

COOPER JONES ACTIVE TRANSPORTATION SAFETY COUNCIL RECOMMENDATIONS

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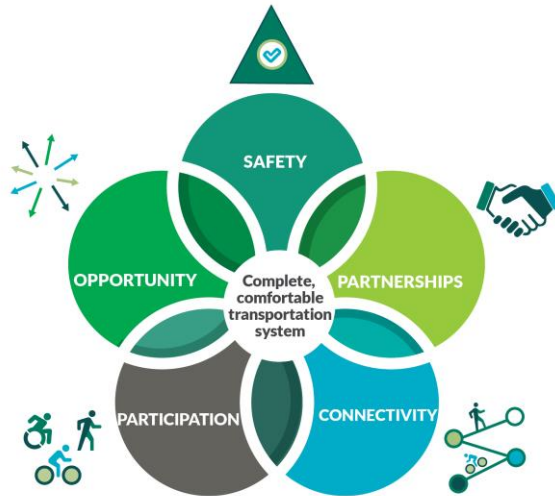
Member, Cooper Jones Active Transportation Safety Council Executive Committee
Director, WSDOT Active Transportation Division

WTSC Commissioners Meeting

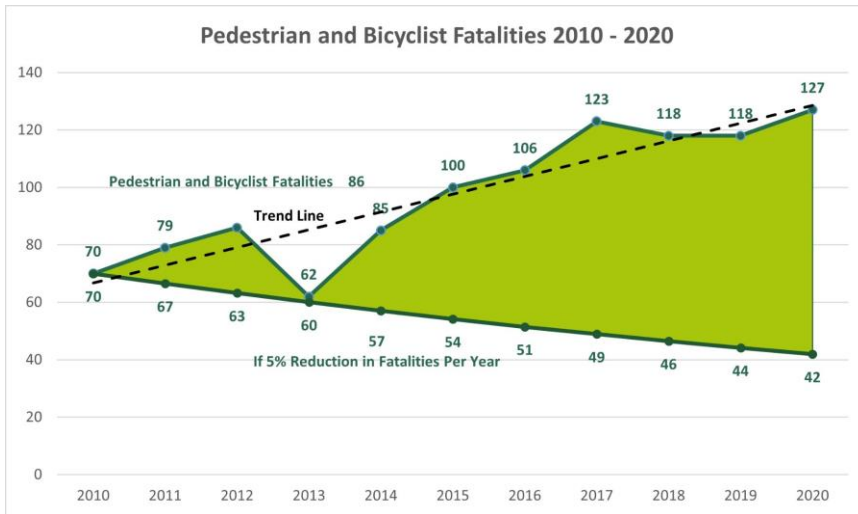
Jan. 20, 2022

ABOUT THE COOPER JONES ATSC

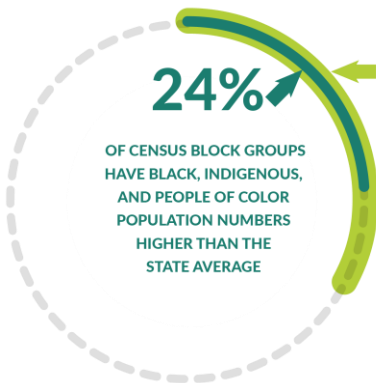
- 2019: Legislature merged the Bicyclist and Pedestrian Safety Advisory Councils into the Cooper Jones Active Transportation Safety Council
- ~28 members representing range of interests and perspectives
- Action teams develop in-depth white papers with findings and recommendations
- Fatality Review Team will do case reviews
- Essential input into the [State Active Transportation Plan update](#) just published Dec. 2021; safety a cornerstone of that plan



