

PSRC Regional Safety Action Plan Public Comment - March 6, 2025

Commenter ID	First Name	Last Name	County	Responder Type	Source	Comment	Comment Issue(s)	Topic Categories
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.	"Safety" vs. "Safe"	Formatting
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.	Implementation,	Implementation
BB	Cliff	Hanks	King County	Individual	Hub	I urge restraint in a major attempt to slow traffic. This has been done on roadways where I live and people pass me regularly, even on double-yellow lines. Travelling in Preston where there is no pedestrian traffic, the speed limit is 25 MPH. Traffic backs up horribly at this chokepoint, making it more dangerous for vehicles to turn onto the road, sometimes cutting in front because they have been waiting so long. We already have the 3rd worst traffic in the nation, we don't need even slower traffic plugging up our roadways.	Speeding, Traffic, Against reduction in speeds in favor of moving people and goods	Driver Awareness,Bike-Ped,Speeding
BB	Cliff	Hanks	King County	Individual	Hub	Also, please do not use Automated Red Light Running Enforcement Cameras. They were used in several places in the past. They cost a lot of money and it generally causes people to slam on their brakes to avoid the ticket, causing rear-end accidents.	Funding, Red Light Cameras, Enforcement,	Funding,Enforcement,Driver Awareness,Engineering/Infra.
C	Megon	Miller	Snohomish County	Individual	Hub	This exercise is a complete waste of taxpayer monies. Incredibly challenging document to read and understand. No executive summary, maps are totally unreadable, and not clear on how much this may or may not cost.		Funding,Process & Engagement
C	Megon	Miller	Snohomish County	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	Enforcement,Driver Awareness
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 ages drivers, but are much older. So, MUCH more and better driver instruction is needed.	Driver Instruction	Driver Awareness
C	Megon	Miller	Snohomish County	Individual	Hub	Also, as an active cyclist much more awareness of drivers and to how to drive around and with cyclists is needed. There is some good information, BUT 90% of the public has no clue what this stuff is. Do better!	Driver Awareness of Cyclists	Bike-Ped,Driver Awareness
CC	Jacob	Dalley	Pierce County	Individual	Hub	My counties official answer is, "There is no need for increased safety on roads, because drivers will drive however they want." That is an exact quote, I have it in writing from them.	Driver Awareness	Driver Awareness
City of Kirkland	Kimberly	City of Kirkland	King County	Government	Hub	Greetings. These comments are from the City of Kirkland which have been coordinated with staff and City Council: 1. The High Injury Network does not include speed, volume or number of lanes. Due to this, if the HIN ends up being included in future funding criteria, local HIN's or Vision Zero plans should be included as of equal value as local analysis often includes a richer look at this that does include these factors.	High Injury Network	Engineering/Infra.,Process & Engagement
City of Kirkland	Kimberly	City of Kirkland	King County	Government	Hub	2. One edit is needed to Kirkland's summary in appendix table. This shows a 'No' for Kirkland having a Safety section in our Transportation Strategic Plan which is not true. We've had safety as part of our plan since 2015 including a Vision Zero goal carried forward from our 2015 plan into our newly adopted Transportation Strategic Plan.	Definitions and Terminology	Process & Engagement
D	Anthony	Pardi	Snohomish County	Individual	Hub	I feel that the push should be on a state level to get funding and resources for such items as more patrol officers (to target problem intersections/areas), installation of flock camera system (ass employed by Everett recently), public education programs and advertising, etc. It would be great to see joint efforts of county and city officials to support the departments in policing our roads more effectively.	Flock Camera System, Public Education , Enforcement	Funding,Enforcement,Driver Awareness
D	Anthony	Pardi	Snohomish County	Individual	Hub	Additionally I would suggest also pushing for funding of road maintenance and construction projects that can help with traffic control, safer intersections and the like.	Funding, Road Maintenance, Traffic Control, Intersections	Funding,Engineering/Infra.
DD	Shiloh	Davis	Pierce County	Individual	Hub	I live in orting it takes 20 - 30 to drive 5 miles because of all of the traffic on a 2 lane hwy.	Traffic, Driving Delays	Engineering/Infra.,Driver Awareness
DD	Shiloh	Davis	Pierce County	Individual	Hub	Also, we have a trail that attracts marathon runners and cyclist from all around. Every couple of a cyclist gets hit by a car. No runners or walkers have been hit by a vehicle while on the trail, only cyclist. This is because safety rules are not enforced and stop signs are ignored. We not our trail patrolled regularly.	Enforcement	Enforcement,Driver Awareness
DD	Shiloh	Davis	Pierce County	Individual	Hub	Most of the traffic is from people who don't live in orting. People go around other congested areas and are making orting more congested then it should be. We need a 4 lane hwy with a toll for non residents.	Toll Road, Highway Expansion	Engineering/Infra.,Driver Awareness
E	Brandon	Park	Snohomish County	Individual	Hub	While safety is a key element throughout the RSAP, particularly for bikers and pedestrians, overall, the plan seems to be missing how implementing this plan will improve community health. For example, creating safer walkways and bike lanes can incentivize more people to utilize active transportation methods as part of their transportation commute; creating more public transit stations and transit routes reduces greenhouse emission contributions to climate change from cars; people who use public transit (buses and light rail) often have improved mental health compared to driving (being stuck in traffic and long commute times focusing on driving).	Bike and Pedestrian, Public Transit, Community and Public Health	Bike-Ped,Public Transit & Health,Equity
E	Brandon	Park	Snohomish County	Individual	Hub	Was community health addressed when talking to communities (during focus groups, surveys, etc&€)?	Community Health,	Equity,Public Transit & Health
E	Brandon	Park	Snohomish County	Individual	Hub	- Specifically, health impacts from utilizing active transportation options, not just reducing deaths and severe injuries related to transportation	Transit Oriented options	Equity,Public Transit & Health
E	Brandon	Park	Snohomish County	Individual	Hub	- What are the potential health impacts of creating changes to the built environment? Many of them are traffic-related so will this increase walkability/bikeability of roads?	Health	Equity,Bike-Ped,Public Transit & Health
E	Brandon	Park	Snohomish County	Individual	Hub	Lot of emphasis on built environment in promoting safer practices to reduce transportation-related deaths and severe injuries		

E	Brandon	Park	Snohomish County	Individual	Hub	- What are the health benefits of improving safety? This could improve buy-in by the local governance, cities, and communities	Community Health	Equity,Public Transit & Health
EE	Bob	Myrick	Pierce County	Individual	Hub	Your plan is difficult to comprehend because of it's size. But it looks like good work. Thanks for making us safer.	Limited Understanding of Plan	Formatting
F	Rick	Proctor	Snohomish County	Government	Hub	Overall, this plan looks good to me. I hope there will be enough political will and funding to carry this plan through implementation.	Funding	Funding
FF	Adam	Doehrel	Kitsap County	Individual	Hub	All of the safety features you outline are strong (separated bike lanes, etc.). These need to become standard implementations of how all our roads get built with safety in mind. 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.	Road Engineering Build Out, Speeding, Enforcement,	Engineering/Infra.,Enforcement, Speeding
FF	Adam	Doehrel	Kitsap County	Individual	Hub	One other cross walk feature that should be standard would be elevated sidewalks - cars should have to slow to go over cross walks in pedestrian areas turning the cross walk into a speed bump which also makes the street safer and easier to use for our most vulnerable population (wheelchairs, children, joggers, etc)	Elevated Sidewalks, Equity considerations	Engineering/Infra.,Bike-Ped,Equity
G	Tarn	Ohana	King County	Government	Hub	Thank you for offering a place to submit comments on the draft Regional Safety Action Plan! It is nice that the PSRC has grouped together 5 crash types for targeting cross-referenced with emphasis areas. It really does help practitioners, planners and traffic & road engineers who may not handle crash data frequently understand that these types of crash problems exist throughout the network. It's a good stab at starting a system approach.		Formatting
G	Tarn	Ohana	King County	Government	Hub	I feel that the PSRC failed in leaving 'motorcycles' out of the crash types. 'Pedestrians' and 'Bicyclists.' These are two types of modal users, as well as two types of crashes. However, in the past 10 years in the four-county region, we have witnessed 904 motorcyclist fatalities, roughly similar to Pedestrian fatalities (1,112). In fact, a good rule of thumb I have developed over the years is that pedestrian and motorcyclist fatalities are about equal each year; however, pedestrians are mostly killed in winter, and motorcyclists in summer. There is a distinct seasonal peak that should be called and noted for countermeasures.	Motorcycles, Pedestrian and Bicycles	Driver Awareness,Bike-Ped
G	Tarn	Ohana	King County	Government	Hub	The list of "engineering and design" (E&D) countermeasures or strategies, as they are called in the RSAP, is a solid, basic start to making safety improvements on our road network. Most of these countermeasures seem aimed at making improvements to hot spots, or areas with crash problems. The FHWA and WSDOT both have been pushing for jurisdictions to think of safety issues on their road network in a systemic way, too.	Process	Process & Engagement
G	Tarn	Ohana	King County	Government	Hub	I do like that the countermeasures are grouped into 'Emphasis areas,' but I think the message should be that these countermeasures should be implemented consistently throughout their respective 'emphasis areas.' The Appendix C link in the draft RSAP does not work, by the way.	Process; structure of report	Formatting,Process & Engagement
G	Tarn	Ohana	King County	Government	Hub	One E&D strategy that is missing, I think, is the raised edge line rumblestrips. Rather than milled into the pavement, the edge line itself contains a series of tactile bumps that offer haptic feedback. I have emailed Matthew Enders at WSDOT to get more information about this strategy option. The "Planning, Policy, and Program" (PPP) strategies, as they are called, are more of a mixed bag. Things like 'consistent transit treatments' should really be 'consistent network safety treatments' for all types of modes.	Raised edge line rumblestrips,	Engineering/Infra.
G	Tarn	Ohana	King County	Government	Hub	These strategies need to address what I call the "permissive environment" for drivers.	Driver awareness	Driver Awareness
G	Tarn	Ohana	King County	Government	Hub	In fact, I think that there are appropriate 'planning, policy, and program strategies that are appropriate to call out for each of the 5 crash types that are the focus of these strategies. However, the PSRC should create a higher-order list of prioritized strategies for reducing fatal and serious injury crashes on all roads in PSRC-related jurisdictions: 1) Reduce vehicle speeds and speed limits on arterials 2) Automated camera enforcement 3) Improve connections for people walking and rolling 4) Low-cost, quick-build strategies 5) Improve lighting 6) Consistent safety treatments across network 7) Reduce vehicle-miles-traveled These strategies will improve public health and well-being, and reduce traffic fatalities and serious injuries, irrespective of the focused crash type. Furthermore, the PSRC should go on record in the RSAP and state that traffic safety is a public health emergency SO GET WITH THE PROGRAM ASAP pretty please with sugar on top.	Community and Public Health, Well-being, Reduction in traffic fatalities, prioritization of strategies	Implementation,Process & Engagement,Public Transit & Health
G	Tarn	Ohana	King County	Government	Hub	Obviously #3 and #5 are in tension; but that's part of building local government capacity through 'learning by doing.' Then sharing the results of those improvements to other jurisdictions through institutions like the Target Zero engineering subcommittee and replicating them through the area. Only then should different PPP strategies be broken out in each of the crash types that are appropriate for those separate crash types. Thank you for your attention to these matters. Respectfully yours, Tarn Ohana, King County Roads	Implementation	Implementation
GG			Snohomish County	Individual	Hub	Infrastructure needs to be improved, before housing developments are allowed. There are too many inadequate roads, unable to handle the enormous amounts of traffic. Examples: Woodinville: Has many two-lane roads, that get very backed up.	Improve infrastructure, Traffic, Expansion of roads	Engineering/Infra.
GG			Snohomish County	Individual	Hub	Monroe: Chain Lake Road cannot handle the traffic from new housing developments.	N/A	

