

PSRC Regional Safety Action Plan

Regional Staff Committee

June 20, 2024



Puget Sound Regional Council



We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.

psrc.org/equity

Agenda

1. Purpose of plan, scope and schedule
2. Data & the state of our region
3. State of the Practice
4. Inventory of Plans and Policies
5. Outreach and Engagement
6. Next Steps
7. Discussion

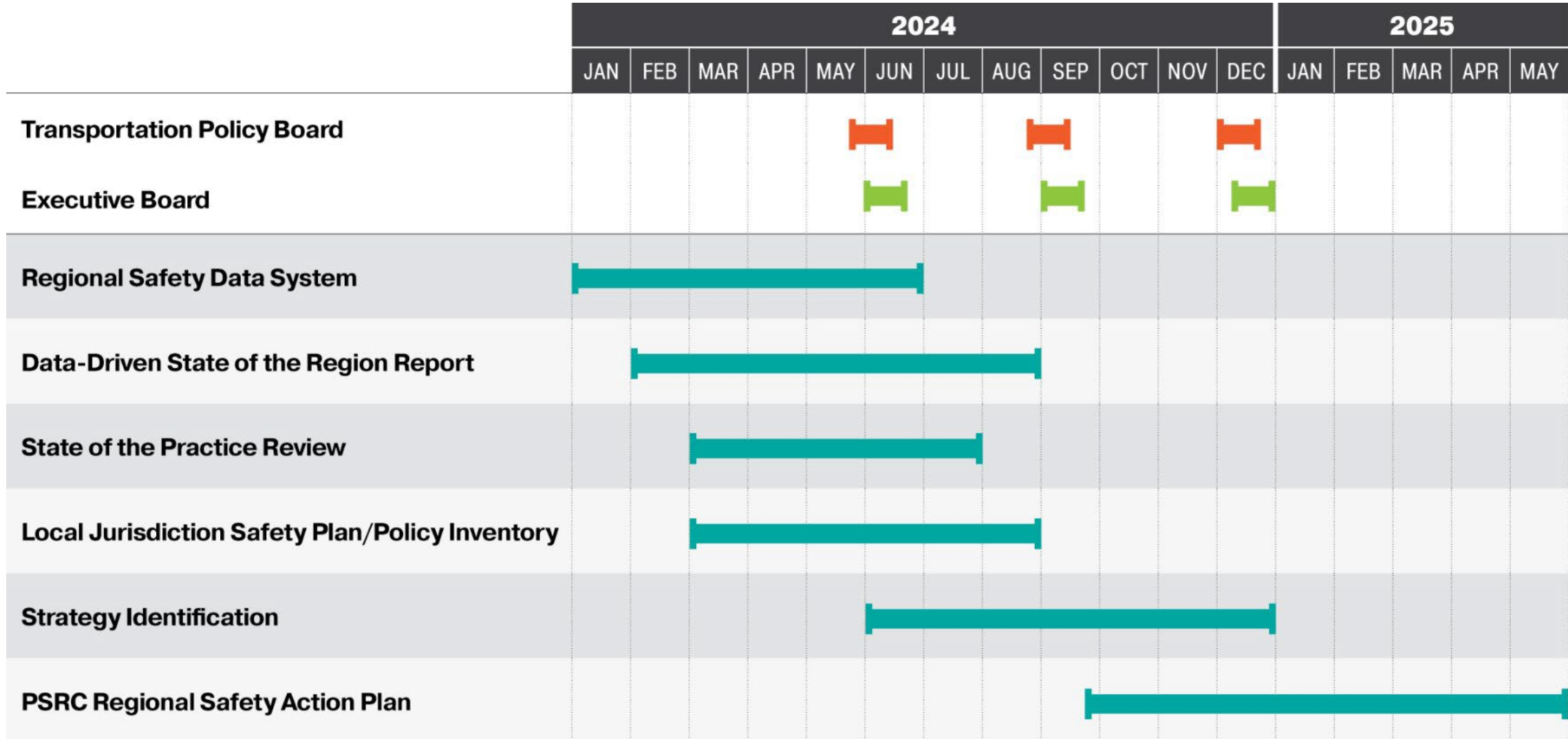


Background

- RTP directs PSRC to develop a Regional Safety Action Plan (RSAP), including strategies, actions and performance indicators
- PSRC awarded ~\$8 M for development of RSAP through Safe Streets and Roads for All (SS4A) Program
 - Additional funding awarded to PSRC to serve as pass-through and administrator for 15 local jurisdiction safety action plans
- For RSAP work, PSRC Contracted with WSP for Technical Support and Uncommon Bridges for Engagement



Schedule for Development of Plan



Purpose of Regional Safety Action Plan

- Use data analysis, research and community outreach to better understand safety issues/challenges across the region
- Identify key typologies and distinctions to frame the development of a menu of strategies and countermeasures
- Jurisdictions will use plan to choose the best approach based on the specific context and safety issue they are addressing



Safety
Data

DKS

WSP

TOOLE
DESIGN

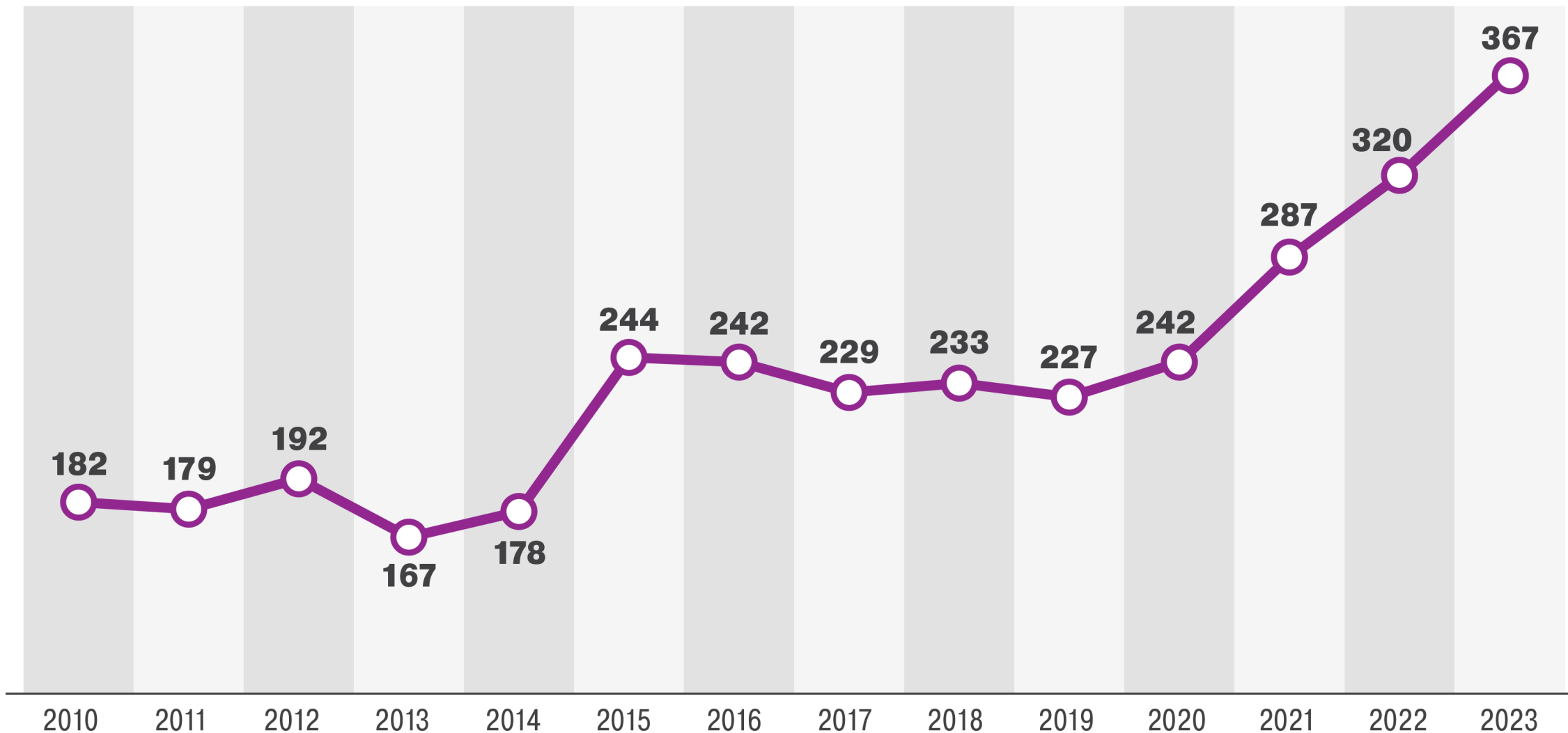
URBAN LOGIQ

PRR



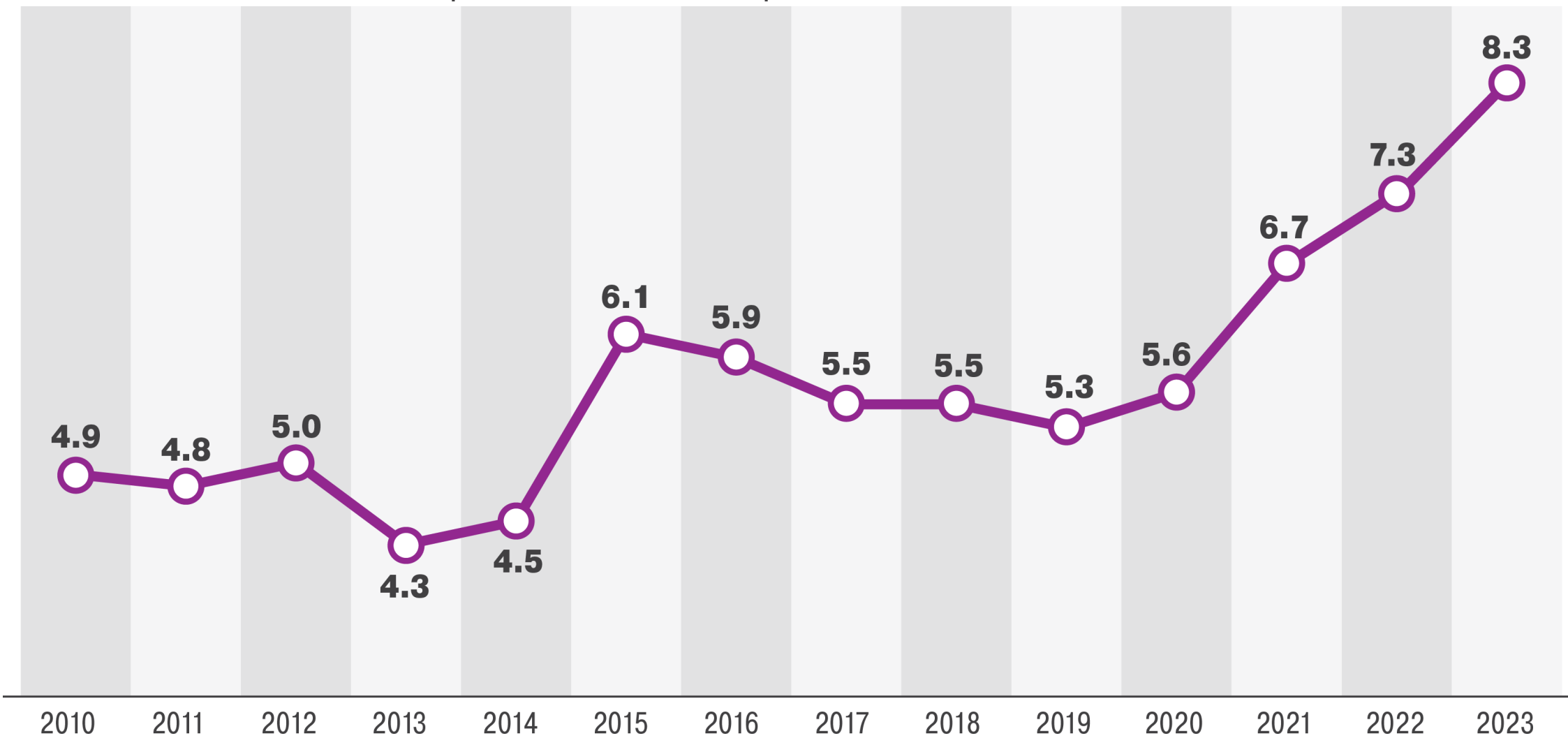
Traffic Related Deaths are at historic levels

Traffic Related Deaths



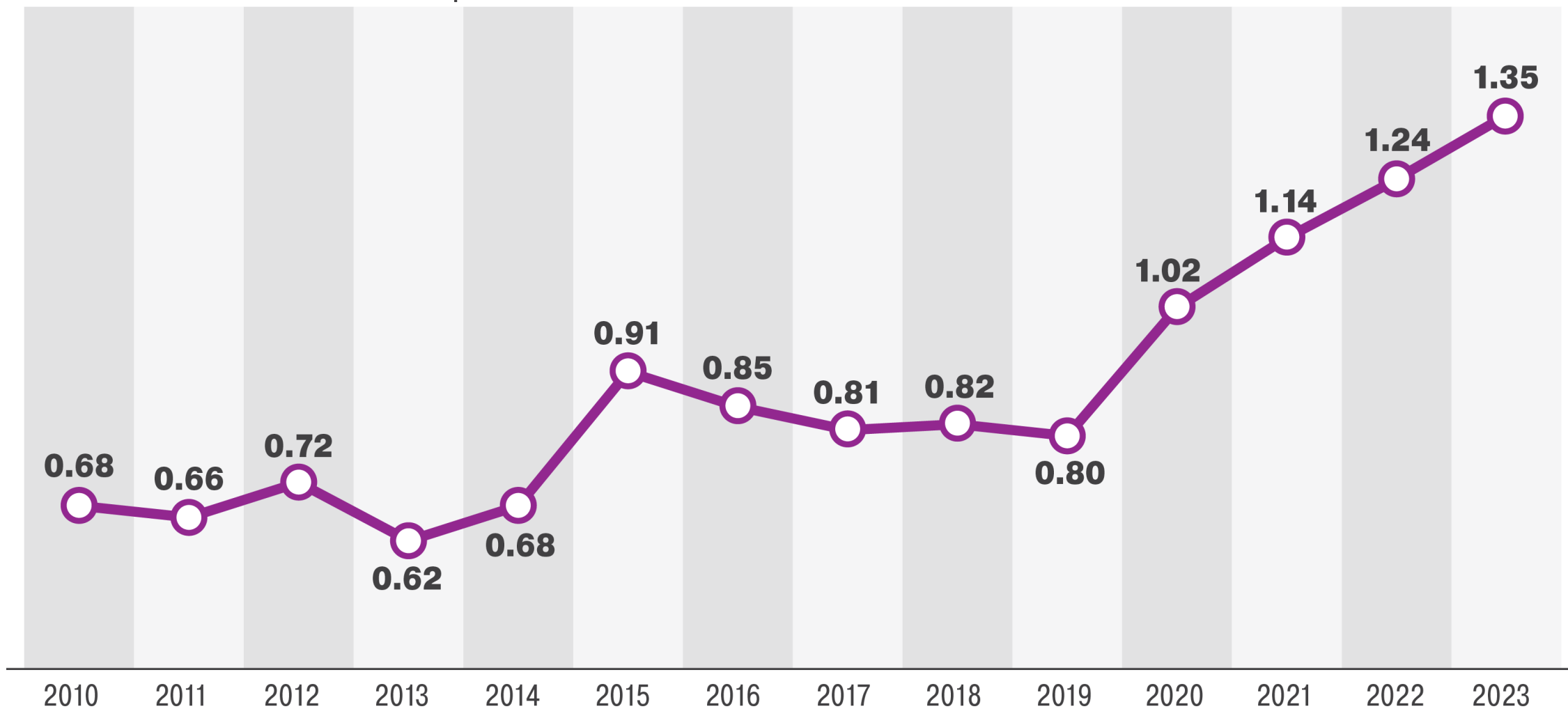
It isn't because more people live here

Traffic Related Deaths per 100,000 People



It isn't because people are driving more

Traffic Related Deaths per 100M Vehicle Miles Traveled



What can we do to address this troubling trend?



