



Take The Fight To The Night

**The Washington State Nighttime
Seat Belt Enforcement Project:
Take the Fight to the Night**

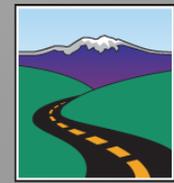




photography by amylee



Commissioners



WASHINGTON
Traffic Safety
COMMISSION



Governor Jay Inslee
Commission Chair



Lynn Peterson
Department of
Transportation



Chief John Batiste
Washington State
Patrol



Pat Kohler
Department of
Licensing



John Wiesman
Department of
Health



Judge James P. Swanger
Clark County District Court



Randy Dorn
Superintendent of
Public Instruction



Kevin Quigley
Department of Social and
Health Services



Sharon Dillon
Washington State
Association of Counties



Jon Snyder
Association of
Washington
Cities

Washington Traffic Safety Commission

Office of the Director

Darrin Grondel
Director

Geri Nelson
Executive Assistant

Debbie Johnson
Finance Director

Kathy Droke
Administrative Assistant 3

Dawn Hernandez
Administrative Assistant 3

Steve Lind
Deputy Director

Leslie Maltby
Fiscal Analyst 5

Programs & Services Division (PAS-D)

Chris Madill
Program Director

MJ Haught
Program Manager

Shelly Baldwin
Program Manager

Erica Holmes
Communications Consultant 4

Jonna VanDyk
Program Manager

Angie Ward
Program Manager

Edica Esqueda
Program Manager

Mark Medalen
Program Manager

Debi Besser
Program Manager

Research & Data Division (RAD-D)

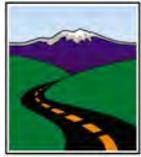
Staci Hoff
Research Manager

Mimi Nickerson
Research Analyst 3 FARS

Dick Doane
Research Investigator

Terry Ponton
Research Analyst 3 FARS

Phil Salzberg
Research Investigator (Project Employee)



WASHINGTON
Traffic Safety
COMMISSION

Vision

Zero traffic deaths and serious injuries, because every life counts!

Mission

Washington's Traffic Safety Commission leads statewide efforts and builds partnerships to save lives and prevent injuries on our roadways for the health, safety, and benefit of our communities

Core Values

Servant Leadership

Collaboration

Innovation

Integrity

Learning

State Agencies



Implementation
Required

Washington State's Strategic Highway Safety Plan 2010

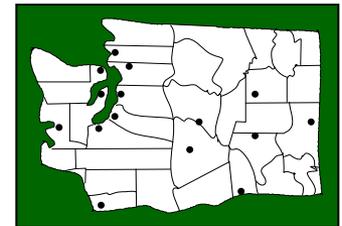
Zero Deaths | Zero Serious Injuries | 2030



