Pedestrian Safety Advisory Council

Meeting 7 Summary

October 26, 2016, 10 am – 2:30 pm

**Attending:** Lisa Quinn, Julia Reitan, Janet Shull, Ida Van Schalkwyk, Charlotte Claybrooke, Karen Wigen, Lt. Kurt Schwan, Officer Paul Taylor (plus his sergent), Captain Monica Alexander, David Delgado, Christine Myers, Will Hitchcock, Aimee D’Avignon, Dongho Chang, Marc Anderson, Mike Dornfeld, Josh Diekmann, Shelly Baldwin, Staci Hoff, Darrin Grondel

**Facilitator:** Heidi Keller

2016 Action Items

The Council finalized the recommendations that for the 2016 report. These are actions that are underway, with implementation continuing into 2017 and beyond (see page 2).

2017 Work plan and Timeline

The Council scheduled 2017 action items. Members with specific interest and expertise volunteered to work on recommendations to bring back to the Council to be vetted and finalized (see page 3).

Future Meetings

The Council will continue meeting monthly in 2017. This can be re-evaluated depending on progress.

**Next meeting: December 7, 10 am – 2:30 pm at WTSC in Olympia**

**Purpose: Review and finalize draft annual report to the Governor**

**Attachments**

Actions Launched in 2016 – Page 2

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**Actions Launched in 2016**

The Council identified the following four actions that are underway and will be more fully described in the 2016 annual report.

***Focus Area 1. Explore laws, rules, and ordinances that support pedestrian safety***

*Lead: Charlotte Claybrooke, WSDOT*

*1.1. Encourage counties, cities, and Tribes to take advantage of existing R.C.W.’s to establish maximum speed limits of 20 mph on non-arterial roads that are within a residential or business district.*

*RCW 46.61.440 applies to cities and towns; RCW 46.62.480 applies to Tribes.*

*1.6. Encourage lower design/posted/operating speeds on all roads where pedestrians are likely to be present.*

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

*Lead: Mike Dornfeld/John Nisbett, WSDOT – wording is in development*

*3.1. Identify key pedestrian crossing locations and install safety devices, such as rapid flash signals, to make crossing easier and safer.*

*3.2. Design roads to reduce speed.*

***Focus Area 4. Improve pedestrian data***

*Lead: Staci Hoff, WTSC*

*4.1. Increase the availability of useful and effective pedestrian data. (Draft wording)*

***Focus Area 5. Invest in the development and implementation of pedestrian safety plans****.*

*Lead: Mike Dornfeld, WSDOT*

*5.1. Identify actionable roadway design applications to calm traffic in pedestrian-heavy locations and prevent pedestrian/vehicle crashes. (Draft wording)*

**2017 Work Plan and Timeline**

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| **First Quarter** |
| **January**:Focus Area 4. Improve pedestrian dataLead: Staci with DOH (Will Hitchcock, Aimee D’Avignon), Marc Anderson, Christine Myers, Ida Van Schalkwyk, WSP representative, David Delgado | 4.2. Identify over-represented user groups4.4. Assess pedestrian data systems4.5. Explore exposure data |
| **February**: Focus Area 4. Improve pedestrian dataLead: Staci with DOH (Will Hitchcock, Aimee D’Avignon), Marc Anderson, Christine Myers, Ida, WSP representative, David Delgado | 4.6. Propose strategies to address the factors that lead to some groups being over-represented in pedestrian/vehicle collisions4.7. Propose changes to assure comprehensive, quality, shared, actionable data. |
| **March**: Focus: Expand the use and enforcement of photo speed/red light cameras as a means to prevent pedestrian crashes. Goal is to reframe the use of cameras away from being a revenue source for cities and to a dedicated source for safety measures.Lead: Dongho Chang with Lisa Quinn, Karen Wigen, Will, WSP representative | 1.2. Expand photo speed/red light enforcement within and beyond school zones 6.1. Photo red/school zone speed enforcement with funding dedicated to safety  |
| **First Quarter – Dates TBD** |
| Focus Area 1. Explore laws, rules, and ordinances that support pedestrian safetyLead: Ida Van Schalkwyk with Dongho Chang | 1.3. Provide legal protection for city and county pedestrian safety plans |
| Focus Area 7: Include diverse stakeholdersCo-Leads: Christine Myers and Larry Watkinson (WSDOT), and Lisa Quinn, Ida Van Schalkwyk, DOH (Will Hitchcock, Aimee D’Avignon) | 7.1. 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 |

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| **Second Quarter – Dates TBD** |
| Focus Area 2. Promote positive pedestrian cultureLead: WTSC (Shelly Baldwin) | 2.1. Establish funding for public education to increase pedestrian and driver awareness of risk and defensive behaviors |
| Follow up on First Quarter Initiatives |  |

