

# PSRC Regional Safety Action Plan

July 24, 2024

Transportation Operators Committee



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](https://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



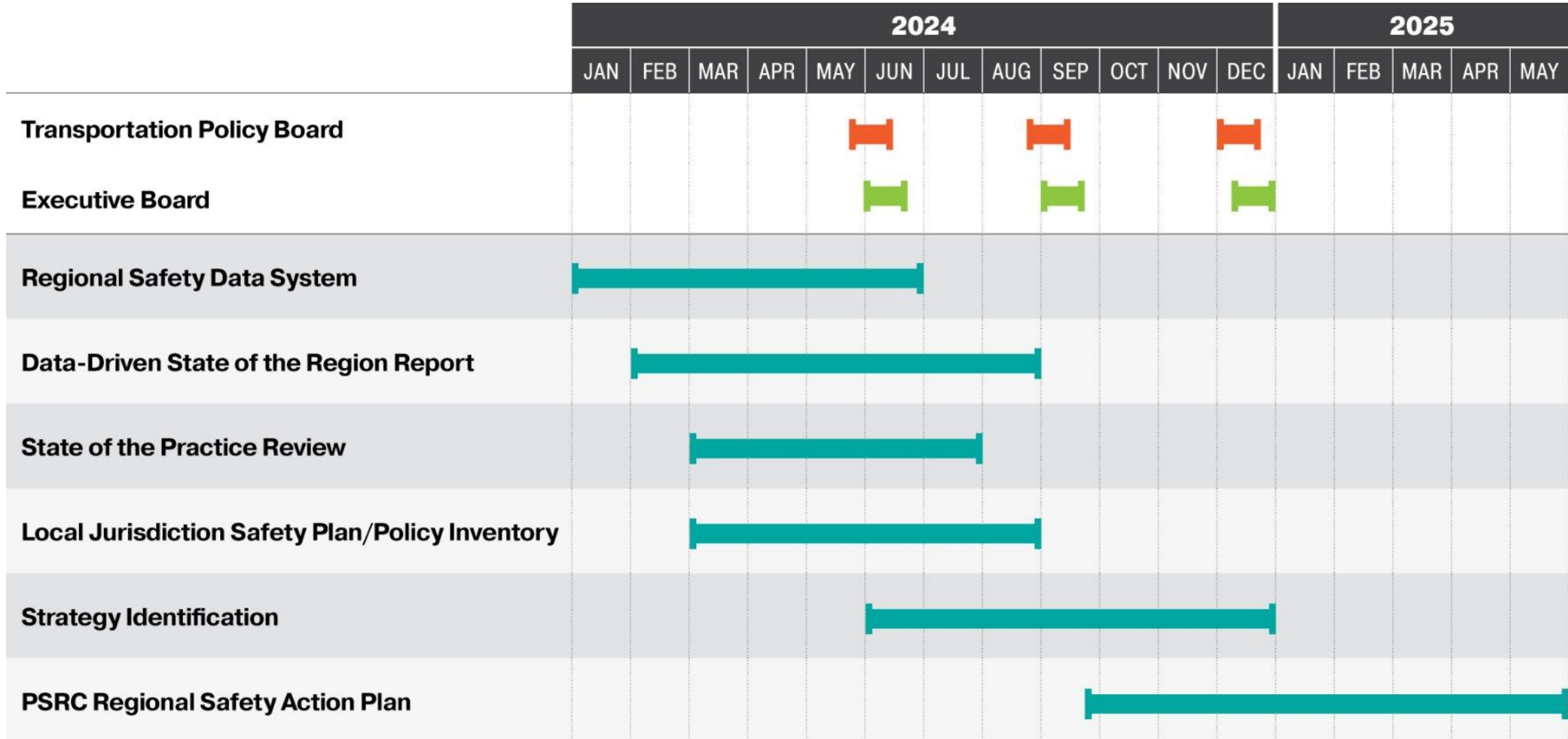


# Background

- 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

