# **Pedestrian Safety Advisory Council**

## Meeting #17 Summary

## October 25, 2017 10:00 am – 4:30 pm

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| Attending: | Dongho Chang, Aimee D'Avignon, David Delgado, Josh Diekmann, Mike Dornfeld, Eric Edwards, Myke Gable, Will Hitchcock, Cait Lang, Pam Pannkuk, Julia Reitan, Ida Van Schalkwyk, Paul Taylor, Scott Waller, Karen Wigen, Heidi Keller  Remote participants (completed worksheets in advance): Anderson, Marc; Claybrooke, Charlotte; Annie Kirk |

1. **2017 Annual Report Outline**

* The Council reviewed the draft outline and recommended format:
  + Organize recommendations under the Focus Area headings adopted by the Council last year
  + Principles of Systematic Safety should be described, but they are too narrowly focused on infrastructure to serve as an organizing framework.

1. **Refining 2017 Recommendations**

* Council members participated in a card sorting exercise to identify recommendations for inclusion in the 2017 Annual Report to the Governor and the Legislature (see page 5 for description of exercise)
* 38 draft recommendations were considered based on their readiness to move forward. Those that are not selected for the 2017 report will move forward for more work and consideration next year.
* Next steps: Scott Waller will review for evidence based or promising practices and submit to Darrin Grondel.
* Darrin will respond to the Council about which/how many recommendations are viable for WTSC to pursue in the coming year.

**Next meeting:**

12/06/17, 10 AM – 2:30 PM, WTSC, Olympia

**Card Sort Results**

Cards Proposed by all three groups

# 2. Speedier warrant for blood draw.

# 7. Change current budget proviso language that limits expansion of photo enforcement to previously authorized pilot sites. The pilot has been successful. Authority should be extended to other sites.

*Suggestion: seems connected to 8,9,10*

Combine 8 & 9:

# 8. Propose legislation that revenue from photo enforcement technologies shall be dedicated to safety investments. ~~the improvement of walking environment, e.g. better count down signals, curb cuts, pop up enforcement locations, better information for the driver~~.

# 9. (Sub set under #8) Propose legislation for a statewide program that requires revenue from photo enforcement citations 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.

# 14. Provide education, then enforcement, re: the new distracted driving law.

*Suggested edit: Continue to provide…*

Cards proposed by two groups, approved by all

# 13. Fund pedestrian amenities – like traffic circles, curb cuts, bump outs – that shorten the [crossing] distance

*Suggested rewrite: Encourage state grant programs to fund pedestrian friendly infrastructure that shorten the crossing distance, such as roundabouts, accessible features, curb extensions, sand crosswalk median islands.*

# 35. Develop and disseminate a risk reduction framework that aids jurisdictions in identifying priority locations where they will invest as funding becomes available.

*Suggested addition: Work to better understand how the built environment and pedestrian/driver actions, beliefs, and attitudes contribute to risky actions and crashes. Use to I.D. locations and actions and countermeasures to address.*

# 26. 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.

Cards Proposed by one group, approved by all

# 17. ~~Develop~~ Disseminate an illumination ~~standard~~ best practice at marked crosswalks. ~~For pedestrian safety.~~

*Note: SDOT standards are ready for dissemination*

# 24. Create a work group to review ~~Pass permissive~~ speed limit legislation and requirements to allow jurisdictions to lower speed limits and put in amenities without requiring a state approved speed study. ~~allowing implementation of the concepts of systemic safety for all users~~

*Follow up with Dongho, Mike, Josh, Ida and Charlotte*

# 27. 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, and fund the development of Phase 3 to implement it.

# 29. Promote the importance of being visible during dusk and darkness for pedestrians and drivers statewide, using public education campaigns like the “see and be seen” initiatives underway in Spokane and Clark Counties.

# 39. *New:* Fund and evaluate a 5-year pedestrian death review pilot to identify and address modifiable contributing factors, using the child death review process. Fund two pilot sites, one in Eastern and one in Western Washington.

