

# **2013 WASHINGTON IMPAIRED DRIVING WORK GROUP REPORT**

**As requested by the 2013 Legislature  
in E2SSB 5912, the DUI Omnibus bill**

***Evaluation of the Effectiveness of Strategies for Reducing Deaths and  
Serious Injuries as a result of Impaired Driving Incidents in  
Washington State***

**December 2, 2013**

## Co-Chairs

**Senator Mike Padden**

**Representative Roger Goodman**

## Project Coordinating Agency

Washington Traffic Safety Commission

621 8<sup>th</sup> Avenue SE, Suite 409

P.O. Box 40944

Olympia, WA 98504-0944

360.725.9876

[www.wtsc.wa.gov](http://www.wtsc.wa.gov)



WASHINGTON  
**Traffic Safety**  
COMMISSION

# Executive Summary

---

## Purpose

The Washington Impaired Driving Work Group was created to study effective strategies to reduce vehicle-related deaths and serious injuries that are a result of impaired driving incidents in Washington. The IDWG was charged with researching, reviewing, and making recommendations on the following:

- a. Lowering the minimum number of previous impaired driving convictions that must be counted before constituting and being punishable as a felony offense
- b. Providing effective strategies for reducing motor vehicle-related deaths and serious injuries due to impaired driving\*
- c. Increasing mandatory minimum penalties and fines for repeat offenders
- d. Promoting and monitoring the use of mandatory ignition interlocks
- e. Creating sobriety checkpoints
- f. Requiring mandatory arrests for a first offense for an impaired driving offense
- g. Increasing treatment and rehabilitation for repeat offenders
- h. Increasing the penalties for refusing to take a breath or blood test for the purpose of determining the alcohol concentration or presence of any drugs
- i. Increasing funding for prevention, intervention, suppression, and prosecution of impaired driving offenses\*
- j. Prohibiting the sale of alcohol to offenders convicted of repeat impaired driving offenses
- k. Improving prosecution and encouraging prosecutors to aggressively enforce impaired driving laws
- l. Increasing the number of driving under the influence courts (DUI) and court-related services
- m. Creating state and local impaired driving enforcement task forces to increase the visibility of enforcement
- n. Promoting education and prevention strategies\*
- o. Encouraging private sector collaboration\*

Note: Those strategies designated with “\*” are common components of effective strategies that should be considered with any implemented strategy to maximize the effectiveness of that strategy. Research and references are provided for them, but they were not considered in the strategy priority rankings, as all are needed for any strategy to be effective.

## Required Action

To compile Work Group findings and recommendations into a final report and provide the report to the Legislature and Governor by December 1, 2013.

## Process

Three Work Group meetings were held where the research available on each strategy was presented followed by a discussion of that strategy by the group. Washington Traffic Safety Commission, the host agency, conducted a survey that allowed IDWG members and attendees to record their opinions about each strategy. The survey assessed their collective preferences and level of support for each strategy.

