

A Strategy to Develop a King County Safety Action Plan

January 30, 2025



King County

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I. Executive Summary

Motion 16648 endorses the Safe System approach in King County to achieve the goal of zero traffic deaths and serious injuries. A Safe System approach is a human-centered framework that has the goal of zero road fatalities, achieved by strengthening a coordinated set of road safety protections to prevent crashes and minimize harm when crashes occur. The Motion requests that the King County Executive propose a strategy to develop a coordinated, multiagency safety action plan using the Safe System approach.

This report is grounded in the Safety System approach model that has been adopted by the Washington State Traffic Safety Commission and Washington State Department of Transportation. This version differs slightly from the national model in that it adds a Safer Land Use element, which is pertinent to Washington state policymaking. The report and related strategy acknowledge the importance of centering racial equity and social justice in traffic safety planning. The report outlines current Safety Action planning work taking place now at the state, regional, and local levels and proposes a planning strategy that bridges and incorporates Safety Action Plans at other jurisdictional levels.

Scope. The scope of the strategy to develop the King County Safety Action Plan includes key elements and paradigms to support all communities, with a specific emphasis on those inequitably impacted by traffic collisions, within King County. These elements include incorporating the Safe System approach, centering traffic safety planning in an equity approach with a focus on communities most impacted by collisions and incorporating safety planning currently going on in the region. The described strategy includes recommendations about how to support policy, identify low cost and high impact roadway programs, support built environment development for safety, identify and address interjurisdictional roadways, create consistency across jurisdictions, support road user education, promote a positive culture framework, and incorporate community engagement. The strategy would fill gaps in planning within King County, focusing on communities most impacted and developing strategies that all partners and local jurisdictions can adopt to reduce fatalities and serious injuries. Creating a standard countywide Safety Action Plan is an opportunity to ensure traffic safety work is consistent, equity driven, collaborative, and connected across all local jurisdictional work. These are also key features of a Safe System approach.

Budget. This report includes a budget estimate of \$2.4 million over two and a half years. The budget estimate is based on expert knowledge of the motion workgroup, local partners, finance estimates, and previous federal funding allocations. Public Health – Seattle & King County (Public Health), the Violence and Injury Prevention (VIP) Unit, and the King County Target Zero Traffic Safety Coalition would take the lead on managing the work of the creation of the King County Safety Action Plan and would release a request for proposals (RFP) to identify a contractor(s) to create this plan and engage community in the planning process.

The identified budget estimate is \$2,426,353 for all planning, community, engagement, departmental support, and equity evaluation over the 2.5-year period.

Timeline. This report outlines a 2.5 year timeline for creating the King County Safety Action Plan. The timeline incorporates pursuing federal U.S. Department of Transportation (USDOT) Safe Streets for All grant funding to support the Safety Action Plan creation. If USDOT grant funds are available in Spring

2025, the Target Zero Coalition would apply by September 2025. If federal funding is secured, work to select a contractor or contractors would begin in 2026, with contractor selection and the scope of work completed by late 2027. The King County Safety Action Plan could be adopted in early 2028. If desired, local funds could replace federal grant seeking and could use a similar timeline.

Resources. This report outlines additional resources needed to complete a King County Safety Action Plan. A key component of a successful planning process is a project team that is representative of all King County departments, local jurisdictions, community-based organizations, community members, and other partners with direct roles in implementing a King County Safety Action Plan. Funding to support ten departments in 12 hours of work per month for 18 months is included in the estimated budget at \$335,323. To ensure an equitable plan that reflects the needs of the community, the plan development must engage communities most affected by traffic collisions in this process, early and often, to ensure it is reflective of needs. The estimated budget includes \$22,000 for community stipends and \$63,000 for an equity consultant(s). The planning workgroup highlighted the importance of ensuring that the King County Safety Action Plan outlines the scope of next phase funding that would be required to implement the agreed upon strategies, and to identify potential funding sources. A demonstration project with a cost of \$400,000 is included in the estimated budget and subsequent implementation costs would need to be estimated by the end of the Safety Action Plan development phase.

Proposed date for King County to reach zero traffic deaths. This report identifies a 2050 timeframe to reach zero deaths and serious injuries on King County roads with a clear understanding that substantial strides are necessary to greatly reduce serious injuries and deaths by 2030. Both timeframes are aspirational, and would require immediate actions and on-going progress investments and reporting.

The Target Zero Traffic Safety Coalition and those involved in preparing this report believe that a Safe System approach that fits within complementary state, regional, city, and now county Safety Action Plans can make significant progress in reducing the current unacceptable and preventable levels of more than 150 fatalities and more than 900 serious injuries per year in King County.¹

The next step in developing a coordinated, multiagency King County Safety Action Plan using the Safe System approach is to pursue a federal grant through the USDOT Safe Streets and Roads for All grant program. Additionally, if fully funded, Public Health would recruit and hire a program manager to support the creation of the Safety Action Plan and request for proposal (RFP). At the same time, Public Health would select an equity consultant to support the planning process. During the planning phase additional funding should be estimated to implement the Safety Action Plan.

King County has experienced a tragic and preventable 100 percent increase in roadway fatalities² and a 58 percent increase in serious injuries³ over the last 10 years. The U.S. Department of Transportation adopted a National Roadway Safety Strategy that uses a Safe System approach in 2022. The Washington Traffic Safety Commission (WTSC) did so in 2024. Puget Sound Regional Council (PSRC) is actively incorporating the Safe System approach in its four-county region in its upcoming Regional Safety Action

¹ Washington Traffic Safety Commission, *Fatalities Dashboard*, <https://wtsc.wa.gov/dashboards/fatalities-dashboard/>, Accessed: October 2024

² Washington Traffic Safety Commission, *Fatalities Dashboard*, <https://wtsc.wa.gov/dashboards/fatalities-dashboard/>, Accessed: October 2024

³ Washington Department of Transportation, *Crash Data Portal*, <https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>, Accessed: November 2024

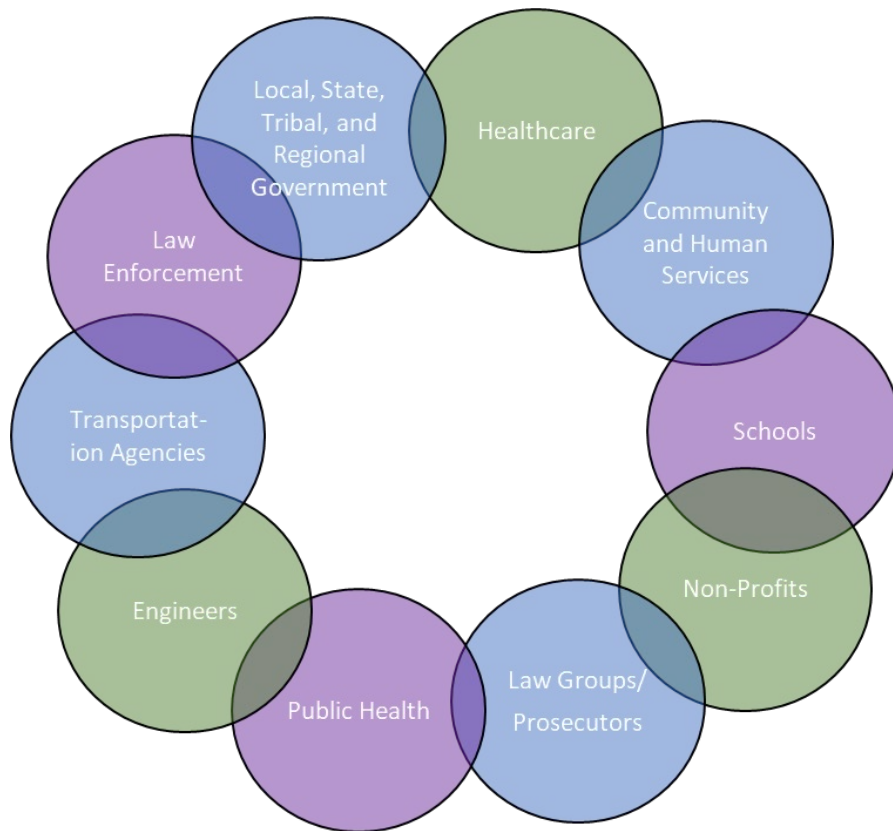
Plan, expected in 2025. Two cities within King County have a Safety Action Plan today and nine are in planning stages. King County's Safety Action Plan would fit within a set of strong and aligned planning frameworks. Working comprehensively, King County government has an important role to play in ensuring that roadway travel becomes much safer for everyone in the region.

