

Transportation Safety and



Washington Transportation Commission

May 17, 2016

Chris Madill, Myke Gable

WA Traffic Safety Commissioners



Governor Jay Inslee
Commission Chair



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Department of Transportation



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Washington State
Patrol



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Licensing



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Superintendent of
Public Instruction



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Department of Social
and Health Services



Carolann Swartz
Washington State
Association of Counties

Vacant

Association of Washington
Cities













mobility



preservation

economic vitality





stewardship





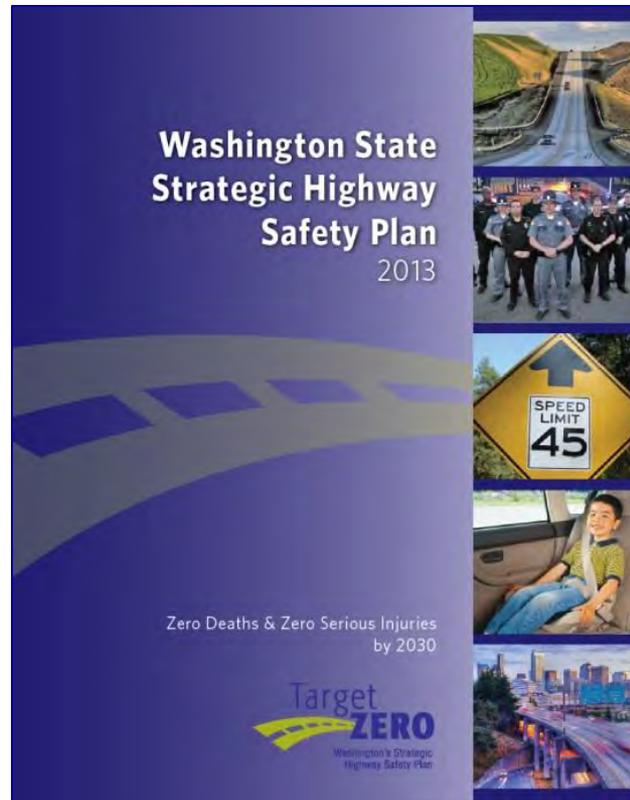
safety



Washington's Strategic
Highway Safety Plan

Zero traffic deaths and serious injuries by 2030

Washington State's Strategic Highway Safety Plan

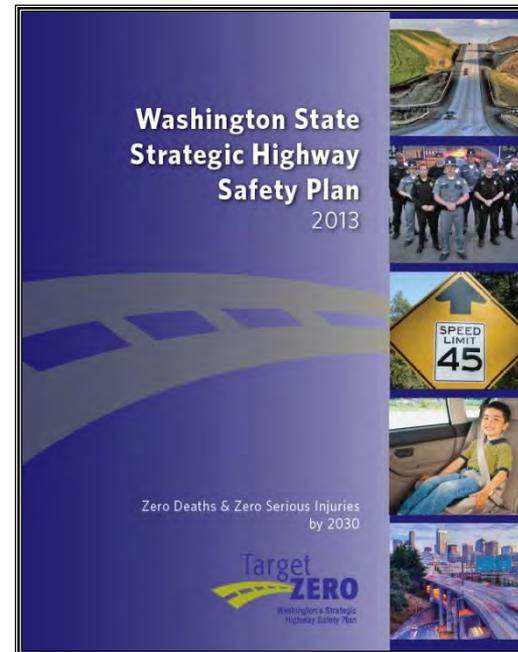


2016 Update

SHSP Requirement

FHWA Guidance on SHSP Updates:

“Consistent with current practice, States should update their SHSPs on a regular basis and ***no later than five years*** from the date of the previous approved version. SHSP updates must meet the requirements for a State SHSP as defined in 23 U.S.C. 148(a)(12)...”



Target Zero SHSP Revisions



2016*	<ul style="list-style-type: none">• Update data, format, and strategies• Add FHWA Evaluation
2013	<ul style="list-style-type: none">• Organized Project Team• Increased collaboration
2010	<ul style="list-style-type: none">• Revised goal-setting method• Enhanced Tribal involvement
2007	<ul style="list-style-type: none">• Established priorities, trends, and goals
2000	<ul style="list-style-type: none">• First adoption of “zero” goal

Key Elements of Target Zero SHSP

- Written for many traffic safety partners
- Establishes state-wide Priorities
 - Based on most current data
 - Includes fatality and serious injury data
- Documents various proven strategies
 - Targets areas where investments will provide the greatest return, and result in less deaths and serious injuries

Collaborative Update Process

Co-Sponsors:

- John Nisbet, WSDOT State Traffic Engineer
- Chris Madill, WTSC Deputy Director



Steering Committee

- AWC
- DBHR/DSHS
- DOL
- DOH
- Harborview Research Ctr
- OFM
- OSPI
- Puget Sound Regional Council
- Tribal Law Enf
- WACE
- WASPC
- WSDOT
- WSP
- WTSC



DAG/Project Team

- DOH
- DOL
- OFM
- Tribal Reps
- TZM
- WSDOT
- WSP
- WTSC



Partners

- Advocacy Groups
- Associations
- City Law Enforcemt
- City Transit
- County Law Enfrcmt
- Courts
- Driving Orgs
- Federal Agencies
- Injury Prev Orgs
- Legislative reps
- Regional Planning
- State Agencies
- TZ Task Forces
- Technology Groups
- Tribal Planning Dept
- Tribal Police Depts

Planned Milestones

Milestone:	Estimated Date:
Update data and priorities, & establish schedule	May - June 2015
Establish document format and Writing Teams	July - October 2015
Preliminary update of data and charts	November 2015
Conduct Partner's Meeting	December 2015
Finalize data and start strategy review	January 2016
Assemble final draft for review and approval	April - May 2016
Distribute final draft for Tribal and Partner review and feedback	May - June 2016
Commission recommendation to Governor for signature	July - August 2016

Decision and Performance Improvement

1	Traffic Data Systems	Decision Improvement
1	EMS and Trauma Response	Performance Improvement
1	Evaluation and Diagnostics	Decision and Performance Improvement

Washington State 2012-2014	Fatalities		Serious Injuries	
	Number	% Total	Number	% Total
	1,336	100%	6,123	100%

High Risk Behavior

1	Impairment Involved	756	56.6%	1,366	22.3%
1	Speeding Involved	508	38.0%	1,622	26.5%
2	Distraction Involved	394	29.5%	1,403	22.9%
2	Unrestrained Occupants	296	22.2%	627	10.2%
2	Unlicensed Driver Involved	248	18.6%	**	**
2	Drowsy Driver Involved	39	2.9%	194	3.2%

Crash Type

1	Lane Departure	750	56.1%	2,357	38.5%
1	Intersection Related	276	20.7%	2,129	34.8%

Road Users

1	Young Drivers 16-25 Involved	423	31.7%	2,057	33.6%
2	Motorcyclists	224	16.8%	1,110	18.1%
2	Pedestrians	204	15.3%	906	14.8%
2	Older Drivers 70+ Involved	162	12.1%	524	8.6%
2	Heavy Truck Involved	122	9.1%	318	5.2%
2	Bicyclists	29	2.2%	294	4.8%

Other Monitored Emphasis Areas

	Wildlife	7	0.5%	49	0.8%
	Work Zone	3	0.2%	96	1.6%
	Vehicle-Train	2	0.2%	5	0.1%
	School Bus-Involved	0	0.0%	15	0.2%

Priority Level One

emphasis areas include:

- factors occurring in at least 30% of total fatalities or serious injuries and
- Decision and Performance Improvement.

Priority Level Two

emphasis areas are factors occurring in at least 10% of total fatalities or serious injuries.

Priority Level Three

emphasis areas are factors occurring in less than 10% of total fatalities or serious injuries.

** (Insert Note about Serious Injury Data for Unlicensed Drivers)



engineering



enforcement



Choose Your Ride
Under the Influence? Under Arrest!