Source: USDOT



Data in the Regional Safety Action Plan

- Data includes all injury types from 2010 to 2022 (2023 was just released)
- Data will be summarized in the State of the Region Report
- Data will be included in the Public Outreach process
- Data will help define the typologies used in the strategies development



Data in the Regional Safety Action Plan

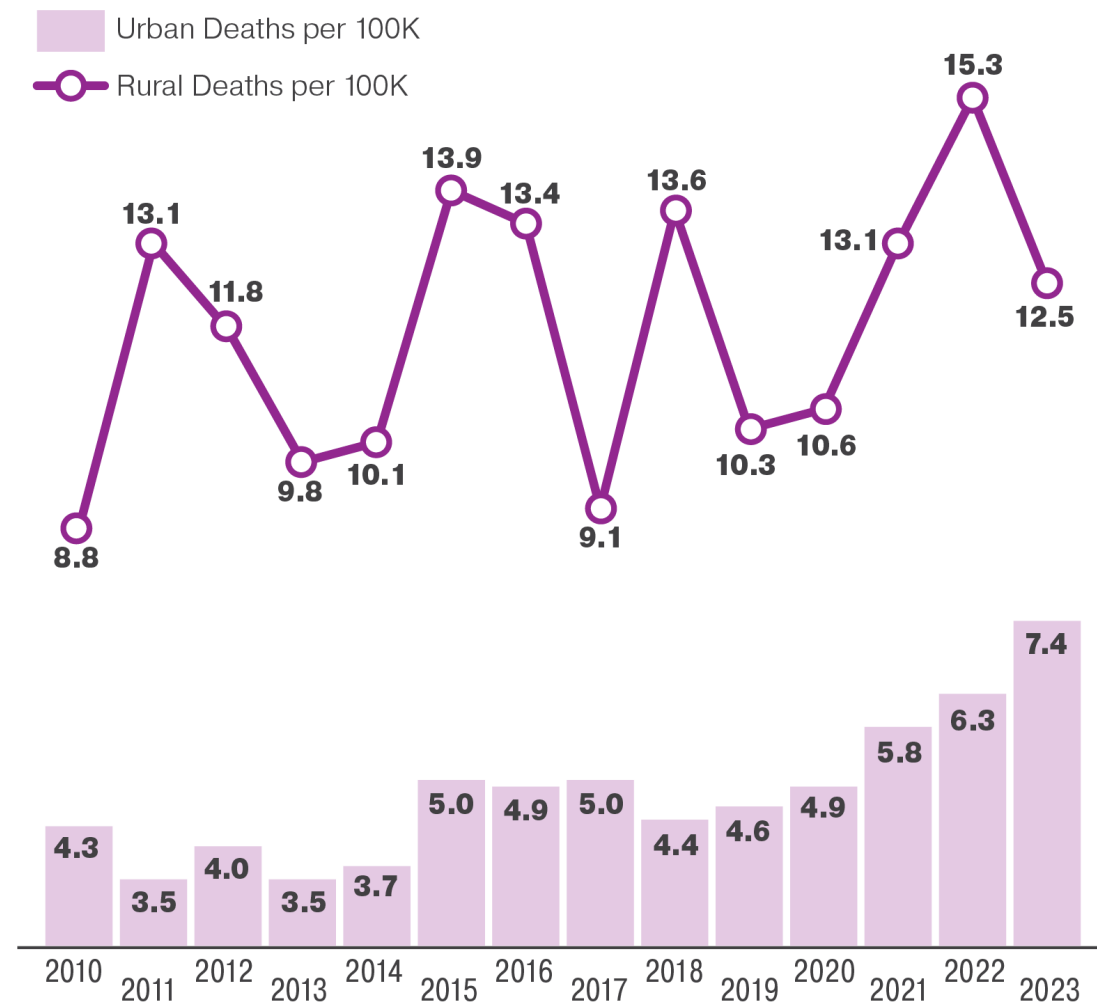
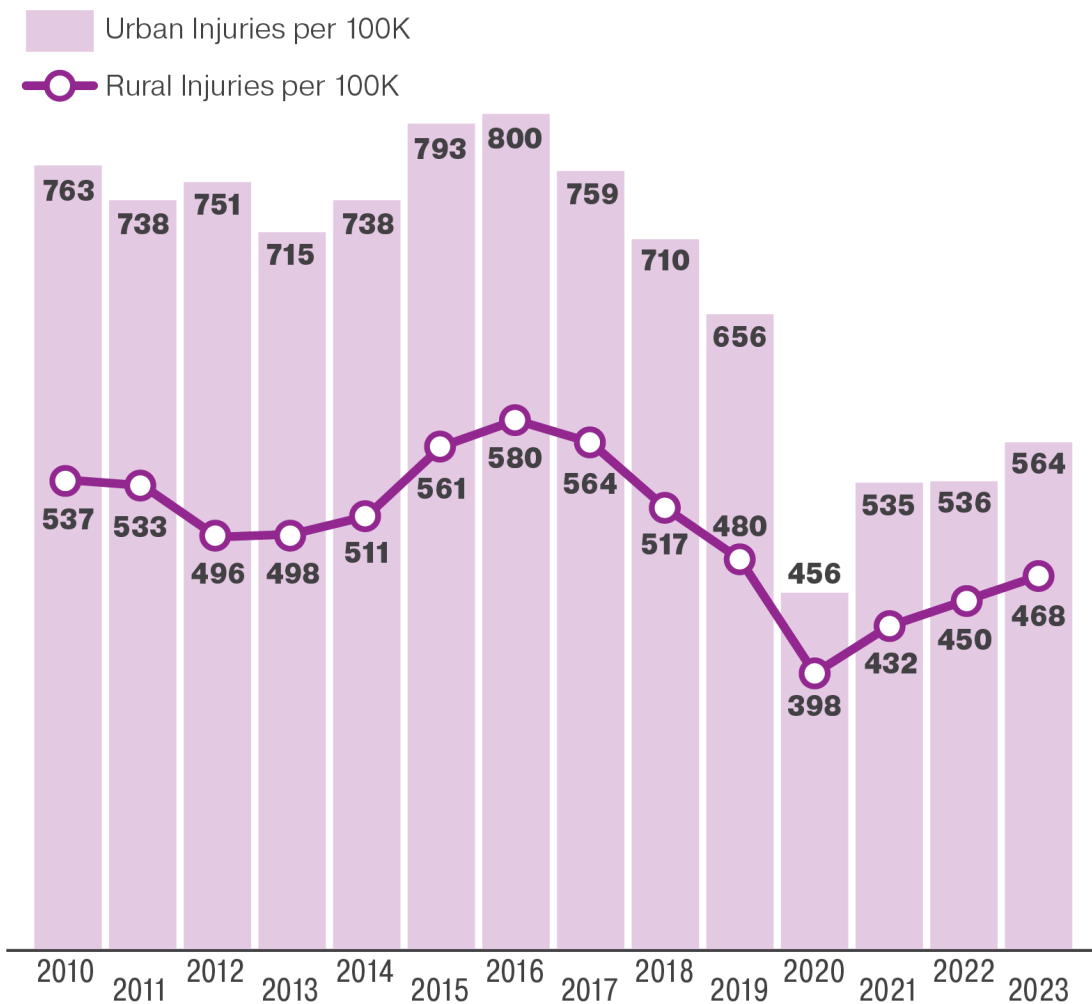
When it comes to tools and strategies, context matters and one size does not fit all

Possible Typologies:

- Urban & Rural
- Regional Geographies
- User types / modes
- Demographics
- Facility type
- Contributing factors

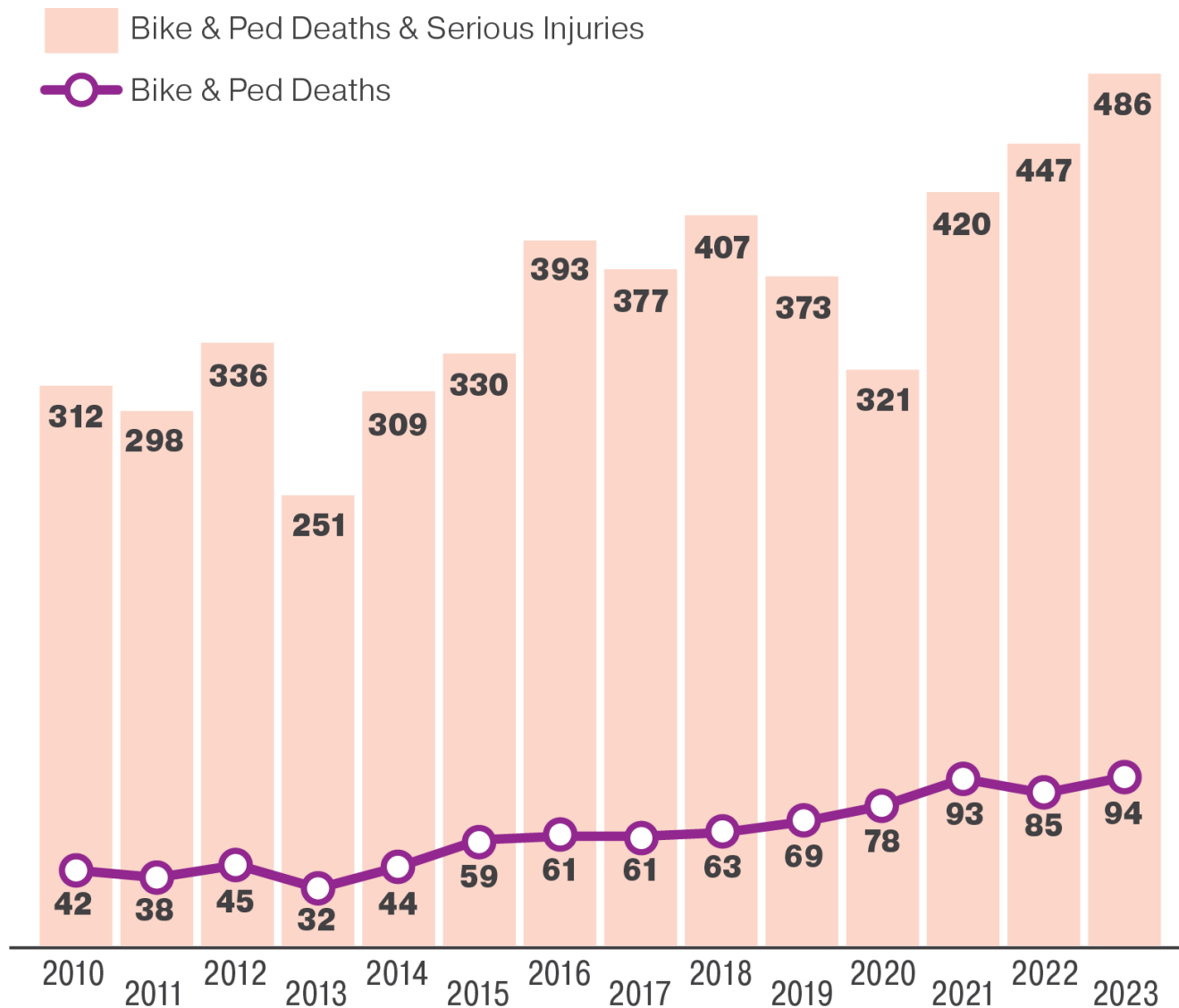


Rate of Fatalities in Rural Areas Higher than Urban Areas



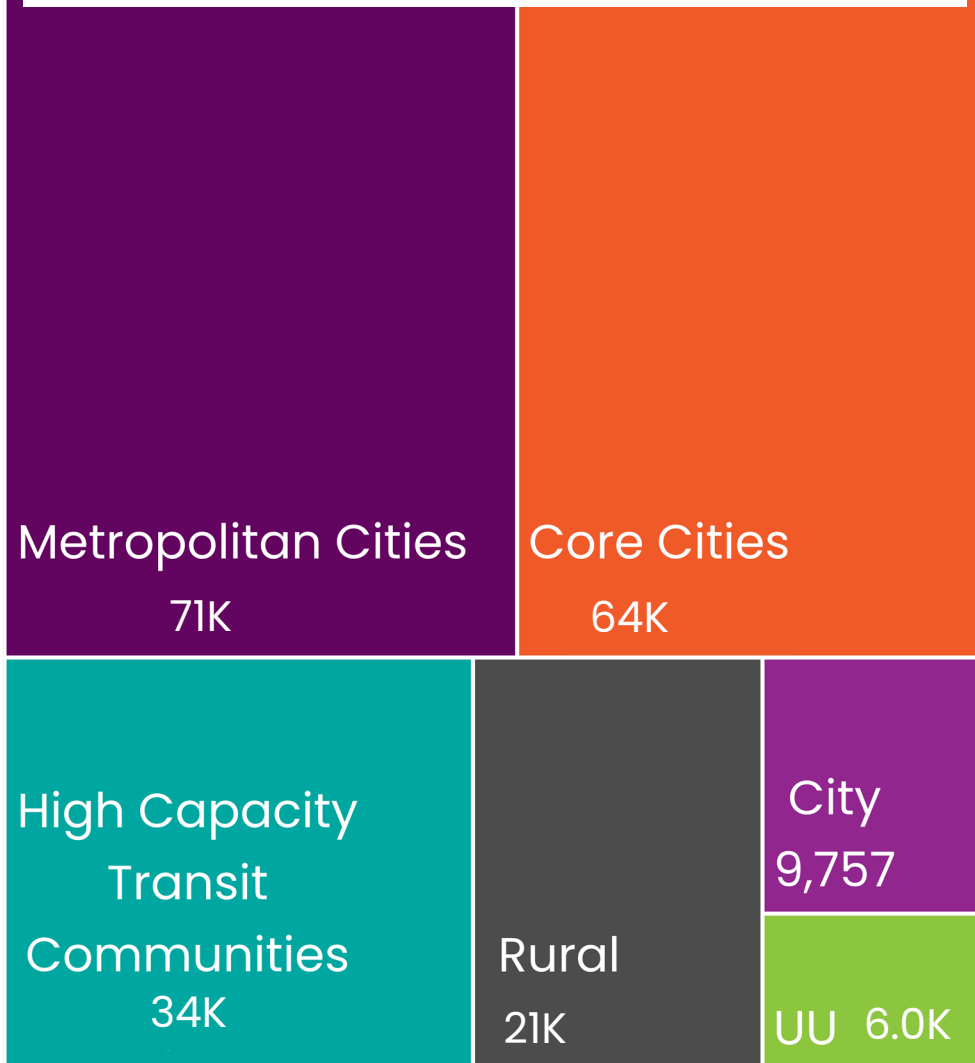
Bike and Ped Deaths

Bike and Pedestrian Deaths are increasing as well along with injuries

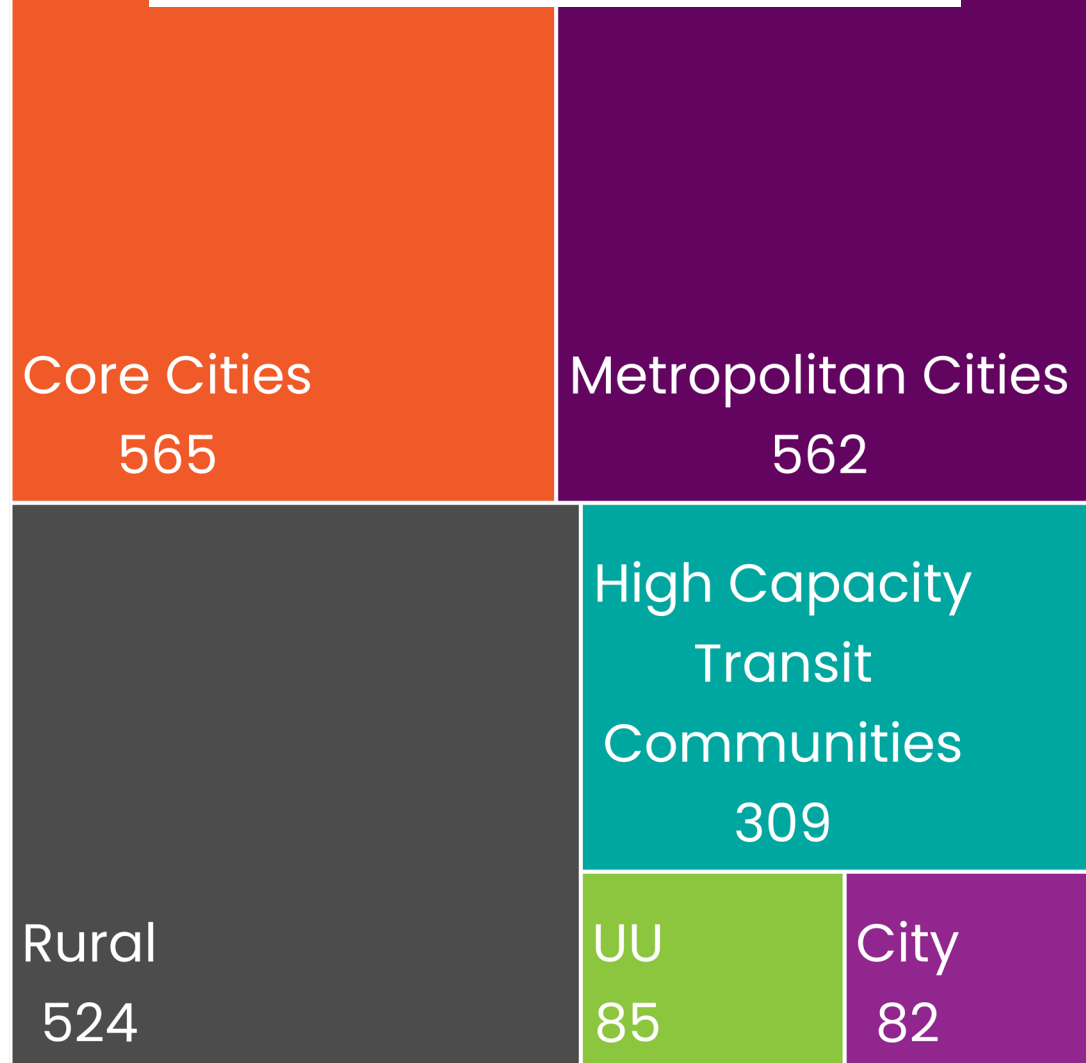


Injuries by Regional Geographies

All Injuries: 2016 to 2023



Deaths: 2016 to 2023

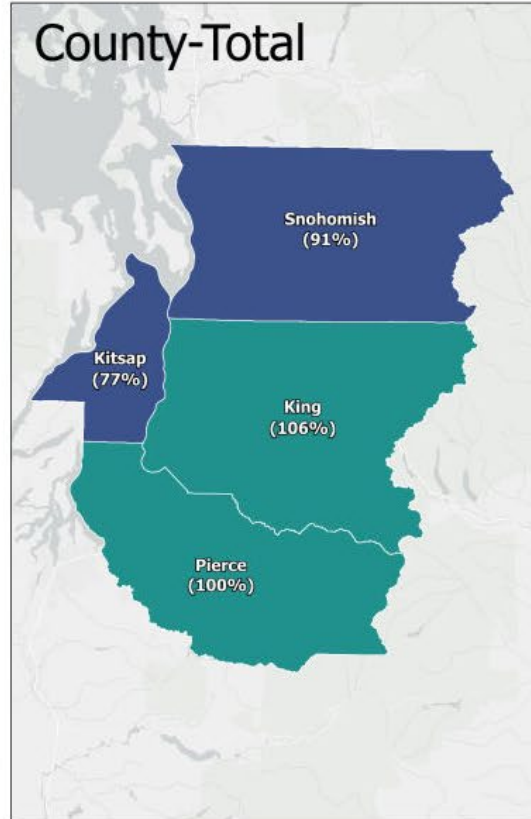


