# Regional Safety Action Plan

## Bicycle Pedestrian Advisory Committee

November 12, 2024

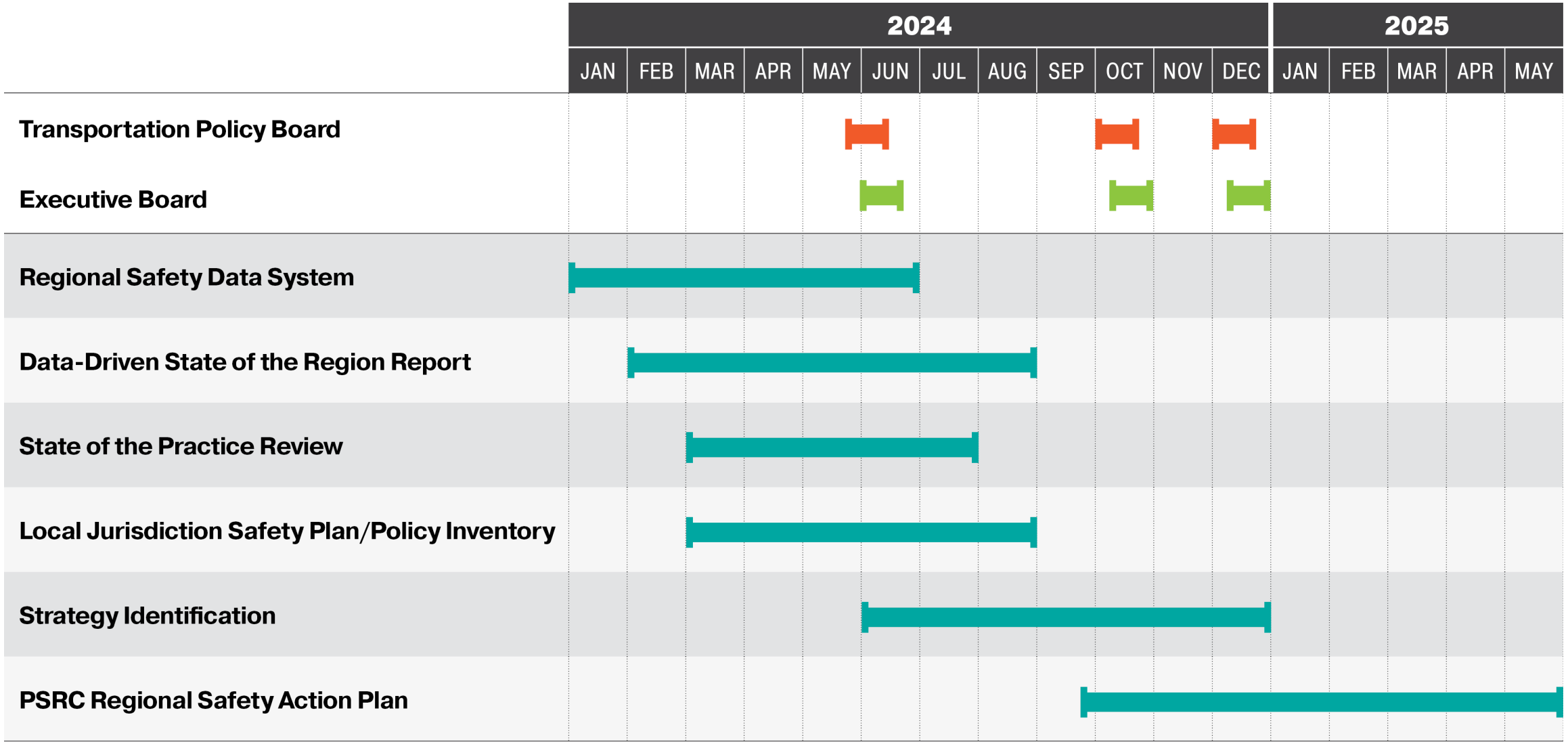

*We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.*

psrc.org/equity

# Background

- Development of the Regional Safety Action Plan (RSAP) is underway
- Earlier this year BPAC was briefed on the data analysis and state of the practice work
- Today's presentation will focus on:
  - Key findings and emphasis areas derived from the analysis
  - Preliminary menu of strategies and tools developed for the plan
  - Summary of feedback from engagement process

