

Cooper Jones Active Transportation Safety Council Meeting

November 17, 2021

10 a.m. -12:00 p.m. Virtual Meeting

Actions and Decisions:

1. Approved the Annual Report and Appendices
2. Proposal for CJATS funding (Cooper Jones active transportation safety account) to go to OFM – Pam and Jessie
3. Collate info from Data Wish List
4. Summary Notes

Key Discussions

1. Membership:

- Micah Lusignan is re-directed to another project due to lack of funding
- This is Julia Reitan’s last meeting with us

2. Address by WTSC Director Shelly Baldwin

Looking Back on the year 2021 - Accomplishments

- Welcome to Jessie!
- Uptick in crash numbers looking worse – ATSC so important
- “This year’s annual report represents some of the best work: the committee work, position papers, appendices = provides clarity, helps legislators and agencies digest and take action”
- For example, City of Tacoma is working to install automated safety cameras, was a suggestion from 2020 Annual Report
- Data is thorough and easy to understand, importance of why we need to make investments in roller and walker safety
- Safe Speed approach – can be taken up by legislators, transportation, cities, and counties. As we move forward safe speed approach is a cornerstone. Made our work easier!
- Reimagining Safety – fascinating, timely, amazing effort – broad definition of why it matters, who needs more help, social justice aspect. Another seed to plant.
- Inspired by the dedication of all ATSC volunteers – wise, thoughtful people – a whole committee that can get things done. Hope you know you how unique this group is.

Looking Ahead:

- Federal Infrastructure Jobs Act – will bring in 30% more funding for traffic
- WTSC staff is maxed out tracking current funding.
- Will need to formally gather data about communities most impacted by traffic crashes.

- Funding on law enforcement has to come with community input
- Teens in the Driver Seat (pre-packaged deal from Texas)
- Side of the road workers getting hit – new grant to explore how to prevent
- Education on rights and responsibilities with traffic stops for drivers and law enforcement
- PSA – together we get there – it’s different and better due to ATSC input and guidance
- Potential Automated Enforcement Bill. Additional cameras per 10,000 residents

Discussion:

- Debi Besser could talk about Teens in the Driver Seat program
- Jon P: Lessons learned from City of Kirkland automated enforcement for City of Tacoma – Jon to connect with Josh
- What is WTSC’s work program? What major initiatives can ATSC tie in to, overlap, build off.
- [WTSC 2022 Highway Safety Plan](#) and Annual Report
- We could have “WTSC program manager day” giving presentations to ATSC
- Comprehensive mobility program for young people – what about having to learn how to bike, walk, roll, transit – BEFORE get a driver’s license, and rewards for not driving. Yes, create a plug-and-play we can give out.
- Legislation 2021 reduced things people can a ticket for and provided more alternatives for people who can’t pay – addressing justice in traffic tickets, double down on people with multiple tickets – after four, need to go to traffic driver program.

Community Building and Announcements

- Round of Intros
- Nov 18 is [National Injury Prevention](#) day – display your green
- [World Day of Remembrance for Road Traffic Victims](#) – this weekend
- Washington State Senate Transportation Chair Steve Hobbs was appointed to Secretary of State. A new chair will be selected likely soon after committee days.

Annual Report

- Final Comments – Appendix #5 vastly updated due to Barb and Jessie) Good work to writers and data collectors, to Pat for coordinating and editing
- Formal Vote to Approve – Unanimous
- Next Steps: Jessie will submit to OFM Policy person (2-3 weeks), will reply back with questions, will bring to Exec Team if needed
- Will get confirmation from Governor Inslee’s office

Spending the CJATS Account Funding (Cooper Jones Active Transportation Safety Account)

Background:

- We originally thought the \$ would come directly to ATSC, which would change our Open Meetings classification

- Account has Cooper's name on it - \$ goes into that account, to be housed and managed by WTSC, intended to fund projects and programs administered by WTSC. Does not direct nor authorize ATSC to disperse the funds.
- We also originally thought we had another year, but OFM needs us to authorize a decision package in order to "receive" the \$300K...
- Exec Comm met, realized most WTSC projects require more \$ than what's available, even if the fund goes up through fines, not able to impact more than 1-3 smallish projects
- At the same time, WSDOT was asked to write a report about how to engage more communities in applying for grants – there is a barrier to applying for funding due to lack of capacity of a local jurisdiction – we recommended capacity building, which needs funding
- Put the two together: take revenues from fines, invest in (scalable) capacity building, communities to be selected based on equity criteria, invite them to participate, offer to help to them to apply for grants.

WTSC will partner with WSDOT to identify the communities to "Active Transportation Safety Academy" (or something similar)

Thoughts, Questions?

- Q: Is this the ongoing approach, or one time? A: One time, take advantage of a need meets opportunity, see how it works and go forward
- Q: Can we make recommendations directly to WTSC? A: ATSC provides recommendations through its Annual Report – that's the mechanism through which we can advise WTSC in funding choices
- Q: ATSC is in an advise and consent role? A: Yes
- Q: How will we know how funding is spent? A: WTSC will provide a 2x yearly report back to ATSC on funding dispersed, will stay in conversation through ATSC and Exec Comm meetings. Leaving things a bit open, we can be adaptive within the document. WSDOT can include this information in its annual SRTS/PBP report to the legislature since the capacity-building is intended to increase ability to apply successfully to those programs.
- We can leverage helping groups use it as a multiplier
- This was a great collaboration from Jessie and Barb for ATSC
- List of potential uses is attached

Next Steps:

- Share with ATSC the decision package document going to OFM
- Submit to budget director, to budget analyst, if qus come back to EC

Data Wish List – for 2022

- Speed data in context of zoning/and land use
- Driver data
- Crash victim info such as car ownership and drivers' license
- Lane width
- Presence of sidewalk

- Engage the private sector for tracking incidents on eScooters, parking lots, private property
- Continuing to look at/access emergency room data
- Jurisdictional issues
- How did the pandemic affect walk/roll injured persons from seeking emergency care? Did injured people not go to ED right away and then have to visit later with worse/compounded injuries?
- Find out if law enforcement collects “someone almost hit me” reports by location
- Consider tribal jurisdictional issues and opportunities
- Survey constituents in various jurisdictions about how safe they feel using transportation options available to them
- How safe do walkers/rollers feel?
- What is the sense of safety in communities using walk and roll transportation options?
- Qualitative data
- Looking to correlate land use with crash data and speed to assess where speeds need to be reduced to better match the context of area
- GIS overlays and ways to see broader picture
- What is the right exposure measure for calculating walk/roll death/injury rates?
- Close-call/near miss
- Crashes that not involve a motor vehicle (opportunity moving forward already)
- Capturing crash data beyond just police reported crashes to include self or citizen reported crashes
- Transportation barriers for people using social services, get reports from service providers
- Demographic trends: aging out of driving, people with disabilities, geographic distribution
- Self-reported crash data

Julia Reitan - Thank you for Five Years! [Kudo Board](#)

Year in Review Meaningful accomplishments

- New funding
- Follow-up on speed management to help local jurisdictions understand how to implement the policy framework
- Collaboration
- Action team success
- Transition with new members and staff
- Funding
- Annual Report
- Finding a consensus on so many important areas for advocacy
- Everyone’s participation
- Action teams and results
- Expanding the group
- White papers
- Laying out dimensions of safety from a very broad perspective

Closing

- Action Review

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| <ul style="list-style-type: none">• Announcements – no meeting in December |
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Attending Members: Walt Bowen, Senior Citizen’s Lobby; Max Cantu, Snohomish County Medical Examiner’s Office; Barb Chamberlain, Active Transportation Division-WSDOT; Charlotte Claybrooke, Active Transportation-WSDOT; Tony Gomez, King County; Abby Griffith, Disability Rights-WA; Will Hitchcock, DOH; David Jones; Katherine Miller, Spokane Capital Programs; Jessie Knudsen, WTSC/ATSC Program Manager; Venu Nemani, SDOT; Pam Pannkuk, Washington Traffic Safety Commission; Jon Pascal, Kirkland City Council; Dr. Amy Person, Benton-Franklin Health District; Julia Reitan, Feet First; Eveline Roy, Region 12 Target Zero Manager; Portia Shields, Yakama Nation; George Watland, Feet First; Kerri Wilson, Intercity Transit; Kirsten York, Community Action Councils of Lewis, Mason, and Thurston Counties;

Attending Interested Parties: Shelly Baldwin, WTSC; Staci Hoff, WTSC; Sara Wood, Region 8 Target Zero Manager.

Submitted by Facilitator: Patricia Hughes, Trillium Leadership Consulting

Cooper Jones Active Transportation Safety Account

(e) For infractions issued as authorized in this subsection (6), a city with a pilot program shall remit monthly to the state fifty percent of the noninterest money received under this subsection (6) in excess of the cost to install, operate, and maintain the automated traffic safety cameras for use in the pilot program. Money remitted under this subsection to the state treasurer shall be deposited in the Cooper Jones Active Transportation Safety Account created in section 2 of this act. The remaining fifty percent retained by the city must be used only for improvements to transportation that support equitable access and mobility for persons with disabilities.

- Adding an equity analysis to standard safety data analysis already conducted by WSDOT to identify high-need communities that are not applying successfully to these programs.
- Developing and delivering training and tools to improve jurisdictions’ ability to plan and develop high-quality projects, both for application to SRTS/PBP and other funding and grant sources and for use within existing local funding.
- Supporting selected jurisdictions in updating walk/bike/accessibility plans, integrating American Disabilities Act Transition Plans into active transportation plans as needed to prioritize project locations, conducting community engagement to test proposed changes, and moving projects into pre-design/development.
- Identifying and considering data collection/presentation and research opportunities to extend lessons learned.
- Evaluating and reporting outcomes of these efforts.
- Disseminating lessons learned to reach more communities.