**TARGET
ZERO
TEAMS**
A message from Washington
Traffic Safety Commission

016630

CLEAR CHANNEL

education



emergency medical services

policy



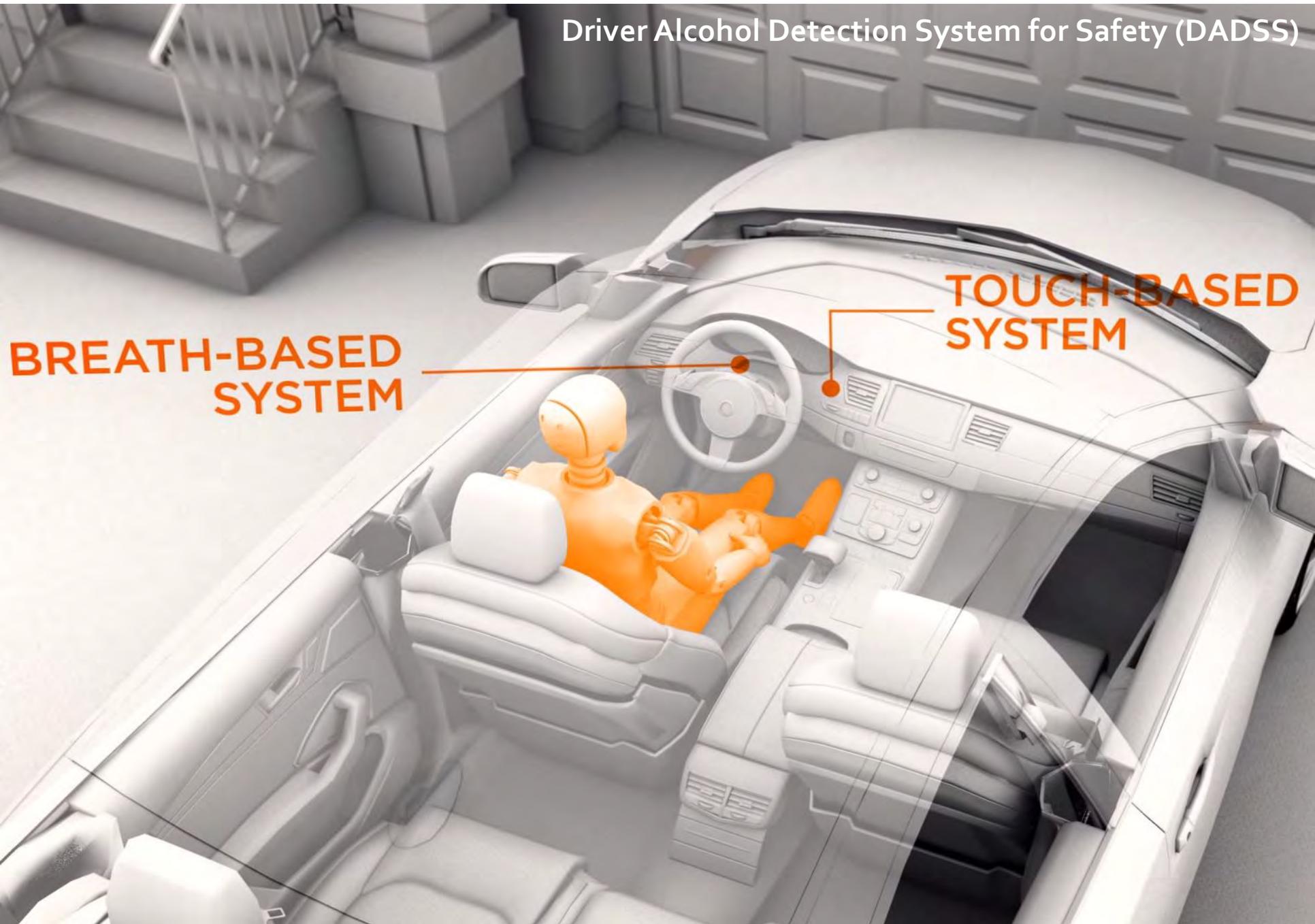


technology

Driver Alcohol Detection System for Safety (DADSS)

**BREATH-BASED
SYSTEM**

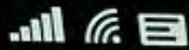
**TOUCH-BASED
SYSTEM**







automated speed enforcement



6:33

SETTINGS

driving mode

Status

Off



Driving Mode will turn on automatically when you're driving.

calls+texts

You can turn incoming calls or texts on or off when you're in Driving Mode.

calls+texts

Bluetooth devices

Add or remove devices that can automatically start Driving Mode when they connect.



