Regional Safety Action Plan

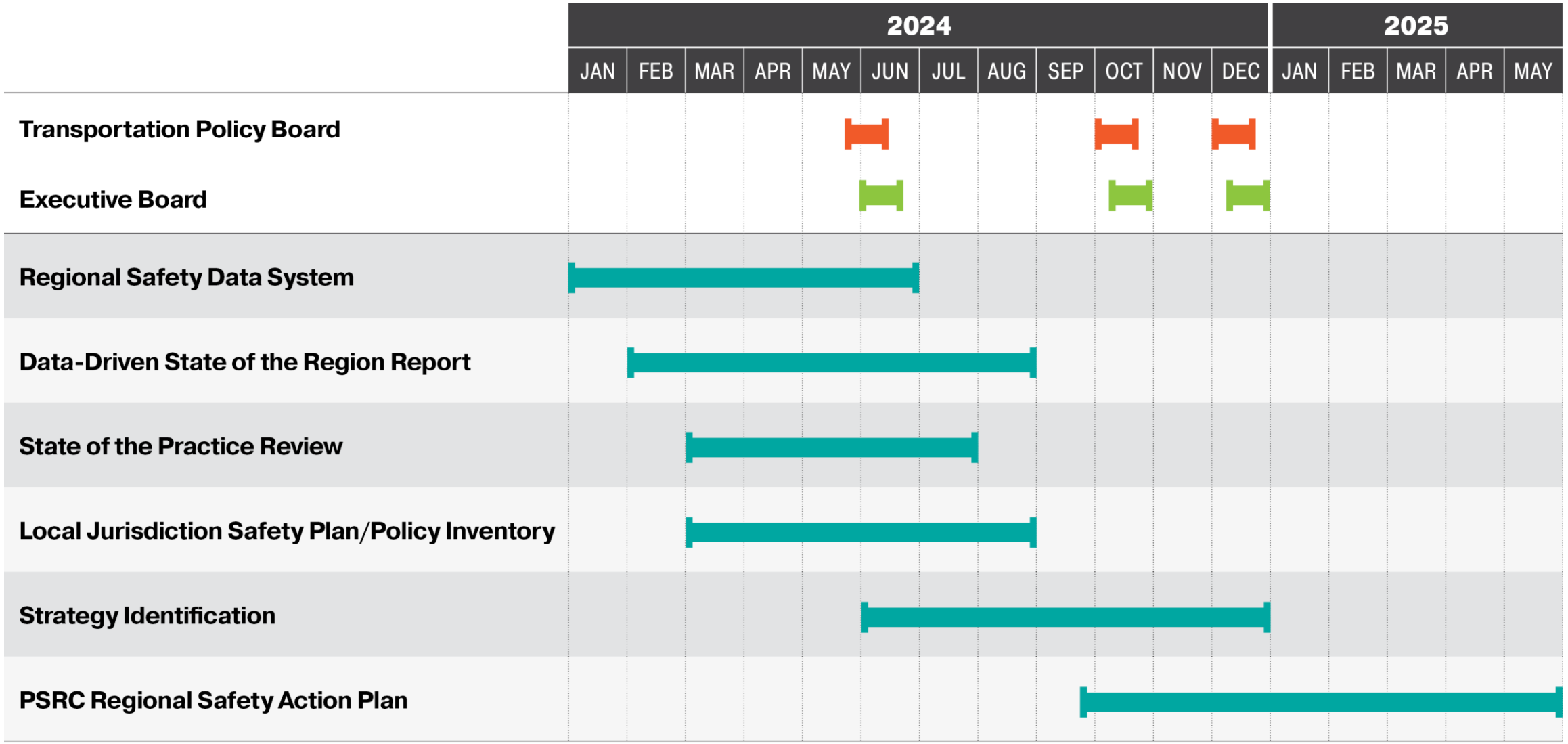
Regional Project Evaluation Committee

October 25, 2024

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

Schedule for Development of Plan



Key Findings from Data Analysis

1. Deaths on the region's roadways have **nearly doubled** in the last decade. This is the wrong direction, and unacceptable.

2. **Bicyclists and pedestrians** represent **nearly half of the increase** in deaths, **with pedestrians representing the vast majority**.

3. Crashes are happening everywhere – in all parts of the region, but **there are as many deaths in rural areas as in the biggest cities**.

