

City of Federal Way

Comprehensive Traffic Safety Action Plan

August 2026

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Prepared for:

The City of Federal Way

Prepared by:

Transpo Group USA

12131 113th Ave NE #203

Kirkland, WA 98034

www.transpogroup.com

In Partnership with:

Toole Design Group



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Glossary of Key Terms

AASHTO	American Association of State Highway and Transportation Officials	ITE	Institute of Transportation Engineers
ACS	American Community Survey	LPI	Leading Pedestrian Interval
ADA	Americans with Disabilities Act	LRSP	Local Roads Safety Plan
ADT	Average Daily Traffic	MPA	Metropolitan Planning Area
AI	Artificial Intelligence	NACTO	National Association of City Transportation Officials
ATP	Active Transportation Plan	PDO	Property Damage Only
BIPOC	Black, Indigenous, and People of Color	P&R	Park and Ride
BLTS	Bicyclist Level of Traffic Stress	PLTS	Pedestrian Level of Traffic Stress
CMF	Crash Modification Factor	PSC	Proven Safety Countermeasure
CTASP	Comprehensive Traffic Safety Action Plan	PSRC	Puget Sound Regional Council
D	Demonstration	RCW	Revised Code of Washington
DUI	Driving Under the Influence (of Alcohol and/or Drugs)	RRFB	Rectangular Rapid Flashing Beacon
EHD	Environmental Health Disparities	RSA	Road Safety Audit
EMS	Emergency Medical Services	RTPO	Regional Transportation Planning Organization
ESRI	Environmental Systems Research Institute	SHSP	State Highway Safety Plan
FHWA	Federal Highway Administration	SP	Supplemental Planning
FSI	Fatal and Serious Injury	SR	State Route
GIS	Geographic Information Systems	SRTS	Safe Routes to School
HFST	High Friction Surface Treatment	SS4A	Safe Streets and Roads for All
HIN	High-Injury Network	SSN	Systemic Safety Network
HiVE	High Visibility Enforcement	TE	Transportation Element
HOV	High Occupancy Vehicle	TIP	Transportation Improvement Program
HSIP	Highway Safety Improvement Program	VRU	Vulnerable Road User
HSM	Highway Safety Manual	WSDOT	Washington State Department of Transportation
IoT	Internet of Things	WTSC	Washington State Traffic Safety Commission

Acknowledgments

Thank you to the elected officials, Federal Way staff, community members, and the Stakeholder Advisory Committee who were engaged throughout the planning process for both in-person and online outreach events. Your input was invaluable in creating a Traffic Safety Action Plan (CTSAP) that reflects the needs of the Federal Way community!

Elected Officials

Jim Ferrell: Mayor

Susan Honda: Council President

Lydia Assefa-Dawson: Councilmember

Melissa Hamilton: Councilmember

Linda Kochmar: Councilmember

Martin Moore: Councilmember

Les Sessoms: Councilmember

Jack Walsh: Councilmember

Federal Way Staff

Jason Kennedy: Senior Traffic Engineer, Project Manager

Rick Perez, PE: City Traffic Engineer

Desiree Winkler: PE, Deputy Director Public Works

Consultant Team

Jon Pascal, PE: Transpo Group USA

Brett Schock, PE, AICP, RSP2i, ENV SP: Transpo Group USA

Jewell Hamilton, RSP1: Transpo Group USA

Chris Cavallo, PE: Transpo Group USA

Casey Rothlisberger: Transpo Group USA

Karl Typolt, PE: Transpo Group USA

Alex DuVall, PE, RSP1: Toole Design Group

Allison Phillips, MSCRP: Toole Design Group

Michael Houston, PE: Toole Design Group

Stakeholder Advisory Committee

Jason Kennedy: Senior Traffic Engineer, City of Federal Way Public Works – Traffic

Rick Perez, PE: City Traffic Engineer, City of Federal Way Public Works – Traffic

Evan Lewis: Senior Planner, City of Federal Way Community Development – Planning

Kyle Sumpter: Deputy Chief, City of Federal Way Police

Jim Nelson: Lieutenant, City of Federal Way Police

George Richen: Parks and Facilities Manager, City of Federal Way Parks

Dave Michaels: Battalion Chief, South King County Fire Department

Shane Smith: Deputy Chief, South King County Fire Department

Michael Swartz: Executive Director of Capital Projects, Federal Way Public Schools

Michelle Turner: Executive Director of Transportation, Federal Way Public Schools

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Executive Summary

Between 2020 and 2024, 123 crashes resulted in serious injury and 23 crashes resulted in fatality due to preventable conditions in the City of Federal Way. The Comprehensive Traffic Safety Action Plan (CTASP) contains Federal Way's commitment to eliminate serious injury and roadway fatalities by the year 2044 by using the Safe System Approach that prioritizes safety for all road users.

The plan supports Federal Way's Vision Zero goals and aligns with state and federal safety initiatives, including the U.S. Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) and Highway Safety Improvement Program (HSIP). It builds on and is consistent with the objectives in Federal Way's Comprehensive Plan and associated Transportation Element, the City's updated Systemic Local Road Safety Plan, the SW King County Trails Plan, and other recent transportation planning

initiatives aimed at improving roadway safety for all users. Guided by the Safe System Approach, the plan aims to eliminate fatal and serious injuries by anticipating human mistakes and minimizing impacts on the human body when crashes do occur.

The strategies identified in the plan support a transportation network that better accounts for human error and helps ensure safer travel for people walking, biking, riding transit, and driving within Federal Way.

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Outreach and Engagement

To ensure the CTASP is grounded in the needs and aspirations of the community of Federal Way, the study team incorporated public engagement in all phases of plan development. The study team used the following engagement methods to gather feedback, jurisdictional staff, emergency responders, and the wider community:

- Online survey
- Pop-up events
- Listening sessions with key stakeholders.
- Presentations at Community meetings

Across the outreach and engagement events, the following key safety concerns were highlighted by respondents from the community:

- Motorist speeding and reckless driving including racing and red-light running
- Lack of safe facilities for walking and biking
- Insufficient traffic enforcement
- Need for better driver education
- Need for additional hospitals and medical staff

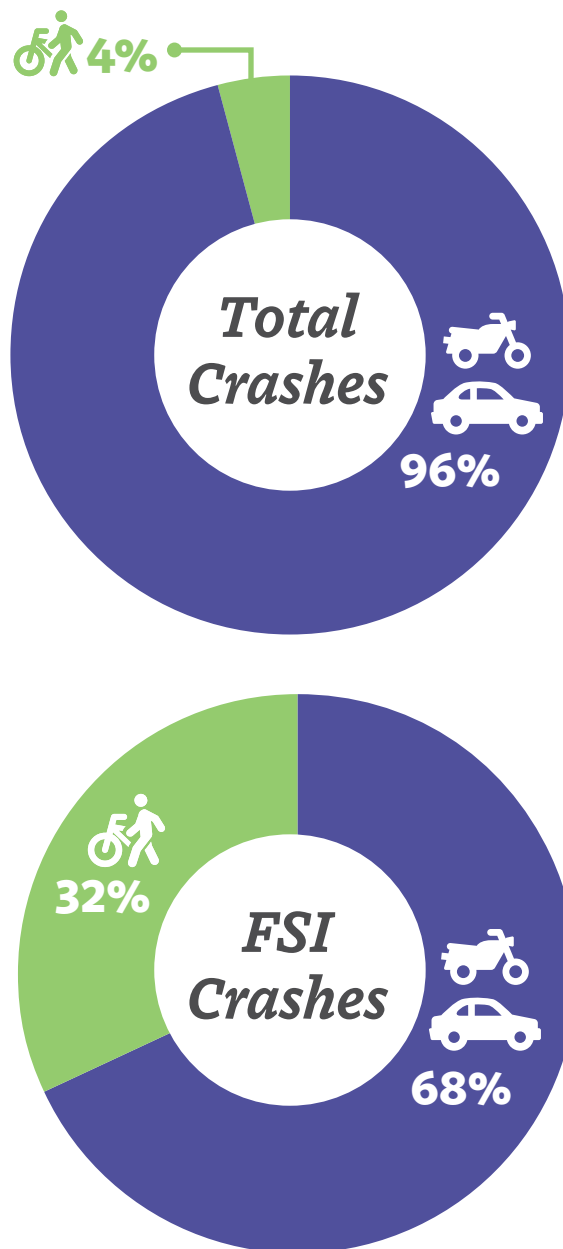
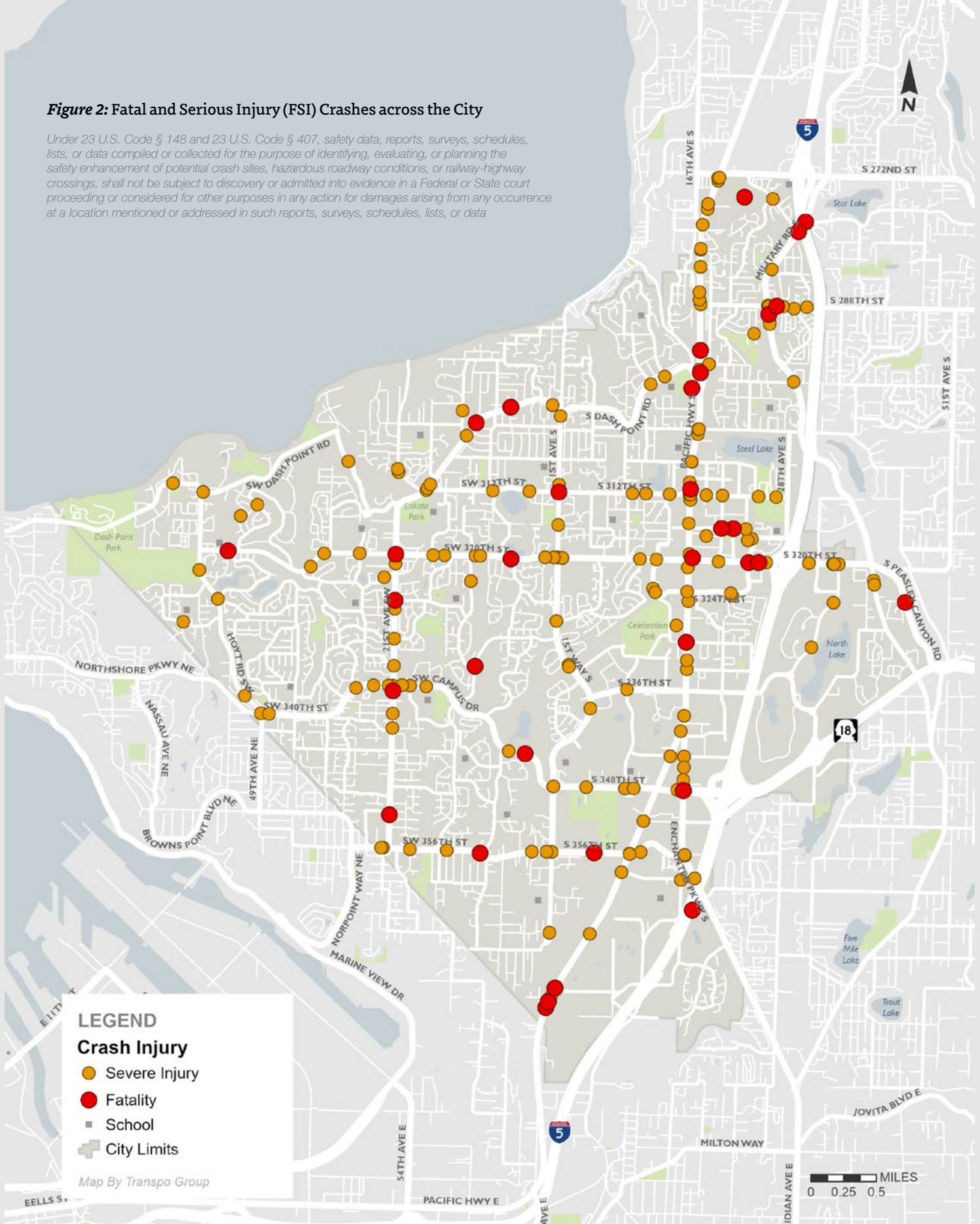


Figure 1: Federal Way 5-Year Crash Overview

Figure 2: Fatal and Serious Injury (FSI) Crashes across the City

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data

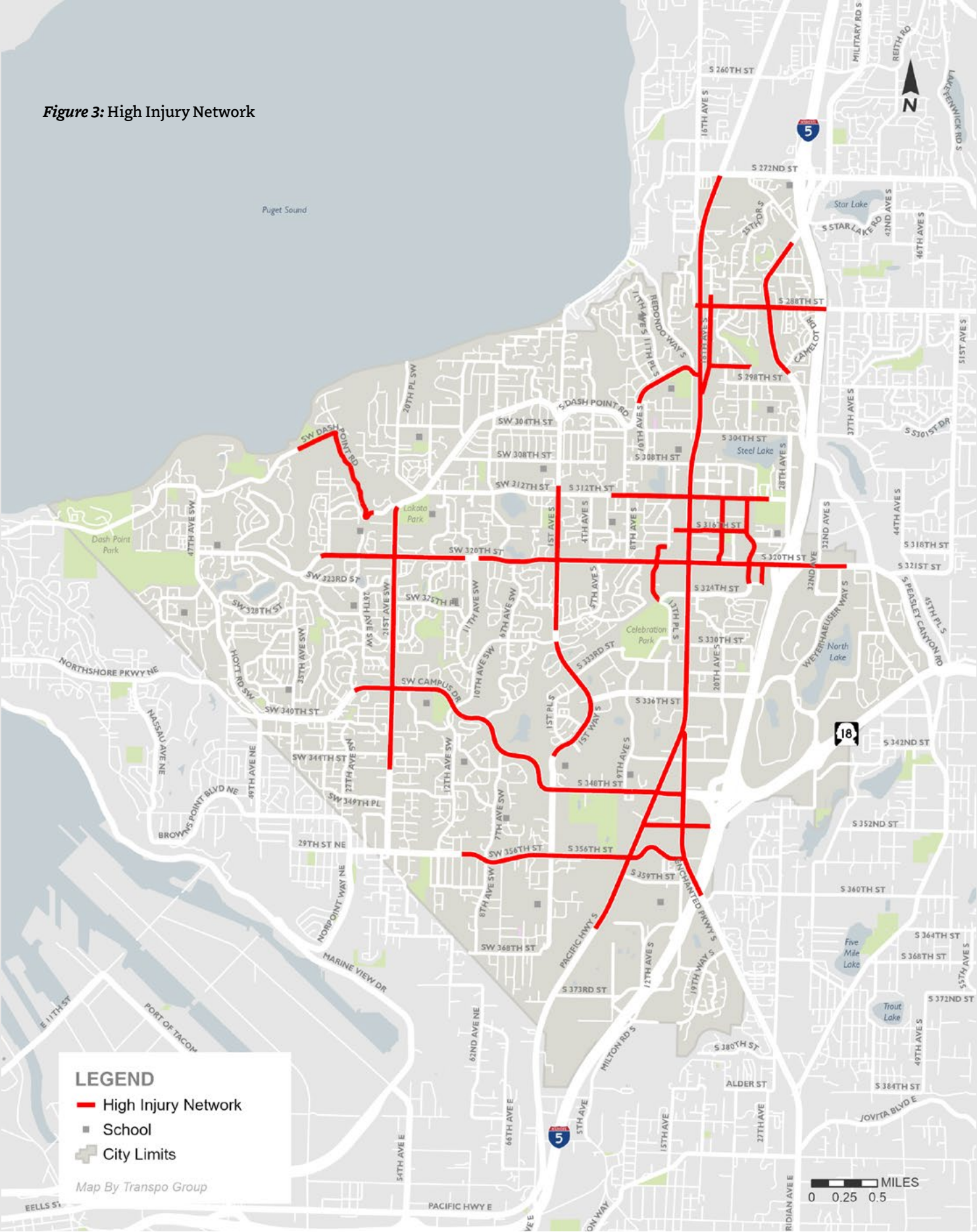


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High Injury Network (HIN)

The High Injury Network (HIN), shown in **Figure 3**, includes the roadway segments that have had an elevated number of crashes with severe outcomes over the five-year analysis period. **Figure 3** also shows the demographic need index, developed using the [Sandy Williams Connecting Communities viewer](#) to locate communities that are underserved or overburdened in Federal Way. **Figure 3** shows a strong overlap between high need areas and the HIN.

Figure 3: High Injury Network

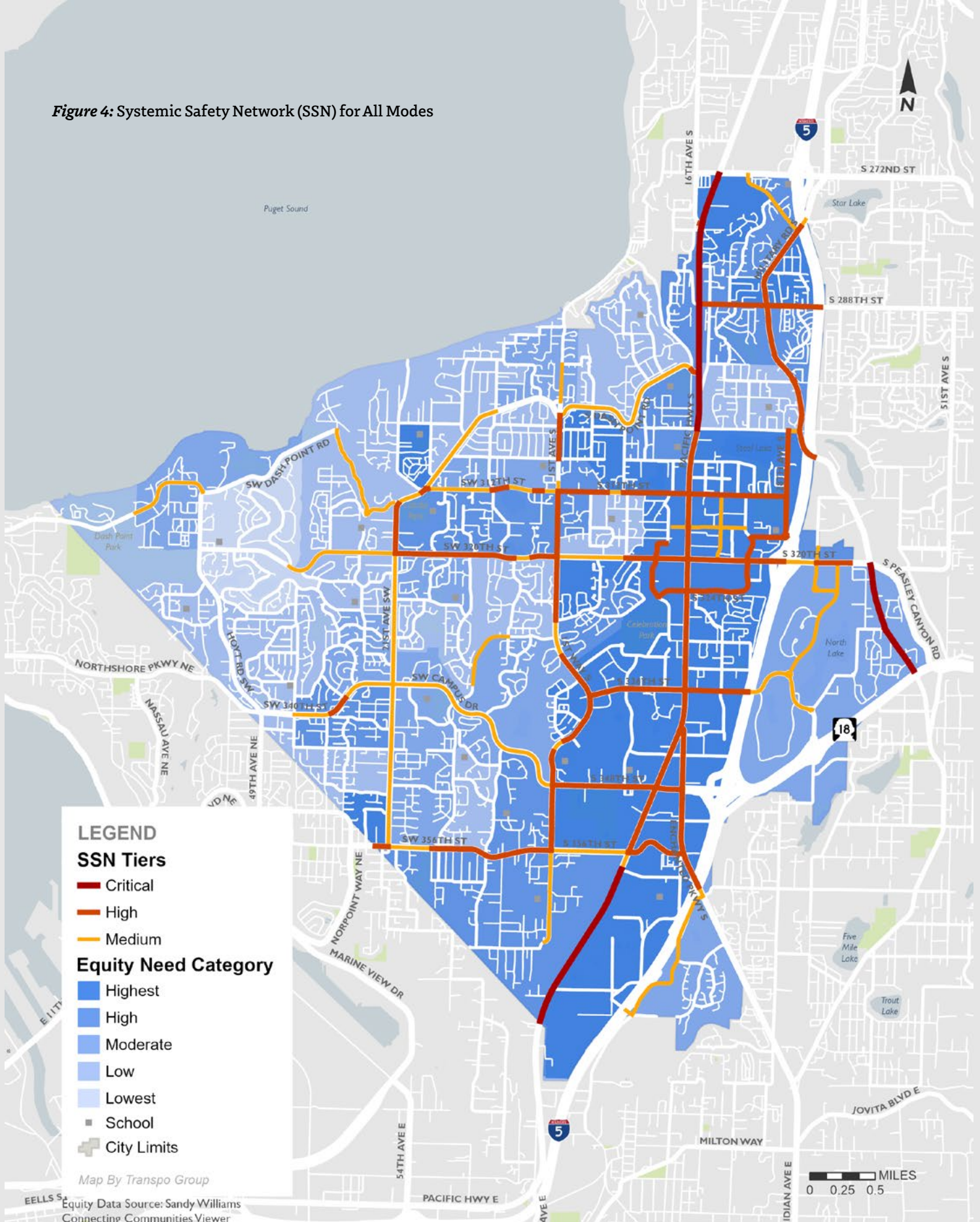


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Systemic Safety Network (SSN)

The Systemic Safety Network (SSN), shown in **Figure 4**, is comprised of segments on the roadway network characterized by attributes associated with an above-average frequency of fatal or serious injury crashes. **Figure 4** also shows the demographic need index, showing communities that are underserved or overburdened in Federal Way. **Figure 4** shows a strong overlap between high need areas and the SSN, suggesting that locations of higher roadway risk are often more likely in underserved areas.

Figure 4: Systemic Safety Network (SSN) for All Modes



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Recommendations and Countermeasures

An important outcome of a Comprehensive Traffic Safety Action Plan is the recommendation of actionable countermeasures that can be incorporated into planned safety improvements, traffic safety-related planning and policy documents, or implemented as stand-alone or system-wide proactive safety countermeasures. To that end, an array of countermeasures is recommended, which can be broadly categorized as follows:

- **Access Management and Congestion/Flow Improvements** like adding medians, restricting and/or reinforcing turning movements, driveway consolidation, and implementing two-way left turn lanes.
- **Lane Departure Improvements** like adding curve warning signs, rumble strips, updating roadway paint, and improving signage.
- **Visibility Improvements** such as improving sight distance at intersections, removing reconfiguring, or relocating on-street parking, improving lighting along corridors or at intersections, and others.
- **Pedestrian and Cycling Infrastructure Improvements** like Leading Pedestrian Intervals (LPIs) at signalized intersections, new or improved crossings, new sidewalks, bike lanes and others.
- **Intersection Improvements** such as adding signals or roundabouts, converting two-way stops to all way stops, improving traffic signal controllers, adding LED lights to stop signs and more.
- **Traffic Calming Improvements** such as automated speed enforcement, dynamic speed displays, road diets, updating speed limits, and others.
- **Program and Policy Updates** including school safety campaigns, updating roadway design standards, updating roadway funding allocations to include safety priorities, implementing pilot programs to improve post-crash care or distribute in-vehicle safety devices to teenagers and young adults.
- **Development Review and Site Design Policy Updates** to develop regulations, design standards, and review processes which better integrate transportation safety into redevelopment projects. Opportunities may include leveraging redevelopment to implement corridor safety improvements, improving internal site circulation and multimodal connectivity, reducing driveway conflicts through shared access and driveway consolidation, enhancing on-site signing and circulation, and evaluating whether existing regulations provide adequate mechanisms to retrofit or mitigate existing nonconforming development that contributes to safety issues.
- **Enforcement including High-Visibility Saturation (HiVE) Patrols** focused on high-risk road user behaviors including speeding, intoxication, not yielding, and distraction. Enforcement campaigns can be focused on drivers but also could include non-motorized or micro-mobility users. Expansion of the City's automated enforcement program is another recommendation to address high vehicle speeds outside of school start and end hours.



Chapter 1: Introduction

The primary goal of the Federal Way Comprehensive Traffic Safety Action Plan (CTASP) is to eliminate fatal and serious injury crashes on City of Federal Way (City) transportation facilities by 2044. To support the achievement of the safety goal, the City will implement specific safety improvement projects and programs identified in the

CTASP. The CTASP is developed through a data-driven approach to risk identification and improvement prioritization, using contextual roadway data and crash report data retrieved from the Washington State Department of Transportation (WSDOT) for all crashes reported within the city from January 1, 2020, through December 31, 2024.

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Overview of Federal Way

Federal Way is located on the Puget Sound approximately 25 miles south of Seattle and eight miles north of Tacoma. Initially settled in the late 1800's as a logging settlement¹, the community has developed into the tenth most populous city in the state with over 35,000 housing units across roughly 21.5 square miles. Federal Way is served by I-5 and four state highways, including State Route (SR) 18, SR 99, SR 161, and SR 509. SR 18 and SR 509 provide east-west mobility while I-5 and SR 99 serve as the major north-south routes through the city. SR 161 connects the southeastern edge of the city to Edgewood and beyond, to the south.

The city's existing transportation network accommodates several modes of travel, including walking, biking and transit use, with personal vehicle trips being the predominant mode. To support continued growth and development downtown, the City endeavors to create a walkable

downtown core centered around Town Square Park near the Commons Mall and the Federal Way Downtown Station, a major light rail and bus transit hub.

During the study analysis period, 2020 through 2024, a total of 4,374 crashes were reported on streets owned and maintained by the City, representing 62% of the crashes that occurred city-wide, including those reported on state-owned facilities. Crashes reported in private parking areas or on private streets were not included in the analysis. Of the 4,374 crashes, 23 (1%) resulted in fatality and 123 (3%) in serious injury. The CTASP adopts a Safe System Approach to proactively address the risks of and eliminate occurrence of fatal and serious injury (FSI) crashes on city streets. The plan reflects the City's commitment to prioritizing the safety of all road users and creating a community where travelers of all ages and abilities are safe to travel by any mode they choose.

¹ <https://www.federalwaywa.gov/page/about-city-federal-way>

What is a Comprehensive Traffic Safety Action Plan?

A CTASP is a strategic plan designed to reduce, and help eliminate serious injuries and fatalities occurring on the transportation system through the identification of risk factors and the application of countermeasures selected to address the identified risks. A CTASP is tailored to the City's specific risks and considers local constraints, challenges, and community preferences to take a proactive approach to address safety concerns both systemically and at historically overrepresented crash locations. In support of systemic safety, the CTASP also anticipates potential future crashes, based on shared presence of identified roadway characteristics correlated with elevated risk, and seeks to improve roadways before future collisions can occur. In addition to providing guidance for local safety improvements, the CTASP supports long-term capital planning and meets the requirements of the USDOT's SS4A program and Washington State's Highway Safety Improvement (HSIP) program, positioning Federal Way for pursuit of future grant opportunities.

