**Pedestrian Safety Advisory Council**

**Meeting 16 Summary**

**September 27, 2017, 10 am – 2:30 pm**

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| In Attendance: | Mike Dornfeld, WSDOT; Josh Diekmann, City of Tacoma; Ofc. Paul Taylor, Karen Wigen, Region 13 TZM; Will Hitchcock, DOH; Aimee D’Avignon, DOH; Ida van Schalkwyk, WSDOT; Dongho Chang, City of Seattle; Julia Reitan, Feet First; Charlotte Claybrooke, WSDOT; Scott Waller, Darrin Grondel, Staci Hoff, WTSAC; Heidi Keller, Facilitator. |

**Agenda Item 1: Aggregate Data Presentation: Pedestrians crossing the roadway**

Staci Hoff presented aggregate data on fatalities involving pedestrians crossing the roadway (see Powerpoint presentation).

In addition to criteria identified by Staci, the following case selection criteria were suggested:

* Higher speed roads 30-35 mph
* Vehicle homicide, charged at scene, not impaired
* No traffic control at intersection
* No traffic control at mid-block with development/pedestrian destinations present
* Posted speed 40 – 45
* December between 5 and 9 pm

**Agenda Item 2: Field Trip – Land use policies**

**2017 Work plan Focus Area 3. Prioritize infrastructure investments to ensure pedestrian safety**

**Action Item 3.4.** *Explore land use policies that support pedestrian safety*

Mike Dornfeld and Charlotte Claybrooke led a tour of three locations on Fourth Avenue/Martin Way (formerly SR 99) where land use policies interplay with road design and characteristics to either enhance or detract from pedestrian safety.

Following the tour, the Council discussed highlighting in the annual report to the Governor and Legislature the importance of access management planning in creating safer conditions for pedestrians. A finding in the report could read something like:

The Council finds there is a link between land use planning and pedestrian safety that is illustrated on numerous older roads that were built primarily vehicles but now feature pedestrian generators such as apartments, stores, clinics, and other services.

* Areas designated for urban growth create pedestrian generators that – if not accompanied by such amenities as sidewalks, crosswalks, signals, and access limits – pose serious safety risks to pedestrians and non-motorized transportation.
* There is no guarantee that safe routes are built into planning when pedestrian generators like apartments and clinics are built alongside highways.
* Cost is a limiting factor for cities and counties that face issues associated with aging and out of date roadways that were not originally designed for multi-modal use.

There are some decision points within the Washington State Growth Management Act (GMA) that can potentially be leveraged to promote pedestrian safety. The Council agreed to schedule a presentation in 2018 on the GMA to better understand it and how it can be leveraged.

The Council also recognized that inserting pedestrian safety into land use policies involves two pieces:

1. Political will: balance the needs with funding
2. Define and promote the need to build the case for funding

Meanwhile, the following potential recommendations were suggested.

**Land use policies that support pedestrian safety (September Meeting)**

* Identify thresholds where growth along highways should trigger traffic controls and access planning that promote safe movement for all – vehicles, pedestrians, and non-motorized vehicles (e.g. bicycles, wheelchairs).
  + Provide a toolbox to aid cities and counties in developing access management plans and designing routes for vehicles and people to move safely.
  + Provide examples, similar to Seattle’s “Streets Illustrated,” that make it easier to identify and design needed improvements.
* Educate the public on advantages of the road diet.
* Stress the importance of an access management plan for vehicles and people to move safely for travel, business, transit
  + Add a section in statute
  + Require plans to be in place by specific date
  + Provide a deadline for updating plans

Next meeting:

10/25/17, 10 am 2:30 pm, WTSC, Olympia

**Potential Recommendations Running List**

**Impaired pedestrians and drivers (February Meeting)**

* Make involvement in a fatal or serious injury crash probable cause for getting a warrant for blood draw.
* Initiate a D.O.L. warning letter to drivers involved in fatal crashes that have “checkered” driving records.
* Increase public/driver awareness of pedestrian generators such as homeless encampments.
* Conduct more research on the combined effects of alcohol and marijuana.

