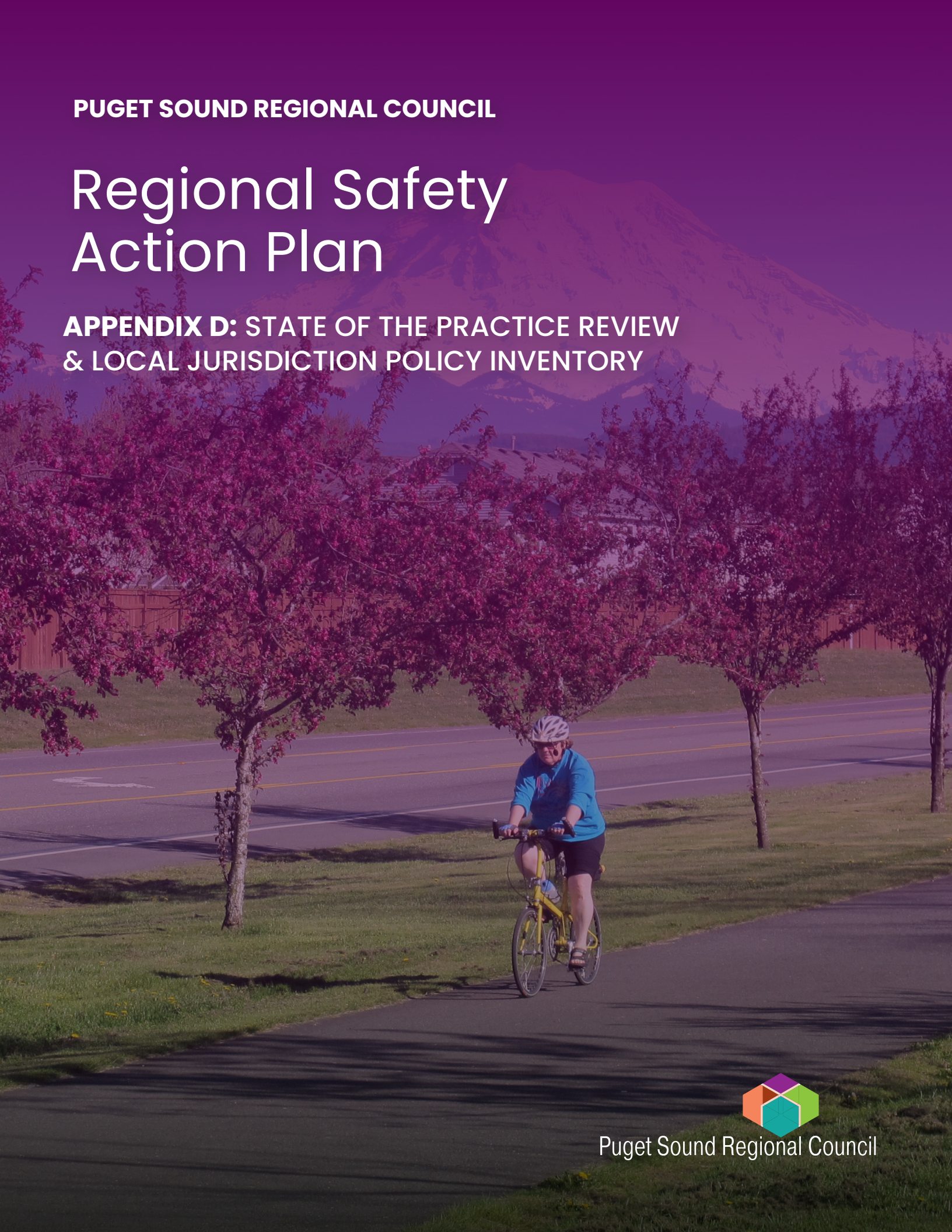
PUGET SOUND REGIONAL COUNCIL

Regional Safety Action Plan

APPENDIX D: STATE OF THE PRACTICE REVIEW & LOCAL JURISDICTION POLICY INVENTORY



Puget Sound Regional Council

STATE OF THE PRACTICE REVIEW & LOCAL JURISDICTION POLICY INVENTORY

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TABLE OF CONTENTS

STATE OF THE PRACTICE 5

PURPOSE 5

SAFE SYSTEM APPROACH 5

REGIONAL AND NATIONAL BEST PRACTICES 6

SAFER PEOPLE 7

SMART TRAFFIC SIGNS 7

TRAFFIC SAFETY EDUCATION PROGRAMS 8

PEDESTRIAN SAFETY PUBLIC CAMPAIGNS 9

BICYCLE SAFETY EDUCATIONAL PROGRAMS 10

SAFER VEHICLES 11

ADVANCED DRIVER ASSISTANCE SYSTEMS (ADAS) 12

ELECTRONIC STABILITY CONTROL (ESC) 13

AUTONOMOUS TRUCK MOUNTED ATTENUATOR 14

CONNECTED VEHICLE TECHNOLOGY 15

A STRATEGIC VISION FOR AUTOMATED VEHICLES 16

SAFER SPEEDS 17

SPEED LIMIT SETTING POLICIES 17

SAFETY SPEED CAMERAS 18

ROAD DIETS 18

COMBINED MEDIAN AND PEDESTRIAN REFUGE ISLANDS 19

SAFER ROADS 20

ROUNDABOUTS 20

BLUE ZONES PROJECT 21

VIDEO ANALYTICS 22

POST CRASH CARE 23

NEXTGEN EMERGENCY VEHICLE PREEMPTION 23

IMPROVING RESPONSE TIME OF FIRST RESPONDERS 24

EMERGENCY RESPONSE PLANS 25
EMERGENCY HEALTH PROFILE 26

OTHER EFFORTS 27

WASHINGTON STATE STRATEGIC HIGHWAY SAFETY PLAN 27
U.S. DEPARTMENT OF TRANSPORTATION – NATIONAL ROADWAY SAFETY STRATEGY 28
COMPLETE STREETS 29
PURPOSE 30
HIGH-LEVEL SUMMARY 30
SUMMARY OF INVENTORY 31
KEY THEMES 31

LIST OF FIGURES

FIGURE 1: USDOT SAFE SYSTEM APPROACH DIAGRAM 5
FIGURE 2: SMART TRAFFIC SIGN 7
FIGURE 3: CITY OF RENTON SAND ACADEMY 8
FIGURE 4: NHTSA PEDESTRIAN GUIDE SPEED GRAPHIC 9
FIGURE 5: NHTSA BICYCLE AWARENESS 10
FIGURE 6. ADVANCED DRIVER ASSISTANCE SYSTEMS (ADAS) 12
FIGURE 7: ELECTRONIC STABILITY CONTROL (ESC) 13
FIGURE 8: AUTONOMOUS TRUCK MOUNTED ATTENUATOR 14
FIGURE 9: CONNECTED VEHICLE TECHNOLOGY 15
FIGURE 10: A STRATEGIC VISION FOR AUTOMATED VEHICLES 16
FIGURE 11: SPEED LIMIT SIGN ON MERIDIAN AVE N IN CITY OF SHORELINE 17
FIGURE 12: PORTABLE SPEED CAMERA USED IN MONTGOMERY COUNTY, MARYLAND 18
FIGURE 13: ROAD DIET 18
FIGURE 14: PEDESTRIAN REFUGE ISLAND 19
FIGURE 15: SR 166 - BETHEL/BAY/MAPLE INTERSECTION - ROUNDABOUT 20
FIGURE 16: BLUE ZONES PROJECT® AT PARKLAND-SPANAWAY 21
FIGURE 17: EXAMPLE OF VIDEO ANALYTICS 22
FIGURE 18: GRAPHIC REPRESENTING NEXTGEN VEHICLE PREEMPTION 23
FIGURE 19: CORTI – SEATTLE'S EMS 24
FIGURE 20: TACOMA TIDEFLATS INDUSTRIAL AREA 25
FIGURE 21: RAPIDSOS 26
FIGURE 22: WASHINGTON STATE STRATEGIC HIGHWAY SAFETY PLAN 27
FIGURE 23: USDOT COMMITMENT REQUEST FOR THE NRSS 28
FIGURE 24: FHWA COMPLETE STREET 29
FIGURE 25: LOCAL JURISDICTION POLICY REVIEW INFOGRAPHIC 30
FIGURE 25: SUMMARY OF POLICY INVENTORY 31

STATE OF THE PRACTICE

PURPOSE

This chapter provides an overview of safety planning and implementation best practices for local, state, and federal agencies—organized by the Safe System Approach—that have been shown to improve safety outcomes and could be implemented by local agencies in the central Puget Sound region, which includes King, Kitsap, Pierce, and Snohomish Counties.

Transportation safety professionals understand there are shared values and goals in providing both organizational safety and public safety. Public safety involves safeguarding everyone who uses the transportation network, from transit users to motorists, especially the most vulnerable groups including people walking and biking. By promoting safe practices and making safety a cultural norm, safety professionals can help encourage individuals to make safer choices while using the transportation system.

Safe System Approach

The Federal Highway Administration (FHWA) prioritizes roadway safety for all users, including people walking and biking, and aims to eliminate fatal and serious injury crashes. FHWA has adopted the Safe System Approach, a holistic set of principles striving to anticipate human error while implementing strategies to reduce crash occurrence and manage impact energy to minimize harm that may be sustained in a crash. Transportation safety professionals can do so by designing and operating the transportation system with redundancies to protect everyone. Figure 1 shows the five objectives of the Safe System Approach.

There are six key principles of the Safe System Approach:

- Death and Serious Injury is Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

FIGURE 1: USDOT SAFE SYSTEM APPROACH DIAGRAM

The Safe System Approach refocuses transportation system design and operation on anticipating human error and lessening impact forces to reduce crash severity and save lives. The approach also encourages shared responsibility among road users and transportation system owners and operators.

Five Safe System Approach elements act as the framework for implementation to make the transportation system safer:

Safer People – Road user decisions and behaviors fundamentally increase or decrease the likelihood of a crash occurring and the severity of a crash when it occurs. The safety of all road users must be equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.

Safer Vehicles – Vehicle design serves multiple goals, including efficiency, comfort, status, recreation, business activity, and safety of those inside the vehicle. Ideally, vehicles are designed and regulated to facilitate safe driving behaviors and minimize the frequency and severity of crashes using safety measures that incorporate the latest technologies.

Safer Speeds – Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

Safer Roads – Designing transportation infrastructure to accommodate human error and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

Post Crash Care – People who are injured in crashes rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

REGIONAL AND NATIONAL BEST PRACTICES

An assessment of safety best practices around the country was conducted, organized by the five main elements of the Safe System approach. During this review of relevant literature, one thing discovered is that some national best practices are occurring here in the Puget Sound Region.

The practices below are not comprehensive**; they provide a representative sample of some projects and strategies that improve safety outcomes.** We anticipate using these examples as inspiration to replicate their successes while also seeking new innovative strategies during Safety Action Plan development.

SAFER PEOPLE

Everyone shares responsibility to keep roadway users safe when traveling by vehicle, transit, walking or rolling. Education and enforcement of safe road behaviors provide community members with information and encouragement to travel safely. Training assists transportation safety practitioners to design and operate a safer transportation system.

Resources have been developed to help local communities and practitioners encourage safe, responsible driving and behavior by all users of the transportation system, as shown in the examples below.

Smart Traffic Signs

Description: Smart traffic signs are designed to include advanced sensors to detect speeding, distracted driving and other dangerous behaviors by using microwave and infrared waves to determine if drivers are engaging in behaviors such as texting or not wearing a seatbelt. The sign will then provide a targeted message to the driver, such as "put your phone down" or "buckle up." An example of a Smart Traffic Sign is shown in Figure 2.

FIGURE 2: SMART TRAFFIC SIGN[1]

- This approach to safety management can provide an added layer of informing and educating drivers.
- Agency staff should determine sign placement to ensure optimum visibility for motorists without impeding active transportation users.

1 Carscoops, Smart Traffic Signs Spot Phone Usage, https://www.carscoops.com/2024/04/new-infrared-traffic-signs-will-detect-when-youre-driving-distracted-or-speeding-and-tell-you-to-behave-properly/

FIGURE 3: CITY OF RENTON SAND ACADEMY

Traffic Safety Education Programs

Description: Several jurisdictions in the region provide traffic safety education to users of the transportation system. This education can occur as part of school safety education programs like Safe Routes to school. Other safety education programs can be applied to specific modes like bike education programs.

Example Project:

The City of Renton's Safer Access to Neighborhood Destinations (SAND) program is a civic engagement campaign that educates high school students and their parents on roadway, pedestrian, and bicycle safety. (see Figure 3)

To reduce pedestrian-involved crashes, the City of Renton designed a program to provide community members with added awareness and education on roadway safety treatments designed to improve the safety of drivers, transit riders, and people walking and biking. As part of the program, an interactive comment map was created to allow for community input on location and treatment requests.

- These programs have the potential to improve safety for vulnerable road users (VRUs) and school children.
- The inclusion of community input into project identification is crucial in ensuring all communities receive safety improvements to the transportation system.

Pedestrian Safety Public Campaigns

Description: Public educational campaigns aim to educate communities about pedestrian safety and promote responsible behaviors among all road users. Through engaging materials and interactive activities, these campaigns can raise awareness and foster a culture of safety.

Example Project: The National Highway Traffic Safety Administration (NHTSA) works to raise awareness of the risks pedestrians face on our roads by providing safety tips and educational materials for people of all ages.[2] An example of NHSTA produced material is shown in Figure 4. The NHTSA & USDOT celebrate National Pedestrian Safety Month in October to assist agencies and communities with added awareness.

