



# **Exemplary POPS Projects**

**April 10, 2013**

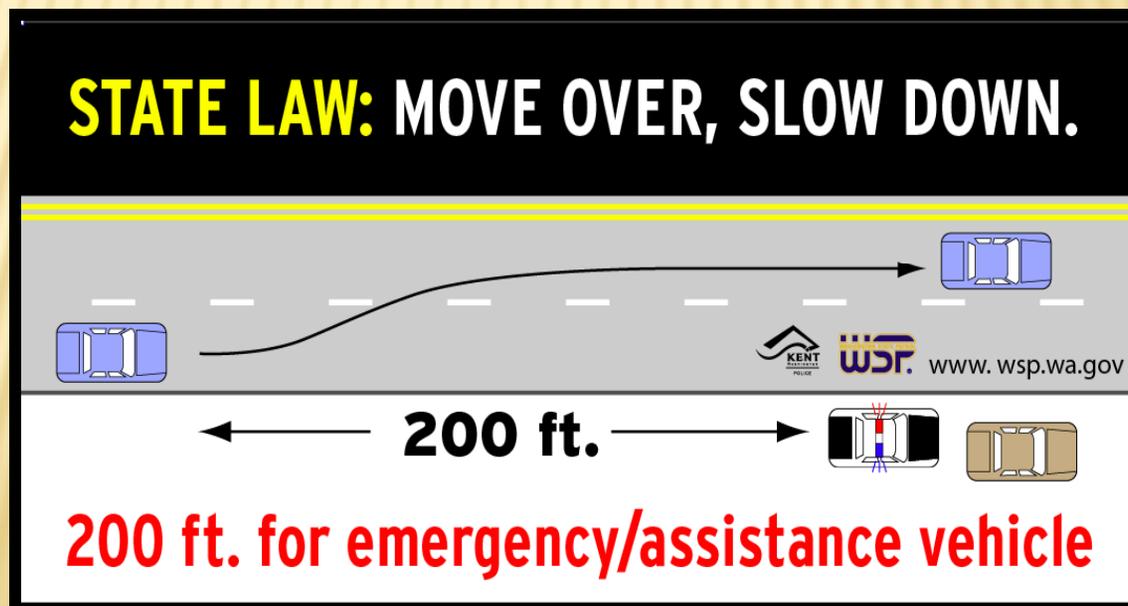
# DISTRICT 2 – KING COUNTY



Exemplary POPS Project 2013

# *Move Over or Slow Down* **EMERGENCY ZONE LAW**

- Trooper Ron Tuggle



## ***Move Over Law***

- **2007** – The Move Over Law was enacted RCW 46.61.212
- *Collision Numbers INCREASED*
- *No Change to Driver Behavior*

# ***What is an Emergency Zone?***

**January 1, 2011**

The Law is Enhanced to include the  
**“Emergency Zone”**

An **Emergency Zone** is defined as:

The adjacent lanes of the roadway 200 feet before and after a stationary emergency vehicle with flashing lights, a tow truck using red lights, an emergency assistance vehicle using warning lights, or a police vehicle using emergency lights.

## ***Other Enhancements to the Law***

- **Defined “Emergency Worker”**
- **Fines for exceeding the posted speed limit are doubled in Emergency Zones.**
- **Failure to move over or slow down in an Emergency Zone, the fine is doubled.**

# ***What did the public hear?***

***KXLY4-Spokane***



***Is There A Problem?***



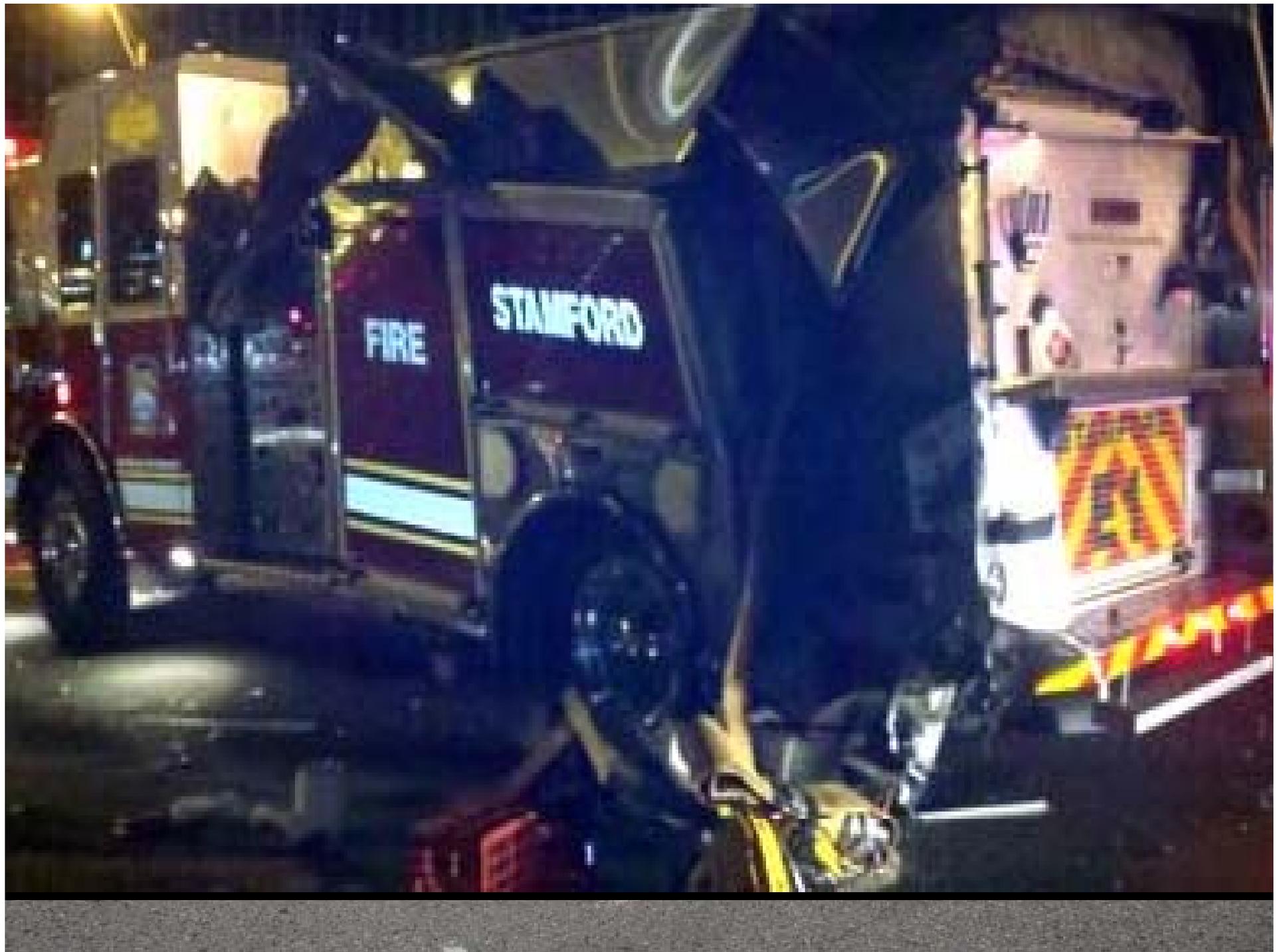
## ***THE PROBLEM - Scanning***

### **According to the National Law Enforcement Officers Memorial Fund**

- **More than 164 U.S. Law Enforcement Officers have been killed after being struck by vehicles on America's highways.**
- **71% of Americans have NOT heard of the "Move Over" law.**
- **"Run-off the road" collisions equal 63% of all fatalities between 2006 and 2008.**

The background of the slide features a large, semi-transparent watermark of the Washington State Patrol badge. The badge is circular with a central emblem and the words "WASHINGTON STATE PATROL" around the perimeter. The background also shows a faint image of evergreen trees.

**The Washington State Patrol  
has suffered the loss of  
**Six Troopers Killed**  
by motorists that did NOT  
use due care and caution  
while Troopers were  
performing their duties.**



# ***More Than Numbers***

- **Before the enhancement began, Trooper Tuggle saw a problem.**
  - **Watching driver behaviors during road side investigations.**
  - **Investigating collision that could have been avoided.**

# ***Establishing the Baseline - Analysis***

- **WSP Data 2005 through 2008**
  - **163 patrol car collision on King County roadways**
  - **Average of 41 collision per year**
  - **5% resulted in serious injury or death**

## *District 2 Move Over/Slow Down Law*

### *Project Baseline*

**King County 2009-2010**

**Five Trooper Vehicles Struck  
on Roadside**

**(of those, one was a DUI driver)**





## ***What's Next? - Response***

- **The GOAL -**

- **Increase the motoring public's attention to emergency personnel and vehicles working along the roadway.**
- **Decrease associated fatalities, injuries, and property damage collisions.**

# ***Action Plan***

- **Educate using**
  - **Media**
  - **Signage**
  - **New Driver Training**
- **Enforcement**
  - **Educate Officers**
  - **Target Zero Priority**

# ***Staying On Target***

- **Stakeholder Accountability**
  - **Responsibilities Outlined**
  - **Target Dates Set**
  - **Follow-up of Progress**
  - **Additional Avenues of Education Explored**

# ***Digital Billboards***

## ■ **Clear Channel Donated**

- **The “Move Over or Slow Down” media blitz was promoted at McDowell Pile King parking lot in Kent.**
- **Digital billboards ran during the Labor Day weekend.**
- **Approximately two million of the motoring public viewed the digital billboards.**
- **King 5 News covered and featured the media blitz.**

C411 - SEA-25925 - 19007 South 84th Ave. Kent, WA 201



# ***Metro Signs***

- **King County Metro Promoted:**
  - **The Move Over or Slow Down poster was located on the rear tail section of each bus.**
  - **There was a total of six busses that displayed the poster.**
  - **The Move Over or Slow Down poster was displayed over a six month period of time.**
  - **Just over 1,600,000 (and counting) of the motoring public and pedestrians viewed the poster that was displayed on the busses.**



# MOVE OVER OR SLOW DOWN

**STATE LAW**  
MOVE OVER OR REDUCE  
SPEED FOR STOPPED  
EMERGENCY OR  
ASSISTANCE VEHICLES



WSDOT

WASHINGTON  
FIRE CHIEFS



9-1-1  
EMERGENCY

WASHINGTON  
SHERIFFS  
WSP

TOWING & RECOVERY

# ***911 Driving School***

- **Educating New Drivers**
  - **Trooper Tuggle was a guest speaker at the 911 Driving School in Kent. He talked about the new enhanced Move Over/Slow Down Emergency Zone Law.**
  - **Trooper Tuggle presented the information at six classes.**
  - **Since the classes over 500 students have learned about the new law.**

# *Challenges*

The Most Challenging Aspects  
of this Project:

**Funding, Education,  
and Signage by  
Donation**

## ***The Results - Assessment***

**“Off Road” Collisions**

**King County 2011-2012**

**Four Trooper Vehicles**

**Struck on Roadside**

**(of those, two were a DUI drivers)**

## ***The Results - Assessment***

***That's one collision less than  
2009-2010***

**(Factoring in two DUI Drivers)**

**Collisions **REDUCED** by two sober  
drivers compared to the baseline.**

**The message is **WORKING!****

## ***The Results - Assessment***

That's a potential saving of **\$33,000.00** in vehicle repairs not to mention avoiding injury and loss of life.