Indian Nations



Local Agencies



Private Industry & Non-profit Groups



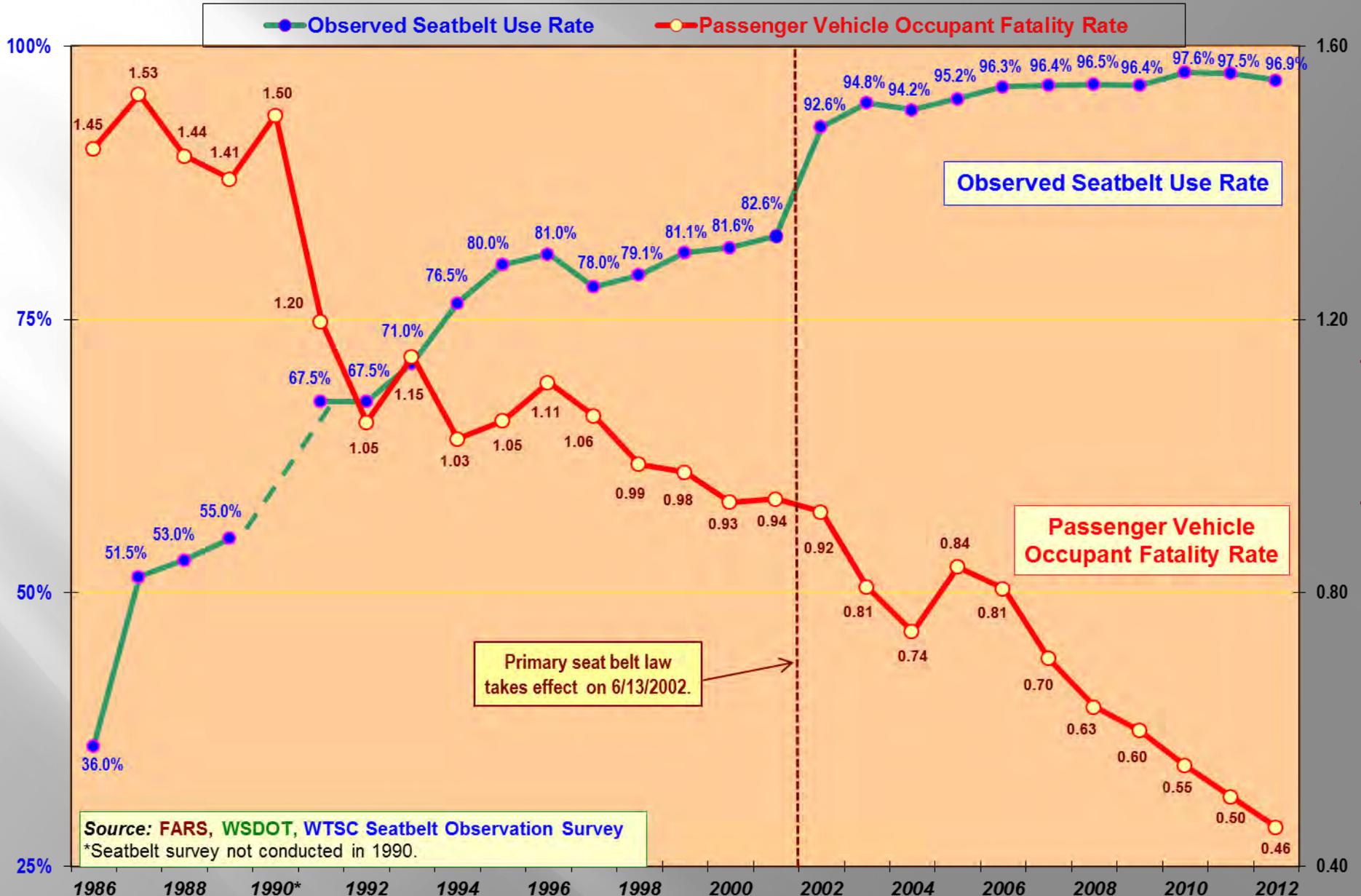
Implementation Recommended



1986-2012^ Washington Annual Seatbelt Use & PVO Fatality Rates+

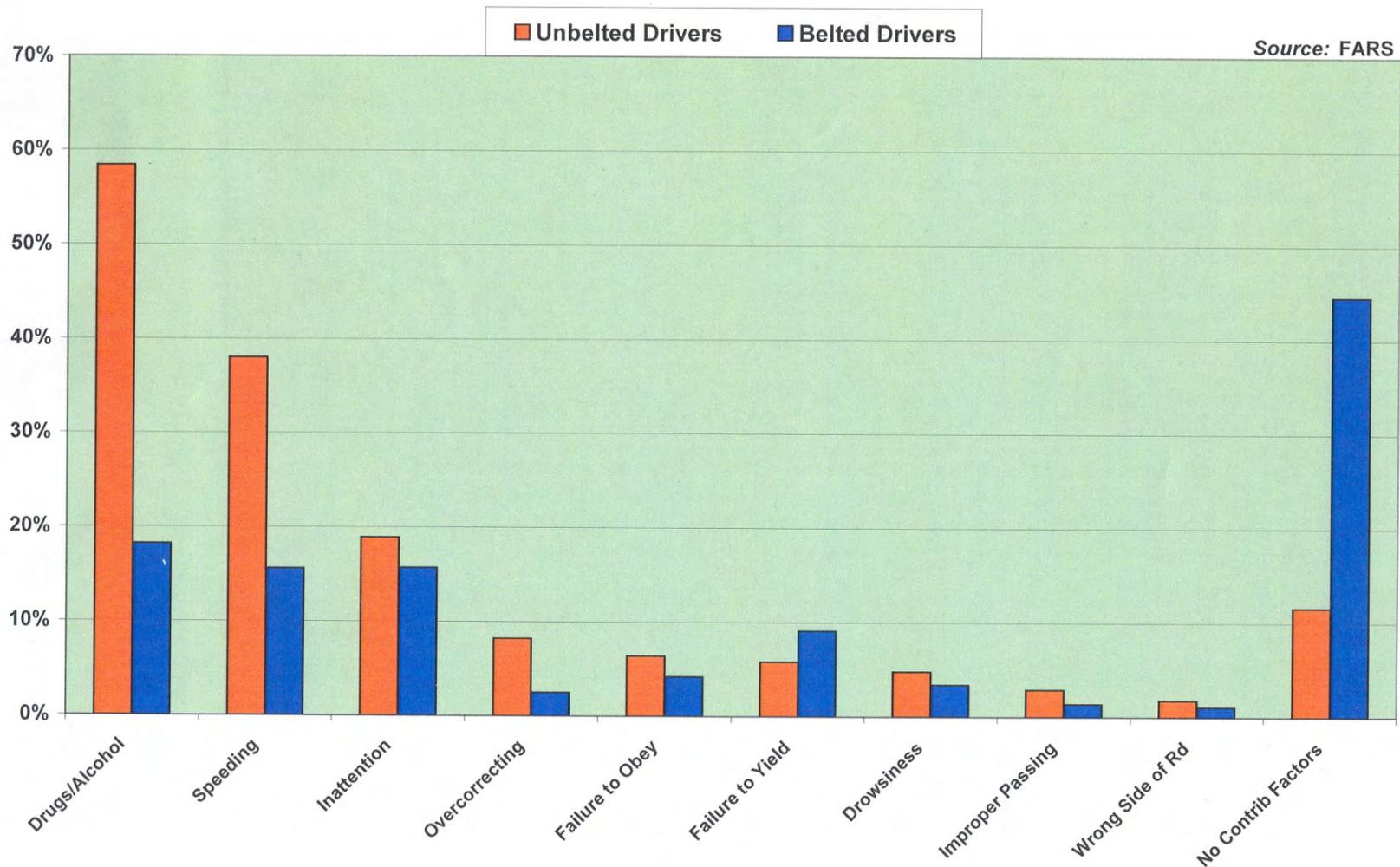
+Percent of Motorists Observed Wearing Seatbelts, Passenger Vehicle Occupant fatalities per 100 million VMT

^2012 fatality rate based on data considered preliminary through 12/31/2013



Seat belt use among traffic offenders:

Contributing Circumstances in WA Fatal Crashes, 1993-2005
Unbelted vs Belted Drivers



WA Vehicle Occupant Deaths by Time of Day 2001 – 2007

Time period		Ave. Annual Deaths	Ave. Annual Deaths per period:	Seat belt Use in fatals
Morning	4a-11a (7 hrs)	95	14	57%
Afternoon	11a-4p (5 hrs)	95	19	63%
Dinner	4p-8p (4 hrs)	88	22	50%
Late night	8p-4a (8 hrs)	170	21	38%

**Why do people not wear their
seatbelt?**

In This Presentation:

- ▣ Describe ways to conduct effective nighttime seat belt enforcement
- ▣ Describe Washington's three-year Nighttime Seat Belt Enforcement (NTSBE) project, and
- ▣ Preliminary NTSBE research results

WA State Patrol Pilot Project Wednesday Night (1800-2200)

- ▣ 41 contacts
- ▣ 29 seat belt citations
- ▣ 1 DUI
- ▣ 6 drug arrests
- ▣ 2 warrants (1 felony, 1 misdemeanor)
- ▣ 5 suspended driving arrests
- ▣ 6 uninsured motorist infractions
- ▣ 2 stolen vehicles recovered

- ❖ Several pilot projects and research design with NHTSA, the WTSC applied/received 403 Demonstration Grant.