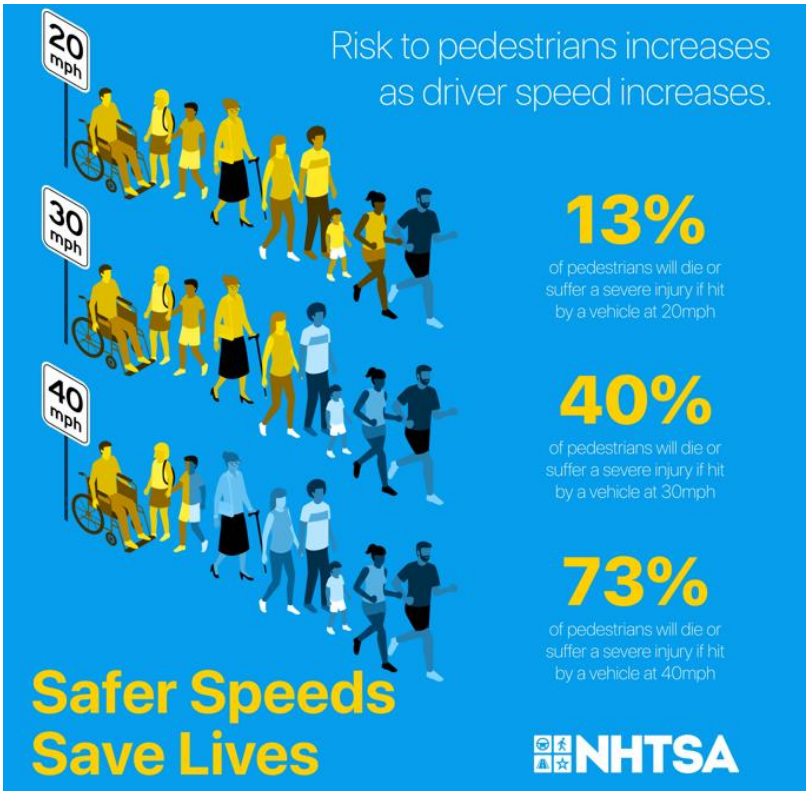

FIGURE 4: NHTSA PEDESTRIAN GUIDE SPEED GRAPHIC

- NHTSA provides agencies with educational materials and strategies to increase awareness of all road users.
- Continuing outreach programs among communities and agencies can better align the overall goal to reduce crash events and severity.
- Continuing education efforts will increase safety awareness for motorists and vulnerable road users.

2 United States Department of Transportation, Traffic Safety Marketing, https://www.trafficsafetymarketing.gov/safety-topics/pedestrian-safety

FIGURE 5: NHTSA BICYCLE AWARENESS

Bicycle Safety Educational Programs

Description: Bicycle safety educational programs are initiatives designed to teach cyclists of all ages how to ride safely and responsibly. Continuing outreach programs among communities and agencies can better align the overall goal to reduce crash events and severity.

Example Project: NHTSA hosts an educational program to provide materials that spread awareness and educate the public about bicycle safety. An example of NHSTA produced bicycle educational material is shown in Figure 5. The NHTSA & USDOT celebrate National Bicycle Safety Month in May to assist agencies and communities with added awareness.

- NHTSA provides agencies with educational materials and strategies to increase awareness of all road users.
- Continuing education efforts will increase safety awareness for motorists and vulnerable road users.

SAFER VEHICLES

Vehicles are being designed and regulated with safety in mind. However, today's fleet includes vehicles that have increased in size over time when compared to similar vehicle models from the past. This section explores the potential to address vehicle safety needs in our region.

The Insurance Institute for Highway Safety (IIHS)[3] is an independent, non-profit organization that has researched the role of vehicle size. IIHS found that larger vehicles provide greater protection for passengers, but these large vehicles like sport utility vehicles and personal trucks are more dangerous for people walking and biking than smaller cars. Balancing vehicle size, weight, and speed capabilities are all factors that should be considered.

In June 2024, at the urging of members of Congress, the US General Administration Office (GAO) has agreed to conduct a review of U.S. vehicle safety design standards and their effects on the safety of vulnerable road users such as pedestrians and bicyclists.[4] As the National Highway Traffic Safety Administration (NHTSA) works on updating the federal vehicle safety ratings program, also known as the New Car Assessment Program (NCAP), Congress has requested these assessments consider the driver's ability to see pedestrians, not just the safety and survivability of passengers in the vehicles.

As technologies continue to move forward, so do vehicle capabilities, including improved safety. The following are examples of vehicle technologies that are designed to improve safety.

[3] Insurance Institute for Highway Safety (IIHS), https://www.iihs.org/

[4] Jamie Raskin, US Government Accountability Office Announcement, https://raskin.house.gov/2024/6/rep-raskin-celebrates-gao-decision-to-review-u-s-vehicle-safety-design-standards-during-roadway-safety-week

Advanced Driver Assistance Systems (ADAS)

Description: Advanced Driver Assistance Systems (ADAS) refers to vehicle-based intelligent safety system technologies developed and deployed by vehicle manufacturers and designed to assist drivers and enhance vehicle safety in terms of crash avoidance, crash severity reduction and protection. These systems typically use sensors, cameras, radar, and other technologies to monitor the surroundings of the vehicle, detect potential dangers or hazards, and provide warnings or intervene to prevent crashes. Figure 6 provides an illustrative example of ADAS in operation.

FIGURE 6. ADVANCED DRIVER ASSISTANCE SYSTEMS (ADAS)

- Detection features to support driving maneuvers, intersection navigation, turning movements and merging include:
    - pedestrian detection and avoidance
    - lane departure warning and correction
    - recognition of traffic signs
    - automatic emergency braking
    - blind spot detection
- Improvements in front crash prevention and the addition of adaptive cruise control has resulted in reductions in the frequency of property damage liability and bodily injury liability claims. But these features are only useful when they are activated, and their effectiveness is limited to the proportion of the fleet that includes them.

Integrating Transportation Systems Management and Operations (TSMO) technologies into the development of ADAS could further the safety components of all road users, including people walking and biking. For example, some ADAS features include communication with traffic signal controllers. Expanding these integration opportunities will require hardware and software improvements over time.

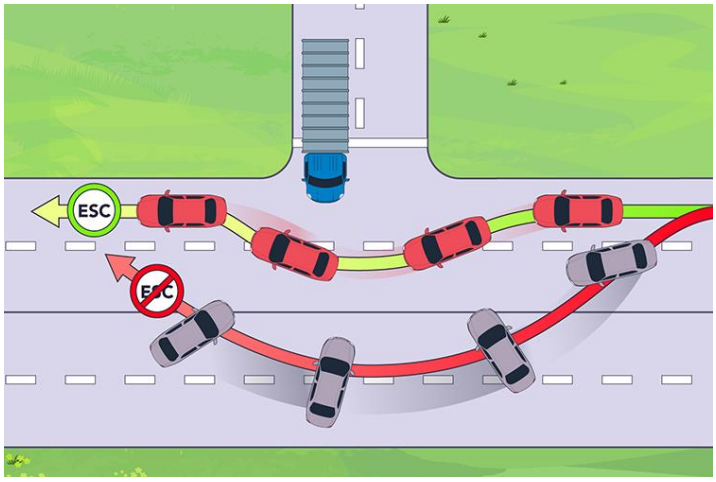

FIGURE 7: ELECTRONIC STABILITY CONTROL (ESC)

Electronic Stability Control (ESC)

Description: ESC systems are an active-safety technology designed to proactively help drivers to maintain control of the vehicle in situations where the vehicle is beginning to lose directional stability. This is managed with the use of computer-controlled braking of individual wheels aiding drivers in retaining control of the vehicle during critical driving scenarios. Vehicles with ESC have sensors that monitor individual wheel rotation, steering angle, side-to-side movement, and lateral acceleration to compare the vehicle's intended movement with its actual movement. Figure 7 illustrates the trajectory of a vehicle equipped with ESC compared to one without ESC.

- ESC reduces the number of crashes due to driver error and loss of control.
- ESC assists with anticipating potential situations and in some cases automatically intervenes.
- Although ESC cannot change the tire/road friction conditions the driver is confronted with in a critical situation, there are clear reasons to expect it can reduce loss of control crashes based upon its ability to intervene in a motorist's excessive oversteering and understeering maneuvers.
- A mandate required all motor vehicles sold in 2012 and later to include ESC. This introduces precedence for additional crash avoidance systems (including Advanced Driver Assistance Systems [ADAS]) to be mandated in the future.

Autonomous Truck Mounted Attenuator

Description: An Autonomous Truck Mounted Attenuator (ATMA) eliminates the need for a project crew member to operate an impact protection vehicle. The ATMA allows for an unmanned vehicle to protect roadway construction crews from a crash. The ATMA vehicle is retrofitted with a variety of sensors and cameras enabling automated capabilities. This installation removes the driver of the attenuator truck from harm's way while automatically regulating following distance and engaging the brakes in the event of a crash providing additional protection to project crew members. An example of ATMA is shown in Figure 8 which depicts a lead vehicle and crew receiving assistance from a truck equipped with an ATMA.

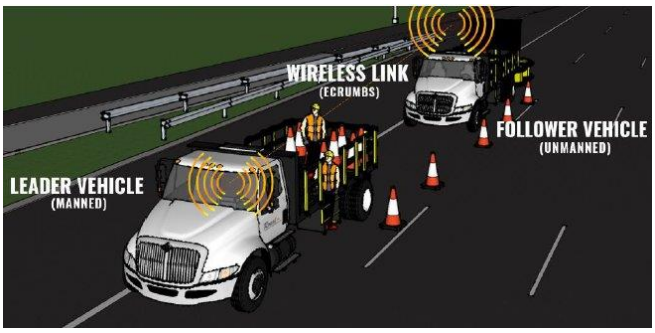

FIGURE 8: AUTONOMOUS TRUCK MOUNTED ATTENUATOR

- Additional safety to roadway maintenance staff with increased distance from potential dangers.
- Fewer liability claims are filed against local agencies and can limit unnecessary costs. A study performed by Florida DOT has demonstrated an 88.5% success rate in lowering work-zone related crashes.[5]

[5] Intelligent Transportation Systems Joint Program Office, Field Testing of Automated Truck-Mounted Attenuators (ATMA) in Mobile Work Zones in Gainesville, Florida Reveals an Estimated Crash Savings of $273,080 When Deployed instead of Traditional Truck-Mounted Attenuators. | ITS Deployment Evaluation. (n.d.). https://www.itskrs.its.dot.gov/2023-b01764

FIGURE 9: CONNECTED VEHICLE TECHNOLOGY

Connected Vehicle Technology

Description: Connected vehicle technology, also known as vehicle-to-everything (V2X) communication allows vehicles to exchange basic safety messages (BSMs), such as position, speed, acceleration, braking status, presence of hazards, etc., thereby increasing safety. This technology can also be used to allow vehicles to communicate with key transportation infrastructure, such as traffic signals, informing drivers of anticipated traffic signal changes and the need to adjust traveling speeds accordingly. Figure 9 illustrates vehicles linked through connected vehicle technology.

- As V2X technologies continue to be researched and use of these technologies grows, vehicles may have the ability to detect potential crashes. The increasing advancement and utilization of V2X technologies could significantly reduce crash frequency by helping vehicles detect and respond to potential hazards. Enhancements to vehicles' ability to detect the need for speed reductions and braking maneuvers can lead to fewer driver/pedestrian injuries or fatalities.[6]
- Increasing wireless capabilities will be key to communication connectivity and V2X messaging response.[7] Research efforts are working toward the inclusion of bicyclists and other vulnerable road users detection, adding to the benefits of V2X in roadway safety.
- Additionally, local municipalities and agencies can look to funding opportunities to accelerate V2X deployment in advancing connected and interoperable vehicle technologies. For example, in 2023 the City of Bellevue received Safe Streets and Roads for All (SS4A) and Strengthening Mobility and Revolutionizing Transportation (SMART) grant funding from USDOT to advance real-time detection of pedestrians at signalized intersections, including integration with V2X technologies.

[6] National Institutes of Health, Doecke, S., Grant, A., & Anderson, R. W. G. (2015). The Real-World safety potential of connected vehicle technology. *Traffic Injury Prevention*, *16*(sup1), S31–S35. https://doi.org/10.1080/15389588.2015.1014551

[7] National Highway Traffic Safety Administration, Intelligent Transportation Systems Joint Program Office, & Federal Highway Administration. (2021). Research on connected vehicle technology. In Bipartisan Infrastructure Law. https://www.nhtsa.gov/sites/nhtsa.gov/files/2024-02/research-connected-vehicle-technology-report-to-Congress-021524.pdf

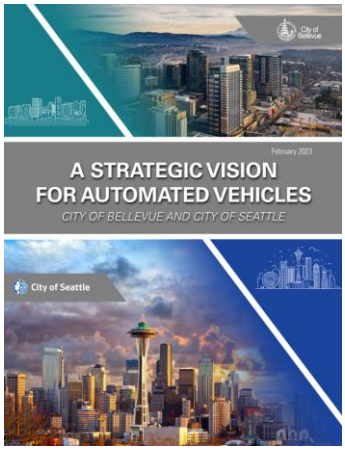

FIGURE 10: A STRATEGIC VISION FOR AUTOMATED VEHICLES

A Strategic Vision for Automated Vehicles

Description: Developing a strategic vision for automated vehicles is important for future safety planning and preparing for near-term and long-term changes. The cities of Bellevue and Seattle have collaborated to develop a unified Automated Vehicle Strategic Vision (Figure 10) to help all communities in the region prepare for the possibility of vehicles equipped with technology to operate autonomously. By building a framework of technologies, the cities can better understand the most important values and goals associated with automated vehicles.

This vision fosters collaboration among stakeholders, enabling effective planning and implementation of policies and technologies that enhance road safety, improve traffic flow, and support sustainable transportation solutions as automated vehicles become more prevalent.

- This document provides education for local and regional transportation practitioners to implement the capabilities into existing roadway networks.
- Agencies can utilize this document to move forward with users' needs determined by community feedback.
- As more automated vehicles enter the transportation system, the need for technology advancement is critical to ensure safe and secure use.
- It is important to encourage future collaboration to streamline testing and deployment of the required technologies for both the public and private sector.

SAFER SPEEDS

Safe speeds is a complex issue that is impacted by various factors, including engineering, driving behaviors, education and enforcement. Safety practitioners, law enforcement, and educational providers continue to work together to implement appropriate safe speed countermeasures to help eliminate fatalities and serious injuries due to speed related crashes.