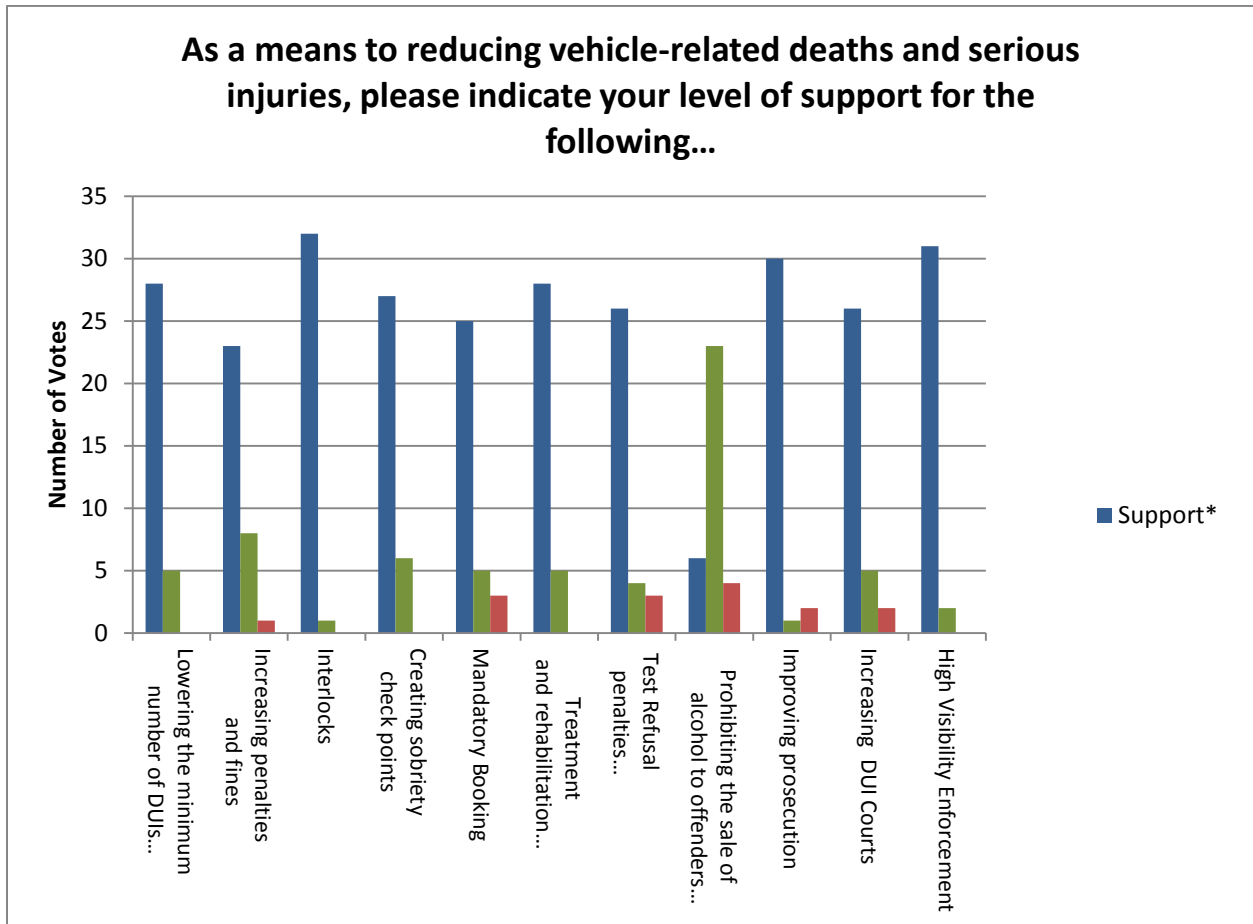
## Results

This chart shows a comparison between strategies' positions in the Ranking question versus what was expressed by the same respondents in the Level of Support question. Details behind these numbers are presented on page 12 for Level of Support and page 14 for Rankings.

Comparative of Rankings and Level of Support		
Strategy	Ranking	% who Strongly Support or Somewhat Support
Increasing penalties for refusing to take a <b>breath or blood test</b> for the purpose of determining the alcohol concentration or presence of any drugs.	1	78.8%
Increasing mandatory minimum <b>penalties and fines</b> for repeat offenders.	2	71.9%
Lowering the minimum number of previous impaired driving convictions that must be counted before constituting and being punishable as a <b>felony offense</b> .	3	84.8%
Creating sobriety <b>checkpoints</b> .	4	81.8%
Increasing <b>treatment</b> and rehabilitation for repeat offenders.	5	84.8%
Increasing the number of <b>DUI courts</b> and court-related services.	6	78.8%
Requiring <b>mandatory arrests</b> for a first offense for an impaired driving offense.	7	75.8%
Improving <b>prosecution</b> and encouraging prosecutors to aggressively enforce impaired driving laws.	8	90.9%
Creating state and local impaired driving enforcement task forces to increase <b>visibility of enforcement</b> .	9	93.9%
Promoting and monitoring the use of mandatory <b>ignition interlocks</b> .	10	96.9%
Prohibiting the <b>sale of alcohol</b> to offenders convicted of repeat impaired driving offenses.	11	18.2%

## Level of Support for Each Strategy

The survey asked for respondents' level of support for each strategy as a means to reducing vehicle-related deaths and serious injuries. Response options were: "Strongly Support," "Somewhat Support," "Somewhat Don't Support," "Strongly Don't Support" and "Undecided."