Google

self-driving car

6UEJ089



UMTRI-2015-34

OCTOBER 2015

**A PRELIMINARY ANALYSIS OF
REAL-WORLD CRASHES INVOLVING
SELF-DRIVING VEHICLES**

**BRANDON SCHOETTLE
MICHAEL SIVAK**





Road departure

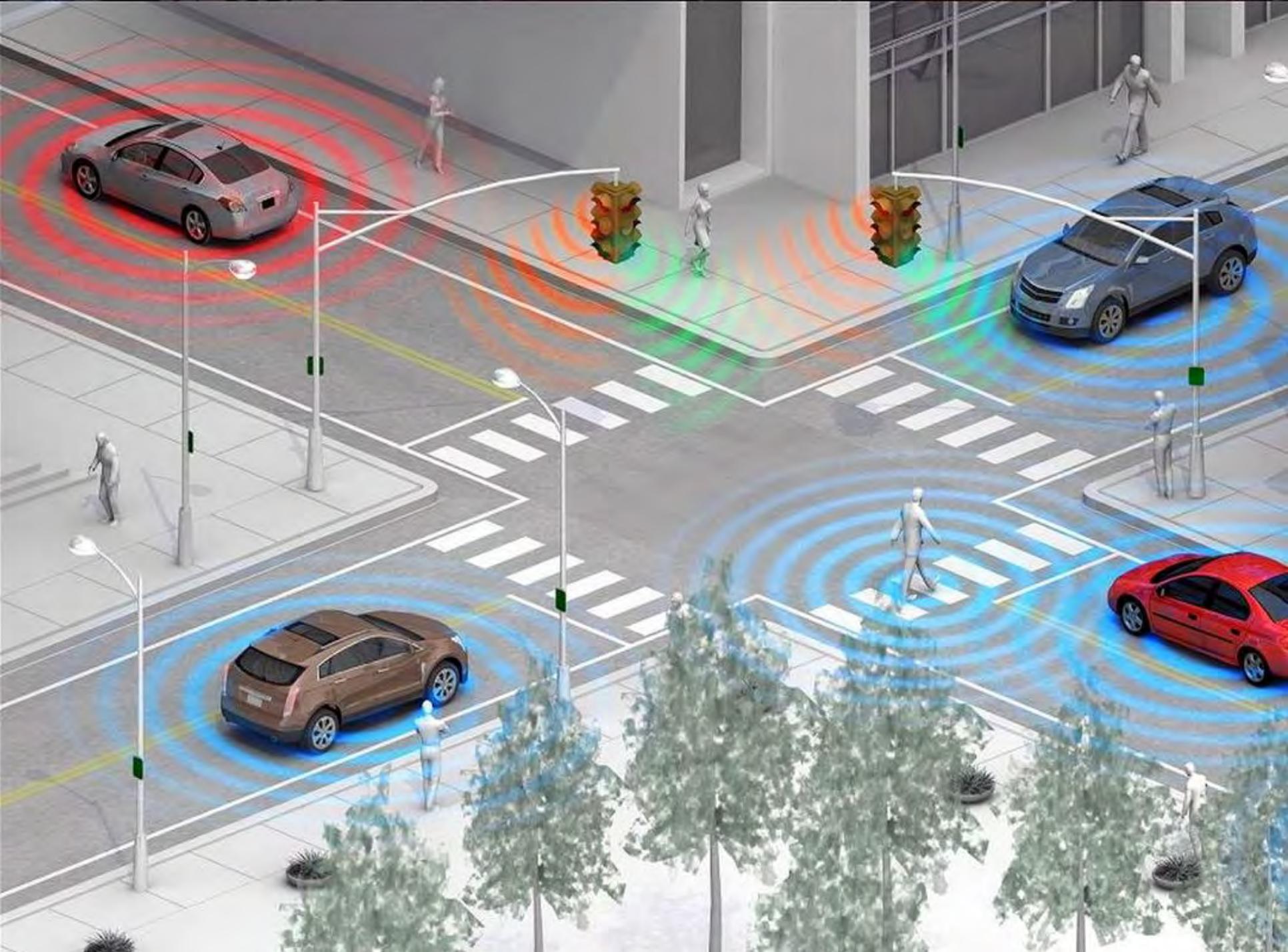
RUN OFF ROAD PROTECTION

- ◉ Road departure detected
- ◉ Electrical belt retraction
- ◉ Spine protecting element
- ◉ Belt retraction continues
- ◉ Airbags activated
- ◉ Retracting brake pedal