**Photo Enforcement (March meeting)**

* Change current budget proviso language that limits expansion to previously authorized pilot sites. The pilot has been successful. Authority should be extended to other sites.
* Propose legislation that revenue from these technologies shall be dedicated to the improvement of walking environment, e.g. better count down signals, curb cuts, pop up enforcement locations, better information for the driver.
* Propose legislation for a statewide program that requires revenue to be used for safety. Roll it out as a new safety tool. Split revenue between local jurisdiction and statewide grant program to provide startup funding for additional sites, prioritized based on collision data and financial need.
* Expand the legal use of photo evidence (e.g. crashes, criminal activity)

**Low speed fatalities (May meeting)**

* Amend RCW 46.61.250 (Pedestrians on Roadways) to be more protective of vulnerable and disabled pedestrians.
* Assure curb cuts are available in both directions so people with wheelchairs don’t have to enter the road in order to cross the street in the direction they are traveling.
* Fund pedestrian amenities – like traffic circles, curb cuts, bump outs – that shorten the distance
* Provide education, then enforcement, re: the new distracted driving law.
* Speedier warrant for blood draw.
* Take advantage of tech solutions that aid in the identification and protection of pedestrians, e.g. side cameras, auto breaking.
* Require more frequent driver education/continuing education reflecting new knowledge, e.g. driver side pillar blocking vision in left turns.
* Develop an illumination standard for pedestrian safety.
* Prohibit “clutter” in the right of way, such as landscaping, fences, signs, mailboxes, that impede pedestrian ability to move out of the way of vehicles.
* Enact driver presumptive liability in pedestrian crashes.
* Identify pedestrian actions that contribute to crashes. [*Placeholder language to reflect pedestrian liability]*
* Require crash reconstruction detailed report on every “scene fatal” crash, especially speed calculations.

**Dedicated funding for public education (June meeting)**

**Action Item 2.1.** Establish a dedicated funding source for public education to increase pedestrian & driver traffic safety values, beliefs, and behaviors.

* Implement Traffic Safety Culture Change.
* Promote “see and be seen,” for pedestrians and drivers statewide
* Opportunity to engage private sector in branded reflective items – clothing and other wearables, reflective tape, backpacks, etc.
* Remind drivers and pedestrians to make eye contact and be sure you are seen – just because you can see the driver doesn’t mean they can see you.
* When going out is likely to result in impairment, have a plan for getting home. Potential for outreach to:
  + Pedestrians
  + Bars/Servers
  + Public transportation providers
  + Rideshare apps
  + Bystanders

**Left turn fatalities (July meeting)**

* *[Placeholder language]* Signal operations:
* Give pedestrians a head start
* Provide pedestrian-only walk time (no vehicle movement)
* Automatically provide “Walk” signal without requiring pedestrian activation
* Provide protected left turns – green arrow only
* *[Placeholder language]* Update intersections to:
* Shorten the crossing distance using medians and curb extensions
* Highlight crosswalk availability – raised pavement, markings, placement (where drivers can see them)
* Increase the use of medians to force square turns
* Re-evaluate design speed for land use triggers (residential, business development)
* Pass permissive speed limit legislation allowing implementation of the concepts of systemic safety for all users
* Evaluate driver training curriculum relating to left turns

**Legal protection for pedestrian safety plans (August meeting)**

* Educate local jurisdictions on the legal framework for developing pedestrian walkway plans and prioritizing investments. Identify conferences, annual meetings, and forums with targeted presentations and workshops on the legal framework, increasing skills in managing risk and being successful. Key concepts: emphasize use of facts, deemphasize use of opinion.
* Create a work group to look at data in WSDOT Public Crash Portal Phase 2 and develop schema that makes the job easier for smaller jurisdictions.
* Develop and disseminate a risk reduction framework that allows jurisdictions to identify priority locations where they will invest as funding becomes available.

**Land use policies that support pedestrian safety (September Meeting)**

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