

## Cooper Jones Active Transportation Safety Council Meeting

October 19, 2022

10 a.m. – 12:30 p.m. Virtual Meeting

### Pre-Reading:

- Annual Report drafts

### Agenda:

10-10:10	<b>Intro and welcome, Jessie Knudsen, WTSC</b> <ul style="list-style-type: none"><li>• OPMA operations reminders</li><li>• Welcome guests</li><li>• Round of Introductions - name and sector – affirm quorum - Pat</li><li>• Review and Approve minutes from Sept. 2022</li></ul>
10:10 - 10:15	<b>Public Comment</b>
10:15 - 11:15	<b>Review Draft White Papers</b> <ul style="list-style-type: none"><li>• Comments</li><li>• Drafts - FR does not include recommendations, it's a summary</li><li>• Study team will have Recs - from L, C, S</li></ul>
11:15 - 11:25	<b>Break</b>
11:25 - 12:10	<b>Dr. Margo Hill, JD, Associate Professor, Eastern Washington University</b> <b>Topic:</b> “Drugged driving and traffic safety in rural and tribal communities”  Small Urban, Rural and Tribal Center for Mobility ( <a href="#">SURTCoM</a> ) enhances mobility in small urban, rural, and tribal areas
12:10	<b>Organizing</b> <ul style="list-style-type: none"><li>• For November – final white papers</li><li>• January 18 hybrid/in-person meeting Olympia - potential tour ideas</li><li>• New schedule for 2023 meeting Jan, Mar, May, Jul, Sep, Nov. Study teamwork in between months – keep on your calendar!</li><li>• Need two reps from ATSC for review of proposals – Mid-late November</li></ul> <b>Announcements</b> <b>Closing</b>

# Cooper Jones Active Transportation Safety Council Meeting

September 21, 2022

10 a.m. – 12:00 p.m., Virtual Meeting

## MINUTES

### 1) Intro and Welcome

Reviewed August 2022 ATSC meeting minutes. Minutes were approved as presented.

### 2) Voting Items

- a. Charter Updates – moved by George Watland, seconded by Portia Shields
  - i. Discussion or questions? No public comment. Passed by unanimous vote.
- b. Safety Paper Final - moved by Charlotte Claybrooke, second by Portia Shields
  - i. Discussion or questions? No public comment. Passed by unanimous vote.

### 3) Funding Update

- a. The WTSC has submitted the spending plan to Governor Inslee and the chairs and ranking members of the Senate and House Transportation Committees. This fulfills ATSC's requirement, and the funding is now available to spend. Jessie is working on a request for proposal to find a contractor to conduct this work. Likely to have contract signed by January. If get more than one proposal, will ask for a ATSC member to sit on review panel – will keep you posted.

### 4) Proxy Voting Update

- a. After hearing from the Attorney General's representative Jay Nelson at the Executive Committee meeting, Sep.7, the EC decided:
  - i. Members will not vote ahead of time due to absence at meeting. It could be construed as having a non-public conversation, and the voter could miss out on valid public comment that occurs before vote-taking at the meeting.
  - ii. Members will not send someone in your place to attend and vote. ATSC will continue with all (only) committee members voting. To take advantage of quorum, we'll put voting items at the beginning of meeting or wait until a quorum arrives to the meeting.

### 5) Study Teams

- a. All groups working.

- b. A suggestion was made to determine study team topics at the close of each year (September/October) in order to launch them immediately in January. The current practice is to engage in strategic planning in January and choose topics then.
- c. State policy commitment team has not yet started meeting. An organizing email has gone out to initial list of people interested in participating with suggested reading. Meeting schedule will be established later this fall.

### **6) Fatality Review #3**

- a. Reviewed handout
- b. Upcoming fatality review topics include:
  - i. November 2022: Ped fatalities around holidays
  - ii. Feb 2023: where officer reported person was transient, what's reported by law enforcement
  - iii. May – review ped fatalities where coding/determination is "in the roadway improperly," and with interstate ped fatalities
  - iv. August – full bicyclist fatality review
  - v. November 2023 – ped fatalities in counties with high ESL demographic

### **7) Award to Honor Champions of Active Transportation**

- a. This idea was tabled due to lack of time by members who are working on study teams and other ATSC priorities.
- b. A suggestion was made to bring the idea back in January 2023 and include it as part of the strategic planning for the year. It was also noted that other groups do something similar.
  - i. Awards could be considered a way to increase public awareness on successful communities where active transportation has a story to tell, we can elevate
  - ii. Put on web page, bring it up at BWR Summit