GG			Snohomish County	Individual	Hub	Snohomish: 2nd st gets heavy use as a by-pass between Hwy 9 and Hwy 2.	N/A	
GG			Snohomish County	Individual	Hub	Snohomish County problem roads: Hwy 2, Hwy 9, Hwy 92.	Highways Road Infrastructure	Engineering/Infra.
GG			Snohomish County	Individual	Hub	There are too many old 2 lane roads, unable to handle the growing population.		
H	B		King County	Other	Hub	thing		
HH	Leo	Stone	Kitsap County	Individual	Hub	Bremerton is building unsafe bike lanes in the door swings of parked cars.	Unsafe Bike Lanes	Bike-Ped,Engineering/Infra.
HH	Leo	Stone	Kitsap County	Individual	Hub	Remove parking next to bike lanes.	Remove Parking	Engineering/Infra.
HH	Leo	Stone	Kitsap County	Individual	Hub	Use street design, traffic calming.	Program intervention, Traffic Calming, Engineering	Engineering/Infra.
HH	Leo	Stone	Kitsap County	Individual	Hub	Lower residential speeds to 20mph.	Lower Speeds	Engineering/Infra.,Speeding
I			King County	Individual	Hub	We need protected bike lanes and not just protected with floppy white barriers that cars drive over. We need actual protection either with the bike lane separated from traffic by a parking strip or barriers that actually stop cars from driving over/through them	Protected Bikes Lanes, Driver awareness of bicycles	Engineering/Infra.,Bike-Ped,Driver Awareness
J	Ben	Mickle	Skagit	Individual	Hub	Another strategy missing in the plan is intersection daylighting. In areas with on-street parking, this is a must-have!	Intersection Daylighting	Engineering/Infra.
JJ	Hannah	Kimball	King County	Individual	Hub	This is an excellent report, but not a plan. The goals are grand; the data plentiful and wecarefully analyzed; the tools and strategies are varied and well-thought out, but this is not a plan. It is a good template, but it is not a plan. You can't "rule write" or "policy make" your way out of a behavioral problem. You cannot legislate personal responsibility. Writing a rule and proclaiming it so doesn't necessarily result in the change desired. Rules are useless without enforcement and consequences. There is a pervasive sense of arrogance and entitlement on the roadways today. Patience and respect for fellow drivers and human life have disappeared. We turn a blind eye to impaired driving, lack of insurance, expired tabs, and road rage. We can't engineer our way out of this.	Enforcement, Issues with Final Report, Driver Behavior, Impaired Driving,	Enforcement,Implementation,Dr iver Awareness
JJ	Hannah	Kimball	King County	Individual	Hub	Nowhere in this document is an analysis of the elephant in the room -- personal behavior and responsibility.	Driver Behavior and Responsibility	Driver Awareness
K	Chris	Kagen	King County	Other	Hub			
KK	Jan	Schuette	Snohomish County	Individual	Hub	Safety Action Plan PSRS This was the most precise and complete report on Safety ever done. Cities and Counties do not have the ability to gather all this information and there is no where they could just go and collect. In order to change things and make a difference with accidents and deaths they need to have all the data presented in this report. Including the things Cities can do to change and fix a transportation problem makes it even more valuable.	Support for Report, Data	Implementation,Data
KK	Jan	Schuette	Snohomish County	Individual	Hub	When the final report comes out, it needs to be sent to all Cities, Counties, Police Departments, State Patrol and WSDOT.	Collaboration and Engagement with Cities	Implementation,Process & Engagement
KK	Jan	Schuette	Snohomish County	Individual	Hub	Some suggestions: The Data and Stats were hard to understand and if anyone asks me how many people were dying in Bike accidents or distracted drivers, I couldn't tell them. There needs to be a way to put those figures on a couple of pages that the Humans that cause these accidents can see why they are happening.	Complicated Data,	Formatting,Data
KK	Jan	Schuette	Snohomish County	Individual	Hub	How could we get all this information to the High Schools where kids are starting to drive and need to know the dangers and what to watch out for when driving.	Ongoing Education, Drivers Education	Driver Awareness,Process & Engagement
KK	Jan	Schuette	Snohomish County	Individual	Hub	Are there stats on the age of the people who cause the accidents? If the number is higher with age, I would arrange for the Police to present to the Senior Center on what is causing those accidents and what they might do to prevent them.	Data for seniors	Formatting,Data
KK	Jan	Schuette	Snohomish County	Individual	Hub	I would really push for more traffic warning, blinking lights on stop signs, colored crosswalks, blinking light people can push to cross roads where there is no traffic light, more speed signs, more signs showing how fast you are going.	Infrastructure improvements, speed signs	Engineering/Infra.,Speeding
KK	Jan	Schuette	Snohomish County	Individual	Hub	After Vision 2050 added the 3 additional requirements Equity, Safety and Climate, for PSRC to take on the task of providing all the information they need to meet those standards is incredible, thank you for all the time and effort, it will save thousands of lives over the years.	N/A	
L			King County	Other	Hub	famou		
LL	Latoya	Belgrave Francis	Kitsap County	Individual	Hub	I would love to see there improvements here in Kitsap County.	Improvements for Kitsap	Implementation
M	Ruth	Tomandl	King County	Individual	Hub	I was excited to read through the action plan and see so many options for mitigations along with data on how effective they are. I look forward to seeing more of these solutions implemented to make Puget Sound more walkable, bikeable, and safer for everyone.	Need for Data, Implementation	Implementation,Data
MM	Larry	Leveen	Pierce County	Individual	Hub	There was no acknowledgment of the differing experiences people have with law enforcement due to racial bias. Based on that, and the cost for law enforcement staffing, "upstream" methods of addressing traffic safety should be prioritized. Please define "reckless driving" in the report (as you do with impaired driving). Please define "rollover" since it results from something else (i.e., cars do not just rollover a causal element is needed).	Impact of enforcement of people due to racial bias, enforcement, reckless driving,	Equity,Enforcement,Driver Awareness
MM	Larry	Leveen	Pierce County	Individual	Hub	Are "PSRC Network" and "Regionwide" the same thing (pgs. 30-31)? If so, make the terms consistent. If not, describe how they differ.	Defintions, and word use	Formatting
MM	Larry	Leveen	Pierce County	Individual	Hub	While the report mentions other issues outside the scope of the analysis, it neglects to acknowledge the role the region could play in building a movement to address issues like vehicle size and weight or technology to limit vehicle speed. In doing so, it abdicates an important responsibility to create changes that influence causal factors of KSI crashes on our roadways. This is too important an issue to only think inside the (self-imposed) box.	Vehicle Size and Weight Regulation to limit speed.	Implementation,Speeding,Proce ss & Engagement

MM	Larry	Leveen	Pierce County	Individual	Hub	Flex posts may provide some vertical visual separation, but they don't provide protection. Moreover, they are routinely hit and broken by vehicles, leading to debris that affects cyclists. Pedestrian Hybrid Beacons are a relatively uncommon treatment and are often misunderstood by drivers (e.g., signage is often needed to explain how to comply with them). In comparison, pedestrian-actuated traffic signals are more likely to be intuitive for drivers and should be the preferred treatment. In the countermeasures toolbox, street trees should be included for their perceived narrowing of roadways (Lane Reduction or Reconfiguration and Improve Connections Across Arterials, Highways, and Interstates).	Effectiveness of Flex posts, Pedestrian Hybrid Beacons, Pedestrian-Actuated traffic Signals, Street Trees, Driver Awareness	Engineering/Infra., Driver Awareness
MM	Larry	Leveen	Pierce County	Individual	Hub	The "Call for Analysis of Regional Policies and Procedures" should include how PSRC has prioritized spending to help create the traffic safety situation we now find ourselves in.	Prioritized Spending	Funding
MM	Larry	Leveen	Pierce County	Individual	Hub	The plan is unsatisfying in that it only provides and summarizes data and discusses things that could be done without any suggested improvements in specific locations. It would have been better if TPB had empowered/required it to take that extra step to create momentum to make changes on the ground that could help lessen our pandemic of traffic violence.	Plan didn't suggest improvements for specific location. Implementation needs to be on the ground.	Formatting, Implementation
N	Shelly	Bowman	King County	Individual	Hub	Completely agree with safety actions proposed as they will be a vast improvement to our multi modal system. Please implement quickly so all folks are better protected from poor drivers.	Implementation	Implementation
NN	Jess	Chandler	Kitsap County	Individual	Hub	The most critical road safety item is vehicle speed. This is much more strongly influenced by design than sign. If it feels easy and safe (for them) for a driver to go fast, they will. That means that road design elements that encourage caution on behalf of the driver will reduce speed and increase safety for all.	Vehicle Speeding, Roadway Engineering Solutions	Driver Awareness, Engineering/Infra., Speeding
NN	Jess	Chandler	Kitsap County	Individual	Hub	Design for reduced speed should be a priority in urban areas - and it can be done cheaply - add planters to narrow the road or add curvature. Narrow lanes. Provide tight curbs with grade separated non-motorized shared use paths.	Narrow Lanes, Tight Curbs	Engineering/Infra.
NN	Jess	Chandler	Kitsap County	Individual	Hub	In addition to reducing speed, We must separate vehicles from people (bikes are not cars! they are people). Hard separation, not paint.	Separation of vehicles from bike and peds	Engineering/Infra., Bike-Ped
NN	Jess	Chandler	Kitsap County	Individual	Hub	In addition, we can increase safety by decreasing driving. Meaningful alternatives do not exist everywhere, but where they exist, these should be the priority.	Alternatives to driving	Public Transit & Health
O	Jane	Hogland	Snohomish County	Individual	Hub	I feel that the push should be on a state level to get funding and resources for such items as more patrol officers (to target problem intersections/areas), installation of flock camera system (ass employed by Everett recently), public education programs and advertising, etc.	Funding, Implementation, Patrol Officers, Flock Camera System, Public Education	Funding, Implementation, Enforcement
O	Jane	Hogland	Snohomish County	Individual	Hub	It would be great to see joint efforts of county and city officials to support the departments in policing our roads more effectively.	Implementation, Collaboration with Government	Implementation
O	Jane	Hogland	Snohomish County	Individual	Hub	Additionally I would suggest also pushing for funding of road maintenance and construction projects that can help with traffic control, safer intersections and the like.	Funding, Road Maintenance	Funding, Engineering/Infra.
OO	E	M	Kitsap County	Individual	Hub	Silverdale has several poorly designed intersections with stoplights where only one direction can go at a time. This causes long backups, as drivers end up waiting twice as long compared to typical lights. I've lived in many places, and this is the only area where this happens regularly. For example, at a North/South and East/West intersection, both East and West should get a green left arrow simultaneously, then switch to green for through traffic in both directions. Instead, only East goes first, then West. It doesn't make sense.	Poorly Designed intersections with stoplights are inefficient and cause traffic	Engineering/Infra.
P	Colleen	Woodworth	King County	Individual	Hub	Let's go back to giving speeding tickets ,drivers Ed in the schools, lower speed limits, raise amount of insurance people must have!	Enforcement, Drivers' Ed, Lower Speed Limits	Enforcement, Driver Awareness, Speeding
P	Colleen	Woodworth	King County	Individual	Hub	We've had \$100,000 dollars damage done to our property and house in 6 month period! 7 accident!!! Only got some insurance payments for 3 of accidents . Excuses were cars get fixed first and no money left for our property damage. We are retired and will never be able to replace and fix what we have.	N/A	
P	Colleen	Woodworth	King County	Individual	Hub	Last accident was a police car going down James street in Kent on a call flying. Passed a truck stopped in front of our house with left turn signal on making a left on to Jason Ave. cop said he had siren on but all he did was a whoop whoop and then awful crash. Whoop whoop came just as truck was getting read to turn. Cop passed truck on left in up hill traffic!!! City wouldn't pay us as they said it was trucks fault! Truck insurance said they agreed with city it was both their faults and truck insurance was maxed out paying for police car. Our reimbursement was \$0 dollars. So who do you believe the insurance or the city which one is lying to us? We the home owner are the losers once again. You ask why we don't turn it into our insurance? Because if we turned 7 accident in we would have no insurance right? We are just trying to stay safe in our house and they city does even take responsibility for not giving tickets to speeders and racers! Didn't used to be that way in Kent! When police chief changed our safety went to pot!	Enforcement	Enforcement
PP	Tyler	Brillhart	Kitsap County	Individual	Hub	'- more sidewalks where there are none (wide)	Sidewalks	Engineering/Infra.
PP	Tyler	Brillhart	Kitsap County	Individual	Hub	' - more turn lanes (Sedgwick outside revive coffee is terrible, maybe just put in a darn light?)	Turn Lanes, Traffic Light	Engineering/Infra.
PP	Tyler	Brillhart	Kitsap County	Individual	Hub	' - Don't comply with governor's anti-police nonsense and let police do their jobs (Ferguson will be worse than J Inslee)	Enforcement for violators	Enforcement
PP	Tyler	Brillhart	Kitsap County	Individual	Hub	- make a hotline for road rage reporting. It's getting bad.	Road Rage, Driver Behavior	Driver Awareness
PP	Tyler	Brillhart	Kitsap County	Individual	Hub	And just a note, get rid of the stupid gender identity option a few questions down. You're showing you don't take us as serious as you claim if you continue to support and encourage the delusion of anything other than a man or a woman.	N/A	
Q	Michael	Wodrich	King County	Other	Hub	what		
QQ	Ryan	Ryals	Pierce County	Individual	Hub	There are four ways to change behavior, in an overly simplistic form: carrot, stick, reasoning, and butterfly. We can provide incentives (carrot) for people to drive better, we can provide financial penalties or limit driving privileges (stick) for those who don't, we can appeal to their empathy or logic by providing sound arguments (reasoning), or distract them with better road design and redirect their attention (butterfly). So far, this project seems to only propose butterflies.	Driver Behavior, Penalties, Plan doesn't get to enforcement targets	Driver Awareness, Enforcement, Process & Engagement

