

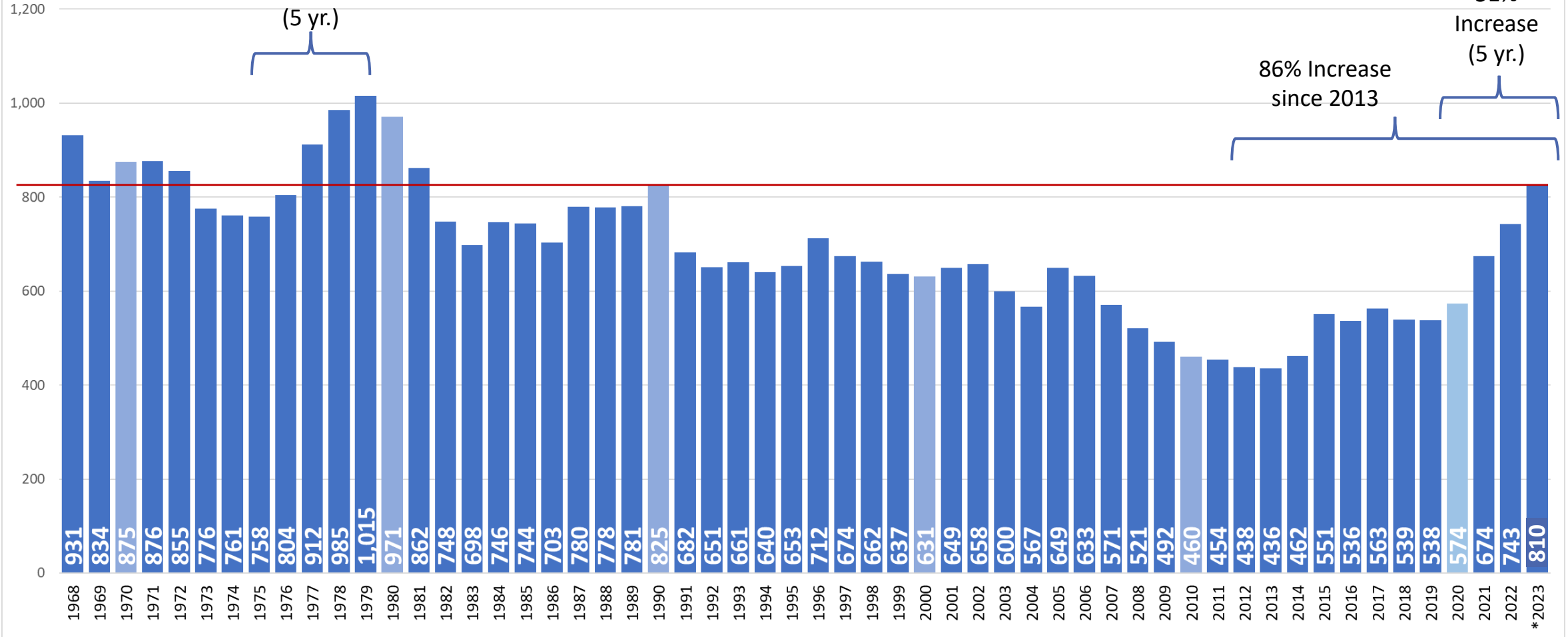


TARGET ZERO PLAN AND FIRST UPDATE ON DUI PROVISOS

Mark McKechnie, External Relations Director
Washington Traffic Safety Commission

Washington State Traffic Fatalities 1968 - Present

Source: WTSC Historical Counts, CFC Files



*2023 data is an unofficial estimate, incomplete, subject to change.

