Washington Traffic
Safety Commission

Target ZERO
Washington’s Strategic
Highway Safety Plan

Washington State
Transportation Commission
October 18, 2016
The Target Zero Plan


wtsc.wa.gov/target-zero/
Traffic fatalities in Washington State

- Fatalities
- 5YR Rolling Average
- Trend
- Target Zero
- Performance Gap
20 MPH
9 out of 10 pedestrians survive.

30 MPH
5 out of 10 pedestrians survive.

40 MPH
Only 1 out of 10 pedestrians survive.
In more than a third of the pedestrian fatalities and serious injuries, there were no driver contributing circumstances reported. The motorist was following the rules of the road but was unable under existing conditions and the posted speed to avoid a fatal or serious injury crash with a pedestrian.

In most fatal pedestrian crashes, the vehicle was going straight.

Driver distraction was the most prevalent driver contributing circumstance for pedestrian fatalities. See distracted driving chapter.

Driver failure to yield was the most prevalent driver contributing circumstance for pedestrian serious injuries.
Driver Factors in Pedestrian Fatal and Serious Injury Crashes

- Exceeding Reasonable Safe Speed or Exceeding Stated Speed Limit:
  - Fatalities: 8%
  - Serious Injuries: 6%
  - Few pedestrian fatalities and serious injuries involved a motorist who was exceeding the posted speed limit.

- Driver Hit and Run:
  - Fatalities: 18%
  - Serious Injuries: 17%

- Driver Impairment:
  - Fatalities: 18%
  - Serious Injuries: 6%
Pedestrian Factors
Fatal and Serious Injury Crashes

None

In more than a quarter of the pedestrian fatalities and serious injuries, there were no pedestrian contributing circumstances reported.

Crossing the Road

More than half of pedestrian fatalities and serious injuries involved a person trying to cross the road. Only about half of the time those collisions were intersection related.

Improper Crossing

Pedestrian did not use either a marked crosswalk or an unmarked legal crosswalk to cross the road.
Pedestrian Factors
Fatal and Serious Injury Crashes

**Pedestrian Impairment**
- 44%
- 8%

Pedestrian impairment is the most prevalent pedestrian contributing circumstance in pedestrian fatalities.

**Pedestrian Distraction**
- 14%
- 10%

See distracted driving chapter.

**Pedestrian Failure to Yield**
- 22%
- 20%
Pedestrian Safety Advisory Council

- Established by RCW 43.59.155
- Charged to review and analyze data related to pedestrian fatalities and serious injuries to identify points at which the transportation system can be improved and to identify patterns in pedestrian fatalities and serious injuries.
PSAC Membership

• Feet First, Advocacy
• State Public Health
• Injury Prevention
• State and Local Law Enforcement
• City and County Engineering

• Active Transportation Planning
• Metro
• Medical Examiner
• Tribal planner
• State Traffic Engineering
Sample Recommendations

- Encourage counties, cities, tribes reduce speeds on roads used by pedestrians
- Design roads to reduce speed
- Highlight evidence for proven, effective strategies
- Identify over-represented user groups
- Identify actionable design applications
Traffic fatalities resulting from crashes involving distraction in Washington State

- **Fatilities**
- **5YR Rolling Average**
- **Trend**
- **Target Zero**
- **Performance Gap**
From 2012-2014, 395 people died in crashes involving distraction on the part of the driver, non-motorist or both.
Percent of distracted drivers in fatal and serious crashes by age
Washington State 2012–2014

- 16-17: 22.9%
- 18-20: 19.2%
- 21-29: 16.9%
- 30-39: 14.8%
- 40-49: 12.1%
- 50-59: 14.8%
- 60-69: 15.2%
- 70+: 18.5%
Increased crash risk when entering information into a phone.
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