

Cooper Jones Active Transportation Safety Council (ATSC)

APRIL 21, 2021

10 AM -12:30 PM Virtual Meeting

Invited Members: Wade Alonzo, WTSC; Walt Bowen, Senior Citizen's Lobby; Max Cantu, Snohomish County Medical Examiner's Office; Barb Chamberlain, WSDOT; Chris Comeau, Bellingham City Planner; David Jones; Katherine Miller, Spokane Capital Programs; Jon Pascal, Kirkland City Council; Julia Reitan, Feet First; Eveline Roy, Region 12 Target Zero Manager; Pam Pannkuk, WTSC; Harold Taniguchi, Commission on Asian Pacific American Affairs; Scott Waller, WTSC; Kerri Wilson, Intercity Transit; Kirsten York, Community Action Council of Lewis, Mason and Thurston Counties; Anna Zivarts, Disability Rights Initiative; Advisor: Ryan Peters, NHTSA.

Facilitator: Patricia Hughes, Trillium Leadership Consulting

Guest Shelly Baldwin, WA Traffic Safety Commission Director

Guest John Milson, WSDOT

Uninvited Member of the Press: Francesca Lyman, freelance writer and contributor to InvestigateWest and other local publications.

Actions and Decisions:

1. Vote on acceptance of Safety Definition document.
2. Action Teams continue to meet: Fatality Review / All Things Speed / Communications / Possible Safety – Scott will ping the group.
3. Walt – will connect Shelly to specific groups.
4. Scott will get John Milton's presentation to share in pdf or link.

SUMMARY NOTES

Topic

Welcome back and Icebreaker

- Today is Administrative Professionals Day. Tomorrow is Earth Day. What is a positive EARTH experience, or a positive Administrative Assistant experience you want to share?

Updates and Action Teams

1. Safety definition Action Team

Questions:

- Are these actions that can be taken in the transportation system to improve safety? Yes
- What does it mean to "accept for now?" – That we agree safety is a broader definition, and that this document lays out those considerations, adequately enough, for now. The next phase will be on how to use it, how to make it actionable. AT's can use it as a resource for their work, it becomes part of the Critical Criteria.
- Remove the phrase "safety definition" and replace with "reimagine safety."

Team brainstorm: Where do we start - what are next steps?

From Scott Waller, Group 1 - share with others to get feedback, add and build a matrix of actions, be concerned about the effects of timelines on the document

From Max Cantu, Group 2 - use the document as a checklist to reference with every decision we make and make sure it addresses mobility justice, mobility safety, and freedom of movement

From Harold Taniguchi, Group 3 - share with various transportation committees, commissions, work groups, legislative transportation group, staff, panel discussions on rural area challenges, work group to review possible changes to laws. And briefing granting agencies to showcase this view on safety

From Barb Chamberlain, Group 4

- Use for legislative outreach. This is a discussion advocates are having. Legislators don't hear it.
- Create an education tool version.
- Call it a discussion document so people understand its purpose is to expand minds, address context beyond engineering.
- Use to invite people to ask themselves questions, spark discussion.
- Make sure we include in our own messaging/communications. When we talk about safety, have our 3-bullet-point version or whatever captures this and use it in our reports and recommendations.
- Use as a test of ideas we propose--will this XYZ make some aspect of safety better/worse?

From Chris Comeau, Group 5: More focus on land use-transportation integration

2. Fatality Review - Scott - have met once, introduces a structural change for how ATSC receives and manages this mandatory info

3. Communications - Scott

- Will create a shared document repository for ATSC documents.
- Information will be mirrored on a public computer to comply with public disclosure rules.

4. All Things Speed Related - Josh – met, getting chartered

5. Legislative Update

Transportation revenue packages has continued. Waiting to see if Senate and House can come together on budget.

6. Presentation and Discussion with Shelly Baldwin, WA Traffic Safety Commission Director

- Kudos on the track record and where this group has gotten to – the issue papers with details.

Questions:

- Any data on senior folks using walking aids and wheelchairs – how does WTSC address that? A: “Pedestrian” includes wheelchairs. Rollers are pedalcyclists.
- Of those over 65 years old, 45% having hearing loss, their world is smaller – we appreciate traffic devices of bells and whistles. Same for issues of vision. Walt B will connect Shelly with Hearing Loss Society of WA, Office of Blind, Office of Deaf, Senior Falls Program.
- Positive Safety - not assume every ped has full suite of tools (hearing, vision)
- Shifting funding – one program coordinator to manage non-motorized, need more people so can manage bigger grants
- Any data on distracted walkers? A: Not as much as we might think, and regardless, it is drivers’ duty to look out. All of us protecting the walkers and rollers.
- Action Teams need Scott’s support and thus we’re limited by how many we could have working. Advocate for staff time to help action teams. A: Thank you – will take is under advisement

Resources:

- <https://www.togetherwegetthere.com/>
- <https://pricetags.ca/2020/07/08/the-truth-about-suvs-the-myth-about-pedestrian-distraction/>
- <https://www.sciencedirect.com/science/article/pii/S2590198220300294>
- <https://www.wtscpartners.com/> – new communications, news releases, sign up to receive automatic updates

10-min Break

7. Safe Systems Presentation – Guest Speaker: John Milton, WSDOT

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- We’re all Road Users – need to interact safely
- Difference between blame and responsibility
- Mobility should not be at the expense of safety
- Active Transportation has to be the up-front mindset, not the afterthought.

Culture shift

Traditional

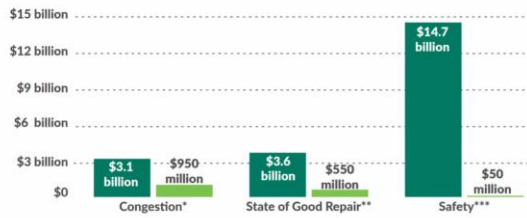
- Prevent all crashes
- React to crashes
- Blame road users
- Improve human behavior
- Control speeding

Safe System

- Prevent fatal and serious crashes
- Proactive approach to crashes
- Shared responsibility
- Design and operate for human error
- Reduce system kinetic energy

Societal cost versus spending

For congestion, state of good repair and safety



Notes and data sources: data from the 2020 State of Transportation Report: <https://wcdot.wa.gov/publications/fulltext/state-of-transportation/>
*Congestion cost source: Texas Transportation Institute's 2015 Urban Mobility Scorecard; based on a value of travel delay and excess fuel consumption for the area from Everett to Tacoma.
**State of Good Repair source: ASCE 2017 Infrastructure Report Card; estimated at \$656 for every Washington driver.
***Safety source: Societal costs of crashes calculated using methods described in Crash Cost for Highway Safety Analysis (FHWA-SA-17-071), Chapter 6. Federal Highway Administration, Office of Safety 2018. Economic cost components include: medical care, emergency services, market productivity, household productivity, legal costs, insurance administrative costs, workplace costs, property damage and congestion.

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Sign up!

<https://cascade.org/rides-and-events/kaiser-permanente-bike-everywhere-breakfast>