**Washington State Patrol collision records and Fleet vehicle cost estimates were used to establish project results.**

**Beyond that, you can actually see it working on our roadways.**

# ***Seeing is Believing***



**N/B SR 167 North of SR 18 (Auburn)**



# SR 221 POPS Project

April 1, 2012 to March 31, 2013

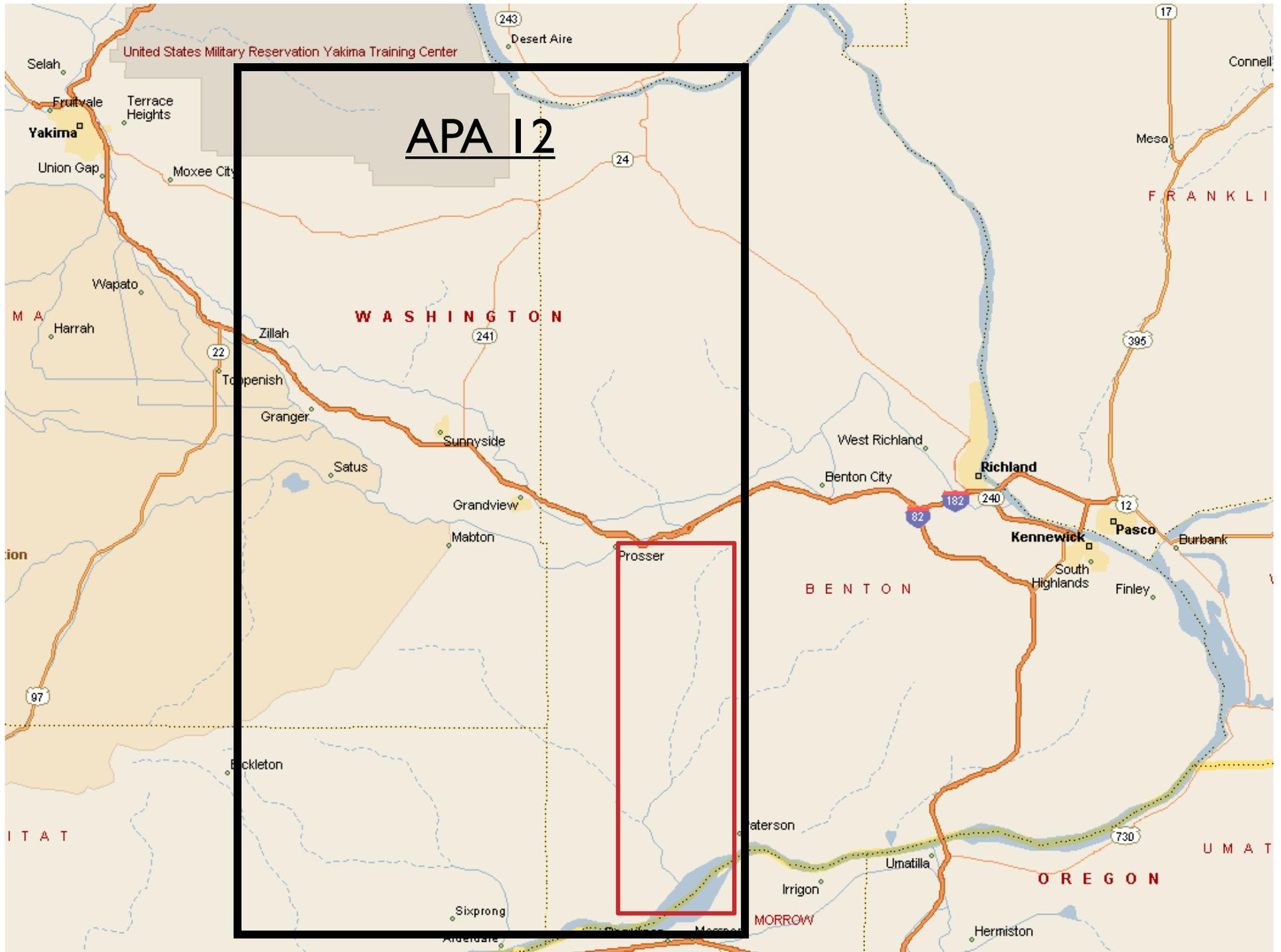
Sergeant David DeVere

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# Background

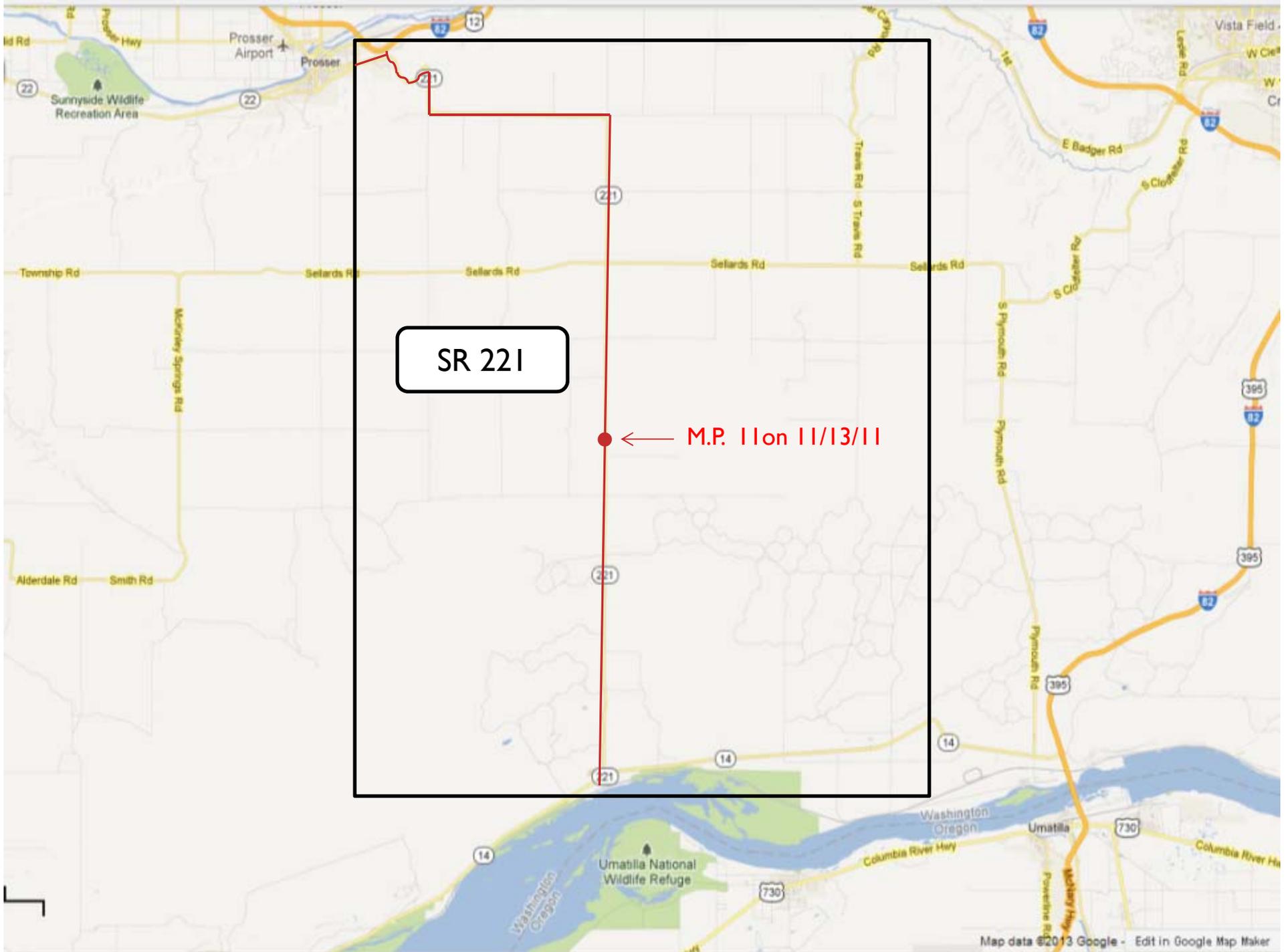
- District 3, Detachment 6
  - APA 12, Sunnyside
  - 7 Troopers
-





# Scanning

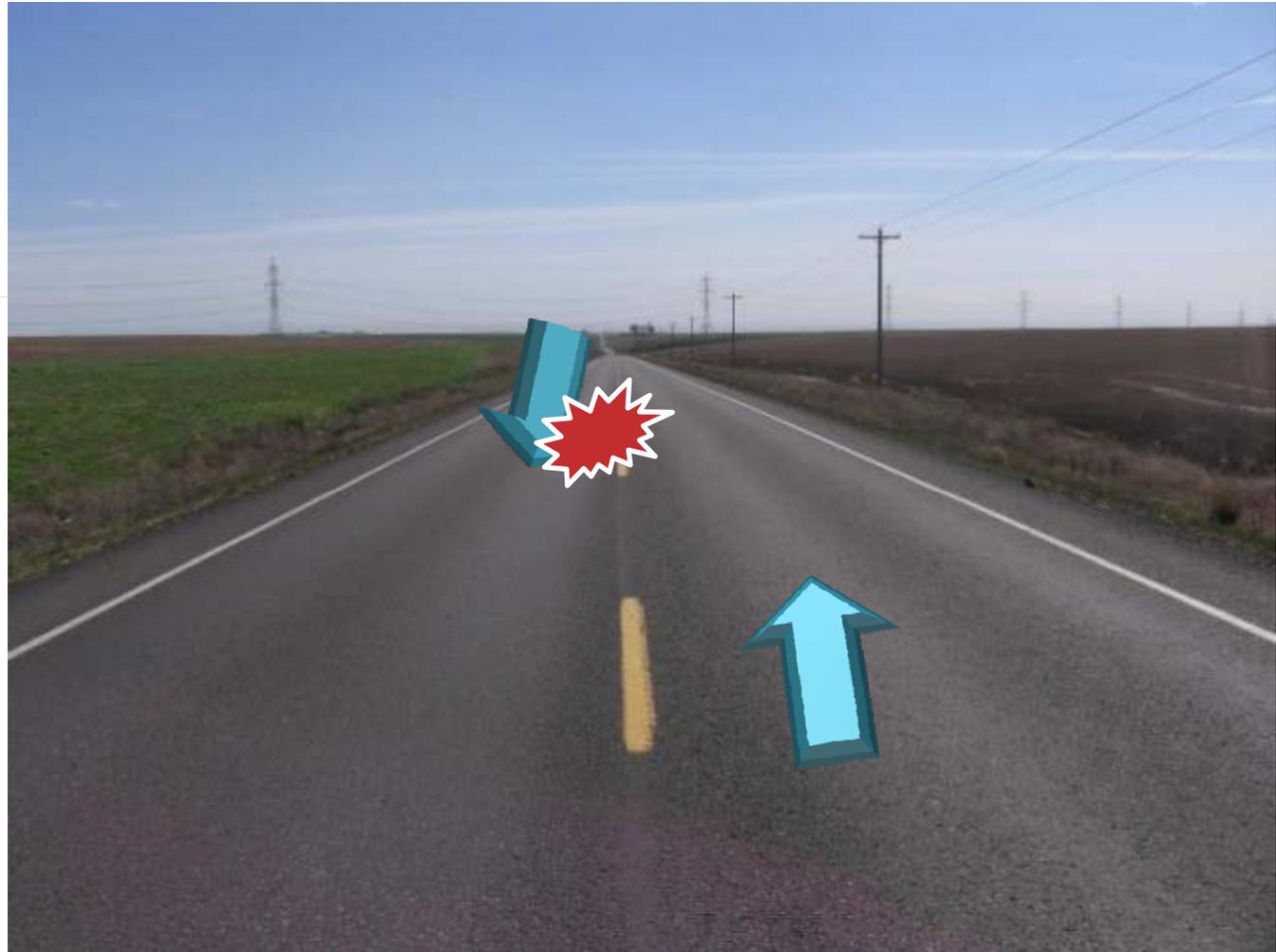
- School Routes
    - Prosser & Patterson School Districts
-