Below are examples of safety strategies to ensure communities are equipped with tools to combat crashes due to speeds.

Speed Limit Setting Policies

Description: In recent years, safety practitioners and researchers have looked to produce appropriate posted speed limit setting methodologies that include a thorough analysis and process. Methodologies are typically designed to result in a recommended speed limit based on roadway or land use context, roadway geometrics, traffic volumes, crash history, roadway users (vehicle and multimodal), operating speeds and access density.

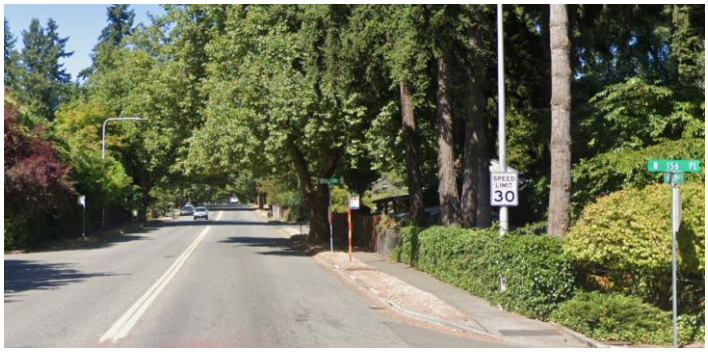

FIGURE 11: SPEED LIMIT SIGN ON MERIDIAN AVE N IN CITY OF SHORELINE

Example Project: Figure 11 shows speed limit signage that was changed from 35 mph to 30 mph along Meridian Ave N in the City of Shoreline. The City of Shoreline updated the speed limit based on context-sensitive NCHRP 966 methodologies.

- Many local agencies within Washington State have successfully updated their policies and procedures regarding speed limit setting. Many of these same agencies have followed with an evaluation of corridors, regions and communities' existing posted speeds and provided suggested engineering recommendations for appropriate posted speeds.
- Context-based speed limit policies and procedures will help engineers and policymakers set appropriate speed limits to encourage safer motor vehicle speeds.
- Additionally, grant funding opportunities are available under the Bipartisan Infrastructure Law (BIL) for local agencies to perform these updates.

FIGURE 12: PORTABLE SPEED CAMERA USED IN MONTGOMERY COUNTY, MARYLAND

Safety Speed Cameras

Description: Portable Speed Safety Cameras (SSCs) can be effectively used for speed management by recording the speed of passing vehicles and collecting photo or video evidence of vehicles. They can be moved to corridors where speeding is more prevalent.

Speed safety cameras can be an effective supplement to traditional speed enforcement methods, engineering methods, and education, and can reduce crashes on urban principal arterials by up to 54%. [8] An example of a portable speed camera is shown in Figure 12.

- Consideration should be given to whether speed safety cameras are being equitably installed throughout a jurisdiction to ensure transparency and public trust.
- Areas vulnerable to speeding, such as work zones and school zones, should be prioritized for the use of interventions that encourage safer speeds, including SSC.

FIGURE 13: ROAD DIET

Road Diets

Description: Road diets, or roadway reconfiguration, typically involve reducing the number of general purpose lanes for the purpose of adding active transportation facilities. Figure 13 shows a roadway before and after a road diet.

- Per FHWA, road diets provide crash reductions of 19 to 47%.[9]
- Road diets encourage drivers to travel at similar speed(reduce vehicles' speed differential) and can reduce vehicles speeds, providing safer conditions for drivers and people walking and biking.
- Reclaimed space can be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bicycle facilities, sidewalks, bus shelters, parking and landscaping.
- Communities looking to implement complete streets can look to opportunities for road diets when planning for reconstruction or simple overlay projects, providing safety and operational benefits.

[8] Federal Highway Administration, Speed Safety Cameras, https://safety.fhwa.dot.gov/provencountermeasures/speed-safety-cameras.cfm?_gl=1*n95jgn*_ga*MTU1MjQ4MjMzNy4xNzE5OTQ0NjY5*_ga_VW1SFWJKBB*MTcxOTk2MDA2OS40LjEuMTcxOTk2MDM2MC4wLjAuMA..

[9] Federal Highway Administration, Road Diets (Road Reconfiguration), https://highways.dot.gov/safety/other/road-diets

FIGURE 14: PEDESTRIAN REFUGE ISLAND

Combined Median and Pedestrian Refuge Islands

Description: These extruded islands narrow the "optical width" of the roadway, as well as create a deflection in the vehicle path. Both of these effects encourage lower speeds. Additionally, these measures allow for pedestrian refuges, improving pedestrian safety by reducing the distance that pedestrians must cross at one time. Figure 14 shows an example of a median and pedestrian refuge island.

- Medians with marked crosswalks have been shown to have a 46% reduction in pedestrian crashes, while pedestrian refuge islands have shown a 56% reduction.[10]
- Designs must be ADA compliant and provide adequate space for pedestrians to comfortably stand and wait for gaps in traffic.

Additionally, planners and designers can reduce installation costs when incorporating these measures into the early stages of roadway improvements.

[10] Federal Highway Administration, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas, https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas

SAFER ROADS

To make meaningful progress in combating roadway fatalities and serious injuries, changes are needed in how to think about roadway design. Infrastructure designs are evolving to include additional data points, such as driver behaviors, multimodal use and rethinking how to address traffic volumes.

Local and state agencies have begun to incorporate safer roadway designs into building safer roadway networks, as shown in the examples below.

FIGURE 15: SR 166 - BETHEL/BAY/MAPLE INTERSECTION - ROUNDABOUT

Roundabouts

Description: Roundabouts are one of the most effective treatments to reduce the frequency and severity of crash reductions by eliminating all left turn conflicts, reducing speeds, and adjusting the angle of crashes. Roundabouts also provide benefits for efficiency, resiliency, and sustainability.

- Encourages drivers to reduce speeds, reduce the chances of crashes, and improve traffic flow.
- Enhances walking and bicycling safety.
- Supports transit operations, and accommodates all vehicle types, including trucks and buses.

Sample Project: The Port Orchard roundabout on Bay Street and Bethel Avenue replaced a signalized intersection with a single-lane roundabout (Figure 15). WSDOT staff conducted this study in collaboration with the City of Port Orchard, Kitsap County, Kitsap Transit, the Suquamish Tribe, the Port Gamble S'Klallam Tribe, Washington Department of Fish and Wildlife, and several local property owners.[11]

[11] WSDOT Olympic Region Multimodal Planning Office. (2020). SR 166 - Bay Street/Bethel Avenue/Maple Avenue intersection Pre-Design Study, https://wsdot.wa.gov/sites/default/files/2021-03/SR166-study-Bethel-Bay-Maple-intersection-predesign.pdf

Blue Zones Project

Description: A Blue Zone Project is an initiative aimed at improving community health and longevity by adopting practices from regions known as "Blue Zones." Communities can work together to change policies that can improve the physical environment that can lead to healthier lifestyles. Examples include building and improving pedestrian and bicycle facilities to encourage more safer active user transportation.

Example Project: The Parkland-Spanaway project aims to implement well-being improvements focused on people, places and policies, such as increasing access to and quality of nutritious food in the area and creating a built environment that promotes routine daily movement and social connection. The Blue Zones Project® shown in Figure 16 at Parkland-Spanaway uses rigorous metrics to inform strategies and track progress throughout the life of this community. The project encourages people to move naturally, including walking or biking to run errands. This reduces motor vehicle travel, which makes the transportation system safer for all users.

It includes certification criteria targets, well-being data, community-wide metrics, sector-level progress and outcome metrics, and organization-level metrics. These criteria are measured in real-time using the Gallup Well-Being Index.[12]

FIGURE 16: BLUE ZONES PROJECT® AT PARKLAND-SPANAWAY

- Diverse community outreach (standard mail, web-based, etc.) was able to reach 98% of the adult population within the Parkland and Spanaway Census boundaries. The total surveys returned reached statistical representation. The survey captured emotional, physical, financial, community and career related feedback.

[12] Blue Zones, LLC & Sharecare, Inc. (2023). BLUE ZONES PROJECT PARKLAND-SPANAWAY BLUEPRINT. https://217817.fs1.hubspotusercontent-na1.net/hubfs/217817/P-S_Blueprint_final%20version%20optimized.pdf

Video Analytics

Description: Studying reported crash history is only one method to identify future crash risk. In recent years, technological advancements have introduced opportunities for predictive risk assessment. One of those technologies is conflict analytics, which uses video collection and machine learning.

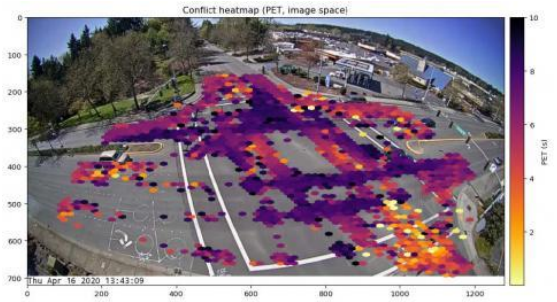

FIGURE 17: EXAMPLE OF VIDEO ANALYTICS

Example Project: The Video Analytics Towards Vision Zero Program,[13] developed by the City of Bellevue, is a proactive safety technique which uses raw footage from existing traffic cameras and converts it into flow, speed, and conflict event data (Figure 17). These early warning safety indicators provide predictive insight into when and where future crashes might occur. The city began proactively using this technology on its high-injury network corridors and integrating conflict analytics into road safety assessments (RSA) to identify and prioritize projects.[14] It is important to note reliable connectivity to traffic management systems is required to operate appropriately.

- Video analytics data has assisted the City of Bellevue in understanding how their traffic signal system is working and can assist traffic management staff in the ability to reduce crash occurrence and severity.

- Video analytics allows for rapid before-and-after evaluations. This allows agencies to identify potential benefits of a safety strategy by assessing before-and-after conflict events and other road user behaviors.

[13] City of Bellevue, Vision Zero Strategic Plan, https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/vision-zero-strategic-plan-120120.pdf

[14] Roadway Safety Foundation, City of Bellevue, WA, Video Analytics Towards Vision Zero Program, https://www.roadwaysafety.org/city-bellevue-wa-video-analytics-towards-vision-zero-program

POST CRASH CARE

First responders' abilities to reach a crash in a timely manner can be key to the survival of crash victims. Technologies have increased their capabilities to communicate calls received in order to get emergency responders to crashes in an acceptable time. Technological advancements have enhanced the ability of first responders to communicate with crash victims and reduce their response times through features like traffic signal prioritization. Additionally, interdepartmental communication to build safe evacuation routes within a transportation network allows road users to reach safety and provides responders with adequate time and resources to respond to emergencies.

Below are examples of how first responders are improving response times, which can lead to reduced severity outcomes when crashes occur.

NextGen Emergency Vehicle Preemption

Description: NextGen Emergency Vehicle Preemption (EVP)[15] moves emergency vehicles through congested intersections faster, safer, and more intelligently than ever before (Figure 18). Installation of a single edge device into existing traffic signals allows for signals to speak throughout the network and preemptively provide consistent and reliable green lights for emergency vehicles.

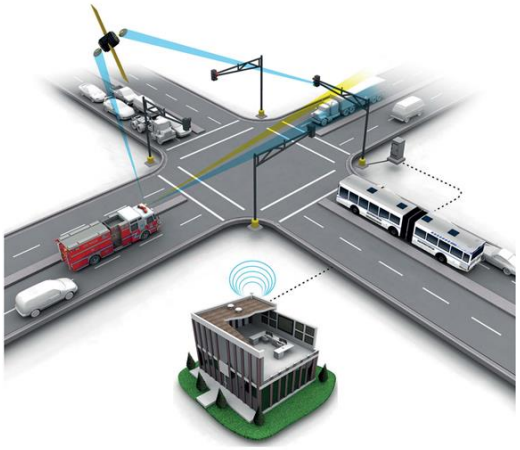

FIGURE 18: GRAPHIC REPRESENTING NEXTGEN VEHICLE PREEMPTION

- The risks associated with running a red light are eliminated because traffic is cleared from the path and first responders can make it to their destination safely.
- Arrival time for first responders is reduced with the given green lights and clear paths prior to reaching intersections.
- Traffic Signal management staff can utilize existing systems to install the necessary equipment at intersections, providing a cost effective, low maintenance preemptive solution for first responders' response time.

[15] LYT.AI, LYT.emergency NextGen Emergency Vehicle Preemption, https://lyt.ai/solutions/lyt-emergency/

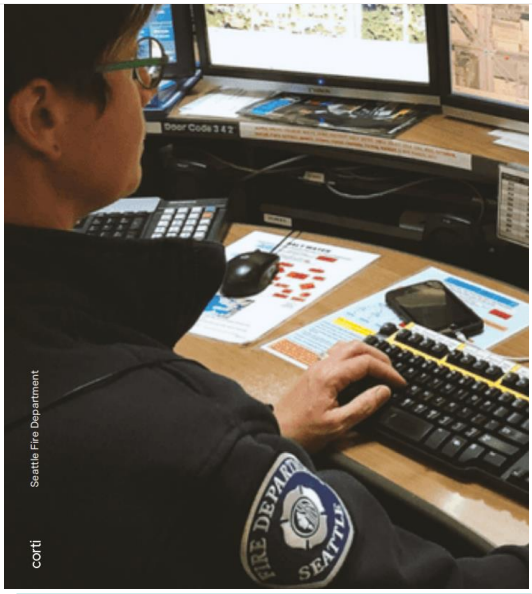

FIGURE 19: CORTI – SEATTLE'S EMS

Improving Response Time of First Responders

Description: Timely emergency medical response to traffic crashes saves lives and reduces the severity of injury outcomes.

Example Project: The City of Seattle uses Corti,[16] a technology that analyzes protocol effectiveness and adherence to help accurately prioritize emergency calls to support patient safety and resource allocation. This technology has been successfully implemented in Seattle's Fire Department MedicOne.[17]

- Reducing the response time of first responders can increase the chances of survival for victims in critical situations.
- Building protocol and providing important information to callers have lowered stress and concern on dispatch providers. By establishing an organized protocol, dispatch providers can more appropriately deal with complex situations.
- The ability to easily and quickly develop and update medical protocols allows for dispatch teams to process weekly updates through easy-to-use content.

