

Regional Safety Action Plan Preliminary Comment Period Summary

Transportation Policy Board
March 13, 2025



Puget Sound Regional Council



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

psrc.org/equity

Comment Period Overview

- Jan. 9: TPB authorized staff to release Draft Regional Safety Action Plan for comment
- Jan. 15: Draft plan posted to the online Engagement Hub and comprehensive outreach to public and interested stakeholders was conducted
- Public comment period concluded on Feb. 14
- Outreach through internal and external Board and Committee presentations, PSRC and member newsletters, social media, and direct email to interested party lists

Comments Received

62 commenters

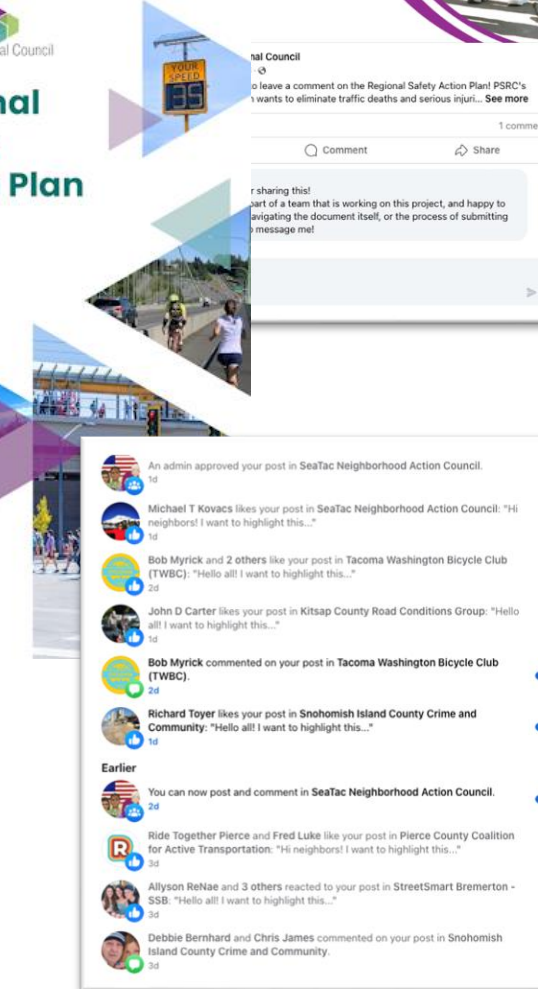
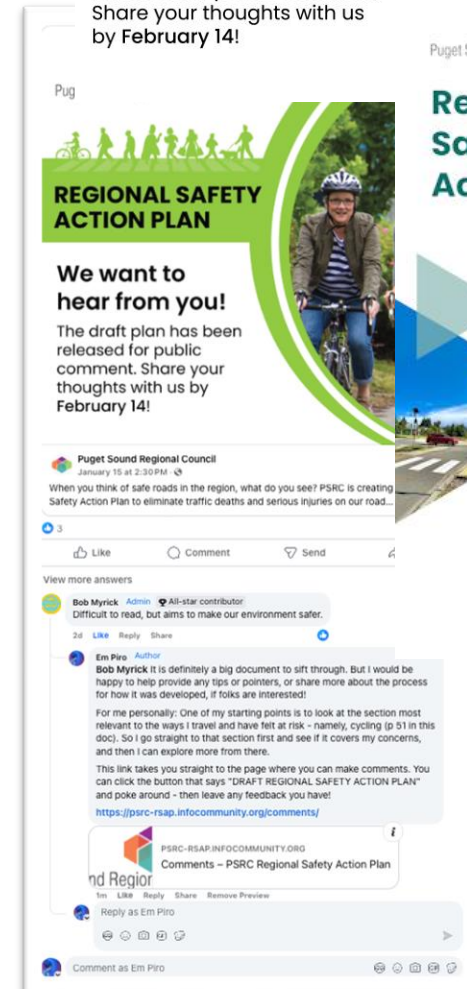
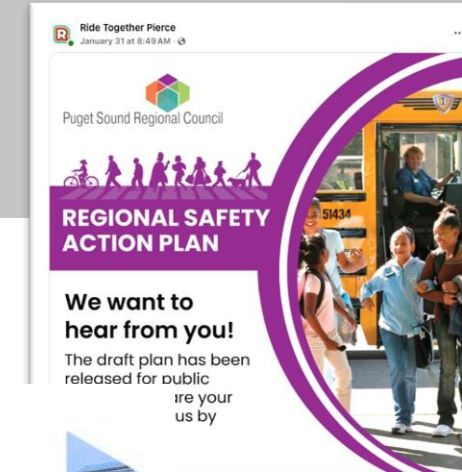
- 50 through Online Hub
- 12 through email

