

## Cooper Jones Active Transportation Safety Council (ATSC) Meeting

June 18, 2025

10:30 a.m. - 12:30 p.m. Hybrid Meeting

Access ATSC meeting recordings at <https://wtsc.wa.gov/safe-driving/active-transportation-safety-council/>.

**Quorum Present:** ☒ Yes ☐ No

*The recording was a bit delayed in getting started. Prior to starting the recording, a quorum count was taken (16 members in attendance at the time of the count), and Pat Hughes welcomed the group and posed the welcome question.*

### Summary Notes

Agenda Item:	<b>Welcome</b>	Lead: Pat Hughes, Facilitator
Introductions & Guest Check-in: What is one thing you're looking forward to this summer?		
Follow-Up: N/A		

Agenda Item:	<b>Public Comment</b>	Lead: Members of the Public
None		
Follow-Up: N/A		

Agenda Item:	<b>Approval of Meeting Minutes</b>	Lead: Shelly Baldwin, WTSC
Minutes to be approved: May 21, 2025.  The May minutes were distributed prior to the meeting for review. No corrections or additions were requested. The minutes will be posted on the <a href="#">Active Transportation Safety Council website</a> .		
Follow-Up: N/A		

Agenda Item:	<b>Learning Roundup</b>	Lead: All – breakout room small groups

*Refer to "Learning Roundup" document.*

### Discussion

#### **What are 2-3 common themes you see?**

Group 1:

- People getting hit and we do all this analysis. Feels like it's the same thing every time.
- **Victim blaming.**
- **Nighttime and lighting as a common factor.** Finland requires everyone to wear "funflectors." Understanding that this is **not** a systemic solution—still worth pursuing? Vermont "Be Bright at Night" campaign to distribute them.
- **Vehicular factors:**
  - Why don't we have inspections? Check headlights for brightness, adjustments.
  - Distractions inside the vehicle.
  - Need point-of-sale information for people to know more about what they're buying, safety for people outside the vehicle, how to take care of the headlights, visibility factors and line of sight. Rep. Ramel's bill from a couple of years ago; Dr. Dooley testified.
  - Height of vehicle!
- **Need for better data in crash reports.** Crash investigation teams (German model). Nor to assign blame—to figure out why it happened. Vehicle factors, street design, other.
- **Funding, funding, funding.**
- **Need lower driving speeds.**
  - Seattle as example of how effective it is just to lower speeds, communicate it widely, put up more and bigger signs.
  - How to get the culture shift.
  - "Slow is smooth and smooth is fast." (Marines or Navy SEALs as source can have some appeal)
- **Culture shift, messaging, framing.**
  - Emergency Streets as an example

Vehicle factors – including front end shape and size

Group 2:

#### **Common Themes:**

Higher speed roads have a greater percentage of fatal crashes.

- Above 20-25 mph

Lack of consistency in the built environment around lighting and speed limit settings/zone.

- Not enough funding

Lack of bicycle/scooter infrastructure and safety.

Arterials streets add more traffic than non- arterials streets.

### **Areas for recommendations:**

- Reducing Speeds
- Safety funding is needed for pedestrian and bicyclist infrastructure improvements.
  - Safety funding is less than is needed.

### **ATSC deep-dive:**

- Car Insurance Annual Report??
  - Driver age, car type, distraction
- Review of funding for pedestrian and bicyclist infrastructure safety improvements – is it sufficient?

Group 3:

Ultimate recommendation: we need to focus in a bit. There's so much work that needs to be done in the traffic safety world, and we need to call out what's happening in a strategic way and use our role productively.

Stroads – this is where fatalities are happening. Land use and permitting and where things are being designed is challenging (eg., lack of enhanced crossings). These are not "accidents," they are collisions. What is the media's role and perception? Statewide helmet law – at a state level, how crash data is collected, looked at, and updated – opportunity for us to look at it. Grant funding – how the state allocates it, how it's used, what's the current criteria for our grants, is any of it a barrier for complete streets, etc.

