ATSC @ Spokane Regional Health District Spokane
January 15, 2020
Summary

In attendance: Jennifer Arnold, Spokane Regional Health District; Barb Chamberlain, WSDOT; Dongho Chang, Seattle City Traffic Engineer; Charlotte Claybrooke, Safe Routes to Schools; Chris Comeau, Bellingham City Planner; Josh Diekmann, Tacoma Transportation Engineer; Eric Edwards, Richland Police; Will Hitchcock, DOH; David Jones; Annie Kirk, Region 7 Target Zero Manager; Katherine Miller, Spokane Capital Programs; Jon Pascal, Kirkland City Council; Dr. Amy Person, Benton-Franklin Health District; Julia Reitan, Feet First; Harold Taniguchi, Commission on Asian Pacific American Affairs; Paul Taylor, Spokane Police; Scott Waller, WTSC; Karen Wigen, Region 16 Target Zero Manager; Kerri Wilson, Intercity Transit. Anna Zivarts, Rooted in Rights. Scott Waller, WTSC; and Pat Hughes, Trillium Leadership Consulting.

1) Introductions of your neighbor, name and one thing you noticed or learned about Active Transportation since we last met.

2) Approval of the Project Charter and Operations Protocol

3) We reviewed the draft Critical Criteria from November. These critical criteria will guide future decision making about the issues to work on and make recommendations around. Small groups discussed how to "operationalize" or put guidelines into place for thinking about these.

➢ Next Step is to refine and aggregate. Items in orange are still being defined.
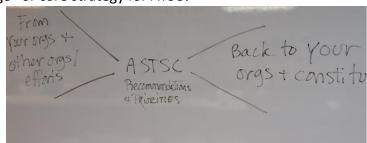
1.	Fits ATSC Mission and Values	The team pointed out that while ATSC has a mission statement, it does not have stated values. They recommended these: Equity, Safety, Economic Benefit of Investment, Everyone is a Pedestrian
2.	Fills the Greatest Need	Statewide Leverage local passion
3.	Urgency / Timing / Readiness	Legislative issues and cycle Spikes up or down in crashes Availability of resources & funds that might disappear Severity of the issue Where no one else is doing anything (such as rural) Are champions, resources, commitment in place to support?
4.	Can be done with existing resources and capacity	The question is "whose resources?" State, legislature, school districts, municipalities, DOT? Replace "existing" w/ "opportunity for existing and future resources"

5.	Takes advantage of existing efforts	Can the effort be applied or expanded to other communities? (low, med, high)
		Does an agency/org show ownership or dedication?
		Clear urgency/emergent deadline
		Can complement another's efforts
		Continuation of a prior effort
6.	Is Data-Based and Effective	Look for front-end solutions (don't get hit in the first place)
		Missing data?
		Data proves the severity of the issue
		Is solution research-based
7.	Takes Equity and Social Justice into consideration	? TBA

4) The Selection Process. The Exec Committee members reviewed the draft process for how a selection is made.

➤ This will be updated and put into a graphic for review in March:

a) Apply Critical Criteria to existing list. How do we make sense of the detail, esp. for new folks, or issues that are just added? What is the role of the Exec Comm here – do they sift and propose, or shape the process for the ATSC group to sift and propose?

b) Update the Progress Report so we know what's happening. Some items are in process and we don't have to focus on those.

c) Assess Readiness of a potential issue to become a recommendation. (Part of the Critical Criteria)

d) Gather External Input from:

   o Action Team – bring people in

   o Funnel – you are the collectors of input and testers of ideas

   o Visibility and marketing plan to be successful

   o What is the Exec Team's role in all this

   o WIP – Works in Progress

   o Develop a template for individual members to do the work and bring something in to fill a gap in knowledge

   o
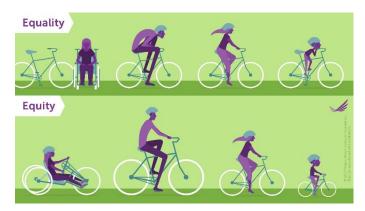
5) The "vibe" of ATSC. One participant raised the question of the personality or top goal of the committee. Are we here…

- To incite and provoke?