QQ	Ryan	Ryals	Pierce County	Individual	Hub	Nearly all of the proposed strategies in the comprehensive list are great for pedestrians in densely populated cities, and some of them are already in place in Seattle city limits. However, almost none of the strategies address impaired or distracted driving, and none of them address people who simply don't care and speed through the streets with abandon.	Plan speaks to densely populated areas, no strategies for impaired or distracted driving or to address driver behavior	Driver Awareness, Enforcement, Formatting, Process & Engagement
QQ	Ryan	Ryals	Pierce County	Individual	Hub	You admit in the beginning that many of the existing laws aren't enforced, and that is the bigger problem. We can enforce speed limits with speed cameras, but politicians aren't bold enough to deploy them. We can all see distracted drivers every few minutes while driving around, but there aren't enough traffic officers to cite these violations. Overall, governments have gotten away from traffic citations because of racial disparities in when those tickets are issued, but speed cameras aren't racist.	Enforcement of Laws, Speed Limits, Speed Cameras,	Enforcement, Implementation, Engineering/Infra., Speeding
QQ	Ryan	Ryals	Pierce County	Individual	Hub	This is a lovely, safe project you've built here, and I'll bet you reduce pedestrian deaths by at least 8% if you can convince politicians to fund and deploy all these strategies. But they are only butterflies. Since the pandemic, no one is concerned about the stick, our emotional-appeal posters on Target/Vision Zero are having zero effect, and you aren't offering any carrots either. Idiot drivers are still going to be idiots, and nothing is more popular than staring at an iPhone. I recommend you scrap this project, get out of the cubicle, and start over.	Refocus plan on enforcement and consequences, Distracted drivers	Driver Awareness, Enforcement, Implementation, Process & Engagement
R			Skagit	Individual	Hub	Recommend that you actively and aggressively work to identify, arrest and submit for deportation, all illegal aliens that are known and/or contacted by law enforcement.	N/A	
RR	Kurt	Ahrensfeld	King County	Individual	Hub	A trend I have noticed is that more and more vehicles are not stopping (at best yielding) at stop signs in urban areas in particular or platooning thru stop sign controlled intersections, creating a very serious safety concern. This is particularly a concern for pedestrians and bicyclists. I rarely seen police vehicles in my neighborhood like I used to in past years.	Stop Signs, Yielding, Impact on pedestrians and bicycles, Enforcement	Engineering/Infra., Bike-Ped, Enforcement
RR	Kurt	Ahrensfeld	King County	Individual	Hub	Also, speeding vehicles with cut off mufflers, driven primarily by young males, create very serious safety issues and annoying noise pollution.	Speeding, Noise Pollution	Driver Awareness, Speeding
S	Tara	DuBois	Pierce County	Other	Hub			
Snohomish County	Christina	Curtis	Snohomish County	Government	Hub	What are appropriate details that local agencies can add to tailor the PSRC's HIN methodology to include enough detail while maintaining regionwide consistency? Here are some key aspects of Snohomish County's approach for PSRC consideration: o Our methodology has identified both an urban and rural HIN. We think this will help us account for volume differences on roads that may otherwise be filtered out of the HIN.	High Injury Network, impact of rural communities,	Implementation, Process & Engagement
Snohomish County	Christina	Curtis	Snohomish County	Government	Hub	o We have included all crashes in the HIN, with a weighting factor for serious and fatal injuries. We believe this captures a level of risk that is detailed enough for the county.	Data, Process	Data, Process & Engagement
Snohomish County	Christina	Curtis	Snohomish County	Government	Hub	o Is PSRC considering adding an HIN for active transportation in the future?	Add HIN for future active transportation	Implementation
Snohomish County	Christina	Curtis	Snohomish County	Government	Hub	o Will local agencies have access to the processing tools PSRC used to develop the HIN? Access to these tools would enable us to be consistent with PSRC's approach while adding the granular detail that makes sense for the county.	Data Access, Implementation	Implementation, Data
Snohomish County	Christina	Curtis	Snohomish County	Government	Hub	Motorcyclist safety countermeasures: o On pages 47-48 of the State of the Region Report, motorcycles/mopeds/scooters are the vehicles exhibiting the highest rate of serious and fatal injuries. o Will there be motorcyclist-specific countermeasures added in the future?	Adding Motorcycles	Process & Engagement
Snohomish County	Christina	Curtis	Snohomish County	Government	Hub	The equity analysis identifies a number of trends and focus areas. o How will PSRC incorporate the lessons learned from the equity analysis. Local agencies are required to develop a prioritization framework for our Road Safety Plan and we are looking for guidance on how this can be incorporated in a regionwide consistent manner.	Lessons learned from equity analysis, guidance on implementation	Equity, Implementation
Snohomish County	Christina	Curtis	Snohomish County	Government	Hub	o On page 33 of the State of the Region Report, "Crash outcomes are also more severe on Tribal Lands. People living on Tribal lands experience serious injury or fatal crashes more than double the crash severity in the central Puget Sound region as a whole.	N/A	Implementation, Equity, Process & Engagement
Snohomish County	Christina	Curtis	Snohomish County	Government	Hub	Will roads on tribal lands be added be added to PSRC's HIN?	Implementation, Changes to HIN, Equity	Implementation, Equity, Process & Engagement
SS	Lee Ann	Gooseman	King County	Individual	Hub	I travel the I-5 corridor and with the amount of construction going on there are places that need more lighting and better lane markers with all the lane movements for transit.	Lane Markers on Highways	Engineering/Infra.
SS	Lee Ann	Gooseman	King County	Individual	Hub	In the neighborhood I live we need more lighting as there are no sidewalks. People think our stretch of road is a speedway. Our speed limit is 35mph and we have people going 50+. It is very unsafe for people who want to walk and walk their dogs. Our neighborhood is getting a lot more housing and that means more kids. Someone is going to get hurt or killed.	Sidewalks, Safety, Speeding	Engineering/Infra., Enforcement, Speeding

T	Nathaniel	Henry	King County	Individual	Hub	<p>show the magnitude of changes. The current setup distorts the scale of change in each subplot: for example, in Figure 2-1, (Deaths and all injuries per VMT) have declined about 14% while (Deaths per VMT) have nearly doubled, but the figure makes those changes look similar in scale.</p> <p>Ch. 2, p. 16, Figure 2-3: Could you add a third subplot showing proportions of all vehicle types on the road? You could also consider a side-by-side stacked bar chart to show these proportions: https://www.theinformationlab.nl/2021/09/23/part-to-whole-pie-charts-and-why-you-shouldnt/</p> <p>Ch. 2 p. 32, Table 2-6: This series of tables (2-3 to 2-6) is helpful for illustrating the differences in crashes across the emphasis areas. For Table 2-6, could you add more details about the land area, relative population density, and number of crashes in Frequent Transit Station Areas compared to All Urban Areas? Also, could you add more details about how Frequent Transit Station Areas are defined (e.g. "a quarter-mile buffer from clusters of frequent transit...") in the preceding paragraph?</p> <p>Ch. 4 p. 53, Bike lane - separated: Is it possible to break out the CMFs for (a) separated bike lanes vs. no bike lanes and (b) bike lanes separated with planters or concrete curbs vs. flexi-posts? If there is evidence supporting a particular separation type as most effective for preventing bicyclist crashes or deaths, I think that would be a worthwhile addition to this section.</p>	Formatting, Data, Bike Lane infrastructure, partnership with cities	Formatting,Implementation,Bike-Ped,Engineering/Infra.,Data
TT	Ross	Bleakney	King County	Individual	Hub	I like these suggestions but don't forget the role that improved transit plays in making travel safer. There is plenty of evidence for this.	Role of Transit	Public Transit & Health
U	Frrd	Johnstone	Pierce County	Other	Hub	--		
UU	Christian	Thompson	King County	Individual	Hub	This key finding stuck out to me: "Mapping crashes shows the most frequent fatalities and serious injuries occur on major arterials with higher posted speeds."	Role of WSDOT and collaboration with Cities. State Routes	Engineering/Infra.,Implementation
V	Summer	Jawson	King County	Other	Hub	Sounds like a classic State Route Stroad. I fear that these types of roads are simply outside local control, and the State has different priorities than the region. Recently I've noticed WSDOT does not prefer/allow/tolerate the term "vulnerable road users" even in the context of SRTS projects. What power do we have over these key roadways in our communities?		
VV	Voter	Ed	King County	Individual	Hub	The roads are seriously deficient as our the bridges that millions of drivers & passengers travel on. Ferries are in woeful condition, and there are not enough of them.	Funding, Ferries, Deficient Roads	Engineering/Infra.,Funding
VV	Voter	Ed	King County	Individual	Hub	When, not if, we have an actual disaster - everyone will be in gridlock, including emergency personnel.	Traffic during Emergency	Implementation
W	Andrew	Singelakis	King County	Other	Hub			
WW	James	Le	King County	Individual	Hub	p. 9 "Overall, the total number of crashes with traffic injuries have gradually declined throughout the region. However, crashes resulting in deaths and serious injuries have grown, illustrating that crash injuries have become less common but more severe in the central Puget Sound region." - confirm that decrease in crashes is not due to reduced police staffing (i.e., reduced police staffing could mean responding to crashes get prioritized and not ALL crashes are being reported).	Enforcement, lack of police	Enforcement
X	Jacob	Sweeting	King County	Government	Hub	Comments have been submitted via e-mail. These comments apply to both King and Pierce Counties and are being prepared and submitted by Jacob Sweeting, City Engineer, Auburn. Thank You.	N/A	
XX	Bob	Anderton	King County	Individual	Hub	In addition to the strategies discussed already, Washington should legislate a civil presumption of liability for drivers involved in crashes with people walking or rolling.	Driver Responsibility for Injury to Pedestrians or Disabled	Bike-Ped,Driver Awareness
Y	Kendra	Dedinsky	King County	Individual	Hub	My main concern is the pedestrian countermeasure in table 4-2 which simply states "High-Visibility Crosswalks". I think this language could give the false impression that installing crosswalk markings inherently improves safety outcomes. The representation of this countermeasure in the table does not provide enough context to represent the intent of the associated study, which compares high-visibility markings to transverse lines. Instead of the current language, I recommend alternative language such as Replace Transverse Crosswalks with High Visibility Crosswalks, or Use High Visibility Style Markings When Marking Crosswalks, which would more accurately depict the intent. While the context in the section that follows does seem to hint at the idea that this countermeasure is a comparison between marking styles, it doesn't say so outright and I'd be concerned about the message being misconstrued (as I've seen happen in claims I've served as an expert witness on).	Installing high visibility crosswalks,	Bike-Ped,Engineering/Infra.
Z	Andy	Merkley	King County	Government	Hub	Please adopt the Washington State 2024 Strategic Highway Safety Plan's Safe Systems Approach framework, which also incorporates 'Safer Land Use'.	Implementation	Implementation