Safe System Approach

The CTASP presents the City's roadmap to achieving a Vision Zero goal. It is grounded in the Safe System Approach, which aims to eliminate fatal and serious injuries

by anticipating human mistakes and minimizing impacts on the human body when crashes do occur. The Safe System approach is visualized in **Figure 5**.

A Safe System approach considers safety for all roadway users in all stages of transportation system development, maintenance, and operation. The Safe System Approach encompasses six primary areas of focus to encourage safer speeds, safer travel behaviors, appropriate incident response, safer facilities, and safer vehicles:

1. **Death and serious injury are unacceptable:** While no crashes are desirable, the priority of the Safe System Approach and the CTASP is to eliminate crashes resulting in fatality or serious injury as these crashes have the highest societal cost.
2. **Support safe road use:** The Safe System Approach recognizes that road users inevitably make mistakes that can lead to crashes and seeks to create a transportation system that accommodates reasonable and predictable behaviors and human limitations through designing facilities that are "self-enforcing" and "self-explaining". Such facilities encourage safe use of vehicles and shared spaces, thereby reducing the occurrence of fatal or serious injury crashes.
3. **Reduce large crash forces:** The human body has limits for tolerating impact force before death or severe injury occur. Most pedestrians will be killed or seriously injured in a crash involving speeds that exceed only 19 miles per hour. Implementing designs and operational elements to reduce crash speeds and improve impact angles to within survivable limits is a critical element of the Safe System Approach.

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Figure 5: Safe System Approach

4. **Responsibility is shared:** The Safe System Approach recognizes that roadway safety is a shared responsibility. Achieving the goal of zero fatal or serious injury crashes requires collaborative effort from transportation system designers, city and transportation system managers, road users, vehicle manufacturers, policy makers and enforcers, and emergency responders. Each stakeholder influences the transportation system and brings valuable insight to the Safe System Approach.
5. **Strengthen all parts:** The transportation system should be designed so that each part strengthens and reinforces the whole, with redundancies built-in to account for potential failure of any given aspect.
6. **Safety is proactive:** Proactive safety is also systemic safety that is sensitive to context, crash history, contributing circumstances, overrepresented crash types, and other crash risks to select and prioritize countermeasure projects aimed at reducing or eliminating the potential for fatal or serious injury crashes throughout the transportation system.

Vision Zero

Vision Zero is an internationally recognized strategy to eliminate traffic fatalities and serious injuries while improving healthy and equitable mobility options. Since its first implementation in Sweden in the 1990's, Vision Zero has gained increasing momentum across Europe and the United States as a critical tool to help reverse the trend of annual increases in fatal and serious injury collisions².

Since the rise of the automobile over 100 years ago, society has normalized traffic deaths as an inevitable part of modern transportation. Vision Zero recognizes and advances the reality that crash-related tragedies can be reduced and even prevented by taking a proactive, preventative, and systemic approach that prioritizes traffic

safety as a pressing public health issue. The significant loss of life and productivity that comes from traffic deaths and serious injuries exacts a deep and tragic toll on families and communities, extending to:

- Ongoing mental and emotional trauma suffered by surviving individuals and family members
- Personal financial costs from short-term medical bills and long-term treatments, rehabilitation, other medical needs, and loss of productivity
- Increased financial cost to taxpayers in the form of spending on emergency response and law enforcement
- Increased long-term societal healthcare costs

2. <https://visionzeronetwork.org/about/what-is-vision-zero/>



Figure 6: Vision Zero Approach

Additionally, many people form decisions about their mode choice based on the safety of the facilities available to them. Safer streets can lead to increased mobility options such as walking, biking, and taking public transit. In turn, support for active mode choices can lead to reduced rates of disease, reductions in vehicle miles traveled and associated greenhouse gas emissions and increased public health.

Shown in **Figure 6**, Vision Zero departs from the status quo in two major ways:

7. Vision Zero recognizes that people will make mistakes; so, the road system and transportation policies should be designed to reduce the risk of severe injury and fatalities when mistakes occur. Recognizing mistakes means improving the roadway environment, policies such as speed management, and other related systems to lessen the severity of crashes.
8. Vision Zero is a multidisciplinary approach, drawing from a diverse array of necessary stakeholders to address the complex issue of transportation safety. In the past, meaningful, cross-disciplinary collaboration among local transportation planners, engineers, policymakers, and public health professionals has not been standard practice. Vision Zero acknowledges that many factors contribute to safe mobility – including roadway design, speed management, road user behaviors, technology, and policies – and sets clear objectives to achieve the shared goal of zero fatalities and severe injuries.

Communities that want to succeed at their commitment to Vision Zero need to acknowledge that a normative shift must occur regarding the acceptance of severe

crashes, and that systemic changes are needed to make meaningful strides.

Committing to Vision Zero requires the following strategies:

- Building and sustaining leadership, collaboration, and accountability - especially among a diverse group of stakeholders to include transportation professionals, policymakers, public health officials, police, and community members
- Collecting, analyzing, and using data to understand trends and potential disproportionate impacts of traffic deaths on certain populations, especially vulnerable road users and historically underserved communities
- Prioritizing accessible, equitable, and inclusive community engagement
- Managing vehicle operating speeds to safe levels
- Setting a timeline to achieve zero traffic deaths and serious injuries, which brings urgency and accountability, and ensures transparency on progress and challenges

Washington State Target Zero Program

In line with national initiatives to improve roadway safety, the State of Washington adopted the Target Zero vision for reducing traffic-related fatalities and serious injuries on Washington's roadways to zero by 2030. Washington State developed the nation's first Target Zero Plan in 2000 to guide efforts in achieving the state's safety goal. Since then, the State has continued to improve roadway safety, with the Washington Traffic Safety

Commission (WTSC) tasked with advancing and implementing the best practices, priorities, and solutions outlined in the State's Target Zero Plan. As part of Target Zero efforts, WTSC supports a statewide network of 17 Target Zero Managers (TZM) to facilitate the State's Target Zero Plan at the local level and address regional safety concerns. Federal Way is located within TZM Region 8.

Vision Zero in Federal Way

In adopting this plan, the City Council will be adopting a resolution committing to a Vision Zero goal of eliminating all fatal and serious injury crashes by 2044.

The resolution acknowledges that traffic deaths and serious injuries are preventable and affirms alignment with USDOT's SS4A program. It commits Federal Way to

implementing a Safe System Approach, which anticipates human error and prioritizes safer roadway design, policies, and education to systematically reduce and ultimately eliminate the most severe crashes across all modes of travel. Here is the draft language of the resolution:

“The City Council hereby supports the development of a Comprehensive Traffic Safety Action Plan consistent with the USDOT SS4A program. The City Council adopts a Vision Zero goal to eliminate all fatal and serious injury crashes that occur on the City multimodal transportation system by 2044.”

Organization of the CTASP

The CTASP is organized by first presenting an overview of previous traffic safety planning efforts undertaken by the City. A summary of the analysis and outreach conducted to identify the City's traffic safety focus areas and a discussion of the identified issues including overrepresented crash types in Federal Way follows. The CTASP concludes with a presentation of the risk factors associated with crashes and project and program strategies to address the risk factors.



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Chapter 2: Planning for Safety in Federal Way

A range of plans, policies, and studies from the City of Federal Way, Washington Traffic Safety Commission, Washington State Department of Transportation, and the Puget Sound Regional Council were reviewed to understand how safety is currently being advanced across the city, region, and state, a selection of which are summarized in this chapter. The review

focused on identifying key strategies, priorities, and best practices relevant to the CTASP and evaluating how they align with the Safe System Approach adopted by USDOT and WSDOT.

Appendix A provides a more detailed description of all the relevant policies, plans, and resources that were considered in developing the CTASP.

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Federal Way Plans

The City has completed several planning efforts that address transportation safety concerns. Collectively, the City's efforts establish the policy framework, priorities, and implementation strategies that shape how transportation safety is addressed across all modes for transportation users of all ages and abilities. They reflect the City's long-term vision for a safe, accessible, and multimodal transportation system and provide the foundation on which the CTASP is developed. The following plans were reviewed to ensure the CTASP is consistent with adopted policies, reflects ongoing and planned investments, and supports coordinated implementation of identified safety improvements across the system. An overview of existing planning and policy documents related to transportation safety in Federal Way is presented below.

Transportation Element (2024)

The City adopted its 2024 Comprehensive Plan on December 3, 2024. The plan and its included Transportation Element

(TE) were developed to guide growth and development of the City's transportation infrastructure through 2044. The TE incorporates recommendations from the 2012 Bike/Pedestrian Master Plan and contains a 20-year projection of future growth, transportation needs, and safety improvements.

The TE addresses all modes of transportation and includes a range of project types including street and intersection projects, non-motorized, and maintenance and preservation projects. Safety is emphasized throughout the plan and is reflected in multiple transportation goals and policies that prioritize safe travel for all users. The CTASP builds on the Federal Way TE and draws from its safety-oriented goals and policies that prioritize safe travel for all users, summarized here:

Goal T G1	Maintain and enhance mobility through a safe, balanced, and integrated transportation system.
Policy T P1.4	Allow improvements to vehicle throughput only where they enhance traffic and pedestrian safety, improve high-capacity transit and high occupancy vehicle (HOV) facilities, improve bike and pedestrian mobility, or reduce pollution
Policy T P1.6	When widening roadways, safety improvements shall be considered and implemented to compensate for added level of stress from additional traffic lanes and/or speeds.
Policy T P1.7	Employ traffic calming measures in neighborhoods through context-sensitive design where traffic volumes and speeds consistently exceed reasonable levels and as set forth in the adopted Neighborhood Traffic Safety Program.
Policy T P1.8	Improve safety on residential streets by: - Reducing street widths while maintaining on-street parking - Increasing separation between sidewalks and streets - Reducing design speeds to discourage speeding - Limiting the length of straight streets to discourage speeding - Traffic calming - Other actions approved by Public Works
Policy T P1.9	Reduce crash rates and extend capacity of major roadways through the use of access management improvements.
Policy T P1.10	Develop incident response timing plans for major roadways.
Policy T P1.16	Prioritize transportation projects considering concurrency, safety, multimodal enhancements, environmental impacts, and cost effectiveness. Social equity should be a key factor in selecting transportation investments
Policy T P12.6	Encourage non-motorized improvements that minimize the need for residents to use motorized modes by extending the existing non-motorized system and providing: - Safe and comfortable access to activity centers and schools - Linkage to transit, park & ride lots, and school bus networks - Completion of planned pedestrian/ jogging or biking trails - Designation of a network of streets that can safely and efficiently accommodate bicycles - Extension of sidewalks to all streets

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Federal Way Local Road Safety Plan

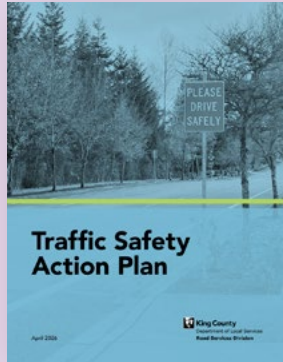
In alignment with the Washington State Strategic Highway Safety Plan, Target Zero, FHWA, and consistent with several of the Federal Way Transportation Element goals and policies, the City completed its first Local Road Safety Plan (LRSP) in 2018, with additional updates in 2020, 2022 and 2024. The LRSP used a hot-spot analysis to identify intersections and corridors where high numbers of annual crashes had occurred, or were expected to occur, based on shared high-risk facility characteristics, and identified several risk factors based on overrepresented crash types and contributing factors in Federal Way crashes.

Federal Way Transportation Improvement Program (2026-2031)

The Federal Way Transportation Improvement Program (TIP), consistent with State of Washington requirements, is updated annually to outline near and medium-term projects that are planned within the Federal Way. The City regularly updates to the program to ensure that the project list remains aligned with needs, goals, and priorities. The Transportation Improvement Program (TIP) outlines Federal Way's six-year transportation program. It is prepared as part of the annual amendment to the Comprehensive Plan. The Comprehensive Plan goals guide the type of transportation projects that are constructed. The TIP details locations, descriptions, and costs per year for roadway and non-motorized transportation projects.



County and Regional Plans



King County Traffic Safety Action Plan (2026)

The King County Department of Local Services Road Services Division completed a Traffic Safety Action Plan (TSAP) in 2026 to improve traffic safety. The County TSAP was built using public input, crash and safety data, and expert review. The division is using their TSAP to suggest where improvements are needed and identify possible solutions. The plan will follow the Safe System Approach adopted by Washington State.



Puget Sound Regional Council (PSRC) Regional Safety Action Plan (2025)

The Puget Sound Regional Council (PSRC) developed the Regional Safety Action Plan (RSAP) to help the agency and its partners to identify actionable strategies and resources, improve project development, implement improvements, track progress toward meeting regional and state safety targets, and promote a culture of safety in the central Puget Sound region, which includes King, Kitsap, Pierce, and Snohomish counties. The plan was developed in response to a growing trend of traffic fatalities as a coordinated regional strategy to target several high-risk areas identified in the plan's High-Injury Network.

The RSAP establishes a data-driven basis for selecting strategies targeted at eliminating fatal and serious injury crashes across the region. PSRC envisioned the RSAP to be complimentary to city and county frameworks, with the goal of

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consistent and effective safety planning and implementation throughout the region under the Safe System Approach. The RSAP identifies critical systemic deficiencies and highlights a disproportionate rise in vulnerable road user (VRU) fatalities and compounding socio-economic disparities that serve as the technical support to prioritize capital improvement programming and direct federal safety investments where they will most effectively reduce fatal and serious injury crashes.

The RSAP allowed PSRC to secure federal SS4A funding, from which Federal Way received a sub-allocation to complete required safety planning efforts that will position the city to successfully compete for implementation grants.

important community and transit destinations within Federal Way and provides key multimodal links to neighboring communities in southwest King County and Pierce County. Analysis conducted for the plan revealed that many potential trail corridors within the city may be infeasible due to both built and natural environmental barriers. Due to the infeasibility of some potential trail corridors, the plan endeavored to provide connected walking and biking facilities within the right-of-way that create a high-comfort, trail-like experience, separated from high-speed, high-volume vehicle traffic.

Community engagement conducted for the plan revealed that safety and accessibility were the top priorities for survey respondents when asked about their vision for expanding Federal Way’s trail network, with “lack of safety” cited as the biggest challenge.

In all, fourteen routes were identified which aligned with the study’s vision and goals, representing the most feasible options and organized into two categories: key intercity connections and regional connectivity opportunities. The routes build on existing and planned multimodal infrastructure including the BPA trail, the Pacific Highway non-motorized corridor along 16th Avenue S, and Sound Transit’s Federal Way and Tacoma Dome Link light rail stations.



SW King County Trails Plan (2024)

Completed in May of 2024, the SW King County Trails Plan¹ was developed to create a trail-based, high-comfort active transportation network that connects

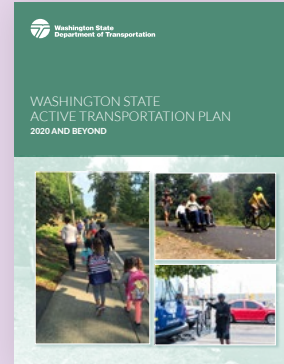
¹ <https://www.federalwaywa.gov/page/southwest-king-county-trails-plan>

Statewide Plans



Strategic Highway Safety Plan (2024)

The Washington State Strategic Highway Safety Plan guides communities by providing a clear, statewide safety framework that local agencies can translate into their own policies, projects, and priorities. Grounded in the Safe System Approach, it helps communities shift from reacting to crashes to proactively reducing risk by encouraging safer street design, lower and context-appropriate vehicle speeds, and protections for vulnerable users like people walking and biking. The plan identifies the most critical crash types and contributing factors across the state and equips local jurisdictions with data, emphasis areas, and proven countermeasures to address them. It also promotes consistency by aligning state, regional, and local efforts, while still allowing flexibility for communities to tailor strategies to their specific needs. Just as importantly, it emphasizes equity and community engagement, guiding local agencies to focus investments where safety risks and disparities are highest, and to involve local voices in decision-making.



Washington State Active Transportation Plan (2021)

The WSDOT Active Transportation Plan guides communities by providing a safety- and equity-driven framework for improving walking, biking, and rolling conditions across the state. The plan explicitly examines whether certain populations face higher crash risks and whether higher-speed roadways are concentrated in more vulnerable communities. It emphasizes speed management as a critical safety strategy, highlighting the dramatic increase in fatality risk as vehicle speeds rise, and equips communities with data-driven tools like Bicyclist and Pedestrian Level of Traffic Stress (BLTS/PLTS) to identify unsafe corridors and prioritize infrastructure upgrades. In addition to promoting safer, better-connected networks, the plan guides local agencies to funding opportunities through programs such as the Pedestrian and Bicycle Program and Safe Routes to School. Aligned with the Washington State Target Zero Plan, it helps communities target investments where safety risks and inequities are greatest while advancing a more inclusive and proactive approach to reducing serious injuries and fatalities.

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Chapter 3: Community Engagement & Outreach

Stakeholder and community input are key elements in the development of an actionable CTASP. Engaging with community members during planning

processes ensures that local knowledge is captured and that projects resulting from the plan address the most salient issues.

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The CTASP provided opportunities for input through regular meetings with a Stakeholder Advisory Committee, a Road Safety Audit (RSA), stakeholder listening sessions, community pop-up events (**Figure 7**), a survey (**Figure 8**), and an online interactive map. The preliminary survey results shown in **Figure 8** revealed community concern regarding interactions with pedestrians and active mode users and vehicles traveling at high speeds with many people responding that various speed-related behaviors were among the most troublesome and that improving facilities for active mode users, particularly at crossings, would be important countermeasures to reduce severe crashes and traffic fatalities.



Figure 7: Community Engagement Pop-Up Events

Outreach Efforts Included:

Stakeholder Advisory Committee



Road Safety Audits



Stakeholder Listening Sessions



Community Pop-up Events



Survey

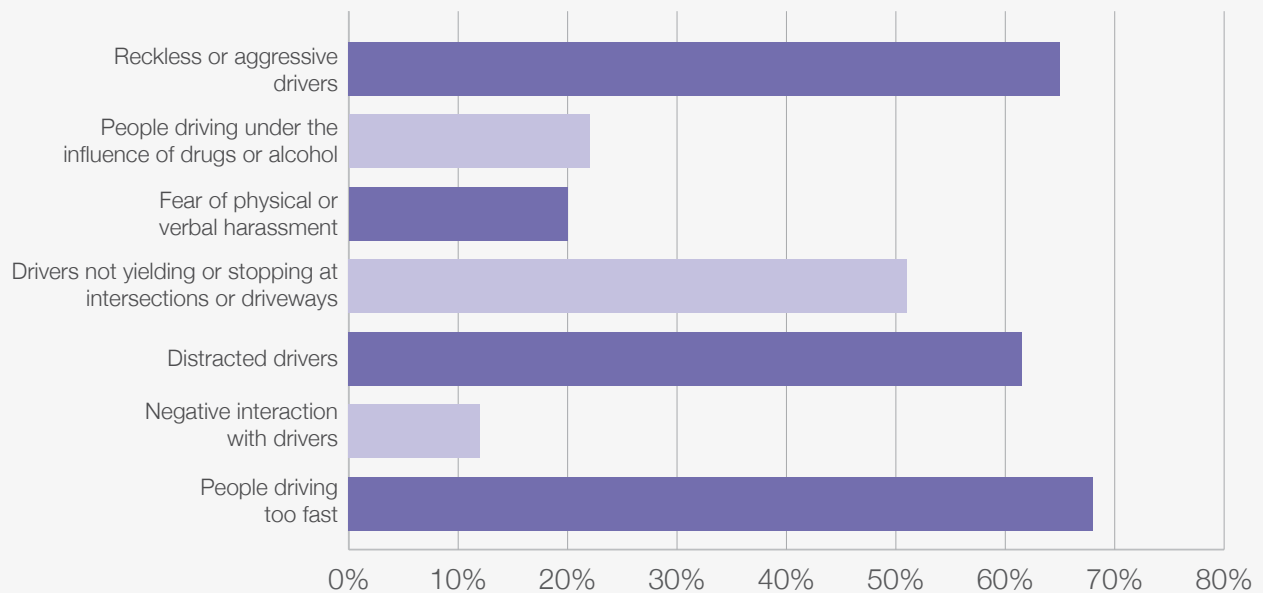


Interactive Map



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Which of the following behaviors make you feel most unsafe on roads in Federal Way? Select the three concerns that worry you the most.



Below are some traffic safety measures that are generally effective in reducing fatal and serious injury crashes. Please rank the following measures in order of importance, 1 = most important and 7 = least important

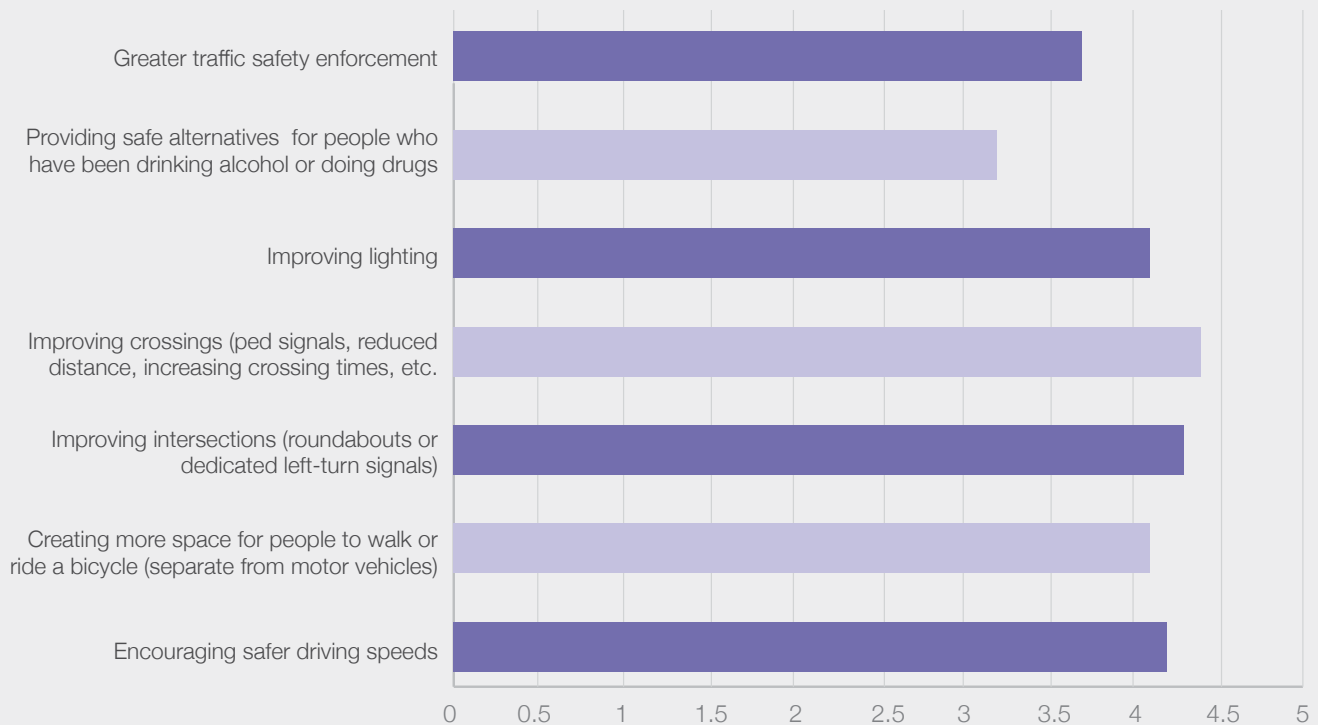


Figure 8: Preliminary Engagement Survey Results



Federal Way CTSAP Stakeholder Advisory Committee

The study team collaborated with a group of stakeholders, referred to as the Federal Way Stakeholder Advisory Committee, to help shape the CTASP. The committee was comprised of City staff, community members, and partner agency staff whose roles impact post-crash care, safer speeds, safer road users, and safer land use. The committee met four times to discuss existing safety conditions and concerns in Federal Way, identify safety challenges, explore potential countermeasures and safety projects to address the issues, and review the draft CTASP.

Road Safety Audit

In support of the City's planning efforts, City staff, consultants, and community stakeholders conducted a Roadway Safety Audit (RSA) along 21st Avenue Southwest and Southwest Campus Drive/Southwest 336th Street. RSAs help local agencies take a multi-disciplinary approach to understanding safety concerns through on-the-ground experience from a pedestrian perspective. The audit offered the opportunity for participants to identify specific road safety issues and highlight opportunities to improve conditions for all road users.

Participants in the audit included staff from the Federal Way Public Works Department, Federal Way Police Department, Federal Way Community Development, South King Fire, King County Metro Transit, Federal Way Public Schools, and the study team, as well as a member of the community. A detailed description of the RSA process and findings are provided in **Appendix B**.

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Public Engagement Overview

Engagement for the City's CTSAP was split into three phases:

Phase 1 collected personal stories and concerns and identified priorities for addressing traffic safety issues affecting the community. Phase 1 was completed during fall/winter 2025 and winter 2026.

Phase 2 focused on testing ideas by sharing crash analysis findings with the Community Advisory Committee and introducing potential treatments to address the issues identified during Phase 1.