- To funnel other efforts and information?

- To leverage and support?

- To be a respected thought-leader?

- In other words, what's the "theory of change" or core strategy for ATSC?

This graphic represents ATSC's role as funnel – drawing widely from member's and other organizations, filtering through the ATSC Critical Criteria and process, back out to member and other organizations and legislative recommendations

6) Equity Presentation and Discussion

What is equity and what does it mean for ATSC? The purpose of this discussion is to raise awareness and to add a lens for equity to the Critical Criteria

Equality is everyone gets the same thing (fairness). This image from the Robert Wood Johnson foundation shows that different people have needs, so solutions should address those, as well as historic disparities and injustices that block equity.

Equity also has a component of intersectionality – an individual or community can have multiple factors that cause disparity (such as being both poor and disabled), and for this reason Social Justice is a critical factor to consider.

"Targeted Universalism" – we want everyone to get to the same great place, but recognize that to achieve that goal, we must *target some populations now* with the resources and access in order to get all people there.

Recognize that we should strive to make decisions that repair and solve the inequities of the past, systemically.

Next Steps:

➢ Anna and Barb will draft language to add equity and social justice to the Critical Criteria.
➢ Question – do we need an Action Team for Best Community engagement practices?

--------------------------------------- **L U N C H   B R E A K** ---

7) Discussion of Priorities

Scott reviewed the Survey Monkey results of members' top choices for action. He posted the question whether priorities should be those that receive the top number of votes across the board, or choose one from each of the six safety categories.

It was clear through discussion that many people:

o   felt they lacked the knowledge to make an informed choice,

o   felt they would have benefitted from discussion and learning with others and

o   questioned whether this was THE list, or whether there is room to make the list bigger or more representative before action is taken

o   Others wanted to get going on action

o   And others harkened back to #5 – the VIBE – what is ATSC's core strategy? "Do we want to be the CDC of active transportation safety?"

After some rigorous dialogue, the group divided into three sub-groups:

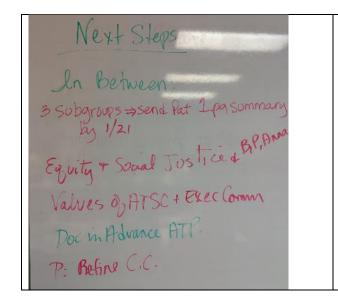| 1 - Do something now on 2.1, 2.2, 2.3) (all relate to Category #2: speed, control and separation)	Josh, Chris, Charlotte, Katherine (Dongho was implied but left the meeting at this point)
2 - Define the role and charter of an Action Team pilot	Dr. Amy, Paul, Julia, Will, Erik, Scott, Karen
3 - Slow down, go bigger and broader, work and learn collaboratively, be visionary	Harold, Kerri, Annie, Anna, Barb, Jennifer, David

Each team submitted a 1-page of summary (attached) and will continue discussion in March.
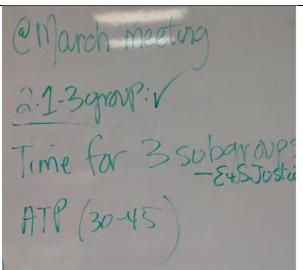
Each effort is linked to the others, and will benefit from ongoing collaboration and dialogue as they move forward. Katherine will serve as the "pilot learning scout" and be sure that the "Do something now team" captures lessons learned about Action Teaming to discuss with ATSC and inform future Action Teams.

8) Next Steps

In between Now and March   **For March 18 meeting**

Next Steps

In Between:

3 Subgroups ⇒ send Pat 1 pa summary
      by 1/21

Equity + Social Justice & B.P., Anna

Values of ATSC + Exec Comm

Doc in Advance ATP.

P: Refine C.C.

@ March meeting

2. 1-3 group: ✓

Time for 3 subgroups
            — E + S Justice

ATP (30-45)

1) Do Something Now: ATSC Speed Policy Small Group

Number	Recommendation	Proposed Action Step	Proposed Action Step	Proposed Action Step
2.1	Develop target speed policy for use at all jurisdictional levels - future work would focus on promotion of policy and trainings for engineers and planners	Provide a 3rd party review of the policy	Promote the policy, communicating its importance	Support trainings about the policy
2.2	Allow automated speed enforcement in school walk areas - legislative action needed	Provide feedback to strengthen the recommendation	Develop communication about the cost effectiveness of automated enforcement	
2.3	Designate revenues form automated enforcement for safety improvements - legislative action needed	Combine with 2.2	TBD	

The group felt that we should wait to hear from the small group working on small groups for more direction about what we might do as a group. Paul Taylor and Eric Edwards agreed to join the group to represent Law Enforcement perspective. It was suggested that we should find an OSPI/school representative as well.

Set up a Doodle Poll to kick this off. Charlotte will follow up with her notes on the framework of an action committee that was shared towards the end of the meeting.

We are piloting and testing how future action committees will operate and in doing so we are going to act as both the developers of the framework for delivering 2.1,2.2,2.3 and acting as the action committee itself.

Once we have run through both steps, we will have a better understanding of what's needed to develop future frameworks for future action committees to provide results.

2) Notes from sub-group discussion about piloting Action Teams:

Julia (notetaker), Will Hitchcock, Amy Person, Karen Wigin, Eric Edwards, Paul Taylor, Scott Waller

1. Scope should be tightly focused

2. Short timeline: 2 months; i.e. from one meeting to the next

3. Desired product: "white paper" (or advocacy paper, discussion paper)

4. Charge to team (extrapolated from notes):

    a) Assessment: Review current status of laws, usage, and data for automated camera speed enforcement in school zones;

    b) Findings: how/why this supports ATSC recommendation to allow use in entire school walk zone.

5. As the pilot Action Team you will need to assess and decide your capacity for drafting the white paper:

    a) fully drafted,

    b) roughly drafted to be completed by ATSC staff (Scott),

    c) or simply compile information and an outline of findings for Scott to write up.

6. Team membership: Keep it under 10, likely somewhere in the range of 5-7. Team members from outside ATSC are fine and likely needed.

7. For this pilot there should be a "process observer" to help note and reflect back on challenges and lessons learned. Sounds like Katherine Miller has agreed to this role.

8. We also said the ATSC Exec Committee would approve the team charge, but I would say we effectively approved this pilot action team charge based on the above.

3) Notes from sub-group discussion about "Dreaming Bigger"

Define "safety" in a way that fits into legislative direction while adding depth and detail

* Being safe from pollutants
* Perceived sense of safety
* Safety from harassment
* Feeling safe in encounters with law enforcement
* Safety in numbers: Increasing walk/bike and decreasing driving both contribute to safety

State models or examples of great agency work

* Examples of bad work: Which states are failing and why?
* How's Canada doing?
* Not too many international examples
* Suburban/rural examples

Comparing all the "zero" approaches

* Find (or create) a matrix: Vision Zero. Road to Zero. Target Zero. What else?
* Identify the common elements of what's been most effective, focus our future work there.

Being a successful change agent

* What do we need to know in order to do that and empower communities to work for change at local level?

Sharing the learning

* Can we have some of our learning in the form of webinars or another widely available format and invite communities to learn along with us? (Help fertilize the ground for future seeds of change, maximize value of speaker time.)

Growing community understanding

* Use our own data by community to highlight the issues for the people who live there.
* Identify people who live in those communities with highest fatality numbers to give us a tour of their personal routes to show the issues, in person or via video. Define "expert" to be those who have the lived experience.