

Regional Safety Action Plan

Coordinated Mobility Advisory Committee

January 15, 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

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

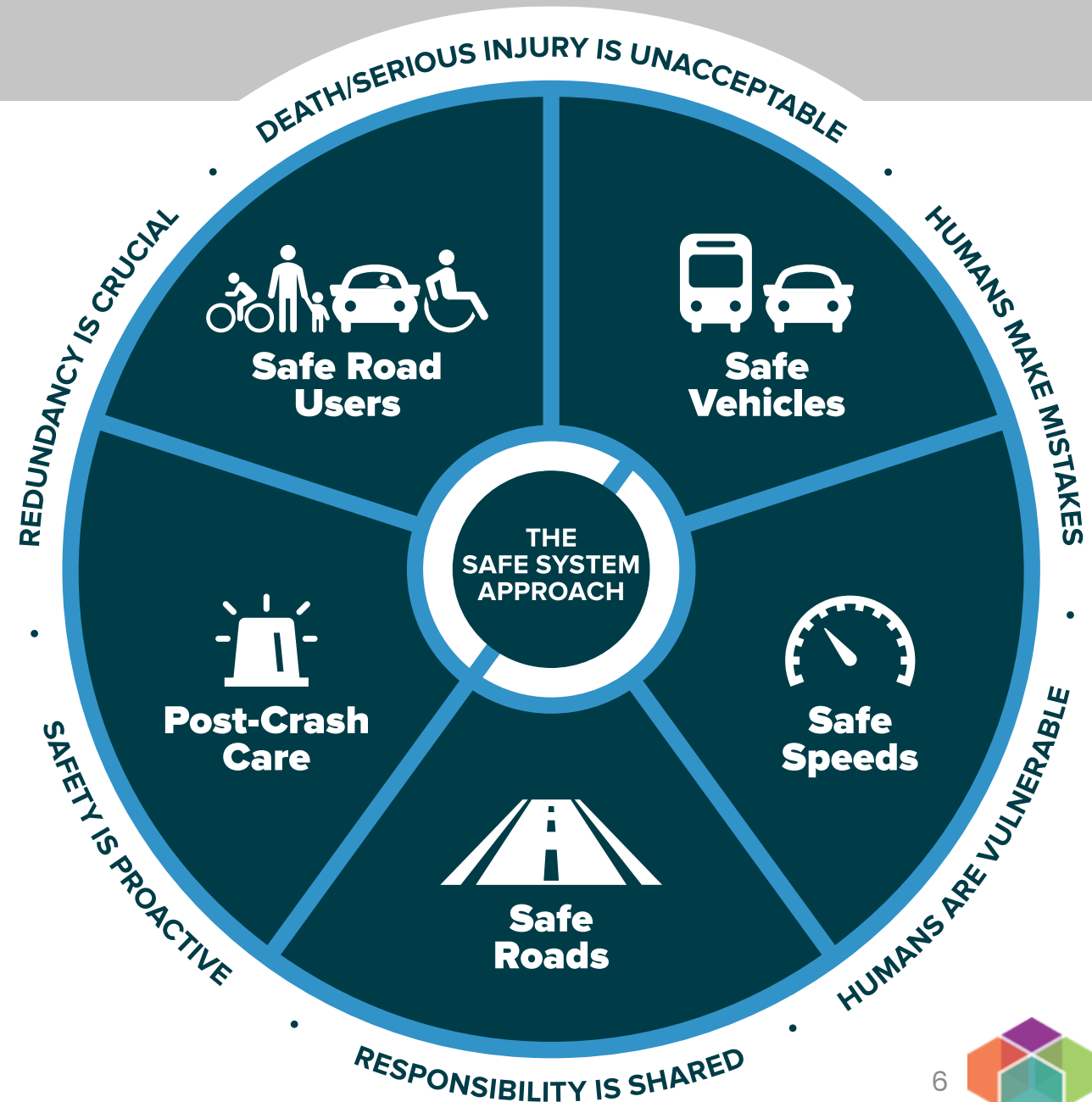


What We've Heard So Far

- Vulnerable users are top of mind
- Safety trends are concerning, but unsurprising
- Driver behavior is worrying
- Data sharing is key to driving solutions
- Funding is a challenge

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

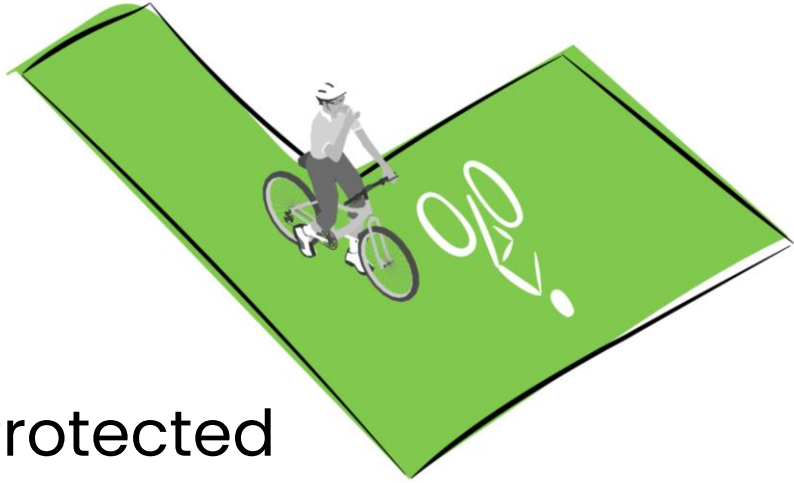
Strategies to address pedestrian crashes