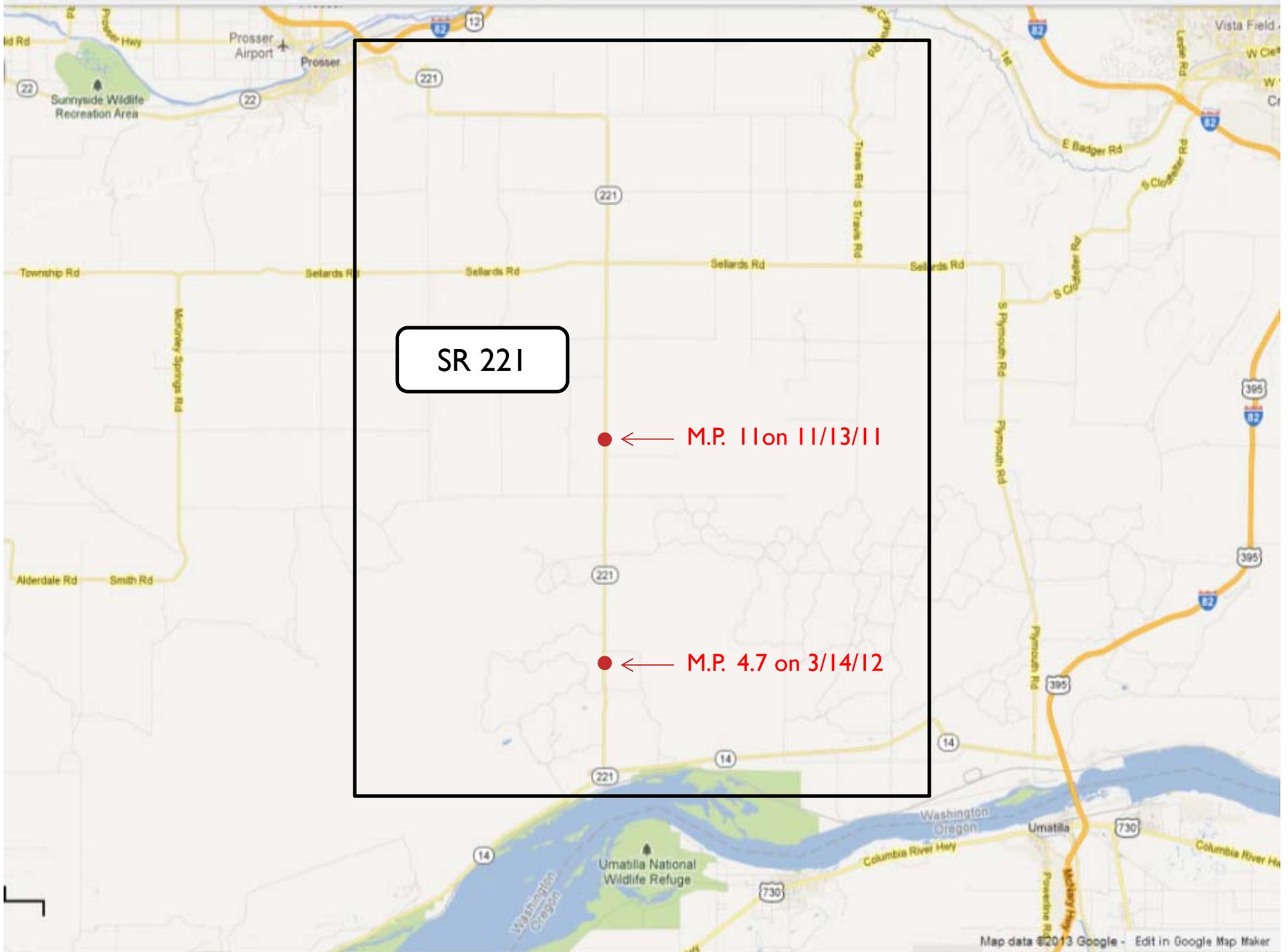


SR 221

← M.P. 11 on 11/13/11

# Milepost 11



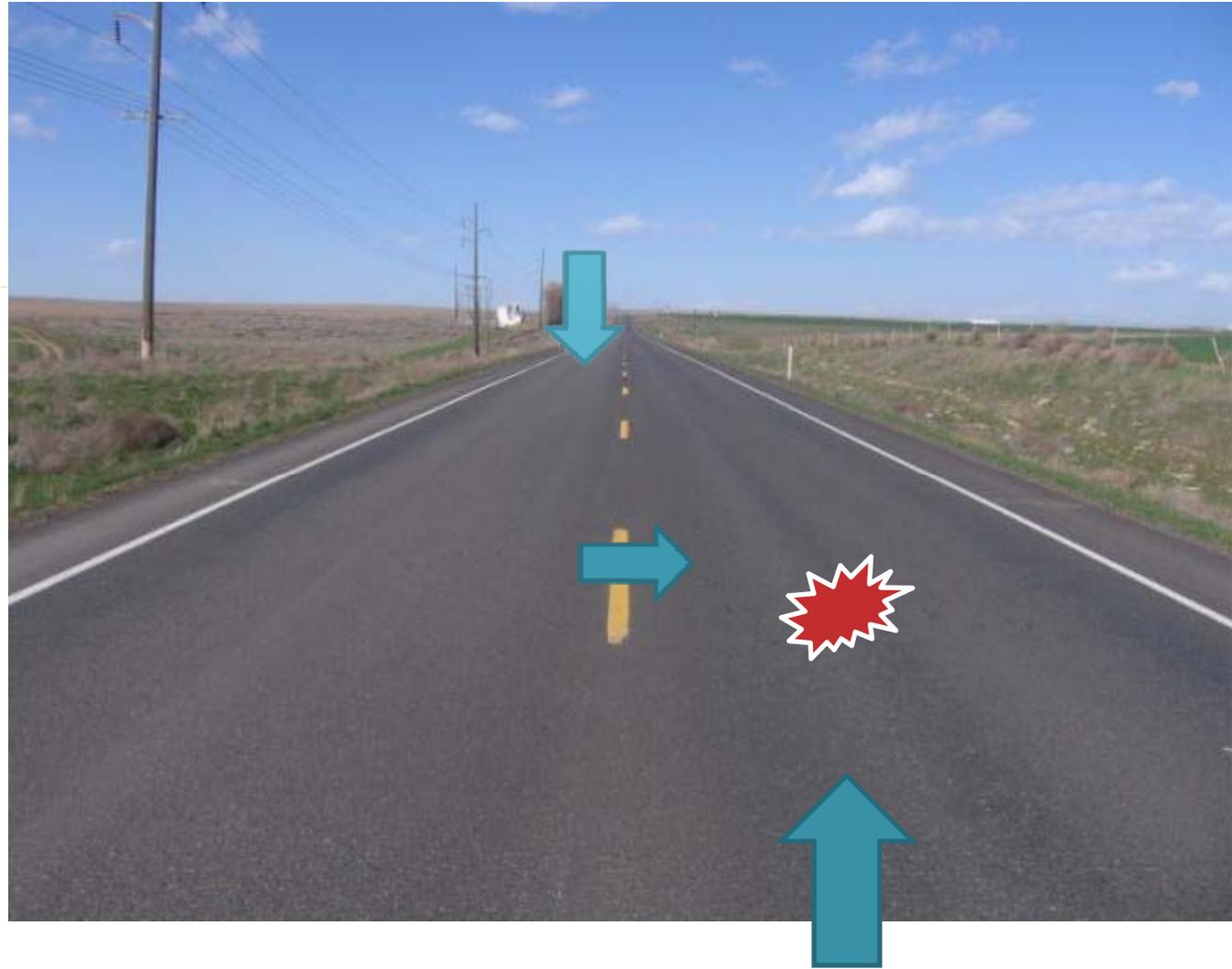


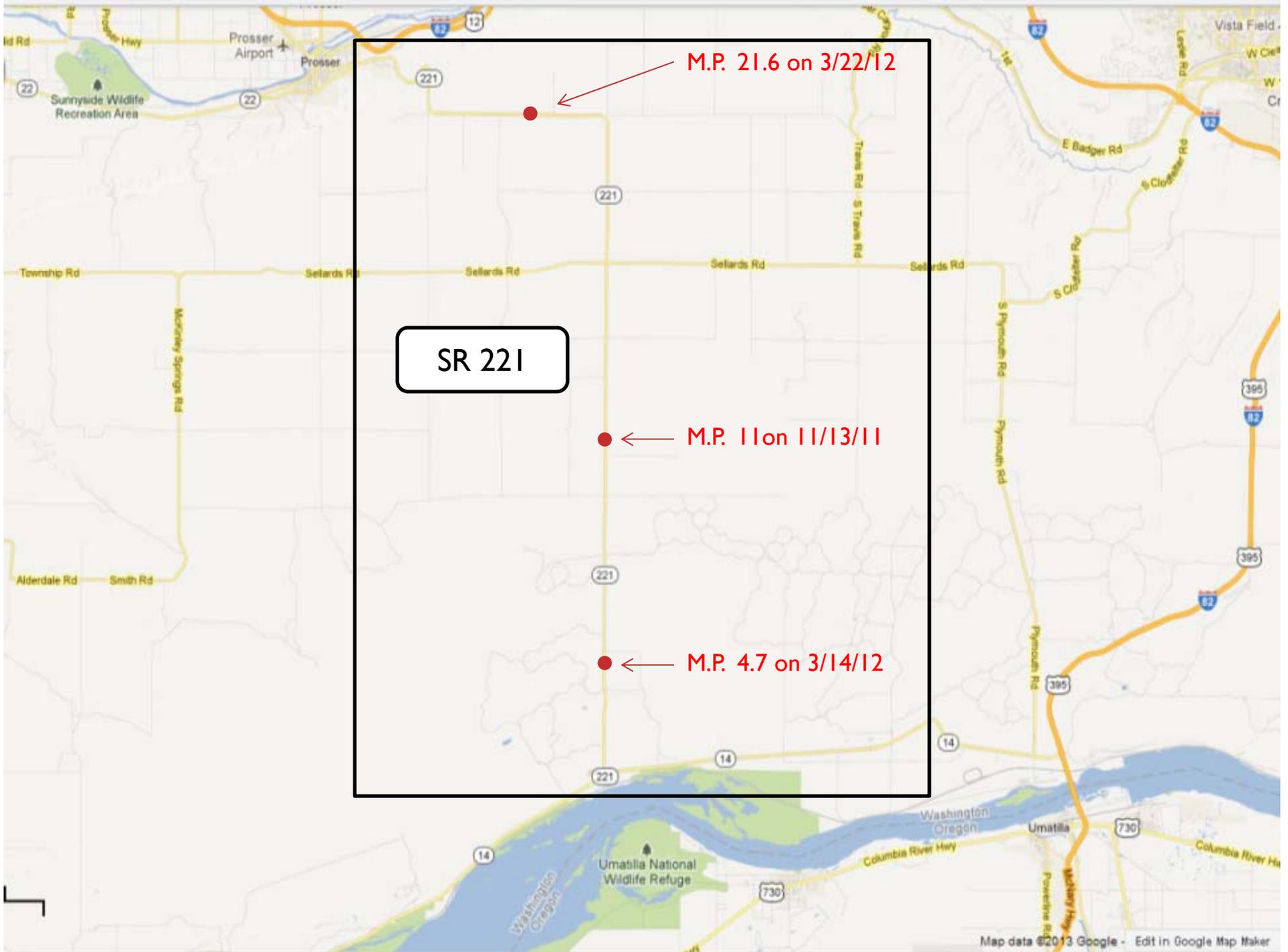
SR 221

● ← M.P. 11 on 11/13/11

● ← M.P. 4.7 on 3/14/12

# Mile Post 4





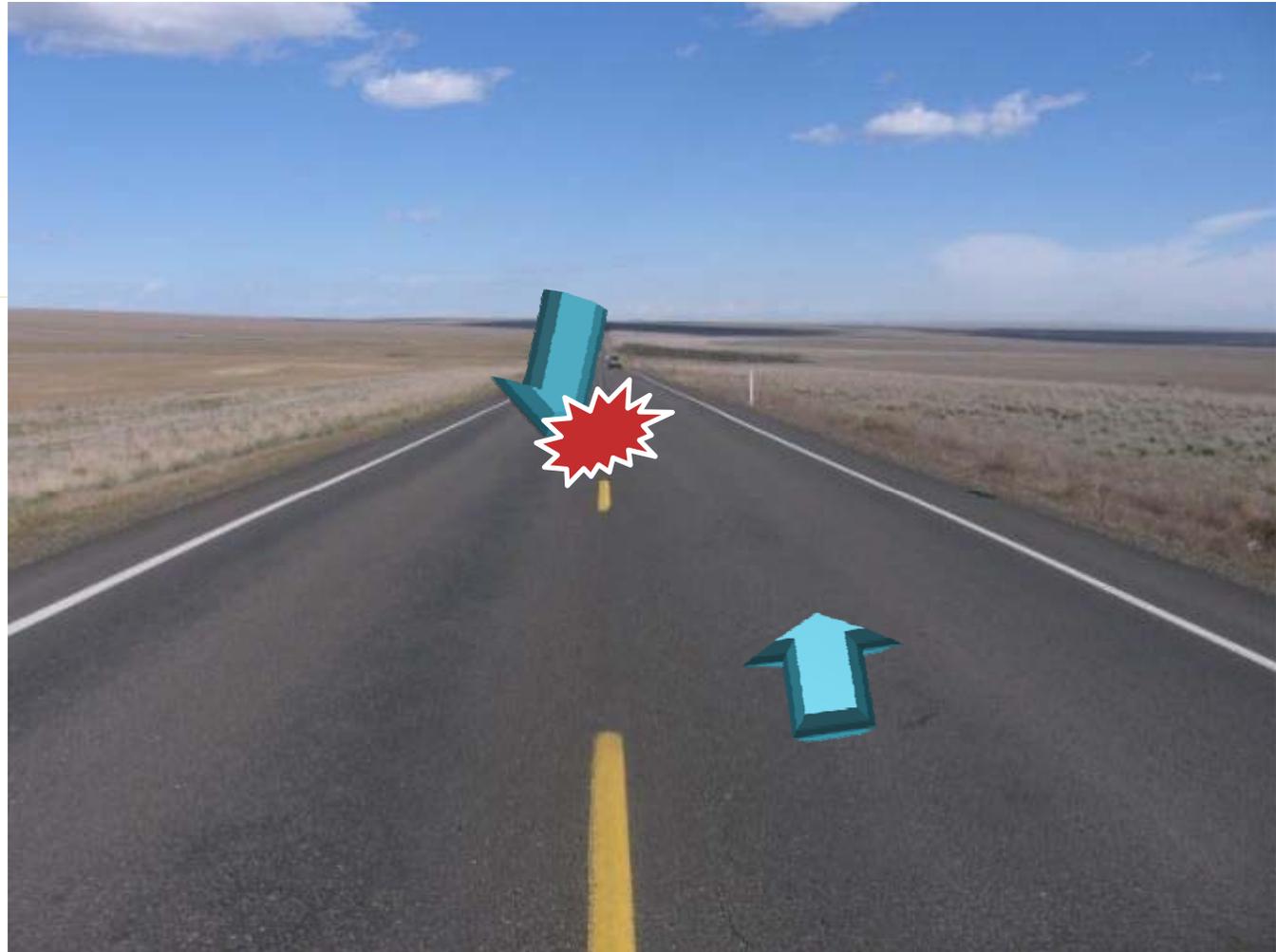
M.P. 21.6 on 3/22/12

SR 221

M.P. 11 on 11/13/11

M.P. 4.7 on 3/14/12

# Mile Post 21





# Analysis

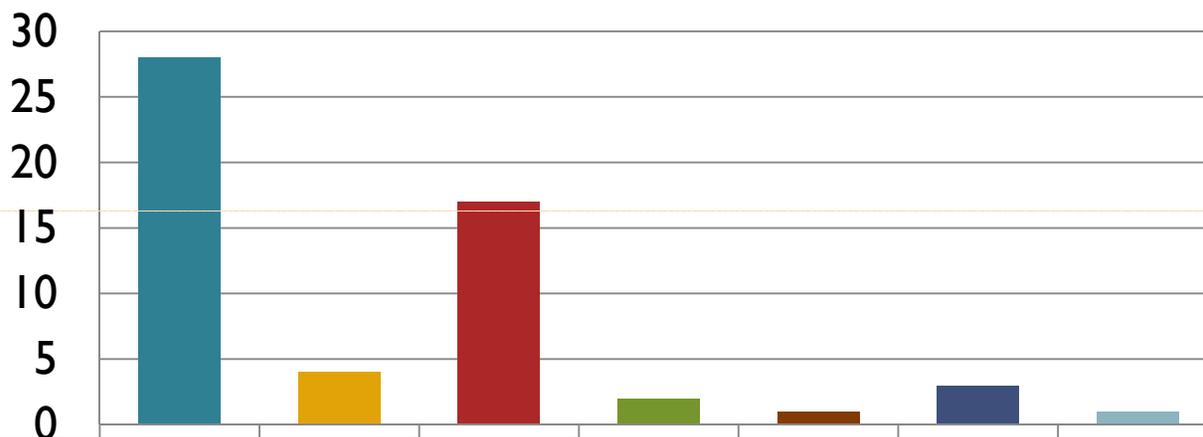
Baseline: 3 Fatality collisions occurred on SR 221  
from November 2011 through March 2012

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# Analysis – Collision Data

March 2011 – March 2012

Statistical Baseline



UTL							1
Fatal						3	
Serious					1		
Injury				2			
Property			17				
Non Reportable		4					
Total	28						



# Response

## Agency Goal #1

*Making Washington roadways safer and the objective of reducing state route and interstate fatality and injury collisions by 4%.*

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## *Project Goal:*

*Reduce or eliminate fatality collisions on SR 221*



# Stakeholders

- Patterson School District
- Prosser School District
- Washington Department of Transportation
  - Mark Brewster
- WSP CVD Yakima Det. 10
  - CVEO 3 Pete Sponburgh
- WSP CVD Yakima Det. 20
  - Sergeant Tom Foster
- WSP FOB “El Protector Program”
  - Trooper Oscar Garcia
- WSP FOB Yakima Det. 6
  - Trooper Wes Cook

# Response – El Protector

- 24 Presentations Given
  - Lower Valley
  - Farms on SR 221
- Topics
  - Winter Driving
  - DUI
  - Unsafe Passing
  - Seatbelt Usage





# Response - Public

- Town Hall Meeting in Patterson
  - Attendees
    - Patterson School District
    - Prosser School District
    - Approximately 50 Patterson Residents
- Addressed Public Concerns
- Explained POPs Project
  - WSP's Role & Strategy

# Response - DOT

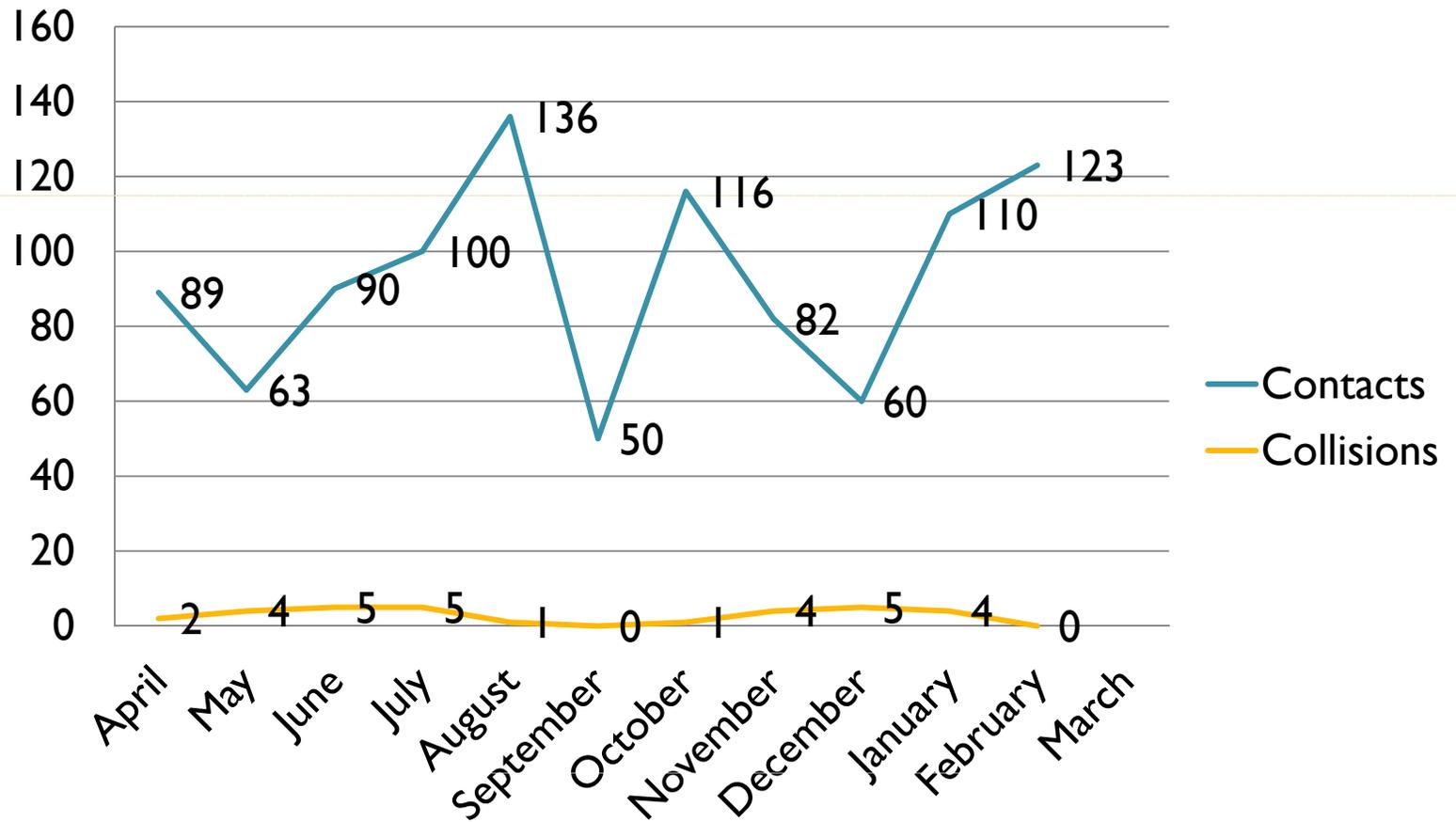
- Increased Winter Response Level
  - Level 3 to Level 2
- Rumble Strips
  - Centerline (Future)