203 total comments

- 114 through Hub
- 89 through email

3 commenter types

- Individuals: 38
- Organizations: 3
- Governments: 13
- Other: 8*



Governments and Organizations

- Auburn
- Bellevue
- Kent
- King County
- Kirkland
- Northwest Seaport Alliance
- Public Health Depts
- Port of Everett
- Redmond
- Seattle
- Shoreline
- Snohomish County
- Tacoma
- Apex Driving School
- Driver's Edge Driving School
- Move Redmond

Comment Distribution

Home County

Skagit

4.0%

Kitsap County

12.0%

Pierce County

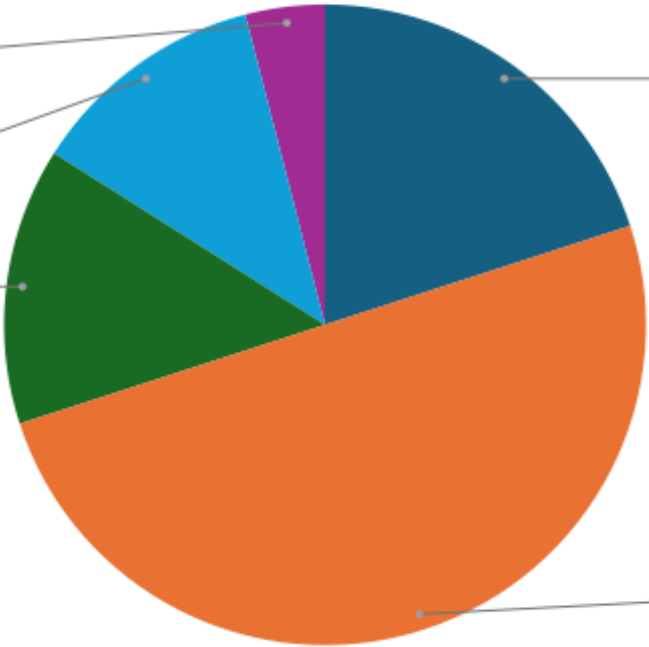
14.0%

Snohomish County

20.0%

King County

50.0%



Comment Themes

- Bicycle/Pedestrian
- Data
- Driver awareness
- Enforcement
- Engineering/Infrastructure
- Equity
- Formatting
- Funding
- Health
- Implementation
- Process & Engagement
- Public Transit
- Speeding

Comment Example - Residents

“This will give the communities a very good roadmap, and the tools to help make all of our communities safer whether you drive, walk, or bike.”

“Monroe: Chain Lake Road cannot handle the traffic from new housing developments.”

- Snohomish County Residents

Comment Example - Residents

"...Our roads in Kitsap have routine speeding because roads are built extra wide and straight so organically drivers go 10-15 mph over. When combined with no enforcement, nothing changes. This is the antithesis of safety to not build roads with speed/safety in mind."

- Kitsap County Resident

Comment Example - Residents

“These strategies need to address what I call the ‘permissive environment’ for drivers.”

“Nowhere in this document is an analysis of the elephant in the room -- personal behavior and responsibility.”

- King County Resident

Comments – Member Jurisdictions

- Acknowledge locally developed high injury networks
- Clarify regional and local roles
- Provide tools and data to local jurisdictions
- Address discrepancies in statewide data
- Elevate unique needs and constraints of freight corridors and Manufacturing Industrial Centers
- Technical corrections and clarifications
- Calls for future work

