

# Washington State Transportation Commission

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Target Zero: Plans, Projects & Progress

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Washington Traffic Safety Commission



WASHINGTON  
*Traffic Safety*  
COMMISSION

# Washington State's 2010 Strategic Highway Safety Plan: Target Zero

- Vision: Zero traffic deaths and serious injuries by 2030.
- Identifies proven traffic safety strategies.
- Sets four priority levels for state agencies with traffic safety responsibilities.
- Priorities based on the number of related deaths. Speeding, Impaired Driving & Run-off-the-Road crashes are the priority one issues.

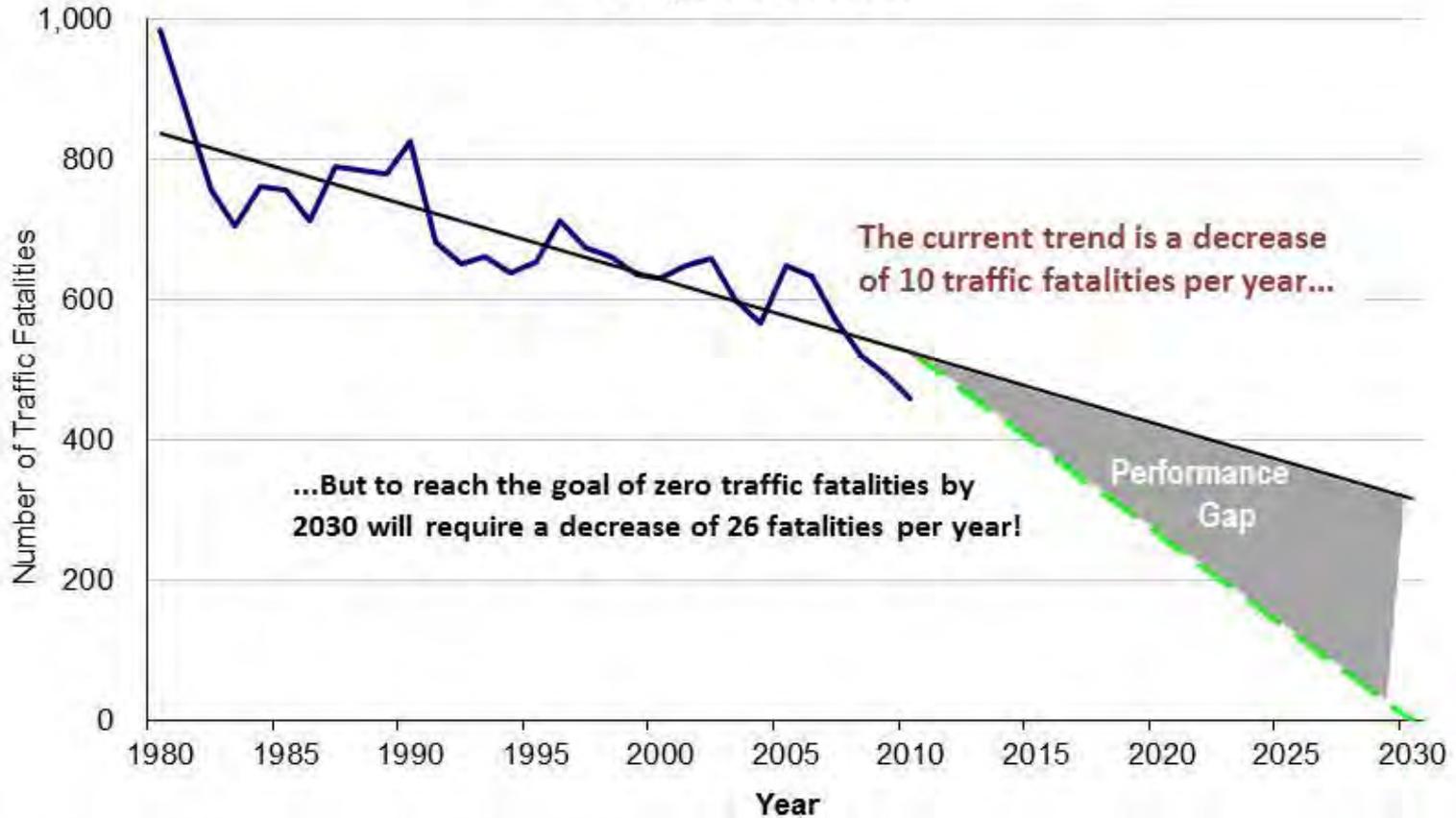
# 2013 Target Zero Plan Coming Late This Year

- Priorities based on traffic deaths and serious injuries.
- Three priority levels rather than four.
- Some additional proven strategies.
- Many more TZ Partners involved in the process.

# How Can a Policy Maker Use the Target Zero Plan to Make Sure Funds are Invested Effectively?

- You don't have to be familiar with the Plan itself.
- When someone asks for traffic safety funding or legislation, just ask two simple questions:
  - Does your proposal address a high priority area in Target Zero?
  - Does it employ a proven strategy from Target Zero?

## Washington Traffic Fatalities, 1980-2010 Projected to 2030

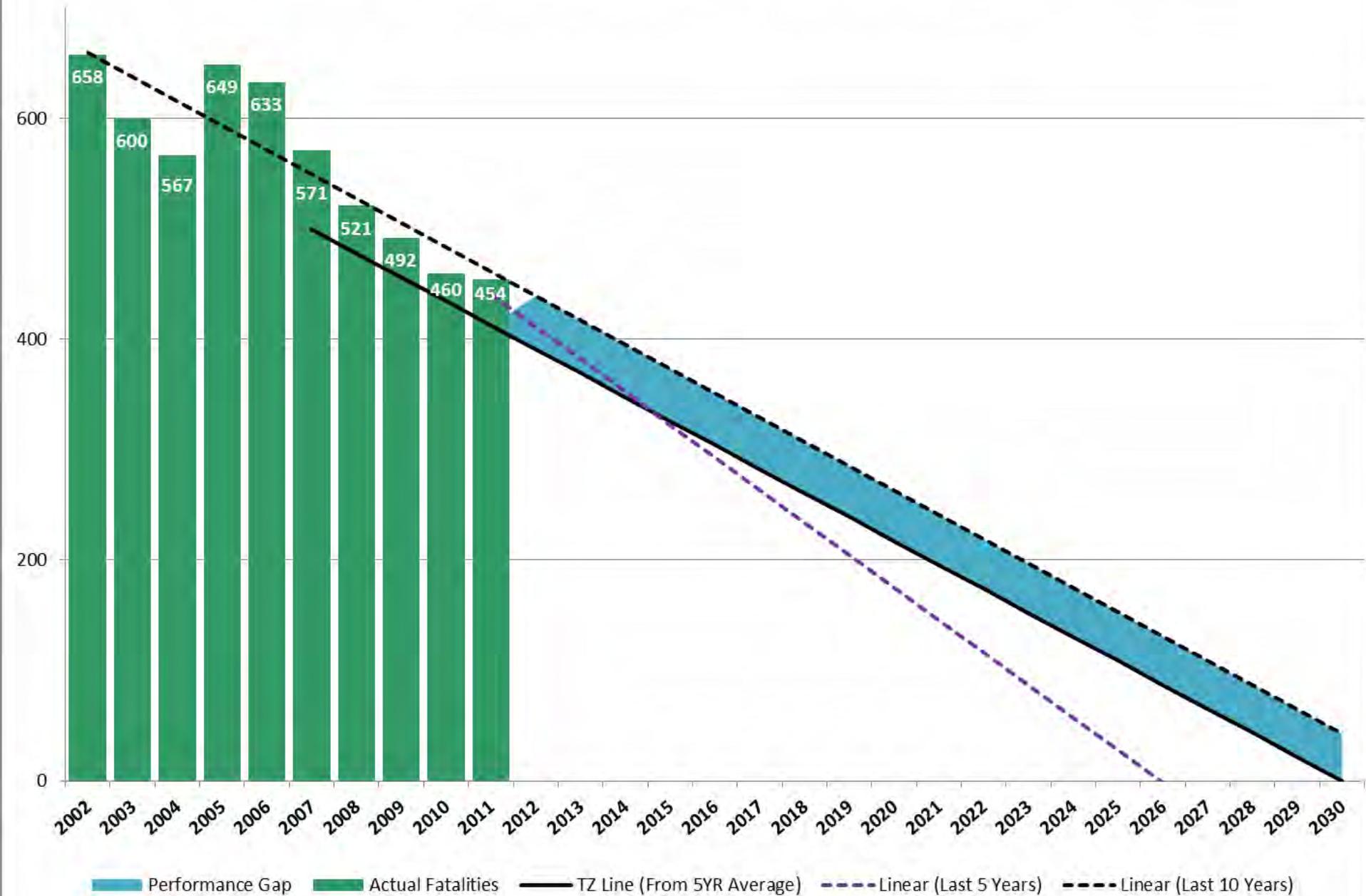


Data source: Fatality Analysis Reporting System (FARS).