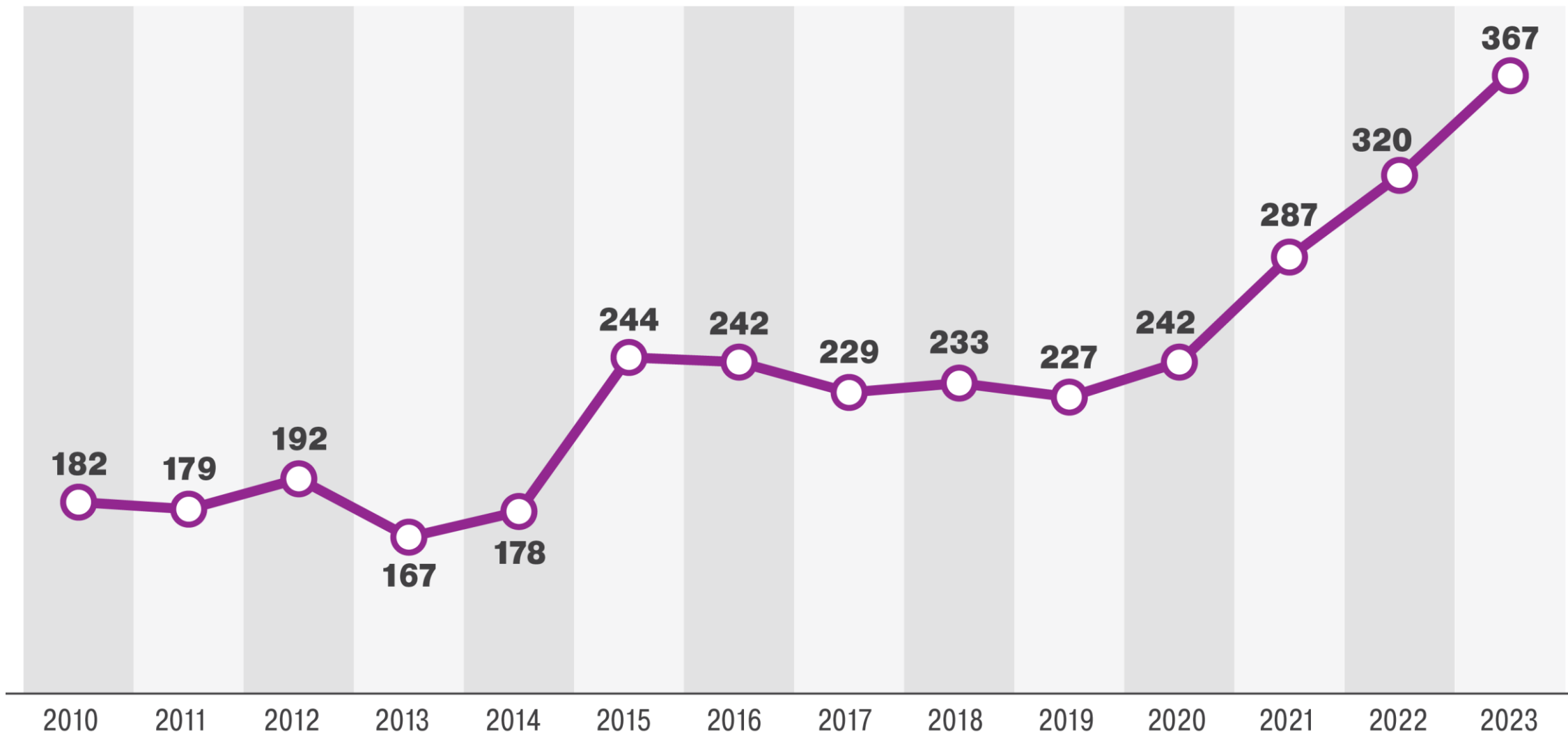


TOOLE  
DESIGN



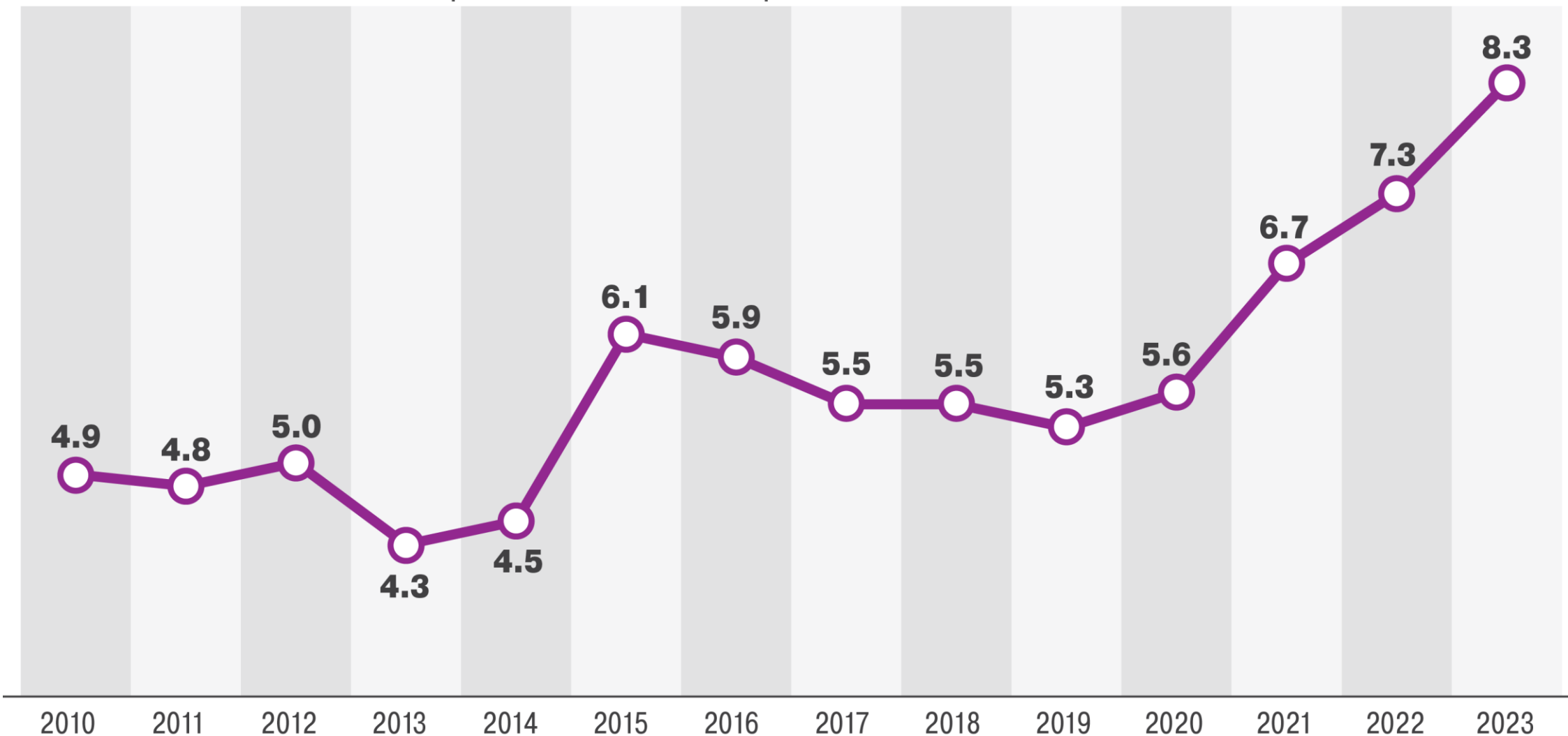
# Traffic Related Deaths are at historic levels

Traffic Related Deaths



# It isn't because more people live here

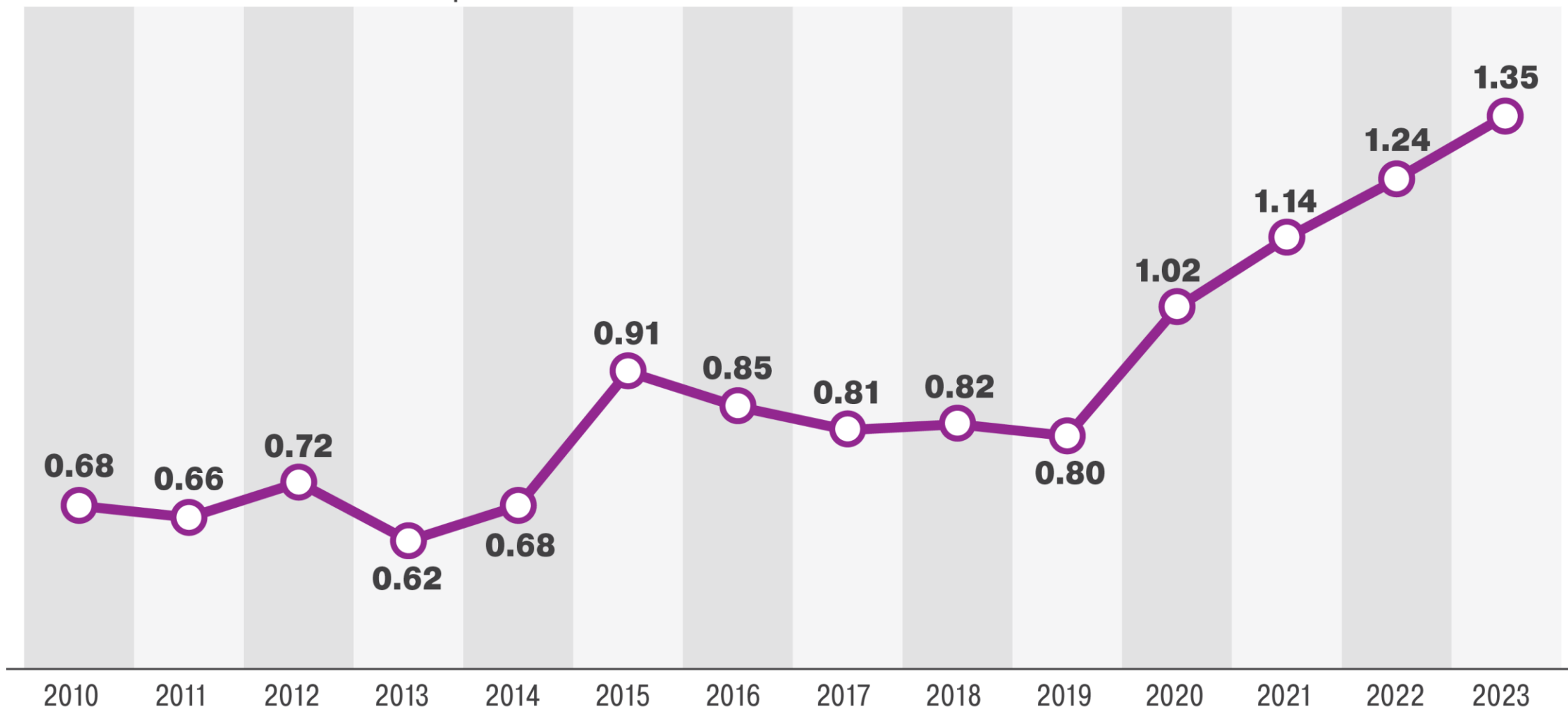
Traffic Related Deaths per 100,000 People





