

Cooper Jones Active Transportation Safety Council

March 15, 2023

10 AM - 12:30 PM

Virtual Meeting

[Click here to join the meeting](#)

Purpose: The purpose of this meeting of the ATSC is to receive updates, engage in a Fatality Review discussion, and learn about law enforcement investigations

Outcomes:

1. Knowledge of 2023 legislative priorities
2. Review Block the Box proposed process
3. Learn about two Fatality Reviews
4. Learn about the nature of law enforcement investigations

AGENDA:

10:00	Welcome - Shelly Baldwin, WTSC Director <ul style="list-style-type: none"> • Round of Introductions + one goal you have this year • Affirm quorum • Approve January 2023 minutes
10:10 - 10:20	Opening <ul style="list-style-type: none"> • Today's Agenda • Relationship building break-out group - 1 min "day in the life" of ATSC members, how ATSC integrates w/ their life, work. Have a separate break out for guests.
10:20 - 10:40	Updates <ol style="list-style-type: none"> 1. Relevant legislation - Alex, Mark (10 min) 2. Study Teams check in - Barb, George, Alex, Amy (5 min total) 3. Non-ATSC Study team member on-boarding - Jessie (5 min) 4. Reimagining Safety - Barb (5 min)
10:40 - 10:55	Block the Box Process - Barb <ul style="list-style-type: none"> • Discussion and affirm direction
10:55 - 11:05	Break
11:05 - 11:50	Fatality Case Review - Tony, Stacey - 60 min <ul style="list-style-type: none"> • November 2022 (Holidays) • February 2023 (Unhoused population)
11:50 - 12:20	Sgt. Obermiller, Puyallup Police Department on "The Nature of Law Enforcement Investigations"
12:20 - 12:30	Closing stuff <ul style="list-style-type: none"> • Announcements

WTSC-ATSC Program Manager: Jessie Knudsen, Washington Traffic Safety Commission

Facilitator: Patricia Hughes, Trillium Leadership Consulting, Seattle WA

Invited Committee Members: Alex Alston, WA Bikes; Shelly Baldwin, Washington Traffic Safety Commission; Max Cantu, Snohomish County Medical Examiner's Office; Barb Chamberlain, Active Transportation Division-WSDOT; Weston Perkins-Clark, EMT/Safe Kids Coordinator Clark and Cowlitz Counties; Charlotte Claybrooke, Active Transportation-WSDOT; Chris Comeau, TranspoGroup, Inc.; Jennifer Dieguez, WA Dept of Health; Josh Diekmann, Tacoma Transportation Engineer; Eric Edwards, Richland Police; Tony Gomez, King County; Reuben Hernandez, Target Zero SW WA; David Jones; Venu Nemani, SDOT; Sgt. Matthew Newton, Kennewick Police; Jon Pascal, Kirkland City Council; Dr. Amy Person, WA Dept of Health; Portia Shields, Yakama Nation; Harold Taniguchi, Commission on Asian Pacific American Affairs; George Watland, Feet First; Kerri Wilson, Intercity Transit; Anna Zivarts, Disability Mobility Initiative

ATSC Charter

ATSC Description	<p>The purpose of the council is to review and analyze data to identify patterns and programs related to fatalities and serious injuries involving bicyclists, walkers, or people using other forms of active transportation to identify points at which the transportation system can be improved including, whenever possible, privately owned areas of the system (i.e., parking lots).</p> <p>The council may also:</p> <p>(a) Monitor progress on implementation of existing recommendations from the Pedestrian Safety Advisory Council and Cooper Jones Bicyclist Safety Advisory Council. (Sunset 6/30/19).</p> <p>(b) Seek opportunities to expand consideration and implementation of the principles of systematic safety, including areas where data collection may need improvement.</p>
Mission	Increase safety for bicyclists, walkers, or people using other forms of active transportation in Washington State.
Objectives	<ul style="list-style-type: none"> ● Support and enhance existing and pending transportation safety efforts such as The Washington State Strategic Highway Safety Plan (i.e., Target Zero Plan) and Active Transportation Plan that aim to reduce and eventually eliminate transportation-related fatalities and serious injuries involving bicyclists, walkers, or people using other forms of active transportation in Washington State. ● Using a data-driven approach, make recommendations regarding changes in statutes, ordinances, rules, and policies to improve bicycle safety.
Approach	<ul style="list-style-type: none"> ● Use data to inform our understanding of contributing factors of collisions involving bicyclists, walkers, or people using other forms of active transportation and current countermeasures utilized to address them. ● Evaluate existing data, identify, and address gaps affecting safety for bicyclists, walkers, or people using other forms of active transportation. ● Leverage existing programs and strategies, e.g., incorporation of safety for bicyclists, walkers, or people using other forms of active transportation in comprehensive planning and capital facility planning. ● Recommend systematic and operational changes in how safety for bicyclists, walkers, or people using other forms of active transportation is addressed in WA: Engineering, Education, Encouragement, Enforcement, EMS, Evaluation, and Policy (i.e. leg. changes).