Group 3:

### **RECOMMENDATION: NEED TO FOCUS**

- Cooper Jones ATSC is spread a bit too thin
- We need to focus and call-out what isn't happening in a strategic way, put pressure on folks

### **STROADS**

- Fatalities most often happen along these locations

- Land use/permitting a challenge and not designing for pedestrians (or being required to)
- Lack of enhanced crossings
  - Need shorter crossing distances and more pedestrian lighting
- How do we make sure we don't keep building these types of roads
- Length of time it takes to fix a problem

## **PUBLIC PERCEPTION**

- Not just accidents, they are crashes/collisions/wrecks
- Not seen as a health emergency because it's just an "accident"
- Media's role in the perception
- Marijuana and driving (note: this is being looked at)

## **STATEWIDE HELMET LAW**

## **CRASH DATA**

- Effort underway to revise what data is being collected
- We could influence the data being collected

## **GRANT FUNDING**

- How is the funding being used?
- What is the current criteria, is any of the criteria a barrier to complete streets, and can we advocate to get it changed?

### **Group 4:**

Themes: Lots of collection of data and presentation of data.

Recs/deep dive: what steps can a rural county take to improve existing infrastructure with a limited budget? What is the best approach to take for recommendations – there are lots of sources out there – where should we get our standards when designing new projects? With the passage of YD bill and knowing we cover vulnerable road users, what other recs might ATSC want to make around VRU requirements?

This is a resource the Active Transportation Division created that brings together a number of national design guides to give our grant applicants (and any agencies) pointers to effective design: [https://wsdot.wa.gov/sites/default/files/2024-02/WSDOT-Active-Transportation-Programs-Design-Guide\\_0.pdf](https://wsdot.wa.gov/sites/default/files/2024-02/WSDOT-Active-Transportation-Programs-Design-Guide_0.pdf)

### **Group 5:**

Support roadway lighting

## Emergency Streets

- Support continued work on Roadway Lighting- same as noted by Barb's group
- Key Discussion Item that we spent all the time on and was agreed to- Explore the Emergency Streets potential
- Why don't media, elected officials, community express as much concern and outrage for these kinds of deaths/serious injuries similar to so many other topics. These are in fact serious public health and public safety urgencies if not emergencies
- Discuss language- for this work- "Traffic Violence" term can be off putting for many otherwise advocates and a strong term that increases concern in others
- the Temporary Infrastructure theme of a quick build/traffic calming is a good theme and also now part of the current SS4A grant applications for demonstration projects
- (you build it, evaluate and then have to take it down)
- from the ATSC fatal review experience- those pedestrians killed or seriously injured are often the most vulnerable-unhoused, disabled, asking for \$ near the roadside
- discussed the above and the need to do more on hit and run cases. Law enforcement do a great job investigating these crimes but why are so many occurring in the first place
- Related to Emergency streets work need to examine our state's joint and several liability statutes. Tends to make jurisdictions averse to any of this or immediate fixes lest they seem "responsible" and pay out big time.
- Perhaps involve short term involvement of good traffic safety law enforcement for the "kick off" of the Emergency streets in action to help bring additional attention to importance of this work and the preventable nature of these tragedies

FYI: The Emergency Streets presenters are in conversations with cities in several states, including Tacoma and Spokane in WA, about joining a cohort that would try the approach, support each other.

This summer I'm doing some research on the question of statutory authority for cities to do this. It may fall under the existing authority they use for things like work zones, big events that need short-term street changes, safe healthy active streets, etc.

It's not about placing blame but about figuring out where the system failed.

Other suggestion:

Jesse: Would like to focus on ADA – as a wheelchair user, he shares that he experiences many cracked sidewalks and dirt trails instead of paved paths, making many routes inaccessible. Another example is local parades and setting chairs out beforehand, which ultimately impede a pathway for wheelchair users.

Carrie: City of Tacoma has funding to update ADA plan but cannot collect on condition. This means that once an org knows a condition is not accessible, it becomes something that immediately needs to be fixed. Cities struggle to fund sidewalk improvements.

Karen: Broader language in perception.

Charlotte: ADA transition / liability issue – there is liability concern for those making safety improvements to have a list, because once the list exists they are liable.

Carrie: the documentation has almost been required to do a safety action plan.

SB: when thinking about how the group works and the work going on...audience is the Legislature, and they have the ability to give us funding. It would be interesting for the Legislature to get a recommendation from this group for safety planning and liability.

