

## Cooper Jones Active Transportation Safety Council Meeting

September 21, 2022

10 a.m. – 11:45 a.m. Virtual Meeting

### Pre-Reading:

- ATSC Charter Final Update
- Safety Paper Final
- Fatality Review notes #3
- Spending Plan proposal submitted (FYI)

### Agenda:

10-10:15	<b>Intro and welcome, Barbara Chamberlain ATSC Exec Committee</b> <ul style="list-style-type: none"><li>• OPMA operations reminders</li><li>• Welcome guests</li><li>• Round of Introductions - name and sector</li><li>• Review and Approve minutes from Aug 2022</li></ul>
10:15 – 10:30	<b>Voting Items</b> <ul style="list-style-type: none"><li>• Charter Updates – (reviewed in August, vote postponed due to lack of quorum)</li><li>• Safety Paper Final</li></ul> <b>Discussion, public comment, vote</b>
10:30 – 11:00	<b>Updates</b> <ul style="list-style-type: none"><li>• Funding Plan</li><li>• Proxy Voting Update from AG's office</li><li>• Annual Report Timeline and instructions</li><li>• Tony Gomez – update on Street Lighting: Vulnerable Road Use Implications for Safety (10)</li><li>• Other updates from Study Teams</li></ul>
11:00 – 11:30	<b>Report and Discussions</b> <ul style="list-style-type: none"><li>• Fatality Review #3 – Tony Gomez and Staci Hoff</li><li>• Award to Honor Champions of Active Transportation – form task group (3-5). Time commitment from now – early January – to bring a proposal to January 18 meeting.</li></ul>
11:30 – 11:35	<b>General Public Comments, Barb Chamberlain</b>
11:35	<b>Closing, Pat Hughes</b>

**Invited Committee Members:** Alex Alston, WA Bikes; Shelly Baldwin, Washington Traffic Safety Commission; Max Cantu, Snohomish County Medical Examiner's Office; Barb Chamberlain, Active Transportation Division-WSDOT; Charlotte Claybrooke, Active Transportation-WSDOT; Chris Comeau, Bellingham City Planner; Josh Diekmann, Tacoma Transportation Engineer; Eric Edwards, Richland Police; Tony Gomez, King County; Abby Griffith, Disability Rights-WA; Reuben Hernandez, Target Zero SW WA; Will Hitchcock, DOH; David Jones; Jessie Knudsen, WTSC Program Manager; Venu Nemani, SDOT; Jon Pascal, Kirkland City Council; Dr. Amy Person, Benton-Franklin Health District; Weston Perkins-Clarke, EMT-Safe Kids Coordinator; Portia Shields, Yakama Nation; Harold Taniguchi, Commission on Asian Pacific American Affairs; George Watland, Feet First; Kerri Wilson, Intercity Transit; Kirsten York, Community Action Councils of Lewis, Mason, and Thurston Counties; Anna Zivarts, Disability Mobility Initiative

**WTSC Staff:** Jessie Knudsen, Washington Traffic Safety Commission, Program Manager

**Facilitator:** Patricia Hughes, Trillium Leadership Consulting

# Cooper Jones Active Transportation Safety Council Meeting

August 17, 2022

10 a.m. – 12:20 p.m. Virtual Meeting

## Minutes

### Intro and welcome, Shelly Baldwin, WTSC Director

- Review and Approve minutes from July 2022 – no comments

### Membership Updates, Jessie Knudsen, WTSC Program Manager

- Weston Perkins-Clark, EMT/Safe Kids Coordinator Cowlitz and Clark Counties, in SW WA will join us in September

### “Overview and Data Q&A on Hit and Run and Near Miss” - Guest Speaker Sgt Bishop, Kent Police Department

#### Patterns/trends:

- Primarily bikes/cars
- Underreported statistic includes transient bumps by bikers
- Near misses: often we arrive and no one is there, no victim
- Hard to report them, have to track down the officer to give a statement
- Understaffing is a big issue
- Walker roller grant highway 99 update by Sara Wood – pacific highway south, video training out to more agencies

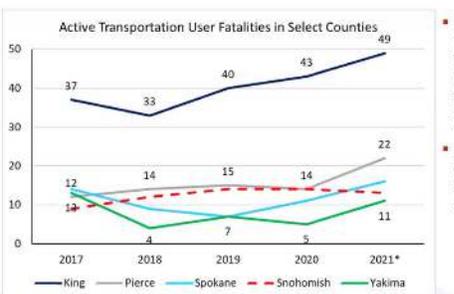
### 2021 traffic safety data – Max Roberts, Research Associate WTSC



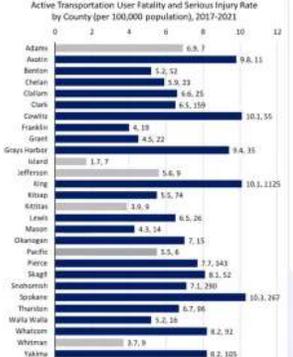
- 141 walker fatalities in 2021
- Possibly most since 1970's
- 34.3% increase from 2020
- 23.4% of all traffic fatalities (n=663) were active transportation users in 2021

#### OF THE 155 ACTIVE TRANSPORTATION USER FATALITIES IN 2021...

- 4% (n=6) involved an Alcohol-Impaired Driver (PRELIMINARY)
  - 2.5% in 2020
- 3% (n=5) involved a Drug-Positive Driver (PRELIMINARY)
  - 9% in 2020
- 15% (n=23) involved a Distracted Driver
  - 14% in 2020
- 6% (n=9) involved a Speeding Driver
  - 4% in 2020
- Most occurred in November (13%, n=18) and December (13, n=18)
  - Most occurred in October (15%) in 2020
- 1 in 5 (20%) occurred on Sundays
  - 1 in 4 (24%) occurred on Saturdays in 2020
- Just over half (55%) occurred between 6pm and 3am
  - ~60% occurred between 6pm and 3am in 2020
- 1 in 3 (33%) occurred on a city street
  - 43% occurred on a city street in 2020



- 74% of all active transportation user fatalities in 2021 occurred in King, Pierce, Spokane, Snohomish, and Yakima Counties
- 32% of all active transportation user fatalities in 2021 occurred in King County



- Spokane, King, and Cowlitz counties all saw an average of 10+ active transportation user fatalities or serious injuries per 100,000 population from 2017-2021
- Washington State average was 7.9 active transportation user fatalities or serious injuries per 100,000 population

### **Discussion on Reimagining Safety Paper**

- Tightened and added a table to identify which domain
- Send comments directly to Barb and Jessie ASAP
- Will send to legislature as part of Annual Report
- Reminder to all study teams going forward – use the report as a lens thru which to consider your work

### **Charter Updates**

- Discussion / Q&A
- Remove Robert's Rules from Charter
- All members are recommended to take OPMA training – currently under construction
- Push the vote to September – lack of quorum at the end of the meeting

### **Announcements:**

- Week without driving.org
- Driving speed within school walk – fall and spring – have slots for schools to opt in
- Attend: Bike, Walk, Roll Summit
- Speed and Land Use group will be organized soon – talk to George
- State Policy Statement – if interested, pls contact Barb
- Data shows huge uptick in accidents in the fall – can we make public announcements to remind folks, the weather...

