

WASHINGTON SAFETY PLANNING FORUM

SEATTLE, WASHINGTON

APRIL 20, 2004

Sponsored by

The Washington Department of Transportation

The Federal Highway Administration



**Washington State
Department of Transportation**

WASHINGTON SAFETY PLANNING FORUM

PREFACE

Injury is the leading cause of death in the US from about six months to 45 years of age and because it so disproportionately strikes the young, it is also the leading cause of lost years of productive life. Motor vehicle injury is overwhelmingly the largest component of these losses.

Safety improvement requires progress toward reducing the crash experience of motor vehicle drivers and other more vulnerable road users. More than 43,000 people died on the nation's roadways in 2003 and close to three million were injured in motor vehicle related crashes. Over the past few years the number of fatalities has remained essentially unchanged. The human and economic consequences of these crashes are unaffordable and unacceptable. In the absence of substantial progress, more than 400,000 people will die on the roadways over the next ten years at a cost of nearly two trillion dollars. The majority of motor vehicle crashes are predictable and preventable; the carnage is unnecessary.

The major focus and commitment to safety in the US over at least the past two decades has been on vehicle crash worthiness and driver behavior. As a result of these initiatives, the crash, injury and fatality rates have significantly diminished. However, the effectiveness of those strategies appears to have plateaued during the last decade in terms of reducing the *number* of crashes, injuries and fatalities. Although there have been gradual decreases in terms of fatality and injury *rates*, and despite dramatic increases in safety belt use and decreases in the proportion of alcohol-related fatal crashes, the raw number of deaths and injuries has changed little for almost a decade. US Secretary of Transportation Norm Mineta has issued a "Call to Quarters." He set a national goal of reducing fatalities to a rate of 1.0 fatalities per hundred million vehicle miles traveled by 2008.¹ All US DOT modes and many other organizations are supporting this goal including the American Association of State Highway Transportation Officials (AASHTO) and the Governors Highway Safety Association (GHSA).

Mineta encouraged new approaches focused on performing in ways that are *safer, simpler, and smarter*.

- ✦ Safer - place greater emphasis on saving lives and reducing crashes.
- ✦ Simpler - consolidate and streamline the program and improve project delivery.
- ✦ Smarter - improve system performance and enhance program accountability

INTRODUCTION

In 1998, Congress passed the Transportation Equity Act for the 21st Century or TEA-21. For the first time, this legislation requires state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to incorporate safety as a priority factor in their respective transportation planning processes and activities. Prior to TEA-21, safety was sometimes a prominent factor in project development and design, but this legislation calls for

¹ The current fatality rate is 1.5 per 100M VMT.

safety consciousness in a more comprehensive, systemwide, multimodal context. It implies collaboration with the safety communities, transit operators, local jurisdictions and others. Initial research on the status of safety as a planning factor concluded that, in general, there was a lack of dialogue, coordination and communication between safety practitioners and transportation planners and that safety integration is a nontraditional role for transportation planning agencies. Safety Conscious Planning (SCP) requires:

1. A collaborative approach based on continuing dialogue among the transportation planning community at all levels, highway and motor carrier safety professionals, transit agencies and operators, law enforcement, the public, elected officials and others.
2. Data driven strategies for problem identification using historical data and modeling strategies to identify not only “black spots” but also future “sites with promise” for preventing crashes. Data are also used for program and project prioritization and evaluation.
3. Comprehensive programs that include the traditional 4Es (engineering, enforcement, education and emergency medical services). The strategies also take system level planning decisions into account and adopt multimodal approaches that address transit, non-motorized road users and freight movement.

Each statewide and metropolitan planning process shall provide for consideration of projects and strategies that will increase the safety and security of the transportation system for motorized and non-motorized users.

TEA-21

SCP requires a change in the planning culture and mandates new ways of thinking. The future of safety is to identify strategies that prevent crashes from occurring. This planning requires “out of the box” thinking at its best.

BACKGROUND

To implement the TEA-21 safety planning factor, an ad hoc coalition of Washington, DC-based agencies and organizations (Safety Conscious Planning Working Group) meets periodically to structure initiatives, identify resources, share information, provide guidance and track implementation progress. One of the Working Group’s sponsored initiatives is a series of state and regional forums designed to bring representatives of the various interests together to discuss strategies for sharing information and working collaboratively. Each forum is tailored to the needs and objectives of the individual state or region. This is accomplished through a pre-forum planning meeting to establish objectives, create an agenda and determine leadership responsibilities and logistical arrangements.

PLANNING IT SAFE IN WASHINGTON

The Washington State transportation community has taken positive steps to improve safety. Their major initiative, Target Zero (TZ), establishes a goal of zero fatalities and disabling injuries by the year 2030. The forum was designed to further their progress and to identify additional proactive approaches for inclusion in the long range transportation plan.

Goals

1. Update the Washington Transportation Plan (WTP) and ensure it reflects safety considerations on an equal footing with other plan objectives such as congestion management.
2. Update Target Zero and develop a multimodal approach to transportation safety.
3. Collaborate with modal, regional and local transportation planning stakeholders and organizations during the development of the 2005 WTP.

Objectives

The forum planning team created a comprehensive series of desirable objectives for achieving the goals.

