

# PUBLIC PERFORMANCE REVIEW

Goal 4 – Improving Traffic Safety

6/28/2023



# WELCOME

PRESENTED BY:

- MANDEEP KAUNDAL, DIRECTOR, RESULTS WASHINGTON

# Building Logistics

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- **Emergency exits** are through the nearest door and follow illuminated signs
- **Restrooms** are located down the hall near the south or north exits
- Please take **side conversations** outside the room
- Attendees will find a QR code and a physical **survey** located on conference room tables
- **ASL interpretation** is being provided for today's meeting
- Our meeting is being **live-streamed** by TVW
- Meeting **materials** are located at [www.results.wa.gov](http://www.results.wa.gov)

# Topic Selection

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- Traffic safety is tied to the Governor's goal 4: **Healthy & Safe Communities**
- Recommended by leaders across the state to review **traffic related deaths and serious injuries**
- Progress and initiatives presented by:
  - Washington Traffic Safety Commission (WTSC)
  - Department of Transportation (DOT)
  - Department of Licensing (DOL)
  - Washington State Patrol (WSP)



# Governor's Opening Remarks



# TRAFFIC SAFETY INTRODUCTION

PRESENTED BY:

- SHELLY BALDWIN, DIRECTOR  
WASHINGTON TRAFFIC SAFETY COMMISSION



# Traffic Safety: Introduction and Data



**TARGET  
ZERO**

In collaboration with partners achieve—Target Zero—Washington’s goal of zero traffic deaths and serious injuries.

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Our vision: A Washington where we all work together to travel safely on our roadways.

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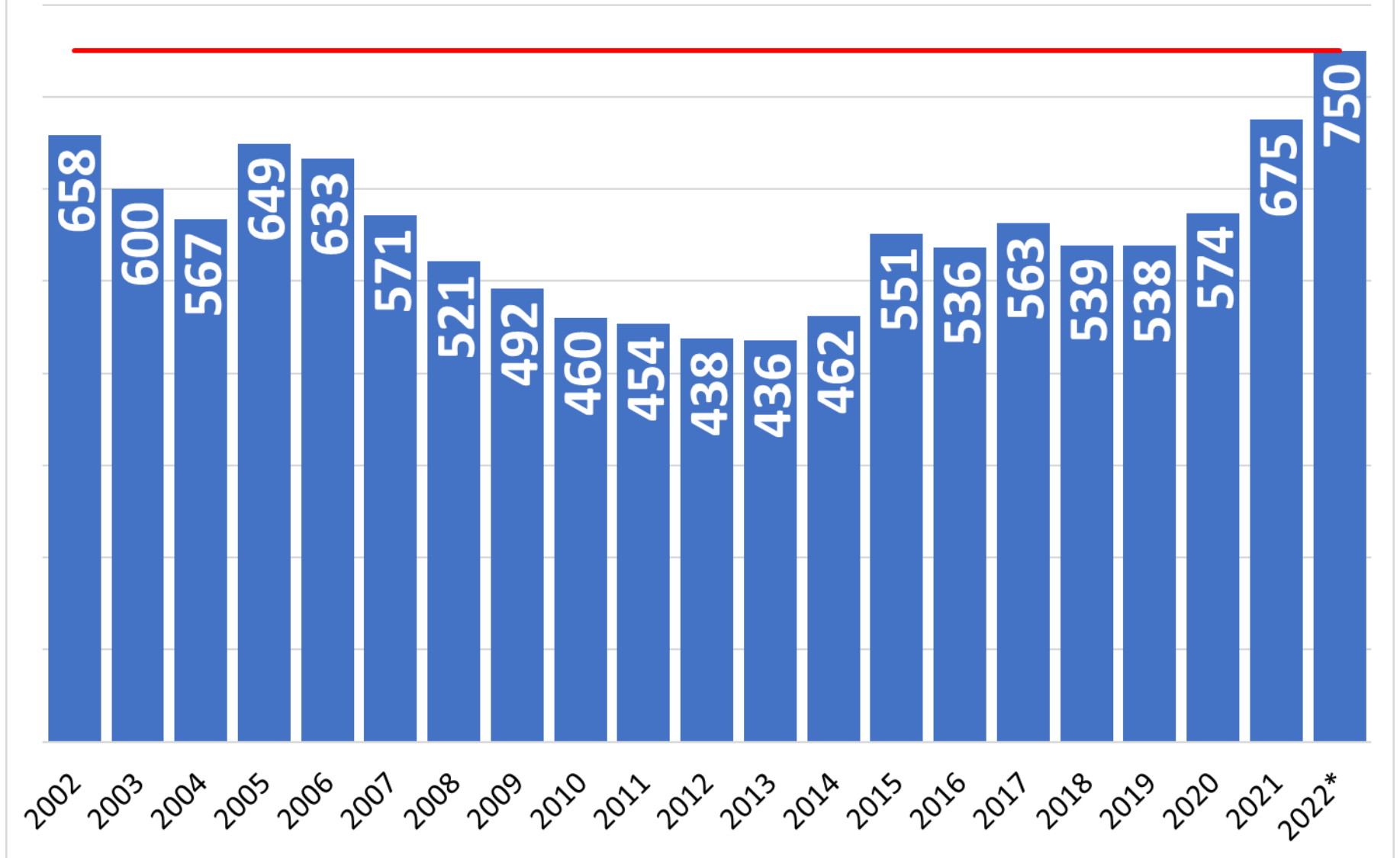
Our mission: We empower and equip people and communities with knowledge, tools, and resources to build a positive traffic safety culture.



TRAFFIC  
DEATH  
INCREASED  
39% FROM  
2019-2022

# Washington Traffic Fatalities

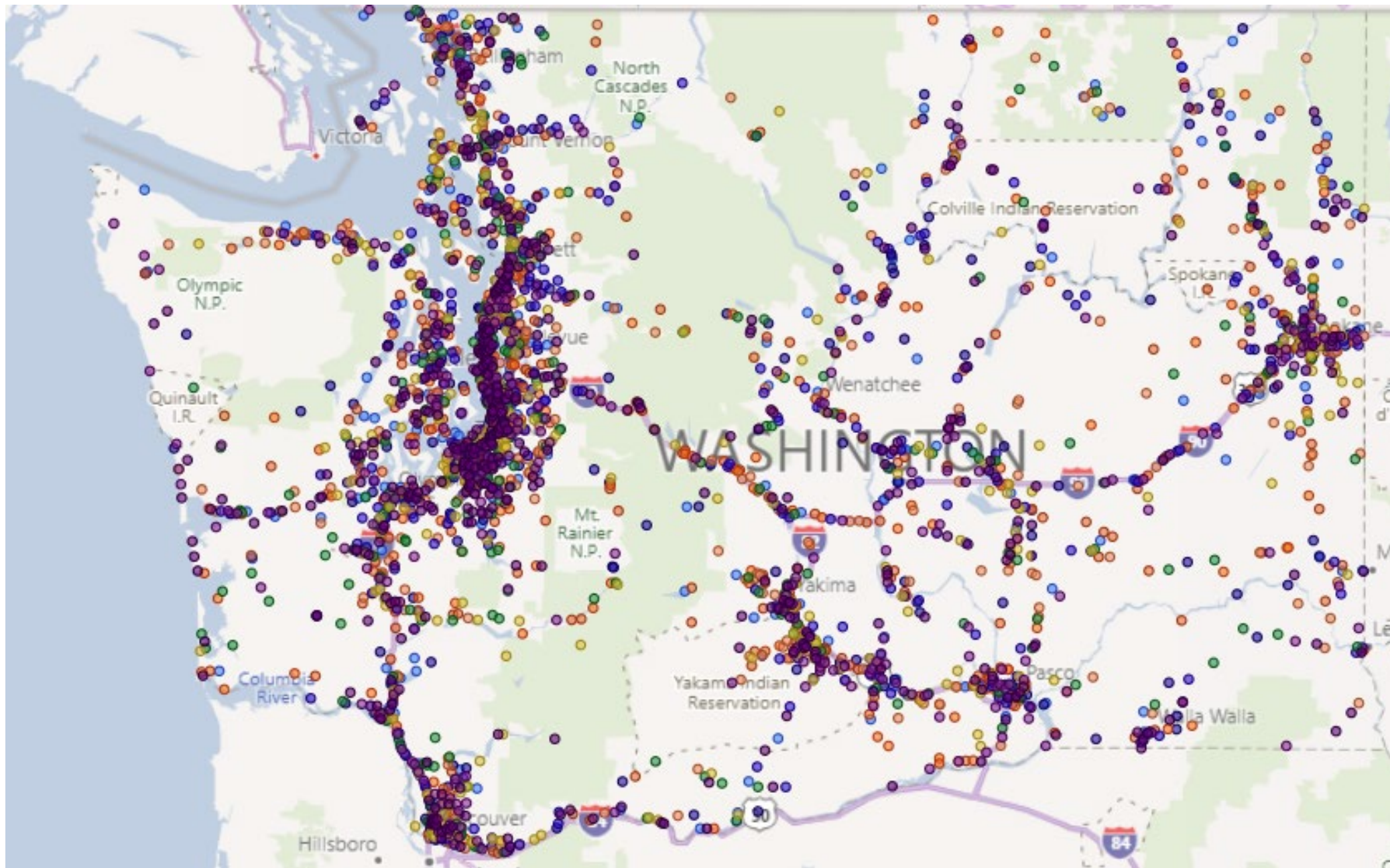
\*2022 PRELIMINARY AS OF MAY 2023



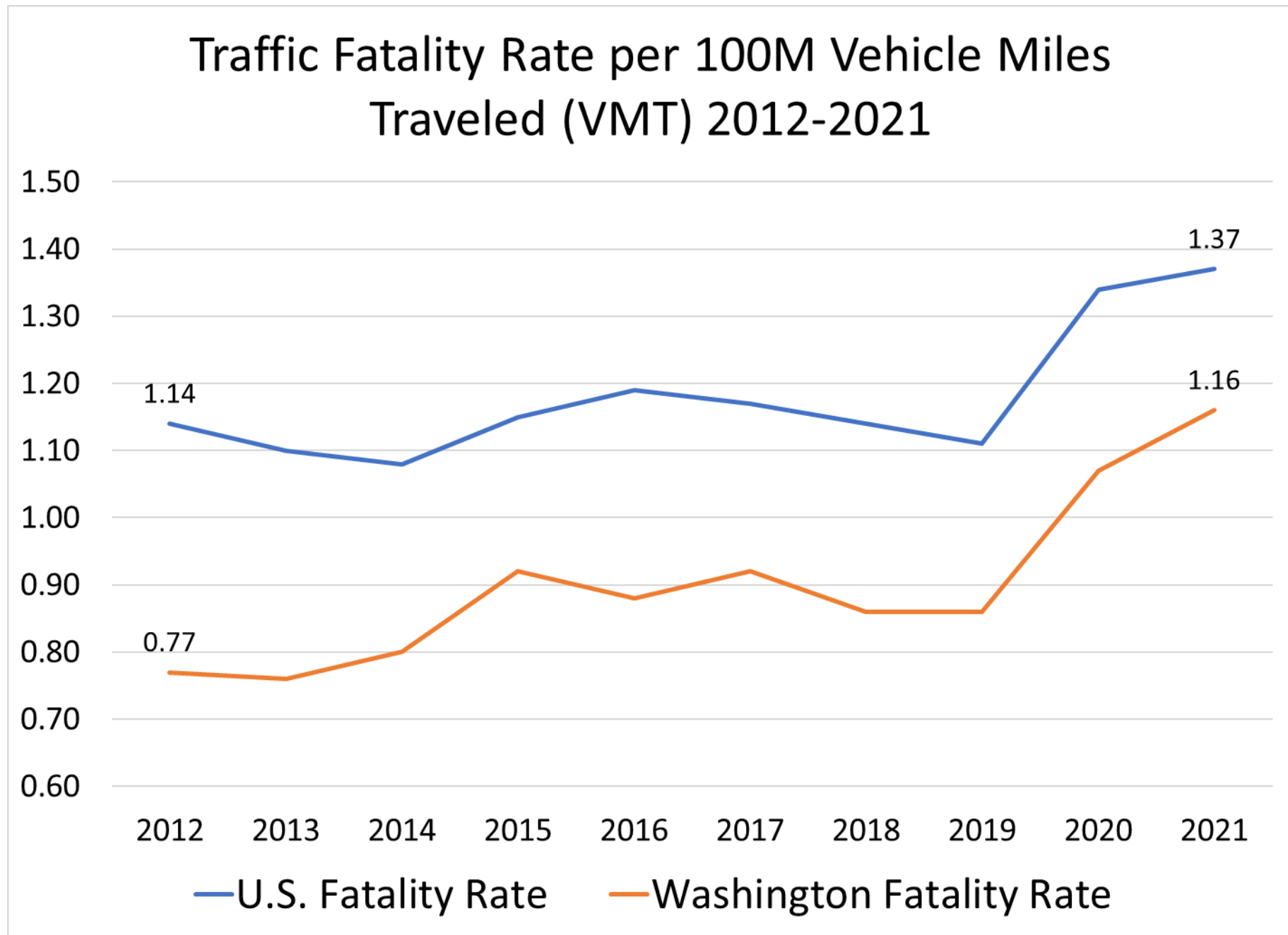
# FATAL CRASHES 2013- 2022

Eight counties that  
account for ~60% of  
fatalities:

1. King
2. Pierce
3. Snohomish
4. Spokane
5. Yakima
6. Clark
7. Thurston
8. Kitsap



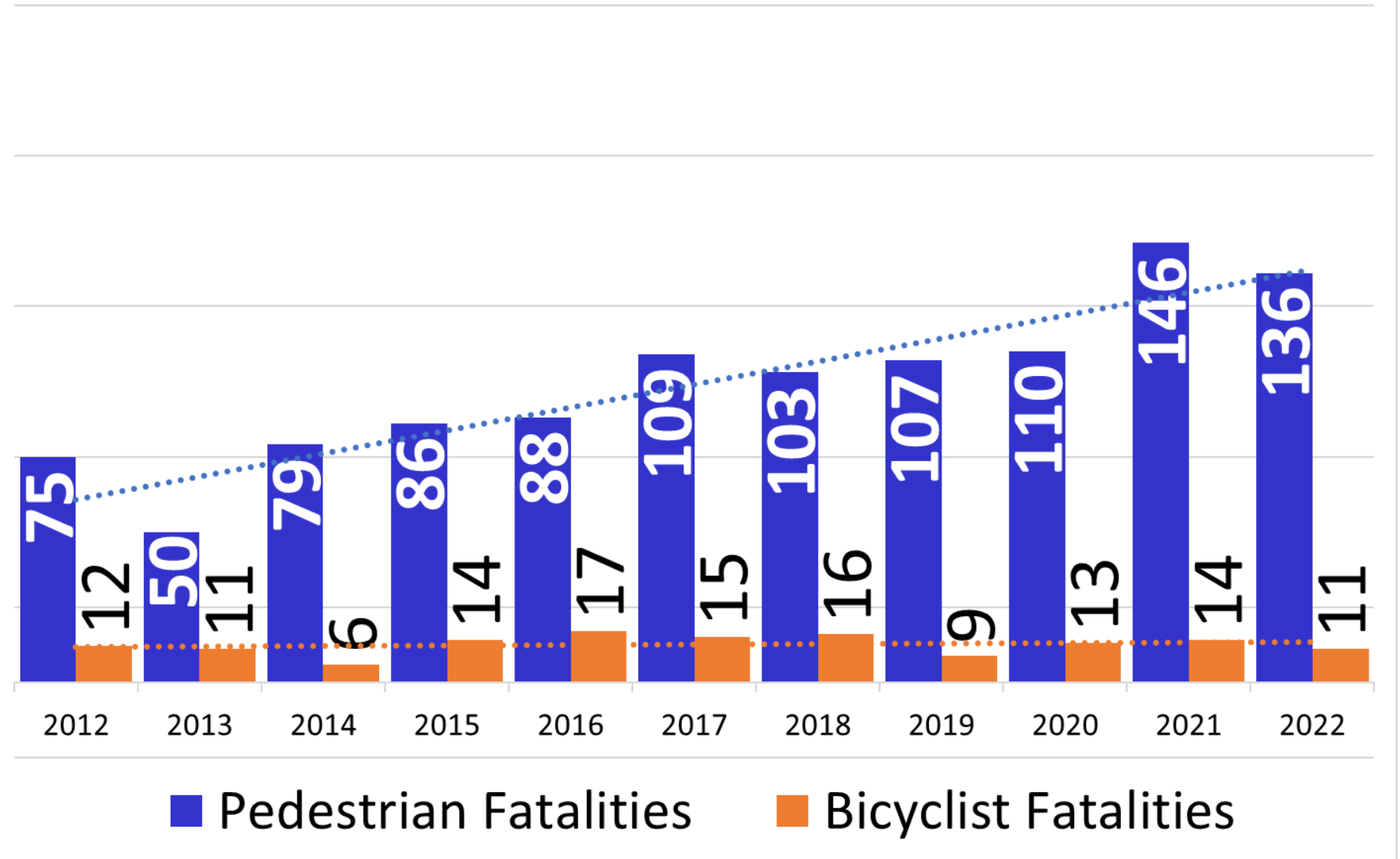
Washington's traffic fatality rate per 100M VMT is lower than the U.S. rate