### **General Public Comments, Shelly Baldwin**

- Karen Messmer: question about understanding reports of “was the pedestrian in the crosswalk”
- Could look at how crosswalk data is gathered and spoken about in future meetings

**Attending Committee Members:** Alex Alston, WA Bikes; Shelly Baldwin, Washington Traffic Safety Commission; Max Cantu, Snohomish County Medical Examiner's Office; Barb Chamberlain, Active Transportation Division-WSDOT; Charlotte Claybrooke, Active Will Hitchcock, DOH; ~~David Jones~~; Jessie Knudsen, WTSC Program Manager; Venu Nemani, Portia Shields, Yakama Nation; Harold Taniguchi, Commission on Asian Pacific American Affairs; George Watland, Feet First; Kerri Wilson, Intercity Transit; Kirsten York, Community Action Councils of Lewis, Mason, and Thurston Counties; Anna Zivarts, Disability Rights WA / Disability Mobility Initiative

**WTSC Staff:** Jessie Knudsen, Max Roberts, Mark McKechnie, Sara Woods, Staci Hoff

**Facilitator:** Patricia Hughes, Trillium Leadership Consulting

### **Guests:**

- Eveline Roy, Target Zero Manager, Region 12
- Liz Kaster sitting in for Josh Diekmann, City of Tacoma
- Sgt. Jason Bishop, Kent Police Department, Guest Speaker
- Karen Messmer – volunteer Thurston County
- Marcia Masters, Target Zero Manager, Region 9
- Ryan Peters, Regional Program Manager, National Highway Traffic Safety Administration
- Jon Snyder, Policy Advisor, Governor's Office
- Ryan Packer



## Cooper Jones Active Transportation Safety Council (ATSC)

Revised August 31, 2022

Project Organization	
Executive Committee	<ol style="list-style-type: none"> <li>1. Transportation: Barb Chamberlain, Washington State Dept. of Transportation (WSDOT)</li> <li>2. Bicyclist Rep: Alex Alston, Washington Bikes</li> <li>3. Public Health: Will Hitchcock, Washington State Department of Health</li> <li>4. Pedestrian Representative: George Watland, Feet First</li> <li>5. Jessie Knudsen, Washington Traffic Safety Commission, Project Mgr.</li> <li>6. Shelly Baldwin, Washington Traffic Safety Commission, Director</li> </ol>
Staff	Jessie Knudsen - Program Manager, WTSC
Voting Members	<p><b>Legislature-identified members:</b></p> <ol style="list-style-type: none"> <li>1. WTSC Representative</li> <li>2. County Coroner employed in a location where pedestrian, bicyclist, or non-motorist deaths have occurred</li> <li>3. Law enforcement members with experience investigating pedestrian, bicyclist, or non-motorist fatalities</li> <li>4. Traffic engineer</li> <li>5. WSDOT representative</li> <li>6. Association of Washington Cities representative</li> <li>7. Washington State Association of Counties representative</li> <li>8. Pedestrian advocacy group representative</li> <li>9. Bicycle or active transportation advocacy group representative</li> <li>10. Department of Health representative</li> <li>11. Victim/victim's family member</li> </ol> <p><b>ATSC-identified members:</b></p> <ol style="list-style-type: none"> <li>1. Washington State Comm. on African American Affairs representative</li> <li>2. Tribal representative</li> <li>3. Asian/Pacific Islander representative</li> <li>4. City planner</li> <li>5. Disability population representative</li> <li>6. Economic diversity representative</li> <li>7. Senior citizen representative</li> <li>8. WA State Comm. on Hispanic Affairs representative</li> </ol>

	<ul style="list-style-type: none"> <li>9. Legislator or legislative staff</li> <li>10. Safe Routes to School program representative</li> <li>11. Target Zero Manager(s)</li> <li>12. Public Transit representative</li> <li>13. Unhoused Services representative</li> <li>14. Emergency Medical Service representative</li> </ul>
Facilitator	Patricia Hughes, Trillium Leadership Consulting LLC.
Data Analyst	Dr. Max Roberts, Research Associate, WTSC

**Council Meeting Operations**

Monthly council meetings are open to the public and subject to the Open Public Meetings Act (OPMA), 42.30 RCW. Regular council meetings are hosted on Zoom, the third Wednesday of each month or at such other place named by the WTSC. The meeting link, scheduling information and summary notes are accessible to the public at [www.wtsc.wa.gov/programs-priorities/active-transportation-safety-council](http://www.wtsc.wa.gov/programs-priorities/active-transportation-safety-council).

**Membership**

When any number of the eleven legislature-identified council positions become vacant, the Executive Committee and Council staff will identify new members to fulfill the roles. Additional representation roles may be identified by council members to diversify perspectives.

**Voting**

To conduct council business (voting), a quorum is required. A quorum consists of the majority of all voting members (regardless of whether or not they are present at the meeting). All council members are voting members.

**Revisions to the Charter**

Changes to the charter must be reviewed by the Executive Committee prior to being made by WTSC.

<b>Description, Timeframe, Mission, Objectives, Approaches, Roles, and Requirements</b>	
Description	<p>In 2019, the Washington State Legislature passed <a href="#">Substitute Senate Bill 5710</a>, which required the WTSC to convene the Cooper Jones Active Transportation Safety Council (ATSC), governed by RCW <a href="#">43.59.156</a>. The council's purpose is to use data to identify patterns related to fatalities and serious injuries involving bicyclists, walkers, and all other active transportation users, with the goal of identifying transportation system improvements, including privately owned areas, such as parking lots.</p> <p>In addition, the council may:</p> <p>(a) Monitor implementation progress of ATSC recommendations.</p> <p>(b) Seek opportunities to expand consideration and implementation of the principles of systematic safety, including data collection improvement.</p>
Timeframe	The Legislature placed no sunset provision in the enabling legislation.
Mission	Increase safety for bicyclists, walkers, or users of other forms of active transportation in Washington State.
Objectives	<ul style="list-style-type: none"> <li>• Support and enhance efforts to reduce and eliminate fatalities and serious injuries of bicyclists, walkers, and other active transportation users, such as the Washington State Strategic Highway Safety Plan (i.e., Target Zero Plan) and the WSDOT Active Transportation Plan.</li> <li>• Improve safety by providing data-driven recommendations regarding statutes, ordinances, rules, and policies.</li> </ul>
Approach	<ul style="list-style-type: none"> <li>• Use data to identify countermeasures to address and factors contributing to collisions that involve bicyclists, walkers, and other active transportation users.</li> <li>• Evaluate existing data to identify and address data gaps related to bicyclist, pedestrian, and other active transportation user safety.</li> <li>• Leverage existing programs and strategies, e.g., incorporation of safety for bicyclists, pedestrians and active transportation users in comprehensive planning and capital facility planning.</li> <li>• Recommend operational changes to increase safety for bicyclists, pedestrians and other active transportation users through engineering, education, encouragement, enforcement, EMS, evaluation, and policy.</li> </ul>
Roles	<ul style="list-style-type: none"> <li>• <b>Governor's office</b>, provide final approval of the report.</li> <li>• <b>Washington Traffic Safety Commission</b>, chartering authority. The Director or their designee will chair meetings. The WTSC will provide staff and seek council input regarding how Cooper Jones Active Transportation Safety account funds are spent.</li> </ul>