Phase 3 presented the draft Federal Way CTSAP for public review and comment. The primary goals of the CTSAP public engagement process were to:

Educate the community about:

- The need for improved traffic safety
- Proposed solutions to improve traffic safety using a Safe System Approach ¹
- Tradeoffs involved in the implementation of traffic safety projects

Understand:

- Community values, priorities, and preferences around safe system strategies

- Where different Safe System Approach elements may have disparate impacts on Black, Indigenous, and People of Color (BIPOC), low-income, disabled, and/or other historically marginalized communities
- Specific corridors or locations where community members are most concerned about traffic safety
- Which communication and engagement tools are preferred by community members

Incorporate:

- Community stories and voices into the plan
- Community priorities into the plan's strategies and recommendations

Build:

- Relationships with and between key interest groups and stakeholders
- Public support for plan implementation

A complete summary of the engagement events and findings are provided in **Appendix C**.

¹ "Zero Deaths and Safe System." 2024. USDOT Federal Highway Administration. August 2, 2024. <https://highways.dot.gov/safety/zero-deaths>.



Targeted Engagement

Numerous groups were invited to participate in outreach activities and interviews in support of the Federal Way CTSAP. In addition to interacting with the public at the Federal Way Community Festival, and the Federal Way Farmer's Market, targeted groups the study team prioritized included:

- Transit riders
- Emergency medical service providers
 - ◊ South King Fire
 - ◊ Federal Way Police Department
 - ◊ St. Francis Emergency Department
- Federal Way school bus drivers
- Korean American Association
- Mujer al Volante: a non-profit organization with the mission to support low-income, immigrant, and refugee women and mothers with driver's education
- Federal Way Senior Commission
- Transit providers
 - ◊ Sound Transit
 - ◊ King County Metro
 - ◊ Pierce Transit
- Federal Way Youth Commission

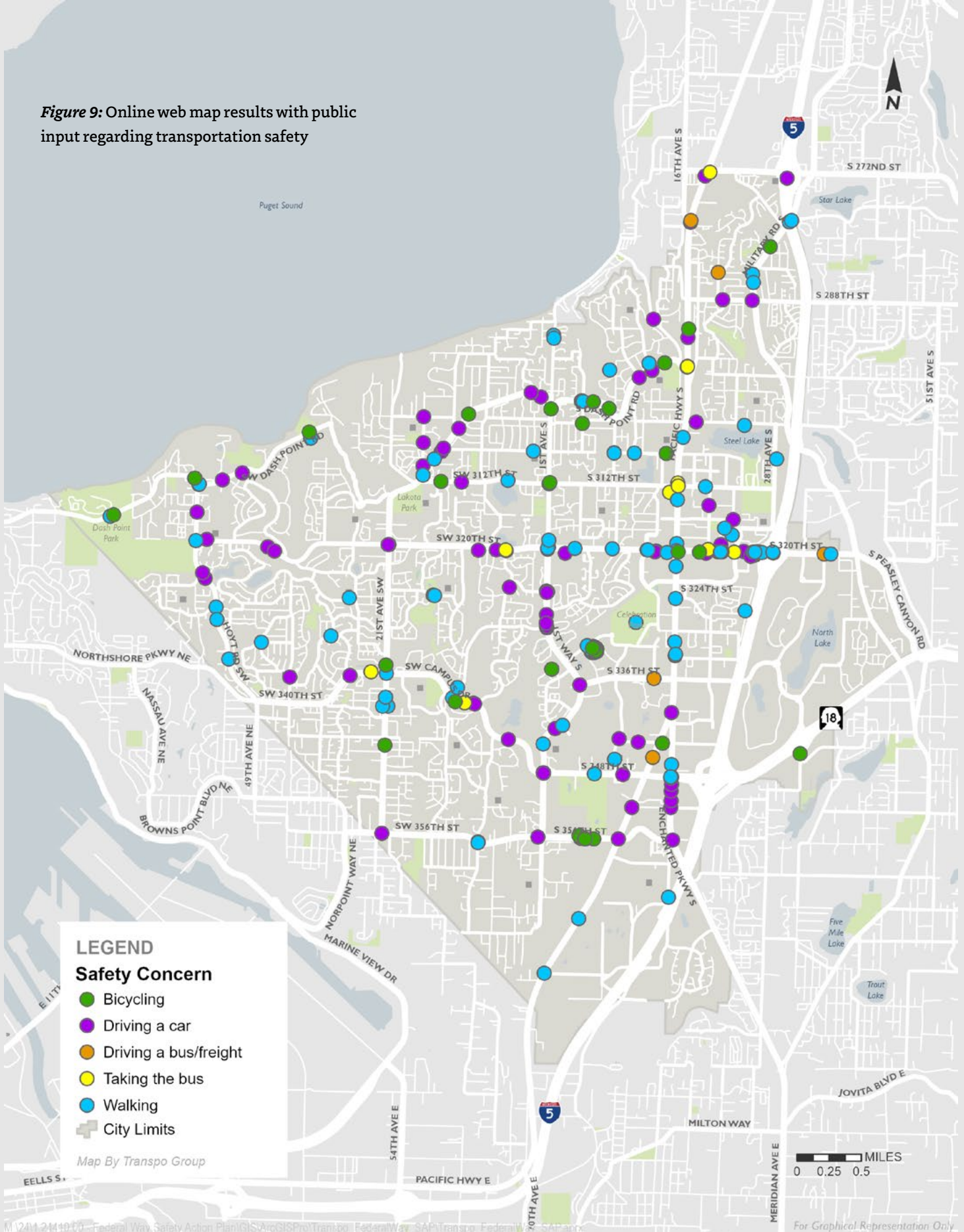
The outreach team led three pop-up events, six listening sessions, presented at a community meeting, and created an online survey with web map to collect public comments regarding transportation safety (see **Figure 9**). The feedback collected provided additional understanding of where community members had transportation safety concerns. Many people who provided

comments felt safe walking in Federal Way. Several responses were collected expressing concerns about speeding and street racing, lack of safe pedestrian facilities in some locations, and unsafe conditions for walking and bicycle riding near schools.

Across all engagement events, participants consistently identified speeding and reckless/aggressive driving, such as redlight running and racing, as the most pressing transportation safety concerns. The second dominant theme was the lack of safe infrastructure for pedestrians. In particular, the absence of sidewalks, marked mid-block crossings, and street lighting were noted. In addition to physical infrastructure, many participants cited personal observations of insufficient traffic enforcement and driver education as contributing factors to unsafe conditions. Overall, the feedback showed strong community alignment around the need for traffic calming, safer pedestrian and bicycle infrastructure, improved lighting, and better driver behavior and enforcement.

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Figure 9: Online web map results with public input regarding transportation safety





Chapter 4: Demographic and Need Analysis

The CTASP's public engagement strategy extended outreach to historically underrepresented communities disproportionately burdened by transportation safety issues. Prioritized groups included people with disabilities, neurodivergent individuals, members of the elder community, child-care providers, school-aged children, low-income

households, religious minorities, and BIPOC communities. Building on the foundation from the outreach phase, the needs analysis conducted for the CTASP used WSDOT's Sandy Williams Connecting Communities Viewer (the Connecting Communities Viewer) to identify overburdened and underserved communities.

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The information from the tool was used as a component of the prioritization of safety countermeasure projects. Additionally, the needs analysis investigated whether corridors identified on the High Injury Network (HIN), discussed further in **Chapter 5**, overlapped with areas of high need, as defined in the Connecting Communities Viewer. A detailed discussion of the needs analysis is provided in **Appendix D**.

Federal Way has a highly diverse population as compared to Washington state demographics, with a larger proportion of Black, Asian, and Hispanic communities. Several census tracts in the city have more than 30% of households below the 200% poverty threshold. The CTASP utilized a demographic and needs analysis to better understand the varying transportation burdens throughout the city using public health, economic, and demographic indicators. The Connecting Communities Viewer used 2016-2020 American Community Survey (ACS) data and the Washington State Department of Health Environmental Health Disparities (EHD) Map to score each census block group based on several factors.

The scoring factors included:

Transportation: defined by households spending a high percentage of income on transportation and/or which have no vehicle access

Health: defined by households without access to healthy food options or which bear disproportionate health outcomes

Economics: defined by households living on incomes less than 200% poverty level

Family & Community: youth (age 18 or younger) and seniors (age 65 or older), systemically underserved and marginalized communities including people with limited English proficiency, and people with disabilities

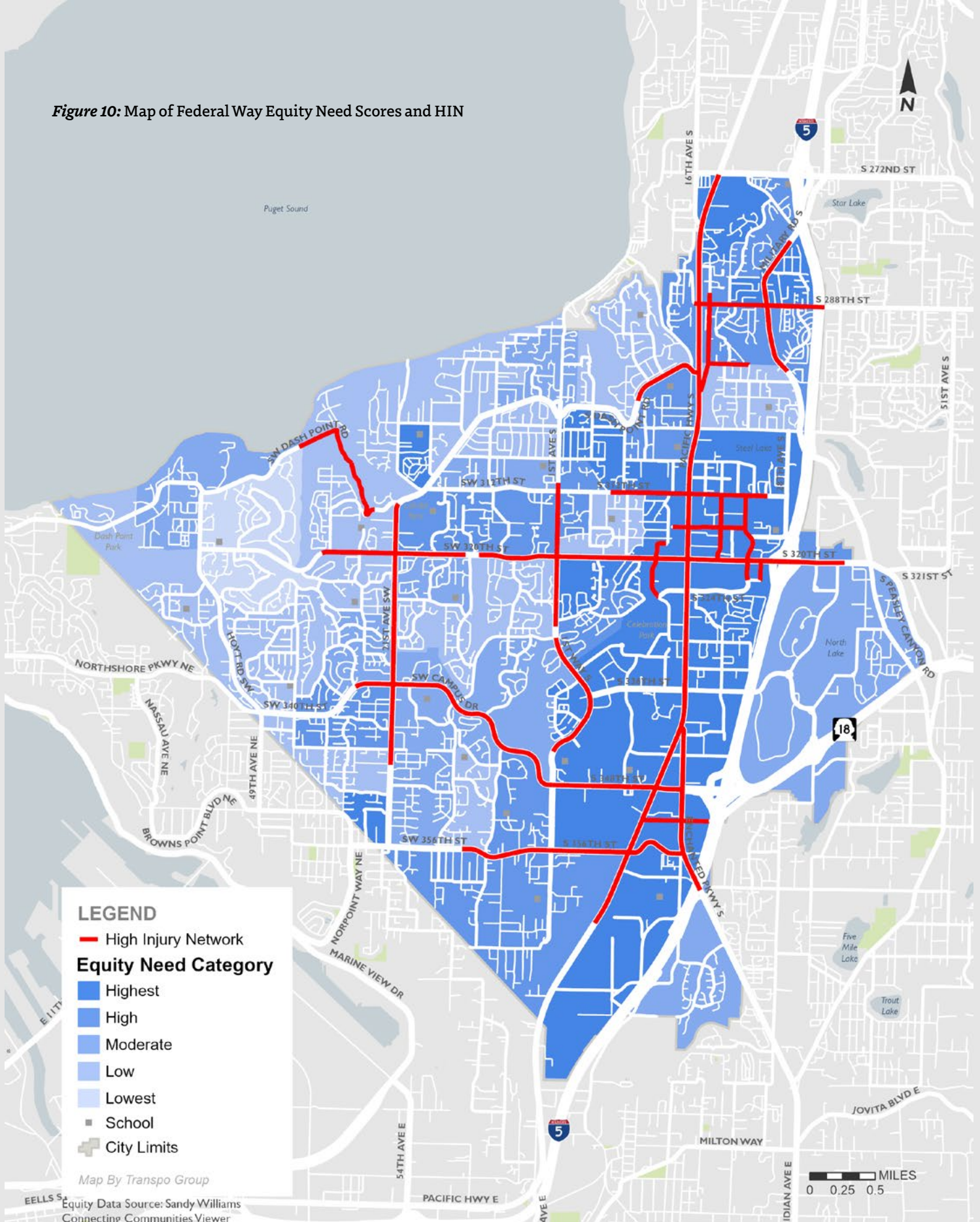
Pollution Exposure: communities disproportionately exposed to pollutants including industrial contaminants and transportation emissions

Several blocks near I-5 and SR 99 (Pacific Highway S) scored in the highest range in the total need score. Safety impacts and risks across the City's transportation network were evaluated and documented in the HIN process. The HIN represents segments of roadways where the highest densities of fatal and serious crashes were reported. The HIN was overlaid with a map of the City's need scores to depict the locations where safety deficiencies overlap the identified high need¹ areas. **Figure 10** shows the HIN overlaid on the map of the City's need scores.

The combined safety data and needs data analysis showed significant overlap between the HIN and the areas defined as Very High Need through the Connecting Communities Viewer, indicating the city's most severe crashes are disproportionately affecting its most underserved and overburdened communities.

¹ Locations with high proportions of community members who are overburdened, vulnerable, and have reduced access to transportation were defined as having high needs. [//experience.arcgis.com/experience/03cb82fc4a524e8c9723192e72c80a0e#data_s=id%3AdataSource_1-1924513a3f9-layer-42%3A4097](https://experience.arcgis.com/experience/03cb82fc4a524e8c9723192e72c80a0e#data_s=id%3AdataSource_1-1924513a3f9-layer-42%3A4097)

Figure 10: Map of Federal Way Equity Need Scores and HIN



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5. Safety Analysis

Chapter 5 summarizes existing conditions and current crash trends on Federal Way's transportation network. The summarized analysis is based on crash data obtained from WSDOT for the years 2020-2024 ¹. The safety data analysis covers all public roads in Federal Way but excludes limited access

highways (Interstate 5 and SR 18 east of SR 161). The detailed safety analysis conducted to help identify specific, prioritized risk factors to guide the recommendation of countermeasure projects, policies, and procedure changes as part of the CTSAP can be viewed in **Appendix E**.

¹ Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Methodology and Approach

Historical data were analyzed to understand Federal Way's crash risks from a systemic level and reveal information such as the quantities of different crash types, quantities of crashes by type resulting in fatal or serious injuries (FSI), and the proportion to which

high-risk behaviors contributed to the crashes. The results of the historical analysis provide a

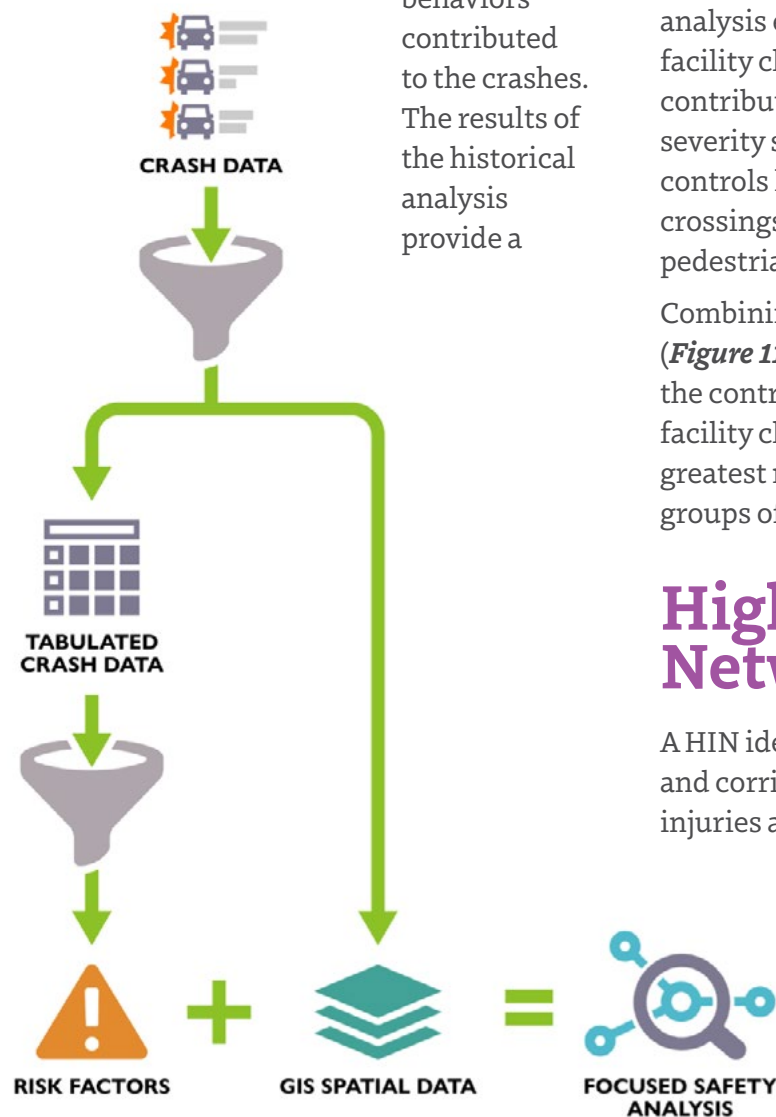


Figure 11: Safety Analysis Process

picture of crash trends over the five-year analysis period, showing which crashes are most frequent and severe, and what the underlying behavioral issues may be.

The crash data were then mapped and analyzed spatially to identify contributing circumstances at specific locations with a high number of overrepresented crash types, severe crashes, and crashes affecting vulnerable road users such as pedestrians and bicyclists. The spatial analysis enabled the identification of facility characteristics disproportionately contributing to crash frequency and severity such as lane delineation or traffic controls lacking contrast, wide arterial crossings or missing and incomplete pedestrian and biking facilities.

Combining the historic and spatial analysis (**Figure 11**) revealed the risk factors, showing the contributing road user behaviors and facility characteristics presenting the greatest risk to road users, and which groups of road users are at greatest risk.

High Injury Network

A HIN identifies the specific intersections and corridors where severe and fatal traffic injuries are concentrated. Rather than

treating safety issues as isolated incidents, a HIN focuses attention on the small percentage of the roadway network which accounts for a disproportionately large share of serious injuries and deaths. For

Figure 12: Federal Way High-Injury Network for All Modes



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Federal Way, HINs were developed for pedestrian, bicycle, motorcycle, and vehicle modes of travel. **Figure 12** shows the HIN for all modes combined.

The HINs were developed using a sliding window analysis to capture and weight crashes within a half-mile window on a roadway and counting the number of crashes by severity and road users which occurred within each successive half-mile segment. Fatal and serious injury crashes are weighted more heavily than crashes of lower severity, creating an overall score for each analysis window and allowing crashes of lower severity to be included in the analysis while still focusing on FSI crashes. Additional details regarding the development of the HIN can be found in **Appendix F**.

Systemic Safety Network

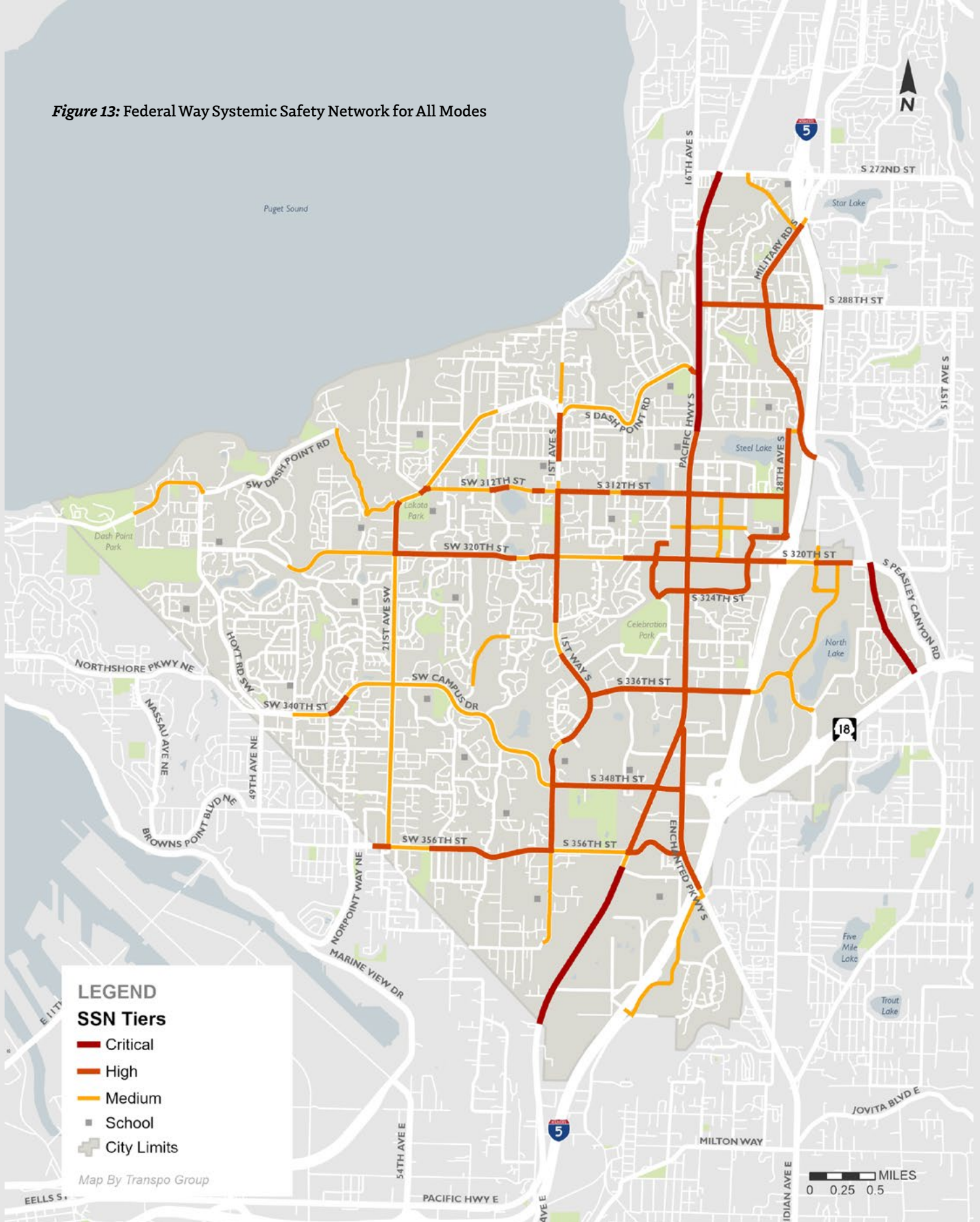
The Systemic Safety Network (SSN) is comprised of segments on the roadway network characterized by attributes associated with an above-average frequency

of FSI crashes. The SSN is categorized into five different tiers based on crash risk, to form a “Critical”, “High”, “Medium”, “Low”, or “Minimal” facility risk profile. Each tier is defined by different combinations of systemic screening factors associated with higher crash frequencies. Based on the profiles and tiers, roadway segments associated with higher levels of crash risks for each mode were identified. The facility profile identified to have the highest crash risk, “Critical”, is a roadway with a higher functional classification, sidewalk is present on at least one side, is near a park, within the commercial zoning area, and serves a relatively higher percentage of households with no vehicles. A map of the citywide SSN for all modes is shown in **Figure 13**.

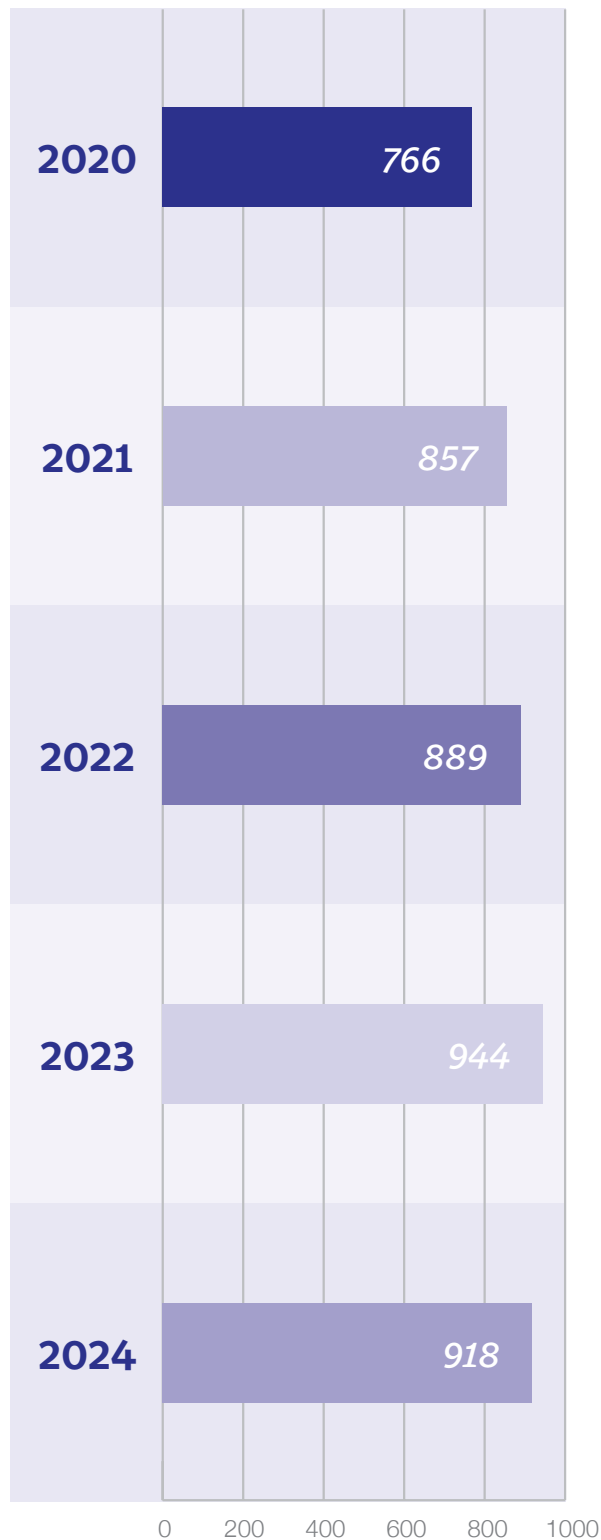
Facilities with “Critical”, High”, and “Medium” risk profiles accounted for approximately 79% of the weighted crashes in the study area, while representing only about 18% of the total roadway miles.