Comment Summary Document – in Progress

- No action
- Technical correction
- Board review

| PSRC Regional Safety Action Plan Public Comment - March 13 2025 | | | | | | | | | | | |
|---|------------|-----------|------------------|--------------|--------|---|---|---|----------------------|---|---|
| Commenter ID | First Name | Last Name | County | Responder Ty | Source | Comment | Comment(s) | Topic Categories | Response Class | Response | |
| A | RICH | MEREDITH | Snohomish County | Individual | Hub | There is some good information in the draft plan and draft... Many of the treatments are labeled "safer" instead of "safer" with the correct way to describe safety improvements. There are still a couple of places in both documents that use the word "safe" when describing pedestrian crossing treatments and strategies and treatments described in the plan. The crossings "safer", but they do not necessarily make them safe. Please consider revising the body of the text in both documents to reflect my suggestions. | Formatting vs. "Safe" | Formatting | Technical Correction | Thank you. We will review the document and make this change as appropriate. | |
| AA | Don | Vaney | Snohomish County | Individual | Hub | This will give the communities a very good road to help make all of our community's safer whether by car or bike. | | Implementation | Implementation | No Action Taken | Thank you. No change recommended. All comments have been provided to PSRC boards. |
| BB | Cliff | Hanks | King County | Individual | Hub | I urge restraint in a... This has been done on roads... I see me regularly... there is no... here there is no... speed... traffic backs up... for vehicles... use they have... so long. We already have... traffic in... our roadways. | Traffic, Against reduction in | Driver Awareness, Bike-Ped, Speeding | No Action Taken | Thank you. No change recommended. All comments have been provided to PSRC boards. | |
| BB | Cliff | | | Individual | Hub | We do not use Automated Red Light cameras in several places... and it generally causes... the ticket, causing rear... | Funding, Red Light Cameras, Enforcement | Funding, Enforcement, Driver Awareness, Engineering/Infra | No Action Taken | Thank you. No change recommended. All comments have been provided to PSRC boards. | |
| C | Megon | Miller | Snohomish Co | Individual | Hub | This exercise... payer monies. Incredibly challenging documents... understand. No executive summary, maps are totally unreadable, and not clear on how much this may or may not cost. | | Funding, Process & Engagement | No Action Taken | Thank you. No change recommended. All comments have been provided to PSRC boards. | |
| C | Megon | | Snohomish | Individual | Hub | Also, to start with until this state respects the rule of law and enforcement is done (it is NOT at all), then we should not waste one penny on safety improvements. Regarding enforcement, watch drivers disrespect HOV lanes and Ramp metering, etc. and you begin to see the issue. | | Enforcement, Driver Awareness | No Action Taken | Thank you. No change recommended. All comments have been provided to PSRC boards. | |
| C | Megon | Miller | Snohomish County | Individual | Hub | We have a higher proportion of "terrible" drivers in this state as well. What do I mean by that... the years experience of drivers here is quite likely one of the lowest in the US and this is based in large part on immigration. Most have the same level of experience as college aged drivers, but are much older. So, MUCH more and better driver instruction is needed. | | Driver Instruction | Driver Awareness | No Action Taken | Thank you. No change recommended. All comments have been provided to PSRC boards. |

<https://www.psrc.org/our-work/regional-safety-action-plan>

Comments for Board Review – Preliminary Topics

- Local Data and High Injury Networks
 - How to address or incorporate in the regional plan and future work?
- RSAP and RTP Implementation
 - How will the RSAP inform the RTP and future project selection processes?

How is Safety Currently Addressed?

Project Selection

- In 2024, point values for the safety evaluation criterion were significantly increased
- The Safe System Approach and implementation of proven safety countermeasures foundational to the criteria
- Priority for improving safety for vulnerable users of the system and equity focus areas
- Asks for a statement of commitment to planning and implementation in alignment with the Safe System Approach



How is Safety Currently Addressed?

Regional Transportation Plan

- Safety is a priority element of the plan, and addressed throughout every element and mode
- The Safe System Approach is foundational, and current plan called for the work being done for the RSAP
- Process to submit Regional Capacity Projects into the plan includes addressing safety
 - Nine policy measures addressed by every project
 - Plan consistency framework being updated for next plan



Preliminary Staff Suggestions

- Safety already anchored in the RTP and project selection, including the Safe System Approach and proven safety countermeasures
- The RSAP provides more detailed information, data-driven identification of issues
- *Propose incorporating High Injury Network(s) in future project selection processes and the RTP plan consistency framework*
 - *Projects would receive higher points if addressing an issue on a regional, state and/or locally developed high injury network*



Next Steps

- Complete comment sorting and recommended edits
- Implement edits to Plan document
- Executive Board review **March 27**
- Transportation Policy Board recommendation **April 10**
- Executive Board recommendation **April 24**
- General Assembly adopts Final Plan on **May 22nd**

Thank
You!