*Follow up with Aimee, David, and Ida for evidence base.*

Cards proposed by one group, determine not ready for 2017 report

# 12. 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.

*Revision suggested: Recommend aligning curb ramps for each crossing movement as good practice. Suggest it be listed under a category of “good practice for pedestrian infrastructure.”*

# 20. Require crash reconstruction detailed report on every “scene fatal” crash, especially speed calculations.

*Recommendation needs more work, more clarity. Concerns were expressed about speed calculations, which can be tricky and difficult for law enforcement officers to determine. It’s not always possible to say with any precision.*

# 21. *[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

*Recommendation needs more work.*

# 28. Implement traffic safety culture change.

*Participants decided that “traffic safety culture change” should be described in the annual report. When WTSC gets the MSU report next year, the Council will review for possible 2018 recommendations.*

# 32. 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

*It was suggested that this is already underway and should continue. This could be listed in the report under a “best practice” category.*

**Worksheet 2: Sorting 2017 Recommendations**

Working as a team, sort the cards into three rows:

**Row 1: Top 10 Recommendations.**

These should be recommendations that are SMART, have strong evidence or promising practices, will have an impact, and are ready to forward this year.

**Row 2: Middle 18 Recommendations.**

These can be recommendations that need to be more specific, are duplicative, lack strong evidence, or need more work.

**Row 3: Lower 10 Recommendations.**

These can be recommendations that are more conceptual in nature, need to be more specific, need more work and are not ready to put forward in 2017.

Feel free to combine cards that seem duplicative and suggest wording changes.

Your card sort will look like this:

**Top 10**

**Middle 18**

**Lower 10**

Each team will get a set of cards, with one recommendation per card.

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| 1. Make involvement in a fatal or serious injury crash probable cause for getting a warrant for blood draw. |
| 1. Speedier warrant for blood draw. |
| 1. Initiate a D.O.L. warning letter to drivers involved in fatal crashes that have “checkered” driving records. |
| 1. Enact driver presumptive liability in pedestrian crashes. |
| 1. Increase public/driver awareness of pedestrian generators such as homeless encampments. |
| 1. Conduct more research on the combined effects of alcohol and marijuana. |
| 1. Change current budget proviso language that limits expansion of photo enforcement to previously authorized pilot sites. The pilot has been successful. Authority should be extended to other sites. |
| 1. Propose legislation that revenue from photo enforcement 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. |
| 1. Propose legislation for a statewide program that requires revenue from photo enforcement citations 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. |
| 1. Expand the legal use of photo evidence (e.g. crashes, criminal activity) |
| 1. Amend RCW 46.61.250 (Pedestrians on Roadways) to be more protective of vulnerable and disabled pedestrians. |
| 1. 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. |
| 1. Fund pedestrian amenities – like traffic circles, curb cuts, bump outs – that shorten the distance |
| 1. Provide education, then enforcement, re: the new distracted driving law. |
| 1. Take advantage of tech solutions that aid in the identification and protection of pedestrians, e.g. side cameras, auto breaking. |
| 1. Require more frequent driver education/continuing education reflecting new knowledge, e.g. driver side pillar blocking vision in left turns. |
| 1. Develop an illumination standard for pedestrian safety. |
| 1. 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. |
| 1. Identify pedestrian actions that contribute to crashes. [*Placeholder language to reflect pedestrian liability]* |
| 1. Require crash reconstruction detailed report on every “scene fatal” crash, especially speed calculations. |
| 1. *[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 |
| 1. *[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 |
| 1. Re-evaluate design speed for land use triggers (residential, business development) |
| 1. Pass permissive speed limit legislation allowing implementation of the concepts of systemic safety for all users |
| 1. Evaluate driver training curriculum relating to left turns |
| 1. 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. |
| 1. 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. |
| 1. Implement Traffic Safety Culture Change. |
| 1. Promote “see and be seen,” for pedestrians and drivers statewide |
| 1. Opportunity to engage private sector in branded reflective items – clothing and other wearables, reflective tape, backpacks, etc. |
| 1. 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. |
| 1. 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 |
| 1. 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. |
| 1. Create a work group t look at data in WSDOT Public Crash Portal Phase 2 and develop schema that makes the job easier for smaller jurisdictions. |
| 1. Develop and disseminate a risk reduction framework that aids jurisdictions in identifying priority locations where they will invest as funding becomes available. |
| 1. 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. |
| 1. Educate the public on advantages of the road diet. |
| 1. 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 |