Additional details regarding the development of the SSN can be found in **Appendix G**.

Figure 13: Federal Way Systemic Safety Network for All Modes



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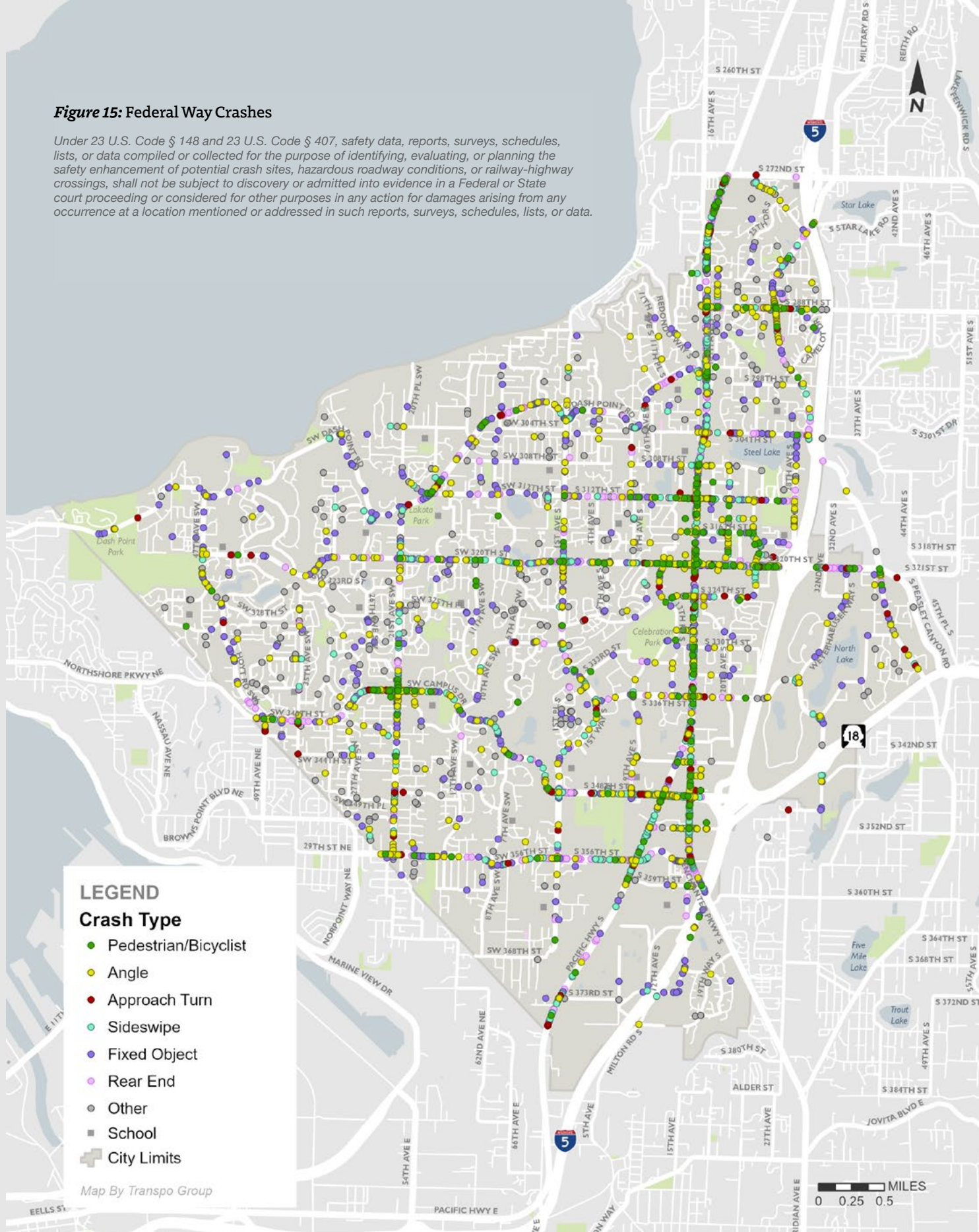
Citywide Crash Trends

A total of 4,374 crashes occurred on city streets in Federal Way during the analysis period (January 1, 2020, through December 31, 2024). Crashes that were reported in parking lots, drive aisles, and private property were not included in the analysis. **Figure 14** shows the highest number of crashes in a year, 944, occurred in 2023, and overall, the number of annual crashes reported has increased during the five-year period. The year with the lowest number of crashes, 2020, was impacted by COVID-19 stay-at-home travel restrictions. Prior to the restrictions, crash rates were seen to be dropping due to increasing congestion and stable driver tolerance for existing congestion levels. During the stay-at-home orders, many drivers who were on the road are thought to have developed risky driving behaviors partly due to the stress imposed by the pandemic, and partly in response to the much higher amount of (temporarily) available roadway capacity. When the stay-at-home directive ended, pre-pandemic congestion levels rebounded, however drivers who had developed risky driving behaviors, e.g. tailgating, speeding, not yielding, etc., continued these behaviors in conditions that no longer tolerated them, resulting in an increasing trend in crashes since 2020. When 2020 is removed from the data and only the years 2016-2019 are compared with the data from 2021-2024, the resulting trendlines are completely opposite, showing a gentle but steady decline in crashes per year from 2016 to 2019 and a sharp rise from 2021 to 2024.

Figure 14: Crashes per Year on Federal Way Streets

Figure 15: Federal Way Crashes

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



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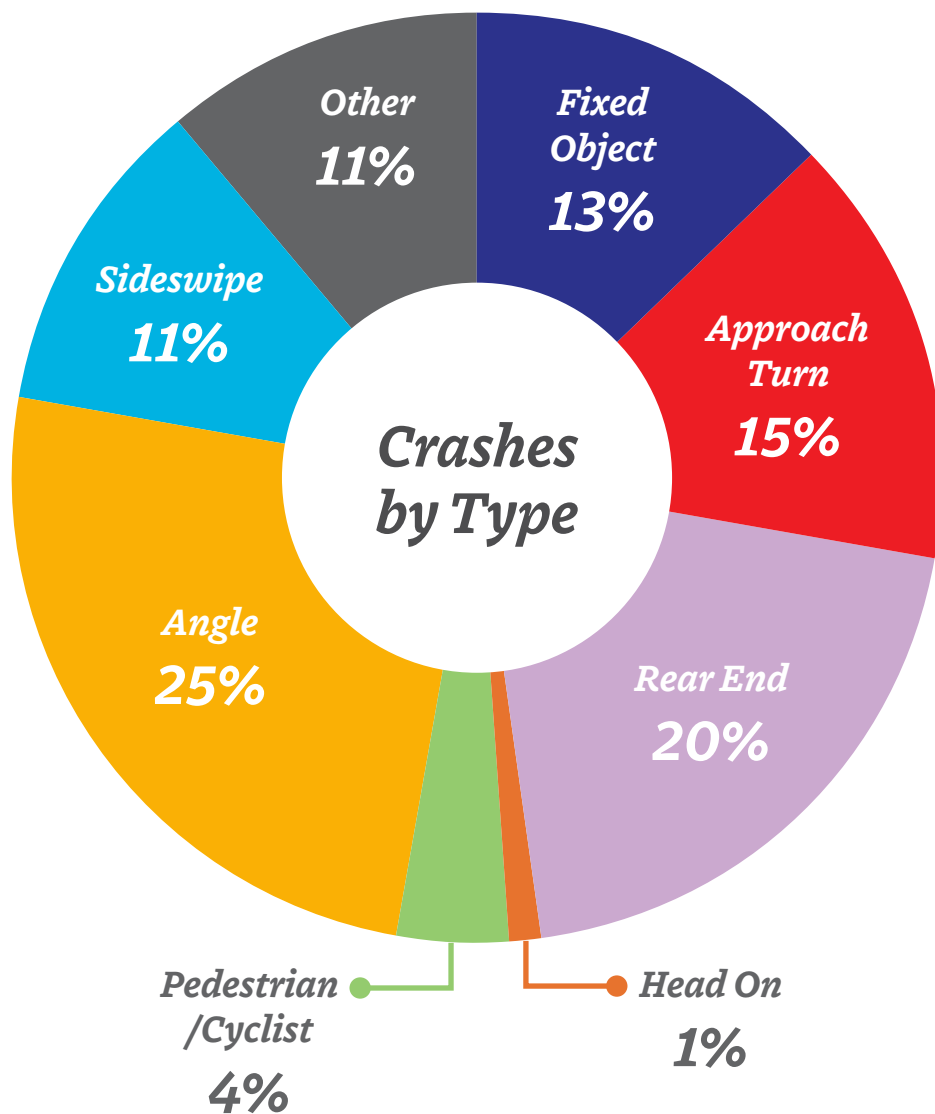


Figure 16: Total Federal Way Crashes by Type

The chart in **Figure 16** shows the proportion of crashes reported on city streets by type. The most frequent crash types reported on city streets during the analysis period were angle (25%), rear ends (20%), and approach turn (15%).

Table 1: Federal Way Crash Percentages Compared to Western Washington and Statewide

Crash Type	Federal Way Total (% of Total)	Federal Way FSI (% of FSI)	Western WA Total (% of Total)	Western WA FSI (% of FSI)	Statewide Total (% of Total)	Statewide FSI (%FSI)
Pedestrian and Bicyclist	292 (4%)	76 (34%)	7,646 (5.13%)	1,539 (35%)	13,685 (3%)	3,453 (21%)
Fixed Object	882 (13%)	33 (15%)	20,922 (14%)	806 (18%)	103,415 (21%)	4,448 (28%)
Angle and Approach Turn	2600 (37%)	44 (19%)	57,525 (39%)	1,170 (26%)	133,368 (27%)	3,453 (21%)

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Table 1 shows Federal Way’s most overrepresented crash percentages compared to the percentages of the same crash types reported statewide and throughout western Washington.

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Fatal and Serious Injury Crashes

Of the 4,374 crashes reported on city streets during the analysis period, 146 (3%) resulted in a fatality or serious injury.

Figure 17 shows the proportions of FSI crashes by type. As seen in **Figure 17**, crashes involving pedestrians and cyclists were by far the most overrepresented type of crash resulting in a fatality or serious injury in Federal Way, representing 32% of the City's most severe crashes, followed by fixed object crashes (18%), angle crashes (16%), and approach turn crashes (14%). The map in **Figure 18** shows fatal and serious injury crashes are scattered across the city, concentrated along arterials, particularly:

- Pacific Highway South
- 21st Avenue Southwest
- Southwest 312th Street
- Southwest 320th Street
- Southwest 356th Street

Concentrations of FSI crashes also appear along the northeast portion of Military Road, and near the City's downtown.

Analysis of the contributing circumstances cited in the police reports for FSI crashes showed the following trends in more than 10% of the crashes:

- 27% of FSI crashes cited improper driver action such as failure to yield to another vehicle or an active mode user, improper turning or merging actions, and disregard for traffic controls such as signs or signals.
- 12% of FSI crashes cited some sort of distraction or inattention ranging from eating and drinking, daydreaming, or interacting with a cell phone, vehicle controls or passengers.
- 10% of FSI crashes cited exceeding the stated speed limit or a reasonably safe speed for conditions.

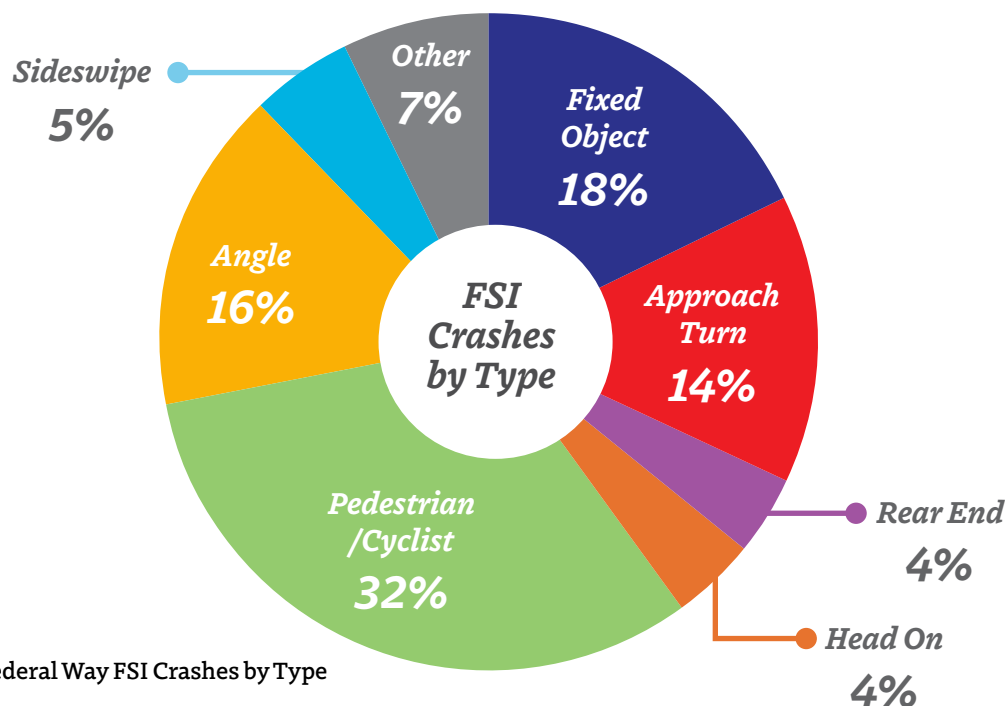
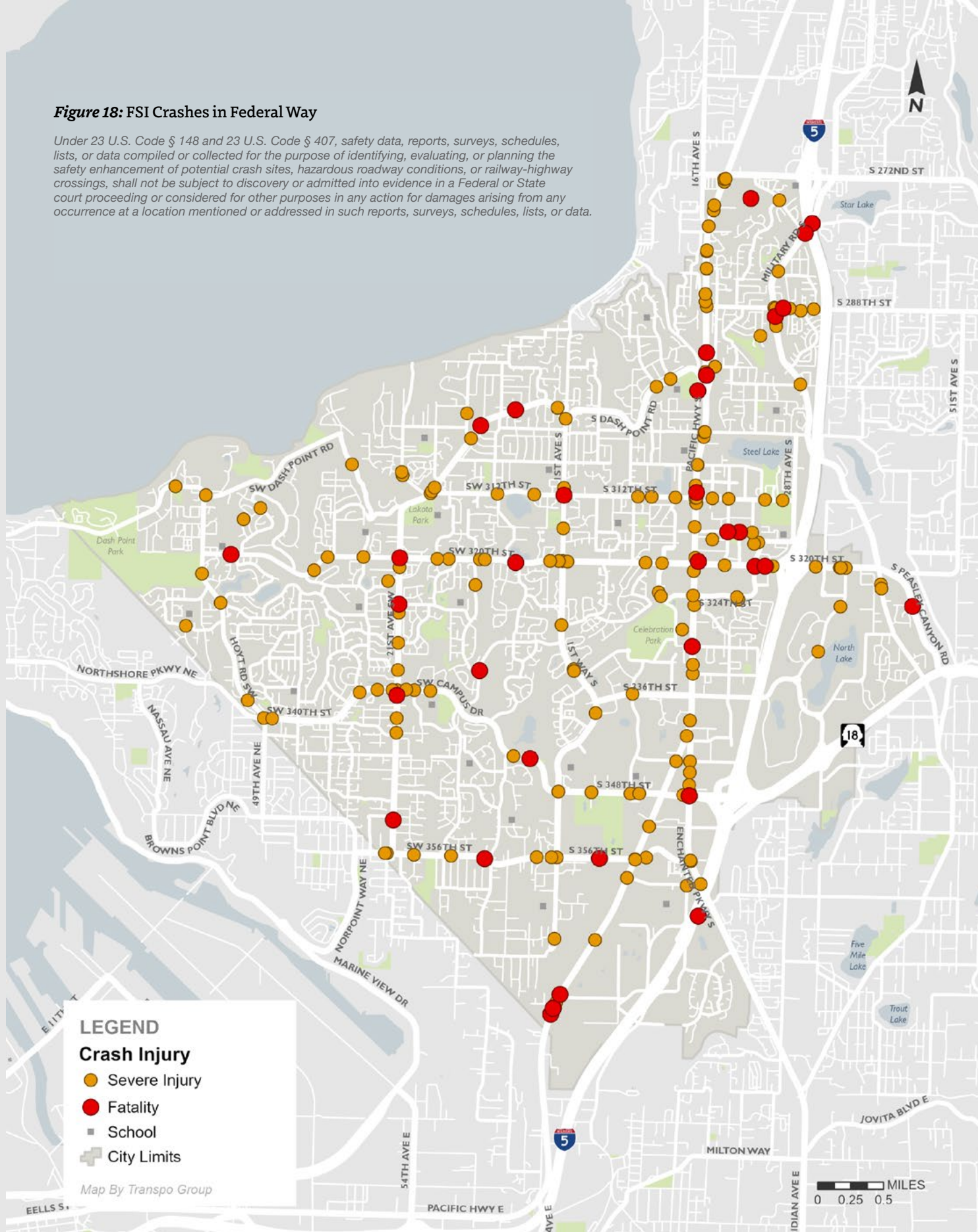


Figure 17: Federal Way FSI Crashes by Type

Figure 18: FSI Crashes in Federal Way

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



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Angle and Approach Turn Crashes

Angle and approach turn crashes are considered together as they share several similar circumstances which lead to each type of crash. Both types commonly occur where roads or driveways intersect, requiring judgment actions by the driver(s) based on identifying, analyzing, and balancing many factors such as oncoming vehicles, other turning vehicles, active mode users, and environmental conditions.

Of the approximately 2,600 crashes in the study period were of the approach turn or angle type:

- 68% cited driver error or improper actions, such as not granting right-of-way to another vehicle, disregard of signs and signals, or making an improper turn or merge
- 70% of the angle and approach crashes occurred at intersections, and
- just under 30% occurred at driveways.

Angle and approach crash frequency in dry versus wet conditions compared similarly to all crashes, indicating environmental conditions are not a significant factor to either crash type. Similar to rear-end crashes, angle and approach crashes occur significantly more frequently on Fridays during the 4 – 6 p.m. peak hours and are higher in the later months of the year (October through December).

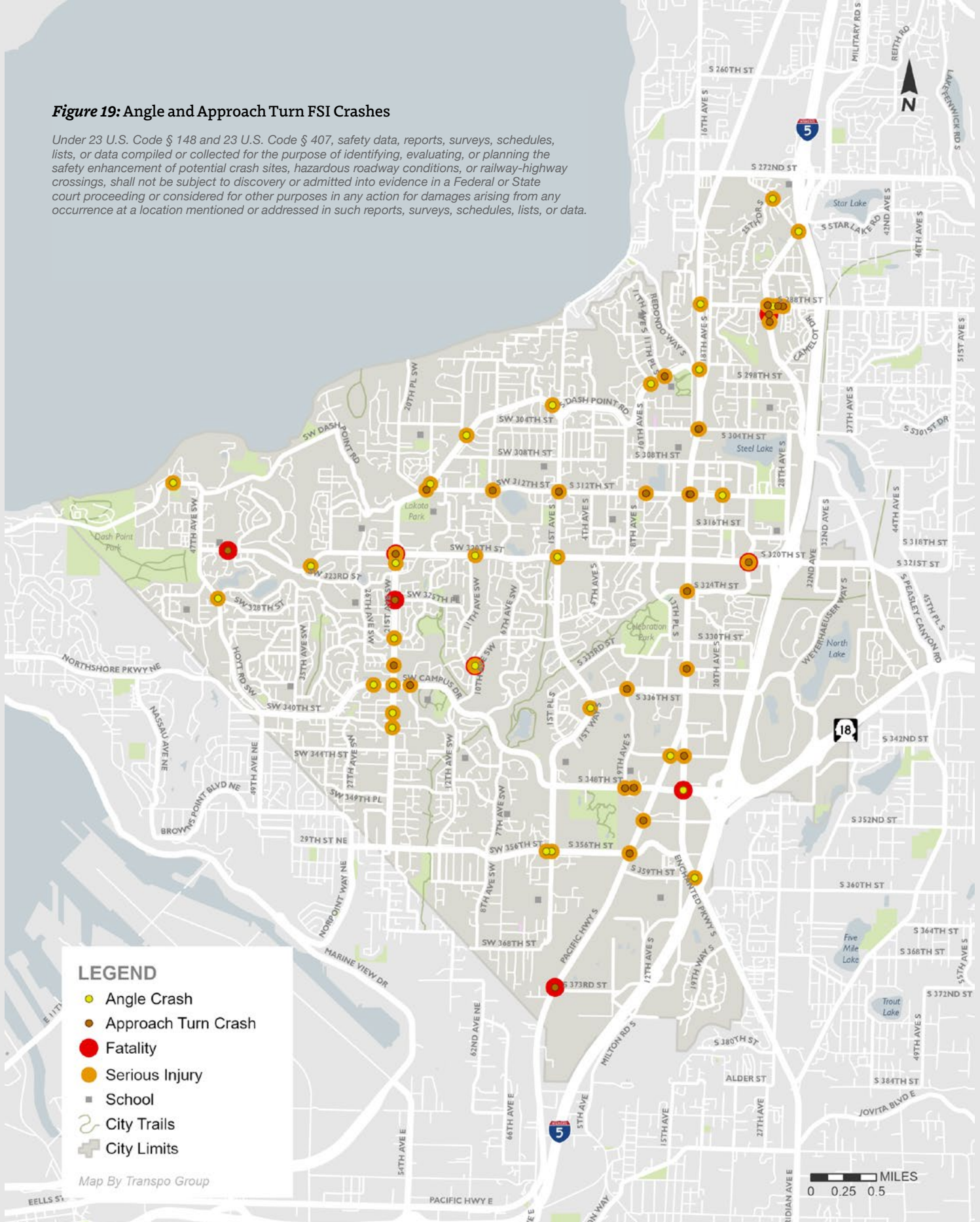
The angle and approach turn crashes primarily occurred along the arterials and collectors in the City, with only a few in the local street areas. Concentrations of crashes are located in four geographical areas of the City:

- The Downtown retail area (bounded by South 324th Street on the south, South 312th Street on the north, 11th Place South on the west, and 23rd Avenue South on the east)
- 21st Avenue Southwest and Southwest Campus Drive
- Military Road South and South 288th Street
- South 348th Street and SR 99 and SR 161/16th Avenue South intersections

Eight angle and approach type crashes resulted in fatal outcomes, as shown in **Figure 19**. The locations were spread out throughout Federal Way, with at least one near each of the four concentration areas listed above. Two of the fatal crashes involved motorcycles and two involved drivers under the influence.

Figure 19: Angle and Approach Turn FSI Crashes

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



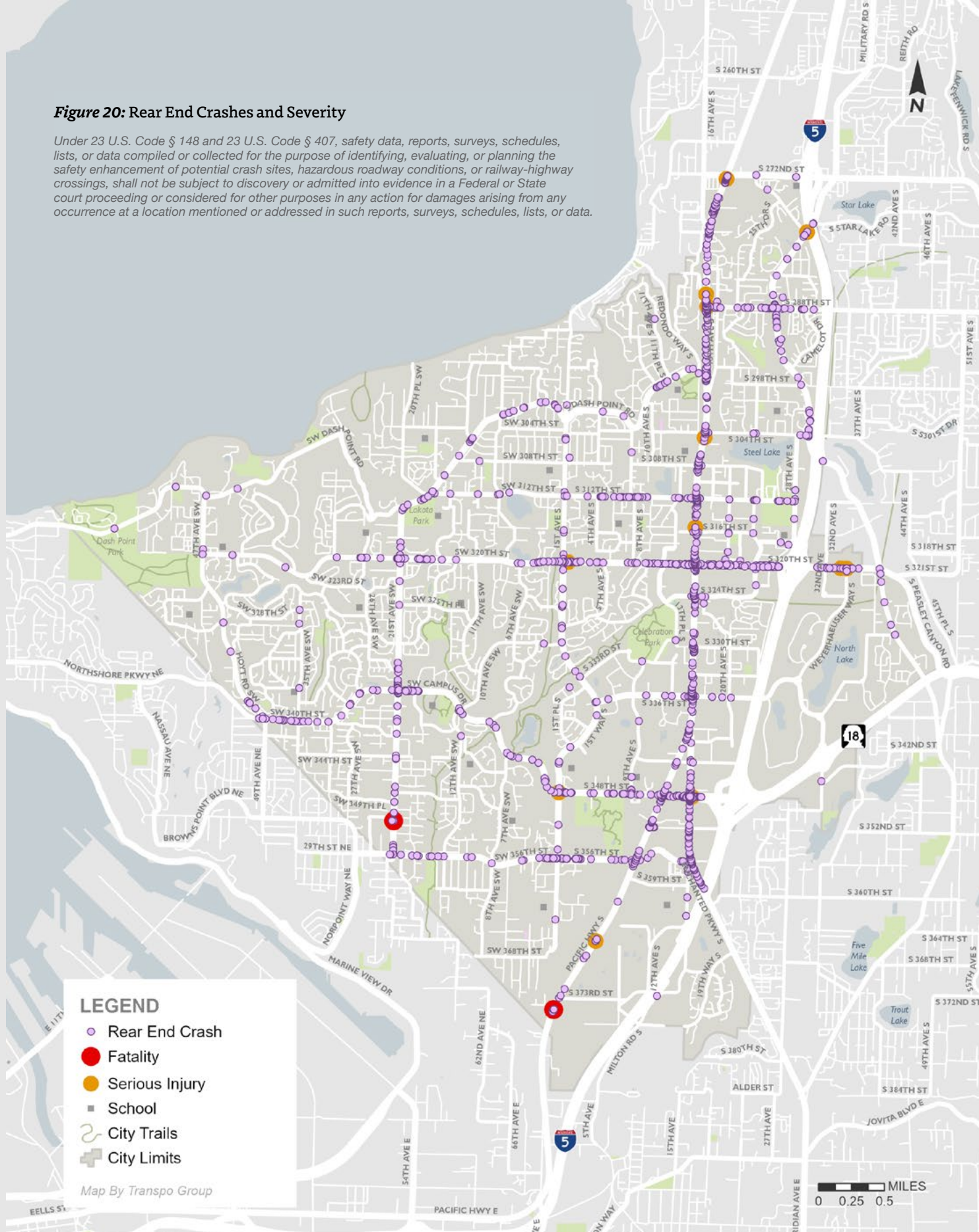
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Rear-end Crashes

Rear-end crashes are common in areas with high traffic volumes and signalized intersections, as they frequently result from and are indicative of backups. Rear-end crashes do happen in other circumstances, but the distribution of the rear-end crash type in Federal Way tracks closely with the most congested arterials, shown in **Figure 20**. As seen on the map, two rear-end crashes resulted in fatal outcomes. Both involved stopped motorcycles being struck by larger vehicle drivers. One crash occurred on 21st Avenue Southwest, and one crash occurred on SR 99. The SR 99 crash involved impairment of the driver of the vehicle which struck the motorcycle.