II. Background

Department Overview: Public Health — Seattle & King County (Public Health) works to protect and improve the health and well-being of all people in King County.⁴ Public Health is one of the largest metropolitan health departments in the United States, with approximately 1,600 employees. The department serves 2.3 million people of King County who reside in urban, rural, shoreline, foothill, and mountain communities. Department functions are carried out through prevention and intervention programs, environmental health programs, community-oriented health care services, emergency medical services, correctional facility health services, preparedness programs, and community-based public health assessment and practices. Public Health provides data, reports, and other health-related information to the public and stakeholders. The King County Target Zero program sits within the Health Sciences Division and the Violence and Injury Prevention (VIP) Unit in Public Health. Program staff support the King County Target Zero Traffic Safety Coalition (Target Zero Coalition).⁵

Target Zero Coalition: The Target Zero Coalition was established in 1998 as a task force by Public Health to support traffic safety planning within King County. The coalition was launched with seed funding from the Washington Traffic Safety Commission (WTSC) and flexible state public health funding.

Figure 1: Target Zero Coalition Partner Agencies and Disciplines, 2024



⁴ Public Health – Seattle & King County, About Us, 2024, <https://kingcounty.gov/en/dept/dph/about-king-county/about-public-health/administration> Accessed: October 2024

⁵ King County Target Zero Coalition, <https://kingcountytargzero.com/> Accessed: October 2024

Since the late 1990s, the King County Target Zero Traffic Safety Coalition has convened representatives from law enforcement, public health, community and human services, liquor control, non-profits, traffic engineering, transportation agencies, and others. In recent years, the Coalition has expanded substantially to incorporate voices and perspectives from more partners and has worked to reflect the needs of the communities it serves.

The Target Zero Coalition uses many methods to promote road safety within the County. The program:

- Coordinates traffic safety planning and programming across the county under a community developed strategic plan using the pillars of the Safe System Approach-U.S. Department of Transportation (USDOT).⁶ The 2024-2027 strategic plan illustrates the federal to state to local collaboration efforts and funding utilization.⁷
- Carries out communications and education functions in multiple languages to promote positive traffic safety behavior using a positive culture framework.⁸
- Collects and analyzes data to support traffic safety programming.
- Supports public policy reviews and discussions to support traffic safety initiatives locally, regionally, statewide, and nationally.
- Installs signage along key roadways to support walker and roller safety.
- Uses innovated technology to provide drivers immediate feedback to drive focused, buckle up, and slow down.
- Coordinates high-visibility education and enforcement with 27 King County area law enforcement agencies and with community across the county to reduce impaired driving, distracted driving, speeding, unrestrained driving, and promote safety around motorcycles. This is done keeping an equity informed framework.⁹

Washington State Program: The Washington State Target Zero program is a statewide program administered through the WTSC, with the goal of reducing the number of serious injuries and fatalities, among those walking, rolling, driving, and traveling on Washington roadways, to zero by 2030.¹⁰ The King County Target Zero Coalition focuses on reducing traffic collisions and traffic-related injuries and fatalities in King County and supports the state's Strategic Highway Safety Plan: Target Zero¹¹ plan to eliminate traffic fatalities and injuries by the year 2030. The state program supports region-based programs in 17 regions.

⁶ U.S. Department of Transportation, *Safe System Approach*, <https://www.transportation.gov/NRSS/SafeSystem>. Accessed: October 2024

⁷ King County Target Zero Coalition, *King County Target Zero Strategic Plan 2024-2027*, October 2024, https://kingcountytargzero.com/wp-content/uploads/2024/12/FINAL_King-County-Traffic-Safety-Strategic-Plan_2024-2027.pdf

⁸ Montana State University, Center for Health & Safety Culture, *The Positive Culture Framework*, <https://chsculture.org/positive-culture-framework/> Accessed: October 2024

⁹ King County Target Zero Coalition, *King County Target Zero Strategic Plan 2024-2027*, October 2024, https://kingcountytargzero.com/wp-content/uploads/2024/12/FINAL_King-County-Traffic-Safety-Strategic-Plan_2024-2027.pdf

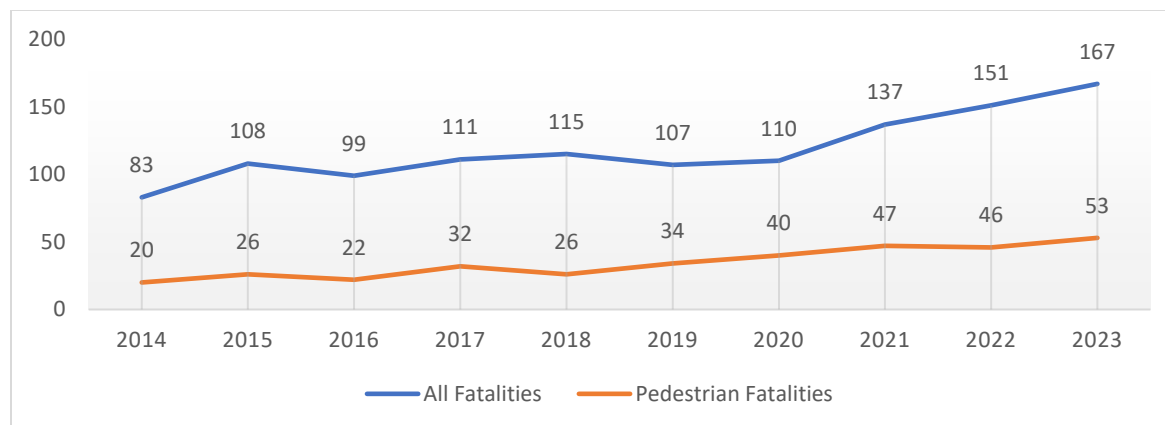
¹⁰ Washington Traffic Safety Commission, <https://wtsc.wa.gov/>. Accessed: October 2024

¹¹ Washington Traffic Safety Commission, *Strategic Highway Safety Plan: Target Zero*, <https://wtsc.wa.gov/targetzero-draft/>. Accessed: October 2024

Key Historical Context: Historical decisions and policies nationally and locally, such as interstate highway locations, redlining, segregation and disinvestment in economically disadvantaged communities and communities of color, particularly Black and American Indian/Alaskan Native communities, have led to stark differences in the outcomes and lived experiences of communities on many levels, including traffic and transportation safety.¹² Black and brown individuals nationally have been disproportionately affected by inequitable law enforcement throughout U.S. history, including traffic-related enforcement.¹³ In addition, traffic-related collisions have had disproportionate impacts on people who are experiencing housing insecurity.¹⁴ To begin to heal the wounds of these policies and to support a more equitable transportation and traffic safety system, the King County Safety Action Plan must center racial equity and social justice in its programs and policies to begin to systematically break down these practices and build a more safe and equitable community for everyone.

Key Current Conditions: In 2023, there were 167 fatalities due to motor-vehicle related collisions in King County, 53 of which involved pedestrians.¹⁵ This is a 100 percent increase in all motor-vehicle related fatal collisions and a 165 percent increase in pedestrian involved motor-vehicle related fatal collisions, since 2014.¹⁶ In addition, there were 924 serious injury crashes in 2023.¹⁷ In adopting the Safe System approach the King County Target Zero Coalition recognizes that all deaths and serious injuries on our roadways are unacceptable. Every individual that dies on our roadways is a person with family, friends, and colleagues who are impacted by their loss.

Figure 2: Traffic Fatalities in King County 2014-2023



¹² Communities Count, *Health Equity Timeline*, <https://www.communitiescount.org/health-equity-timeline>, Accessed: November 2024

¹³ CNN, *CBC lawmakers call on DOT to address racial inequity in traffic enforcement*, <https://www.cnn.com/2023/04/06/politics/lawmakers-dot-racial-inequity-traffic-enforcement/index.html>, Accessed: November 2024

¹⁴ US Department of Transportation Federal Highway Administration, *Promising Practices to Address Road Safety Among People Experiencing Homelessness*, <https://highways.dot.gov/safety/zero-deaths/promising-practices-address-road-safety-among-people-experiencing-homelessness>, Accessed: November 2024

