PSRC Regional Safety Action Plan

July 26, 2024

Regional Project Evaluation Committee

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

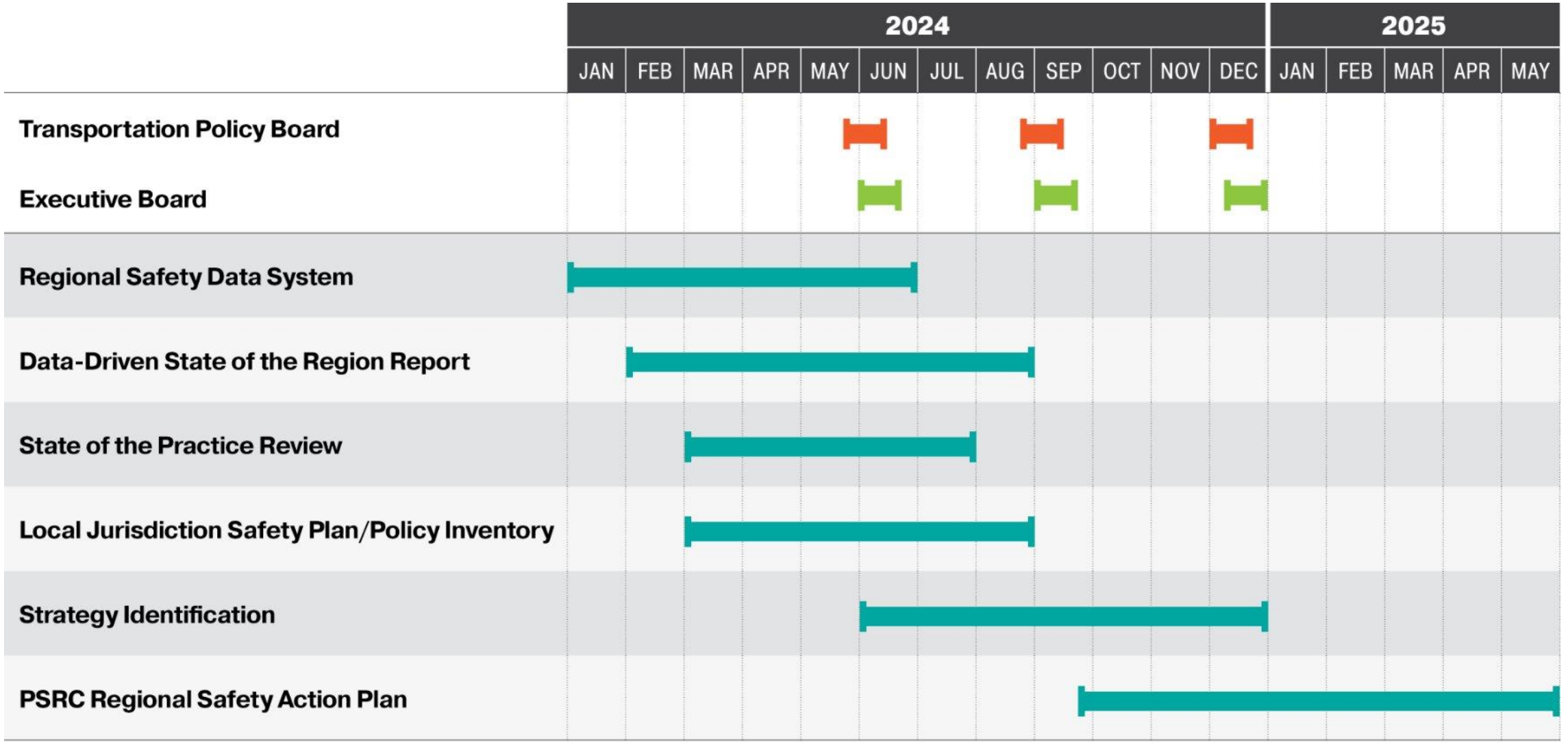
Agenda

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



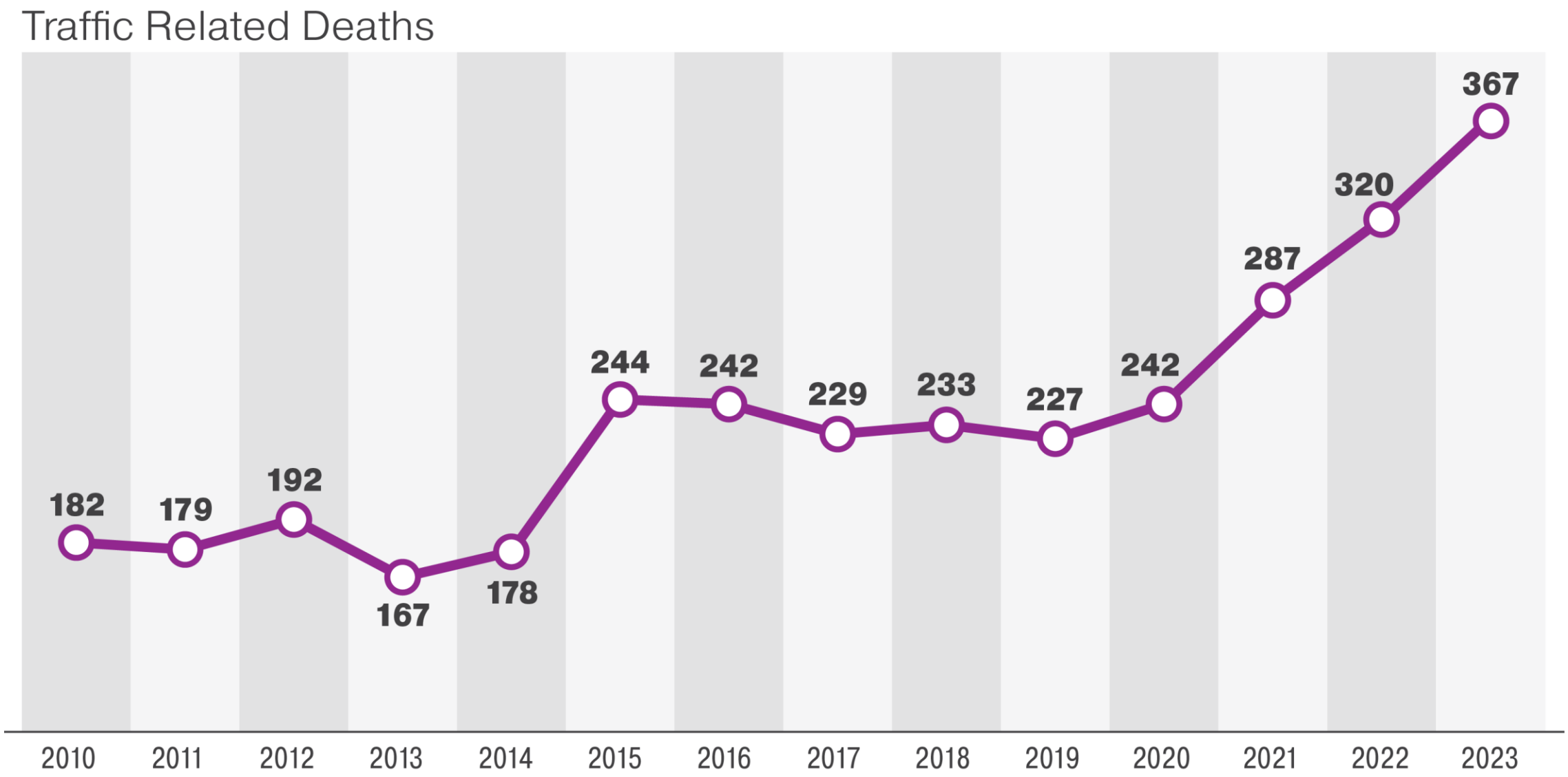
Purpose of Regional Safety Action Plan

- 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

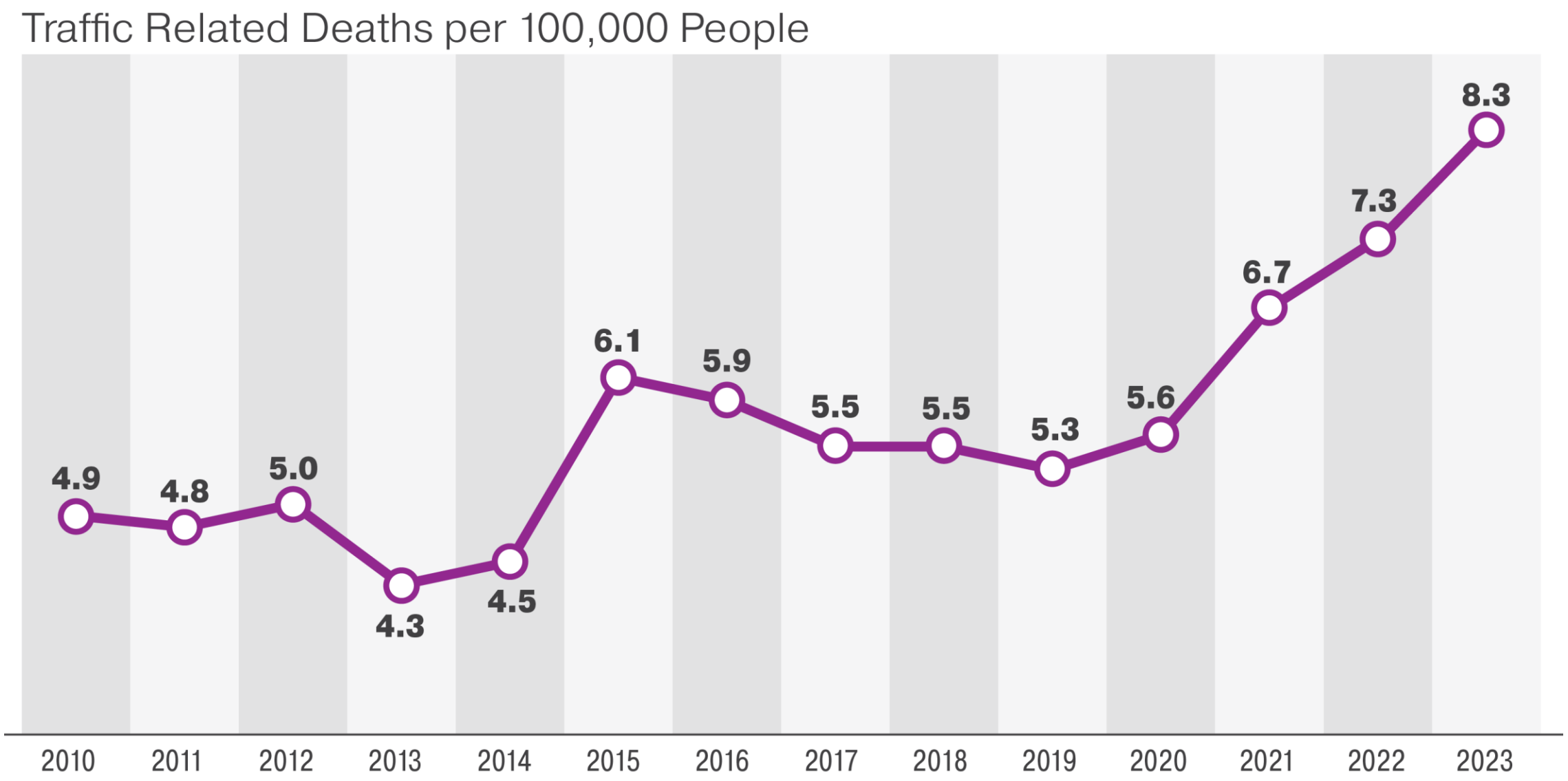
Safety Data

Traffic Related Deaths are at historic levels