# 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

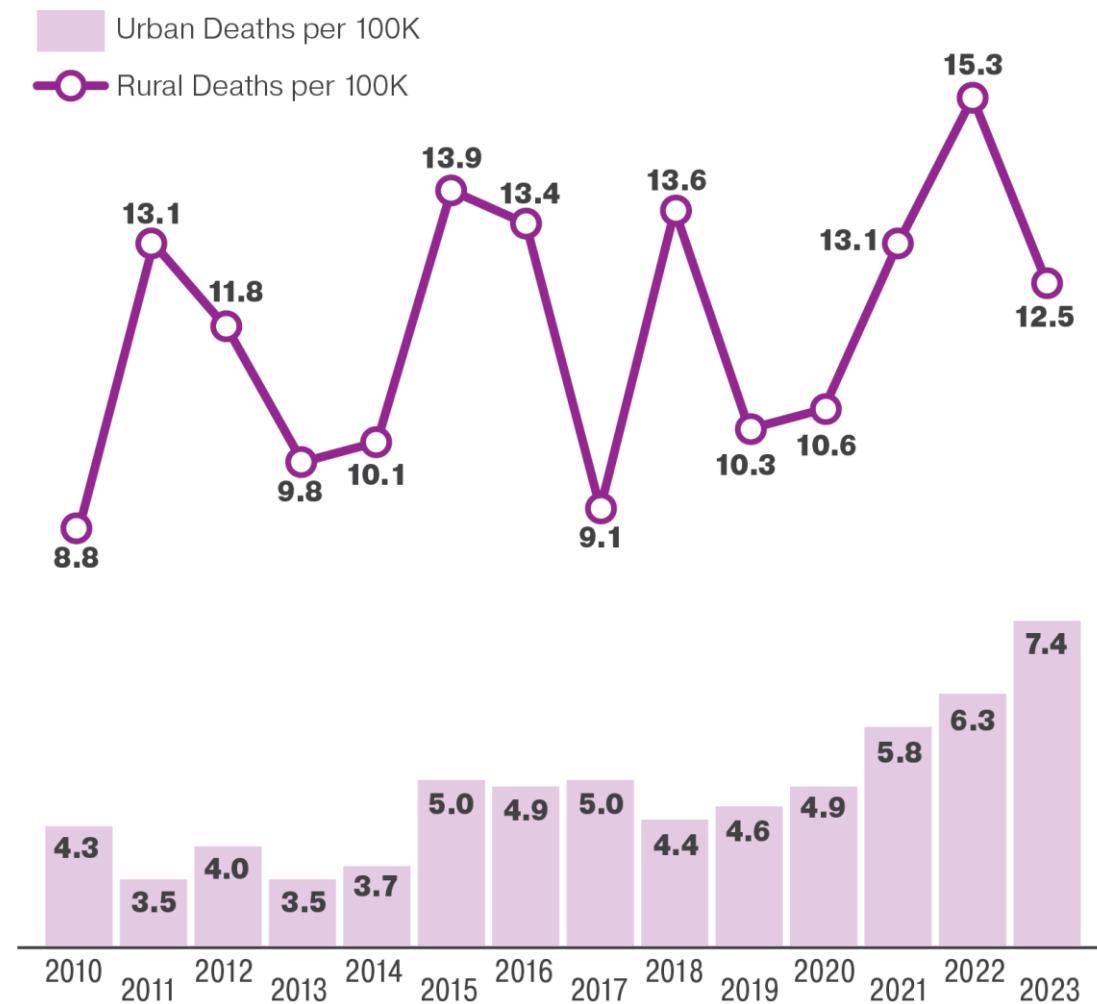
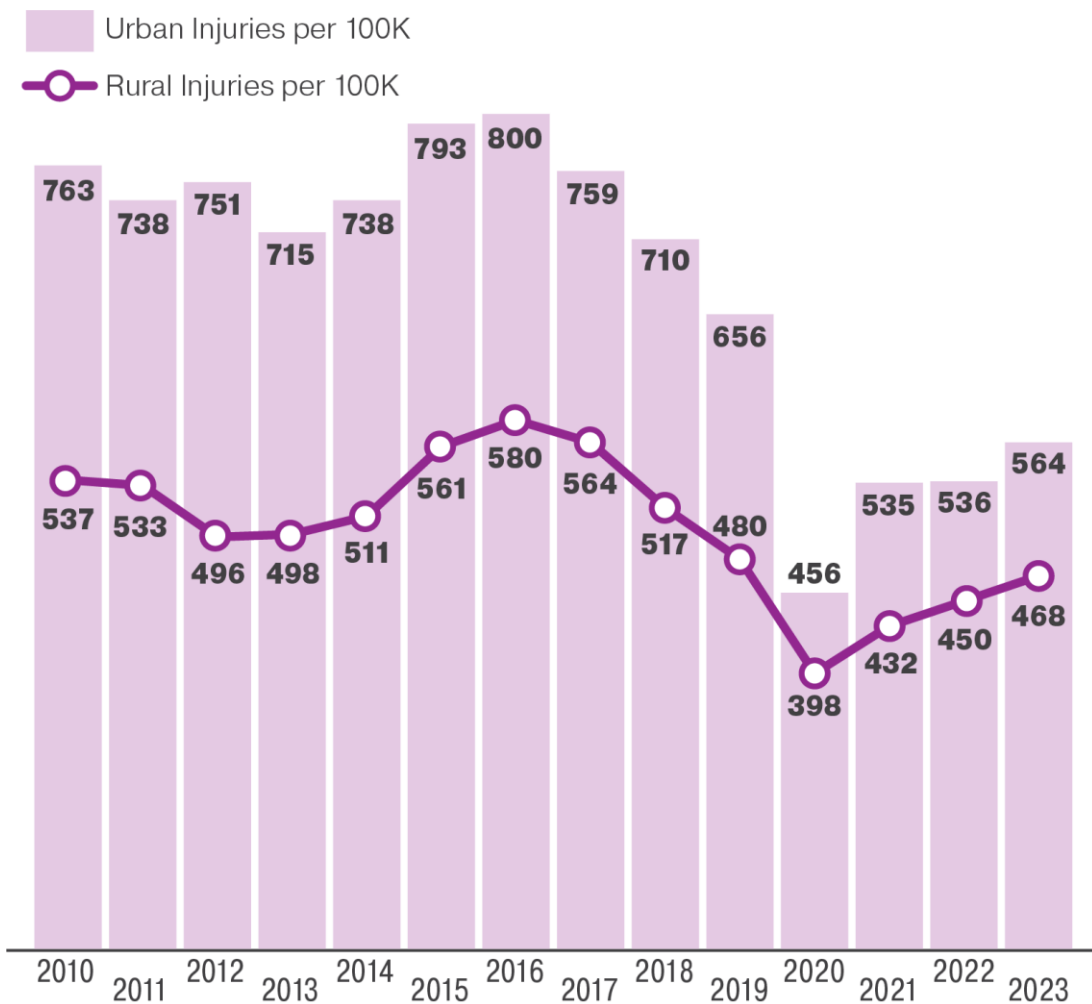
When it comes to tools and strategies, context matters and one size does not fit all