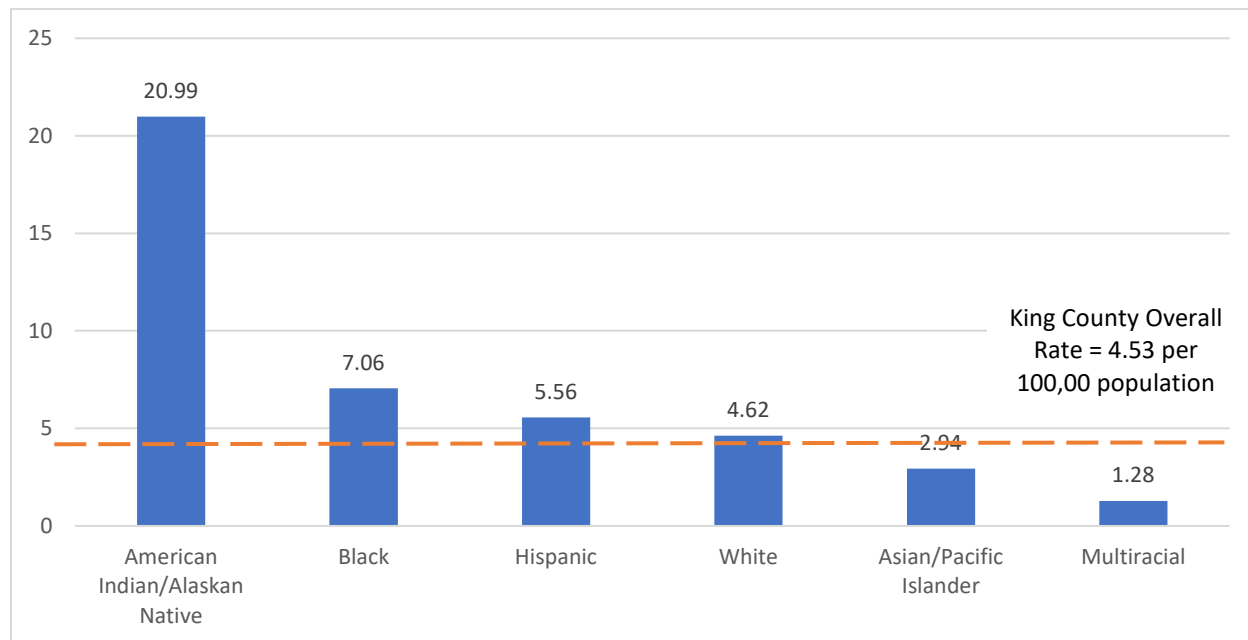
¹⁵ Washington Traffic Safety Commission, *Fatalities Dashboard*, <https://wtsc.wa.gov/dashboards/fatalities-dashboard/>, Accessed: October 2024

¹⁶ Washington Traffic Safety Commission, *Fatalities Dashboard*, <https://wtsc.wa.gov/dashboards/fatalities-dashboard/>, Accessed: October 2024

¹⁷ Washington Department of Transportation, *Crash Portal*, <https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>, Accessed: October 2024

The rate of traffic related fatalities in King County has also increased substantially from 3.87 per 100,000 in 2014 to 5.03 per 100,000 population in 2023.¹⁸ Of note is that 33 percent of fatalities were pedestrians, which is only slightly lower than the percent of fatalities who were drivers of a motor vehicle. Additionally, collisions involving males were over twice as likely to have fatal outcomes than those involving females. Younger drivers (ages 18-30 years) account for 27 percent of all fatalities. American Indian/Alaskan Native individuals are five times as likely, and Black individuals are 1.7 times as likely, to die in a fatal crash than the average for King County.¹⁹ See Figure 3.

Figure 3: King County 2019-2023* Traffic Fatalities Rate by Race/Ethnicity (per 100,000 population)



In King County, the estimated annual societal cost of traffic collisions is \$6.7 billion dollars per year (in 2024 dollars).²⁰ These costs show how the costs of traffic collisions impact the economy and underscore the need for robust and comprehensive planning efforts to reduce economic burdens and loss of life.

The top contributing factors and key groups impacted by fatal and serious injury collisions are listed in Figure 4. The biggest increase in contributing factors has been among poly-drug impairment (the presence of two or more substances).²¹ Additionally, fatalities among people walking and biking have

¹⁸ Washington Traffic Safety Commission, *Traffic Fatality Rates Dashboard*, <https://wtsc.wa.gov/dashboards/traffic-fatality-rates-dashboard/> Accessed: October 2024

¹⁹ Washington Traffic Safety Commission, *Traffic Fatality Rates Dashboard*, <https://wtsc.wa.gov/dashboards/traffic-fatality-rates-dashboard/> Accessed: October 2024

²⁰ Washington Department of Transportation, *Societal Cost Estimates (2023)*. Created: January 2024

²¹ Washington Traffic Safety Commission, *Driver Involved in Fatal Crashes in Washington*, <https://wtsc.wa.gov/dashboards/fatalities-dashboard/> Accessed: October 2024

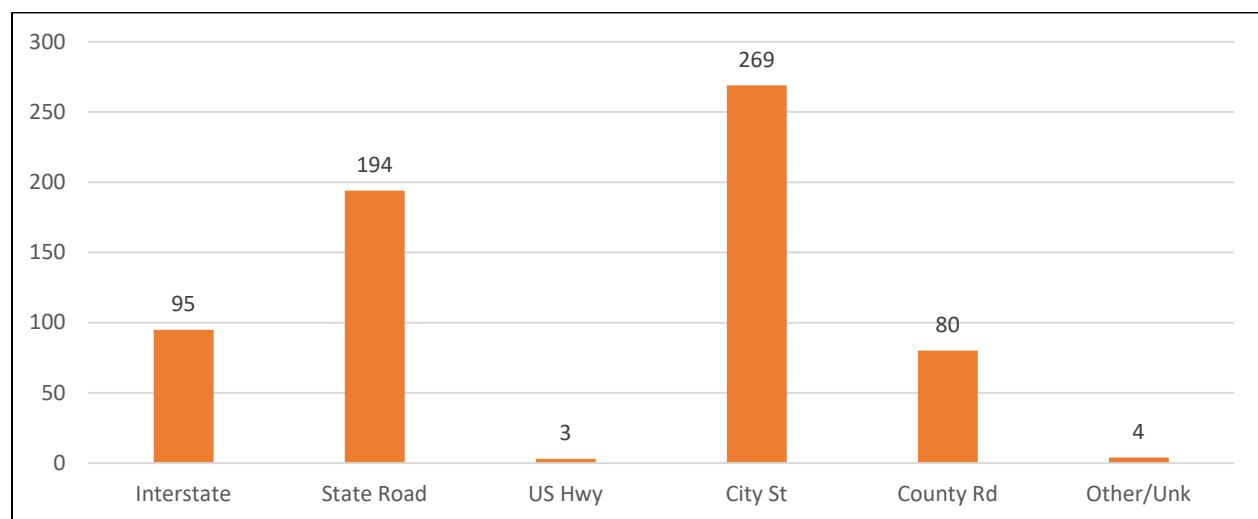
increased,²² with the biggest increase being among people walking. There also has been an increase in the number of fatalities among unrestrained occupants.²³

Figure 4: Top Five Contributing Factors/Key Groups Impacted by Fatalities and Serious Injury Crashes, King County 2023

| Ranking | Fatalities | Serious Injury Crashes |
|---------|--------------------------------------|----------------------------|
| 1 | Alcohol and/or Drug Impaired Drivers | Intersection Related |
| 2 | Walkers and Bicyclists | Young Drivers (16-25 yrs.) |
| 3 | Lane Departures | Lane Departures |
| 4 | Speeding Drivers | Distracted Drivers |
| 5 | Young Drivers (15-24yrs) | Speeding Drivers |

King County has a diversity of roadways and communities, including urban environments, rural areas, county, state, and interstate highways, parks, pedestrian and bicycle routes, and a variety of public transportation networks (bus, light rail, train, rideshare, etc.). The magnitude of traffic related injuries and fatalities are not the same across the various roadway types. Figure 5 shows that most fatal motor-vehicle related crashes occur on state roads, city streets, and county roads.²⁴ Fatalities per 100,000 people in rural areas are at least twice the fatalities in urban areas in the Puget Sound region.²⁵

Figure 5: Fatal Crashes on State Roads, City Streets and County Road, King County, WA, 2019-2023



²² Washington Traffic Safety Commission, *Fatalities Dashboard*, <https://wtsc.wa.gov/dashboards/fatalities-dashboard/> Accessed: October 2024