1. Identify the Washington transportation safety issues.
2. Develop an understanding of the current transportation planning processes.
3. Establish a collaborative relationship among the various transportation planning agencies.
4. Identify priority safety emphasis areas that forum participants agree to address.
5. Identify potential interested parties to develop performance measures, strategies and resource requirements for each of the emphasis areas.

Participants

The forum participants represented a mix of the transportation and safety planning communities. Many Washington Department of Transportation (WSDOT) employees attended along with representatives of MPOs, Rural Transportation Planning Organizations (RTPOs), tribes, local government, law enforcement, public transit, the Federal Highway Administration and other state or federal agencies.

SETTING THE STAGE

Charlie Howard, Director of Strategic Planning and Programming, set the stage by summarizing the many goals and objectives into a single purpose: to update the state long range transportation plan which is scheduled for adoption in 2005, prior to the budgeting process for 2007. He set several parameters:

- ✘ The plan is mode neutral focusing on issues for all transportation -- public transit, rail, air, marine, roadways, non-motorized road users and others. Safety is one of those transportation issues.
- ✘ The process will be data driven based on an analysis of statewide trends and system conditions. Targets will be identified, discussed and prioritized according to where the greatest gains in safety can be achieved.
- ✘ Safety will be given priority status but balanced with other planning considerations such as system preservation, system efficiencies, transportation for everyone, bottlenecks and chokepoints, economic prosperity, freight movement, future visions, health and the environment.

We're here today to talk about safety. A conservative number for the societal costs due to motor vehicle crashes in Washington is 5.6B dollars a year, and that is just the roadway side of the problem. Over 600 die each year on our roadways, and we really need to do something about it.

Charlie Howard, WSDOT

Prior to the forum, WSDOT had begun the process of compiling, integrating and analyzing the most current data to identify sites and strategies with promise for improving safety in the most

effective and efficient manner possible. The forum served as an opportunity to present the preliminary analyses to the state's transportation stakeholders, discuss the implications and suggest strategies for addressing the safety issues. The specific objectives were to identify data needs, create task teams to work on the emphasis areas and identify and commit to future actions necessary for developing the Washington Transportation Plan (WTP) in a collaborative environment.

Hard Work Ahead

Doug MacDonald, Secretary of Transportation, impressed the audience with his grasp of the issues and commitment to safety improvements. Secretary MacDonald presented his vision which includes commitment to a data driven process and to address transportation safety issues on all roadways; not just the state road system. He also invited transportation stakeholders and partners to join in an open dialogue during the plan's development.

The Secretary committed to widespread collaboration. He noted that at some point the data analysis will have to stop and priorities determined. He pointed the participants to the *Measures, Markers and Milepost* report, otherwise referred to as the Gray Notebook on the WSDOT website. The goal of Gray Notebook is to keep WSDOT accountable to the Transportation Commission and the public on all transportation issues, including safety.

WSDOT is using data to challenge, not restate, the conventional wisdom. It will address choices that lead to results.

*Doug MacDonald
Secretary of Transportation*

WASHINGTON'S SAFETY FOCUS

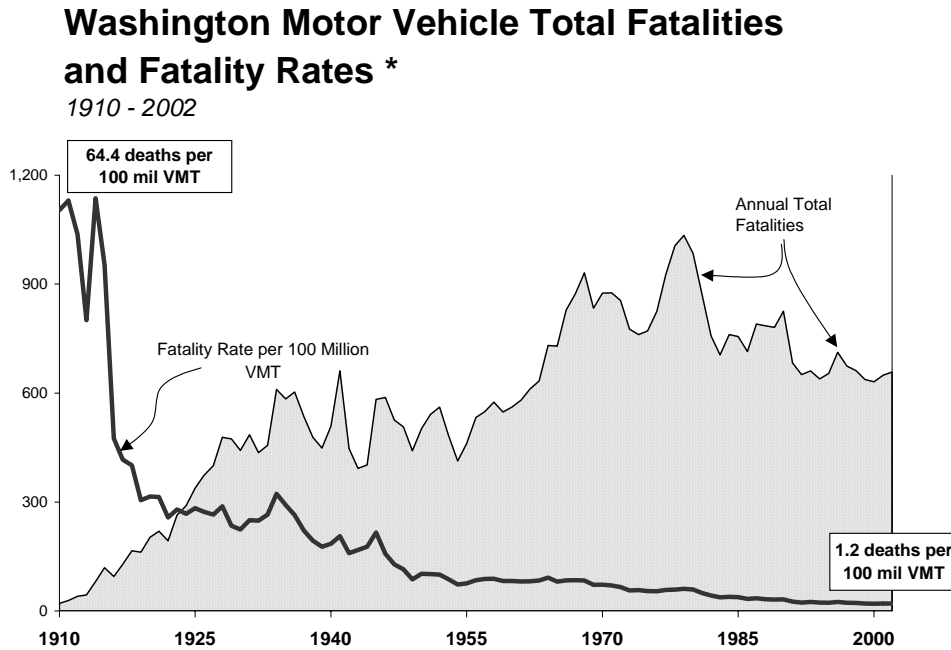
Toby Rickman, WSDOT State Traffic Engineer, introduced the WSDOT data analysis by providing summary points:

- ✘ Highway safety – or, more accurately, highway **unsafety** – is a major issue for highway system users that has taken on the dimensions of a full-scale, society-wide public health crisis.
 - In recent years, the death toll from accidents on Washington roadways has exceeded 600 lives per year – an unacceptable number even though progress has been made since the late seventies and early eighties when the death toll was closer to 1000 lives per year.
 - The toll in fatalities is compounded by an increasing number of motor vehicle accidents that cause minor injury or property damage only.
- ✘ The highway safety crisis extends not only to motor vehicle drivers and passengers (including motorcyclists) but to pedestrians and bicyclists who also are injured at unacceptably high levels on the roadway system.
- ✘ The importance of the highway safety issue is underscored by its distinction from other travel modes. Generally, other transportation modes, while always requiring a high level of vigilance to safety needs, have compiled strong safety records in Washington State.