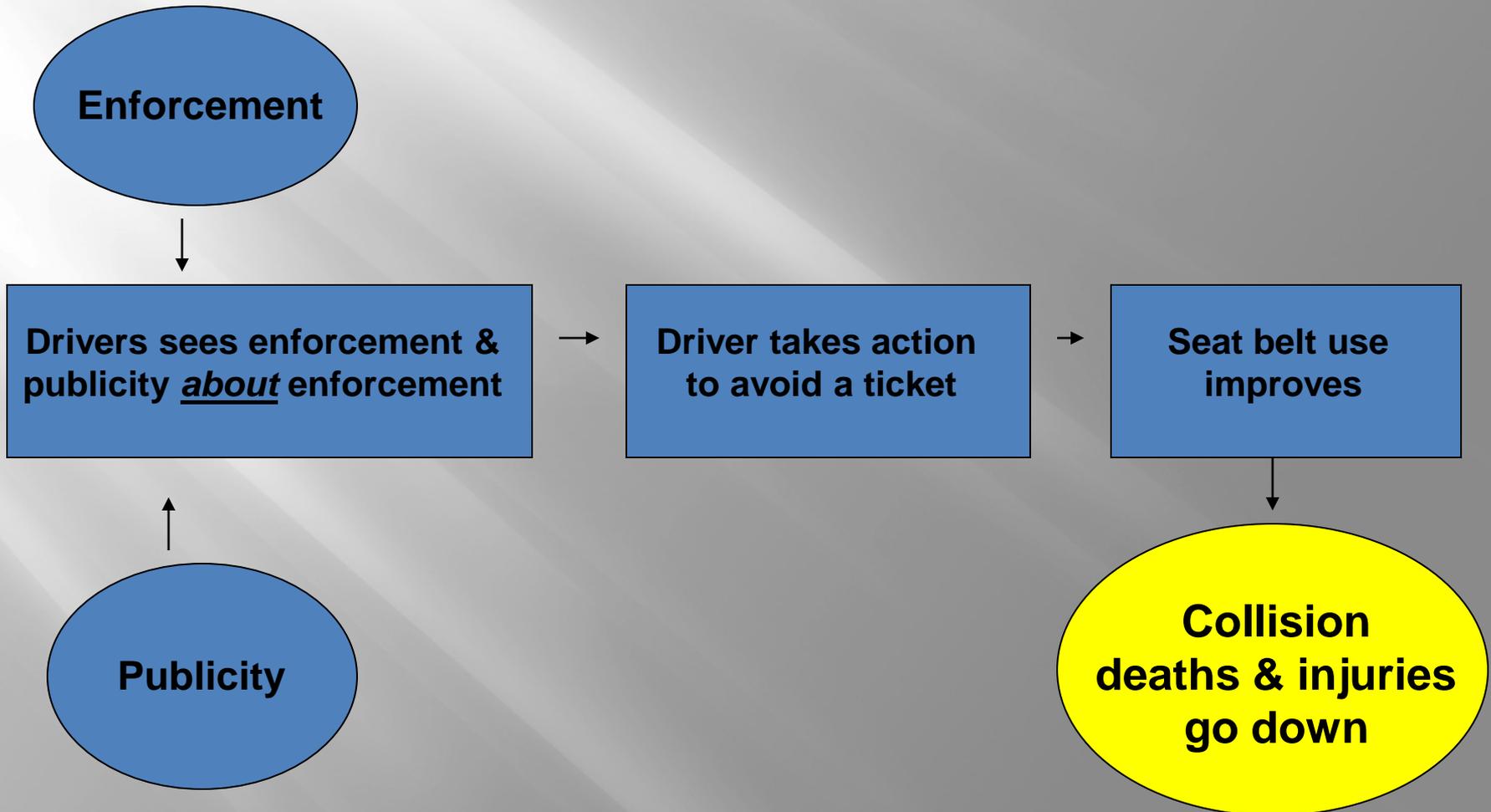


The WTSC NTSBE Project:

- ▣ WTSC 403 Grant from NHTSA
 - Implement statewide nighttime seat belt project
 - Project total budget: \$2.7 million
 - Five Statewide Mobilizations
 - ▣ May and October 2007, 2008
 - ▣ May, 2009
- ▣ Dunlap & Associates evaluation task order from NHTSA
 - Final evaluation/report in draft

The Click it or Ticket Project Model:

The CIOT Model is the most powerful intervention for changing driver behavior ever invented -- NHTSA



Goals of the NTSBE Project:

- ▣ Increase nighttime seat belt use by modifying CIOT and therefore:
 - Reduce traffic deaths and injuries.
- ▣ **Solid public understanding about why we are doing the project and what we're doing.**
- ▣ **Solid public support for the project.**
- ▣ **Data-driven and evidence based approach**
- ▣ **Solid understanding among law enforcement about why we're doing the project and what we're doing.**
- ▣ **Solid law enforcement support for the project.**
- ▣ Learn about the people who don't buckle up at night (driving records and criminal histories).
- ▣ Maintain high overall daytime seat belt use by moving 100% of CIOT funds to NTSBE.
 - ▣ Legislators and others concerned daytime compliance rates would drop. WTSC to monitor and LE agencies committed to SB enforcement.

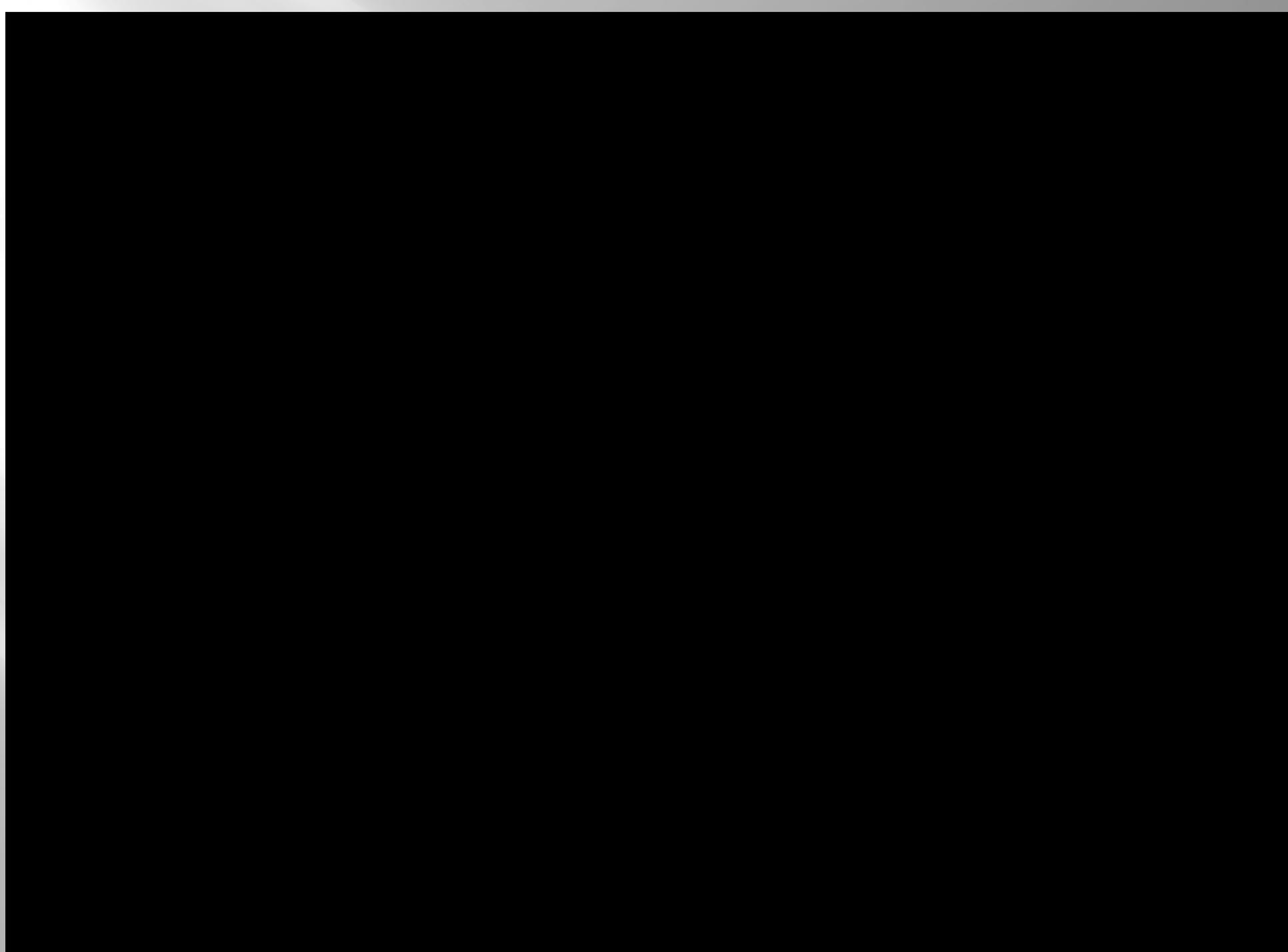
Evaluation Findings

The nighttime unbelted driver had consistently more traffic violations and criminal arrests than all other drivers (belted drivers day or night, and unbelted drivers during the day).