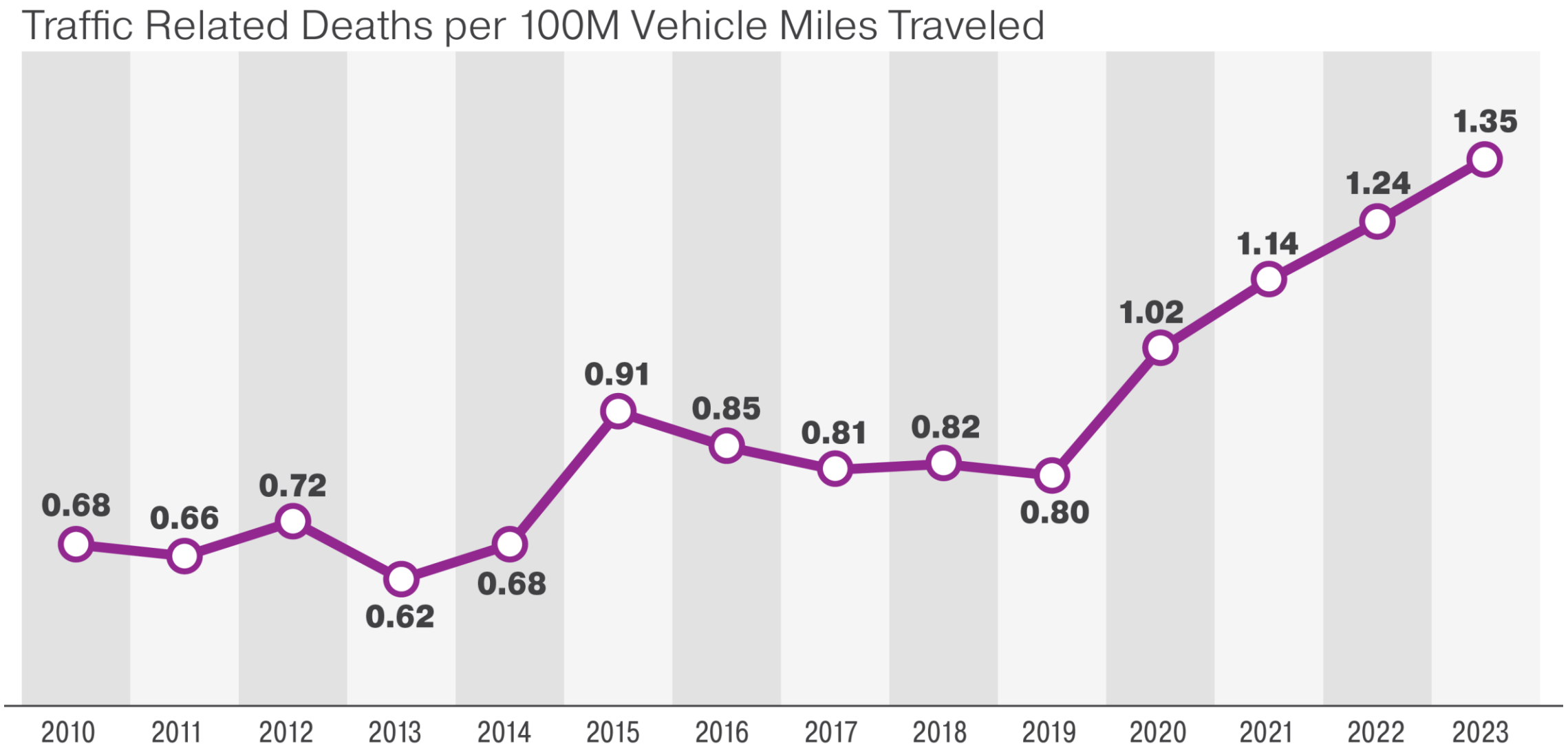
Safety Data

It isn't because more people live here



Safety Data

It isn't because people are driving more



Safety Data

What can we do to address this troubling trend?

Source: USDOT

Safety Data

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

Safety Data

Data in the Regional Safety Action Plan

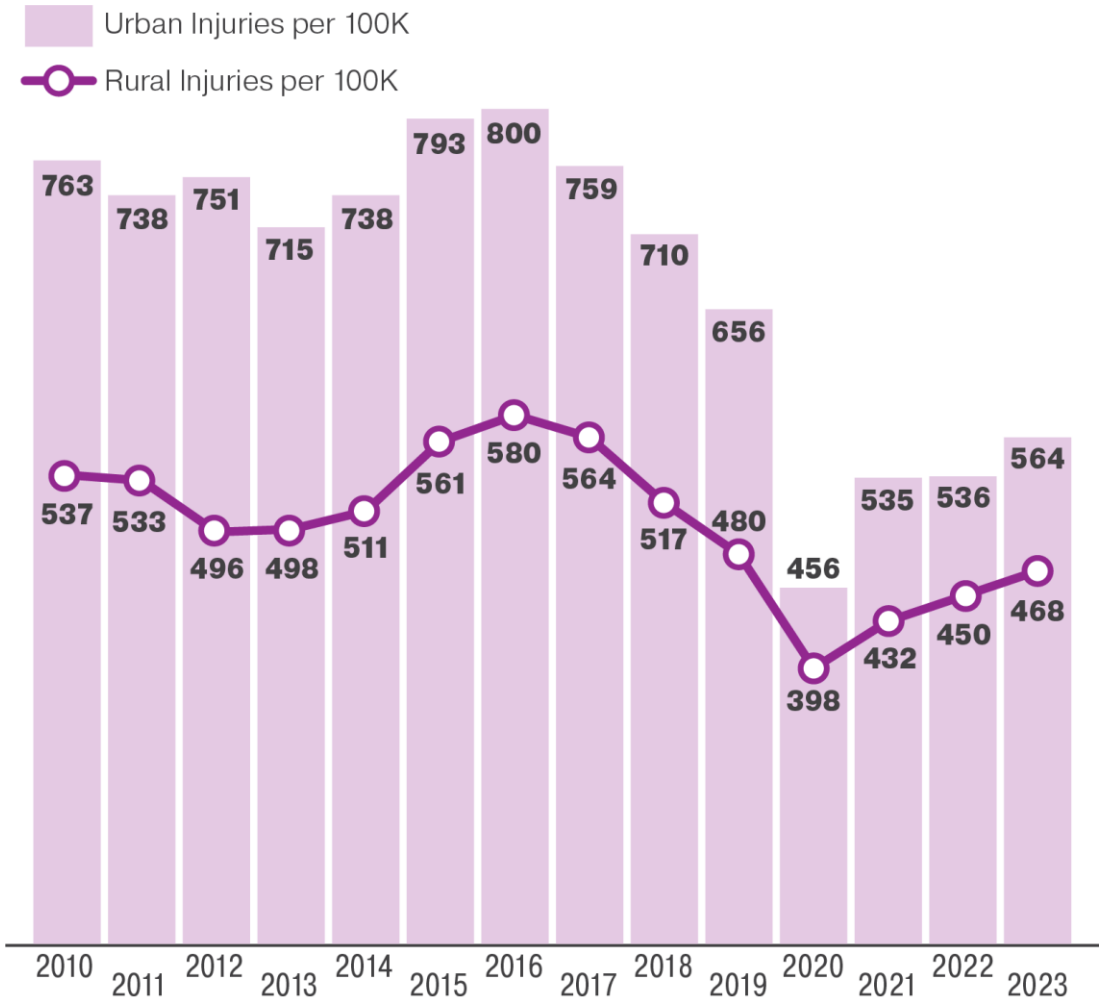
When it comes to tools and strategies, context matters and one size does not fit all

