Pedestrian Safety Advisory Council Meeting 6 Summary

September 28, 2016, 10 am – 2:30 pm

**Attending:** Janet Shull, Ida Van Schalkwyk, Charlotte Claybrooke, Lt. John Matagi, Karen Wigen, Lt. Kurt Schwan, David Delgado, Christine Myers, Will Hitchcock, Aimee D’Avignon, Marc Anderson, John Nisbett, Shelly Baldwin

**Facilitator:** Heidi Keller

Thank you for your hard work and good, strategic thinking at our September 28 Pedestrian Advisory Council Meeting. As a result we identified several recommendations that the Council will potentially make to the Governor in our 2016 report (starting on page 2), and laid out a tentative work plan for 2017 – 2019 (starting on page 3).

Regarding the potential 2016 recommendations: these need work before they can be finalized. We ask that those of you who volunteered to work on these action items come to the October 26 meeting prepared to either 1) finalize the recommendation, or 2) delay the recommendation so that it can be refined and ready in 2017.

Also note: the action items have been re-numbered to reflect the order in which they will be addressed.

Thank you again for your participation.

Next meetings:

October 26, 2016, 10 am ­ 2:30pm, WTSC, Olympia

November 30, 2016, time TBD

Recommendations to Finalize for 2016 Report

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| **2016** | **Status** | **Provide update at October 26 Meeting. Decide whether to finalize or delay until 2017** |
| 1.1. Encourage counties, cities, tribes to utilize their authority under RCW 46.61.400 to reduce speeds on roads used by pedestrians | New  Funding needed. WTSC can include in January 2017 grant application | Lead: WSDOT with Christine Myers, Janet Shull  Grant application: Shelly Baldwin |
| 3.1. Assess & improve pedestrian road crossings (and link to safety plans in Focus Area 5: 5.1 & 5.3) | Underway | Lead: Charlotte Claybrooke |
| 3.2. Design roads to reduce speed | Underway  WSDOT report available; include Spokane data/experience | Lead: Charlotte Claybrooke with John Nisbett, Karen Wigen |
| 4.1. Highlight evidence for proven, effective strategies | Underway  Available in Target Zero Pedestrian chapter | Lead: Charlotte Claybrooke with Marc Anderson, Christine Myers |
| 4.2. Identify over-represented user groups | New  Review/compile existing data | Leads: Aimee D’Avignon & Will Hitchcock with Christine Myers, Ida Van Schalkwyk |
| 5.1. Identify actionable design applications | New | Leads: Shelly Baldwin & John Nisbett |
| 7.1. Develop an inclusion strategy so that the Council is hearing from groups about issues unique to tribes, people of color, non-English speaking people, children, elders, people with disabilities | New | Lead: Christine Myer with Aimee D’Avignon, Will Hitchcock |

Council Work Plan 2017 – 2019

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| **Launch in 2017** | **Launch in 2018** | **Launch in 2019** |
| 1.2. Expand photo speed enforcement within and beyond school zones | 1.4. Establish presumptive driver liability | 4.7. Propose changes to assure comprehensive, quality, shared, actionable data |
| 1.3. Provide legal protection for city and county pedestrian safety plans | 1.5. Explore alternative modes of transportation (e.g. golf carts) in pedestrian-heavy zones | 7.2. Explore strategies around pedestrian impairment and support services (housing, drug and alcohol services) |
| 2.1. Establish funding for public education to increase pedestrian and driver awareness of risk and defensive behaviors | 2.2. Add pedestrian safety to Target Zero objectives relating to Impairment, Speeding, and Distraction Involved driving/walking, *AND* coordinate with Target Zero efforts around *New Technology and Traffic Safety* to assure that pedestrian safety is included |  |
| 3.3. Provide incentives for including pedestrian safety improvements in infrastructure funding criteria | 6.2. Pedestrian enforcement |  |
| 3.5. Explore land use policies that support pedestrian safety | 8.1. Identify technology that supports pedestrian safety |  |
| 4.4. Assess pedestrian data systems | 8.2. Facilitate emerging vehicle technology |  |
| 4.5. Explore exposure data |  |  |
| 4.7. Propose strategies to address the factors that lead to some groups being over-represented |  |  |
| 4.7. Propose changes to assure comprehensive, quality, shared, actionable data |  |  |
| 6.1. Photo red/school zone speed enforcement |  |  |