	<ul style="list-style-type: none"> <li>• <b>Executive Committee</b>, provide operational direction to the WTSC project manager, including project scope, budget, schedule, and membership, and approve the annual report prior to finalization.</li> <li>• <b>Project Manager</b>, work with the Executive Committee and facilitator to implement council goals, compile agendas and summaries, identify facilitation strategies, manage the annual budget, ensure compliance with the OPMA, and produce required reports and documents.</li> <li>• <b>Data Analyst</b>, provide requested data to the ATSC.</li> <li>• <b>ATSC Members</b>, approve and follow the project charter, vote to take action, when necessary, make data requests, participate in discussions, draft comments, and provide council staff with recommendations.</li> <li>• <b>Stakeholders</b>, submit feedback and stay informed of council activities, projects, and reports.</li> <li>• <b>Facilitator</b>, create agendas for Executive Committee and Council meetings, compile minutes, facilitate meetings, compile reports, and provide support to sub-committees and council staff as needed.</li> </ul>
Requirements	<ul style="list-style-type: none"> <li>• <b>Annual Report Acceptance Criteria</b></li> <li>• Fulfill the requirements of <a href="#">SB 5710</a>.</li> <li>• Provide an analysis of fatalities and serious injuries involving bicyclists, pedestrians, and other active transportation users.</li> <li>• Make recommendations for actions to increase pedestrian, bicyclist and active transportation user safety to the WTSC, state agencies, the Governor’s Office, and the Washington State Legislature.</li> <li>• Inform the WSTC Target Zero Plan, WSDOT Active Transportation Plan.</li> <li>• Demonstrate clear goals and pathways to implement recommendations.</li> <li>• Support other independent, agency, or jurisdiction efforts.</li> <li>• Develop a biennial report on budgetary and fiscal recommendations to the Office of Financial Management (OFM).</li> <li>• Provide the documentation necessary to continue and improve project.</li> </ul> <p><b>Budget:</b> The WTSC is authorized to spend the budgeted amount in support of activities authorized by the Executive Committee. Any expenditure beyond that must be authorized by the State Legislature.</p> <p><b>Stakeholder Satisfaction:</b> Although stakeholder satisfaction is critical to the success of the ATSC, it is expected that not every stakeholder will be completely satisfied with the report. Council staff will keep the Executive Committee aware of any risks associated with stakeholder dissatisfaction.</p>
<b>Project Scope, Acceptance Criteria, Assumptions, and Constraints</b>	

Scope	<p><b>In:</b></p> <ul style="list-style-type: none"> <li>• Produce an annual report by December 31. Ensure appropriate stakeholders are involved and informed throughout the process.</li> <li>• Annually report budgetary and fiscal recommendations to the OFM and the legislature by August 1.</li> <li>• Evaluate ATSC project process and adjust the work plan as needed.</li> <li>• Document council activities and reports to allow for replication and process improvement.</li> </ul> <p><b>Out:</b></p> <ul style="list-style-type: none"> <li>• Reports and actions not authorized by <a href="#">SSB 5710</a>.</li> <li>• Expenditures beyond those authorized by the legislature for operation.</li> </ul>
Changes	Scope changes must be approved by the Executive Committee.
Assumptions	<ul style="list-style-type: none"> <li>• ATSC members will be available to help write and edit annual reports.</li> <li>• Council staff will devote adequate time to project management.</li> <li>• ATSC members will devote adequate time to the project.</li> <li>• ATSC, WTSC, partner agencies, and the Governor’s Office will approve the annual report within the required timeframe.</li> <li>• Funding is appropriated to WTSC by the legislature to support council member travel to/from meetings when scheduled in-person.</li> </ul>
Constraints	<ul style="list-style-type: none"> <li>• Limited resources for project staff to perform project functions necessary for success.</li> </ul>

# **Whose Mobility Matters Series**

## **Safety is more than protection from crashes**

**Prepared by**

**Cooper Jones Active Transportation Safety Council (ATSC)**

**Submitted for full ATSC review and approval by the  
Reimagining Safety Work Group**

**Draft as of Aug. 26, 2022**

*This document presents a structure for analysis of recommendations for improving safety. It represents the views and opinions of the Cooper Jones Active Transportation Safety Council (ATSC), RCW [43.59.155](#). It is not intended to represent or imply endorsement or support from state agencies or other entities with an interest in active transportation.*

# Executive Summary

In 2020, the Cooper Jones Active Transportation Safety Council (ATSC) dug into the challenge of developing a broad description of “safety” to frame its work in terms of individuals, policies, and society. Similar to broader conversations at the state and societal levels, this effort features equity issues as a key component of safety in the transportation system.<sup>1</sup> The Reimagining Safety Study Group worked to develop a description of safety that helps describe how the built environment we live in, the policies and practices that govern the transportation system, and broader societal and historical forces all shape the decisions of people to walk, roll, or use public transit and their safety while doing so.

The purpose of this document is to provide some analysis of factors that inhibit or reduce mobility justice, mobility safety, and freedom of movement.<sup>2</sup> The ATSC will use it as a foundational document for providing context and informing future work. As the ATSC develops recommendations, they will review them to identify which domains would be affected by proposed changes.

As a demonstration of the framework, this paper includes a table identifying actions in the 2022 legislative session in terms of the domain(s) of safety addressed.

In 2021, over 23 percent of traffic fatalities were people walking or rolling. At 155 walker/roller deaths out of 663 total traffic fatalities, this is the highest figure on record in Washington in an upward trend of over a dozen years. These sad figures reinforce the need to prioritize safety across all domains from individual to community to societal.<sup>3</sup>

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<sup>1</sup> Throughout 2020, the COVID-19 pandemic highlighted racial disparities in health, access, transportation, and other essential elements of life. The Black Lives Matter movement took to the streets to protest deaths at the hands of police including George Floyd in Minneapolis and Manuel Ellis in Tacoma, WA. November 13, 2020, the board of directors for the American Association of State Highway and Transportation Officials unanimously passed a resolution pledging to address issues related to race, equity, diversity, and inclusion. December 2020, Gov. Jay Inslee directed state agencies for the first time to center budgetary decision packages and legislation around equity. These conversations continued through 2021 and were ongoing in 2022 when this paper was finalized.

<sup>2</sup> The term “mobility” carries significant meaning for people with disabilities that affect their ability to move regardless of whether their movements relate to use of the transportation system. The ATSC recognizes this distinction. In this document “mobility” refers to moving through transportation.

<sup>3</sup> [WTSC Fatalities Dashboard](#), July 29, 2022

# Defining Safety

## Equity and Justice

“Equity” refers to the equitable (not “equal”) distribution of access, facilities, services, and outcomes. Justice relies on who decides, who leads, who is involved. In order to achieve equity, we must first address the inequities that have been and are being created by deeply embedded systems of injustice.

## Shared Language and Understanding

Equity is both an outcome and a process to address disparities to ensure fair and just access to opportunities.

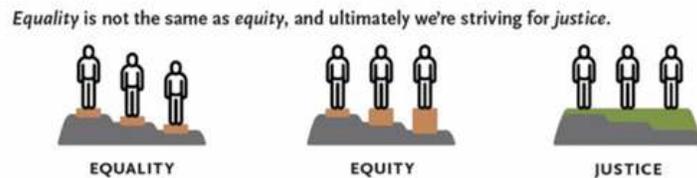


Image from a presentation by KeAndra Cylear Dodds, Executive Officer, Los Angeles Metro Office of Equity and Race, at the Transportation Research Board’s Conference on Advancing Transportation Equity, Sept. 9, 2021

## Mobility Justice and Mobility Safety

This document uses the terms “mobility justice” and “mobility safety” to describe the challenges experienced by people who may experience personal threat or fear of harm simply moving through their communities. These concepts also matter greatly for the many community members who cannot access basic goods and services or fully participate in their communities because of mobility barriers.

Mobility justice enables people to live full lives. Mobility justice incorporates the lived experiences of affected populations to build lasting, community-oriented, inclusive, and

reparative solutions to address the negative effects on these communities' collective health, wealth, mobility, and security.<sup>4</sup>

Achieving mobility justice requires that we end bias and discrimination in how transportation is regulated, designed, funded, and maintained, and in how traffic laws are enforced.

Discrimination may be based on a wide array of human characteristics or conditions, separately or at their intersection and whether these characteristics are perceived or assumed, socially constructed, or actual. These include race, ethnicity, class, income, native language, legal status or immigration status, disability, gender identity or expression, sexual orientation, age, housing status, and rural/urban location, and this list could be longer. Bias affects not only those who have a particular set of identities, but also those perceived or assumed to have those identities whether or not that is actually the case. Mobility justice work includes confronting repressive policing tactics and other systemic injustices that constrict and constrain people's lives. Feeling safe using the transportation system and being able to experience life fully is essential to mobility justice.

