



PARTNERS IN CRIME PREVENTION

MARCH/APRIL 2018

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TARGET ZERO—TRYING TO MAKE OUR STREETS SAFER

Safety on our streets is important to our quality of life in Snohomish County. Keeping our streets safe is tough given the growth in the county’s population and the increasing congestion on our roads and streets.

The Snohomish County DUI and Target Zero Task Force tries to improve the safety on our streets. It is made up of 13 agencies including city police departments, Snohomish 911, the Snohomish County Sheriff’s Office, the Washington State Patrol, and the Washington State Liquor and Cannabis Board. The task force uses a combination of enforcement, education, and working with local traffic engineers to reduce deaths and serious injuries to zero by the year 2030.

The Washington Traffic Safety Commission provides resources to Target Zero Task Forces in counties throughout the state.

During the 5 year period of 2012 to 2016, 197 people died in Snohomish

County due to traffic crashes. While some deaths can be the result of multiple causes, 53% were attributed to impaired driving (DUI), 37% to speeding, 33% to a young driver, and 28% to distracted driving. In addition, 23% of the deaths involved a pedestrian.

The task force sets traffic safety priorities for Snohomish County. Its current

priorities include pedestrian and bicycle safety, impaired driving (DUI), distracted driving, speeding, motorcycle safety and seat belt use.

For more information about the task force and the Target Zero campaign go to,



**SNOHOMISH COUNTY
TARGET ZERO TASK FORCE**

Snohomish County DUI & Target Zero Task Force-

<http://snocotargetzero.org/index.html>

On Twitter- [@SnoCoTargetZero](https://twitter.com/SnoCoTargetZero)

Washington Traffic Safety Commission-

<http://wtsc.wa.gov/target-zero/>



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**WALKERS-
DRIVERS CAN
KEEP THEM
SAFE**

- Look out for pedestrians.
- Be sure to follow the speed limit, especially in areas with heavy pedestrian traffic, school zones and neighborhoods.
- In bad weather and at dusk/darkness be sure to turn on your lights and use your turn signals so that pedestrians can see you.
- Crosswalks– Always yield to pedestrians at crosswalks. Slow down when approaching a crosswalk. Do not pass vehicles stopped at a crosswalk.
- Don't drink and drive. Almost half of all traffic crashes causing pedestrian casualties involve alcohol consumption.

TARGET ZERO – PEDESTRIANS

The safety of pedestrians is a major concern for the task force. With the increase in population more people not only drive on county streets and highways they also walk and ride bicycles along those streets.

Last year, there were 300 collisions involving pedestrians. Eight pedestrians died. Over the period of 2012 through 2016 there has been an increasing death toll involving pedestrians in the county. During that period, a total of 45 pedestrians were killed in collisions, about 23% of all people killed in traffic crashes.

This follows a national trend cited by traffic experts who note a dramatic increase in pedestrian deaths over the last eight years. Many of the experts think that one big cause of the increase is the use of smartphones by both pedestrians and drivers. While not the sole cause, distracted driving with smartphones have become more of a concern.

Most pedestrian fatalities occur in the winter and fall. They also occur at dark or dusk. Many pedestrian fatalities occur in cities or high population areas. More than half of fatalities and serious injuries occur while the pedestrian crosses the road/street. And 8 out of 10 fatalities occur outside of intersections.

The task force is using a \$30,000 grant to educate citizens on pedestri-

an safety and to conduct enforcement patrols in areas of the county with high rates of pedestrian injuries. One of the first areas of concentration is the area around Mariner High School. The task force has been working with the school and the surrounding apartment complexes with a pedestrian education campaign. Sheriff's deputies plan to patrol the area to look for jaywalkers and drivers who do not yield for pedestrians.

There are things you can do to avoid becoming a casualty when you are walking:

- **Be Visible.** Try to make eye contact with drivers when crossing the street. At dusk and at night, wear light colored/reflective clothing. Walk in well lit areas.
- **Stay Alert.** Be aware of your surroundings. Put away your smartphone. Don't wear headphones.
- **Follow the Rules.** Observe and obey all traffic rules, traffic signs, and signals.
- **Walk in Safe Places.** Stay on sidewalks whenever possible. Cross the street at a crosswalk or lighted intersection whenever possible.
- **Avoid Alcohol.** 34% of crashes involving pedestrians included pedestrians who had been drinking.

TARGET ZERO – DUI

Reducing deaths and serious injuries due to Driving Under the Influence (DUI) or impaired driving has been a longtime goal of local law enforcement agencies. Over decades of work, the number of deaths due to DUI have been reduced dramatically. However, in Snohomish County over half of fatal crashes have been due to impaired driving.

Statewide, the Washington State Patrol arrested 12,000 people for DUI in 2017, up from 10,000 in 2016.

Local law enforcement agencies have done a very good job of educating the public about the problems of drinking and driving. However, impaired driving also includes impairment from the use of drugs, which receives more emphasis with the legalization of marijuana in Washington State.

