

# *Refining Destination 2030*

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## **Safety and Security**

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**Transportation Policy Board Briefing**

**May 12, 2005**

# Overview

- ❑ **Mandates and Responsibilities**
- ❑ **Perspectives on safety and security**
  - **On the ground**
  - **On water**
  - **In the air**
  - **Freight and goods logistics**
- ❑ **Issues and concerns for policy board discussion**

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# **Mandates and Responsibilities**

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**New and growing challenges**

# Federal Policy Direction for Metropolitan Transportation Plans (MTP)

- ❑ **New element for Destination 2030 (MTP) update**
- ❑ **1 of 7 federal planning factors**
  - “Increase safety and security of transportation system for motorized and non-motorized users”*
  - (23 CFR 135)
- ❑ **Safety planning data –**
  - **Use to assess high accident locations needing priority improvements**

# **Federal Safety and Security**

## ***Acronym Oversight***

- ❑ **U.S. DOT – Department of Transportation**
  - **FHWA - Federal Highway Administration**
  - **FTA – Federal Transit Administration**
  - **Federal Aviation Administration**
  - **NHTSA – Nat’l Highway Traffic Safety Administration**
  - **FRA – Federal Railroad Administration**
  - **STB – Surface Transportation Board**
  - **MARAD – Maritime Administration**
- ❑ **DHS - Department of Homeland Security**
  - **U.S. Coast Guard**
  - **TSA - Transportation Security Administration**

# State, Regional and Local Context

## Widely shared responsibility

- Washington Traffic Safety Commission
- Washington Transportation Commission
- WSDOT
- Washington State Patrol (WSP)
- Washington State Department of Licensing
- Local law enforcement, fire departments, and health agencies

# **“Target Zero” – State Strategic Plan for Highway Safety (2000)**



- ❑ **30 Year vision to achieve *“transportation system with no deaths or disabling injuries.”***
- ❑ **Key Objectives of statewide traffic safety plan:**
  - 1. Recognize and build upon existing safety programs**
  - 2. Bring traffic safety partners together**
  - 3. Coordinate statewide safety vision and goals**
- ❑ **Provides implementation guidance to numerous state agencies (e.g., WSP, WSDOT, DSHS, DOH, DOL, WTC, + others)**

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# **Perspectives on Safety and Security**

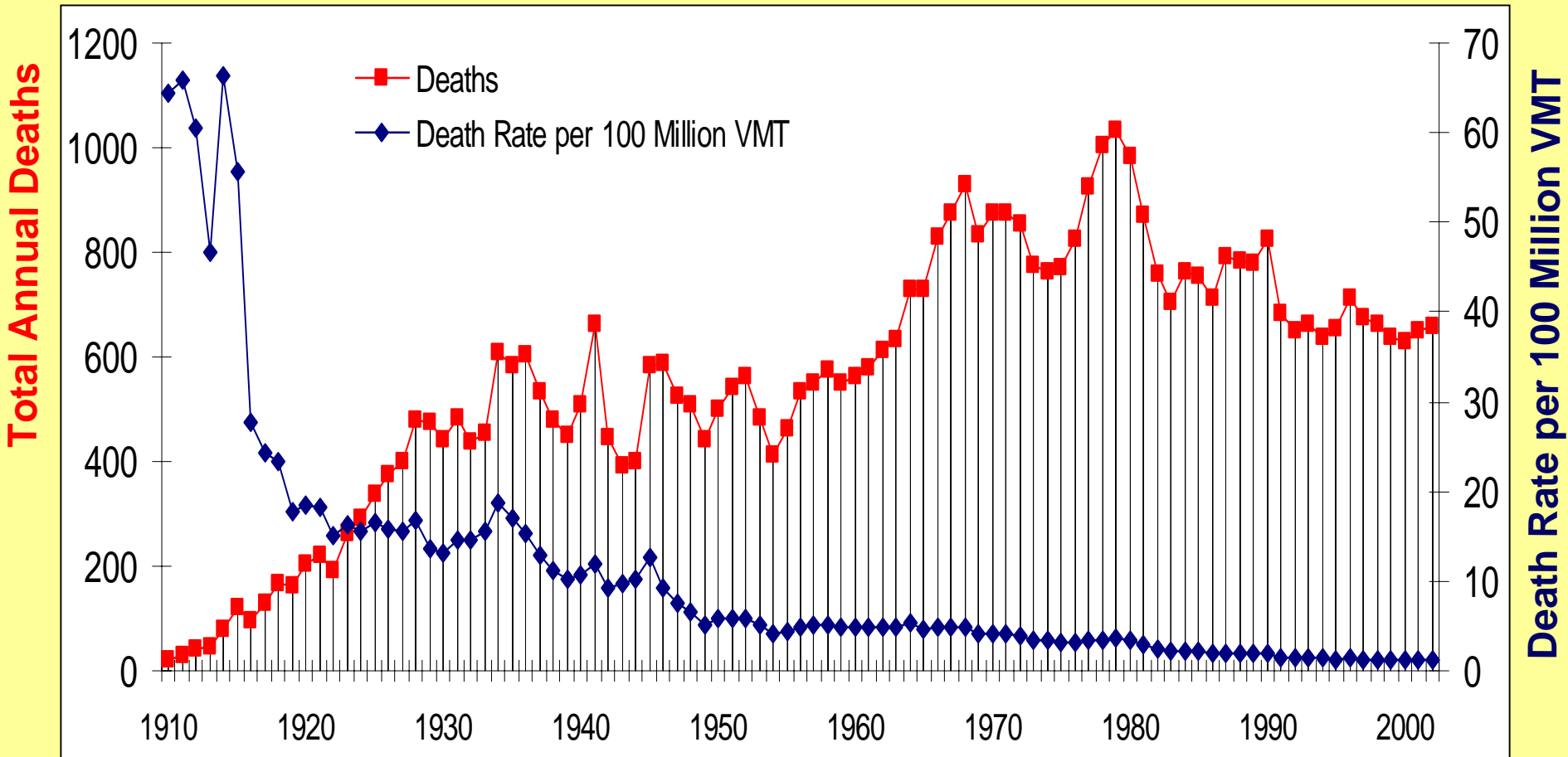
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## **The Big Picture – Ground Transportation** *Regional, State and Modal Distinctions*

# Historical Motor Vehicle Fatalities

## Total and Rate Per Million Vehicle Miles Traveled (VMT)

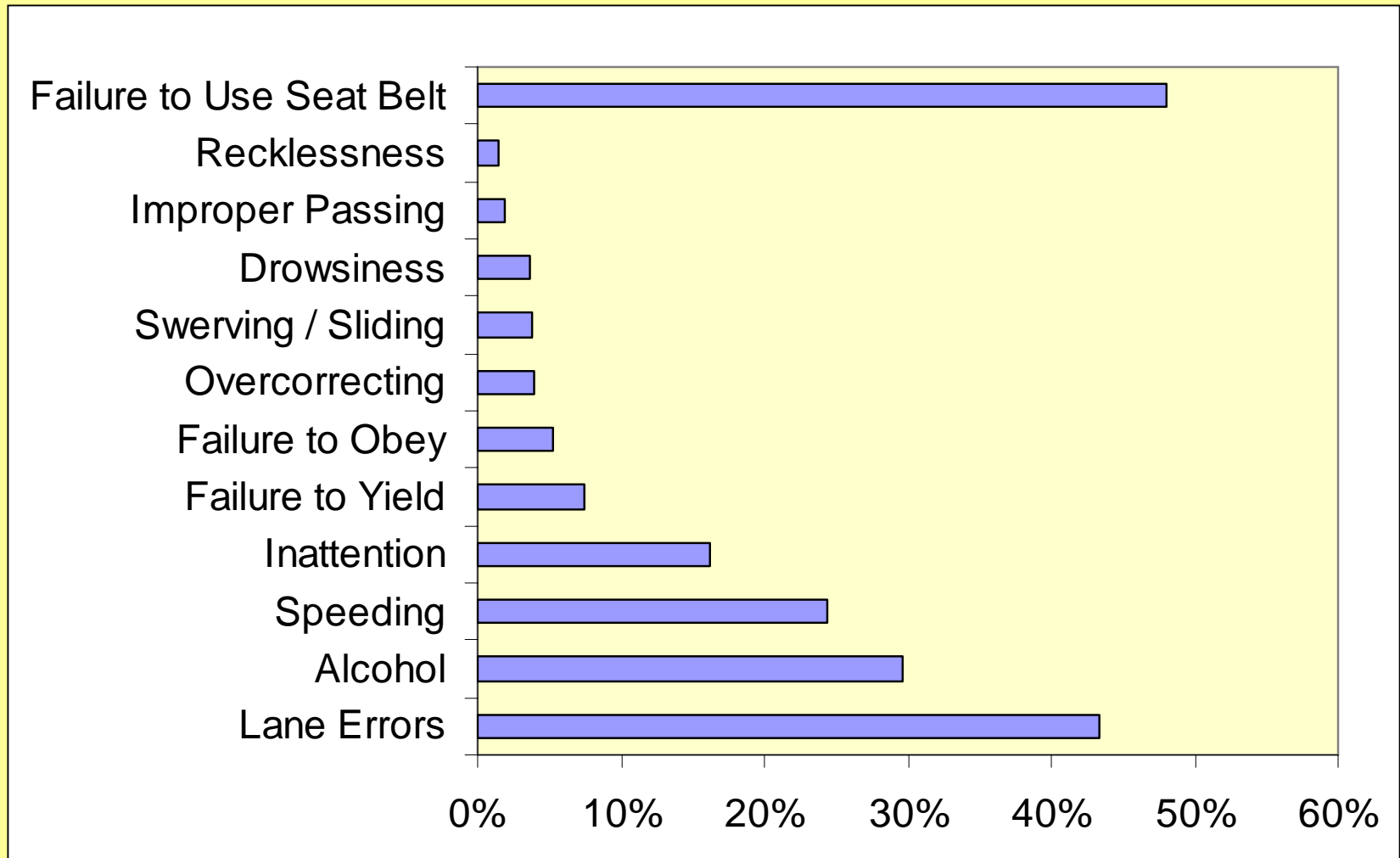
Washington State: (1910 – 2002)