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." 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>	Driver behavior, Increase requirements for driver education	Driver Awareness,Enforcement
Apex Driving School-Montlake Terrace			Snohomish County	Organization	Direct Outreach	<p>Vehicle must meet 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</p> <p>-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</p> <p>-3C. The provisions of reckless driving shall apply upon highways and elsewhere throughout the state. RCW 46.61.005</p> <p>-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 driving in a reckless manner. RCW 46.61.465</p> <p>-5C. It shall be unlawful for any person or persons to race any motor vehicle or motor vehicles upon any public highway of this state or upon any off-street facility location typically for use by the public for parking vehicles, ingress and egress, or used for commercial purposes. RCW 46.61.530 and RCW 46.04.367</p> <p>-6C. Any person or persons who willfully compare or contest relative speeds by operation of one or more motor vehicles or who willfully demonstrates, exhibits, or compares speed, maneuverability, or the power of one or more motor vehicles, including "drifting," shall be guilty of racing, which shall constitute reckless driving. RCW 46.61.530</p> <p>-7C. It shall be unlawful for any person to drive a motor vehicle upon the highways of this state when the driver has in his or her embrace another person which prevents the free and unhampered operation of such vehicle. Operation of a motor vehicle in violation can be evidence of reckless driving. RCW 46.61.665"</p> <p>"These again are not specific and DOL is addressing 'reckless' and 'aggressive' driving as adjectives.</p> <p>Reckless driving and negligent driving are actual statutes which most folks cannot even cite." "-3. I attached my petition for DOL to include more specifics about these laws in the actual required curriculum for driving schools.</p>	Driver behavior, reckless and distracted driving	Driver Awareness
City of Auburn			Pierce County King County	Government	Direct Outreach	Page 10 – Equity Disparities summary. Where is the analysis to support the findings statement here?	Equity analysis	Equity
City of Auburn			Pierce County King County	Government	Direct Outreach	Page 18 – Map shows E Main Street, east of R Street SE as being on the Arterial HIN. However, Main Street is not an arterial at this location. Please remove.	Edits to HIN	Engineering/Infra.,Formatting
City of Auburn			Pierce County King County	Government	Direct Outreach	Page 18 – Please provide details of how Main Street was designated as a HIN. This was not identified as a HIN (called Safety Emphasis Corridor) in Auburn's plan.	High Injury Network Edits	Engineering/Infra.,Formatting
City of Auburn			Pierce County King County	Government	Direct Outreach	Page 79: The City would like the opportunity to participate in implementation pilot projects. We have several projects identified in our Comprehensive Safety Action Plan that we believe would be good candidates.	Auburn to participate in implementation of projects	Implementation
City of Auburn			Pierce County King County	Government	Direct Outreach	Page 80: FYI – Auburn adopted its Comprehensive Safety Action Plan in 2024.		Process & Engagement
City of Auburn			Pierce County King County	Government	Direct Outreach	Multiple Pages (51,56, 70) – The text notes that automated enforcement cameras can be deployed in ways that perpetuate historical inequities. Can you please elaborate on this? What inequities have cameras created in the past and how can deployment of them avoid this?	Automated Enforcement Cameras	Equity,Engineering/Infra.
City of Bellevue			King County	Government	Direct Outreach	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.	HIN, Updated mapping,	Data,Implementation
City of Bellevue			King County	Government	Direct Outreach	Bellevue encourages PSRC to establish measurable benchmarks in the RSAP for evaluating the effectiveness of regional road safety efforts, ensuring accountability, and fostering continuous improvement. The PSRC is to be commended for committing to annual reporting in the "Monitoring and Tracking" section (page 80) of the RSAP. Documenting key trends (e.g., fatal and serious injury data for the region compared to state and nation) and highlighting notable road safety planning, demonstration, and implementation activities in the region will benefit member cities committed to creating safer streets for all users. It is recommended that the PSRC build upon this reporting commitment and incorporate measurable targets in the RSAP to provide the evidence needed to understand which safety interventions are working and which are not. By having clear, quantifiable targets, the RSAP will be better positioned to inform policy and strategy adjustments. This recommendation aligns with the SS4A progress goal of a Safety Action Plan on page 4 of the RSAP.	Annual Reporting improvements, Documenting key trends, Clear quantifiable targets,	Data,Implementation

City of Bellevue			King County	Government	Direct Outreach	Bellevue encourages PSRC to expand its centralized data collection hub for road safety analyses. We appreciate the PSRC's work to evaluate and centralize crash data. This work could be even more valuable if PSRC also developed and implemented a comprehensive interagency data acquisition and management program to aggregate and share data on vehicle counts, speeds, and congestion patterns to help cities identify high-risk safety concerns. A similar structure was established by the Atlanta Regional Commission (ARC), a Metropolitan Planning Organization, to standardize analytics tools, reduce overall costs, and assist local partners. ARC leverages the enhanced data collection, curation, access, and archiving capabilities of this approach for improved performance measure analysis and real-time systems management and operations. Through this structure, ARC makes available INRIX, GeoTab, and Replica data to local jurisdictions who would otherwise not be able to access the road safety insights derived from these data dashboards.	Data accessibility, Real Time Performance Metrics during Implementation	Data,Implementation
City of Kent			King County	Government	Direct Outreach	<p>Hello Gary, Ben, Thank you for the opportunity to comment on the Draft Regional Safety Action Plan by PSRC. The Public Works Department offers the following comments.</p> <p>The City of Kent supports the regional goal to eliminate traffic fatalities. We support PSRC hosting the discussion and recognize that one of the core purposes of the MPO is to disburse funds for infrastructure improving the network across four counties – improvements that also make safety gains from an engineering perspective. Hosting the conversation as it expands to overlapping operational programs, education, first response, and enforcement has historically not been a part of the PSRC core services. Staff should be commended for highlighting the multidisciplinary approach under the USDOT's Safe System Approach.</p>		Process & Engagement
City of Kent			King County	Government	Direct Outreach	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.	Impairment is underrepresented in crash data	Data,Driver Awareness
City of Kent			King County	Government	Direct Outreach	We found impairment underreporting in our own data. Kent uses the same WSDOT data as other agencies for our safety analysis. We found out that the WSDOT crash data is not updated when the results of toxicology tests are completed. Testing can take more than one year. WSDOT data is only updated if responding law enforcement agency amends the crash report when the toxicology results are received. The WSTC crash data for fatalities is updated with data directly from the WSP Toxicology Lab and is therefore more representative. It appears that WSDOT does not receive the toxicology results to update their data.	Impairment	Driver Awareness,Data
City of Kent			King County	Government	Direct Outreach	The City of Kent encourages PSRC to highlight this discrepancy and note that impairment is likely a much higher contributing factor than the existing data suggest.	Impairment	Driver Awareness,Data
City of Kent			King County	Government	Direct Outreach	The plan needs to highlight that impairment data for serious injuries is not required to be collected, so reporting is underrepresented in the plan. We share interest in proposed solutions. Kent encourages PSRC to expand durable solutions that reduce impacts from impairment including education and enforcement. A number of solutions appear focused on speeds. Reducing speed on regional links should also be noted in the context of tradeoffs, as reducing speeds for, say, a community's sole arterial also reduces the access to jobs and opportunity for those using the arterial whether by car or transit. Any prioritization of improvements should take tradeoffs such as these into account.		Driver Awareness
City of Kent			King County	Government	Direct Outreach	Speed or speeding is referenced 148 times in the plan. Impaired or impairment references number less than 20 and ranks below excessive speed as a contributing crash factor. The plan notes that impairment and speed are correlated. Consider that solutions for one may also be applied to the other for mitigation.		Driver Awareness,Data
City of Kent			King County	Government	Direct Outreach	<p>Map detail comments: The map on page 18 has errors.</p> <ul style="list-style-type: none"> i. SR 99 in Federal Way, Kent, Des Moines, and SeaTac is a managed access state highway. It is not limited access ii. SR 516 in Kent from 30th Ave S (west of I-5) to the Union Pacific rail crossing (east of SR 167) is a limited access state highway operated by WSDOT. It is not managed access and not operated by Kent. iii. The map shows and extension of S 196th St extending from 84th Ave S across SR 167 and connecting to S 192nd St east of SR 167. This road does not exist. <p>The map on page 22 also has an error. The map shows and extension of S 196th St extending from 84th Ave S across SR 167 and connecting to S 192nd St east of SR 167. This road does not exist.</p>	Map errors	Formatting