## Examples of Typologies:

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



# Rate of Fatalities in Rural Areas Higher than Urban Areas

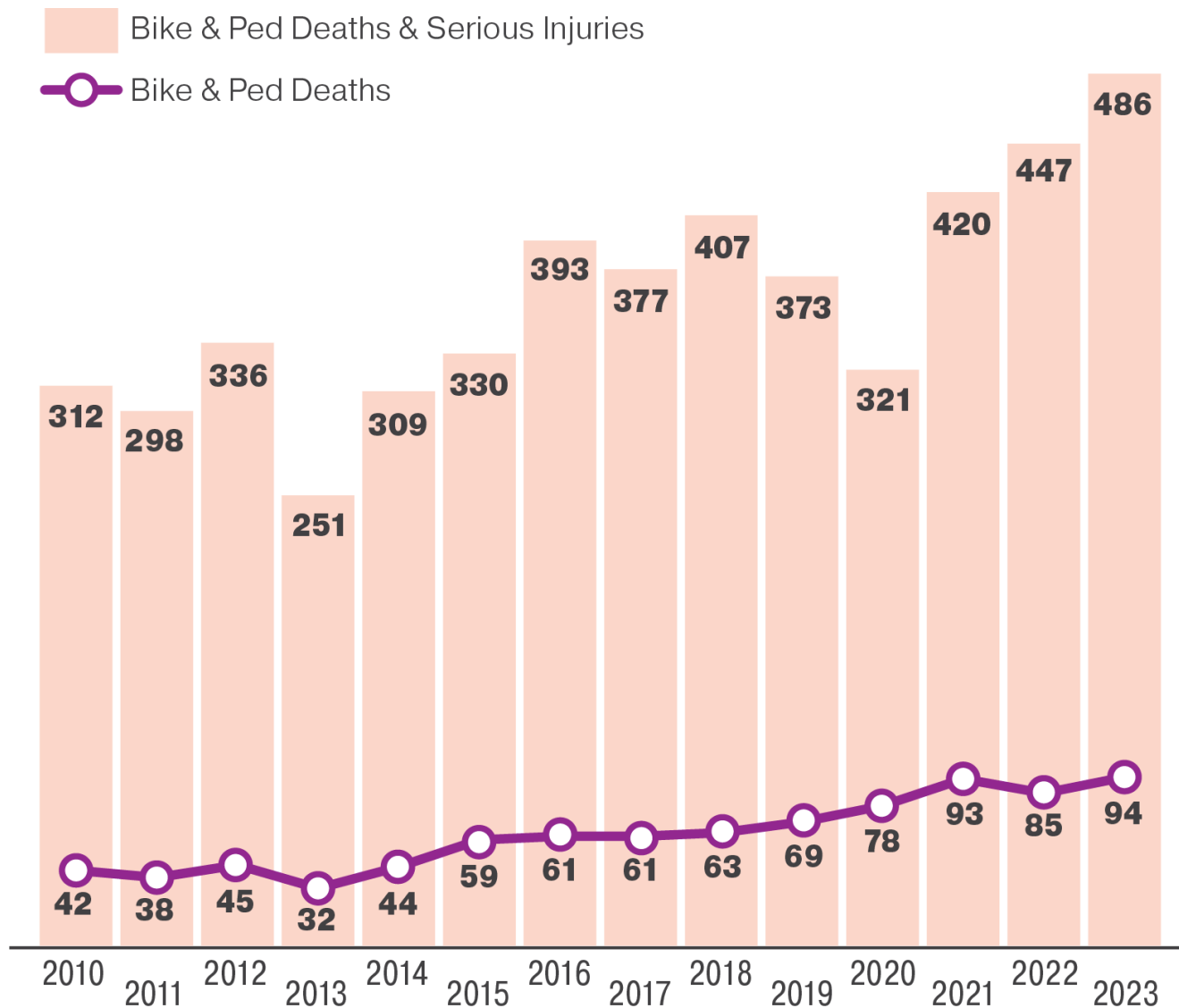




# Bike and Ped Deaths

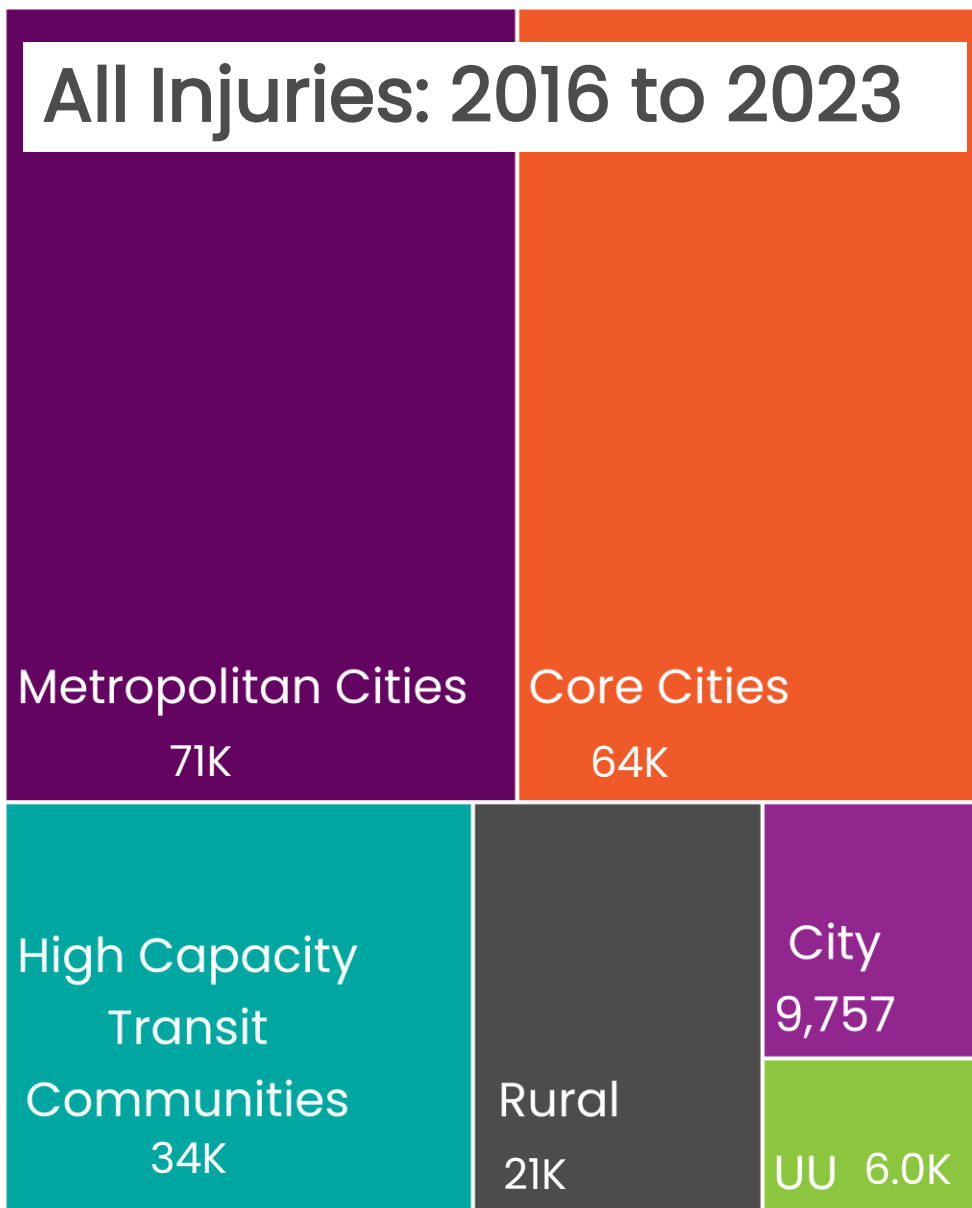
## Bike and Pedestrian Deaths are increasing along with serious injuries

- Of these combined numbers, Deaths and Serious Injuries are 77% pedestrians and 23% bicyclists
- Deaths are 89% pedestrians and 11% bicyclists