In fact, many people in DUI situations use multiple substances (poly-drug use), mixing alcohol with other drugs. In recent years the DUI Target Zero Task Force has seen an increase in DUI due to marijuana, heroin and other drugs.

Recent studies sponsored by the National Institute on Drug Abuse have shown the detrimental affects of driving after drug use. For example, marijuana can slow reaction time, impair judgement of time and distance, and decrease coordination. Marijuana can also cause lane weaving, similar to driving after alcohol use. And those who had both alcohol and marijuana in their systems while they were driving tended to

weave, even if the THC and alcohol concentrations were below the impairment thresholds for each substance alone.

For more information about driving and drug use go to:

- <https://www.drugabuse.gov/publications/drugfacts/drugged-driving>
- <https://www.drugabuse.gov/news-events/news-releases/2015/06/effects-marijuana-without-alcohol-driving-performance>

The task force takes a multi-pronged approach to try to reduce deaths and serious injuries due to DUI. For example, it sponsors educational programs in schools.

It takes enforcement actions that include DUI emphasis patrols in coordination with the Washington State Patrol, city police departments, and the Liquor and Cannabis Board.

DUI emphasis patrols are not secrets. The task force publicizes when it will conduct the patrols in the media, on its web page and on its Twitter account. Publicizing the patrols makes everyone aware that police and deputies are looking for DUI violators.

DUI – KEEP OUR STREETS SAFE

If you have had alcohol or marijuana be sure not to drive:

- *At a party or on the town, have someone who has not had alcohol or marijuana drive you home.*
- *Call a cab, Uber, or Lift to drive you home.*

On the road, if you see erratic driving – weaving, inability to stay in the lane, alternately speeding then slowing down, – call 911 with,

- *Vehicle description*
- *License #*
- *Nearest cross street*
- *Direction of travel*

Be careful when using your cell phone and driving. If necessary, stop on the side of the road while calling. If the driver is speeding, don't speed with them!

DISTRACTED DRIVING- CELL PHONE LAW

In 2017 the Washington State Legislature past a law that clamps down on handheld cell phone use while driving.

Drivers cannot use a hand held cell phone,

- *While driving*
- *While stopped n traffic or at a traf- fic light*

Nor can drivers send text messages or ac- cess information on their smartphone while driving or watch videos or using cam- eras.

Violators will be is- sued an “E- DUI” (electronics DUI) ticket. The first E-DUI costs \$136. A second E-DUI, within 5 years, costs \$234. E-DUI tickets will be made available to the viola- tor’s insurance com- panies.

Exceptions include:

- *Contacting emer- gency services*
- *Using the cell phone in a hands free mode*
- *Parked or out-of- the-flow of traffic.*

TARGET ZERO- DISTRACTED DRIVING

Over the past few years, distracted driving has received a great amount of attention in the press and by law enforcement and traffic safety profes- sionals. The increasing use of handheld smartphones has been the focus of this attention with the high risk of collisions with other vehicles, pedestrians, and bicycles.

In the period of 2012 to 2016, fatali- ties due to a distracted driver amount- ed to 28% of the total of crash deaths.

Research into distract- ed driving is difficult to conduct be- cause driv- ers tend not to self report

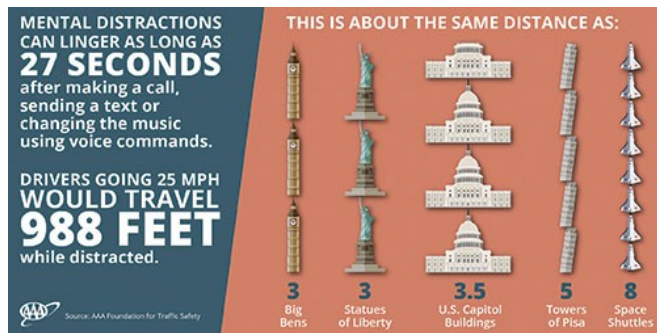
when they are distracted at the time of accidents, and there is little residu- al evidence of distractions that investi- gators can collect after a crash.

However, the research that does exist causes officials to be very concerned about drivers using cell phones while driving. 91% of the adult population owns a mobile phone or smartphone. A University of Washington study found that one in ten Washington State drivers uses a phone to make a call or send a text when they are be- hind the wheel. And, phone use be- hind the wheel has been shown to significantly increase crash risk.

Cell phones are a physical distraction as well as a mental distraction taking our minds away from the task of driv- ing.

In fact, research by AAA shows that test subjects needed up to 27 sec- onds to fully restore their mental fo- cus on driving after ending a call or texting session from voice controlled systems in their cars. At 25 mph, that is 3 football fields to completely re- gain focus on driving. And if a driver is

stopped at a stop light, the light has turned green be- fore com- pletely fo- cusing on driving.



Last year, the Washington State Leg- islature passed a new law that bans use of hand held cell phones while driving and increases the penalties for cell phone use while driving.

To reduce distracted driving fatalities and serious injuries, the task force conducts an education campaign to convince drivers to concentrate on driving. It also sponsors high visibility emphasis patrols to find drivers who use their cell phones while driving.