# Let's Break it Down

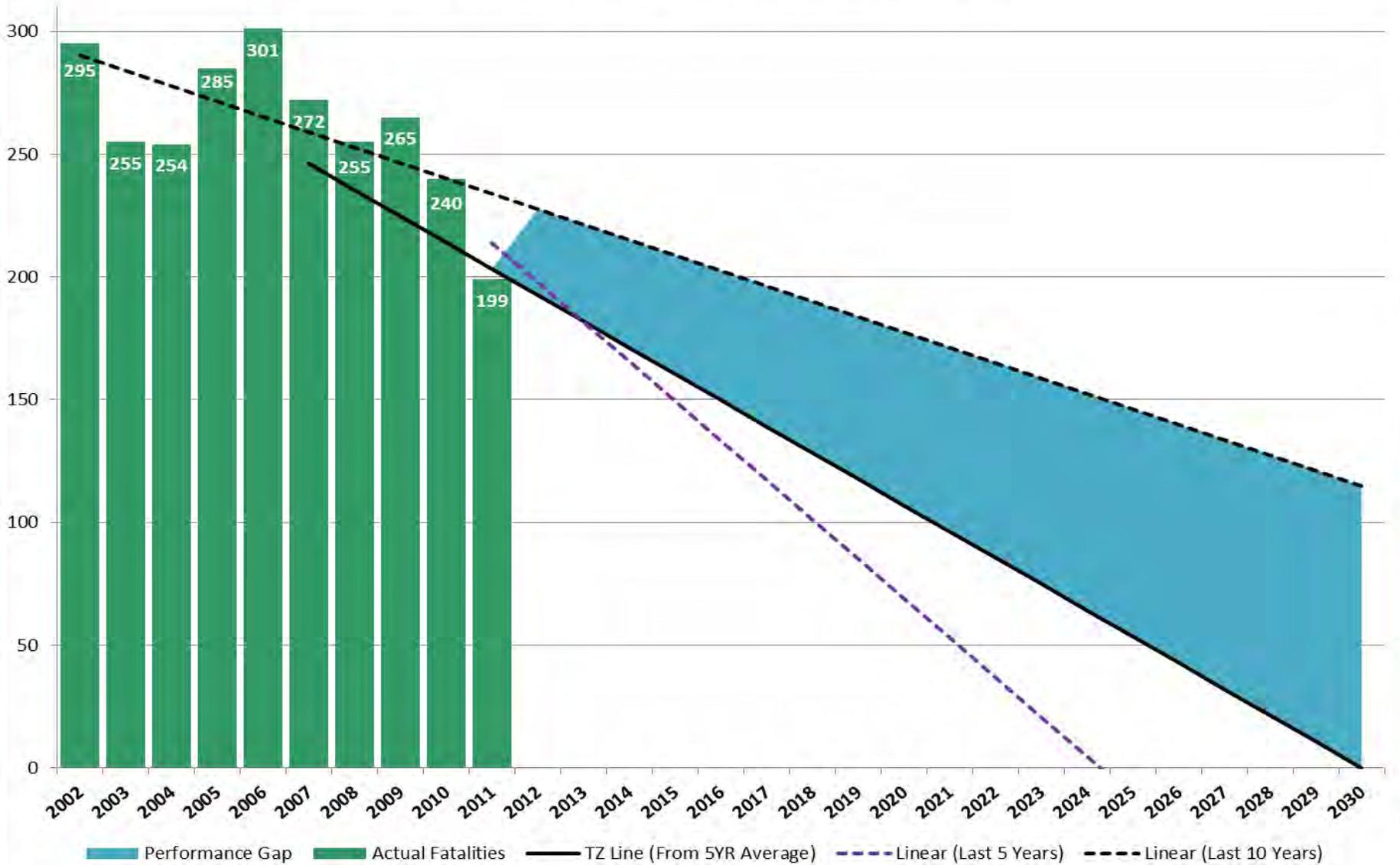
- Where are we making progress?
- Where are we falling short?
- Projections based on the average deaths over the last five and ten years.
- *Shortcomings of straight line projections.*

# Washington Fatalities from Traffic Crashes 2002-2011

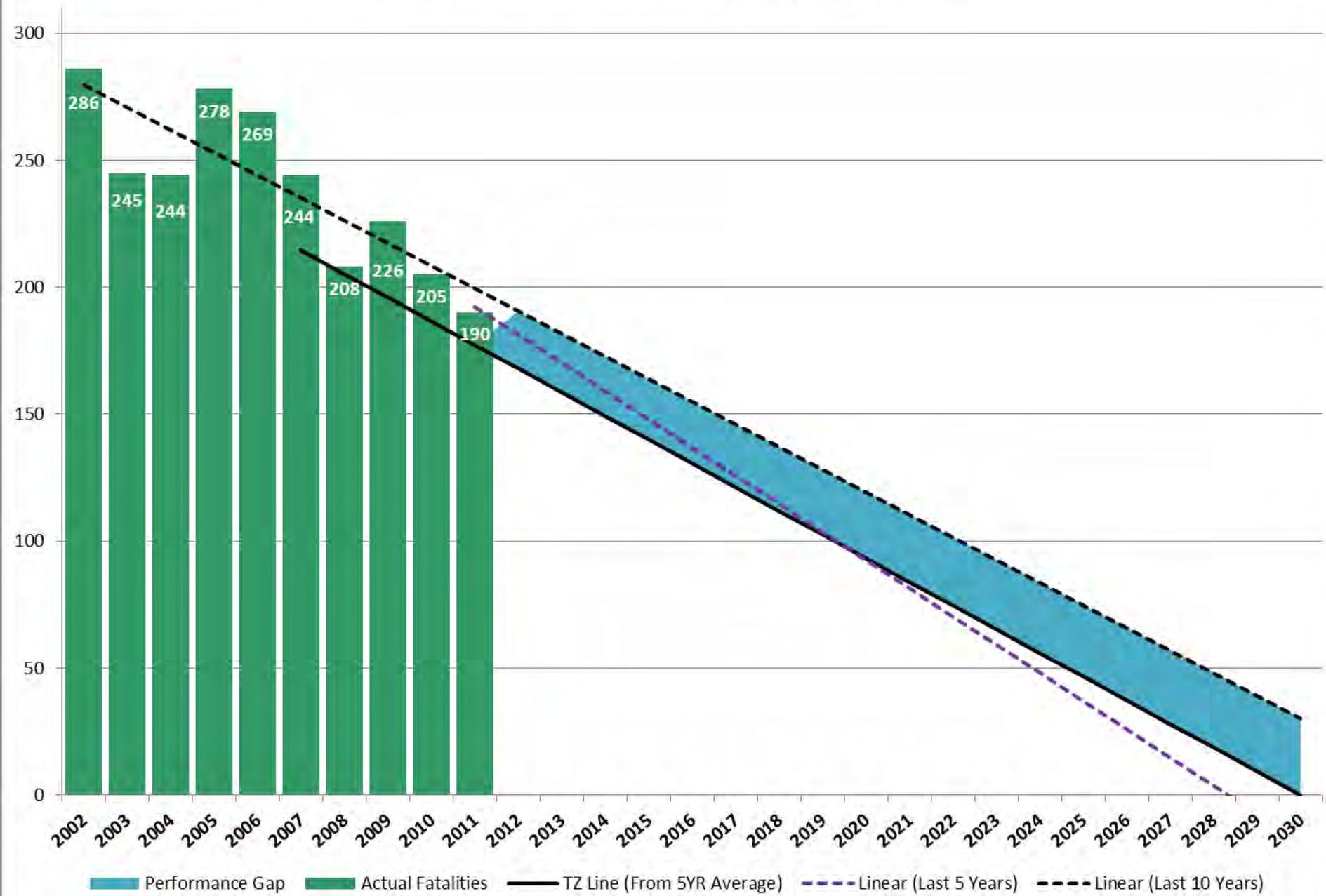


Performance Gap Actual Fatalities TZ Line (From 5YR Average) Linear (Last 5 Years) Linear (Last 10 Years)

