

# **WASHINGTON STATE 2006 HIGHWAY SAFETY PERFORMANCE PLAN**

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**WASHINGTON TRAFFIC SAFETY COMMISSION  
1000 South Cherry Street  
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**August 31, 2005**

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TO: Washington State Citizens

FROM: Lowell Porter  
Director

DATE: August 31, 2005

SUBJECT: Washington State Year 2006 Highway Safety Performance Plan

On behalf of the Washington Traffic Safety Commission (WTSC), I am pleased to present our state's *2006 Highway Safety Performance Plan*. I believe that, with the help of citizens interested in traffic safety across the state, the projects selected for funding in FFY 2006 will help the WTSC accomplish our primary goal - ***to eliminate traffic related deaths and disabling injuries on Washington roadways by the year 2030.***

This document consists of three principal parts - the *Benchmark Report*, the *Planning Document*, and *State Certifications and Assurances*.

The *Benchmark Report* explains the process used by the WTSC to identify problems, establish goals and performance measures, and select which projects will be funded within Washington State. It also provides a general budget/cost summary showing federal fund allocations within traffic safety program areas.

The *Planning Document* describes specific projects selected by the WTSC for funding during FFY 2006. Each project selected for funding is linked to one or more of the state traffic safety goals identified in the Benchmark Report.

Finally, the *Agreement Provisions, Certifications and Assurances* section lists certain conditions that govern the use of federal Highway Safety funds.

This document is required by Federal rule as part of our annual application for National Highway Traffic Safety Administration and Federal Highway Administration funds appropriated under the federal transportation budget. These funds will be used to improve safety on Washington roadways throughout FFY 2006, which runs from October 1, 2005 to September 30, 2006.

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The Washington Traffic Safety Commission (WTSC) is the federally recognized highway safety office of this state. Lowell Porter is the WTSC Director and Governor's Highway Safety Representative.

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# I. WASHINGTON STATE BENCHMARK REPORT

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## A. PROCESS DESCRIPTION

This section contains a brief description of the processes used by Washington State to identify its traffic safety problems, establish performance goals and develop the programs/projects summarized in the Planning Document found in Section II.

There are three key groups representing the traffic safety community in Washington State that are critical **participants** in each step of the process. These are:

### **Washington Traffic Safety Commissioners**

The ten Commissioners include: Governor (Chair), Superintendent of Public Instruction, Representative from the Judiciary, Chief of the Washington State Patrol, Representative of the Counties, Representative of the Cities, Secretary of Social and Health Services, Secretary of Transportation, Director of Licensing, and Secretary of Health.

### **The WTSC Technical Advisory Committee**

- A representative of each Commission organization listed above
- Representatives of key traffic safety stakeholder groups (MADD, Community Traffic Safety Task Forces, etc.)

### **The WTSC staff**

#### **1) *Traffic Safety Problem Identification***

The first step in the traffic safety planning process is to identify problems that exist in Washington State. As a starting point, we looked at the federal priority areas and the State priority areas outlined in the Target Zero Plan.

In order to identify problems unique to Washington, we closely analyzed Washington State data. Primary data sources utilized were: statewide traffic collision data; the Fatal Accident Reporting System (FARS); and WTSC observation of traveler behavior. Observation surveys are conducted by WTSC periodically to assess state usage rates for seatbelts, child safety restraints, motorcycle and bicycle helmets and other key observable behavior. The primary indicators used to assess risk are the numbers of fatalities and serious injuries that result from traffic crashes.

Specific Washington State data can be found in the attached summary of Washington State fatal crash data.

#### **2) *Goals and Performance Measures***

Once Washington's problem areas are identified, the next step is to establish goals and performance measures. *The WTSC staff met to discuss the data and problem areas to insure that state traffic safety goals are correctly identified in this document and are in harmony with*

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*goals identified in the state Target Zero Strategic Plan. Previously adopted goals, benchmarks and performance measures were updated to reflect current priorities and data.*

The WTSC staff, legislature, TAC and Commissioners continue to refine the goals, benchmarks and performance measures. The Commissioners directed staff to base funding decisions on these goals, funding projects that are in line with the strategies in the Washington State Target Zero Strategic Plan.