Figure 20: Rear End Crashes and Severity

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



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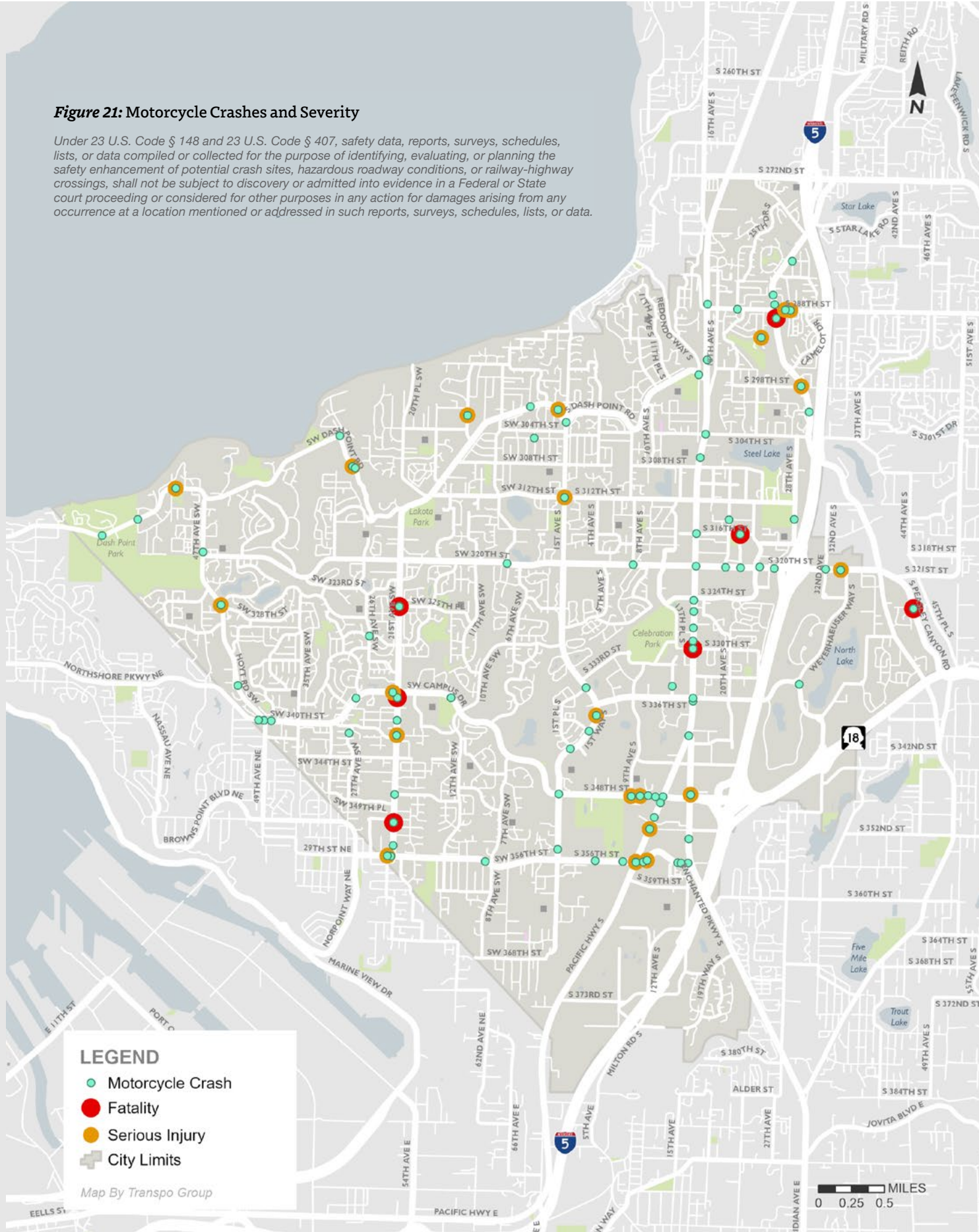
Motorcycle Crashes

The City has a specific concern with motorcycle-related crashes. The map in **Figure 20** shows motorcycle crashes tend to occur more often on the straight, arterial and collector corridors within the city. Crashes with FSI outcomes involving motorcycles were spread throughout the city, but two concentrations of severe crashes—one on 21st Avenue Southwest, and another near the intersection of Military Road South and South 288th Street—may require special attention. The three severe crashes at Military Road South and South 288th Street were all of the approach turn type, while on 21st Avenue Southwest, the severe-outcome crash types were mixed.

Analysis showed a weather-related relationship with regard to motorcycle crashes. Motorcycle crashes of all severity were more prevalent during August midday Saturdays, while more severe motorcycle crashes correlated to Tuesday evenings, also in August, showing motorcycle crashes tend to occur during warm, dry weather.

Figure 21: Motorcycle Crashes and Severity

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



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Pedestrian and Bicyclist Crashes (Active Modes)

Active mode users face the highest risk for severe outcomes when exposed to crash forces because of their physical vulnerability compared to occupants of vehicles. There were a total of 293 crashes involving pedestrians or cyclists, 76 of which resulted in a fatality or serious injury, 34% of the city's FSI crash total.

Active mode crashes involved pedestrians 77% of the time and cyclists 23% of the time.

Figure 21 shows, in general, bike crashes were observed more often at midblock locations, or outside of major signalized intersections with the majority occurring on SR 99 and South 320th Street. Conversely, pedestrian crashes were more often observed at larger signalized intersections, although pedestrian crashes which did occur at midblock locations tended to be more severe.

The majority of pedestrian crashes (97%) resulted in some degree of injury, with 31% being FSI, including 14 fatalities. By comparison, 10% of the cyclist crashes resulted in serious injury and no bicyclist fatalities were reported.

Analysis of the contributing circumstances in active mode crashes showed 30% of the crashes cited a driver for not yielding to the pedestrian or cyclist, and 13% cited drivers for distraction. Approximately one-third (35%) of the active mode crashes did not cite contributing circumstances. The high percentage of crashes with no direct cause can indicate a need for continued development of highly visible and predictable active mode facilities. Active mode users

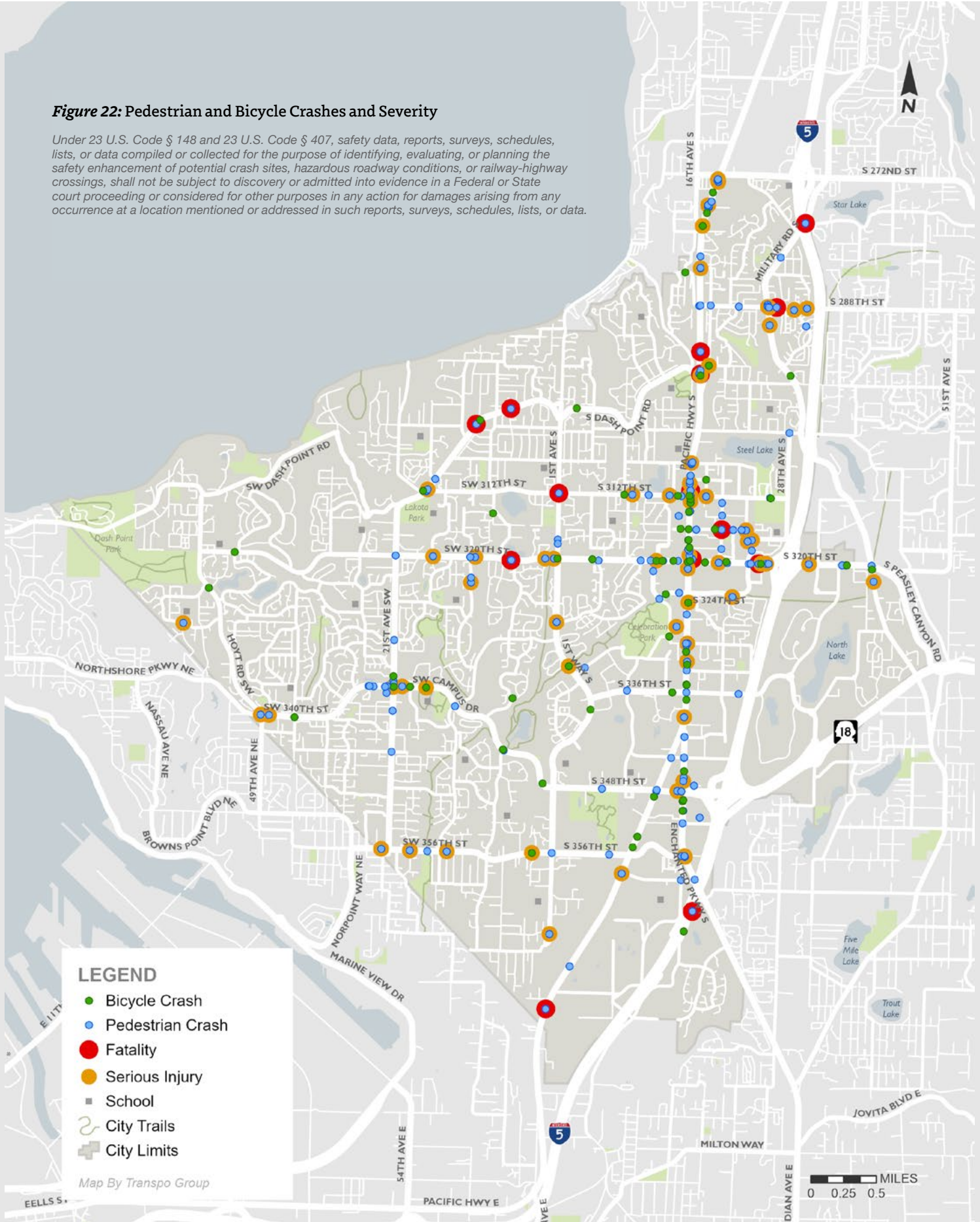
can be “missed” by drivers when they are not expected or when they are difficult to see. Only 9% of crashes with active mode users occurred in the dark with no lighting, indicating most of Federal Way's active mode facilities are in lit areas, although lighting improvements can always be helpful in improving visibility for active modes.

Active mode crashes tended to be significantly higher in the later months of the year, September through December, with the lowest in the late spring months, April through June. Active mode crashes occurred most often on Fridays, with significantly fewer occurring on weekends. Most active mode crashes occurred between 3 p.m. and 8 p.m., with a peak at 6 p.m., aligned with the highest peaks in vehicle volume activity during the day. Pavement conditions in active mode crashes were similar to the overall dataset of crashes, indicating wet surfaces are not necessarily correlated with active mode crash types.

The City's 2022 Local Road Safety Plan (LRSP) identified severe pedestrian crashes as a priority risk factor. Addressing pedestrian crashes at signalized intersections and midblock crossings were part of the planned countermeasures in the LRSP. Lead pedestrian intervals at signals where at least 7 lanes were present and left turning traffic has a permitted phase have already been implemented, and in fact, in the 2024 crash data, fewer pedestrian crashes at intersections occurred, possibly demonstrating the success of the countermeasure.

Figure 22: Pedestrian and Bicycle Crashes and Severity

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



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Fixed Object Crashes

Fixed object crashes are widely distributed across the city, as shown on the map in **Figure 22** and are the most common type of crash on Federal Way's residential/local streets. While fixed object crashes do occur on the arterials and collectors, the crash type is less concentrated on higher volume, multilane roads than other crash types.

Contributing factors to fixed object crashes include a wider array of cited conditions, with leading factors at relatively equal occurrence. Significant factors cited in more than 15% of fixed object crashes include:

- Distraction (17.6%)
- Speeding (16.6%)
- Biological factors such as driving under the influence (DUI) and being asleep (16.7%)

Fixed object crashes do occur somewhat more often in wet conditions when compared to all crashes. Fixed object crashes also tend to occur more often in November, December, and January, indicating environmental factors may be significant contributors. Fixed object crashes also happen more frequently on weekends (Saturday and Sunday) and most often between 10 p.m. and 3 a.m., with a strong peak in occurrences in the 2 – 3 a.m. hour.

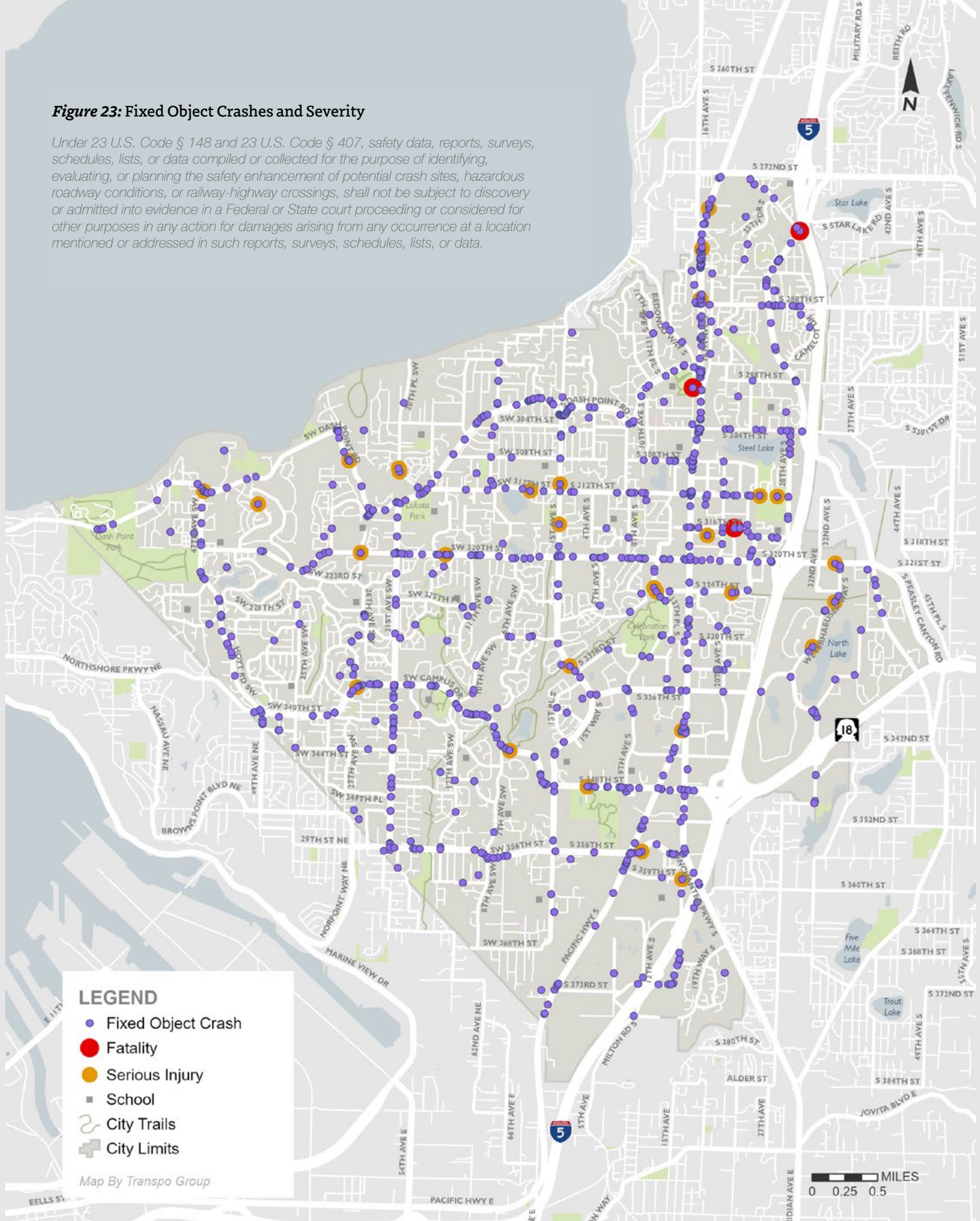
The data shows the risk factors showing the strongest correlation with fixed object crashes are:

- Environmental, with wet surfaces and darkness, especially in winter months are significant factors.
- Late-night weekend driving and the tendency for speeding, intoxication, and sleepiness are factors for drivers at overnight times.

The City's 2022 Local Road Safety Plan (LRSP) identified fixed object crashes in horizontal curves as a significant risk factor. The City completed a project in 2019 (just before the current study period) to implement citywide horizontal curve warning signs. The lack of concentrated fixed object crashes in horizontal curves in the current data indicates the success of the project in addressing a systemic fixed object risk factor. The 2022 LRSP suggested high-friction surface treatment (HFST) would be a future project, and the current data highlighting the environmental factors common to fixed object crashes reinforces the need to investigate a systemic countermeasure project to increase roadway surface friction. The City is currently implementing a HFST project along several roadways where run of the road crashes have occurred, such as 16th Avenue S, Redondo Way, S 372nd Street, 10th Avenue SW, S 349th St/Weyerhaeuser Way, and S 372nd Way/12th Avenue. Many of these locations are along roadway segments with sharp horizontal curves that contribute to the run of the road crashes.

Figure 23: Fixed Object Crashes and Severity

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



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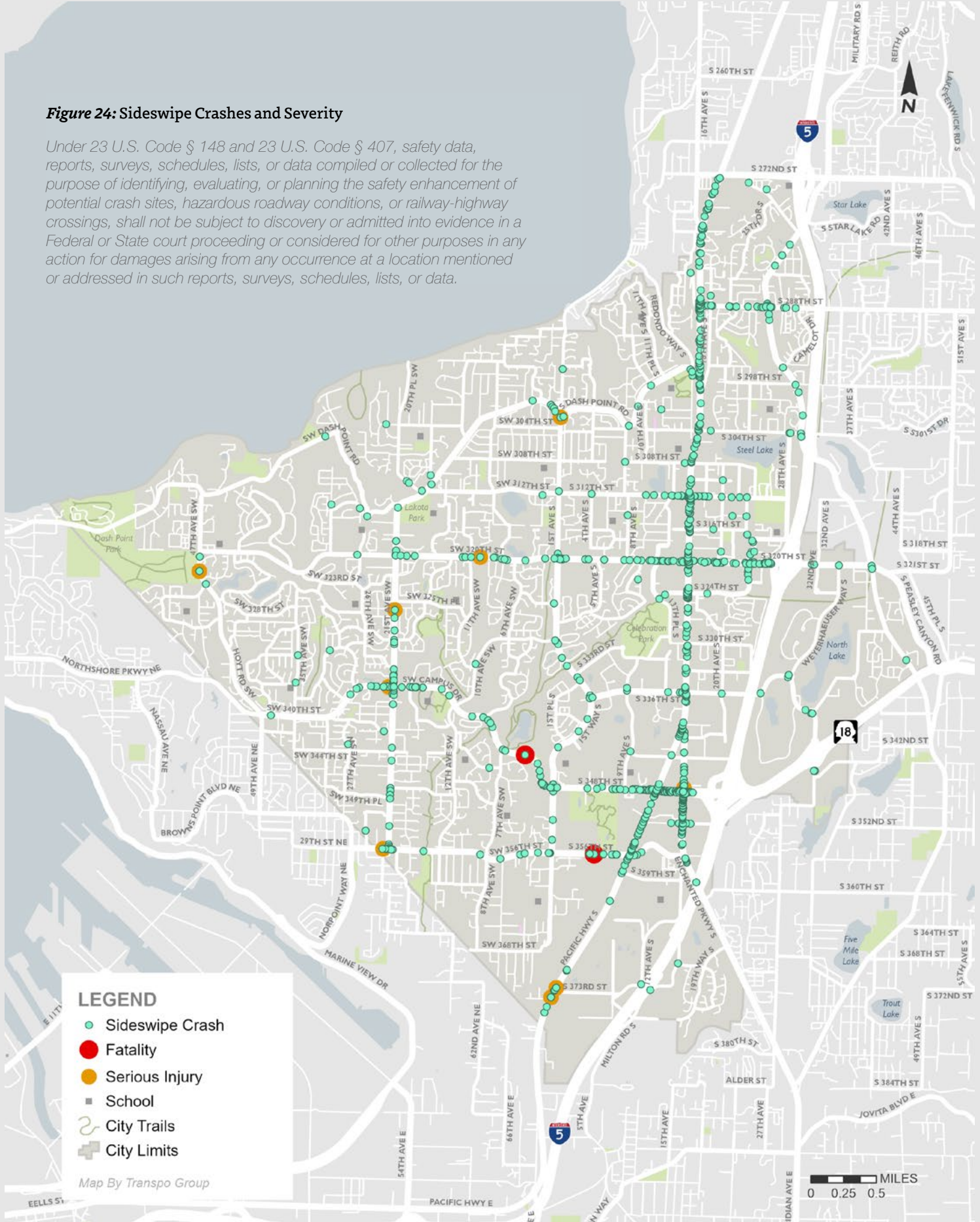
Sideswipe Crashes

Sideswipe crashes, similar to rear-end crashes, typically occur more often along congested multi-lane arterials and collectors in Federal Way, with a higher frequency in the SR 99 corridor and the approaches to SR 99 from collectors and arterials.

Sideswipe crashes, shown on the map in **Figure 24**, have a lesser severity than some other studied crash types, with only 11 FSI crashes, despite 892 total crashes in the study period. The most common contributing factor to sideswipe crashes was identified as driver error, with improper turn/merge, not granting right-of-way to a vehicle, and improper passing accounting for nearly 50% of all sideswipe crashes. Distraction was cited in just under 14% of sideswipe crashes. Sideswipe crash frequency in dry versus wet conditions compared similarly to all crashes. Sideswipes occurred more often in the afternoon hours (2 p.m. – 6 p.m.) but had no significant differences in frequency by month or day of the week.

Figure 24: Sideswipe Crashes and Severity

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



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Temporal Analysis of Downtown Retail Area Crashes

As FSI crash clustering of the city's prevalent crash types was observed in the area of the Downtown retail core, approximately bordered by South 312th Street, S 324th Street, 11th Place South, and 23rd Avenue South, analysis was conducted to understand why, in addition to the already-describe risk factors, crashes may be concentrated in the area. A larger portion of the crashes in the Downtown area occurred during the months of October through January, most often between 12 noon and 8 p.m. The timing of crashes aligns with both heightened periods of retail activity around the year-end holidays, and typical periods of darkness in the Pacific Northwest. Ensuring sufficient lighting, adequate crossings with high visibility treatments and active beacons where appropriate, and management of high-volume traffic intersections, including driveways, is important to addressing the specific risk factors for crashes in the Downtown area.

Crash Location Analysis

In addition to evaluating crashes grouped by type, looking at common locations for crashes and identifying the types and contributing circumstances can yield insights into the risk factors and associated countermeasure projects and programs the City can implement through the CTSAP.

Intersection Related Crashes

Intersection-related crashes are common in any city. The map in **Figure 25** shows the highest concentrations of crashes at intersections within Federal Way are at:

- South 348th Street and SR 161
- South 320th Street and SR 99
- 21st Avenue Southwest and Southwest Campus Drive

Two fatal crashes were reported at intersections: one at South 348th Street and SR 161 and one at South 320th Street and SR 99.