# ROAD USER FATALITIES: WALKERS AND ROLLERS

## Washington Pedestrian/Bicyclist Fatalities

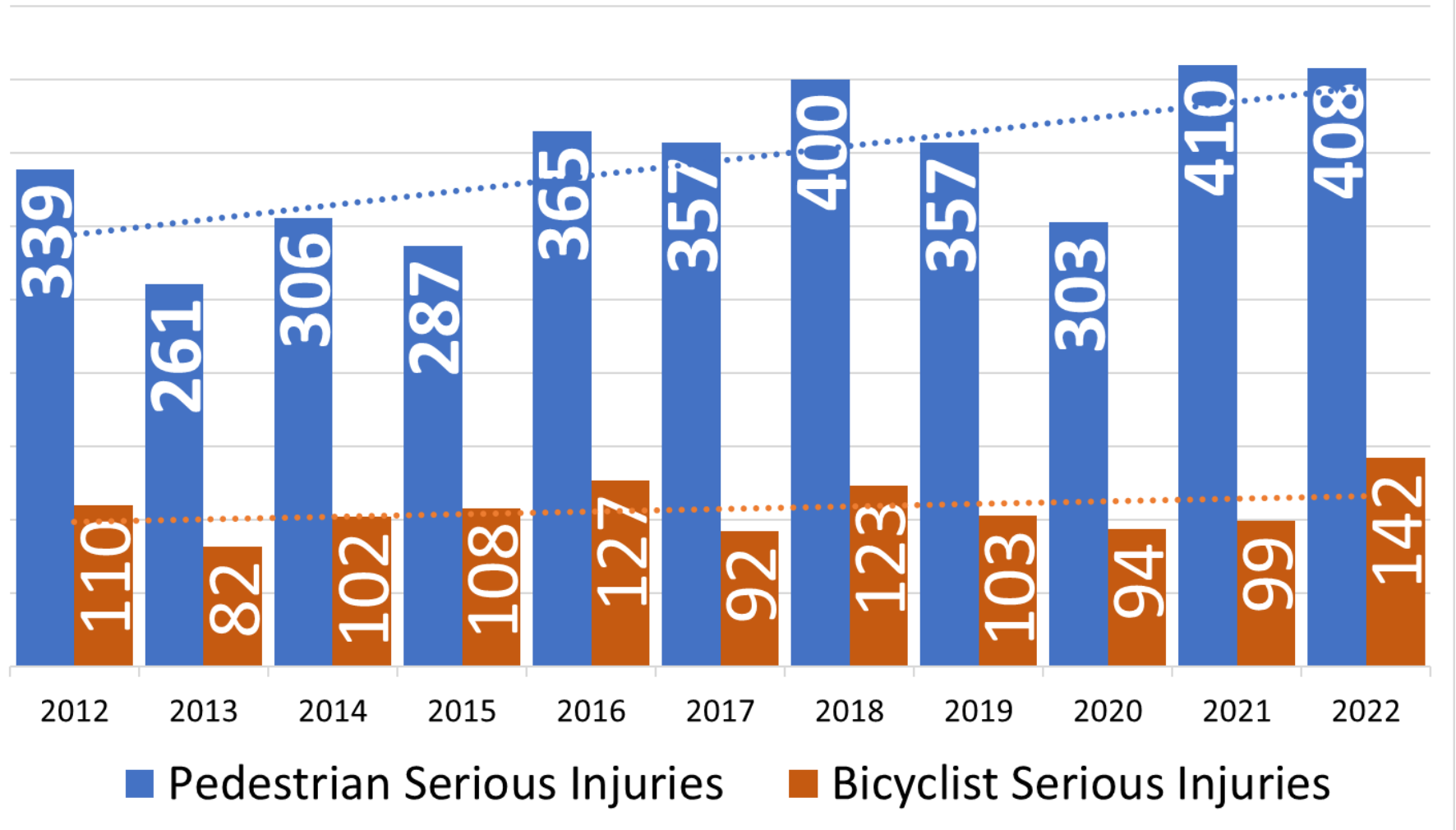
\*2022 PRELIMINARY AS OF MAY 2023



# ROAD USER SERIOUS INJURIES: WALKERS AND ROLLERS

## Washington Pedestrian/Bicyclist Serious Injuries

\*2022 PRELIMINARY AS OF MAY 2023



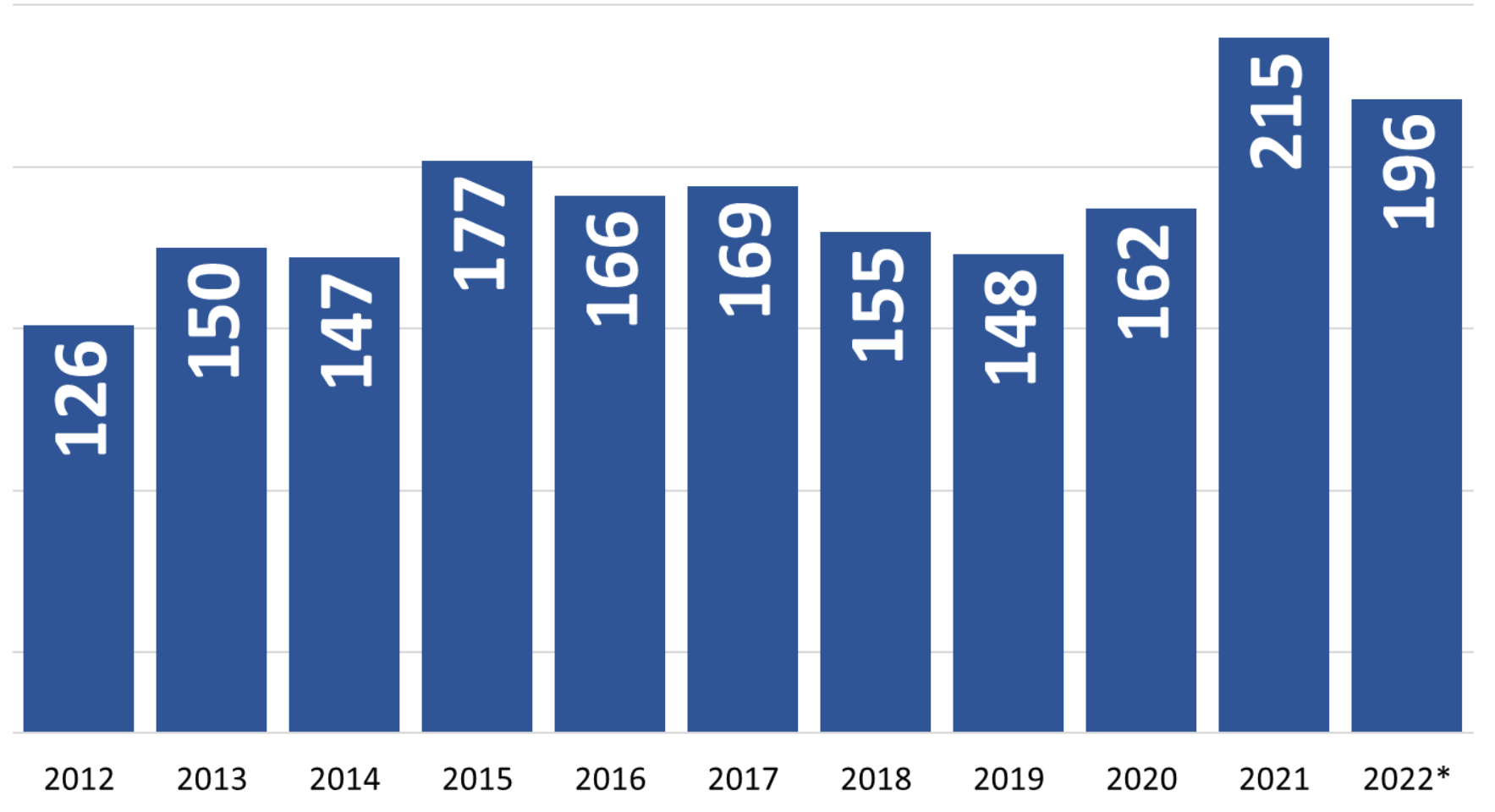
# RACE AND ETHNICITY

Race/Ethnicity Group	All Fatalities		Pedestrian/Bicyclist Fatalities	
	All Fatalities 2017-21	All Fatality Rate per 100,000 population	Pedestrian/Bicyclist Fatalities	Pedestrian/Bicyclist Fatality Rate per 100,000 population
American Indian/Native Alaskan	142	30.62	37 (26%)	7.98
Asian/Pacific Islander	145	3.92	50 (34%)	1.35
Black	134	9.24	36 (27%)	2.48
Hispanic	460	9.04	84 (19%)	1.65
White	1,893	7.54	405 (21%)	1.61
<b>All Traffic Fatalities</b>	<b>2,889</b>	<b>7.65</b>	<b>642 (22%)</b>	<b>1.70</b>