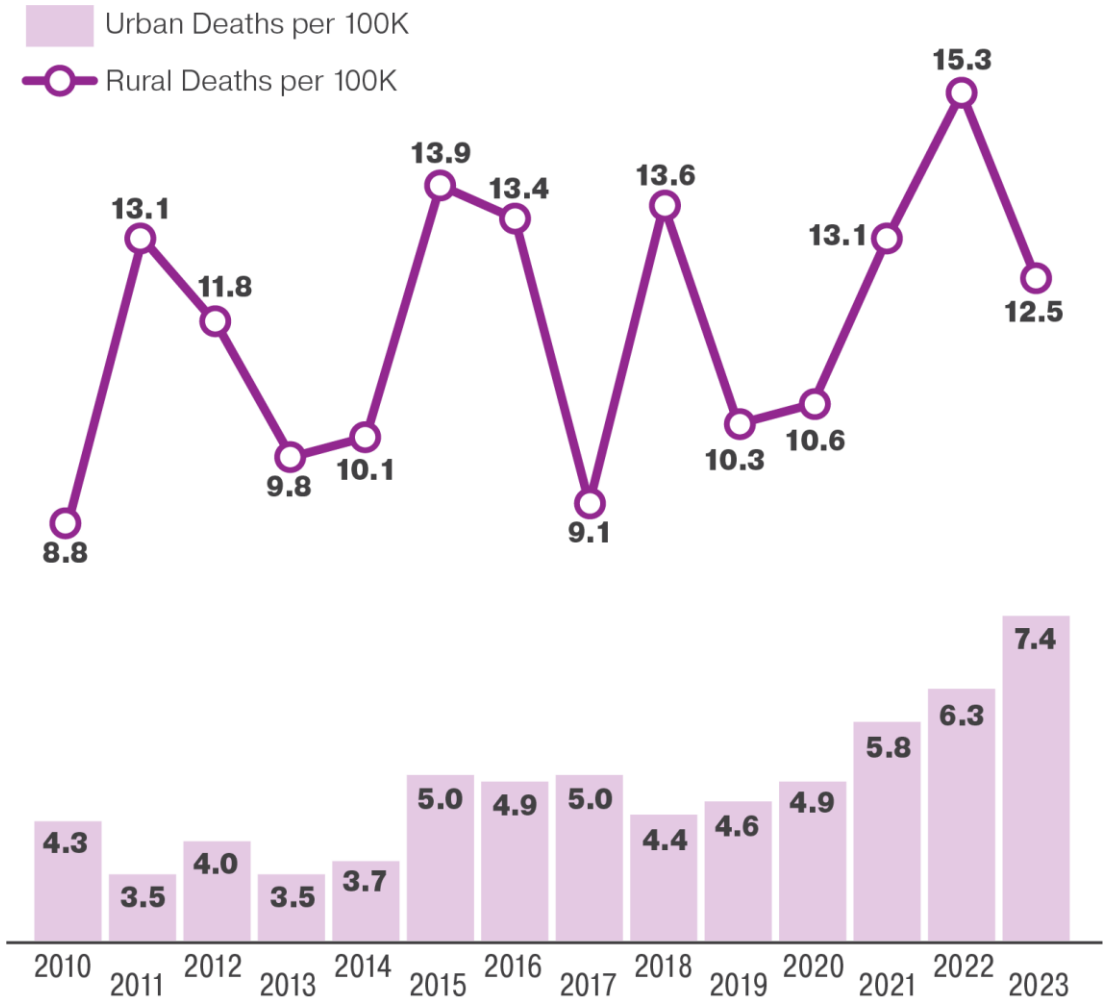
Examples of Typologies:

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

Safety Data

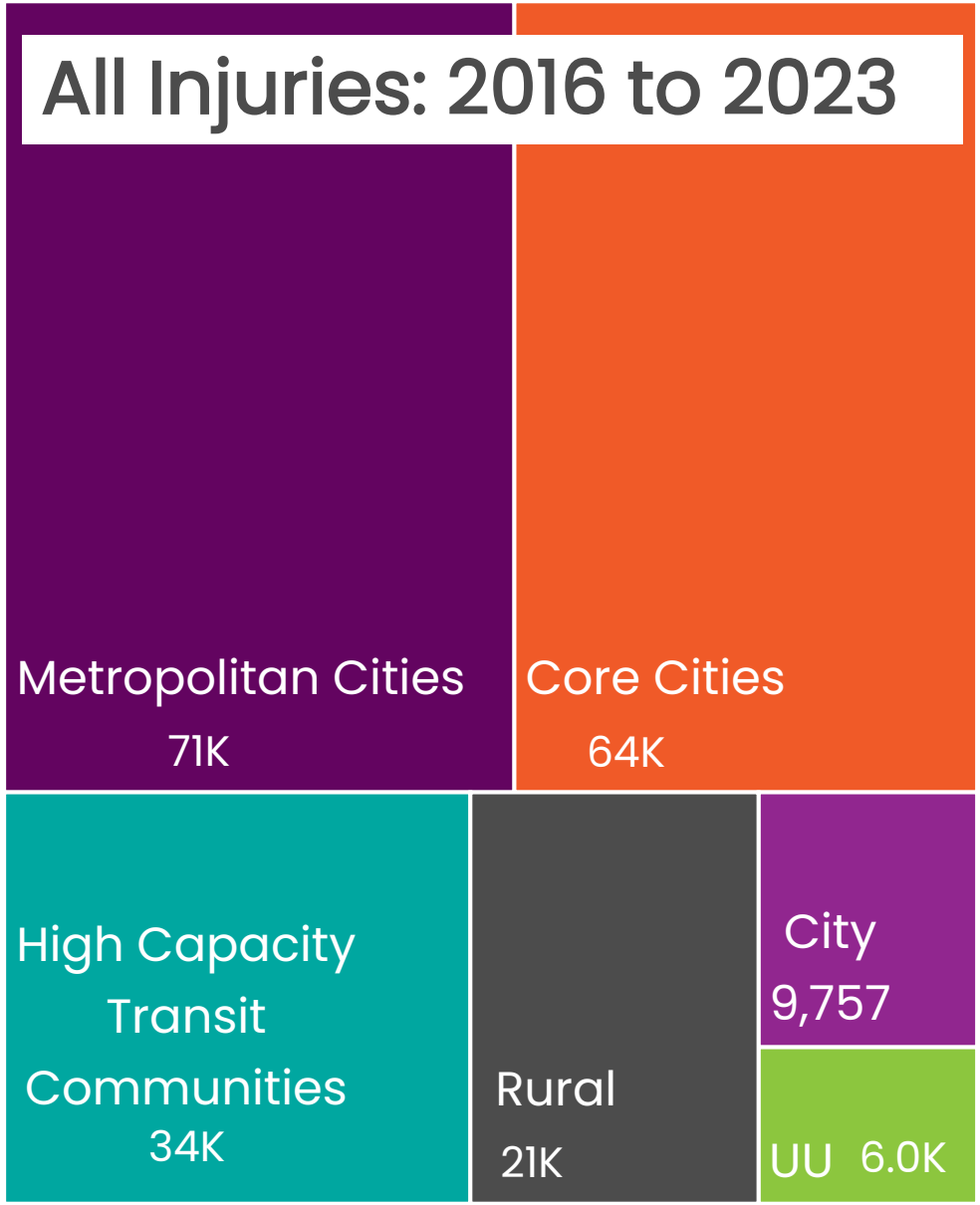
Rate of Fatalities in Rural Areas Higher than Urban Areas