### **8) Member Announcements**

- a. Vote for the Washington State Annual Active Transportation Plan in the AASHTO People's Choice Awards. Vote by visiting <https://transportationawards.secure-platform.com/a/gallery?roundId=32>. It's the only plan to make it to the national level and the only nominee 100% focused on active transportation.
- b. City of Kirkland is considering speed limits, based on the ATSC white paper, other jurisdictions are following suit.
- c. WSDOT recently published their Annual Active Transportation Safety Report: <https://wsdot.wa.gov/sites/default/files/2022-09/gray-notebook-Jun22.pdf>

- d. Tribal Council – 4 new roundabouts proposed for Hwy 97 near Granger Cut-off, SC Region with WSDOT
- e. It's Week Without Driving challenge – 400 members of public, 100 elected leaders (Kirkland has the most!)

9) **Public comment** - none

**Attending Committee Members:** Max Cantu, Snohomish County Medical Examiner's Office; Barb Chamberlain, Active Transportation Division-WSDOT; Charlotte Claybrooke, Active Transportation-WSDOT; Chris Comeau, Bellingham City Planner; Tony Gomez, King County; David Jones; Jessie Knudsen, WTSC Program Manager; Jon Pascal, Kirkland City Council; Dr. Amy Person, Benton-Franklin Health District; Portia Shields, Yakama Nation; Harold Taniguchi, Commission on Asian Pacific American Affairs; George Watland, Feet First; Kirsten York, Community Action Councils of Lewis, Mason, and Thurston Counties; Anna Zivarts, Disability Mobility Initiative

**WTSC Staff:** Christina Fremont, Washington Traffic Safety Commission, Meeting Producer

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

**Guests:** Lynn Zanto, Region 10 Program Manager for the National Highway Traffic Safety Administration; Marsha Masters, Target Zero Manager from Region 9, Kitsap County; Liz Kaster attending for Josh Deikmann, City of Tacoma; Ryan Peters journalist for The Urbanist



# STREET LIGHTING: VULNERABLE ROAD USER IMPLICATIONS FOR SAFETY IN WASHINGTON

For the Cooper Jones Active Transportation Safety Council  
(ATSC) - Lighting, Sidewalks, and Crossings Subcommittee

November 2022

## Drafted By:

Abbey Videtich, MPHc – University of Washington  
Administrative Specialist II, Public Health –Seattle & King County

Tony Gomez, RS – Violence and Injury Prevention Manager, Public Health – Seattle & King County  
Project Director, King County Target Zero Task Force

## Overview

Streetlighting or street illumination can be an underappreciated and underfunded infrastructure component as part of a comprehensive road safety system for local communities and for Washington state as whole. This can be particularly true for vulnerable communities that have been negatively impacted from the absence of other road safety measures. Adequate and smart street lighting (1) is one element - along with sidewalks, speed control measures, bike lanes, other street calming mechanisms - as well as addressing behavioral factors for both vehicle operators and vulnerable road users, that merits further examination and improvement considerations.

A vulnerable road user (VRU) is considered someone who is not protected by an outside shield or cage, such as pedestrians with or without a rolling device (such as a stroller or walker), persons rolling in or on a mobility device (such as a wheelchair), and bicyclists (2). Adequate and smart street lighting also plays a pivotal role in VRU safety surrounding crime and violence prevention, helps create and promote physical activity for community members, and helps support community improvements focused on meeting climate change goals (3, 4). Street lighting has been identified as a recommendation for policy and program evaluations and improvements in Washington from recent Cooper Jones Active Transportation Safety Council (ATSC) fatality reviews involving VRUs.

## National Information

In the United States, pedestrian fatalities are at the highest level in forty years. In 2020, across the country approximately 77% of pedestrian crashes (1) have occurred after dark, a 41% increase since 2014. Artificial lighting of unknown quality was present in approximately half of fatal crashes after dark (51%). Additionally, roadways without sidewalks available saw a notable increase in pedestrian fatalities where infrastructure design measures, such as street lighting, could have added an additional level of safety and protection (5).

Nationally, low-income and communities of color are two times more likely to experience serious injuries and fatalities as pedestrians (6). This is attributed to aspects of the physical environment that greatly impact wellbeing, comfort, and safety – such as marked crosswalks, designated bike lanes, sidewalks, and other infrastructure components such as street lighting. 90% of high-income communities have sidewalks present on one or both sides of the street compared to 49% of low-income neighborhoods nationwide. 75% of high-income areas also have adequate street lighting, whereas only 51% of low-income neighborhoods do; low-income areas that have street lighting, however, experience bulb outages more frequently from a lack of street light maintenance (6).