# 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

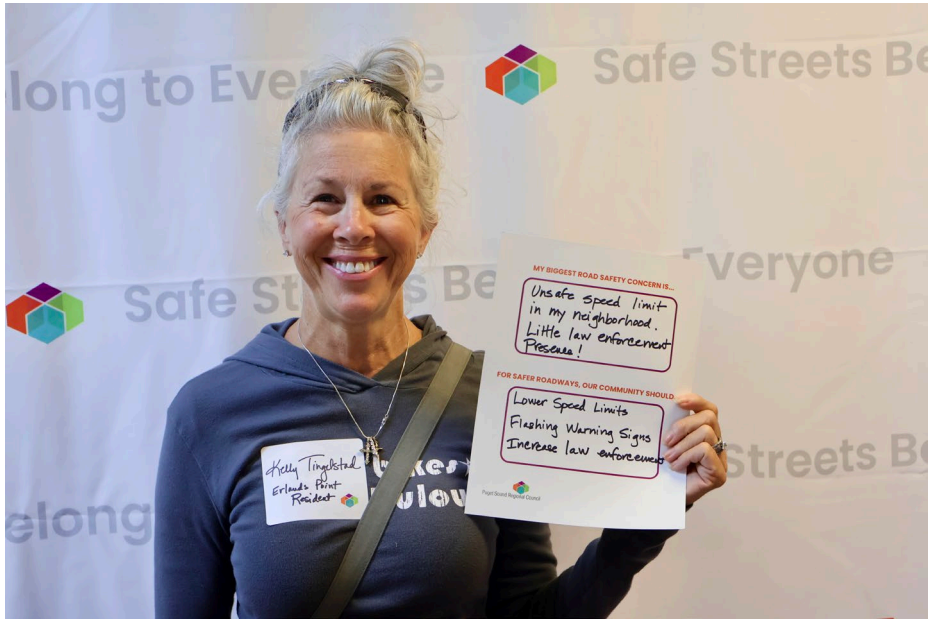
## Vulnerable users are top of mind

- 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

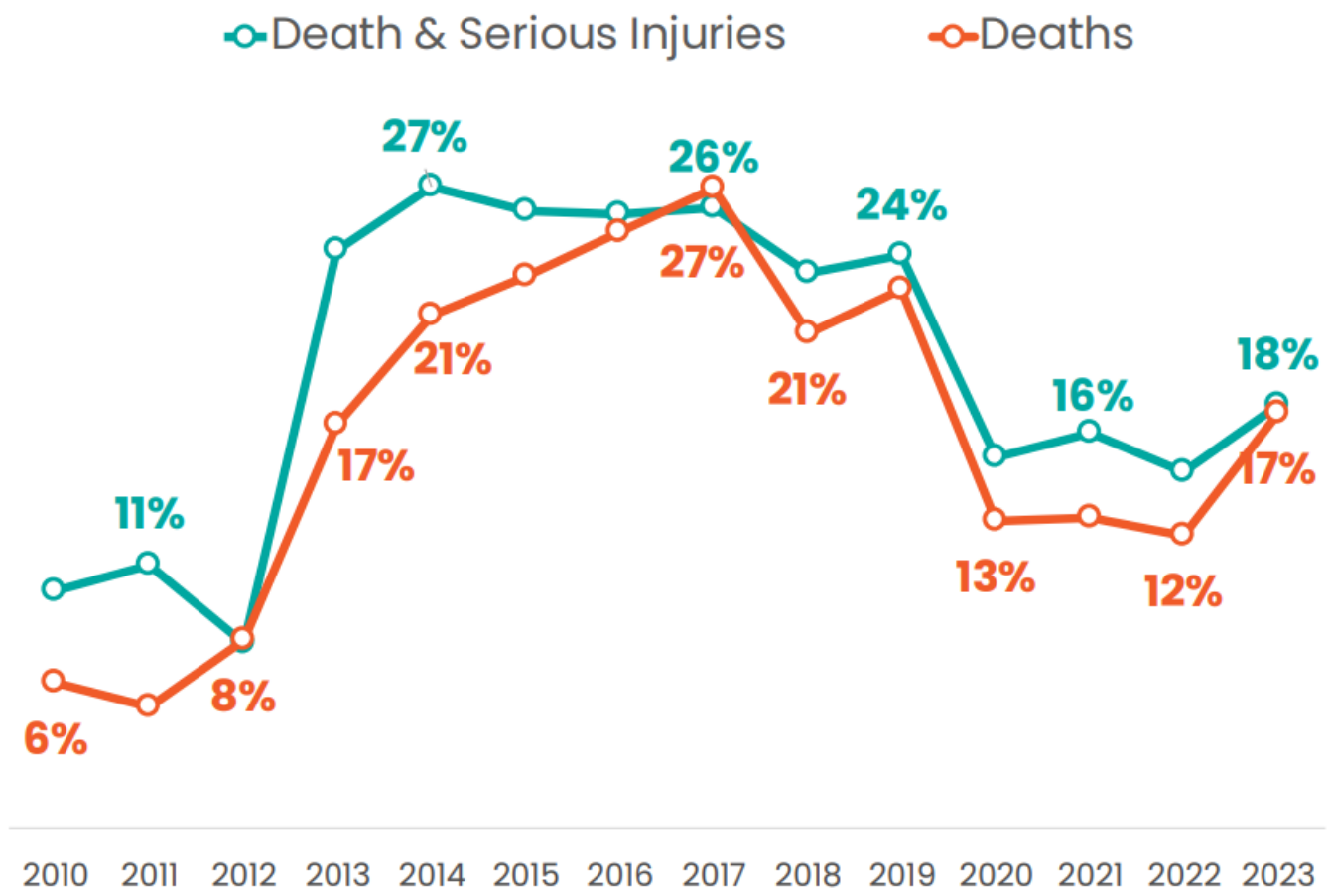
# Contributing factors

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 | ● | ● | ● | ● | |

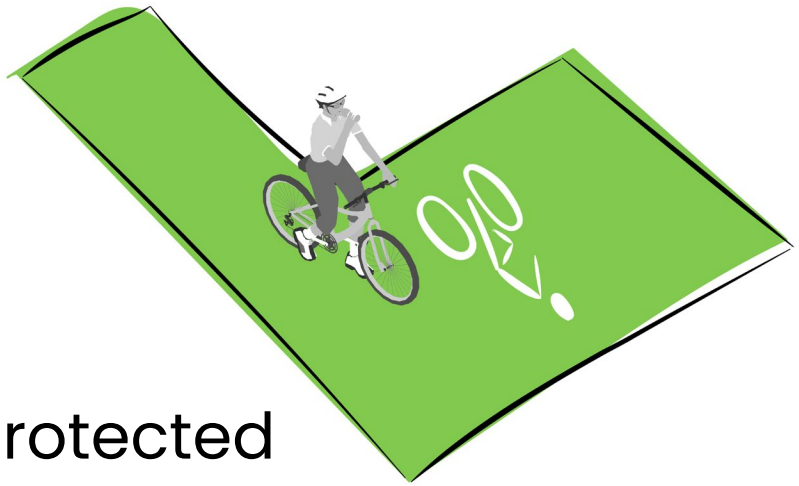