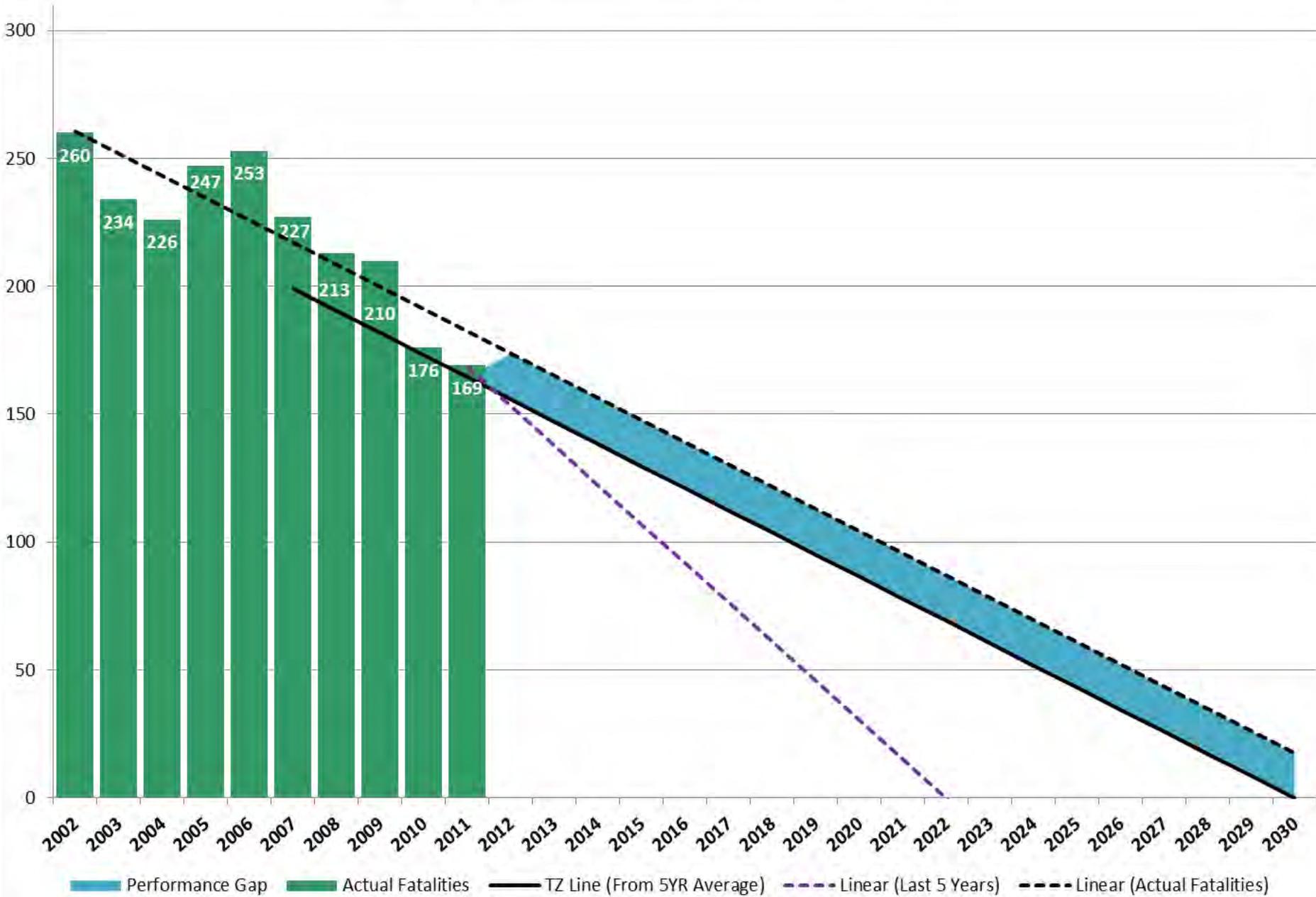
# Impaired Driving Fatalities 2002-2011



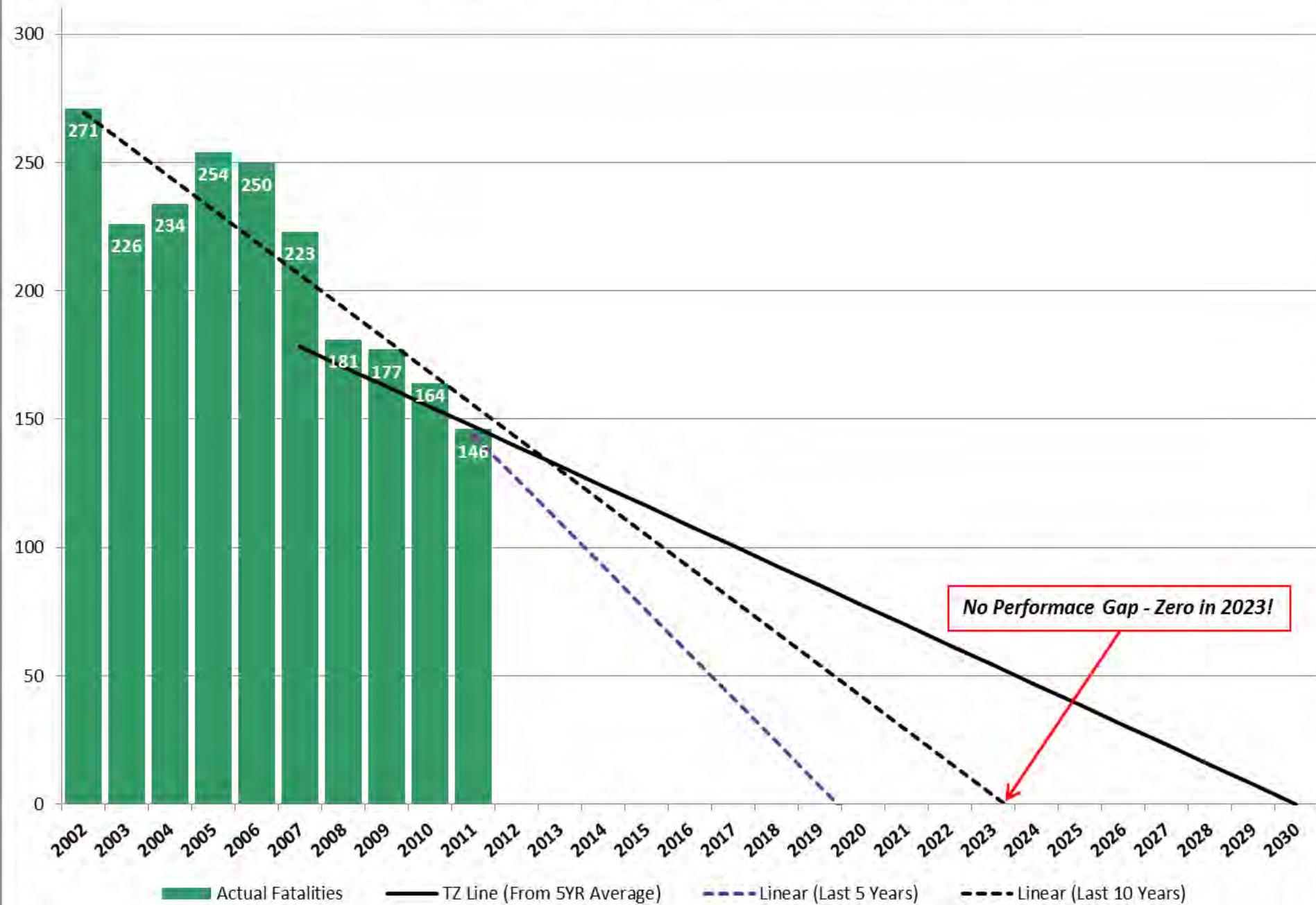
# Run-off-the-Road Fatalities 2002-2011



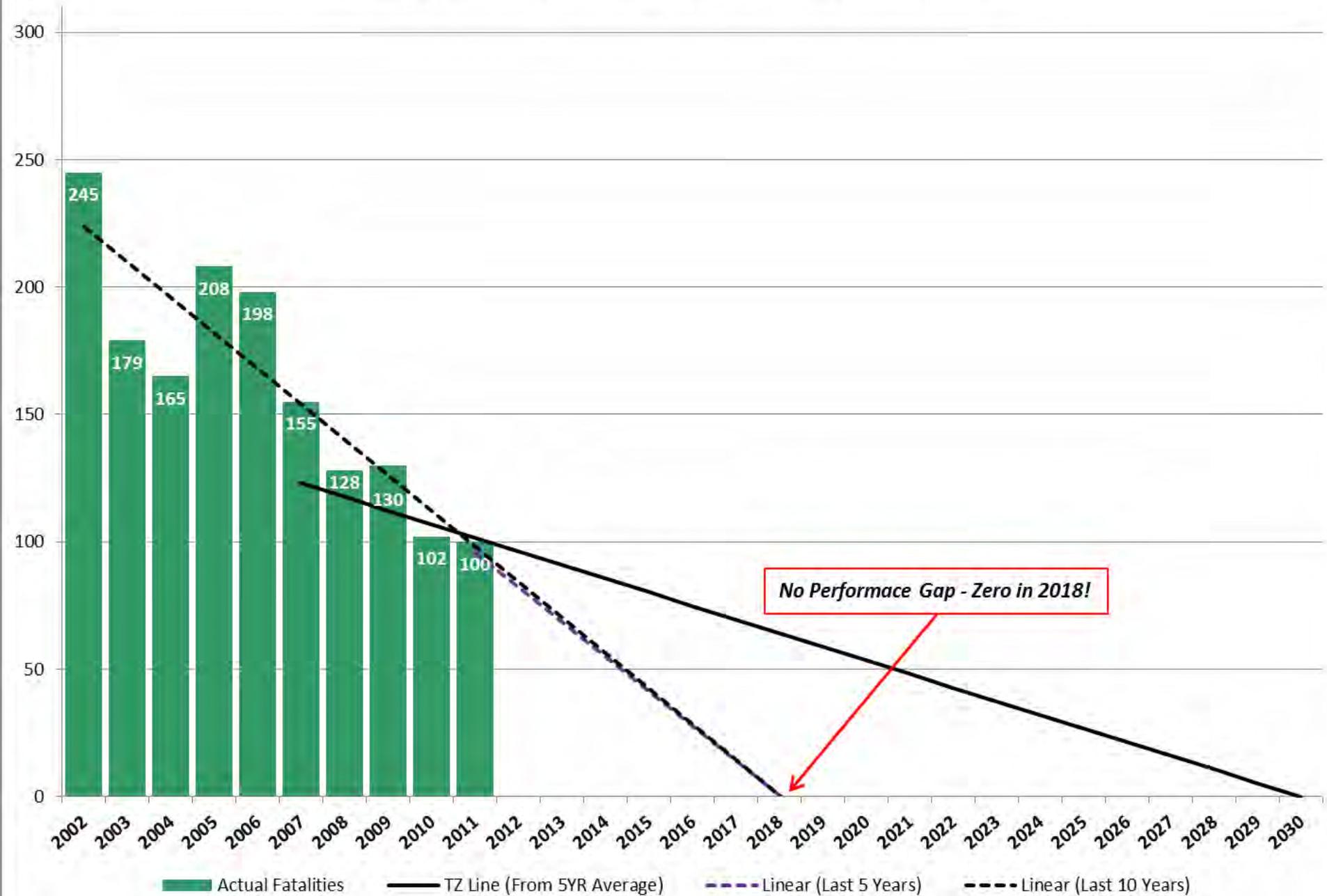
# Speeding Involved Fatalities 2002-2011



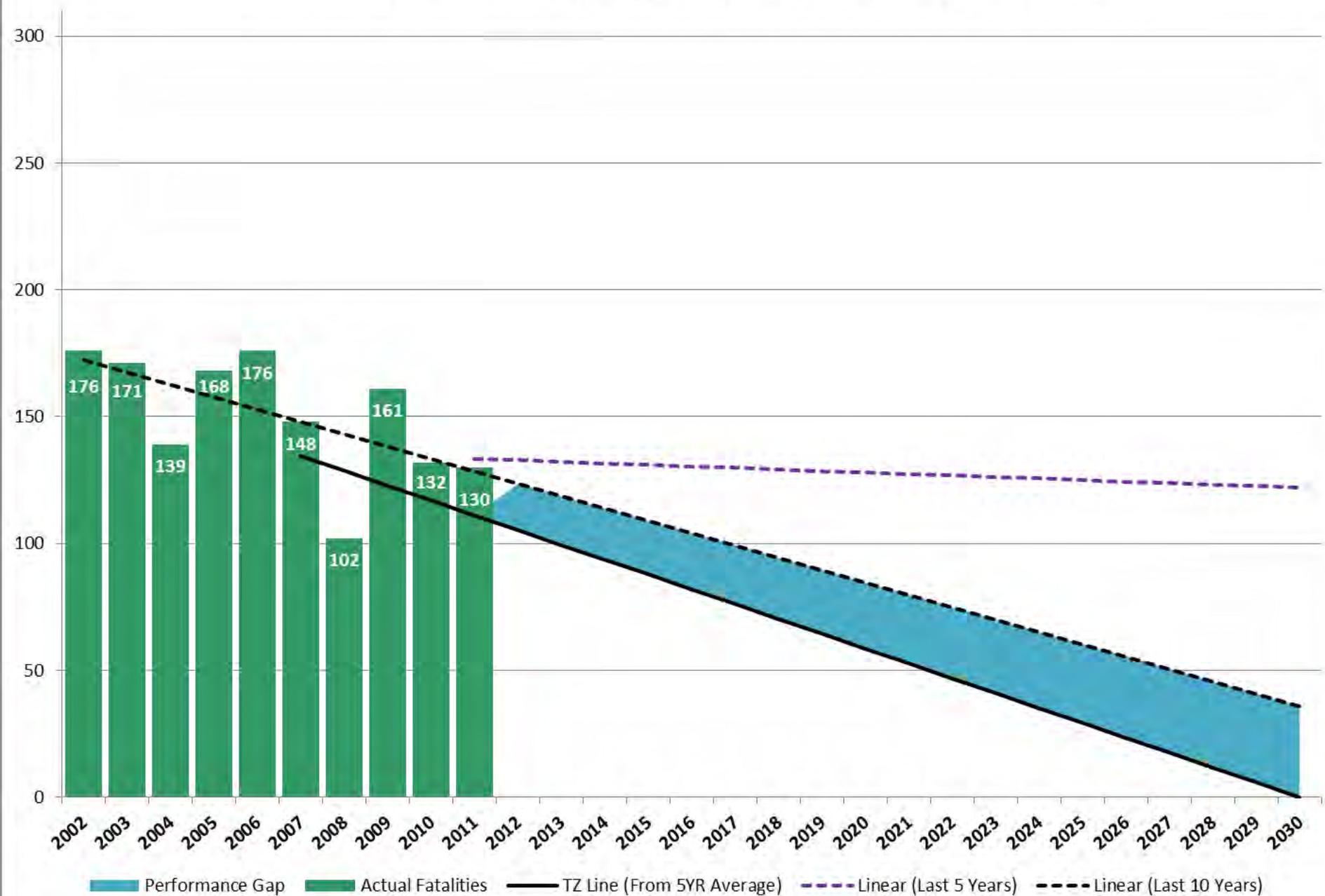
# Fatalities Involving a Driver Age 16-25, 2002-2011