Crashes across Geography

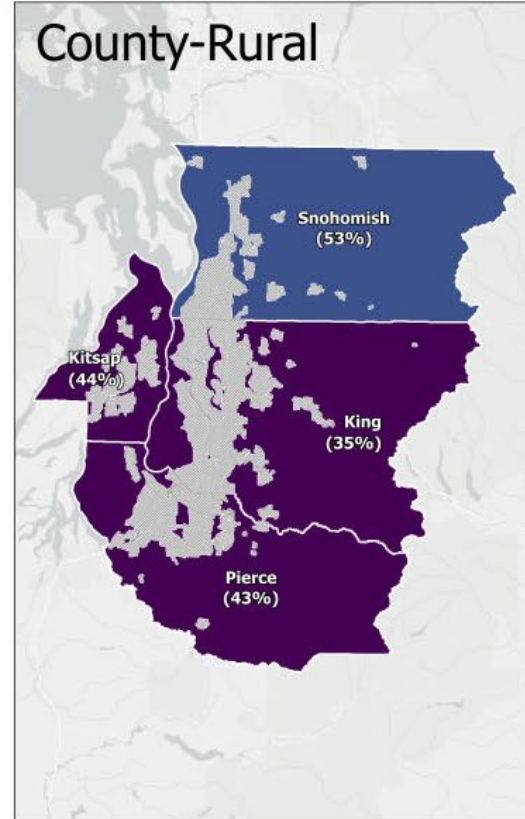
Cities



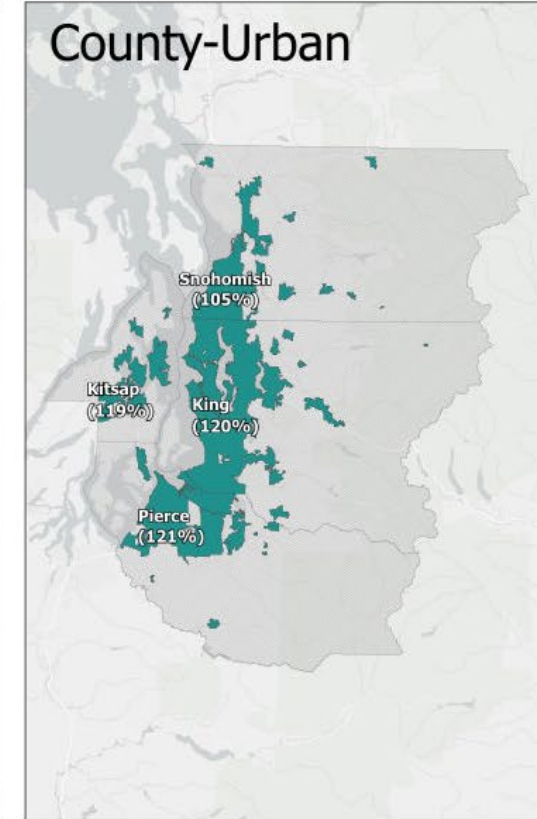
County-Total



County-Rural



County-Urban



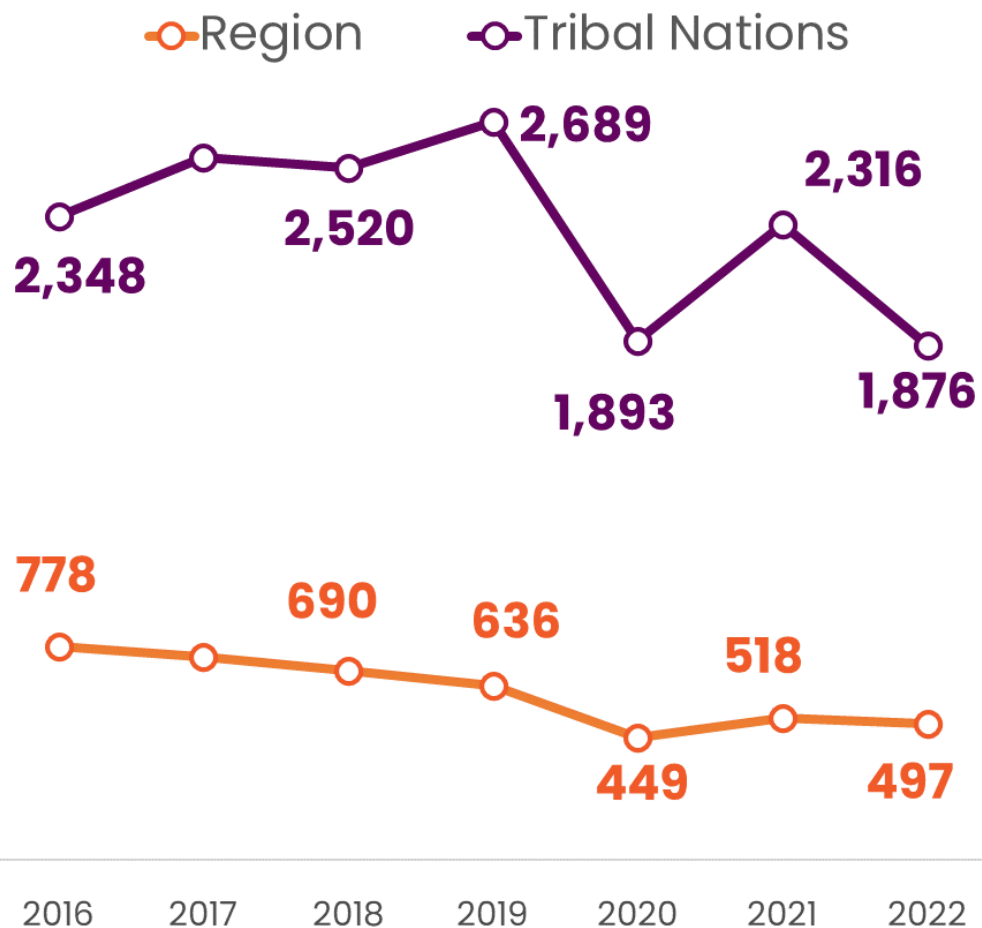
Percentage crash
rate by geography
compared to region

- Significantly Lower (<50%)
- Lower (50%-99.9%)
- Slightly Higher (100%-149.9%)
- Much Higher (150%-199.99%)
- Significantly Higher (>200%)
- Urban/Rural Delineation