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| **Third Quarter – Dates TBD** |
| Focus Area 3. Prioritize infrastructure investments to ensure pedestrian safetyLead: Charlotte Claybrooke with Dungho, Josh Diekmann | 3.3. Provide incentives for including pedestrian safety improvements in infrastructure funding criteria. |
| Focus Area 3. Prioritize infrastructure investments to ensure pedestrian safetyLead: Janet Shull with David Delgado, Charlotte Claybrooke | 3.5. Explore land use policies that support pedestrian safety |
| Follow up on First and Second Quarter Initiatives |  |

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| **Fourth Quarter** |
| Follow up on First, Second, Third Quarter Initiatives |  |
| Finalize recommendations for Year 2 report |  |

**Pedestrian Safety Council 2016 - 2019**

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| ***Focus Area*** |  |  |  |  |
| 1. *1. Explore laws, rules and ordinances that support pedestrian safety*
 | 2016 | 2017 | 2018 | 2019 |
| 1.1. Encourage cities, towns, and tribes to take advantage of existing RCW’s to establish maximum speed limits of 20 mph on non-arterial roads that are within a residential or business district. RCW 46.61.440 applies to cities and towns; RCW 46.62.480 applies to tribes. (2016) | ✔ |  |  |  |
| 1.2. Expand photo speed/red light enforcement within and beyond school zones; coordinate with 6.1 (2017) |  | ✔ |  |  |
| 1.3. Provide legal protection for city and county pedestrian safety plans (2017)  |  | ✔ |  |  |
| 1. 1.4. Establish presumptive driver liability (2018)
 |  |  | ✔ |  |
| 1. 1.5. Explore alternative modes of transportation (e.g. golf carts) in pedestrian-heavy zones (2018)
 |  |  | ✔ |  |
| 1. 1.6. (New) Encourage lower design/posted/operating speeds on all roads where pedestrians are likely to be present,
 | ✔ |  |  |  |
| 1. *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. *3. Prioritize infrastructure investments to ensure pedestrian safety*
 | 2016 | 2017 | 2018 | 2019 |
| 3.1. Assess and improve pedestrian road crossings and link to local safety plans (2016) | ✔ |  |  |  |
| 3.2. Design roads to reduce operating speed based on context and especially in areas where high levels of pedestrian activity would be expected. (2016) | ✔ |  |  |  |
| 3.3. Provide incentives for including pedestrian safety improvements in infrastructure funding criteria (2017) |  | ✔ |  |  |
| 3.4. Provide incentives for including pedestrian safety improvements in infrastructure funding criteria (2017) |  | ✔ |  |  |
| 3.5. Explore land use policies that support pedestrian safety (2017) |  | ✔ |  |  |
| 1. *4. Improve pedestrian data*
 | 2016 | 2017 | 2018 | 2019 |
| 1. 4.1. Highlight evidence for proven, effective strategies to improve pedestrian data (2016)
 | ✔ |  |  |  |
| 1. 4.2. Identify over-represented user groups (2016)
 |  | ✔ |  |  |

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| 1. 4.3. Identify factors that lead to some groups being over-represented in pedestrian/vehicle collisions (2017)
 |  | ✔ |  |  |
| 1. 4.4. Assess pedestrian data systems (2017)
 |  | ✔ |  |  |
| 1. 4.5. Explore exposure data (2017)
 |  | ✔ |  |  |
| 1. 4.6. Propose strategies to address the factors that lead to some groups being over-represented in pedestrian/vehicle collisions (2017)
 |  | ✔ |  |  |
| 1. 4.7. Propose changes to assure comprehensive, quality, shared, actionable data (2019)
 |  |  |  | ✔ |
| *5. Invest in the development & implementation of pedestrian safety plans* | 2016 | 2017 | 2018 | 2019 |
| 5.1. Identify actionable design applications (2016) | ✔ |  |  |  |
| 5.2. Explore pedestrian safety assessments (TBD)  |  |  |  |  |
| * 1. 5.3. Crosswalk evaluation statewide (TBD)
 |  |  |  |  |
| * 1. 5.4. Invest in local pedestrian safety plans (TBD)
 |  |  |  |  |
| 1. *6. Implement proven enforcement strategies*
 | 2016 | 2017 | 2018 | 2019 |
| 6.1. Promote use of photo red/school zone speed enforcement and dedicate fees to pedestrian safety measures (2017) |  | ✔ |  |  |
| 6.2. Pedestrian enforcement (2018) |  |  | ✔ |  |
| 1. *7. Include diverse stakeholders*
 | 2016 | 2017 | 2018 | 2019 |
| 7.1. 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) |  | ✔ |  |  |
| 7.2. Explore strategies around pedestrian impairment and supporting services (housing, drug and alcohol services) (2019) |  |  |  | ✔ |
| *8. Encourage emerging technology that supports pedestrian safety* | 2016 | 2017 | 2018 | 2019 |
| 8.1. Identify technology that supports pedestrian safety (2018) |  |  | ✔ |  |
| 8.2. Facilitate emerging vehicle technology (2018) |  |  | ✔ |  |