**MEETING SUMMARY**

**Combined Meeting of Pedestrian Safety Advisory Council and Cooper Jones Bicyclist Safety Advisory Council**

**December 12, 2018, 10:00 am – 3:00 pm**

**WTSC Large Conference Room, Olympia, WA**

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| In Attendance: | Wade Alonzo, Alex Alston, Marc Anderson, Jenny Arnold, Barb Chamberlain, Brian Chandler, Dongho Chang, Charlotte Claybrooke, Karen Chris Comeau, Doug Dahl, Aimee D’Avignon, David Delgado, Josh Diekmann, Dick Doane, Mike Dornfeld, Steve Durrant, Ofcr. Eric Edwards, Marla Emde, Tony Gomez, Jessica Gould, Sgt. John Griffin, Jennifer Harris, Will Hitchcock, Chris Johnson, David Jones, Liz Kaster, Rep, Shelly Kloba, Mi Ae Lipe, Liz McNett Crowl, Katherine Miller, Pam Myers, Pam Pannkuk, Dr. Amy Person, Julia Reitan, Matthew Rollosson, Seth Schroman-Warwin, Ida Van Schalkwyk, Scott Waller, Angie Ward, Karen Wigen, Heidi Keller, Facilitator.  Guests: Mari Hembeck, NTSHA. |

1. **Announcements**

The following membership transitions were announced.

Cooper Jones Bicyclist Safety Advisory Council

* Jenny Arnold, Spokane Regional Health District, replacing Annie Szotkowski
* Seth Schroman-Wawrin, Public Health – Seattle & King County, replacing Amy Shuman
* Doug Dahl, Bellingham, replacing Western Washington Target Zero Manager Stacey McShane
* Eveline Roy, Wenatchee, replacing Eastern Washington Target Zero Manager Nancy McClenny-Masters

Pedestrian Safety Advisory Council

* Brian Chandler, DKS Associates, expertise on automated and connected technologies
* Andrew Beagle, City of Olympia, expertise on speed management

1. **Driver Education in Washington State**

Mi Ae Lipe, founder of Driving in the Real World, is a citizen advocate for expanding and improving driver training in the U.S. She discussed:

* Shifting away from the concentration on teaching driver skills, toward promoting broader safety practices, such as “hazard perception” and “situational awareness”
* Changing the perception of driver education as a teen-only requirement, and moving toward the idea that is needed at various age appropriate milestones
* How studying the rules and punishing people who don’t follow them is ineffective

Pam Myers, Washington State Department of Licensing, described the development of the new required driver-training curriculum. It contains multiple direct references to bicyclists and pedestrians, with specific information about the 3-foot passing rule.

Chris Johnson, driver and motorcycle education instructor, suggested ways that driver education can be improved, including:

* Take a problem-solving approach
* Attach names and faces to instructional materials – make them real
* Make instructional materials more interactive

Presentations followed by small group exercise: Ideas to Pursue. See ideas, clustered by topic, on page 3.

1. **Data sources and considerations for bicyclist and pedestrian planning**

Ricardo Gotla presented information about the Commute Trip Reduction (CTR) program and opportunities to reduce demand on the current transportation system. He also described the CTR Board and opportunities for involvement, including membership on the technical committee.

Barb Chamberlain, Director of the WSDOT Active Transportation Division, discussed how WSDOT is using data to build a bikeable, walkable Washington - Complete, Connected Networks for Mobility and Safety.

**Vision**: Walking and bicycling transportation connections are **complete** and **comfortable**. As a result, Washingtonians of **all ages and abilities** are able to walk or roll to get where they want to go, with safety and mobility improvements for everyone.

**Mission**: Strategically integrate walking and bicycling into policies, business practice and investments for WSDOT work and that of our partner agencies to promote sustainable, active transportation for all ages and abilities.

Presentations followed by small group exercise: Ideas to Pursue. See ideas, clustered by topic, on page 4.

*Next Combined Council Meeting - Wednesday, March 27, 10 am – 3 pm, Washington State Department of Transportation, Nisqually Room, Olympia, WA*

**Ideas to Pursue: Driver Education**

**Tie to Safe Routes to School**

* Connect to traffic gardens and curriculum somehow.
* Enlist insurance companies to help fund.
* How can Safe Routes to School education be expanded across state for broader/deeper reach?

**School Based Changes**

* How can we enlist OSPI, add topics to EALRS?
* Integrate traffic safety into regular education/curriculum
* Integrate into existing curriculum
* Integration in school curriculum Pre-K through 12 beyond health class
* How can traffic enforcement be better incorporated into school education?
* WTSC create lessons that could fit into the common core
* Can we create an age appropriate safety mobility program in schools?