The blue "Support" bar includes those who answered either "Strongly Support" or "Somewhat Support" in the survey. The green "Don't Support" bar includes "Somewhat Don't Support" and "Strongly Don't Support" survey responses. The table on the next page shows a break out for all five response options.

Level of Support for Each Strategy						
Strategy	Strongly Support	Somewhat Support	Somewhat Don't Support	Strongly Don't Support	Undecided	Total Responses
Lowering the minimum number of previous impaired driving convictions that must be counted before constituting and being punishable as a <b>felony offense</b> .	60.6% (20)	24.2% (8)	9.1% (3)	6.1% (2)	0% (0)	33
Increasing mandatory minimum <b>penalties and fines</b> for repeat offenders.	50% (16)	21.9% (7)	15.6% (5)	9.4% (3)	3.1% (1)	32
Promoting and monitoring the use of mandatory <b>ignition interlocks</b> .	72.7% (24)	24.2% (8)	3% (1)	0% (0)	0% (0)	33
Creating sobriety <b>checkpoints</b> .	57.6% (19)	24.2% (8)	6.1% (2)	12.1% (4)	0% (0)	33
Requiring <b>mandatory arrests</b> for a first offense for an impaired driving offense.	45.5% (15)	30.3% (10)	6.1% (2)	9.1% (3)	9.1% (3)	33
Increasing <b>treatment</b> and rehabilitation for repeat offenders.	63.6% (21)	21.2% (7)	12.1% (4)	3% (1)	0% (0)	33
Increasing penalties for refusing to take a <b>breath or blood test</b> for the purpose of determining the alcohol concentration or presence of any drugs.	60.6% (20)	18.2% (6)	9.1% (3)	3% (1)	9.1% (3)	33
Prohibiting the <b>sale of alcohol</b> to offenders convicted of repeat impaired driving offenses.	9.1% (3)	9.1% (3)	33.3% (11)	36.4% (12)	12.1% (4)	33
Improving prosecution and encouraging prosecutors to aggressively enforce impaired driving laws.	78.8% (26)	12.1% (4)	0% (0)	3% (1)	6.1% (2)	33
Increasing the number of <b>DUI courts</b> and court-related services.	57.6% (19)	21.2% (7)	15.2% (5)	0% (0)	6.1% (2)	33
Creating state and local impaired driving enforcement task forces to increase <b>visibility of enforcement</b> .	63.6% (21)	30.3% (10)	3% (1)	3% (1)	0% (0)	33

## Ranking for Each Strategy

Survey respondents were also asked to rank each strategy. They were asked, “Which strategy would be the most effective in an ideal world without limitations or barriers, on reducing vehicle-related deaths and serious injuries. A rank of 1 indicates the strategy ranked as most effective and 11 ranked as least effective. A summary of the results is shown here, with a further breakdown of responses on the following page.

Strategy Scoring Table #1 Ranked Most Effective	
Rank	Strategy
1	Increasing penalties for refusing to take a <b>breath or blood test</b> for the purpose of determining the alcohol concentration or presence of any drugs.
2	Increasing mandatory minimum <b>penalties and fines</b> for repeat offenders.
3	Lowering the minimum number of previous impaired driving convictions that must be counted before constituting and being punishable as a <b>felony offense</b> .
4	Creating sobriety <b>checkpoints</b> .
5	Increasing <b>treatment</b> and rehabilitation for repeat offenders.
6	Increasing the number of <b>DUI courts</b> and court-related services.
7	Requiring <b>mandatory arrests</b> for a first offense for an impaired driving offense.
8	Improving <b>prosecution</b> and encouraging prosecutors to aggressively enforce impaired driving laws.
9	Creating state and local impaired driving enforcement task forces to increase <b>visibility of enforcement</b> .
10	Promoting and monitoring the use of mandatory <b>ignition interlocks</b> .
11	Prohibiting the <b>sale of alcohol</b> to offenders convicted of repeat impaired driving offenses.