Inadequate lighting conditions has also been noted to play a fundamental role in VRU protection and other public safety issues such as:

- Poor street lighting may contribute to the number of VRU-related serious injuries and fatalities involved in hit-and-run crashes (7).
- The lack of or inadequate street lighting can create negative perceptions and feelings of violent crime and discourages active transportation, making it an issue of public safety, physical activity, and chronic disease prevention.

- Mail and mailbox thefts occur at an increased rate under the cover of darkness and poorly lit or unilluminated areas are considered high-risk criminal activity areas (8).
- Emergency services, such as 9-1-1 responders and Emergency Medical Services (EMS), for urgent or life-threatening situations can experience slower overall response times and delays, where poor lighting conditions can contribute to the inability to locate an individual in need (1).

## Washington State

Throughout Washington, 2,823 pedestrians and pedalcyclists<sup>1</sup> were seriously injured or killed from 2017 to 2020. Nearly half (1391) of these serious injuries and fatalities were considered to occur under conditions of darkness, both with and without street lighting as a component on all roads in the state (9). Further investigation, research and dissemination as to the quality of illumination<sup>2</sup> in incidences with known lighting conditions is warranted. For example, where the injury/fatality occurred if illumination was provided was it to code, was it a factor in the collision, could it be improved etc.?

Multiple entities have the authority to construct, maintain, and fund roadway safety improvements, such as street lighting in Washington set forth by various provisions in the Revised Code of Washington (RCW) (See: [Title 47](#)). Washington State (WSDOT), County and City agencies have authority to develop and implement other roadway lighting standards. Counties have the primary authority to address street lighting on all county roads in unincorporated areas of Washington ([RCW 36.32.120](#) & [RCW 36.80.030](#)). Other entities, such as water and sewer districts ([RCW 57.08.060](#)) and irrigation districts ([RCW 87.03.016](#)) may also have the ability to provide these services through assessments and other resources. Additionally, Washington Administrative Code (WAC) [392.142.340](#) mandates school districts to establish a preferred and presumably safe walking area within one mile of the learning center. The route is to be reviewed by districts with potential input from parents, law enforcement representatives, public health workers, pedestrian advocates, and traffic engineers at minimum every two years; though, the extent of meeting this requirement remains unknown at the time of this report. The extent of this review including street lighting/illumination is unknown.

Many Washington counties are moving toward a *Safe Systems*<sup>3</sup> approach but face barriers and challenges to implementing holistic infrastructure components that contribute to VRU safety, such as street lighting. One barrier to expanding streetlight installation on unincorporated county roads, including residential roads, is reported to be financial availability and stable funding. Funding issues may be particularly acute for counties with extensive road networks, limited property tax bases, and fewer road funding mechanisms.

A possible recommendation is to further investigate and address existing fragmented finance structures and barriers in priority planning VRU safety and other traffic-related safety infrastructure improvements. This could help specific areas with high concern locations such as

---

<sup>1</sup> This figure represents pedestrians and pedalcyclists, per WSDOT data collection.

<sup>2</sup> (e.g., to code or adequate, less than adequate, none).

<sup>3</sup> *Safe Systems* is a human-centered approach that can help achieve zero fatalities by reinforcing multiple layers of protection to both prevent crashes and minimize the harm when crashes do occur (10).

near transit stops, school zones, and communities with decreased life expectancy rates and less reported physical activity.

While limited or dwindling funding and support remains a pressing issue and source of stress for many counties, there are counties that are actively implementing street lighting into their unincorporated neighborhood improvement plans. The example [here](#) demonstrates how King County Department of Local Services Roads Services Division has included plans for improving streetlighting conditions in the unincorporated area of Skyway-West Hill as part of active transportation improvement, sidewalk provisions, and VRU safety in the area. There are likely many other examples across the state such as this.