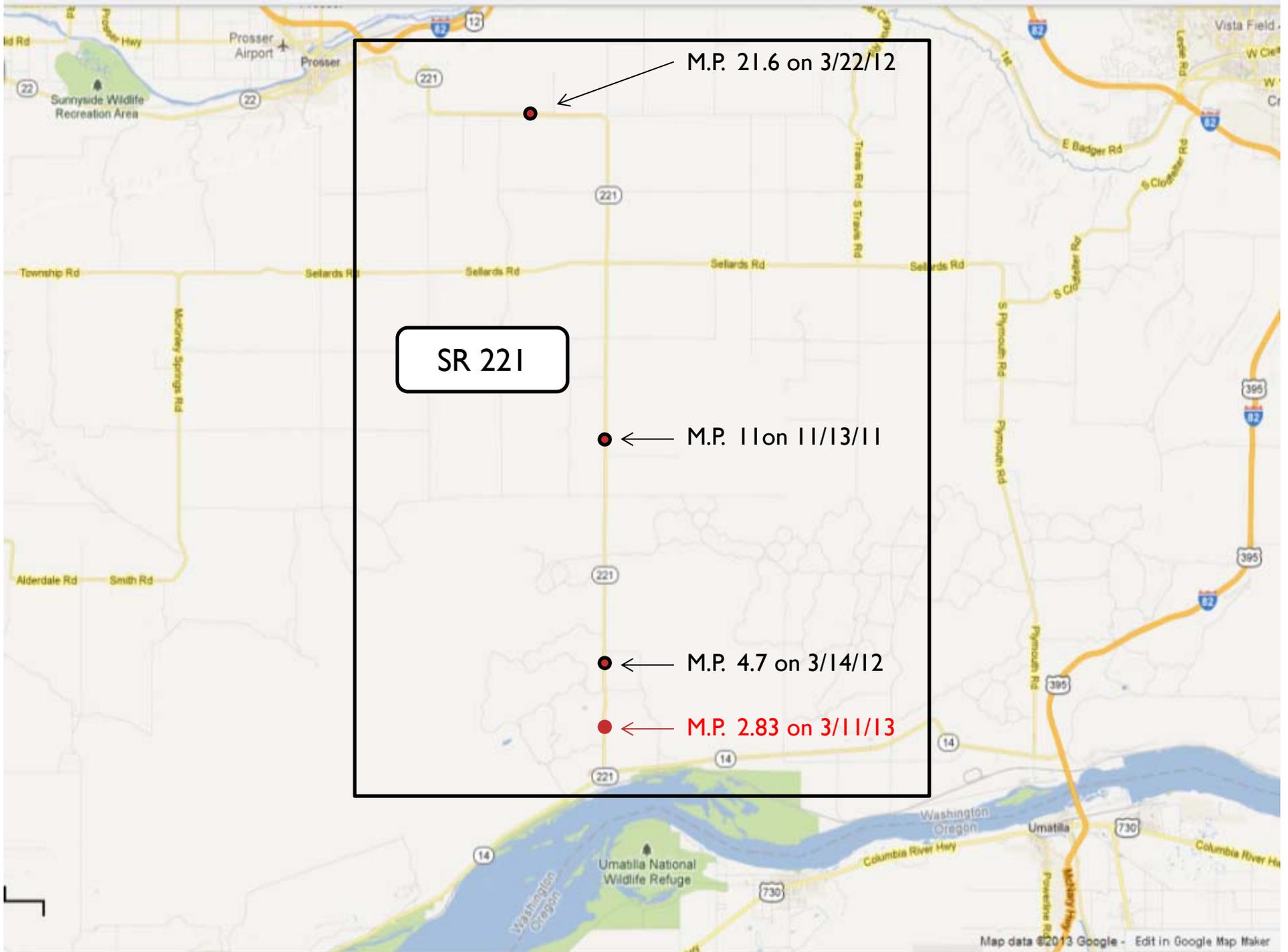
Treatment Level Goals	Washington State Description of Roadway Treatment Actions
Level 1	<ol style="list-style-type: none"> <li>1. Pre-treat as conditions allow with anti-icing chemicals before a forecast snow, black ice, frost or freezing rain / mist event.</li> <li>2. Apply anti / deicing chemicals to roadway if snow is accumulating to try to keep snow from compacting and bonding to pavement.</li> <li>3. If compact snow and ice or heavy black ice forms on the roadway, apply pre-wet solid chemicals to the surface to try to break up the snow/ice for removal.</li> </ol>
Level 2	<ol style="list-style-type: none"> <li>1. Pre-treat as conditions allow with anti-icing chemicals before a forecast snow, black ice, frost or freezing rain / mist event.</li> <li>2. Application of anti / deicing chemicals to roadway if snow is accumulating to try to minimize snow compacting and bonding to pavement.</li> <li>3. If compact snow and ice or heavy black ice forms on the roadway, apply combination of sand and / or deicing chemicals to try to provide traction and assist in the breakup and removal of snow/ice.</li> </ol>
Level 3	<ol style="list-style-type: none"> <li>1. Pre-treat as conditions allow with anti-icing chemicals before a forecast snow, black ice, frost, or freezing rain / mist event.</li> <li>2. If snow accumulates, plow with or without the moderate use of sand and / or solid deicing chemicals.</li> <li>3. Treat existing amounts of compact snow and ice with the moderate use of sand and / or solid deicing chemicals.</li> </ol>
Level 4	<ol style="list-style-type: none"> <li>1. Limited pre treatment of anti-icing chemicals for snow, black ice, frost or freezing rain as conditions allow.</li> <li>2. If snow accumulates, plow with or without the limited use of sand and / or solid deicing chemicals.</li> <li>3. Treat existing amounts of compact snow and ice by plowing with the limited use of sand and / or solid deicing chemicals.</li> </ol>
Level 5	<ol style="list-style-type: none"> <li>1. Treat like Level 4 roads while open.</li> <li>2. Road will remain passable as conditions allow.</li> <li>3. Road closed when conditions dictate.</li> </ol>

1 - Prior to Weather Event    2 - During Weather Event    3 - After Weather Event

# Response - WSP

## Proactive Comparison to Collision





SR 221

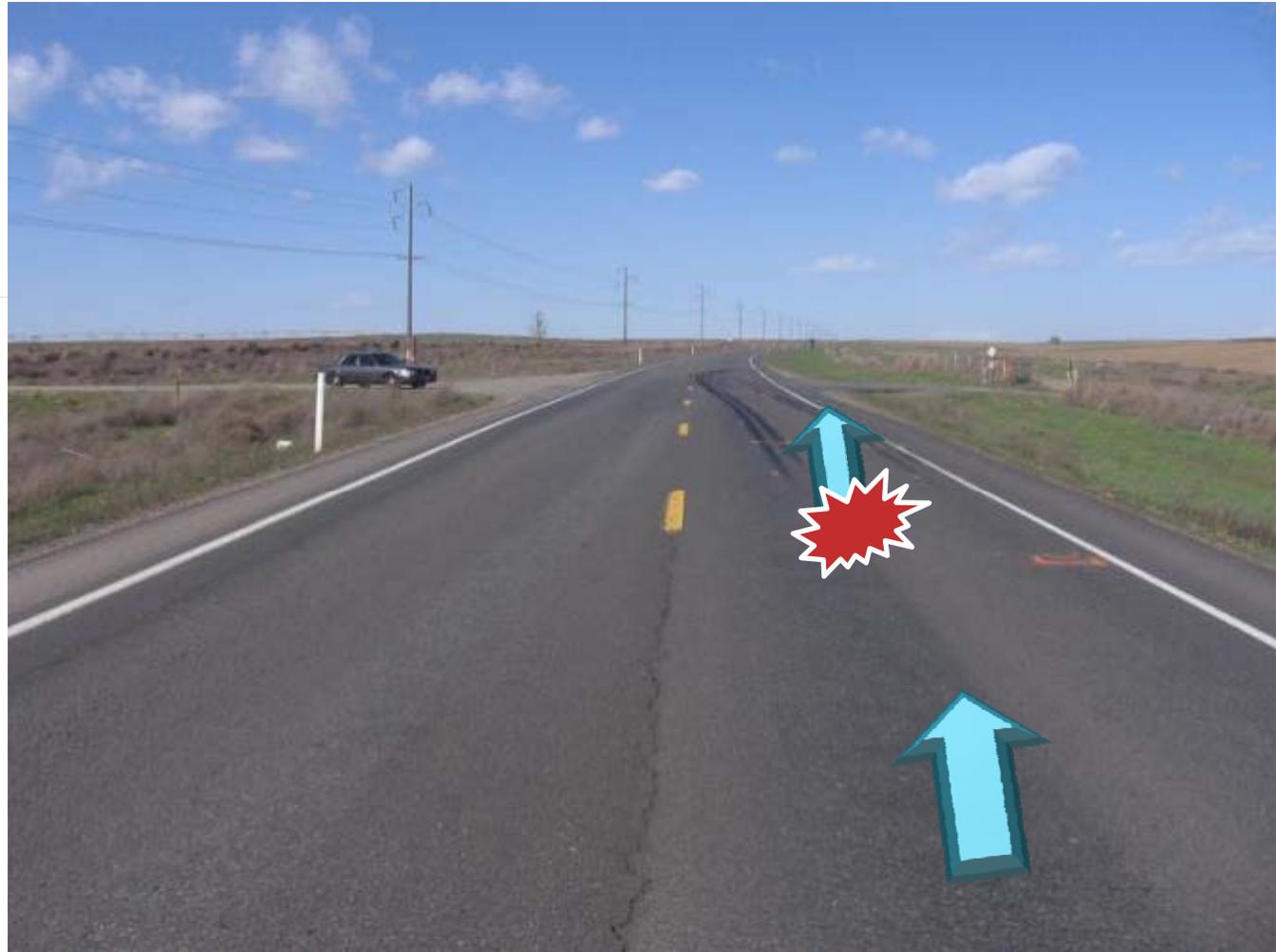
M.P. 21.6 on 3/22/12

M.P. 11 on 11/13/11

M.P. 4.7 on 3/14/12

M.P. 2.83 on 3/11/13

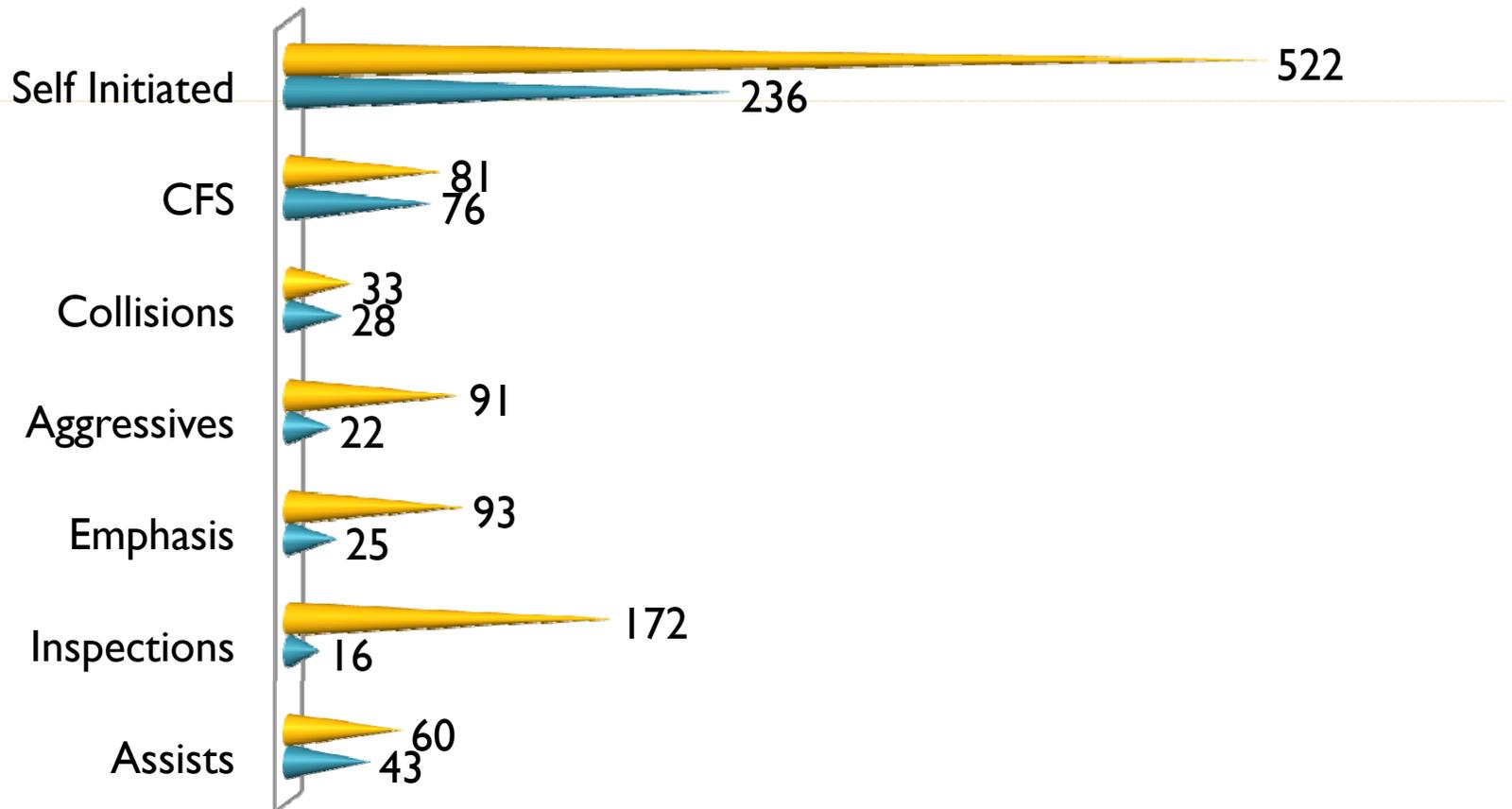
# Mile Post 2



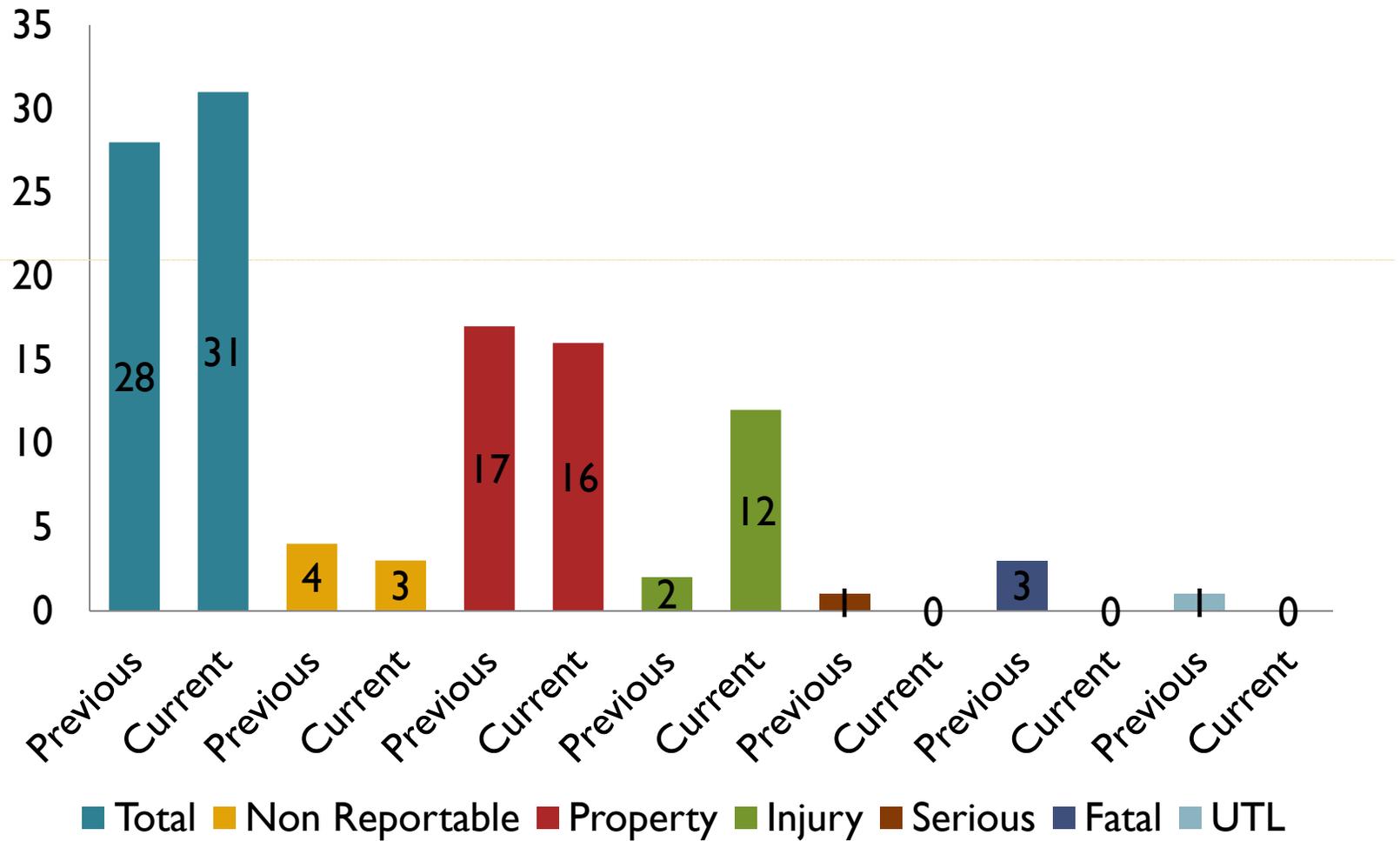
# Assessment

## Contact Comparison

■ 2012-13 Response ■ 2011-12 Prior Year



# Assesment – Collision Data



# Assessment

## Non Reportable

- 2011
  - 4
- 2012
  - 3
- Change
  - -25%

## Property Damage

- 2011
  - 17
- 2012
  - 16
- Change
  - -5.8%

## Injury

- 2011
  - 2
- 2012
  - 12
- Change
  - 500%

## Serious Injury

- 2011
  - 1
- 2012
  - 0
- Change
  - -100%

## Fatal

- 2011
  - 3
- 2012
  - 1
- Change
  - -66%



**Questions?**

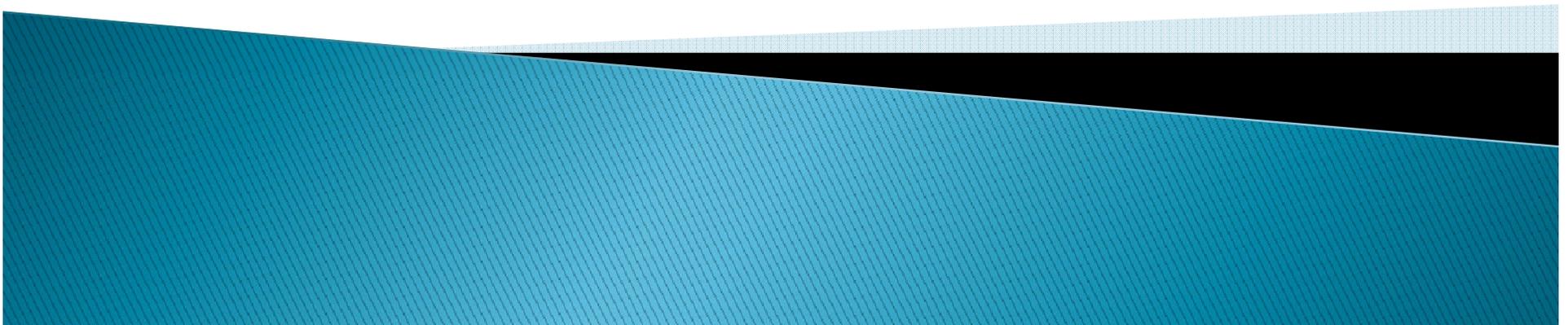
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# POPS PROJECT 10-0019