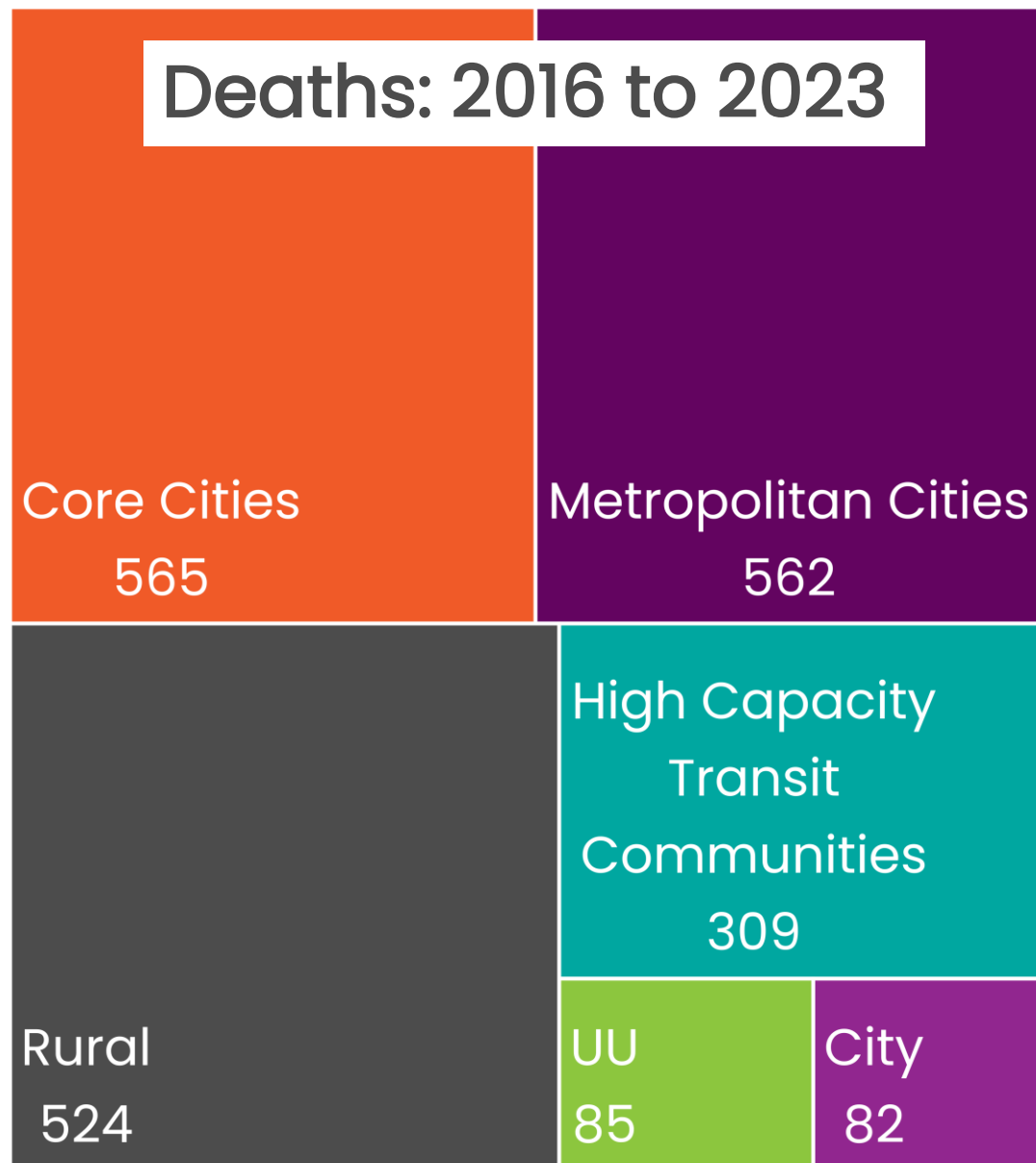


# Injuries by Regional Geographies

## All Injuries: 2016 to 2023



## Deaths: 2016 to 2023

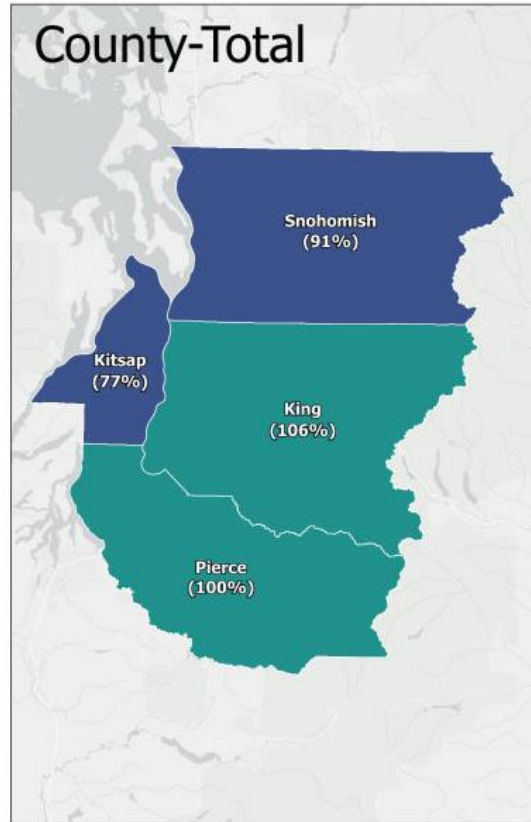


# Crashes across Geography

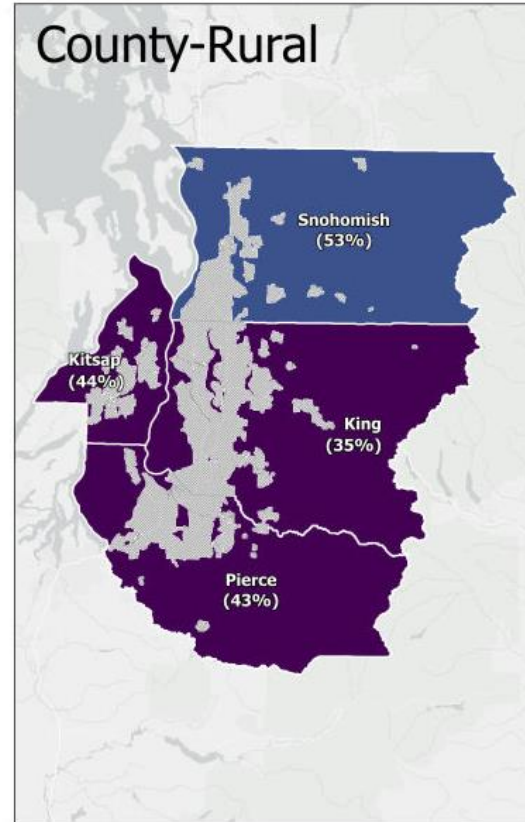
Cities



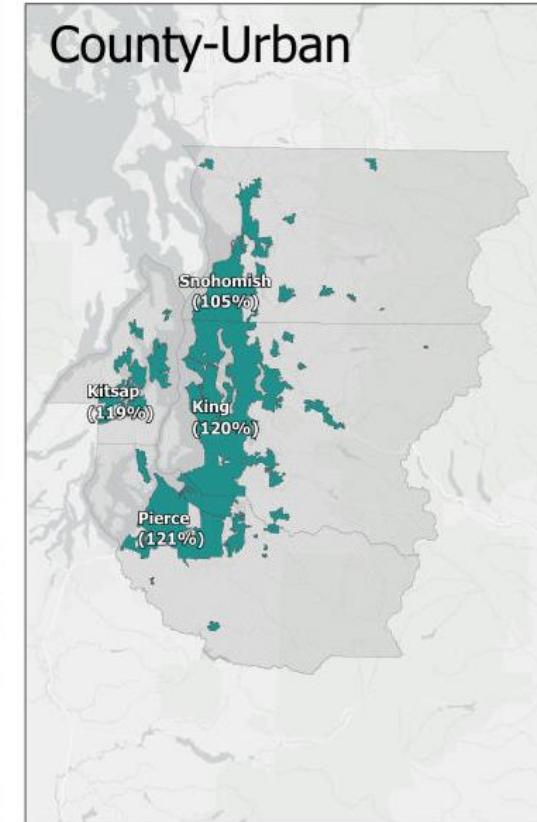