### Potential Stakeholders

In addition to [ATSC](#) member organizations, these others may also have interest:

- Association of Sewer Districts
- City Planning Departments
- Irrigation Districts
- Local Public Health Departments
- Other agencies engaged in active transportation

### Recommendations<sup>4</sup>

The subsequent points are recommended actions to pursue:

- Through the means of the Washington Traffic Safety Commission (WTSC) and Cooper Jones Active Transportation Safety Council (ATSC), conduct additional research pertaining to the issue of street lighting and safety.
  - This includes examining the structurally problematic funding for some county roads departments throughout the state and making recommendations for improvement.
- Subject to more in-depth findings, convene a meeting with appropriate state, regional, and local stakeholders and partners defined in the sections above.
- Make recommendations for advancing policy, funding, and other improvement processes at multiple levels of government to improve equity and safety for all persons using the roads of Washington in all capacities, including those at higher risk of experiencing a serious injury or fatality from a lack of adequate and smart street lighting.
- Conduct additional research that may include the following areas:
  - Interview additional local and regional roads departments, water and sewer districts, and other utility services to gather a holistic data set or further input on which authority assumes primary responsibility for street lighting in various underserved areas throughout the state.
    - Similarly, interview members from the Association of Washington Cities (AWC), the Municipal Research and Service Center (MRSC), and members of the Washington Association of Counties <https://www.wsac.org/>
    - This is to include examples of both positive improvements and challenges experienced.

---

<sup>4</sup> This report was composed after performing an in-depth review of national, state, and local traffic safety literature. Additional information was gathered through attending ATSC and King County Traffic Safety meetings, as well as conducting interviews and receiving input from ATSC members, the WSDOT, members of the King County Target Zero Task Force, and members from a couple Eastern and Western Washington County Roads Departments.



- Solicit information from communities with poor street illumination and lighting to gather input as to whether this is an issue the community would like to see improved.
- Confer with regional and state-level police, fire, EMS<sup>5</sup> to assess and document potential delays in emergency response times due to poor illumination and street lighting conditions.
- Further assess the impact of using LED lights in street lighting in reducing carbon emissions and light pollution throughout the United States.

DRAFT

---

<sup>5</sup> Perhaps through the EMS Trauma Care Council.

## References

1. Federal Highway Administration. (2021). *Lighting. Proven Safety Countermeasures*. U.S. Department of Transportation. Retrieved August 17, 2022, from <https://safety.fhwa.dot.gov/provencountermeasures/lighting.cfm>
2. National Traffic Safety Council [NSC]. (2018). *Position/Policy Statement, Vulnerable Road Users*, (147). Retrieved August 17, 2022, from <https://www.nsc.org/getattachment/d5babee6-582d-4e66-804f-8d06f9b021a4/t-vulnerable-road-users-147#:~:text=The%20term%20vulnerable%20road%20user,of%20protection%20against%20such%20collision>
3. Crime Prevention Through Environmental Design [CPTED]. (2022). *Learning Portal*. Retrieved July 2022, from <https://cpted.net/>
4. García, R.B., Angulo, G.V., González J.R. , Tavizón, E.F. & Cardozo, J.I.H. (2014). LED street lighting as a strategy for climate change mitigation at local government level, *IEEE Global Humanitarian Technology Conference (GHTC 2014)*, pp. 345-349. doi: 10.1109/GHTC.2014.6970303
5. Governors Highway Safety Association [GHSA]. (May 2022). *New Projection: U.S. Pedestrian Fatalities Reach Highest Level in 40 Years*. Retrieved July 2022, from <https://www.ghsa.org/resources/news-releases/GHSA/Ped-Spotlight-Full-Report22>
6. Zimmerman, S., Lieberman, M., Kramer, K., Sadler, B., & Benjamin, K. (2015). *At the Intersection of Active Transportation and Equity*. American Public Health Association. Retrieved August 2022, from [https://www.apha.org/-/media/Files/PDF/topics/environment/SRTS\\_ActiveTranspEquity\\_report\\_2015.ashx](https://www.apha.org/-/media/Files/PDF/topics/environment/SRTS_ActiveTranspEquity_report_2015.ashx)
7. AAA Foundation for Traffic Safety. (2018). *Hit and Run Crashes: Prevalence, Contributing Factors and Countermeasures*. Retrieved October 7, 2022, from [https://aaafoundation.org/wp-content/uploads/2018/04/18-0058\\_Hit-and-Run-Brief\\_FINALv2.pdf](https://aaafoundation.org/wp-content/uploads/2018/04/18-0058_Hit-and-Run-Brief_FINALv2.pdf)
8. Chandler Police Department. (n.d.). *Crime Prevention Through Environmental Design (CPTED)*. Retrieved August 16, 2022, from <https://chandlerazpd.gov/wp-content/uploads/2010/12/CPTED-Handbook-v4-20170627.pdf>
9. Washington State Department of Transportation [WSDOT]. (2021). *Pedestrian and Bicycle Crash Cost King County, 2020 End of Year Snapshot (07/03/2021)*. Engineering Crash Datamart.
10. US Department of Transportation. (2022). *What is a Safe System Approach?* Retrieved March 15, 2022, from <https://www.transportation.gov/NRSS/SafeSystem>

**Cooper Jones Active Transportation Safety Council****Document Title:** Annual Report for Cooper Jones Active Transportation Safety Council (ATSC)**Report Date:** 11/30/2022**Authors:** Cooper Jones Active Transportation Safety Council membership (Identified in Appendix C of document)**Abstract:**

This report is being presented by the Cooper Jones Active Transportation Safety Council (ATSC) to satisfy annual reporting requirements described in RCW 43.59.156.

