

FINAL BILL REPORT

SSB 5710

PARTIAL VETO C 54 L 19 Synopsis as Enacted

Brief Description: Establishing the Cooper Jones active transportation safety council.

Sponsors: Senate Committee on Transportation (originally sponsored by Senators Liias, Saldaña, Cleveland, Takko, Billig, King, Nguyen and Dhingra; by request of Washington Traffic Safety Commission).

Senate Committee on Transportation House Committee on Transportation

Background: A 2015 law directed the Washington Traffic Safety Commission (WTSC) to convene a Pedestrian Safety Advisory Council (Pedestrian Council) to review and analyze data related to pedestrian fatalities and serious injuries to identify points at which the transportation system could be improved and to identify patterns in pedestrian fatalities and serious injuries. The Pedestrian Council is required to meet at least quarterly and to provide a report and make recommendations on measures that could improve pedestrian safety by December 31st of each year. By December 1, 2020, the Pedestrian Council is required to report to the Legislature on the strategies deployed to improve pedestrian safety and to make recommendations on whether they should be continued and how it could be improved. The Pedestrian Council expires June 30, 2019.

In 2017, the Legislature created the Cooper Jones Bicyclist Safety Advisory Council, convened by WTSC, to review and analyze data related to bicycle fatalities and serious injuries, and to identify opportunities for safety improvements. The final report to the transportation committees of the Legislature on the strategies deployed to improve bicyclist safety, as well as any improvements the Legislature can make to the Council, was due by December 1, 2018. The Cooper Jones Bicyclist Safety Advisory Council expires on June 30, 2019.

WTSC reported both the Pedestrian Council and the Cooper Jones Bicycle Safety Advisory Council recommended the councils be consolidated and authorized to continue their original work plan, expanding their purpose of monitoring implementation of past recommendations, and include the examination of the safety of other nonmotorized active transportation participants.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

Summary: The Pedestrian Safety Advisory Council and the Cooper Jones Bicyclist Safety Advisory Council are combined into the Cooper Jones Active Transportation Safety Council. The WTSC is to convene the Council comprised of stakeholders who have a unique interest or expertise in the safety of pedestrians, bicyclists, and other nonmotorists.

The Council's purpose is to:

- review and analyze data and programs related to fatalities and serious injuries involving pedestrians, bicyclists, and other nonmotorists;
- identify points at which the transportation system can be improved, including when possible, privately owned areas of the system such as parking lots; and
- identify patterns in pedestrian, bicyclist, and other nonmotorist fatalities and serious injuries.

Additionally, the Council may monitor progress on implementation of existing recommendations; and seek opportunities to expand consideration and implementation of the principles of systematic safety, including areas where data collection can be improved.

The membership of the Council includes:

- a representative from the WTSC;
- a coroner from the county in which pedestrian, bicyclist, or nonmotorist deaths have occurred;
- a representative from the Department of Transportation and from the Department of Health;
- a representative from the Association of Cities;
- a representative from the Washington State Association of Counties;
- a traffic engineer;
- a representative from a pedestrian advocacy group;
- representatives from law enforcement who have investigated pedestrian, bicyclist, or nonmotorist fatalities; and
- a representative from a bicyclist or other nonmotorist advocacy group.

If funds are appropriated to the Council, it may provide grants targeted at improving pedestrian, bicyclist, or nonmotorist safety in accordance with their recommendations.

Votes on Final Passage:

Senate	48	0
House	68	29

Effective: July 28, 2019

Partial Veto Summary:

- Removed the emergency clause which results in the Council expiring.