2023*

416 fatalities involving an alcohol/drug *impaired driver* – a 63% increase since 2019

251 fatalities involving a *speeding driver* – a 65% increase since 2019

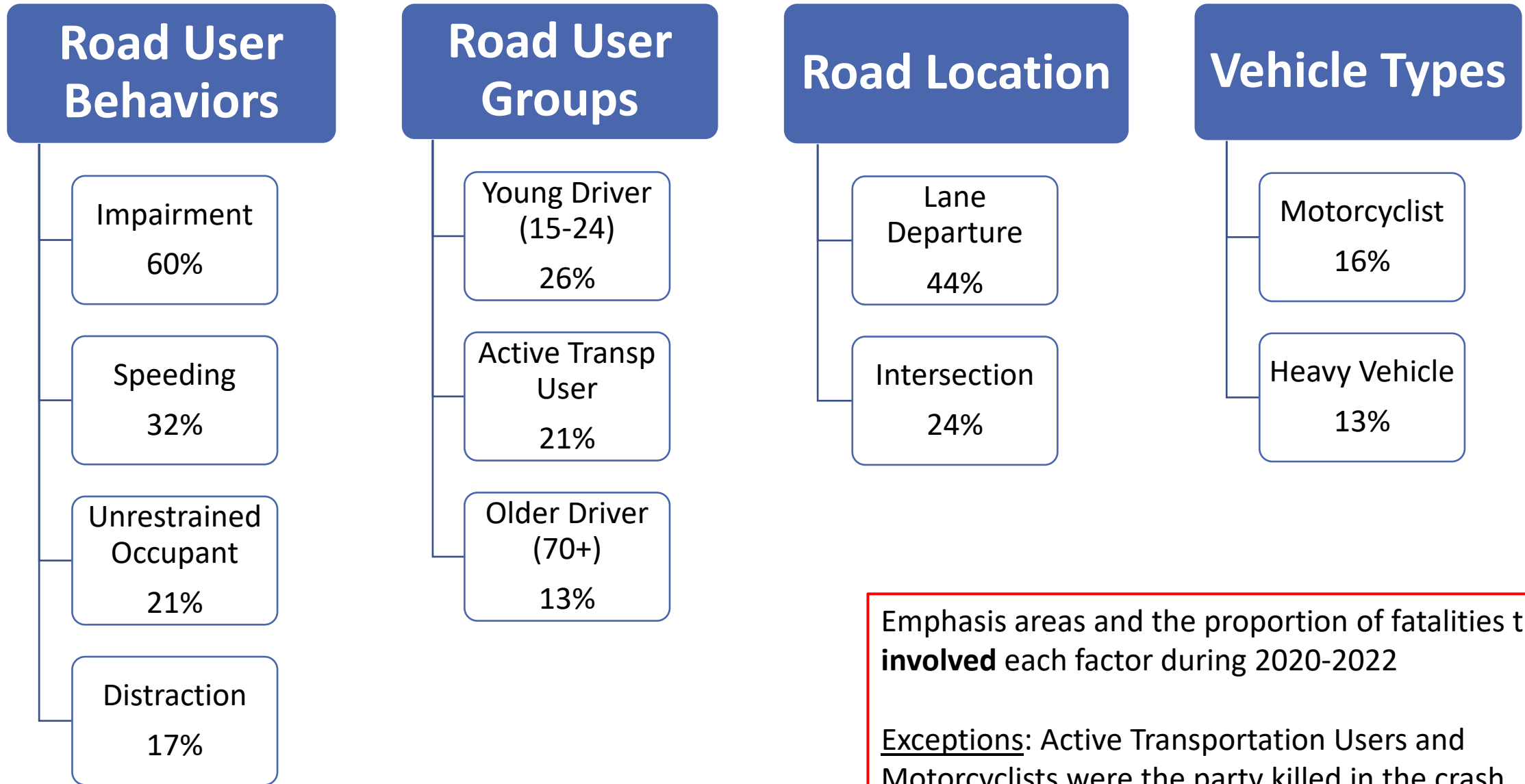
160 *pedestrians* killed – the highest on record

142 *motorcyclists* killed – the highest on record

136 fatalities involved a *distracted driver*, the highest number since the distracted driving law was passed in 2017

*Note: Preliminary 2023 numbers were updated in November 2024.