Reference tables with strategies for each common crash type

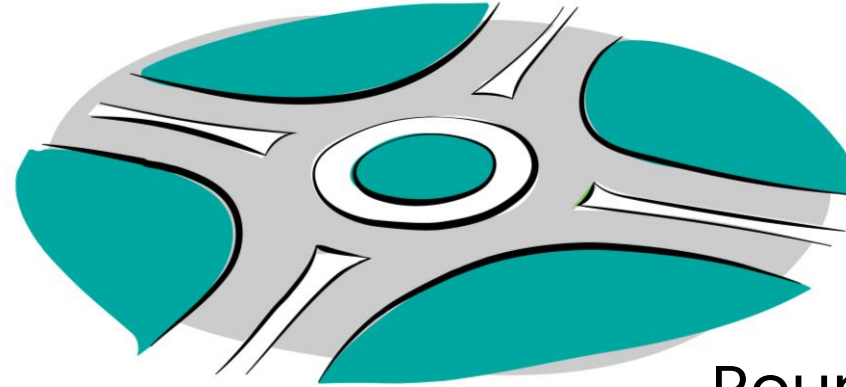
Tools and Strategies

	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			

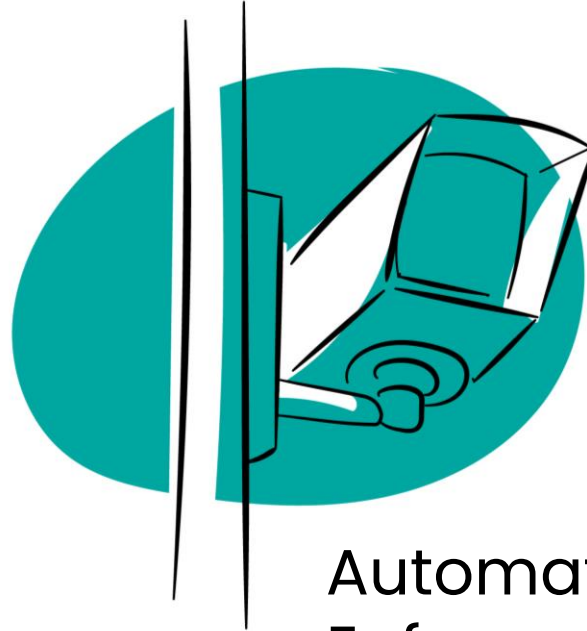
Proven safety strategies - examples



Protected
bike lanes
and bike
boxes



Roundabouts



Automated Traffic
Enforcement



Low cost,
high
effectiveness



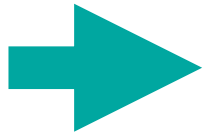
Strategy Example

Design / Engineering Strategies

and

Planning, Policy and Program Strategies

**Pedestrian
Safety**



High Visibility Crosswalks



Leading Pedestrian Interval
(LPI)

Safer Lighting

- Identify locations where lighting can improve road safety at intersections

Safer Connections

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



Regional Safety Action Plan Overview

- **Chapter 1: Overview**
 - Problem statement and call to action
- **Chapter 2: Safety Analysis**
 - Highlights key findings based on crash data analysis, including emphasis areas, crash types, and contributing factors

10 key findings

- 1 Deaths on the region's roadways have **nearly doubled** in the last decade. This is the wrong direction, and unacceptable.
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Regional Safety Action Plan Overview

- **Chapter 3:
Engagement and
Collaboration**
 - Describes Public Involvement framework and findings

- **17 Community Events**
- **35 Stakeholder Interviews**
- **4 Regional Public Meetings**
- **7 Focus Groups**
- **1,200+ Responses to Online Questionnaire**
- **Online Engagement Hub**
- **PSRC Board/Committee Briefings**



Regional Safety Action Plan Overview

- **Chapter 4: Strategies Toolbox**
 - Provides menu of strategies organized by crash types and emphasis areas identified in data analysis
 - Includes Design/Engineering and Planning/Policy/Program strategies
- **Chapter 5: Implementation and Next Steps**
 - Guidance on how local agencies can use the plan
 - Future step is determining how the RSAP should inform PSRC's planning going forward, including the RTP



Next Steps/Schedule

- Jan. 9: TPB authorized staff to release plan for comment
- Week of Jan. 13: Draft plan will be posted to the online Engagement Hub and comprehensive outreach to public and interested stakeholders is being conducted
- Public comment period will run through Feb. 14

Next Steps/Schedule



PSRC Regional Safety Action Plan Engagement Hub

Welcome

Traffic Safety
in the Region

Traffic Safety
Strategies

Get Involved

Welcome

Welcome to the Regional Safety Action Plan (RSAP) Engagement Hub. We're glad you're here!

PSRC is taking action to improve roadway safety.

Let's do it together!

Together, we can establish a regional culture of safety and advance solutions to achieve a thriving, equitable, and sustainable central Puget Sound.

As the region continues to grow from just over 4.4 million today to a projected 5.8 million by 2050, the Puget Sound Regional Council (PSRC) and partners are focused on addressing transportation safety and improving the way people get around.

How to use this Engagement Hub

- Advance through the hub by selecting the tab you would like to navigate to at the top of the page or by selecting the button labeled "Next Page" at the bottom of each page.
- Share this hub with others who might be interested.

- PSRC will be taking comments through mail, email, and the [Online Engagement Hub](#)



Next Steps

- March & April: TPB will review comments received on the Draft Plan
- April: TPB and EB will take action to recommend the Final Plan
- May 22: General Assembly to adopt Final Plan

Thank
You!