4. Communities with **lower income residents have 37% higher** rates of serious injuries and deaths than higher income areas. Communities with **majority people of color have 32% higher rates** of serious injuries and deaths than the region as a whole.

5. Deaths and serious injuries are **70% higher in areas with a majority of both people of color and lower incomes** compared to the regional average.

Key Findings from Data Analysis

6. **Native American and Alaskan Native** community members are **seven times more likely to die** in crashes than white residents.

7. Mapping crashes shows **the most frequent** fatalities and serious injuries occur **on major arterials with higher posted speeds**.

8. **The vast majority of crashes involve cars and light trucks. However, those involving motorcyclists have a one in four risk of death or serious injury,** five times that of cars or trucks.

9. In crashes involving **light trucks and SUVs, pedestrian and bicyclist deaths are 43% higher** than crashes involving passenger cars.

10. The most frequent contributing factors resulting in deaths and serious injuries involve **speeding, impairment, distraction, and failures to yield**. Crashes may include multiple factors.

PSRC RSAP Public Involvement Calendar

Community Events & Interviews

July 2024 – Sep 2024

Online Engagement Hub

Sep 2024 – Spring 2025

Regional Public Meetings

Sept 18 – Oct 1

Focus Groups

Late 2024

Internal Briefings

Through 2024

Public Comment Process

January 2025

Public Opinion Survey

Spring 2025

What We've Heard So Far

Regional Public Meetings

- Talked with over 100 different people in all four counties

Online Engagement HUB

- More than 1,250 individual responses to a questionnaire concerning safety

What We've Heard So Far

Safety is a big concern

- Residents across our region have seen an uptick in collisions on our roadways

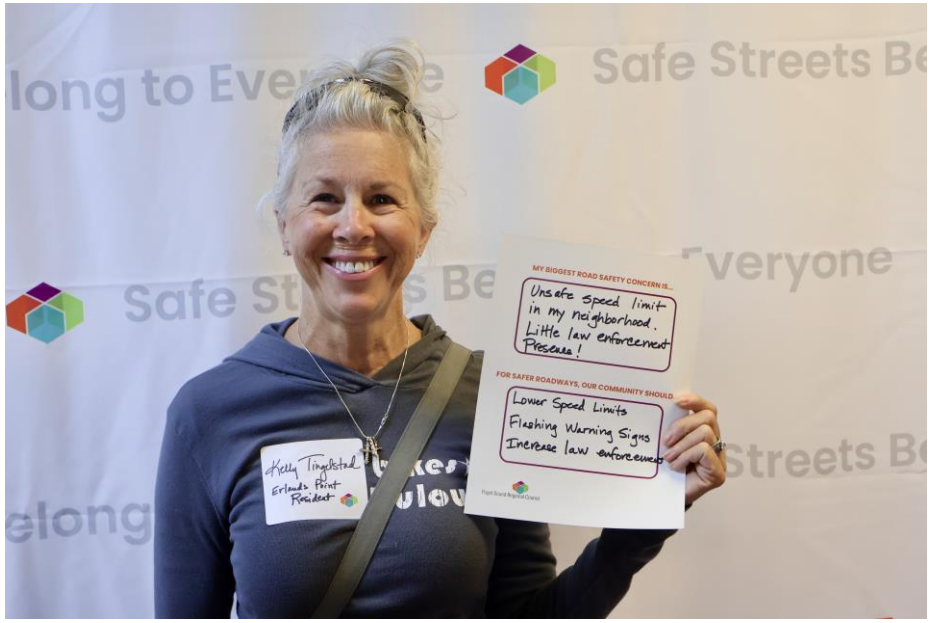
Vulnerable users are top of mind

- Pedestrians, cyclists, and individuals with mobility concerns are particularly at-risk as safety trends moves in the wrong direction

What We've Heard So Far

Safety trends are concerning, but unsurprising

- Community members were troubled by the sharp increase in deaths and serious injuries over recent years, but these data points reflect their lived experience



Driver behavior is worrying

- Respondents often cited aggressive and distracted driving as their primary safety concern

What We've Heard So Far

Data sharing is key to driving solutions

- Staff from local agencies were eager to dive deeper into data and key findings from the State of the Region Report

Funding is a challenge

- Planners and traffic engineers are concerned about funding to implement safety improvements

