |

### Detailed Action Plan:

<table>
<thead>
<tr>
<th>Plan</th>
<th>Action</th>
<th>Status</th>
</tr>
</thead>
</table>
| 3 Impaired Driving: | - Closely monitor our toxicology results  
- Data analysis  
- LCB Partnership  
- Target Zero  
- Provide all field personnel ARIDE training  
  ▪ Current status: 96% line troopers trained.  
  ▪ Courses are also offered to all law enforcement officers in the state.  
- Increase Drug Recognition Expert interest through mentorship, cross-training, and curriculum exposure.  
  ▪ Two DRE schools were scheduled and completed. Current Status: 197 certified DREs. | On-going  
Complete  
In-progress |
## Detailed Action Plan:

<table>
<thead>
<tr>
<th>Plan</th>
<th>Action</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Speed:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Increase use of aerial speed enforcement.</td>
<td>On-track</td>
</tr>
<tr>
<td></td>
<td>• Continue with our strict speed &amp; distracted driving enforcement efforts.</td>
<td>On-going</td>
</tr>
<tr>
<td></td>
<td>• Continue strong support of our T2T teams and coordinators.</td>
<td>On-going</td>
</tr>
<tr>
<td></td>
<td>• Work with local prosecutors to ensure clear communication and understanding of new and emerging case law.</td>
<td>On-schedule</td>
</tr>
<tr>
<td></td>
<td>- Utilize Cessna 182 and Cessna 206 FLIR aircraft to locate, track, and coordinate the apprehension of speed violators.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Current status: accomplished 6,533 contacts.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Utilize data analysis for strategic deployment.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Continue coordinating enforcement efforts with locals.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- District courts contacted quarterly and provided updated contact information. Current Status: 100% of District courts contacted.</td>
<td></td>
</tr>
</tbody>
</table>

## Partnerships: Increase Engagement with Our Youth Between Ages 16-25
**Current State:** Increase in Fatalities Involving a Young Driver

- Trend toward zero is at risk
- 176 fatalities involved young drivers in 2015
- 3rd 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

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
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

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
**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

![Graph showing Fatalities Involving Young Drivers by Age of Driver](image)

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

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

**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.
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.
EMERGING ISSUE
IMPAIRED DRIVING/VEHICULAR ASSAULT

TARGET ZERO GOAL:
ZERO death or fatal injuries by 2030
PATHWAY TO GOAL:
enforcement, engineering & education
WILL POWER TOWARDS GOAL: engaging & educating community in goal

EMERGING ISSUE
IMPAIRED DRIVING/VEHICULAR ASSAULT

Identify common characteristics in emerging issue
Male, marijuana, & driver does not sustain fatal injuries
Evaluate current enforcements, engineering and education around emerging issue
Assaults occur during non-traditional DUI patrol times
Convene community partners to develop community campaign

COMMUNITY CAMPAIGN
YOUTH IMPAIRED DRIVING/THURSTON COUNTY

P
PARTNERS
Law Enforcement
Prosecuting Attorney
School Administration
Community Organizations
Community Partners
Public Health Partners

C
CAMPAIGN
Press Release
Chiefs, Sheriff, & Prosecuting Attorney PSA
School Assembly/Classroom Curriculum
Youth PSA Contest
Resource List

M
MESSAGE
Informed Decisions
Know the Law
Brain Development/Health
Peer Pressure/Social Norms
Unintended Consequences

D
DELIVERY
Media Coverage
Schools
Community Summits/Conversations
Parent Groups
Community Partner Meetings

G
GOALS
Informed Youth and Parents - Risks, Legal, Social and Unintended Consequences
Shift in Social Norms
Empowered Youth
Engaged Community