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## Cooper Jones Active Transportation Safety Council

May 15, 2024

10 a.m. - 12:30 p.m.

Virtual/Hybrid Meeting

**Purpose:** The purpose of this meeting of the ATSC is to learn about the impact of vehicle design on pedestrian injuries.

### Outcomes:

- Affirm March ATSC minutes
- Study Teams have time to help each other and move ahead on their work
- Learn about the impact of vehicle design and speed on pedestrian injury severity

### Summary Notes

#### 1) Opening

- Affirm quorum (minimum of 11) with 11 members present.
  - Chris Comeau shared this will be his last ATSC meeting due to work conflicts.
- Accept March 2024 minutes.
- Congratulations to Barb Chamberlain, WTS Puget Sound 2024 Woman of the Year
- WTSC is currently hiring a Program Specialist and will be recruiting for a Community Outreach Coordinator in June
- WTSC has a completed draft of the Target Zero plan which will be sent out to ATSC July 15 through August 15 for feedback.
- The Automated Speed enforcement bill goes into effect June 6, 2024
  - If you have any questions regarding this, you can contact Mark McKechnie
- Bike, Walk, Roll Summit is accepting proposals for presentations for the event in September.

#### 2) Study Team Updates

Update from each team. What are you doing, pondering, learning?

- **Human Factors Study Team**
  - Trying to gather a narrower focus for the group. We are working on engaging youth prior to when they start driving. Their attitudes and beliefs around active transportation, and how to engage safely.
    - Targeting younger audiences
    - Exploring a safe way to interview young people about their driving perspectives to enhance the awareness/need of safe driving behavior.

- Can we align school-based bike safety education program (after school element) with free transit passes for safe and independent transportation options or the Teens in the Driver Seat program?
- DOL is working at targeting younger audiences in alignment with ATSC.
- Brainstorming how to connect with partners who tend not to engage with safe road behaviors. Can we engage partners who utilize this targeted population such as private sector to work together to target these individuals and promote safety?
  - Desire to have large automobile maker to help promote safe driving and positive messaging.
  - Messaging "Driving with care for others."
- Would welcome assistance from ATSC regarding work related to human factors element, we would love to support those efforts.
  - Impairment is such a huge factor in fatalities. How does this overlap with active transportation?
- Human factors researcher: Dr. Patricia Tice's work focuses on understanding driver behavior based on the naturalization study. We are hoping to bring her to WA state and present at the Bike, Walk, Roll Summit and other presentations in the future.
  - Charlotte provided a link to a current online presentation Dr. Patricia Tice: <https://youtu.be/8TWvzoFfXog>
- Tony shared that at Lifesavers, a presentation regarding DOL highlighted speeding and crash fatalities is a national issue
  - Through crash data, 15% of drivers are unlicensed due to rising costs and fatalities.
  - Seeing increases in fatal crashes due to high speeds, impairment and uninsured drivers.
    - Encourage legislature to focus on these issues through the Child Death Review (CDR) committee.
  - Is there opportunity to align with the Teens in the Driver Seat program?
- **Transit and Crossings Study Team**
  - 3 speakers at previous meeting from WSDOT, Thurston County, and Whatcom Transportation of Authority
  - Working on a white paper, drafted by June, starting with literature review focusing on crashes near transit stops/crossing movement for pedestrians.
    - International data
  - Reviewing crossing types
  - Related funding for crossing types, especially the first/last mile
  - Barriers:
    - Chris, the liaison for the group, has had to step away.

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- Tony shared that during Lifesavers, Lakewood Colorado presented on using cameras to map patterns of pedestrians to track behavior. They then used the data to identify areas of high risk and create signage and warning signs for drivers to look for pedestrians crossing.
- Resources provided:
  - *Meet the Montreal Mayor Who Declared War on SUVs*: <https://www.bloomberg.com/news/features/2024-05-15/in-montreal-suv-drivers-must-pay-hefty-new-fees-to-park> and <https://www.bloomberg.com/news/articles/2022-05-26/a-new-way-to-curb-the-rise-of-oversized-pickups-and-suvs>
  - The Vulnerable Road User Safety Assessment provides data on the importance of crossings and transit proximity. Analysis of state ROW: 69.6% of serious/fatal crashes on state highways were within 1,000 feet of a transit stop; 86.7% within 1 mile of a transit stop. <https://targetzero.com/wp-content/uploads/2023/11/VRU-Safety-Assessment-2023.pdf>
  - Disparities in road crash mortality among pedestrians using wheelchairs in the USA: results of a capture–recapture analysis. British Medical Journal Open, Vol. 5, Issue 11. <https://bmjopen.bmj.com/content/5/11/e008396> doi: 10.1136/bmjopen-2015-008396
  - KABCO injury classification scale definitions: [https://safety.fhwa.dot.gov/hcip/spm/conversion\\_tbl/pdfs/kabco\\_definitions.pdf](https://safety.fhwa.dot.gov/hcip/spm/conversion_tbl/pdfs/kabco_definitions.pdf)
  - Vehicle Design and Pedestrian Injury Severity: [https://rpubs.com/ODOT\\_Research/Pedestrian\\_Injury\\_Severity\\_Analysis](https://rpubs.com/ODOT_Research/Pedestrian_Injury_Severity_Analysis)
  - In the early 1960s, Europe raised the ire of American officials by slapping a 50 percent tariff on chicken exported from the United States. In retaliation, the US enacted a 25 percent tax on pickup trucks imported from abroad. The dispute is long forgotten, but the “Chicken Tax” lives on. <https://www.vox.com/future-perfect/24139147/suvs-trucks-popularity-federal-policy-pollution>