# ROAD USER FATALITIES: YOUNG DRIVERS

## Washington Fatalities Involving a Young Driver Ages 16-25

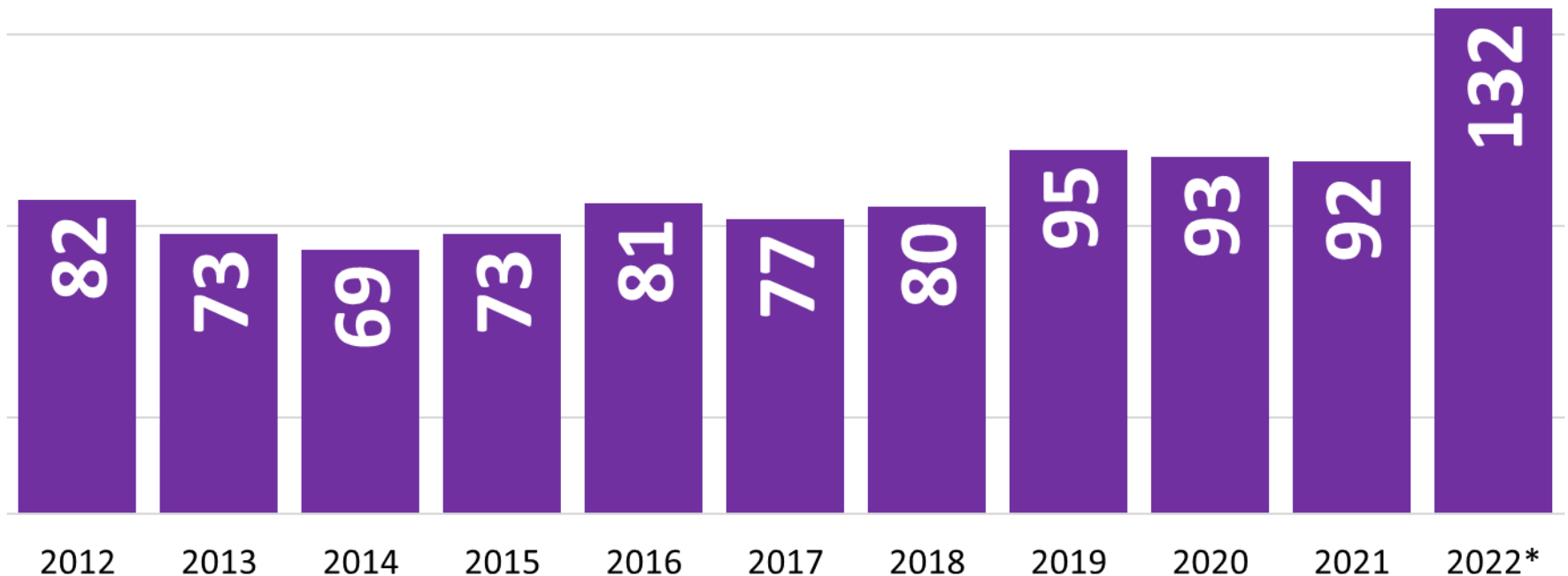
\*2022 PRELIMINARY AS OF MAY 2023



# ROAD USER FATALITIES: MOTOR- CYCLISTS

## Washington Motorcyclist Fatalities

\*2022 PRELIMINARY AS OF MAY 2023

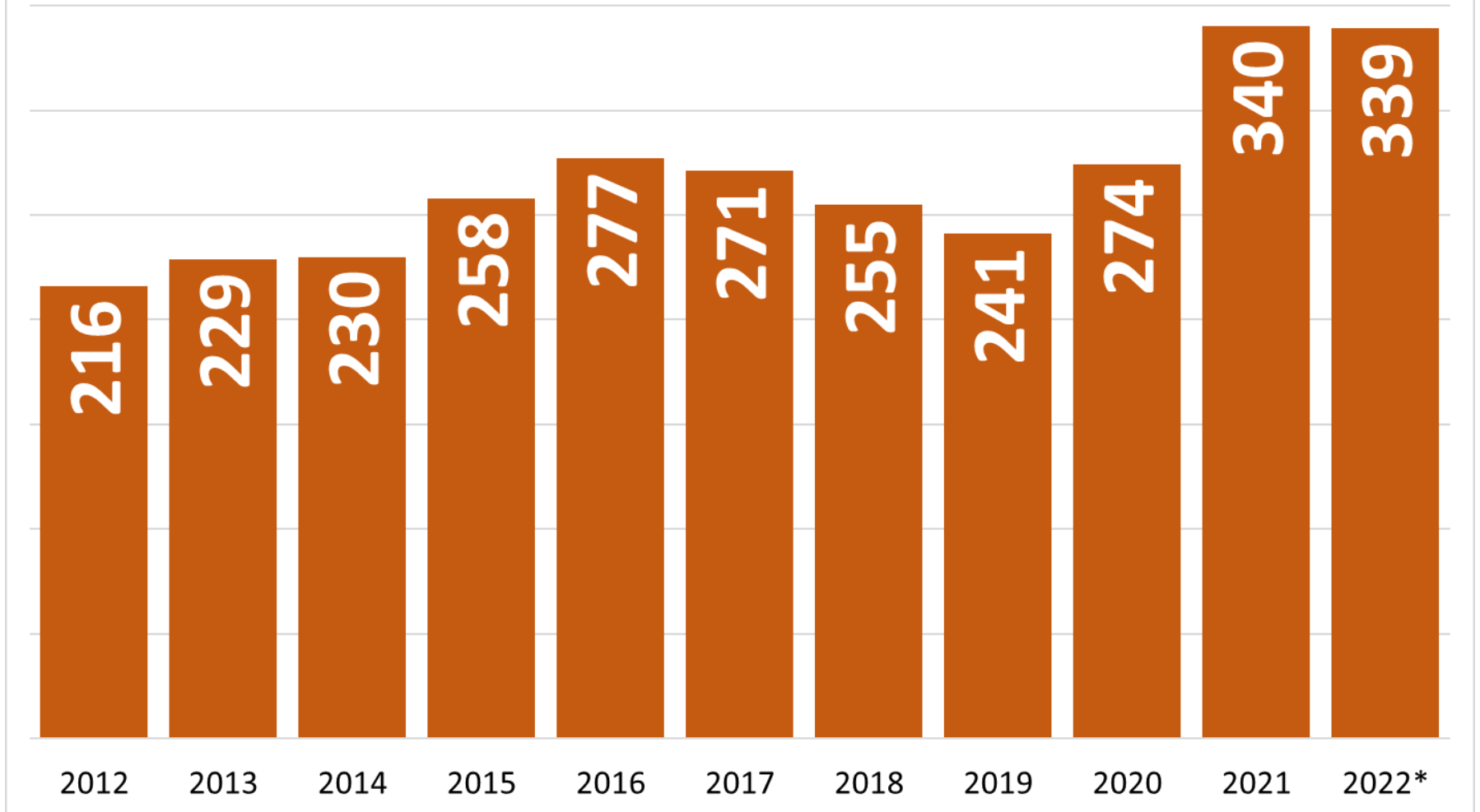




# HIGH RISK BEHAVIOR: IMPAIRMENT

## Washington Fatalities Involving an Impaired Driver

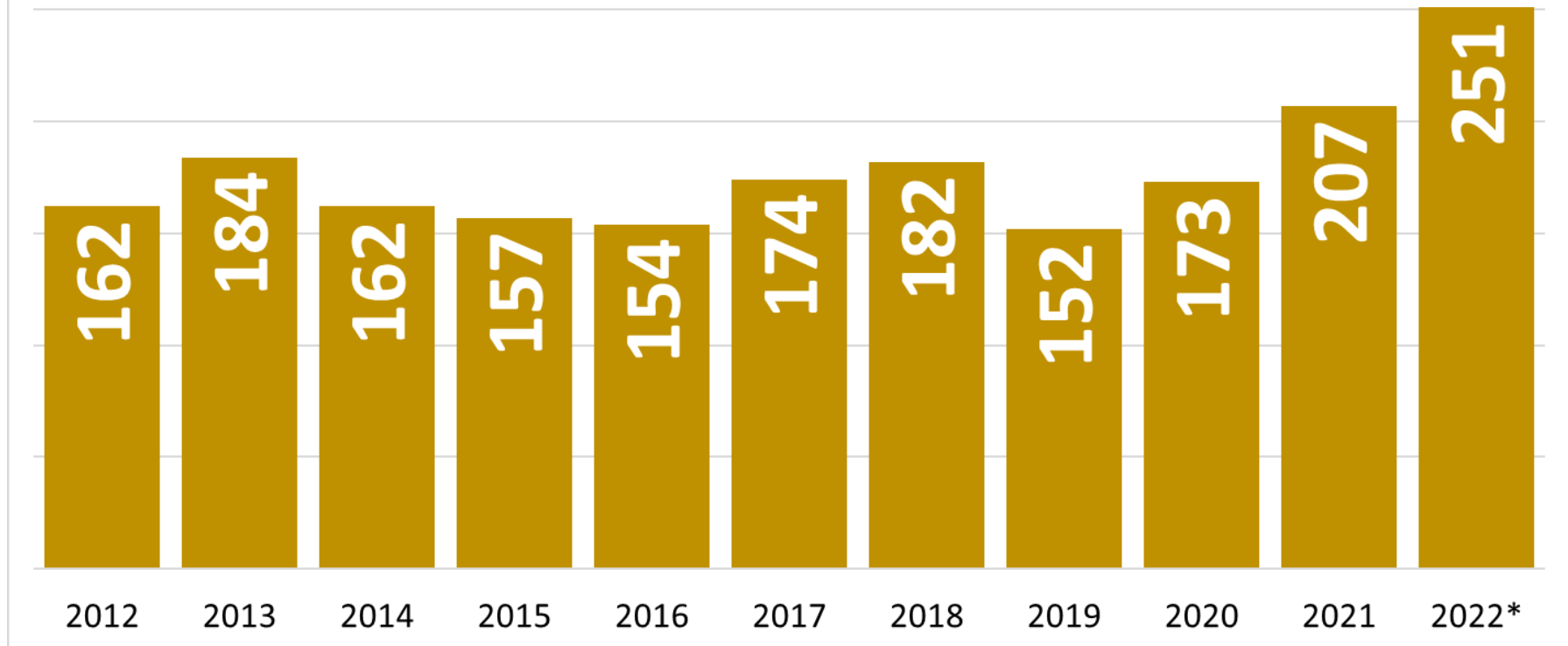
\*2022 PRELIMINARY AS OF MAY 2023



# HIGH RISK BEHAVIOR: SPEEDING

## Washington Fatalities Involving a Speeding Driver

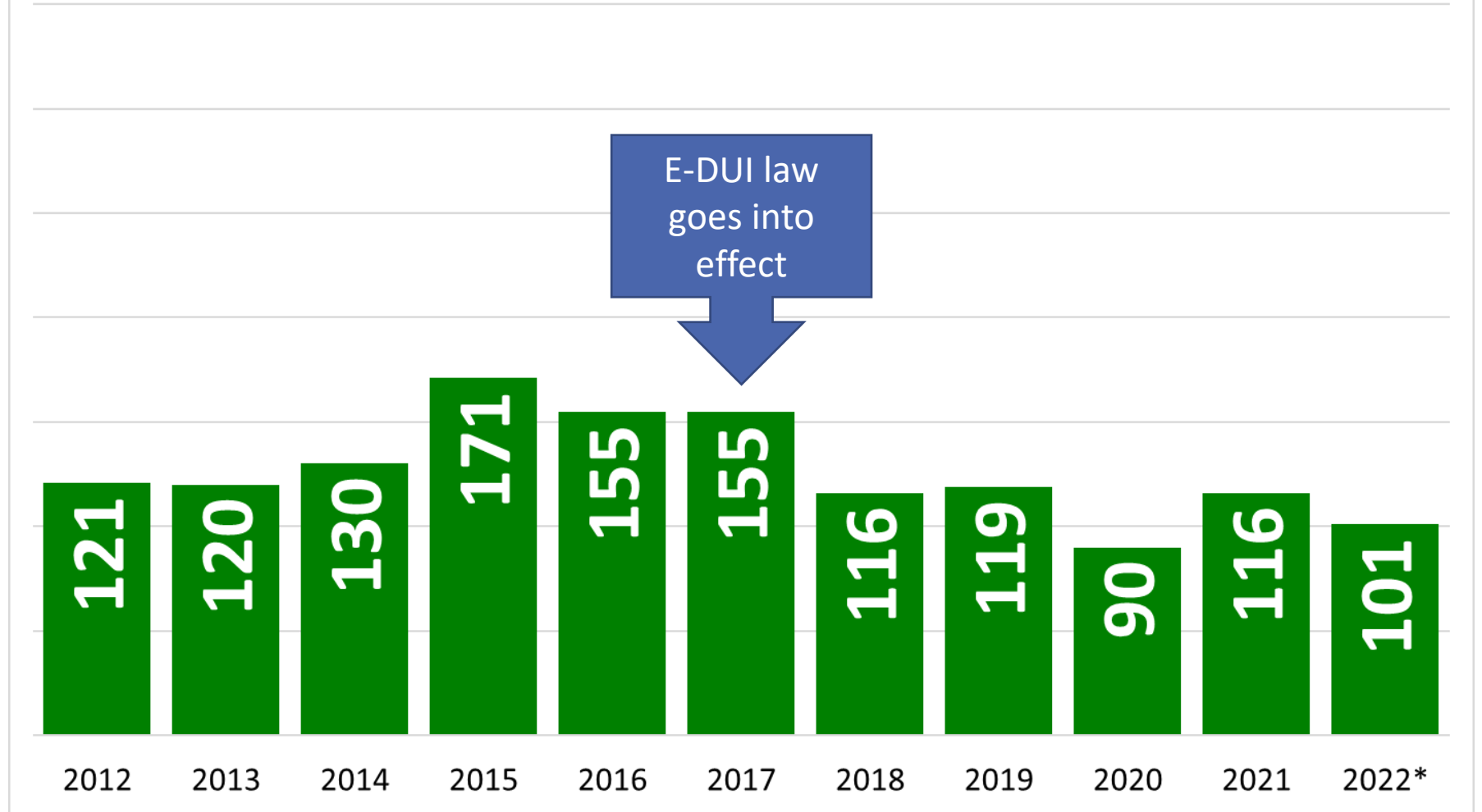
\*2022 PRELIMINARY AS OF MAY 2023



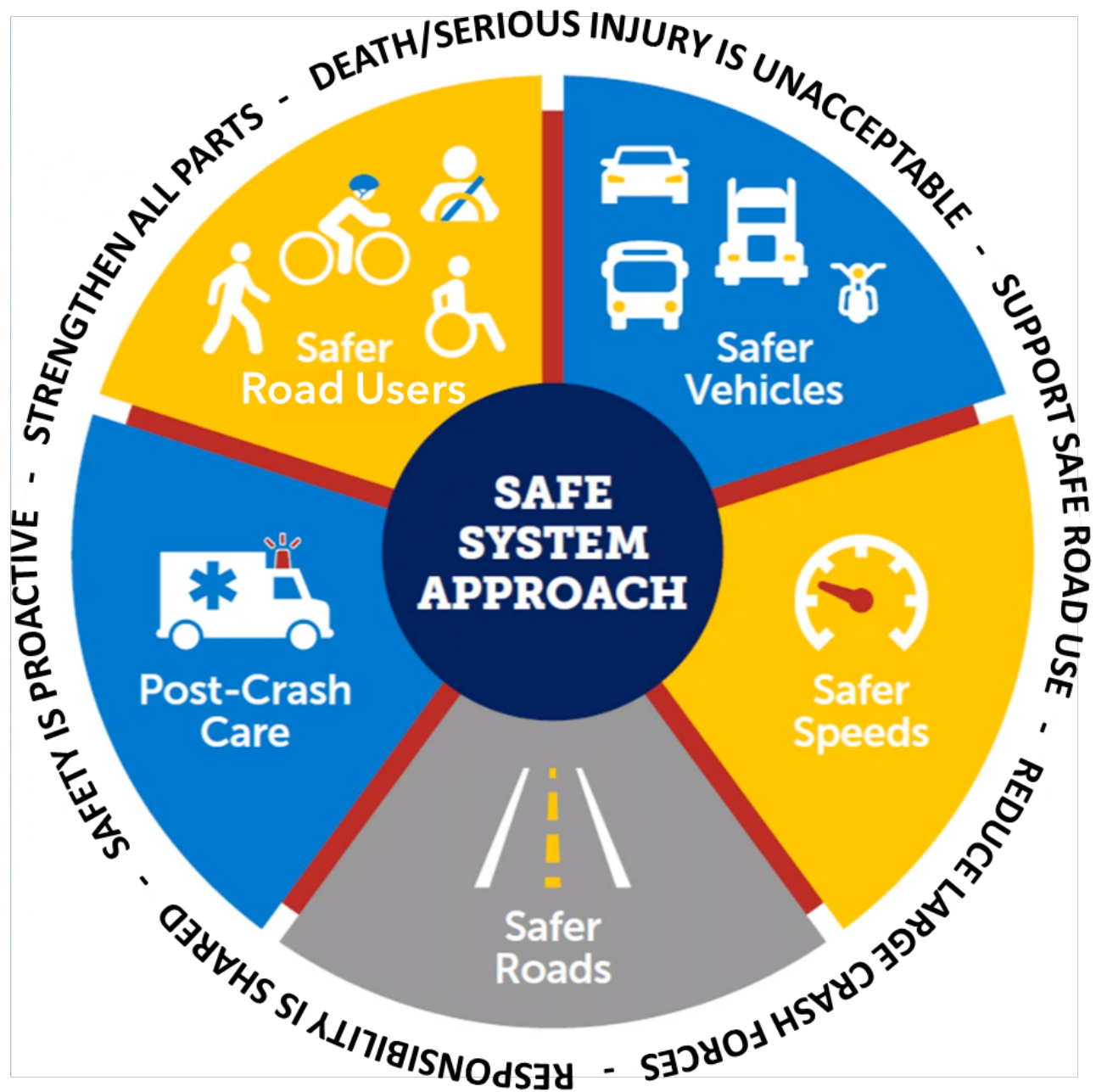
# HIGH-RISK BEHAVIORS: DISTRACTED DRIVING

## Washington Fatalities Involving a Distracted Driver

\*2022 PRELIMINARY AS OF MAY 2023



# SAFE SYSTEM APPROACH





# SAFER PEOPLE

- Encourage safe, responsible driving and behavior by people who use our roads
- Create conditions that prioritize everyone's ability to reach their destination unharmed



# SAFER ROADS

- Design roadways to mitigate human mistakes, account for injury tolerances, and encourage safer behaviors
- Separate users in space and time and protect the most vulnerable users.



# SAFER SPEEDS

- Excessive speed is one of the primary factors that leads to serious injury or death
- The Safe System manages speeds through engineering solutions, enforcement, and positive safety culture



# Governor Q&A





# TRAFFIC SAFETY

## ROAD SAFETY

### PRESENTED BY:

- JOHN MILTON, Ph.D., P.E., RSP<sub>2</sub>|B, PTOE, STATE SAFETY ENGINEER,  
DIRECTOR OF TRANSPORTATION SAFETY  
DEPARTMENT OF TRANSPORTATION
- VENU NEMANI, P.E., CHIEF SAFETY OFFICER, CITY TRAFFIC  
ENGINEER  
SEATTLE DEPARTMENT OF TRANSPORTATION

# Vulnerable road user assessment

- Federal requirement
- Assess crashes involving pedestrians and bicyclists that were killed or seriously injured (aka VRU crashes)
- Goal: assess performance, identify areas for analysis, identify potential strategies to reduce/prevent

Assess performance

Identify areas for analysis

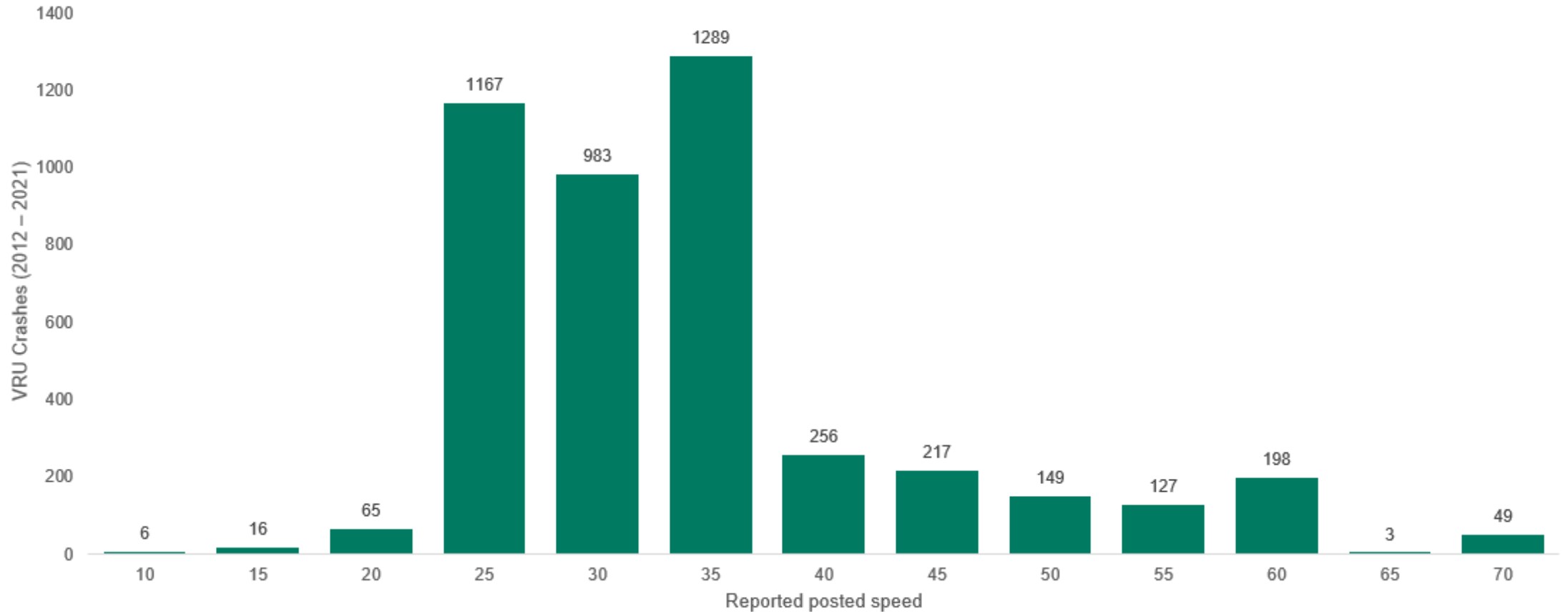
Identify strategies to reduce/prevent

- FHWA Guidance - [link](#)