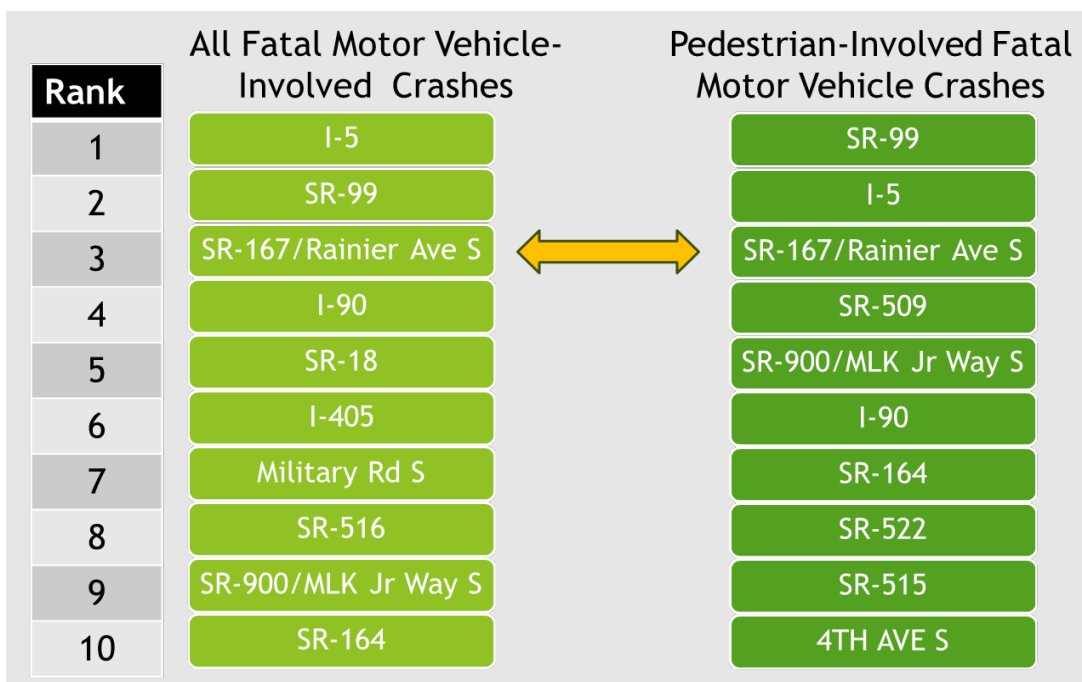
²³ Washington Traffic Safety Commission, *Fatalities Dashboard*, <https://wtsc.wa.gov/dashboards/fatalities-dashboard/> Accessed: October 2024

²⁴ Washington Traffic Safety Commission, *Fatalities Crashes Involving a Motor Vehicle Dashboard*, <https://wtsc.wa.gov/dashboards/fatalities-dashboard/> Accessed: October 2024

²⁵ Puget Sound Regional Council, *State of Safety in the Region*, [PSRC State of the Region Report \(September 2024\)](#) p18, Accessed: November 2024

In an analysis of top ten roadways with the most fatalities in King County there are similarities among where all fatal crashes are occurring, as well as those that involve a pedestrian (Figure 6).²⁶ Several other roadways routinely appear in the list of frequent crash locations and are also strong candidates for additional analyses to determine underlying causes and develop prevention measures to support the overall reduction in collisions, serious injuries, and fatalities.

Figure 6: Roadways with the greatest number of fatal collisions and pedestrian-involved fatal collisions, King County, 2019-2023



Current Regional Work Underway

Several local, regional, and state agencies are developing Safety Action Plans for traffic safety. Below is a summary of the most pertinent traffic safety and Safety Action Plans to be referenced, incorporated, and coordinated with a King County Safety Action Plan.

Puget Sound Regional Council Safety Action Plan

With a grant from the Federal DOT Safe Streets and Roads for All²⁷ program the PSRC is creating a four-county regional Safety Action Plan to include King, Pierce, Snohomish, and Kitsap counties.²⁸ PSRC received an initial \$800,000 for the plan development and they plan to use an additional \$200,000 for

²⁶ Washington Traffic Safety Commission Coded Crash Files, 2019-2023

²⁷ U.S. Department of Transportation, *Safe Streets and Roads for All Grant Program*, <https://www.transportation.gov/grants/SS4A> Accessed: October 2024

²⁸ Puget Sound Regional Council, *Regional Safety Action Plan*, <https://www.psrc.org/our-work/regional-safety-action-plan> Accessed: October 2024

additional targeted planning of highly impacted communities. PSRC expects to have their plan complete by May 2025.²⁹ Components of their planning process will include:

- Regional Safety Data System – High Injury Network & High-Risk Network
- Data-Drive State of the Region Report
- State of the Practice Review
- Local Jurisdiction Safety Plan/Policy Inventory
- Strategy Identification (December 2024)
- PSRC Regional Safety Action Plan (May 2025)

Data, resources, and prioritized strategies outlined in the PRSC Regional Safety Action Plan would be important factors in developing the King County Safety Action Plan.

King County Target Zero Strategic Plan

The King County Target Zero Traffic Safety Strategic Plan for 2024-2027 was created using an inclusive process of brainstorming, input, and feedback from traffic safety professionals and community partners in King County, Washington, and state agencies. The King County traffic safety Mission, Vision, and Values created in 2021³⁰ are reflected in the goals, objectives, key performance indicators, and proposed tactics of the 2024-2027 Strategic Plan. The King County Target Zero Strategic Plan includes strategies relevant to traffic safety on roadways throughout the county, including local streets, highways, urban, and rural areas, serving users of all modes. The strategic plan is available to guide the work of the King County Target Zero program and provide consistent principles that can be used by local jurisdictions and Coalition partners. This strategic plan seeks to support the connections between and across these networks and associated planning and traffic safety processes at the city, county, state, and federal levels including efforts associated with Vision Zero, Target Zero, Active Transportation, Equity and Social Justice, and many more. A final draft of this plan was completed and distributed to all regional partners in early November 2024.³¹ This planning work would be critical in developing regional strategies to support Safe System in the eventual King County Safety Action Plan.

Unincorporated King County Safety Action Plan

Through a grant from the Federal DOT Safe Streets and Roads for All program, the King County Department of Local Services' Road Services Division is creating an Unincorporated King County Safety Action Plan. This plan will focus on the unincorporated regions of King County that are under the jurisdiction of the Roads Division. The Division received \$800,000 for the plan development. An RFP was released in September 2024. The Division estimates the plan to be complete within nine months to a year. Data, resources, and prioritized strategies outlined in the Unincorporated King County Safety Action Plan would be critical components in developing the King County Safety Action Plan.

²⁹ Puget Sound Regional Council, *Regional Safety Action Plan*, [Regional Safety Action Plan | Puget Sound Regional Council](#), Accessed October 2024

³⁰ King County Target Zero Coalition, <https://kingcountytargzero.com/>, Accessed: October 2024

³¹ King County Target Zero Coalition, *King County Target Zero Strategic Plan 2024-2027*, https://kingcountytargzero.com/wp-content/uploads/2024/12/FINAL_King-County-Traffic-Safety-Strategic-Plan_2024-2027.pdf, Finalized: November 2024

Local Safety Action Planning

Several local jurisdictions within King County have additionally undertaken Safety Action Plan development. Seattle³² and Bellevue³³ have previously completed their Vision Zero Action Plans as part of their previous independent work and have used those documents to guide local implementation and investment. Additionally, the cities of Kent, Tukwila, SeaTac, Kirkland, Mercer Island, Shoreline, Renton, Redmond, and Federal Way have received grants through the Federal DOT Safe Streets and Roads for All program and have begun their respective planning processes to develop local Safety Action Plans. These cities are in different stages of their planning processes, but their collective data and priorities would be critical components in developing the King County Safety Action Plan.

Washington State Target Zero Plan

WTSC has undertaken its routine process to update the State Highway Safety Plan, also known as the Target Zero Plan, to bring in multiple state and regional partners. This plan has adopted the Safe System approach for traffic safety and centers equity as a key component of that plan. A public draft was available for review and feedback in July 2024 and the plan was completed in late October 2024.³⁴ Data, resources, and prioritized strategies outlined in the State Target Zero Plan would be critical components in developing the King County Safety Action Plan.

Report Methodology:

The Report for Motion 16648 was created through a multi-disciplinary and multi-jurisdictional workgroup that used best practices, learnings, and input from King County Target Zero work. Four online meetings were conducted in September and October 2024. Topics in the meeting were drawn from the five requirements established by Motion 16648, including a strategy for a scope, timeline, budget, and resources associated with a Safety Action Plan, along with a target date by which King County could reach zero fatalities and serious injuries. The following King County Departments and one local city were involved in the workgroup discussions:

- Department of Community & Human Services
- Department of Local Services Road Services Division
- Department of Natural Resources and Parks
- Department of Executive Services, including the Fleet Services Division
- King County Metro
- Public Health – Seattle & King County:
 - Environmental Health
 - Government Relations and Policy & Strategy
 - Healthy Eating Active Living
 - Injury Prevention, Target Zero team
 - School-based Health
- King County Sheriff's Office
- Prosecuting Attorney's Office
- City of Kent Police Department - Target Zero

³² City of Seattle, *Vision Zero Action Plan*,

https://www.seattle.gov/documents/Departments/SDOT/VisionZero/VZ_Action_Plan.pdf Accessed: October 2024

³³ City of Bellevue, *Vision Zero Plans*, <https://bellevuewa.gov/city-government/departments/transportation/safety-and-maintenance/traffic-safety/vision-zero/vision-zero-action-plan> Accessed: October 2024