- ▣ More traffic-related citations:
 - moving violations
 - speeding tickets
 - license-related citations (example: suspended, revoked)
 - alcohol citations
 - negligent driving or reckless driving citations

- ▣ More criminal offenses on their record:
 - felonies
 - violent crime

The nighttime unbuckled driver is not a representative sample of the larger driving population. Rather, he is an **“indicator species.”**



Law enforcement training meetings:

▣ **Goals: Front Load the Project**

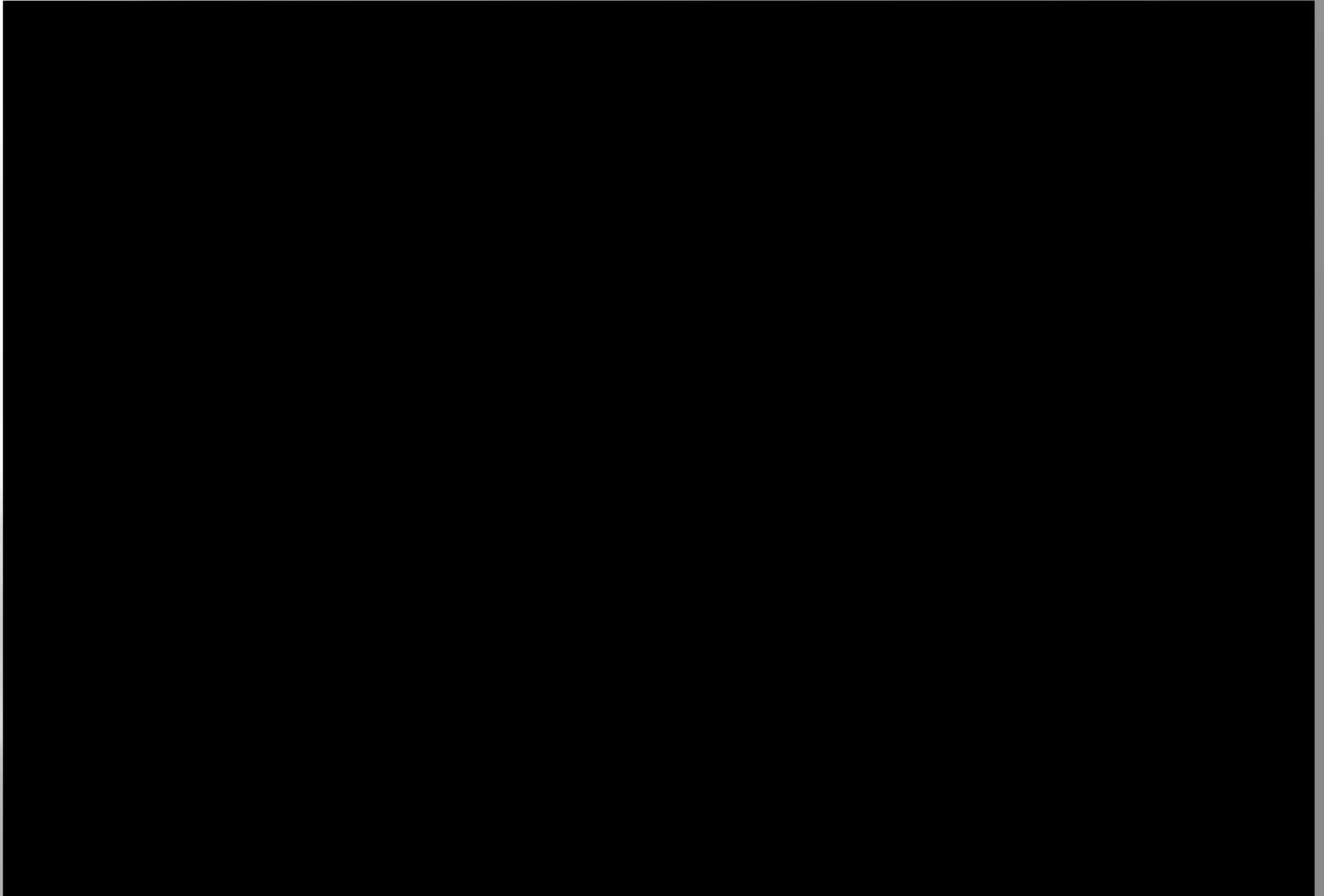
- Explain the project
 - ▣ what it is, why we're doing it
- Help L.E. understand the grant paperwork
- Encourage multi-jurisdictional patrols
- Generate enthusiasm for the project
- Help law enforcement defend the project to others.
 - ▣ WTSC available to handle all media requests, County/City Council



Make sure the patrols follow our “best practice” model so:

- ▣ **we don't lose public support for the project, and**
- ▣ **Dunlap & Assoc. can evaluate the project**

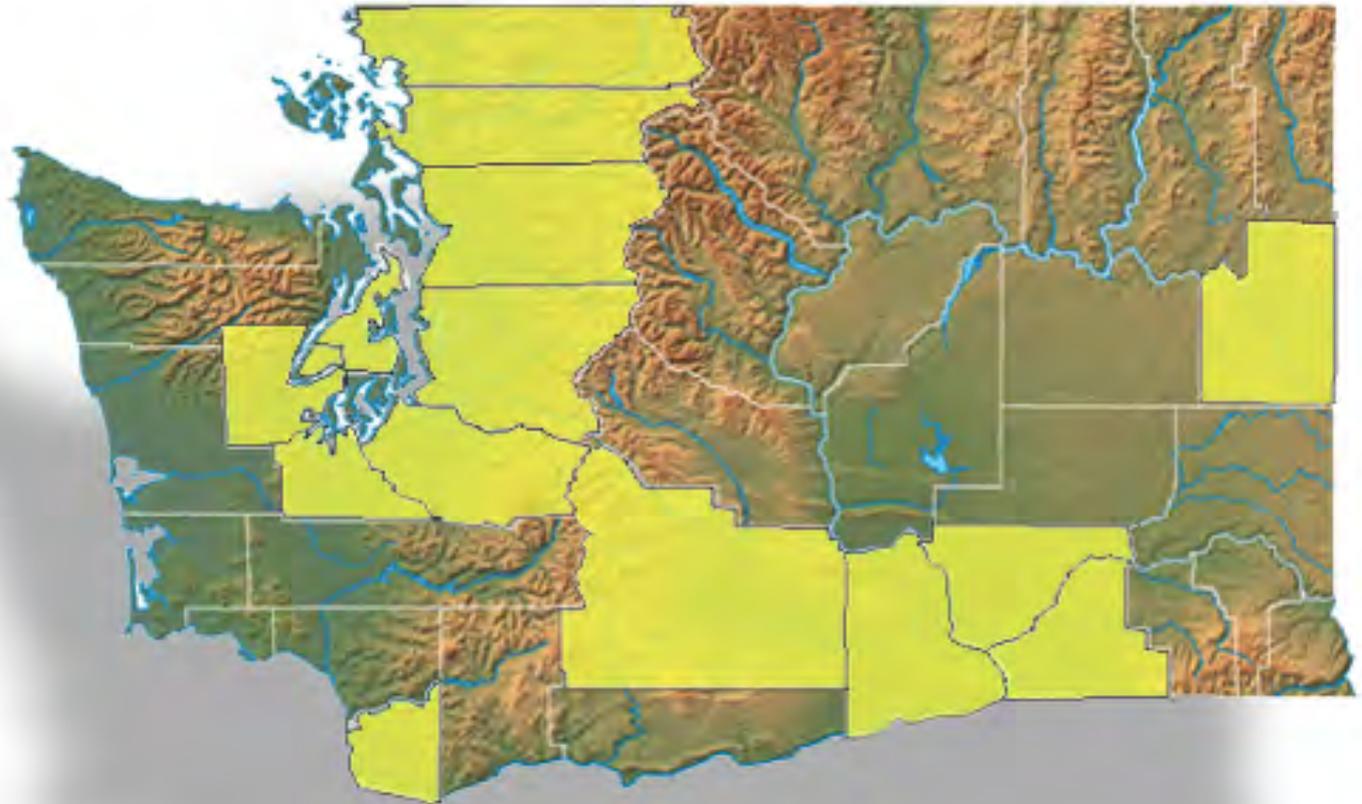
NTSBE Training Video



Evaluation components:

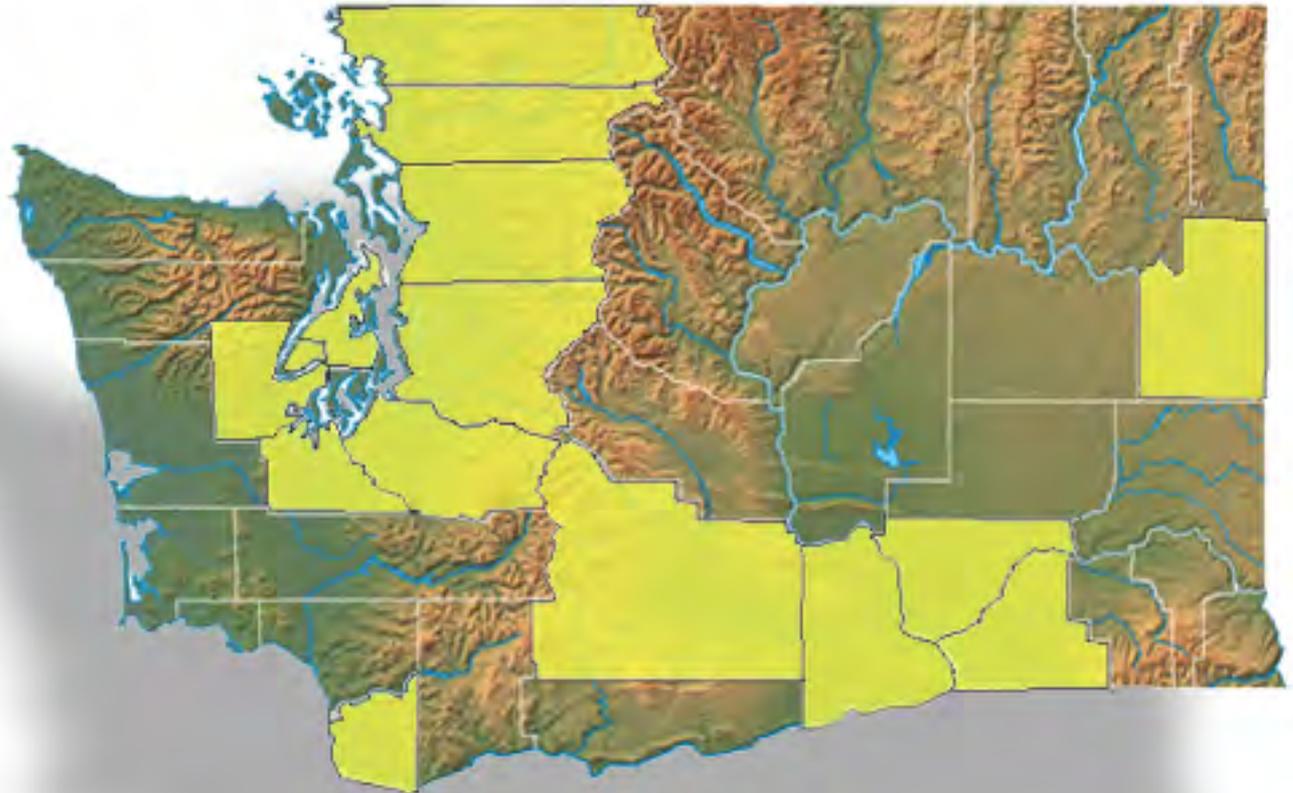
- ▣ **Knowledge and awareness surveys** at Licensing offices in five cities
- ▣ **Observational surveys** day and night
 - Mini surveys day and night in 40 locations
 - A statewide survey in 400 locations and close to 100,000 drivers & passengers
- ▣ **Intercept surveys** at gas stations
 - Conducted around the clock
 - In four cities
 - Documented both unbuckled and buckled, Vehicle License, Driver Description, DOL and Criminal History.
- ▣ **Driving records and criminal records** of seat belt law violators and people observed at gas stations
 - 5035 records analyzed
- ▣ **Focus groups with law enforcement** about nighttime seat belt patrols

More than 85% of us live in 14 WA counties.



More than 85% of us live in 14 WA counties.