# Posted speeds help us understand injury potential and strategies to address those crashes

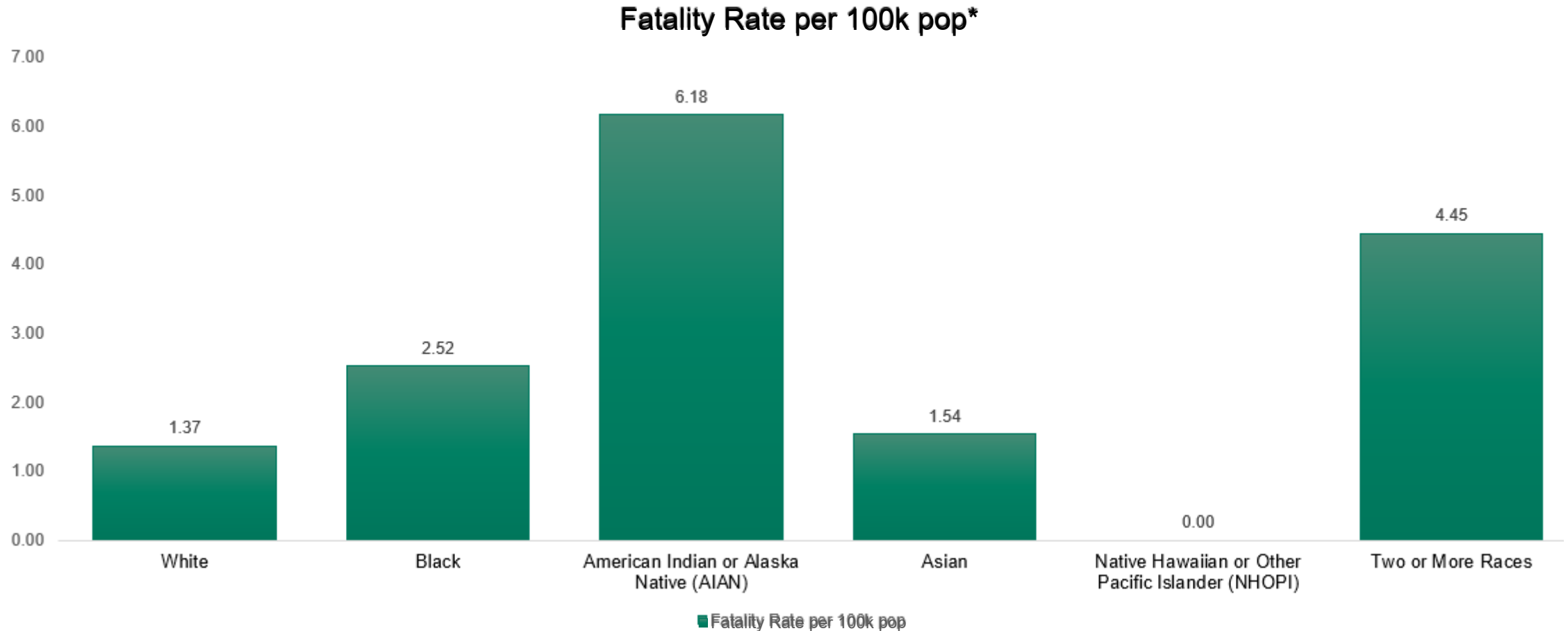
## 2012-2021 – Crashes involving ped/bike killed/seriously injured



*Source:* Crash data from WSDOT Engineering Crash Datamart, Year-end snapshot 2022, May 2022.

# Race and overrepresentation

## 2019-2021 Pedestrian and Bicyclist Fatalities



Sources: Fatality race data from Coded Fatality Files (WTSC) (Feb 2023); 2020 population estimates from Office of Financial Management, State of WA ([link](#)) (Dec 2022). Fatality rate calculated using the average fatality count from 2019 through 2021.

# Variables used in location identification

- Areas of Persistent Poverty (RAISE)
- Tribal lands
- Social Vulnerability Index (CDC)
- Environmental Health Disparities Index (WA DOH)
- Disadvantaged Communities score (USDOT)
- Census tracts data: active transportation use
  - School density
  - Transit stop density
  - Transit route mileage density

# Analysis allowed for a proposed method to identify locations for potential action

## ***Proposal: Total combined value of the following variables:***

- If Areas of Persistent Poverty (RAISE), then 10
- If tribal land, then 10
- Social Vulnerability Index (CDC), score from 1-10
- Environmental Health Disparities Index (WADOH), score from 1-10
- Disadvantaged Communities score (USDOT), score from 1-10
- Using census tracts, using range of highest and lowest values divided in equal parts, score from 1-10:
  - School density
  - Transit stop density
  - Transit route mileage density

# Data Gaps and Challenges

- Crash reporting does not distinguish between different crash types for vulnerable road users
- Limited data on walking and biking facilities and volumes
- Both are valuable in selecting crash prevention strategies



# Vulnerable road users assessment outreach

## Coordination ongoing through fall:

- WTSC
- Cooper Jones Active Transportation Council
- MPO/RTPO Coordinating and Technical Councils
- Tribal Government or Councils
- Local Governments (City and County) or Councils



# Complete Streets for Road Safety

In 2022, the Washington State Legislature directed WSDOT to “improve the safety, mobility and accessibility of state highways” through the incorporation of Complete Streets principles on state transportation projects over \$500,000

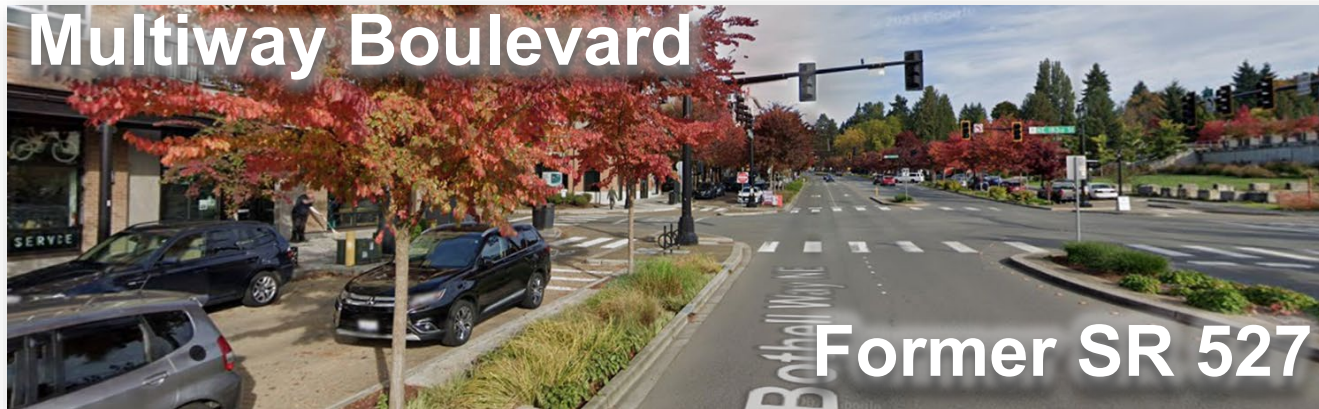


Photo: Tom Fucoloro, Seattle Bike Blog

# Safe System Approach to Road Safety



When we focus on the principles of the Safe System

**We change how design and operate our roadways!**

# A Fundamental shift in thinking

## Traditional

Prevent all crashes

React to crashes

Blame road users

Improve human behavior

Control speeding



## Safe System

Prevent fatal and serious crashes


Proactive approach to crashes

Shared responsibility

Design and operate for safe road use

Reduce system crash forces (kinetic energy)

# The Safe System throughout our policies and manuals

 **Washington State Department of Transportation**

Secretary's Executive Order  
Number: E 1085.01

Signature on file \_\_\_\_\_ Date May 31, 2023  
Roger Millar, PE, FASCE, FAICP \_\_\_\_\_  
Secretary of Transportation

## Road Safety – Advancing the Safe System Approach for All Users

### I. Introduction

#### A. Purpose

This Secretary's Executive Order directs employees to implement policies and procedures that advance the Safe System Approach to road safety. The purpose of this order is to achieve the goals of the Washington State Strategic Highway Safety Plan, known as *Target Zero*, and the Washington State Department of Transportation (WSDOT) Highway Safety Improvement Program Implementation Plan, titled *Getting to Zero*.

This policy provides for a sustainable approach to highway safety for all roadway users through planning, programming, scoping, design, and operations using scientifically sound safety management practices.

Through the Safe System Approach, WSDOT intends to systematically reduce fatal and serious injury crash potential statewide. This approach provides for explicit consideration of all road users in the planning, design, construction, operation, and maintenance of transportation facilities. It directly addresses the disproportionate effects of past transportation projects on specific neighborhoods and locations.

It establishes a principle that road users are considered equitably in design and operational decision making within the given roadway context. It coordinates with WSDOT Executive Order (EO) 1090 *Advancing Practical Solutions* and EO 1119 *Anti-Racism Policy and Diversity, Equity, and Inclusion Planning*.

#### B. Supersession

This Secretary's Executive Order supersedes and replaces the prior version with the title *Sustainable Highway Safety Program*, dated February 11, 2013. All references to the superseded E 1085.00 now reference E 1085.01.

#### C. What Has Changed


This revision modifies the language in each section of this document, including the following changes:

- It reorganizes Section I to separate the purpose from the background information to understand the context of the policy.
- It renames the Sustainable Safety approach as the Safe System Approach.
- It addresses disproportionate crash outcomes for specific modes and locations.

WSDOT Secretary's Executive Order E 1085.01  
Road Safety – Advancing the Safe System Approach for All Users

Page 1 of 6  
May 31, 2023




 **Washington State Department of Transportation**

## Traffic Manual


M 51-02.10  
May 2021

Engineering and Regional Operations  
Traffic Operations

 **Washington State Department of Transportation**

## Design Manual

M 22-01.21  
September 2022

 **Washington State Department of Transportation**

## Safety Analysis Guide

April 2020

Multimodal Development and Delivery  
Transportation Safety and Systems Analysis Division  
Traffic Operations Division  
Development Division



# Governor Q&A

The background of the slide features a large, faint, circular seal of the State of Washington. The seal contains a portrait of George Washington and the text "THE STATE OF WASHINGTON" and "1889".