\*\*\*\*\*

**On Behalf of the Council, Submitted By:**

<b>Name</b>	Shelly Baldwin
<b>Contact Information</b>	<a href="mailto:sbaldwin@wtsc.wa.gov">sbaldwin@wtsc.wa.gov</a> , (360) 725-9889
<b>Date</b>	November 30, 2022

**Disclaimer:**

This document presents recommendations for improving safety for active transportation users and 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 the endorsement or support from state agencies or other entities with an interest in active transportation.

# **Annual Report**

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

**Prepared by**

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

**for**

**Washington State Legislature**

**November 30, 2022**

## Table of Contents

Topic	Page
<b>I. Executive Summary</b>	
<b>II. ATSC 2022 Recommendations</b>	
<b>III. Document Submission Process</b>	
<b>V. Appendices</b> A – Key Traffic Safety Data B – Crossings, Lighting, and Sidewalks White Paper C – Reimagining Safety White Paper D – Highway Safety Plan 2023 CJATS Funding Decision E – Cooper Jones Active Transportation Safety Council Amended Charter and Operations F - Progress Made on ATSC Recommendations from 2018	

## **I. Executive Summary**

This report is presented by the Cooper Jones Active Transportation Safety Council (ATSC) to satisfy annual reporting requirements described in [RCW 43.59.156](#).

In the past twelve months, ATSC pursued its mission to review and analyze crash data, identify points at which the transportation system can be improved, and identify patterns in fatalities and injuries involving people who walk, ride bicycles, and use other forms of active transportation.

Each month, ATSC brought together a wide range of individuals from different disciplines and perspectives, all with an interest in active transportation, to support and enhance existing and pending transportation safety efforts such as The Washington State Strategic Highway Safety Plan (Target Zero Plan) and Active Transportation Plan.

Significantly in 2022, ATSC did the following:

- Restructured to follow OPMA guidelines. Meetings are now open to the public and media;
- Submitted a CJATS Decision Package through the Highway Safety Plan 2023;
- Created and prioritized an Issue-Data Matrix to identify key issues to study;
- Created a map of ATSC membership to identify perspectives attained and needed;
- Heard from eight experts on issues related to active transportation safety.

ATSC continued to form teams to develop in-depth analysis and recommendations in the form of white papers on key safety issues faced by people walking, biking, and rolling. The Fatality Review Team also conducted four in-depth reviews of individual fatalities of people biking and walking/rolling.

### **Operations**

ATSC will hold meetings every other month starting in January 2023. These meetings are open to the public. Meeting agendas and meeting materials are published to the Washington Traffic Safety Commission's [Active Transportation Safety Council](#) web page.

Each agenda provides time for the Council to receive comments from the public. Instructions for public comment or written comment are also provided at the [Active Transportation Safety Council](#) web page.

## **II. ATSC 2022 Study Team Recommendations**

Fatalities and serious injuries to people walking, biking, and rolling continue to grow. ATSC's multi-disciplinary approach brings unique perspective, commitment, and well-researched recommendations to the work of active transportation safety. ATSC Study Teams completed two new white papers in 2022 (summarized below; full versions are in the Appendices).

### **A. Street Lighting - Vulnerable Road User Implications: White Paper Analysis and Recommendations**

Throughout Washington, 2,823 pedestrians and pedal cyclists were seriously injured or killed from 2017 to 2020. Nearly half (1391) of these serious injuries and fatalities were considered to occur under conditions of darkness, both with and without street lighting as a component on all roads in the state.

Streetlighting or street illumination can be an underappreciated and underfunded infrastructure component as part of a comprehensive road safety system especially for vulnerable communities and vulnerable road users who have been negatively impacted from the absence of other road safety measures. A vulnerable road user (VRU) is considered someone who is not protected by an outside shield or cage, such as pedestrians with or without a rolling device (such as a stroller or walker), persons rolling in or on a mobility device (such as a wheelchair), and bicyclists. Adequate and smart street lighting also plays a pivotal role in VRU safety surrounding crime and violence prevention, helps create and promote physical activity for community members, and helps support community improvements focused on meeting climate change goals.