Mobility safety in the transportation system is the condition of being protected from or not exposed to danger, risk, or injury, and being unlikely to cause these conditions for other people.

Mobility justice and mobility safety issues often overlap and reinforce the problems arising from lack of either. Examples of the lack of mobility justice and/or mobility safety:

- Racialized people (those perceived by others as Black, Indigenous, or people of color) and low-income people are exposed to a higher rate of walker and/or roller and vehicle crashes than white and high-income people.<sup>5</sup>
- Racialized and low-income people are more likely to die while using active transportation. This is largely due to roadway design that encourages high driving speeds and lack of safety infrastructure and facilities for walking/rolling in underserved areas.<sup>6</sup>
- The intersection of gender identity, violence, and sexual harassment contribute to lack of safety using the transportation system.<sup>7</sup>
- Public transportation systems are limited or nonexistent in many rural areas. Thus, it is likely that older adults are forced to continue driving even after they are no longer safe.<sup>8</sup>
- Studies show serious injury and fatal crash risk can be twice as high for older adults in rural areas when compared to similar-aged cohorts in urban areas.<sup>9</sup>

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<sup>4</sup> [Untokening 1.0 — Principles of Mobility Justice](#), 2017. [Untokening Mobility: Beyond Pavement, Paint and Place](#), 2018.

<sup>5</sup> Zimmerman, 2015.

<sup>6</sup> Zimmerman, 2015.

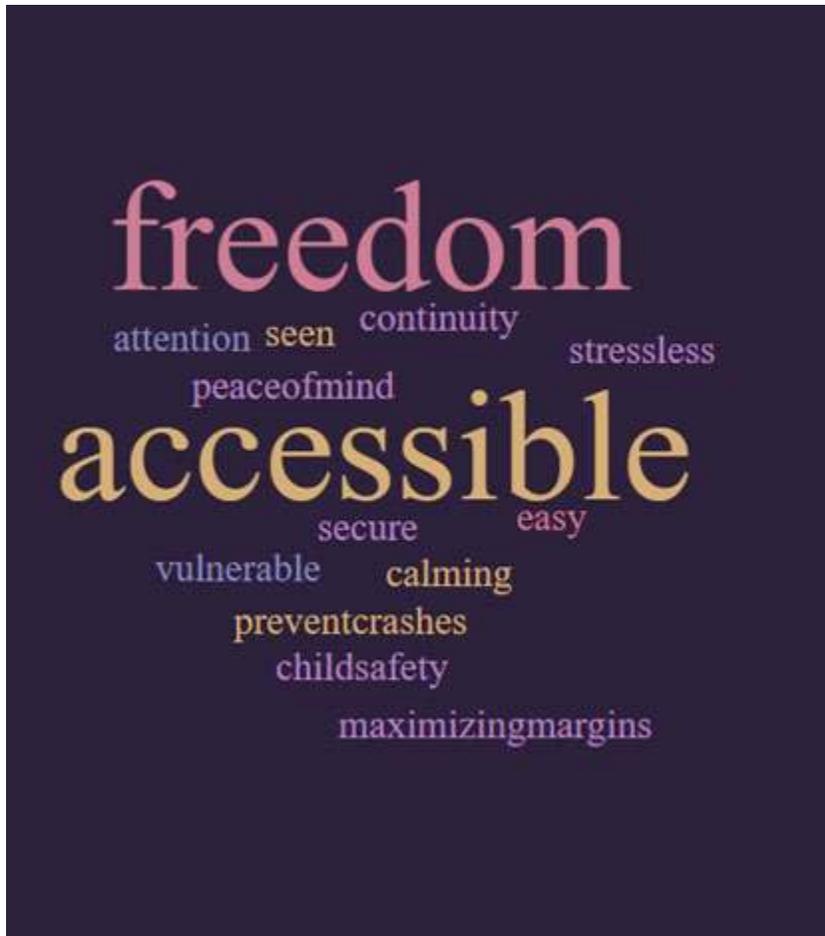
<sup>7</sup> Khut, 2017; Carathers et al., 2019.

<sup>8</sup> Dickerson et al., 2007.

<sup>9</sup> Kostyniuk, 2012.

- Up to 25% of Washingtonians are nondrivers and thus rely on other modes of transportation including active transportation and transit.<sup>10</sup>
- A Portland Bureau of Transportation Vision Zero Crash Report in 2021 found that 70% of pedestrian deaths in 2021 in the City of Portland were people who were houseless.<sup>11</sup>

The Reimagining Safety Study Group members posed the following question to participants at the September 2021 Bike, Walk, Roll Summit: *What WORD comes to mind when you think about SAFETY?* Responses are displayed in the word cloud below.



<sup>10</sup> In 2022 the legislature funded a study on nondrivers that is scheduled for completion in early 2023.

<sup>11</sup> Portland Bureau of Transportation, 2022.

# Framework of Analysis and Understanding

## Individual

An individual's safety stands at the intersection of their individual identities and movements, their community's history, and societal structures. Solutions must address each of these and their collective effects.

People who walk or roll often face an immediate and acute risk of being struck and injured or killed when they undertake an ordinary transportation task like crossing a road; they face additional risk when they travel in an unsafe environment. This domain of individual behaviors in the built environment has traditionally been the arena where traffic safety efforts have focused.

### Examples of actions to enhance safety at the individual level:

- Expand use of a leading pedestrian interval on the WALK signal to give pedestrians a head start and make them more visible to drivers.
- Adjust signal timing at locations with higher numbers of people who move more slowly than the assumed walking pace to provide enough time for safe crossing.
- Create barrier-protected bicycle lanes and separated trails.
- Eliminate right turn on red lights after a stop.
- Create bulbouts at intersections to shorten the crossing distance and/or use design approaches at intersections that improve pedestrian visibility
- Provide multilingual education for people driving, walking, and rolling, including education on trail interactions.

## Community Level

Institutional decisions often produce the physical threats to safety experienced by people walking, cycling, and rolling in our current transportation system. Those decisions create both positive and negative effects on their ability to carry out everyday activities and live a full life, and on the health of people, other species, and the ecosystems on which we all rely. An individual's behavior results not only from choices between options, but from the context shaped by policies and practices within which they make these choices.

### Examples of actions to enhance safety at the community level

- All agencies with transportation facilities: Update and implement transportation plans to provide complete, comfortable networks for walking, bicycling, and using transit; provide a transportation system that meets the needs of people who do not drive as well as it meets the needs of those who do.

- All agencies with transportation facilities: Design and maintain active transportation facilities that feel inviting and safe, with appropriate lighting, vegetation management, and other elements that address concerns of those often targeted for harassment and violence, while avoiding “hostile architecture” designs meant to discourage use of public spaces.
- All agencies with transportation facilities: Adopt an approach to setting speed limits that prioritizes minimizing serious injuries and deaths
- State: Update traffic operation standards and practices to go beyond the elements of the Manual on Uniform Traffic Control Devices (MUTCD) that emphasize and privilege driver movements over vulnerable road users.
- All agencies that adopt traffic safety laws/ordinances: Decriminalize everyday behaviors and movements of people walking and bicycling, such as allowing rolling stops for bicycles through red lights or stop signs when no traffic is present<sup>12</sup> or allowing mid-block crossing of pedestrians when no vehicles are within the block and there is no risk to the pedestrian or vehicle driver.<sup>13</sup>
- Jurisdictions with law enforcement: Reduce or eliminate police contacts related to non-moving traffic violations; develop non-enforcement-based approaches to traffic safety; provide up-to-date training on laws that may not be consistently understood or applied by officers.
- School districts: Educate and encourage students to bike/walk/roll to school; make school siting and design decisions based on ease and safety of active transportation access; maintain and publicize up-to-date school walk area maps and inform local agencies of needed improvements; and foster a culture in which students getting to school and associated activities by bus, bike, or walking/rolling is normal and supported.
- Colleges: Provide free transit passes to students and provide ample secure bike parking.
- Public agencies: Adopt policies that require buildings regularly accessed by the general public to be in locations easily and safely reached via transit, walking/rolling, and bicycling; provide bike parking with appropriate lighting and if possible include access to an outlet to charge e-bikes and other electric micromobility devices.
- All agencies employing transportation professionals or providing education in these professions: Improve design standards and education for all transportation professionals with an emphasis on safety.