### **3) Project Development**

When we asked for grant applications we required each project to be allowable under federal rules and *directly tied to our state traffic safety goals*. The grant application form/Request for Proposals is attached. The RFP was distributed by mail, at various meetings/conferences and could be downloaded from the WTSC web page. The form explains allowable vs. unallowable costs and most importantly, lists our goals and priority areas. *We made it clear that project proposals must have a direct link to one or more goals and that applications directed to a priority population or area would receive special consideration.*

All the grant applications were initially reviewed by the WTSC program director. Each project was assigned to a program manager for further review. The program managers then studied individual projects and presented them to the staff in June of 2004. The staff made priority and funding recommendations, which were sent to the TAC for consideration. The TAC reviewed current data, proposed goals and project applications in June and made their funding recommendations to the WTSC Director. The Director made a few final adjustments and draft funding and priority recommendations were mailed to Commissioners in July. The Commissioners met in late July and approved funding for the projects listed in this document. *The Commissioners found that each goal established was based on careful review of all available data and that each project was appropriately linked to state traffic safety goals and Target Zero strategies.*

**In summary, accurate and timely data is the cornerstone of this traffic safety plan. Data drives the goals, each project is directly linked to an approved goal, and finally, data provides the basis for evaluating the effectiveness of completed projects.**

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## **B. WTSC GOALS, PERFORMANCE MEASURES & BENCHMARKS**

### **MISSION STATEMENT**

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*To save lives and reduce injuries on Washington roads through leadership, innovation, coordination and program support in partnership with traffic safety activists, professionals and organizations throughout the state.*

### **PRIMARY GOAL**

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**Washington State's long-term goal is to eliminate all deaths and disabling injuries resulting from traffic crashes by the year 2030. Target Zero.**

Our primary short-term goal is to reduce the number of deaths and serious injuries that result from traffic crashes.

### **STRATEGY TO REACH THE PRIMARY GOALS**

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Supporting goals are identified, along with performance measures and benchmarks that will reflect the primary goal. Activities necessary to reach subordinate goals will be identified and funded. High-risk populations, high-risk behaviors and high crash locations will receive priority when establishing goals and funding supporting projects.

The *Washington State Target Zero Strategic Plan*, adopted by the Commission, identifies strategies necessary to reach our goal of zero fatal or disabling traffic injuries by 2030.

Some programs will lend themselves to statewide or regional solutions, special emphasis, however, will be placed on developing local solutions to local problems.

*Although goals have been set in many program areas, pupil transportation, EMS and Traffic records goals could not be satisfactorily displayed in charts and graphs. Pupil transportation, EMS and traffic records goals are presented below in text, all other program area goals are presented in the charts and graphs that follow.*

### **PERFORMANCE GOALS, DATA, TRENDS AND BENCHMARKS**

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## **PUPIL TRANSPORTATION AND SCHOOL WALKWAY SAFETY**

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Increase the safety of the environment for children as they proceed to and from schools and while in school and on playgrounds.

1. Reduce hazardous walking conditions within one mile of schools.
2. Maintain current outstanding safety records for students on school buses or in school bus boarding areas. Present data indicates risk of fatal or serious injury to students on or near school buses is extremely low.
3. Prepare and Implement six year plan to upgrade school zone signs to reduce speeds around all elementary and middle schools in the state.

## **TRAFFIC RECORDS**

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**Upgrade traffic records and data systems to improve support for traffic safety problem identification and evaluation of program effectiveness:**

1. Establish a linkage system between collision records and hospital records.
2. Improve collision location data by implementing a geographic information system (GIS) component of the statewide collision record system.
3. Support the Traffic Records Coordinating Committee in development of a new Strategic Plan for improving statewide traffic records systems.

## **EMERGENCY MEDICAL SERVICES**

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**Reduce Emergency Medical Services response times.**

1. According to the Washington Administrative Code governing response times, the following standards have been adopted: Ten minutes or less in urban areas, twenty minutes or less in suburban areas, forty-five minutes or less in rural areas, and as soon as possible in wilderness areas. The goal for these standards IAW the WAC is an 80% compliance rate.
  2. Implement statewide system to collect, distribute and analyze EMS first response data covering crash related injuries.
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## **C. HIGHWAY SAFETY PLAN COST SUMMARY (2006-HSP-1/HSP Form 217)**

These federal budget summaries are based on projects outlined in the Planning Document in Section II, and are an estimate based on expected funding. A revised "initial obligating 2006-HSP-1" will be submitted to NHTSA Northwest Region within 30 days of learning what actual funds will be provided.