Source: TDO - WSDOT

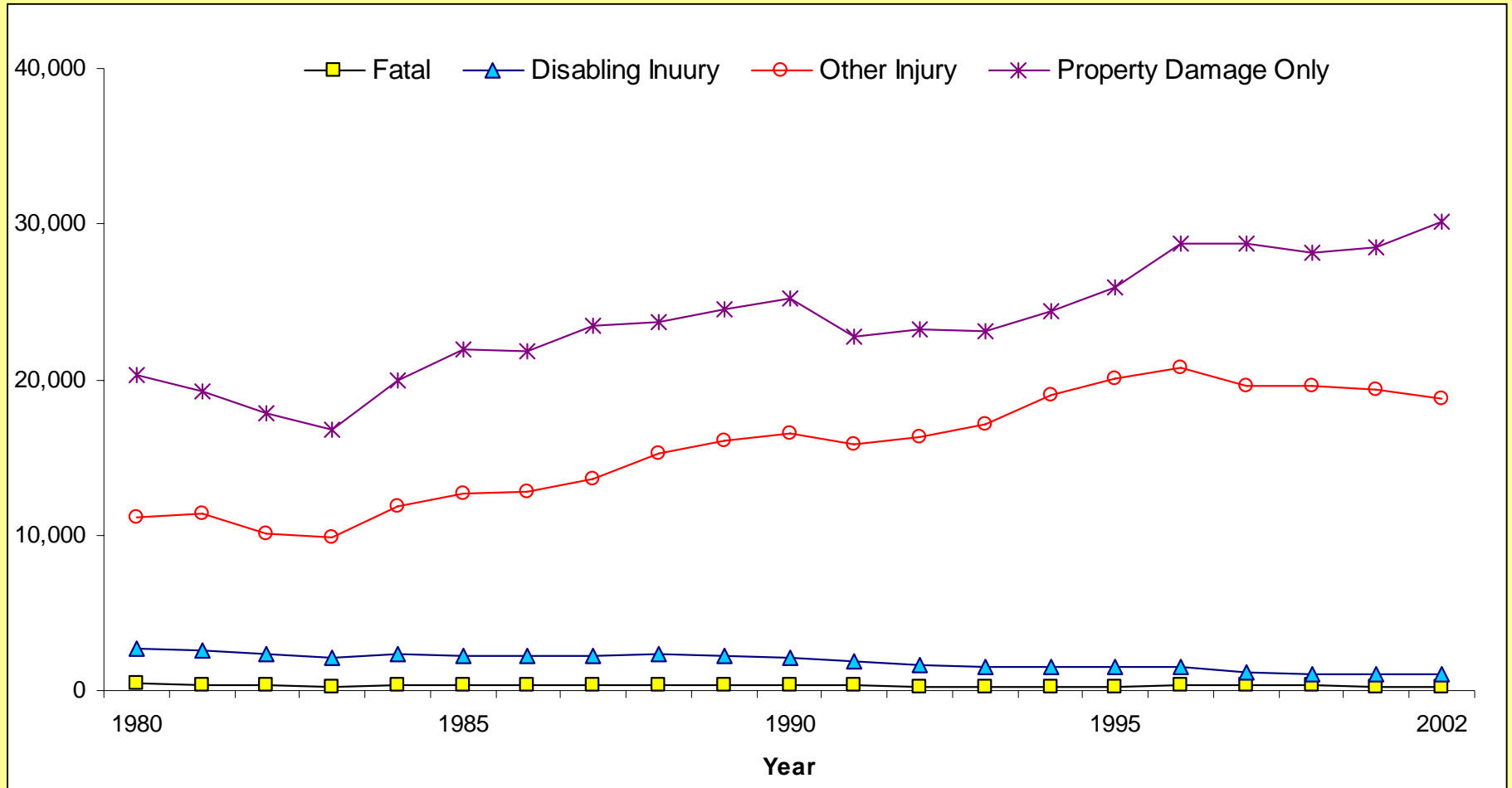
# Driver Error and Behaviors Associated with Fatal Collisions

Washington State (1993-2001)



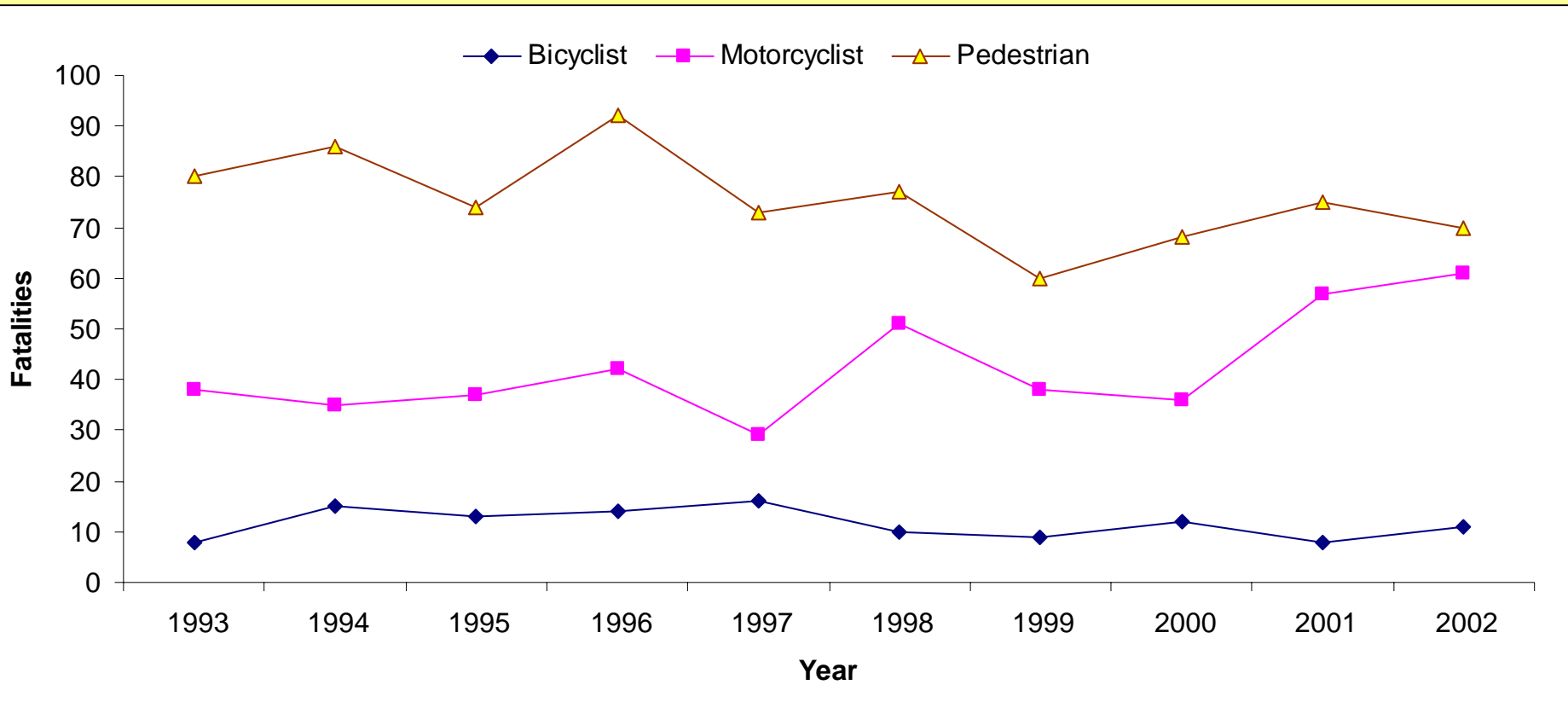
# Collisions Types by Severity

## Washington State (1980 - 2002)



Source: TDO - WSDOT

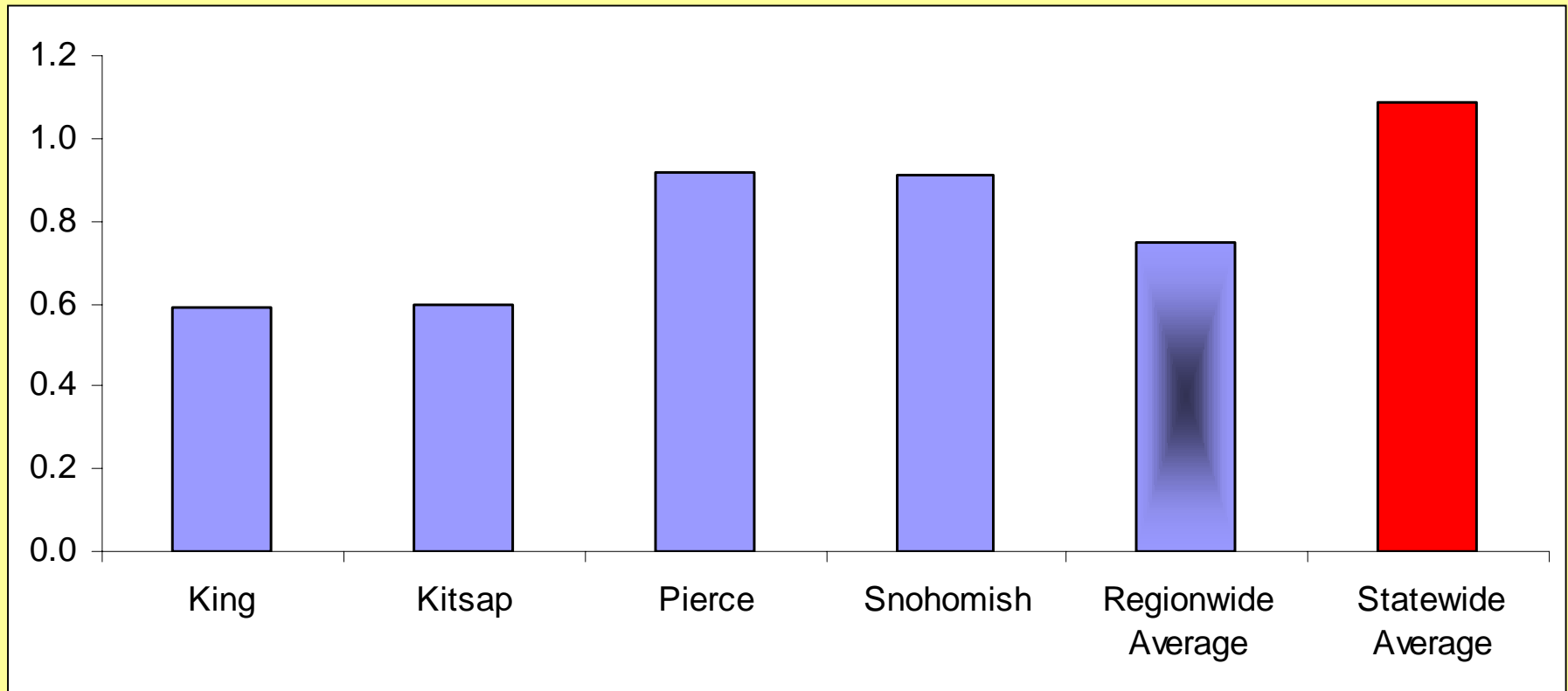
# Number of Fatalities for Bicyclists, Motorcyclists and Pedestrians Washington State (1993 – 2002)