Doing the Right Things

Washington's safety achievements are the envy of many states. The fatality rate (fatalities per 100M vehicle miles traveled) is 1.2 while the national rate is 1.5. (See Figure 1.)

Figure 1: Fatalities and Fatality Rate



To achieve this level of success, WSDOT partnered with the Washington Traffic Safety Commission and others to develop the Target Zero (TZ) program. The results of the partnership are impressive but the battle is far from over.

Future Challenges and Opportunities

Toby Rickman used the data to show not only accomplishments, but also challenges. The presentation and discussion demonstrated the complexities of safety analysis. He also addressed the issue of missing data and discussed other data that would be useful for developing the WTP. The data show that the majority of the problems are on the roadways when compared to other modes of transport.

The rate of fatalities and disabling injuries continues to slightly decline in Washington. Part of the reason is that the exposure data (vehicle miles traveled) continuously increases. Even

Crashes involving fatalities are only a small fraction of all crashes on the roads. Based on WSDOT data for the state highway system, the sum of all crashes grew from 34,662 in 1980 to 50,157 in 2002. This is an overall increase of 45 percent. However, VMT over the same period increased by 88 percent. Despite the fact that the volume of crashes grew, that growth was outpaced by the growth of VMT.

Toby Rickman, WSDOT

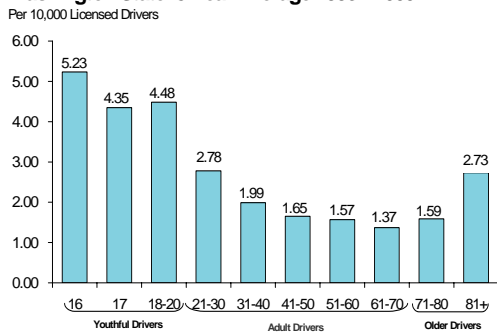
though rates are declining, the raw number of crashes of all types is increasing, and the costs of crashes are three times what the State is spending each year on infrastructure improvements.

Crash analysis presents a complex and interwoven picture. For example:

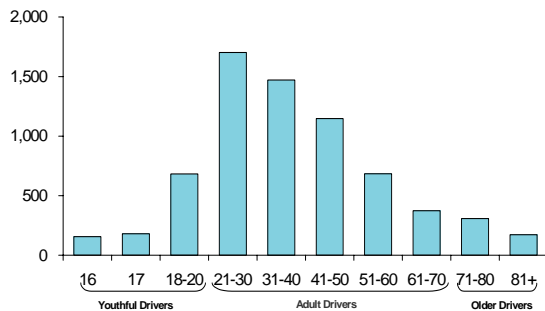
- ✘ More crashes occur on state highways but crash rates show that city and county roads experience a larger percentage of the collisions and the rate of serious crashes is higher on these local roads.
- ✘ Tribal reservation roads are dramatically overrepresented in fatal and disabling injury crashes; however, the raw number of such incidents compared to some other factors is relatively small.
- ✘ The number of urban/rural serious crashes is almost evenly divided, but rural areas far out weigh urban areas in terms of crash rates per 100M vehicle miles traveled.
- ✘ Distinguishing between raw numbers and rates is illuminating when focusing on age. For example, as illustrated in Figure 2, younger and older drivers are involved in low numbers of serious crashes, but the rate compared to number of license operators in those age groups is relatively high, especially for novice drivers.

Figure 2: Rate and Number of Fatalities by Age

**Rate of Motor Vehicle Fatalities by Driver Age Group:
Washington State 8-Year Average 1993 - 2000**



**Number of Motor Vehicle Fatalities by Driver Age Group:
Washington State 8 Year Total 1993 - 2000**



Most motor vehicles crashes involve at least some element of human error which demonstrates the importance of collaboration and multidisciplinary solutions to the problem, e.g. enforcement, education, engineering and emergency medical services.

- ✘ Figure 3 shows the major driver errors including lane errors, such as changing lanes, drifting, etc., impaired driving, speeding, inattention and failure to wear a safety belt.
- ✘ Improvements to the roadway may mitigate likelihood, seriousness or both of an error related incident.
- ✘ The number and rate of impaired driving crashes in Washington has dropped to 40 percent, one percentage point below the national average. (Figure 4) Alcohol is especially likely to be involved in fatalities when the driver is 21-40.
- ✘ Washington has the highest safety belt use rate in the nation; yet, those riding unbelted account for 48 percent of the fatal injuries. In other words, about seven percent of drivers and passengers accounts for nearly half of the fatalities as demonstrated (Figure 5).