The Planning Document found herein assumes total federal funding in excess of \$14 million, including new and carry-forward funds. In the event that actual federal funds are more or less than anticipated, the Commissioners have authorized the Director to fund grant requests based on the actual amounts received.

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**FY 2006**



**WASHINGTON  
STATE**

*Highway Safety  
Performance Plan*



*Highway Safety  
Performance Plan*

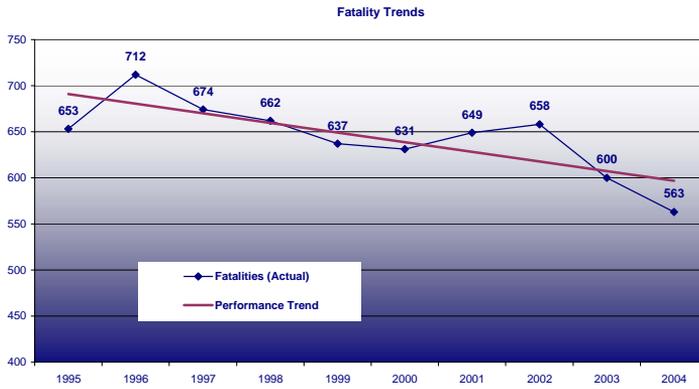
## Crash Data / Trends

	Baseline Data 1994-1997				Progress Report Data 1998-2004				
Fatalities (Actual)	1995	1996	1997	1998	2000	2001	2002	2003	2004
	653	712	674	662	631	649	658	600	563
Fatality Rate /100 million VMT	1995	1996	1997	1998	2000	2001	2002	2003	2004
	1.33	1.45	1.32	1.27	1.17	1.21	1.2	1.09	1.01
Injuries (Actual)	1995	1996	1997	1998	2000	2001	2002	2003	2004
Fatality & Serious Injury Rate/(100 million VMT)	1995	1996	1997	1998	2000	2001	2002	2003	2004
	11.96	12.79	11.9	11.51	10.71	10.9	10.95	9.84	9.13
Fatality Rate/100K Population	1995	1996	1997	1998	2000	2001	2002	2003	2004
	11.96	12.79	11.9	11.51	10.71	10.9	10.95	9.84	9.13
Fatal & Serious Injury Rate/100K population	1995	1996	1997	1998	2000	2001	2002	2003	2004
	11.96	12.79	11.9	11.51	10.71	10.9	10.95	9.84	9.13
Alcohol Related Fatalities	1995	1996	1997	1998	2000	2001	2002	2003	2004
	305	353	266	286	248	243	262	221	213
Proportion of Alcohol Related Fatalities	1995	1996	1997	1998	2000	2001	2002	2003	2004
	46.7%	49.6%	39.5%	43.2%	39.3%	37.4%	39.8%	36.8%	37.8%
Alcohol Related Fatality Rate/100M VMT	1995	1996	1997	1998	2000	2001	2002	2003	2004
	0.62	0.72	0.52	0.55	0.46	0.45	0.48	0.4	0.38
Percent of Pop. Using Safety Belts	1995	1996	1997	1998	2000	2001	2002	2003	2004
	80.0%	81.0%	78.0%	79.1%	81.6%	82.6%	92.6%	94.8%	94.2%
Motorcyclist Fatalities	1995	1996	1997	1998	2000	2001	2002	2003	2004
	37	42	29	51	39	57	61	58	72
MC Fatal Rate / 100k pop	1995	1996	1997	1998	2000	2001	2002	2003	2004
	0.68	0.75	0.51	0.89	0.66	0.96	1.01	0.95	1.17
Child safety seat use under 40 lbs.	1995	1996	1997	1998	2000	2001	2002	2003	2004
	57.0%				67.4%	76.8%		56.1%	70.9%
Child safety seat use 40 to 80 lbs.	1995	1996	1997	1998	2000	2001	2002	2003	2004
					22.1%		46.7%	44.7%	49.4%