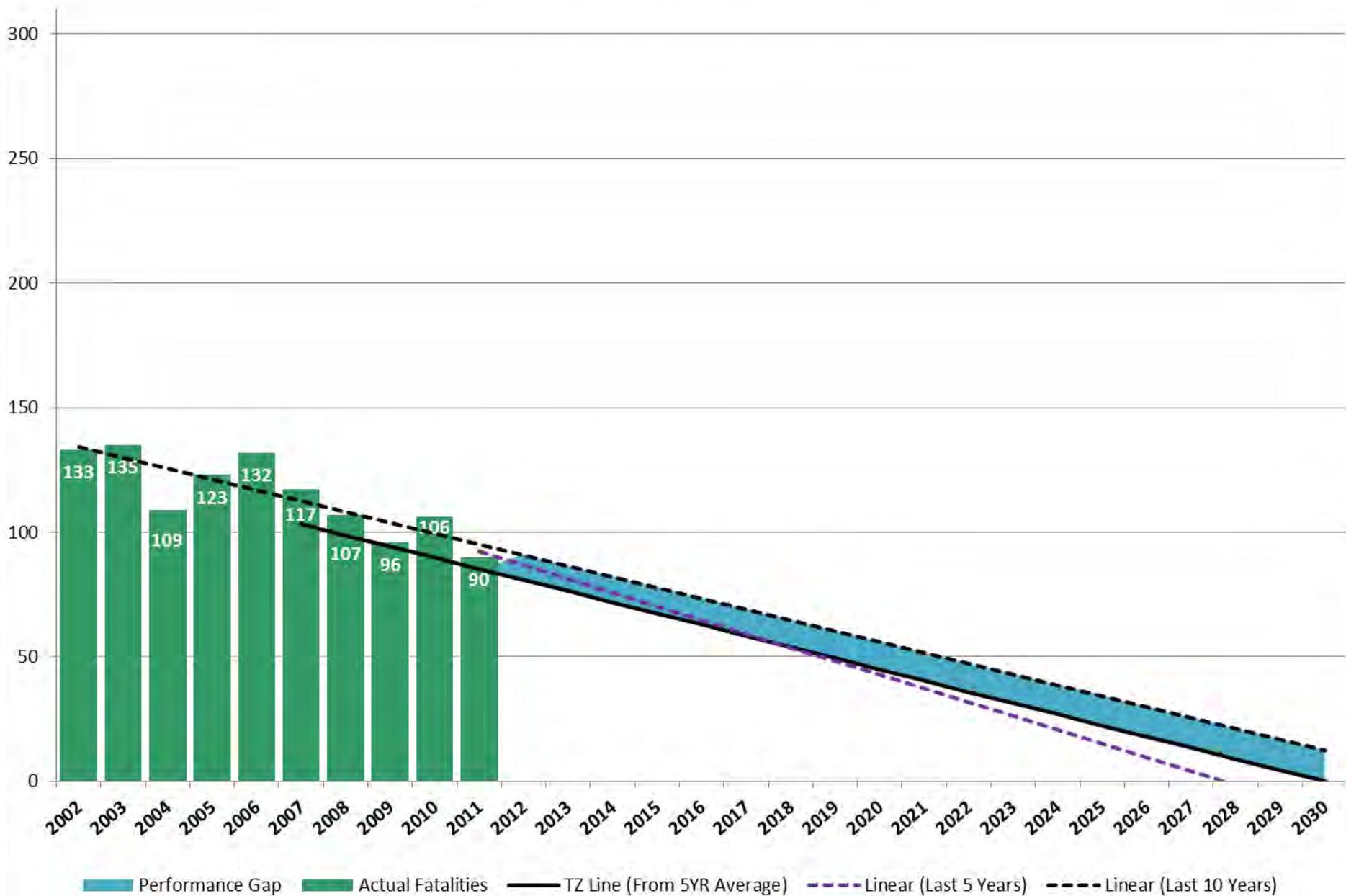
# Unrestrained Passenger Fatalities 2002-2011



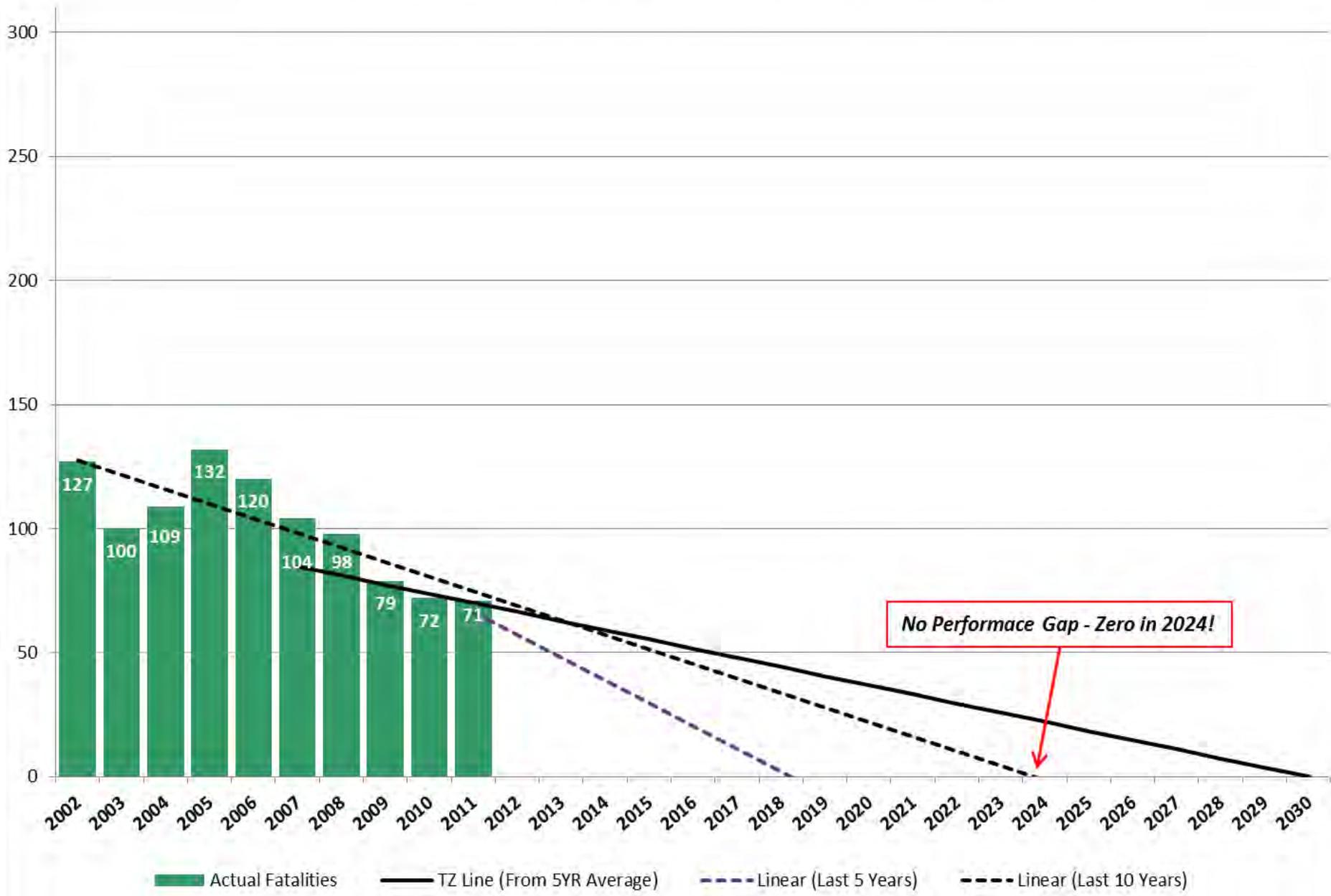
# Distracted/Inattentive Driver Involved Fatalities 2002-2011



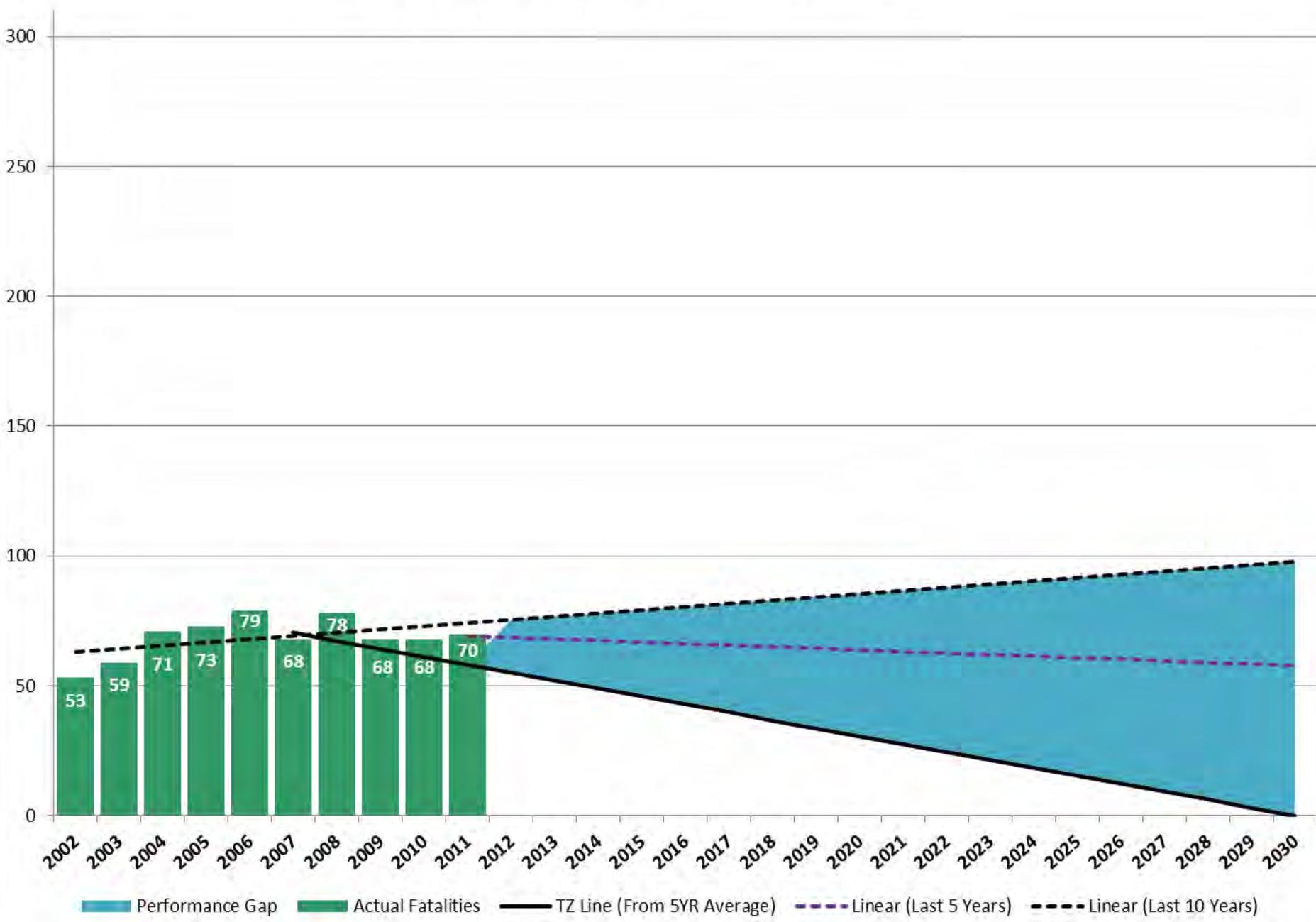
# Intersection Related Fatalities (from CLAS) 2002-2011