### 3) Speaker:

Josh Roll, Data Scientist Research Coordinator, Active and Sustainable Transportation, Oregon Department of Transportation Research Section

Topic: *Measuring the Impact of Vehicle Design and Speed on Pedestrian Injury Severity in the Pacific Northwest*. **Presentation attached** – file name "ATSC\_2024\_Ped\_Injury\_Veh\_Speed."

### Feedback from the group:

- What suggestion do you have to make for a better conversation to help prevent these types of accidents? Addressing the importance/significance of vehicles to people (equity/sentimental value)

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- Find a way to connect on a personal level, in person, to build trust
- Could use pricing as a signal to people (registration, cost)
  - Putting more weight on pavement, risk to pedestrians, etc.
  - Graduated speeding tickets/moving violations
- What led you down this career path?
  - Background is in system analysis- specifically greenhouse gases. Moved to safety planning, which eventually led Josh to vehicle safety (Safe System Approach).
- EMS response times is an easy data point to access via WA State due to established relationships and accountability on the EMS workers
  - Oregon currently has a barrier to this data point
    - Josh is working on linking EMS data to crash data
  - Recently, in Tacoma, Carrie shared her thoughts on how multiple broken systems are involved, and how do we connect the conversation of how vehicle type plays into classism and equity issues.
  - Feels impossible to access a smaller truck vs. larger truck
    - Highlights how businesses are perpetuating the traffic safety issue
    - EVs are much heavier vehicles and states don't have the infrastructure to support these vehicles and the safety risks involved
      - Mention of increased cost of insuring these types of vehicles
  - Josh discussed the weight issue of vehicles, but said it more reflects the vehicle height. This area needs more attention moving forward.
- Pickup trucks historically do not have strong maneuver skills. Was this part of your analysis?
  - Josh mentioned that this is a great point, but we do not have data surrounding this so we cannot analyze it currently.
- In the presentation, Josh mentioned newer vehicles have lower risk due to automatic braking, etc. but the group asked for clarity regarding the fact that SUVs and trucks are much higher risk to safety.
  - Materials used for older vehicles vs. new.
  - Technology features that focus on safety.
  - Josh mentioned we are only looking at results fatal collisions, not the frequency at which these crashes happen due to lack of data

#### **4) Study Team Breakout**

- Work on your Study Team
- Discuss items from speaker that may be of interest

#### **5) Closing**

- Brief report out from Study Teams
- Announcements

**Attending Committee Members:** Shelly Baldwin, Washington Traffic Safety Commission; Barb Chamberlain, Active Transportation Division-WSDOT; Charlotte Claybrooke, Active

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Transportation-WSDOT; Chris Comeau, TranspoGroup, Inc.; Jennifer Dieguez, WA Dept. of Health; Sgt. Teresa Fuller, Spokane Police Department (LEL); Cara Jockumsen, WA DOL; Tony Gomez Dept. of Health; Dr. Amy Person, Benton-Franklin Health District; Harold Taniguchi, Commission on Asian Pacific American Affairs; Carrie Wilhelme, Tacoma Public Works; Weston Perkins-Clark AMR Southwest WA; Portia Shields, Yakama Nation; Alex Alston, Washington Bikes.

**ATSC Program Manager:** Jessie Knudsen, WTSC

**ATSC Program Support:** Megan Moore, WTSC

**ATSC Facilitator:** Patricia Hughes, Trillium Leadership Consulting

**WTSC Staff:** Shelly Baldwin, Mark McKechnie, Megan Moore, Christina Fremont,

**Guests:**

- Josh Roll, Oregon DOT