## Performance Goals and Trends

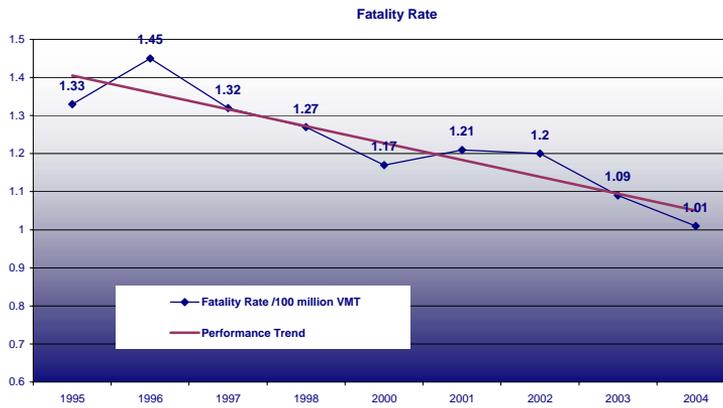
**Goal: Fatalities**  
**Baseline**

**Reduce to 590 by 2005 and to 560 by 2008**  
**653 traffic fatalities in 1995**



**Goal: Fatality Rate/VMT**  
**Baseline**

**Reduce rate to 1.10 in 2005 and 1.00 in 2008**  
**Rate of 1.33 in 1995**



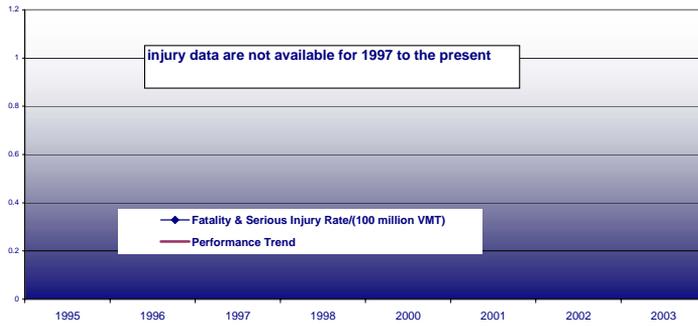
**Goal: Injuries**  
**Baseline**

**Reduce/Maintain, etc.**  
**Baseline Data**



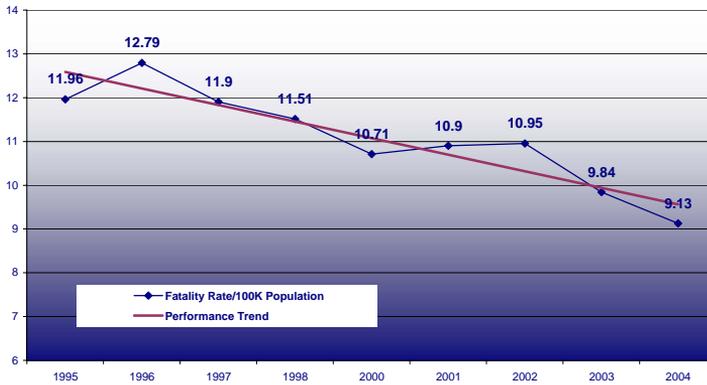
**Goal: Fatal and Injury Rate/VMT** Reduce/Maintain, etc.  
**Baseline** Baseline Data

Fatal and Serious Injury Rate per 100M VMT



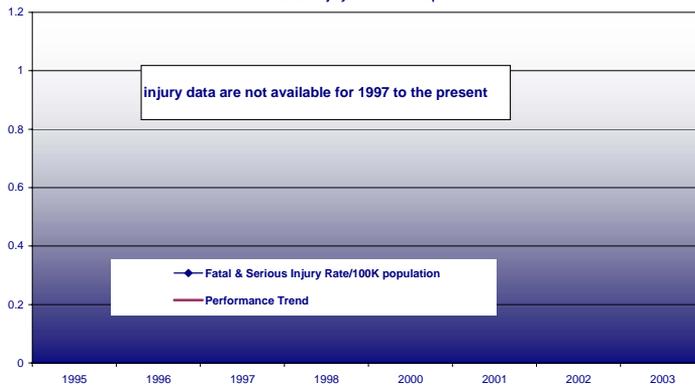
**Goal: Fatality Rate/100K Population** Reduce to 8.0 in 2005 and 7.0 in 2008  
**Baseline** Rate of 11.96 in 1995

