**Pedestrian Safety Advisory Council**

**Meeting 14 Summary**

**July 26, 2017, 10 am – 2:30 pm**

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| In Attendance: | Marc Anderson, Metro; Dongho Chang, City of Seattle; Charlotte Claybrooke, DOH; Aimee D’Avignon, DOH; David Delgado, King County; Mike Dornfeld, DOH; Ofc. Eric Edwards, Kennewick PD; Darrin Grondell, WTSC; Staci Hoff, WTSC; Sgt. Bill Judd, Renton PD; Annie Kirk, Region 7 TZM; Pam Pannkuk, WTSC; Julia Reitan, Feet First; Ofc. Paul Taylor, Spokane PD; Ida Van Schalkwyk, DOH; Scott Waller, WTSC; Karen Wigen, Region 13 TZM;.Heidi Keller, Facilitator; |

**King County Coroner’s fatality review panel**

Several members of the group – Will and Amy from DOH, Charlotte from WSDOT, and Scott, Staci and Dick Doane from WTSC – all attended the King County Medical Examiner’s presentation about pedestrian deaths in June. Each of the crashes involved vehicles going at relatively slow speeds – 35 mph or less. In each collision, the pedestrians suffered significant internal and head injuries. One of the points of emphasis was that pedestrians almost always die in collisions between them and vehicles that are high off the ground like SUVs and full size pick-up trucks.

**Vision Zero Video**

The group watched an 8-minute video, [Systematic Safety: The Principles Behind Vision Zero](https://youtu.be/5aNtsWvNYKE). The video highlights five core concepts: Speed control and separation, Functional harmony, Predictability and simplicity, Forgivingness and restrictiveness, and State awareness. Scott explained that it was important to understand a bit about Vision Zero since it had been brought up several times in the group’s conversations. The video highlighted successes in European countries to systematically plan for multiple forms of travel. Group members than gave their responses to the information from the video. Julia said it was helpful to see what some of the strategies look like in place. Ida said Washington State has made several improvements in its processes regarding road construction and maintenance and has updated many of its key reference manuals to incorporate many of the concepts articulated in the video.

**Meeting focus: Turns at intersections, 5 case reviews.**

Case Reviews: Turns at intersections

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| Cross Cutting Themes | Potential Recommendations |
| *Signal operations* | *[Placeholder language]* Signals operations:   * Give pedestrians a head start * Provide pedestrian-only walk time (no vehicle movement) * Automatically provide Walk signal without requiring pedestrian activation * Provide protected left turns – green arrow only |
| *Intersection treatments that slow traffic, separate pedestrians from vehicles, and attract and direct pedestrian flow* | *[Placeholder language]* Update intersections to:   * Shorten the crossing distance using medians and curb extensions * Highlight crosswalk availability – placement, raised pavement, markings * Increase the use of medians for force square turns * Re-evaluate design speed for land use triggers (residential, business development) * Pass a law that promotes systemic safety for all users |
| *Driver left turn behavior* | * Evaluate driver training curriculum relating to left turns |

Council identified items for follow up:

* Speed
* Physical separation
* “Don’t walk” walking (education)
* Review Sweden’s recommendations for safer left turns and low impact collisions

**Turns at Intersections: Modifiable Contributing Factors**

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| Themes | Case #1 | Case #2 | Case #3 | Case #4 | Case #5 |
| *Signal operations* | **√** Protected left turn | **√** Signal confusion: pedestrians not sure when to walk when traffic light changes, no cars in sight, but “walk” light hasn’t changed  **√** Auto walk signal  **√** Change signal operations to account for use re: time of day, weekend, etc. | **√** Protected left turn  **√** Crosswalk signal timing – head start for pedestrians |  |  |
| *Intersection treatments that slow traffic, separate pedestrians from vehicles, and attract and direct pedestrian flow*  *Outdated roadways and intersections* | **√** Curb bump outs to shorten the crossing distance | **√** With so many pedestrian generators nearby, 5 lanes for vehicles seem unnecessary  **√** Replacing signal with roundabout would slow traffic and create safer walking conditions  **√** Better accommodations to separate pedestrians from vehicles  **√** Policies that account for accessibility for pedestrians | **√** Crosswalk placement  **√** Raised crosswalk  **√** Median island encouraging driver to take square turn | **√** Roadway/intersection not in compliance with today’s standards – has not been updated in response to surrounding development  **√** Lack of pedestrian accommodations  **√** Separate pedestrians from vehicles | **√** Unmarked crosswalk |
| *Visual obstructions* | **√** Consideration of visual cues |  | **√** Tree placement in proximity to crosswalk – casting shadows, decreasing visibility |  | **√** Landscaping, shrubbery obscures visibility  **√** On-street parking reduces visibility for pedestrians & drivers |
| *Other* | **√** Train law enforcement on identifying injury severity  **√** Obtain injury severity from medical records | **√** “Don’t Walk” walking | **√** Transit driver training and enforcement |  |  |

**Potential Recommendations Running List**

**Impaired pedestrians and drivers (February Meeting)**

* Make involvement in a fatal or serious injury crash probable cause for getting a warrant for blood draw.
* Initiate a D.O.L. warning letter to drivers involved in fatal crashes that have “checkered” driving records.
* Increase public/driver awareness of pedestrian generators such as homeless encampments.
* Conduct more research on the combined effects of alcohol and marijuana.