Department of Transportation Cost Recovery

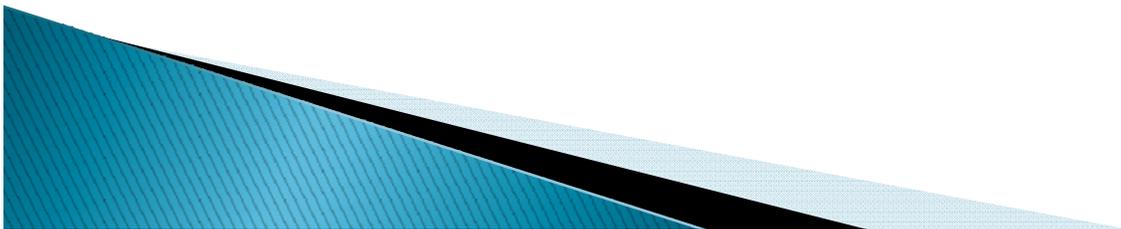
by

Trooper Eugenio Trevino



# Scanning – Problem Definition

- ▶ The slow and incomplete recovery of collision damage costs to WSDOT property due to a lack of specific damage documentation during the collision investigation process



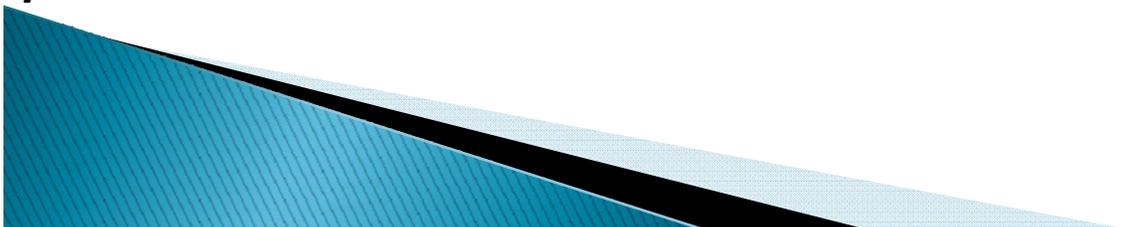
# Project Linked to the Following WSP Goals and Priorities

**Goal #1 – Make Washington roadways and ferries safe for the efficient transit of people and goods.**

*1.2 – Enhance safety and services to the citizens by motorist assistance and quality collision investigations.*

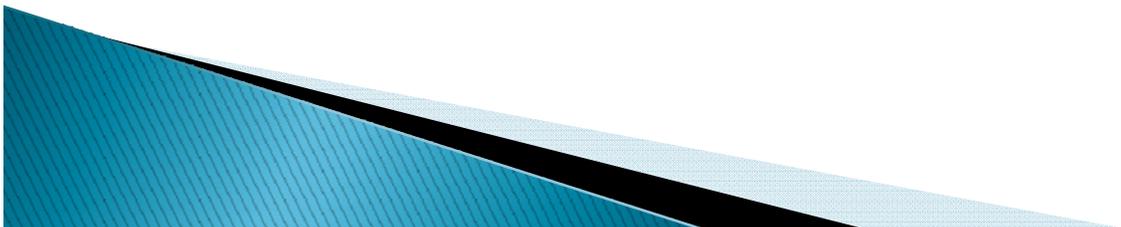
**Goal #5 – Provide strong leadership and resources to foster a safe, ethical, innovative, knowledgeable, and diverse workforce.**

*5.5 – Promote and facilitate continuous process improvement using the proven methods of Lean.*



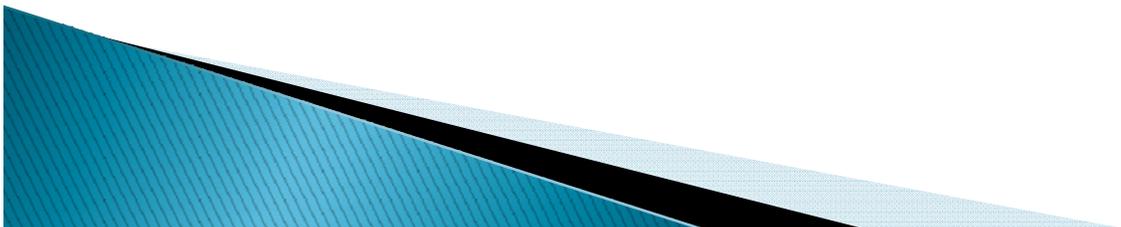
# Establish a Baseline

- ▶ Number of specifically identified responsible parties noted on the Police Traffic Collision Report (PTCR) for recoverable WSDOT damage?
- ▶ WSDOT cost recovery cycle time for claims?
- ▶ Outstanding balance for claims?
- ▶ Costs to the state?



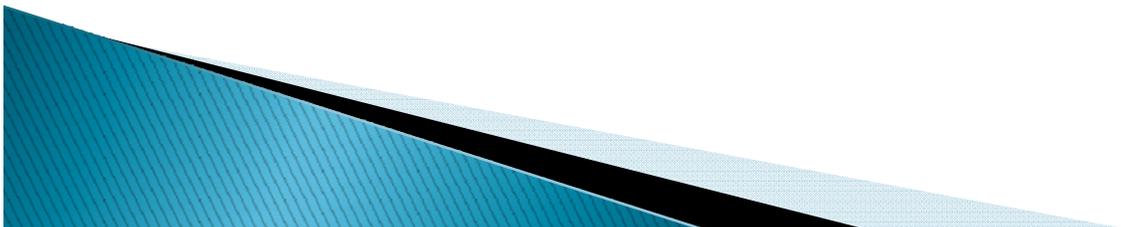
# Establish a Baseline

- ▶ From January 1, 2011 through June 30, 2011
  - 28 PTCRs recorded recoverable damage to WSDOT property
  - Average WSDOT claim recovery cycle time = 60.4 days
  - Eight (8) claims remain open in dispute with the causing driver and/or insurance company resulting in an outstanding balance of \$11,541
  - Recovered damages = \$23,165



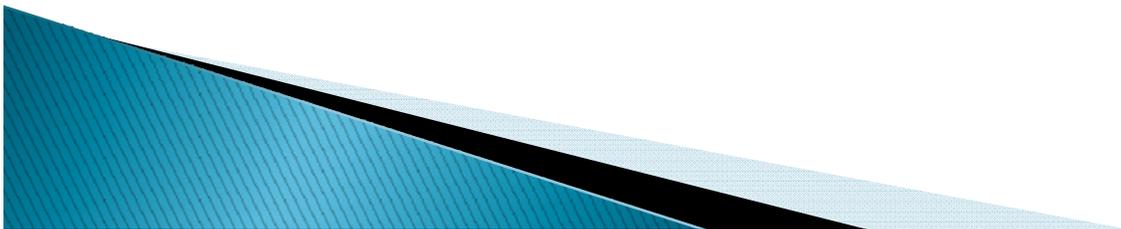
# Contributing Factors to the Problem (Analysis)

- ▶ Identifying responsible parties for specific roadway damage
- ▶ WSDOT staffing resources and time spent attempting to recover damages to state property
- ▶ High cost to the state when damages can't be recovered



# Identifying Responsible Parties (Analysis)

- ▶ Collision reports are not specific enough in identifying locations of damage to WSDOT property
- ▶ Incidents of multiple damage within the same area



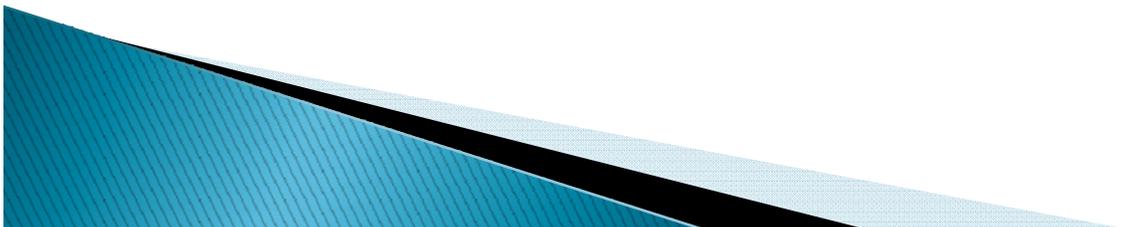
# WSDOT Damage Recovery Challenges (Analysis)

- ▶ Insurance companies frequently disputed the causing driver's responsibility where multiple collisions occurred in a specific area
- ▶ Increasing cycle times that were sometimes over a year caused a reduction in claims being settled
- ▶ Lengthy litigation increases costs and claims continue unsettled for years



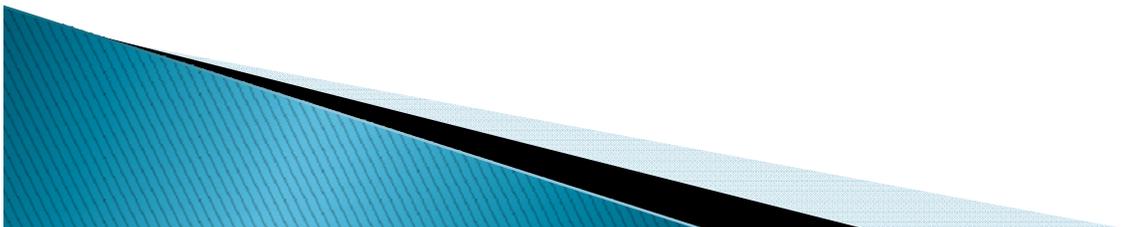
# Property Damage Expenditures (Analysis)

- ▶ **District Four (2010–2012)**
  - \$1,296,706 Damages
  - \$992,421 Recovered
- ▶ **Statewide (2010–2012)**
  - \$18,796,712 Damages
  - \$14,726,626 Recovered



# Desired Outcomes (Response)

- ▶ Improve identification of responsible parties for WSDOT damage
- ▶ Reduce cycle time for claims
- ▶ Reduce outstanding balance for claims
- ▶ Reduce costs to the state



**Each trooper who investigates a collision will identify the damage to WSDOT property and the causing driver on the PTCR**



**The trooper attaches a WSDOT barcode label to the damaged WSDOT property**

# The WSDOT barcode number is noted under “Local Agency Coding” on the PTCR

**Collision Interview - Collision Information**

Please enter the following collision information:

Case No.:

Local Agency Coding:

Agency: WA St Patrol - Olympia

Date & Time of Collision: 09/10/2008 at 08:51

Date & Time of Dispatch: 09/10/2008 at 00:00

Date & Time of Arrival: 09/10/2008 at 00:00

Priority: Normal

Investigating Officer  
Name: MARCOTT (Last Name) MKE (First Name)  
Badge No.: MARC

Approving Authority  
Name:  (Last Name)  (First Name)  
Badge No.:

**STATE OF WASHINGTON  
POLICE TRAFFIC  
COLLISION REPORT**

1591971

REPORT NO. 3459895

CASE #

LOCAL AGENCY CODING:

TOTAL # OF UNITS  OBJECT STRUCK

DATE OF COLLISION: M M D D Y Y Y Y TIME (2400) COUNTY # MILES N E IN S W OF CITY #

ON (PRIMARY TRAFFIC WAY) INTERSECTION  NON-INTERSECTION

DISTANCE  MILES  FEET  OF (REFERENCE OR CROSS STREET) N E S W

UNIT 01 MOTOR VEHICLE  PEDAL-CYCLE  DAMAGE THRESHOLD MET YES  NO  PHONE

LAST NAME FIRST NAME MIDDLE INITIAL

STREET NEW ADDRESS

# The trooper provides WSP Communications with the WSDOT barcode number for the CAD log

Washington State Patrol  
~~Highway Damage Report - ER2~~  
2SEC 5POST STICKER #000251  
Report Created: 03/22/2013 Page 1 of 1  
End Report  
LSP130321003074 03/21/2013 20:40  
Location / Additional Info:  
Incident Type:  
Primary Unit:  
Vehicle License:  
Driver Name/DOB:  
406  
03/21/2013 00:00 to 03/22/2013 00:47  
Damage:  
CAD Incident Number: Date/Time of Occurrence:  
N195 MP16 N195 MP16  
COLPD - NON INJURY COLLISION  
816 - POWER, DOUGLAS W  
B42817X / WA RED 2004 CHEV COLPU unk  
YEAMANS, DAVID GLEN - 05261956  
Area:

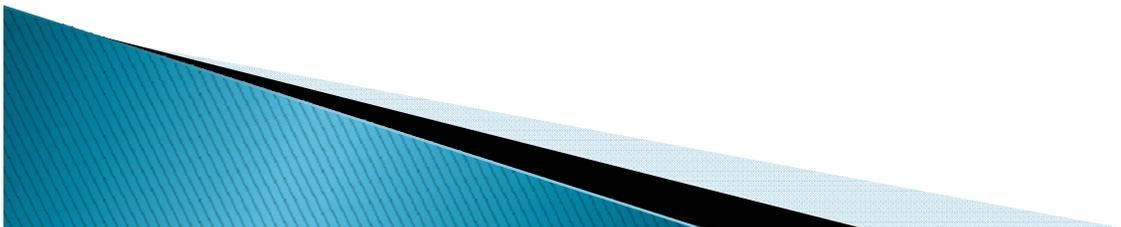
# Strategy – WSDOT Response

- ▶ WSDOT receives a Highway Damage Memo with the location of the damage and the WSDOT barcode number
- ▶ WSDOT personnel respond to the area of the damage and photograph/match the damage to the causing driver
- ▶ WSDOT personnel then send a damage estimate to WSDOT Risk Management
- ▶ WSDOT Risk Management seeks reimbursement from the causing driver and/or insurance company

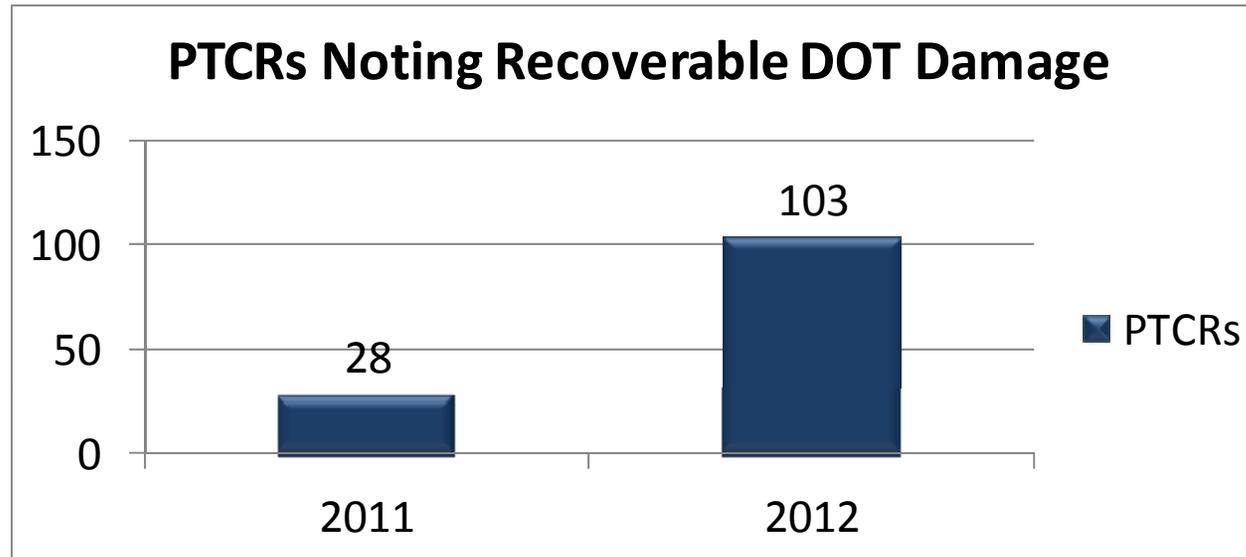


# Assessment

- ▶ A six-month trial period from January 2012 through June 2012 was conducted throughout District 4 and compared against the same baseline period in 2011