Cooper Jones Active Transportation Safety Council
January 18, 2023
Hybrid meeting @ InterCity Transit, Olympia WA

Meeting Minutes

Purpose: The purpose of this 4-hour meeting of the ATSC is to organize for the year.

Outcomes:

1. Knowledge of legislative activities relevant to ATSC interests
2. Prioritize topics to study this year and form Study Teams
3. Clarify logistics and next steps

1. Official business:

- WTSC Active Transportation User traffic fatality dashboard is up: <https://wtsc.wa.gov/research-data/active-transportation-user-fatalities/>
- Welcome new member Sgt. Matthew Newton, Kennewick Police Department
- Quorum present
- Approve November 2022 minutes - unanimous
- Response to 2022 Annual Report - "best report so far due to the focus on topics and how it was presented"
- [Legislative bills so far that relate to active transportation](#)

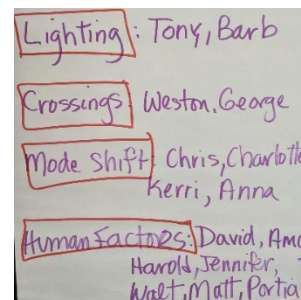
2. Block the Box Funding:

- [Link to Presentation here](#)
- From Seattle automated cameras - vehicles blocking cross walks, half of fines come to ATSC
- To date we've asked for \$400,000
- Two spending proposals attempted: one rejected, second one didn't receive solicitations
- Have to spend by June 30 or it goes away
- New proposal by WTSC staff to spend on three local projects in Renton, Spokane, Clark County - all have data showing highest ped/bike injuries
- Decision approved: Moved by David Jones, second by Christopher Comeau, one opposed

3. Topic Ideas

Guided by the ATSC mission and charter, the Critical Criteria, the Equity Lens, and the list of potential topics gathered during 2022, the group discussed and agreed to pursue four topics. Equity will be a theme throughout all four of the Study Teams.

Absent members will be invited to join a group.



Other topics mentioned included school zones, close calls, driver's ed and vehicle factors.

4. Resources

- Video from WDOT, Coping During the Pandemic <https://wsdot.wa.gov/about/current-employees/coping-during-pandemic>
- Behavioral health impacts of COVID <https://wsdot.wa.gov/about/current-employees/coping-during-pandemic>
- Injury Minimization and Speed Policy: <https://wsdot.wa.gov/sites/default/files/2021-10/InjuryMinimization-SpeedManagement-PolicyElements-Recommendations.pdf>
- WA State Pro-Equity/Anti-Racism (PEAR) Handbook <https://equity.wa.gov/sites/default/files/2022-12/Washington%20State%20PEAR%20Plan%20%26%20Playbook%20v1.0.pdf>

Attending Members: Shelly Baldwin, Washington Traffic Safety Commission; 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; Jennifer Dieguez, WA State DOH; Tony Gomez, King County; David Jones; Sgt. Matthew Newton, Kennewick Police Dept; Jon Pascal, Kirkland City Council; Dr. Amy Person, Benton-Franklin Health District; Weston Perkins-Clarke, EMT-Safe Kids Coordinator; Portia Shields, Yakama Nation; Harold Taniguchi, Commission on Asian Pacific American Affairs; George Watland, Feet First; Kerri Wilson, Intercity Transit, Anna Zivarts, Rooted in Rights

WTSC Staff: Jessie Knudsen, Mark McKechnie, Max Roberts, Rainboe Sims-Jones

Facilitator: Patricia Hughes, Trillium Leadership Consulting

Attending Guests:

- Ryan Packer, The Urbanist
- Eveline Roy, Target Zero Manager
- Sara Wood, Target Zero Manager
- Jen Halverson Kuehn, Tacoma-Pierce County Health Dept.