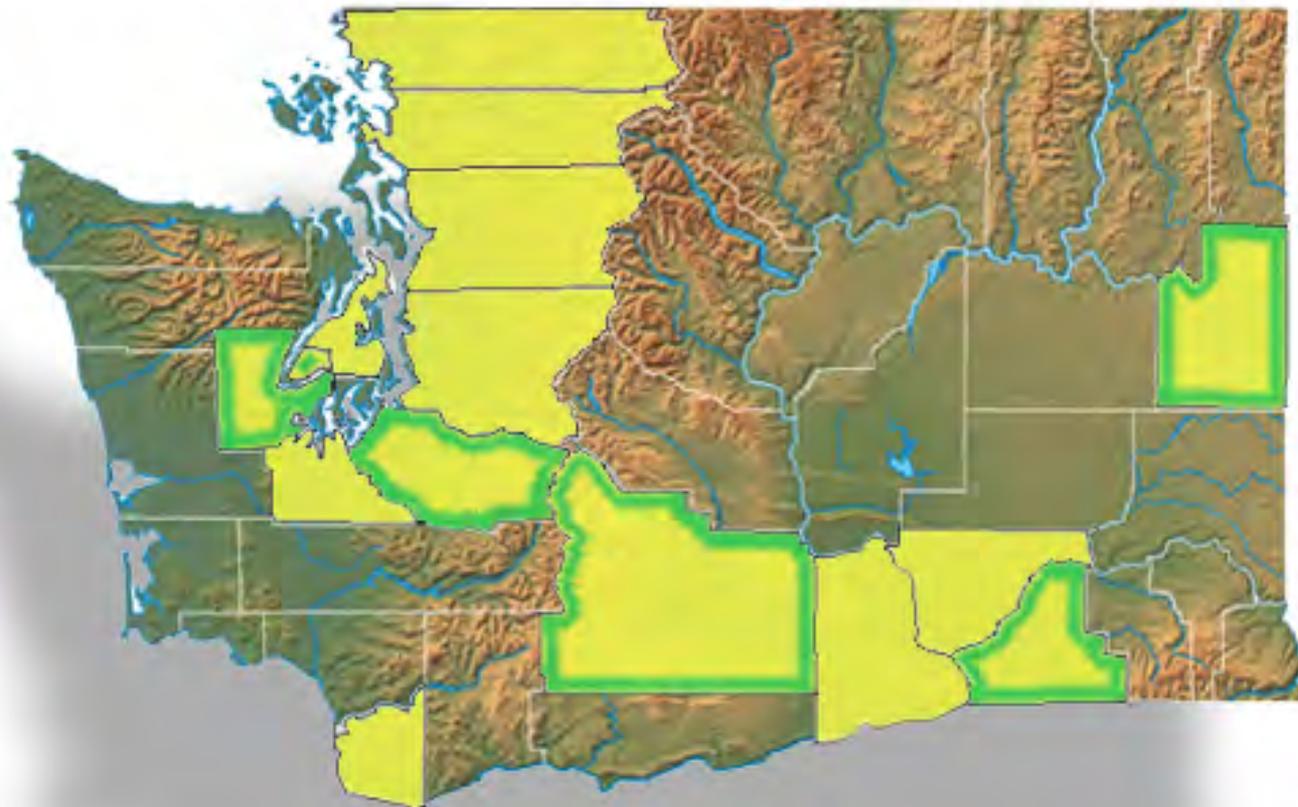
**L.E.&
Media**



More than 85% of us live in 14 WA counties.

**L.E.&
Media**

**Mini
Surveys**

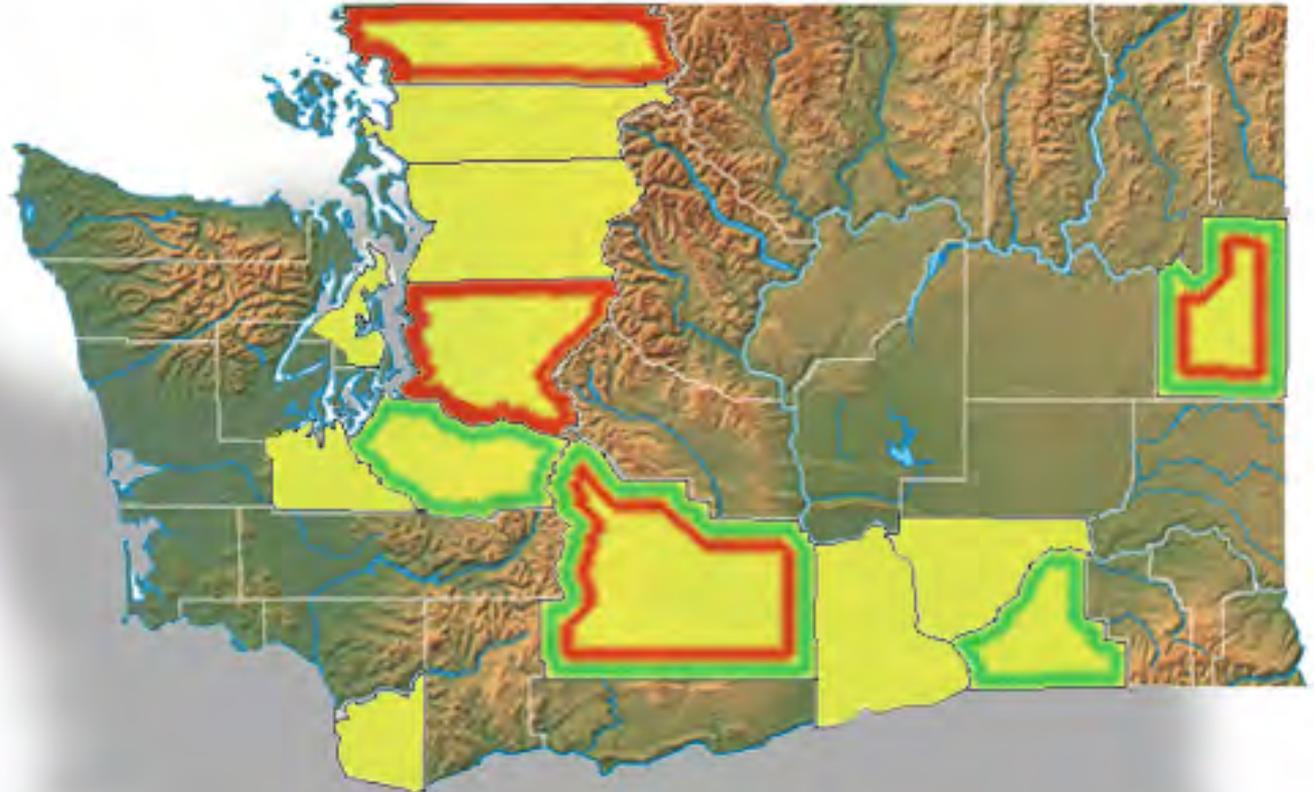


More than 85% of us live in 14 WA counties.

**L.E.&
Media**

**Mini
Surveys**

**Intercept
Surveys**



Evaluation components:

Observational surveys

- ▣ Seat belt tickets (day vs. night)
- ▣ Observational surveys (day and night)
- ▣ Knowledge and awareness opinion surveys
- ▣ Intercept surveys at four gas stations
- ▣ Analysis of driving histories and criminal histories of people who drive unbuckled during the day and at night.
- ▣ Research question: is the nighttime unbuckled driver more likely to be a high risk driver?



Project Activities:

Statewide mobilizations:

- Close to 80 law enforcement agencies participated
- Media news releases, press events and editorial boards
- Variable message road signs:
 - Rented 30
 - WSDOT message on 150 freeway & highway signs
 - Pop up signs used by law enforcement.
 - 630 Static Roadway Signs



Patrol Results sample:

May 2007

- ▣ 5,715 hours worked
- ▣ 10,380 total contacts
- ▣ 6,756 total tickets
- ▣ 4,671 seat belt and child car seat tickets
- ▣ 144 DUIs
- ▣ 66 "other alcohol"
- ▣ 115 drug offenses
- ▣ 176 aggressive & reckless
- ▣ 59 felony warrants & arrests
- ▣ 123 "other criminal arrests"
- ▣ 141 misdemeanor warrants
- ▣ 530 suspended/revoked
- ▣ 973 uninsured
- ▣ 8 stolen cars
- ▣ 1,393 vehicle violations

October 2007

- ▣ 5,362 hours worked
- ▣ 7,517 total contacts
- ▣ 5,322 total tickets
- ▣ 3,948 seat belt and child car seat tickets
- ▣ 83 DUIs
- ▣ 35 "other alcohol"
- ▣ 78 drug offenses
- ▣ 57 aggressive & reckless
- ▣ 64 felony warrants & arrests
- ▣ 110 "other criminal arrests"
- ▣ 134 misdemeanor warrants
- ▣ 282 suspended/revoked
- ▣ 478 uninsured
- ▣ 4 stolen cars
- ▣ 510 vehicle violations

Seat Belt Patrols – Day vs. Night

Day:

- ✓ Officer works individually
- ✓ Easier to schedule
- ✓ Fewer staffing issues
- ✓ Easier to see violators

Night:

- Need more advanced planning
- Need more officers
- Harder to see violators
- Low traffic volumes
- Law enforcement agencies understaffed
- Officers say they are more fun

Productivity – Night vs. Day

Tickets per patrol hour –
night vs. day

- 74.8% **more** child car seat tickets
- 82.5% **more** DUI/DUID citations
- 532.4% **more** felony arrests
- 79.5% **more** “other alcohol” arrests
- 3.8% **fewer** seat belt tickets
- 85.5% **fewer** speeding tickets



The Nighttime Unbuckled Driver's record:

- 57% more likely to have one or more felony arrests;
- 131% more likely to have one or more negligent or reckless driving convictions;
- 65% more likely to have one or more alcohol-related driving convictions;
- 30% more likely to have one or more collisions on their record;
- 117% more likely to have one or more license suspensions or revocations;
- 110% more likely to have one or more misdemeanor arrests.
- 109% more likely to have two or more speeding convictions;

Look for the unbuckled belt. Find the driver who is more likely to cause traffic deaths.



