**Pedestrian Safety Advisory Council**

## Meeting #24 Summary

## August 22, 2018, 10:00 am – 2:30 pm

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| **Attending:****Guests:** | Marc Anderson, Wade Alonso, Julia Reitan, Aimee D’Avignon, Ida Van Schalkwyk, Will Hitchcock, Tony Gomez, Charlotte Claybrooke, Will Hitchcock, Dong Ho Chang, Karen Wigen, Paul Taylor, Eric Edwards, Darrin Grondel, Scott Waller, Heidi KellerGregory Francis, Metro operator |

1. **Updates**

Fatalities Update: Through July 6 fatalities fewer than last year at this time. Good news but substantially ahead of our Target Zero goal. Ped fatalities are ahead of last year.

Last meeting: take your old notebook because they are full. So please take the documents if you want them, leave the tabs.

Yesterday meeting of Governor’s Autonomous Vehicle Safety Subcommittee. Contact Darrin or Scott If you are interested in joining a subcommittee. Visit the Washington State Transportation Commission website to see meeting notes and when the meetings are being held. These are open meetings; anyone can attend. The Executive Committee decided that any recommendations that come out of subcommittees and will go directly to the legislature.

The Bicycle Safety Advisory Council (BSAC) has developed recommendations re: automation and autonomous vehicles. *Update*: the BSAC has decided to forward these recommendations to the Governor’s Autonomous Vehicle Safety Subcommittee.

Metro transit voted the top large transit system in north America. Safety is a large part of that. Marc is pretty proud.

## Review/finalize consolidated 2018 Recommendations

Discussion:

* Discussed the pros and cons of honing in on fewer recommendations vs. putting forth a longer and more complete list.
* Reviewed recommendations and looked for opportunities to merge or rewrite them.
* Discussed replacing “education” with “influencing.” You can educate someone without any resulting behavior change. Let’s talk about “influencing” rather than “teaching.”
* Comfortable with consolidation as long as important concepts are retained. What does it take to drive down pedestrian fatalities? Need to be sure that all elements required for prevention are represented.
* Bring forward 2017 recommendations into 2018 report

The results of the review/discussion of 2018 recommendations begins on page 3.

## Discussion about grouping recommendations in annual report according to 5 Principles of Systematic Safety (Vision Zero)

Scott showed the Vision Zero video, and presented variations on the 5 principles of systematic safety that are being used by cities to frame their work around safety.

Decision: use some version of the systematic safety principles to reorganize PSAC recommendations. Scott will draft proposed headings for consideration at the September 26 meeting.

Next meetings:

9/26/18, 10 am – 2:30 pm, WTSC, Olympia

10/24/18, 10 am – 2:30 pm, WTSC, Olympia

12/12/18, 10 am – 3:00 pm, WTSC, Olympia, Joint meeting with the Cooper Jones Bicyclist Safety Advisory Council

**Decision: update and resubmit the following 2017 recommendations relevant to speed:**

Resubmit 2017 recommendation 1.1 and add “high risk demographics” as a contextual factor to consider, e.g. high density of seniors, transit users, pedestrians, etc. This would be added to the following recommendation:

* 1. **Work with local jurisdictions and other state agencies to develop a target speed policy and guidelines that emphasize lower speeds on state routes, city streets, county and tribal roads compatible with the needs of all users. Local jurisdictions and state agencies should add “high-risk demographics” (e.g., high density of older adults, transit users, pedestrians, etc.) as a contextual factor to consider in setting speeds. If necessary, changes should be recommended to the legislation regarding statutory speed based on the target speed policy.”**

Action Items:

* Provide continuing education credits and/or disseminate more broadly the up-to-date options for speed setting options, options that current reflect research. (Many older Professional Engineers did not learn about this during college and have not received more current guidance)
* Change the culture around speed setting to frame it as “injury prevention and minimization.”

Resubmit the 2017 speed camera (automated enforcement) recommendation:

* 1. **Authorizing legislation should stipulate that revenues generated from operation of the automated enforcement cameras be used only for support for the following six purposes:**

Action Items:

* development and operation of school safety patrols;
* enforcement costs associated with reviewing automated enforcement citations;
* funding of law enforcement to emphasize increasing safety in school zones and in elementary school walk areas ((including allocation of FTEs to school zone enforcement, where appropriate);
* maintenance of the automated enforcement equipment;
* providing infrastructure improvements that will reduce the risk of pedestrian and bicycle fatality or injury; and,
* Public education and outreach to encourage more parents/guardians to have their children walk or bicycle to school.

The following recommendations were deemed to be the most important.