Impact of Red-Light Enforcement Cameras at Intersections

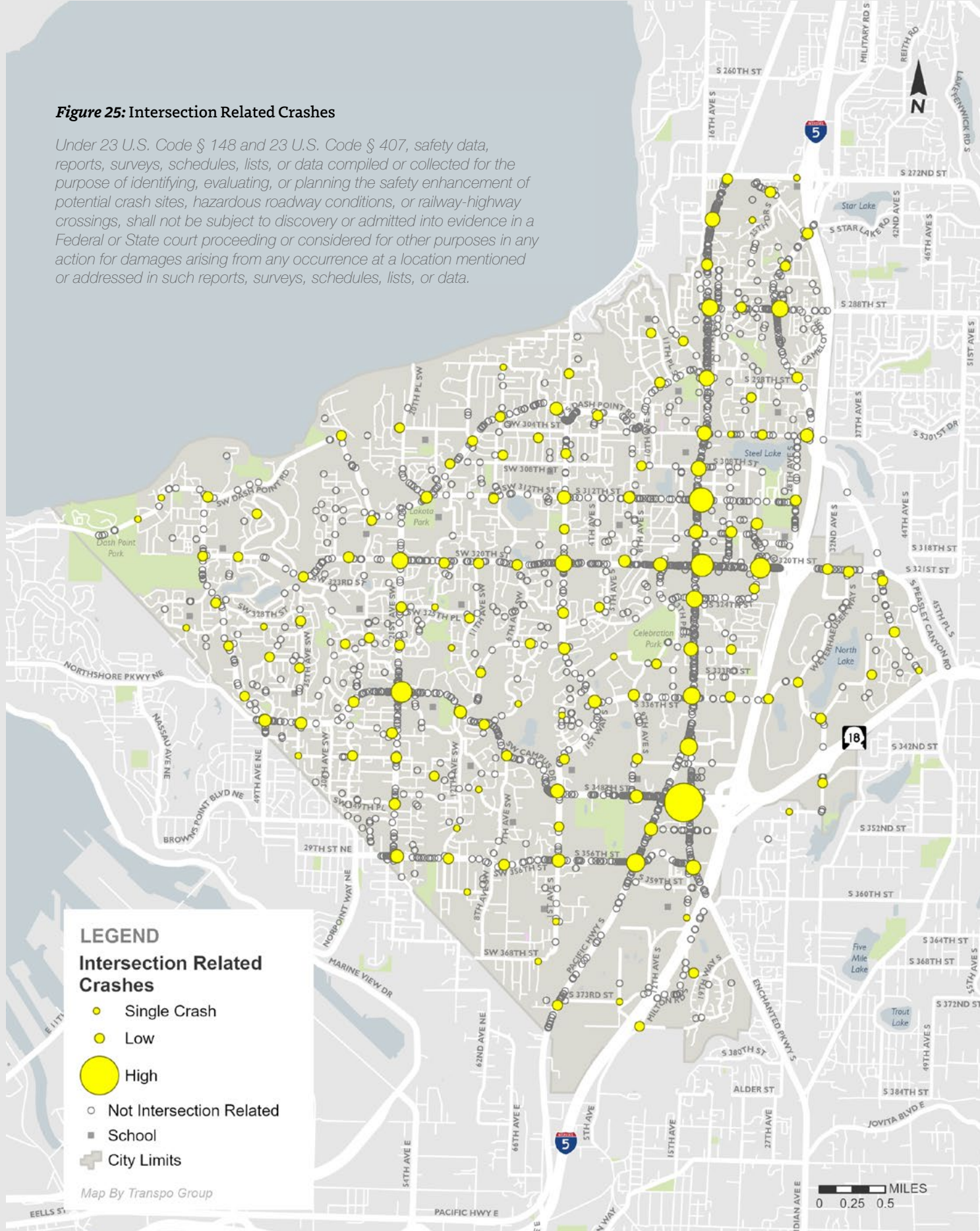
The City has red light enforcement cameras in three locations:

- The southbound direction of SR 99 at the intersection with South 312th Street
- Three of the four directions at SR 99 and South 320th Street.
- Eastbound and southbound at the intersection of South 348th Street with SR 161

The crash data does not have specific reporting to indicate if red light cameras were suspected to be a contributing factor to a crash. Research and anecdotal evidence suggest red light enforcement cameras do tend to raise rates of rear-end

Figure 25: Intersection Related Crashes

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



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crashes¹. Monthly revenue reporting by City staff to Council includes red light and school zone cameras, and indicates that camera revenue is both below budget (by over 35%) and below the previous year (an 11.6% reduction year-on-year). The reduction in camera revenue, while not split between the sources (red light compared to school zone), does indicate the camera's effectiveness in altering driver behavior over time, indicated by fewer violations being collected on. Further site-specific year-to-year comparison research would be needed to confirm the full impact of camera enforcement on crash rates and violations.

Arterials and Collectors

The City's arterial and collector roadways serve as the main conduits of the local transportation system. Higher classification roadways connect neighborhoods, retail areas, and services, and see higher volumes of traffic and speed, which can lead to more conflicts and crashes. Many of the City's arterial and collector roadways are multilane (more than one lane in each

direction), and most are signed for a regulatory speed limit of 35 mph or higher.

While elevated crash volumes on arterials and collectors are not unique to Federal Way, nor are they unexpected given the function of the transportation system, arterials and collectors need to be a focus of any safety actions. The two road classifications represent the best opportunity to mitigate future crashes and address certain situations which are, statistically, more likely to lead to crashes.

The primary contributing circumstances, as reported by the police, for crashes reported arterial or collector streets include:

Speeding: If one or more of the participants in a crash was cited for "exceeding posted speed", "exceeding reasonable safe speed," or "following too close," a crash was identified as speeding-related.

Driver Action: If one or more of the participants in a crash was cited for "did not grant right-of-way," "disregard for signal/sign," or "improper turn or merge," a crash was identified as driver action related.

¹ <https://www.fhwa.dot.gov/publications/research/safety/05049/>



6. Recommended Safety Projects

Chapter 6 translates the findings of the Safety Analysis (Chapter 5) into a practical framework for implementation by identifying the city's key safety risk factors, the countermeasures best suited to address risks, and the projects recommended to reduce crash frequency and severity throughout Federal Way. Engineering, behavioral, and citywide risk factors revealed through the safety analysis are summarized, and a comprehensive toolbox of proven and context-sensitive safety strategies drawn from FHWA, American Association of State Highway and Transportation Officials (AASHTO), National Association of City

Transportation Officials (NACTO), and Institute of Transportation Engineers (ITE) guidance, supplemented with research from Transportation Research Board (TRB), are presented. Targeted improvement projects are identified, with an outline for a prioritization process, and highlighted opportunities to integrate safety enhancements into planned capital investments. Together, the recommendations provide a roadmap for advancing Federal Way's Vision Zero goals through a systemic, equitable, and Safe System approach to improving transportation safety across the community.

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Identification of Risk Factors

As part of the plan, a safety analysis was prepared to assist in identifying priority, actionable risk factors based on crash type, contributing circumstances, and location. The risk factors help to inform targeted countermeasures, including engineering improvements, enforcement strategies, and education/outreach programs, focused on locations and conditions with the greatest potential to reduce crash frequency and severity within Federal Way. Risk factors are categorized into site-specific engineering, behavioral, and complimentary citywide risk factors which address similar engineering and behavioral risks but are intended to be applied to early planning and design stages of future capital, development, and maintenance projects in Federal Way.

Engineering Risk Factors

Engineering risk factors reflect conditions where the physical roadway environment contributes to crash occurrence or severity. The engineering risks are location-specific and can be addressed through capital improvements, systemic treatments, and/or integration into planned projects. The recommended prioritized projects focus on locations where one or more of the following risks are present.



Key Risk Themes:

Pedestrian crossing gaps: Crashes involving pedestrians in Federal Way can occur where lack of safe, visible, and protected crossing opportunities exist. Specific risk locations

are in areas with high pedestrian demand—near commercial areas, schools, and parks.

Access-related conflicts (driveways and minor intersections): Angle and approach crashes are common at driveways and unsignalized intersections, where turning movements and access density increase conflict points and reduce predictability.

Congestion-related collisions at intersections: Complex or unclear lane configurations, combined with congestion, contribute to unexpected lane changes, resulting in an increased incidence of sideswipe and rear-end crashes near signalized intersections.

Fixed object crashes under specific conditions: Certain corridors and intersections—such as South/Southwest Dash Point Road, 21st Avenue Southwest, and the downtown area—show elevated crash risk under specific conditions (e.g., nighttime, speed, or impairment), indicating the need for targeted, context-sensitive design treatments.

Insufficient physical reinforcement of traffic control: A high frequency of improper maneuvers (e.g., failure to yield, improper turns) indicates a need for design elements to passively reinforce intended driver behavior (e.g., channelization, curb extensions, delineation). Low-cost, rapid-deployment countermeasures can help reinforce correct behavior and reduce reliance on active enforcement alone.

Behavioral Risk Factors

Behavioral risk factors reflect user actions and decision-making which contribute to crashes. While not entirely mitigated through engineering, behavioral risks can be reduced through a combination of roadway design incorporating passive reinforcement of desired behaviors, enforcement, and/or education.



Key Risk Themes:

Late-night and weekend driving risk:

A significant share of crashes occurs between 10 p.m. and 2 a.m., particularly on weekends and during winter months. Late night and weekend crashes are frequently associated with speeding, impairment, fatigue, and distraction, and often involve fixed objects or pedestrians.

Impairment and distraction (drivers and pedestrians):

Intoxication and distraction are recurring contributing factors, especially in pedestrian-involved crashes. Risk is elevated in midblock locations and during late-night periods.

Motorcycle-related risk during peak

recreational periods: Motorcycle crashes—often severe—are concentrated on arterial roadways during summer months and weekend daytime periods. Speeding and reckless operation are common contributing factors, with notable clustering along corridors including 21st Avenue Southwest.

Citywide Risk Factors

Citywide risk factors represent systemic safety issues observed across multiple locations. Risk factors present city-wide should inform policies, programs, and design practices applied broadly throughout the transportation network, and supplement the engineering and behavior risk factors described above.



Key Risk Themes:

Pedestrian safety across the network

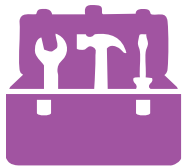
(especially midblock): Pedestrian-involved crashes is a critical concern, particularly where crossings are not protected or highly visible. Some of the crossing demand, and locations of crashes, is far from traditional demand generators. Continued implementation of midblock crossing treatments, with monitoring of where demand may exist outside of traditional pedestrian generators, and pedestrian-focused design is essential.

Prevalence of fixed-object crashes: Fixed-object crashes remain prevalent across the network, on roads of all classifications, geometry and speeds. While context can dictate the feasibility of mitigation, roadside objects within the clear zone, visibility and warning signage, reduced pavement friction, and limited recovery areas contribute to fixed object crash risk, highlighting the need for ongoing efforts to improve roadside safety, visibility, and forgiving design.

High frequency of access-related conflicts:

Driveways and minor intersections consistently contribute to crashes, reinforcing the importance of access management strategies in both capital projects and development review.

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Countermeasures Toolbox

The City can address identified crash risk factors through a combination of FHWA Proven Safety Countermeasures (PSCs) and additional, widely accepted treatments supported by leading industry organizations, including AASHTO, NACTO, ITE, and research on advances in the field presented to and published by TRB.

While PSCs provide a strong foundation of nationally validated treatments, companion resources expand the available toolbox with context-sensitive design guidance, urban applications, operational strategies, and emerging best practices. Together, they support a Safe System–based, systemic approach aligned with Federal Way’s Vision Zero goals—emphasizing redundancy, speed management, and protection of vulnerable users.

The City of Federal Way already incorporates many of the following countermeasures into safety, capital, day-to-day improvement and maintenance projects. The toolbox is presented to reinforce the continued use of some practices and add to the options the City should consider when addressing safety risk factors.



Pedestrian and Multimodal Safety (Engineering Countermeasure)

Pedestrian-involved crashes, especially at midblock locations, near transit stops, and during nighttime conditions, represent a critical risk factor in Federal Way. FHWA countermeasures such as high-visibility crosswalks, enhanced lighting, RRFBs, refuge islands, and leading pedestrian intervals (LPI), while already in use in the City, are a strong starting point for further improvements to the citywide crosswalk network. The FHWA countermeasures are reinforced by NACTO and ITE guidance promoting curb extensions, raised crossings, and protected intersection design, which improve visibility, shorten crossing distances, and reduce vehicle speeds.

AASHTO's Guide for the Development of Bicycle Facilities and Green Book further support context-sensitive multimodal design, particularly along arterials where pedestrian and bicycle demand is high. TRB research consistently reinforces an approach where multilayered treatments, such as visibility, speed reduction, and physical separation in one package of improvements to a single site, produce the greatest reductions in pedestrian crash risk.

For Federal Way, combined approaches are applicable along commercial corridors and in the Downtown area, where pedestrian demand and crash exposure and risk are highest. Implementing temporary visibility and crossing improvements, such as moveable plastic barriers to prevent some turning movements across crossings or at higher risk driveways, in-road moveable warning signs for high volume crossing locations, added flagged or solar powered flashing temporary signage near crossings, and using off-duty officers to help direct traffic at unsignalized, but heavily used driveways and pedestrian crossings, during the months of October through December can mitigate seasonal pedestrian risks.



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Speed Management and Corridor Design

(Engineering and Behavior Countermeasure)

Speed is a primary contributor to crash severity across multiple identified risk factors, including late-night crashes, motorcycle crashes, and roadway departure incidents. Countermeasures such as road diets and speed safety cameras provide effective, evidence-based tools for reducing operating speeds.

The strategies are complemented by NACTO and ITE guidance emphasizing traffic calming and “self-explaining road” design, including:

- Lane narrowing and pinch points
- Vertical and horizontal deflection (e.g., speed tables, chicanes)
- Gateway treatments signaling speed transitions
- Visual “side friction”, streetscape elements to create enclosure and reduce perceived operating speed

AASHTO guidance supports context classification and target speed selection, ensuring roadway design aligns with surrounding land use and user expectations. TRB research further emphasizes design speed, not posted speed, governs driver behavior, reinforcing the need for physical and visual cues.

In Federal Way, speed management strategies are particularly relevant on corridors such as 21st Avenue Southwest and South/Southwest Dash Point Road, where speeding and severe crashes are prevalent and related.



pinch point



speed table



gateway treatment



Intersection Safety and Access Management (Engineering and Behavior Countermeasure)

Angle crashes, turning conflicts, and sideswipe collisions at intersections and driveways are recurring issues throughout Federal Way. FHWA PSCs, including access management, turn lane improvements, and roundabouts, directly address intersection risks.

AASHTO and ITE provide more detailed guidance on driveway spacing, corner clearance, and intersection control, while NACTO expands on urban intersection design, including protected intersections and multimodal signal phasing.

Common complementary strategies include:

- Raised medians and directional access control
- Driveway consolidation and shared access
- Turn restrictions and channelization
- Simplified lane configurations and clearer signing

TRB research consistently shows reducing conflict points and simplifying decision-making leads to meaningful reductions in crash frequency and severity.

For Federal Way, intersection treatments are especially important along commercial arterials with high driveway density, especially near signalized intersections, where access-related conflicts are a dominant crash type.



raised medians and clear channelizations



turn restrictions

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Roadway Departure and Fixed-Object Crash Reduction

Fixed-object crashes are a systemic issue across the City, particularly along higher-speed roadways and curves. FHWA PSCs such as enhanced curve delineation, high-friction surface treatments, and improved signing are directly applicable.

AASHTO's Roadside Design Guide provides additional guidance on clear zone design, barrier placement, and roadside recovery areas, while ITE and TRB research support low-cost systemic treatments, including:

- Wider and profiled edge lines
- Retroreflective markings and delineators
- Vegetation management for improved sight distance
- Strategic relocation or shielding of fixed objects

Road departure countermeasures listed above are well-suited for integration into maintenance and resurfacing programs, allowing the City to address risk factors cost-effectively across a broad network.



Wider profiled edge lines



Retroreflective delineators



Behavioral Reinforcement and Operational Strategies (Behavior Countermeasure)

Many crashes in Federal Way involve improper driver actions, such as failure to yield or unsafe turning movements. While behavioral in nature, risk from improper actions can be mitigated through design which passively reinforces correct behavior, supported by ITE guidance and TRB research.

Effective strategies include:

- Physical channelization (curbing, delineators, median islands)
- Turn restriction reinforcement
- “Slip lane” retrofits to reduce speed at turns and improve yielding behavior
- Queue management and lane assignment clarity at intersections

In addition, ITE, and TRB research support the use of automated enforcement, targeted education campaigns, and data-driven enforcement strategies to address high-risk behaviors such as impaired driving, distraction, and speeding—particularly during late-night and weekend periods identified in the City’s crash data.



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Systemic Implementation Approach (Engineering and Behavior Countermeasure)

Across all categories, FHWA, AASHTO, ITE, NACTO, and TRB consistently emphasize the importance of a systemic, risk-based approach to safety. Rather than focusing solely on high-crash locations, Federal Way can maximize effectiveness by deploying countermeasures across corridors and locations with shared risk characteristics.

Key implementation strategies include:

- Expanding midblock crossing treatments citywide
- Incorporating access management into development review
- Embedding safety upgrades into resurfacing and capital projects
- Deploying quick-build traffic calming and delineation treatments
- Prioritizing corridors through a HIN framework

By integrating FHWA Proven Safety Countermeasures with complementary guidance from AASHTO, NACTO, ITE, and TRB research, Federal Way can apply a comprehensive and flexible safety toolkit. A combined approach allows the City to:

- Address both site-specific and systemic risk factors
- Balance engineering, behavioral, and operational strategies
- Implement cost-effective, scalable improvements
- Advance a Safe System approach aligned with Vision Zero

A layered methodology is critical for achieving sustained reductions in crash frequency and severity across the City's transportation network.



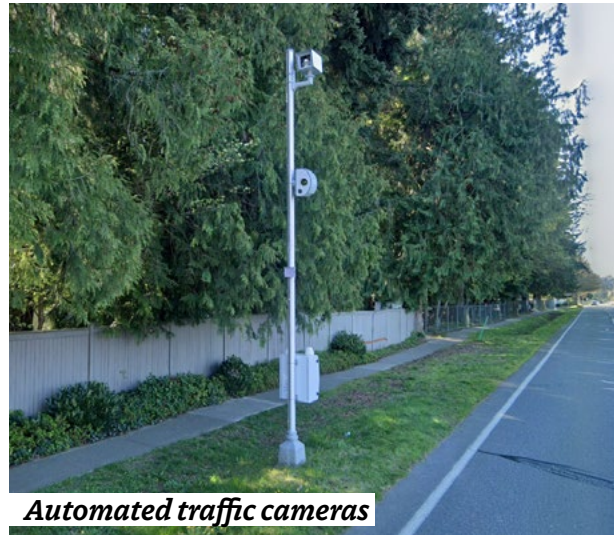


Enforcement and Public Education Countermeasures

While engineering improvements provide the foundation for long-term safety, they are most effective when paired with targeted enforcement and public education. Consistent with the Safe System approach, enforcement and education can reinforce desired behaviors, increase awareness of roadway risks, and improve compliance with traffic laws while physical improvements are being implemented. Federal Way can work collaboratively with the Federal Way Police Department, South King Fire & Rescue, Federal Way Public Schools, the Washington Traffic Safety Commission (WTSC), King County Metro, and other community partners to develop coordinated safety initiatives focused on the City's highest-risk behaviors and user groups.

Enforcement and education efforts should be data-driven and focused on the risk factors identified in this CTSAP, including speeding, impaired and distracted driving, failure to yield to pedestrians, and unsafe turning movements. Examples include targeted high-visibility enforcement at HIN locations, seasonal pedestrian safety campaigns during the fall and winter months when pedestrian crashes increase, school and community outreach programs, transit rider education, and public information campaigns supporting new roadway treatments such as roundabouts, speed safety cameras, and pedestrian crossing enhancements.

The City should consider expansion of its automated traffic safety camera enforcement program based on updated



Automated traffic cameras

state law that allows cameras along school walking routes, near parks, in work zones, or in other locations with a demonstrated need by an engineering study and with an accompanying equity analysis. The City currently has an automated enforcement program using traffic safety cameras in school zones to monitor vehicles speeds and at intersections to address red light running.

Automated traffic safety cameras are a highly effective safety tool and expansion of the program will encourage safer speeds outside school hours and in other areas of the City not currently monitored today. State law now requires any excess revenue from the program to be directly applied to making more permanent traffic safety improvements which could help implement high priority project recommendations identified in the CTSAP.

By integrating engineering improvements with strategic enforcement and ongoing public education, the City can create a more comprehensive and sustainable approach to reducing crashes and advancing its Vision Zero goals.

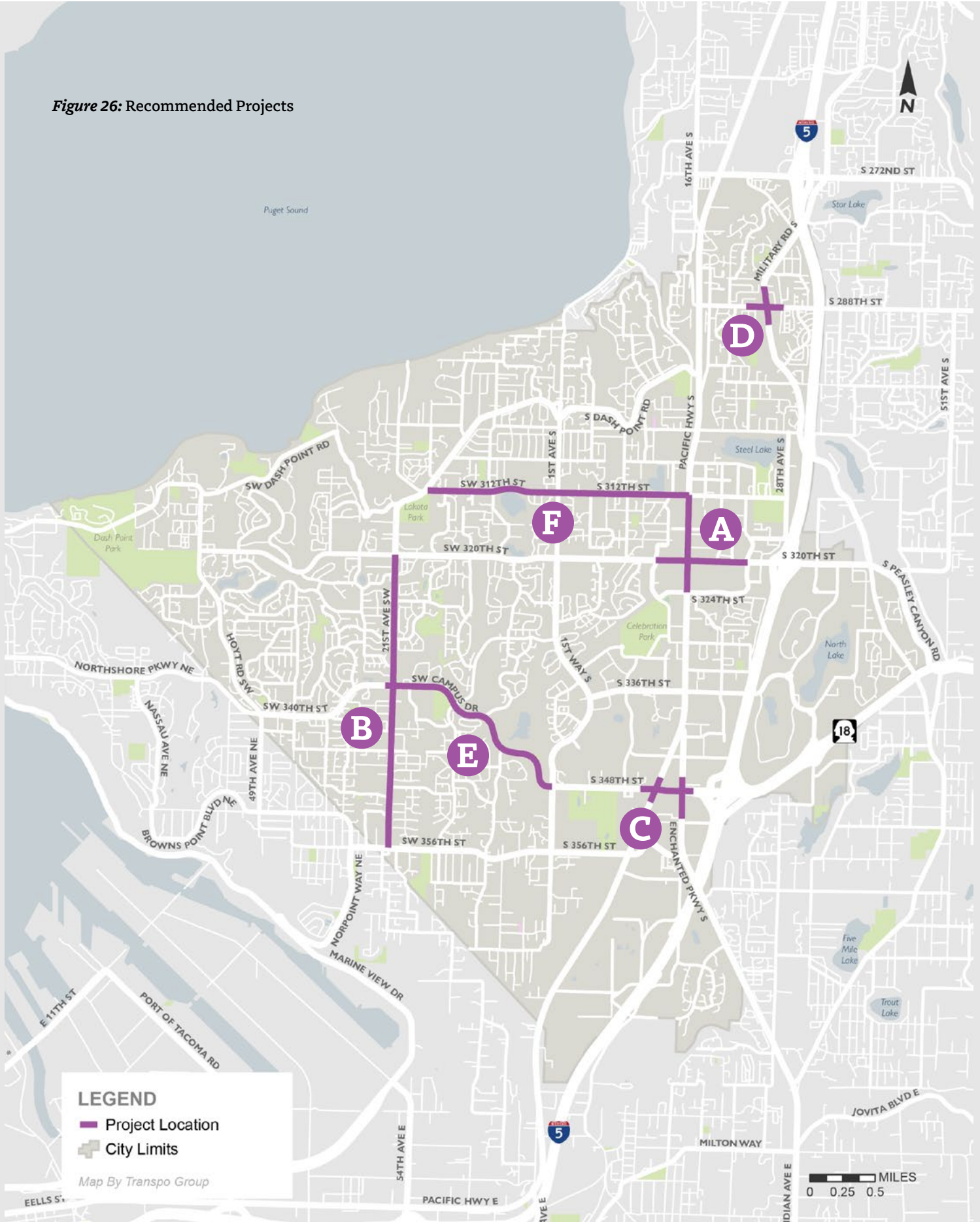
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Recommended Projects

Recommended projects were derived directly from the safety analysis which was prepared in support of the CTASP with consideration of the HIN, SSN, public engagement, stakeholder input, and equity analysis. The recommended projects address identified issues at specific locations within Federal Way where no known identified projects have been proposed and are located as shown in **Figure 26**.

Project summaries, including descriptions, maps, general timelines, and cost estimates are provided on the following pages. Additionally, planning-level concept designs have been prepared for the five highest priority projects with exhibits included in **Appendix I**.

Figure 26: Recommended Projects



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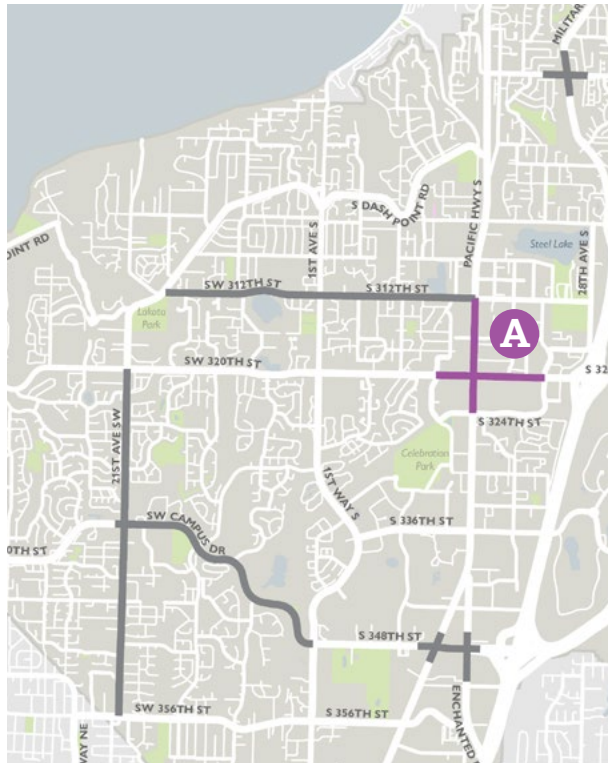


Figure 27: Recommended Project A

Project A: The Downtown Area

Project A, located in Federal Way's downtown area (see **Figure 27**) addresses safety risk factors in a busy area of the city, with high traffic volumes from South 320th Street and Pacific Highway South (SR 99), nearby interchange traffic from I-5, and a busy commercial core including The Commons mall, several large strip malls, big box stores, hotels, restaurants and some multifamily housing on the perimeter of the project location. The project's safety objectives include:

- Minimize potential conflict locations
- Calm traffic (speed and volume)
- Improve predictability of movement for all modes

The project accomplishes the objectives through a combination of countermeasures including access management, improving visibility at driveways and side streets, reinforcing guidance for drivers, and enhancing pedestrian safety.

