

Pedestrian Safety Advisory Council (PSAC)

June 4, 2016

Meeting Notes

Online recording available at: <http://bit.ly/1sxx7O8>

For other information about this or other PSAC meetings: lleven@wtsc.wa.gov

Introductions: New people- John Nesbit, Paul Taylor, Marc Anderson, Curt Schwann,

Announcements:

Larry:

We will schedule future meetings with doodle polls.

There is a list of interested parties who can stay informed through emails. Let us know if there is anyone in your world who would like to be added to the list.

Legislation drives the seats at the table, as you can see on the roster.

Myke Gable -- Target Zero Plan Updated. Update process handout.

Project manager for 2016 update of TZ plan. Strategic Highway Safety Plan. Every state is required to have one. Designed to be a practitioners' plan designed to be use across the state. Collaborative effort of everyone coming together to determine what steps will take us towards Target Zero—zero traffic deaths and serious injuries by 2030. Divided into focus areas provides strategies. Update every few years analyzing most current data 2011- 2014. DRAFT Plan is out to public feedback via our website www.wtsc.wa.gov document linked. Survey designed to provide feedback. Comments are reviewed and integrated into the plan. Governor's signature will be last step. There is a specific pedestrian section. Work of this council will not be completed in time to be included in this draft of the plan, but the work done here will be applicable to next update cycle.

In addition, we'll be collecting listing of all jurisdictions that are developing vision zero/target zero plan to help connect and encourage.

TZ is a framework. This group we hope will be taking this focus area to the next level. Alignment and opportunity to move forward. John Nesbit is also involved in the TZ Plan Update. Link to provide comment on plan update: <http://wtsc.wa.gov/target-zero-survey/>

Edica Esqueda – Law Enforcement Liaison program.

WTSC has added a Statewide Law Enforcement Liaison (LEL) position to its staff based on recommended best practices. National program LE able to bridge gap between highways safety office and state and local law enforcement agencies. WTSC currently has 17 LELs (like Curt Schwann) who work with TZMs at local level. Hired Bob Thompson from Puyallup PD. He has 30 years of LE experience. Has been local LEL for many years. He will serve as bridge, but will also be building two reports. The first is looking at HVE trends. WTSC invests high level of funds in these programs. We want to know how to improve this strategies or is there a better way to do this. The other track is examining general traffic enforcement. We want to know if there are shortages and how WTSC can better support local agencies traffic enforcement. Bob will conduct this assessment statewide. Completed reports are expected within a year.

WSP is allowing Larry to audit classes at training academy for traffic collision investigation. Corporal Debbie Laur is our contact at the academy.

Recently 2014 Annual Collision report is available on WTSC.wa.gov website. Table-top version of the state of all collisions — fatality to property damage. 2015 preliminary report should be out in a couple of months. Larry will send the link to members. It contains a “Collision Clock” which is great for presentations. <http://bit.ly/1rfapcm>

Also, Larry will send link for making data requests to our office. <http://wtsc.wa.gov/request-fatal-crash-data/>

DOT just launched a tool –WSDOT collision data portal. Larry will send this link out to members. Let us know your thoughts on using the site. This data will be continuously updated. Data can be queried by jurisdiction soon. <http://1.usa.gov/1ZBQ39f>

DOT gray notebook has a chapter for ped fatalities—from 78 in 2014 to 86 in 2015. Larry will also send link to gray notebook. <http://1.usa.gov/1ZBNZ0T>

PROJECT SCOPE DISCUSSION (link to PDF file of presentation slides: <http://bit.ly/25PkIsP>)

Looking for group discussion to help steer the reports that will be the product of this group.

Larry used PowerPoint to facilitate this discussion PowerPoint available as an attachment.

On the slide that starts Injury Severity Discussion Questions Common Ground: much discussion took place. Many different perspectives were expressed given the broad representation in the room. Do we include peds hit by bikes or trains or on private property? What about suicide?

Do we want to acknowledge all potential things that exist? Do we want to focus on the biggest factors? Reports are due each year...do we want to focus on a different aspect each year?

Do you have thoughts about the merits of different approaches?

Limited time and resources demand that we prioritize. Alcohol and impairment included into pedestrian crashes. Are there blind spots? If we narrow too far we might miss something useful.

Bill: look at everything, categorize it and then focus.

John M: Officers use a crime-based approach and go off the RCW's definition (RCW 9A.04.110?) of an injury when investigating.

Charlotte: Can we do a straw poll about whether or not to limit ourselves to FARS data? Should we include train-ped or bike-ped collisions?

A straw poll of members who wanted to keep FARS definitions as the standard yielded 9 yeas.

Lisa: Can we look at things more holistically?

Bill: The legislation addresses making safety improvements to the transportation system. So isn't it broad by definition?

Diane: Include bike-ped.

Marc: If Sound Transit 3 passes, rail-ped conflicts are going to be more likely.

Shelly: That this landed at WTSC, a motor-vehicle collision is arguably the central focus. The group can make its recommendations via the Charter that it sends to the Co-sponsors.

Josh: We can make recommendations about how to collect and share and use data differently/better.

Bill: We can make a recommendation about cleaning things up data-wise so that we don't have struggles about definitions like this. We should look at it all and categorize it and then decide.