Source: TDO - WSDOT

# Rate of Traffic Fatalities By County, Region and Statewide (2002)

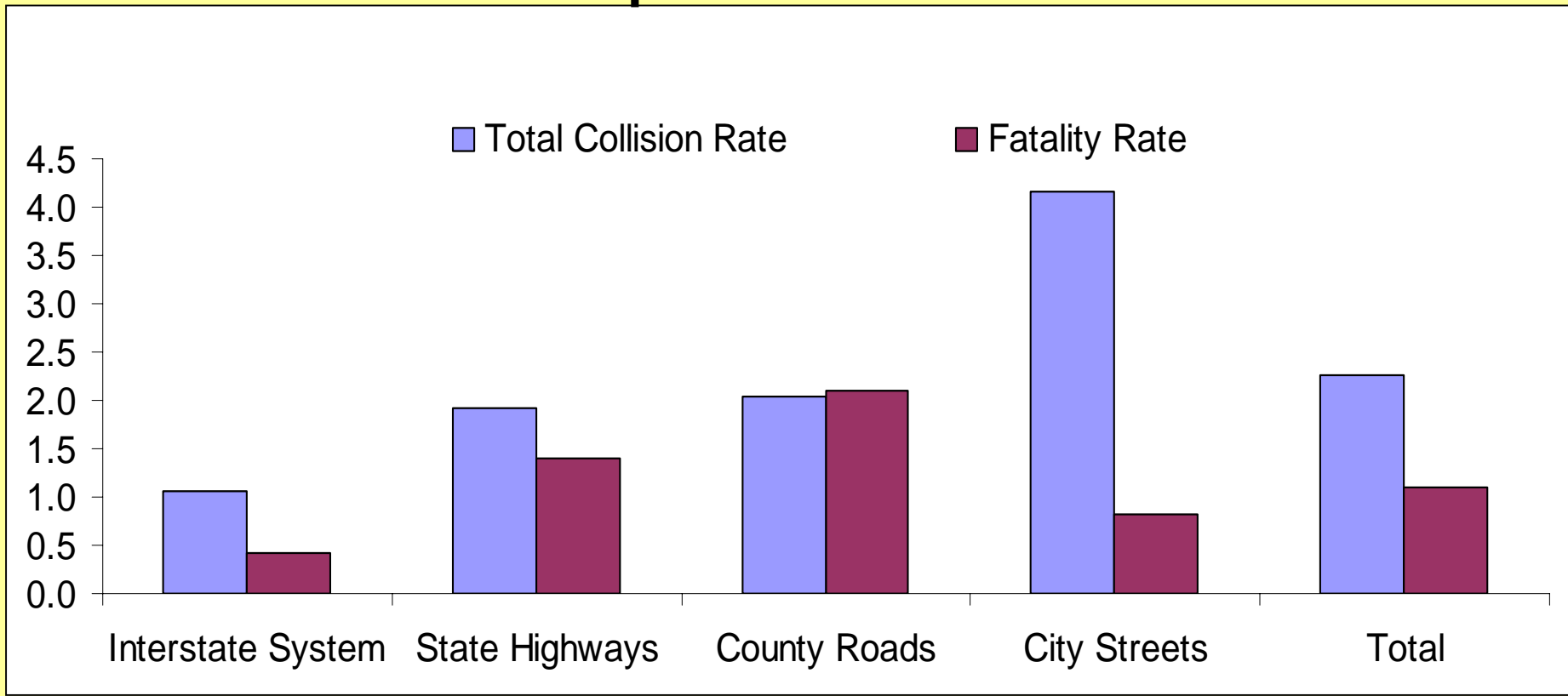
Fatalities per 10,000 population



Source: TDO - WSDOT

# Motor Vehicle Collisions in Region by Type of Roadway (2003)

## Collisions per 100 Million VMT

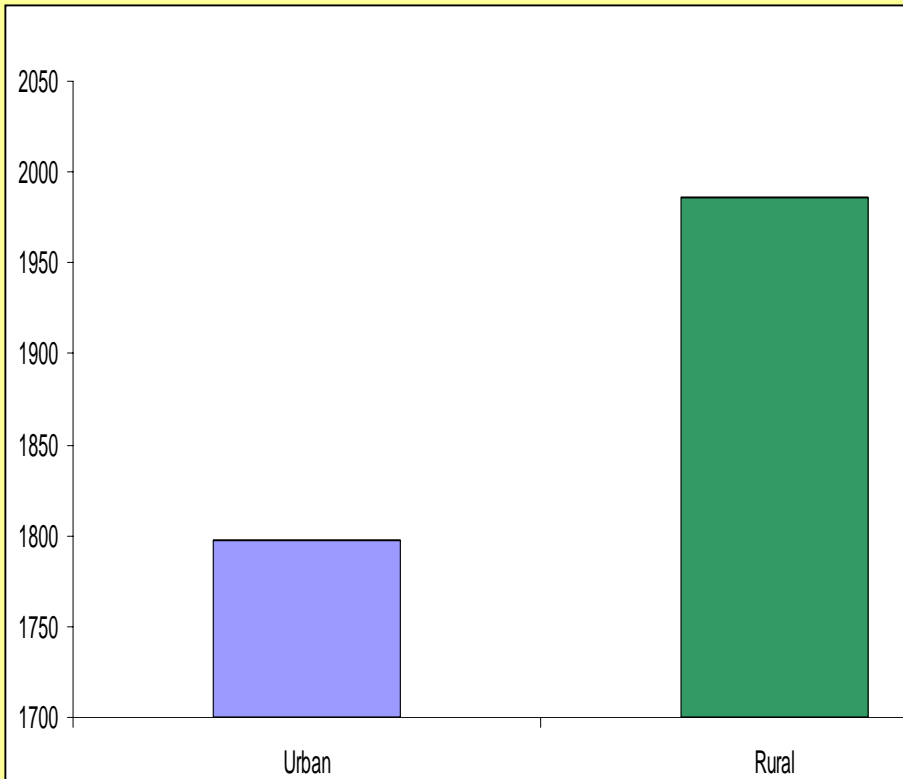


Source: TDO - WSDOT

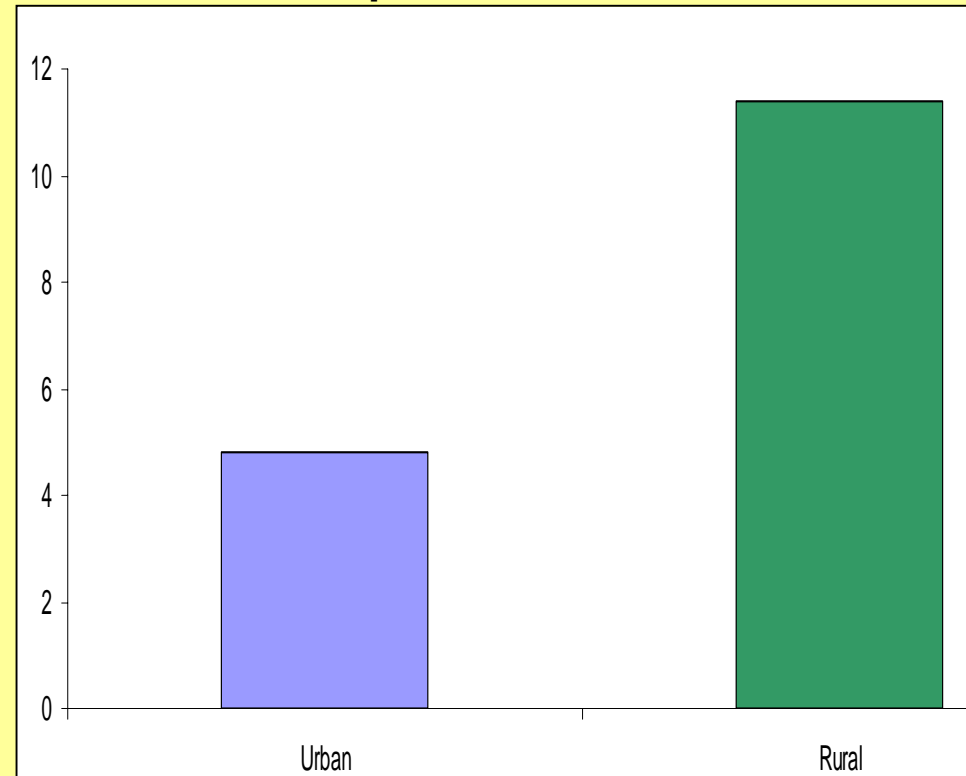
# Fatalities and Disabling Injury Collisions Urban vs Rural Roadways

Washington State (2002)

Total Fatalities & Disabling  
Injury Collisions

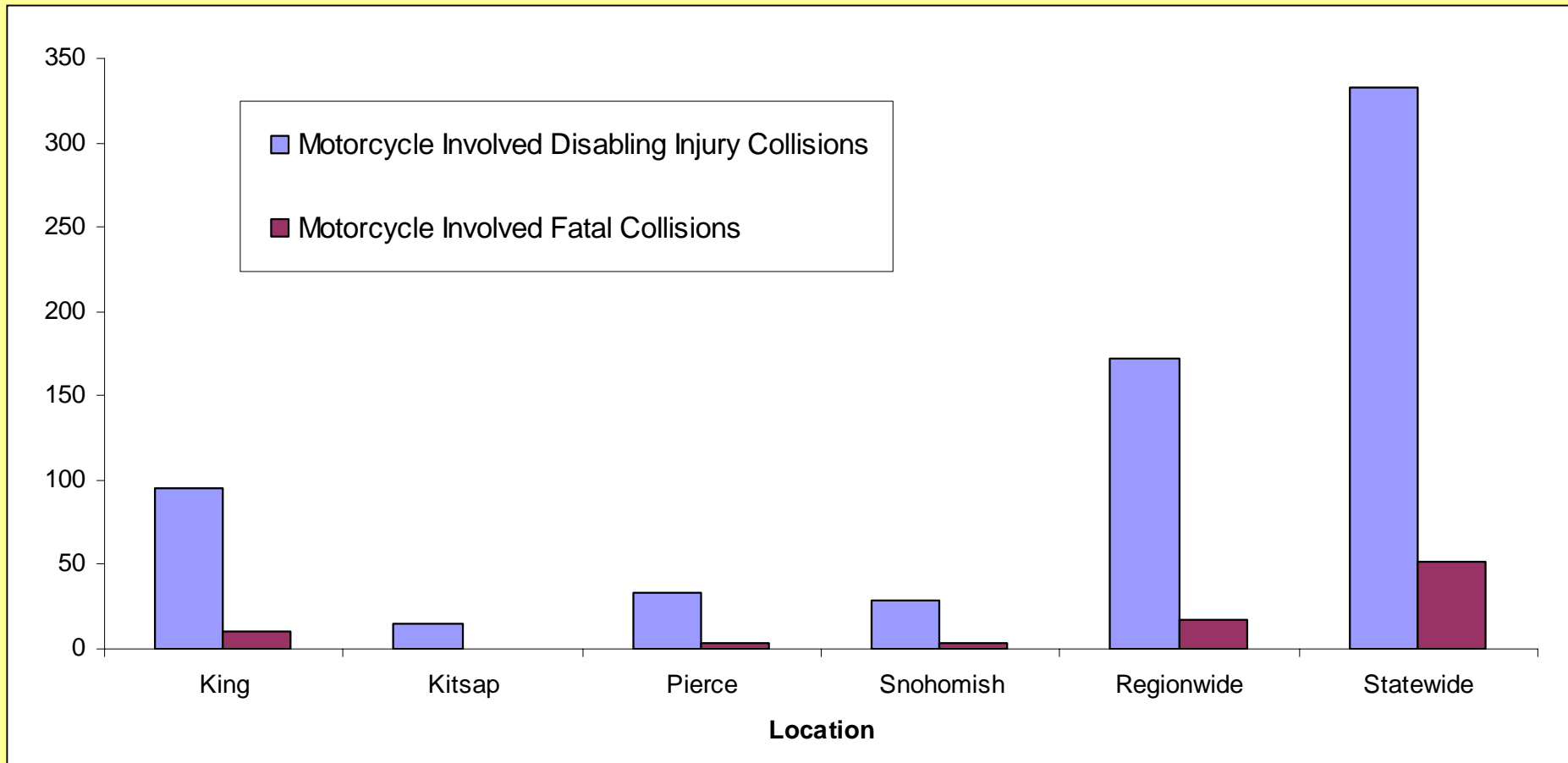


Rate of Fatalities & Disabling Injury  
Collisions per 100 Million VMT



Source: TDO - WSDOT

# Motorcycle Involved Fatal and Disabling Injury Collisions Regional vs Statewide (2002)



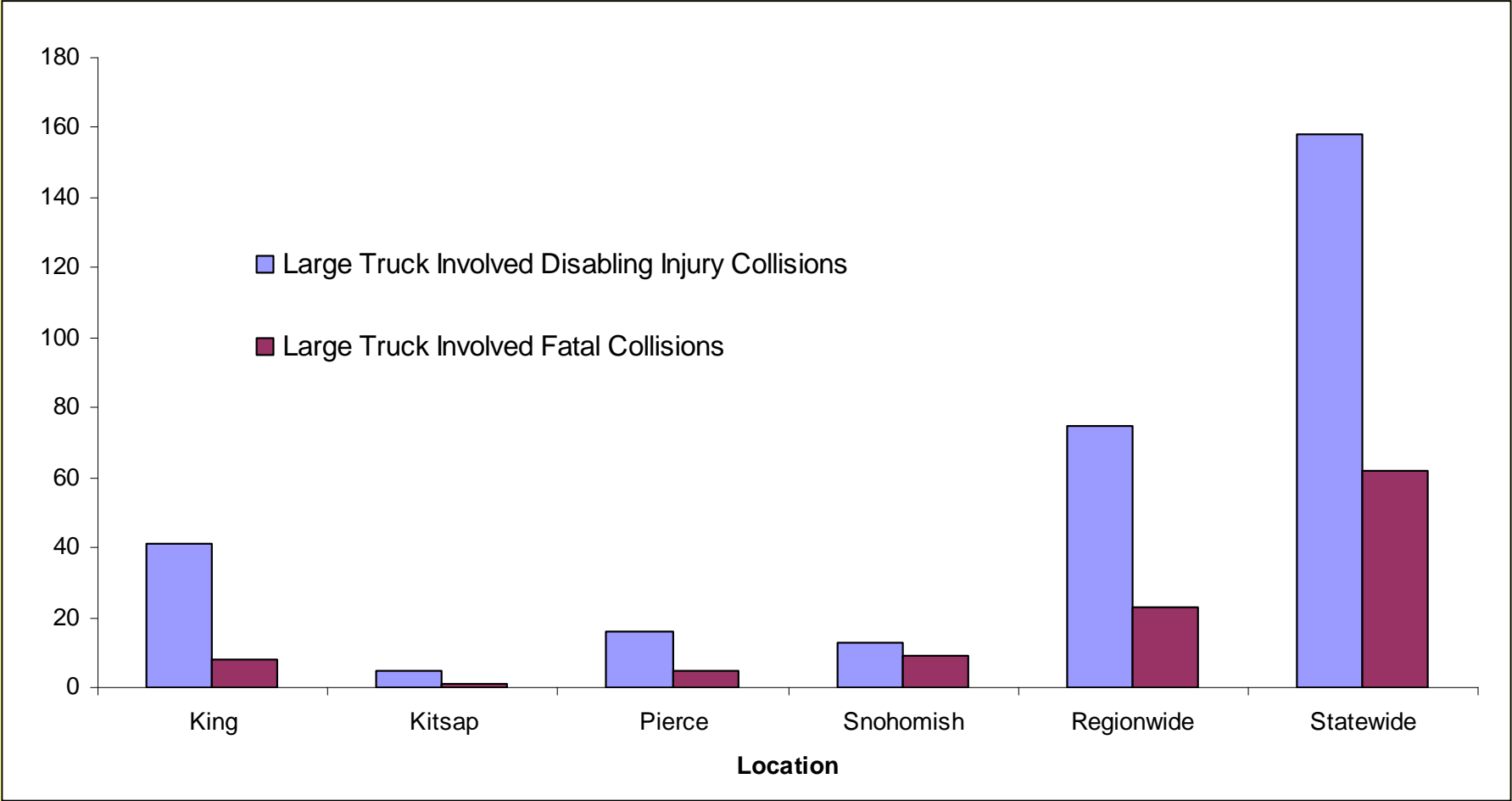
Source: TDO - WSDOT

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# Trucks and Rail

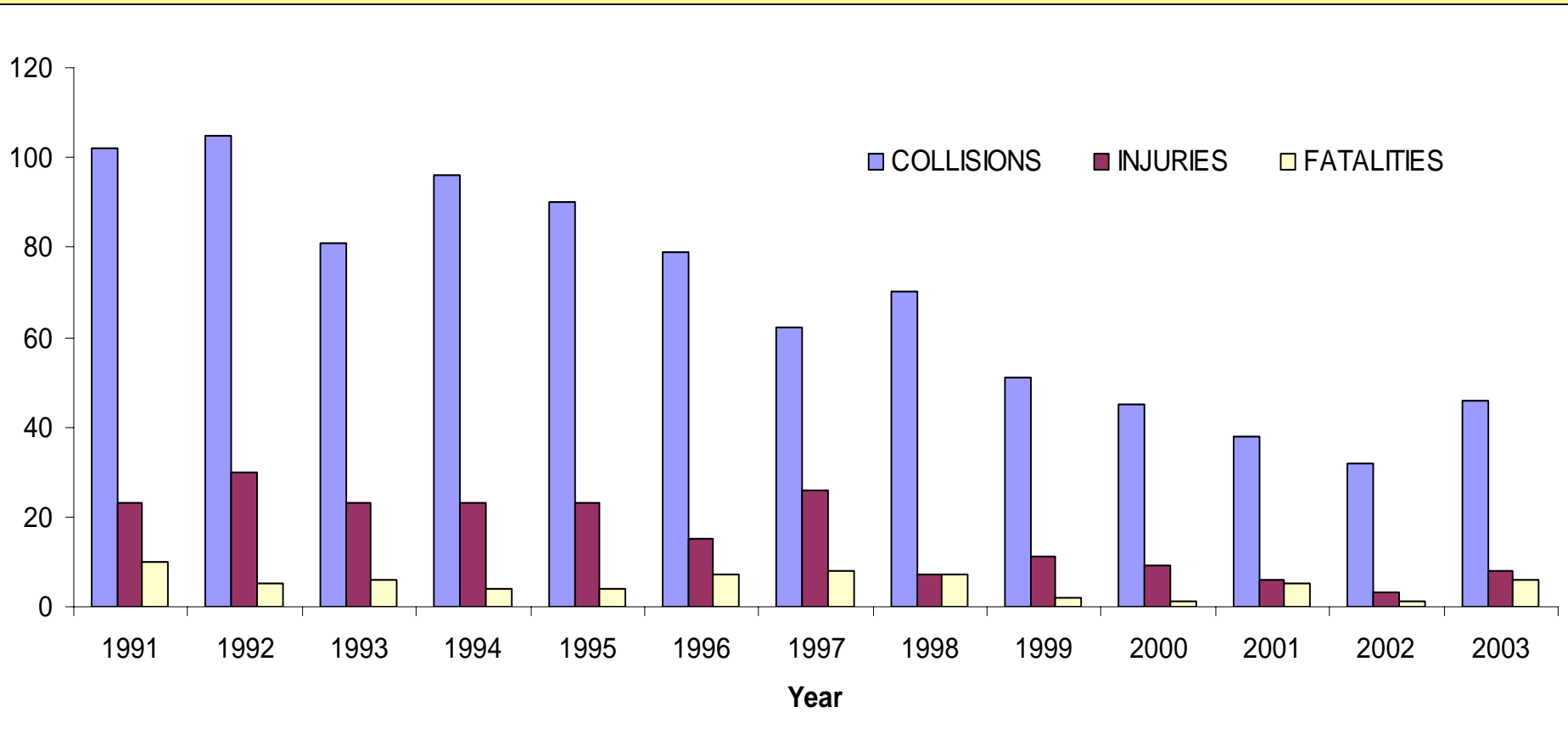
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# Large Trucks Involved in Fatal and Disabling Injury Collisions Regional & Statewide (2002)



