**DRAFT JOINT MEETING SUMMARY**

**Pedestrian Safety Advisory Council and Cooper Jones Bicyclist Safety Advisory Council**

**June 11, 2018, 11:00 am – 3:00 pm**

**Seattle Municipal Tower, 700 5th Ave, Seattle, WA 98104**

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| In Attendance: | Barb Chamberlain, Dongho Chang, Charlotte Claybrooke, Chris Comeau, David Delgado, Josh Diekmann, Mike Dornfeld, Steve Durrant, Marla Emde, Eric Edwards, Tony Gomez, Jessica Gould, Will Hitchcock, David Jones, Liz Kaster, Annie Kirk, Rep. Shelly Kloba, Liz McNett Crowl, Katherine Miller, Annette Nesse, Julia Reitan, Matthew Rollosson, Amy Shuman, Annie Szotkowski, Paul Taylor, Ida van Schalkwyk,  |

1. **Vulnerable User Law**

Presenter: Erin Dziedzic, Dziedzic Public Affairs

During the 2018 legislation there was renewed interest in the Vulnerable User law, spurred in part by concerns that it is not being enforced. A bill was introduced but was resisted by law enforcement and prosecuting attorneys over issues of clarity, the ability to enforce, and a perceived loss of discretion.

Decided to pull the bill and work with various sectors to update it in a more strategic and collaborative way. Reached agreement that if it’s not enforced, it doesn’t matter what it says.

Participants broke into small groups and developed potential recommendations for a vulnerable user law update (see page 3).

1. **Growth Management Act (GMA), Local Land Use Planning, and Future Directions**

Presenters:

* Anne Fritzel, Washington State Department of Commerce
* Dongho Chang, City of Seattle
* Bryce Yadon, FutureWise

The Growth Management Act is a statewide planning framework to address uncoordinated development and urban sprawl; manage threats to the quality of life in Washington; and require local planning, guided by state law, and *regionally* enforced.

Local plans are certified by Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs), and must be adopted by city or county councils.

Comprehensive Plans must be updated every 8 years. The next plan update is due in 2023. If regional plans are not updated to reflect laws that have changed they won’t be eligible for funds.

Seattle’s Comprehensive Plan Transportation Element key themes are: Safer, reliable, affordable, equitable, and high quality travel options; Ensure goods movement; Use right-of-way for multiple purposes. For a more complete overview Google Seattle Streets Illustrated, or visit <http://streetsillustrated.seattle.gov>.

There is no direct oversight of the Growth Management Act. *Futurewise*, an environmental land use organization, monitors local plans and initiates appeals when plans don’t meet requirements.

Among the GMA goals that were mentioned:

* Strengthen the transportation and safety language within the GMA.
* Fix vague language, e.g. “may” or “when possible…”
* Increase local jurisdiction accountabilityLimit how transportation impact fees can be spent.
* Rethink school siting to requirements to stay within density and transportation goals.
* Restore funding cuts and provide incentives to hire local planners.
* Budget cuts since the 2008 recession have meant permanent reductions in local planning staff, making it harder to engage the public in comprehensive planning.

Participants broke into small groups and developed potential recommendations regarding the Growth Management Act and Comprehensive Plans (see page 4).

**Summary of Potential Recommendations – Vulnerable User Law**

Strengthen and update the vulnerable user law. As part of legislation development, consider the following:

* Assess current barriers to use and enforcement.
* Broaden stakeholders and make sure you include affected communities.
* Engage law enforcement and judiciary in crafting changes that 1) they can implement, and 2) will protect vulnerable road users.
* Explore presumptive liability and higher fines in certain situations, similar to traffic laws that call for citations in school and construction zones; higher fines based on severity.
* Hit and run = presumed guilty in vulnerable user.
* Driver hits pedestrian = default to vulnerable user charge. Insurance/assessment of scene.

Enhancements to consider:

* Fund a training component to educate law enforcement, the judiciary, drivers, and general public on the law and the benefit of enforcing it.
* Require safe distance of three feet when passing bicyclists.
* When no sidewalk available shift responsibility from vulnerable users to drivers to expand their distance, or adjust speed.
* Enact a CS-type (?) award program for local agencies to adopt safety plans that include officer training and use of vulnerable user law.

Guiding principles:

* Build in element of officer discretion in applying the law.
* Driver education to spark social cultural change.
* Assure equity in implementation/enforcement.
* Strengthen tools for local jurisdictions to increase safety.

**Summary of Potential Recommendations – Growth Management Act and Land Use Planning**

* Add health and safety to the list of required elements in Comprehensive Plans.
* Add health as transportation policy goal in statute.
* Develop minimum requirements for bicycle, pedestrian, and complete streets elements.
* Require coordination of transportation and land use elements of Comprehensive Plans to ensure the roadway is built or improved to support the land use.
* Include more focus and education on multi modal level of service within Comprehensive Plan updates.
* RTPOs & MPOs offer more incentives for jurisdictions to integrate safety, multi-modal options, and equity into Comprehensive Plans.
* Set aside funding from gas tax for small and under resourced jurisdictions to devote to developing Comprehensive Plans.
* Address autonomous vehicle impacts, car sharing.
* Adhere to density goals in GMA. Examples: Rethink acreage requirements for school siting by co-locating with parks and community centers; locate large projects – such as schools, housing, bus bases – within growth boundaries instead of opting for cheap land outside the population centers that result in more car dependence.