Figure 3: Driver Error

Driver Errors and Behaviors Associated with Fatal Crashes: Washington State 1993 - 2001

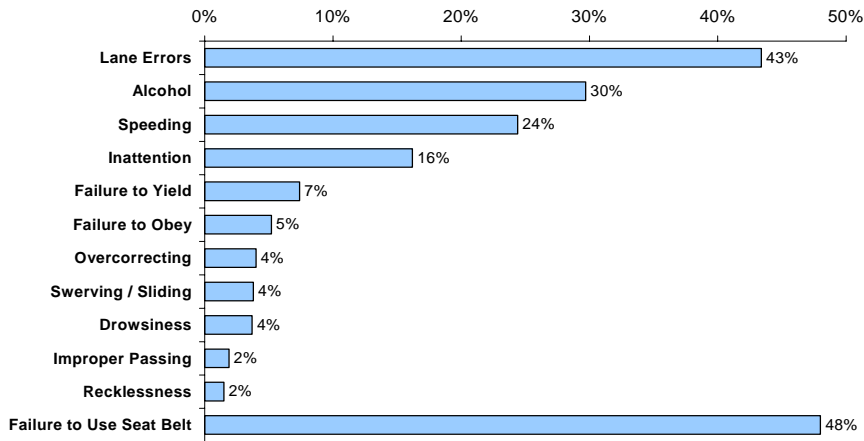


Figure 4: Alcohol Related Fatalities

Alcohol-Related Traffic Fatalities
 Comparison of Washington's Public Roadway Fatality Rate
 And Alcohol-Related Fatalities Per Million VMT
 1980 - 2002

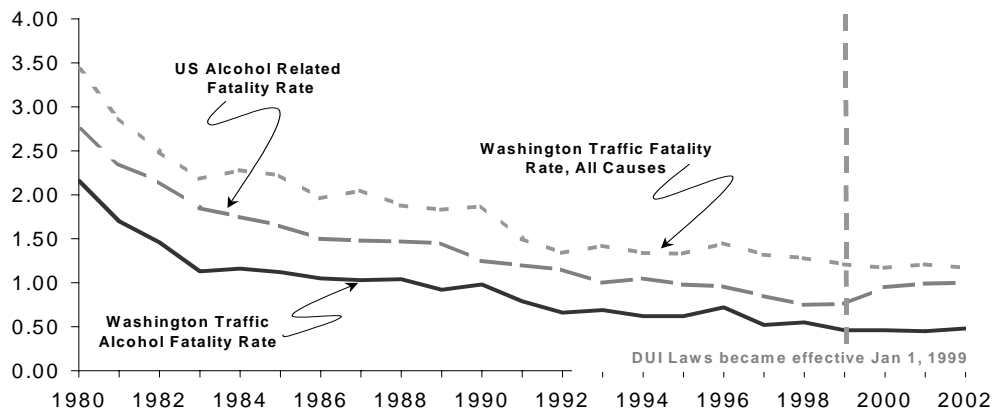
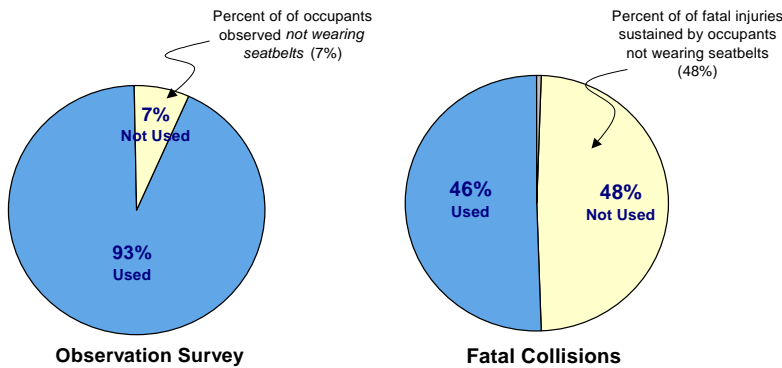


Figure 5: Safety Belt Use²

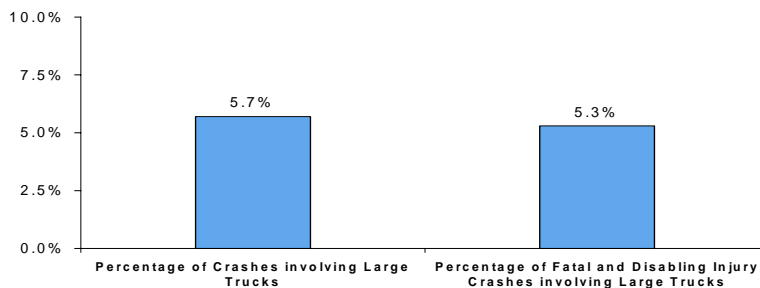
Rate of Seatbelt Use in Washington
Comparison of Observed Public Use and Fatally Injured Occupant Use
 2002



Challenge: Several lower courts have declared Washington’s safety belt law unconstitutional finding it void for vagueness. The law is under review by the Supreme Court. If the Court agrees with the lower courts, Washington will be left without a seatbelt law of any kind.

- ✘ Sleepy and inattentive drivers are a significant problem.
- ✘ Trucks are not overrepresented in the Washington crash data but they are of concern because of the potentially severe nature of crashes involving large vehicles.