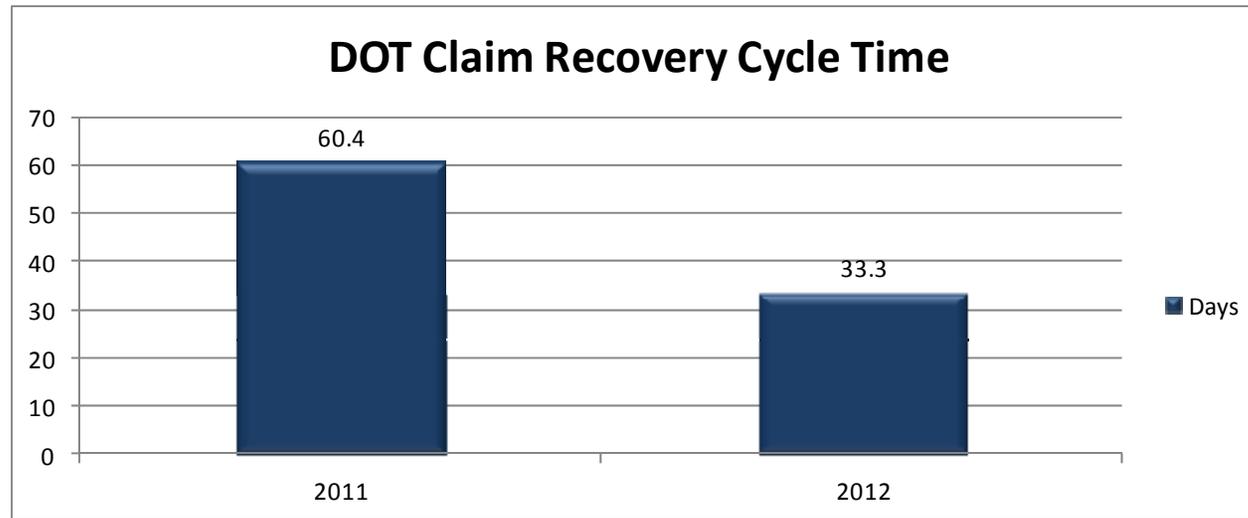


# Assessment

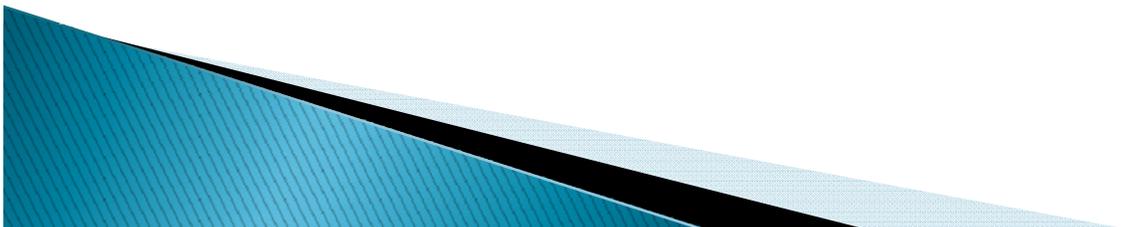


- ▶ In 2011 baseline period, 28 PTCRs recorded recoverable WSDOT damage
- ▶ In 2012 test period, 103 PTCRs recorded recoverable WSDOT damage
- ▶ 268% increase in recoverable damage reporting

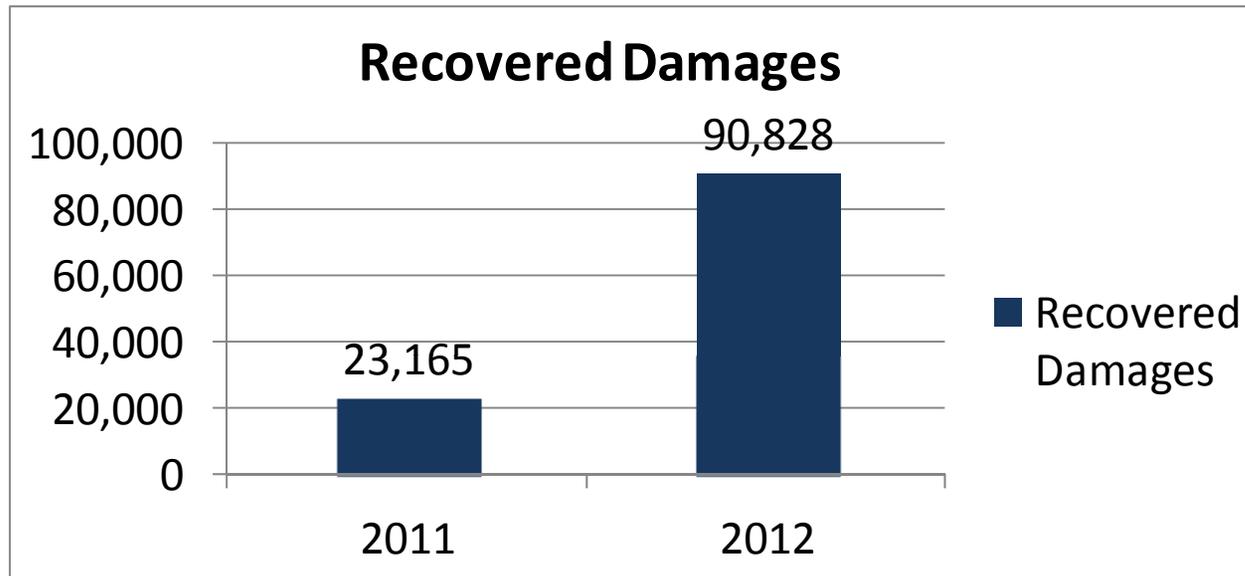
# Assessment



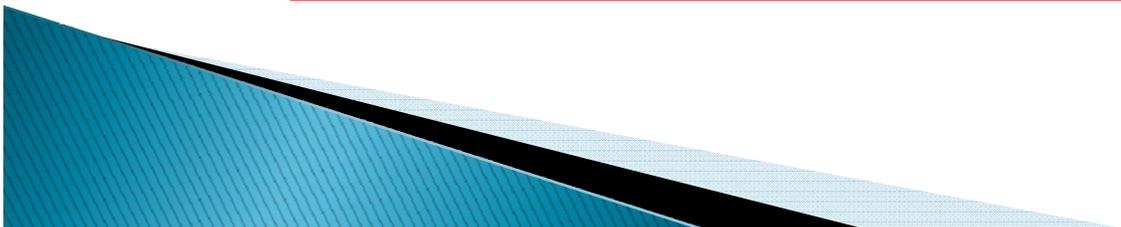
- ▶ In 2011 baseline period, cost recovery cycle time = 60.4 days
- ▶ In 2012 test period, cost recovery cycle time = 33.3 days
- ▶ 45% reduction in cost recovery cycle time



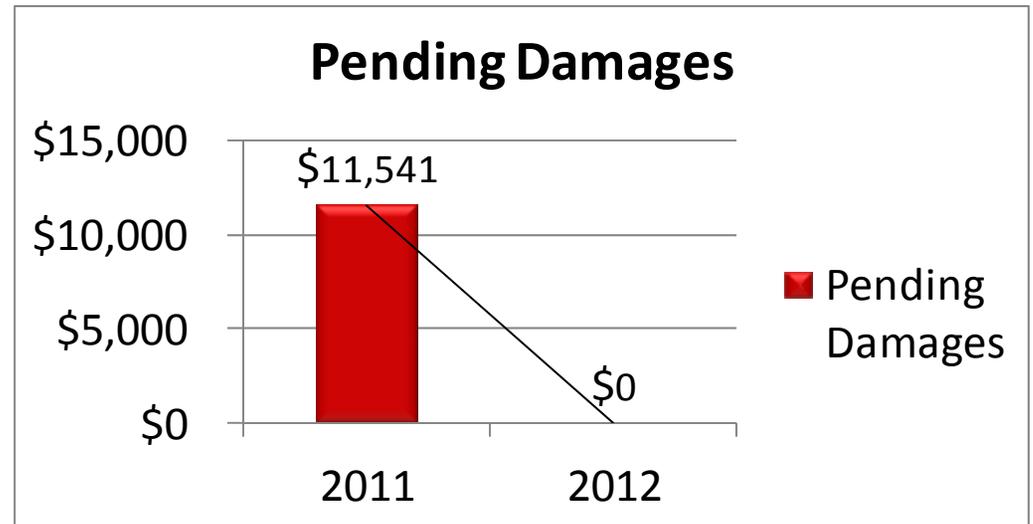
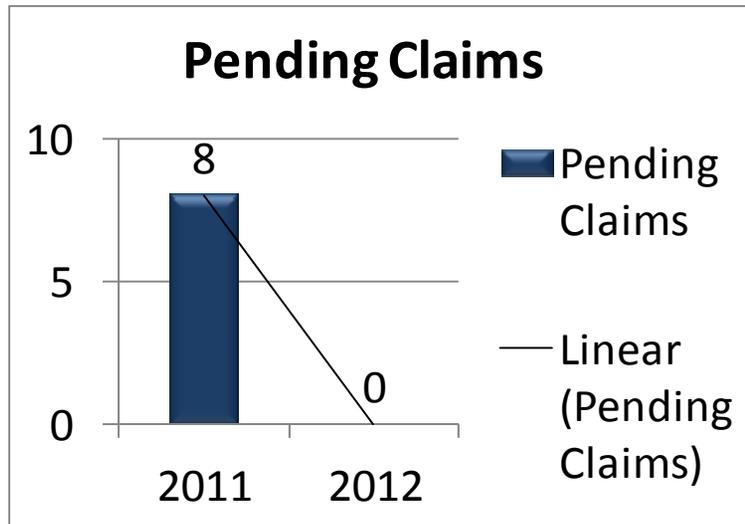
# Assessment



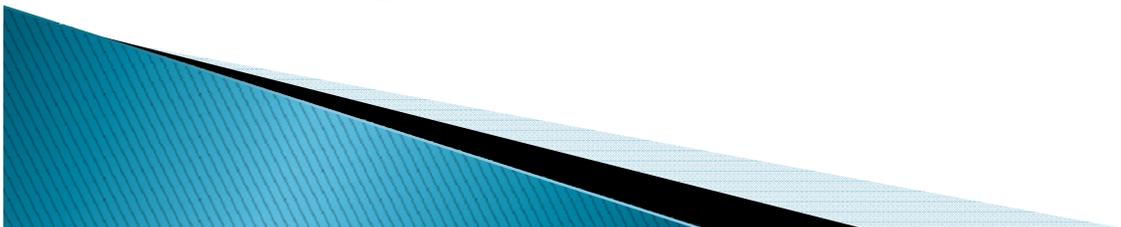
- ▶ In 2011 baseline period, recovered damages = \$23,165
- ▶ In 2012 test period, recovered damages = \$90,828
- ▶ 292% increase in recovered damages



# Assessment



- ▶ In 2011 baseline period, pending claims = 8 with \$11,541 in uncollected damages
- ▶ In 2012 test period, pending claims = 0 with all damages being collected



# Summary

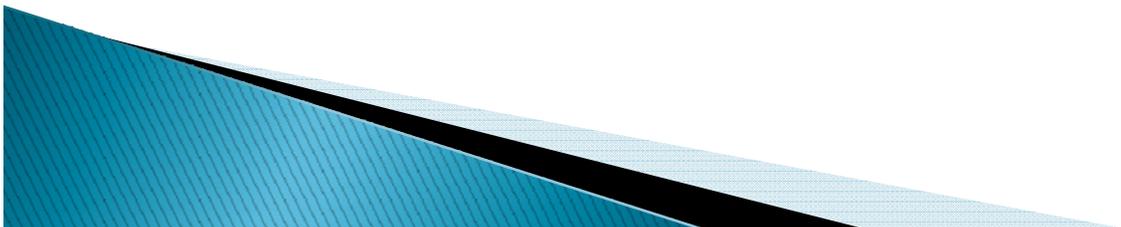
- ▶ Barcode labels were provided at no cost to the WSP
- ▶ Process required minimal initial training
- ▶ Minimal impact to WSP troopers and WSP Communications to properly document damage to WSDOT property
- ▶ All cost recovery work is performed by WSDOT
- ▶ 268% increase in recoverable damage reporting
- ▶ 45% reduction claim recovery cycle time
- ▶ 292% increase in recovered damages

# Questions?

**Trooper Eugenio Trevino**

**Eugenio.Trevino@wsp.wa.gov**

**509-227-6560**



# SNOHOMISH COUNTY SPEED PROJECT

PRESENTED BY:  
SERGEANT KIRK RUDEEN  
SERGEANT GRAEME KENNEDY

Speed related collisions (POPS #12-001)



WSP

Everett PD

Snohomish County Sheriff's

**KOMO 4 TV Coverage**  
**Trooper Tim Crane #684**  
**working LIDAR on**  
**Interstate 5**

April 2, 2012





# SCANNING



# What prompted this project?

- ◆ The significant increase in speed related injury and fatal collisions in Snohomish County for 2011 compared with 2010
  - ◆ Fatal collisions on the interstate(s) were up 67%
  - ◆ Injury collision on the interstate(s) were up 4%
  - ◆ Fatal collisions were up 200% on state route(s)
  - ◆ Injury collisions were up 6% on state route(s)

“How do we most efficiently and effectively use stakeholder resources to reduce speed related injury and fatal collisions in the county?”



# ANALYSIS



# The Problem

- ◆ Speed related collisions were up across Snohomish County.
- ◆ How do we identify areas where the greatest number of speed related injury and fatal collision increases were occurring?
- ◆ Including city and county roads in the areas. That information was needed to partner with outside law enforcement agencies.
- ◆ Getting accurate real time data that would allow emphasis patrols to be planned and coordinated to have the greatest impact.

# Methods and Stakeholders

- ◆ “Hot Zones” would be located using the format designed for the DUI Target Zero Teams (TZT)
- ◆ Data would be provided every 42 days by WSP Analysis
- ◆ Snohomish County Sheriff’s Department and Everett Police Department were brought into the project as partners
- ◆ Their motorcycle officers would work with WSP motors and special emphasis troopers in the “*hot zones.*”



# RESPONSE



# Strategy

- ◆ Motorcycle troopers would work closely with Snohomish County and Everett P.D. motor officers
- ◆ Data from the 42 day rollups would be used to determine optimal enforcement days and times
- ◆ Supervisor would ensure adequate staffing for patrols
- ◆ Public Information Officer would work with media to highlight enforcement effort and goals

## Aggressive Driving Apprehension Team (ADAT)



ADAT Troopers worked in conjunction with motor emphasizes patrols in the "Hot Zones."

