

Cooper Jones Active Transportation Safety Council (ATSC)

May 19, 2021

10 AM -12:30 PM Virtual Meeting

Attending: Walt Bowen, Senior Citizen's Lobby; Max Cantu, Snohomish County Medical Examiner's Office; Barb Chamberlain, WSDOT; Charlotte Claybrooke, Safe Routes to Schools; Chris Comeau, Bellingham City Planner; Tony Gomez, King County; Will Hitchcock, DOH; David Jones; Katherine Miller, Spokane Capital Programs; Jon Pascal, Kirkland City Council; Julia Reitan, Feet First; Pam Pannkuk, Washington Traffic Safety Commission; Harold Taniguchi, Commission on Asian Pacific American Affairs; Scott Waller, WTSC; Kerri Wilson, Intercity Transit; Anna Zivarts, Disability Rights Initiative;

Facilitator: Patricia Hughes, Trillium Leadership Consulting

1. Decisions and Actions:

1. Pat will summarize input for Fatality Review and all notes
2. We agree that we can use concepts from the Safety Def paper, but not to distribute the document itself (yet)
3. We agree that Scott will ask for high-level review from Jon Snyder and Jenna Forty to report back in June
4. Scott will call the Safety Policy AT together, and Comms Team
5. All Things Speed will send draft white paper to Scott prior to 6/9 to include in pre-reading for June ATSC
6. If you want to be on Safety Policy team, tell Scott by end of this week. (Alex)
7. Send potential interview questions and interest in serving to Pam Pannkuk by May 28

2. Fatality Review

1. Fatality Review

- a) Walker and Roller data: a review –Scott Waller (see attached Walker/Bicyclist Fatality doc)
 - Mostly males, 25-35 year olds, night-time (10 pm – 2 am), DUI drivers with suspended licenses who are now “walking under the influence”
 - What possible interventions, given this data?
- b) King County – Tony Gomez
 - Why do children die on roads?
 - We have a Charter, Medical Examiner helps develop summary, get case info from PD's and Sheriff's office; review team, a subgroup studies

recommendations, and hand off to prevention-action teams that find ways to implement

- So many 2-4 year olds getting hit in driveways, back-over injuries
 - Involve public safety education by PD's, bike groups (lack of helmets) pediatricians, and schools
 - Present to Legislature: Mayor, County Exec, County Health Board, Fatality Review Team – provides weight and gravitas – for laws (i.e., all ages helmet)
 - No victim blaming – who has to change their practices?
 - What potential interventions, given this data?
- c) Break out groups - What else do we want to know about Fatality Review? What data, or slice of info?

Group 1: Current stats on Hit and runs as well as the resulting convictions. Any ability to collect data on why those who run do run. Is it mostly the fear of being caught doing some wrong or are there other reasons. Focus on the needed training and mandates to get better data from the reporting officer including uploading the data from the vehicles involved when all types of crashes with ped/bike occur

Group 2: Traffic control devices – are they working? Movements of people involved – where are they headed/turning? Were bike-peds using design resources (bike lanes, sidewalks, and were they available?) Traffic volumes. Demographic info: income, race/ethnicity. Analysis of ADA infrastructure and conditions of crossings. How do we get data from other entities – data linkages. Medical - hospital data linking with crash report

Group 3: Infrastructure at/around location. Vehicle make, model, size, design (DOL has data limitations if you just pull from VIN records. Standardized/more thorough data entry into police report. Maintenance factors: overgrown vegetation, burned-out lights, etc. Other macro topics: Close-call data, impairment/age distribution relevant in some contexts. Lack of ADA-accessible connections. If a wheelchair user is in the street, is it because that stretch of sidewalk doesn't have any curb cuts?

Group 4: Infrastructure at crash site, what kind of vehicle is involved, standardization on police data entry, maintenance conditions (shrubby not trimmed, lights out). Might want to focus on deaths in areas with multiple crashes — even if they were not all fatal.

-How will the cases for review be decided?

- Potentially choosing cases that have commonalities
- If you know fatalities age 25 – 45 have a higher likelihood, we could focus here and look for commonalities

- We could look at fatalities outside of the Dec – Jan time frame since we know darkness is an identified factor. What is happening with these other cases?
- We should conclude each case with could this death have been prevented. This will allow us to keep the focus on prevention and not get lost in the some of the crash details.
- What are commonalities among the driver of the vehicle?
- Just as the walker/roller is out during those hours of 10pm – 2am, so was this driver...
- As we look at these cases can we apply the criteria we used as we approached the safety definition conversation.
- As we consider guests who have professional expertise it'd likely be beneficial to hear from walkers/rollers who are living in the places where crashes occurred, lived experience.

Group 5: Choose cases with commonalities, look at age range and focus on higher numbers, Dec-Jan are highest so we look outside of that timeframe at other cases, in child death review: could this death have been prevented – we should do that too. What's common about the time of 10-2, learn more about the walker/roller and the drivers at that time of day. Apply criteria used by Safety team. As we invite guests, hear from vulnerable road users living where these crashes occurred to hear lived experiences.

Public works and roads departments, best practices following a fatality – to limit liability and remediation.

Next for Fatality Review Action Team: Group will come together Monday to begin the process and create operating structure. Let Scott know by Friday 5/21 if you want to join.

From chat:

- Additional useful comparisons for context: total population age distribution to know how injuries/deaths for a given age group compare with their age cohort's share of total population. Our analysis in past years has shown that we have fewer injuries/deaths people <19 and older people as a proportion of their population share--ways in which we're better than national average for those age groups..That age distribution would also be useful applied to the impairment data.
- Q from annaz@dr-wa.org: wondering if there has been any analysis around these late night, intoxicated deaths and existence or non-existence of Sidewalks, ped crossing infrastructure? A: We have some

data about infrastructure present at the crash site IF the investigating officer records that information. Don't know about age breakouts for the impairment information, can ask Staci H.

- From Barb: More on the Neighborhood Safe Streets Bill Tony mentioned: <https://wabikes.org/index.php/2013/05/17/safe-streets/>

11:20: 2) Action Team Reviews

A) Safety Definition

- New title: Reimagining what transportation safety is because SAFETY is more than protection FROM CRASHES
- Can we distribute? Not the full doc. Keep it as internal document, BUT – as you have meetings and want to cite resources, you can use info and concepts from this paper. Because: pieces are not yet done and ATSC has not historically circulated docs until they are in the annual report.
- Scott will solicit feedback from a close circle of editors (Jon Sneider and Jenna Forte in financial management etc.). This will be a high-level review of potential gaps, not about a formal public comment – that would create a bandwidth issue for dealing with input, and set expectations for editing those conflicting comments. Not a mark-up copy opportunity.
- What's not done: build a metric of interventions, clarity and precision in a couple of sections, (and communication of it

B) Safety Policy

- Now being formed. Transportation and Safety are prioritized – but not measurable with the language that's in the statute – how can we pin down the goal of 0 traffic deaths in Target Zero I smore than the report that WASHDOT sends... it's a commitment of the state: what does this look like?
- Julia will serve as Exec Comm liaison
- The work will be to make recommendations and create a white paper – on what state commitment in law looks like to improve safety, and how that drives budget commitments?
- Links from Barb:
 - Safe Systems Approach another element of what a state policy commitment might include. <https://www.ite.org/technical-resources/topics/safe-systems/>

- HB 1137 <http://lawfilesextra.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session%20Laws/House/1137-S.SL.pdf?q=20210519110843>
 - NHTSA glossary <https://www.nhtsa.gov/resources-guide/glossary-highway-safety-terms-and-definitions#s-z-29531>
 - USDOT on Complete Streets <https://www.transportation.gov/mission/health/complete-streets-policies>
 - AARP report on Complete Streets in the states <https://www.aarp.org/content/dam/aarp/livable-communities/old-plan/transportation/complete-streets-in-the-states.pdf>. (Barbara McCann, one of the authors, coined the CS term)
 - NCSL state bill tracking <https://www.ncsl.org/research/transportation/state-traffic-safety-legislation-database.aspx>
 - WSDOT page of CS resources/info <https://wsdot.wa.gov/LocalPrograms/ATP/CompleteStreets.htm>
- Scott will call the group together

C) All things Speed Related

Have been meeting weekly, have a mission statement

Will send draft position paper in June for ATSC review – put time on the June agenda. Get the info out to members a week ahead of time. Have it to Scott by 6/9.

D) Legislative Update

- Transportation revenue package and two policies – Inslee vetoed parts of the Grand Bargain
- Special session to pass? Not likely right now
- For those who love reading legislation here's the transpo budget bill <http://lawfilesextra.leg.wa.gov/biennium/2021-22/Pdf/Bills/Senate%20Passed%20Legislature/5165-S.PL.pdf>

3. III. Spring organization planning

- Scott is retiring 6/30.
- Plan for transition coverage. Pat will help with AT's, Exec Team facilitation and writing Annual Report. Mandie Dell will do more logistics, scheduling. Get us through November.

- Exec Comm: Will, Barb, Pam, Alex, Julia. Pat and Scott / new program manager.
- If you reach out to Pat, cc Mandie and Pam Pannkuk after 6/30
- Opening two program manager positions by end of May – goal is to have someone on board by end of June/July. Other one will take on Young Drivers, shifting some of the work load off Scott's position
- How does the Safety understanding show up in the way the new person is selected? In recruitment, will state the emphasis areas, bring in external ppl for interview process – supply questions, serve on interview panel?
- Send potential interview questions to Pam Pannkuk, and express interest in serving on interview panel, by 5/28
- Another point on the recruitment: Review of position description to remove unnecessary barriers to applicants to increase potential diversity of applicant pool. Example might be if you require a college degree but that's not actually essential to job function if people have appropriate mix of experience and knowledge to carry out duties. Great resources on this from The Management Center <https://www.managementcenter.org/tools/hiring/>.
- Encourage folks to apply – Scott/Pam will send recruitment announcement to ATSC

Announcements:

1. Active Transportation Plan Part I – formally published. Part II will go out for public comment soon.
2. Blog post: <https://wsdotblog.blogspot.com/2021/05/walking-and-rolling-into-future-together.html>
3. The ATP: <https://wsdot.wa.gov/sites/default/files/2009/03/09/Active-Transportation-Plan-2020-and-Beyond-Part1.pdf>
4. WA bikes is hosting Roll Summit in Sept will be virtual again – send applications and ideas. Sept 27 - oct 1 WA Bike, Walk Roll Summit.
<https://docs.google.com/forms/d/e/1FAIpQLSd73jJK9WAQhYctFNfcEUz6Be9VxSKVFF0kXl8luQWgkLVkeg/viewform>

One word check-out: What was a highlight today for you?

- Excited – fatality review +

- Small Work on fatality review ++
- DATA
- Farewell / congratulations / well wishes for Scott's next step +++++
- Informative discussions reflect progress
- Stra-tegery
- We've gelled as a group
- Moving forward
- Such an engaged group, we're moving forward