						Looking at how the data trends have changed over the period studied at the regional and local levels, we believe engineering alone will not achieve region's the target zero goals. It will take efforts beyond engineering to achieve.		
City of Kent			King County	Government	Direct Outreach	Thank you again for the opportunity to comment. And thank you for PSRC's commitment to improving transportation outcomes in the region.		Process & Engagement
City of Redmond			King County	Government	Direct Outreach	The City of Redmond is greatly appreciative of the work that has gone into the Regional Safety Action Plan (RSAP) and the useful strategies therein to address our region's traffic safety challenges. Redmond staff have reviewed the Regional Safety Action Plan and would like to submit the following comments. Comments 1 – 3 are of particular interest to the City of Redmond given that it has developed its own Safer Streets Action Plan, which includes both a High Injury and High Risk Network that are responsive to the contextual safety issues of Redmond. 1. Page 3 – please consider adding the red text to this sentence: However, the Regional Safety Action Plan is not the only plan addressing safety in the region. There are 86 jurisdictions within the central Puget Sound region, many of which have their own transportation safety-related priorities, policies, High Injury or High Risk Networks, and plans. The RSAP acts as an umbrella for these related priorities, policies, networks, 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. Conversely, local plans, policies, and priorities, including High Injury or High Risk Networks, may go beyond what is presented in the RSAP in addressing locally-specific risk factors, contexts, and emphasis areas.	HIN use v local data	Data
City of Redmond			King County	Government	Direct Outreach	2. Page 17 – please consider adding the red text to this sentence: The HIN helps communities and partners identify areas where they may want to prioritize safety investments. Many local jurisdictions have developed their own HIN (or HRNs), which tend to have many more segments and intersections due to the use of different parameters and crash risk factors derived from a more local analysis of crash data.	HIN v local data	Data
City of Redmond			King County	Government	Direct Outreach	3. Page 78-Suggestion related to this statement: Once adopted, PSRC's boards will provide direction on how the RSAP and the HIN will further inform PSRC's future project selection processes. Please acknowledge and factor in local priorities as articulated in local safety action plan, including local HIN/HRNs in future project selection processes. It would make sense that regionally-identified HIN may score higher, but points or other consideration should be given to locally-identified safety priorities and HIN/HRNs.	Use of HIN to influence grant and funding score	Data,Implementation,Funding
City of Redmond			King County	Government	Direct Outreach	4. Page 79 – love the idea of a Quick-Build Fund! Please make it happen.		Funding
City of Redmond			King County	Government	Direct Outreach	5. Page 80 – Question about the following metric: To the extent practicable, investments to improve safety issues on an identified HIN corridor. Would the words "an identified HIN corridor" only apply to the regional HIN?	Use of HIN v local data	Data,Formatting
City of Redmond			King County	Government	Direct Outreach	6. The plan can do a better job at using images to support what strategy, challenge, etc is being discussed on the page. Many photos in the plan have no relation to what is being discussed on the page.	Use of photos to match strategy	Formatting
City of Redmond			King County	Government	Direct Outreach	7. How to Apply Strategies – I would imagine that for local agencies that have little experience with crash analysis and countermeasure selection, this section is a bit thin on detail. At the very least you might provide links to available guidance that would further help agencies implement each of these steps.	More detail in how to apply strategies; expand resource	Implementation
City of Redmond			King County	Government	Direct Outreach	8. Safer vehicles – other than mentioning Safer Vehicles as one of the pillars of the Safe System Approach and citing that light duty trucks are involved in a high proportion of FSI crashes, the RSAP is silent on Safer Vehicle strategies. Recognizing that PSRC has little control over vehicle design or policies that encourage technologies to make vehicles safer, the RSAP, at a minimum, should have more discussion around emerging vehicle technologies and what local jurisdictions can be doing in terms of their fleet vehicles, etc. Furthermore, as an MPO, PSRC can and should be advocating for smart policy at the State and Federal level, which would include policies and regulations around vehicle size and design, adoption of technologies such as intelligent speed assistance, taxing or otherwise disincentivizing larger vehicles, etc.	Safer Vehicles, AVs, Emerging Vehicle technologies.	Engineering/Infra.,Implementation

City of Seattle, Department of Transportation			King County	Government	Direct Outreach	<p>Alignment between the RSAP and local Safety Action Plans is essential to streamline strategies and efforts to address safety issues across the region, while preserving flexibility for PSRC member agencies to utilize countermeasures that directly address safety needs at a local level.</p> <p>SDOT recommends strengthening recognition of local safety action plans, networks, and policies across PSRC's 86 member jurisdictions. Local jurisdictions continuously monitor safety priorities by tracking collisions, developing systemic analyses to plan both responsive and proactive safety measures, and engaging communities on neighborhood-level safety needs. While the RSAP provides a useful tool for understanding crashes regionally and can fill gaps where local jurisdictions have not developed transportation safety plans, the plan does not capture the broader context of safety included in many local safety plans. Appendix D could be considered a start in this direction, however SDOT encourages PSRC to go beyond a review of policies and countermeasures by also considering the autonomy that local plans bring to the regional framework. Given the importance of recognizing local plans, SDOT also encourages PSRC to clarify if and how they intend to defer to local safety action plans when local data differs from regional data, specifically as it relates to project selection and High Injury Networks (HIN).</p>	Alignment and coordination of local plans, Strengthen recognition of local plans in the document, preserve flexibility of local jurisdictions	Implementation
City of Seattle, Department of Transportation			King County	Government	Direct Outreach	<p>Safe System Principles (pg. 6)</p> <p>The Safe System Approach provides a foundation to address serious injuries and fatalities. We encourage PSRC to align with the Washington Traffic Safety Commission's 2024 Strategic Highway Safety Plan by incorporating the sixth objective of the Safe System Approach: Safer Land Use. This will help create cohesion between state and regional guidance and emphasize the importance of land use when making transportation safety decisions. While transportation agencies may not have the primary governmental role in influencing land use decisions, they play a role setting standards for network connectivity, activation and use of curb side and sidewalk level spaces, and influencing people's modal choices.</p>	Consideration of Land Use impacts during implementation	Process & Engagement, Implementation
City of Seattle, Department of Transportation			King County	Government	Direct Outreach	<p>Data Analysis Methods (pg. 11-12)</p> <p>The PSRC HIN utilizes a crash analysis period of eight years (2016-2023) and is scheduled to be updated every four years as part of the RSAP update. To capture frequently changing safety needs on the regional network, SDOT recommends using a shorter crash analysis period of five years and updating the collision data that informs network prioritization at least every two years.</p>	Amend period of data to allow for more frequent data analysis	Data
City of Seattle, Department of Transportation			King County	Government	Direct Outreach	<p>Crash Analysis by Location (pg. 17)</p> <p>PSRC's HIN utilizes an 85th percentile score region-wide for deaths and serious injuries on roadways and for vulnerable road users. SDOT requests PSRC clarify their reasoning behind utilizing a threshold of 85th percent. As an alternative, PSRC should consider expanding the score to capture additional density of crashes along corridors across the region.</p> <p>The HIN has a minimum segment length of 0.6 miles, and a minimum threshold of 2 deaths or serious injuries. However, in areas with a dense street network, corridors as short as 0.25 miles are worth including in a HIN to highlight crash-prone street segments and intersections. Seattle's updated HIN includes street segments 0.25 miles and longer, which are prioritized based on the total number of crashes (excluding sideswipe, parking, and rear-end crashes) and the total number of injury-causing crashes. Currently, PSRC's identified "High Crash Locations" account for only serious injury and fatal spot locations. We recommend broadening the definition to consider all crash types that are most likely to cause injury (excluding less severe crashes such as sideswipe, parking, and rear-end crashes). This will help identify recurring patterns that could result in future injuries, serious injuries, or fatalities.</p>	Threshold Clarification - Reason for using 85% as threshold for death and serious injuries, Expand Crash Scoring - Consider expanding criteria, Segment Length Adjustment - Use different criteria for areas with dense street network Redefining High Crash Locations - including all crash types that are likely to cause injuries	Data, Implementation
City of Seattle, Department of Transportation			King County	Government	Direct Outreach	<p>Strategies Toolbox (pg. 39)</p> <p>SDOT appreciates PSRC's utilization of leading pedestrian intervals (LPI) and "No Turn on Red" restrictions as strategies to address pedestrian crashes. In Seattle, pedestrian crashes account for 5% of all collisions but make up 53% of all fatal collisions. 56% of pedestrian crashes in Seattle occur at intersections, many due to a failure of vehicles yielding to pedestrians. Seattle has installed LPIs at over 75% of signalized intersections, resulting in a 48% decrease in crashes involving turning vehicles and a pedestrian and a 34% reduction in serious injury and fatal pedestrian crashes.</p> <p>"No Turn on Red" restrictions can reduce failure to yield by up to 92%.¹</p> <p>Since 2023, SDOT has installed these restrictions at about 175 intersections in Seattle. SDOT has also seen success with speed limit reduction strategies. We completed the reduction of speed limits to 25 miles per hour on most arterial streets in early 2021, with the installation of nearly 2,500 new speed limit signs. We acknowledge the inclusion of "reducing vehicle speeds and speed limits on arterials" as a policy strategy. However, we encourage PSRC to more explicitly include this strategy in the toolbox as an engineering strategy (Crash Modification Factor (CMF): 0.56). While we understand the nature of speed reduction as a policy issue, it is also appropriate to include it as an engineering strategy as Appropriate Speed Limits for All Road Users is a recognized Federal Highway Administration (FHWA) Proven Safety Countermeasure.</p> <p>Finally, SDOT encourages PSRC to more explicitly include arterial traffic calming strategies to address speeding, which is a leading cause of high severity crashes. SDOT has prioritized an Arterial Traffic Calming program as a part of its Vision Zero efforts. We have seen success with our utilized strategies, including speed cushions (CMF: 0.6).</p>	Include Aerial traffic calming strategies in options.	Implementation, Engineering/Infra.
City of Seattle, Department of Transportation			King County	Government	Direct Outreach	<p>How to Apply Strategies (pg. 71)</p> <p>The "How to Apply Strategies" section is helpful to contextualize the strategies toolbox. SDOT recommends that PSRC consider more explicitly following guidance from the 2024 Systemic Safety User Guide from the FHWA by utilizing their six-step approach to safety management.</p>	Use 2024 Systemic Safety User Guide for implementation	Implementation
City of Seattle, Department of Transportation			King County	Government	Direct Outreach	<p>Implementation Pilot Project (pg. 79)</p> <p>SDOT is supportive of PSRC's proposed Quick-Build Fund to support local jurisdictions with demonstration projects. SDOT has been using quick-build methods as a tool to more rapidly construct safety improvements since beginning its Vision Zero Program in 2015. We found these installations to be effective ways to pilot and advance safety investments. We appreciate the opportunity to comment on PSRC's RSAP. We look forward to continuing to work as a partner with PSRC and as a resource in continued regional conversations and policy deliberations around safety.</p>	Support for Quick Build Fund,	Funding, Implementation