[16] Corti, A Healthcare AI Platform, https://www.corti.ai/
[17] Seattle Fire Department, Medic One, https://www.seattle.gov/fire/about-us/about-the-department/operations/medic-one

Emergency Response Plans

Description: Emergency response requires planning to anticipate potential needs, including in an evacuation scenario. Agencies should coordinate with and participate in emergency planning activities.

Example Project: The Tideflats, owned and managed by the Port of Tacoma (Figure 20), consists of major shipping terminals, a pulp mill, oil and chemical refiners and a federal immigration detention facility and prisoner residential reentry center. [18] The Emergency Response Plan identifies the existing and planned transportation network to assess current and likely future fire and Emergency Medical Services capabilities into and out of the area. The plan identifies and prioritizes strategies for traffic improvements that preserve or improve emergency response and evacuations keeping projected growth in mind.

FIGURE 20: TACOMA TIDEFLATS INDUSTRIAL AREA

Compared to existing conditions, the research team found a reduction in emergency response times when modeling scenarios that:

- Implemented Intelligent Transportation System strategies, such as signal coordination, emergency preemption, traveler information, and computer-aided dispatch.
- Designated Emergency Response Corridors that are prioritized for street and ITS improvements.
- Forecasted future traffic congestion is likely to offset the ITS benefit to emergency response times.
- Review of existing roadway networks can provide knowledge of needed infrastructure improvements.
- Providing a rapid response time for first responders can increase the safety and likelihood of survival in an emergency.

[18] Tacoma Fire Department, Tideflats Emergency Response Plan March 2016, https://cms.cityoftacoma.org/Planning/ER-ITS/Tideflats_ER_Plan_Final_March2016.pdf

FIGURE 21: RAPIDSOS[19]

Emergency Health Profile

Description: An emergency response data platform that allows life-saving data to be automatically transmitted to first responders when calling 911. (Figure 21). This communication platform can be added to cell phones, smart watches, laptops and other electronic devices for both callers and first responders to provide lifesaving services without losing valuable time. The addition of the technology provides responders with the ability to prioritize medical needs and respond to the most critical situations in a timely manner.

- The Emergency Health Profile works at over 5,200 locations in the United States.[20]
- All information in a person's Emergency Health Profile is voluntarily provided as a precautionary measure before a crash. The platform's effectiveness is limited to people with knowledge of the platform who enter their information before a crash.
- First responders can inform communities of this additional platform to assist staff and allocate limited resources to help saving lives.

[19] RapidSOS, An Intelligent Safety Platform, https://rapidsos.com/learn-more-emergency-health-profile/

[20] RapidSOS, An Intelligent Safety Platform, https://rapidsos.com/learn-more-emergency-health-profile/

OTHER EFFORTS

There are other significant plans, policies and partners that shape the future of safety in Washington. The following section highlights those additional efforts.

Washington State Strategic Highway Safety Plan[21]

Washington State's Target Zero Plan is focused on improving road safety for all road users and reaching the goal of zero traffic deaths and serious injuries by 2030. Serving as the state's Strategic Highway Safety Plan to guide the state's use of federal dollars on transportation projects, it has been updated in 2024 to focus on these foundational elements.

- **Safe System Approach.** This integrated framework for roadway safety starts with the principle that roadway deaths and serious injuries are unacceptable.
- **Traffic Safety Culture.** This safety culture must be shared among road users and those responsible for planning, designing, and operating the system.
- **Equity Framework.** Roadway safety risks are not equally distributed by geography, socioeconomic status, or race. We must address this issue directly to make meaningful progress.

FIGURE 22: WASHINGTON STATE STRATEGIC HIGHWAY SAFETY PLAN

Key Target Zero Elements:

The Target Zero Emphasis Areas are organized into four categories:

- High Risk Behavior: Impairment, Speeding, Unrestrained, and Distraction
- Crash Type/Location: Lane Departure, Intersections
- Road Users by Age: Young Drivers, Older Drivers
- Mode of Travel: Active Transportation Users, Motorcyclists, Heavy Vehicles
-

[21] Washington Traffic Safety Commission, Target Zero Plan, https://targetzero.com/

U.S. Department of Transportation – National Roadway Safety Strategy[22]

Safety Target or Goal: This strategy aims to reach zero roadway fatalities, committing to taking substantial, comprehensive action to significantly reduce serious and fatal injuries nationally. Released in 2022, this is the first time the USDOT has developed and promoted a national strategy focused on roadway safety.

Addressing safety issues presents an opportunity to simultaneously address equity and climate concerns. The changes outlined in this document aim to enhance safety, equity, and climate action.

FIGURE 23: USDOT COMMITMENT REQUEST FOR THE NRSS

- The NRSS promotes the Safe System Approach as the guiding paradigm to address roadway safety.
- It shares how fatalities among pedestrians and bicyclists have increased much more than other modes of travel.
- The NRSS clearly identifies roles for road users, road owners and operators, policymakers, planners, law enforcement, and others to face this challenge.
- Speed is identified as a significant contributor – both speeding as a violation and the importance of identifying appropriate speed limits.

[22] US Department of Transportation, National Roadway Safety Strategy January 2022, https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf

Complete Streets

Description: Complete Streets refers to the process of planning, designing, constructing, operating and maintaining transportation systems to ensure safe and convenient access for everyone.[23] An example of Complete Street treatments are shown in Figure 24.

Sample Project: FHWA's Complete Streets program focuses on supporting transportation agencies to plan, develop and operate equitable streets and networks that prioritize safety, comfort and connectivity to destinations for all people who use the street network. [24]

FIGURE 24: FHWA COMPLETE STREET

- **Safety Assessments** - utilizing the latest evidence-based tools and approaches to assess future safety performance of existing or proposed transportation facilities.
- **Improving Data Collection and Analysis** - data collection for all modes of transportation is critical for tracking project impacts and performance measures.
- **Standards**. Improving design standards allows for better use of the roadway cross section for all types of road users. FHWA encourages agencies to make Complete Streets their default approach to design.
- **Planning and Analysis**. FHWA promotes integrating safety for all road users into planning and data analysis.

Additional resources to consider:

- FHWA Proven Safety Countermeasures
- FHWA Every Day Counts Initiative
- NCHRP Report 500 Series
- NCHRP Report 600 (Human Factors Guidelines)
- BTSCRP Project 6 / BTSCRP Research Report 7: Improving MPO and SHSO Coordination on Behavioral Traffic Safety
- BTSCRP Web-Only Document 6: Communicating Safe Behavior Practices to Vulnerable Road Users
- BTSCRP Research Report 8: Highway Safety Behavioral Strategies for Rural Areas
- BTSCRP Research Report 9: E-Scooter Safety Toolbox

[23] Washington State Department of Transportation, Complete Streets, https://wsdot.wa.gov/construction-planning/complete-streets

[24] Federal Highway Administration, Complete Streets, https://highways.dot.gov/complete-streets

LOCAL JURISDICTION POLICY REVIEW

PURPOSE

This section presents an inventory of safety plans from different agencies, cities, counties and tribes within the PSRC region and identifies ways these documents can be added or improved upon by member agencies with the objective of enhancing safety. As part of this task, the project team prepared an inventory questionnaire and conducted a focus group to help build PSRC's inventory of safety planning. The following chapter summarizes the inventory of policies and plans.

HIGH-LEVEL SUMMARY

The project team researched publicly available safety plans and policies for the 86 jurisdictions within the PSRC region. In addition, a Safety Policy Survey (See **Attachment D-1**) was developed to reach out to all of PSRC's partners to identify additional safety plans and policies that may not have been published publicly. Please see **Attachment D-2** for the survey results (42 completed surveys) and focus group discussions in detail. Figure 25 is an infographic that summarizes these findings:

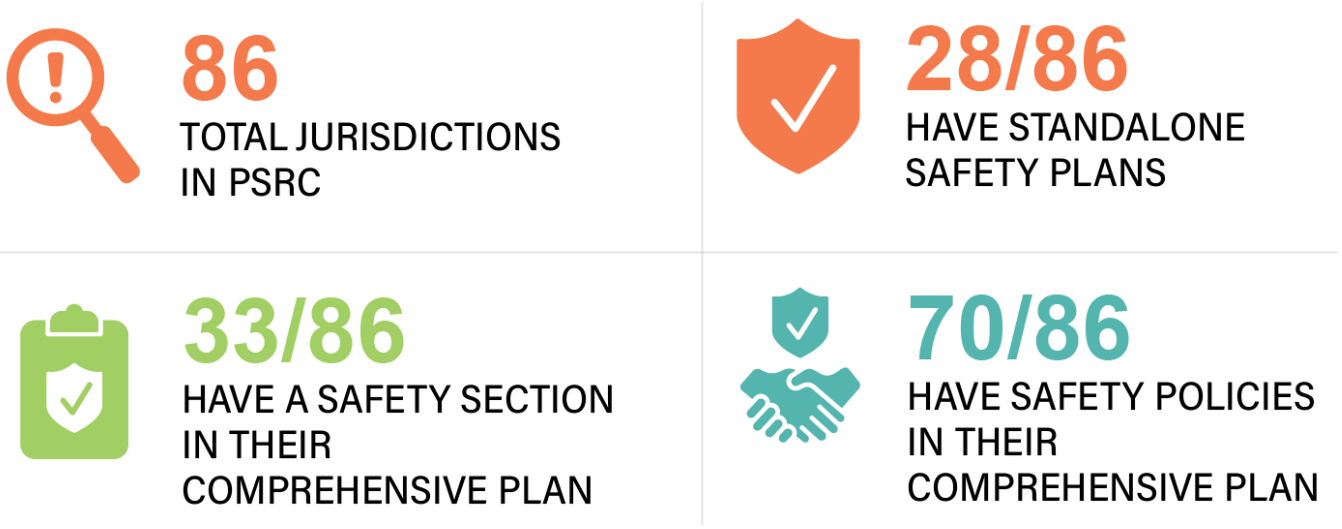

FIGURE 25: LOCAL JURISDICTION POLICY REVIEW INFOGRAPHIC

SUMMARY OF INVENTORY

After collecting feedback from the survey and focus groups, six additional partners were added to the final list of the policy inventory, bringing the total number of partners from 86 to 92. Figure 26 below provides a summary of the safety plans and policies that were collected from all the sources available. To see the full list of the PSRC Partner Inventory Spreadsheet, please see **Attachment D-3.**

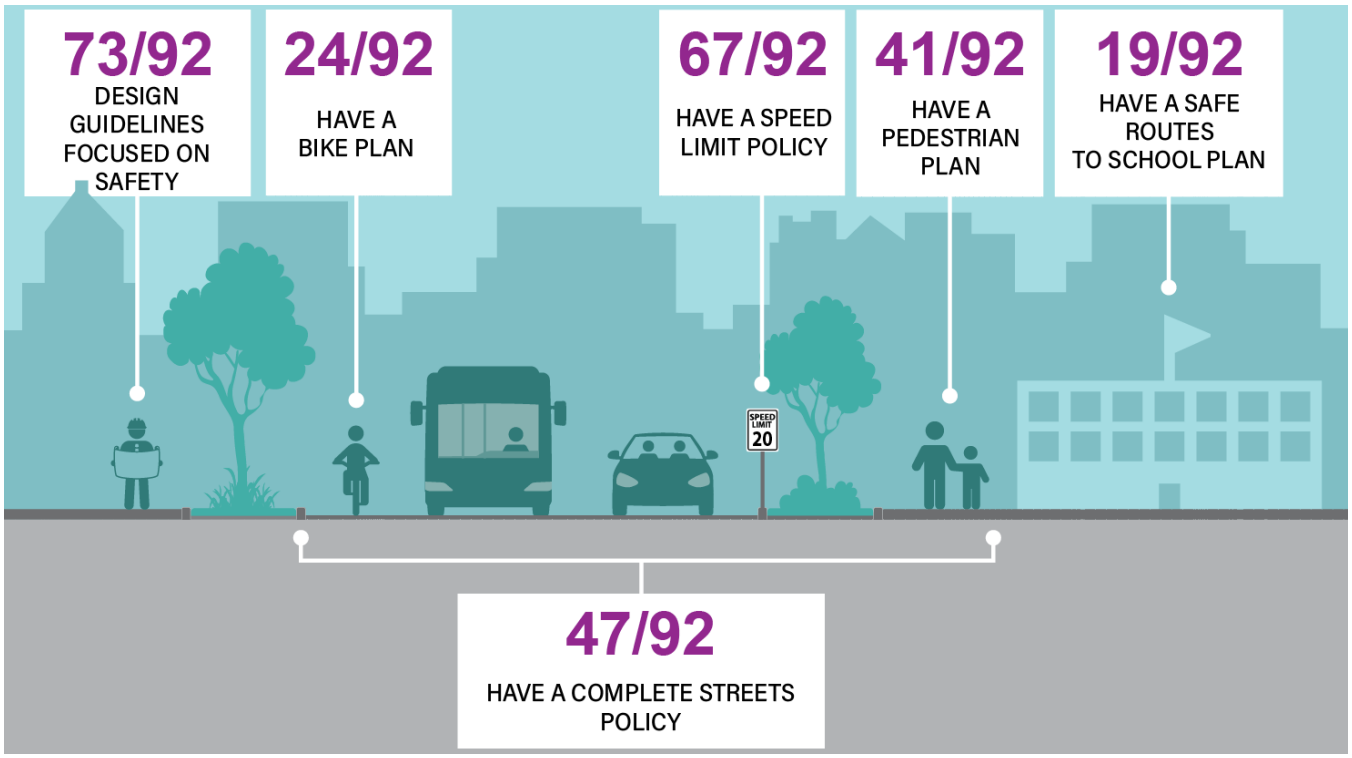

FIGURE 26: SUMMARY OF POLICY INVENTORY

KEY THEMES

This section will highlight some of the key themes presented from the inventory analysis.