The scope of improvements would improve sight triangles at side street and driveway approaches throughout the project site by removing overgrown vegetation, thinning vegetation, and/or planting lower-growing vegetation. Where alternate access exists or can feasibly be provided to commercial properties, including the malls, strip malls, and hotels, the project would seek to work with property owners and management to close breaks in existing median curbs, close driveways, and/or eliminate some turning movements. In other locations where open turn lanes exist, the project would install median and narrow lanes. All access and driveway related modifications would seek to improve visibility and predictability, focusing turning movements in predictable locations and separate turning movements from pedestrian crossing locations. The project would include a mix of permanent modifications and seasonal modifications to address the heightened risk for crashes of all modal types in the winter months (October-December). While the focus of the project is on South 320th Street and Pacific Highway, medians, driveway modifications and crossing changes could occur on several other busy streets in the project area including Pete Von Reichbauer Way and South 316th Street.

In addition to access management techniques, Project A will incorporate leading pedestrian intervals at existing signalized

intersections and look for opportunities to improve other existing pedestrian crossings.

To create a more “self-explaining” transportation environment, as part of the scope of Project A, the City would update existing road signing to current standards, remove unnecessary and/or redundant signing, and provide advance lane configuration signing (ground mounted or overhead) for approaches with multiple through and turn lanes.

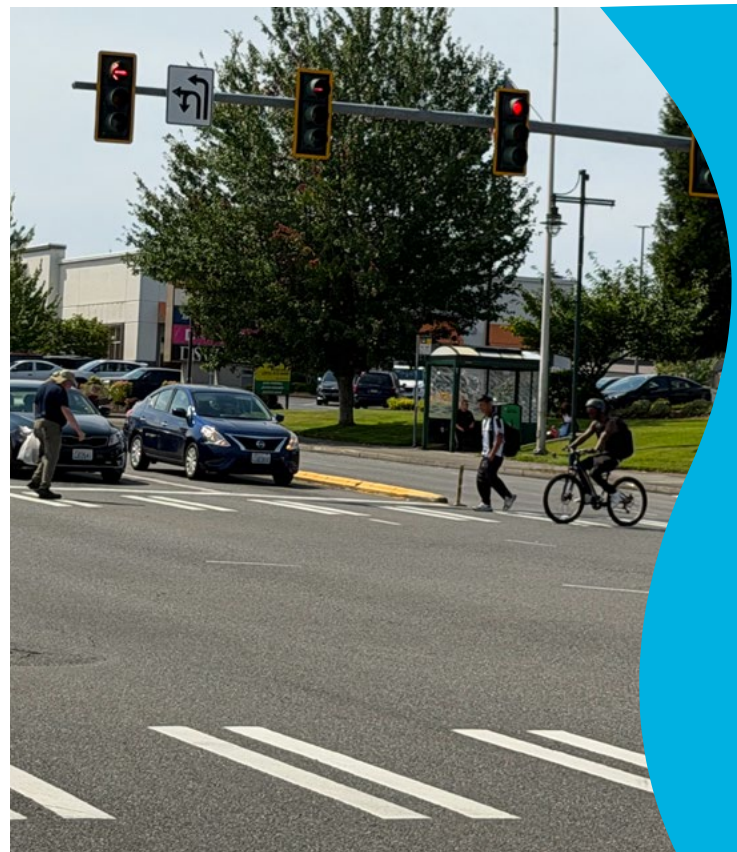
Implementation Details

Project A would be likely designed and implemented over a period of at least 18 months following notice to proceed on a funded design phase. The schedule estimate assumes full funding of all project phases, and separation of funding into design, right of way, and construction phases could extend the timeline. The design phase would need to be coordinated with the winter (October to December) high risk period to allow the City and the design team to directly observe risk factors and gather data on near-miss risks which do not appear in historical crash data. The design timeline would also require coordination with several private property owners, and negotiation over the impact of driveway consolidation and access management changes. Minimal right of way acquisition would be anticipated in the scope. Coordination with private property owners could extend the timeline further for implementation. There would also be required partnership with WSDOT for changes to SR 99, which would potentially lengthen the design phase.

The construction phase would likely be relatively quick, 2-3 months, and could

occur even later in the construction season, consisting mostly of minor curbing changes, striping, signing and signal adjustments. The construction would need to be completed before the winter risk months (October to December) both for feasibility of construction, and to avoid further compounding the potential risks already present in the project area. Construction implementation windows would need to be carefully considered by the City in determining when to initiate the design phase of the project.

The estimated cost range of the project is \$2.5 - \$3.0 million.



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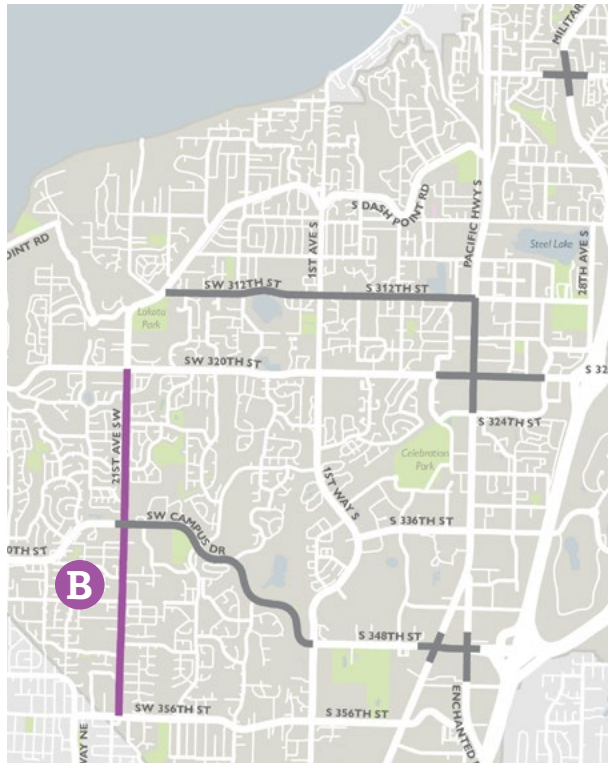


Figure 28: Recommended Project B

Project B: 21st Avenue Southwest

Project B, centered on 21st Avenue Southwest (see **Figure 28**) improves safety along 21st Avenue Southwest and its intersection with Southwest Campus Drive/Southwest 336th Street by minimizing potential conflict locations through access management, improving visibility at driveways and side streets, reinforcing guidance for drivers, and enhancing pedestrian safety. The project's safety objectives include:

- Reduce conflict locations near the signalized intersection of 21st Avenue Southwest and Southwest Campus Drive
- Calm traffic (speed and volume), including motorcycle traffic

- Clarify lane assignments and vehicle movements at the signal

The Project B scope includes intersection changes including channelization and signing modifications and driveway access modifications, speed management and corridor design, and pedestrian-focused improvements at the signalized intersection. To improve sight triangles at side street and driveway approaches, the City would remove overgrown vegetation, thinning vegetation, and/or planting lower-growing vegetation. The City would seek partnerships with property owners and management to close breaks in existing medians, close/consolidate driveways where alternate access exists, and eliminate some turning movements, especially close to the signalized intersection. At the signal, timing adjustments would incorporate LPIs and walk time phases to allow for a more moderate walking speed than existing conditions. For clarity to drivers approaching the signal, the project would update existing road signing to current standards, remove unnecessary and/or redundant signing, and provide advance lane configuration signing (ground mounted or overhead) for approaches with multiple through and turn lanes. Modifications would focus on 21st Avenue Southwest but could extend onto some connecting streets for signing and striping modifications.

For corridor-wide speed management, and to address risk factors for motorcyclists, the project would seek stakeholder input on implementing a road diet in the southern portion of the corridor (Southwest 348th Street to Southwest 356th Street), and evaluate if a road diet would allow for the removal of a traffic lane in each direction for

any of the northern portions of 21st Avenue Southwest. Removing a traffic lane would allow for repurposing of existing paved width for separated bike facilities, crossing improvements and other modifications.

Implementation Details

Project B would be likely designed and implemented over a period of at least 12-14 months following notice to proceed on a funded design phase. The schedule estimate assumes full funding of all project phases, and separation of funding into design, right of way, and construction phases could extend the timeline. The design timeline will require coordination with several private property owners, and negotiation over the impact of driveway consolidation and access management changes. Little right of way acquisition would

be anticipated in the scope, but there could be some compensation required for driveway impacts. Coordination with private property owners or public outreach could extend the timeline further for implementation. .

The construction phase would likely be relatively quick, 1-2 months, and could occur even later in the construction season (August or September), consisting mostly of minor curbing changes, striping, signing and signal adjustments. Construction implementation windows would need to be carefully considered by the City in determining when to initiate the design phase of the project.

The estimated cost range of the project is \$0.75 - \$1.0 million.



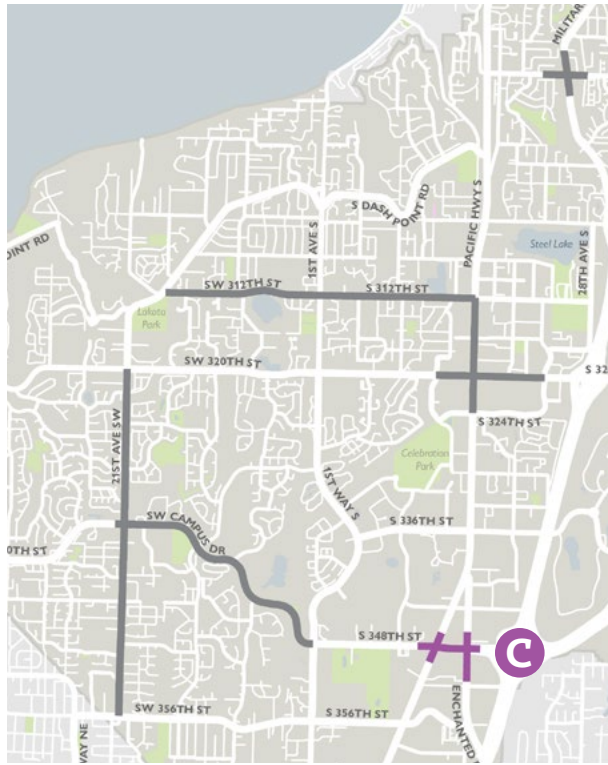


Figure 29: Recommended Project C

Project C: South 348th Street Intersections with Pacific Highway South and Kits Corner Road South/16th Avenue South

Project C addresses safety along South 348th Street and its intersections with and approaches from Pacific Highway South (SR 99) and Kits Corner Road South/16th Avenue South (SR 161), see **Figure 29**.

The project's safety objectives include:

- Improve signing consistency and clarity in the intersection
- Clarify lane assignments and vehicle movements at the signal

- Improve pedestrian crossing conditions, in anticipation of a new light rail station

Project C's scope includes updating existing road signing (overhead and ground mounted) to current standards and removing unnecessary and/or redundant signing. Advance lane configuration signing (overhead where feasible) would be added for approaches with multiple through and turn lanes. Enhanced pavement markings would be installed and/or refreshed as applicable, such as route shields to strengthen lane designation signing.

To improve conditions for pedestrians crossing the large and high-volume intersections, LPIs would be incorporated at both signalized intersections.

Implementation Details

Project C would be likely designed and implemented over a period of at least 18-24 months following notice to proceed on a funded design phase. The schedule estimate assumes full funding of all project phases, and separation of funding into design, right of way, and construction phases could extend the timeline. The design timeline will require coordination with WSDOT for two state routes, which could impact the design time.

The construction phase would likely be relatively quick, 1-2 months, and could occur even later in the construction season (August or September), consisting mostly of striping, signing and signal adjustments. Construction implementation windows would need to be carefully considered by the City in determining when to initiate the design phase of the project.

The estimated cost range of the project is \$2.4 - \$2.8 million.

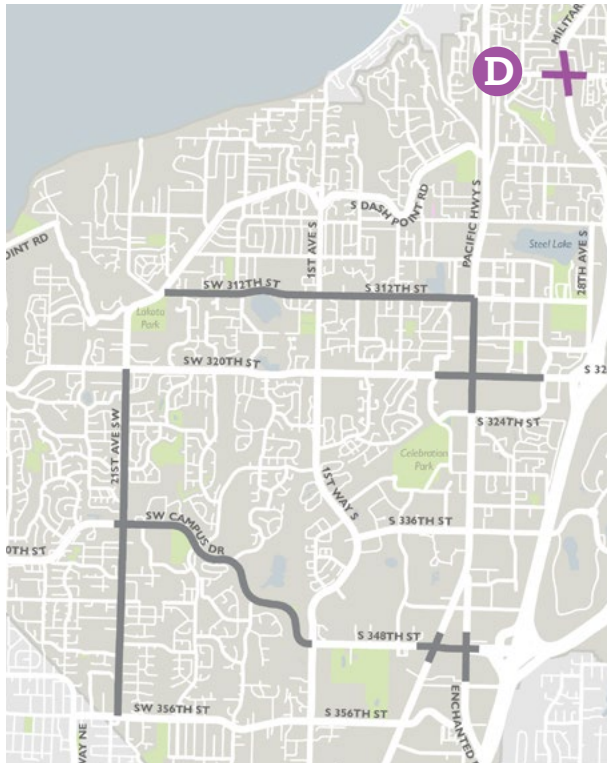


Figure 30: Recommended Project D

Project D: Military Road South/South 288th Street Intersection

Project D addresses site-specific risk factors at the Military Road South and South 288th Street signalized intersection (See **Figure 30**). The project's safety objectives include:

- Minimizing potential conflict locations through access management
- Providing a dedicated left turn lane at high-volume driveways
- Providing advance active warning signage for approaches with visibility constraints
- Enhancing pedestrian safety

The scope of Project D's modifications to achieve the project objectives includes

installing traffic signal-triggered advance blank-out signs (or similar) to warn approaching drivers of stopped traffic conditions. The existing signal timing would be adjusted to incorporate leading pedestrian intervals (LPI) and restrict flashing yellow arrow indications when pedestrian phases are called. While a recent City project on South 288th Street upgraded curb ramps, bike facilities and pedestrian facilities in the area of the project, any remaining gaps, especially along Military Road South, would be addressed as part of the scope.

The curb geometry and channelization would be modified in the project area to remove right turn slip lanes and narrow pedestrian crossings, where feasible based on traffic analysis and signal timing modifications. At the same time, extending the existing two-way left-turn lane on Military Road South will improve visible and predictable access into high-volume driveways. The City should work with property owners and managers to identify where alternate access to properties exists or can feasibly be provided to close breaks in existing or newly installed medians, close, and consolidate driveways. The objective would be to limit turning movements in the immediate vicinity of the signal, reducing the decision points and potential conflicting movements for drivers.

Implementation Details

Project D would be designed and implemented over a period of at least 12-14 months following notice to proceed on a funded design phase. The schedule estimate assumes full funding of all project phases, and separation of funding into design, right

of way, and construction phases could extend the timeline. The design timeline will likely require coordination between the City and property owners to modify driveways and access to driveways near the signalized intersection. Negotiations with property owners could impact the design timeline.

The construction phase would likely be relatively quick, 1-2 months, and could occur even later in the construction season (August or September), consisting mostly of striping, signing and signal adjustments. Construction implementation windows would need to be carefully considered by the City in determining when to initiate the design phase of the project.

The estimated cost range of the project is \$1.6 - \$1.9 million.



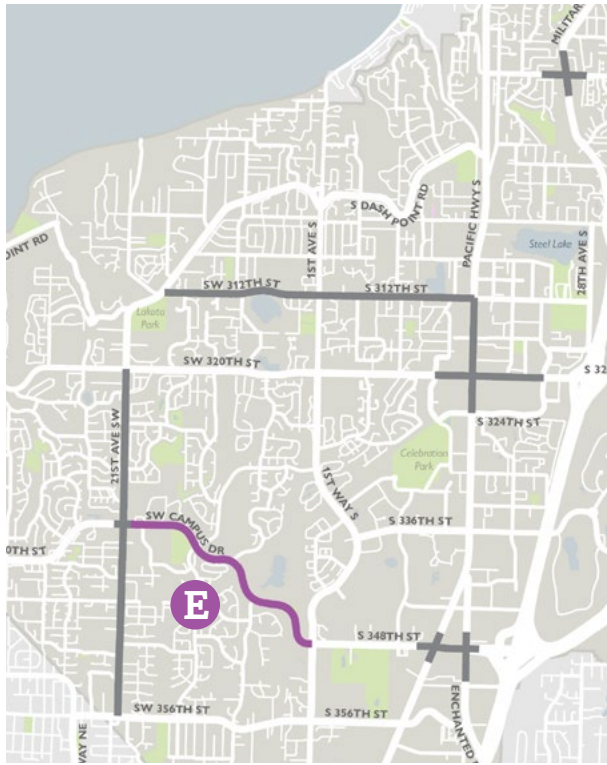


Figure 31: Recommended Project E

Project E: Southwest Campus Drive Horizontal Curves

Project E addresses site-specific risk factors along Southwest Campus Drive (See **Figure 31**), implementing countermeasures to reduce vehicle speeds and enhancing visibility of horizontal curves. The project's safety objectives include:

- Reducing vehicle speeds approaching and through horizontal curves
- Protecting roadside hazards through improved delineation
- Improving potential recovery buffers for vehicles departing lanes

The scope of the project includes rechannelizing the roadway to narrow

vehicle lanes, and the use of profiled edge lines to delineate edge, “fog”, lines. Profiled edge lines can have additional reflectivity and provide both a visual and audible warning to drivers exiting the delineated lane. Narrowing the lanes also will increase the amount of available recovery shoulder without widening the roadway pavement. The project also installs signage with lighted, visual enhancements to reduce speeds including radar speed feedback signs at select curves and perimeter-lit chevron signs along the outside of curves. Signs are assumed to be solar powered to limit capital costs but could be hard wired for improved reliability in all conditions, albeit with a significantly higher installation cost.

Implementation Details

Project E would be likely designed and implemented over a period of 6-9 months following notice to proceed on a funded design phase. The schedule estimate assumes full funding of all project phases, and separation of funding into design, right of way, and construction phases could extend the timeline. The aggressive design timeline assumes no specific public outreach or stakeholder coordination due to the nature of the recommended scope.

The construction phase would be very quick, 3-4 weeks, consisting of striping and off-roadway signing. Construction implementation windows for striping adjustments, and the potential impact to school access, would need to be carefully considered by the City in determining when to initiate the design phase of the project.

The estimated cost range of the project is \$2.6 - \$2.9 million.

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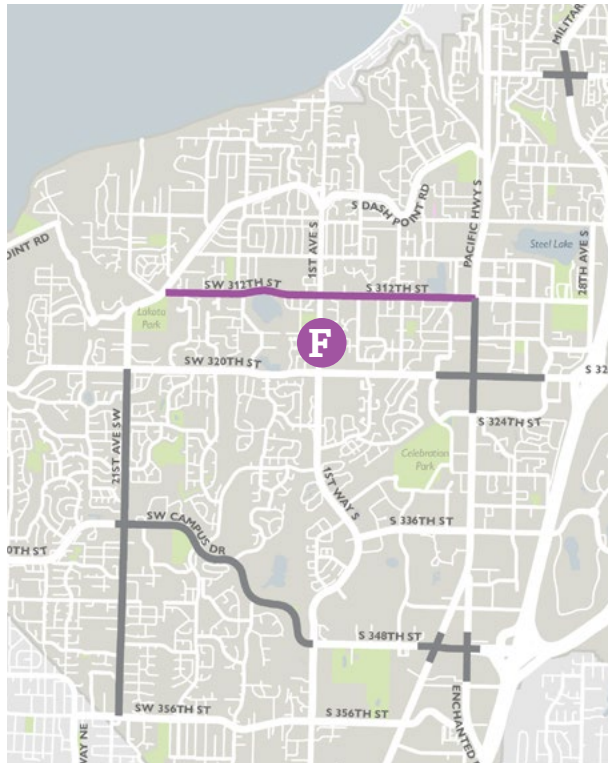


Figure 32: Recommended Project F

Project F: South/ Southwest 312th Street Access Management

Project F will address several risk factors on South/Southwest 312th Street, but will require significant outreach and coordination between the City and affected stakeholders in the corridor. The project seeks to minimize potential conflict locations and improve visibility and traffic calming. The safety objectives for Project F include:

- Consolidating access points on both sides of the road for improved predictability and reduced potential conflict points for all modes
- Calming vehicle speeds
- Improve nighttime visibility at high volume intersections
- Review placement and visibility of stop signs

The project's scope to accomplish the safety goals will require coordination between the City and a high number of affected stakeholders in the corridor. Access management will be needed to accomplish the consolidation of access points but will convert some property access to right in right out only. The project scope assumes construction of raised medians to be self-enforcing and not require enforcement of signed turn restrictions. The project would include a review of existing lighting and improvements to meet City lighting standards at intersections throughout the corridor. At two-way intersections, all stop signs would be reviewed for visibility and could include vegetation trimming or enhancement with LED perimeter lighting. Radar speed feedback signs would be installed at locations with high concentrations of access points.

Implementation Details

Project F would be likely designed and implemented over a period of at least 18 months following notice to proceed on a funded design phase. The schedule estimate assumes full funding of all project phases, and separation of funding into design, right of way, and construction phases could extend the timeline. The design timeline will require coordination with many property owners and/or public outreach from the City, which will extend the design timeline.

The construction phase would likely be 2-4 months, considering the impact to traffic and the potential long linear construction of medians. Construction implementation and outreach windows would need to be carefully considered by the City in determining when to initiate the design phase of the project.

The estimated cost range of the project is \$1.6 - \$1.9 million.

Project Prioritization

Given the limited funds available for implementing transportation improvements, prioritization criteria were identified and used to score each recommended project. The results from the prioritization process are included in **Table 2** for each project, along with a following explanation of the prioritization criteria and scoring values.

Details for project prioritization scoring are included in **Appendix J**.

Prioritization Scoring Criteria

The following categories of scoring criteria were applied to each project to determine a recommended priority order of implementation. The recommended priority order assumes an equal likelihood of funding through local and/or grant sources. Funding availability may dictate a project be implemented by the City out of priority order, if the opportunity exists.

Fatal /Severe Injury Collisions (Maximum Possible Points: 22)

Criterion was used to prioritize locations with a history of fatal and/or severe injury collisions. The number of fatal and severe injury collisions over the crash analysis period (2020-2024) which could be mitigated by the project were identified in the project area. Fatal crashes were assigned 4 points per crash (up to 12 points). Serious injury crashes were assigned 2 points per crash (up to 10 points).

High Injury Network (Maximum Possible Points: 1)

Criterion was used to prioritize locations identified on the HIN, which are also likely to have high scores for fatal/severe injury prioritization. Projects identified on the HIN or at high injury intersections were awarded 1 point.

Table 2: Project Prioritization Scoring Results

Score	Project ID	Project Name
37	B	21st Avenue Southwest
34	A	The Downtown Area
31	D	Military Road South/South 288th Street Intersection
24	F	South/Southwest 312th Street Access Management
23	C	South 348th Street Intersections with Pacific Highway South and Kits Corner Road South/16th Avenue South
19	E	Southwest Campus Drive Horizontal Curves

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Systemic Safety Network

(Maximum Possible Points: 5)

Criterion was used to prioritize locations identified by the SSN. Projects identified on the “Critical” SSN were awarded 5 points, projects identified on the “High” SSN were awarded 3 points, and projects identified on the “Medium” SSN were awarded 1 point.

Top Crash Risk Factors

(Maximum Possible Points: 5)

Criterion was used to prioritize project improvements addressing the top crash risk factors (angle/approach turn, rear end, fixed object) identified in the Safety Analysis, with points assigned based on the expected severity of each type of crash. 2 points were given for addressing risk factors with a greater incidence of injury (angle/approach turn and fixed object) and 1 point was given for other risk factors addressed, such as rear end.

Proximity to Commercial Center, Schools, or Trail Crossings/Parks

(Maximum Possible Points: 6)

Projects within a quarter mile of a commercial center were given 3 points, of a school were given 2 points, and immediately proximate to a park, trail crossing, or trailhead were given 1 point.

Overall Equity Need

(Maximum Possible Points: 3)

Criterion was used to prioritize projects in or adjacent to census tracts identified as having higher levels of equity need, as developed as part of the Demographic Analysis. Locations identified as “Highest” or “High” equity need were awarded 3 points, locations identified as “Moderate” need were awarded 2 points, and locations identified as “Low” or “Lowest” need were awarded 1 point.

Other Criteria: Aligns with Current Planned City Project

(Maximum Possible Points: 5)

Higher priority was given to projects aligned with other planned City projects. When improvements from recommended projects can be combined with other planned projects, significant cost savings may be achievable by delivering the projects at the same time. As such, recommended projects at locations where improvements are planned as part of a City project were assigned 5 additional points.