County-Total



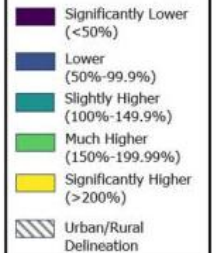
County-Rural



County-Urban

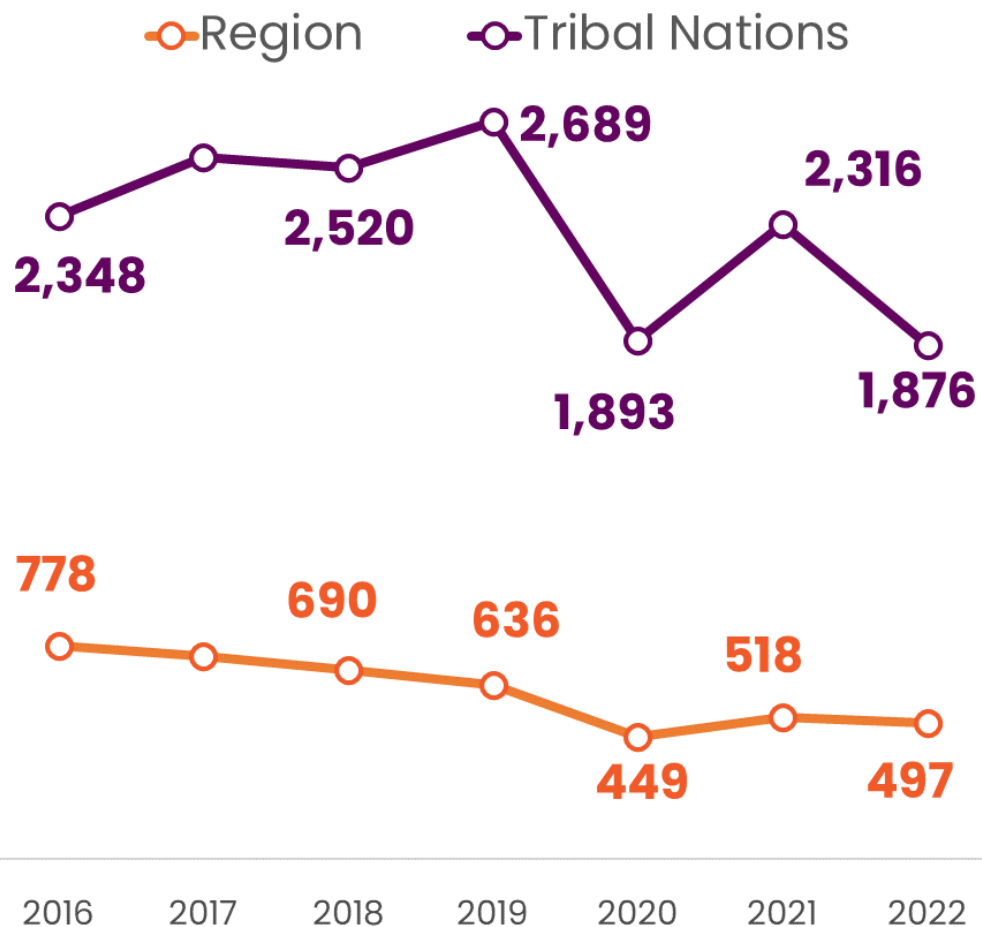


Percentage crash  
rate by geography  
compared to region

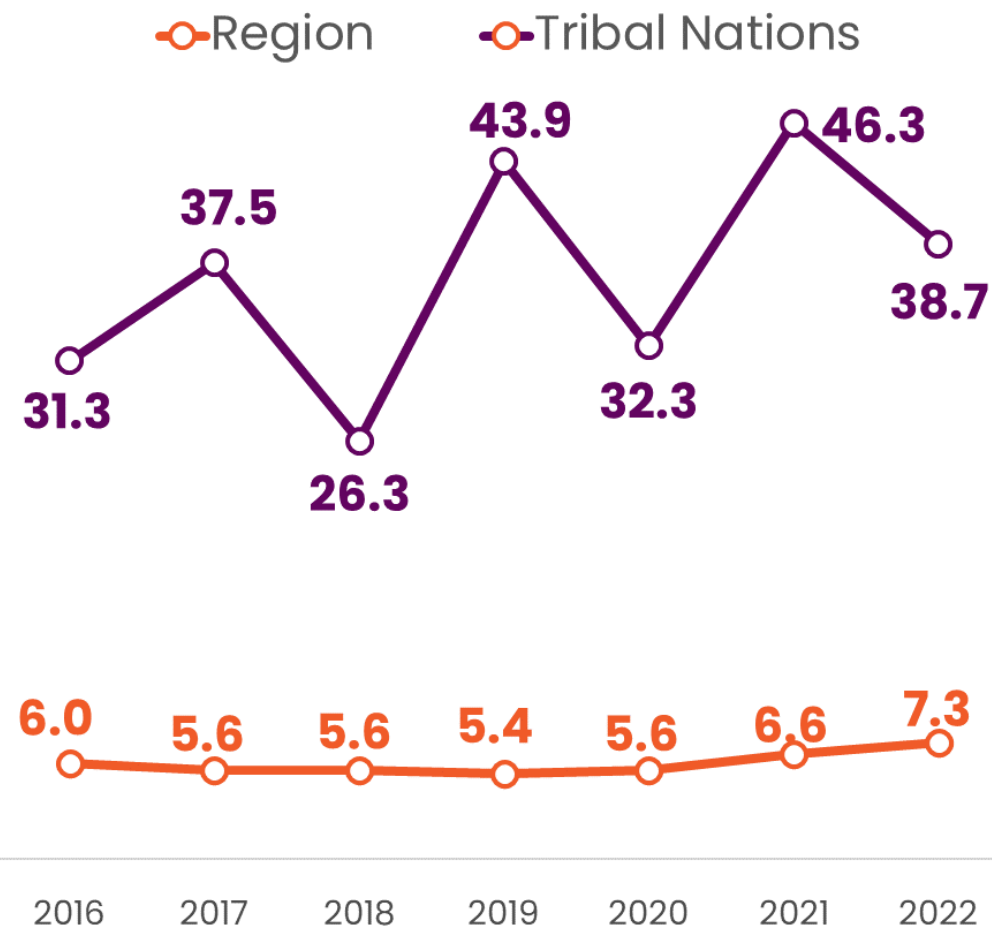