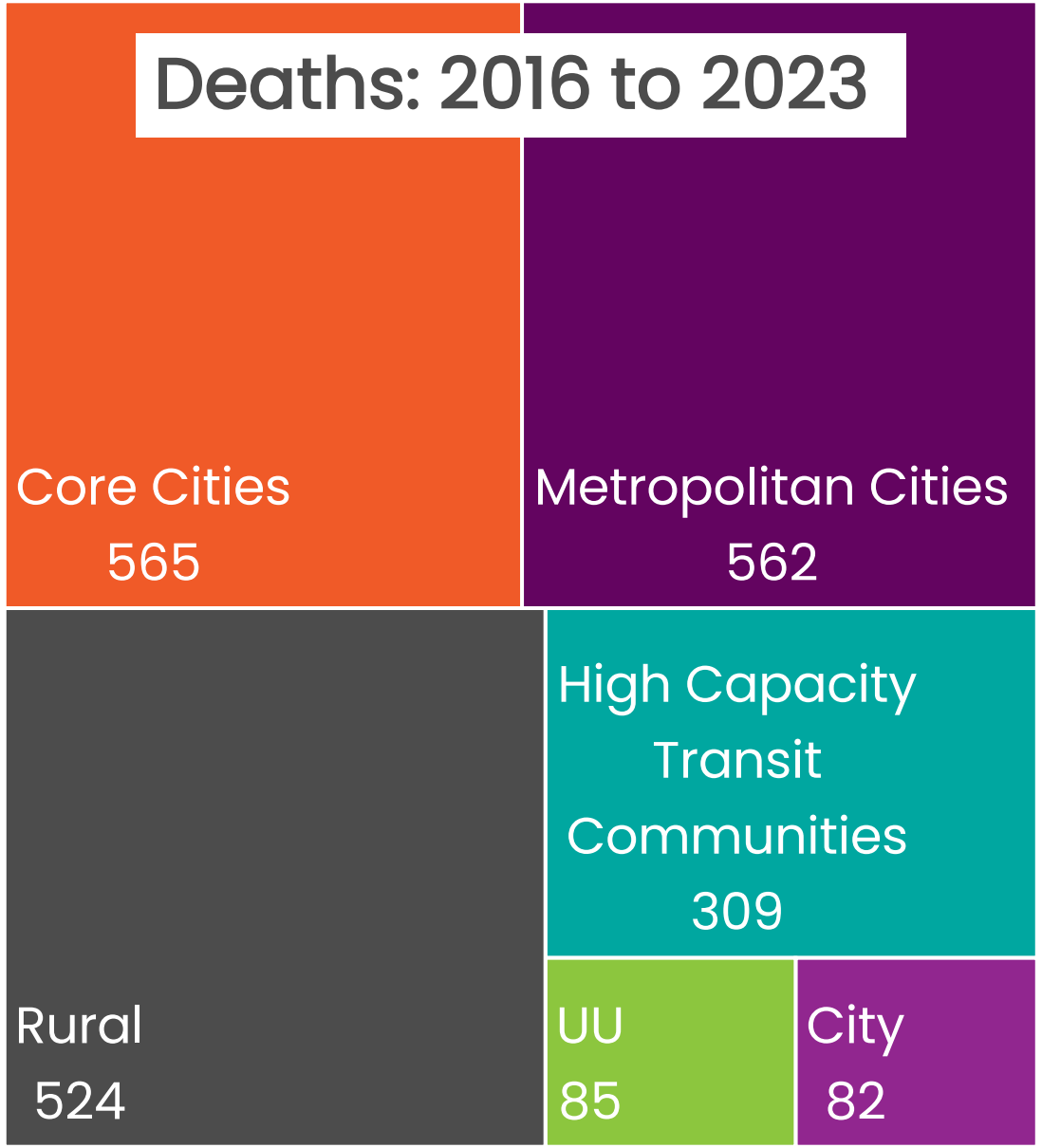




Safety Data

Injuries by Regional Geographies



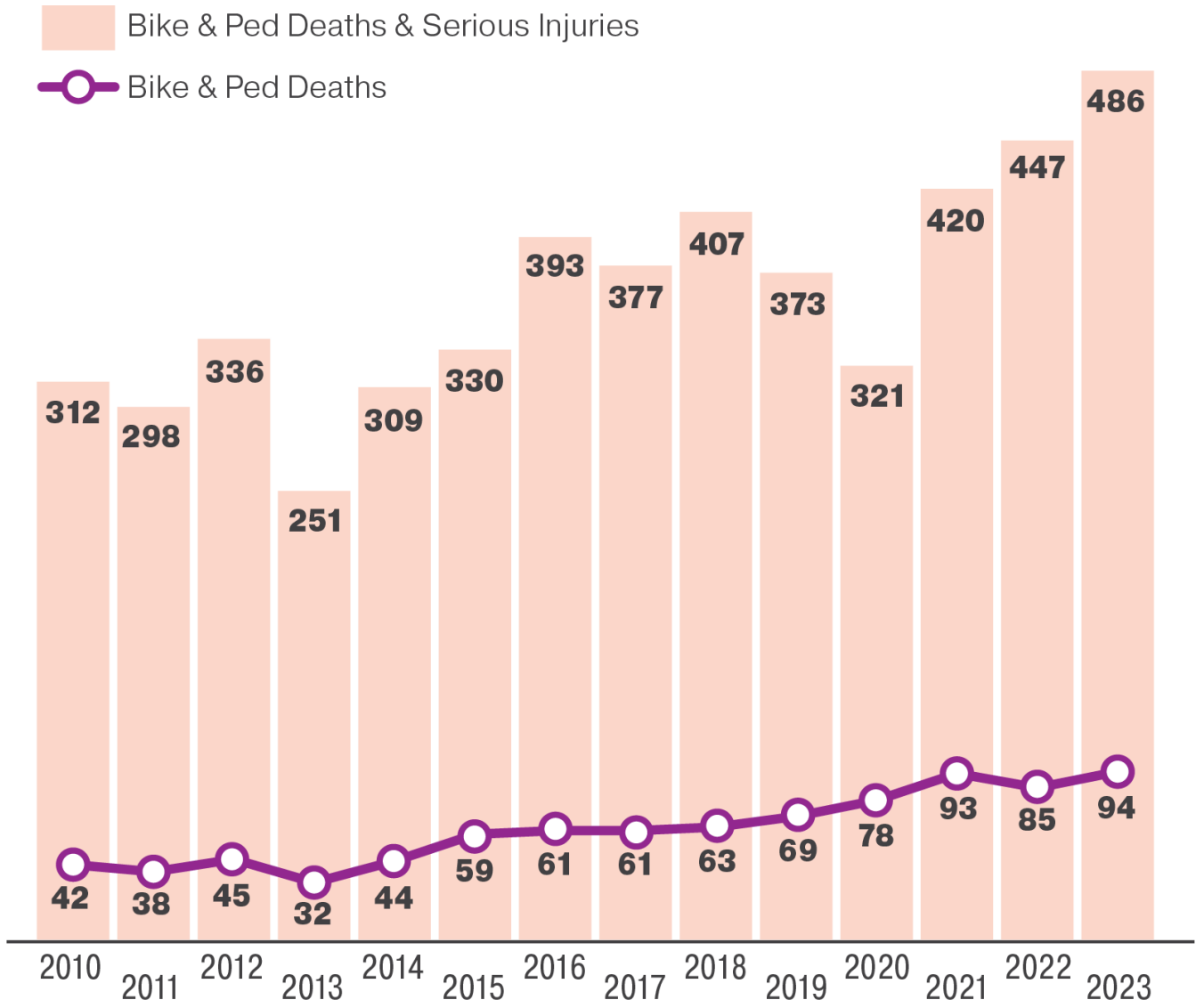


Safety Data

Bike and Ped Deaths

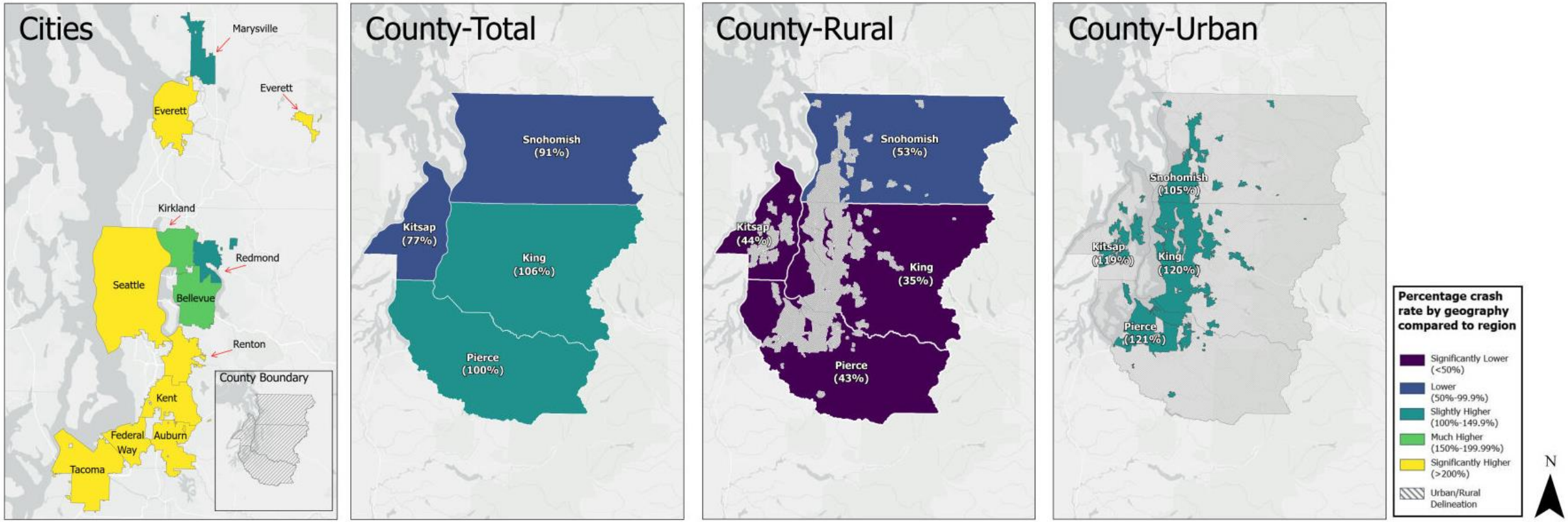
Bike and Pedestrian Deaths are increasing along with serious injuries