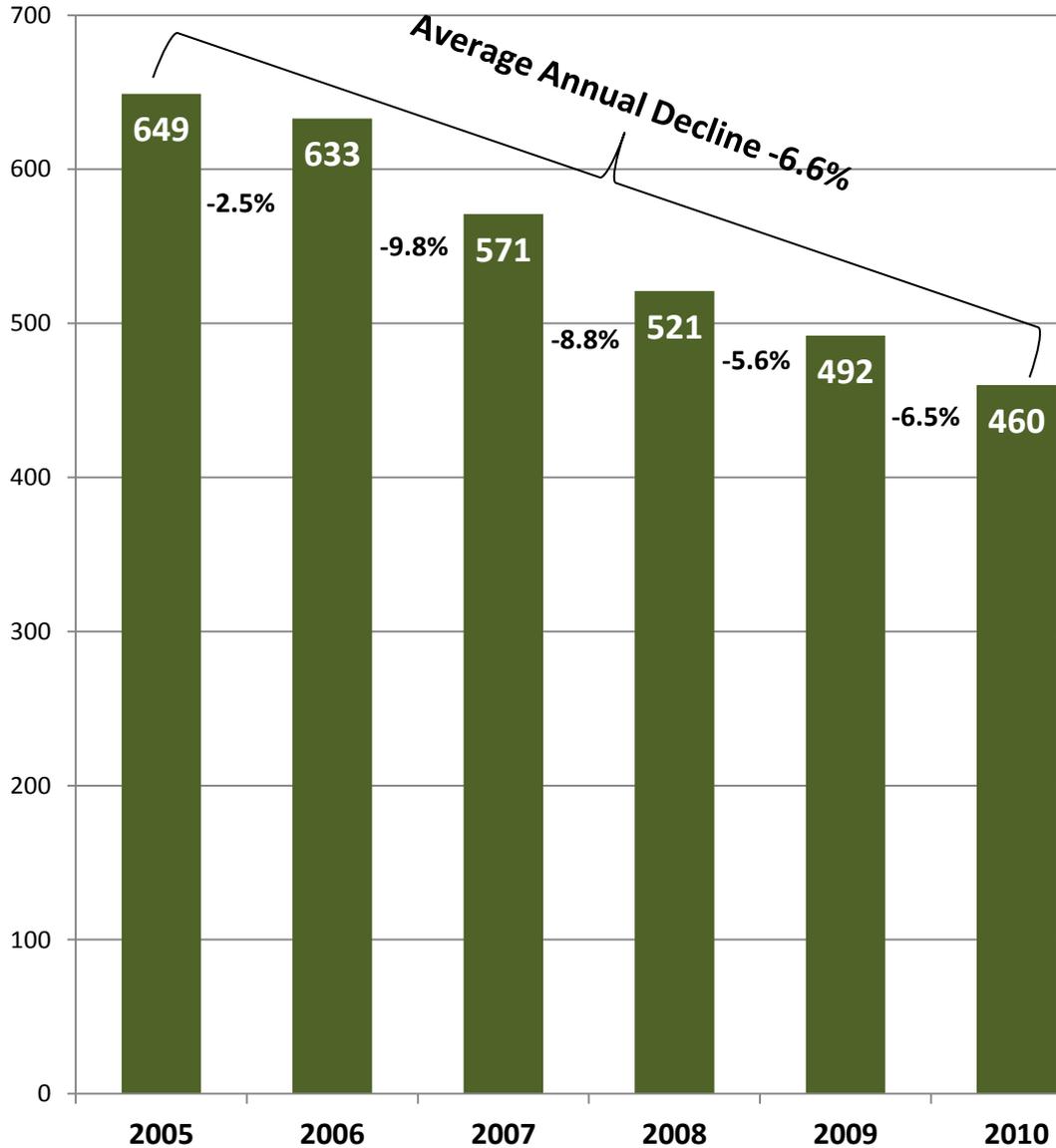
- 
- A smiling man with a beard and a dog sitting in a car. The man is wearing a green polo shirt and has his arm around the dog. The dog is a brown and white spaniel. The background is the interior of a car, showing the dashboard and steering wheel.
- BACK-UP CAMERA
 - ANTI-LOCK BRAKING SYSTEM
 - BLIND SPOT MONITOR
 - FORWARD COLLISION WARNING
 - LANE DEPARTURE WARNING
 - TIRE PRESSURE MONITORING SYSTEM
 - ADAPTIVE CRUISE CONTROL
 - ADAPTIVE HEADLIGHTS
 - AUTOMATIC EMERGENCY BRAKING
 - AUTOMATIC PARALLEL PARKING
 - BACK-UP WARNING
 - CURVE SPEED WARNING
 - DROWSINESS ALERT
 - ELECTRONIC BRAKING ASSISTANCE
 - ELECTRONIC STABILITY CONTROL
 - HIGH SPEED ALERT
 - HILL DESCENT ASSIST
 - HILL START ASSIST
 - LANE KEEPING ASSIST
 - NIGHT VISION
 - OBSTACLE DETECTION
 - PARKING SENSORS
 - PEDESTRIAN DETECTION
 - PUSH BUTTON START
 - REAR CROSS TRAFFIC ALERT
 - ROAD SURFACE WARNING
 - SIDEVIEW CAMERA
 - TRACTION CONTROL





Traffic Fatalities 2005-2014[Preliminary]

Source: Fatality Analysis Reporting System [WTSC]



A lot of questions still need answers



speeding



marijuana



distraction





motorcycles

Target **ZERO**

Washington's Strategic
Highway Safety Plan



We asked citizens all across
Washington State these
questions...