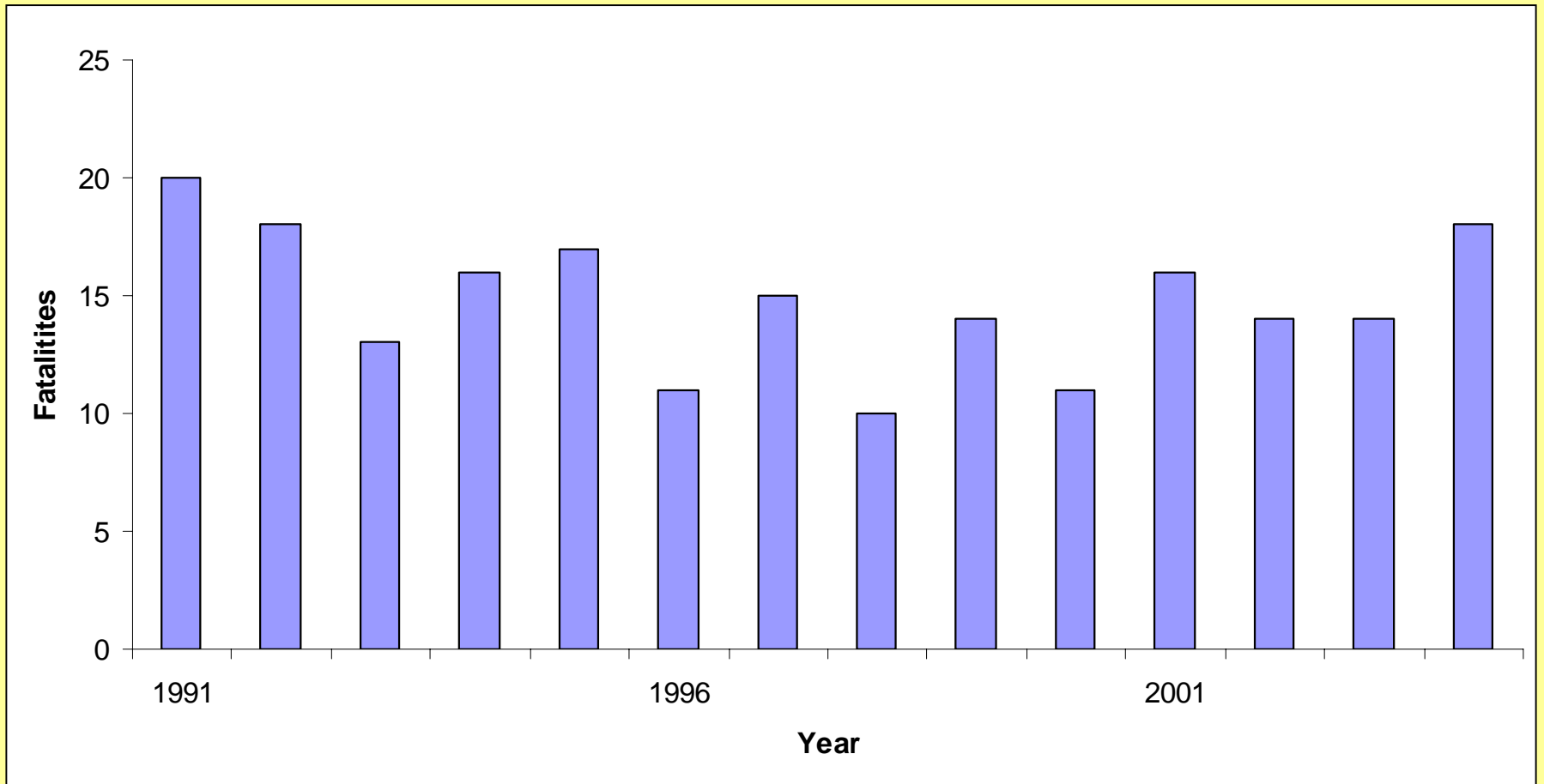
Source: TDO - WSDOT

# Collisions, Injuries and Fatalities at Railroad Crossing Washington State (1991 – 2003)



Source: TDO - WSDOT

# Rail Trespassing Fatalities Washington State (1991-2004)



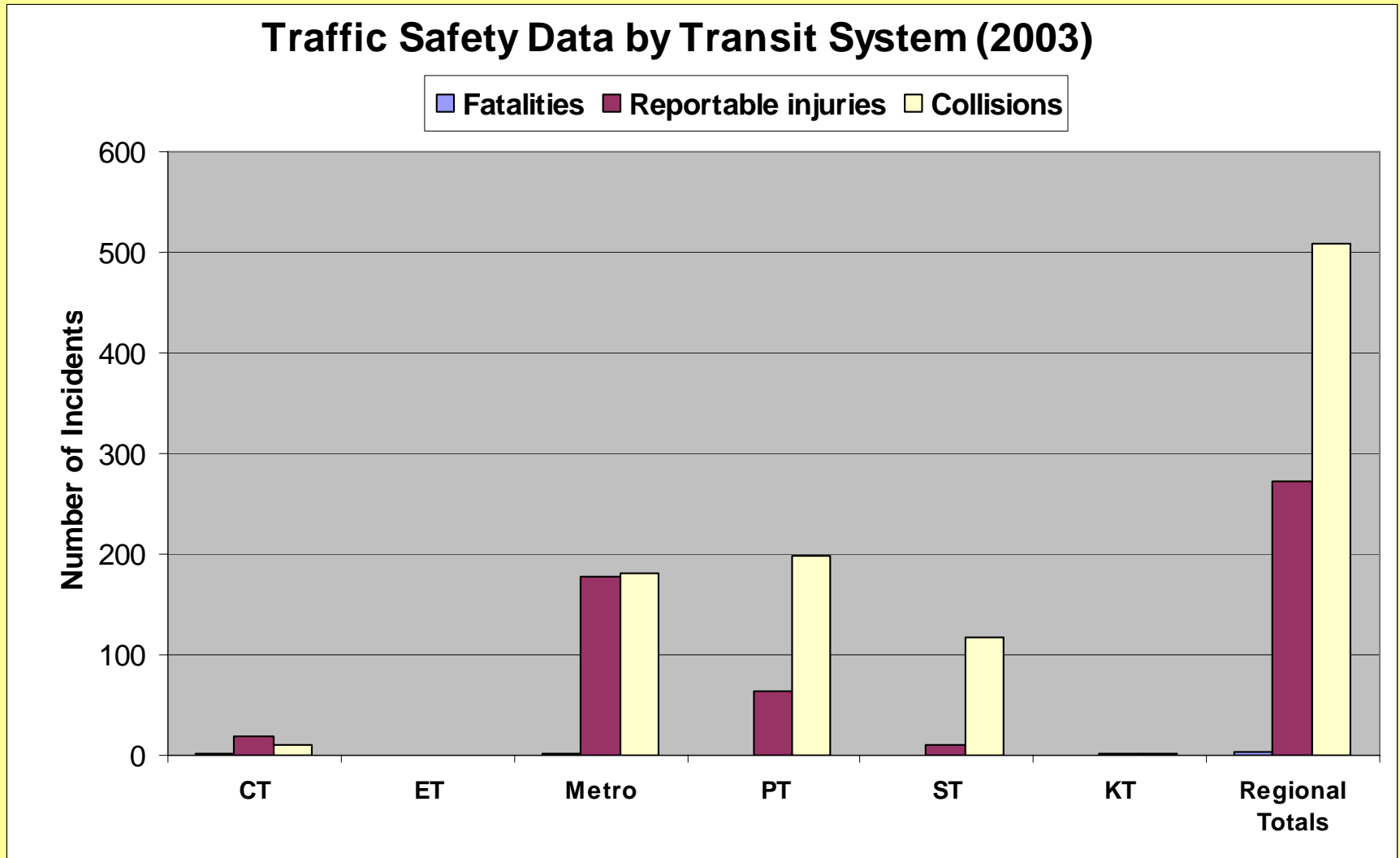
Source: TDO - WSDOT

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# Public Transportation

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# Traffic Safety by Transit System and Regional (2003)



Source: PTRD - WSDOT

# New Attention

- ❑ **Passenger safety - concern for on & off vehicles**
  - **Safety data shows 80% of high pedestrian accident locations within 100 feet of bus stops**
  - **Increased focus on public education/information, access and design details to improve passenger circulation to/from transit stops**
- ❑ **Concern for driver safety & security**
  - **“Smart Card” will assist reducing fare collection problems**
- ❑ **FTA requires add'l security measures and monitoring**

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# **Pedestrians & Bicycles**

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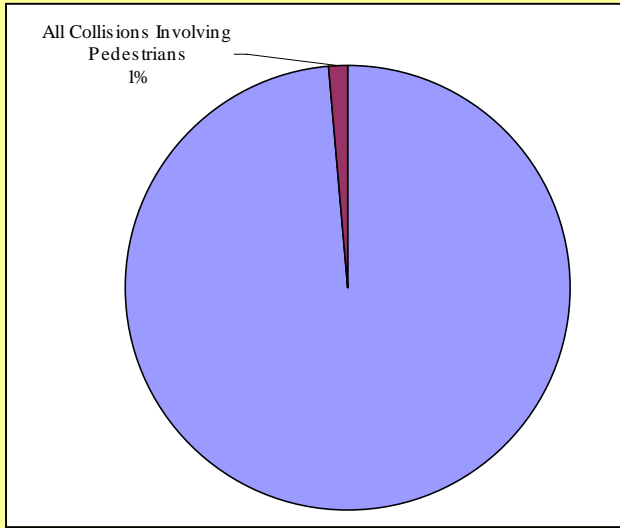
**Smaller numbers - big impacts**

# Pedestrian and Bicycles Collisions

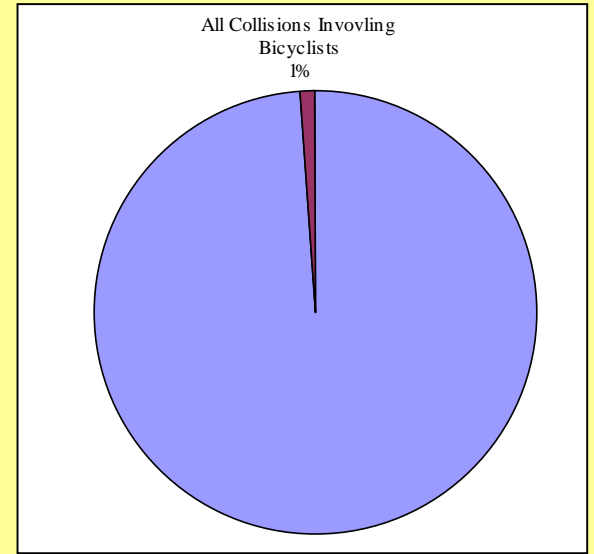
## Percentage Fatal and Disabling Injuries

### State of Washington (2002)

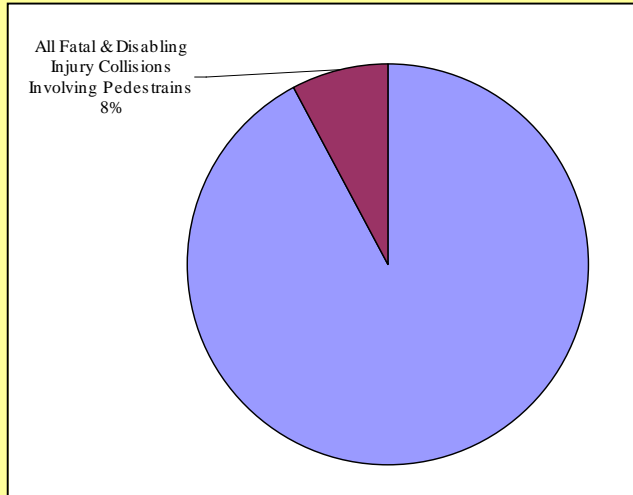
**Pedestrian Collisions**  
1% of Total



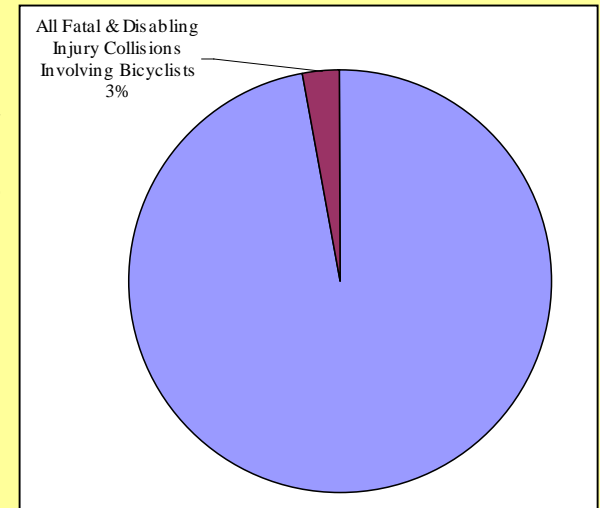
**Bicycle Collisions**  
1% of Total



**Pedestrian Fatalities & Disabling Injuries**  
8% of Total



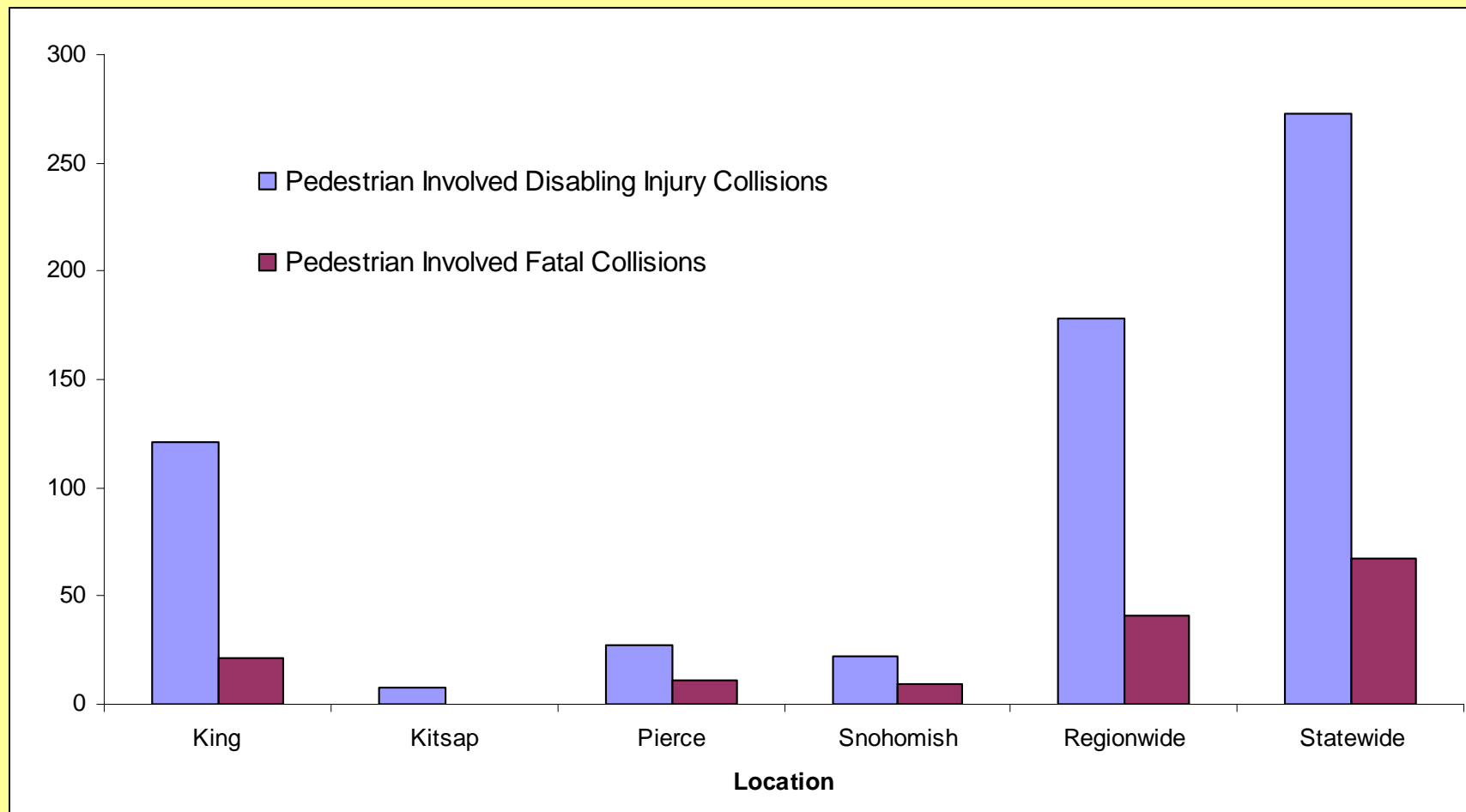
**Pedestrian Fatalities & Disabling Injuries**  
3% of Total