Percentage of Crashes Involving Large Trucks
 Washington
 2002

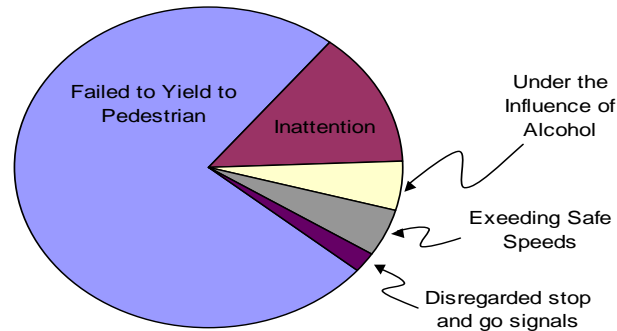


- ✘ Pedestrian are involved in 1.4 percent of all crashes but 11 percent of the fatal and disabling injury crashes. As Figure 6 shows, motorists are most often at fault in pedestrian fatal crashes, e.g. failure to yield. However, in some portion of these cases, the pedestrian was at fault, e.g. under the influence of alcohol.

² Failure to use seat belt percentage is extrapolated from tally for 2002 only. As seat belt use has increased since 1993, the tally of fatal accidents in which seat belts were not used has been higher and higher.

Figure 6: Pedestrian Fatalities

**Circumstances Contributing to
Pedestrian Accidents in Washington
1996 - 2001**



- ✘ Work zone safety is another area of concern. In prior years, the focus has typically been on the safety of workers, but road user safety can also be improved with safety related work zone improvements.
- ✘ Emergency response time is crucial for preventing disabling injury and death. The WTP will consider actions that reduce the time it takes to respond to a crash. The goal is response within the "Golden Hour," a concept that has been scientifically proven to reduce the effects of trauma.

EFFECTIVE COUNTERMEASURES AND REMAINING CHALLENGES

The WTP will identify current programs, such as the installation of rumble strips, median barriers and upgraded guardrails that appear to be effective and consider expanding the reach of those solutions.

WSDOT/Traffic Safety Commission/State Patrol

Washington's innovative corridor safety program combines enforcement, education, engineering and emergency medical services countermeasures. The collaborative effort takes safety to the local communities. If sufficient interest is shown by the local stakeholders, WSDOT, WTSC, WSP and other partners work with local engineers and others and offer incentive grant funding to develop and implement a safety plan. Crashes have dropped by 15-20 percent in the target areas since program implementation. For every public dollar invested there is a \$35.00 return in public savings.

Figure 7: The Corridor program

Community Corridor Safety Program Gets Results

The Corridor Safety Program is a partnership between WSDOT, the Washington Traffic Safety Commission, and the Washington State Patrol. Local collaboration improves safety in specific corridors, using low-cost approaches and building strong local partnerships. In each locale a committee representing a wide range of interested community members and groups coordinates the effort. The Corridor Safety Program was awarded Governor Locke's 2002 Governor's Award for Public Benefit.

U.S. 97A between Wenatchee and Chelan

This 40-mile-long U.S. 97A corridor had a high number of single-vehicle accidents. Compared to similar highways in the region, 97A experienced

300% more wildlife collisions, 188% more alcohol-related collisions with 176% more fatalities and disabling injuries, as well as higher percentages of "failure to yield" and "driver inattention" collisions.



The project reduced collisions, injuries and deaths through the "Four Es" – education, enforcement, emergency services and engineering.

Highlights of these approaches include:

Education

- Presentations to community groups and schools
- Public Safety Announcements
- Project website (active through end of 2001)

Enforcement

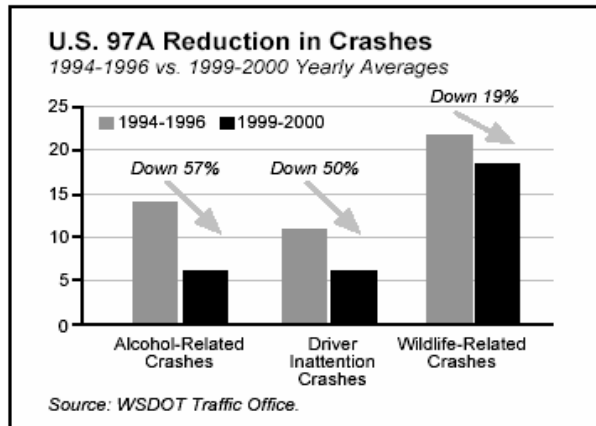
- DUI emphasis patrols
- Coordinated multi-jurisdictional law enforcement
- Highway Watch Program

Emergency Services

- Improved use of 911 system
- Development of more incident response teams
- GPS equipment to pinpoint emergency scenes

Engineering

- Additional warning and hazard signs
- Wildlife fences and reflectors
- Enhanced paint striping program
- Attention-getting signing ("Killed by Drunk Driver")



The program is cost-effective: every dollar invested saves approximately \$35 in societal costs.

Washington Traffic Safety Commission (WTSC)

The WTSC is funded by state and federal dollars and programs at about 10-12M dollars annually to address traffic safety behavior issues. Most of the resources are distributed to public agencies and nonprofits that perform community-based initiatives.