Fatality Rate/100K Population



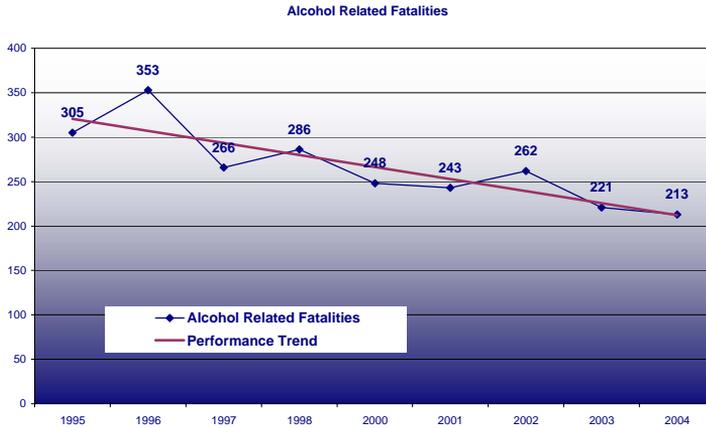
**Goal: Fatal/Injury Rate/100K Population** Reduce/Maintain, etc.  
**Baseline** Baseline Data

Fatal and Injury Rate / 100K Population



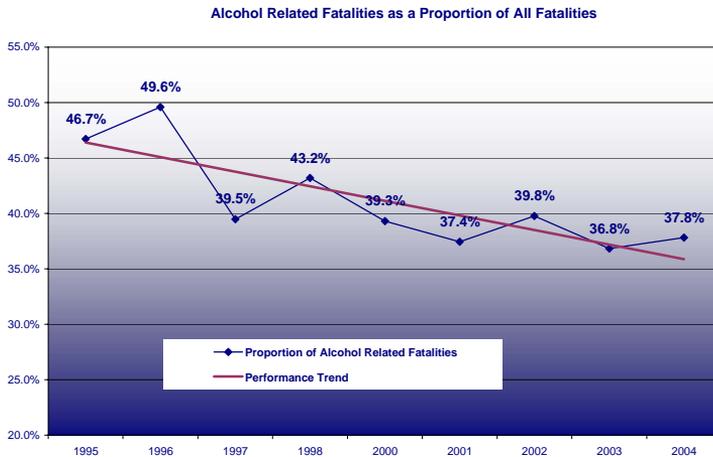
**Goal: Alcohol Fatalities**  
**Baseline**

**Reduce to 225 in 2005 and 200 in 2008**  
**305 alcohol related fatalities in 1995**



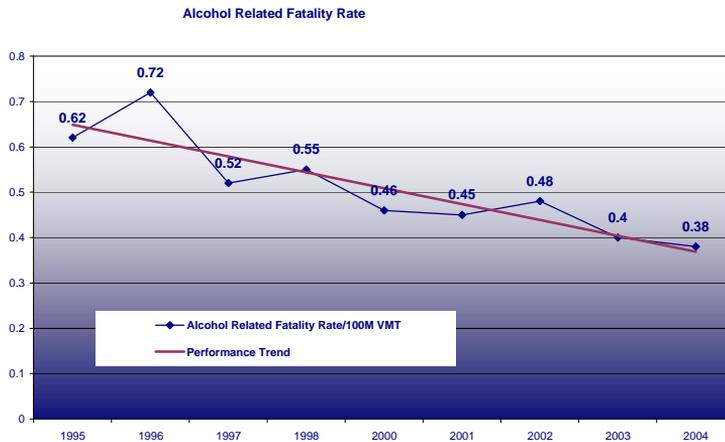
**Goal: Alcohol Fatality Proportion**  
**Baseline**

**Reduce to 32% in 2005 and 28% in 2008**  
**46.7% in 1995**



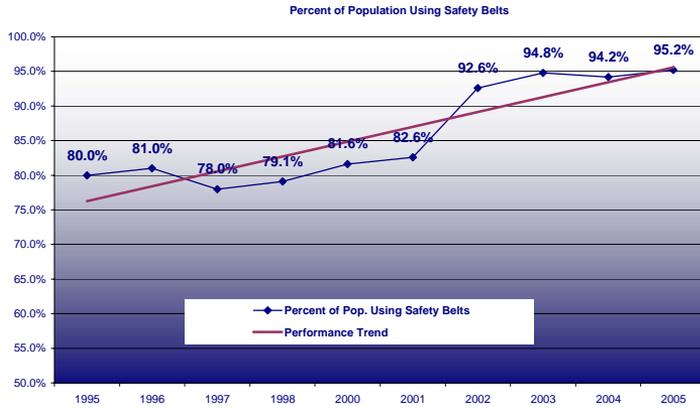
**Goal: Alcohol Fatality Rate/VMT**  
**Baseline**