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



Safety Data

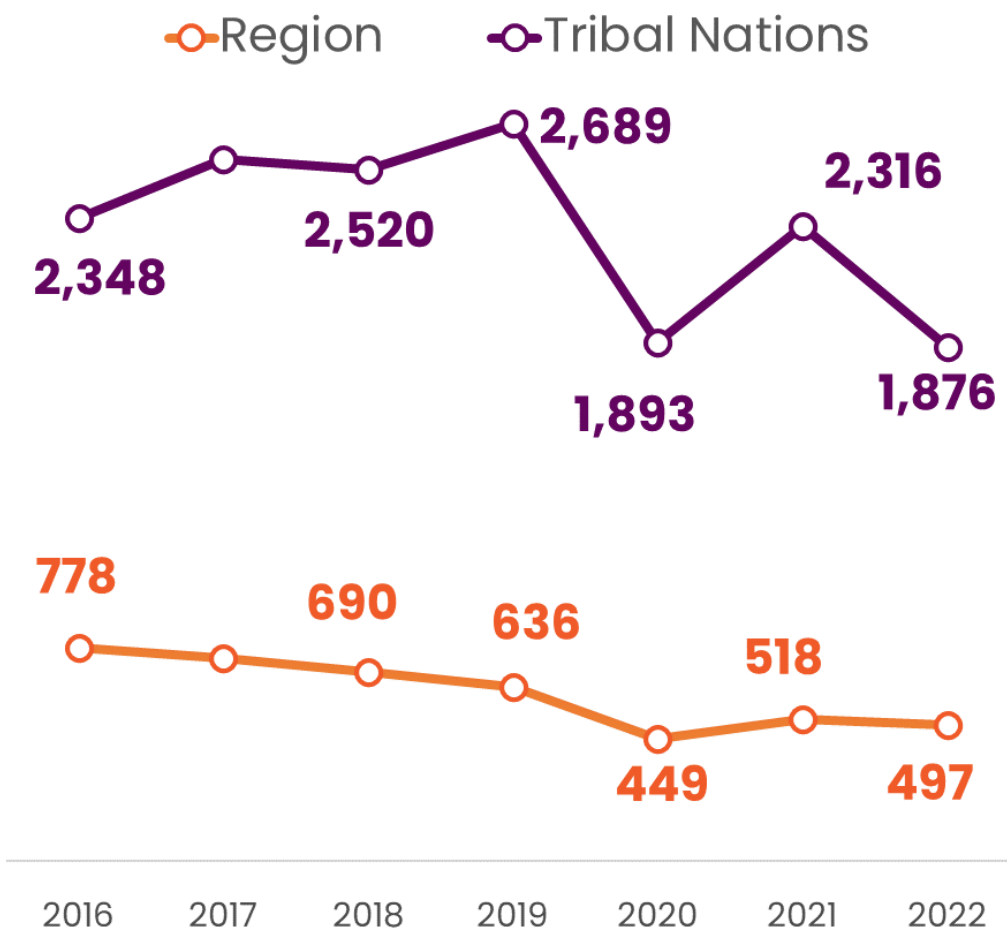
Crashes across Geography



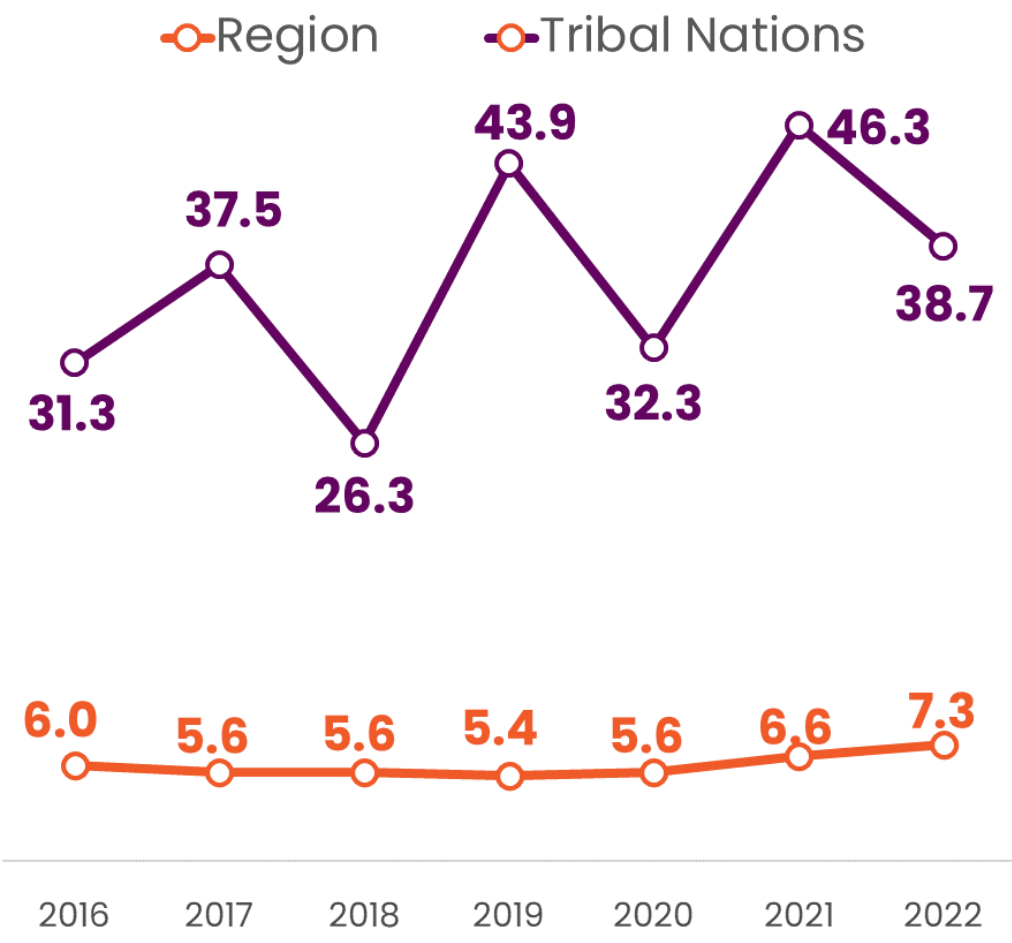
Safety Data

Collisions on Tribal Lands are more severe

All Injuries per 100,000

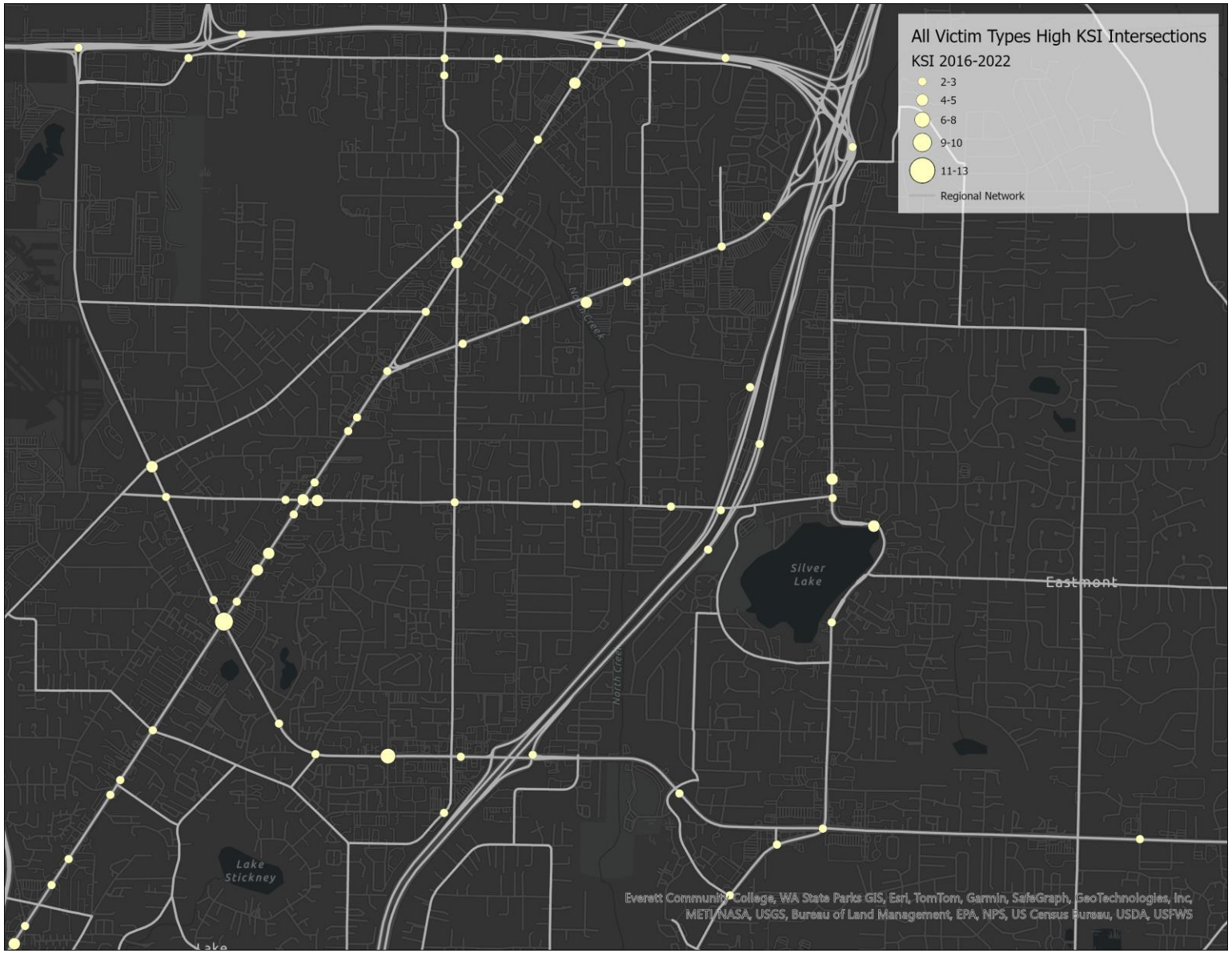


Deaths per 100,000



Safety Data

High Injury Intersections

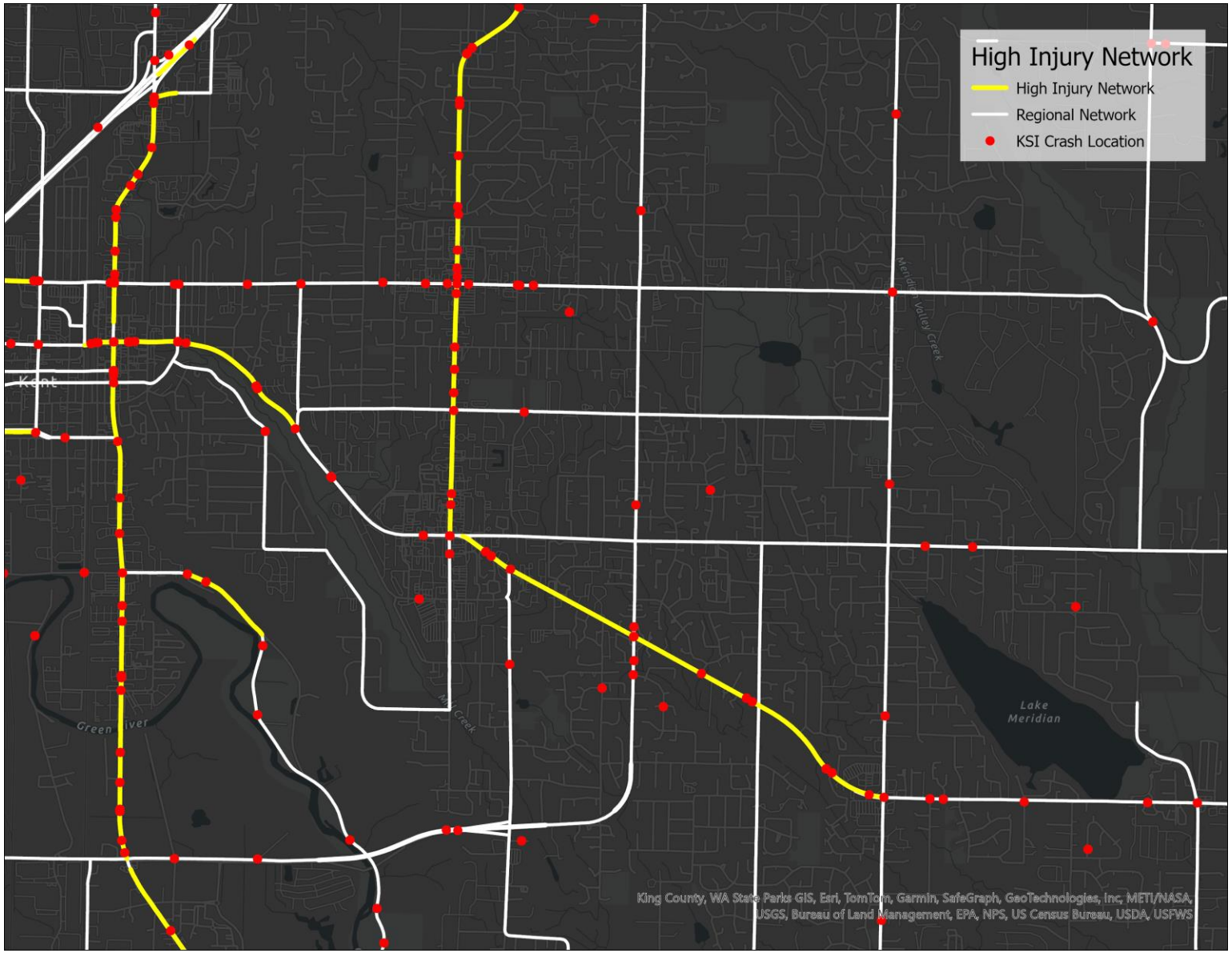


Data by intersections is part of the analysis and will be available to download via the web

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