³⁴ Washington Traffic Safety Commission, *Washington State Strategic Highway Safety Plan 2024*, <https://targetzero.com/>, Accessed: November 2024

Following the workgroup meetings, Public Health – Seattle & King County Target Zero Coalition staff drafted the Motion 16648 Report and workgroup partners reviewed it. Additional partners provided input on the draft report through the King County Target Zero Steering Committee and feedback was gathered through a Steering Committee meeting on November 21, 2024. The King County Target Zero Steering Committee includes the following agencies:

- 911 Driving School - Bellevue
- Cascade Bicycle Club
- Central Region Trauma Council
- Child Passenger Safety
- City of Bellevue
- Complete Streets Bellevue
- Washington State Department of Licensing
- Harborview Injury Prevention Center
- King County E911 Program Office
- King County Metro
- King County Prosecuting Attorney's Office
- King County Road Services Division
- MADD – Mothers Against Drunk Driving
- National Alliance to Stop Impaired Driving
- Partner In Employment
- Public Health - Seattle & King County
- Puget Sound Fire Authority
- Puget Sound Regional Council
- Renton Police Department
- Seattle Department of Transportation
- Seattle Indian Health Board
- Seattle Police Department
- Transportation Choices Coalition
- University of Washington Tacoma
- Washington State Patrol
- Washington Traffic Safety Commission

Finally, staff reached out to additional key partners, such as Disability Rights Washington and the Washington State Department of Transportation (WSDOT): Active Transportation and Mobility Management, to provide feedback on the report.

III. Report Requirements

Motion 16648 states that King County endorses the Safe System approach to achieve the goal of zero traffic deaths and serious injuries in King County, and requests that the King County Executive propose a strategy to develop a coordinated, multiagency safety action plan using the Safe System approach. The Motion requirements are summarized in the box below and provided in detail in this section.

A. King County endorses the Safe System approach to achieve the goal of zero traffic fatalities and serious injuries in King County.

B. The Council requests that the King County executive, working with King County departments, the King County traffic safety coalition, Puget Sound Regional Council, local jurisdictions, and stakeholder organizations, propose a strategy to develop a coordinated, multiagency safety action plan using the Safe System approach, including, but not limited to, information about the proposed scope, budget, timeline, and resources needed to develop the safety action plan, as well as a proposed date by which King County would strive to achieve zero traffic deaths and serious injuries in King County.

C. The executive should electronically file a description of the proposed strategy to develop a coordinated, multiagency safety action plan using the Safe System approach no later than January 30, 2025, with the Clerk of the Council, who shall retain the original Motion 16648 and provide an electronic copy to all councilmembers, the Council chief of staff, the chief policy officer, and the lead staff for the committee of the whole, or its successor

The section is organized to follow the structure of Motion 16648. Each element of the Motion is addressed, with narrative and a table on implementation details, as appropriate.

A. King County endorses the Safe System approach to achieve the goal of zero traffic fatalities and serious injuries in King County

Safe System Approach

A Safe System is a human-centered approach that can help achieve zero fatalities by reinforcing multiple layers of protection to both prevent crashes and minimize the harm when crashes do occur. Instead of relying solely on individual-level behavioral change, a Safe System approach intervenes at every aspect of crash risks: safer roads, safer speeds, safer vehicles, safer road users, safer land use, and effective post-crash care. This approach represents a shift to a more holistic way of thinking about road-related crashes, injuries, and fatalities, rooted in shared responsibility. To align with state policy frameworks, King County should use the version of a Safe System model that was recently adopted by WTSC and WSDOT in the new State Highway Safety Plan: Target Zero.

Figure 7. Washington State Version of the Safe System Approach Model, November 2024



The Safe System approach incorporates six main principles:

- Deaths and serious injuries are unacceptable,
- Support safe road use,
- Reduce large crash forces,
- Responsibility is shared,
- Safety is proactive, and
- Strengthen all parts.

The goal of a Safe System approach is to reduce fatal and serious injuries by designing infrastructure and vehicles in a manner that anticipates human error and accommodates human injury. This provides a “safety net” for people. Although the Safe System approach acknowledges that Responsibility is Shared among multiple parties, it is important to recognize that the responsibility is not shared evenly among all road users. Those who are traveling in vehicles inherently must take on more of the share of the responsibility due to the speed and mass of the vehicle they are operating. In contrast, people who are walking, biking, and using public transit do not have the added protection of a vehicle around them as they navigate the road system.

The Washington state version of the Safe System approach deviates slightly from the national/international model³⁵ and incorporates the planning area of Safer Land Use. This component

³⁵ U.S. Department of Transportation, *What is a Safe System Approach*, <https://www.transportation.gov/NRSS/SafeSystem> Accessed: October 2024

acknowledges the connections between land use and transportation planning in how communities are built and developed and their safety for all road users. Additionally, the elements encircling the main components (Death/Serious Injury is Unacceptable, Support Safe Road Use, Safety is Proactive, Responsibility is Shared, Reduce Large Crash Forces, and Strengthen all Parts) have been updated to reflect current planning within Washington. This updated model was adopted by the WTSC and WSDOT in 2024. The King County Motion 16648 Workgroup recommends that King County use the same model to foster consistency across levels of planning at the state, regional, and local level. Numerous agencies have endorsed the Safe System approach including the USDOT, WSDOT, WTSC, King County, Puget Sound Regional Council, and many other local jurisdictions in King County and around the State of Washington.

Racial and funding disparities in safety efforts and traffic outcomes compound road safety issues. Low-income neighborhoods and communities of color have traditionally received fewer investments in roadway infrastructure, more construction disruptions, and greater enforcement. These communities have less safe road designs overall, and Black, Indigenous, and people of color, (BIPOC) and lower-income individuals are more likely to be killed or suffer severe traffic injuries than their white counterparts.³⁶ Additionally, road use and design decisions have historically not accounted for the needs of people with disabilities and have made navigation of these system difficult and dangerous. The current road system reflects a history of decisions about land use, opportunity, and investments that have created racial, ethnic, ability, and economic inequity.³⁷ A Safe System approach can help address structural and institutional racism by correcting for prior under-investments in historically marginalized communities and closing the gaps in safety by race/ethnicity and income levels.

Achieving health equity requires valuing all individuals and populations, recognizing, and rectifying historical injustices, and providing resources according to need. Prioritizing low-income and communities of color for implementation of the Safe System approach can help move the needle towards traffic safety gains and health equity. These concepts are important to all traffic safety work and are in alignment with King County's North Star Values.³⁸

On June 11, 2020, King County declared racism a public health crisis.³⁹ All of King County government is committed to implementing a racially equitable response to this crisis, centering on affected communities. The USDOT outlines that "transportation has always been inseparable from America's struggle for racial and economic justice. At its best, transportation can be a powerful engine of opportunity, connecting people to jobs, education, and resources — whether they live in a big city, a rural community, or anywhere in between. Ensuring equity and accessibility for every member of the

³⁶ Washington Traffic Safety Commission, *Traffic Fatality Rates Dashboard*, <https://wtsc.wa.gov/dashboards/traffic-fatality-rates-dashboard/> Accessed: October 2024

³⁷ Barajas, J, *Chapter One – The roots of racialized travel behavior*, *Advances in Transport Policy and Planning*, Volume 8, 2021, Pages 1-31, <https://doi.org/10.1016/bs.atpp.2021.06.007>, Accessed: November 2024

³⁸ King County, *True North and Values*, <https://kingcounty.gov/en/legacy/elected/executive/constantine/initiatives/true-north#:~:text=Our%20True%20North%20is%20what%20we%20aspire%20to>: Accessed: October 2024

³⁹ Public Health – Seattle & King County, *Public Health Insider: Racism is a Public Health crisis: The transformation starts here. It starts with us.* <https://publichealthinsider.com/2020/06/11/racism-is-a-public-health-crisis/> Accessed: October 2024

traveling public is one of the Department of Transportation’s highest priorities.”⁴⁰ The WTSC has recognized the effects of racism and inequity on our traffic safety mission and has embraced an equity centered approach to reducing injuries and deaths on our roadway. Additionally, the USDOT, WSDOT, WTSC, and King County have supported the adoption of the Safe System approach as critical to ensuring that all policies, programming, and development moving forward brings together all partners and communities and focuses on safety for all road users and equity as key principles.