TARGET ZERO PLAN EMPHASIS AREAS (2020-22 data)



Emphasis areas and the proportion of fatalities that **involved** each factor during 2020-2022

Exceptions: Active Transportation Users and Motorcyclists were the party killed in the crash.

WASHINGTON STATE

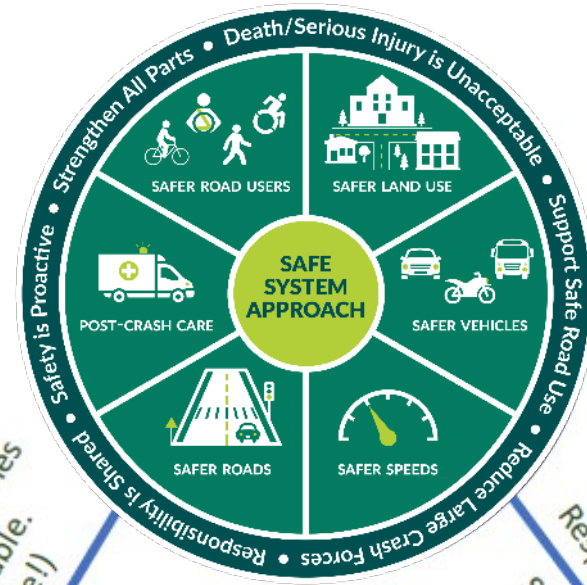
STRATEGIC HIGHWAY SAFETY PLAN 2024



TARGET ZERO

Zero Deaths and Zero Serious Injuries by 2030

<https://targetzero.com/>



Death and Serious Injuries are Unacceptable. (for everyone!)

Responsibility is Shared. Safety is Proactive.



Different Groups have Different Cultures (every community has strengths!)



Proactive Traffic Safety Culture

SHARED RESPONSIBILITY

All parties within the system—including government at all levels, private industry (e.g., vehicle manufacturers, consulting firms, etc.), nonprofit/advocacy organizations, the healthcare system, first responders, researchers, landowners, and individual road users—are vital to preventing fatalities and serious injuries on Washington’s roadways.



SAFE SYSTEM APPROACH

The SSA involves six *overlapping and integrated* elements that provide layers of safety.

We cannot rely on just one element alone to prevent death and serious injury.