Safety Data

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

Safety Data

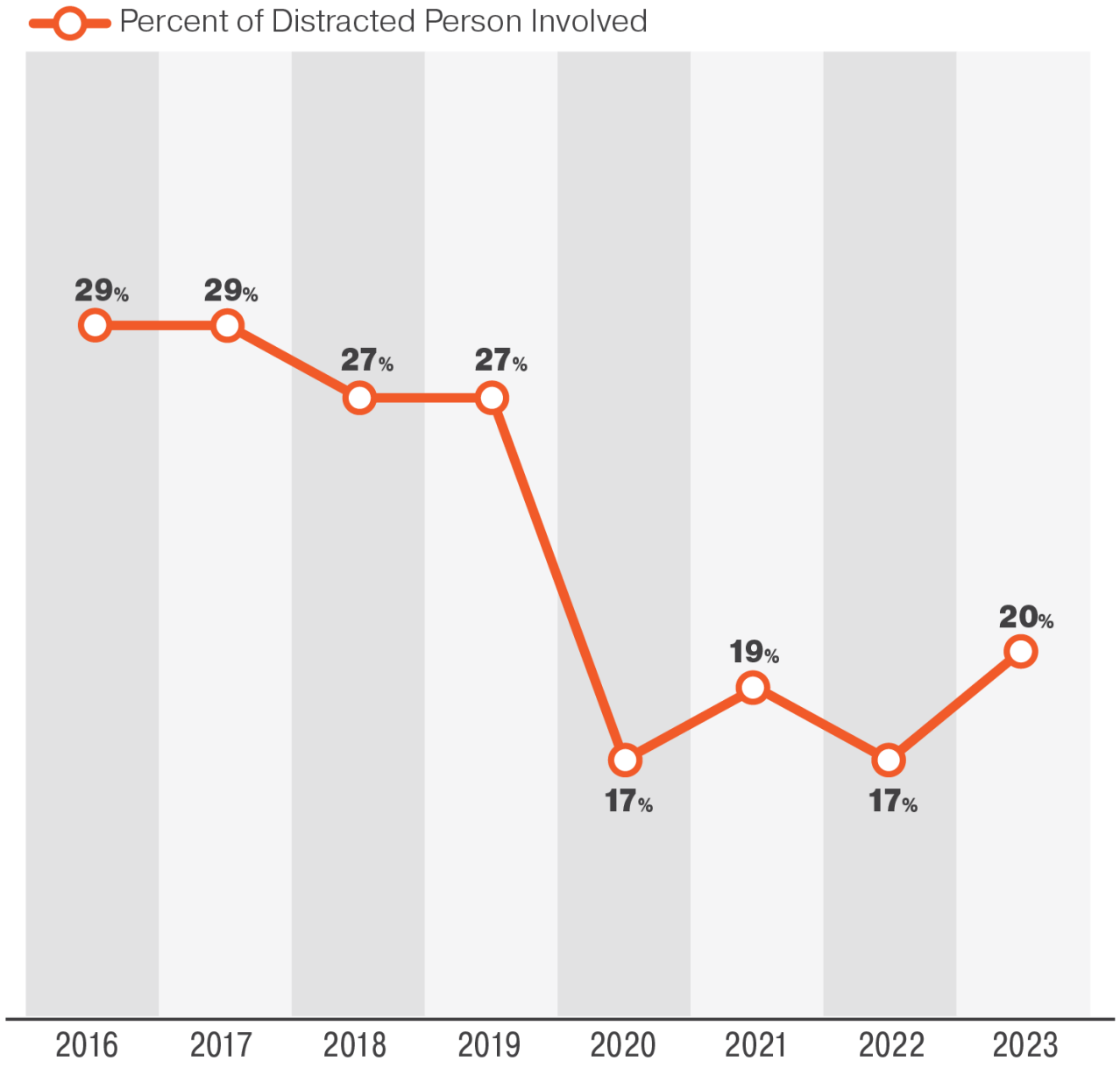
Samples of Contributing Factors: 2016 - 2022

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
All Crash Types	**180,380**		**10,708**		**1 : 17**

* Impaired may include pedestrians or cyclists involved in the crash

Safety Data

Distracted Users



- Distracted Users accounted for more than ¼ of serious injuries and deaths in 2018
- By 2023, 20% of all collisions involved a distracted user

