

Regional Safety Action Plan Final Edits and Recommendation

Transportation Policy Board
April 10, 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

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*

The collage features several key elements:

- Puget Sound Regional Council Announcement:** A post from January 31 at 8:49 AM with the text: "REGIONAL SAFETY ACTION PLAN RELEASED FOR COMMENT. We want to hear from you! The draft plan has been released for public comment. Share your thoughts with us by February 14!"
- Call for Comment:** A graphic with the text: "We want to hear from you! The draft plan has been released for public comment. Share your thoughts with us by February 14!"
- Community Reaction:** A post from January 19 at 2:30 PM: "When you think of safe roads in the region, what do you see? PSRC is creating Safety Action Plan to eliminate traffic deaths and serious injuries on our road."
- Comments:** A comment from Bob Myrick: "Difficult to read, but aims to make our environment safer." and a reply from Em Piro: "It is definitely a big document to sift through. But I would be happy to help provide any tips or pointers, or share more about the process for how it was developed, if folks are interested!"
- Shares:** A list of users who shared the post, including John D Carter, Bob Myrick, Richard Toyer, and others.
- Visuals:** Images of a bus stop, a person on a bicycle, and a street scene.

Comment Summary Document - March

Staff Responses

- No Action - 160
- Technical Correction - 19
- Board Review - 24

PSRC Regional Safety Action Plan Public Comments								
Commenter ID	First Name	Last Name	County	Responder Ty	Source	Comment	Response Class	Response
A	RICH	MEREDITH	Snohomish County	Individual	Hub	There is some good information in the draft plan and draft summary. Most of the treatments are labeled "safer" instead of "safe", which the correct way to describe safety improvements. However, there are still a couple of places in both documents that still identify "safe" when describing pedestrian crossing treatments. The strategies and treatments described in the plans can make 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.	Technical Correction	PSRC staff will review the recommended change and take action where appropriate.
AA	Don	Vanney	Snohomish County	Individual	Hub	This will give the communities a very good roadmap, and the tools to help make all of our community's safer whether you drive, walk, or bike.	No Action Taken	Comment has been reviewed and staff recommend no changes to the plan.
Apex Driving School-Montlake Terrace			Snohomish County	Organization	Direct Outreach	<p>"I have been working on this issue of 'individual decision making' for years, trying to get the state to properly address.</p> <p>Safety Starts with Behavior Roadway safety issues like speeding and distracted driving are heavily dependent on the individual making decisions that affect other people. We need to find a way to grow our safety culture regionally.</p> <p>However, the individual's decision making is based upon their personal knowledge, and we as a state just take that for granted."</p> <p>As just one example of many, "reckless driving". Here is the homework for 'Reckless Driving': - I emailed to some of the representatives on the state legislative transportation committee. Washington Traffic Safety Education Required Curriculum Standards - to be published by DOL in March 2025 *C. Explain Washington State laws, consequences, and best practices concerning rules of the road 1. Reckless driving Class 9.0 - To comply with Washington traffic laws and regulations, you must be able to: "instructors will provide lessons that ensure students are able to I am trying to get DOL to write more substantial requirements in driver education for driving schools to teach, instead of just relying upon expectations the driving school will look up the laws and teach from them. "I wrote this in just a few hours:</p>	Board Review	PSRC is considering a future safety work program that may include and address policies, enforcement, and education.
						<p>Schools must teach the following elements:</p> <p>-1C. Any person who drives any vehicle in willful or wanton disregard for the safety of persons or property is guilty of reckless driving. RCW 46.61.500 -2C. Violation of reckless driving is a gross misdemeanor punishable by imprisonment for up to three hundred sixty-four days and by a fine of not more than five thousand dollars and the license or permit to drive of any person convicted of reckless driving shall be suspended by the department for not less than thirty days. RCW 46.61.500 -3C. The provisions of reckless driving shall apply upon highways and elsewhere throughout the state. RCW 46.61.005 -4C. Exceeding speed limit evidence of reckless driving. The unlawful operation of a vehicle in excess of the maximum lawful speeds and under the circumstances described shall be evidence of</p>		