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<sup>12</sup> Washington’s “Safety Stop”, adopted in 2020, allows people on bicycles/tricycles to treat stop signs as a yield if the coast is clear ([RCW 46.61.190](#)). [One year later: How the Safety Stop Has Improved the Lives of People Who Bike](#), Washington Bikes blog, Sept. 27, 2021.

<sup>13</sup> Under [RCW 46.61.240](#) pedestrians may cross at locations other than within marked or unmarked crosswalks as long as they yield to all vehicles, except between adjacent intersections with signals, in which case pedestrians must use marked crosswalks. Yet “jaywalking” is defined as an illegal action under many municipal codes (Rachal, 2021).

- All agencies with transportation facilities: Include those with physical and intellectual disabilities in planning; hire people with disabilities into planning and development positions; create a pipeline to bring a broader array of perspectives into the transportation workforce.

## Societal

The institutional decisions and community investments that create a transportation system in turn reflect the dominant social norms, values, and beliefs of leaders, decision makers, professionals, advocates, and the general public.

### Examples of actions to enhance safety in the societal context

- Adopt transportation policies and funding to eliminate barriers created by redlining practices that severed neighborhoods with highways and wide, fast, busy arterials.
- Provide active transportation funding on a par with the cost of crashes, deaths, and property damage.
  - The 2021 State of Transportation presentation identifies these costs at \$15 billion/year in Washington state. Active transportation users represented over 23% of all traffic fatalities that year; \$3.555B represents 23% of those costs for one year.
- Target investments for pedestrian/bike facilities in neighborhoods with the deepest transportation disparities and burdens and work with those neighborhoods so changes reflect their needs and priorities.
- Adopt land use practices that support space-efficient transportation modes—walking/rolling, bicycling, transit—and that incorporate low-income and affordable housing close to education and employment opportunities to eliminate displacement that leads to reliance on driving.
- Provide frequent and reliable transit service with accessible sidewalks and stops.

***“Safety dependent on violence is not safe at all.”***

— [Tema Okun](#)

# Applying the Framework

As we look to expand our shared understanding of safety, there are several ways interventions can address three different domains, for example:

**Systemic approaches:** Increasingly, planners and engineers can look across their road systems to identify intersections or stretches of roadways where the same – or similar – circumstances occur and make positive changes to address locations with characteristics related to potential crash exposure. This approach would reduce the current reliance on reacting to crash data in funding decisions and allow implementation of proactive systems approaches to address elements known to contribute to crashes.

**Benefits for the whole transportation system:** Updating and completing active transportation facilities **will** result in fewer serious injuries and deaths of people walking, rolling, and bicycling. Simultaneously, designing roadways to bring down serious/fatal crashes for these users of the transportation system also benefits drivers by reducing crashes, fatalities, and injuries for people who drive vehicles.

**Transparency about policy development:** **To** save lives and achieve Washington’s goal of zero traffic deaths, state and local jurisdictions must prioritize the safety needs of those people using the transportation system who experience the greatest exposure to potential crashes and who have fewer options for their means of transportation. But those are discussions where societal values influence development of policies and practices. Prioritizing the needs of these roadway users would result, for instance, in a decision to install a roundabout to reduce driving speeds, acknowledging that some community residents may believe they have a “right to go fast” but prioritizing human safety for individuals and for the good of the community and society as a whole.

In 2022 the Washington state legislature took a number of actions affecting active transportation safety at every level of this framework. These are listed here with identification of the level(s) at which these decisions operate to demonstrate how this framework can be applied in future to examine ATSC recommendations and legislative actions.

## Analysis of 2022 legislative actions

		Level affected		
Bill number	Change or action	Individual	Community	Society

<a href="#">SB 5687</a>	Expanded the Neighborhood Safe Streets Law to empower all local authorities and WSDOT to lower speed limits to 20mph on nonarterial streets, including nonarterial state highways, without conducting an engineering and traffic study		X	X
<a href="#">SB 5687</a>	Extended the “due care” standard to pedestrians to match the existing requirement for drivers to exercise due care to avoid crashes			X
<a href="#">SB 5687</a>	Authorized use of traffic control devices to change a roadway to prioritize pedestrian and bicyclist use and limit vehicular traffic to local access (to create uses such as a “COVID Street” or other safe, healthy, and active streets change)		X	X
<a href="#">ESSB 5974</a>	Created Climate Active Transportation Account and Climate Transit Programs Account with dedicated funding from Carbon Commitment Act revenue		X	X
<a href="#">ESSB 5974</a>	Significantly increased funding for WSDOT’s Safe Routes to School and Pedestrian/Bicyclist programs and added criteria to prioritize funding at least 35% of awards in overburdened communities		X	X
<a href="#">ESSB 5974</a>	Created the Connecting Communities Pilot Program, a five-year, \$50 million program that can fund any phase from planning to construction to reweave the active transportation network where legacy state transportation facilities disrupted it; criteria include equity, safety, transit access		X	X

<a href="#">ESSB 5974</a>	Directed WSDOT to apply Complete Streets principles on projects of \$500,000 or more entering design after July 1, 2022		X	
<a href="#">ESSB 5974</a>	Funded a number of community pedestrian/bicyclist projects and directed WSDOT to prioritize them based on benefits for overburdened communities		X	X
<a href="#">ESSB 5974</a>	Established and funded a statewide school-based bicycle safety program for elementary through high school and added criteria to prioritize districts in overburdened communities, eventually reaching all districts			X
<a href="#">ESSB 5974</a>	Increased funding for Complete Streets grants awarded by the Transportation Improvement Board; no equity criteria required	X	X	
<a href="#">ESSB 5974</a>	Expanded permitted use of automated traffic safety cameras to include detection of speed violations in school walk areas, public park zones, and hospital speed zones		X	X
<a href="#">ESSB 5974</a>	Expanded permitted use of automated traffic safety cameras to allow cities to add additional cameras based on population size in locations meeting specific safety criteria as long as they complete an equity analysis		X	X
<a href="#">ESSB 5974</a>	SR99/Aurora Avenue North: Adds requirements to PBP grant WSDOT awarded to SDOT for planning study; must prioritize designs that ensure slow vehicle speeds and systematic improvement to the quality of multimodal access, must be completed by September 30, 2023.		X	
<a href="#">SSB5975</a>	Provided \$50M for construction of improvements on SR99/Aurora Avenue North based on planning study funded in ESSB 5974		X	

<a href="#">ESSB 5689</a>	Study: City transportation investment equity impacts: Dec. 20, 2022; \$215,000; Joint Transportation Committee (JTC) (funded last session)			X
<a href="#">ESSB 5689</a>	Study: Increase Anacortes ferry walk-on service: Jan. 6, 2023; \$300,000; WA State Ferries		X	
<a href="#">ESSB 5689</a>	Study: Nondrivers: Feb. 1, 2023; \$400,000; JTC			X
<a href="#">ESSB 5689</a>	Study: Micromobility lending libraries: June 30, 2023; \$150,000; JTC		X	X
<a href="#">ESSB 5689</a>	Transit service benchmarks: June 30, 2023; \$250,000; WSDOT			X
<a href="#">ESSB 5689</a>	King County Metro pilot: June 30, 2023; human services personnel trained in de-escalation placed on routes with public safety issues in south King County		X	X
<a href="#">ESSB 5689</a>	Feasibility of decommissioning SR99 in South Park: Jan. 1, 2025; \$600,000; SDOT		X	