Design Guidelines Focused on Safety. –78% of the agencies currently have, or incorporate, design standards focused on safety. In the reviewed plans, a large number included some or all of the below goals, policies and strategies:

- New development guidance on protection of nonmotorized infrastructure and users' safety
- Standards for intersection design to limit potential conflicts and provide acceptable sight distance
- Parking infrastructure design to accommodate pedestrian and limited mobility needs
- Street light placement so as to not hinder public safety
- Storm drainage design requirements to protect public rights-of-way and transportation systems
- Traffic Impact Analysis/Fees requirements for new developments to ensure a proper Level of Service
- Design speed parameters set to be consistent and safe for all users and modes
- Traffic calming measures to provide added safety through communities

- Traffic Control plan requirements to ensure safe movement of all road users and all modes
- Guidelines to following policies and strategies outlined within Comprehensive Plans
- Transit site development standards designed to provide added safety for users

Bike Plan. 37% of the agencies currently have or incorporate a Bike Plan focused on Safety – in the reviewed plans a large number included some or all of the below goals, policies and strategies:

- Strategies to improve bicycle lane separation for added comfort of all ages and abilities
- Promote bicycle safety education to all road users for added awareness
- Provide bicycle lane connectivity with safety for users as a key component
- Guidance on acceptable Level of Traffic Stress
- Encouraging non-motorized modes of transportation through design features

Speed Limit Polices. 70% of the agencies currently have or incorporate a speed limit policy focused on Safety - in the reviewed plans a large number included some or all of the below goals, policies and strategies:

- Use of existing Washington State Legislature, RCW 46.61.400,[25] granting local agencies authority based on State Legislature RCW 46.61.415 , "on the basis of an engineering and traffic investigation," to establish posted speed limits on their roadways below the state maximum.[26]
- Designations for All Terrain Vehicle use on roadways with low posted speeds
- Data informed approach to evaluate existing posted speeds including roadway context, land uses, 50th and 85th percentile speeds, traffic volumes and roadway users
- Support added safety for vulnerable road users especially within dense developments
- Speed limit designations based on roadway classifications

Pedestrian Plan. 40% of the agencies currently have or incorporate a pedestrian plan focused on Safety - in the reviewed plans a large number included some or all of the below goals, policies and strategies:

- Pedestrian facility improvements to provide connectivity that incorporates safety for all ages and abilities
- Improvements to pedestrian comfort
- Guidelines for crosswalk markings to improve and accommodate all ages and mobility abilities
- Chosen countermeasures (rectangular rapid flashing beacons, midblock crossing identification) to enhance pedestrian safety

Safe Routes to Schools. 16% of the agencies currently have or incorporate a Safe Routes to school approach focused on Safety - in the reviewed plans a large number included some or all of the below goals, policies and strategies:

- Specialized busing programs to bring children of like learning abilities to one location
- Committees designed to review and analyze existing facilities, gaps and areas for improvement

[25] Washington State Legislature, RCW 46.61.400, https://app.leg.wa.gov/rcw/default.aspx?cite=46.61.400
[26] Washington State Legislature, RCW 46.61.415, https://app.leg.wa.gov/RCW/default.aspx?cite=46.61.415

- Trail connectivity to provide separated facilities adding to the safety of children walking and biking to and from school
- Following WSDOT program guidelines with a list of prioritized projects designed to participate in competitive funding opportunities
- Improving crossings to accommodate all levels of ability
- Building educational programs to inform and provide awareness of road safety skills

Complete Streets. 52% of the agencies currently have or incorporate a complete streets policy focused on Safety - in the reviewed plans a large number included some of or all of the below goals, policies and strategies:

- Development of a connected multimodal transportation system safe for all abilities and ages and underserved populations
- Definitions on complete street infrastructure that contribute to safe and convenient travel such as shared use paths, sidewalk installation, landscaping, paved shoulders and curb accessibility
- Development of a checklist to assist designers in the development of considerations in Complete Streets components
- Encourage healthy and active transportation by providing connectivity
- Partnerships with public and private entities to coordinate and develop efficient transportation systems
- Improvements that incorporate transit facilities providing safe and reliable accessibility for all users

Attachment D-1: PSRC SURVEY QUESTIONS

DATE: April 11, 2024

TO: PSRC

FROM: DKS Associates

SUBJECT: Task 4: PSRC Survey Questions for Jurisdictions Project #24724-000

TITLE: PSRC PLANS AND POLICIES INVENTORY SURVEY

PSRC is creating a Regional Safety Action Plan with the goal of achieving zero fatalities and serious injury collisions in the future. To be a safety resource for our constituent agencies and help the region achieve this goal, PSRC has launched a multiyear effort to improve traffic safety in a comprehensive, data-informed, equitable, and collaborative way.

We need your help to create an inventory of the safety-focused policies, plans, guidelines, programs, and standards you have in place. The purpose of this survey is more focused than broader planning documents, like a Local Road Safety Plan or content in your Comprehensive Plan or Transportation Master Plan. The survey seeks more specific policies, plans, guidelines, programs, and standards that are focused on safety, particularly for vulnerable users.

We will be reviewing the information collected and synthesizing best practices used across the region**.**

Thank you in advance for your help!
If you have any questions, please contact: veronica.sullivan@dksassociates.com

***1. Please provide your contact information**

Your Name:

Role in this agency:

Email:

*2. Name of your jurisdiction (City, County, Tribe, etc.):

*3. Does your agency have a **Speed Limit** Policy, Speed Management Plan, Speed Limit Standard Operating Procedures, or a similar initiative to slow vehicles?

- □ No
- □ It is currently in development
- □ Yes, but not available publicly online
- □ Yes, it is available online that you can download (insert link[s] below):

4. If you have a PDF of the **Speed Limit Policy,** Speed Management Plan, Speed Limit Standard Operating Procedures, or a similar initiative to slow vehicles, please upload here (file size limit is 16MB)

Choose File

*5. Does your agency have any policies, plans, guidelines, programs, or standards specifically focused on **pedestrian safety**? (e.g., Pedestrian Project Toolkit, Pedestrian Traffic Signal Operating Procedures, Traffic Calming Policy, etc.)

- No
- It is currently in development
- Yes, but not available publicly online
- Yes, it is available online that you can download (insert link[s] below)

6. From the previous question, if you have a PDF of policies, plans, guidelines, programs, or standards focused on **pedestrian safety,** please upload here (file size limit is 16MB)

Choose File

*7. Does your agency have any policies, plans, guidelines, programs, or standards specifically focused on **cyclist safety**? (e.g., Separated Bicycle Facilities Guidelines, Rules of the Road Ordinances, etc.)

- No
- It is currently in development
- Yes, it is combined with the pedestrian related policies, plans, guidelines, programs, or standards in the previous question #7
- Yes, but not available publicly online
- Yes, it is available online that you can download (insert link[s] below):

8. From the previous question, if you have a PDF of policies, plans, guidelines, programs, or standards focused on **cyclist safety**, please upload here (file size limit is 16MB)

Choose File

*9. Does your agency have a district-wide or agency-wide **Safe Routes to School Plan/Program**?

- No
- It is currently in development
- Yes, but not available publicly online
- Yes, it is available online that you can download (insert link[s] below):

10. If you have a PDF of the school district-wide or agency-wide **Safe Routes to School Plan/Program,** please upload here (file size limit is 16MB)

Choose File

11. Do you have any other safety-focused policies, plans, guidelines, programs, or standards you'd like to share with the Regional Safety Action Plan team?

12. We would greatly appreciate the opportunity to discuss some of your responses above in a focus group session and share best practices with us to encourage safety. Would you be willing to join a focus group for a 1-hour session in the coming weeks (date and time to be determined)?

- Yes
- No
- Other (please specify)

13. Are there others in your agency that we should contact:

Name and Title:_____

Email _____ or

Phone: _____

Thank you for your responses! If you have any questions or want to provide other links (or larger files), please contact:
Veronica Sullivan
Veronica.sullivan@dksassociates.com

SUBMIT!

DKS 719 SECOND AVENUE, SUITE 1250, SEATTLE, WA 98104 • 206.382.9800 • DKSASSOCIATES.COM

Attachment D-2: PSRC SURVEY AND FOCUS GROUP RESULTS

DATE: May 2024

TO: WSP

FROM: DKS Associates

SUBJECT: Task 4: Focus Group Results

Project #24724-000-TASK 4

As part of Task 4 Local Jurisdiction Safety Plan/Policy Inventory, the consultant team prepared an inventory questionnaire and conducted a focus group to help build PSRC's inventory of safety planning. The following memo highlights the efforts of the survey and focus group findings.

SURVEY

A survey was developed to collect an inventory of safety plans from different agencies, cities, counties and tribes within the Puget Sound Region. The request to respond to the survey was sent out by Puget Sound Staff on April 13, 2024. The survey questions are shown in Attachment D-1.

PSRC distributed the Safety Policy Survey to 399 partners on April 13, 2024. By May 15, 2024, 42 responses were received from the following contributors (some responded to the survey twice which resulted in 42 completed surveys):

- City of Arlington
- City of Auburn
- City of Bellevue
- City of Bothell
- City of Bremerton
- City of Duvall
- City of Edgewood
- City of Edmonds
- City of Everett
- City of Federal Way
- City of Fife
- City of Issaquah
- City of Kenmore
- City of Kent
- City of Kirkland
- City of Lakewood
- City of Marysville
- City of Mercer Island
- City of Mill Creek
- City of Monroe
- City of Newcastle
- City of North Bend
- City of Poulsbo
- City of Sammamish
- City of SeaTac
- City of Seattle
- City of Shoreline
- City of Tacoma
- City of Woodinville
- Kitsap County Public Transportation
- Northwest Region (WSDOT)
- Northwest Seaport Alliance
- Pierce County
- Pierce Transit
- Port of Bremerton
- Snohomish County
- University Place

The final two questions of the survey requested the respondents join a focus group to share best practices, shared in the next section. For those who provided contact information, a focus group was later scheduled and results are shared in the next section.

FOCUS GROUP

On May 3, 2024, the consultant team scheduled a virtual focus group meeting with the volunteers to selected to attend a focus group from the survey. There were two facilitators for the focus group; Veronica Sullivan and Brian Chandler.

The following participants attended the focus group:

Name	Organization
Jack Ecklund	University Place
James Kelly	City of Arlington
John Larson-Friend	City of Issaquah
Mark Rigos	City of North Bend
Erik Preston	City of Kent
Rodney Chandler	Pierce Transit
John Larson-Friend	City of Issaquah
John Vicente	City of Kenmore
Shane Weber	City of Bremerton
Franz Loewenherz	City of Bellevue
Kimberly Scrivner	City of Kirkland

Agenda for the Focus Group that was shared with participants:

- Introductions
- Background for the PSRC Regional Safety Action Plan
- Purpose of Task 3 and Task 4 for the Regional Safety Action Plan
- Review of the Safe Systems Approach
- Practice and Brainstorming Using MURAL
- Open Discussion - Other Safety Questions to other Jurisdictions

The focus group participated in a virtual workshop using MURAL digital visual collaboration tool to facilitate conversation and brainstorm safety improvements. MURAL allows the opportunity for collaboration and concurrent input from all participants simultaneously. The facilitators, DKS Associates, led a verbal discussion to supplement the written inputs provided by the participants. The MURAL Board was prepared in advanced and organized in five sections based on the five principles of the Safe Systems Approach, shown in Figure 1.

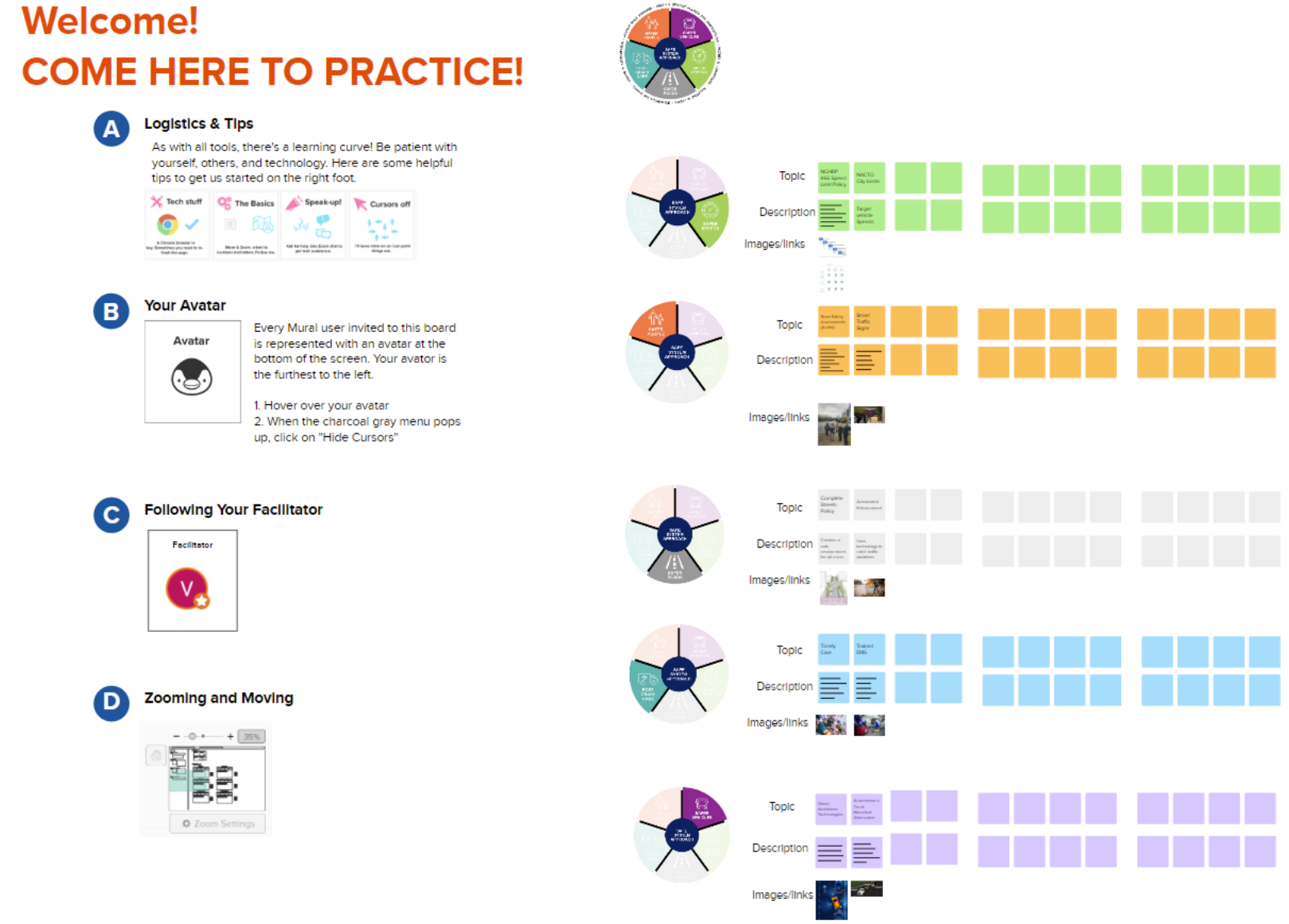

Figure 1. MURAL Board before the Focus Group.