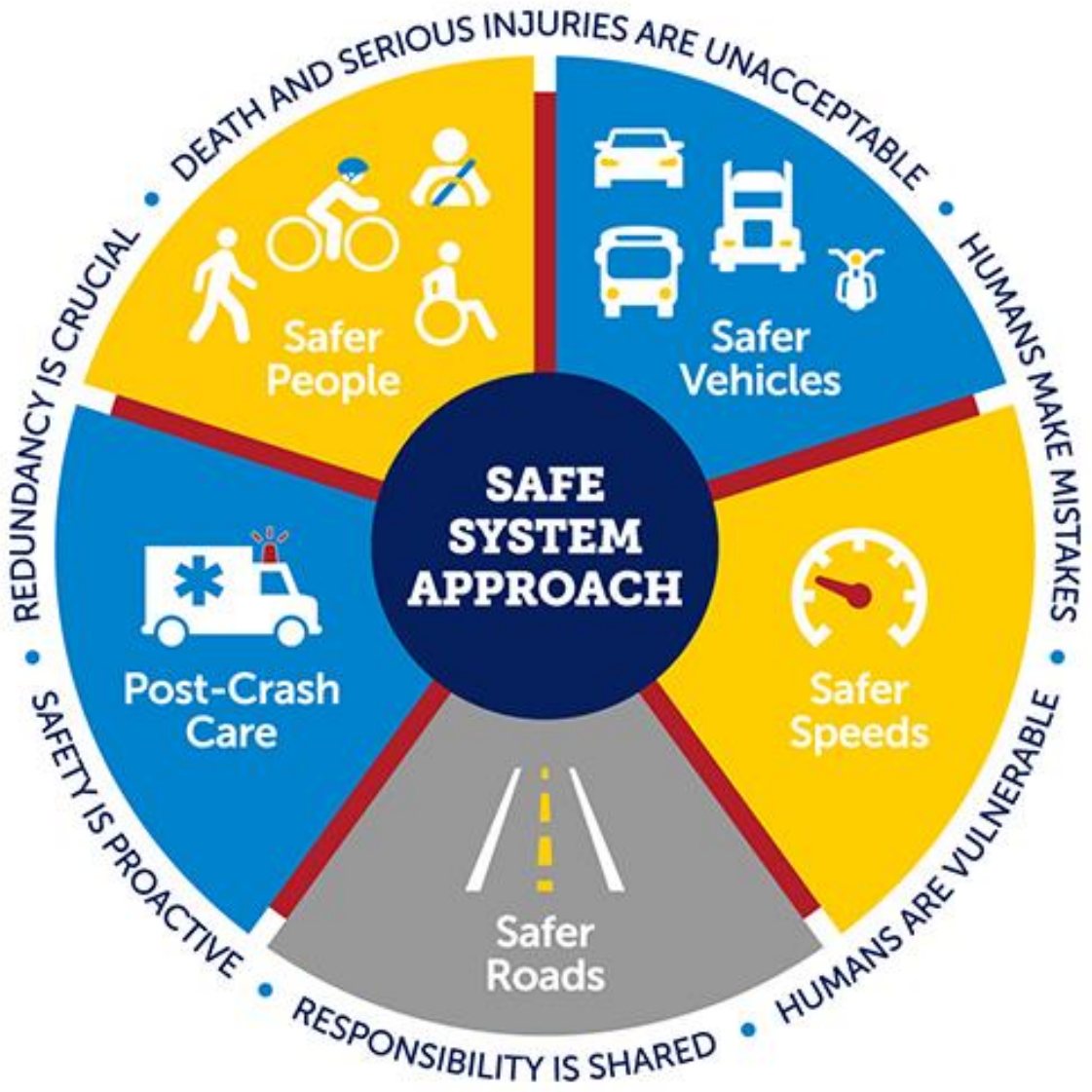
Safety Data

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

State of the Practice

1) Safer Road Users

- Smart Traffic Signs

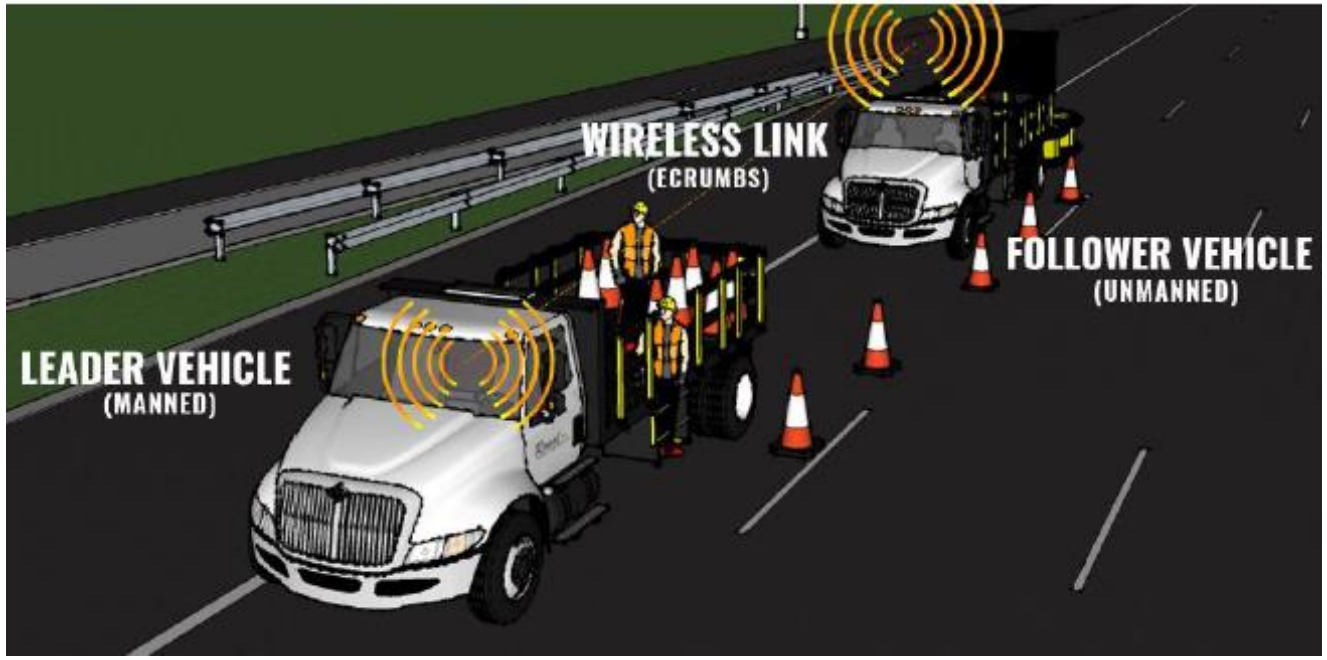
- Renton Safer Access to Neighborhood Destinations (SAND) Academy

State of the Practice

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



State of the Practice

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

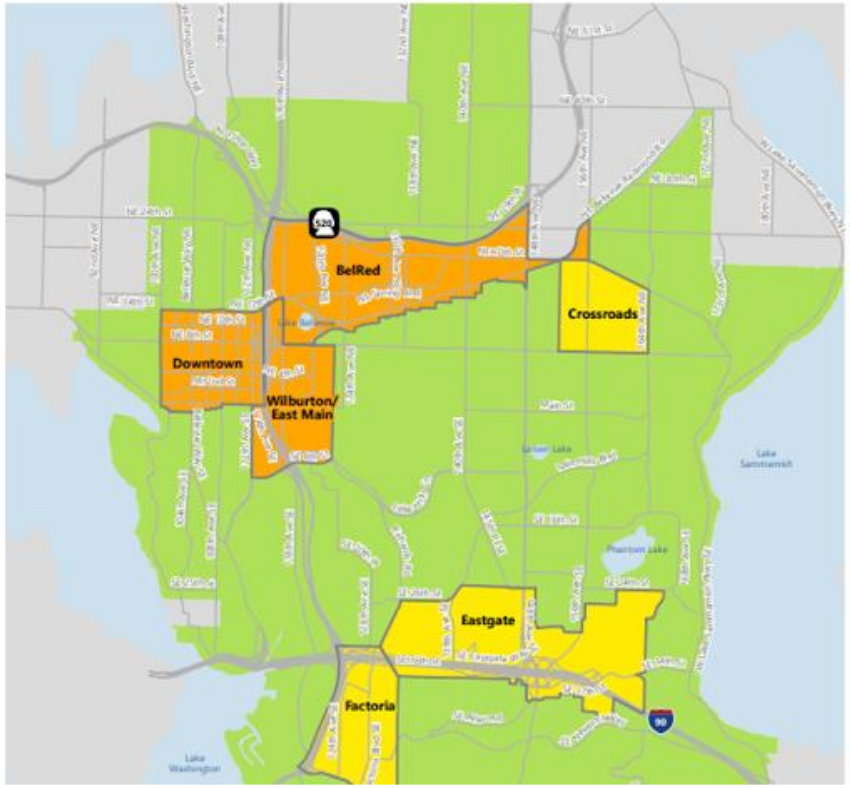
BelRed, Downtown, Wilburton/East Main

Type 2: Medium Density Mixed-Use

Crossroads, Eastgate, Factoria

Type 3: Low Density Residential Neighborhoods

Residential Areas



State of the Practice

4) Safer Roads

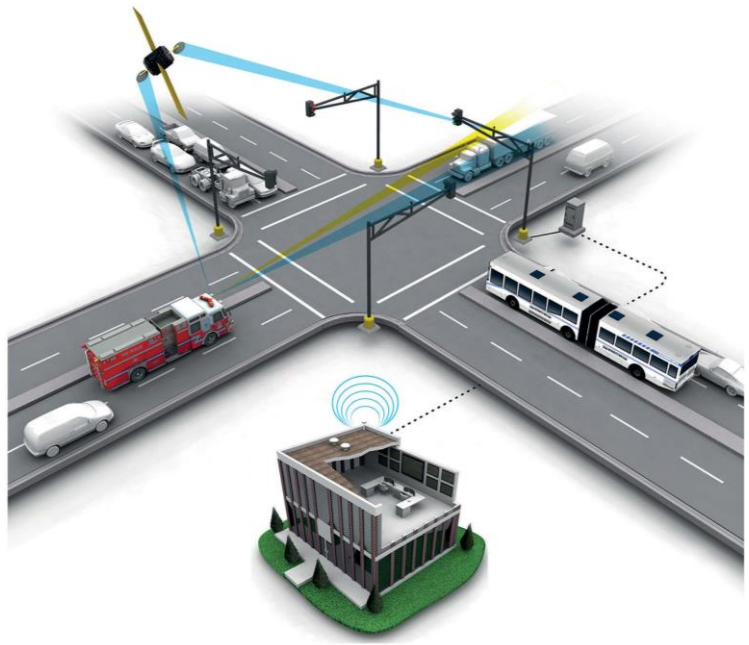
- **Blue Zones: Parkland – Spanaway (Pierce County) Blueprint**
  - Support route walking & biking