# TRAFFIC SAFETY DRIVER EDUCATION

PRESENTED BY:

- DAN COOKE, LICENSING, ENDORSEMENTS,  
& TRAFFIC SAFETY ADMINISTRATOR  
DEPARTMENT OF LICENSING



# **Licensing, Endorsements, and Traffic Safety** Changing Driver Behavior Through Driver Education





- **Equity and Accessibility**
  - Guides
  - Language Access
  - Expanding access to education
- **Education and Assessments**
  - Motorcycle Skills
  - Driver Skills



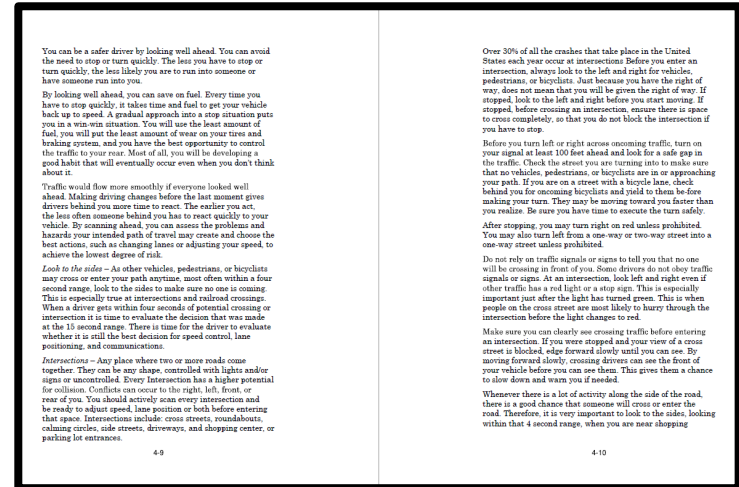


# PUBLIC PERFORMANCE REVIEW: TRAFFIC SAFETY DRIVER GUIDE REDESIGN

# The goal is to take the Washington State Driver Guide from a white wall-of-text

to a

# full-color, graphic enhanced, adaptive, interactive, easy-to-update, user-friendly resource that will serve all Washingtonians and act as the face of the Department of Licensing.



**SECTION 5: TRAFFIC LAWS**

**Within 200 feet of your vehicle prior to the completion of your driving exercise:**

- On a hill or curve where it is not possible to see oncoming vehicles which might be close enough to be a hazard.
- On the shoulder of the road.
- When a school bus is stopped to load or unload passengers.

**Passing is Permitted When:**

- Laneside overtaking and passing another vehicle going in the same direction.
- An obstruction makes it necessary to drive to the left of the center line, but only after yielding to oncoming traffic.
- A roadway includes two or more marked lanes in the same direction.
- A roadway with more than one lane is restricted to one traffic direction.
- Any highway, you must never drive to the left of the center line except when authorized to do so by traffic control signals or signs or when making a left turn into an alley, private road or driveway.

**Passing On The Right**

You may pass on the right of another vehicle which is moving or about to make a left turn if there is sufficient room such as both your vehicle and the vehicle making the left turn. You may also pass on the right when traveling on a multi-lane highway carrying two or more lanes of traffic in the same direction.

**When Someone Passes You**

When a driver behind you is overtaking your vehicle by driving into your lane, you should reduce your speed slightly, making it easier for the other vehicle to pass you. It is unlawful to increase your speed before you have been passed completely by the overtaking vehicle.

**Passing Stopped Cars**

Whenever any vehicle is stopped to permit a pedestrian to cross the roadway at a marked crosswalk or at any unmarked crosswalk at an intersection, the driver of any vehicle approaching from the rear shall not overtake and pass the stopped vehicle. When stopping to allow a pedestrian to cross in front of you, leave sufficient space between your vehicle and the pedestrian to allow the pedestrian to see the center of the roadway.

Slow down and prepare to stop if you are approaching a crosswalk when, after vehicle has stopped, even though the traffic control device indicates they are authorized to proceed. If they are stopped because they are allowing a pedestrian to cross the roadway, their vehicle may cross the roadway.

**Passing Motorcycles**

A motorcyclist legally occupies the full width of a single lane of road. When passing a motorcycle, a driver must pass in an adjacent lane. Drivers are not permitted to occupy the same lane as a motorcycle while passing them.

**Warning**

It is unlawful to weave from one lane of road to another in order to avoid danger from the rear or from a vehicle in the same lane on a multi-lane highway and pass slower moving vehicles when it would be do so. A driver's intention to change lanes should be clearly indicated to other vehicles by the movement.

**Turn Signals and Making Turns Safely**

Turn movements by motor vehicles on single-lane roads and highways must be indicated to other drivers in advance and understood by them to ensure turns safely and without collisions.

**Right Turn**

When making a right turn, you must signal to the right in advance of the turn. You must also yield to any vehicle or pedestrian in the path of your turn.

**Left Turn**

When making a left turn, you must signal to the left in advance of the turn. You must also yield to any vehicle or pedestrian in the path of your turn.

**Stopping, Standing, and Parking**

It is against the law to park on a highway if the vehicle is obstructing or creating an unsafe condition for the safe and lawful movement of traffic, driveway, sidewalk, or they are a hazard to the public.

**Stopping, Standing, and Parking is not permitted under the following conditions at any time:**

- On the street side of any parked vehicle.
- On a sidewalk.
- Within an intersection.
- On a roadway.
- Between safety zones and the adjacent curb.
- Aligned or opposite any street excavation or utility work.
- Between utility work and any within-way island.
- On any railroad tracks.
- On a controlled access roadway.

**Waiting for Pedestrians**

**When Making Turns**

All motor vehicles when there is a pedestrian signal, the "walk" signal of the crossing street or the green light of the crossing street must yield to any pedestrian who is crossing the street.

**When Making a Right Turn**

When making a right turn, you must stop and remain stopped until you can safely proceed into the roadway.

**U-Turns**

It is unlawful to make a U-turn on a curve or on the top of a hill if you cannot see to either side an approaching vehicle from either direction. Do not make a U-turn where signs prohibit doing so.

**Multiple Turns on Highways**

On a highway, you must never drive to the left of the center line except when making a left turn. Traffic control signals or signs are present, you may only complete the turn when authorized to do so by the traffic control signals or signs.

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- Between utility work and any within-way island.
- On any railroad tracks.
- On a controlled access roadway.

**KEEP RIGHT, EXCEPT TO PASS**

**The "Slow Pokes" Law (House Bill 455)**

Slow drivers must move out of the passing lane, left-hand travel and over to the right to allow faster-moving traffic to proceed. Operation of the speed you are traveling, you must move from the lane when faster traffic is approaching. The only exceptions are:

- When the conditions make it necessary to drive in the passing lane.
- When it is necessary to pass a slow or heavy vehicle on a multi-lane highway.
- Authorized emergency vehicles engaged in official duties or.
- Vehicles engaged in highway maintenance and construction operations.

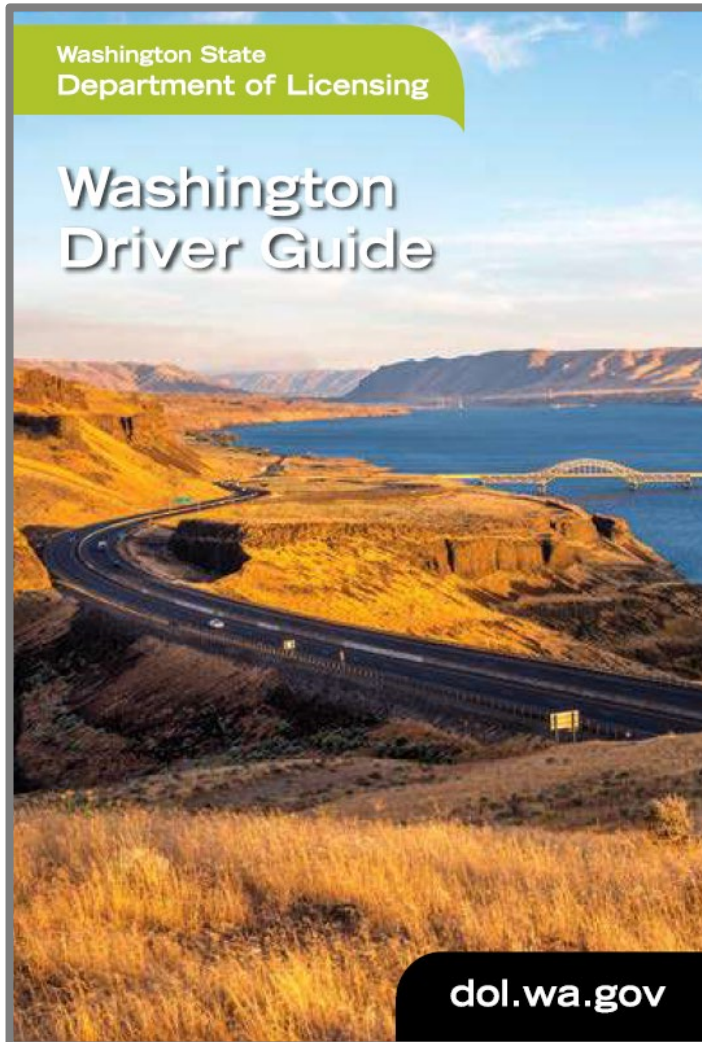
**Wheel Alignment**

When attempting to park on a highway, drive past the parking space you wish to use and stop when you are approximately even with the car ahead of the space you wish to occupy. Then, slowly back into the other car's short wheel's.

**Parallel Parking Diagram**

Wheel Alignment  
Wheel Alignment  
Wheel Alignment  
Wheel Alignment  
Wheel Alignment

**IT'S THE LAW!**



- Translated into **5 additional languages**:  
English, Spanish, Russian, Traditional Chinese, **Simplified Chinese**, Vietnamese, **Ukrainian**, Korean, **Arabic**, Japanese, **Punjabi**, Tagalog
- Written using **plain language** that will help Non-Native English Speakers and people with learning disabilities
- Updated & improved for **ADA accessibility**
- Intentional in selecting graphics and images that **reflect the cultural, racial, and ethnic diversity of Washington State**



Expanding access to driver education means:

## Conducting Research

- **Identify significant obstacles** related to costs of learning to drive
- **Quantify the extent** that costs present to low-income novice drivers
- **Compare results** in other states and jurisdictions

## To Determine

- How to **address financial need**
- Effective systems to **increase access**
- **Equitable distribution** of financial assistance
- Potential **sources of revenue** to subsidize driver education

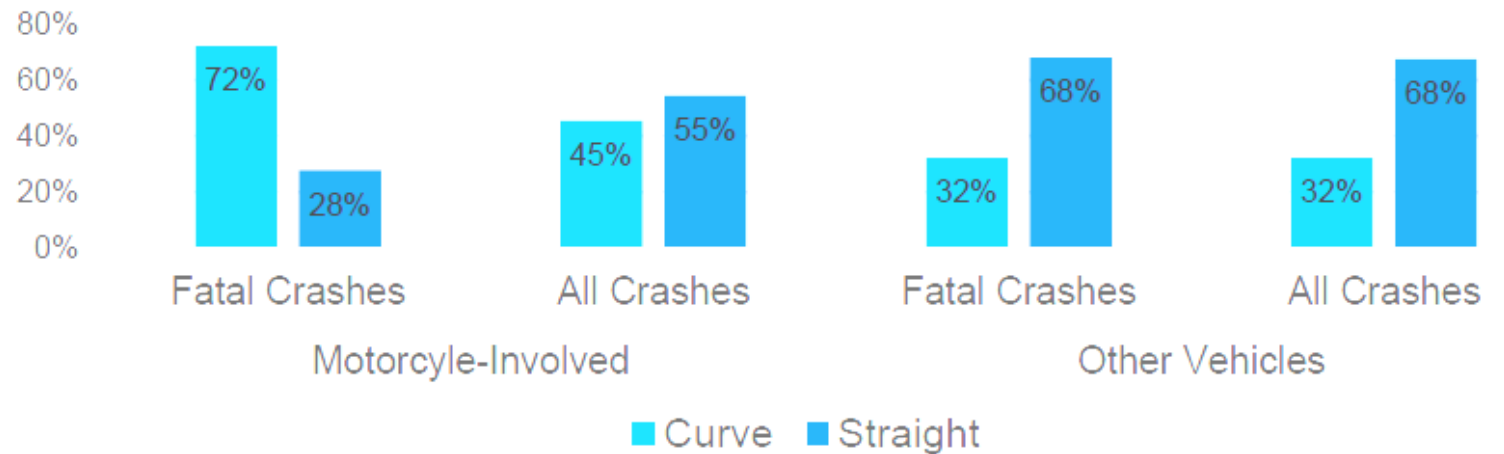


# 48% of fatalities can be tied to a rider's inability to handle curves or stop effectively to avoid a collision

## Motorcycle only crashes:

- 75% are the result of the rider losing control
- 72% of fatal crashes occurred in curves
- A rider's odds of dying in a curve are 5.5 times higher than other vehicle drivers