# Assigned Areas

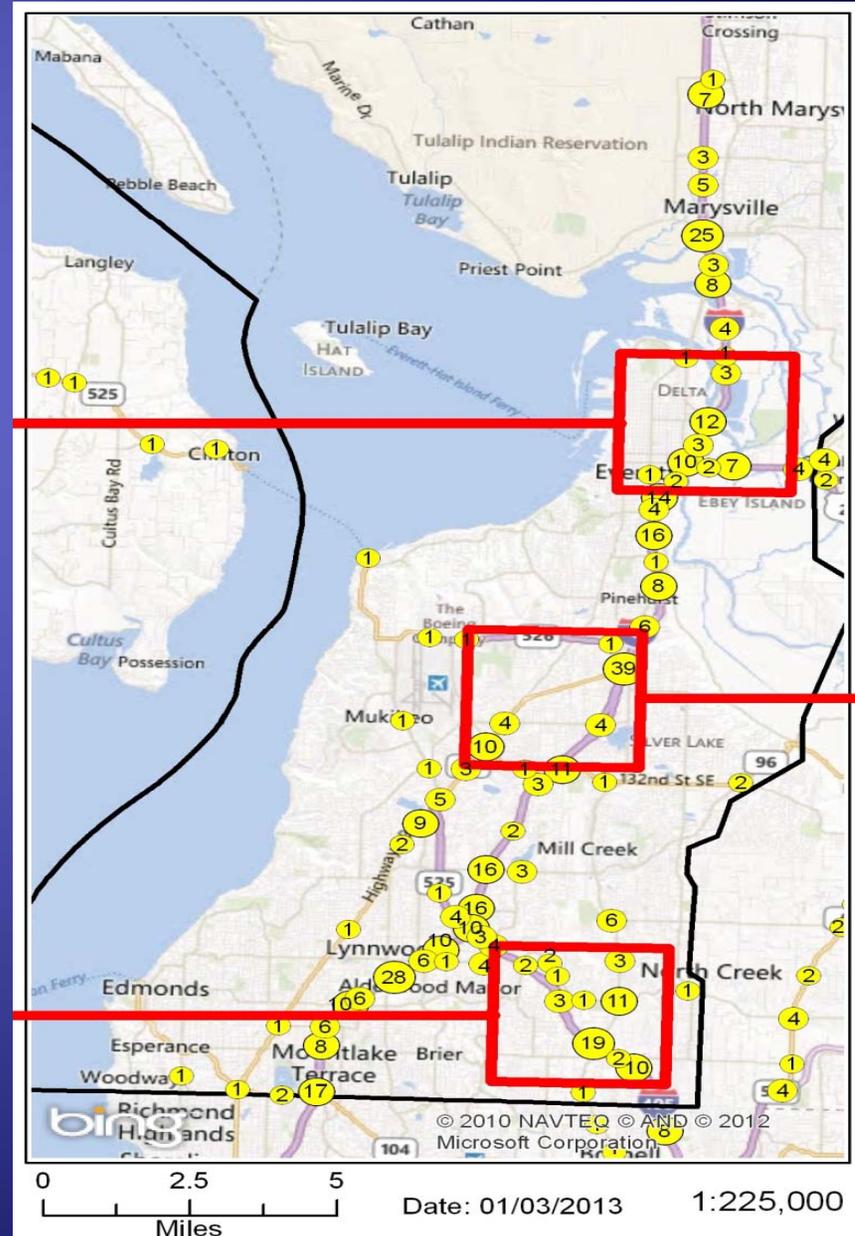
Six identified "Hot Zones" for target enforcement:

Snohomish County Freeway -

Everett (I-5 MP 193-196, SR2 MP 1-2)

Mukilteo (I-5 MP 187-190, SR 526 MP 2-4, SR 527 MP 9-11, SR 99 MP 52-55)

Lynnwood (I-405 MP 26-29, SR 524 MP 7-10, SR 527 MP 2-5)

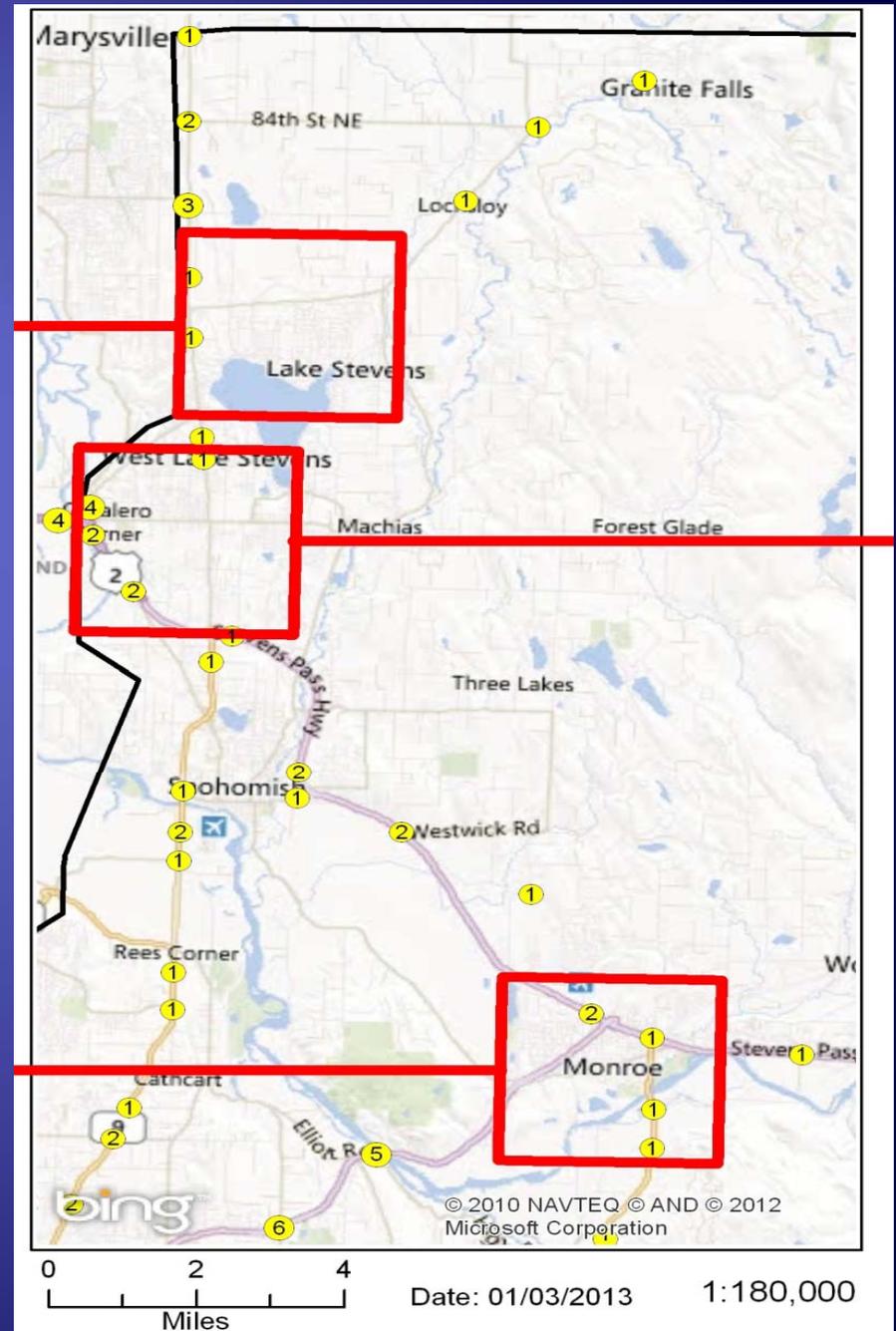


# Snohomish County East -

Lake Stevens (SR 9 MP 16-19,  
SR 92 MP 1-3)

US 2 (US 2 MP 3-6, SR 9 MP  
12-15)

Monroe (US 2 MP 13-16, SR 203  
MP 22-25, SR 522 MP 22-24)



# Mission

Snohomish County speed project is designed to reduce speed related injury and fatal collision in Snohomish County through targeted speed enforcement in designated “Hot Zones”.

# Goal

- ◆ Reduce fatal and serious injury collisions in Snohomish County
- ◆ Data driven analysis
- ◆ High visibility
- ◆ Increased cooperation with allied agencies

# Action Plan

- 1) Set up daily emphasis patrols throughout the different hot zones.
- 2) Have at least two troopers/deputies/officers working a speed emphasis in a zone for at least two consecutive hours.
- 3) Work closely with the data analyst and review the 42 day rollups.
- 4) Have the WSP District 7's Public Information Officer work closely with all media outlets to cover the project and its ongoing effectiveness.
- 5) Work with local detachments on emphasis patrols.

# Media Coverage

WSP District 7 PIO worked with numerous media outlets to cover beginning of the project.

KOMO 4, KING 5, KIRO 7 and Q-13 Television stations rode with the PIO and covered the opening days of the project. The project was well received by the media and aired during their prime time news broadcasts.

The Everett Herald newspaper rode with the PIO and ran a story on the front page of the local section highlighting the new speed project.

# King 5 TV Coverage

## King 5

WSP gets clever to nab speeders, aggressive drivers

by JAKE WHITTENBERG / KING 5 News

KING5.com

Posted on March 30, 2012 at 8:13 AM

Updated today at 8:28 AM



Highway speeders take note: The Washington State Patrol launched a pilot program Friday to crack down on speeders and aggressive drivers using a new and improved strategy. "We're getting smarter in the way we catch speeders," said Trooper Keith Leary.

Starting Friday, WSP is zeroing in on areas that have a history of aggressive and erratic driving. Troopers are basing the strategy on raw data that shows precise locations known for problems. "Once we identify those areas, we saturate the roads utilizing resources we have more efficiently," said Leary. "The whole idea is to cut down on serious injury and fatal collisions."

The strategy will be in place for the remainder of the year. Motorcycle units with the Snohomish County Sheriff's office and Everett Police will also be involved.

The new project, which is modeled off the Target Zero DUI program, will be limited to Snohomish County at first, but Leary said he expects the project to go statewide.

# Everett Herald Article

- ◆ EVERETT -- The troopers want you to see them. In fact, that's kind of the point. The Washington State Patrol is partnering with local police agencies to launch a new initiative to crack down on speeding in Snohomish County. If it's successful, they hope to take the program statewide.

The new targeted-patrols program officially kicks off Monday, but police started test runs this past week. The program doesn't have an official name yet. The State Patrol analyzed data to find where and when the most speed-related wrecks occurred, especially those that ended in deaths or serious injuries. The data highlighted three hot spots along the I-5 corridor and three in east county. Most of the serious wrecks happened in those areas between 1 p.m. and 6 p.m., State Patrol Sgt. Kirk Rudeen said. That's the afternoon commute. The same pattern exists on state highways, county roads and city streets, he said.

That's why traffic enforcement crews from the Snohomish County Sheriff's Office and Everett Police Department are joining in. Drivers may see police cars and motorcycles in the targeted areas from agencies that don't normally patrol there. Heavier traffic enforcement is planned in the afternoons in the general areas of north Everett, the intersection of I-5 and Highway 526 near Silver Lake, and I-405 between Lynnwood and Bothell. In east county, the patrols will be east of Highway 9 in the north Lake Stevens area, the stretch of Highway 9 between Lake Stevens and Snohomish, and U.S. 2 in Monroe.

It's not about tickets, Trooper Keith Leary said.

The troopers want people to see trouble spots saturated with enforcement and people getting the message: "You know, I better slow down," Leary said. Sometimes, drivers get used to taking the same routes and get complacent about speed, Leary said. The new patrols are meant to be a serious wake-up call. Lower speeds would mean fewer wrecks, and fewer deaths, Rudeen said. That also translates to smoother commutes and fewer backups. Speeding is one of the top factors in traffic deaths in the state, according to [Washington Traffic Safety Commission](#) data. Impaired driving is [the leading cause](#).

Everett police are excited to work with neighboring agencies to address speed problems in the city, Sgt. Ryan Dalberg said. "We have a lot of concerns just because of the amount of traffic, the amount of pedestrian traffic and the sheer congestion of traffic that we're seeing," he said. The anti-speeding program is modeled on [Target Zero](#), a statewide effort to reduce traffic fatalities. It largely is focused on reducing [impaired driving](#). The new program is designed to track data over time, Leary said. Traffic patterns and driver habits change, so police need to do their homework and adjust to be effective. Every time there's a fatal wreck, they have to ask themselves how it could have been prevented, Leary said. Speeders are considered "at-risk" drivers for serious crashes.

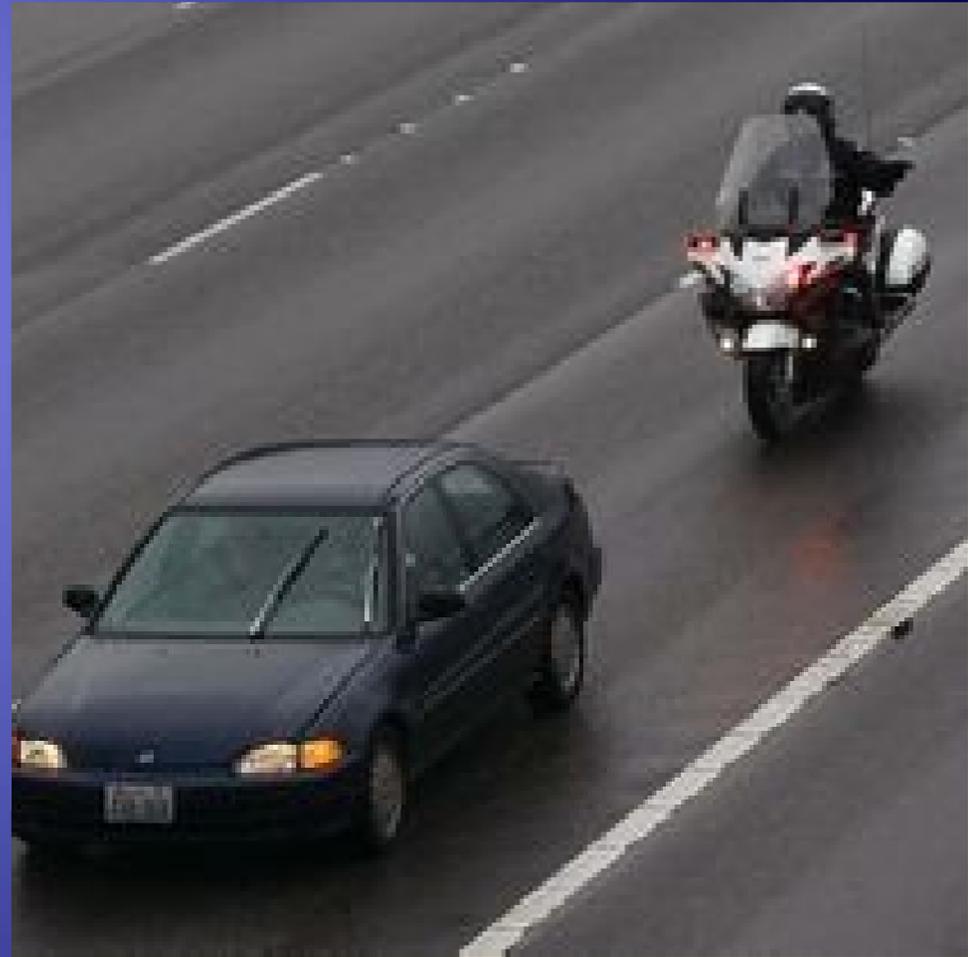
"We don't just come out here and treat it like a fishing pond and fill our bucket and go home every day," he said.

Rikki King: 425-339-3449; [rking@heraldnet.com](mailto:rking@heraldnet.com)

Washington State Patrol Trooper Tim Crane processes an electronic ticket for a speeding car along I-5 in Everett on Friday morning.



A Washington State Patrol Trooper motions for a speeding car to pull over on I-5 in south Everett on Friday morning. This area is a target area for a new project launched by the Washington State Patrol that aims to cut down on speeding in certain areas to decrease car crashes.



Washington State Patrol Trooper Chris Houser, left, and Everett Police Officer Jeff Hendrickson, right, measure the speed of drivers on I-5 in south Everett looking for speeders Friday morning. This area is a target area for a new project launched by the Washington State Patrol that aims to cut down on speeding in certain areas to reduce the number of car crashes.