### **Recommendations**

1. Through the means of the Washington Traffic Safety Commission (WTSC) and Cooper Jones Active Transportation Safety Council (ATSC), conduct additional research pertaining to the issue of street lighting and safety.
2. Subject to more in-depth findings, convene a meeting with appropriate state, regional, and local stakeholders and partners defined in the sections above.
3. Make recommendations for advancing policy, funding, and other improvement processes at multiple levels of government to improve equity and safety for all persons using the roads of Washington in all capacities, including those at higher risk of experiencing a serious injury or fatality from a lack of adequate and smart street lighting.
4. Conduct additional research that may include local and regional roads departments, water and sewer districts, other utility services, the Association of Washington Cities (AWC), the Municipal Research and Service Center (MRSC), and members of the Washington Association of Counties. Solicit information from communities with poor street illumination and lighting to gather input as to whether this is an issue the community would like to see improved.

### **B. Reimagine the Definition of Safety - Safety is More than Protection from Crashes: White Paper Analysis and Recommendations**

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.

This White Paper 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. Mobility justice enables people to live full lives, incorporating 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. 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.

This paper outlines a framework of individual, community, and societal lenses with which to analyze actions that promote mobility justice and mobility safety, including an analysis of 2022 Washington legislation.

### **Recommendations:**

1. ATSC recommends that all decision-making bodies, from the local to state level, begin a discussion on how to expand their shared understanding of safety
2. Actively use the framework to consider and form systemic interventions that address the three domains.

## ATSC Membership 2022

Alex Alston, Washington Bikes	Will Hitchcock, WA Department of Health (ending Oct 2021)
Shelly Baldwin, WTSC Director	David Jones, Father of Cooper Jones
Walt Bowen, WA Senior Citizen Lobby (ending Sep 2021)	Katherine Miller, Spokane Capital Programs (ending July 2021)
Max Cantu, Snohomish County Medical Examiner's Office	Venu Nemami, City of Seattle Traffic Engineering
Barb Chamberlain, WSDOT/Active Transportation Division	Jon Pascal, Kirkland City Council / Association of Washington Cities
Charlotte Claybrooke, WSDOT/Active Transportation Division	Weston Perkins-Clark, EMT & Safe Kids Coordinator, Clark and Cowlitz Counties
Chris Comeau, City of Bellingham Planning Department	Dr. Amy Person, Benton-Franklin Health District
Josh Diekmann, City of Tacoma Transportation Engineer	Portia Shields, Yakama Nation
Eric Edwards, Richland Police Department	Harold Taniguchi, Commission on Asian-Pacific American Affairs
Tony Gomez, Target Zero Region 7 & 8	Kerri Wilson, Intercity Transit
Reuben Hernandez, Target Zero Region 17 (starting Oct 2021)	Kirsten York, Community Action Council of Lewis, Mason, and Thurston Counties
	Anna Zivarts, Disability Mobility Initiative; Rooted In Rights, WA

## Guest speakers in 2022

<p>Shelly Baldwin, WTSC Director</p> <ul style="list-style-type: none"> <li>• Topic: OPMA guidelines and changes</li> </ul>
<p>Dr. Mark Hallenbeck, director of the <a href="#">Washington State Transportation Center</a> in the College of Civil &amp; Environmental Engineering, University of Washington, and</p> <p>Dr. Anat Caspi, Director, <a href="#">Taskar Center for Accessible Technology</a> Paul G. Allen School of Computer Science &amp; Engineering, University of Washington</p> <ul style="list-style-type: none"> <li>• Topic: <a href="#">Open Sidewalk Project and AccessMap</a></li> </ul>
<p>Dr. Staci Hoff, WTSC Research Director, and Max Roberts, WTSC Research Associate</p> <ul style="list-style-type: none"> <li>• Topic: Key Traffic Safety Data</li> </ul>
<p>Anna Zivarts, Disability Mobility Initiative</p>



- Topic: ADA Transition Plan

Traffic Sergeant Jason Bishop, Kent Police Department

- Topic: Data Q&A on Hit and Run and Near Miss

Dr. Margo Hill, JD, Associate Professor, Eastern Washington University, Small Urban, Rural and Tribal Center for Mobility ([SURTCoM](#))

- Topic: “Drugged driving and traffic safety in rural and tribal communities”

Hester Serebrin, Policy Director at Transportation Choices Coalition

- Topic: Proposals on new jaywalking laws and active transportation

## II. ATSC 2022 Recommendations

### A. Lighting, Crossings and Sidewalks

#### From George's team

### B. Reimagine the Definition of Safety and Examples (barb to use/update?)

The Reimagining Safety Executive Summary (Appendix C) provides examples of actions that would move Washington toward mobility justice, mobility safety, and freedom of movement.