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

State of the Practice

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 Practice

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

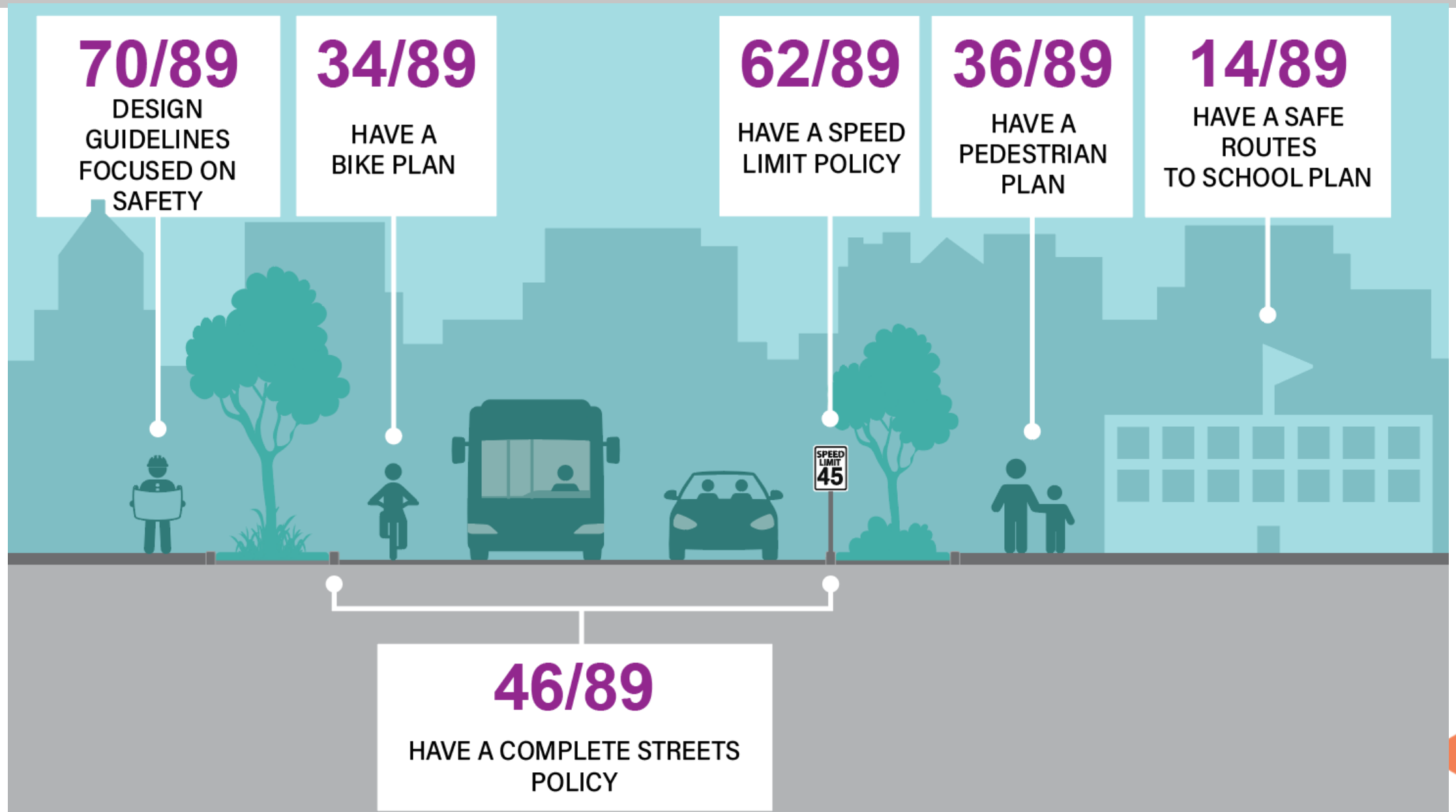
INCLUDING ADDITIONAL PARTNERS:
- WSDOT (2)
- PIERCE TRANSIT

70/86
HAVE SAFETY POLICIES IN THEIR COMPREHENSIVE PLAN

11
ATTENDEES ATTENDED MAY 3RD FOCUS GROUP TO SHARE INSIGHTS

State of the Practice

Summary Statistics



Next Steps

Next Steps

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

uncommon BRIDGES

Next Steps

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

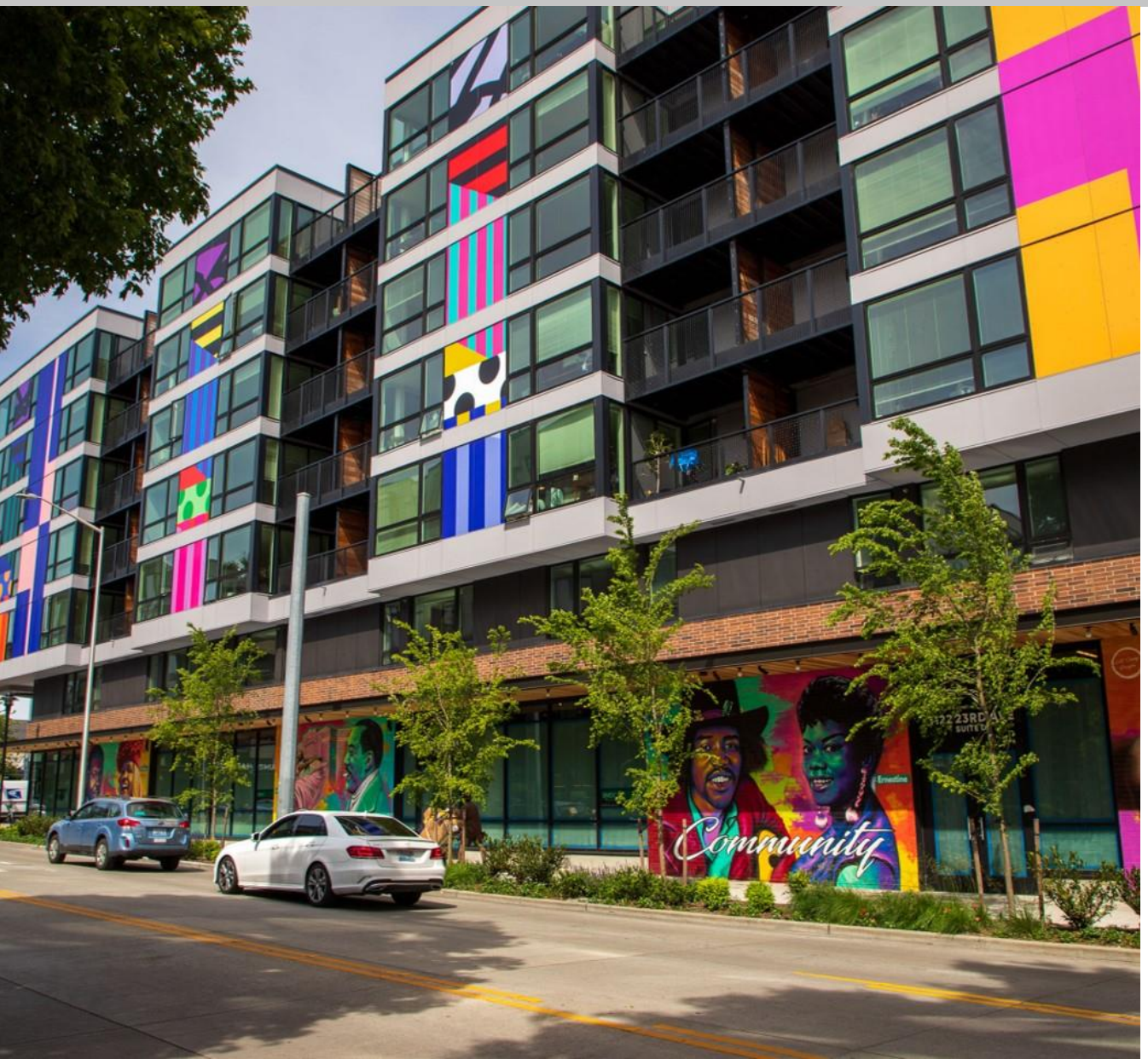
S&A

KINETIC WEST

EMC research

Next Steps

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