**Photo Enforcement (March meeting)**

* Change current budget proviso language that limits expansion to previously authorized pilot sites. The pilot has been successful. Authority should be extended to other sites.
* Propose legislation that revenue from these technologies shall be dedicated to the improvement of walking environment, e.g. better count down signals, curb cuts, pop up enforcement locations, better information for the driver.
* Propose legislation for a statewide program that requires revenue to be used for safety. Roll it out as a new safety tool. Split revenue between local jurisdiction and statewide grant program to provide startup funding for additional sites, prioritized based on collision data and financial need.
* Expand the legal use of photo evidence (e.g. crashes, criminal activity)

**Low speed fatalities (May meeting)**

* Amend RCW 46.61.250 (Pedestrians on Roadways) to be more protective of vulnerable and disabled pedestrians.
* Assure curb cuts are available in both directions so people with wheelchairs don’t have to enter the road in order to cross the street in the direction they are traveling.
* Fund pedestrian amenities – like traffic circles, curb cuts, bump outs – that shorten the distance
* Provide education, then enforcement, re: the new distracted driving law.
* Speedier warrant for blood draw.
* Take advantage of tech solutions that aid in the identification and protection of pedestrians, e.g. side cameras, auto breaking.
* Require more frequent driver education/continuing education reflecting new knowledge, e.g. driver side pillar blocking vision in left turns.
* Develop an illumination standard for pedestrian safety.
* Prohibit “clutter” in the right of way, such as landscaping, fences, signs, mailboxes, that impede pedestrian ability to move out of the way of vehicles.
* Enact driver presumptive liability in pedestrian crashes.
* Identify pedestrian actions that contribute to crashes. [*Placeholder language to reflect pedestrian liability]*
* Require crash reconstruction detailed report on every “scene fatal” crash, especially speed calculations.

**Dedicated funding for public education (June meeting)**

**Action Item 2.1.** Establish a dedicated funding source for public education to increase pedestrian & driver traffic safety values, beliefs, and behaviors.

* Implement Traffic Safety Culture Change.
* Promote “see and be seen,” for pedestrians and drivers statewide
* Opportunity to engage private sector in branded reflective items – clothing and other wearables, reflective tape, backpacks, etc.
* Remind drivers and pedestrians to make eye contact and be sure you are seen – just because you can see the driver doesn’t mean they can see you.
* When going out is likely to result in impairment, have a plan for getting home. Potential for outreach to:
  + Pedestrians
  + Bars/Servers
  + Public transportation providers
  + Rideshare apps
  + Bystanders

**Left turn fatalities (July meeting)**

* *[Placeholder language]* Signal operations:
* Give pedestrians a head start
* Provide pedestrian-only walk time (no vehicle movement)
* Automatically provide “Walk” signal without requiring pedestrian activation
* Provide protected left turns – green arrow only
* *[Placeholder language]* Update intersections to:
* Shorten the crossing distance using medians and curb extensions
* Highlight crosswalk availability – raised pavement, markings, placement (where drivers can see them)
* Increase the use of medians for force square turns
* Re-evaluate design speed for land use triggers (residential, business development)
* Pass a law that promotes systemic safety for all users
* Evaluate driver training curriculum relating to left turns

Updated 2017 Meeting Calendar

All meetings at WTSC

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| --- | --- | --- | --- | --- |
| August 23  10 am – 2:30 pm | September 27  10 am – 2:30 pm | October 25  10 am – 2:30 pm | November 22  10 am – 2:30 pm | December 27  10 am – 2:30 pm |
| 2017 Work plan  1.3 Provide legal protection for city & county pedestrian safety plans | **Aggregate Data Presentation**:  Pedestrians crossing the roadway  **Discussion:**  Case selection parameters | **Case Reviews:**  Pedestrians crossing the roadway | Finalize Recommendations | Finalize 2017 Annual Report |
| 2017 Work plan  7.1. Develop an Inclusion strategy… | **2017 Work plan**  3.4. Explore land use policies that support pedestrian safety | Modifiable contributing factors |
| Potential Recommendations | Potential Recommendations | Potential Recommendations |