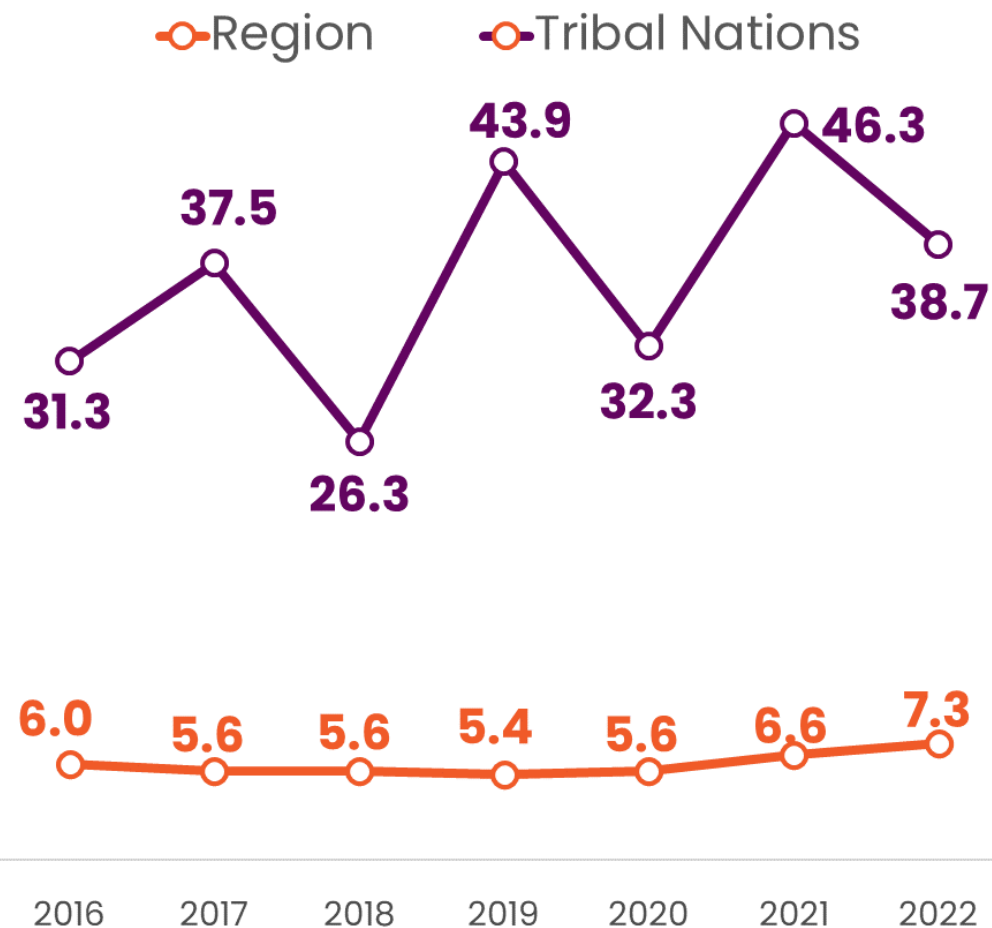


Collisions on Tribal Lands are more severe

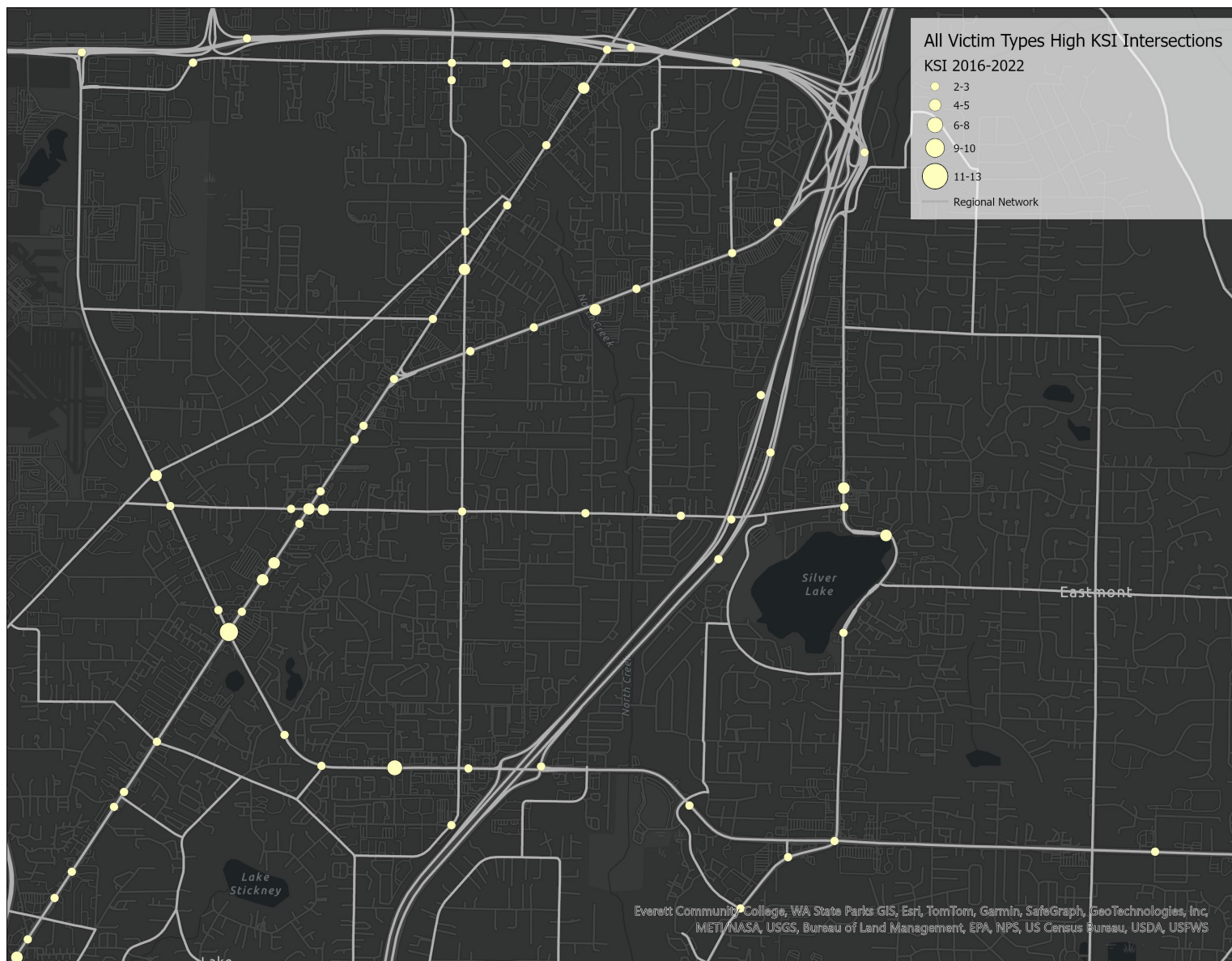
All Injuries per 100,000



Deaths per 100,000



High Injury Intersections

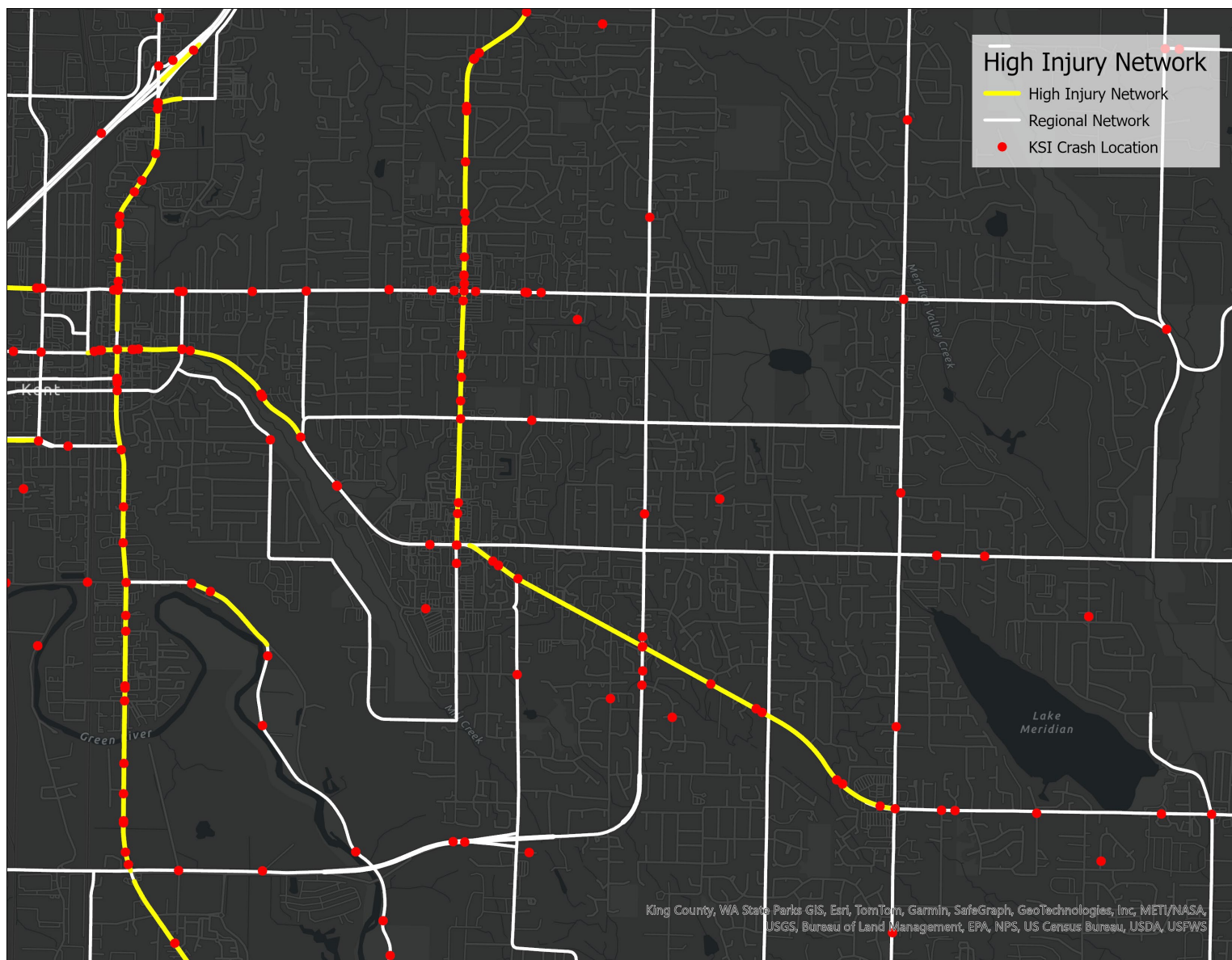


Data by intersections is part of the analysis and will be available to download via the web

