

Progress Made on Recommendations from 2018 Annual Reports for Pedestrian Safety Advisory Council (PSAC) and Cooper Jones Bicyclist Safety Advisory Council (BSAC)

The 2018 PSAC and BSAC Annual Reports both used five internationally recognized principles of sustainable safety to categorize their recommendations. The groups added a category for recommendations that cross into multiple safety principles.

The principles of sustainable safety (Vision Zero) were developed in Europe and many United States cities have adopted them. Vision Zero starts with the conviction that everyone has the right to move safely in their communities. Improvements in traffic safety have occurred in areas where the principles of sustainable safety were fully implemented.

The Vision Zero approach recognizes that people will sometimes make mistakes, so transportation system designers and policymakers must improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes. (Vision Zero Network, n.d.)

Deliberations by the BSAC and PSAC in 2018 did not address every principle at the same level of detail and this work continued with the ATSAC in 2019. In its ongoing work the council will continue to develop recommendations for improving safety for people who walk, bike, or use other forms of active transportation based on continuing examination of information associated with each of the principles.

You will see the following symbols as you read the recommendations:



= This symbol indicates the recommendation applies to people who walk (pedestrians).



= This symbol indicates the recommendations applies to people who ride bicycles (bicyclists).

Six Categories for Recommendations

- 1. Cross-Cutting Proposals**
These recommendations influence the entirety of the transportation system as it relates to the safety of people walking.
- 2. Speed Control and Separation**
Ensure safe operating speeds for roadways and separate cars from people.
- 3. Functional Harmony**
Design roadways and vehicles to reduce conflicts between users.
- 4. Predictability and Simplicity**
Make it easier for all roadway users to use all roadways safely.
- 5. Forgiveness and Restrictiveness**
Predict where simple mistakes can happen and prevent them.
- 6. State Awareness**
Change behaviors that contribute to crashes.

Cross-Cutting Proposals - These recommendations influence the entirety of the transportation system as it relates to people who walk or ride bicycles.

Recommendation from 2018 BSAC or PSAC Reports	Applies to	Status
1.1 Convene a statewide Active Transportation Safety Council (ATSAC).	 	SSB 5710, creating the ATSAC, passed the Washington Legislature in 2019 and Governor Jay Inslee signed the bill into law. The group met for the first time in September 2019.
1.2 Improve data systems and coordination.	 	<p>WSDOT is currently reassessing how and where to place devices to count people who walk or ride bicycles (counters).</p> <p>WSDOT and WTSC are working on a research project to determine the efficacy of developing a system to estimate the number of people who walk, bike, or use other forms of active transportation using “crowdsourced data.”</p> <p>The State Active Transportation Plan (ATP) – currently in development - will produce a network analysis method to identify potential statewide demand to safe active transportation.</p>
1.3 Convene a workgroup to establish priorities for walker-friendly infrastructure investment.		Further discussion of this issue will be part of the 2019-20 ATSAC work plan.

Safety Principle 2 - Speed control and separation: Ensure safe operating speeds for roadways and separate cars from people.

Recommendation from 2018 BSAC or PSAC Reports	Applies to	Status
2.1 Develop target speed policy for use at all jurisdictional levels.	 	WSDOT has organized the Injury Minimization Speed Management Policy Work Group that administered and

analyzed a survey for engineers in the state regarding setting of speed limits.

The group plans to have draft policy for distribution by the end of 2019.

Information will be on [WSDOT's "Pedestrian Safety in Washington" webpage](#).

Trainings to support the implementation of the speed management policy and guidelines will be developed and delivered in 2020.

2.2 Allow automated speed enforcement in school walk areas.



Legislative action is needed to address this issue.

The House Transportation Committee held a public hearing about automated enforcement in the final weeks of the 2019 session.

2.3 Designate revenues from automated enforcement for safety improvements.



Legislative action is needed to address this issue.

Safety Principle 3 - Functional Harmony: Design roadways and vehicles to reduce conflicts between users.

Recommendation from 2018 BSAC or PSAC Reports

Applies to

Status

3.1 Increase training regarding integration of transportation and land use.



WSDOT Active Transportation Programs Division (ATD) and Local Programs Division Training is designing training on systematic safety approaches and Target Zero.

Metropolitan planning organizations and regional transportation planning organizations will use updated Target Zero 2019 goals in their planning and reporting.

The ATP will also provide tools for a network analysis on state right-of-way and project prioritization framework to assist in this.

3.2 Incorporate health and safety considerations into updates of Washington State’s Growth Management Act.



Legislative action is needed to address this issue.

In June 2019, the University of Washington’s William D. Ruckelshaus Center released its long-awaited report evaluating Washington State’s Growth Management Act and other laws regulating or directing growth in the state. The Center’s report, *A Roadmap to Washington’s Future*, includes recommendations to improve the state’s planning regulations and policies.

One key recommendation was to incorporate a new goal that would address human health and well-being as a goal in growth management planning and implementation, including the design and location of transportation and other infrastructure, land use plans, and development regulations.

3.3 Consider all roadway users in autonomous vehicle planning.



Changes to existing state law would be necessary to address this issue.

The Governor’s Automated Vehicles Workgroup has adopted the consideration of all roadway users as a priority focus for testing and operation of autonomous and connected vehicles.

3.4 Require autonomous vehicles to follow rules of the road.



Legislative action is needed to address this issue.

Safety Principle 4 - Predictability and Simplicity: Make it easier for all roadway users to use all roadways safely.

Recommendation from 2018 BSAC or PSAC Reports

Applies to

Status

4.1 Increase investment in infrastructure in underserved areas.



The ATP (under development) will include a project prioritization framework that incorporates equity as an element to prioritize underserved areas.

4.2 Develop statewide bicycle network over 10 years.



The ATP includes a framework that prioritizes projects in underserved areas, a network analysis of state right-of-way that identifies the level of stress for the person riding a bicycle and priorities for improvement, and will incorporate projects identified through regional plans as part of the statewide needs assessment in the plan.

WSDOT is incorporating US Bicycle Route (USBR) identification work into regional plans and projects as opportunities arise. Preliminary identification of possible USBR20 (northern-most east/west USBR in Washington) began at 2019 Washington Bike Summit.

4.3 Support technology to improve safety for people who walk.



WSDOT's Americans with Disabilities Act Transition Plan includes a requirement to inventory assets including signals that are accessible for people who walk.

The "WSDOT Pedestrian Crossing Safety Action Plan" includes recommendations for use of "Leading Pedestrian Intervals" and other technology elements for improving safety for people who walk. The 2019 update of the Traffic Manual incorporates recommendations from that plan.

WSDOT has a research project with the University of Washington STAR Lab to develop and test a mobile phone-based application that enables people who walk, bike, or use other forms of active transportation to activate a traffic signal as they approach intersections in order to trigger the walk sign. This is part of WSDOT's overall work on Intelligent Transportation Systems technology to support a multimodal transportation system.

4.4 Transit systems add criteria to transit stop siting considerations.



Further discussion of this issue will be part of the 2019-20 ATSAC work plan.

Safety Principle 5 - Forgiveness and Restrictiveness: Predict where simple mistakes can happen and prevent them.

Recommendation from 2018 BSAC or PSAC Reports

Applies to

Status

5.1 Strengthen and update the vulnerable user law.



SSB 5723, the “Vulnerable User Law,” passed both houses of the Washington Legislature in the 2019 Washington State Legislative Session and Governor Jay Inslee signed the bill into law.

5.2 Authorize bicycle traffic signals.



Legislative action is needed to address this issue.

Safety Principle 6 - State Awareness: Change problem behaviors.

Recommendation

Applies to

Status

6.1 Research development impact fees and other topics.



This work has been added to the ATSAC work plan for 2020.

6.2 Update school walk areas statewide.



Further discussion of this issue will be part of the 2019-20 ATSAC work plan.

6.3 Include active transportation in driver education.



Multiple efforts are underway to improve the curriculum used to teach novice drivers.

The Washington Driver Guide was updated in 2019 to include more information on issues affecting people who walk, bike, or use other forms of active transportation.

Washington became the third state in the US to recommend use of “Dutch Reach” to prevent “dooring¹.”

¹ Dooring is a traffic collision or crash in which a bicycle rider (or other road user) rides into a motor vehicle's door, swerves to avoid, or is struck by a door that was opened quickly by an occupant who failed to check carefully for approaching traffic.

6.4 Revise lane restrictions for passing.



Clarified as part of SSB 5723, passed by the 2019 Legislature and signed into law by Governor Jay Inslee.

6.5 Implement statewide awareness campaigns to improve safety for people who walk.



Piloted a statewide awareness campaign focused on improving safety for people who walked to Seattle Mariners games in May and June 2019.

In 2019, several Washington cities – including Bellingham, Everett, Lynnwood, Mountlake Terrace, Seattle, Spokane, and Vancouver – implemented awareness campaigns to improve safety for people who walk.