SAFER ROADS: TREATMENTS RANGE FROM SIMPLE TO MORE COMPLEX

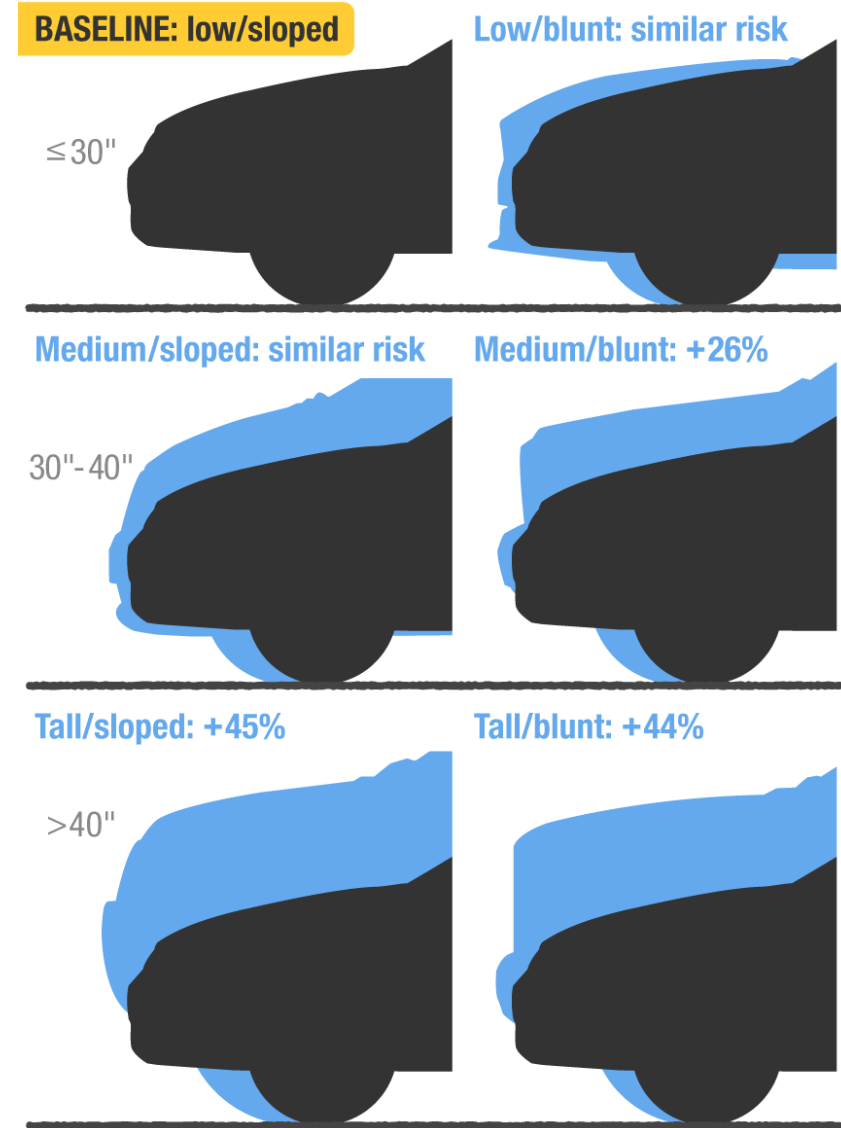
- Wider, brighter edge lines
- Rumble strips, raised medians/barriers, center lane hardening
- High friction surface treatment
- Wider shoulders
- Separated/buffered bike lanes and walking paths
- Pedestrian-scale lighting
- Turn calming; turn limits
- Daylighting intersections (moving fixed objects and parked cars)
- Crosswalk visibility (beacons, markings)
- Roundabouts
- Road diet (fewer, narrower lanes)
- Leading pedestrian interval signals



SAFER VEHICLES

Safer vehicles better protect drivers, passengers, and everyone outside of the vehicle. Safer vehicles help to avoid collisions in the first place and help minimize injury when collisions occur.

(Primarily regulated by federal agencies, but drivers choose which vehicle to purchase.)



Graphic from IIHS (2023), "Vehicles with higher, more vertical front ends pose greater risk to pedestrians"

SAFER SPEEDS

Actual speeds determine the seriousness of a crash. Reducing speeds involves a number of strategies across SSA elements:

- ❖ Self-explaining roads that prompt drivers to travel at lower speeds (narrower lanes, narrower roads, roundabouts)
- ❖ Deterrence and *enforcement*: Limits are set based upon safety and enforced by officers and cameras that are conspicuous to all drivers
- ❖ Drivers are *educated* on the dangers of speed and encouraged to follow posted speeds by friends, family, employers, and others
- ❖ Vehicles are designed to travel at safe speeds and may prohibit extreme speeds.



SAFER ROAD USERS

- Sober
- Patient (safe speed)
- Focused
- Protected (seat belt, safety seat, helmet, other safety gear)



POST-CRASH CARE

Timely response to a crash scene and trauma care can prevent death or permanent injury.

First responders also manage a scene to prevent additional collisions and collect data to inform all elements.