WTSC's top priorities are to increase the use of safety belts and prevent impaired driving. Buckling up is the most effective method for preventing injuries and impaired driving is the number one cause of fatal crashes. Major effort in these two areas centers on high visibility enforcement programs along with education through methods including the media.

The intermediate license for young drivers has also proven effective. It requires 50 hours³ of guided practice with restrictions on the number of teen passengers allowed and a curfew. The purpose is to gradually introduce novices into the driving environment with supervised practice. In most cases, the law also results in full licensure at a later age which brings more maturity and presumably better judgment. The result has been a significant reduction in severe crashes

³ Ten of the hours must take place at night.

among 16 and 17 year olds compared to older teenagers who had not been through the program.

Rail Office, WSDOT

Rail safety has an excellent safety record due to a collaborative effort among Operation Lifesaver, law enforcement, the railroads, local communities and WSDOT. On a continuing basis, the public is educated on rail safety issues while at the same time local communities, the railroads and WSDOT upgrade rail crossings.

Challenge: Trespassing remains a challenge, e.g. jogging, walking the dog, putting a coin on the track. Fourteen fatalities in 2003 happened to people who just weren't where they were supposed to be. The Rail Office is looking for input, partners and solutions to the trespassing problem.

Washington State Patrol (WSP)

The core mission of WSP is focused on quality of life, economic vitality and public confidence in law enforcement. It is obvious to the Patrol that traffic safety enforcement affects all areas of their mission. For example, in 2001 Washington had 179 homicides but 262 people were killed by impaired drivers and 237 died because of speeding related crashes. On the other hand, 84 lives have been saved since the primary safety belt law was passed. Accountability driven management and regular program reviews have resulted in increased citations of every type. This activity together with other collaborative initiatives has resulted in 53 fewer deaths and 30 fewer injury collisions over the past year.

The number of commercial vehicle collisions has been reduced at least in part because of a partnership with the industry. In 74 percent of CMV crashes, the passenger vehicle driver is a contributing factor. To address this, WSP has implemented the "The Step Up and Ride Program" which allows troopers to ride with commercial drivers and notify a police cruiser when someone is driving unsafely around trucks. The "watch program" mobilizes the eyes and ears of the public by training professional drivers as witnesses.

Tribal Governments

There are 29 federally recognized tribes in the state. The tribal planners have formed a Tribal Transportation Planning Organization (TTPO), and WSDOT is encouraging them to collaborate with the State, RTPO and MPO planning processes. A survey is being used to begin the process of generating tribal data to include in the data library.

Challenges: The tribes are left out of the regular funding mechanisms and not integrated into coalitions and collaborative efforts. The primary issues are integration, data and collaboration. The most recent data were generated in 1993 and do not support the overall structure of the WTP process. While there are not a large number of traffic related deaths and injuries on the reservations, tribal citizens are overrepresented in fatalities and injuries when controlling by 100M VMT.

Cities and Counties (T2 Center)

WSDOT is examining the potential for replicating the successful state highway corridor program on local roads. Rumble strips and roundabouts are also being implemented where appropriate.

Challenges: Washington experiences a large number of rural two-lane roadway fatalities. A further challenge involves local communities where a city street also serves as a state highway. In such cases, the cities are responsible for safety improvements where the population exceeds

22,500. In some cases, competing priorities have prevented the cities from investing in road safety improvements.

Transit

There are very few fatalities and severe injuries associated with bus transportation. The buses are well designed and the drivers are effectively trained and monitored.

Challenges: The transit user's greatest risk is getting to and waiting for a bus, not riding on the bus. WSDOT needs better data for the road and transit systems as well as analysis tools to clearly articulate the problem and identify solutions.

Marine - Ferries

The maritime industry has met the objectives of Target Zero! Accidents seldom occur but, as in air and commercial vehicles, when they do the results can be devastating.

Challenges: Use of the national risk assessment tool shows that Washington ferries have a greater risk than elsewhere in the US. Improvements are needed in the areas of fire fighting and HAZMAT spills. One countermeasure being implemented reduces the amount of hazardous materials allowed on ferries that carry people.

Aviation

In 2003, 700 people were taken by medivac to hospitals, many of whom survived a motor vehicle crash because of it. Automated weather reports and weather cameras help keep the pilots safe.

Challenges: On average 75 crashes related to aviation occur each year; many of which are serious or fatal. A significant percentage of these crashes are weather related.

RECOMMENDATIONS: NEXT STEPS

Following a review of the crash data and stakeholder presentations, the participants were asked to brainstorm on safety themes. The charge was to review and consider the data, identify and define the safety issues, suggest initiatives to solve or reduce the problems and commit to the teamwork and collaboration necessary to achieve success.

The group discussions represent a starting point in WSDOT's outreach to others and the invitation to participate in developing the WTP. The dialogue resulted in a number of suggestions for consideration.