High Injury data is categorized for all users, including bicyclists and pedestrians



High Injury Network



Highlights the worst contiguous segments (over a mile) on the regional network

Data will be available for download and analysis via the web



Samples of Contributing Factors: 2016 – 2022

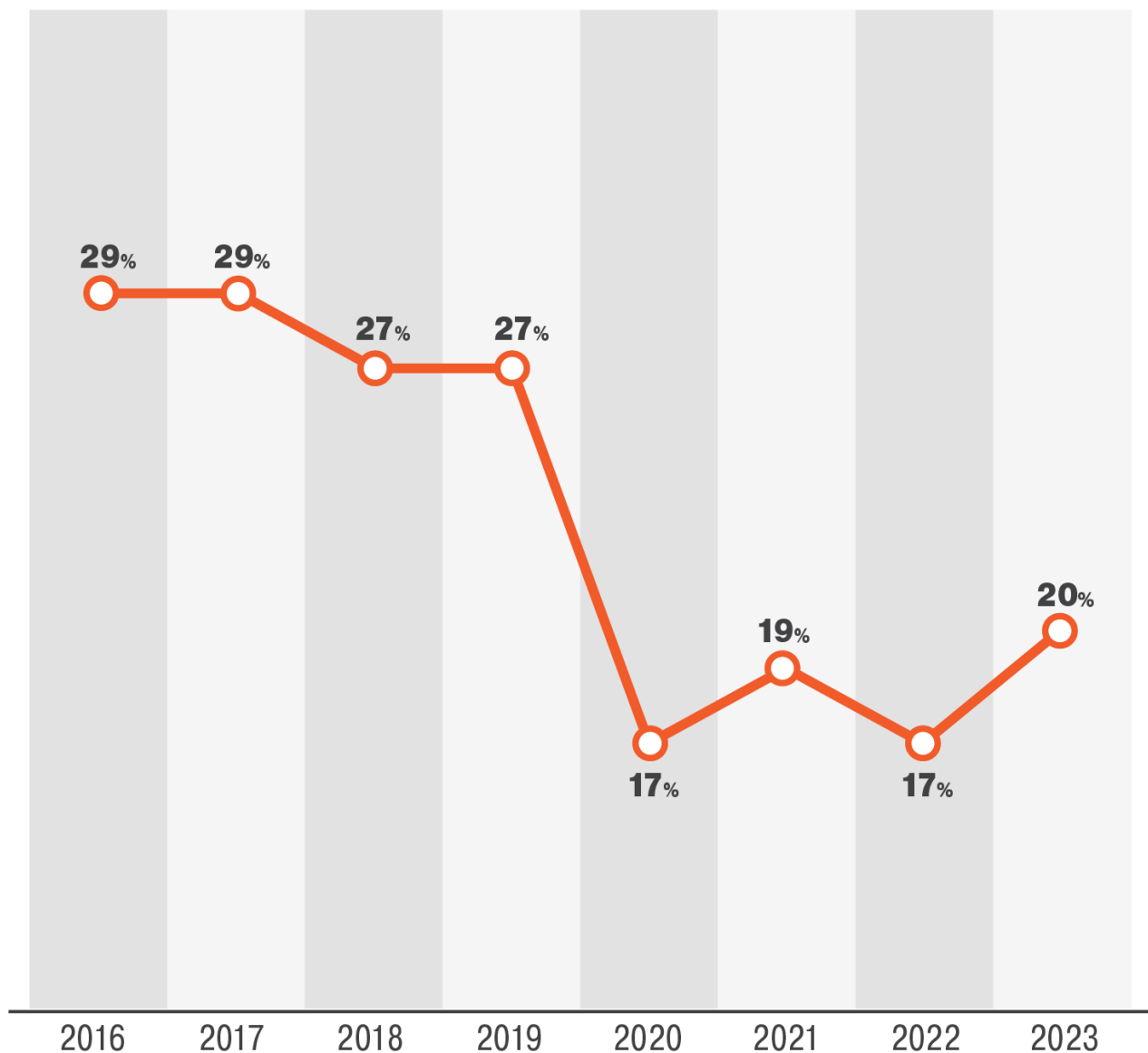
Metric	All Injuries		Death & Serious Injury		Ratio Severe to all Injury
	Total	Share	Total	Share	
Alcohol Impaired*	10,923	6%	1,644	15%	1 : 7
Drug Impaired*	2,861	2%	642	6%	1 : 4
Vehicle Travel in Wrong Way	664	0%	169	2%	1 : 4
Single Vehicle Surface Streets	27,531	15%	4,336	40%	1 : 6
All Crash Types	180,380		10,708		1 : 17

* Impaired may include pedestrians or cyclists involved in the crash



Distracted Users

○ Percent of Distracted Person Involved



- Distracted Users accounted for more than $\frac{1}{4}$ of serious injuries in 2018
- By 2023, distracted driving accounted for 20%



Next Steps for Analysis in Safety Action Plan



- Contributing factors combined with geography to help inform typology
- Draft State of the System report
- Developing menu of safety counter measures