# Pedestrian-Motor Vehicle Collisions

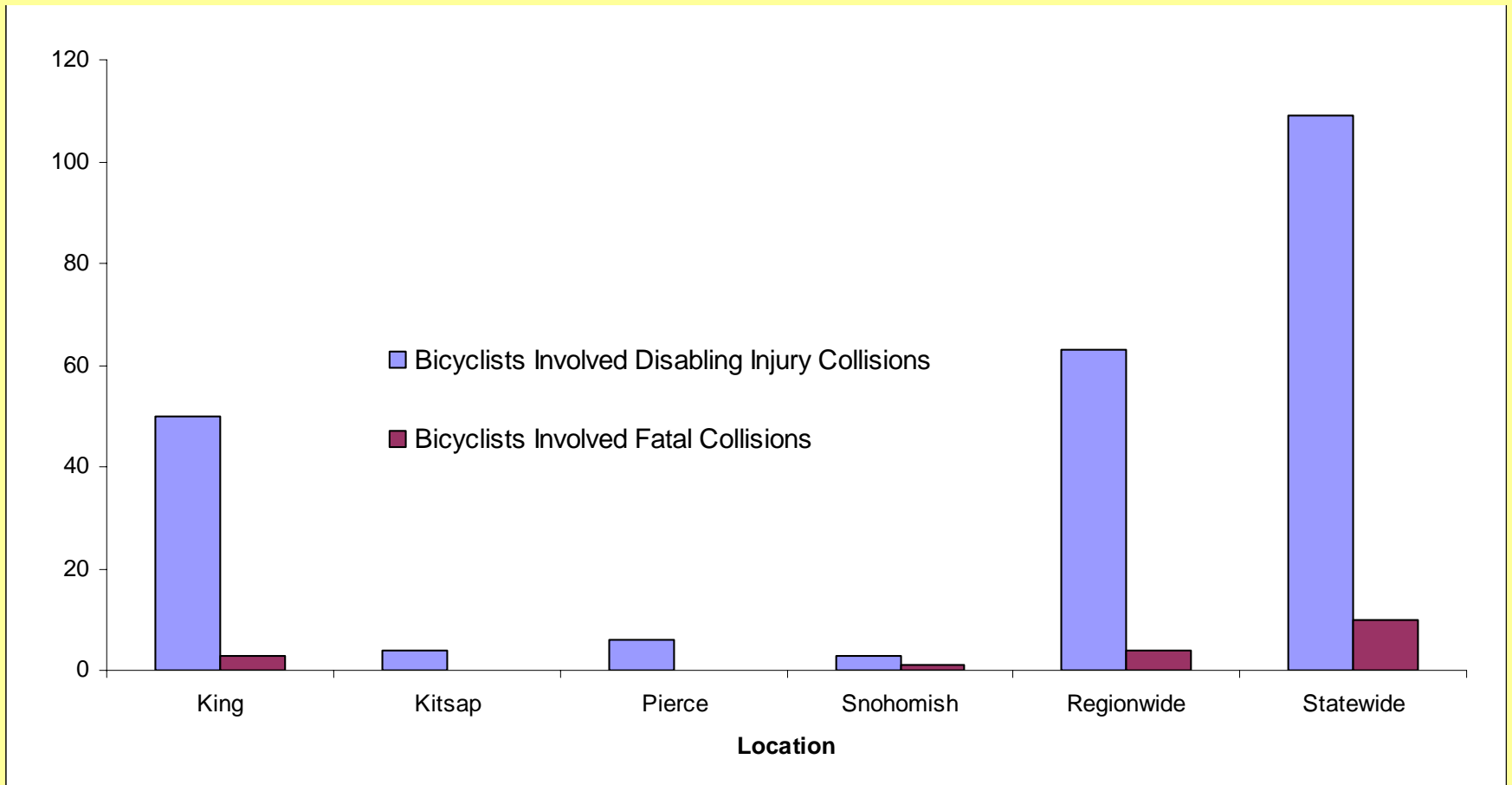
## Disabling Injury and Fatal

### Regional & Statewide (2002)



Source: TDO - WSDOT

# Bicyclist-Motor Vehicle Collisions Disabling Injury and Fatal Regional & Statewide (2002)



Source: TDO - WSDOT

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# **Washington State Ferry System**

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## **Maritime Safety and Security**

# WSF

- ❑ **Excellent personal safety record**
  - 2002: 15,192 sailings carried 25.2 million psgrs
  - Only 100 reported minor injuries, non disabling
- ❑ **Ferry system considered “vulnerable” from nat’l security perspective**
- ❑ **Nat’l Maritime Transportation Security Act (2002) required new security program - approved by U.S. Coast Guard:**
  - Refined orgn’l structure and training rqmts
  - Designated public access areas with video monitoring
  - Public info about new rqmts
  - Implement vehicle screening with WSP

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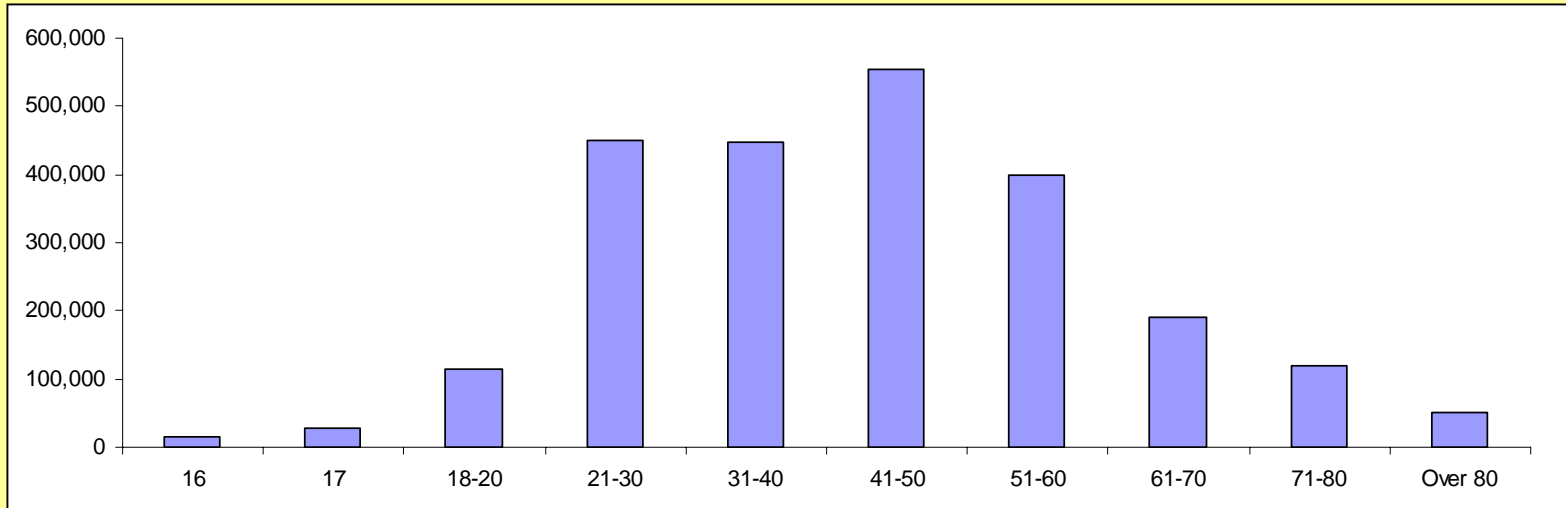
# **Other Perspectives Related to Increased Ground Transportation Safety**

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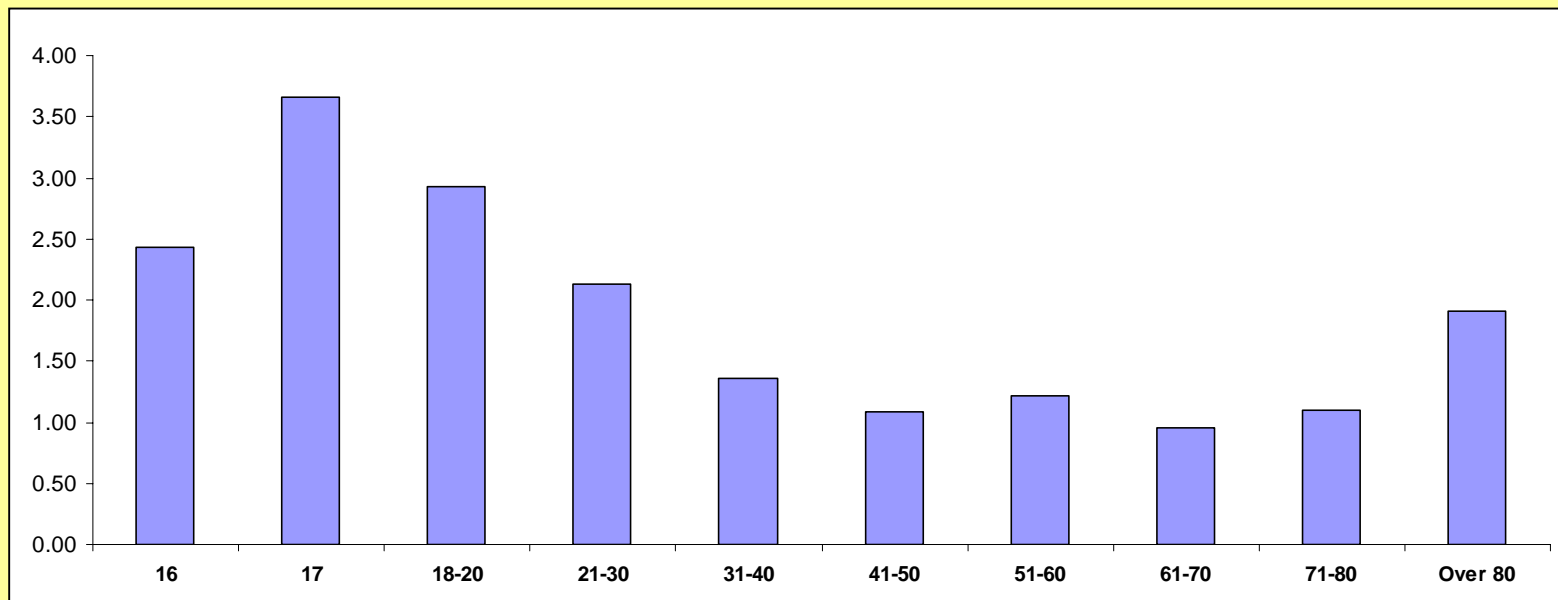
**Behavioral – Legislative – Enforcement**