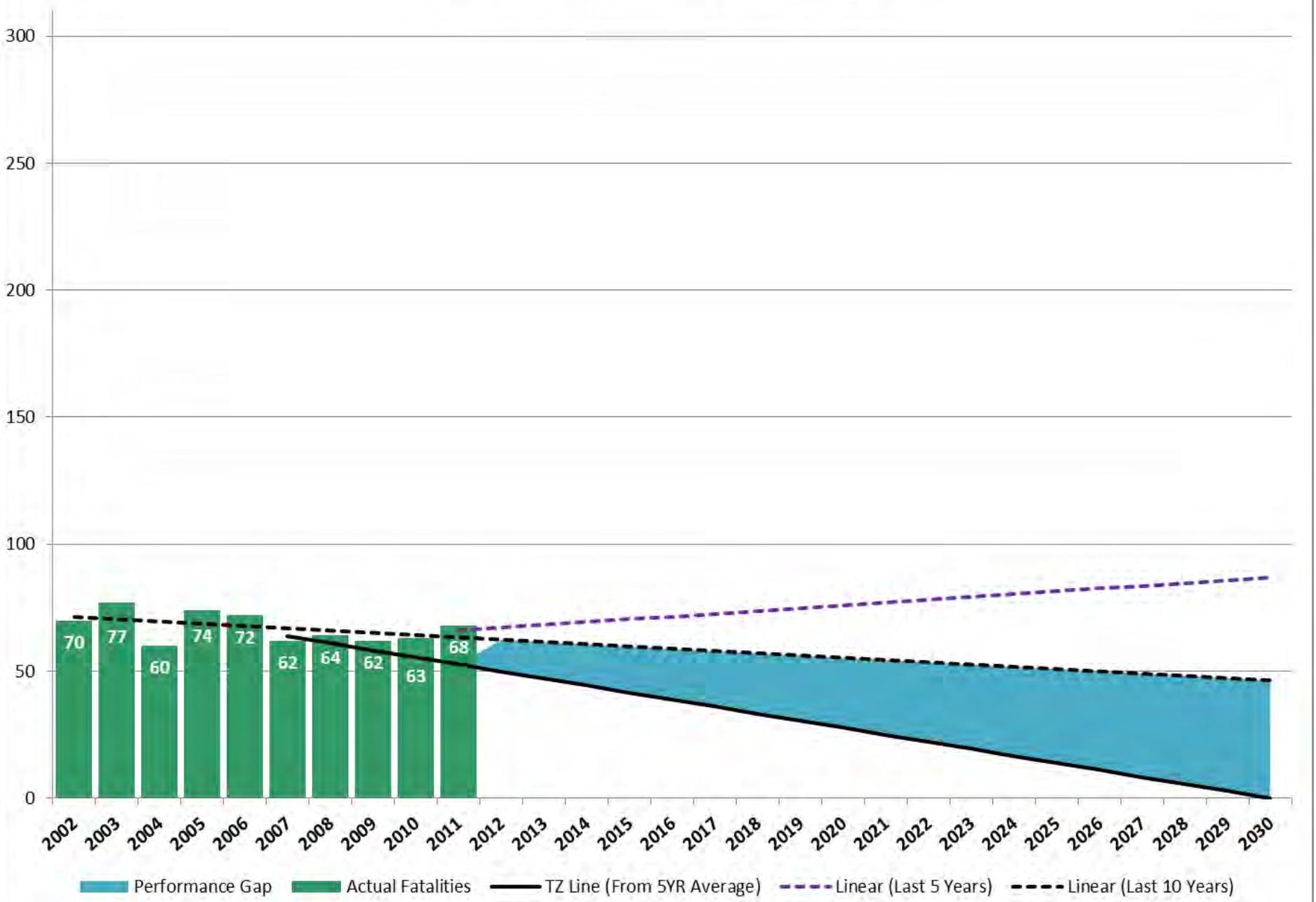
# Opposite Direction (Head-on) Fatalities (from CLAS) 2002-2011



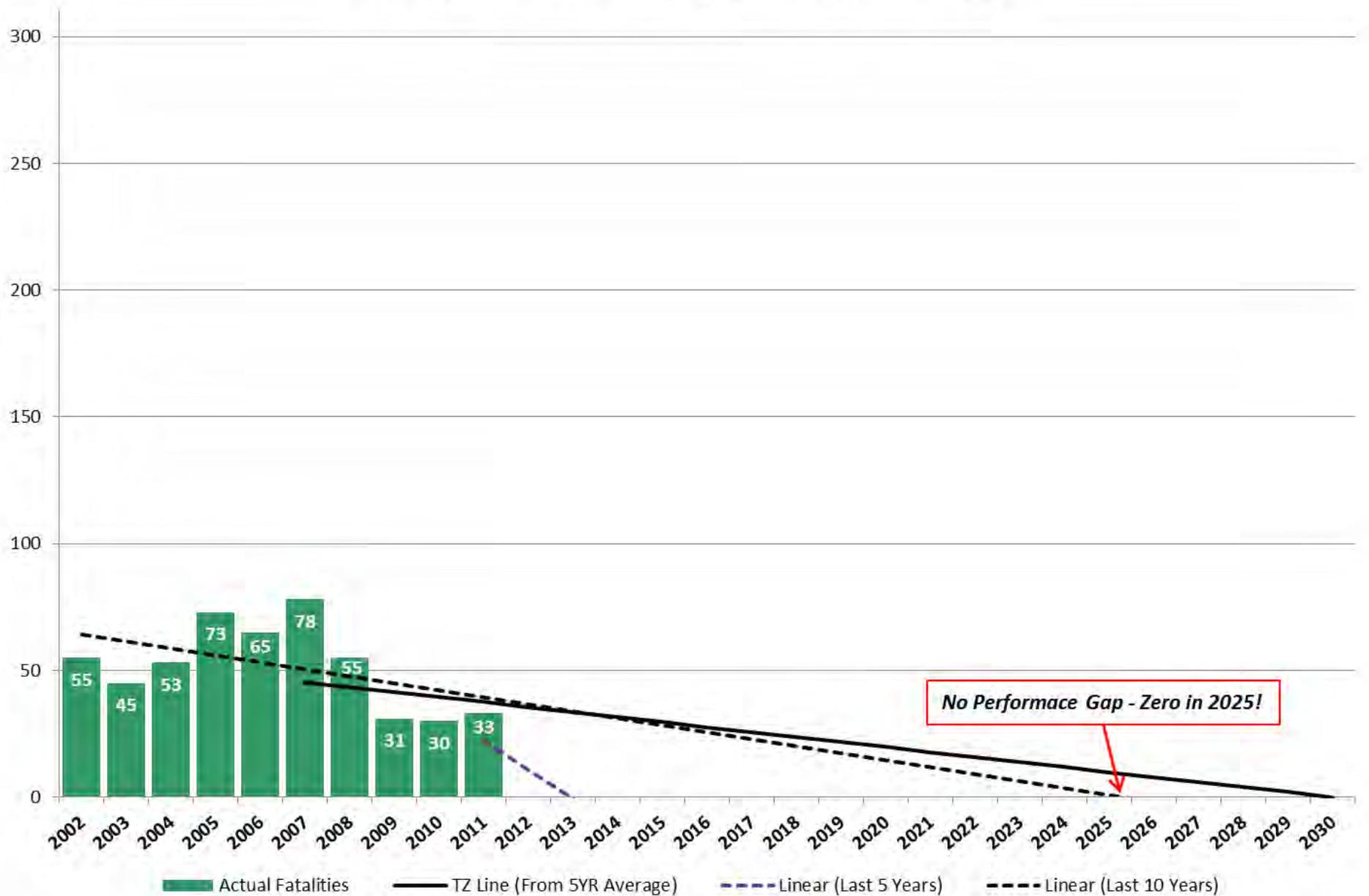
# Motorcycle Involved Fatalities 2002-2011