Breakout groups:

1: Barb, Annemarie, Bill

2: Jesse, Charlotte, Kerri

3: Carrie, Karen, Teresa, Harold

4: Cara, William H., Jon

5: Steve, Tony, David

#### Review the July – November meetings

- July – reports
- September – in-person
- November – finalize report

How do we reprioritize the existing budget so safety, active transportation, and bicycling is protected? How do we direct the funds we have to the appropriate places to stop the traffic fatalities and injuries? It might be worth to look at both reallocation of funds and affordable methods.

Review how ATSC makes recommendations document

- If we have a specific rec for the legislature, we would focus on the idea of having exceptions to the liability so jurisdictions can plan without being subjective to the liability piece.
- Shelly's comments re: shared streets
- Envisioned we'd have speakers talking about these topics.

How to join FCR team? Charlotte is interested and will get connected with Christina.

Follow-Up: N/A

Agenda Item:	<b>Announcements and Opportunities</b>	Lead: Pat Hughes
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#### Membership Changes

- Dr. Amy Person has resigned from the council. We are working to recruit a replacement both geographically and for Executive Committee purposes.

- Tony Gomez is resigning from the council effective after this June meeting. He shared he's appreciative of the efforts and accomplishments over the years and will continue to keep an eye on lighting while leading local efforts.
  - Thank you, Tony, for the calmness and expertise you've brought to the council over the years.

#### In-Person / Hybrid Meeting - September

- The September Cooper Jones ATSC meeting will take place in Spokane, WA. Some potential venues have been shared and will be considered.

#### ATSC Fatal Case Reviews

- Charlotte has expressed interest in joining the ATSC fatal case review team.
- There has been discussion about pulling together a fatal case review on parking lots and garages for next year.

#### Follow-Up:

- Teresa volunteered to find out information about Spokane Regional Transportation Council's conference room and the Spokane Fire Training Center.
  - Consider the Spokane Public Library if the two options mentioned above won't work.
- WTSC staff will work with Target Zero Manager team to find a replacement for Tony.
- Jessie will connect with Christina Fremont regarding Charlotte joining the FCR team.
- Jessie will look into carpooling information for those interested in attending the Washington Traffic Safety Summit in July.

Agenda Item:	<b>Closing</b>	Lead: Pat Hughes
Thanks for being here!		
Follow-Up: N/A		

**Present Council Members:** Shelly Baldwin, Washington Traffic Safety Commission Acting Director; Barb Chamberlain, WSDOT Active Transportation Division; Charlotte Claybrooke, WSDOT Active Transportation Division; Dr. Annemarie Dooley, Washington Physicians for Social Responsibility; Sgt. Teresa Fuller, Spokane Police Department; Jesse Gilpatrick, Center for Independence; Tony Gomez, Seattle & King County Public Health; Will Habel, Clallam County; Cara Jockumsen, WA Dept. of Licensing; David Jones; William Lemke, Retired Public Employees Council, Judge (Ret.); Karen Messmer, Olympia Safe Streets Campaign; Dr. Steve Mooney, UW Dept. of Epidemiology; Jon Pascal, Kirkland City Council; Harold Taniguchi, Commission on Asian Pacific American Affairs; Carrie Wilhelme, City of Tacoma; Kerri Wilson, Intercity Transit

**ATSC Program Manager:** Jessie Knudsen, Washington Traffic Safety Commission

**ATSC Program Support: Abby Williams**, Washington Traffic Safety Commission

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

**WTSC Staff: Mark McKechnie**, External Relations Director; **Erin Vroman**, Program Specialist



## Cooper Jones Active Transportation Safety Council (ATSC)

### Learning Roundup

Purpose: Review the learning so far this year.

Month	Topic	Notes
November 2024	Street Lighting and Safety Proviso Update Briana Weisgerber	
January 2025	Traffic Safety Insights from Telematics Data Dr. Staci Hoff	
February 2025	Fatal Case Review – City of Kent Christina Fremont  Washington Operation Lifesaver Lora Foster	
March 2025	Fatal Case Review – City of Spokane and Spokane Valley Christina Fremont  Vulnerable Road User Insights from Telematics Data Dr. Staci Hoff	
April 2025	Emergency Streets Dr. Krizek and Tila Duhaime	
May 2025	E-Scooter Injury Dr. De Grauw and Dr. Gaal	

### **Considerations for Discussion**

Common themes:

Areas for recommendations:

ATSC deep-dive: