

# Cooper Jones Active Transportation Safety Council Meeting

April 20, 2022

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

## Summary Notes

### 1. Presentation: AccessMap

- Dr. Anat Caspi, Director, [Taskar Center for Accessible Technology](#) Paul G. Allen School of Computer Science & Engineering, University of Washington
- With support from Dr. Mark Hallenbeck, director of the [Washington State Transportation Center](#) in the College of Civil & Environmental Engineering, University of Washington

The presentation focused on the [AccessMap](#), an app-based pedestrian trip-planning tool that enables users to generate customized walking directions on the go, based on their own mobility needs and preferences. The value of such a tool is that it can be used by those who are blind or low vision, for those using a cane or manual or power wheelchair and allows users to customize settings to see which streets are most accessible for their particular needs.

Dr. Caspi emphasized the need for more data to build out the resource, and Dr. Hallenbeck emphasized the need for additional funding which would enable that data to be gathered.

### 2. Action Team Meetings

The three “spring semester” Action Teams of ATSC met to advance their work. These teams include:

1. Reimagining Safety
2. Sidewalks, Lighting and Crosswalks
3. Hit & Run and Near Miss

Key take-aways from these breakouts include:

- Dismantling racism in our transportation infrastructure will need accommodating all road users (pedestrians, bicyclists, freight, emergency vehicles along with SOV) during design planning for all road projects
- Reimagining Safety paper can establish the "safety standard" ideal as the desired default. Identify what a Complete Street For Everyone means.
- Takeaway from reimagining safety: we could set aside the larger body of the document, keep the executive summary, and build from there, using the summary as way to evaluate proposals from the group at large.
- Our team will consider the importance of roundabout design to accommodate people who walk and bike.
- Considering the maturation process which is needed to yield the development of a framework for more inclusive, democratic, and sustainable collaborative data collection towards adequate equity-based infrastructure priorities.
- Why people choose to flee the scene of a hit and run. Potential consequences of a hit and run with an injury or fatality is much higher than if the driver remained at the scene.

- It'll be interesting to learn why the legislature back in the time thought sewer, water districts, and irrigation districts to be the best overseer of providing lighting for large areas of our state.
- Regarding Hit and Runs, could recommend providing Driver's Licensing Training on the legal consequences and personal consequences of not following traffic rules, being impaired, or driving distracted. Need to build more safety culture from early on. Officer visibility as a deterrent – doesn't always have to be about enforcement. Design of vehicles matters. How to change fashion norms to make clothing with reflection or colors more common and acceptable.

### 3. Updates on Funding

#### A) Presented by Mark McKechnie, WTSC

|  |   |          |  |          |  |          |  |           |   |  |  |           |                     |          |   |
|--|---|----------|--|----------|--|----------|--|-----------|---|--|--|-----------|---------------------|----------|---|
| <p><b>SB 5689 SEC 201:<br/>SUPPLEMENTAL WTSC BUDGET</b></p> <table border="1"> <tr> <td>Highway Safety Account – State Appropriation</td> <td>\$5.125M</td> </tr> <tr> <td>Highway Safety Account – Federal Appropriation</td> <td>\$27.32M</td> </tr> <tr> <td>Highway Safety Account – Private/Local Appropriation</td> <td>\$60,000</td> </tr> <tr> <td>Cooper Jones Active Transportation Safety Account: State Appropriation</td> <td>\$400,000</td> </tr> <tr> <td>Grant projects for bicycle, pedestrian, and non-motorist safety improvement</td> <td></td> </tr> <tr> <td>School Zone Safety Account – State Appropriation</td> <td>\$850,000</td> </tr> <tr> <td>Total Appropriation</td> <td>\$33.76M</td> </tr> </table> | Highway Safety Account – State Appropriation  | \$5.125M | Highway Safety Account – Federal Appropriation | \$27.32M | Highway Safety Account – Private/Local Appropriation | \$60,000 | Cooper Jones Active Transportation Safety Account: State Appropriation | \$400,000 | Grant projects for bicycle, pedestrian, and non-motorist safety improvement |  | School Zone Safety Account – State Appropriation | \$850,000 | Total Appropriation | \$33.76M | <p>SB 5974, SEC. 423 REGARDING USE OF AUTOMATIC SAFETY CAMERAS (1/3)</p> <p>Amends RCW 46.63.170 regarding the use of automatic traffic safety cameras – <b>particularly in pedestrian areas</b> – significantly increasing permissible uses for speed enforcement in:</p> <ul style="list-style-type: none"> <li>• School walk areas [RCW 28A.160.160(5)]</li> <li>• Park zones</li> <li>• Hospital zones</li> </ul> |
| Highway Safety Account – State Appropriation   | \$5.125M  |          |  |          |  |          |  |           |   |  |  |           |                     |          |   |
| Highway Safety Account – Federal Appropriation   | \$27.32M  |          |  |          |  |          |  |           |   |  |  |           |                     |          |   |
| Highway Safety Account – Private/Local Appropriation   | \$60,000  |          |  |          |  |          |  |           |   |  |  |           |                     |          |   |
| Cooper Jones Active Transportation Safety Account: State Appropriation   | \$400,000   |          |  |          |  |          |  |           |   |  |  |           |                     |          |   |
| Grant projects for bicycle, pedestrian, and non-motorist safety improvement  |   |          |  |          |  |          |  |           |   |  |  |           |                     |          |   |
| School Zone Safety Account – State Appropriation   | \$850,000   |          |  |          |  |          |  |           |   |  |  |           |                     |          |   |
| Total Appropriation  | \$33.76M  |          |  |          |  |          |  |           |   |  |  |           |                     |          |   |
| <p><b>HB 5974, SEC. 424 RELATED TO COOPER JONES ACTIVE TRANSPORTATION SAFETY ACCOUNT</b></p> <p>Subsection (l) designates fifty percent (50%) of net revenues, after costs, deposited into state Cooper Jones Active Transportation Safety Acct.</p> <p>Costs deducted before net revenues include those for:</p> <ul style="list-style-type: none"> <li>• Administration</li> <li>• Installation</li> <li>• Operation</li> <li>• Maintenance</li> <li>• Processing infractions</li> </ul>   | <p><b>Note:</b> The earliest funding could be available from these new laws is after the legislative session in 2023, as the Legislature needs to appropriate funds</p> |          |  |          |  |          |  |           |   |  |  |           |                     |          |   |

## **B) Presented by Jessie Knudsen, WTSC**

With the new funding sources noted below, the ATSC will have the opportunity to recommend how the funding should be allocated. The Legislature is looking for something “unique and different” than programs already funded. ATSC might consider forming a future committee to review grant needs and proposals.

- 1) School walk zones
- 2) Park zones
- 3) Hospital zones
- 4) At large areas identified through local planning and history of speeding/crashes/racing with equity analysis

[View the PowerPoint here](#)

## **C) Presented by Barb Chamberlain, WSDOT Active Transportation Division**

The 2022 legislative session created and funded several new active transportation programs to be administered by WSDOT as part of the Move Ahead Washington package. More details to come as these programs are developed. They’ll result in large increases in grants for Safe Routes to School and the Pedestrian/Bicyclist Program, expanded school-based bike education, and Complete Streets design on WSDOT projects.

[View the PowerPoint here](#)

**Attending Members:** Walt Bowen, Senior Citizen’s Lobby; Max Cantu, Snohomish County Medical Examiner’s Office; Barb Chamberlain, Active Transportation Division-WSDOT; Charlotte Claybrooke, Active Transportation-WSDOT; Chris Comeau, Bellingham City Planner; Josh Diekmann, Tacoma Transportation Engineer; Eric Edwards, Richland Police; Tony Gomez, King County; Abby Griffith, Disability Rights-WA; Ruben Hernandez, Target Zero SW WA; Will Hitchcock, DOH; David Jones; Jessie Knudsen, WTSC Program Manager; Katherine Miller, Spokane Capital Programs; Venu Nemani, SDOT; Pam Pannkuk, Washington Traffic Safety Commission; Jon Pascal, Kirkland City Council; Dr. Amy Person, Benton-Franklin Health District; George Watland, Feet First; Kerri Wilson, Intercity Transit; Kirsten York, Community Action Councils of Lewis, Mason, and Thurston Counties; Anna Zivarts, Disability Mobility Initiative.

**WTSC Staff:** Mark McKechnie, Ryan Peters, Max Roberts

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

### **Registered Guests:**

- Ryan Packer, freelance writer, Urbanist
- Karen Messmer, a local bicyclist, and advocate in Thurston County