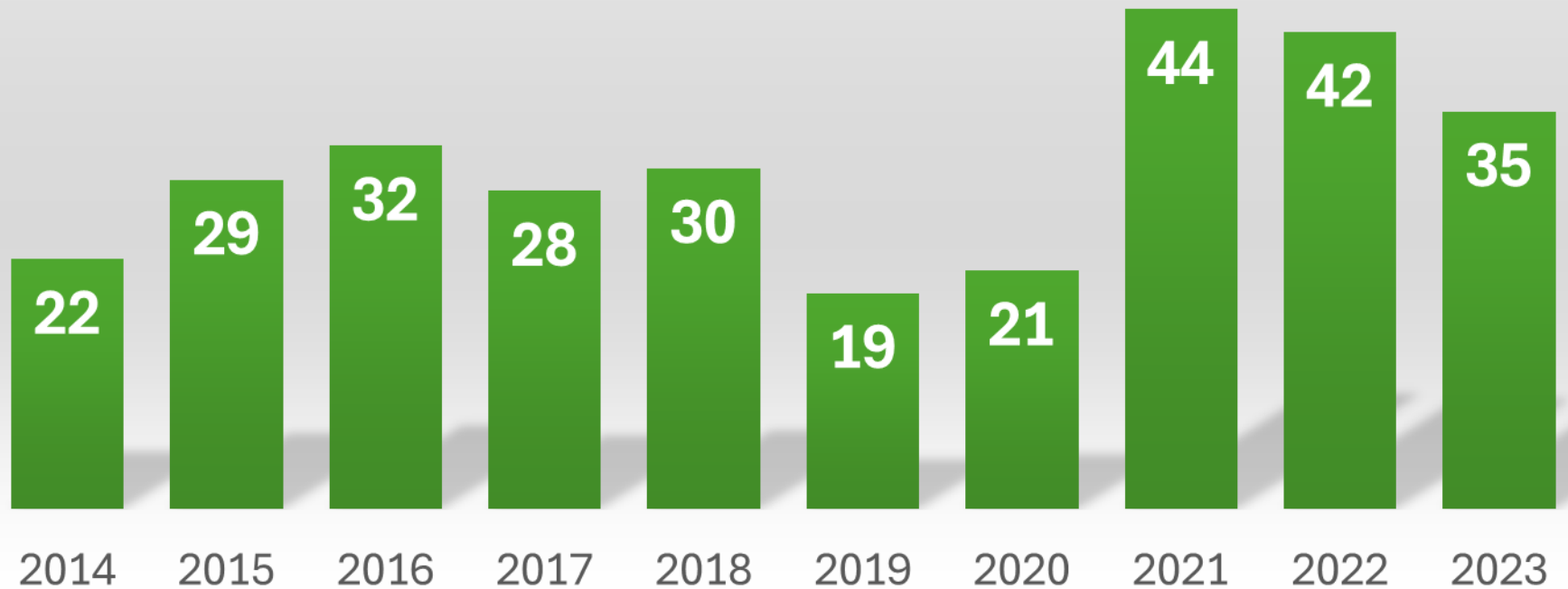


TRIBAL TRAFFIC SAFETY AND TARGET ZERO



By Carport - Own work, using File:USA Washington location map.svg by Alexrk2.STRM-30 data for the relief, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=23260006>

Fatalities of Individuals Identified as American Indian or Alaska Native on Washington Roadways, 2014-2023*