Lisa: We can look at Target Zero and its gaps and how to complement it.

Dongho: Look for commonalities in the data. What is happening where, what are the circumstances, and what recommendations can we make to address it? In Seattle we're learning

that collisions are happening at bus stops. Are there commonalities about where pedestrians are at risk?

Christine: make sure our definitions/categories are comparable, but along the way, if we determine that they are inadequate, we should modify and add things and make it clear to those reading the reports.

Ida: What are we recording right now? What are we not recording – and what could be good sources for THAT data? Be clear about what we are NOT including, but include those numbers, e.g. suicides, intentional injury/death, the result of legal intervention (e.g. car chase), no catastrophic events (e.g. landslide).

Shelly: It's important to know what WSDOT has for instance. Do you have train-ped data?

Ida: Train-motor vehicle-pedestrian, yes. But not just train-pedestrian.

Lisa: But we could recommend that we do collect or analyze that kind of data.

Kris: We have these data types, but has anyone looked at it all and had an "ahah moment" regarding commonalities? Crash types involving fewer deaths/injuries are not where we should focus. In the data if we see there are a lot of crashes involving ped-only responsibility, then what can we do about it?

Charlotte: We did do an analysis of that in Target Zero. The ones that stood out to me are where a ped was hit on a road with a posted speed over 25mph. Only 14% of fatalities and 26% of serious injuries happened on roads where the posted speed is lower than that. In an urban setting that's the arterials with posted speeds of 30-35mph, 40-45mph. Fewer happening on limited access roads. Another 57% of fatal and 67% of serious injuries the pedestrian was trying to cross the road. 80% of fatal and 60% of serious injury there was no traffic control device where the pedestrian was hit. Most pedestrians were wearing dark clothes. 7% fatalities and 43% serious injuries the pedestrian was impaired.

Kris: Can a group more familiar with that data frame those aha moments for us and hand them to the larger group?

Larry: Exactly. Our approach could be to have a sub-group of folks do that and make a proposal to the whole about what we saw and recommend to group what to do about it. The legislation isn't prescriptive about it.

Karen: Those are high contributing factors in Target Zero and that's what I think we should focus on. And we should look and see from last year what is on the rise and see what we can suggest to get those to drop.

Larry: The report could be an analysis of existing efforts to address high contributing factors to collisions.

Karen: Impairment has gone up. What can we do to lower it?

Charlotte: OR is the question what can we do to change the circumstances under which an impaired pedestrian might get hit? We know from experience that people are going to be impaired out in the world. We want the roadway to be forgiving of people who are going to be out there while impaired.

Marc: Distracted driving needs to be in there, maybe more than intoxication.

Charlotte: For this time period it is less. 32% of fatalities the driver was distracted, and 3% of the serious injuries. That's why I didn't mention it – it didn't jump out.

Ida: Marc, we are more likely underreport distracted driver behavior in collision investigation. Drivers do not disclose their distraction. We have a report that is almost done that is going to our executives for review and we can make a presentation at the next meeting. What comes out is that the contributing factors will vary based on the type of facility. If you look at the whole universe, it gets hard to see, but on certain facilities, you can see certain factors pop out. We can share some of that with you and of course make the report available.

LUNCH BREAK

CHARTER (handout)

The charter lays out who's who and what's going to happen.

John Nesbit WSDOT and Darrin Grondel, WTSC are co-sponsors. This is an important partnership to make sure for the process going forward that the product has buy-in from DOT and all commission agencies.

Executive co-sponsors need approval authority.

Internal Advisory Committee members help steer Larry to make the project meetings as effective as possible.

PSAC members are listed. We send requests to agency director for some new additions such as Walt and Amy.

Other stakeholders who are listed are people who have expressed interest in the process. They will receive all the same emails that members receive.

We have objects derived from the legislation.

John Nesbit: change objective to reduce fatal and serious injury crashes.

Discussion about the draft charter ensued and feedback was incorporated at the meeting. Shelly asked the group if they would commit to sending further feedback to Larry via email.

Closing & Evaluation

Dave: King County Medical Examiner's Office hosts forensic pathology presentations. Every other month they have one focused on transportation fatalities. You are welcome to attend, though you'll have to sign a non-disclosure statement due to legal logistics.

Appreciation for the multidisciplinary nature of this group was expressed.

Marc from Metro offered that his agency could host meetings of the PSAC.

Might we want to have a restaurant or bar owner on our group since impairment among pedestrians is a significant contributing factor?

There were suggestions to either add a representative of the AARP or have a presentation from a senior advocacy group, and also to add a member of the EMS community, particularly one who is a member of the NEMSMA.

Christine: When we were discussing "where this report could go", we can plug into the Dept. of Commerce's Growth Management resources.

To Do

PSAC members will provide Larry with any further comments on the draft charter via email.

Larry will incorporate PSAC comments in the new draft charter, updates the milestones/timeline and will send it the Co-Executive Sponsors for their consideration.

Larry will have WTSC send official requests for Aimee and Walt's participation.

Next meeting: Potential presentation from WSDOT on new report and facilitated exercise on report's focus.

Larry will set up meeting with John Nesbit, Darrin, Shelly and Larry before next meeting.