# Pedestrian Fatalities 2002-2011



# Heavy Truck Involved Fatalities 2002-2011



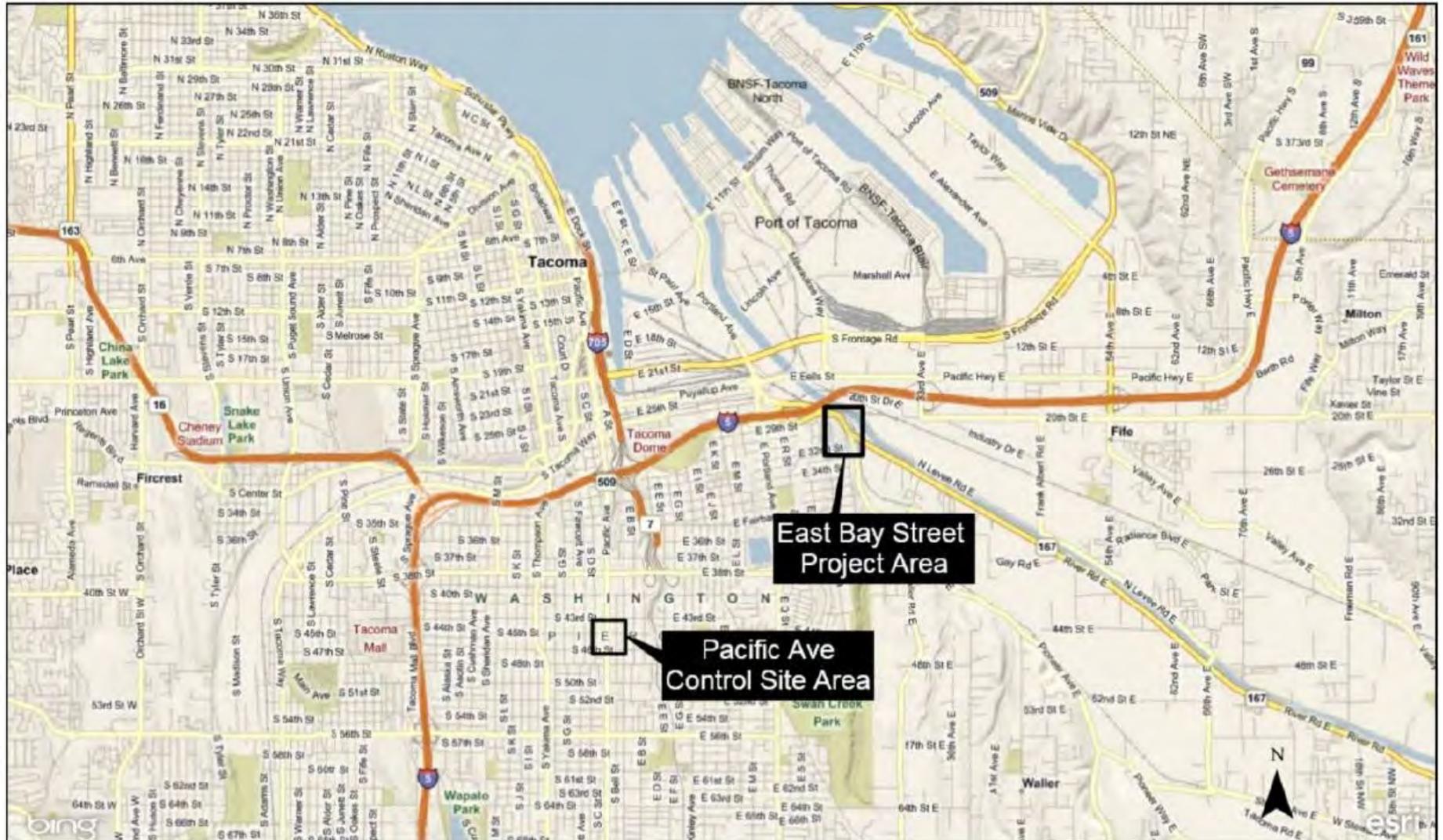
# Automated Speed Enforcement Pilot Projects in Seattle and Tacoma

- Overseen by the Washington Traffic Safety Commission (WTSC).
- Limited to one speed camera per city.
- Budget provisos in 2009–11 & 2011–13 biennia.
- This was *not* a scientific research study.

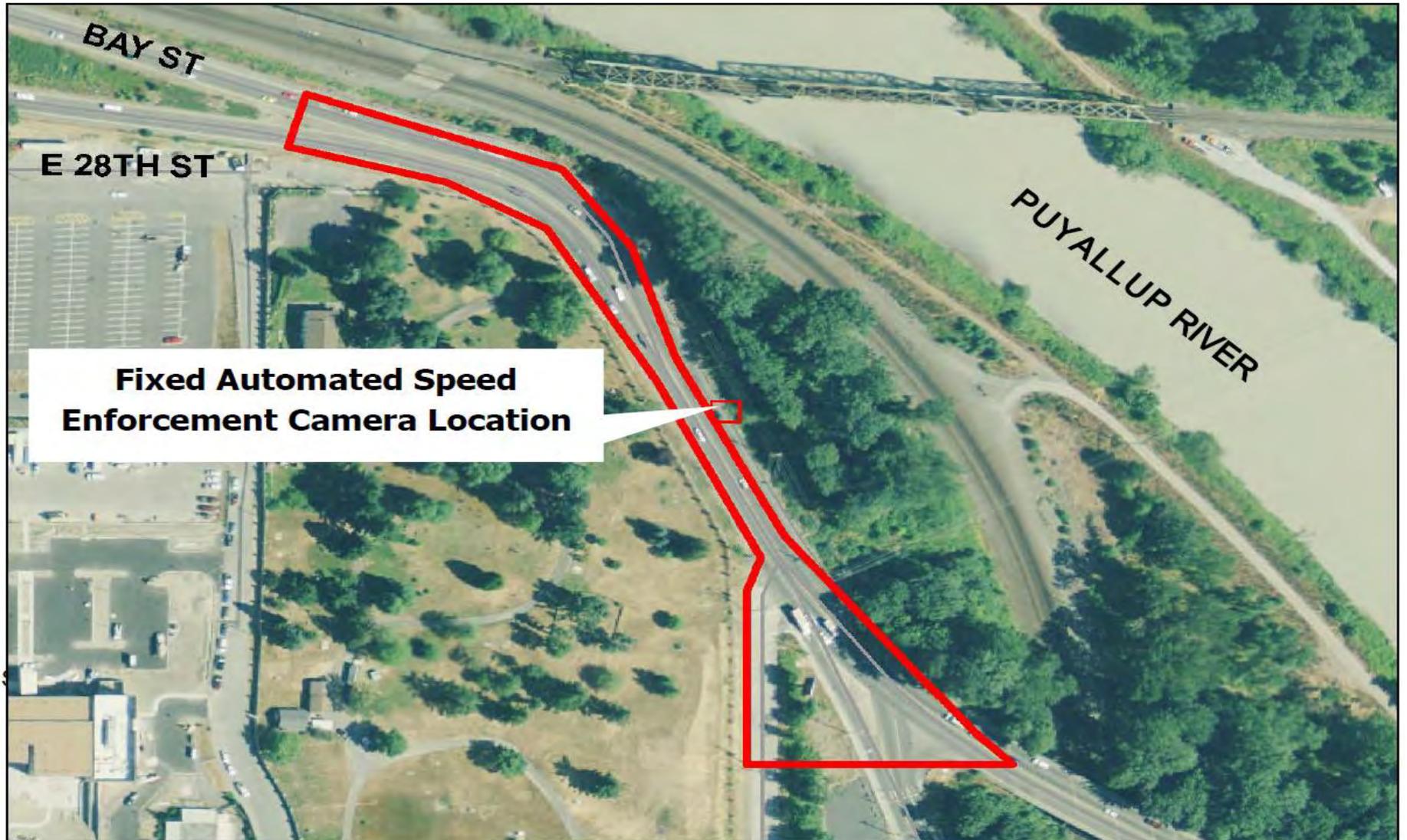
# Tacoma

- One fixed automated speed enforcement camera.
- No control site data provided for comparison.

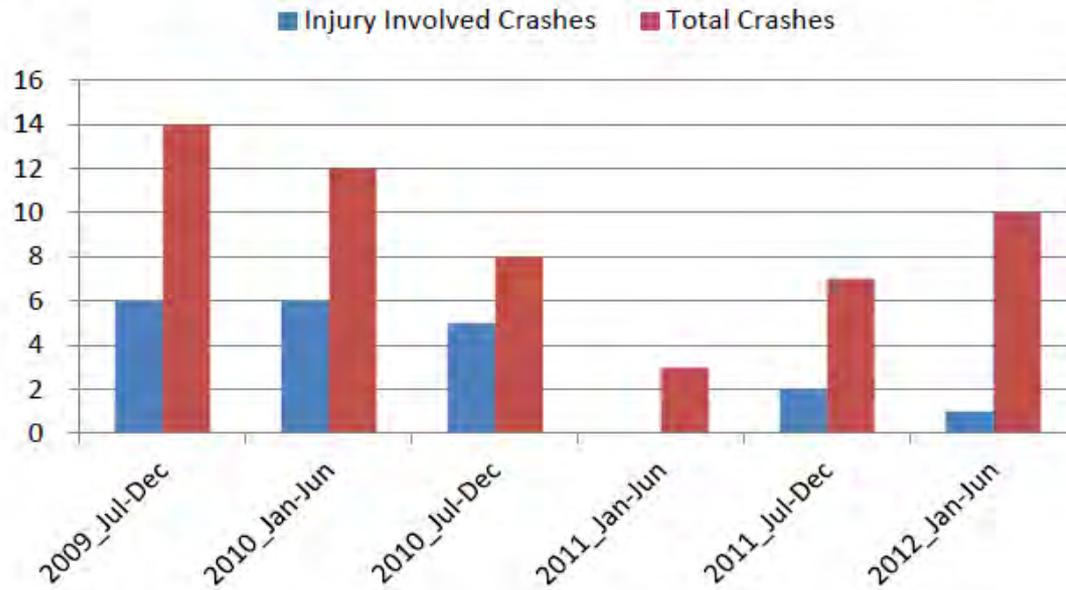
Figure 1. Tacoma Automated Speed Enforcement Project Area