WA nighttime vehicle occupant deaths:

Before CIOT:

(1998-2002)

221 VO deaths/yr
31% SB use in fatalities

After CIOT & before NTSBE:

(2003-2006)

200 deaths/yr (-9.5%)
46% SB use in fatalities

After NTSBE:

(2007-2008)

175 deaths/yr (-12.5%)
46% SB use in fatalities

Data source: FARS

Nighttime is defined as 7 pm to 4:59 am.



Serious injury data **occupant serious injuries:**

Before CIOT:

(2002)

2,267 VO serious injuries/yr
73% SB use in serious injuries

After CIOT & before NTSBE:

(2003-2006)

1,864 serious injuries/yr (-18%)
78% SB use in serious injuries

After NTSBE:

(2007-2008)

1,632 serious injuries/yr (-12%)
81% SB use in serious injuries

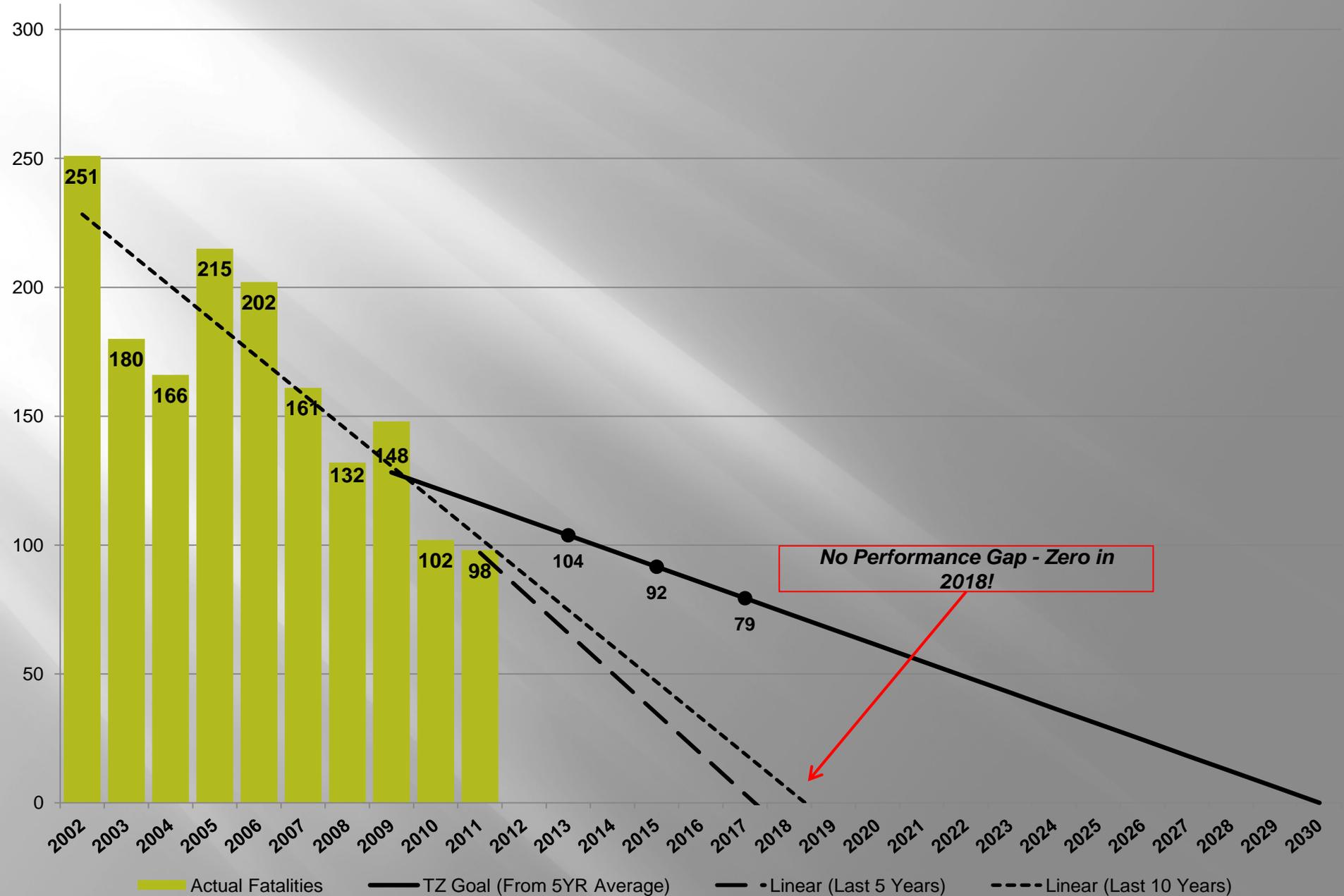
Source: WSDOT

Vehicle Occupant Serious Injuries in **Serious Injury Crashes Only.**

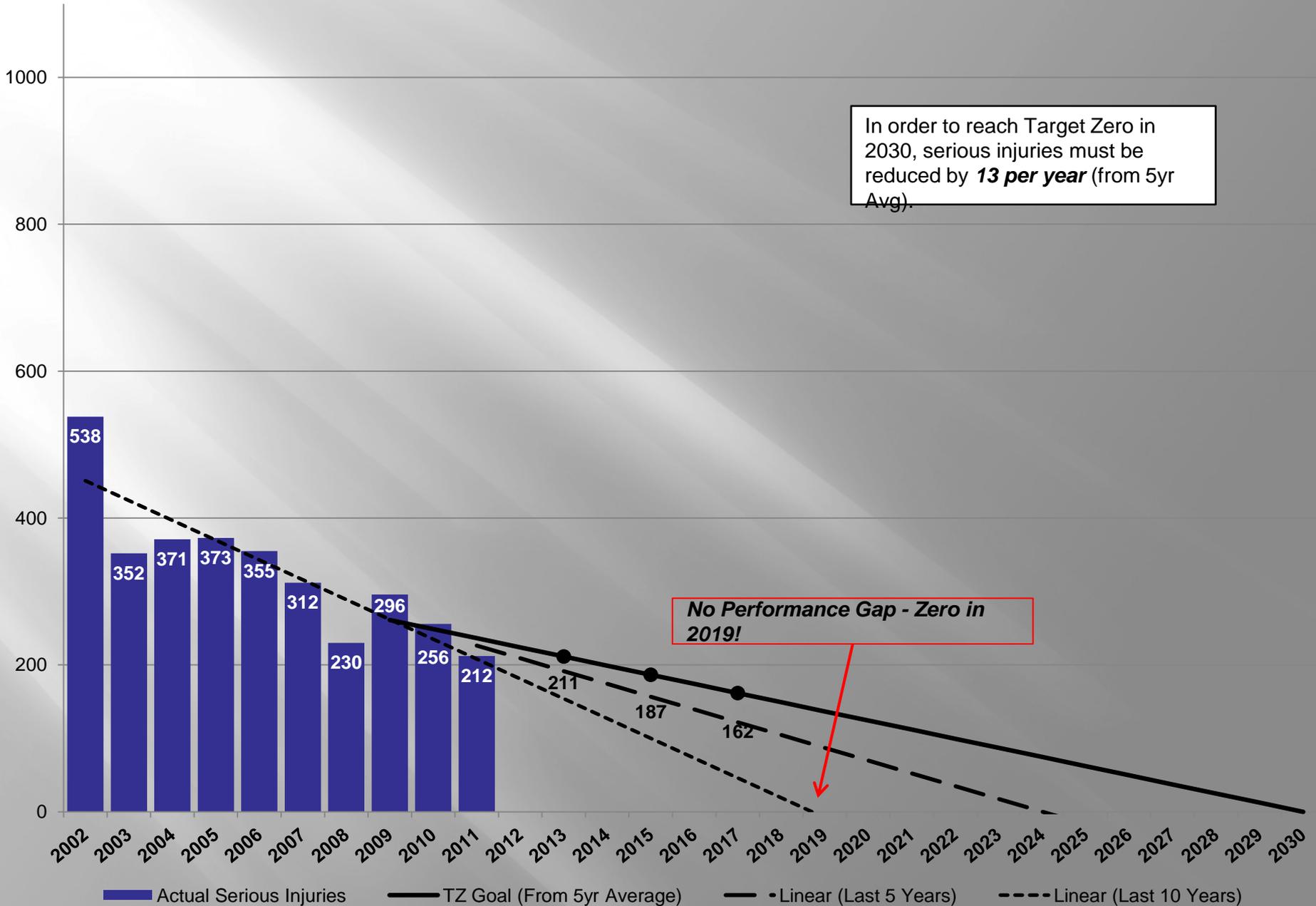
Serious injury crash data not available for 1998-2000 and vehicle type not available in 2001