Cooper Jones Active Transportation Safety Council Study Group Onboarding Instructions

ATSC Study Groups are encouraged to welcome individuals outside of council membership, referred to in this document as “external members,” to participate in their work. The following is an overview of the onboarding process for external members, in addition to a reference that includes information to be shared with external members by the Study Group.

Internal Approval

Study Group member may propose external members to the group or evaluate requests from individuals from outside the council who express interest in joining Study Groups. The details of this process are subject to the Study Group Lead’s direction.

Criteria for the subject matter expertise, knowledge, and experience necessary to join as a non-council member is subject to Study Group consensus. Once a consensus is reached the potential member must receive approval from WTSC staff to the council and the Study Group lead to be officially invited to join the Study Group.

Invitation

Once a Study Group completes the approval process and recommends inviting a new external member, the Study Group Lead will send an email invitation to the prospective member, inviting them to participate in the group. The email should include the following attachments:

1. A variation of page no. 2 of this document (Study Groups may revise section two).
2. An invitation series that includes reoccurring meeting dates and times.
3. All relevant sign-in information related to virtual meetings (passwords, agendas, etc).
4. Optional: ATSC charter, Study Group-specific documents, past annual reports, other relevant documents.

The invitation may also include a “Buddy” assignment. This does not reference the council Buddy system, but an optional and less formal version designed to provide guidance and support to the new member. Study Group Leads are responsible for the task of determining whether a Buddy will be assigned and conducting outreach to identify a Buddy. Once assigned, it is the Buddy’s responsibility to reach out to the new member and introduce themselves.

External Study Group members are welcome to attend ATSC bi-monthly meetings, as they are open to the public. They may participate in group updates at meetings as though they were a member of the council. They cannot vote on Council decisions.

When formal recommendations are made and provided for inclusion in the Annual Report, external member’s names may be included, but it should be noted that they are not a member of the council, when appropriate, as determined by WTSC ATSC Staff.

Page No. 2 is a template that Study Group’s may use and revise as needed.

Welcome to the [NAME] Cooper Jones Active Transportation Safety Council Study Group

❖ Introduction

- The Cooper Jones Active Transportation Safety Council

Council Description, Timeframe, Mission, Objectives, Approaches, Roles, and Requirements	
Description	<p>In 2019, the Washington State Legislature passed Substitute Senate Bill 5710, which required the WTSC to convene the Cooper Jones Active Transportation Safety Council (ATSC), governed by RCW 43.59.156.</p> <p>The council's purpose is to use data to identify patterns related to fatalities and serious injuries involving bicyclists, walkers, and all other active transportation users, with the goal of identifying transportation system improvements, including privately owned areas, such as parking lots.</p> <p>In addition, the council may:</p> <p>(a) Monitor implementation progress of ATSC recommendations.</p> <p>(b) Seek opportunities to expand consideration and implementation of the principles of systematic safety, including data collection improvement.</p>
Mission	Increase safety for bicyclists, walkers, or users of other forms of active transportation in Washington State.
Objectives	<ul style="list-style-type: none"> ● Support and enhance efforts to reduce and eliminate fatalities and serious injuries of bicyclists, walkers, and other active transportation users, such as the Washington State Strategic Highway Safety Plan (i.e., Target Zero Plan) and the WSDOT Active Transportation Plan. ● Improve safety by providing data-driven recommendations regarding statutes, ordinances, rules, and policies.
Approach	<ul style="list-style-type: none"> ● Use data to identify countermeasures to address and factors contributing to collisions that involve bicyclists, walkers, and other active transportation users. ● Evaluate existing data to identify and address data gaps related to bicyclist, pedestrian, and other active transportation user safety. ● Leverage existing programs and strategies, e.g., comprehensive planning and capital facility planning. ● Recommend operational changes to increase safety for bicyclists, pedestrians and other active transportation users through engineering, education, encouragement, enforcement, EMS, evaluation, and policy.

Meeting Schedule	<ul style="list-style-type: none"> • https://wtsc.wa.gov/programs-priorities/active-transportation-safety-council/
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COOPER JONES ACTIVE TRANSPORTATION SAFETY COUNCIL STUDY GROUPS

- I. Formation
 - A. Each January, ATSC members form new Study Groups. Each is assigned an issue the council is interested in exploring over 10 months.
 - B. Study Groups may have an operating budget. The ATSC Executive Committee will review and approve budget requests from Groups.
 - C. Before or at the first Study Group meeting of the year each group will complete the following tasks:
 1. Identify a lead and liaison to the Executive Committee.
 2. Develop an explanation of the specific issue the group is tackling.
 3. Develop an agenda and prepare calendar invites to meetings.
 4. Identify a “process observer” to take notes.
 5. develop a specific charter that describes the length of time for their work, the number and method of meetings, and the areas of information the group will explore to respond to the questions developed by the ATSC.
 6. Select a corresponding secretary who will be charged with preparing summary reports and sending them to WTSC ATSC staff.