B. The Council requests that the King County executive, working with King County departments, the King County traffic safety coalition, Puget Sound Regional Council, local jurisdictions, and stakeholder organizations, propose a strategy to develop a coordinated, multiagency safety action plan using the Safe System approach, including, but not limited to, information about the proposed Scope,

The identified scope for the King County Safety Action Plan includes key elements and paradigms to support all communities, with a specific emphasis on those inequitably impacted by traffic collisions, within King County. The elements include incorporating the Safe System approach, centering all traffic safety planning in an equity approach with a focus on communities most impacted by collisions, incorporating safety planning underway in the region, and using the planning process to fill gaps in planning, focus on specific communities of need, and develop strategies that all partners and local jurisdictions can adopt to reduce fatalities and serious injuries. Creating a uniform countywide plan is an opportunity to ensure traffic safety work is equity driven, focuses on collaboration, reduces silos, and provides consistency across local jurisdictional work.

The King County Safety Action Plan scope should be guided by quantitative, qualitative, and subject matter expert data to develop King County-specific data analysis that supports traffic safety planning. The data should be used to create a high injury network that identifies key roadways of concern based on collision history. Additionally, the scope should include using data to create a high-risk network that overlays the crash data for the county with socio-demographic data to identify communities of highest need. Last, it is critical to work across engineering, academic, and data experts to overlay crash data with built environment data reflecting the condition of roadways to identify areas of high needs and collisions factors based on roadway design and context.

The scope of the King County Safety Action Plan should include all elements of the Safe System approach and identify strategies and priorities that can be used by communities in directing investments to support traffic safety. It is important to acknowledge that the implementation of Safer Land Use element should reflect the contexts of urban and rural environments, as well as the sovereign Tribal Nation lands.

The King County Safety Action Plan should center equity in all planning and implementation of the Safety Action Plan by building on regional community engagement that is ongoing, identifying additional groups and communities to additionally engage, and identify strategies that are directly tied to community identified needs and concerns. It is critical to develop and maintain trust with community and centering equity by ensuring that all developed strategies and implementation are directly related

⁴⁰ U.S. Department of Transportation, *Equity*, <https://www.transportation.gov/priorities/equity> Accessed: October 2024

to identified needs. It is critical to ensure that all partners are dedicated to centering equity and being responsive to community feedback in this Safety Action Plan creation and implementation.

The scope of the King County Safety Action Plan would include coordination steps with key regional partners including local jurisdictions (39 cities, county, and special purpose districts), Puget Sound Regional Council, WTSC, WSDOT, King County Target Zero Coalition, local officials, engineers, law enforcement (local, regional, state), community-based organizations (including those serving under-represented groups such as BIPOC communities, people with housing insecurity, etc.), prosecutors, courts, healthcare, EMS, public health, victim advocate organizations, disability rights organizations, sovereign Tribal Nations, schools, driving schools, transportation agencies, academic institutions, state government agencies, and more.

The King County Safety Action Plan would identify strategies to support these key elements:

- Policy level initiatives to support safety locally and statewide (e.g. 0.05 blood alcohol (BAC) Per Se Law proposal, young/new driver education proposal and program work, housing construction/zoning, parking restrictions, etc.),
- Low cost and high impact roadway safety programs,
- Support for the creation of built environment for safety that includes developing infrastructure for public transportation and active transportation users (e.g. walkers, rollers, and bicyclists),
- Strategies to support traffic safety along inter-jurisdictional corridors,
- Consistency across local jurisdictions and regional and state-level planning,
- Support for education of all road users of all ages,
- Use of a positive traffic safety culture framework, and
- Incorporation of community engagement and feedback.

The King County Safety Action Plan should identify best practices, prioritized strategies, and standard guidance to be implemented within and across jurisdictions. These sections of the plan could be at a high level but should identify specific areas in which King County government has authority to implement or persuade (e.g. direct discourse, build coalitions, and leading by example). The scope should include data and performance measurement plan for the King County-controlled and -influenced activities.

The King County Safety Action Plan should include a plan and outlined budget for evaluation of the strategies implemented following this planning process. To ensure an equity focus, the King County Equity Impact Tool⁴¹ or a similar tool should be used when developing the plan to ensure equity and support an equitable implementation of traffic safety planning.

C. Budget

The estimated Safety Action Plan development budget is based on expert knowledge from the motion workgroup, local partners, finance estimates and previous federal funding allocations. Public Health, VIP and the Target Zero Coalition would lead in creating the King County Safety Action Plan and would administer a request for proposals (RFP) process to identify a contractor or contractors to create the plan and engage community in the planning process. Many other Safety Action Plans currently being

⁴¹ King County, *Equity Impact Tool*, <https://kingcounty.gov/en/legacy/elected/executive/equity-social-justice/tools-resources> Accessed: October 2024

created in the region have employed contractors to support the plan creation and conduct the community outreach. A contractor is important in creating a plan of this magnitude and complexity that is data driven and inclusive, while consulting with and incorporating the needs of multiple King County department and local jurisdictional needs. Table 1 shows a high-level outline of the budget line items to create a countywide Safety Action Plan in 2.5 years. Additional budget breakdowns, year-by-year estimates, and explanation of items are in Appendix B.

Table 1: Estimated Budget for King County Safety Action Plan Creation for July 2025 to December 2027

| Item | Estimated Cost | Lead Agency |
|---|--------------------|---------------------------------------|
| 1.0 FTE for Project Management | \$606,030 | Public Health – Target Zero Coalition |
| RFP for Contractor (plan creation and community engagement) | \$1,000,000 | Public Health – Target Zero Coalition |
| Support for Departments in Planning | \$335,323 | All King County Departments |
| Community Engagement Compensation | \$22,000 | Public Health – Target Zero Coalition |
| Demonstration Projects | \$400,000 | Public Health – Target Zero Coalition |
| Equity Consultant | \$63,000 | Public Health – Target Zero Coalition |
| Total Estimate Cost | \$2,426,353 | |

D. Timeline

The timeline to create the King County Safety Action Plan involves pursuing a federal Safe Streets and Roads for All⁴² grant to support the plan creation. The timeline is based on a best estimate of when federal calls for funding will be made and when funds will be awarded based on previous rounds of this funding allocation. The federal funding timeline could be impacted by any changes in political contexts or funding policies at the federal level and whether the project is successful in receiving funding. If local funding through King County Council were made available in the 2026-2027 biennial budget, the timeline for the project would follow a similar format.

The motion workgroup recognizes the severity of the injuries and deaths on King County roadways. The workgroup hopes to move forward with this planning effort in an expeditious manner, recognizing that each year of delay in this work is associated with preventable levels of deaths and serious injuries.

⁴² U.S. Department of Transportation, *Safe Streets and Roads for All Grant Program*, <https://www.transportation.gov/grants/SS4A> Accessed: October 2024

Table 2: Estimated Timeline for King County Safety Action Plan Creation

| Action | Date Due |
|---|-------------------|
| SS4A call for funding and application submittal | Spring 2025 |
| SS4A awards | Sept 2025 |
| SS4A grant agreement | Sept-Dec 2025 |
| RFP Process | Jan-Sept 2026 |
| Draft Safety Plan Creation | Oct 2026-Oct 2027 |
| Public Review | Nov 2027 |
| Plan Adoption | Early 2028 |

E. Resources needed to develop the safety action plan

In addition to the financial resources in the estimated budget, the workgroup identified other components that are needed to complete a robust King County Safety Action Plan. A key component of a successful planning process is a project team representing King County departments, local jurisdictions, community-based organizations, community members, and other partners with direct roles in implementing a King County Safety Action Plan. The budget line item for departmental support and community engagement compensation in Table 1 are critical for this important engagement. This multi-jurisdictional and multi-disciplined team must also include close connections to elected officials and those involved in policy level decision-making to ensure that any plan developed would be feasibly implemented within the community.

To ensure an equitable plan that reflects the needs of disproportionately affected communities, the departments and consultant must engage community in this planning process, early and often, to ensure it is reflective of needs. While there are numerous previous engagement efforts the workgroup can use information from, this planning effort would target specific communities, interest groups and locations that are particularly impacted by traffic-related collisions (historically and identified through data analysis). This could include sovereign Tribal Nations, BIPOC communities, rural communities, communities with housing insecurity, and those impacted by historical policies of underinvestment. The motion workgroup emphasized the need to engage an equity consultant and the need to utilize the King County Equity Impact Tool⁴³ throughout the planning process to evaluate planning and implementation strategies.

The planning workgroup highlighted the importance of ensuring that the King County Safety Action Plan outlines a range of implementation costs for the included strategies. Implementation funding would be needed to support changes to the built environment, public transportation, vehicle safety technologies, automated and in-person enforcement, as well as prosecution and court supports. Additional funding would also be required for local jurisdictions to implement larger infrastructure strategies outlined

⁴³ King County, *Equity Impact Tool*, <https://kingcounty.gov/en/legacy/elected/executive/equity-social-justice/tools-resources> Accessed: October 2024

within the Safety Action Plan. The eventual implementation costs are likely to be a far greater budget need than the planning phase outlined in this report. In addition, several King County departments are in the process of requesting additional funding to support traffic safety, road improvements, enforcement, and prosecution related costs and personnel needs. This strategy is not meant to supplant or replace those additional needs and proposals currently underway. Eliminating fatalities and serious injuries countywide would require the development of sustainable funding sources for the unincorporated county road network. Due to a structural funding crisis, dedicated contributions from the Road Fund to the capital program are projected to end by 2029. Within this same timeframe, basic maintenance and operations services may also be reduced.