UNDERINVESTMENT IN COMMUNITIES CONTRIBUTES TO DISPROPORTIONATE IMPACT OF TRAFFIC FATALITIES

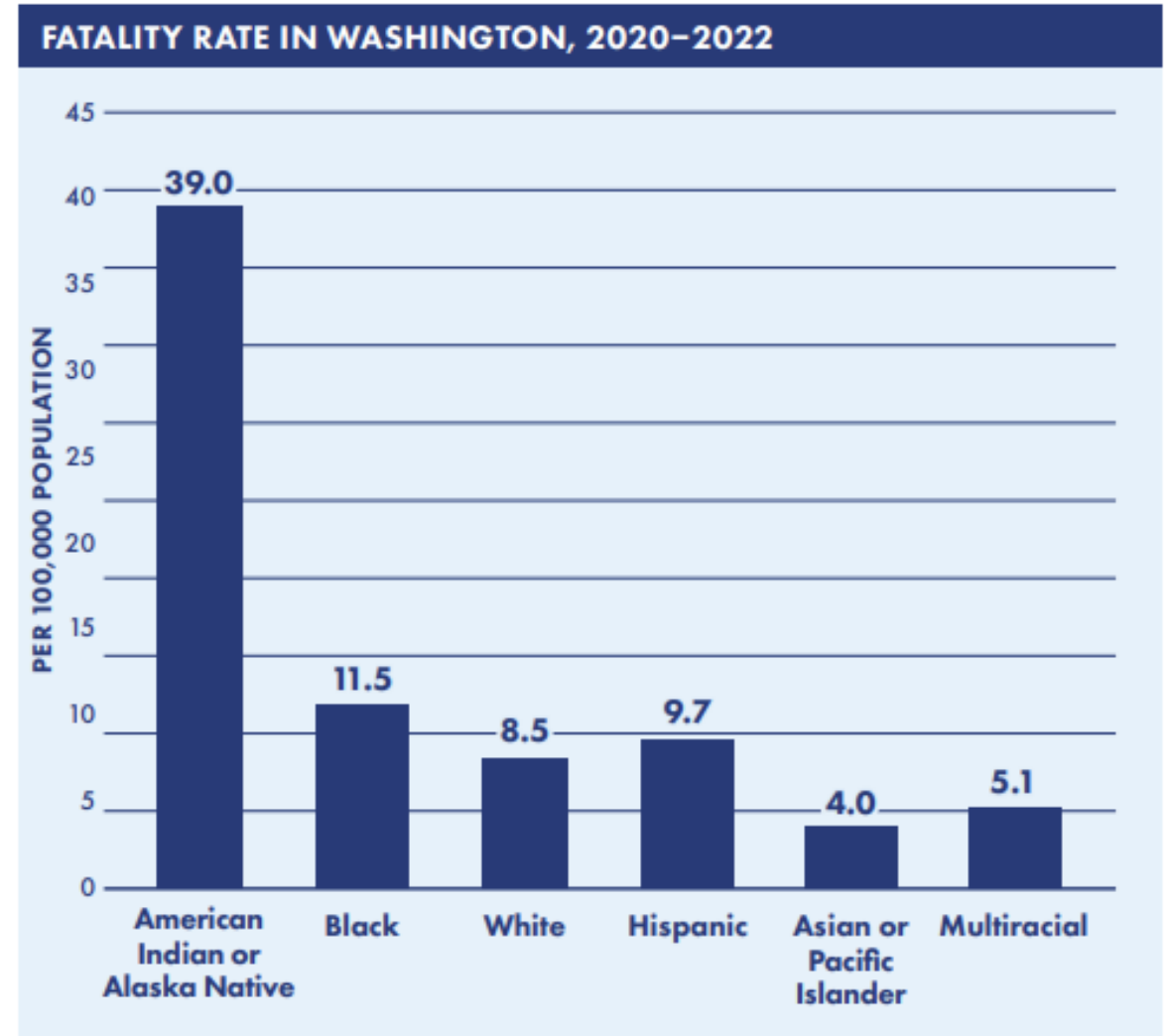


FIGURE 4. FATALITY RATE PER 100,000 POPULATION BY REPORTED RACE IN WASHINGTON, 2020-2022

TARGET ZERO AND TRIBAL TRAFFIC SAFETY NEEDS AND BARRIERS IDENTIFIED

- The complexity of funding streams and “bill back” requirements of state and federal grants pose barriers to Tribes receiving and using funds available to improve traffic safety
- Underrepresentation of American Indian people and Tribal members in leadership roles in traffic safety
- Evidence that infrastructure and maintenance is neglected in areas adjacent to tribal lands

RECOMMENDATIONS

- Offer state grant funds with up-front investments, including funding for Tribal traffic safety planning, including those that prioritize culturally aligned traffic safety solutions based upon Indigenous knowledge
- Increased infrastructure: crosswalks, improved lighting, and bike paths
- Set benchmarks for road maintenance and lighting on roadways adjacent to Tribal lands for all road owners (state, county, and local)
- Increase access (geographic and financial) to driver education for novice drivers who are Tribal members
- Additional recommendations/feedback on p. 43