# Licensed Drivers in Region By Age Group and Fatality Rate (2002)

**Total Drivers  
by Age Group**



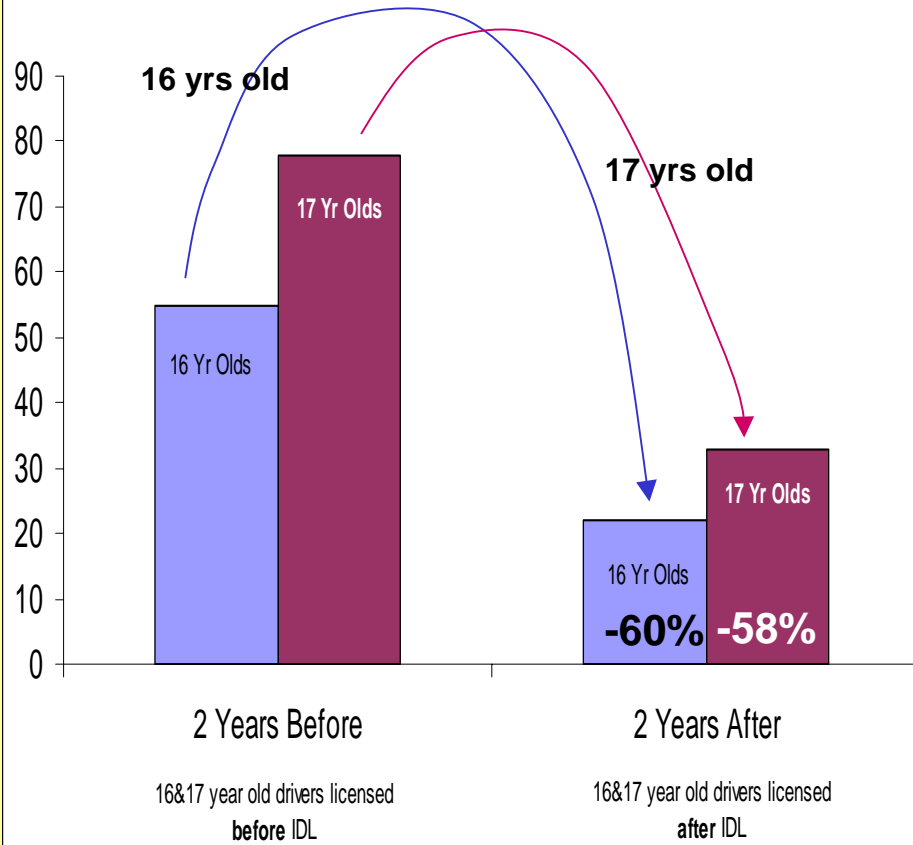
**Fatality  
Collision Rate  
Per 10,000  
Drivers by  
Age Group**



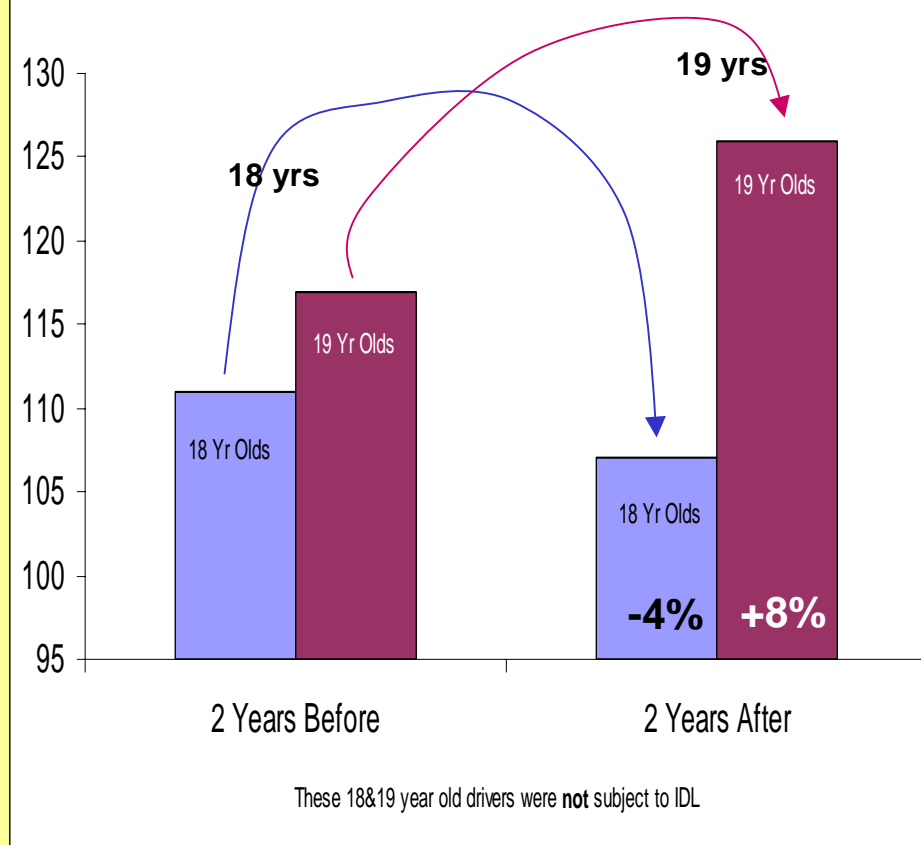
# Legislative Changes & Benefits

## Fatal Accidents "Before" vs "After" IDL Law\*

Accident Experience for 16 & 17 Year Old Drivers Before and After the IDL Law Came into Effect



Accident Experience for 16 & 17 Year Old Drivers Before and After the IDL Law Came into Effect

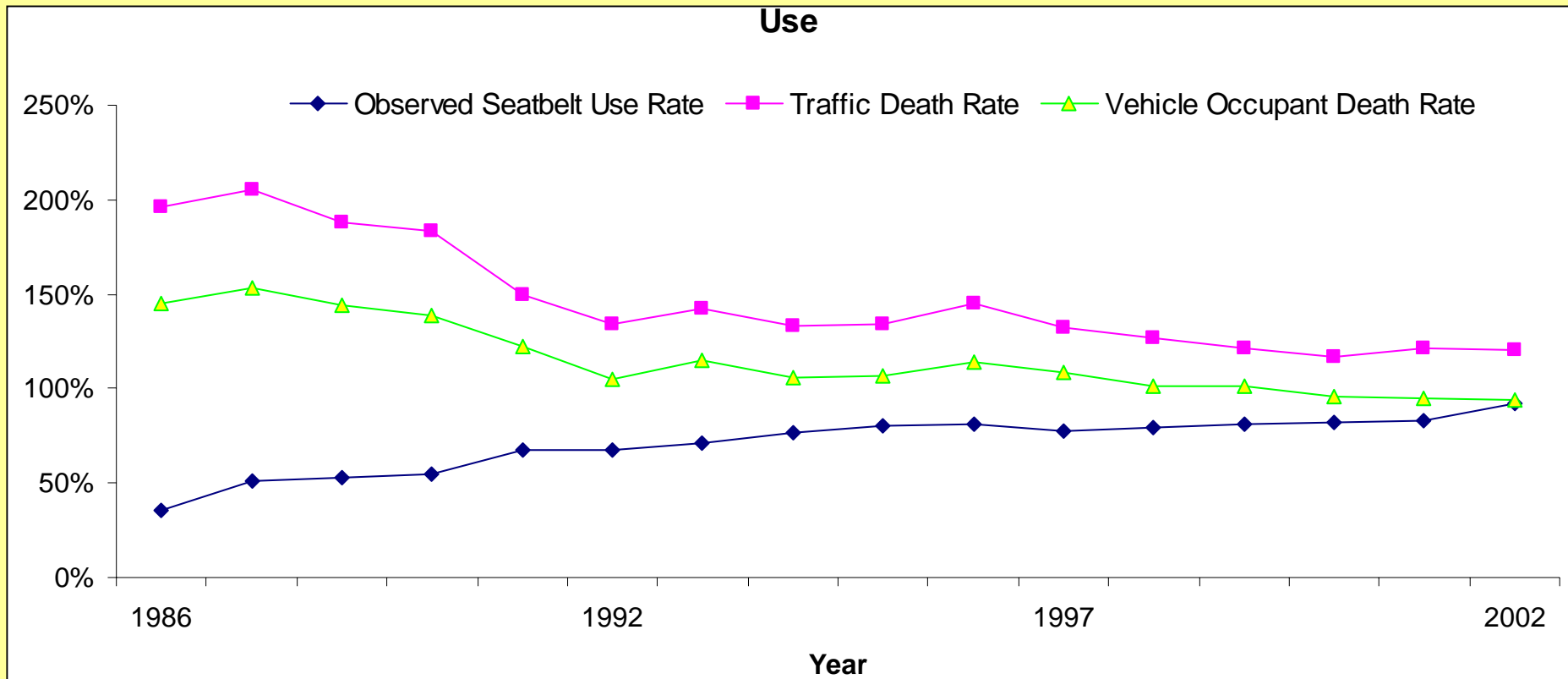


\* Intermediate Drivers License (IDL) law effective July 2001

Source: TDO - WSDOT

# “Click it or Ticket”

## Decreasing Vehicle Occupant Fatality Rates Compared to Increasing Seat Belt Use Washington State (1996 – 2002)



Source: TDO - WSDOT

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# **In the Air**

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## **Aviation Post-9/11 Higher Visibility Component**

# Aviation Safety

*Airports play critical role in emergency response -*

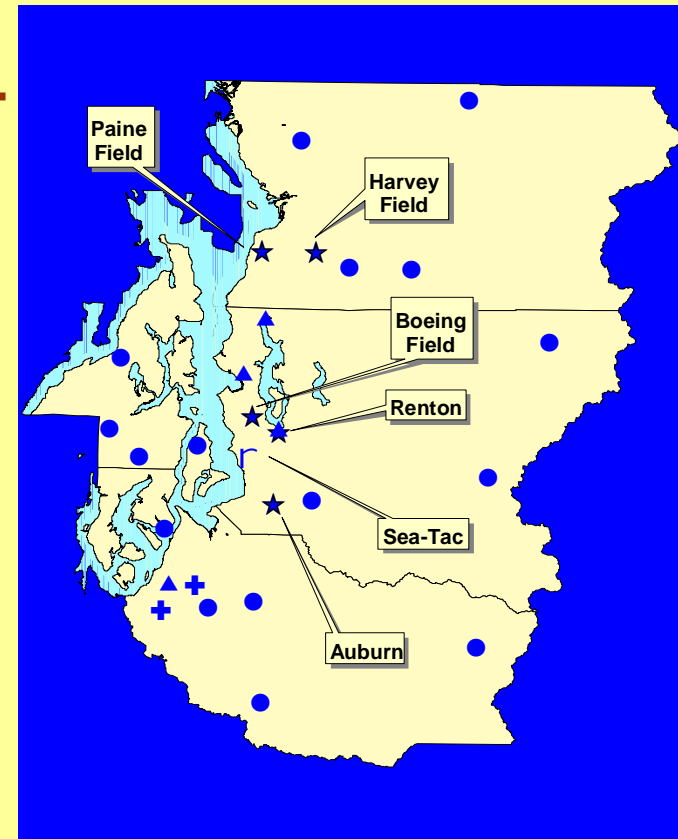


Reliever airports

Natural disasters

Forest fires

MedEvac





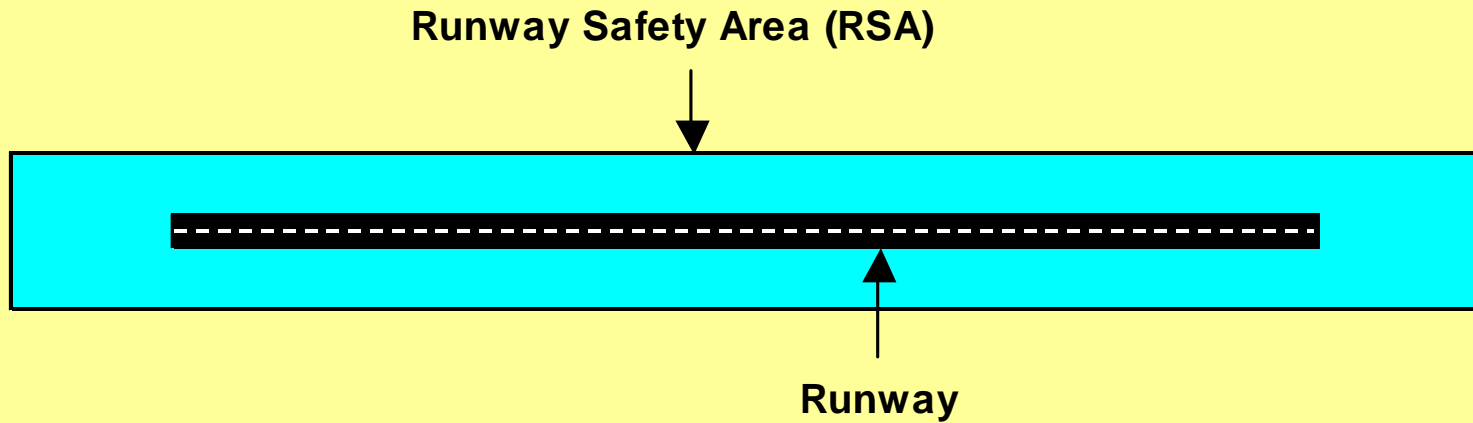
# Aviation Safety

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## Runway Safety Areas

(surface surrounding runway - must be cleared and graded)