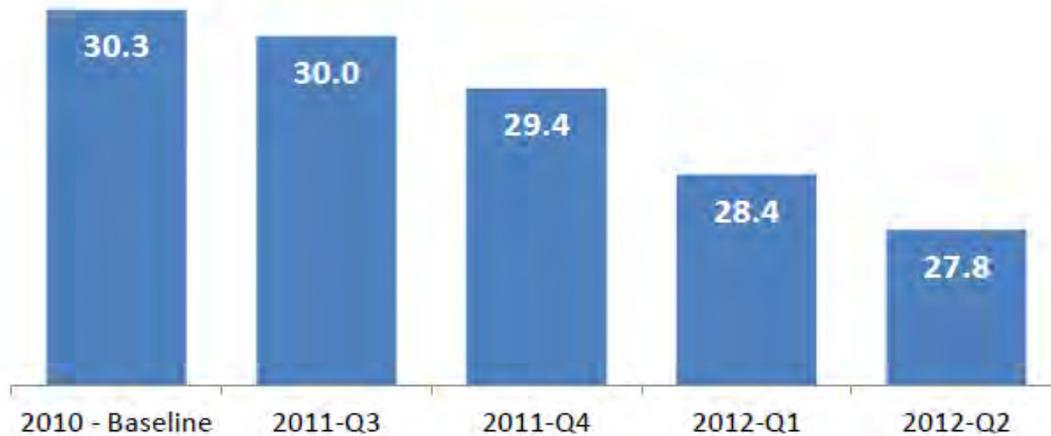
# Tacoma



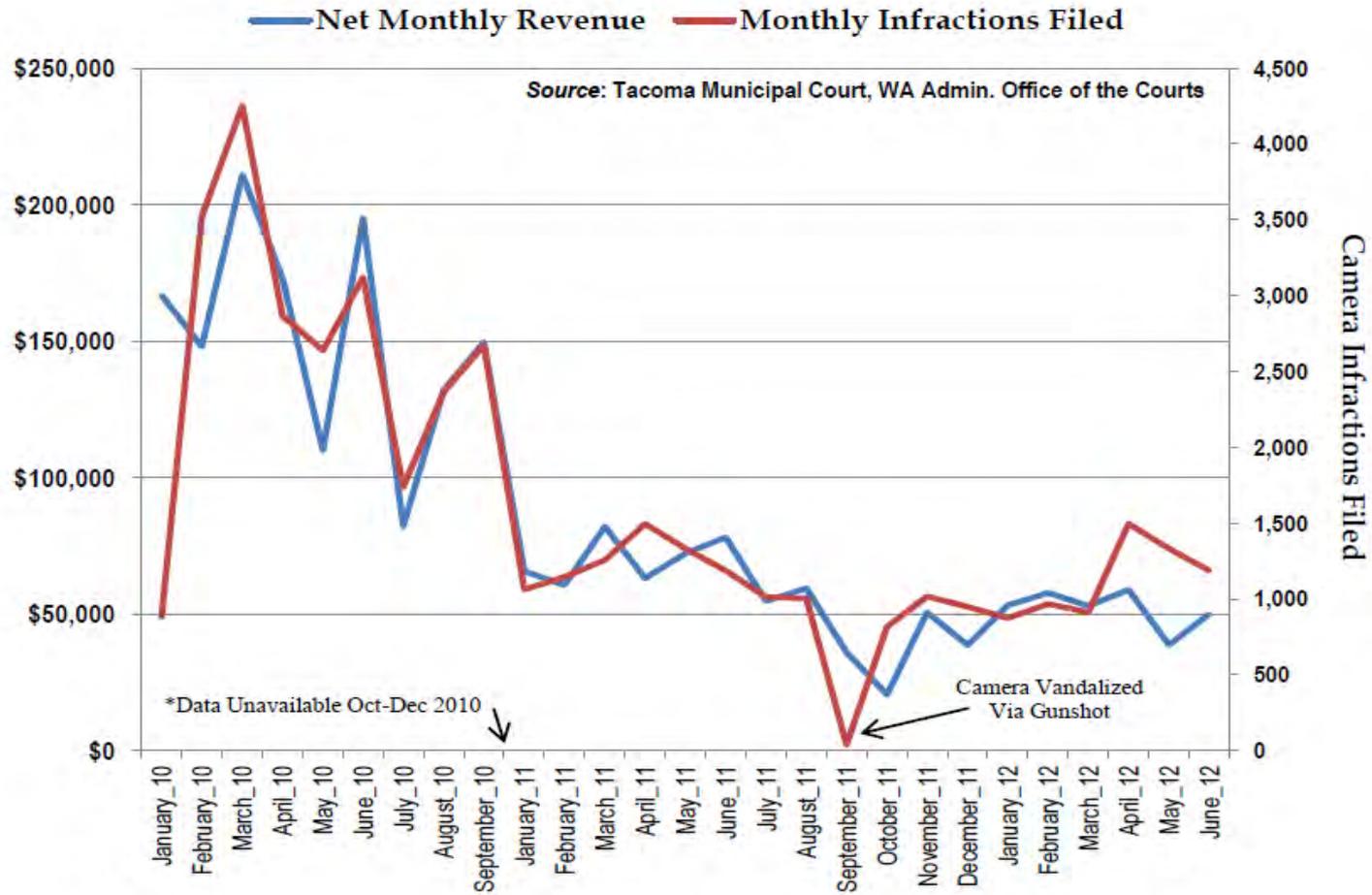
**Figure 3. Traffic Crashes in the Bay Street ASE Project Area**



**Figure 4. Average Speeds at the Bay Street Project Site**



**Figure 5. Bay Street Camera Monthly Infractions and Revenue**



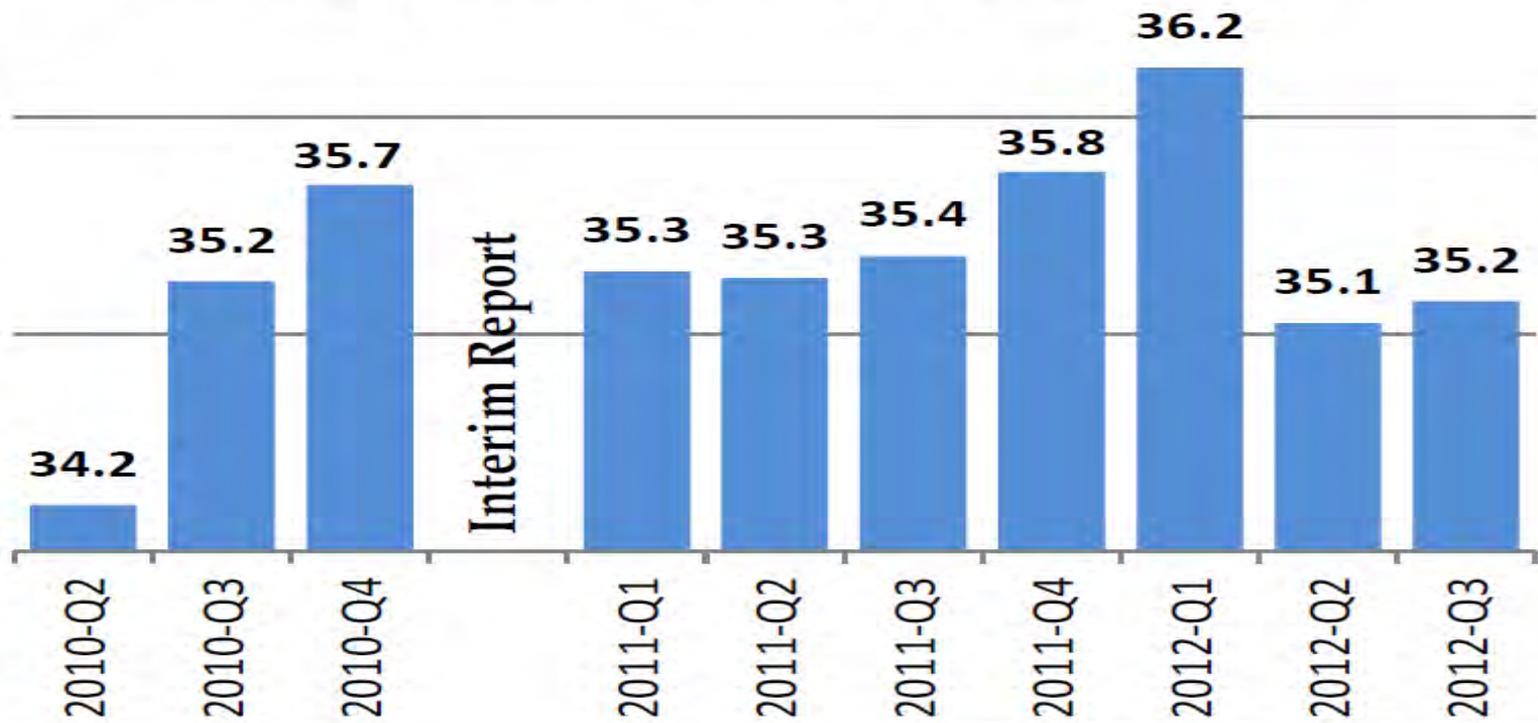
# Seattle

- One part time mobile automated speed enforcement van – two project locations and two control sites.
- Sample data too small to draw conclusions

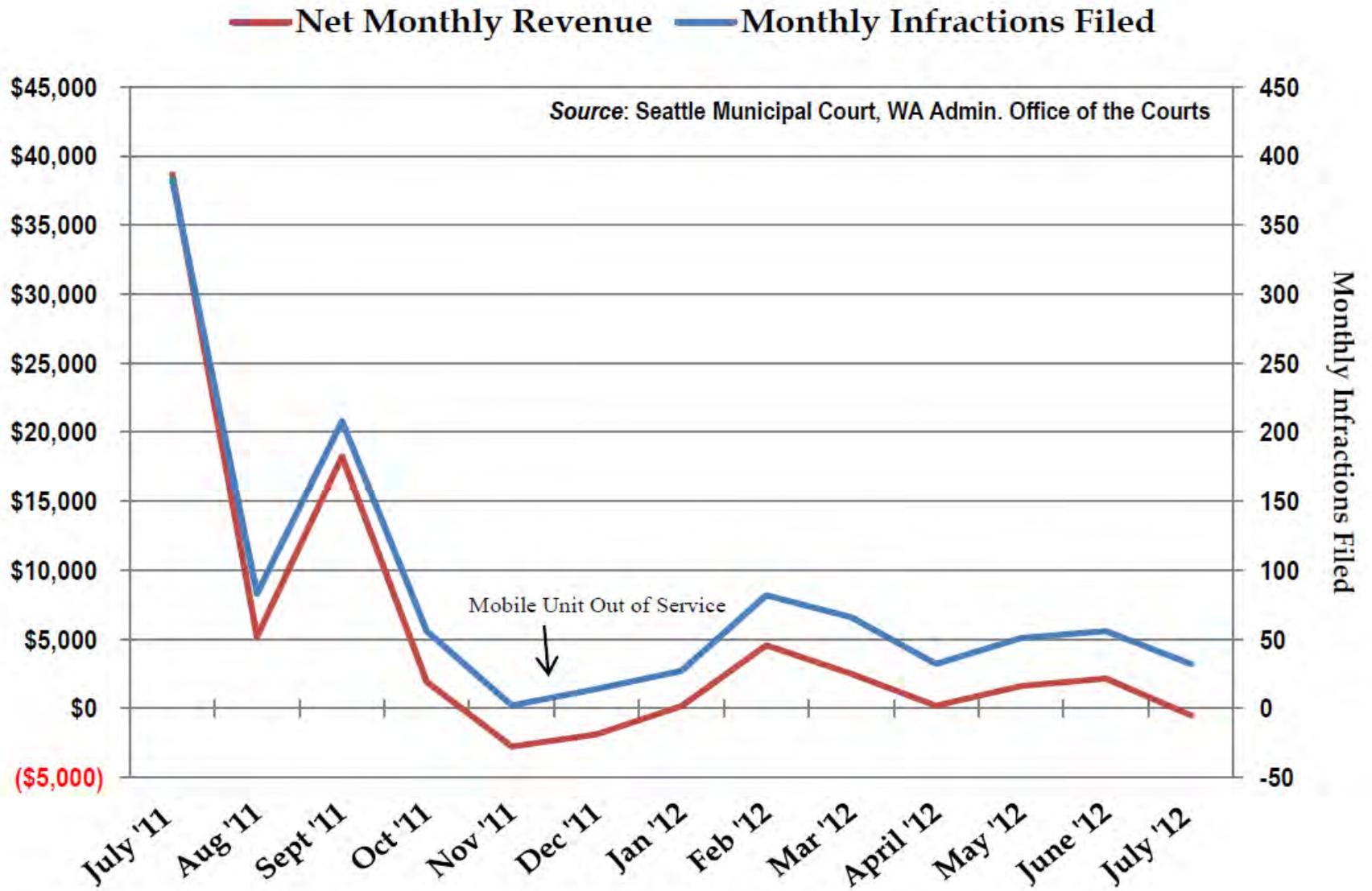
**Figure 2. Seattle Automated Speed Enforcement Project Areas**