City of Shoreline, Public Works			Snohomish County	Government	Direct Outreach	Below is a non-comprehensive sample of countermeasures that don't have associated CMFs, and some commentary from my experience with each of them. It's also the case that some of the studies cited on other measures with CMF's are relatively low quality (like 2 stars...), and therefore even those may not be super sound foundations by which to base sweeping recommendations. I realize it is never any agency's intent to represent these types of countermeasures as one-size-fits-all however they often get utilized this way which can do more harm than good sometimes.	Use of countermeasures, data considered	Data
City of Shoreline, Public Works			Snohomish County	Government	Direct Outreach	There has been significant advocacy for use of floating transit islands in recent years, sometimes in situations where they are not necessary, or where other solutions may be more appropriate. Floating transit islands are relatively cost prohibitive (and contentious) in many circumstances, requiring purchase of private ROW given the additional width required. Often project budgets are so constrained that implementing this kind of solution comes at the expense of implementing other proven safety countermeasures or can result in shelving a project entirely.	Floating Transit Islands are overused	Engineering/Infra.
City of Shoreline, Public Works			Snohomish County	Government	Direct Outreach	This one is a bit nebulous and vague - what specifically defines a "quick build" project? One city's "quick build" is another city's major project. I think it's a little misleading to infer that implementing a ¼ mile long extruded curb, or adding medians/widening sidewalks is something any jurisdiction could "quickly" implement. Additionally, the types of ideas highlighted in this section seem somewhat random and limited. Perhaps this strategy could be more clearly organized into categories such as pavement markings, signs, and separation from vehicles. Under each of these categories there are many potential solutions depending on the context (very few are described in the draft plan). Also some additional qualitative characterization of solutions, such as relative cost range might be helpful for practitioners. For example (and this is purely illustrative): Pavement Markings Advance Stop Lines \$ Replacing Transverse Crosswalks with High Visibility Crosswalks \$\$ Marked Curb Bulbs (https://streetsillustrated.seattle.gov/urban-design/adaptive-design/intersection-treatments/) \$\$\$ Signs Daylight Intersections by Installing Signed Parking Restrictions \$ Restrict Parking to Reserve Shoulder Space for Pedestrians and Bicyclists \$\$ Separation Install Delineator Posts to Improve Separation Between Ped/Bike Facilities and Vehicle Traffic \$\$\$	Define Quick Build	Funding,Engineering/Infra.,Implementation
City of Shoreline, Public Works			Snohomish County	Government	Direct Outreach	I don't think any solution involving pavement/asphalt can really be considered "quick build" as this scope of work triggers ADA, which almost always requires more complex and costly engineering design and construction.	ADA impacts on Quick Build	Funding,Engineering/Infra.,Implementation
City of Shoreline, Public Works			Snohomish County	Government	Direct Outreach	This is one that I think really needs some further study/data associated to even promote as a safety countermeasure. Bike boxes are not well understood or utilized by non-confident riders in my experience. They also come with the inherent tradeoff of increased delay for ALL users, including (most importantly) bicyclists and pedestrians. The Highway Capacity Manual clearly states that at certain levels of delay, many pedestrians will choose to cross against the signal indication (a significant risk that should be closely examined), and I suspect bicyclists do the same. I think this dynamic needs to be very carefully considered before applying overly-restrictive signal treatments that significantly increase delay at intersections. This isn't to say that bike boxes are not a good design solution in certain contexts, they certainly are, but I don't think they deserve to be promoted as a countermeasure just yet. (I will note that I am very much a bicyclist, and an advocate for bike facilities – I don't want my comment to come across as car-centric as most of my trips are made on foot or bike).	Expand on Bike Boxes	Bike-Ped,Engineering/Infra.
City of Shoreline, Public Works			Snohomish County	Government	Direct Outreach	Not much to say here other than there isn't substantiating data to demonstrate this treatment provides a clear benefit, and this treatment is a significant cost burden over time for smaller jurisdictions who often don't have the in-house maintenance capabilities to do this type of work.	Certain treatments are cost-prohibitive	Engineering/Infra.
City of Tacoma			Pierce County	Government	Direct Outreach	The City of Tacoma supports the goals and strategies outlined in the draft Regional Safety Action Plan. We particularly commend the plan's focus on self-enforcing road design, providing strategies based on crash types, and using the High-Injury Network (HIN) map to create connections between jurisdictions—encouraging collaboration on corridors that cross boundaries. We are also very interested in the Implementation Pilot Project and appreciate PSRC's efforts to support local jurisdictions in installing low-cost solutions while working toward larger, more complex improvements.	Use of HIN, interest in Implementation pilot project, pushing low-cost solutions	Data,Implementation,Funding
City of Tacoma			Pierce County	Government	Direct Outreach	Align the Plan/its information with the recently completed Washington Target Zero Plan by incorporating Safer Land Use into the Safe System Approach.	Land Use not included	Formatting,Data
City of Tacoma			Pierce County	Government	Direct Outreach	Strengthen the discussion on how mode shift opportunities can effectively reduce exposure to traffic risks.	Mode Shift Opportunities	Public Transit & Health
City of Tacoma			Pierce County	Government	Direct Outreach	Emphasize and provide clear examples of arterial traffic calming strategies as key countermeasures in the safety toolbox.	Arterial Traffic Calming Strategies	Engineering/Infra.
City of Tacoma			Pierce County	Government	Direct Outreach	Clarify why Areas of Lower Income would have different—often fewer—countermeasures, given that urban multilane roads and rural roads, both of which have identified countermeasures, are also present in these areas.	Fewer countermeasures are designated for equity areas	Data,Equity
City of Tacoma			Pierce County	Government	Direct Outreach	Align with best practices and the approach taken by many cities by reducing the crash analysis period from eight years to five years.	Reduce crash analysis period	Data,Implementation
City of Tacoma			Pierce County	Government	Direct Outreach	Specify if and how PSRC intends to acknowledge and defer to local plans when local data differs from regional data, particularly in project selection.	Use of data and preference when PSRC HIN data differs from local data	Data
City of Tacoma			Pierce County	Government	Direct Outreach	Additionally, we have questions about the methodology used to create the Pedestrian and Bicycle High Injury Network map (page 24). Specifically, while N. 26th Street is identified, Portland Avenue—a principal arterial with twice the number of pedestrian and bicycle crashes—is not. We would appreciate further discussion on these discrepancies so the PSRC plan effectively identifies and supports Tacoma's safety needs or a commitment that local Vision Zero Plans will be recognized as an equal (or greater) factor during project selection when data and equity considerations are met.	Selection of routes for HIN,	Data,Bike-Ped

City of Tacoma			Pierce County	Government	Direct Outreach	The PSRC Regional Safety Action Plan should serve as a regional framework for addressing equity at a broad scale while continuing to recognize the unique characteristics of each city's High Injury Network, High-Risk Network, and locally identified safety priorities. Cities like Tacoma have a deep understanding of their specific safety challenges and needs, making it critical that PSRC respects and integrates these existing local plans. For example, Tacoma's Vision Zero Action Plan goes beyond a High-Injury Network by incorporating a High-Risk Network to better address safety concerns. We appreciate the statement on page 77 that regional strategies should complement local safety initiatives. This allows for a more effective and targeted approach to reducing traffic-related injuries and fatalities.	Lack of equity inclusion in HIN	Data,Equity
City of Tacoma			Pierce County	Government	Direct Outreach	As the PSRC Regional Safety Action Plan moves forward, we encourage pinpointed engagement with local jurisdictions to support its successful implementation. Tacoma is committed to working collaboratively with local and regional partners to advance the shared goal of eliminating traffic-related fatalities and serious injuries.	Engagement with local jurisdictions	Implementation,Process & Engagement
Driver's Edge Driving School			Kitsap County	Organization	Direct Outreach	Could the near-doubling of traffic deaths since 2010 be linked to government incentives encouraging automakers to produce larger passenger vehicles to bypass emissions and CAFE standards? These policies have driven up the average Gross Vehicle Weight, resulting in increased impact forces, longer stopping distances, and reduced driver visibility—all factors contributing to higher fatality rates. Additionally, the increased average GVWR of electric vehicles, due to their heavy batteries, may further exacerbate these trends and potentially add to the rising fatality rate	Vehicle type and vehicle weight	Data
Jonathan Blubaugh	Jonathan	Blubaugh		Individual	Direct Outreach	No more roundabouts, traffic circles, or speed bumps.		Engineering/Infra.
King County			King County	Government	Direct Outreach	1. Page 32: a. Frequent transit stations are defined as clusters of stations that have at least four transit trips per hour. i. Define "clusters of stations". Seems to suggest a collection of points but is referring to an area. Is a "frequent station" only identified if it is in proximity to multiple "frequent stations" (ie cluster). How are the "frequent transit station areas" drawn – are they a 1/4 walking distance, geographic buffer, etc? ii. Please provide more clarification on the how frequent transit stations are defined. b. From 2016 to 2023, there were roughly 106 people walking or biking in frequent transit station areas per square mile that suffered a serious injury or fatality as compared to less than three overall in the region's urban areas. i. The usage of "per square mile" usage hard to follow, though important for comparison. Consider providing clear terminology that conveys the message. c. Clarify what is meant by "In areas near frequent transit station areas". i. "In areas near frequent transit stations" or "In frequent transit station areas" d. Clarify text the text that states "roughly 15 people walking or biking died per square mile, in comparison to the much lower ratio of one person every two square miles that died in a crash in the region's urban areas (excluding frequent transit station areas)". i. This language suggest: People walking or biking in frequent transit areas experienced a deadly crash at a rate nearly 30 times greater than people walking or biking in the region's urban areas outside of frequent transit areas.	Clarity on definitions	Formatting
King County			King County	Government	Direct Outreach	2. Page 46 & 53: a. Design / Engineering Strategies to Address... i. Consider adding "Curbside Transit Lanes". Reduces traffic volumes in lane closest to bicycle and pedestrian environments. Increases predictability of general traffic at intersections (eg bus only besides right-hand turns). Encourages transit use (safest mode?).	Curbside Transit Lanes	Engineering/Infra.
King County			King County	Government	Direct Outreach	3. Page 49, 55, 61, 66, & 69: a. Planning, Policy, and Program Strategies to Address... i. Consider adding Transportation Demand Management. While many of these strategies feed into TDM it is important to call out specifically (IMO). Fewer people driving, fewer crashes. ii. Educational programs to help individuals understand how to use mixed use spaces and new design interventions.	Education programs for integration of TDM	Implementation
King County			King County	Government	Direct Outreach	4. Page 49: a. Consistent Transit Treatments i. Achieving far-side stops throughout the entire system is not an achievable goal given the competing needs of ROW. It can be pursued but educational resources on how to use properly use stops with a variety of design elements is another key piece.	Far-side stops, education resources to support implemenation	Implementation
King County			King County	Government	Direct Outreach	5. Page 49: a. Improve Lighting i. Discuss importance of bus shelter lighting. Illuminates shelter, pedestrians, and surrounding infrastructure improving visibility for drivers and transit operators.	Bus Shelter Lighting, Visibility for Driver	Engineering/Infra.
King County			King County	Government	Direct Outreach	6. Page 50: a. Low-Cost, Quick-Build Strategies o Potentially mention Zicla bus bulbs/transit islands.	Bus Bulbs and Transit Islands	Engineering/Infra.
King County			King County	Government	Direct Outreach	7. How are ADA standards and how transit/multimodal projects need to consider these requirements included in the draft plan. With transit design, ADA is a major concern with overall treatments, and it should be emphasized that transit stops are also required to meet current ADA standards. When more modes are introduced on a corridor, that typically leads to conflicts to meet ADA requirements. The impacts of topography, roadway width, depth of landing pads, and other design constraints should be noted.	Integration of ADA standards	Engineering/Infra.,Equity