**Reduce rate to 0.40 in 2005 and 0.35 in 2008**  
**rate of 0.62 in 1995**



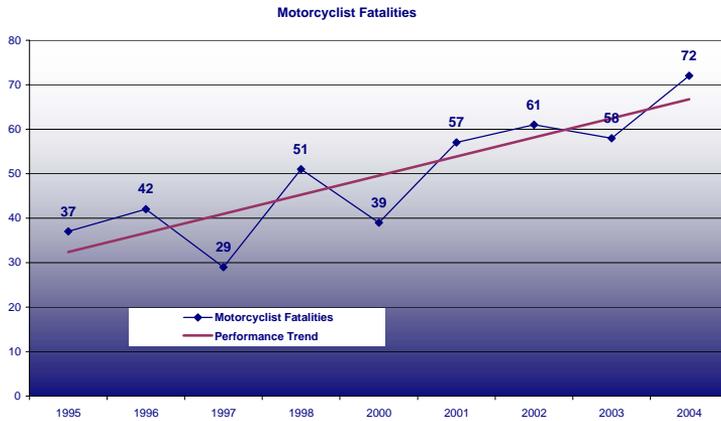
**Goal: Safety Belt Use**  
**Baseline**

**Increase belt use rate to 100% in 2008**  
**use rate of 80% in 1995**



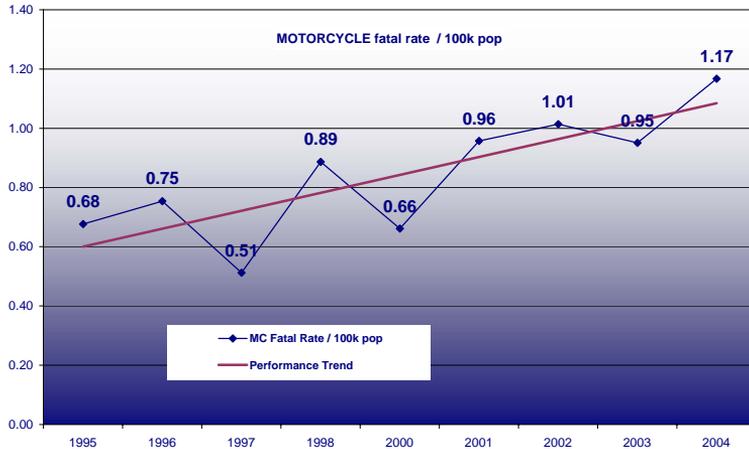
**Goal: Motorcyclist fatalities**  
**Baseline**

**Reduce number of fatalities to 60 in 2008**  
**37 Motorcycle fatalities in 1995**



**Goal: MC Fatal Rate / 100k pop**  
**Baseline**

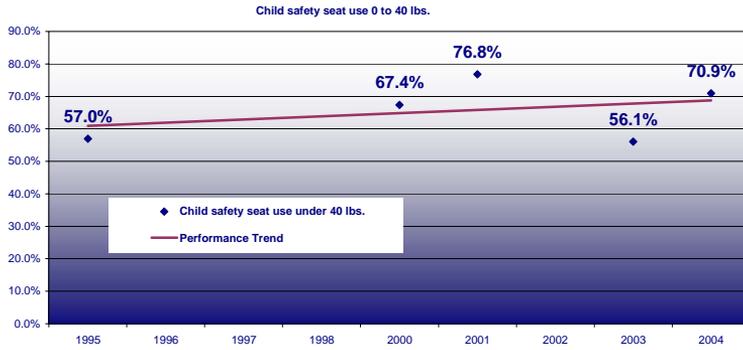
**Reduce rate to 0.80 in 2008**  
**rate of 0.68 in 1995**



**Goal: Child safety seat use, child weight under 40 lbs.**

**Baseline**

Increase use rate to 90% in 2008  
use rate of 57% in 1995



**Goal: Child safety seat use - 40 to 80 lbs.**

**Baseline**

Increase use rate to 60% in 2008  
Use rate of 22% in 2000