#### 1. Examples of actions that would enhance safety at the individual level:

- a. Expand use of a leading pedestrian interval on the WALK signal to give pedestrians a head start and make them more visible to drivers.
- b. 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.
- c. Create barrier-protected bicycle lanes and separated trails.
- d. Eliminate right turn on red lights after a stop in locations with high pedestrian volumes.
- e. Create bulbouts at intersections to shorten the crossing distance.
- f. Provide multi-lingual education for people driving, walking, and rolling, including education on trail interactions

#### 2. Examples of policies and practices at the community level

- a. Cities, counties, and state: Adopt an approach to setting speed limits that prioritizes minimizing serious injuries and deaths, with lower speeds where more people may be walking or rolling.
- b. 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
- c. Reduce or eliminate police contacts related to low-level traffic incidents and develop non-enforcement-based approaches to traffic safety, such as allowing mid-block crossing of pedestrians when no vehicles are within the block and there is no risk to the pedestrian or vehicle driver
- d. 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
- e. 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
- f. access; and foster a culture in which students getting to school and associated activities by bus, bike, or walking/rolling is normal and supported
- g. Cities/counties: Update and implement transportation plans to provide complete, comfortable networks for walking, bicycling, and using transit.
- h. Colleges: Provide free transit passes to students and provide ample secure bike parking
- i. 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
- j. Improve design standards and education for all transportation professionals with an emphasis on safety
  - k. Update traffic operation standards and practices at the state level beyond the elements of the Manual on Uniform Traffic Control Devices (MUTCD) that emphasize and privilege driver movements over vulnerable road users
  - l. 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
  - m. Plan, design, and develop continuous routes for trips made without driving from homes to transit stops to destinations.

### **3. Examples of changes that would enhance safety in the societal context:**

- a. Adopt transportation policies and funding to eliminate barriers created by redlining practices that severed neighborhoods with highways and wide, fast, busy arterials.
- b. Provide active transportation funding on a par with the cost of crashes, deaths, and property damage (\$15 billion/year in Washington state, according to the 2021 State of Transportation presentation)
- c. 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
- d. 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
- e. Provide frequent and reliable transit service with accessible sidewalks and stops

## **C. Fatality Review Summary**

Staci, Tony?

### **III. Document Submission Process**

This Annual Report was developed by ATSC Facilitator Patricia Hughes with significant input from ATSC members and oversight from Shelly Baldwin and Jessie Knudsen of WTSC. It was reviewed by the ATSC at their October and November meetings and submitted to Jon Snyder in the Governor's Office and Jenna Forty at the Office of Financial Management for high level review. Once approved by the Governor's Office, per legislation, the WTSC will provide the work products to the necessary legislative committees and caucuses.

The Annual Report can be found on the WTSC website. Members of the ATSC were encouraged to share the report with their individual agencies and departments.

Per RCW 43.59.155(6)(a) information and documents prepared by or for the council are inadmissible and may not be used in a civil or administrative proceeding. Confidential information is not disclosable. No person in attendance at meetings of the Cooper Jones Active Transportation Safety Council (ATSC) or any sub-grouping of the ATSC, nor persons who participated in the compiling of information or documents specifically for the ATSC, shall be permitted to testify in any civil action as to the content of such meetings, information, or documents specific to the activities of the council.

## Progress on 2021 ATSC Recommendations

In the Cooper Jones Active Transportation Safety Council 2021 Final Report, the council found that driver speed is directly linked to the likelihood of a crash and the severity of that crash. It is the primary variable in the energy transferred in a crash. For those walking and rolling, even a small increase in speed significantly increases the risk of serious injury and death. The council made the following recommendations:

- Reduce barriers for lowering speed limits by changing RCW to eliminate traffic study requirements for specific land use context.
- Expand RCW 46.61.415 so that counties will be allowed to post 20mph speed limits on roads in business districts and residential districts without the added expense of a traffic study.
- RCW 46.61.250 be rewritten so that people who walk have the same “due care” standard for avoiding crashes that drivers presently have.
- Expand automated school speed zone to school walking routes. Dedicate percentage revenue to Cooper Jones for safety grants.
- Adopt transportation policies and funding to eliminate barriers created by redlining practices that severed neighborhoods with highways and wide, fast, busy arterials.