King County			King County	Government	Direct Outreach	<p>8. For the proposed strategies consider also including in the description some of the challenges with implementing the various strategies. For example: Floating Transit Islands</p> <p>a. Floating islands can typically have a bike lane between the island and sidewalk. This could create sight lines/conflicts for pedestrians crossing, especially if there are amenities or topography.</p> <p>b. Floating Transit Islands have their benefits but require a lot of roadway real estate. Designs are dependent on the availability of curb to curb and right of way.</p> <p>c. ADA for a floating island. An island will need to have a pathway for passengers to access the pedestrian access route to/from the platform when getting on/off the bus.</p>	Applicable use of floating islands	Engineering/Infra.
King County - Regional Public Health			King County	Government	Direct Outreach	<p>The four public health agencies in the Puget Sound routinely coordinate as a regional system to address health threats to our communities, increase access to quality health care, and promote healthy community conditions where all people can achieve optimal well-being. Representatives from Puget Sound regional health agencies also coordinate to advance public health priorities, concerns, and ambitions through participation on the Growth Management and Transportation Policy Boards, as well as several PSRC committees. Given the recent increases in fatalities and serious injuries, the public health agencies consider safety improvements in the transportation system to be a regional health priority. We are appreciative of the work completed on the draft Regional Safety Action Plan (RSAP), and support many of the recommendations. We concur on several important opportunities to strengthen the plan's value to our communities, including:</p>	Role of public health in prioritizing safety	Public Transit & Health
King County - Regional Public Health			King County	Government	Direct Outreach	<p>1. Establish a technical workgroup on safety countermeasure monitoring and evaluation to guide and support evidence development and provide place-based decision support; convene and staff this standing working group with expertise in capital project design and implementation, safe system evaluation (to include a Safe Land Use element); ADA attainment for rights of way to establish countermeasure reporting standards that posit actions and outcomes over space and time to build associations.</p>	Ongoing monitoring and evaluation during implementation via a technical working group	Implementation
King County - Regional Public Health			King County	Government	Direct Outreach	<p>2. Build a comprehensive, multifaceted, place-based development evaluation framework to support shared learning about associations of countermeasure deployment (by time and place) and harm occurrence trends and patterns. Elements might include:</p> <ul style="list-style-type: none"> • Establish countermeasure reporting standards and facilitate ongoing accounting of countermeasure deployments for jurisdictions and transit service agencies. • Establish standard measures of actions and interventions and evaluate their effects on fatalities and serious injuries over space and time using spatial epidemiology standards to understand pathways of harm and countermeasure effectiveness. • Vet and consider regional applicability of emerging streetscape and system interventions by reviewing evidence-based and establishing monitoring protocols 	Develop Standard Measures of Actions	Implementation
King County - Regional Public Health			King County	Government	Direct Outreach	<p>3. Elevate the value of content in Americans with Disabilities Act (ADA) Transition Plans for Right of Way and center these improvements as the highest-value interventions to address gaps in access where needs are greatest. The work of ADA compliance in streetscape environments is being overlooked and underfunded and must be elevated in the RSAP. These interventions have the strongest co-benefits toward equity, safety, climate, and transit access outcomes.</p>	ADA compliance and integration into plan	Implementation,Equity
King County - Regional Public Health			King County	Government	Direct Outreach	<p>4. Address impairment discrepancies. According to data reported by the Washington Traffic Safety Commission, impairment involvement in fatal crashes in King County, for example, increased from 59% (2014-2018) to 65% over the same period of time (2019 to 2023). However, the State of Safety report notes impairment related to only 22-24% of fatal crashes. While the data dashboards provided by WTSC do not account for serious injury crashes, the fatal crash impairment data is derived from toxicology reports. In contrast, WSDOT crash data does not include all toxicology reporting. We suggest acknowledging this data reporting/limitation in the plan. Impaired driving is the leading cause of traffic fatalities and injuries in King County. It is concerning to underrepresent the actual impairment involved in fatal and serious injury crashes; if the impairment is discounted, then solution highlights may represent a missed opportunity to affect cause compared to others under the Safe System Approach.</p>	Driver Impairment	Driver Awareness
King County - Regional Public Health			King County	Government	Direct Outreach	<p>5. Integrate local and municipal data. The RSAP acts as an umbrella for local 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 today and potential solutions in 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 a section on locally established HIN corridors in its mapping of regional HIN corridors.</p>	Use of local data	Data
King County - Regional Public Health			King County	Government	Direct Outreach	<p>6. Strengthen the description of the role of agencies with direct jurisdiction over the roadway. The report does not clearly convey that jurisdictions may use more localized data, analytical methodology, and site-specific engineering judgment to assess road networks.</p>	Strengthen roles and responsibilities, use of local data	Implementation,Data
King County - Regional Public Health			King County	Government	Direct Outreach	<p>7. Include 'motorcycles' in the crash types. In the past 10 years in the four-county region, we have witnessed 904 motorcyclist fatalities, roughly similar to pedestrian fatalities (1,112). Pedestrians are mostly killed in winter and motorcyclists in summer, and this distinct seasonal peak can be addressed in the application of countermeasures.</p>	Include Motorcycles in data	Data

King County - Regional Public Health			King County	Government	Direct Outreach	<p>8. Create a list of prioritized, preventative strategies for reducing fatal and serious injury crashes on all roads in PSRC-related jurisdictions that include at least:</p> <ul style="list-style-type: none"> • Reduce vehicle speeds and speed limits on arterials • Automated camera enforcement • Improve connections for people walking and rolling • Low-cost, quick-build strategies • Improve lighting • Consistent safety treatments across network • Reduce vehicle-miles-traveled 	Prioritize strategies during implementation	Implementation
King County Department of Local Services			King County	Government	Direct Outreach	<p>1. Neither the text nor graphics present information clearly or effectively. For example:</p> <p>Charts do not include titles, indicate what years are represented, include a y-axis, etc. The plan uses pie charts, which are not effective at conveying data (see here) and also lack the elements listed above. Tables are not clear. Example Table 2-4. Deaths & All Injuries per 100k people compared to the PSRC Region would be more informative if it showed the rates for each rural and region to compare, rather than the rates relative to the regional average.</p> <p>The writing is difficult to read: Text uses long sentences with multiple clauses. Example: "In areas near frequent transit station areas, roughly 15 people walking or biking died per square mile, in comparison to the much lower ratio of one person every two square miles that died in a crash in the region's urban areas (excluding frequent transit station areas), shown in Table 2-6." (p.32)</p> <p>Short, strong statements are needed to summarize the main points without reporting data. For example, on p. 31 the summary should be "Crashes on rural highways are more likely to be fatal than crashes in urban areas".</p> <p>Plan should report Crash Reduction Factor because it is more intuitive for lay public than Crash Modification Factors. The Crash Reduction Factor can be reported more simply as "Countermeasure X is expected to reduce [Y-type] crashes by Z%."</p> <p>"Frequent Transit Stations" is a misleading term because it includes bus stops.</p> <p>The Deaths by Vehicle Types narrative discusses SUVs, but the subsequent charts do not include SUVs or indicate which category they are included in.</p> <p>The plan does not consistently use people-first modal language. For example "Figure 2-2. Comparison of Traffic-Related Pedestrian and Bicycle Injury Severity..." should be "pedestrian and bicyclist".</p>	Difficult to understand charts and data. Charts do not include all vehicle types (i.e. SUVs),	Formatting
King County Department of Local Services			King County	Government	Direct Outreach	<p>2. Photographs do not convey the report findings. For example:</p> <p>The plan says that rural areas have twice as many deaths per capita, but the entire report includes only one or two photos of rural highways and no photos of rural arterials. These photos are not included until a third of the way into the report. (p. 34).</p> <p>The plan includes many photos of facilities that are not addressed by the analysis, including recreational trails and railroad bridges (ex., p.ii, i.v., 40, 44, 70, 75).</p>	Figures, Photos do not correlate to the findings	Formatting
King County Department of Local Services			King County	Government	Direct Outreach	<p>3. Equity is under-addressed. For example, the narrative reports that tracts with high equity concerns have a 70% higher rate of deaths and serious injuries, but no photograph, call out, graphic or other visual element is included to draw attention to the finding.</p>	Lack of focus on equity	Equity,Data
King County Department of Local Services			King County	Government	Direct Outreach	<p>4. The PSRC, its role, and its levers of change are not clearly described. The plan needs a section that explicitly describes who the PSRC is, what it does, and how it can and can't affect traffic safety. The bulk of the document describes what asset management agencies could do, but does not identify what PSRC could or will do. For example, the regionally significant network is described as the "PSRC network" as shorthand for the regionally significant road network, which gives the misleading impression that PSRC owns any assets or exerts any direct control over the road network.</p>	Better describe role of PSRC during implementation	Formatting,Implementation
King County Department of Local Services			King County	Government	Direct Outreach	<p>5. The role of asset management agencies is not clearly described. The plan should highlight that the HIN and high collision locations are useful to provide a high-level regional perspective, but that each asset-management agency may use alternate data, methodology, and engineering judgment to identify and prioritize locations for improvements. Further, it should be noted that some of the identified locations may already have been addressed since the crash occurred.</p>	Better describe role of regional agencies, use of HIN as sole source of data is too limiting, data is often out of date.	Data
King County Department of Local Services			King County	Government	Direct Outreach	<p>6. The discussion of land use omits the importance of annexing urban unincorporated areas so that they can receive the level of investment needed to improve traffic safety.</p>	Land Use, and role of unincorporated lands	Data,Formatting
King County Department of Local Services			King County	Government	Direct Outreach	<p>a) SEVERITY It is not clear why the severity data is aggregated as it is for reporting (i.e., "deaths and all injuries", "deaths and serious injuries" and "deaths", instead of just reporting the components separately (i.e. "minor injuries", "serious injuries" and "deaths").</p> <p>b) COLLISION ANALYSIS and COUNTERMEASURES</p> <p>WA State Target Zero Plan consolidates road departure and lane departure.</p> <p>It is unclear how countermeasures were identified for low-income areas, or why quick-build projects wouldn't help transit areas.</p> <p>Speed cameras are required to assess equity impacts, not strongly encouraged to do so. Not all speed camera requirements – such as approval by a local legislative body – are included. P. 58.</p> <p>The plan reports a CMF >1 for median barriers – meaning they increase crashes. This should be addressed in the text or footnote.</p> <p>Several policy countermeasures appear to actually be engineering measures.</p> <p>c) RATES The plan needs to be clearer when referencing "rates". Typically, "rate" seems to refer to the number of collisions compared to the population of the census tract where the crash occurred, but in other cases refers to the number of crashes compared to miles of roadway. It is not always clear which is being referred to. It's not clear whether exposure rate – crashes compared to the number of vehicle miles traveled or amount of pedestrian trips is ever considered – and the limitations of not using VMT should be discussed. Examples:</p> <p>"People living on Tribal lands experience serious injury or fatal crashes more than double the crash severity</p>	Use of certain type of data, classifications, and terms is confusing and incomplete	Data,Formatting