- II. Membership
 - A. Each Study Group shall include participation from a minimum of one Executive Committee member and;
 - B. Between 5-7 internal and external members.

- III. Responsibilities
 - A. Provide regular updates at bi-monthly council meetings.
 - B. Distribute summary meeting reports to ATSC facilitator in advance of council meetings for members to review.
 - C. Develop a workplan with a timeline for the year.
 - D. Each Fall, compile recommendations based on group findings for the Annual Report.
 - E. Produce one “discussion paper” for review and approval by full ATSC. It should contain the following elements:
 1. Assessment: Review status of laws, usage, and data for the issue.
 2. Findings: how/why this supports ATSC goals or past recommendations.

ATSC Use of Funds Draft for Discussion

Purpose: Identify potential parameters or critical criteria for making decisions around use of funds in the CJ Active Transportation Safety Account that come from Block the Box revenues

Draft list of parameters:

- Apply our critical criteria for selection of priority topics for study teams (copied below)
- Require equity to be an explicit element or outcome in the deliverable
- Prioritize statewide benefits over regional over local
- Prioritize efforts that yield longer-term, institutional, or structural change over shorter-term, episodic activities
- Invest in work that will produce higher-quality recommendations for legislative/other action
- Invest in work that will support our purpose, per [our enabling legislation](#), which reads:
 - Review and analyze data and programs related to fatalities and serious injuries involving pedestrians, bicyclists, and other nonmotorists to identify points at which the transportation system can be improved including, whenever possible, privately owned areas of the system such as parking lots, and to identify patterns in pedestrian, bicyclist, and other nonmotorist fatalities and serious injuries.
 - May also:
 - Monitor progress on implementation of existing council recommendations
 - Seek opportunities to expand consideration and implementation of the principles of systematic safety, including areas where data collection may need improvement.
- Invest in studies or tools that we recommended in past reports that the legislature has not yet funded
 - Example from 2021 speed recommendations not acted upon: “Develop statewide access to collision, traffic volume, and speed data tools for local agencies to use. Consider using a public and private partnership to generate the information.”
- Invest in projects that create tools or platforms to support application of Safe System Approach
- Provide funding with greater flexibility than other sources where this meets the other criteria
- Leverage funds from other sources where possible to achieve a bigger goal that meets the other criteria
- Don't require matching funds
- Consider timeliness and outcome of funding something that could access other funding sources. Will these funds accelerate something important? Are we supplanting funding rather than expanding the total body of work?

ATSC Fatality Case Review Action Team

Purpose

The purpose of this Action Team is to review and discuss detailed case materials for fatal crashes involving bicyclists, walkers or people using other forms of active transportation to identify patterns and points at which the transportation system could be improved. Following a fatality case review, the action team develops a summary of findings to be considered by the ATSC in developing actionable recommendations. The observations from case reviews presented here are based on the discussion of the factors involved in the individual cases randomly selected for review by the Action team. **These observations are not the official recommendations of the ATSC** and are further researched and discussed by all members of the ATSC for applicability and evidence base for developing actionable ATSC recommendations for preventing death and serious injury among active transportation users. The official recommendations made by the ATSC are published in the Annual Report <https://wtsc.wa.gov/programs-priorities/active-transportation-safety-council/>.

Meeting date: November 15, 2022

Case Selection Topic for Review: Holiday's and fatal injuries

Case Selection Criteria:

Modifiable Risk Factors Discussed- Factors that led to the death that if addressed could potentially prevent future cases.

Using Spectrum of Prevention Framework: [Spectrum of Prevention-Prevention Institute](#)

Influencing Policy and Legislation

1. Insufficient lighting was a factor in cases. Continue to encourage ATSC and Legislature, other bodies to examine and address this issue. This includes newly established abilities to establish Safe Routes to parks, hospitals and schools.
2. Related to Safe Routes legislation noted above encourage use of the speed camera tools and lower speed limits near parks, schools and hospitals.
3. Advocate for policy that prohibits developers from receiving waivers for VRU infrastructure such as sidewalks, lighting and related safety provisions.
4. Examine the Intermediate Drivers Licensing provisions and determine if more education/changes to the laws are needed. This includes the nighttime driving experience requirement.
5. Require better warning labels for meds about the risks of driving. Many of the warnings are not direct nor adequate. This is especially important for older drivers.
6. Examine policy in California and South Australia regarding taking highly impaired VRU's off the roadways into a safe custody situation. See if there are potential areas that this could prevent harm in WA State.
7. Related to 6 above learn more about jurisdictions/DSHS ability to address chronic public inebriates with treatment options, pickup services and similar strategies.