# Collisions on Tribal Lands are more severe

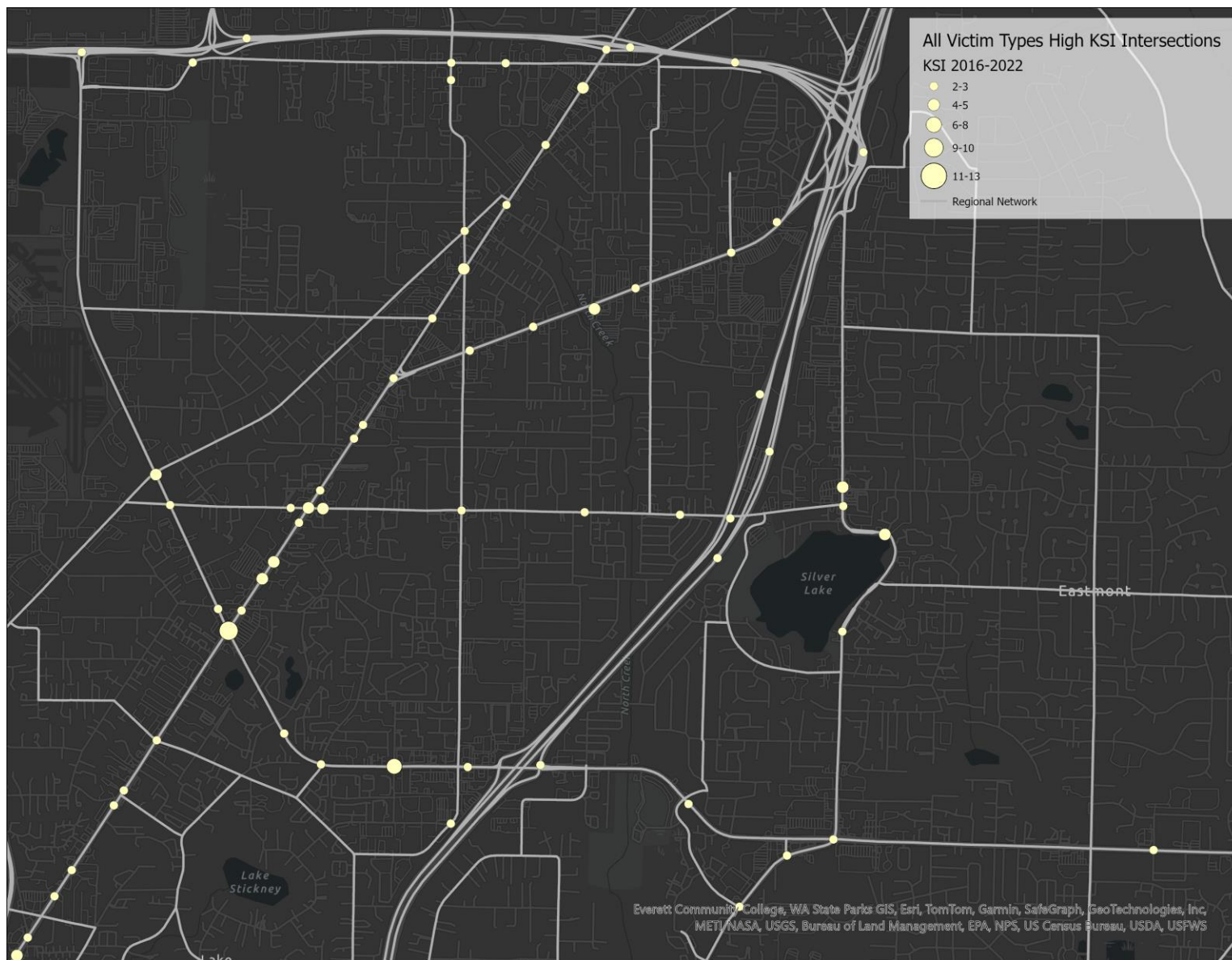
## All Injuries per 100,000



## Deaths per 100,000



# High Injury Intersections



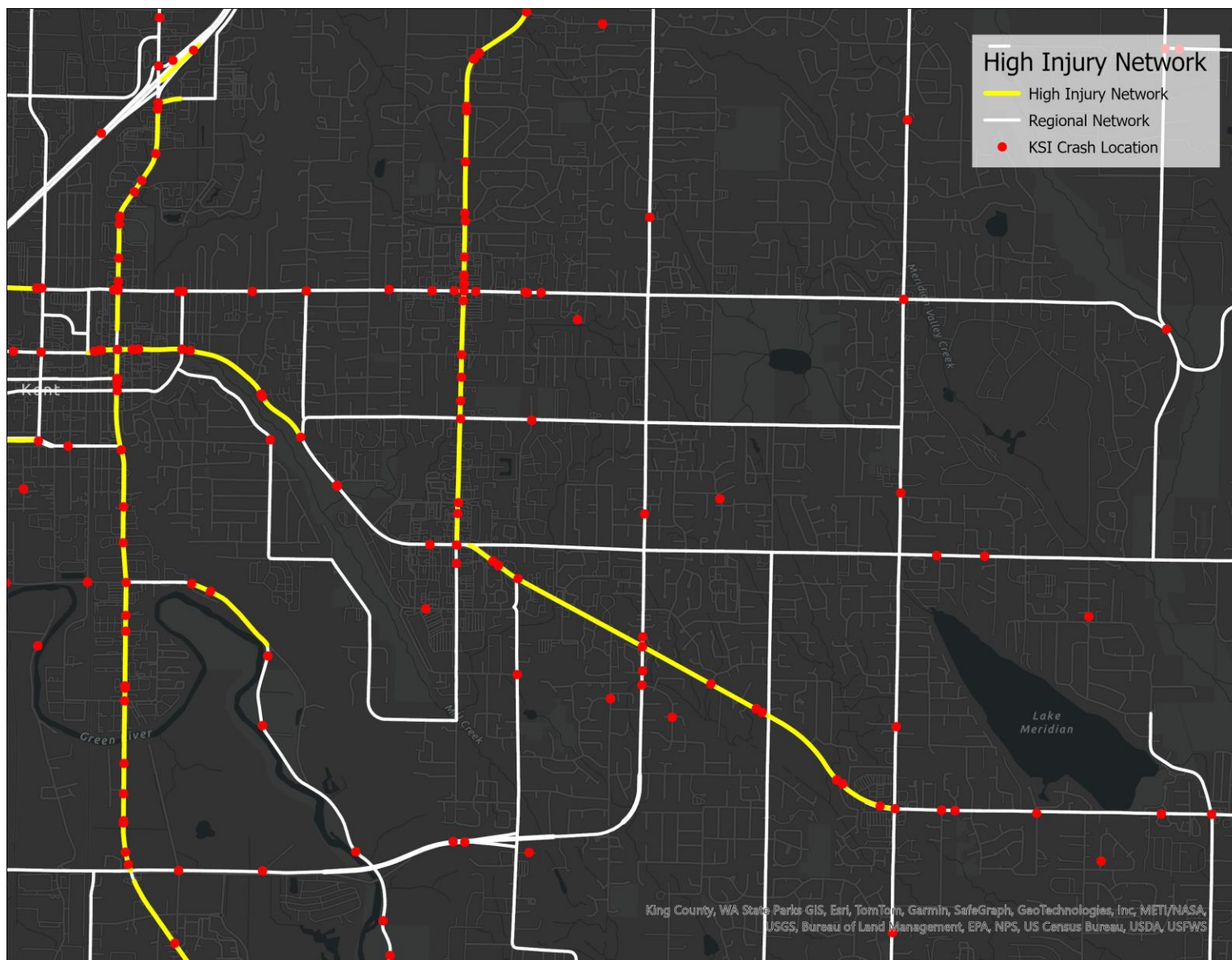
Data by intersections is part of the analysis and will be available to download via the web