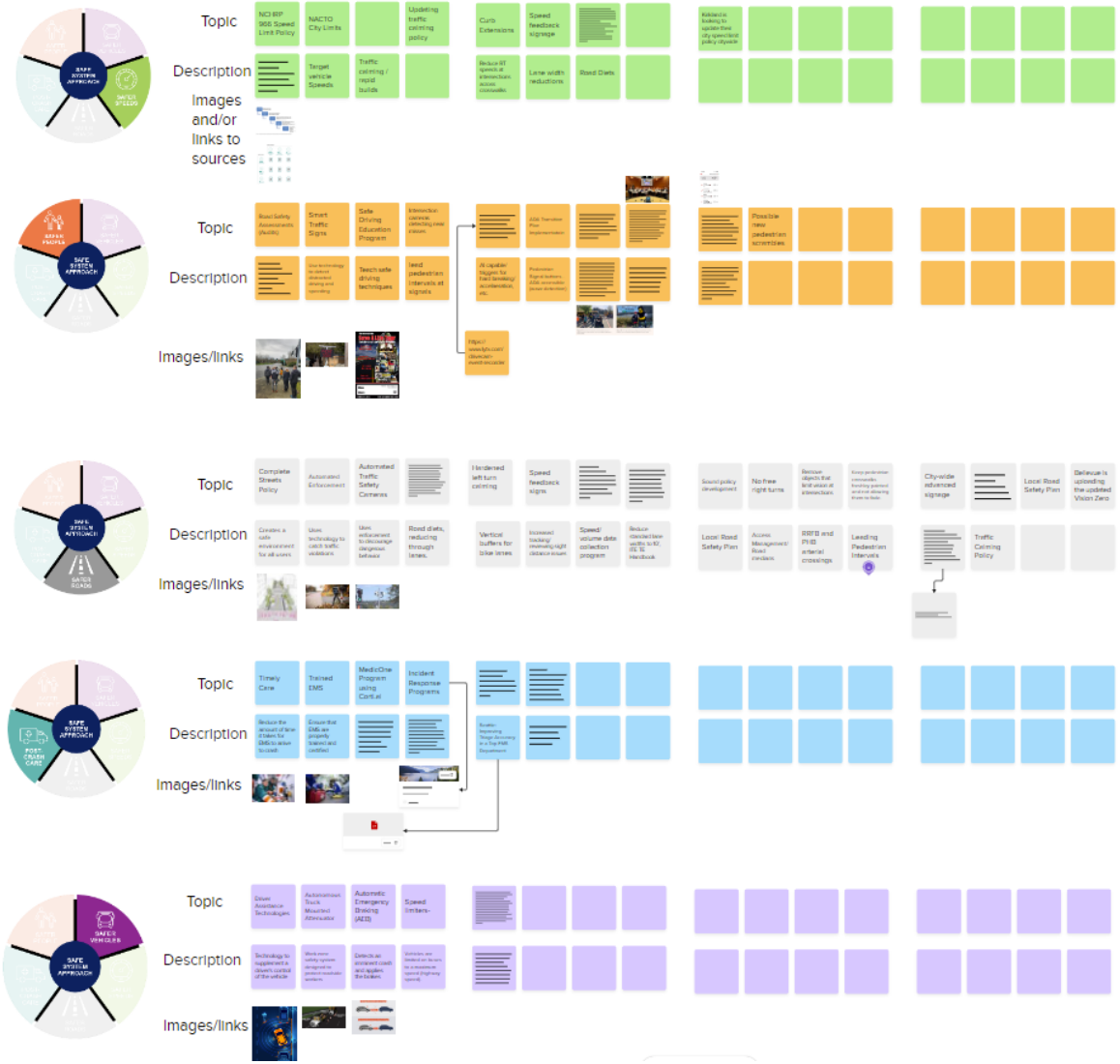

Figure 2. MURAL Board after the Focus Group.

The following comments were collected (the sources have been added by the Consultant Team to provide context):

Safer Road Users

- Keep pedestrian crosswalks well painted
- Design
  - Pedestrian scrambles[1]
- Road Safety Assessments (Audits)[2]
  - to examine future road conditions and provide recommendations
- Technology
  - Smart Traffic Signs[3]
  - Use technology to detect distracted driving and speeding
  - Lead pedestrians at signals
  - Lytx Drive Cam System: Drivers can be counseled and coached to be safer drivers
  - AI capable/triggers for hard braking/acceleration, etc.
  - Pedestrian Signal buttons-ADA accessible (wave detection)
  - School Zone Speed Safety Cameras: City of Everett is just turning theirs on, in one school zone we went from 676 10+mph violations per day to around 160 violations per day during the warning period.
- Americans Disability Act (ADA) Transition Plan Implementation
- Reward and acknowledge safe drivers
  - If we have a quarter free of driving accidents, we achieve the million-mile club (recognized in June).
  - Certain insurance companies offer rewards for driving safely . These companies can determine how safely their customers are driving by data recorded through an app operated by the customer.
- Encouraging safer modes of travel
  - Bellevue's annual Bike, Roll & Ride to School week was May 1-5, 2023, and the Walk & Roll to School Day/Week was October 2-6, 2023. 16 schools participated in the Bike, Roll & Ride to School week and 20 schools participated in Walk & Roll to School Day in 2023.
- Education
  - Safe Driving Education Program
  - The Bellevue City Council proclaimed November 19, 2023, as World Day of Remembrance for Road Traffic Victims in Bellevue. The World Day of Remembrance for Road Traffic Victims is a high-profile global event to remember the many millions who have been killed and seriously injured on the world's roads and to acknowledge the suffering of all affected victims, families and communities.

1 Source: https://www.sfmta.com/getting-around/walk/pedestrian-improvements-toolkit/pedestrian-scramble#:~:text=A%20pedestrian%20scramble%2C%20sometimes%20called,the%20same%20time%E2%80%94including%20diagonally.
2 Source: https://highways.dot.gov/safety/data-analysis-tools/rsa/road-safety-audits-rsa#:~:text=A%20Road%20Safety%20Audit%20(RSA,safety%20for%20all%20road%20users.
3 Source: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.fhwa.dot.gov/publications/research/ear/SmartTrafficSignal.pdf

- Bellevue's Vision Zero email subscription list increased by 30% and achieved the 2023 goal of surpassing 1,000 subscribers.

Safer Vehicles

- Technology
  - Driver Assistance Technologies[4]
    - Technology to supplement a driver's control of the vehicle
  - Autonomous Truck Mounted Attenuator[5]
    - Work zone safety system designed to protect roadside workers
  - Automatic Emergency Braking (AEB)[6]
    - Detects an imminent crash and applies the brakes
  - Speed limits
    - Vehicles are limited on buses to a maximum speed (highway speed).
- Technology
  - Smart Traffic Signs[7]
  - Use technology to detect distracted driving and speeding
  - Lead pedestrians at signals
  - Lytx Drive Cam System: Drivers can be counseled and coached to be safer drivers
  - AI capable/triggers for hard braking/acceleration, etc.
  - Pedestrian Signal buttons-ADA accessible (wave detection)
  - School Zone Speed Safety Cameras: City of Everett is just turning theirs on, in one school zone we went from 676 10+mph violations per day to around 160 violations per day during the warning period.
- Examples
  - 2023 Accomplishment: The City of Bellevue launched the Cellular Vehicle-to-Everything (C-V2X) pilot in June 2023 in collaboration with T-Mobile. The pilot includes the deployment of network-based C-V2X and T-Mobile 5G to enable real-time communications to vehicle drivers of upcoming, potentially dangerous interactions between vehicles, infrastructure and vulnerable road users to mitigate crashes through early visual and audible warnings. T-Mobile is providing the C-V2X equipment, Internet of Things (IoT) solutions, technical integration and end-to-end testing in support of the pilot.
  - Kirkland's Transportation Commission wanted us to promote NHTSA vehicle safety ratings. While we don't have any role in this, we can post on our website: https://www.nhtsa.gov/ratings

4 Source: https://www.nhtsa.gov/vehicle-safety/driver-assistance-technologies
5 Source: https://aii.transportation.org/Pages/Autonomous-Truck-Mounted-Attenuator.aspx
6 Source: https://aii.transportation.org/Pages/Autonomous-Truck-Mounted-Attenuator.aspx
7 Source: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.fhwa.dot.gov/publications/research/ear/SmartTrafficSignal.pdf

Safer Speeds

- Complete Streets Policy[8]
  - Helps create a safe environment for all users.
- Reward and acknowledge safe drivers
  - If we have a quarter free of driving accidents, we achieve the million-mile club (recognized in June).
- Certain insurance companies offer rewards for driving safely. These companies can determine how safely their customers are driving by data recorded through an app operated by the customer.
  - Smart Traffic Signs.[9]
  - Use technology to detect distracted driving and speeding.
  - Lead pedestrians at signals.
  - Lytx Drive Cam System: Drivers can be counseled and coached to be safer drivers.
  - AI capable/triggers for hard braking/acceleration, etc.
  - Pedestrian Signal buttons-ADA accessible (wave detection).
  - School Zone Speed Safety Cameras: City of Everett is just turning theirs on, in one school zone we went from 676 10+mph violations per day to around 160 violations per day during the warning period.
- Updating Speed Limit Policies
  - NCHRP 966 uses Expert System Approach adapted from the NCHRP Report 966.[10]
  - NACTO City Limits uses target vehicle speeds.[11]
  - Kirkland is looking to update their city speed limit policy.
- Traffic Calming
  - Projects.
  - Update or develop a traffic calming policy.
  - Curb extensions.
  - Lane Width reductions.
  - Road diets.
- Rapid Build Projects[12]
  - Used to test new street design improvements.
- Speed Management Plan (SMP) [13]
  - Identifies speed related safety concerns, outlines potential safety countermeasures, and identifies key next steps.
  - Bellevue published their Speed Management Plan in 2023.[14]
- Speed feedback signs[15]

8 Source: https://www.transportation.gov/mission/health/complete-streets
9 Source: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.fhwa.dot.gov/publications/research/ear/SmartTrafficSignal.pdf
10 Source for NCHRP 966 https://www.trb.org/Main/Blurbs/182038.aspx
11 Source: https://nacto.org/safespeeds/#:~:text=City%20Limits%20outlines%20a%20three,zones%20in%20sensitive%20areas%2C%20and
12 Source: https://smartgrowthamerica.org/program/national-complete-streets-coalition/quick-build-demonstration-projects/#:~:text=Quick%2Dbuild%20demonstration%20projects%20are,encourage%20more%20walking%20and%20biking.
13 Source: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.nhtsa.gov/sites/nhtsa.gov/files/812028-speedmgtprogram.pdf
14 Source: https://bellevuewa.gov/city-government/departments/transportation/safety-and-maintenance/traffic-safety/speed-limits-speed-management
15 Source: https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/

Safer Roads

- Encouraging safer modes of travel
  - Bellevue's annual Bike, Roll & Ride to School week was May 1-5, 2023, and the Walk & Roll to School Day/Week was October 2-6, 2023. 16 schools participated in the Bike, Roll & Ride to Schoo
- Traffic Calming
  - Projects
  - Update or develop a traffic calming policy
  - Curb extensions
  - Lane width reductions
  - Road diets
- Updating Speed Limit Policies
  - NCHRP 966 uses Expert System Approach adapted from the NCHRP Report 966[16]
  - NACTO City Limits uses target vehicle speeds[17]
  - Kirkland is looking to update their city speed limit policy
- Reward and acknowledge safe drivers
  - If we have a quarter free of driving accidents, we achieve the million-mile club (recognized in June).
  - Certain insurance companies offer rewards for driving safely. These companies can determine how safely their customers are driving by data recorded through an app operated by the customer.
- Americans Disability Act (ADA) Transition Plan Implementation
- Technology
  - Smart Traffic Signs[18]
  - Use technology to detect distracted driving and speeding
  - Lead pedestrians at signals
  - Lytx Drive Cam System: Drivers can be counseled and coached to be safer drivers
  - AI capable/triggers for hard braking/acceleration, etc.
  - Pedestrian Signal buttons-ADA accessible (wave detection)
  - School Zone Speed Safety Cameras: City of Everett is turning theirs on. One school zone recorded 676 10+mph violations per day, but reduced to to around 160 violations per day during the warning period.
- Road Safety Assessments (Audits)[19]
  - To examine future road conditions and provide recommendations
- Design
  - Pedestrian scrambles[20]
- Complete Streets Policy[21]

16 Source for NCHRP 966 https://www.trb.org/Main/Blurbs/182038.aspx
17 Source:
ht
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18 Source: chrome-
ext
19 Source: https://highways.dot.gov/safety/data-analysis-tools/rsa/road-safety-audits-
rsa#:~
20 Source: https://www.sfmta.com/getting-around/walk/pedestrian-improvements-toolkit/pedestrian-scramble#:~:text=A%20pedestrian%20scramble%2C%20sometimes%20called,the%20same%20time%E2%80%94including%20
21 Source: https://www.transportation.gov/mission/health/complete-streets