Changing Organizational Practices

1. Ask transportation, roads and public works departments to develop signage for drivers to “Expect Pedestrians” to help make the driving public more aware of this issue.
2. With same entities in 1 above encourage more use of leading pedestrian intervals
3. With same entities in 1 above encourage more use of protected or dedicated flashing yellow left turn lanes.
4. Ask national medical examiner association to no longer use the nomenclature “accident” to more specific language such as unintentional. This would make ME description more in line with the injury prevention community.
5. Reach out LE to ask that they provide ATSC Fatality Review supplemental paperwork/case information when cases are going to be reviewed.

Fostering Coalitions and Networks

1. Work with social service providers to educate their clients on the dangers of being an impaired VRU and also the need to wear brighter clothing to be seen.
2. Use harm reduction approaches with 1 above
3. Work with AARP, others to encourage better evaluation systems of older drivers.

Educating Providers

1. Encourage providers to discuss messages for impairment prevention around the holiday’s especially for pedestrians (VRU’s)
2. There are many elements from these recommendations that could include utilizing providers in a better way for community safety.

Promoting Community Education

1. Educate on the risks for drivers of impairment and to look out for VRU’s.
2. Educate VRU’s on the risks of impaired walking/rolling especially at holiday times.
3. Educate on the dangers of being a VRU and wearing dark clothing.
4. Educate the driving public on the safest ways to deal with mechanical failures and other reasons for being “stranded” and vulnerable roadside.
5. Increase message for those hosting gatherings to plan, think about and encourage safer driving for the guests they are hosting.

Strengthen Individual Knowledge and Skills

1. Fund and distribute flashing lights, beacons for VRU’s to make them more visible to drivers.
2. See 3 above- use various methods to achieve this.

ATSC Fatality Case Review Action Team

Purpose

The purpose of this Action Team is to review and discuss detailed case materials for fatal crashes involving bicyclists, walkers or people using other forms of active transportation to identify patterns and points at which the transportation system could be improved. Following a fatality case review, the action team develops a summary of findings to be considered by the ATSC in developing actionable recommendations. The observations from case reviews presented here are based on the discussion of the factors involved in the individual cases randomly selected for review by the Action team. **These observations are not the official recommendations of the ATSC** and are further researched and discussed by all members of the ATSC for applicability and evidence base for developing actionable ATSC recommendations for preventing death and serious injury among active transportation users. The official recommendations made by the ATSC are published in the Annual Report <https://wtsc.wa.gov/programs-priorities/active-transportation-safety-council/>.

Meeting date: February 27th, 2023

Case Selection Topic for Review: TRANSIENT reported pedestrian fatalities

Case Selection Criteria: Cases were manually reviewed for PTCR indication that the pedestrian involved was experiencing homelessness. On the PTCR, this may be noted as TRANSIENT or NONE in the address block, or narrative indication that the person was transient. There is currently no data flag to pull these cases from an aggregate set.

Modifiable Risk Factors Discussed- Factors that led to the death that if addressed could potentially prevent future cases.

Using Spectrum of Prevention Framework: [Spectrum of Prevention-Prevention Institute](#)

Influencing Policy and Legislation

1. Continue to explore potential policy needs for improved signalization at crossing.
2. Continue to explore potential policy/funding for lighting and other key VRU's infrastructure.
3. Through policy advocacy advance Safe System approach adoption.
4. Follow/support WA Legislature bills related to prohibition of right turns on red lights in sensitive areas.
5. Track/support bills on policy change that trigger driver retesting for causing driver of serious injury crashes and VRU related crashes.
6. Continue to investigate/support/advance strong DUI laws including license reviews, impound laws, ignition interlocks, BAC.
7. Look at the policy bill of large vehicle, warning notice for VRU's.