						<p>8. Strategies Toolbox—particularly “How to Apply Strategies”—has limited utility for local agencies. The intended audience and use of this section are unclear—the level of detail in the toolbox is too detailed for a lay audience and not technical enough for a technical audience. The “How to Apply Strategies” section speaks directly to asset owners/traffic engineers, but these professionals already have established processes to evaluate and address crashes. The section would be more readable if the countermeasure descriptions are not repeated, the technical information is moved to footnotes or an appendix reference, and the “how to apply strategies section” is removed.</p> <p>The use of strategies to proactively and systematically reduce collision risk at non-high collision locations is not discussed. It is unclear to a lay reader how to estimate the crash reduction if multiple countermeasures or collision factors are present. (P. 72)</p>	Clarify audience for or remove “how to apply” section. Simplify, and do not repeat, countermeasures in this section. Data is confusing, lack of focus on reducing collisions at non-high collision locations.	Formatting,Data
King County Department of Local Services			King County	Government	Direct Outreach			
						<p>9. PSRC should make recommendations to its boards on how the RSAP and HIN should inform future project selection to ensure that safety is a key element of funding decisions but that inclusion on the HIN does not displace local-level assessments of safety, appropriate countermeasures, or other sources of accepted standards. Other sources of standards should be listed in the plan itself.</p>	Prioritizing Safety during implementation, Use of HIN in applications for PSRC funding, Local jurisdictions should have flexibility to go beyond or separate from HIN in their sources.	Data,Implementation
King County Department of Local Services			King County	Government	Direct Outreach			
						<p>The crash data from Washington State Department of Transportation (WSDOT) paints a grim picture of rising serious injuries and fatalities on our streets. I appreciate that this plan is grounded in data highlighting that the most dangerous roads in our cities are multilane arterials, where the design of the road encourages higher speeds and longer crossings. The impact of the traffic safety crisis does not impact all populations equally; with greater harm coming to people who are low-income, elderly, and people of color. It will take a multifaceted approach to solving this crisis, and the Regional Safety Action Plan provides that framework for local jurisdictions to be a part of the solution. Broad adoption of a safe systems approach is the direction that we want to see move forward. Thank you for making that a centerpiece of this plan.</p> <p>In Redmond, our City Council has expressed strong support for designing safer streets by slowing speeds, making pedestrian safety improvements, and expanding its network of protected bike lanes. Having clear guidance and a menu of options for local jurisdictions to utilize makes this work achievable and context-sensitive.</p> <p>While Redmond is doing great work in improving safety, we know that people are traveling across jurisdictional boundaries everyday. It takes coordination and continuity across all cities and towns in the region to implement safer road design. We know that this is the beginning of a long process of retrofitting dangerous arterials in order to achieve our shared Vision Zero goals of eliminating traffic fatalities and serious injuries. Thank you for your leadership in developing a fantastic menu of options for local planners to utilize in building safer streets for all.</p>	Rising Traffic Fatalities, Disproportionate Impact on Low Income, Collaboration from Regional Partners during Implementation	Equity,Implementation
Move Redmond			King County	Organization	Direct Outreach			
						<p>As you are aware, Washington state, and particularly Snohomish County, is a leader in international commerce, regional trade, and freight transport. The Port of Everett is the third largest container port in the state, and exports on average \$21 billion worth of cargo. This cargo comes and goes through the Port via marine vessels, truck and trailer, and rail, and includes heavy hauls, over-dimensional cargoes, and more. This economic portfolio diversifies and enriches the local economy. Success in trade and manufacturing requires the need for transportation and land use planners to be aware of local and regionally recognized distinct freight corridors that allow for the transport of cargo safely, efficiently, and without conflict with pedestrian uses.</p>	N/A	
Port of Everett			Snohomish County	Government	Direct Outreach			
						<p>The Port urges PSRC to recognize this important need for the Plan and ensure that designated freight corridors are recognized and maintained for their unique and regionally significant purpose. Any improvements for pedestrian, bicycle, and vehicular traffic should be made with consideration of designated freight corridors in mind. If improvements for alternative forms of transportation are proposed for established freight corridors, they should be planned to accommodate freight traffic, not impact it. If these improvements must occur on designated freight corridors, safety should be paramount, and these improvements should provide distinct physical barriers to separate pedestrians and bicyclists from freight traffic.</p>	Call out Freight Corridors in the data, understanding importance of freight in discussion with bike, pedestrian improvements	Data,Bike-Ped
Port of Everett			Snohomish County	Government	Direct Outreach			
						<p>Ideally, bicycle routes would not be located at all on designated freight corridors but instead be routed on lower impact side streets.</p>	Location of bicycle routes should not interfere with freight	Bike-Ped,Implementation
Port of Everett			Snohomish County	Government	Direct Outreach			
						<p>The Port recognizes that safety improvements for alternative forms of transportation are a benefit to the greater good, but emphasizes the need to not allow those improvements to take place at the expense of maintaining safe and vital freight corridors.</p>	Freight corridors	Implementation
Port of Everett			Snohomish County	Government	Direct Outreach			

					<p>Thank you for the opportunity to provide comments on the draft Regional Safety Action Plan (RSAP). This letter represents the shared perspective of the Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma. Our programs touch the lives of Puget Sound residents in numerous ways, ranging from economic engines as the state's largest airport and seaport cargo terminals to quality of life through our travel and recreation facilities. Safety is an integral part of all that we do.</p> <p>Our mission is to create family-wage jobs by advancing trade and commerce, promoting manufacturing and maritime growth, and stimulating economic development that is equitable, safe, and environmentally responsible. The Growth Management Act designated our facilities as essential public facilities, the Port of Tacoma, Port of Seattle, and the Seattle-Tacoma International Airport. Our ports are statewide assets, serving as gateways for goods, travelers, tourism, and industry. These facilities have developed over decades with significant public investment, and unique interactions among existing land uses and critical transportation infrastructure.</p> <p>Safety in our transportation system is integral and a priority for all who work at the Ports, our maritime cargo terminals, and of course for truckers that serve our terminals. It's especially critical as drivers interact with other users in the Manufacturing & Industrial Centers (MICs), including transit, cars, motorcycles, cyclists and pedestrians.</p> <p>We applaud PSRC for developing this regional toolbox to complement the work of individual jurisdictions and for taking an honest inventory of the situation and areas of potential improvement. It is a thorough, readable and practical assessment, developed through a data-driven analysis and significant stakeholder engagement, which provides many tools and strategies for key emphasis areas, and directions on how to apply them. The Implementation and Next Steps recommends integration with local plans, monitoring as well as tracking and plan updates.</p>			
Port of Seattle, The Northwest Seaport Alliance Port of Tacoma			King County	Government	Direct Outreach		Process & Engagement	
						<p>However, we have one concern: the RSAP does not provide unique strategies the MICs, where strategies should be tailored recognizing the industrial land uses and higher percentages of trucks than on roads in Urban Centers or Urban Villages. While the RSAP acknowledges land use as the foundation shaping our transportation system, this plan specifically and deliberately defines freight and rail as "outside the scope" of the current plan. Page 16 recognizes that "motorcycles and heavy vehicles (e.g. trucks and tractor-trailers) had more severe outcomes for people involved ... However, they represent a small proportion of total traffic-related deaths and serious injuries." The pie charts in Figure 2-3 show heavy vehicles involvement is 8-9% of the deaths by vehicle type. We believe this proportion warrants specific strategies and tools for truck (and rail crossings) treatments in the RSAP. In order for its safety solutions to be effective, as well as support the transportation system, this plan should include additional solutions for all the region's land use typologies when recommending street improvements. If the RSAP does not address safety around heavy trucks, this could diminish both opportunities for transportation safety grants in industrial areas and reduce visibility in future regional policy development.</p>	Role of Industrial lands in countermeasures, role of freight, role of MICs, heavy trucks	Data,Formatting
Port of Seattle, The Northwest Seaport Alliance Port of Tacoma			King County	Government	Direct Outreach			
						<p>Arterials in industrial areas need to be designed to accommodate the higher proportion of heavy trucks (and rail crossings). Safety projects on these roads will need to suit realistic design vehicles and acknowledge that increased truck congestion will result in negative economic and environmental impacts. We recommend the following changes to better address this gap:</p> <ul style="list-style-type: none"> -Incorporate land use into the strategy tables by indicating what strategies are more compatible with improving safety while maintaining efficiency on roads with a significant truck share. -Acknowledgement that some roads are essential to freight and industry. On these roads, the priority may need to be on removing the conflict between modes by prioritizing alternate routes or separated pathways. This is consistent with the safe system approach as removal of a conflict between modes is a Tier One approach under FHWA's Safe System Roadway Design Hierarchy. -Add a section in the body report discussing the unique safety considerations of large and heavy commercial vehicles. These include driver's blind spots that are larger than on passenger vehicles, as well as trucks' larger turning radii, requiring using multiple lanes on some urban streets. Unique counter measures include truck aprons, maintaining sufficient lane widths, driveway-crossing treatments to raise awareness of truck access, etc. -Recognize that light rail extensions through the MICs will increase potential for conflict between industrial and non-industrial users, at the same time as the demand for housing results for increased pressure to add residential uses in the vicinity of industrial areas and along roads that are major truck streets. 	Incorporating land use into data and countermeasures	Data,Implementation
Port of Seattle, The Northwest Seaport Alliance Port of Tacoma			King County	Government	Direct Outreach			
						<p>As noted above, safety is integral in our operations. The NWSA and ports have worked to contribute to safety in MICs, for example by holding a 2023 Bicycle/Truck "Road-ee" with the city of Seattle and community organizations (video available here) and developing a "Safety First" set of guiding principles and best practices for bicycle and pedestrian safety on truck streets (available via email). As Light Rail system extends to Tacoma, Ballard and West Seattle, our MIC truck streets and rail crossings must be enhanced to be safe for transit, bicycle and pedestrians, while serving for the future port and industrial needs they were developed to serve.</p> <p>We appreciate the PSRC development of this Regional Safety Action Plan and hope to see strategies for safety in all the region and its diverse land uses included in the final document, as well as in</p>		Process & Engagement
Port of Seattle, The Northwest Seaport Alliance Port of Tacoma			King County	Government	Direct Outreach			
						<p>1. Did it occur to anybody that maybe the reason that accidents and deaths have been going up in recent years is because there has been a push to get people to walk and ride bikes????????????? Hmmm. Deaths and accidents were not as much when people figured out their own means of transportation--driving, carpooling, normal transit. But since the push for people to ride bikes started--making them ride along side TRAFFIC, deaths and injuries have gone up! Almost like a sign that it was a bad idea.</p> <p>As for people walking, I see so many people walking and using their phones--scrolling, texting, talking. I've heard insurance companies report that people experience so many accidents because when they walk, THEY ARE NOT PAYING ATTENTION. I've seen people walk into the street without even checking traffic before they cross.</p> <p>I believe that bike and pedestrian accidents are less due to automobiles than they are due to the push to get people to bike and walk.</p>	Role of bikes and peds in causing accidents	Driver Awareness,Bike-Ped
Valerie King	Valerie	King	King County	Individual	Direct Outreach			

Valerie King	Valerie	King	King County	Individual	<p>astronomical in Frequent Transit Station Areas TELLS ME: TRANSIT IS NOT SAFE! You keep trying to make people ride transit--you spend BILLIONS of our dollars on STUPID RAPID TRANSIT--and your stats show it's the most dangerous form of transportation! Me, and a lot of people like me, are NEVER going to ride transit! I, for one, get motion sickness on transit, so I will NEVER ride mass transit.</p> <p>QUIT WASTING MY MONEY and QUIT TRYING TO TAKE AWAY MY RIGHT TO DRIVE!</p> <p>You who want to banish cars don't seem to realize:</p> <ol style="list-style-type: none"> 1. The elderly (or infirm) are not going to ride bikes, or walk. 2. The weather/temperature makes a difference how we travel. 3. The number of people we travel with makes a difference. Some people have CHILDREN, and children require traveling with more things--toys, diapers bags, food, etc. 4. Where we go makes a difference. If we have a long distance to go, a car is the best means of transportation. 5. What activity we will be doing makes a difference. If we're going to go shopping, especially grocery shopping, we will need a car to transport our goods home. 5. The number of stops we make, makes a difference. If we go to multiple places, we may need to take multiple things with us. We cannot pack everything on a bike, or in a backpack. We need a CAR. 6. The time of day we go out makes a difference. Similar to the above, if it's night, or if our daytime activity will carryover into the night, we are going to want to use a car to be safe in the dark. 7. Our occupation makes a difference. Sales people need to travel with their products! They cannot be taking mass transit or a bike. A party organizer will need to travel with party supplies. A political candidate travels with campaign signs and literature. Different occupations require tools of their trade. People travel with STUFF. <p>I don't know what makes you people think that everybody can ride mass transit, or bike, or walk. Look at the real world. Mass transit isn't the solution for everybody. STOP WASTING OUR MONEY, and all the</p>	Public transit is not safe, expand uses for vehicles.	Public Transit & Health
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