# Stakeholders

Washington State Patrol  
Snohomish County Sheriff's Department  
Everett Police Department  
Everett Herald Newspaper  
KOMO 4 News  
KING 5 News  
KIRO 7 News  
Q13 News



# ASSESSMENT

# Outcomes

- ◆ 84,647 violator contacts in Snohomish County
- ◆ 23,457 violator contacts in the "Hot Zones" (27% of all contacts)
- ◆ 45,611 speed violator contacts in Snohomish County
- ◆ 11,146 speed violator contacts in the "hot zones" (24% of all speed contacts)

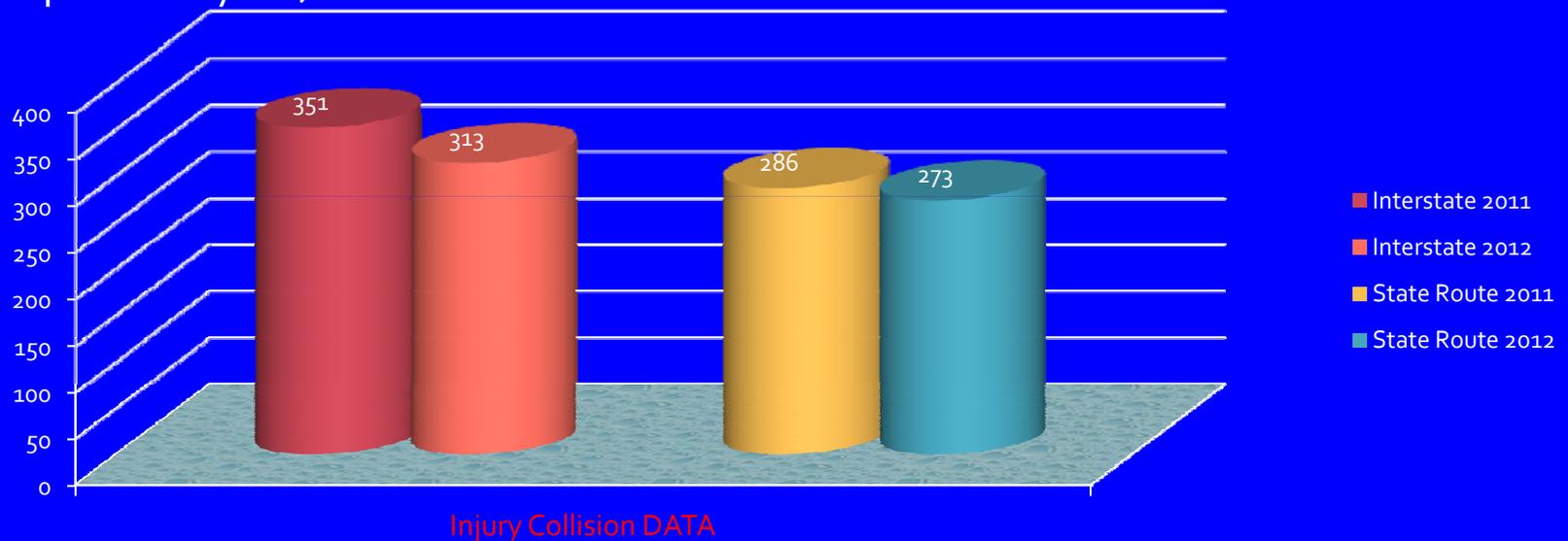
# Snohomish County Injury Collision Outcome

2011

- ♦ WSP investigated 351 injury collisions on the interstate(s)
- ♦ WSP investigated 286 injury collisions on state routes

2012

- ♦ WSP investigated 313 injury collision on interstate(s) (11% reduction from previous year)
- ♦ WSP investigated 273 injury collisions on state routes. (5% reduction from previous year)



# Fatality Collision Outcomes

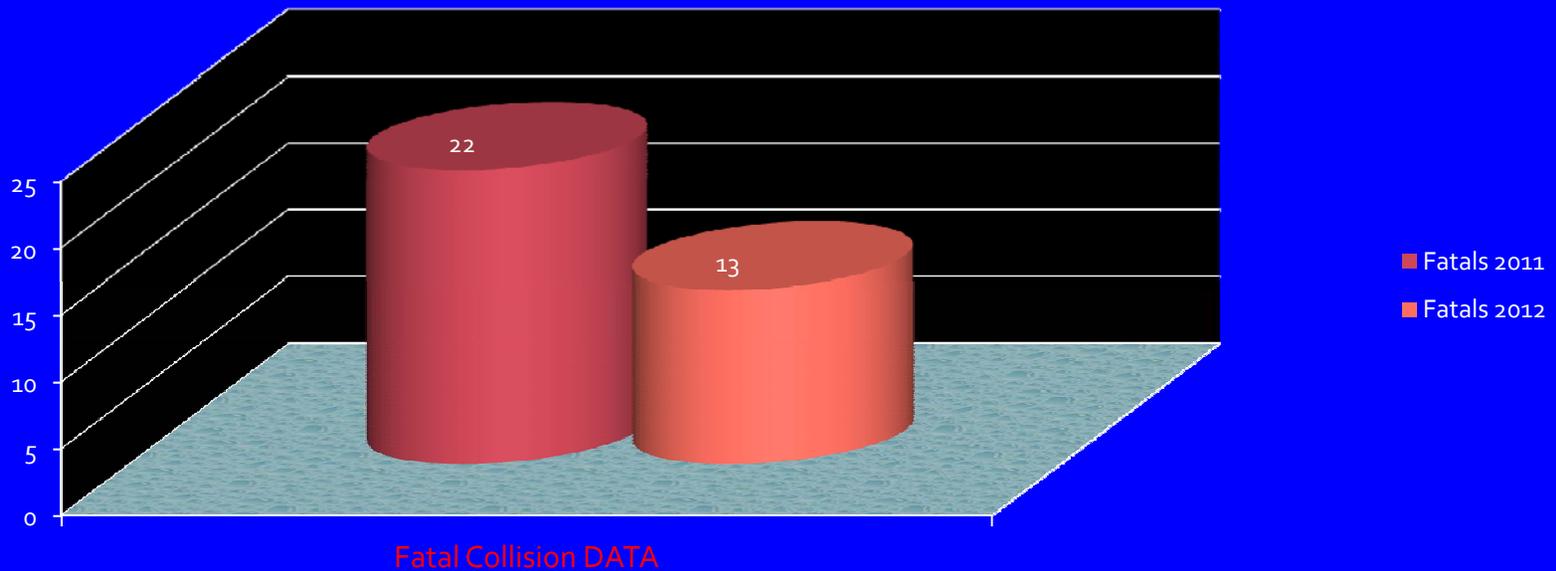
2011

- WSP covered 22 fatal collisions on interstate and state routes in Snohomish County.

2012

- WSP covered 13 fatal collisions on interstate and state routes in Snohomish County.

**41% reduction** in fatal collisions from the previous year.



# Challenges to the project

- ◆ Coordination with Snohomish County and the Everett Police Department.
- ◆ Emphases patrols.
- ◆ Accurate data on county and city road collisions.
- ◆ Everett Police Departments limited involvement.
- ◆ Grant Funding.

# Is the project done?

Troopers, deputies and officers are still working the identified hot zones.

Project was completed on April 1, 2013.



Questions?



# COMMERCIAL VEHICLE DIVISION EXEMPLARY POPS PROJECT



TROOPER CHRISTOPHER HOOPER  
APRIL 2013

# Reason for Roads and Rails (Scanning)

- ▣ In 2011, Trooper Christopher Hooper saw the need to increase commercial motor vehicle (CMV) enforcement in the Port of Seattle due to a large number of inspected CMVs in the area being placed out of service for equipment and licensing violations. In an effort to address the violations in the Port of Seattle, Trooper Hooper began gathering data for a WSP Problem Oriented Public Safety (POPS) project.

# Reason for Roads and Rails

- ▣ As Trooper Hooper was initiating the POPS project to address the CMV problems at the Port of Seattle, the railroad companies expressed additional concerns in the same area. They were observing numerous safety violations involving vehicular traffic and pedestrians at the railroad grade crossings.

# Reason for Roads and Rails

- ▣ In order to address the CMV and railroad crossing issues in the area, Trooper Hooper began the Roads and Rails POPS project. The Roads and Rails POPS project began as a partnership between two major railroad companies, Burlington Northern Santa Fe Railway and Union Pacific Railroad and the WSP.



# Baseline (Analysis)

- ▣ To address the two areas of concern, multiple emphasis patrols were held in the Port of Seattle. From these emphasis patrols, the baseline out of service rate was established at 97%. This rate was determined by data collected from level 1 inspections conducted on CMVs.



# CMV Violations

- ▣ Over weight
- ▣ Brakes out of adjustment/linings & equipment
- ▣ Lighting
- ▣ Expired/no tonnage
- ▣ Failure to wear seatbelt
- ▣ Failure to stop at railroad crossing
- ▣ Stopping on railroad tracks
- ▣ Fail to stop at intersection
- ▣ Speeding

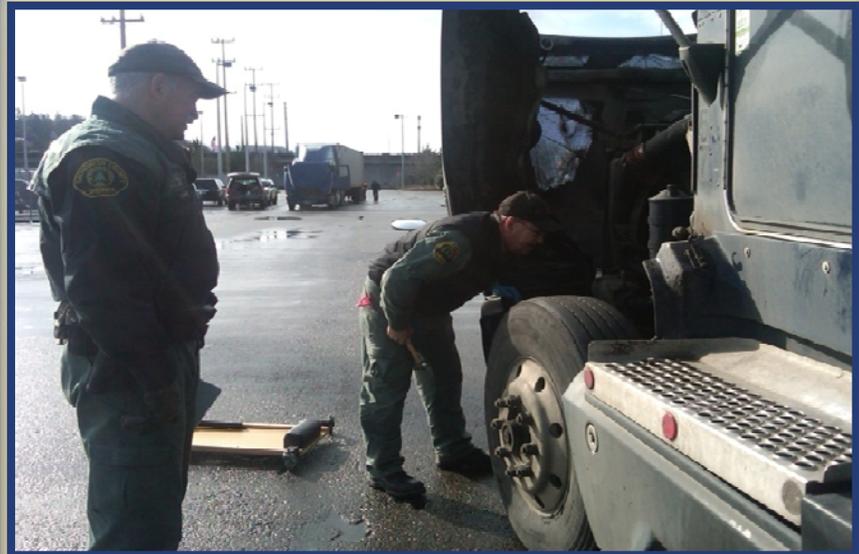
# CMV Violations

- ▣ Tires
- ▣ Steering
- ▣ Frames/chassis
- ▣ DUI
- ▣ Hazmat loads failing to stop at railroad crossing
- ▣ Transit/school buses failing to stop at railroad crossing



# Partnerships

- ▣ Due to the magnitude of the problem, additional partnerships were formed with other agencies from numerous jurisdictions to address the issue.
- ▣ Listed on the following slide are the agencies, businesses, and unions that partnered to address the issue.



# Partnerships

- ❑ Snohomish County Sheriff's Office
- ❑ Port of Seattle Police Department
- ❑ Port of Seattle
- ❑ United States Coast Guard
- ❑ Seattle Police Department
- ❑ Union Pacific Railroad
- ❑ Burlington Northern Santa Fe Railway (BSNF)
- ❑ Utilities and Transportation Commission
- ❑ Federal Motor Carrier Safety Administration (FMCSA)
- ❑ Operation Lifesaver
- ❑ Seattle Department of Transportation
- ❑ Everett Police Department
- ❑ Marysville Police Department
- ❑ Tacoma Police Department
- ❑ US Marshal's Visible Intermodal Prevention and Response Team (VIPR)
- ❑ Amtrak
- ❑ Sound Transit
- ❑ King County Sheriff's Office
- ❑ Teamsters Union
- ❑ Community Transit
- ❑ Longshore and Warehouse Union
- ❑ Washington State Trucking Associations
- ❑ Pacific Merchant Shipping Association
- ❑ King County Metro
- ❑ WSDOT



**F M C S A**  
*Federal Motor Carrier Safety Administration*



# Action Plan

## (Response)

- ▣ In an effort to resolve the issues, three emphasis patrols a month were scheduled in the Port of Seattle and other emphasis patrols were set up at the Port of Tacoma and in Snohomish County. Along with doing emphasis patrols, educational outreach was set up through the Port of Seattle, Teamster Union, Washington Trucking Association, Operation Life Saver and BNSF Railway.

# Outreach

- ▣ The education piece included the following:
  - What to expect when stopped for a Commercial Vehicle Safety Alliance (CVSA) Level 1 inspection
  - Safety presentations on railroad crossings, importance of maintaining equipment, licensing, seatbelts, overweight CMVs and the importance of maintaining a safe speed
  - FMCSA Compliance Safety Accountability (CSA) Safety Measurement System
  - Demonstrations on how CVSA inspections are done
  - Media outreach
  - Hazmat crossing presentations

# Training Provided to LEOs

- ▣ CMV orientation classes to outside agencies
- ▣ CMV classes given to Prosecutors offices
- ▣ Roads and Rails presentations given to law enforcement agencies on Union Pacific Ceremonial Train
- ▣ Washington State Traffic Safety Commission Presentation and video
- ▣ Seattle Police and Port of Seattle Police cross train with WSP CVD personnel
- ▣ HISN training

# Training Provided to LEOs

- ▣ Officer Safety Around CMVs
- ▣ Close Quarters Combat (CQC)
- ▣ US Air Marshalls CQC
- ▣ Grade Crossing Collision Investigation (GCCCI) Instructor Course
- ▣ GCCCI Instructor
- ▣ Provided education to legislative staff members for proposed legislative changes to existing laws

# Results

## (Assessment)

- ▣ After two years of consistent enforcement in the Port of Seattle, the out of service percentage was lowered to 72%. The next few slides are the final statistics from all the emphasis patrols that took place around the state including the railroad crossing enforcement activities.



# Results

- ▣ 897 inspections ranging from Level 1 to Level 3 were performed
- ▣ 388 CVSA Level 1 inspections were performed
- ▣ 262 of those vehicles were placed out of service for equipment/weight related issues
- ▣ 19 drivers were placed out of service
- ▣ 72% out of service rate, National average 25%, WA State average 15%
- ▣ \$22,533.00 in over weight fines

# Results

- ▣ 1,212 vehicles/CMVs contacted for railroad crossing violations with 961 infractions issued
- ▣ 68 pedestrian railroad crossing violations, with 68 infractions issue
- ▣ 71 DWLS/R citations issued
- ▣ 178 total trespassing violations with 46 arrests
- ▣ 10 DUI arrests
- ▣ 32 HAZMAT crossing violations
- ▣ 4 CDL criminal violations

# Results

- ▣ 2 field interviews
- ▣ 30 bus rides with Snohomish County Sheriff's Office performing fare enforcement/10 transit fare violations with 4 infractions issued
- ▣ 1 infraction issued for smoking in station
- ▣ 15 buses cited for crossing violations
- ▣ 6 bus checks
- ▣ 14 platform checks
- ▣ 3 felony drug arrests



# Results

- ▣ 6 felony warrants
- ▣ 16 misdemeanor warrants
- ▣ 282 seatbelt violations with 223 infractions issued
- ▣ 29 hulk hauling violations with 15 arrests
- ▣ One standoff with suspect on roof of an Amtrak Train in Seattle
- ▣ 1 felony eluding arrest
- ▣ 1 missing child found



# Impact on Communities & Commerce

- ▣ Increase freight mobility by reducing the number of intermodal container providers that have defective equipment
- ▣ Educate the motoring public/ pedestrians on being safe around railroad crossings
- ▣ With a high out of service rate there is an increase risk of collisions (non injury to fatal) and delay of commerce
- ▣ Potential increase in number of collisions and derailments if no enforcement around rail road crossing

# Public Perception

- ▣ Interaction with the general public and business owners in the area has been very positive and they were happy to see officers enforcing the laws
- ▣ Commercial vehicle owners/operators have not expressed any dislikes or concerns with the increase in the law enforcement presence
- ▣ In-between emphases, the public expressed concerns regarding the lack of police presence

# Accomplishments

- ▣ Community outreach, i.e. presentations in communities
- ▣ Willingness to work with communities and unions to solve issues
- ▣ Communications with all parties involved with the project
- ▣ Ability to work with the media (being open and transparent)
- ▣ All agencies involved established a great working relationship

# Accomplishments

- ▣ The ability to adapt and overcome obstacles
- ▣ Maintain focus on the mission, while growing and assuming more roles and responsibilities
- ▣ Ability to train outside agencies and create curriculums that never existed to meet the needs of the project and outside vendors
- ▣ Lowering the out of service rate by 25%
- ▣ Protecting the infrastructure

# Accomplishments

- ▣ Accomplishing both agency and division goals
- ▣ Helping the local agencies to create a commercial vehicle unit to assume responsibility for the issues in the Port of Seattle