SUPPORT FOR TRIBES WITH FEDERAL AND STATE FUNDS

- Grants to support local safety planning and implement unique Tribal traffic safety strategies based upon Indigenous knowledge
- Grant funding for Tribal Traffic Safety positions, including Tribal Traffic Safety Coordinator
- Grants to law enforcement for equipment (e.g., LIDAR, PBT, safety gear, AED devices, Speed Alert Radar Message Traffic Trailers, FLOCK cameras)
- Increase the number of trained car seat technicians who serve Tribal communities

PROJECT AND EQUIPMENT GRANTS TO TRIBES (PROVISO FUNDS)

Complete:

- Confederated Tribes and Bands of the Yakama Nation
- Cowlitz Tribe
- Lower Elwha Klallam Tribe
- Port Gamble S'Klallam Tribe
- Swinomish Indian Tribal Community

In Process:

- Confederated Tribes of the Colville Indian Tribe
- Sauk-Suiattle Indian Tribe



POLICY RECOMMENDATIONS TO SUPPORT TARGET ZERO



REDUCE IMPAIRED DRIVING: 0.05% BAC

Adopt the *per se* 0.05 percent Blood Alcohol Concentration limit for driving.

- Already adopted in 75% of countries (0.05 or lower)
- Provides broad deterrence to prevent DUI
- Reduces fatalities (avg. **-11%**) by encouraging planning for sober travel (rideshare, taxi, bus, sober driver, etc.)
- Unlikely to adversely impact businesses, law enforcement, or courts

SAFER SPEEDS

- Set speed limits based upon safety for road context (rather than 85th percentile)
- Design streets and roads for calming
- Automated enforcement that is conspicuous and predictable
- Highly visible officer enforcement



DRIVER EDUCATION



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1. Increase affordability to lower-income young drivers (scholarships, subsidized programs)
2. Increase access to underserved areas by increasing instructor training and certification
3. Expand training requirements for new drivers 18-24 years

FUND COMPLETE STREETS

Funding for projects to include:

- Protected trails/sidewalks
- Protected bike lanes
- Vulnerable road user crossings that are well-marked and lighted and reduce/eliminate blind spots



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SAFER VEHICLES

Track data at the state level on the relationship between vehicle size and fatal crashes, particularly in those involving a vulnerable road user fatality. Consider incentives for smaller/safer vehicle purchases.



ENFORCEMENT PROVISOS

- DUI Enforcement (HVE and Dedicated Officers)
- Tribal, Rural, and Small Law Enforcement Agency Equipment Needs
- Offender Monitoring and Interlock Compliance



HIGH VISIBILITY ENFORCEMENT (ADDITIONAL WTSC GRANTS: JUNE – SEPTEMBER 2024)

Total Patrol Shifts	333
Total Patrol Hours	2,152
Total Motorist Contacts	2,974
Total Infractions	1,829
<i>Total DUI Arrests</i>	<i>184 (10% of all infractions)</i>
Speeding Infractions	710 (39% of all infractions)
Total Warnings	1,480 (50% of all contacts)
Speeding Warnings	311 (21% of all warnings)

DEDICATED DUI OFFICERS (STATE FUNDING): YAKIMA AND SPOKANE POLICE DEPARTMENTS

Example of activity:

Yakima PD	September 2024
Total Hours	173
Contacts	49
DUI Arrests	15
Other Arrests	11
Infractions	47
Warnings	21

INTERLOCK COMPLIANCE PROVISIO

- Yakima County Courts will conduct a pilot project to provide enhanced supervision of DUI offenders and problem solving to overcome barriers to interlock installation and program compliance. This will include:
 - Addressing financial barriers
 - Addressing administrative barriers by working with agency partners, such as the Department of Licensing

Questions

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