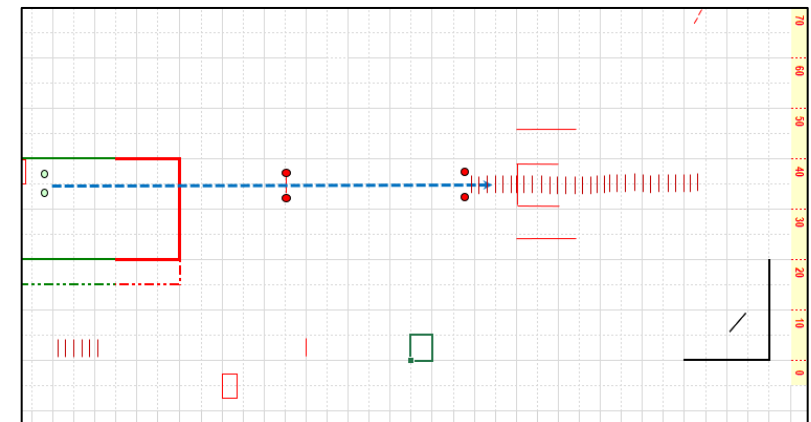
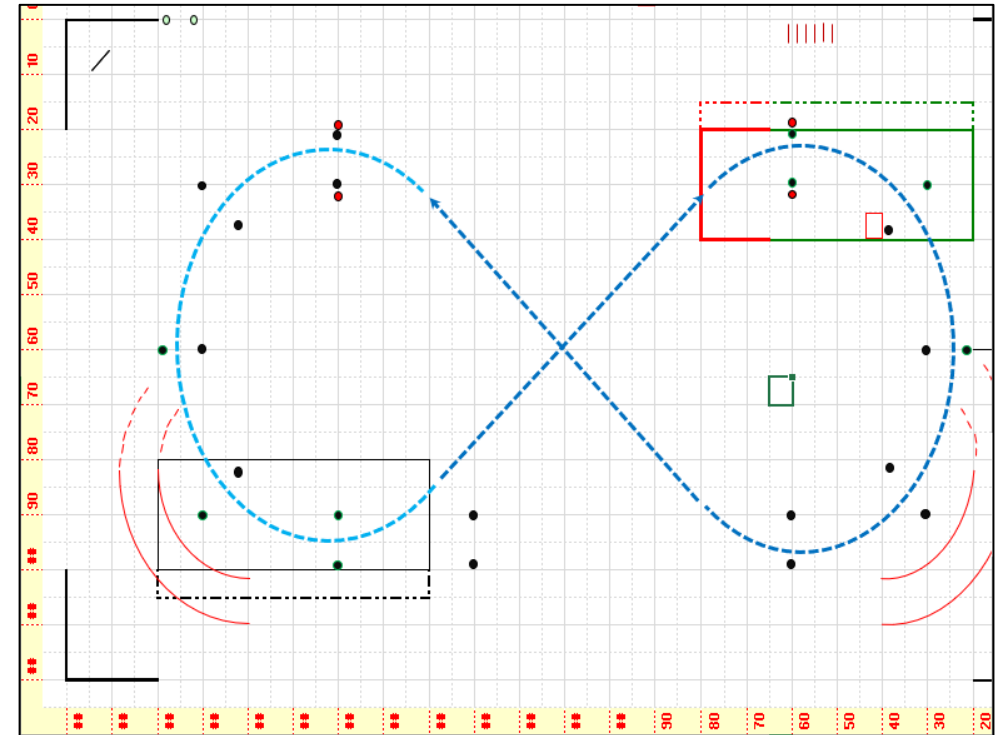
Roadway Characteristics in Single Vehicle Crashes, Comparing Motorcycle-Involved vs Other Vehicle Types, 2013-2018



Data Source: WSDOT MRFF data

## New Knowledge and Skills Tests

- Skills: added a higher speed quick stop and a cornering run, consisting of both a left- and right-hand curve
- Knowledge: focused on strategies, situational responses, and decision making





Since 2020, training schools have created five new motorcycle safety courses targeting intermediate or advanced riders

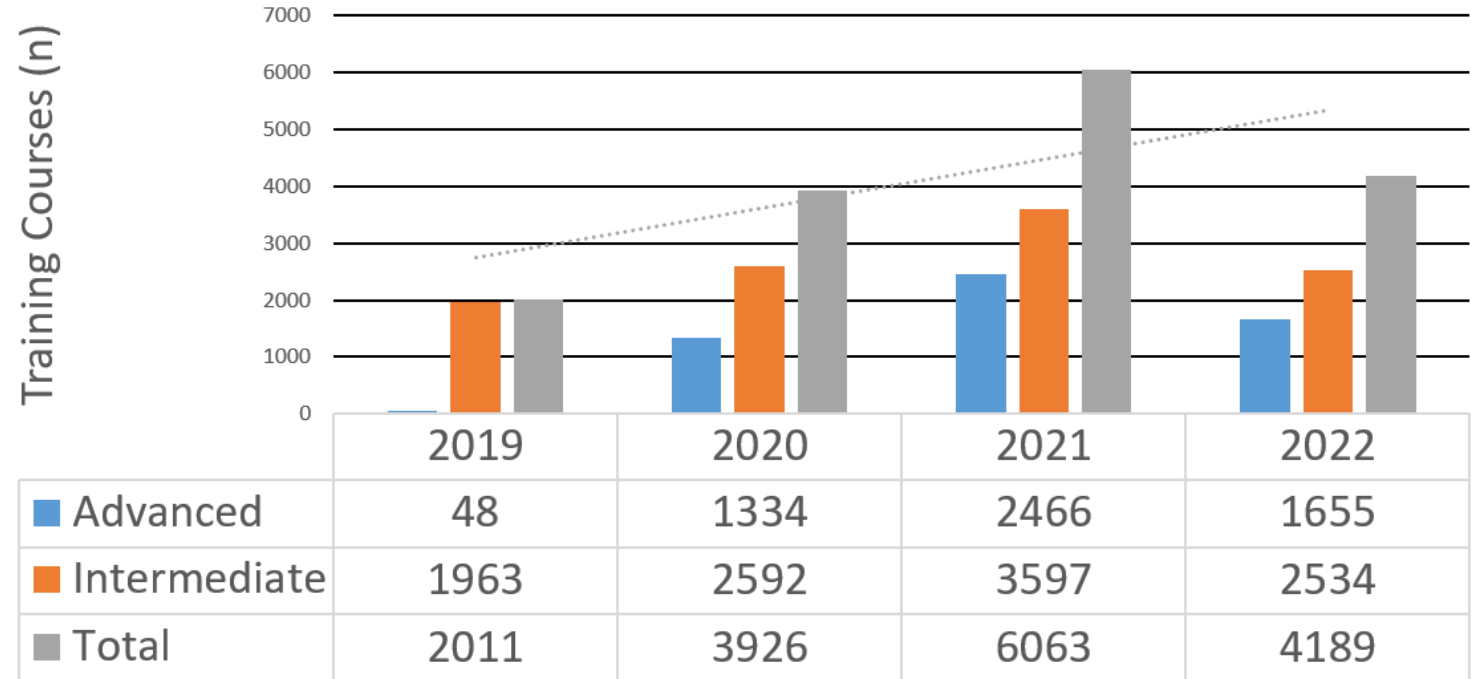
- Four more courses in development

Analysis on the impact of training and testing changes begins in 2025.

We'll be looking for:

- Is behavior changing?
- Reduced crashes?
- Reduced crash severity?

Riders Seeking Additional Training, 2019-2022



Counts by year and rider training course type

Advanced Intermediate Total Linear (Total)

STATE LAW

SLOW  
DOWN  
MOVE  
OVER





## The current skills test doesn't reflect the modern driving environment.

- hasn't seen a significant update since the 1950's

## It must support drivers: young and old.

- The skills test must assess those who pose a threat to themselves or others, not just the novice

## It should incorporate hazard awareness and risk perception training and assessments into the licensing process.

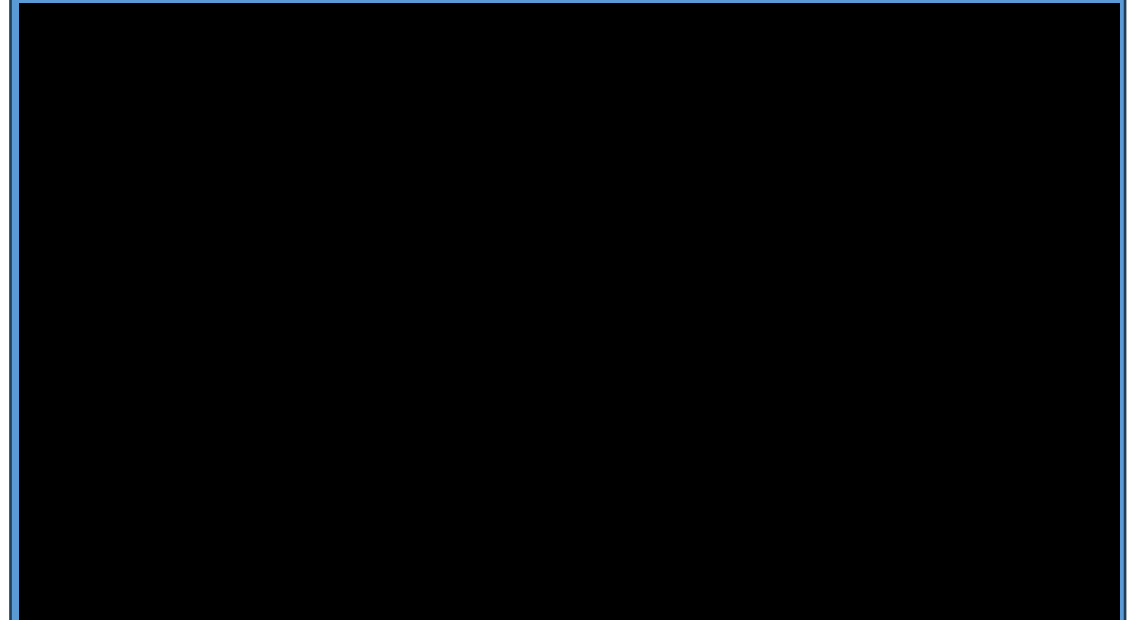




## Through the National Academy of Sciences, partnership with Johns Hopkins University

- **The purpose of the project:**
  - Advance a national conversation about testing novice drivers
  - Determine the extent to which current testing practices are based on scientific evidence
  - Measure the impact of introducing elements of a model driving test
  - Provide recommendations and guidance to states
- **What Washington gets:**
  - Identify critical components should appear on a driver's skills test to evaluate a driver's potential.
  - 2024 field testing and a pilot in Washington.
  - The potential to introduce Hazard Perception testing to the first state in the US.