Action Steps

The participants paid close attention to the data presented throughout the day. Their discussions and recommended action steps reflect what they heard. The emphasis areas and action steps that emerged are as follows:

Safety Themes	Action Steps
Road User Behavior – In most incidents, road user behavior is a contributing factor. A number of action steps were offered in this area.	-Compliance with the rules of the road ✘ Enforcement including a focus on prosecution and adjudication to ensure there are consequences for failure to comply with traffic laws ✘ Effectively target and increase public education ✘ Mandate post incident driver retraining

Safety Themes	Action Steps
Road User Behavior	<ul style="list-style-type: none"> -Older driver issues. <ul style="list-style-type: none"> ✘ Catalogue and increase alternative mobility options. ✘ Improve their driving skills through education and training. - Driver inattention <ul style="list-style-type: none"> ✘ Utilize in-vehicle technologies to focus driver attention. ✘ Develop education campaigns to address the danger of multi-tasking while driving and driver fatigue. ✘ Install rumble strips -Licensing issues <ul style="list-style-type: none"> ✘ Ensure proper licensing for commercial vehicle drivers. ✘ Gather and examine data on suspended/revoked licenses with respect to crash involvement. -Occupant protection <ul style="list-style-type: none"> ✘ Identify strategies for maintaining and increasing the high belt use rate. -Pedestrian Safety <ul style="list-style-type: none"> ✘ Address pedestrian safety from targeted perspectives: older pedestrians, impaired pedestrians, rail grade crossings, transit stops and safe walkways. ✘ Implement education, enforcement and engineering strategies to improve pedestrian safety. ✘ Improve lighting at targeted locations.
Road user behavior	<ul style="list-style-type: none"> -ITS technologies <ul style="list-style-type: none"> ✘ Utilize video technologies and consistent ITS architecture to enhance enforcement, e.g. red light running, speeding, etc. ✘ Improve ambulance run times through the use of technology.
Additional behavior issues were identified by the discussion groups; however, specific initiatives were not recommended.	<ul style="list-style-type: none"> ✘ Impaired driving ✘ Vehicle inspections ✘ Intersection safety ✘ Weather ✘ Head-on collisions ✘ Run-off-the-road collisions
Disabling injuries	<ul style="list-style-type: none"> -Catalogue the crash locations that result in disabling injuries. -Study the characteristics of drivers and other road users involved in crashes that result in disabling injuries.
Rural two-lane roads (lane departures)	<ul style="list-style-type: none"> -Develop targeted standards and safety applications for rural roads. -Continue to analyze the data to develop an understanding of the crash causation factors on rural roads.

Safety Themes

Action Steps

Record Management

- Identify the resources necessary to better manage and analyze the data particularly roadside features.
- Encourage participation by cities, counties, tribes, RTPOs and MPOs in data collection, management and analysis.
- Address the gap in crash involvement data on tribal roads and in tribal communities.

Land Use Planning

- Find a balance between safety and capacity needs.
- Address the safety issues of communities with a state highway serving as city or main street.
- Enhance and/or follow the adopted access management plan and standard which also considers the issue of access rights.

Research

The discussants recommended a number of research-based initiatives. They recognized that public education and awareness is difficult to measure in terms of effectiveness and recommended that analysis tools to accomplish the task be identified and/or developed. A second research-based recommendation was to identify best practices for addressing the plethora of issues identified.

Additional Partners

An impressive cross section of the transportation and safety communities was represented at the forum -- WSDOT, the Washington Traffic Safety Commission, MPOs and RTPOs, tribes, State Patrol, Transit, Ferries, Cities/Counties, rail, et al. However the participants identified other key players that need to be recruited and included:

State & Local Government

Elected officials
Attorney General
Department of Health
Department of Labor and Industries
Traffic Records Coordinating Committee
Local Law enforcement

Advocacy Groups

AAA
AARP
Good Road Association
User Groups (bicyclists and pedestrian)
WA Transit Association
School districts

Private Sector

Auto manufacturers
Developers
Insurance companies
Major employers
Medical community
Private transportation providers
Public citizens

Data Needs

Washington is fortunate to have reasonably good data and, more importantly, the capability to manage and analyze the data they do have. However, the forum participants believe more data and more timely data are necessary to clearly define the state's transportation safety problems; specifically, bike accident data, hospital outcome data, tribal crash data and roadside inventory data, e.g. maintenance surveys.

CONCLUSIONS

All of the participants are committed to multidisciplinary solutions based on data driven analysis, research and collaboration. These strategies result in comprehensive, more effective solutions. Single focused countermeasures are generally limited in effectiveness and certainly in efficiency.

One example provided during the forum focused on pedestrians. Although the majority of pedestrian fatalities are attributable to a driver's failure to yield, further analysis shows a significant alcohol component. Forty percent of pedestrians fatally injured by a motor vehicle are impaired. The analysis further shows that age is a significant factor, especially in the case of elderly women. Another example involved fatalities associated with trains. Washington has successfully addressed this problem in many areas but trespassing solutions remain illusive.

The bottom line goal is to identify those investments that will have the greatest impact on system performance. WSDOT leadership believes one way to accomplish that is to keep the dialogue alive among all the stakeholders. Charlie Howard expressed appreciation for the attendance and input and promised that the next meeting would move the discussion from policy to programs at the MPO level.