Links to Engagement Hub, Report, and HIN

Engagement Hub - https://psrc-rsap.infocommunity.org/

State of the Region Report - https://psrc-rsap.infocommunity.org/wp-content/uploads/psrc-state-of-the-region-report-2024.pdf

High-Injury Network (HIN): https://www.psrc.org/depts/data/website_data/hin-map/hin_map_dashboard.html

Strategy development

- Strategies developed based on the Safe System Approach
- Strategies include a menu of options for jurisdictions to apply depending on local context

Emphasis areas

Urban, Multilane Arterials

Rural Highways

Tribal Areas

High-Capacity Transit Stations

Areas of Lower Income

Swift BRT High-Capacity Transit Station

Crash types

For each emphasis area, the **most common crash types resulting in fatal and serious injury crashes** were identified.

The most common crash types for the identified emphasis areas include:

- Pedestrian
- Bicyclist
- Road departure
- Intersection
- Lane departure

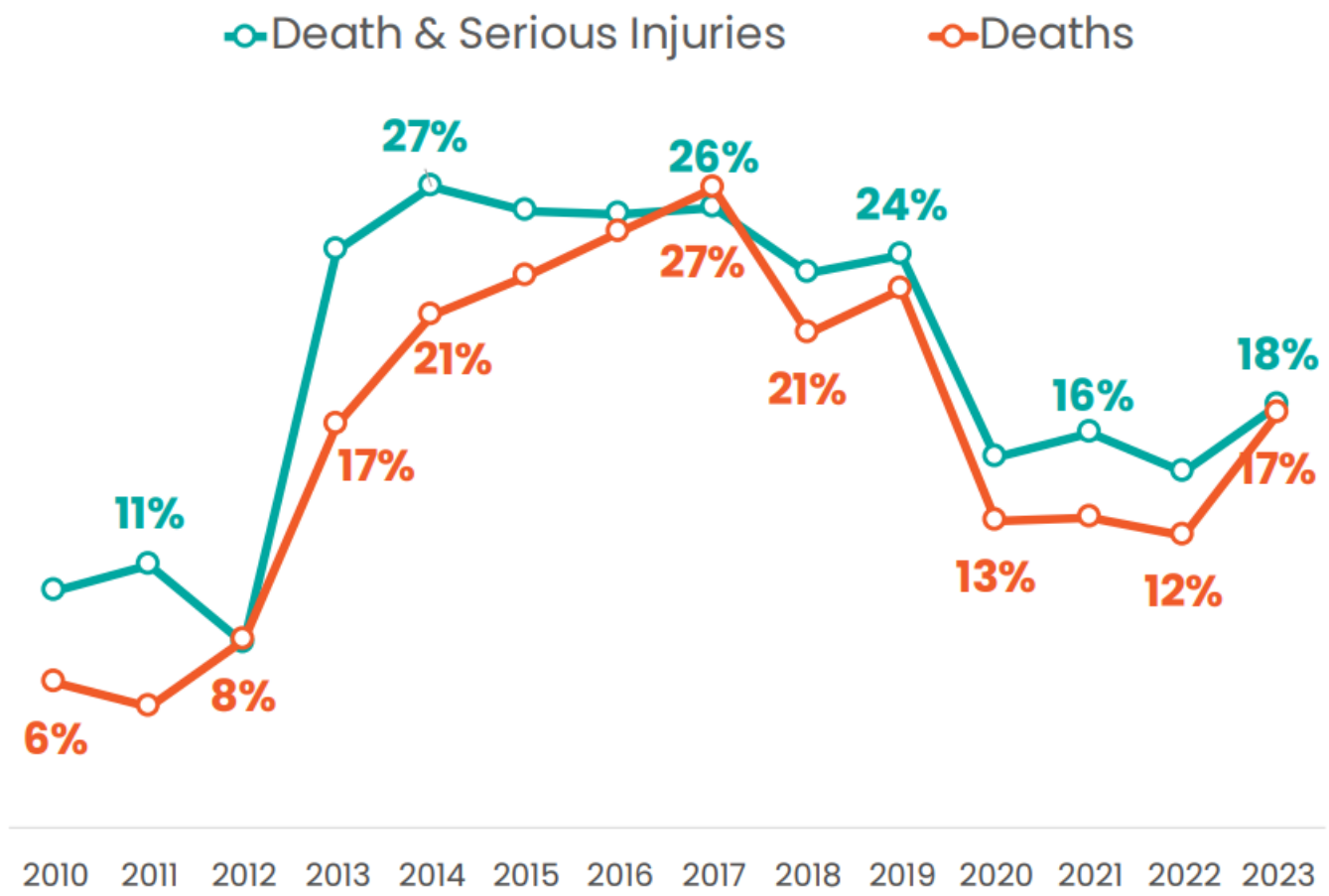
Contributing factors

Contributing factors are based on human decisions.

