# Cooper Jones Bicyclist Safety Advisory Council

## Meeting #4 – Summary Meeting Report

## February 12, 2018, 11:00 am – 3:00 pm, Tukwila Community Center, 12424 42nd Ave South, Tukwila WA

|  |  |
| --- | --- |
| In Attendance:  | Barb Chamberlain, Charlotte Claybrooke, Steve Durrant, Amy Shumann, Dongho Chang, Liz McNett-Crowl, Chris Comeau, David Jones, Dr. Amy Person, Liz Kaster, Aimee D’Avignon, Nancy Lillquist, Katherine Miller, Annie Szotkowski, Josh Diekmann, Matthew Rolloson, Marla Emde, Nancy McClenny-Walters, Jessica Gould, Annette Nesse, Marc McPherson, Scott Waller, Pam Pannkuk, Heidi Keller |

1. **Announcements**
* The Governor’s office requested changes to the 2017 Annual Report. The final version will be sent to the Council as soon as it is approved by the Governor’s office.
* In the legislature WA Bikes is following proposed changes to the vulnerable user law
* Lis Kaster shared a list of recommendations to the Council from the Puyallup Watershed Initiative Active Transportation Community of Interest.
1. **Who does what? Whole group Exercise –** Barb Chamberlain
2. **Equity and Access Presentations,** Liz Kaster and Ed Spinker

The two presentations will be sent along with this meeting summary via Email.

1. **Integrating Equity and Access into our work**

Discussion:

* According to the 2009 National Household Travel Survey, Blacks (12% of all trips) and Latinos (14.2% of all trips) walk more than Whites (9.7% of all trips).
* Higher income neighborhoods tend to be served by better amenities (bike lanes and sidewalks) than lower income neighborhoods.
* It’s possible that higher income people are more skilled at advocating for public services, but data can be used to convince public officials that expenditures be targeted toward the greater need. Data can be used to illuminate the disparity.
* Analyzing and communicating data can tell a compelling story. Example: Every 8 days a child in Tacoma is hit by a car while walking or biking.
* The Council recognizes the need to involve more people of color in this process.
* The Council can incorporate representatives of underrepresented communities into specific meetings and discussions that impact them. Suggestion: talk to leaders; gain input.
* As we build policy recommendations, ask the question: how does this change equity? How does it effect different groups? E.g. apply an “equity litmus test.”
* Suggested examples: City of Seattle *Race and Social Justice Toolkit*, and King County *Equity Impact Review* process.

**Conclusion: The Council will consider equity and access issues in each meeting and discussion.**

Suggested reading:

* Bike Equity Network listserv, [*http://www.urbanadonia.com/p/bike-equity-network.html*](http://www.urbanadonia.com/p/bike-equity-network.html)*.* (background information available here <https://www.nten.org/article/from-offline-to-online-and-back-again-the-bike-equity-network/>)
* Washington Department of Health *Statewide Health Equity Data Washington Tracking Network*, <https://fortress.wa.gov/doh/wtn/WTNIBL/>.
* Scott is encouraged to send articles and resources that are relevant to each meeting.
* Also suggested: set up an online Dropbox where people can go to access articles on equity (rather than flooding Council members with Email attachments).
1. **2018 meetings**

The Council was asked to map out their next meetings in order of the topics they want to address. See next page for the content of meetings through July 2018.

|  |
| --- |
| **Equity in all work** |
| **February** | **March** | **April/May - All day in Spokane** | **June** | **July** | **To Be Scheduled** |
| **Who does what?** | **Where is the money for bicycle safety & where are we spending it now?** | **How do we get the best data?** | **What are relevant laws & policies?** | **What are the best practices?** | **How do we increase ridership?** | **Fiscal Rec’s** | **How do we make the case?** | **Case Reviews****--** Looking at representative cases where there was a bicycle fatality and driver was not cited-- Different types, road types (bike vs. vehicle, veh vs. bike, bike vs. ped)**What is the technology landscape going forward?****What are the educational needs?****What are the deliverables?** **--** What are concrete changes communities can make? -- What State/Federal changes can make it easier for smaller jurisdictions to get funds for safety improvements?  |
| Existing resources – better useAgencies involved beyond WSDOT- understand roles & potential integration of effort: Dept. of Licensing, State Patrol, OSPI, WTSC, Puget Sound Partnership, Courts/Legal System, WA Assoc. of Sheriffs and Police ChiefsFed – FHWA, NHTSALocal – RTPO, MPO, Association of Cities, Association of CountiesHow do agencies or entities communicate plans and use resources for planning/projects? | What percent of state transportation funding goes to bike projects? (allocation & priorities)Follow up on funded projects: effectiveness, resultsFunding agencies allocating bike $:-- Primary focus of funding criteria-- Recommend changes to criteria (TIB “mobility”)Where is the money and how is it accessed? What is required of applicants re: data, qualificationsMore dedicated funding | Better data – who is riding, crash collection data, how is it shared/accessedAnalyze ridership surveys – how, why/why not, when, whereUnderstand high-frequency collisionsBest practices international safety dataSuccess metrics based on ridership ratesWhat is depth of distracted driving problemExamining data and best practices for measuring bicycle ridershipBicycle ridership data: Dongho (Seattle effort), Barb C. (State efforts)Barb C. – travel survey/oversampling, ALPACAData collected/not collected; barriers | What transp. projects are exempt from bike/ped spending and why? | Explore risk-based, cost effective infrastructure solutionsHow is WA different? What can we learn from other statesLearn/apply best practicesWhat are context-based solutions?Best practices – which are neededCharlotte & Bill S.: NACTO/AASHTO Bike GuideDongho: NCUTCD | More riders – especially young riders (making it safe for all levels of ridership)All ages and abilities | **Making the Case:**Safe mobility = livability messagingCommunicate secondary benefitsBetter comm., social marketing |