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STATE OF WASHINGTON

**WASHINGTON TRAFFIC SAFETY COMMISSION**

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August 30, 2022

**TO:** Honorable Jay Inslee, Governor  
Honorable Marko Liias, Senate Transportation Committee  
Honorable Curtis King, Senate Ways & Means Committee  
Honorable Jake Fey, House Transportation Committee  
Honorable Andrew Barkis, House Transportation Committee

**FROM:** Shelly Baldwin, Director 

**SUBJECT: Cooper Jones Active Transportation Safety Account Spending Plan, FY 2022-23**

I am pleased to transmit the Cooper Jones Active Transportation Safety Account spending plan for FY 2022-23. The Supplemental Transportation Budget, SB 5689, Sec. 201(4) directs the Washington Traffic Safety Commission to submit a spending plan for the FY 2022-23 \$400,000 authorization “solely for grant projects or programs for bicycle, pedestrian, and non-motorist safety improvement administered by the commission in consultation with the Cooper Jones active transportation safety council.”

If you have any questions or need additional information, please contact Jessie Knudsen, Program Manager, for non-motorist safety programs at [jknudsen@wtsc.wa.gov](mailto:jknudsen@wtsc.wa.gov) or 360-725-9895.

cc: Jamila Thomas, Office of the Governor  
Debbie Driver, Office of the Governor  
Kelly Simpson, Senate Transportation Committee  
Mark Matteson, House Transportation Committee  
Erik Hansen, OFM Transportation Division  
Debbie Johnson, WTSC Finance Director  
Mark McKechnie, WTSC External Relations Director

**The Cooper Jones Active Transportation Safety Council (CJATSC) Americans with Disabilities Act (ADA) Transportation Self-Evaluation and Transition Plan, and Regional Active Transportation Plan Update project – Spending Plan for 2022 Supplemental Transportation Budget, SB 5689, Sec. 201 (4)**

For more information contact Jessie Knudsen, Program Manager, Washington Traffic Safety Commission, at [jkudsen@wtsc.wa.gov](mailto:jkudsen@wtsc.wa.gov).

**Project Summary**

The Cooper Jones Active Transportation Safety Council (CJATSC) Americans with Disabilities Act (ADA) Transportation Self-Evaluation and Transition Plan, and Regional Active Transportation Plan Update project will:

- Increase local agencies' compliance with ADA transportation transition and self-evaluation planning initiatives,
- Expand development and integration of regional Active Transportation Plans (ATPs) and ADA Self-Evaluation and Transition Plans (ADATPs) and
- Provide the technical assistance and training necessary for jurisdictions statewide to apply for the funding necessary to implement initiatives included in both ATPs and ADATPs.

**Background**

The Washington Traffic Safety Commission's (WTSC) Transportation budget (SB 5689) received funding from the Cooper Jones Active Transportation Safety Account (RCW 46.68.480) in 2022, presenting an opportunity to fund bicycle, pedestrian, and other non-motorist safety improvements administered by the Commission.

The revenue source for this project comes from Seattle's pilot project to improve safety at intersections and ensure "transit only lane" compliance through use of automated safety cameras. The pilot project expires June 30, 2025. SB 5974 section 423 provides additional funding for the Cooper Jones Active Transportation Safety Account from revenue generated by the new automated safety cameras installed in school walk areas, park zones, hospital zones and at other locations. These elements make future funding streams unpredictable and if the safety cameras result in intended changes in driver behavior the account will decline.

WTSC has considered options for the funds based on ATSC member recommendations and submits this proposal as a request for spending authorization for \$400,000 in FY23.

**Problem ID and/or Opportunity**

Walking and biking are often considered recreational, but for many these modes are a vital method to reach essential destinations like work, school, grocery stores, and medical services. In addition, "active transportation" covers modes beyond walking, scooting, and skating, to include public transit, or mobility assistance devices.

Nearly every person will experience disability in their lifetime, either personally or in a caregiving role. One-third of Americans over the age of 65 experience a mobility-limiting disability and one in four report a disability related to functional limitations in walking, hearing, seeing, remembering - all of which can result in restricted or eliminated driving ability. People living with functional and mobility disabilities frequently experience barriers to the public right-of-way when traveling in their communities because American infrastructure is primarily designed for motor vehicles.

In 1990, the Americans with Disabilities Act (ADA) passed, guaranteeing the right of individuals with disabilities to receive reasonable accommodations to work and participate in all aspects of society, including transportation. Title II of the ADA requires public transportation, state and local government agencies ensure that their programs, services, and facilities are accessible to individuals with disabilities, yet more than 30 years later, progress toward developing equitable, barrier-free mobility in communities has been slow in some Washington jurisdictions. Although local jurisdictions are responsible for creating an ADA Transition Plan and ensuring that pedestrian facilities in the public right-of-way comply with the requirements of the ADA, the Washington Department of Transportation (WSDOT) reports that it's unclear what percentage of agencies that receive federal transportation funding and have staff of more than 50 employees meet the federal requirement to have an updated ADA transition plan.

Failure to comply with ADA requirements poses a risk to the safety and mobility of people with disabilities and often active transportation users, who rely on many of the same systems and infrastructure to travel. Diminished mobility for vulnerable groups without access or ability to operate a motor vehicle causes inequities, such as reduced access to healthcare, recreation and fewer opportunities for employment potentially leading to social exclusion, isolation, and health disparities. The state's Strategic Highway Safety Plan, Target Zero, highlights the importance of equity considerations in transportation planning and engineering. The most recent version of the plan includes Health Equity and Multicultural Communications chapters, reflecting an increasing commitment to promoting equity in traffic safety outcomes. This influence can be seen in the Licensing and Regulation, Young Driver, and Pedestrian and Bicyclists chapters, among others.

Improving the public right of way makes travel safer and more convenient for all active modes of transportation, whether they're walking to work with the assistance of a cane or exercising on a bicycle. Although separate documents, ADA Transition Plans (ADAPTs) and regional Active Transportation Plans (ATPs) often have overlapping goals and commonalities that support a safe system approach to creating safe transportation networks for nonmotorized transportation users.

In alignment with the Safe System approach, ATPs benefit communities by improving safety and equity, reducing accessibility barriers for non-motorized road users, and creating complete street networks. Although Washington jurisdictions aren't federally mandated to develop or implement ATPs, some communities haven chosen to do so voluntarily, to ensure every traveler has equal and safe opportunities to access public and private locations.

Based on the positive impact of ATPs and ADATPs on community health and safety, the inconsistency of statewide compliance from jurisdiction to jurisdiction is concerning. Furthermore,

Washington lacks a comprehensive system to track whether jurisdictions have incomplete plans, only one, neither, or antiquated ATPs that are out of step with ADAPT initiatives. This gap is due to a wide variety of barriers, including staffing shortages, training, lack of technical assistance, and challenges related to securing funding for implementation through federal and state level grant opportunities. Jurisdictions with incomplete or missing ADATPs are ineligible to apply for the state and federal funding to implement ADA improvements and reach compliance. These factors are especially relevant to small, overburdened communities that lack the resources of larger metropolitan areas.