The predominant contributing factors in the region are:

- Speeding
- Impairment
- Distraction
- Failure to yield

Figure 20. Severe Crash Outcomes involving Distracted Drivers as a Percentage of All Crash Types



Source: State of the Region Report

Strategies

Which crash types are most associated with each emphasis area?

Emphasis Areas	Pedestrian	Bicyclist	Road Departure	Intersection	Lane Departure
Urban, Multilane Arterials	●	●	●	●	
Rural Highways	●		●	●	●
Tribal Areas	●	●	●	●	
High-Capacity Transit Stations	●	●	●		
Areas of Lower Income	●	●	●	●	

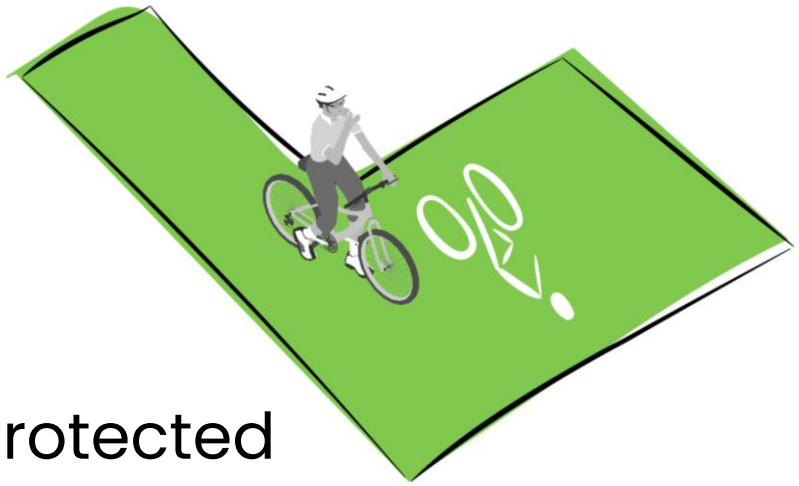
Strategies to address pedestrian crashes