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



Errata and Requested Edits from Comments

Two Groups

- Technical Correction
- Board Review

PSRC Regional Safety Action Plan Errata and Edits - 4/8/25				
Response ID#	Commenter ID	Comment	Response Class	Recommended Plan Changes
5	Apex Driving School-Montlake Terrace	<p>"I have been working on this issue of 'individual decision making' for years, trying to get the state to properly address.</p> <p>Safety Starts with Behavior Roadway safety issues like speeding and distracted driving are heavily dependent on the individual making decisions that affect other people. We need to find a way to grow our safety culture regionally.</p> <p>However, the individual's decision making is based upon their personal knowledge, and we as a state just take that for granted." As just one example of many, "reckless driving". Here is the homework for 'Reckless Driving'. - I emailed to some of the representatives on the state legislative transportation committee. Washington Traffic Safety Education Required Curriculum Standards – to be published by DOL in March 2025 °C. Explain Washington State laws, consequences, and best practices concerning rules of the road1. Reckless driving Class 9.0 - To comply with Washington traffic laws and regulations, you must be able to: "instructors will provide lessons that ensure students are able to I am trying to get DOL to write more substantial requirements in driver education for driving schools to teach, instead of just relying upon expectations the driving school will look up the laws and teach from them. "I wrote this in just a few hours;</p>	Board Review	Add the following language after the last paragraph on p. 78: "PSRC will continue to emphasize safety throughout all aspects of regional planning processes, from the overall system goal as identified in VISION 2050, to the long-range planning and investments identified in the Regional Transportation Plan, and through the more detailed project evaluation criteria that are used to award PSRC's federal transportation dollars to specific near-term transportation investments. PSRC's work program will not only periodically reassess safety conditions, but will build on the strategies and information contained in the RSAP to expand strategies, countermeasures, and information to help proactively eliminate deaths and serious injuries on the region's roadways. At PSRC board direction, this could include future work programs including research, convenings and workshops."
20	City of Bellevue	Bellevue encourages PSRC to incorporate the established high injury network (HIN) corridors of member agencies into the RSAP. The draft RSAP acknowledges (page 3) that: "There are 86 jurisdictions within the central Puget Sound region, many of which have their own transportation safety-related priorities, policies, and plans. The RSAP acts as an umbrella for these related priorities, policies, and plans, and is a resource to help local jurisdictions with a baseline of tools and strategies for understanding the current transportation safety issues existing today and potential solutions into the future." Appendix D of the RSAP provides a local jurisdiction policy inventory; however, there is no documentation of established local HIN corridors. To better account for local area safety priorities, the RSAP should incorporate in its mapping of regional HIN corridors (pages 17-25) a section on locally established HIN corridors. Including this recommendation in the RSAP will account for the efforts of the many member agencies in the region that have expended resources developing local area knowledge and HIN designations that informs their road safety planning, demonstration, and implementation activities. For example, the City of Bellevue conducts road safety assessments on each of its HIN corridors to identify safety issues and prioritize improvements for implementation.	Board Review	Add the following language after the paragraph on p.17: "High Injury Network (HIN) analyses can be conducted at the state, regional, and local levels, each focusing on identifying areas with high crash rates to prioritize safety interventions. Regional analyses examine crash data across multiple jurisdictions to inform regional-level safety planning on regional facilities, developing regional safety strategies, and promoting collaboration among jurisdictions. Equally important, state and local HIN analyses identify specific locations with high crash rates based on their own tailored methodologies and facilities. State, regional, and local HIN analyses, where available, should inform PSRC's safety planning and implementation."
24	City of Kent	Impairment as a contributing factor appears to be increasing in each of the four counties over the study time period in the State of Safety in the Region report. According to data reported by the Washington Traffic Safety Commission, impairment involvement in fatal crashes in King County, as an example, increased from 59% (2014-2018) to 65% over the same time period (2019 to 2023. WTSC dashboard as of May 2024). The increase is even more stark locally in Kent: 51% (2014-2018), to 71% (2019 to 2023). However, the State of Safety report notes impairment as related to only 22-24% of fatal crashes, regionally. We believe impairment is being severely underreported in the WSDOT crash data.	Board Review	Add the following language after the fourth paragraph on page 15 preceding Table 2-1: "Both impairment and distraction rank among the top 5 factors contributing to crashes in the central Puget Sound region. Due to the nature of the way this data is collected, it may be underreported as a contributing factor. In particular, delays in completing toxicology reports may result in an underreporting of impairment in the latest available safety data. This should be considered when assessing appropriate policies and projects in high crash locations. In addition, several of these factors can combine to contribute to a single crash, such as impairment, speeding, and distraction. Strategies to address speeding may also address impairment or other contributing factors."

<https://www.psrc.org/boards-committees/upcoming-meetings/meeting/2025/april/transportation-policy-board>



Errata & Edits – Technical Corrections

Corrections and Clarifications

Questions about individual roadways, strategies, data sources, methodologies

(ID#s 3; 15-16; 19; 28-29; 32-34; 44; 55; 61; 104; 118; 124; 204-205)

Proposal

Make technical corrections identified in Errata & Edits document “Recommended Plan Changes” (pp. 6-8)



Errata & Edits – Board Review

Future Work Program

(ID#s 5; 186)

- Driver behavior and education
- Speeding and enforcement
- Ongoing monitoring, guidance, best practices, updates

Proposal

Edit RSAP to include direction to build on strategies, information, and data, including future PSRC work program to include research, convenings, and workshops



Errata & Edits – Board Review

Data and High Injury Networks

(ID#s 20; 31; 41; 60; 62; 117; 125; 181-182)

- Recognize local and state safety planning and High Injury Networks

Proposal

Add language specifying that state, regional, and local HINs and analyses, where available, should inform PSRC's safety planning and implementation



Errata & Edits – Board Review

Impairment Data

(ID#s 24-27; 116)

- Add discussion of issues with impairment data and potential for underreporting

Proposal

Add language identifying that impairment data may be underreported, which should be considered when assessing appropriate policies and projects



Errata & Edits – Board Review

Freight Corridors and Manufacturing Industrial Centers

(ID#s 159-165)

- Discuss unique characteristics and needs of freight corridors and MICs when applying safety strategies

Proposal

Add language emphasizing importance of local context and core purposes of roadways. Identify freight corridors as having unique needs for which certain strategies may not be suitable



Errata & Edits – Board Review

RSAP and RTP Implementation

(ID#s 35; 129)

- Incorporate into Project Selection policy framework and RTP consistency review criteria

Proposal

Add direction to incorporate state, regional, and local HINs and safety planning into both PSRC's project selection and project consistency review for the Regional Transportation Plan



Today's Action

The Transportation Policy Board recommends adoption of the Regional Safety Action Plan to the Executive Board, incorporating the technical corrections and edits contained in the Errata and Edits document.



Next Steps

- Executive Board recommendation **April 24**
- Implement edits to draft Regional Safety Action Plan
- General Assembly **adopts** Final Plan on **May 22nd**



Thank
You!

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