In 2022 WSDOT conducted a seven-question survey to assess the status of local government partners' transition plans or lack thereof. Following anticipated review of survey results in fall of 2022, WSDOT indicates plans to assign high priority to the most populous jurisdictions that report incomplete or absent ADAPT plans.

### **ATSC Recommendation**

The Cooper Jones Active Transportation Safety Council has recommended to the Washington Traffic Safety Commission the appropriated funds be used to support the needs of small communities that experience the greatest resource barriers and that will not be covered by WSDOT's approach. In addition, the Cooper Jones Active Transportation Safety Council also recommends that the funds support ATPs, which share many common elements with ADATPs related to public right of way access. WSDOT has indicated support of the proposed project and offered to coordinate with project staff in order to reach the mutual goal of every jurisdiction having complete and current ATPs and ADATPs.

### **Proposal Purpose and Strategy**

The purpose of this project is to apply a proactive approach to providing technical support and training to those communities, so that they may progress to the implementation phase of ADA transition planning compliance and active transportation planning. Participation will be voluntary and centered in the unique needs of the jurisdictions within the context of the Safe System Approach and federal ADA guidelines.

### **Proposed Project Timeline**

#### **Phase I, September-November 30, 2022**

- Develop a process for collecting local public agencies' ADA Self-Evaluations, Transition Plans and Active Transportation Plans.
- Develop a process and materials for review of local public agencies' ADA Self-Evaluations and Transition Plans, focusing primarily on the right-of-way (sidewalks, curb ramps, traffic signals, and crosswalks). These may include guidance, checklists, examples, etc.
- Review local public agencies' ADA Self-Evaluations and Transition Plans as directed by WTSC.

- Develop a process for determining adequacy of local public agencies' plans, including developing minimum requirements for a successful and compliant ADA Self-Evaluation/Transition Plan and Active Transportation Plan.
- Develop a process for documenting the current status of local public agencies' plans, including timeframes for updates.
- Provide technical assistance in the development, updating and integration of plans including planning, design, construction and maintenance of sidewalks, crosswalks and related features owned by local public agencies.

**Tasks:**

Detailed work orders will be issued for activities that will generally be split into the following phases:

**Phase II, December 2022-March 2023**

2.1. The contractor will:

2.1.1. Meet with WTSC, WSDOT, ATSC, Disability Rights Washington and additional stakeholders to understand the status of ADA Self-Evaluations and Transition Plans for local public agencies with responsibilities for pedestrian facilities in the Rights-of-Way in Washington State.

2.1.2. Meet with a representative sample of local public agencies that do not currently have publicly available ADA Self-Evaluation and Transition Plans to understand causes for non-compliance or lack of availability.

2.1.3. Develop an Action Plan that includes a plan integration model to guide the program and accomplish the overarching goal.

2.1.4. Identify and quantify local public agencies that lack ADA Self-Evaluations and Transition Plans.

2.1.5. Develop resources for local public agencies such as:

2.1.5.1. Develop templates for integrated ADA Self-Evaluations and Transitions Plans and Active Transportation Plans.

2.1.5.2. Online and in-person training programs to support local public agencies in development of ADA Self-Evaluations/Transition Plans and Active Transportation Plans. Training will be delivered by consultant staff. The curriculum may address design, construction, and maintenance of pedestrian facilities. Consultant instructors shall be capable of answering technical questions related to specific features, as well as questions related to the administrative aspects of plan compliance.

2.1.5.3. Develop "Train the Trainer" programs for WSDOT and others interested in delivering training.

2.2.1 Review policies and programs and make recommendations of best practices, including those used by other states to increase compliance with ADA Self-Evaluation and Transition Plan requirements.

2.2.2 Develop an Action Plan to guide the program and accomplish the overarching goal.

### **Phase III, May 2023-the duration of the project**

- Custom technical support will be delivered to specific local public agencies, as determined by work orders with set deliverables.
- Training online and in-person will be delivered to support local public agencies' maintenance and update of ADA Self-Evaluations and Transition Plans.
- Documentation of the results of this program in improving ADA and AT compliance and integration by local public agencies with an emphasis on maintaining public rights-of-way.
- Prepare interim reports, including quarterly reports and/or reports for major milestones.
- Prepare a final report documenting the progress made as a result of the program, as well as identified challenges and barriers to consider moving forward.

### **Project Goals**

- 1. Increase jurisdictional compliance with the ADA**
- 2. Increase jurisdictional development and integration of ATPs and ADAPTs**
- 3. Provide the technical assistance and training necessary for more jurisdictions to apply for the funding to implement the initiatives included in both plans**

### **Objectives**

Contract with a qualified service provider to audit ADATP for the right of way and ATP status in jurisdictions statewide

- Activities
  - The WTSC requests proposals from responsible Offerors to meet its needs, issuing a brief description with detailed requirements in subsequent sections of the solicitation. WTSC identifies an interested and qualified candidate and offers the contract.
  - Contractor uses existing WSDOT survey data as a foundation to assess status of ADATP planning and implementation in small communities not designated to receive technical assistance and training through WSDOT due to population size.
  - Contractor consult ATSC members, WTSC, WSDOT, and Disability Rights Washington on audit tool development
- Measures
  - Number of contracts signed with number of contractors, Targets: 1, 1, 11/31/22
  - Number of partners consulted by contractor during audit tool development, Target: 5<
  - Contractor completion of one audit tool, Target: 1, 1/23

Produce a comprehensive report

- Contractor activities

- Provide a written overview that illustrates how units of government with 50 or more employees plan for, fund, prioritize, and measure accessibility to improve mobility for people with disabilities and active transportation users.
- Identify locations that are lacking the staff, resources, and technical assistance necessary to complete, update and access funding to implement ATPs and ADATP of the public right of way.
- Develop and present a unique model/toolkit designed to consociate AT and ADA plans for the public right of way The model will inform each jurisdiction's work to meet four primary goals to achieve:
  - A complete federally compliant ADATP for the public right of way
  - A complete ATP that corresponds to the ADATP
  - Eligibility to seek state and federal funds to begin plan implementation
- Measures
  - The number and quality of report delivered, Target: 2/23
  - The completion of one report based on WSDOT data and audit findings, Target: 2/23
  - The number of communities selected and identified in the report, Target: 5< in 2023
  - The number and quality of models developed and presented, Target: 1, 3/23

#### Provide technical assistance and training

- Contractor activities
  - Conduct outreach to identify jurisdictions that the research in the report identified as overburdened, least equipped to create ADA and AT plans for the public right of way, and small enough to be considered low priority by WSDOT.
  - Identify which of these jurisdictions is interested in receiving assistance through the project
  - Use the model and a series of technical analyses with input from local jurisdictions and the public to facilitate support to jurisdictions
- Measures
  - The number of jurisdictions that agree to take part in the project by accepting assistance, Target 5< in 2023
  - The number of jurisdictions contacted by contractor
  - The number of jurisdictions that receive support through the model and a series of technical analyses with input from local jurisdictions and the public, Target: 5<

#### Plan for Maintenance and Conduct Ongoing Evaluation

- Activities
  - Establish performance standards with measurable outcomes
  - Track measures as funding allows beyond 2023
  - Create proposed timeline extending beyond 2023
- Measures

- Percentage of jurisdictions that reach the status of having both an ADATP and ATP that are integrated and current
- Percentage of project-focus jurisdictions that change status from “no ADATP,” to “complete ADATP”
- Number of project-focus jurisdictions that change status from “no ATP,” to “complete ATP”
- Percentage of project-focus jurisdictions that update their current ATP
- Percentage of project focus jurisdictions that apply for federal or state funding in order to begin implementation of ADATP pr ATP initiatives,
- Percentage of project-focus jurisdictions that achieve integration between ADATP and ATP
- Percentage of project-focus jurisdictions that achieve progress toward any of the goals stated above