State of the Practice – Safe System Approach

State of
the
Practice



Source: USDOT



1) Safer Road Users

- Smart Traffic Signs

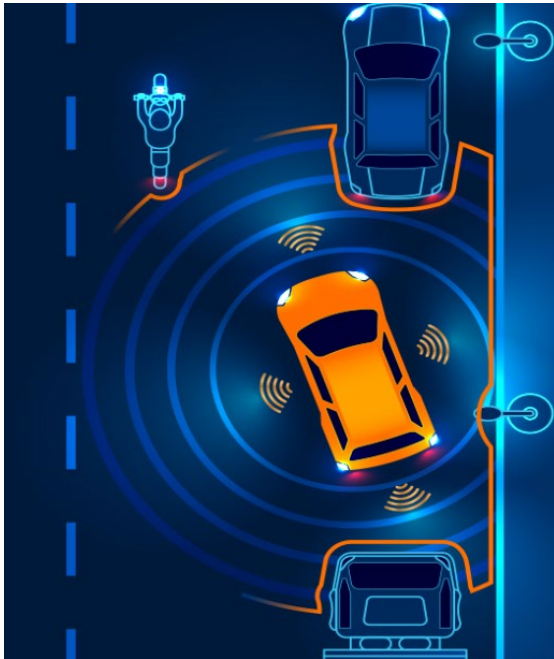


- Renton Safer Access to Neighborhood Destinations (SAND) Academy

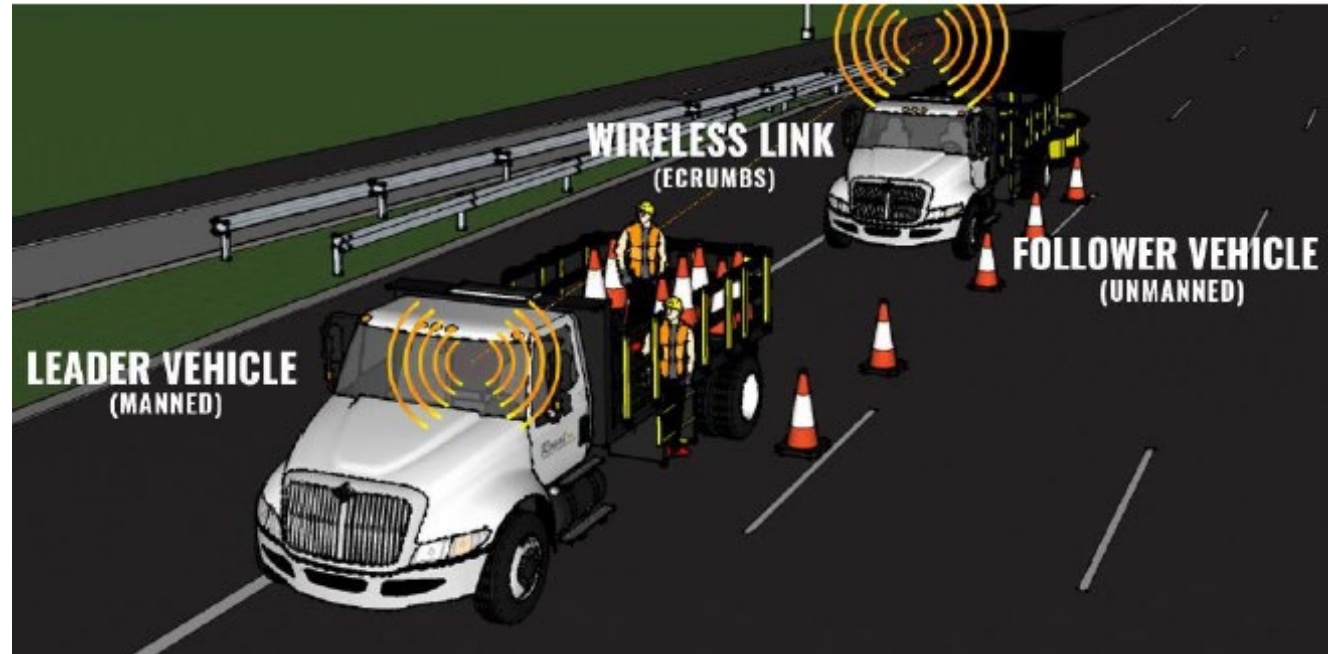


2) Safer Vehicles

- Driver Assistance Technologies
 - Lane Departure Warnings, Lane Keeping Assist, Forward Collision Warning, Automated Emergency Braking, V2X Technologies (automated 911 call)



- Autonomous Truck-Mounted Attenuator
 - Connected vehicles



3) Safer Speeds

- Speed Cameras
 - Maryland uses mobile speed cameras
 - There are permanent speed cameras throughout PSRC



Portable speed camera used in Montgomery County, Maryland.

- Bellevue Updated Speed Limit Operating Procedures

Type 1: High Density Mixed-Use

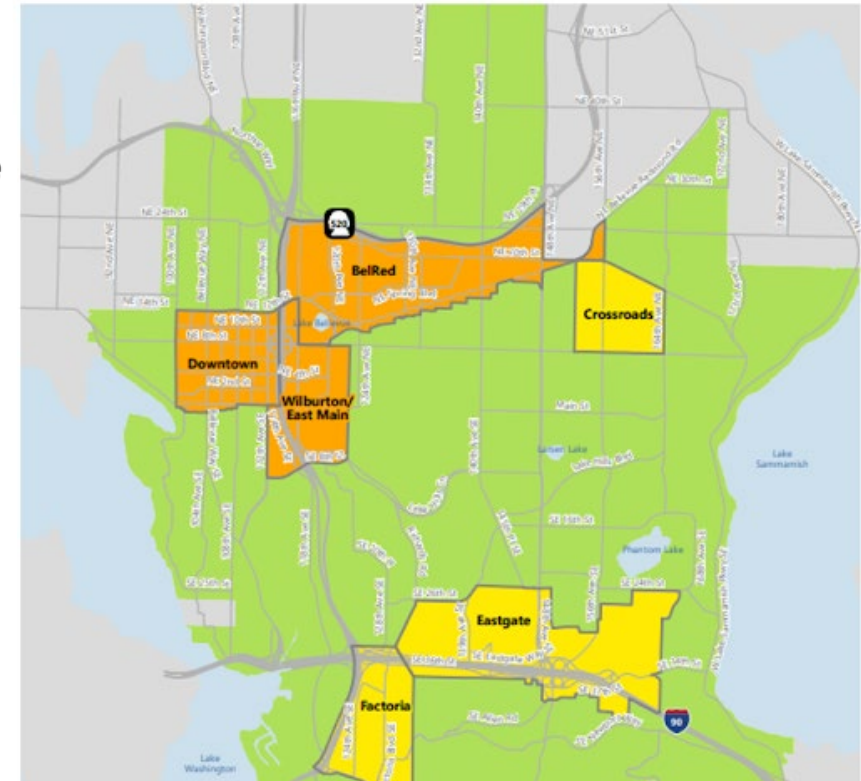
BelRed, Downtown, Wilburton/East Main

Type 2: Medium Density Mixed-Use

Crossroads, Eastgate, Factoria

Type 3: Low Density Residential Neighborhoods

Residential Areas



4) Safer Roads

- Blue Zones: Parkland – Spanaway (Pierce County) Blueprint
 - Support route walking & biking

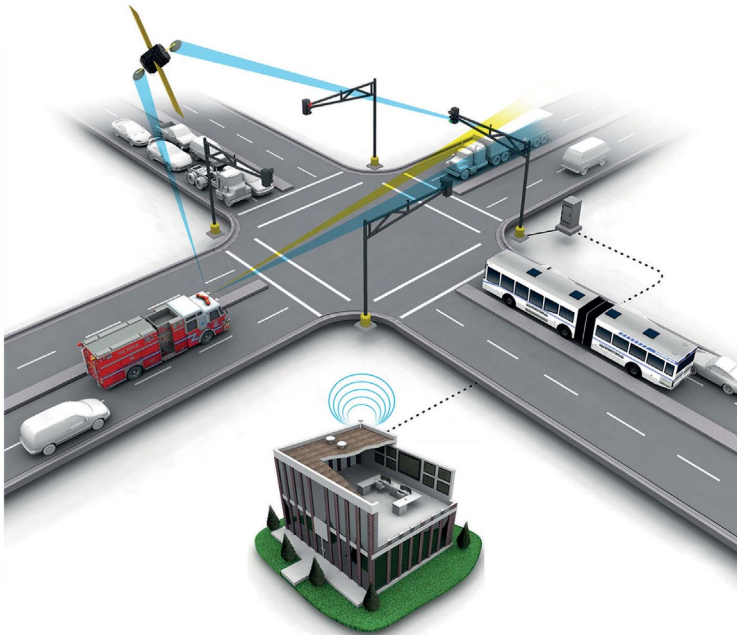


- Port Orchard Roundabout on Bay Street & Bethel Avenue
 - Slows Traffic
 - Reduces Conflict Points
 - Improve Traffic Flow



5) Post-Crash Care: Improve Response Time

- NextGen Emergency Vehicle Preemption (EVP)
 - Reducing the amount of time EMS arrives to a crash scene is critical in reducing the fatality rate



- Improving Triage Accuracy
 - Seattle is looking to increase triage accuracy by using technology to help focus the questions asked to patients

Level 1 - Resuscitation

Level 2 - Emergent

Level 3 - Urgent

Level 4 - Less Urgent

Level 5 - Non-Urgent



State of the Region: Summary Statistics

**86**

TOTAL JURISDICTIONS
IN PSRC

**28/86**

HAVE STANDALONE
SAFETY PLANS

**33/86**

HAVE A SAFETY SECTION
IN THEIR
COMPREHENSIVE PLAN

**42**

SURVEYS
COMPLETED

INCLUDING ADDITIONAL
PARTNERS:

- WSDOT (2)
- PIERCE TRANSIT

**70/86**

HAVE SAFETY POLICIES
IN THEIR
COMPREHENSIVE PLAN

**11**

ATTENDEES ATTENDED MAY 3RD FOCUS
GROUP TO SHARE INSIGHTS



Summary Statistics

70/89

DESIGN
GUIDELINES
FOCUSED ON
SAFETY

34/89

HAVE A
BIKE PLAN

62/89

HAVE A SPEED
LIMIT POLICY

36/89

HAVE A
PEDESTRIAN
PLAN

14/89

HAVE A SAFE
ROUTES
TO SCHOOL PLAN

46/89

HAVE A COMPLETE STREETS
POLICY





Public Involvement Plan

Community Events & Interviews

Jun 2024 – Aug 2024

Online Hub

Jul 29 – Oct 15

Public Opinion Survey

Aug 15 – Sep 30

Regional Public Meetings

Sep 15 – Oct 11

Focus Groups

Oct 1 – Nov 15

Internal Briefings

Jun 2024
&
Sep 2024



uncommon
BRIDGES



Next Steps



1. State of the Region Report
2. What we hear from communities (Public Engagement) and other stakeholders
3. Typologies
4. Tools and Strategies
5. Develop Draft Plan



Discussion