# Strategies to address pedestrian crashes

Reference tables with strategies for each common crash type

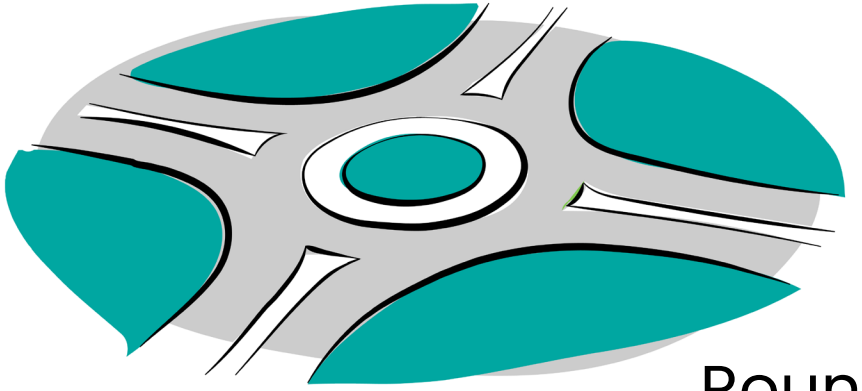
Tools and Strategies

| | 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 | | | |

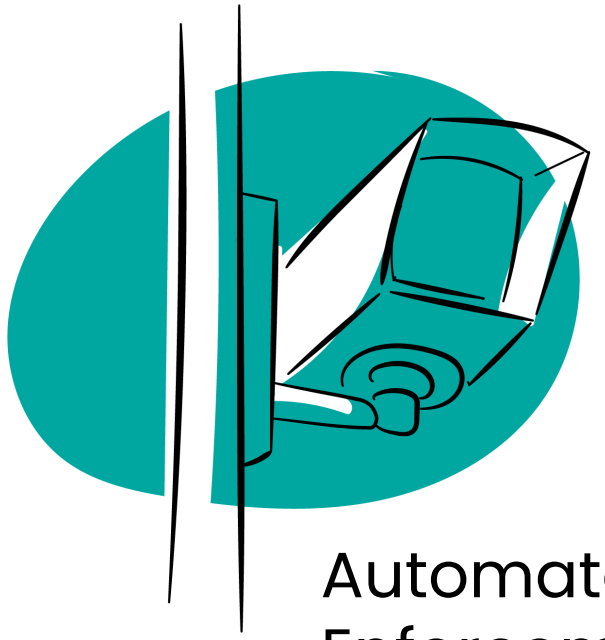
# Proven safety strategies - examples



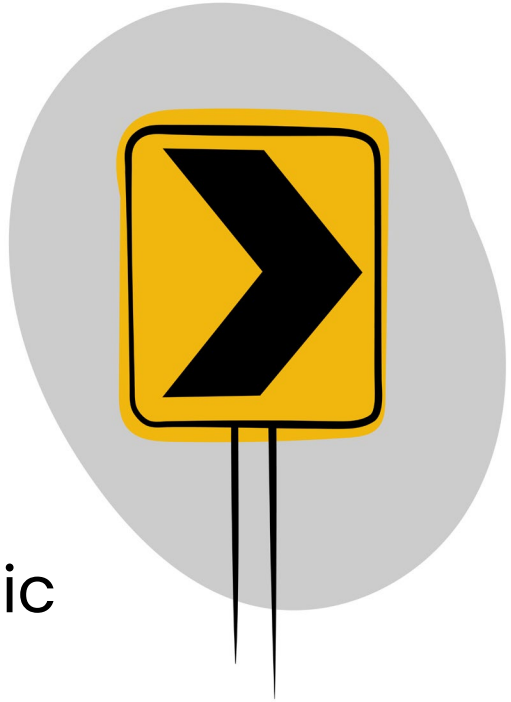
Protected bike lanes and bike boxes



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?