## Strategy Scoring Table--#1 Ranked Most Effective

Rank	Strategy	Priority Rankings											Total Score
		1	2	3	4	5	6	7	8	9	10	11	
1	Increasing penalties for refusing to take a breath or blood test for the purpose of determining the alcohol concentration or presence of any drugs.	9.4% (3)	28.1% (9)	15.6% (5)	9.4% (3)	3.1% (1)	6.3% (2)	6.3% (2)	12.5% (4)	9.4% (3)	0% (0)	0% (0)	138
2	Increasing mandatory minimum penalties and fines for repeat offenders.	43.8% (14)	3.1% (1)	3.1% (1)	3.1% (1)	6.3% (2)	0% (0)	9.4% (3)	15.6% (5)	0% (0)	9.4% (3)	6.3% (2)	146
3	Lowering the minimum number of previous impaired driving convictions that must be counted before constituting and being punishable as a felony offense.	9.4% (3)	9.4% (3)	12.5% (4)	12.5% (4)	18.8% (6)	6.3% (2)	15.6% (5)	0% (0)	9.4% (3)	3.1% (1)	3.1% (1)	162
4	Creating sobriety check points.	3.1% (1)	12.5% (4)	12.5% (4)	15.6% (5)	9.4% (3)	12.5% (4)	12.5% (4)	3.1% (1)	9.4% (3)	9.4% (3)	0% (0)	173
5	Increasing treatment and rehabilitation for repeat offenders.	12.5% (4)	9.4% (3)	12.5% (4)	9.4% (3)	3.1% (1)	9.4% (3)	15.6% (5)	9.4% (3)	9.4% (3)	3.1% (1)	6.3% (2)	175
6	Increasing the number of DUI courts and court-related services.	9.4% (3)	3.1% (1)	3.1% (1)	15.6% (5)	12.5% (4)	18.8% (6)	12.5% (4)	9.4% (3)	12.5% (4)	3.1% (1)	0% (0)	182
7	Requiring mandatory arrests for a first offense for an impaired driving offense.	3.1% (1)	9.4% (3)	12.5% (4)	6.3% (2)	12.5% (4)	12.5% (4)	9.4% (3)	9.4% (3)	12.5% (4)	9.4% (3)	3.1% (1)	193
8	Improving prosecution and encouraging prosecutors to aggressively enforce impaired driving laws.	0% (0)	6.3% (2)	12.5% (4)	12.5% (4)	21.9% (7)	0% (0)	6.3% (2)	18.8% (6)	6.3% (2)	12.5% (4)	3.1% (1)	198
9	Creating state and local impaired driving enforcement task forces to increase visibility of enforcement.	3.1% (1)	9.4% (3)	6.3% (2)	6.3% (2)	6.3% (2)	21.9% (7)	6.3% (2)	9.4% (3)	12.5% (4)	18.8% (6)	0% (0)	207
10	Promoting and monitoring the use of mandatory ignition interlocks.	6.3% (2)	6.3% (2)	9.4% (3)	3.1% (1)	3.1% (1)	12.5% (4)	6.3% (2)	9.4% (3)	18.8% (6)	18.8% (6)	6.3% (2)	222
11	Prohibiting the sale of alcohol to offenders convicted of repeat impaired driving offenses.	0% (0)	3.1% (1)	0% (0)	6.3% (2)	3.1% (1)	0% (0)	0% (0)	3.1% (1)	0% (0)	12.5% (4)	71.9% (23)	316



# Work Group Details

---

## Coordinating Agency

The Washington Traffic Safety Commission (WTSC) was identified as the Project Coordinating Agency. The WTSC Research and Data Division researched and reviewed the effectiveness of the impaired driving strategies identified in E2SSB 5912.

## Report Development Process

<b>June</b>	Legislature passes E2SSB 5912, 2013 DUI Omnibus bill
<b>July</b>	Governor Signs E2SSB 5912
<b>July</b>	WTSC conducts outreach, identifies participants, and builds project charter. Work Group members select co-chairs.
<b>July/Aug</b>	Research and review by WTSC of identified strategies
<b>August</b>	Research summaries and background materials sent to Work Group members
<b>Aug 13</b>	Half-day Impaired Driving Work Group Meeting ( <i>Meeting Video <a href="#">Part One</a> and <a href="#">Part Two</a></i> )
<b>Sept 19</b>	Half-day Impaired Driving Work Group Meeting ( <i>Meeting Video</i> )
<b>Oct 15</b>	Half-day Impaired Driving Work Group Meeting ( <i>Meeting Video</i> )
<b>End of Oct</b>	Survey conducted of Work Group members and those who had attended Work Group meetings
<b>November</b>	Report Compilation and Assembly
<b>Dec 2</b>	Report presented to Legislature and Governor