F. Proposed date by which King County would strive to achieve zero traffic deaths and serious injuries in King County

Traffic Safety practitioners using the Safe System approach typically set a date by which they strive to reach zero fatalities on their roadways. Many organizations that have used the Vision Zero paradigm have set the date as 2030. A 2030 target date was meant to be aspirational and serve as a goal for partners to make concerted efforts to substantially reduce fatalities on the roads. These organizations set their zero-fatality date as 2030 many years ago (sometimes even decades) and this date represented what was then thought of as a realistic timeframe to achieve a monumental change. As the years have passed and many areas have experienced increasing, not decreasing, trends of traffic fatalities, numerous partners have reconsidered this target date to reflect a more feasible goal. WTSC's Commissioners have discussed whether this date should be reevaluated based on current data and have decided against changing. Not changing it would create the opportunity for a robust discussion about why the state of Washington has not achieved zero fatalities by 2030 when that date arrives. The King County Target Zero program is funded by the WTSC and maintains the 2030 date for similar reasons.

In discussions with the Motion 16648 Workgroup, the team reviewed what other groups have chosen as a target date. The U.S. Congress and the U.S. Department of Transportation,⁴⁴ Vision Zero Network,⁴⁵ Towards Zero Deaths,⁴⁶ and the Road to Zero Council - National Safety Council⁴⁷ have identified 2050 as their target by which to achieve zero traffic deaths. As King County current injury and fatality trends have not been in the direction of zero within the last 10 years and an analysis has not been done to project a zero date, it is difficult to provide a data-backed estimate for a date to reach zero.

King County partners goal each day, month, and year is to have zero fatalities and serious injuries on King County roads. Any delay in that progress equates to more loss and hardship for our community. This strategy to develop a Safety Action Plan includes a 2050 timeframe to reach zero serious injuries and fatalities on King County roads with a clear understanding that substantial strides need to be made to greatly reduce serious injuries and deaths by 2030, or even before. This is in alignment with the

⁴⁴ U.S. Department of Transportation, *2024 Progress Report on the National Roadway Safety Strategy*, [2024 Progress Report on the National Roadway Safety Strategy | US Department of Transportation](#) Accessed: October 2024

⁴⁵ Vision Zero Network, *What is Vision Zero?*, <https://visionzeronetwork.org/about/what-is-vision-zero/>

⁴⁶ Towards Zero Deaths, *AASHTO and Toward Zero Deaths Join Call for Zero Traffic Deaths by 2050*, [AASHTO and Toward Zero Deaths join call for Zero Traffic Deaths by 2050](#) Accessed: October 2024

⁴⁷ National Safety Council, *Road to Zero: A Plan to Eliminate Roadway Deaths*, <https://www.nsc.org/road/resources/road-to-zero/road-to-zero-home> Accessed: October 2024

United Nations and the World Health Organization, which have declared a “Decade of Safety” and are calling for a 50 percent reduction in traffic fatalities world-wide by 2030.⁴⁸ Both 2030 and 2050 are aspirational, but they demand substantial progress be made using either date, as any delay in this progress can translate into over 150 fatalities and more than 900 serious injuries⁴⁹ per year in King County.

IV. Conclusion/Next Actions

In response to King County Council Motion 16648, a workgroup of multi-disciplinary partners came together in the summer and fall of 2024 to identify a strategy to support the creation of a King County Safety Action Plan. The strategy includes adopting the WTSC and WSDOT Safe System model to support connection to state, regional, and local planning. In using the Safe System approach and acknowledging previous harms to communities and people through past transportation policies and racism, it is important to ensure equity is a central pillar of the creation of a King County Safety Action Plan.

Several partners across the region also are working on Safety Action Plans. The King County plan would incorporate the work and learnings of those planning efforts and seek to not duplicate, but instead enhance current efforts. The King County Safety Action Plan should be rooted in data (qualitative, quantitative, and subject matter expert), span the breadth and depth of diverse and ever-changing roadways, and provide standard approaches to traffic safety that local jurisdictions can incorporate into planning. The strategy calls for the plan to be completed over a 2.5-year period from July 2025-December 2027. The estimated budget is \$2,426,353 for all planning, community, engagement, departmental support, and equity evaluation. Additional resources would be needed for a successfully planning process include relationship building, connections with regional officials, incorporation of local jurisdictions into planning, and engagement with disproportionately affected communities. The strategy acknowledges the aspirational nature of setting a date to reach zero fatalities and serious injuries and calls upon partners to make substantial progress towards reaching zero by 2030 with an eventual date for achieving the zero fatality and serious injury goal by 2050.

The next steps in this planning process are to decide whether to pursue a federal grant through the U.S. DOT Safe Streets and Roads for All grant program. Additional discussions would be needed once the plan is finished to consider how to resource its implementation.

V. Appendices

Appendix A: Motion 16648

Appendix B: Budget Details

⁴⁸ World Health Organization, *Decade of Action for Road Safety*, <https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/decade-of-action-for-road-safety-2021-2030>, Accessed: November 2024

⁴⁹ Washington Traffic Safety Commission, *Fatalities Dashboard*, <https://wtsc.wa.gov/dashboards/fatalities-dashboard/>, Accessed: October 2024

Appendix A: Motion 16648

A MOTION endorsing the Safe System approach to achieve the goal of zero traffic deaths and serious injuries in King County; and requesting that the King County executive propose a strategy to develop a coordinated, multiagency safety action plan using the Safe System approach.

WHEREAS, according to the Harborview Injury Prevention and Research Center of the University of Washington, there were eight hundred ten traffic deaths in Washington state in 2023, a ten percent increase since 2022, and the largest number of traffic deaths in the state since 1990, and

WHEREAS, according to the Washington state Traffic Safety Commission, there were one hundred sixty-seven traffic deaths involving motor vehicles in King County during 2023, double the amount recorded in 2014, including a one-hundred-sixty-five percent increase in pedestrian deaths in King County over the last decade from 20 in 2014 to fifty-three in 2023, and

WHEREAS, according to the King County traffic safety coalition, in 2023, the societal cost of traffic collisions in King County was \$6.7 billion per year, and

WHEREAS, according to Smart Growth America's Dangerous by Design 2024 report, Black and Native Americans, older adults, and people walking in low-income communities die at higher rates and face higher levels of risk when using our nation's streets, and

WHEREAS, both the adopted 2012 King County Comprehensive Plan, as amended, and the proposed King County Comprehensive Plan, to be adopted under Proposed Ordinance 2023-0440, state as a goal that King County should maintain safe and secure county-owned infrastructure, including roads, bridges, trails, buses, passenger ferries, and transit and ferry facilities, and

WHEREAS, the Vision Zero strategy, which was developed in Europe in the 1990s and is now used worldwide, aims to eliminate all traffic fatalities and severe injuries, while increasing safety, health, and equitable mobility for all, and

WHEREAS, at the federal level, the U.S. Department of Transportation has adopted the Vision Zero goal to strive to eliminate fatal and serious injuries for all road users, and is implementing the Safe System approach to achieve that goal, and

WHEREAS, the Safe System approach is founded on the principles that humans make mistakes, that human bodies have limited ability to tolerate crash impacts, and that those mistakes should never lead to death, and

WHEREAS, applying the Safe System approach involves anticipating human mistakes by designing and managing roadway infrastructure to keep the risk of a mistake low, and when a mistake leads to a crash that the impact on the human body doesn't result in a fatality or serious injury, which requires a focus on safe vehicles, safe speeds, safe roads, safe road users, and post-crash care to make roadways safer for all users, and

WHEREAS, at the state level, the Washington state Department of Transportation in coordination with the Washington state Traffic Safety Commission has developed a Strategic Highway Safety Plan that

includes the goal of reducing the number of traffic deaths and serious injuries on Washington's roadways to zero by 2030, and

WHEREAS, at the regional level, the Puget Sound Regional Council has launched a multi-year effort to develop a regional safety action plan using the Safe System approach to improve traffic safety in the central Puget Sound region and achieve the state's long-term goal of zero deaths and serious injuries in a comprehensive, data informed, equitable, and collaborative way, and to complement the development of local safety action plans by individual counties and cities, and