Paine Field RSA project



# Runway Safety Area Trends

## Compliance with Runway Safety Area (RSA) Standards <sup>1</sup>

### All Airports in the System <sup>2</sup>

	<u>1998</u>	<u>2003</u>
Total airport system runways (excludes water)	28	28
Total airport system runway ends	56	56
Runway ends with less than standard RSAs	31	26
<u>Meet standard</u>	<u>45%</u>	<u>54%</u>

### 11 Airports with 75 or more based aircraft <sup>2</sup>

	1998	2003
Total airport system runways (excludes water)	15	15
Total airport system runway ends	30	30
Runway ends with less than standard RSAs	10	7
<u>Meet standard</u>	<u>67%</u>	<u>77%</u>

<sup>1</sup> Includes either runway safety area width, runway safety area length beyond the runway end, or both

<sup>2</sup> Excludes runways at Gray Army Airfield and McChord Air Force Base

Source: Puget Sound Milestone Report: "Regional Airport System" (2004)

**The region has made progress in the past 5 years**

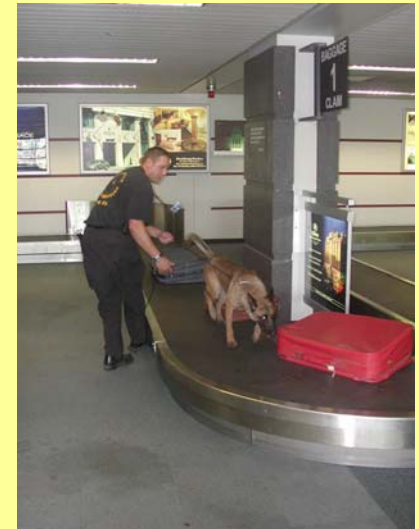


# Airport Security

Current Homeland Security and TSA requirements

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- ❑ Commercial Passengers
- ❑ Air Cargo
- ❑ General Aviation
- ❑ Airspace





# Passenger Security

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- ❑ Screening (TSA)
- ❑ Terminal gate access restrictions
- ❑ Air marshalls
- ❑ Law enforcement presence
- ❑ Canine explosive teams
- ❑ Parking restrictions
- ❑ Carry-on restrictions
- ❑ Airfield access restrictions



# Air Cargo Security

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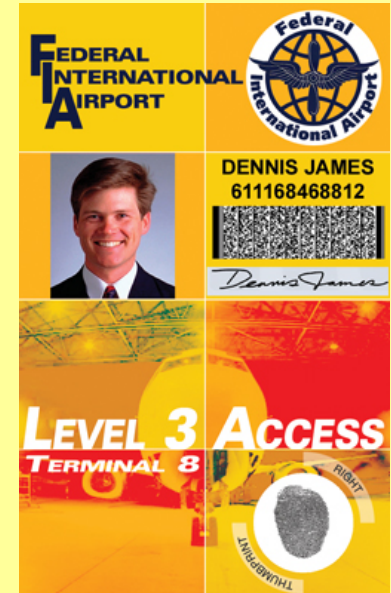
- ❑ Cargo screening on passenger planes
- ❑ Cargo security on all-cargo planes
- ❑ Security threat assessments
- ❑ Enhanced freight forwarder requirements
- ❑ Strengthened “known shipper” program



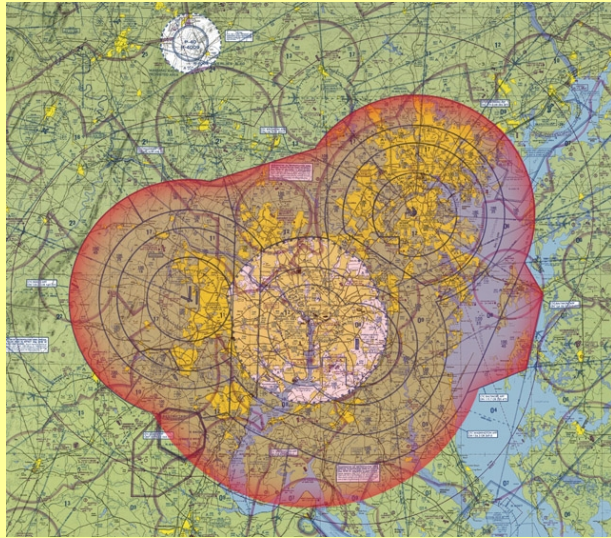


# General Aviation Security

- ❑ Identify personnel and users
- ❑ Securing aircraft
- ❑ Airport security & access control
- ❑ Airport surveillance
- ❑ Procedures and communications
- ❑ Specialty operations (agric. & military)



# Airspace Security



- ❑ **Example: Washington DC Air Defense Identification Zone (ADIZ), Flight Restricted Zone (FRZ) and Department of Defense Airspace Restrictions**
- ❑ **Special flight rules area within 15 miles of Washington DC**
- ❑ **Temporary Flight Restrictions (TFRs)**

- ❑ **Limits on flights over stadiums**
- ❑ **No flights over nuclear facilities**
- ❑ **Military intercepts/escorts**



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# **Freight and Logistics**

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**Safety and Security for People and Goods**

# U.S. Laws and Freight Transport Port Impacts and Changes

- ❑ **Measures protect “homeland” with second line of defense outside USA**
- ❑ **Container Security Initiative (CSI)**  
International customs cooperation
- ❑ **24-hour pre-arrival notification** – applies to containers at port of departure to U.S.  
Additional rules and enforcement for air, rail, and truck
- ❑ **Custom Trade Partnership (C-TPAT)**  
Selectively expedites border crossings
- ❑ **Operation Safe Commerce (OSC)**  
At POT/POS, NY/NJ & LA/LB... tested 18 international supply chains;  
completed 12-05

# Inside Washington State

## ❑ **State Comprehensive Emergency Management Plan – 2004**

(DOD “Northern Command” with Homeland Security - responsible for homeland defense of North American borders; FEMA lead role for natural disasters)

## ❑ **State Hazard Mitigation Plan – 2004**

(Federal Emergency Management Administration (FEMA) now under Department of Homeland Security - for recovery phase)

## ❑ **County Emergency Management**

King: [Metrokc.gov/prepare](http://Metrokc.gov/prepare)

Pierce: [co.pierce.wa.gov/pc/abtus](http://co.pierce.wa.gov/pc/abtus)

Snohomish: [Snodem.org](http://Snodem.org)

Kitsap: [Kitsapdem.org](http://Kitsapdem.org)

# OSC Container e-seals tracked inland from ports

- ❑ **Goal:** Origin to Destination tracking of sealed marine containers (2 million/year at Seattle/Tacoma)
- ❑ **Research:** Operation Safe Commerce (OSC) tech. and operations tested through our region (also NY/NJ and LA/LB) in 2002-04
- ❑ **Application:** International standards required



# Public Policy Highlights

## ❑ Chokepoints

- POT rail bridge
- POS rail bridge
- Highway layering at E. Marginal Way

## ❑ Port redundancy

- Olympia used twice as alt.

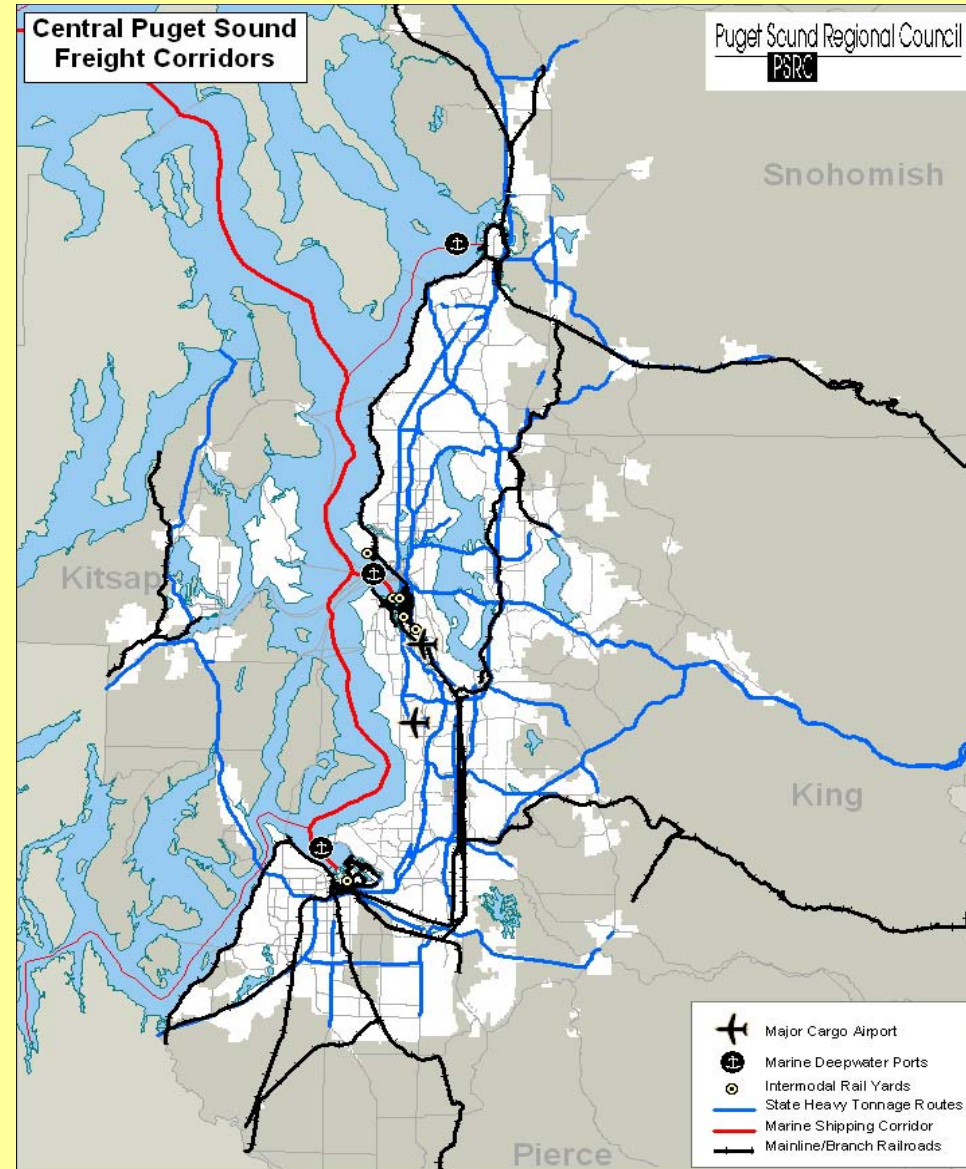
## ❑ Vancouver rail: 97% capacity

## ❑ Private rail

- Preserve Ft. Lewis line (BNSF)

## ❑ Public rail

- Military priority access clause on ST commuter rail line?



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# **Plan Update Issues for Policy Board Discussion**

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# A few issues...

- ❑ **Safety emphasis in project and program priorities?**
- ❑ **Greater integration of safety related land-use/design issues in local GMA plans and strategies for centers and corridors?**
- ❑ **Concur/adopt “Target Zero” goal? (Ref: WTC/WSDOT)**
- ❑ **Other...?**



**A brief pause...**