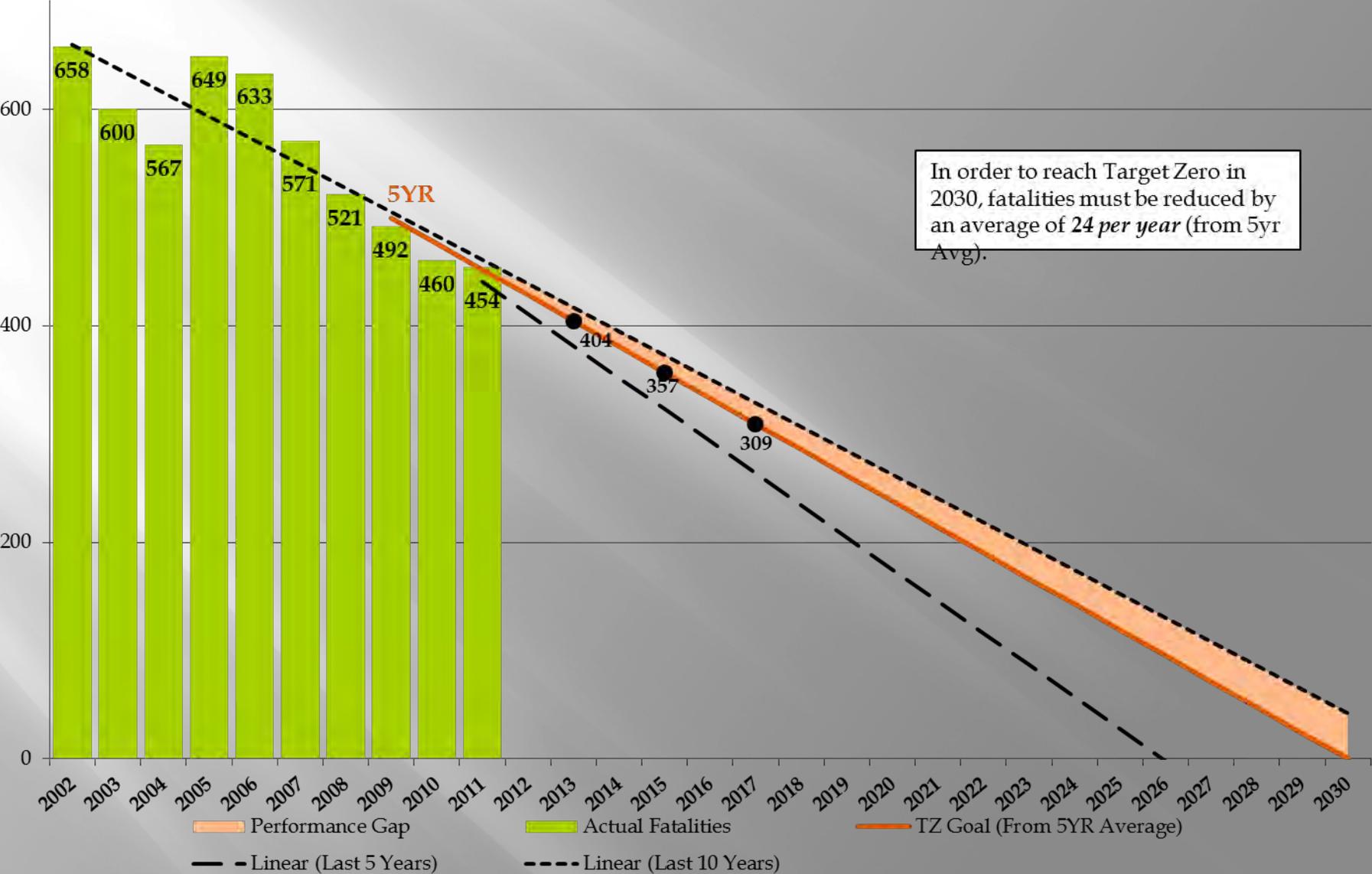
Unrestrained Passenger Fatalities 2002-2011



Unrestrained Passenger Serious Injuries 2002-2011



Washington Fatalities from Traffic Crashes 2002-2011



Summary

- ▣ Research shows that nighttime seat belt enforcement reduces deaths and injuries
- ▣ There are multiple ways to conduct nighttime seat belt patrols, and all seem to work well if implemented by dedicated law enforcement
- ▣ Multiple “Returns on Investment” to nighttime seat belt enforcement for Traffic Safety and Criminal Interdiction in local communities.



**Nighttime Seat Belt Patrols
are Now Underway**

Click it or Ticket

A message from the Washington Traffic Safety Commission

Contact Information

Jonna VanDyk
OP Program Manager
360-725-9885
jvandyk@wtsc.wa.gov

Darrin Grondel
Director
360-725-9899
dgrondel@wtsc.wa.gov

Washington Traffic Safety Commission
621 8th Avenue SE, Suite 409
Olympia, WA 98504-0944
www.wtsc.wa.gov