## Average Vehicle Speed - 35th Avenue SW



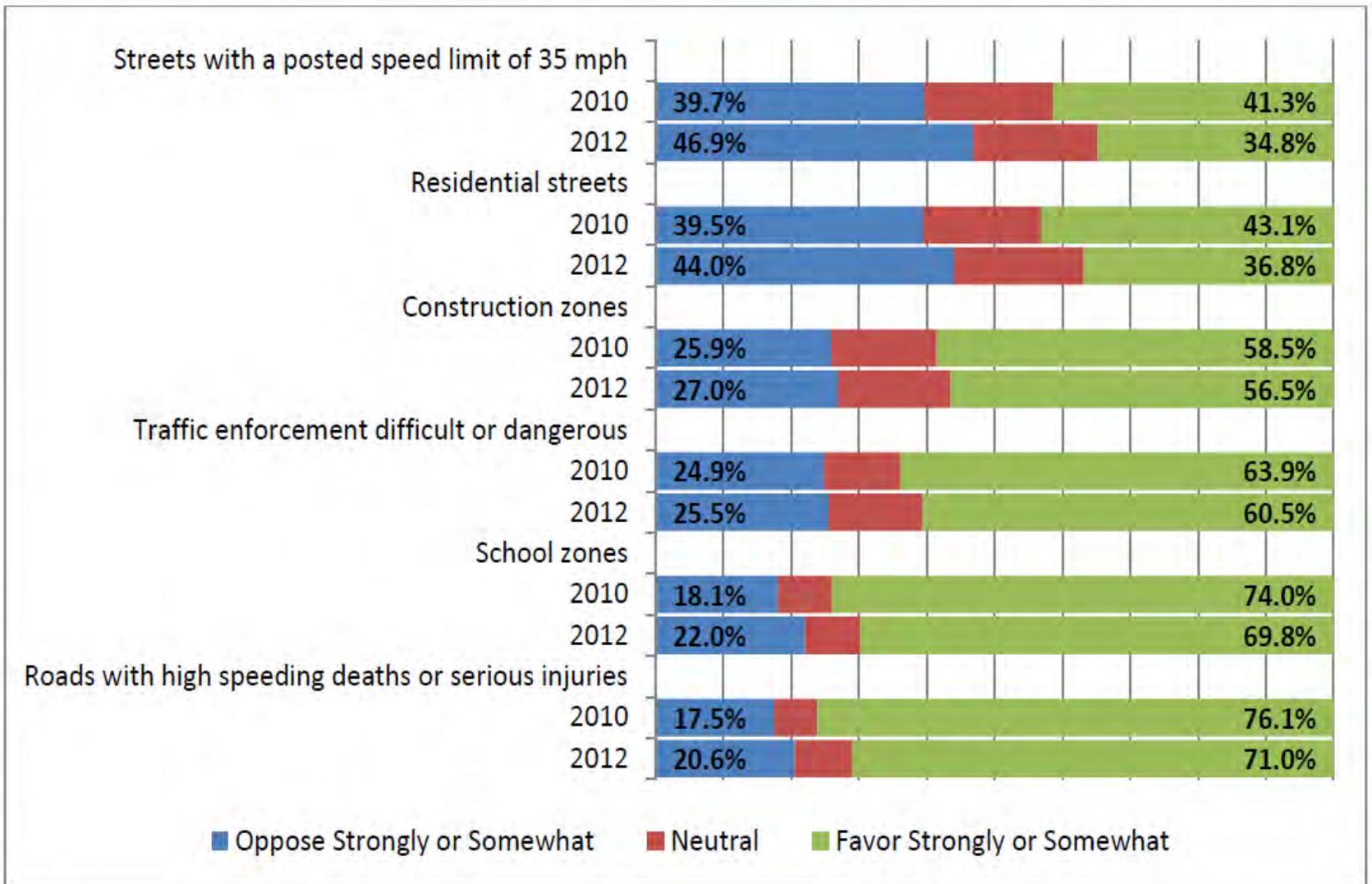
**Figure 8. Seattle ASE Pilot Locations Monthly Infractions and Revenue**



# What do Residents Seattle and Tacoma Residents Say?

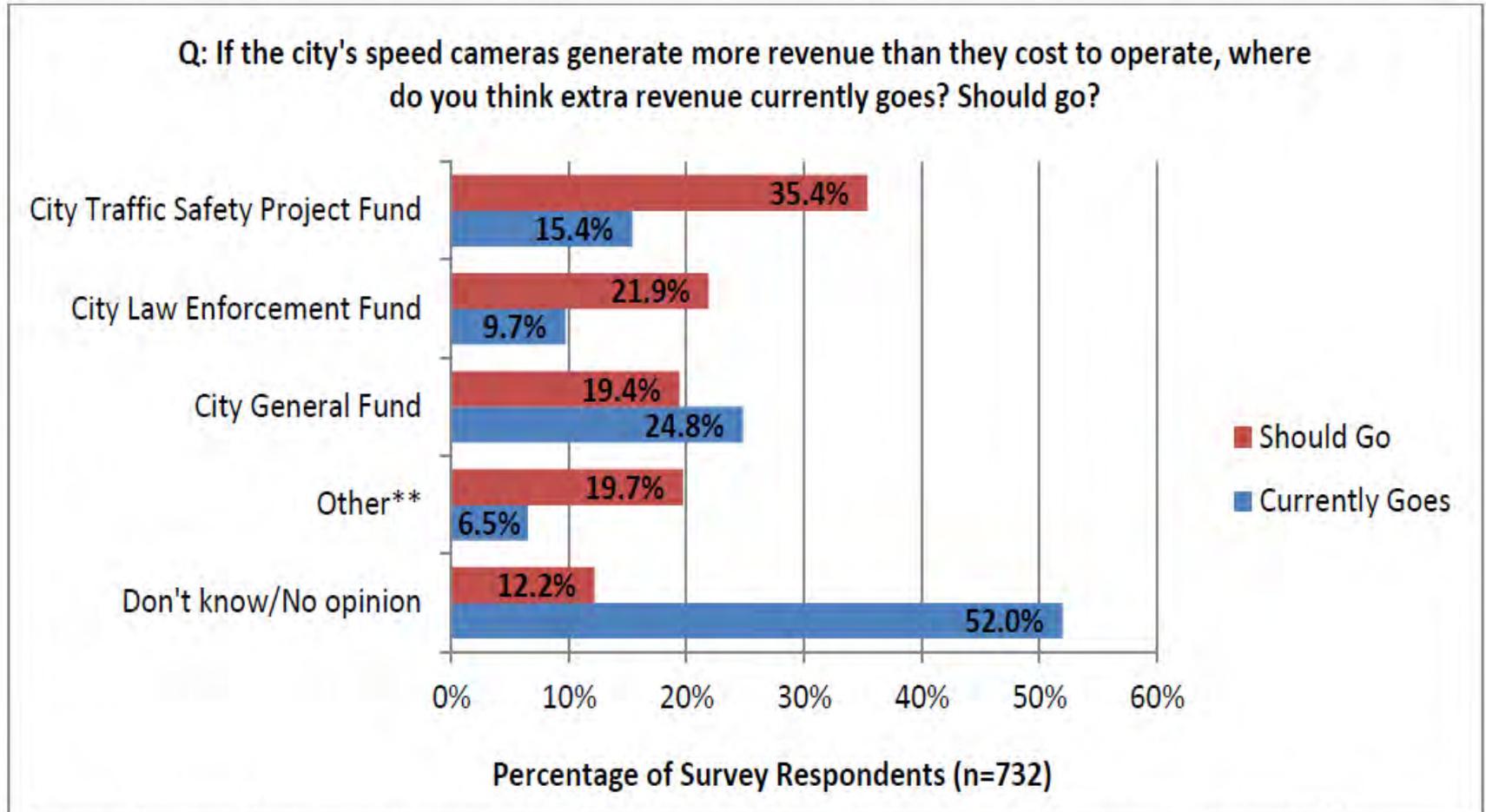
- There is high public support for speed cameras in school zones and in areas with high levels of speeding-related injury and fatal crashes, however overall support for ASE has declined since 2010.
- The majority of respondents think that revenue generated by the ASE cameras should go to a city traffic safety project fund, rather than the city general fund.

**Figure 10. Support for Speed Enforcement Cameras by Type of Location – Tacoma**



# Public Perception of Revenue

Figure 12. Seattle and Tacoma Residents Opinions on Excess Revenue Distribution, 2012



\*Respondents may have selected more than one response; therefore, percentages will total more than 100%.

\*\*The most frequent "Other" responses written in by respondents were road and sidewalk maintenance (6.6%, n=48) and education/schools (4.6%, n=34)

# Automated Speed Enforcement Research

- A 2010 Cochrane meta-study found speed cameras are effective at reducing traffic injuries and deaths. Compared to control sites, speed camera sites demonstrated an 11% to 44% reduction in fatal and serious injury crashes.
- Other research reflecting similar safety benefits is cited in the WTSC 2013 ASE report to the legislature.

Questions?