    - Helps create a safe environment for all users
- Road diets[22]
    - Reduces through lanes
- Hardened left turn calming[23]
    - Improves pedestrian safety
- Increased tracking/reviewing sight distance issues
- Speed feedback signs[24]
- Vertical buffers for bike lanes[25]
- Reduce standard lane widths to 10'[26]
- Real-time Traffic Signal Safety Intervention (RTSSI)[27]
    - Aims to protect vulnerable pedestrians, especially elderly pedestrians, through sensors and smart traffic signals that enable real-time safety
- Access management/road median
- Automated Enforcement[28]
    - Uses technology to catch traffic violations
    - Bremerton red light camera - two of the locations are at intersections and have updated signal timing (yellow interval - reduced the red light violations). shown to reduce angle crashes. It has been approved since the mid-2000s. The community has responded both negatively and positively.
    - Kenmore's photo enforcement efforts led to a 90% reduction in speeds. This was highly successful and took advantage of the new law.
    - Bus lane violation - people using it not just for a travel lane camera positioned between. Seattle did do a pilot
- Sound policy development
- Sharing easily understood safety material
- Creating Local Road Safety Plans
- Remove objects that limit vision at intersections
- Rectangular rapid-flashing beacons (RRFBs) and pedestrian hybrid beacons (PHBs) at arterial crossing
- Keep pedestrian crosswalks well painted
- Leading pedestrian intervals
- City-wide advanced signage
- Targeted enforcement
    - Police agencies get funding from the target zero program. State patrol programs-planned and targeted impacts.
- Issaquah's ITS Program Implementation
    - Greater control over intersection-some of them on timers
- City of Bellevue
    - With the suggested improvements from the Final School-Zone Road Safety Assessment report, Bellevue completed 29 maintenance and signal related actions, had nine actions in progress, 17 improvements scheduled in future projects and 19 improvements submitted in

22 Source: https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration
23 Source: https://www.portland.gov/transportation/vision-zero/left-turn-calming
24 Source: https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/
25 Source: https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/
26 Source: https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=LP-691
27 Source: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://bellevuewa.gov/sites/default/files/media/pdf_document/2024/Bellevue%20RTSSI_SMART%20%20FY23.pdf
28 Source: https://www.cdc.gov/transportationsafety/calculator/factsheet/speed.html

grant applications for design and implementation funding.

- Strategic partnerships
  - Partnership with Transoft Solutions (ITS)—formalized in 2019—is a continuation of work that commenced with Microsoft (see 2016 brochure and 2019 case study). Information on the previous partnership is available in an ITE Journal article, in an overview video (April 2017) and in a video about potential applications (August 2018). Another company, Street Simplified, assisted the City of Bellevue with a pilot project that used video analytics to evaluate safety at the intersection of 108th Avenue NE and Main Street.

Post Crash Care

- Timely Care
  - Reduce the amount of time it takes for EMS to arrive to a crash.
- Trained EMS
  - Ensure that EMS are properly trained and certified.
- Technology
  - MedicOne Program using Corti.ai
    - Faster identification and triage of stroke and cardiac-arrest calls were two key performance indicators in our partnership
- Incident Response Programs
  - Crash Injury Research and Engineering Network (CIREN): The potential benefits of this pilot include reducing response times to accidents, efficient use of emergency services resources, and higher survival rates from vehicular crashes.
- Data
  - We get monthly updates from emergency services for accidents that are not responded to by police.
- Employee Assistance Program
  - Pierce Transit - if an operator gets into a serious accident, there is an employee assistance program.
- Design
  - Minimize roadway obstacles that impact comfort for aid cars

Attachment D-3: POLICY INVENTORY

JURISDICTION	2019 Plan Status – Standalone Transportation Safety Plan / Target Zero / Vision Zero Plan (Yes/No)	2023 Plan Status -- Standalone Transportation Safety Plan / Target Zero / Vision Zero Plan (Yes/No/Follow-up)	Plan Location	Safety Section in Comp Plan / Transportation Plan	Location	Comp Plan has Safety Policies (yes/no)	Complete Streets Policy	Location	Speed Limit Policy and/or Operating Procedures	Location	Pedestrian (Active or Vulnerable User) Plan	Location	Bike Plan	Location	Safe Routes to School Plan or Policy	Location	Design Guidelines
Algona	No	No		No		No	Yes	https://algona.municipal.codes/Code/12	Yes	https://algona.municipal.codes/Code/10	No		No		No		Yes
Arlington	No	No		Yes	https://www.arlingtonwa.gov/398/Transportation	Yes	Yes	https://www.arlingtonwa.gov/574/Complete-Streets	Yes	https://wsdot.wa.gov/sites/default/files/2024-02/WSDOT-Active-Transportation-Programs-Design-Guide_0.pdf	Yes	Pedestrian Improvement Plan 2018	Yes	Bicycle Improvement Plan	No		Yes
Auburn	No	No		Yes	https://www.auburnwa.gov/city_hall/community_development/zoning_land_use/auburn_s_comprehensive_Plan	Yes	Yes	Not Publicly Available	Yes	Municipal Code: Chapter 10.12 Traffic Regulations Article III. Speed Limits	No		No		No		Yes
Bainbridge Island	Yes	Yes	https://www.bainbridgewa.gov/1433/Sustainable-Transportation-Plan	Yes	https://www.bainbridgewa.gov/162/Comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Island wide Speed Limit Study	No		No		Yes	Safe Routes to School	Yes
Beaux Arts Village	No	No		No	https://beauxarts-wa.gov/comprehensive-Plan	No	No		Yes	Municipal Code: Chapter 10.05 Traffic Regulations	No		No		No		No
Bellevue	Yes	Yes	https://bellevuewa.gov/city-government/departments/transportation/safety-and-maintenance/traffic-safety/vision-zero/vision-zero-action-Plan	No	https://bellevuewa.gov/city-government/departments/community-development/Planning-initiatives/comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Speed Management Plan	Yes	Pedestrian & Bicycle Transportation Plan report	Yes	Pedestrian & Bicycle Transportation Plan report	No		Yes
Black Diamond	No	No		No	https://www.blackdiamondwa.gov/comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Minicpal Code: Chapter 12.10 Complete Streets Policy	No		No		No		Yes
Bonney Lake	No	No		Yes	https://www.ci.bonney-lake.wa.us/government/departments/public_services/Planning_building/comprehensive_Plan	Yes	Yes	Not Publicly Available	Yes	Municipal Code: Chapter 10.12 Speed Limits	No		Yes	Comprehensie Plan: Ch 5 Mobility Element, Section 14.3 Bicycle Network Improvements	No		Yes
Bothell	Yes	No	http://www.bothellwa.gov/DocumentCenter/View/1317/Traffic-Collector-Booklet-PDF?bidId=	Yes	https://www.bothellwa.gov/305/Imagine-Bothell-Comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Municipal Code 8.60.120 Motor vehicles--Speed limits	No		Yes	Bike Plan	No		Yes
Bremerton	Yes	Yes	https://www.bremertonwa.gov/DocumentCenter/View/6672/Bremerton-HSIP-Systemic-Application-PDF?bidId=	No	https://www.bremertonwa.gov/185/Comprehensive-Plan	Yes	Yes	Not Publicly Available	No		Yes	Non-Motorized Transportation Plan	Yes	Non-Motorized Transportation Plan	No		Yes
Brier	No	No		No	http://ci.brier.wa.us/compPlan/index.html	Yes	No		Yes	2015 Comprehensive Plan Transportation Element: Appendix A: Classification Criteria	No		No		No		Yes
Buckley	No	No		Yes	https://www.cityofbuckley.com/comprehensivePlan	Yes	No		Yes	Municipal Code: Chapter 11.08 Speed Restrictions	No		No		No		Yes
Burien	No	No		Yes	https://www.burienwa.gov/residents/burien_s_vision/comprehensive_Plan	Yes	No		Yes	Municipal Code: Chapter 10.05 Traffic and Vehicle Code	Yes	Pedestrian and Bicycle Facilities Plan	Yes	2004: City of Burien Pedestrian and Bicycle Facilities Plan	No		Yes
Carbonado	No	No		No	https://www.carbonado.org/municipalcode	Yes	Yes	Not Publicly Available	Yes	Municipal Code: Chapter 10.10 Speed Limit on State Route 165 and Chapter 10.40 Town Speed Limit	No		No		No		Yes
Carnation	No	No		No	https://www.carnationwa.gov/comprehensive-Plan-2024/	Yes	No		No		No		No		No		Yes
Clyde Hill	No	No		Yes	https://www.clydehill.org/2024Plan	Yes	No		Yes	Municipal Code: Chapter 10.08 Speed Regulations	Yes	https://www.clydehill.org/docs/public%20information/draft%20comprehensive%20Plan%20-%20combined%20elements%206.12.24.pdf	Yes	Comprehensive Plan: Bicycle Plan	No		No
Covington	No	Yes	https://cms2.revize.com/revize/cityofcovington/Local%20Road%20Safety%20Plan.pdf	No	https://www.covingtonwa.gov/city_departments/communitydevelopment/strategiclongrangePlanning/comprehensivePlan.php	Yes	Yes	Not Publicly Available	No		No		No		No		Yes
Darrington	No	No		No	https://townofdarrington.com/Departments/town-of-darrington-comprehensive-Plan-2015/	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.08 Speed Limits on Specific Streets	No		No	No	No		Yes
Des Moines	No	No		Yes	https://www.desmoineswa.gov/departments/Planning_and_building/Plan_development/comprehensive_Plan	Yes	No		Yes	Municipal Code Chapter 10.20 Speed Regulations	Yes	Comprehensive Plan: Pedestrian and Bicycle Facilities TR 5	Yes	Comprehensive Plan: Pedestrian and Bicycle Facilities TR 5	No		Yes
Dupont	No	No		No	https://www.dupontwa.gov/138/Planning-Documents	Yes	No		Yes	Municipal Code Chapter 16.01 Traffic Regulations	No		No		No		Yes
Duvall	No	No		Yes	https://www.duvallwa.gov/297/Comprehensive-Planning https://www.duvallwa.gov/306/Streets-Transportation	Yes	Yes	Not Publicly Available	Yes	https://www.duvallwa.gov/DocumentCenter/View/314/Development-Design-Standards-Manual?bidId=	Yes	Comprehensive Plan: Pedestrian Facilities	Yes	Comprehensive Plan: Bicycle Facilities	No		Yes
Eatonville	No	No		No	https://eatonville-wa.gov/comprehensive-Plan/	Yes	No		Yes	Chapter Municipal Code 10.08 Speed Limits	Yes	Comprehensive Plan in 15.2.15	No		No		Yes
Edgewood	No	Yes	https://www.cityofedgewood.org/DocumentCenter/View/1630/Edgewod_LRSP_Final?bidId=	No	https://www.cityofedgewood.org/254/Planning-Land-Use	Yes	No		Yes	Edgwood Municipal Code 10.10 Speed Limits	Yes	Comprehensive Plan Ch. 5: Transportation	No		No		Yes
Edmonds	Yes	Yes	Saved in project folder	No	https://www.edmondswa.gov/government/departments/development_services/Planning_division/code_modernization/comprehensive_Plan_implementation	Yes	No		Yes	City Code Chapter 8.16 Speed Regulations	Yes	Comprehensive Plan: Non-Motorized System: Pedestrians	No		No		Yes
Enumclaw	No	No		Yes	https://www.cityofenumclaw.net/216/Comprehensive-Plan	Yes	No		Yes	Municipal Code Chapter 10.34 Speed Limits	No				No		No
Everett	Yes	Yes	Saved in project folder	No	https://www.everettwa.gov/442/Comprehensive-Plan	Yes	Yes	Not Publicly Available	No		No		Yes	Bicycle Master Plan	No		Yes
Federal Way	Yes	Yes	Saved in project folder	No	https://www.cityoffederalway.com/content/2015-comprehensive-Plan	Yes	No		Yes	Municipal Code Chapter 8.30 Speed Limits			Yes	Bicycle and Pedestrian Master Plan	Yes	Bicycle and Pedestrian Master Plan	Yes
Fife	Yes	Yes		No	https://www.cityoffife.org/245/Comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.12 Speed Limit	No		No		No		Yes
Fircrest	No	No		No	https://www.cityoffircrest.net/government/Planning-and-building-department/adopted-Plans/	Yes	No		Yes	Municipal Code Chapter 16.14 Speed Regulations	No		No		No		Yes
Gig Harbor	No	No		Yes	https://www.gigharborwa.gov/610/Comprehensive-Plan	Yes	No		Yes	Municipal Code Chapter 10.14.030 Speed Limits	No		No		No		Yes
Gold Bar	No	No		No	https://cityofgoldbar.us/city-services/reports/city-comprehensive-Plan/	Yes	No		No		No		No		No		Yes