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| **Votes** | **Recommendation** |
| 9 | Improve Coordination of Transportation and Land Use Planning*Action Items:* * Encourage RTPOs & MPOs to offer more incentives for jurisdictions to integrate safety, multi-modal options, and equity into Comprehensive Plans.
* Encourage more widespread adoption of LOS metrics that account for safe travel by all modes
* Enhance coordination of transportation and land use elements to ensure the roadway is built or improved to support the land use.
* 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, and bus bases – within growth boundaries instead of opting for cheap land outside the population centers that result in more car dependence.
* Consider mismatch between historical road classifications and current use, e.g. number of crossings, lanes, and speed in areas that feature pedestrian generators like residences, shopping, and clinics.
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| 7 | Encourage and support pedestrian safety oriented infrastructure and technology, such as…* Widespread use of leading pedestrian interval – 3 seconds. (Make it a requirement except in the case of older signals that are not sophisticated enough to accept such a change.)
* Provide pedestrian-only walk time (no vehicle movement); automatic walk signal without pedestrian activation; protected left turns – green arrow only.
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| 7 | Develop guidelines for an iterative approach to transition from vehicle-dominated corridors toward “complete streets,” with spot treatment leading to holistic corridor improvements. *Action Items:* * Include identification of thresholds where growth and traffic trigger changes that promote safe movement for all – vehicles, pedestrians, and non-motorized vehicles (e.g. bicycles, wheelchairs).
* Provide a toolbox to aid cities and counties in developing access management plans and designing routes for vehicles and people to move safely.
* Provide examples, similar to Seattle’s “Streets Illustrated,” that make it easier to identify and design needed improvements.
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| 7 | State of Washington inventory State data systems related to traffic safety, centralize governance of those systems, and examine and make continuous improvements to the systems.*Action Items:** Look at the National Violent Death Reporting Systems as a model for how to combine a variety of data sources to create a more complete and accurate picture for use in determining improvement investments.
* Expand the sources – and increase the confidence in – the data we use. Conduct a pilot to dig deeper into Electronic Medical Records (EMR) and hospital records to describe the incident, not just the injury. Expanded knowledge will aid in making better recommendations to the legislature.

*Action Items added during 7/25/18 meeting:** The Washington State Legislature allocates sufficient funding to WSDOT to develop an enterprise GIS network for all public roads that can be used by any agency in the state for data collection and management.
* The Washington State Legislature allocates sufficient funding to WSDOT to proceed with mobile LIDAR data collection on state highways for inventorying of pedestrian, bicyclist, ADA, and other asset management. Make this data available to WSP and any other state agency for their use. (Note: Louisiana success story)
* The Washington State Legislature allocates sufficient funding to WSDOT to Participate and act on findings of the FHWA Roadway Data Improvement Program assessment and the NHTSA Crash Data Improvement Program assessment that will be complete by November 2018.
* The Washington State Legislature allocates sufficient funding to WSDOT to coordinate on a plan for a centralized management of roadway, asset, socio demographic, and health data for use by all agencies and advocacy/community groups. with Office of the Chief Financial Officer, State of Washington, OFM, DOL, HCA, WTSC, and DOH (Data integration).
* Continue efforts to provide summaries of crash, injury, and related event data to community advocacy groups from the WSDOT Public Crash Data Portal, and the DOH Washington Tracking Network (WTN)
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| 6 | 2.3. Develop and implement a statewide education/awareness campaign on impaired walking. When going out, have a plan for getting home. |
| 6 | Develop stakeholder group regarding changes to funding strategies to proactively identify historically under resourced areas for improvement investments.*Action Items:* * Conduct an asset analysis of census tracts with 1) lower income, and 2) racial and ethnic minority populations for use by multiple organizations to prioritize investments.
* In order to be accurate and useful, data collection should include both roadway and societal factors and impacts.
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| 5 | Evaluate driver-training curriculum relating to left turns. Require more frequent driver education/continuing education reflecting new knowledge. Update ASAP: side pillar blocking vision during left turns, especially for Commercial Driver License training. |
| 5 |  *(Still needs more work)* Based on ridership, traffic, and behavior (passenger) data, ensure bus stops are located no further than \_\_\_ feet from crosswalk. Each bus stop should have appropriate signage, warning lights, and lighting. |
| 5 | Update Growth Management Act to Address Transportation Health and Transportation Safety:*Action Items:* * Add health and safety to the list of required elements in Comprehensive Plans.
* Add health as transportation policy goal in statute.
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| 4 | Create guidelines for pedestrian crossing frequencies based on land use and context. (Some research may be needed.) |
| 4 | Determine what WSDOT needs to do to continue their work on context classification and associated modal priorities and infrastructure needs.*Action Items:* * Assure curb cuts are available in both directions so people with wheelchairs do not have to enter the road in order to cross the street in the direction they are traveling, and transition points for transit re: wheelchair.
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| 4 | Local agencies adopt pedestrian scale illumination design standards/guidelines.*Action Items:** Review current illumination guidelines to assure pedestrian scale illumination that emphasizes pedestrian safety. Potential mechanisms: WSDOT Design Manual, L.A.G. Manual.
* Disseminate an “illumination best practices” at marked crosswalks guidance document. Note: SDOT standards are ready for dissemination.
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**Others:**

***Recommendation:*** Using research based, effective strategies implement traffic safety culture change.

*Action Items*:

* Implement recommendations from Montana State University.
* Potential exists for using positive norms change campaigns that have been successful; could be used across all issues.

***Recommendation:*** Conduct more research on the combined effects of alcohol and marijuana

***Recommendation:*** Develop minimum requirements for bicycle, pedestrian, and complete streets elements.

***Recommendation:*** Require coordination of transportation and land use elements of Comprehensive Plans to ensure the roadway is built or improved to support the land use.

***Recommendation:*** Set aside funding from gas tax for small and under resourced jurisdictions to devote to developing Comprehensive Plans.

***Recommendation:*** Address autonomous vehicle impacts, car sharing.

***Note*** *– Revisit this potential recommendation* Develop a statewide estimate of pedestrian and bicycle exposure.