Reference tables with strategies for each common crash type

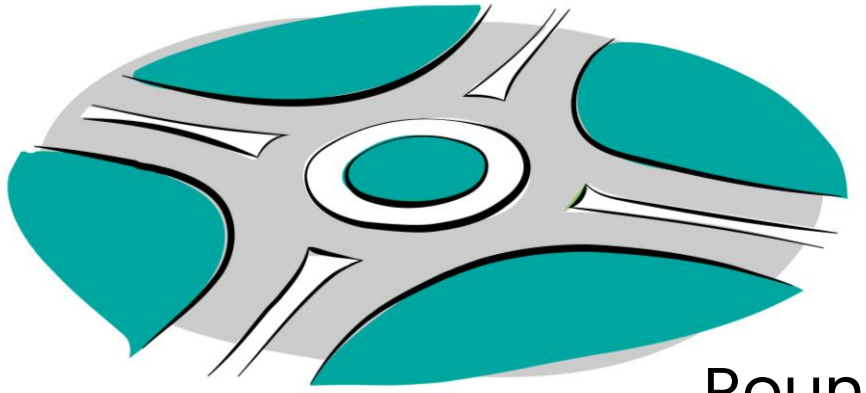
Tools and Strategies

	Emphasis Areas					Contributing Factors			
	Urban Multilane Arterials	Rural Highways	Tribal Areas	High-Capacity Transit Stations	Areas of Lower Income	Speeding	Impairment	Distraction	Failure to Yield
Design / Engineering Strategies									
Advance Stop Lines	X		X	X	X				X
Hardened Centerline/Turn Hardening	X	X	X	X	X	X		X	X
High-Visibility Crosswalks	X	X	X	X	X				X
Leading Pedestrian Intervals	X		X	X	X				X
No Right on Red	X			X					X
Pedestrian Hybrid Beacons (PHB)	X		X	X	X				X
Pedestrian Walkways		X	X						
Protected Crossing Islands	X		X			X			
Protected Signal Phasing	X			X					X
Raised Crossings						X			
Planning, Policy and Program Strategies									
Consistent Transit Treatments				X					X
Improve Connections Caused by Arterials, Highways, And Interstates	X	X	X	X	X				
Improve Lighting	X	X	X	X	X				X
Low-Cost, Quick-Build Strategies	X	X	X		X	X			X
Reduce Vehicle Speeds and Speed Limits	X	X	X	X	X	X			

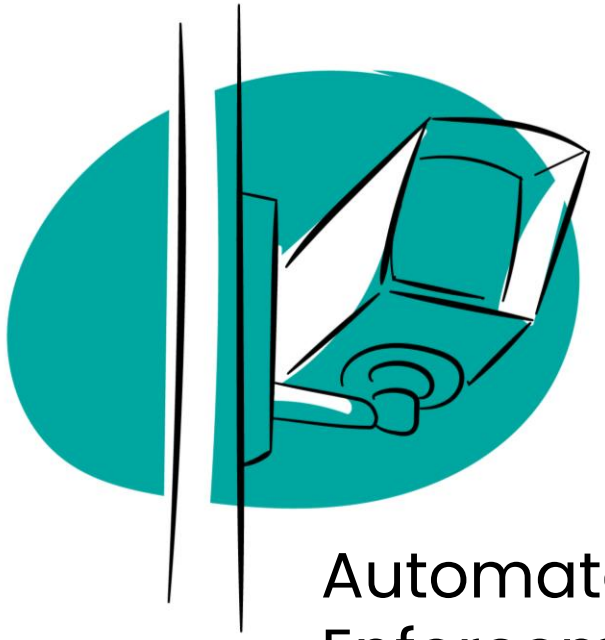
Proven safety strategies - examples



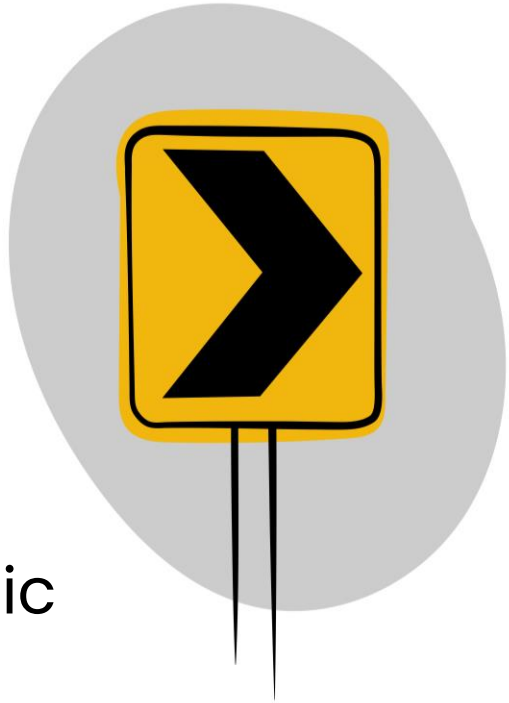
Protected bike lanes and bike boxes



Roundabouts



Automated Traffic Enforcement



Low cost, high effectiveness

Strategy Example

Pedestrian Safety

Design / Engineering Strategies

High Visibility Crosswalks

Leading Pedestrian Interval (LPI)

and

Planning, Policy and Program Strategies

<u>Safer Lighting</u>

- Identify locations where lighting can improve road safety at intersections

<u>Safer Connections</u>

- Implement systemic countermeasures to lower vehicle speeds and establish safe, connected pedestrian networks

Strategy Example

Speeding

Design / Engineering Strategies

Wider Edge Lines and Hardened Centerlines

Bike Lane (Separated)

and

Planning, Policy and Program Strategies

<u>Safer Streets</u>

- Lower traffic speeds with design measures & policies

<u>Safer People</u>

- Implement campaigns to raise awareness of dangers of speeding

Discussion

- Do the summary findings and emphasis areas align with what you're hearing from your communities?
- Does the toolbox approach make sense?
- Any other thoughts or feedback on what you've heard today?