Attachment D-3: POLICY INVENTORY

JURISDICTION	2019 Plan Status – Standalone Transportation Safety Plan / Target Zero / Vision Zero Plan (Yes/No)	2023 Plan Status -- Standalone Transportation Safety Plan / Target Zero / Vision Zero Plan (Yes/No/Follow-up)	Plan Location	Safety Section in Comp Plan / Transportation Plan	Location	Comp Plan has Safety Policies (yes/no)	Complete Streets Policy	Location	Speed Limit Policy and/or Operating Procedures	Location	Pedestrian (Active or Vulnerable User) Plan	Location	Bike Plan	Location	Safe Routes to School Plan or Policy	Location	Design Guidelines
Granite Falls	No	No		No	https://www.ci.granite-falls.wa.us/departments/Planningdevelopment_services/comprehensive_Plan.php#:~:text=This%20effort%2C%20known%20as%20the,facilities%2C%20infrastructure%20improvements%20and%20programs.	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.28 Speed Limits	No		No		No		No
Hunts Point	No	No		No	https://huntspoint-wa.gov/index.asp?SEC=62B9070A-15C8-4AD6-A8CE-7DA63F7FF657	No	No		No		No		No		No		Yes
Index	No	No		No		No	No		No		No		No		No		No
Issaquah	No	Yes	https://www.issaquahwa.gov/2957/Mobility-Master-Plan	Yes	https://www.issaquahwa.gov/118/Comprehensive-Plan#:~:text=Issaquah's%20Comprehensive%20Plan%20provides%20a,the%20community's%20quality%20of%20life.	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.24 Speed Limits	Yes	Mobility Master Plan	Yes	Mobility Master Plan	No		Yes
Kenmore	Yes	Yes	http://www.kenmorewa.gov/targetzero	Yes	https://www.kenmorewa.gov/government/departments/community-development/comprehensive-Plan-update	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.15 Speed Limit	Yes	Pedestrian Facilities Plan (Sidewalk Plan)	No		No		Yes
Kent	No	Yes	https://www.kentwa.gov/home/showpublisheddocument/20042/638145778962270000	Yes	https://www.kentwa.gov/departments/econ-community-dev/comprehensive-Plan-2875	Yes	Yes	Not Publicly Available	Yes	Municiapal Code Chapter 9.4 Speed Limits	No		No		No		Yes
King County	Yes	Yes	Saved in project folder	Yes	https://kingcounty.gov/en/dept/executive/governance-leadership/performance-strategy-budget/regional-Planning/king-county-comprehensive-Plan	Yes	No		Yes	Title 14A Traffic Code	No		No		Yes	Safe Routes to School	No
Kirkland	Yes	Yes	https://www.kirklandwa.gov/files/sharedassets/public/public-works/transportation/Plans-and-studies/vision-zero-action-Plan/final_vzap_2022-ver4.pdf	Yes	https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Kirkland-2044-Comprehensive-Plan-Update	Yes	Yes	Not Publicly Available	Yes	Speed Limits	Yes	Active Transportation Plan	Yes	Active Transportation Plan	Yes	Safer Routes to School	Yes
Kitsap County	Yes	Yes		No	https://www.kitsapgov.com/dcd/Pages/2016_Comprehensive_Plan.aspx	Yes	No		Yes	Setting Speed Limits	No		No		No		No
Lake Forest Park	Yes	Yes	https://www.cityoflfp.com/503/Traffic-Safety-Plan http://www.yourlakeforestpark.com/uploads/1/1/5/5/115517941/safestreets_finalreport_withappendix.pdf http://www.yourlakeforestpark.com/uploads/1/1/5/5/115517941/lfp_safe_highways_report_smaller.pdf	No	https://www.cityoflfp.gov/160/2015-Comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Municipal Code: Chapter 10.08 Speed and Weiight Limits	No		No		No		Yes
Lake Stevens	No	No		No	https://www.lakestevenswa.gov/245/Comprehensive-Plan	Yes	Yes	Not Publicly Available	No		No		No		No		Yes
Lakewood	No	No		No	https://cityoflakewood.us/longrange_Planning/	Yes	Yes	Not Publicly Available	Yes	Municipal Code 10.12.040 Traffic control devices	Yes	Non-Motorized Transportation Plan	Yes	Non-Motorized Transprotation Plan	No		Yes
Lynnwood	No	No		Yes	https://www.lynnwoodwa.gov/Government/Departments/Parks-Recreation-Cultural-Arts/PRCA-Reports-Documents/Comprehensive-Plans	Yes	Yes	Not Publicly Available	Yes	Municipal Code 11.20 Speed Regulations	Yes	Connect Lynnwood Plan	No		No		Yes
Maple Valley	No	No		Yes	https://www.maplevalleywa.gov/government/codes_and_Plans/comprehensive_Plan.php	Yes	No		Yes	Municipal Code Ch 10.10	No		No		No		Yes
Marysville	No	No		Yes	https://marysvillewa.gov/352/Comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Municipal Code Ch 11.04 Traffic Code	No		No		No		No
Medina	No	No		No	https://www.medina-wa.gov/developmentservices/page/comprehensive-Plan-2024	Yes	No		No		No		No		No		Yes
Mercer Island	No	No		No	https://www.mercerisland.gov/cpd/page/comprehensive-Plan	Yes	No		No		Yes	Pedestrian and Bicycle Facilities	Yes	Pedestrian and Bicycle Facilities	No		Yes
Mill Creek	No	No		No	https://www.cityofmillcreek.com/city_government/public_works_and_development_services/Planning_and_development	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.08 Speed Limits	No		No		No		Yes
Milton	No	No		No	https://www.cityofmilton.net/220/Comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.08 Speed Limits	No		No		No		Yes
Monroe	No	No		No	http://www.monroewa.gov/831/2015-2035-Comprehensive-Plan	Yes	No		Yes	Municipal Code Chapter 10.08 Speed Limits	No		No		Yes	Safe Routes to School	Yes
Mountlake Terrace	No	No		Yes	https://www.cityofmlt.com/172/Comprehensive-Plan	Yes	Yes	Not Publicly Available	No		Yes		Yes	Transportation Plan Chapter 7 Bicycle Plan	No		Yes
Mukilteo	No	No		No	https://www.mukilteowa.gov/228/Long-Range-Planning	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.12 Speed Limits	No		No		No		No
Newcastle	No	No		No	https://www.newcastlewa.gov/departments/community_development/Planning/comprehensive_Plan	Yes	No		No				No				
Normandy Park	No	No		No	https://normandyparkwa.gov/community-development/comprehensive-Plan/	Yes	Yes	Not Publicly Available	No		No		No		No		Yes
North Bend	No	No		Yes	https://northbendwa.gov/238/Comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.12 Speed Limits	No		No		No		Yes
Orting	No	No		Yes	https://www.cityoforting.org/government/commissions-boards/Planning-commission	Yes	Yes	Not Publicly Available	No		No		No		No		Yes
Pacific	No	No		No	https://www.pacificwa.gov/business/Planning_and_zoning.php	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.32 Speed Limits	No		No		No		Yes
Pierce County	Yes	Yes	https://www.piercecountywa.gov/8182/Vision-ZERo	Yes	https://www.piercecountywa.gov/950/Comprehensive-Plan	Yes	No		Yes	Speed Limits	No		No		Yes	Safe Routes to School	Yes
Port Orchard	No	No		No	https://portorchardwa.gov/city-comprehensive-Plan/	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.08 Speed Limits	No		No		No		Yes
Poulsbo	Yes	Yes	https://cityofpoulsbo.com/wp-content/uploads/2018/11/Poulsbo-Street-and-Pedestrian-Safety-Plan_FINAL_04-16-18.pdf	Yes	https://cityofpoulsbo.com/Planning-economic-development/2024compPlanupdate/	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.08 Speed Limits	Yes	Chapter 4 of Comprehensive Plan	No		No		Yes

Attachment D-3: POLICY INVENTORY

JURISDICTION	2019 Plan Status – Standalone Transportation Safety Plan / Target Zero / Vision Zero Plan (Yes/No)	2023 Plan Status -- Standalone Transportation Safety Plan / Target Zero / Vision Zero Plan (Yes/No/Follow-up)	Plan Location	Safety Section in Comp Plan / Transportation Plan	Location	Comp Plan has Safety Policies (yes/no)	Complete Streets Policy	Location	Speed Limit Policy and/or Operating Procedures	Location	Pedestrian (Active or Vulnerable User) Plan	Location	Bike Plan	Location	Safe Routes to School Plan or Policy	Location	Design Guidelines
Puyallup	No	No		Yes	https://www.cityofpuyallup.org/438/Comprehensive-Plan	Yes	No		Yes	Municipal Code Chapter 10.28 Speed Regulations	Yes	Active Transportation Plan	Yes	Active Transportation Plan	Yes	Safe Routes to School	Yes
Redmond	Yes	Yes		Yes	https://www.redmond.gov/463/Comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.24 Speed Regulations	Yes	Pedestrian System Plan	Yes	Bicycle System Plan	Yes		No
Renton	Yes	Yes	Saved in project folder	No	https://www.rentonwa.gov/city_hall/community_and_economic_development/comprehensive_Plan	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 11 Speed Limits	Yes	Comprehensive Walkway Plan	Yes	Trails and Bicycle Master Plan	No		Yes
Roy	No	No		No	https://cityofroywa.us/comprehensive-Plan/	Yes	No		No		No		No		No		No
Ruston	No	No		No	https://www.rustonwa.org/comprehensive-pan/	Yes	No		No		No		No		No		Yes
Sammamish	No	No		Yes	https://www.codepublishing.com/WA/Sammamish/html/SammamishCP/SammamishCP.html	Yes	Yes	Not Publicly Available	Yes	Municipal Code Ch. 46.10 Speed Limits	Yes	https://www.sammamish.us/government/public-works/transportation-Planning/2024-transportation-master-Plan/	No		No		Yes
SeaTac	Yes	Yes	https://www.seatacwa.gov/government/city-departments/public-works/local-road-safety-Plan	No	https://www.seatacwa.gov/government/comprehensive-Plan	Yes	No		No		Yes	Pedestrian Improvement Project	No		No		Yes
Seattle	Yes	Yes	https://www.seattle.gov/visionzero	No	https://www.seattle.gov/opcd/current-projects/seattle-2035-comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Speed Limits	No		Yes	Bicycle Master Plan	Yes	Safe Routes to School	Yes
Shoreline	Yes	Yes	https://www.shorelinewa.gov/government/departments/public-works/traffic-services/annual-traffic-report	Yes	https://www.shorelinewa.gov/government/departments/Planning-community-development/city-Plans/comprehensive-Plan-and-master-Plans/comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Speed Limits	Yes	Sidewalk Prioritization Plan	Yes	Bicycle Plan	No		Yes
Skykomish	No	No		Yes	https://skykomishwa.gov/forms-%26-documents	Yes	No		No		No		No		No		Yes
Snohomish	No	No		Yes	https://www.snohomishwa.gov/184/Comprehensive-Plan	Yes	No		No		No		No		No		Yes
Snohomish County	Yes	Yes	https://snohomish.granicus.com/MetaViewer.php?view_id=2&clip_id=7570&meta_id=487077	No	https://snohomishcountywa.gov/2139/Comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	County Code Chapter 11.16 Maximum Speed Limits	No		No		No		Yes
Snoqualmie	No	No		Yes	https://www.snoqualmiewa.gov/161/Comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Muncipal Code Chapter 10.12 Speed Limits	No		No		No		Yes
South Prairie	No	No		No	https://www.townofsp.com/communitydevelopment	Yes	No		No		No		No		No		Yes
Stanwood	No	No		Yes	https://stanwoodwa.org/545/2024-Comprehensive-Plan-Update	Yes	No		Yes	Muncipal Code. Title 10. Vehicles and Traffic. Chapter 10.28 Speed Limits	No		No		No		Yes
Steilacoom	No	No		No	https://townofsteilacoom.org/305/Comprehensive-Plan-Update	Yes	No		No		No		No		No		Yes
Sultan	No	Yes	https://www.ci.sultan.wa.us/DocumentCenter/View/5974/2020-Sultan-Local-Road-Safety-Plan_with_Appendixes?bidId=	No	https://www.sultanwa.gov/368/Comprehensive-Plan	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.08 Maximum Speed Limits on Certain Streets	No		No		No		No
Sumner	Yes	Yes	Saved in project folder	No	https://sumnerwa.gov/comprehensive-Plan/	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.20 Speed	No		No		No		Yes
Tacoma	Yes	Yes	https://www.cityoftacoma.org/cms/one.aspx?pageId=190027	No	https://www.cityoftacoma.org/government/city_departments/Planning_and_development_services/Planning_services/one_tacoma__comprehensive_Plan	Yes	Yes	Not Publicly Available	No		Yes	Transportation Master Plan	Yes	Transportation Master Plan	Yes	Safe Routes to School	Yes
Tukwila	No	No		No	https://www.tukwilawa.gov/departments/community-development/comprehensive-Plan/	Yes	No		No		No		No		No		Yes
University Place	No	No		Yes	https://www.cityofup.com/390/Comprehensive-Plan	Yes	No		Yes	Municipal Code Chapter 10.10 Speed Limits on City Streets	No		No		No		Yes
Wilkeson	No	No		No	https://www.psrc.org/media/5145	Yes	Yes	Not Publicly Available	Yes	Municipal Code Chapter 10.15 Speed Limits	No		No		No		No
Woodinville	No	No		Yes	https://www.ci.woodinville.wa.us/212/Comprehensive-Plan	Yes	No		Yes	Municipal Code Chapter 10.06 Speed Limits	Yes	Non-motorized transportation Plan	Yes	Non-motorized transportation Plan	No		Yes
Woodway	No	No		No	https://www.townofwoodway.com/your_government/building_and_Planning/index.php	Yes	No		Yes	Municipal Plan Chapter 9.20 Speed Limits	No		No		No		No
Yarrow Point	No	No		No	https://yarrowpointwa.gov/comprehensive-Plan/	Yes	No		Yes	Municipal Code Chapter 10.04 Traffic Code	No		No		No		Yes
Pierce Transit	No	No		No		No	Yes	Not Publicly Available	Yes	Not Publicly Available	Yes	Not Publicly Available	No		Yes	Comprehensive Plan Chapter 12: Transportation Element	Yes
Kitsap Transit	No	No		No		No	No		Yes	Not Publicly Available	No		No		No		No
Northwest Seaport Alliance	No	No		No		No	No		Yes	Not Publicly Available	Yes	Not Publicly Available	No		No		No
Port Of Bremerton	No	No		No		No	Same as City of Bremerton		No		No		No		No		
Northwest Region	No	No		No		No	No		No		No		No		No		No
Washington State Department of Transportation	No	No		No		No	No		Yes	https://wsdot.wa.gov/sites/default/files/2021-10/InjuryMinimization-SpeedManagement-PolicyElements-Recommendations.pdf	Yes	https://wsdot.wa.gov/sites/default/files/2024-02/WSDOT-Active-Transportation-Programs-Design-Guide_0.pdf	Yes	https://wsdot.wa.gov/sites/default/files/2024-02/WSDOT-Active-Transportation-Programs-Design-Guide_0.pdf https://wsdot.wa.gov/sites/default/files/2021-12/ATP-2020-and-Beyond.pdf	Yes	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program	Yes