WHEREAS, to support the Vision Zero goal, the federal Infrastructure Investment and Jobs Act of 2021 established the Safe Streets and Roads for All grant program, with five billion dollars in grant funds available to support regional, local, and Tribal initiatives to prevent roadway deaths and serious injuries through the Safe System approach, and

WHEREAS, in 2023 the Puget Sound Regional Council was awarded nearly eight million dollars through two grants from the federal Safe Streets and Roads for All grant program to support the development of the regional safety plan, as well as local safety plans for the cities of Bonney Lake, Burien, Eatonville, Edmonds, Everett, Federal Way, Fife, Kent, Kirkland, Redmond, Renton, Shoreline, Sultan, and Tukwila, and for Pierce and Snohomish counties, and

WHEREAS, in 2023 the roads services division of King County's local services department received a grant of eight hundred thousand dollars from the federal Safe Streets and Roads for All grant program to develop a comprehensive road safety action plan for the one thousand five hundred miles of roads and one hundred eighty-five bridges in unincorporated King County that are managed by the roads services division, and

WHEREAS, in addition to managing roads and bridges in unincorporated King County through the roads services division, King County also operates other services and facilities through which people or vehicles interact with traffic throughout both incorporated and unincorporated King County, including through the Metro transit department, which operates public transportation services, the King County sheriff's office, which provides traffic enforcement, the parks and recreation division of the department of natural resources and parks, which develops and operates the recreation and active transportation system on King County's regional trails network, Public Health - Seattle & King County, which coordinates the King County traffic safety coalition and other public health initiatives related to people's use of transportation and the built environment, and the fleet services division of the department of executive services, which manages the operations of King County's fleet vehicles, and

WHEREAS, King County does not manage or operate roadways or the built environment within incorporated cities, but an increasing number of cities within the county have adopted Vision Zero goals or are developing local safety plans using the Safe System approach, including the cities of Bellevue, Burien, Covington, Federal Way, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Redmond, Renton, Seattle, Shoreline, and Tukwila, and

WHEREAS, because the impacts of King County's operations related to traffic safety extend beyond the operations of the roads services division, it is essential that King County develop a multi-agency safety action plan using the Safe System approach to coordinate traffic safety initiatives being implemented by King County departments, the King County traffic safety coalition, the Puget Sound Regional Council,

local jurisdictions, and stakeholder organizations, to achieve the goal of zero traffic deaths and serious injuries in King County, and

WHEREAS, it is appropriate that the King County executive coordinate the development of this multi-agency safety action plan using the Safe System approach;

NOW, THEREFORE, BE IT MOVED by the Council of King County:

A. King County endorses the Safe System approach to achieve the goal of zero traffic fatalities and serious injuries in King County.

B. The Council requests that the King County executive, working with King County departments, the King County traffic safety coalition, Puget Sound Regional Council, local jurisdictions, and stakeholder organizations, propose a strategy to develop a coordinated, multiagency safety action plan using the Safe System approach, including, but not limited to, information about the proposed scope, budget, timeline, and resources needed to develop the safety action plan, as well as a proposed date by which King County would strive to achieve zero traffic deaths and serious injuries in King County.

C. The executive should electronically file a description of the proposed strategy to develop a coordinated, multiagency safety action plan using the Safe System approach no later than January 30, 2025, with the Clerk of the Council, who shall retain the original and provide an electronic copy to all councilmembers, the Council chief of staff, the chief policy officer, and the lead staff for the committee of the whole, or its successor.

Appendix B: Budget Details

Budget Breakdown for Table 1:

Program/Project Manager III with Public Health – Seattle & King County, Health Sciences, Violence and Injury Prevention

| 1.0 FTE Project/Program Manager III | 7/1/2025 | 7/1/2026 | 7/1/2027 | |
|---|------------------|------------------|-------------------|----------------|
| Public Health, Health Sciences, Violence and Injury Prevention | 6/30/2026 | 6/30/2027 | 12/31/2027 | Totals |
| PERSONNEL TOTAL | 176,035 | 183,076 | 95,200 | 454,310 |
| OTHER DIRECT COSTS | 11,393 | 11,849 | 6,161 | 29,403 |
| TOTAL DIRECT COSTS | 187,428 | 194,925 | 101,361 | 483,713 |
| INDIRECT COST | 47,395 | 49,291 | 25,631 | 122,317 |
| Total Cost | 234,823 | 244,216 | 126,992 | 606,030 |

Departmental Support of Safety Action Planning (based on a Program/Project Manager III position)

| 0.7 FTE PPM III ~ 12 hrs./month | 1/1/2026 | 1/1/2027 | |
|---|-------------------|-------------------|----------------|
| Estimates-King County Departments | 12/31/2026 | 12/31/2027 | Totals |
| PERSONNEL TOTAL | 12,322 | 12,815 | 25,138 |
| OTHER DIRECT COSTS | 798 | 829 | 1,627 |
| TOTAL DIRECT COSTS | 13,120 | 13,645 | 26,765 |
| INDIRECT COST | 3,318 | 3,450 | 6,768 |
| Total Cost for each department | 16,438 | 17,095 | 33,532 |
| Total for ten staff at 12 hours/month (PPM IIIs) | 164,376 | 170,947 | 335,323 |

Budget Description:

1.0 FTE Project Management: This position would support the management of the RFP, consultants, and project management of the King County Safety Action Plan work. This position would be housed in Public Health – Seattle & King County in the Health Sciences Division and the Violence and Injury Prevention Unit with the work of the Target Zero Coalition. This position would lead the multi-jurisdictional and multi-disciplinary planning to support the Safety Action Plan creation for 2.5 years.

1.0 FTE PPM III with Public Health = \$606,030

Request for Proposals: The RFP could be released by Public Health to solicit contractor support in the creation of the King County Safety Action Plan and the community engagement in planning. This contractor would also support the identification of appropriate demonstration projects to aid in the planning process.

Support for Departments in Planning: Several King County departments could be required to participate in planning meetings and provide feedback and support throughout the creation of the King County Safety Action Plan. To facilitate this process, some departments would require additional monetary support to identify and fund appropriate staff time and benefits. The estimate provided assumes 12 hrs./month for 10 departments funded at the Program/Project Manager III level for the duration of the planning period, of July 1, 2025-December 31, 2027.

10 departments X 12 hrs./month X 18 months = \$335,323

Community Engagement: For this plan to be successfully and appropriately reflect the needs of the community a robust community engagement process would need to be included. This estimate is derived assuming in-person engagement of 200 people for 2 hrs. at \$50/hr. each and the solicitation of input through key informant interviews in-person with 200 people at \$10/survey. The estimated cost per hour amount was created through expert knowledge and best practices from compensating community through the Public Health – Seattle & King County, Health Sciences Division and knowledge of other community compensation efforts associated with Safety Action Planning.

200 people for in-person meetings X 2 hrs. X \$50/hr. = \$20,000

200 people contacted by intercept survey X \$10/person= \$2,000

Demonstration Projects: The Safe Streets and Roads for All Grant program defines demonstration projects as:

Demonstration activities are temporary safety improvements that inform comprehensive safety action plans (referred to as “Action Plans”) by testing proposed project and strategy approaches to determine future benefits and future scope. Eligible activities must measure potential benefits through data collection and evaluation (e.g., pre- and post-demonstration results) to inform an Action Plan’s list of selected projects and strategies and their future implementation at a systematic level. Demonstration activities do not involve permanent roadway reconstruction.

Eligible demonstration activities include, but are not limited to the following, which are described below in further detail:

- Feasibility studies
- Manual on Uniform Traffic Control Devices engineering studies
- Behavioral or operational activity pilot programs
- New technology pilot programs⁵⁰

⁵⁰ U.S. Department of Transportation, *Safe Streets for All: Demonstration Projects*, <https://www.transportation.gov/grants/ss4a/planning-and-demonstration-activities#eligible-demonstration-activities>. Accessed: October 2024

Research of previous demonstration projects awarded through the Safe Streets for All grant program⁵¹ shows awards from Round 1 and 2 of planning ranged from \$40,000-\$12,000,000 with a mean of \$1,000,000 and a median of \$400,000. The proposed strategy is based on a median cost because the higher end demonstration programs skewed the mean higher and King County is a mid-size planning area.

Equity Consultant: the motion workgroup emphasized the need to employ an equity consultant as part of this ongoing planning process. The estimate of the consultant costs was based on expert knowledge of internal partners in Public Health – Seattle & King County, Health Sciences Division. Estimated costs would cover one consultant for 20 hrs. per month for the planning period of July 1, 2025-December 31, 2027.

1 Equity Consultant X 12 hrs./month X 30 months x \$175/hr. = \$63,000

⁵¹ U.S. Department of Transportation, *Safe Streets for All Awards*,
<https://www.transportation.gov/grants/ss4a/cumulative-awards> Accessed: October 2024