Dr. Johnathon Ehsani, Johns Hopkins University





# Governor Q&A



# TRAFFIC SAFETY

## FUTURE COMMENTS AND NEXT STEPS

PRESENTED BY:

- CHIEF JOHN R. BATISTE  
WASHINGTON STATE PATROL

# RECRUITMENT & RETENTION

- Graduated 88 new troopers with the 115<sup>th</sup> and 116<sup>th</sup> Trooper Basic Training Class (TBTC) in 2022
- 117<sup>th</sup> TBTC graduated 43 new troopers in May 2023. WSP is on track for a 60-person 118<sup>th</sup> TBTC beginning early July 2023
- Lateral class slated for early 2024
- Graduated 16 new Commercial Vehicle Enforcement Officers (CVEO) with the 16<sup>th</sup> and 17<sup>th</sup> CVEO Training Class

**WE'RE HIRING! VISIT [WWW.WSP.WA.GOV](http://WWW.WSP.WA.GOV)  
TO LEARN MORE**



# WSP TECHNOLOGY

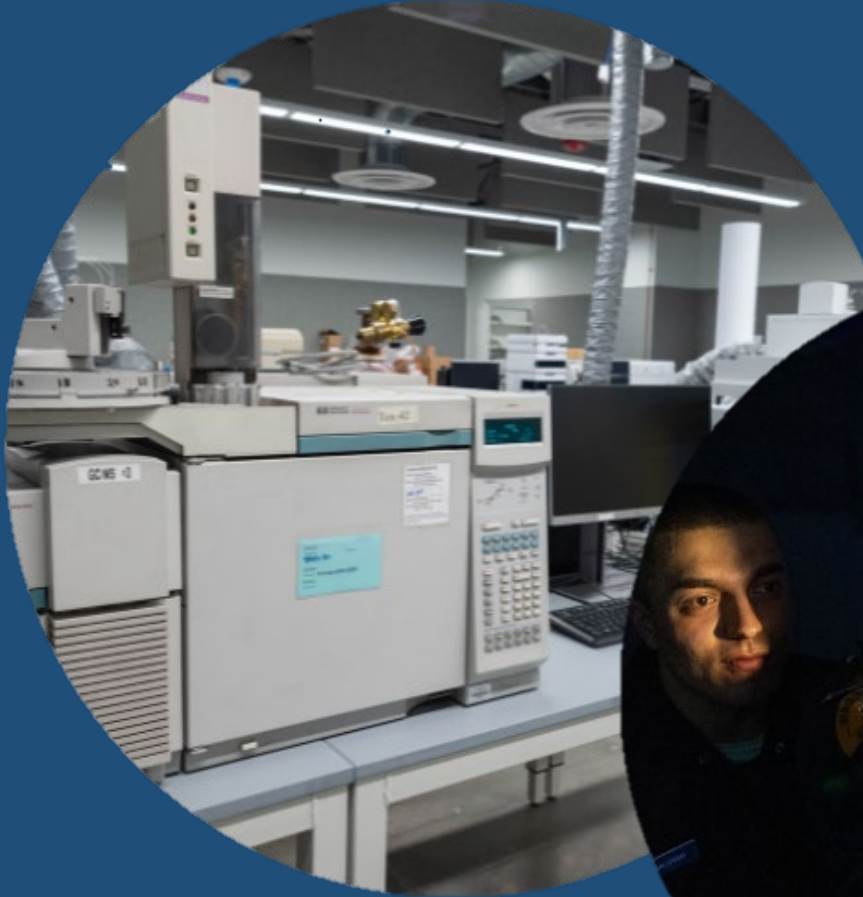
- Body worn cameras, in-car camera systems, and less lethal Tasers for WSP Commissioned Officers
- Speed safety cameras are now authorized to deploy in active WSDOT work zones
- The Aviation Section is an effective force multiplier utilized across the state for traffic safety enforcement efforts, including:
  - Speed enforcement
  - Impaired drivers
  - Street racing
  - Fleeing vehicles





# WSP PROGRAMS

- WSP Drug Recognition Expert (DRE) Phlebotomy Program moved from a pilot to permanent solution
- New toxicology lab being built in Federal Way
  - Help reduce the toxicology case backlogs and improve testing turnaround times





# SERVICE & PUBLIC SAFETY

- Traffic fatalities are on the rise across the state, with 2022 being the highest in decades. WSP identified where trends were occurring and used data to inform our deployment efforts
- High Visibility Enforcement (HVE) patrols
- Community engagement opportunities have returned post-pandemic:
  - Chief for a Day
  - El Protector
  - School Safety Talks
  - D.A.R.E. certified trooper
  - Mobile Impaired Driving Unit



WSP investigated over 300 fatality collisions last year. **One third** of those who lost their lives **chose not to wear a seatbelt.**

**DRIVE SAFE**  
**ARRIVE ALIVE**

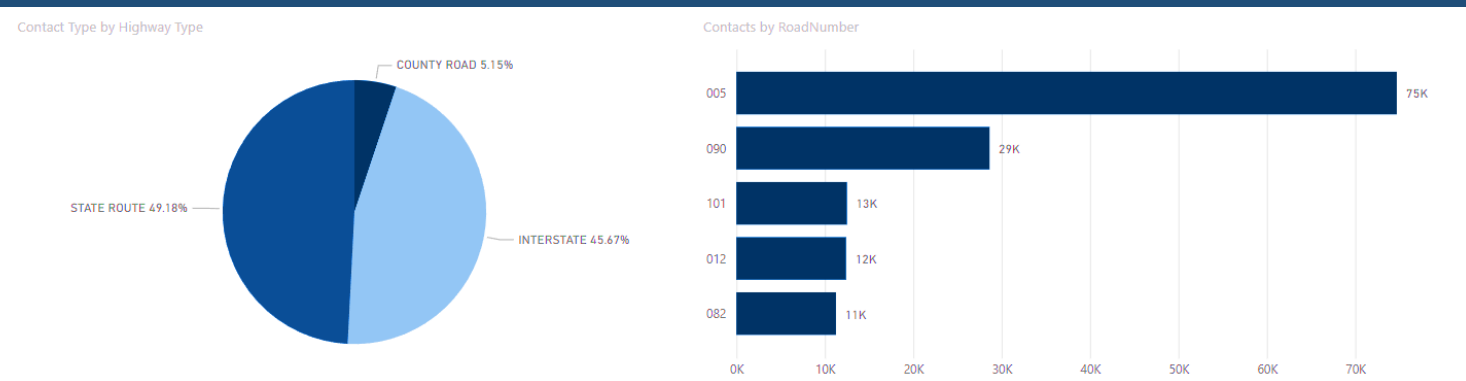
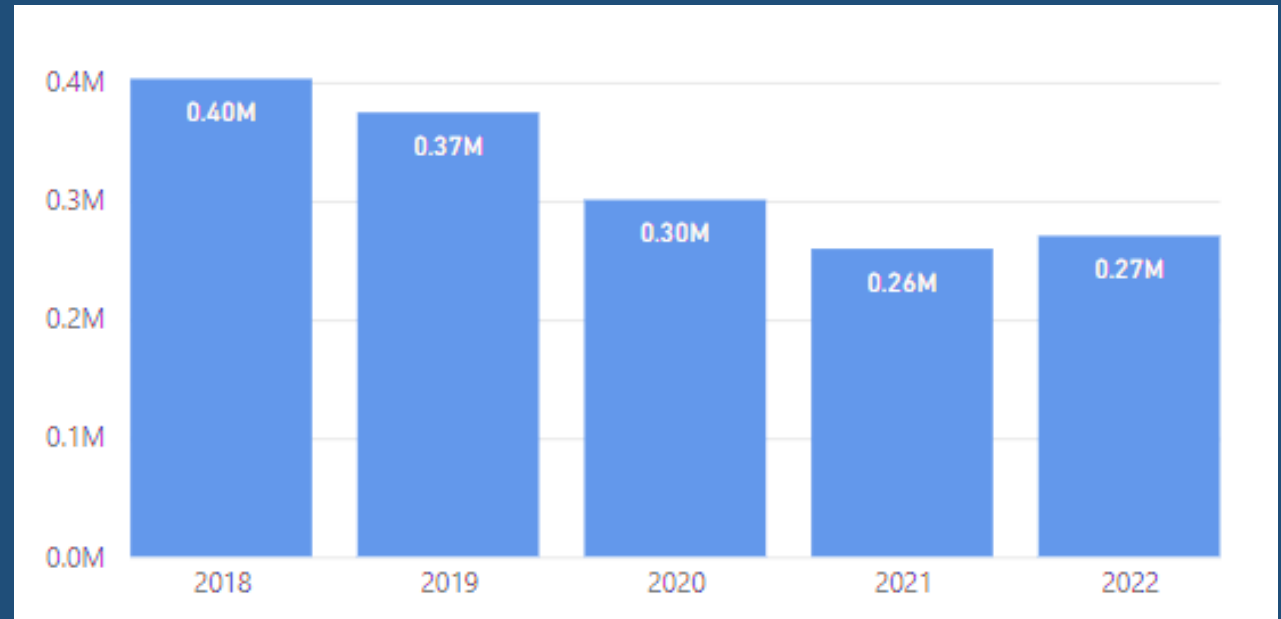
HIGH VISIBILITY EMPHASIS PATROLS  
STATEWIDE - MAY 5, 2023





# SPEEDING VIOLATIONS

- In 2022, Washington State Patrol made approximately 270,000 speeding contacts
- This was a 4 percent increase from 2021
- The majority of these contacts occurred on State Routes and Interstates (94.85% in 2022)
- The roadways with the most speeding contacts in 2022 were: I-005, I-090, US 101, US 012, and I-082





# WORKING TOGETHER

- Traffic safety is a team effort – we all have an essential role
- Together we can actively take steps to reduce the number of deaths and serious injuries on Washington’s roadways
- We need continued support and innovative ideas
- The impact of working together will make a healthy and safe Washington



**YOUR WSP Milepost**

**AGENCY AT A GLANCE**  
SO FAR THIS YEAR...

- 3,882 impaired drivers arrested
- 10,566 collisions investigated
- 67 fatality collisions
- 9,483 distracted drivers
- 7,674 seatbelt violations
- 39,574 aggressive driver contacts
- 114,452 excessive speed contacts
- 14,359 CMV inspections

**Statewide 'Arrive Alive' emphasis today**

One third of the 300 fatality crashes investigated by WSP in 2022 involved an impaired driver.

**DRIVE SAFE ARRIVE ALIVE**  
HIGH VISIBILITY EMPHASIS PATROLS  
STATEWIDE - MAY 5, 2022

STATEWIDE - The Washington State Patrol (WSP) is partnering with allied law enforcement agencies across the state to conduct a High Visibility Emphasis (HVE) patrol aimed at reducing serious injury and fatality collisions, as well as deterring and reducing crime. The 24-hour emphasis utilizes agency collected data to help our troopers determine which areas will make the largest impact in saving lives, with saturation patrols during peak collision times. Of the more than 10,200 collisions investigated in the first four months of 2022, 171 involved serious injuries while 64 ended in fatalities. In 2022, troopers investigated to 279 collisions; 96 of which were fatalities in the same time frame.

**International Firefighters' Day 2023**

STATEWIDE - International Firefighters' Day was May 4. Thank you to firefighters across the state and around the world for their dedicated service with special gratitude to the fire service personnel who serve our Washington State Fire Marshal's Office and Washington State Fire Training Academy.

Fire service personnel across Washington State responded to nearly one million incidents in communities throughout 2022, including fire, Emergency Medical Services (EMS) calls, and countless other emergencies.





# Governor Q&A



# Governor's Closing Remarks

**Join us July 19<sup>th</sup>**  
**10:30 a.m. – 11:45 a.m.**

Topic:  
**Outdoor Youth  
Learning  
Opportunities and  
Benefits**

**THANK YOU FOR ATTENDING TODAY!**

**PLEASE TAKE A MOMENT TO COMPLETE  
OUR BRIEF SURVEY USING THE QR CODE  
BELOW:**



**YOU CAN VIEW THE RECORDING OF  
TODAY'S MEETING  
AT: [HTTPS://RESULTS.WA.GOV/MEASURING-  
PROGRESS/PUBLIC-PERFORMANCE-REVIEWS](https://results.wa.gov/measuring-progress/public-performance-reviews)**