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| **MEETING 7 SUMMARY Cooper Jones Bicyclist Safety Advisory Council****July 9, 2018, 11 am – 3 pm****Tacoma Municipal Building, Room 243, 747 Market St, Tacoma, WA 98402**

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| **Attending:** | Barb Chamberlain, Charlotte Claybrooke, Chris Comeau, Aimee D’Avignon, Josh Diekmann, Steve Durrant, Jessica Gould, Jennifer Harris, David Jones, Liz Kaster, Rep. Shelly Kloba, Nancy Lillquist, Nancy McClenny-Walters, Liz McNett Crowl, Katherine Miller, Annette Neese, Amy Person, Annie Szotkowski, Amy Shuman, Jon Snyder, Scott Waller, Heidi Keller, Facilitator. |

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## Announcements and Updates

* Wade Alonzo is the new Program Director for the Washington Traffic Safety Commission. He replaces Myke Gable, who retired in June. For more information about Wade visit <http://wtsc.wa.gov/News/wtsc-welcomes-new-program-director/>
* Barb Chamberlain announced that WSDOT selected Alta Planning to conduct the public process for the state active transportation plan.
* Scott reminded the Council that the schedule for the Annual Report is earlier this year to be in sync with the decision process of the Governor’s Office and the Legislature. Recommendations must be finalized in October. See page 4 for updated schedule.
1. **Presentations: How to change the culture regarding bicycling**

## Chris Comeau, City of Bellingham:

## What we did in my community and what is happening as a result

* Bellingham has worked on integrating land use and transportation to complete networks.
* Have grappled with the concept of Transportation Concurrency, trying to balance the amount of growth that you are planning for and the transportation system you provide.
* The problem with defaulting to the highway design manual definition of unused infrastructure; a letter grade like a report card that is biased toward what you are measuring – vehicles. The result is more sprawl and more traffic over time. You get what you measure.
* Bellingham created its own methodology. Planning for all of the modes so that people have choices for getting around besides the automobile.

## Annie Szotkowski, Spokane Regional Health District:

**Promoting active transportation**

* Described Spokane’s Find your way campaign – empowering people to use mode shift choices
* Conducted audience research and provided options that people said they would use
* “Walk Bike Bus” campaign offered alternatives during major construction. Succeeded in measurable change: people switched out car trips with walking, biking, bus trips

**Mark Fenton, Public Health Planning and Transportation Consultant:**

**The case for active community design**

* Four characteristics that support active transportation:
	+ Mixed land use (compact development
	+ Network
	+ Safety & access
	+ Site Design (rewarded with amenities when you walk, e.g. trees, awnings, bike racks)
* Traffic safety improvements can support active transportation – it works
* FHWA Guidebook for developing pedestrian bicycle performance measures. Example: measuring person through put vs. vehicle through put
* Other ideas: access to jobs and retail, physical activity measures. In areas where you know there are low rates of vehicle ownership you need more infrastructure for active transportation
	+ Require traffic impact analysis
	+ Make it multi-modal
	+ No waivers. We’re building a sidewalk network so eventually it will connect up. Can’t waive or ignore those requirements. They take away from our future potential.

## Fiscal recommendation deadline

Council authorizing legislation states that 2018 requests with fiscal implications are due August 1.

The Council discussed the need for an ongoing structure for bicycle and pedestrian safety work, and requested WTSC to make this part of their 2018 decision package.

Also discussed is the advantage of having a fiscal request come from external organizations like WA Bikes and Feet First.

Decision: it should come through both channels.

Suggestion: Fund an ongoing active transportation safety council, combine Pedestrian and Bicycle. The Legislature would be more inclined to support one council instead of two.

**Potential Recommendations**

* Fund an ongoing active transportation council.
* Move away from calculating vehicle trips to calculating person trips
* Clarify state law: impact fees can be used for non-motorized transportation infrastructure. Disseminate this through Municipal Research and Services Center (MRSC) and the Washington State Department of Commerce.
	+ This can be accomplished using RCW 35.75.060 and in conformance with the Growth Management Act. (Not breaking new ground.)
* Change state law to allow use of impact fees for transit facilities.
* WTSC should initiate the request to MRSC, and identify the need to o provide guidance, clarification, and best practices on
* Use of impact fees for active transportation
* Additional performance measures for through put (people vs. vehicles). Provide a menu of choices for multi-modal metrics besides LOS (level of service)
* Can refer to other resources
* Note: Barb Chamberlain notes that alternative metrics are coming soon in the WSDOT active transportation plan
* [Placeholder language] When the Department of Commerce makes presentations and conducts training on the GMA to local jurisdictions, include information on the move toward multi modal concurrency
* Explore how the state can support local jurisdictions in developing multi modal concurrency (e.g. TA, funding, etc.)

**2018 Meeting Schedule**

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| Sep 1011 – 3 | Oct 89 – 4 | Dec 1011 – 3   |
| SeaTac | **SeaTac** | **SeaTac** |
|  | Finalize 2018 Recommendations | Combined Nov – DecFinalize 2018 Report |

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| 2018 Topics |
| January | * Integrating equity and access
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| February | * Who does what?
* What is the technology landscape going forward? (autonomous vehicles)
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| March | * Case reviews
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| May | * Where is the money for bicycle safety and where are we spending it now?
* What are best practices?
* What are best practices?
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| June | * Joint meeting with Pedestrian Advisory Council
* Land use policies that support pedestrian and bicycle safety – presentations on Washington’s Growth Management Act, local and regional planning processes and opportunities, potential leverage points for improving pedestrian and bicyclist safety
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| July | * How do we make the case? Safe mobility = livability
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| August | * How do we increase ridership?
* What are the educational needs?
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| September | * Case Reviews
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| October | * Finalize recommendations
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| November/December Joint Meeting with PSAC | * Updating the Driver Education curriculum
* Other TBD
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**Potential Recommendations Running List**

*Autonomous Vehicles (February meeting)*

In order to be certified to operate an autonomous vehicle (AV) in Washington State, AVs must be capable of:

* Recognizing bicyclists, no matter what they are wearing or what they are doing
* Recognizing all vulnerable road users regardless of color of skin or mode of travel, e.g. wheelchairs
* Recognizing other road hazards, e.g. construction sites
* Interacting safely with human drivers during the transition
* Using required software that selects routes to avoid streets where bicycling and walking are prioritized.

The State of Washington should be able to designate specific routes where bicycling and walking are prioritized.

The Governor’s AV Workgroup should consider bicycle and pedestrian safety as core to their deliberations.

Recommend a national framework for bicycle and pedestrian interaction that puts the onus on AV manufacturers.

The State of Washington should:

* Create an ethical framework that recognizes the greater vulnerability of bicycles and pedestrians
* Develop the liability framework
* Advocate for bicyclists and pedestrians in experimental research (see policy developed by the Texas A&M Transportation Institute)
* Consider the health impact of AVs (e.g. Health Impact Assessments)
* Consider growth management issues and the potential contribution to sprawl.
* Require data transparency before allowing the research, piloting, and operation of AVs in Washington State (data available on failures as well as successes).

The Washington State Legislature should:

* Adopt legislation that describes and requires AVs to follow the rules of the road, including any rules identified by this Council as important for bicycle safety (e.g. following speed limits and stopping at signals for bicyclists and pedestrians)
* Adopt state law establishing safe passing distance that considers speed
* Protect and expand the investment in bicycle and pedestrian infrastructure.

*Case Reviews (March Meeting)*

* Failure to Yield needs more attention/infractions
* Need to emphasize Vision Zero principles
* Vehicles permitted to cross double yellow line to avoid bikes if no oncoming traffic
* Infrastructure investments called for – traffic calming, road design, slower speeds, accommodations for all users, protected bike lanes and other separated facilities
* Emphasize “Transit-oriented development” instead of “Development-oriented transit”
* Strengthen vulnerable user law
* Study of ticket costs to see if it’s possible to set fines based on potential for injury, e.g. failure to yield is a very common reason for fatal/serious injury crashes but we don’t know how many tickets are issued or what the fines are.
* Using turn signals before the turn
* More aggressive treatment by licensing and court systems of repeat offenders – especially regarding CDL
* Driver’s Education – emphasize mobility education by teaching driving biking and walking
* Require “Sideguards” on panel and box trucks operating in urban areas to keep people from being swept underneath the trucks
* Design for speed management – design slows movement
* Comprehensive evaluation of bicycling on state routes or crossing state routes
* More funding for infrastructure development and improvements for all ages and abilities
* Organize recommendations as short-, medium-, and long-term
* Design and implement alternatives to fines/infractions, diversion programs from traffic fines, especially in high poverty areas
* Extend implied consent law to cover distracted driving, e.g., you agree to turn over your phone for inspection or license suspension (would need to address concerns about other confidential information that may be on the phone like medical records, pictures, etc.)

*Funding, Design Guides, Systematic Safety (May Meeting)*

* Requests for improvement funds should be tied to larger plans that are coordinated between multiple agencies (e.g. Metropolitan Planning Organizations (MPOs), transit, WSDOT Regions, local jurisdictions). Funding criteria should reward a systematic, multi-agency approach.
* TIB mobility standard should be revised to address all modes—not just vehicles.
* State and local jurisdictions should not adopt a single design guide, but rather maintain design flexibility and utilize the guides that are most relevant, up to date, and adhere to accepted design practices.
* The Council should develop clear recommendations to the Legislature for increasing funding for active transportation. These recommendations should clearly describe the *need*, be accompanied by a broad dollar figure, and suggest sources or “pots” of money where funding can be increased or placed. (Suggestion by Rep. Kloba: Legislature is more likely to act if the need is quantified and the recommendation is accompanied by specifics; it is a helpful starting point.)
* Similar to the Complete Streets ordinance requirement, incentivize the development of Active Transportation plans. Applicants won’t be considered for higher funding level without one.
* Incentivize the 5 Principles of Systematic Safety, and add a requirement to address equity.

*Vulnerable User Law and Land Use (June Joint Meeting with Pedestrian Safety Advisory Committee)*

*Summary of Potential Recommendations – Vulnerable User Law*

Strengthen and update the vulnerable user law. As part of legislation development, consider the following:

* Assess current barriers to use and enforcement.
* Broaden stakeholders and make sure you include affected communities.
* Engage law enforcement and judiciary in crafting changes that 1) they can implement, and 2) will protect vulnerable road users.
* Explore presumptive liability and higher fines in certain situations, similar to traffic laws that call for citations in school and construction zones; higher fines based on severity.
* Hit and run = presumed guilty in vulnerable user.
* Driver hits pedestrian = default to vulnerable user charge. Insurance/assessment of scene.

Enhancements to consider:

* Fund a training component to educate law enforcement, the judiciary, drivers, and general public on the law and the benefit of enforcing it.
* Require safe distance of three feet when passing bicyclists.
* When no sidewalk available shift responsibility from vulnerable users to drivers to expand their distance, or adjust speed.
* Enact a CS-type (?) award program for local agencies to adopt safety plans that include officer training and use of vulnerable user law.

Guiding principles:

* Build in element of officer discretion in applying the law.
* Driver education to spark social cultural change.
* Assure equity in implementation/enforcement.
* Strengthen tools for local jurisdictions to increase safety.

*Summary of Potential Recommendations – Growth Management Act and Land Use Planning*

* Add health and safety to the list of required elements in Comprehensive Plans.
* Add health as transportation policy goal in statute.
* Develop minimum requirements for bicycle, pedestrian, and complete streets elements.
* Require coordination of transportation and land use elements of Comprehensive Plans to ensure the roadway is built or improved to support the land use.
* Include more focus and education on multi modal level of service within Comprehensive Plan updates.
* RTPOs & MPOs offer more incentives for jurisdictions to integrate safety, multi-modal options, and equity into Comprehensive Plans.
* Set aside funding from gas tax for small and under resourced jurisdictions to devote to developing Comprehensive Plans.
* Address autonomous vehicle impacts, car sharing.
* Adhere to density goals in GMA. Examples: Rethink acreage requirements for school siting by co-locating with parks and community centers; locate large projects – such as schools, housing, bus bases – within growth boundaries instead of opting for cheap land outside the population centers that result in more car dependence.

*Fiscal Recommendation and Changing the Culture (July Meeting)*

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