Pedestrian Safety Timeline by Focus Area

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| --- | --- |
| ***Focus Area*** | ***Resources, Opportunities, Expertise to Leverage*** |
| **All Focus Areas** | “How to Develop a Pedestrian Safety Plan,” USDOT & NHTSA, FHWA SA 05-012 |
| 1. ***Explore laws, rules and ordinances that support pedestrian safety*** |  |
| * 1. Encourage counties, cities, tribes to take advantage of RCW 46.61.400 to reduce speeds on roads used by pedestrians (*2016)* |  |
| * 1. Expand photo speed enforcement within and beyond school zones (*2017)* | Traffic manual allows expansion. (John Nisbett, Charlotte Claybrooke, Kurt Schwan) |
| * 1. Provide legal protection for city and county pedestrian safety plans (*2017)* |  |
| * 1. Establish presumptive driver liability *(2018)* |  |
| * 1. Explore alternative modes of transportation (e.g. golf carts) in pedestrian-heavy zones *(2018)* | WSDOT can add a code in crash data (Ida Van Schalkwyk) |
| 1. ***Focus Area 2: Promote positive pedestrian culture*** |  |
| 2.1. Establish funding for public education to increase pedestrian and driver awareness of risk and defensive behaviors *(2017)* |  |
| 2.2. Add pedestrian safety to Target Zero objectives relating to Impairment, Speeding, and Distraction Involved driving/walking, *AND* coordinate with Target Zero efforts around *New Technology and Traffic Safety* to assure that pedestrian safety is included *(2018)* |  |
| 1. ***Focus Area 3: Prioritize infrastructure investments to ensure pedestrian safety*** |  |
| * 1. Assess and improve pedestrian road crossings *(2016)* |  |
| * 1. Design roads to reduce speed (*2016)* |  |
| * 1. Provide incentives for including pedestrian safety improvements in infrastructure funding criteria *(2017)* |  |
| * 1. Provide incentives for including pedestrian safety improvements in infrastructure funding criteria *(2017)* |  |
| * 1. Explore land use policies that support pedestrian safety *(2017)* | Washington State Planning Association proposed changes to the Growth Management Act (Charlotte, Paula Reeves)  WSDOT “Practical Solutions to Land Use” (Ida) |
| 1. ***Focus Area 4: Improve pedestrian data*** |  |
| * 1. Highlight evidence for proven, effective strategies (*2016)* |  |
| * 1. Identify over-represented user groups (*2016)* |  |
| * 1. Identify factors that lead to some groups being over-represented in pedestrian/vehicle collisions *(2017)* |  |
| * 1. Assess pedestrian data systems *(2017)* |  |
| * 1. Explore exposure data *(2017)* |  |
| * 1. Propose strategies to address the factors that lead to some groups being over-represented in pedestrian/vehicle collisions *(2017)* |  |
| * 1. Propose changes to assure comprehensive, quality, shared, actionable data *(2019)* |  |
| 1. ***Focus Area 5: Invest in the development & implementation of pedestrian safety plans*** | Clearinghouse: <http://www.pedbikeinfo.org>  “How to Develop a Pedestrian Safety Plan,” USDOT & NHTSA, FHWA SA 05-012  Association of Washington Cities grants re: Growth Management Plan Update |
| 5.1. Identify actionable design applications *(2016)* |  |
| 5.2. Explore pedestrian safety assessments *(TBD)* |  |
| * 1. Crosswalk evaluation statewide *(TBD)* |  |
| * 1. Invest in local pedestrian safety plans *(TBD)* |  |
| 1. ***Focus Area 6: Implement proven enforcement strategies*** |  |
| * 1. Photo red/school zone speed enforcement *(2017)* |  |
| * 1. Pedestrian enforcement *(2018)* |  |
| 1. ***Focus Area 7: Include diverse stakeholders*** |  |
| * 1. Develop an inclusion strategy so that we are hearing from groups about issues unique to tribes, people of color, non-English speaking people, children, elders, people with disabilities *(2016)* |  |
| * 1. Explore strategies around pedestrian impairment and supporting services (housing, drug and alcohol services) *(2019)* |  |
| 1. ***Focus Area 8: Encourage emerging technology that supports pedestrian safety*** |  |
| 8.1. Identify technology that supports pedestrian safety *(2018)* |  |
| 8.2. Facilitate emerging vehicle technology *(2018)* |  |
| ~~8.2. Coordinate with Target Zero efforts around~~ *~~New Technology and Traffic Safety~~* ~~to assure that pedestrian safety is included~~ ***Added to 2.1*** |  |