GOING THE WRONG WAY

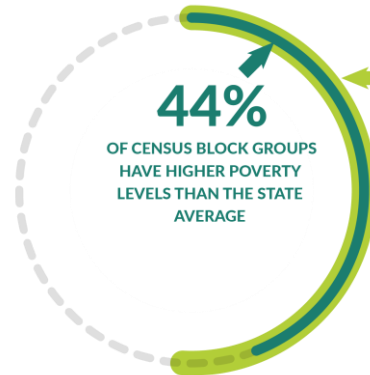


**Now at
22% of all
traffic
fatalities**



33%

OF FATAL AND SERIOUS INJURY CRASHES OCCUR IN THESE LOCATIONS

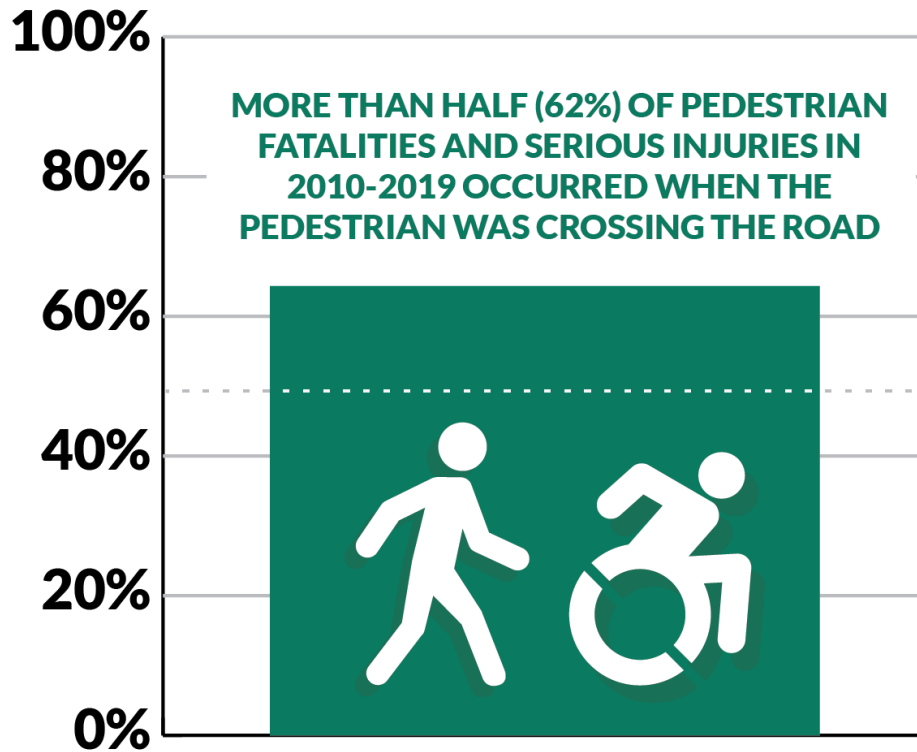


51%

OF FATAL AND SERIOUS INJURY CRASHES OCCUR IN THESE LOCATIONS



CRITICAL CROSSINGS



SAFETY OVER SPEED

- Builds on [Injury Minimization and Speed Management Policy framework](#) (result of a previous ATSC recommendation)
- Recommendations at every level: Statute, guidance in manuals, local ordinances, workforce development, public awareness campaigns, iterative changes to streets, land use
- [SB 5687](#) incorporates several of the recommended statutory changes from this white paper; [HB 1915](#), [HB 1969](#), and [SB 5707](#) also address automated safety cameras

86%
OF PEDESTRIAN & BICYCLIST
FATALITIES
OCCURRED ON ROADS WITH A
POSTED SPEED OVER
25 MILES
PER
HOUR
FROM 2010-2019



SPEED RECOMMENDATIONS

- **Traffic studies:** Redefine the meaning and process used; greater consideration for land use context
- **Setting speed limits:** Create guidance/standards in support of city/county default speed limit changes (not case by case); amend RCW 46.61.415 to expand application of Neighborhood Safe Streets Law and publicize it
- **Manuals:** Provide expanded guidance in State Traffic Manual and State Design Manual for traffic calming tools, especially at intersections and crossing locations
- **Update knowledge:** Provide examples; provide trainings for WSDOT staff
- **Data:** Develop statewide access to collision, traffic volume, and speed data tools
- **Funding:** Develop funding specific to speed limit changes in priority locations and zones; provide support for low-cost speed countermeasures
- **Public awareness:** Conduct public awareness campaigns about the importance of lowering speed limits, relationship between speed limits/crashes/severity
- **Automated traffic safety cameras:** Expand use to school walking routes



REIMAGINING SAFETY

- “Safety” not defined in statute. Traffic safety includes much more than not being injured or killed: mobility justice, mobility safety, freedom of movement
- Operates at individual, community, and societal levels. White paper includes examples
- Action Team will continue its work to develop a full white paper and a tool to help the ATSC understand which level(s) a given recommendation would affect, with the goal of including the most broadly effective approaches