### **Expected Outcomes**

- Short Term
  - Increase in project-focus area jurisdictional (‘project-focus area’ applies to all future use of the term ‘jurisdictional) belief that ADATPs and ATPs should be integrated and current
  - Increase in jurisdictional willingness to reach ADATP compliance (and beyond) and ATP development and implementation
  - Increase in jurisdictional buy-in to increasing accessibility and inclusivity
  - Increase in jurisdictional support of ADATP and ATP goals
  - Jurisdictional increase in knowledge of safe systems approach, Target Zero Countermeasures and ADA best practices related to walker and roller safety.
  - Increase jurisdictional acceptance of transportation equity as a priority
  - Increase in jurisdictional leadership’s knowledge of transportation equity issues relevant to their specific location.
- Intermediate
  - Increase in jurisdictional ADATP and ATP integration
  - Increase in jurisdictional ADATP development
  - Increase in jurisdictional ATP development
  - Increase in jurisdictional ADATP completion
  - Increase in jurisdictional ATP completion
  - Increase in jurisdictional progress toward ADATP compliance
  - Increase in jurisdictional ADATP compliance (and beyond)
  - Increase in jurisdictional ATP implementation
  - Increase in jurisdictional ADATP implementation
  - Increase in accessible and inclusive infrastructure in jurisdictions
  - Increase number of applications for federal and state funding to support implementation of ADATP and ATP implementation goals

- Jurisdictional increase in active transportation planning that includes principles of the safe systems approach, complete street networks, Target Zero Countermeasures and ADA best practices related to walker and roller safety.
- Long term
  - Reduce serious injuries and fatalities of non-motorized transportation users of all ages and ability-levels through improved safety.
  - Promote transportation equity
  - Increase access to complete street networks.

**Budget**

<b>FY23 Budget Justification</b>		
	Description	Cost
Employee Salaries and Benefits	N/A	\$0.00
Travel	N/A	\$0.00
Contract Services	Process Development + Implementation	\$120,000
	Reporting	\$55,000
	Data Services	\$25,000
	Technical Assistance	\$200,000+
Goods and Services	\$0.00	\$0.00
Total Direct Expenditures	\$400,000.00	\$400,000.00
Indirect Costs (if applicable)	N/A	N/A
<b>TOTAL FUNDING REQUEST (Direct + Indirect)</b>	<b>\$400,000.00</b>	

**Budget Narrative**

- Contractor development and implementation of the following processes:
  - Collection of local public agencies' ADATPs and ATPs,

- Review of plans, focusing primarily on the right-of-way and an integration model
- Ranking plan adequacy based on compliance, best practices and integration potential
- Documenting the current status of plans, including timeframes for updates.
- Contractor audit and report on local public agencies' ATPs, ADATPs.
- Contractor-provided technical assistance in the development, updating and integration of plans including planning, design, construction and maintenance of sidewalks, crosswalks and related features owned by local public agencies.

### **Deliverables**

- Jurisdictional outreach and stakeholder planning and custom technical support, including online and in-person training, \$200,000+
- Process development and implementation for assessment, audit, Custom integration model, \$120,000
- Documentation, including preparation and presentation of interim and final reports, \$55,000
- Data collection and analysis, \$25,000

## ATSC Fatality Review - 2021 Bicyclist Fatalities

Meeting date: 08/29/2022

Case Selection: Six bicyclist traffic fatalities from the 14 deaths that occurred in 2021 were randomly selected for case file review.

Modifiable Risk Factors Discussed- Factors that led to the death that if addressed could potentially prevent future cases

Using Spectrum of Prevention Framework: [Spectrum of Prevention-Prevention Institute](#)

### Influencing Policy and Legislation

1. Increase awareness to WA county's, WSDOT and cities and villages where state routes go through. As of June 9, 2022, state law allows local jurisdictions to reduce speed limits without cumbersome/costly speed studies. [Speed Limits-Traffic Calming-Safety RCW by MSRC](#) & note Seattle's example that speed limit reductions without other high cost improvements reduced crashes and injuries [Seattle Speed Limit Reduction Case Studies](#).
2. Examine the rationale and outcomes of current RCW regarding why seemingly serious driver caused serious injuries and fatalities are charged as misdemeanors versus felonies especially as they pertain to vulnerable road users: <https://app.leg.wa.gov/RCW/default.aspx?cite=46.61.500> ATSC review of fatal cases and discussion on reckless vs negligence and vulnerable user laws.
3. Examine potential policy changes to increase Safe Systems Approach, Harm Reduction Strategies and expand partnerships and prevention through Shared Risk and Protective Factors understanding and strategies. This includes the concerning numbers of vulnerable road user fatalities involving methamphetamine, opioids and other drugs. This item cuts across all the Spectrum of Prevention Strategies.
4. Determine if graduated driver licensing needs policy and practice improvements based on cases observed in ATSC fatality reviews and other assessment processes. This should include looking at driving rules as it pertains to drivers that wait until age 18 to be licensed as well as new over 18 drivers to WA state.
5. Examine best practices for older drivers in terms of evaluation of fitness to drive laws and whether legislative improvements are warranted. This could be assisted by the sessions upcoming in the 2023 Lifesavers Conference in Seattle.
6. This review less so than others however also contribute to the need to examine street illumination RCW's and practices by provision entities.

### Changing Organizational Practices

1. With federal, state, and local partners increase awareness signage and other educational methods in high incident or potential for incident areas for vulnerable road users. See Strengthen Individual knowledge and skills below #1.
2. For future ATSC fatality reviews involving bicycles determine if bicycle crashes involving non-helmet wearing victims would have been “survivable” if a helmet was worn. This would entail getting opinions from medical examiner/coroner, pathologist, emergency dept. staff, EMS, law enforcement and others with knowledge of the case.
3. For future ATSC fatality reviews for cases that are non-felony look into judicial outcomes through the Administrator of the Courts or other systems.
4. Work with gig working companies at a state level to promote increased driving safety among the collective work force. This includes better vulnerable user awareness, less distracted driving, speeding, failure to yield etc.

### Fostering Coalitions and Networks

1. Work through existing Target Zero Task Forces for implementing ATSC recommendations as a priority for community, provider and decision maker education.
2. Work with AARP and other senior advocacy organizations to increase collaboration of safer driving practices for seniors (see also Policy #5 above).
3. Work with Grange and farming associations on safer driving including farm equipment concerns on roadways. Partner with Secure your Load advocates on overall road safety for farmers and ranchers.

### Educating Providers

1. Educate provider systems on the need for providers to educate patients and others that are vulnerable road users on the need for increased awareness, the need to be seen, older driving fitness assessment and other safety measures.

### Promoting Community Education

1. Promote bicycle helmet use including in multiple languages and free or low-cost distribution to low income, unhoused and communities where helmet use is traditionally lower.

2. Through bicycling and safety organizations such as WA Bikes, TZM network, providers groups, continue or expand education to vulnerable road users about the need to be seen by drivers such as wearing reflective/light/bright clothing and to especially not wear dark clothing at low light hours and nighttime. This includes the requirements and needs for illumination of bicycles.
3. Educate the public on bicycle safety standards certifications for manufacturers and how to identify these safety certifications when purchasing bicycle helmets, especially when purchasing helmets online. Bicycle helmet safety standards by manufacturers are certified by the American Society for Testing and Materials (ASTM), the Consumer Product Safety Commission (CPSC), or more robustly, by the Snell Foundation.

#### Strengthen Individual Knowledge and Skills

1. Post signage alerting drivers in locations where vulnerable users have been killed, seriously injured or where the high potential exists for such tragedies to “EXPECT PEDESTRIANS & BICYCLISTS”
2. See Provider Education #1 above and Promoting Community Education #2 above.