**Improve Statewide Curriculum**

* Integrate storytelling/make situations personal in traffic education – children’s books; graphic novels
* Further emphasize situational and experiential training
* Person perspective presentation as part of the course
* Integrate traffic safety education as part of a multi-year program for which children get badges, similar to Boy/Girl scouts
* Do more hands-on activities related to it. (similar to EPIC model)
* Make it relevant – video games, on live, interactive, gamify

**Ongoing Driver Ed & Training**

* Continuing education/training for drivers somehow (insurance companies play a role?)
* Work with insurance to develop incentives/requirements for more thorough education and continuing education
* Expanded driver’s education, increased hours for program both in-class and behind the wheel with interactive learning tasks
* Contrast with other countries’ rules for immigrant drivers
* Incorporation of age/culturally appropriate situations
* Fail with instruction for re-education
* Missing relevant ways to present bike/ped in addition to on-bike classes
* Traffic safety schools as form of continuing education – make available for non-offenders, not just penal
* Offer/require (driver) continuing education
* Bring parents who teach their kids to drive into a more formal pedagogic framework, including formal training in the rules of the road
* Driving is the most dangerous thing young people will do today
* Science museums/children’s museums

**Equity**

* Income/equity issues: what do data tell us about 18-year-olds who did not get any education?
* Access – is it available? Is it affordable?
* Cost – time & $. Incentives

**Laws and Enforcement**

* Look at data around right turn on red – should we ban it? What penalties?
* Right turn law needs to be changed to reflect best practice – bike lane, ped yield, no model traffic ordinance

**Data**

* How to get data on close calls?
* How many tickets, what kinds of penalties for repeat bad actors, what about equity issues? (How do we define the problem to get retest for safety of self and others when needed?)

**Ideas to Pursue: Data sources and considerations for bicyclist and pedestrian planning**

**Infrastructure**

* Infrastructure to mitigate visibility limitations, i.e. lower speeds, roundabouts
* Pursue studies on development and effectiveness of traffic gardens
* Improve lighting at locations where paths cross beneath large arterials, e.g. I-90
* Encourage speed reduction, including more widespread use of 20 mph limits (Also collect data about use and evaluation of [can’t read]

**Vehicle Safety**

* How can the state push/require vehicles to be designed with bike/pedestrian safety in mind?
* Limit the number of SUVs sold in state
* Endorsement on license for SUVs and trucks
* Improve headlight visibility (quality control) standards - Advance vehicle lighting system (not allowed in US)

**Network**

* Network connectivity, prioritizing walking and biking. Coordination of safety, mobility and connectivity data among agencies/jurisdictions.
* Encouraging every local jurisdiction to have a local plan
* How do we tell the story of transit, walking, and biking and how they improve mobility, health, congestion, and climate goals?
* Expand ped and bike counts network
* Improve “connectedness” in key locations to completed and encourage biking
* Allow ASE in areas with lots of pedestrian and bicycle activities (e.g. downtown areas)
* Educate engineers, transportation specialists on impacts of connecting multimodal networks
* Strategic planning/community engagement with design
* How to identify gaps in network and then correct? Shared database statewide, same format/language
* Data from Google
* Need to know what we’ve got (sustainable data collection and stewardship)
* Search of what active transportation analysis should be based on 1) Like market-based/context-based active network demographic-based, 2) Further consider WAC amendments to MUTCD related to ped/bike traffic control devices
* Understanding gaps in networks and needs
* Use boarding and [can’t read] to prioritize state ATP and sidewalk infill
* Find innovative new ways to collect data – demand and [can’t read]
* Looking at full programs to make sure we aren’t inadvertently screening out deserving projects with lacking data – usage

**Commute Trip Reduction**

* Examine the constraints of CTR statute so we can broaden
* CTR efforts should address parent pick up/drop off
* Expand CTR program threshold to allow businesses under 100 employees
* How do we duplicate King County Metro’s Trip Reduction Program in other places?
* For students as a CTR strategy toward transit
* Should schools be included
* Drop off kids blocks from school to avoid chaos

**Funding**

* Funding constraints: CTR and active transportation funding is limited due to gas tax restricted $ and restriction of funds for transit
* Are funding constraints possible to resolve? Not just transportation, but also public safety and public health?

**Equity**

* Equity component of the EV transition in climate.
* Who is getting CTR benefits and are they being shared by all population groups? Equity considered?

**Transportation Behavior Change**

* We need to use our current system and mindset in line with peer pressure.
* What about allowing more traffic to lane-split like motorcycles?

**Couldn’t read**

* Grey NB(?)
* If even a small network to poss spike area may work(?)