Changing Organizational Practices

1. Work with provider groups (mental health, substance use, homeless health providers, other health providers) to educate them about ATSC related concerns observed and documented to develop systems to individual level interventions. Explore education, distribution of devices (high viz vests, helmets etc.) What are barriers and ops.
2. Learn more about potential (UW STAR Lab) and others about pedestrian and other VRU detection systems to keep or activate safer signalization.
3. Learn if Seattle's Vision Zero planning and review includes addressing high risk VRU populations such as the homeless (unhoused) in areas such as SODO.
4. Explore whether provider hospitals/treatment centers are encouraging patients that are unhoused use that as their address for helping with systems and treatment.
5. Learn more about use of light level meters/measures by roads/public work depts. and law enforcement for cases that occur at night. Are there meters that others might use in other parts of the country? Are there any standards to compare against?

Fostering Coalitions and Networks

1. Work with shared risk and protective entities/harm reduction groups on this element of risk to those they work with

Educating Providers

1. Note: Max and Tony with Staci notes to inquire of EMS practice upon arriving at a trauma case is there an assessment if injured is already on an opioid and if therapeutic fentanyl administration might potentially create an overdose potential.
2. Work with Western State Hospital and other major provider groups about VRU risks to their patients when out in community. Education plan development for the systems, providers, and community they work with.

Promoting Community Education

1. Continue to educate including high visibility enforcement of drivers regarding impaired driving, impacts reaction time towards VRU's on the part of drivers.
2. Help drivers understand their vehicle, reaction time, stopping distances, and power (force and speed) creates unbalanced risk towards VRU's.
3. Educate on fleeing scene penalties (hit and run) versus DUI in fatality/serious injury cases.
4. Educate on crossing against signals, following rules of road as to what side of roadway VRU's are supposed to be on.

Strengthen Individual Knowledge and Skills

1. Through groups noted in Org Practices 1 above, distribute low-cost high visibility vests.
2. Work on impaired driving risks, current policy, education to drivers

3. Educate on larger vehicles and risks to VRU's.

Notes: what is current % of impairment for drivers/VRU's in fatal/serious injury cases

Explore what are entities using for determining housing status; Eg Portland reported 70% of fatals are houseless. Seattle reported 22%

Look at data quality project to pull out unhoused/houseless numbers/% in traffic cases (see if can be linked with ICD-10 hospital/ED cases

In 2021 58% of non-motorist fatalities involved impairment - either the non-motorist, driver, or both

ATSC Critical Criteria

Adopted January 2020

	Criteria	Relevant Factors
1.	Fits ATSC Mission and Values	ATSC has a mission statement, it does not have stated values. The team recommended these: Equity, Safety, Economic Benefit of Investment, Everyone is a Pedestrian
2.	Fills the Greatest Need	Statewide Leverage local passion
3.	Responds to Urgency / Timing / Readiness	<ul style="list-style-type: none"> • Legislative issues and cycle • Spikes up or down in crashes • Availability of resources & funds that might disappear • Severity of the issue • Where no one else is doing anything (such as rural) • Are champions, resources, commitment in place to support?
4.	Can be done with opportunity for existing and future resources and capacity	Identify “whose resources?” State, legislature, school districts, municipalities, DOT?
5.	Takes advantage of existing efforts	<ul style="list-style-type: none"> • Can the effort be applied or expanded to other communities? (low, med, high) • Does an agency/org show ownership or dedication? • Clear urgency/emergent deadline • Can complement another’s efforts • Continuation of a prior effort
6.	Is Data-Based and Effective	<ul style="list-style-type: none"> • Look for front-end solutions (don’t get hit in the first place) • Missing data? • Data proves the severity of the issue • Is solution research-based
7.	Takes Equity and Social Justice into consideration	See Equity Framework on second page
8.	Safety	Adds value of safety to the community: increased health, reduced potential for violence. See Safety Definition Document.

ATSC Equity Framework

1. Where do we have data that identifies which population groups (racial/ethnic, class, income, gender, disability, geographic, age) are most affected by this Action Team's work? What data is missing?
2. What are the potential impacts on these population groups?
3. Who has participated in developing the recommendation and who has not? Have we included and centered the voices of those most impacted?
4. What recommendations does the Action Team need to make to increase opportunity and access, and address the existing disparities? How?
5. What about the recommendations could pose problems, barriers, or unintended consequences to more equitable outcomes? (mandated, political, emotional, financial, programmatic, managerial).
6. Do the recommendations educate about the history and current realities regarding equity?
7. How can the recommendations make provisions for accountability? What are they?
8. What community engagement is warranted by these recommendations?