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

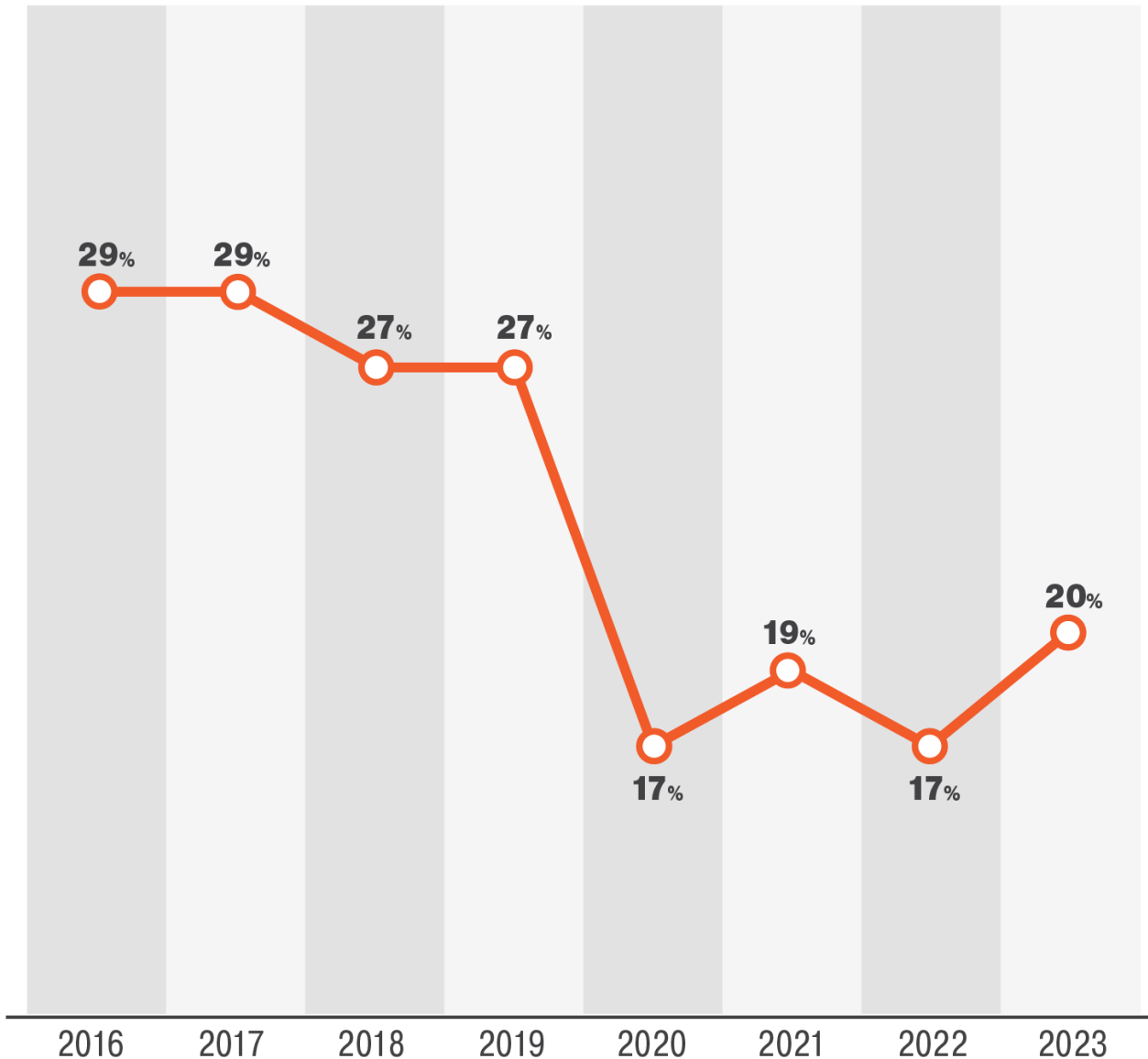
Metric	All Injuries		Death & Serious Injury		Ratio Severe to all Injury
	Total	Share	Total	Share	
Alcohol Impaired*	10,923	6%	1,644	15%	1 : 7
Drug Impaired*	2,861	2%	642	6%	1 : 4
Vehicle Travel in Wrong Way	664	<1%	169	2%	1 : 4
Single Vehicle Surface Streets	27,531	15%	4,336	40%	1 : 6
<b>All Crash Types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

\* 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 and deaths in 2018
- By 2023, 20% of all collisions involved a distracted user





# 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

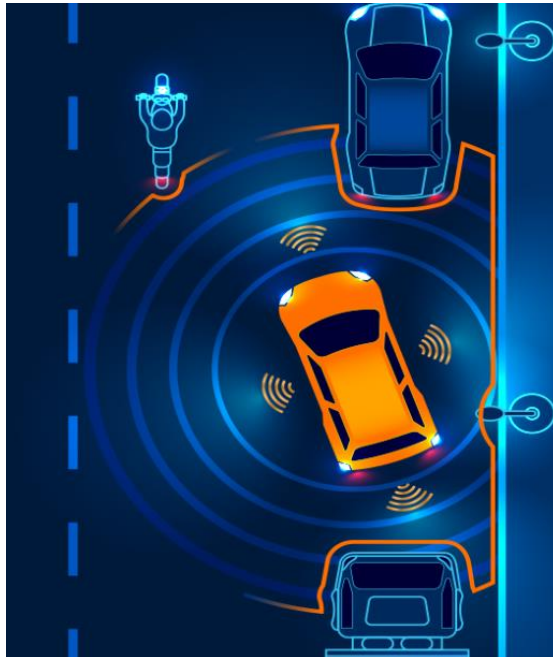


- Renton Safer Access to Neighborhood Destinations (SAND) Academy



## 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

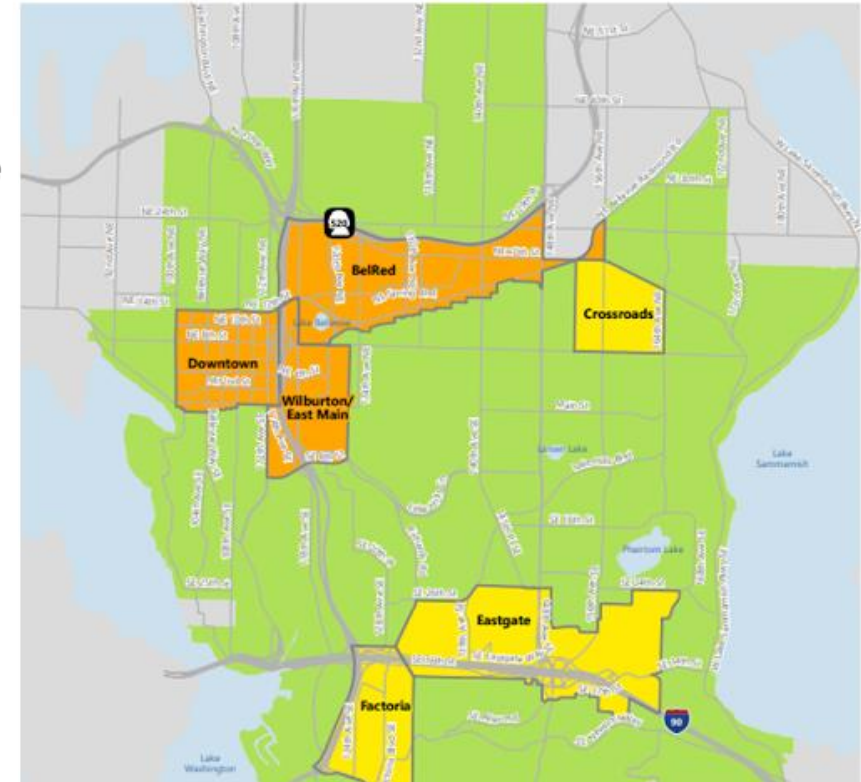
BelRed, Downtown, Wilburton/East Main

## 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



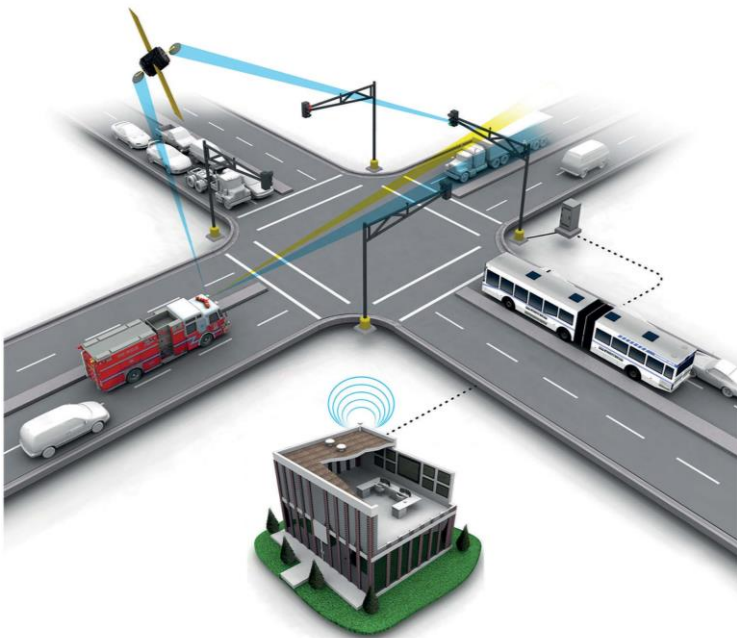
- Port Orchard Roundabout on Bay Street & Bethel Avenue
  - Slows Traffic
  - Reduces Conflict Points
  - Improve Traffic Flow





# 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



Next  
Steps

DKS



TOOLE  
DESIGN



uncommon  
BRIDGES



# Guiding Principles for Equitable Engagement

- Do this work in partnership
- Accountability to those closest to impacts and harms
- Relationships and capacity building are essential to long-term success
- Course correcting is inherent
- Conflict is an important element of growth





# 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