APPENDIX A

PARTICIPANT LIST

1	Doug MacDonald	Secretary of Transportation	WSDOT
2	Steve Lind	Director	WTSC
3	Susan Herbel	Moderator	Transportation Safety Solutions
4	Roger Petzold	HQ – Interstate and Border Planning	FHWA
5	Lorrie Lau	HQ – Planning	FHWA
6	Dave Leighow	Washington Division	FHWA
7	Paul Harker	Washington Division	FHWA
8	Tom Peterson	Aviation Division	WSDOT
9	Toby Rickman	Traffic Division	WSDOT
10	Sandra Pedigo-Marshall	Traffic Division	WSDOT
11	Barb Savory	Public Transportation Office	WSDOT
12	Theresa Smith	Public Transportation and Rail Division	WSDOT
13	Jeff Schultz	Rail Office	WSDOT
14	Rob Huyck		Sound Transit
15	Vanessa Ormistona		Sound Transit
16	Kathy Johnson		Sound Transit
17	Rod Thorton	General Manager	Pullman Transit
18	Robert Muzzy	Safety Training Supervisor	Whatcom Transit
19	Phyllis Brett		Island Transit
20	Fred Nelson	Safety & Training Manager	Pierce Transit
21	Robert Ferguson		Kitsap Transit
22	Kurt Olsen		Kitsap Transit
23	Jim Thoeke	Safety & Training Supervisor	Ben Franklin Transit
24	Terry Compton	Supervisor of Transit Safety	King County Metro
25	Rhonda Brooks	Research	WSDOT
26	Mike Clark	Southwest Region Planning	WSDOT
27	Bill Kelley	Systems Analysis	WSDOT
28	Salah Al-Tamimi	South Central Region Planning	WSDOT
29	Vicki Cummings		Grays Harbor COG

30	Charlie Howard	Director, Strategic Planning and Programming	WSDOT
31	Elizabeth Robbins	Manager, Policy Development & Regional Coordination	WSDOT
32	John Sibold	Aviation Division	WSDOT
33	Mark McElwain	Washington State Ferries	WSDOT
34	Brian Walsh	T2 Center	WSDOT
35	Dave Olson	Design	WSDOT
36	John Milton	Urban Corridors Office/HQ Design	WSDOT
37	Mark Leth	Northwest Region	WSDOT
38	John Nisbet	Olympic Region	WSDOT
39	Brian McMullen	Southwest Region	WSDOT
40	George Kovich	Peninsula RTPO / Olympic Region	WSDOT
41	Eli Cooper	Director, Transportation Planning	PSRC
42	Gordon Rogers		Whatcom COG
43	Angela Taylor		Whatcom COG
44	Renee Zimmerman	Urban Planning Office	WSDOT
45	Mark Ricci		Brotherhood of Locomotive Engineers and Trainmen
46	Dave Honsinger	North Central Region Planning	WSDOT
47	Germaine Beveridge	Transportation Planner	YVCOG
48	Mike Partridge	Trial Planning	WSDOT
49	Jill Marilley		Shoreline
50	Kathleen Davis	Director, Highways and Local Programs	WSDOT
51	Randy Casteel		Kitsap County
52	Paul Bennett		Kittitas County
53	Mark Rohwer	Eastern Region Planning	WSDOT
54	Ed Knight		Swinomish Tribe
55	Kirk Vinish		Lummi Nation
56	Paul Ramos		Puyallup Tribe
57	Colleen Jollie	Tribal Liaison	WSDOT

58	Megan Beeby	Tribal Liaison	WSDOT
59	Mike Southards	Safety Director	Washington Trucking Association
60	Bob Jones	Olympic Region Planning	WSDOT
61	Aaron Butters	Manager, Systems Analysis	WSDOT
62	Patti Miller-Crowley		WSDOT
63	Ralph Wilhelmi		WSDOT
64	Vicky Thorniley		WSDOT
65	Katherine Klockenteger		WSDOT
66	Glen Cramer		WSP
67	John Moffat		TZ Associates
68	Gerry Wilhelm		L. W. Lochner
69	John Kittelson		Puget Sound Seaplanes

APPENDIX B

AGENDA

SAFETY CONSCIOUS PLANNING WORKSHOP

Agenda

April 20th, 8:30 am – 3:30 pm

Red Lion Sea-Tac

AGENDA ITEM	TIME
Registration	8:30 – 8:45
Welcome Moderator - Susan Herbel	8:45 – 8:50
Why We Are Here: Washington’s Transportation Plan Update Charlie Howard, WSDOT, Director, Strategic Planning & Programming	8:50 – 9:00
The National Perspective on Safety Conscious Planning <i>Roger Petzold, FHWA</i>	9:00 – 9:15
Safety in Washington: The data we need to understand <i>Toby Rickman, WSDOT, State Traffic Engineer</i>	9:15 – 10:00
Hard Work Ahead <i>Doug MacDonald, Secretary, Washington State Department of Transportation</i>	10:00 – 10:30
Break	10:30 – 10:45
Commenter Panel: <i>Opportunities to comment on the data presented, express viewpoints on the issues, and suggest emphasis areas. Moderator – Roger Petzold</i>	10:45 – 12:00
Lunch Buffet	12:00 – 12:45
Identify Emphasis Areas: <i>A process to identify and describe the candidacy for key emphasis areas, discuss needs for more information to support prioritization choices, and note areas of consensus and conflict. Facilitator - Susan Herbel</i>	12:45 – 2:30
Group Discussions <i>Participants interested in each emphasis area meet and discuss who, when, and how to proceed to further develop approaches.</i>	2:30 – 3:00
Next Steps <i>Charlie Howard explains next steps toward the developing the WTP.</i>	3:00 – 3:30