TARGET ZERO – SPEEDING

Speeding is always a concern for local law enforcement agencies, homeowners, and drivers. Homeowners always worry about speeding cars in their neighborhoods. Speeding cars on county roads pose a danger to others on the road.

It may be obvious that the faster a vehicle goes the more damage it does to property and the more risk of serious injury or even death to pedestrians or bicyclists. But, researchers have found that a vehicle that crashes into a wall at 80 mph generates four times as much kinetic energy (the harmful force in a crash) as hitting the same wall at 40 mph. Also, pedestrians and bicyclists who are hit by a vehicle traveling at 40 mph have an 85% chance of being killed. At 20 mph, they have only a 5% change of being killed.

In Snohomish County, between 2012 and 2016 speeding amounted to 37% of deaths for the period, second only to impaired driving. Overall in Washington state, speeding is the third-most common factor contributing to fatal and serious injury crashes, after impairment and lane departure.

Speeding is often combined with other factors such as impairment, lane departure and younger drivers. So reducing drinking and driving, using drugs and driving, improving drivers discipline in paying attention while they drive, and training new drivers to drive at the speed limit would help reduce speeding.

Some statewide characteristics found with speeding fatalities include:

- Almost half of fatalities occur on the weekend– Friday through Sunday.
- More than one-third of fatalities occur between the hours of 10pm and 5am.
- Of all drivers aged 16-25 involved in fatal crashes, 43% were speeding.

Efforts by government, schools and car manufacturers to reduce the risk of fatalities and serious injuries due to speeding include:

- Targeted enforcement with emphasis patrols at roads/streets found to have a high number of speeders or areas where slow driving is important such as at school zones.
- Roadway engineering can use a variety of techniques to discourage speeding.
- Driver training can emphasize the importance of following speed limit signs to new drivers.
- Car manufacturers constantly improve their models to protect drivers and passengers in case of a crash.

SPEEDING-COUNTY RESOURCES

Sometimes you may have concerns about traffic in your neighborhood. It could be speeders, people running red lights or stop signs, reckless driving, or some other dangerous or disruptive driving activity.

You can report traffic problems in your neighborhood to the Sheriff's Office online at this web page:

<https://snohomishcounty.wa.gov/formcenter/sheriff-4/traffic-complaint-form-116>

If your neighborhood has chronic traffic problems, Snohomish County Public Works might be able to help with its Neighborhood Traffic Calming Program. For more information go to:

<https://snohomishcounty.wa.gov/502/Neighborhood-Traffic-Calming-Program>

TARGET ZERO – MOTORCYCLES

Many people enjoy riding motorcycles especially in the spring and summer. In Washington State, 3-4% of the registered passenger vehicles are motorcycles. In Snohomish County, 17% of the total fatalities were motorcyclists, in line with state trends. The federal government estimates that, per vehicle mile traveled in 2013, the number of deaths on motorcycles was over 26 times the number in cars.

According to the Washington Traffic Safety Commission, the cause of 75% of all 2012-2014 motorcycle fatalities can be traced to the motorcyclist. 25% of motorcycle fatalities were not the fault of the motorcyclist.

In Snohomish County, speed and reckless driving causes most deaths and serious injuries for motorcycle crashes. Alcohol and drug impairment is also a problem in motorcycle crashes.

Washington law requires an endorsement to your drivers license to ride a motorcycle. 36% of fatal crashes involve unendorsed motorcyclists who have not received the training or passed a test to place a motorcycle endorsement on their drivers license. About 75% of fatal motorcycle crash victims have no record of a training program completion.

Motorcycle training is universally recog-

nized as improving the motorcyclist's skills and producing a safer operator.

Encouraging motorcycle riders to get training is a major strategy of Washington State to reduce fatalities. In Snohomish County, high visibility emphasis patrols can also help to reduce fatalities and serious injuries.

If you are planning to purchase a motorcycle, be sure to take steps to take motorcycle training and to qualify for a motorcycle endorsement.

The Washington State Department of Licensing has information about the licensing requirements to ride a motorbike, three wheel trike or scooter as well as information on skills tests and training that is available in Washington State at its web site:

<http://www.dol.wa.gov/driverslicense/motorcycles.html>

While most motorcycle fatalities may be the fault of motorcyclists, 25% of motorcycle fatalities are not. Car drivers should take a look at this video as a reminder to watch out for motorcyclists on the road,

<https://www.youtube.com/watch?v=b3T7u4ZJ1Y>

OFFICE OF NEIGHBORHOODS

MAKING OUR NEIGHBORHOODS SAFER

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SHERIFF'S OFFICE CRIME PREVENTION WEB PAGE:

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NEWSLETTER INFO

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If you have questions regarding this newsletter or any articles that appear in it, please contact the editor at neighborhoodwatch@snoco.org



Snohomish County Sheriff's Office: 425-388-3845

<http://snohomishcountywa.gov/303/Anonymous-Tips>

Crime Stoppers of Puget Sound: 1-800-222-8477