**Impaired Driving Work Group Meetings** covered Washington State’s history and current efforts on addressing the impaired driving issue, research summaries and presentations for each strategy, and projections of related impacts for each strategy. Work Group members, and others in attendance, discussed the research, their experiences, and their individual and organizational perspectives.

After final discussions in the Work Group’s third meeting, members directed WTSC to draft the report to the Legislature and Governor and directed that it include the following components:

- Research Summaries
- Individual Work Group member comments about each strategy, as collected by a survey
- Group ranking of strategy’s effectiveness, as determined by a survey

In late October a survey was conducted, using Survey Monkey as the tool, that provided a chance for Impaired Driving Work Group members and those who had attended the Work Group meetings, to record their opinions about each strategy, list their support/lack of support for each strategy, and rank them in order of importance. A copy of the survey can be found in [Appendix D](#).

## Impaired Driving Work Group Members

The following organizations, as represented by the individuals noted for each, were designated by the legislation (E2SSB 5912) to represent stakeholder groups on the Impaired Driving Work Group.

Organization	Representative (alternates)
Senate Members	Senator Mike Padden, Senator Adam Kline
House Members	Representative Roger Goodman, Representative Brad Klippert
Washington State Patrol	Chief John Batiste (Assistant Chief Rupke, Capt. Rob Sharpe, Capt. Rob Huss, Sgt. JoAnn Buettner)
Liquor Control Board	Chief Justin Nordhorn (Chief Steve Johnson, Kim Sauer)
Department of Licensing	Pat Kohler (Tony Sermonti, Judy Groezinger, Toni Hood)
Department of Corrections	Bernie Warner (Adam Aaseby, Dawn Williams)
Department of Social & Health Services	Kevin Quigley (Scott Waller)
Washington State Department of Transportation	Lynn Peterson (John Nisbet, Mike Dornfeld, John Milton)
Washington State Department of Health	John Weisman (Janet Kastl)
Washington Traffic Safety Commission	Darrin Grondel (Steve Lind, Shelly Baldwin, Staci Hoff)
Washington Association of Sheriffs & Police Chiefs	Mitch Barker (Bruce Bjork)
Superior Court Judges Association	Judge Charles Snyder (Judge Steve Warning)
District & Municipal Court Judges Association	Judge Glenn Phillips
Association of Washington Counties	Eric Johnson (Brian Enslow, Al Rose)
Washington Association of Prosecuting Attorneys	Tom McBride (Mark Lindquist, Jon Tunheim)
Washington Defender's Association OR Washington Association of Criminal Defense Lawyers	Christie Hedman OR Teresa Mathis (Patricia Fulton, David Montes, Alex Frix)
Washington State Assoc. of Drug Court Professionals	Judge Harold Clark, III (Ellen Goodman)
Ignition Interlock Industry	Jerry Stanton
Washington Retail Association	Jan Teague
Washington State Association of Cities	Mike McCarty (Rachel Cormier Anderson)
Treatment Providers	Julie Mitchell, Lakeside Milam
Victim Impact Panel	Marilyn Clapper (John Dorman)
City Law Enforcement	Chief Bill Drake, Orting Police Department
County Law Enforcement	Sheriff Ken Bancroft, Asotin County Sheriff's Department
Court Administrators:	Lynne Campeau, Issaquah Municipal Court Administrator
DUI Victim or Family Member of Victim:	Frank Blair, Carol Blair, Matt Fick, Dan Schulte
Misdemeanant Corrections Associations	Janene Johnstone (Susan Fraser)
Washington Mothers Against Drunk Driving	Amy Lea Ezzo (Brian Ursino)
Harborview Injury Prevention & Research	Beth Ebel
Governor's Office	John Lane (Richard Lazaro)
King County Prosecutor's Office	Amy Freedheim
Washington Coalition of Crime Victim Advocates	Cody Benson