During 2022, the Legislature took policy and budget actions that implemented recommendations or moved in the direction of the recommendations.

**SB 5687, active transportation safety improvements**, reflected recommendations from the Cooper Jones Active Transportation Safety Council. The bill amended RCW 46.61.405 regarding speed limits on state highways. The Secretary of Transportation and all local authorities, in their respective jurisdictions, may now establish a 20-mph speed limit on nonarterial highways without first conducting an engineering and traffic investigation, regardless of whether the highway is in a residence district or business district.

**SB 5687** also amended RCW 46.61.250 regarding pedestrian uses of public roadways. The bill states “a pedestrian shall exercise due care to avoid colliding with any vehicle upon the roadway.” This change is intended to place pedestrians on more equal footing with motorists and bicyclists regarding their use of public roadways by clarifying that they can cross or walk in lanes of travel absent sidewalks, shoulders, or crosswalks when they demonstrate due care. The section is also amended to reflect pedestrian use of roadways when closed to motor vehicle traffic.

**SB 5974, addressing transportation resources**, promotes projects that repair damage done to marginalized communities by reconnecting pedestrian, transit, and

other routes that have historically been disrupted by vehicle-centered highway and other road projects. This bill also amends RCW 46.63.170 regarding the use of automatic traffic safety cameras in Washington. The law significantly expands allowed uses of automatic traffic safety cameras, including use on roadways within school walk areas, as recommended by the ATSC.

SB 5974 also expanded the use of automated traffic safety cameras to public park speed zones and hospital speed zones. In addition, cities may operate at least one speed camera and one additional speed camera for each 10,000 residents in the city's population within a location identified as a priority location in a local road safety plan.

After costs are subtracted 50 percent of net revenue from speed camera fines in school walk areas or park or hospital zones, or at priority locations, will be forwarded from the local jurisdiction to the state for deposit into the Cooper Jones Active Transportation Safety Council account.

## Dedicated State Accounts for Walker and Roller Safety

**Vulnerable Road User Education Account** ([RCW 46.61.145](#))—In 2019, the legislature added an additional fine as a penalty for drivers who commit some traffic violations against a vulnerable roadway user. To increase enforcement of all traffic infractions and offenses committed against vulnerable roadway users, the legislature has designated the additional fine (currently \$48) that is collected be put into the "vulnerable roadway user education account." After appropriation, these funds can only be spent by the Traffic Safety Commission for the education of law enforcement officers, prosecutors, and judges about opportunities for the enforcement of traffic violations committed against vulnerable roadway users. Any remaining funds to be used to increase awareness by the public of the risks and penalties associated with these traffic violations. This bill addresses several recommendations made to the Legislature by the Cooper Jones Bicyclist Safety Advisory Council and Pedestrian Safety Advisory Council.

The Vulnerable Road Users Education Account received its first payment in November 2019. In the 35 months since then, the account has received an average of \$400/month. The current total amount is insufficient for an education program.

**Cooper Jones Active Transportation Safety Account** ([RCW 46.63.170](#)) In 2020, the legislature established additional uses for traffic safety cameras in order to support a pilot project in Seattle referred to as "Block the Box." These traffic safety cameras can be used to enforce stopping at intersection or crosswalk violations; public transportation only lane violations; and stopping or traveling in a restricted lane violations. One-half of the non-interest money received by Seattle under the pilot program in excess of the cost to install, operate, and maintain the automated traffic safety cameras is remitted to the State Treasurer and deposited in the Cooper Jones Active Transportation Safety Account which can only be spent by the WTSC after appropriation. Expenditures from the account may be used only to fund grant projects or programs for bicycle, pedestrian, and nonmotorist safety improvement administered by the Washington Traffic Safety Commission.

In 2022, the legislature appropriated \$400,000 from the Cooper Jones Active Transportation Safety Account to the WTSC. In consultation with the ATSC, the WTSC plans to use these funds to conduct the Americans with Disabilities Act (ADA) Transportation Self-Evaluation and Transition Plan, and Regional Active Transportation Plan. This plan is described in **(SECTION, PAGE)**

As described in the section of this report titled, Progress on 2021 ATSC Recommendations **(PAGE)**, legislation that allows new uses for traffic safety cameras may also generate funding into the Cooper Jones Active Transportation Safety Account. It is unknown yet how many cities will choose to use traffic safety cameras in these locations or how many such cameras a city might install.