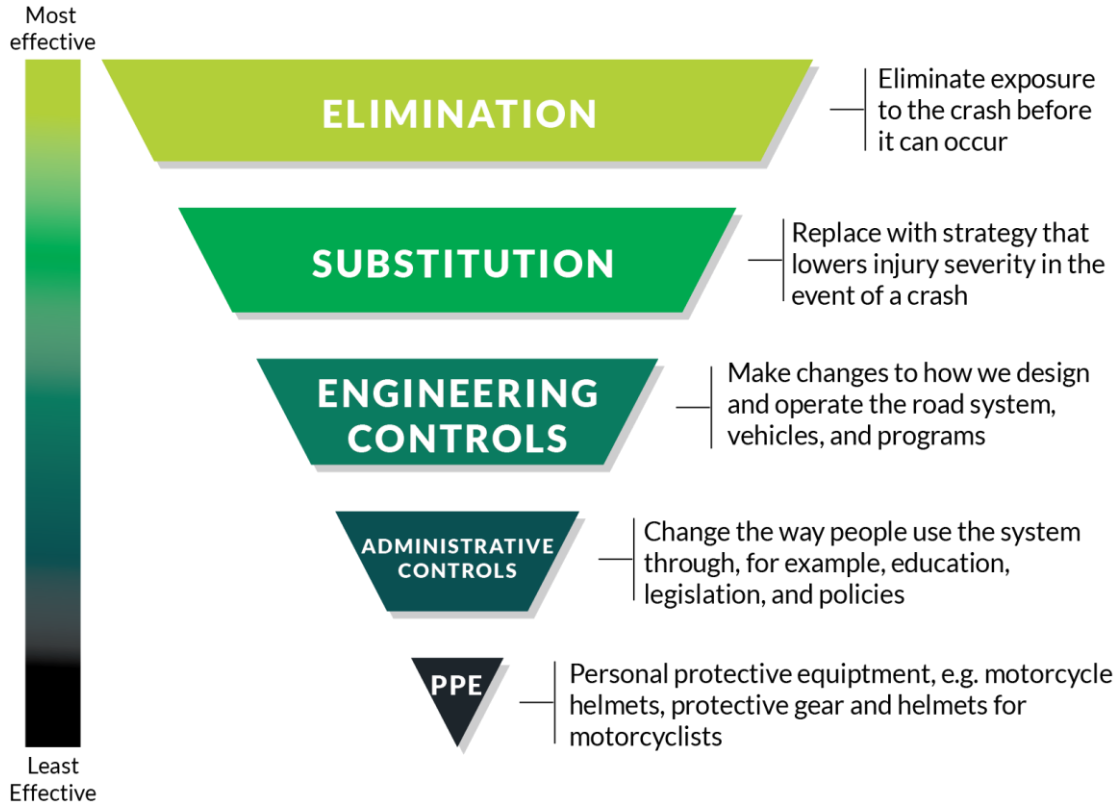


SAFETY EXAMPLES

- **Individual:** Use of leading pedestrian interval, barrier-protected bike lanes, bulbouts at intersections, extended crosswalk timing
- **Community:** Decriminalize everyday behaviors and movements of people walking/bicycling; develop non-enforcement-based approaches to traffic safety; set lower speed limits to prioritize minimizing serious injuries/deaths; build schools planned/designed for walk/bike access, foster culture that normalizes/supports walking/biking to school
- **Societal:** Adopt policies and funding to eliminate barriers created by redlining practices; target investments to places with the deepest transportation disparities and burdens; adopt land use practices to support space-efficient modes; provide frequent and reliable transit service with accessible sidewalks and stops



WHAT WORKS



COMMUNICATIONS

- Communications Action Team input on [new PSA](#): “When you’re the biggest and the fastest, you also have to be the safest.”
 - Reviewed storyboard, script, selection of talent and vehicles
 - Significant shift away from “look both ways, pedestrians” to focus on those who carry the majority of kinetic energy into a potential collision
- Providing input for statewide survey questions



2022 PLANS

- Capacity for ~3-4 topics per year depending on scope and complexity
- Reimagining Safety: Finish white paper
- Fatality Reviews
- State-level policy commitment: What could that include? Where does it need to live to be most effective? What are other states doing?
- Other topics



Questions



Thank You