Road Safety Audit Projects

From the RSA conducted with City staff and community stakeholders, several potential countermeasures were identified by the group. The RSA focused on three corridors in proximity to one another, including:

- Southwest Campus Drive (17th Avenue Southwest to 21st Avenue Southwest)
- Southwest 336th Street (21st Avenue Southwest to 25th Place Southwest)
- 21st Avenue Southwest (Southwest 325th Place to Southwest 338th Street)

While the participants in the RSA were provided with some background on the team's research into crash data and contributing circumstances, the participants were not provided with any specific information on countermeasures or toolboxes of solutions.

The potential countermeasures the participants identified were well-aligned with the solutions included in Projects A through F, and the toolbox of countermeasures from **Chapter 6**. The participants were not tasked with assessing the feasibility of improvements and were encouraged to make all suggestions they felt necessary.

Safety Countermeasure Recommendations (RSA):

- Refresh/replace pavement markings throughout the corridor including raised pavement markers (RPMs)
- Upgrade traffic signals to omit Flashing Yellow Arrows when a pedestrian pushes the push button

- Consider automated red-light cameras and/or speed safety cameras
- Install ADA compliant curb ramps and upgrade blended transition ramps to directional ramps where feasible
- Evaluate and improve street lighting
- Upgrade traffic signals to include Accessible Pedestrian Signals
- Upgrade all signalized pedestrian crossings to include countdown pedestrian signal heads
- To improve visibility, maintain street trees to meet minimum clearances over pedestrian ways and streets at maturity
- Add LPIs to signal phasing at all signalized intersections
- Review existing signal timing to confirm pedestrian clearance times are sufficient and update signal timing as needed
- Consider right turn on red restrictions where pedestrian volumes are consistently high or a long-term systemic risk from turning vehicles is identified, including internal policy to review turning impacts on pedestrian safety during development permit review.

While some of the suggestions from the RSA are less feasible, requiring programming of significant capital resources, grant funding partnerships, or significant right of way impacts, they were no less meaningful and will be considered in future capital projects.

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Future Capital Project Recommendations (RSA):

- In conjunction with a full street redesign, install 8' sidewalks with 6' landscaping strip
- Provide ADA-compliant 5-foot by 8-foot landing pads at all bus stops to accommodate passenger boarding and alighting activities, install benches where adequate right-of-way is available, and provide shelters at bus stops with 25 or more average daily boardings
 - ◇ Note the recommended project would require coordination with King County Metro, the organization which installs and maintains bus stop facilities within the City of Federal Way
- Perform intersection sight distance evaluations at cross streets and driveways to identify sight distance obstructions and initiate mitigation based on findings
- Explore opportunities to construct an enhanced shared sidewalk along Southwest 336th Street and Southwest Campus Drive

The RSA participants' recommendations informed the final design and scope of Projects B and E, which are located in the same geographic area of Federal Way. The more significant recommendations will be considered by the City in future transportation improvement planning of capital projects.

Other Planned Projects

Several projects already identified and planned for implementation by the City could be prioritized based on the CTSAP outcomes. Projects were identified from various sources, primarily:

- City of Federal Way 2026-2031 6-Year Transportation Improvement Projects (TIP)
- City of Federal Way 2022 Local Road Safety Plan

- Southwest King County Regional Trails Plan
- City of Federal Way Transportation Element

The projects identified in **Table 3** were selected due to their proposed safety benefits, overlap with the HIN and/or SSN, and with considerations based on the equity analysis.

Table 3: Other Planned Projects in Federal Way

Project Number	Project Name	Description	Plan	HIN	SSN
1c	City Center Access Phase 2b	Install roundabout at 23rd Ave S / S 324th St	2026-2031 6-Year TIP	No	High
2	SR 99 @ S 373rd St	Install roundabout, median control	2026-2031 6-Year TIP	No	Critical
4	S 312th St @ 28th Ave S	Add SB right-turn lane or construct roundabout	2026-2031 6-Year TIP	No	High
6	21st Ave S @ S 320th S	Install traffic signal	2026-2031 6-Year TIP	Yes	High
11	Military Rd S @ S Star Lake Rd	Add EB right-turn lane, sidewalk	2026-2031 6-Year TIP	No	High
21	Citywide	High Friction Surface Treatment Application	2026-2031 6-Year TIP	N/A	N/A
28	Citywide	Street Light Infill	2026-2031 6-Year TIP	N/A	N/A
30	1st Ave S: S 292nd St - S 312th St	Shoulder improvements	2026-2031 6-Year TIP	No	High/Medium
32	Citywide Pedestrian Safety	Install mid-block crossing treatments or other pedestrian improvements	2026-2031 6-Year TIP	N/A	N/A
33	Citywide Pedestrian Safety System Improvements	Install mid-block crossing treatments	2026-2031 6-Year TIP	N/A	N/A

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Table 3: Other Planned Projects in Federal Way *continued*

Project Number	Project Name	Description	Plan	HIN	SSN
5.1.3.1.4	SR 99 at S 279th St / 16th Ave S	Provide flashing beacons	2022 Local Road Safety Plan	Yes	Critical
C	S 336th St: S 336th St to 1st Way S	Upgrade existing bike lanes and sidewalk to provide a more continuous and comfortable trail-like experience	SW King County Regional Trails Plan	No	High
E	S / SW 356th St: Enchanted Pkwy S to S/SW 356th St to 29th SN to Norpoint Way NE	Provide trail-like facilities	SW King County Regional Trails Plan	Yes	High/Medium
G	SW Campus Dr: SW 336th St into SW Campus Dr into S 348th St to 9th Ave S	Enhance existing sidewalk with wayfinding	SW King County Regional Trails Plan	Yes	Medium
16-12	11th Pl S @ S 320th St	Add 2nd NB left-turn lane	Transportation Element	Yes	High
16-15	SR 99 @ S 324th St	Add 2nd left-turn lanes NB, SB, and NB right-turn lane	Transportation Element	Yes	High
16-16	21st Ave SW @ SW 336th St	Add 2nd left-turn lanes NB, SB, and SB right-turn lane	Transportation Element	Yes	Medium
10-01	S 373rd St @ SR99	Add signal or roundabout or two-way left-turn lane	Transportation Element	No	Critical
16-01	SR 99 @ S 288th St	Add NE right-turn lane	Transportation Element	Yes	Critical
16-02	Military Rd S @ S 288th St	Add 2nd left-turn lanes and right-turn lanes eastbound and westbound	Transportation Element	Yes	High
98-01	S 304th St @ SR 99	Add left-turn lanes on 304th	Transportation Element	Yes	High/Critical
01-05	SR 99 @ S 312th St	Add 2nd NB left-turn lane	Transportation Element	Yes	High
16-09	SR 99 @ S 312th St	Add 2nd left-turn lane EB, WB, and WB right-turn lane	Transportation Element	Yes	High
16-11	8th Ave S @ S 320th St	Add left-turn lanes NB, SB	Transportation Element	Yes	High/Medium
16-18	16th Ave S @ S 341st Pl	Add signal	Transportation Element	Yes	High

Table 3: Other Planned Projects in Federal Way *continued*

Project Number	Project Name	Description	Plan	HIN	SSN
10-01	S Star Lake Rd @ Military	Add right-turn lane on S Star Lake Rd	Transportation Element	No	High/Medium
98-10c	10th Ave SW @ SW Campus Drive	Add SB right-turn lane	Transportation Element	Yes	Medium
07-12	6th Ave SW @ SW 320th St	Install signal or roundabout	Transportation Element	Yes	High/Medium
07-18	Military Rd S @ S 328th St	Install signal or roundabout	Transportation Element	No	Critical
16-07	SR 509 @ SW 312th St	Add 2nd WB left-turn lane	Transportation Element	No	High
05-04	S 312th St @ 18th Ave S	Install signal	Transportation Element	Yes	High
16-08	8th Ave SW @ SW 312th St	Install roundabout	Transportation Element	Yes	High/Medium
07-02	SR 99 @ S 288th St	Add EB left-turn lane	Transportation Element	Yes	Critical
07-15	25th Ave S @ S 320th St	Add 2nd EB left-turn lane, NB right-turn lane	Transportation Element	Yes	High
07-19	1st Way S @ S 336th St	Add 2nd SB left-turn lane	Transportation Element	Yes	High
98-26	S 320th St @ 5th Ave S	Signalization	Transportation Element	Yes	Medium
00-07	S 348th St @ 9th Ave S	Add 2nd SB left-turn lane	Transportation Element	Yes	Medium
98-31	SW 356th St @ 13th Way SW / 14th Ave SW	Signalization	Transportation Element	No	High
07-16	Military Road S @ S 320th St	Add 2nd NB left-turn lane	Transportation Element	No	Critical
98-29	SW 320th St @ 11th Ave SW	Signalization	Transportation Element	No	High
14-02	SR 509 @ 30th Ave SW	Install roundabout	Transportation Element	Yes	Medium
98-28	SW 320th St @ 7th Ave SW	Signalization	Transportation Element	Yes	High/Medium
00-16	SR 99 @ Spring Valley Montessori School	Add NB left-turn lane	Transportation Element	Yes	Critical
24-011	21st Ave S @ S 320th St	Install traffic signal	Transportation Element	Yes	High

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Table 3: Other Planned Projects in Federal Way *continued*

Project Number	Project Name	Description	Plan	HIN	SSN
24-020	S 312th St: Steel Lake Park - 28th Ave S	Install sidewalk and streetlights on south side	Transportation Element	No	High
24-030	28th Ave S: S 312th St - S 308th Ln	Install sidewalk and streetlights on east side of 28th Ave S and south side of S 308th Ln	Transportation Element	No	High

Demonstration Projects

The City applied for Supplemental Planning (SP) and Demonstration (D) activities under the SS4A Fiscal Year 2026 Notice of Funding Opportunity. The proposed activities include road safety audits, school zone crossing safety strategies, signal timing countermeasures and emergency vehicle preemption, and driver warning systems to address emergency response times, school zone speeds, and visibility issues at selected locations throughout Federal Way.

These activities will identify safety issues, implement proven safety countermeasures, and evaluate their effectiveness using data collected from field equipment and third-party sources. Based on recommendations from the CTSAP, the activities focus on reducing risks associated with unmarked crossings, distracted driving, red-light running, limited sight distance, signal timing at pedestrian crossings, and child safety through the following activities:

SP-01: Road Safety Audits

Multidisciplinary RSAs on three priority arterial corridors including Pacific Highway (South 276th Street to Dash Point Road), Military Road (South 284th Street to South 298th Street), and South 320th Street (11th Place South to I-5). The priority corridors were identified through crash data analysis and alignment with the City's Draft CTSAP. Audits will identify low cost, high impact countermeasures consistent with the Safe System Approach and SS4A emphasis on data driven safety investment. Findings will directly inform future project development and grant ready implementation strategies.

D-01: School Crossing Safety Treatments

Improve elementary school student safety at school area crossings by reducing crossing distances and increasing pedestrian visibility through intersection daylighting treatments at five locations. Participating elementary schools include Brigadoon, Lake Grove, Green Gables, Mirror Lake, and Sherwood Forest. The project will prohibit parking adjacent to crossings and install durable delineators to simulate curb extensions, prioritizing children and people walking in alignment with SS4A vulnerable road user goals and child-friendly elements. Safety outcomes will be measured through vehicle yielding behavior, speeds, and pedestrian exposure indicators.

D-02: Signal Timing Safety Treatments

Deploy advanced detection to implement adaptive signal timing safety countermeasures consistent with FHWA proven strategies, including Leading Pedestrian Intervals (LPIs), pedestrian clearance and walk extensions which gives extra time for large groups and slower pedestrians to cross, selective Flashing Yellow Arrow (FYA) omissions to reduce left turning vehicle and pedestrian crossing conflicts, and all red extensions when a red light running event occurs. The demonstration will occur at 6 signalized intersections, including 19th Avenue Southwest/Campus Drive, 21st Avenue Southwest/Campus Drive, South 320th Street/Pacific Highway South, Pacific Highway South/South 348th

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Street, South 320th Street/11th Place South, and 23rd Avenue South/South 320th Street. Treatments will dynamically respond to real time pedestrian and traffic conditions to reduce conflict severity and exposure, particularly for people walking and biking. Safety impacts will be evaluated using before and after analysis of conflicts, compliance, and surrogate safety measures consistent with SS4A performance expectations.

D-03: V2X Emergency Vehicle Preemption

Deploy Vehicle to Everything (V2X) emergency vehicle preemption along the Campus Drive/South 348th Street corridor which provides direct access from South King Fire Station 63 to SR 99 and I-5. The demonstration includes ten signalized intersections and five South King Fire & Rescue emergency vehicles. Equipment will be installed in emergency vehicles and at the roadside infrastructure. The project will support the Safe System Approach by reducing emergency response delays and intersection crash risk during emergency movements. Performance measures will include response times, vehicle conflicts, and operational safety impacts to inform scalable deployment.

D-04: Advance Signal Warning Systems

Deploy solar-powered, wireless advance warning beacons to alert drivers of downstream signalized intersections with documented sight distance limitations and hard braking events at three locations including northbound Pacific Highway/South 356th Street, northbound and southbound Pacific Highway/South 288th Street, and Dash Point Road/21st Avenue Southwest. Beacons will communicate directly with signal controllers to provide drivers advance warning of a red light ahead, supporting speed management and rear-end crash prevention. Safety benefits will be evaluated through speed data, stopping behavior, and rear end conflict analysis.

D-05: Curve Warning Systems

Enhance driver awareness and speed compliance along horizontal curves through retrofitting existing sign posts with LED enhanced flashing chevron warnings at three locations along Dash Point Road (near 2nd Place West, 1st Avenue South, and 8th Avenue South). Locations were selected based on roadway departure risk and alignment with the Safe System principle of forgiving roadway design. Effectiveness will be evaluated using speed reduction data and roadway departure related surrogate safety measures.

Figure 33: Demonstration Project Locations



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7. Safety Policy Review

Achieving the goals of the Safe System Approach described in Chapter 1 requires more than infrastructure improvements alone. Effective traffic safety outcomes depend on a comprehensive framework of policies, programs, standards, and operational practices influencing how

transportation systems are planned, designed, operated, and maintained. Chapter 7 summarizes the evaluation of the City's existing policies, procedures, and programs to identify opportunities for advancing safety across the transportation system.

The review was organized around the six Safe System Approach categories:

- Safer People
- Safer Roads
- Safer Land Use
- Safer Vehicles
- Safer Speeds
- Post-Crash Care

Existing policies, plans, development regulations, operational practices, and

interagency coordination procedures were assessed to identify potential gaps limiting the City's ability to reduce fatal and serious injury crashes. A summary of the findings is provided in **Table 4**.

Addressing policy gaps will help to create a transportation system to better anticipate human error, reduce crash severity, and support safe travel for all roadway users.

Additional details are provided in **Appendix A**.



Figure 34: Safe Systems Approach

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Table 4: Safety Policy Review

Action	Safe System Category	Responsible Party	Gap Areas
Safety Campaigns: Expand the focus of City-hosted education campaigns and outreach events to include road users' responsibilities for creating a culture of safety	Safer People	Communications Office with support from the Public Works Department, Public Schools District, and Emergency Management Division	- Lack of avenues for communication - Lack of municipal code guidance describing how traffic safety treatments work, and safe road use
Fleet Operators: Reduce safety risks between trucks and other roadway users by requiring safety training for vehicle operators within the City's vehicle fleet	Safer People	Fleet manager	Lack of a fleet safety training for municipal and government-contracted staff with large truck, bus, or commercial vehicle driving responsibilities
School Safety: Work with school districts to create pedestrian and bicycle safety curriculum for students	Safer People	SRTS manager	- Lack of district-wide school zones speed reduction policy - Not all schools have identified low stress, safe walk/bike routes for students and families - Transportation safety lacking in student curriculum"
Track Progress: Provide regular updates on plan implementation and project development on City safety and progress tracking webpages	Safer People	Public Works, with support from Communications Office for website management	No clear and consistent way to monitor, track, and communicate progress to the broader public on how the City is improving traffic safety and making progress on implementing safety improvements.

Table 4: Safety Policy Review *continued*

Action	Safe System Category	Responsible Party	Gap Areas
Enforcement: Target enforcement activities to behaviors and locations most linked to death and serious injury, including automated enforcement	Safer People	Public Works with the support of the Police Department, Community Development Department and Communications Office	• Municipal code not aligned with Revised Code of Washington (RCW) regarding use of speed safety cameras • Funding and program improvements necessary to install additional automated speed safety cameras not identified • Explore the feasibility of a focused code compliance campaign to address illegal non-conformances on private properties that cause safety issues on adjacent public roadways
Temporary Installations: Implement temporary installations using low-cost materials	Safer Roads	Public Works	• Temporary installations allow for the testing of new designs and build support for permanent changes
Data Collection & Analysis: Prioritize safety improvements using a data-driven process and a focus on serving diverse user groups		Public Works, with Planning Division and GIS Division for support with development and integration of asset management system	• Need for an established program to collect, evaluate, and disseminate traffic safety data to update and refine risk factors and potential areas for improvement as conditions change across the City.
Project Prioritization: Integrate additional safety criteria to better determine priorities for allocating funding through the Capital Improvement Program (CIP)	Safer Roads	Public Works	• Consider additional criteria identified in the CTSAP to help advance safety goals when prioritizing projects during the update of the Capital Improvement Plan.

Table 4: Safety Policy Review *continued*

Action	Safe System Category	Responsible Party	Gap Areas
Street Resurfacing: Evaluate and leverage resurfacing projects for implementing safety improvements.	Safer Roads	Public Works	Update the process for determining and scoping street resurfacing projects to consider how the outcomes of the CTSAP can be advanced through established maintenance investments, particularly along the High Injury and Systemic Safety Networks.
Signage: Install advisory signs for curves and speed zones, as well as speed feedback signs and changeable message signs, to provide warnings and encourage safe behavior	Safer Roads	Public Works	- Need additional variable message boards, speed feedback trailers and signs - Motorists require additional education about city speed limits and the safety benefits of driving slower - Safety and visibility at school pedestrian crossings and intersections”
Update Standards: Update development standards and guidelines to align with Safe System approaches	Safer Roads	Public Works with participation from Community Development and Fire Department	- Several development standards and guidelines do not fully align with Safe System approaches, or the city’s Complete Streets Guidelines - Consider development regulation updates consistent with Safe Systems land use approaches
Prioritize School Areas: Work with school districts to take a comprehensive approach to create safer schools and routes to schools	Safer Land Use	Public Works-Traffic and Federal Way Public Schools	Lack of formal coordination procedure to identify and prioritize walking and biking safety improvements around schools, particularly for secondary and high schools.

Table 4: Safety Policy Review *continued*

Action	Safe System Category	Responsible Party	Gap Areas
Reduce Vehicle Miles: Reduce vehicle miles traveled (VMT) to reduce user exposure and thereby decrease potential collisions	Safer Land Use	Planning Division	• Lack of a formalized placemaking strategy for downtown to encourage redevelopment of the City Center • Updated zoning and/or development regulations required around the future Tacoma Dome Link Extension station • Pursue zoning code revisions to improve pedestrian mobility • Reduction or elimination of off-street parking minimums for new developments to support dense, mixed-use, walkable neighborhoods needed
Fleet Purchasing Standards: Require the adoption of new safety technologies within the City's vehicle fleet	Safer Vehicles	Fleet Manager	• Develop a Safe Fleet Transition Plan to formalize a set of best-practice vehicle safety technologies and design requirements for all City vehicles to prioritize: • Smaller vehicle sizes, weights, and front-end heights and shapes • Installation of warning systems, cameras, speed governors, and hands-free phone/GPS interface • Install side guards and crossover mirrors where applicable to all large fleet vehicles, and require entities contracting with the City to have side guards on a certain proportion of their fleet over 10,000 lbs. • Implement active Intelligent Speed Assistance (ISA) into all government fleets, allowing supervisors or managers full system control, aside from limited or emergency situations

Table 4: Safety Policy Review *continued*

Action	Safe System Category	Responsible Party	Gap Areas
Intelligent Transportation System (ITS): Use ITS technologies to improve safety by integrating infrastructure and vehicles to enable real-time analysis and decision-making	Safer Vehicles	Public Works with input from Fire Department on EVP functionality	Consider updates to the ITS Master Plan that promote outcomes of the CTSAP such as modernizing the Vehicle Detection program, advancing Dangerous Curve Warning signage, and developing a plan for advance warning at traffic signals.
Reduce Speeds: Reduce vehicle operating speeds by engineering streets to encourage slower, context-appropriate speeds and second by enforcing speed limits	Safer Speeds	Public Works, Police	Needed policy revisions to support traffic calming and lower speed limits, particularly along arterials and corridors identified on the High Injury and Systemic Safety Networks
Emergency Responders: Capture first responder needs by involving first responders in project design and design guidance development	Post-Crash Care	Police Department, Fire Department, St. Francis Emergency Department with support from Public Works for the emergency route map	“Lack of a centralized location for Emergency Management Services Procedures Lack of emergency route map to aid roadway design”
Crash Data: Work with police service providers to improve data collection methods around traffic crashes and unsafe driving behaviors	Post-Crash Care	Police Department, Fire Department, St. Francis Emergency Department, Public Works Department, Communications Office for World Day of Remembrance (WDOR)	Lack of training and training procedure oversight



8. Implementation and Monitoring

Effective implementation of the CTSAP requires continued coordination among stakeholders, securing funding for projects, implementing selected countermeasures,

and finally, establishing a process for the ongoing monitoring of progress toward the success of the Plan in reducing incidence of fatal and serious injury crashes to zero.

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Monitoring and Coordination

Progress toward successful outcomes from the CTSAP will be enhanced through:

- Maintaining the stakeholder advisory committee or a similar group on a quarterly or biannual basis.
- Sustained focus on implementing projects and actions identified in the CTSAP and re-evaluating prioritization and alignment with other city projects on an annual basis.
- Provide an update on delivery of projects and status of action items annually to Council
- Identify future opportunities for RSAs

The City should provide regular updates and communication with agency partners, such as emergency services, the school district, King County Parks, King County Metro, and others, to help create sustained support and create opportunities for shared

initiatives or investments to facilitate CTSAP implementation. The efficacy of the plan will be based on the success with which the proposed safety solutions reduce incidence of fatal and serious injury crashes.

Data Dashboard

The collision analysis conducted as part of the CTSAP can be used to evaluate the impact of implemented countermeasures on the City's FSI crash occurrences. Traffic safety statistics, including the number, type and severity of crashes on the city roadway network can be compared with historical crash data to determine whether the implemented safety measures had a successful impact toward reducing the occurrence of FSI crashes. A data dashboard (**Figure 34**) was created to support the data analysis shown in **Chapter 5**.

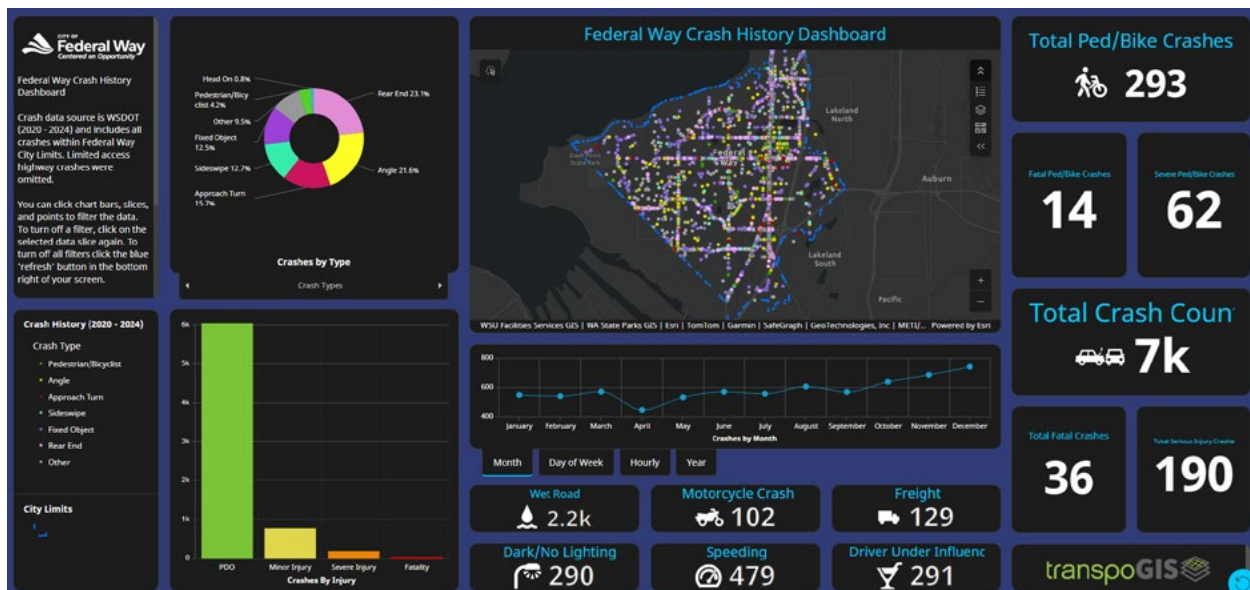


Figure 34: Online ESRI Crash History Dashboard

Use of Citian CRASH Platform

The Citian dashboard (**Figure 35**) was created using CRASHTM software from Citian, which leverages machine learning and artificial intelligence (AI), natural language processing, advanced data analytics, and engineering expertise to create an asset management system to ingest crash data and perform high-quality analytics on an ongoing basis. The Citian Dashboard was used as support during the project and is intended to be used in the ongoing tracking of progress toward accomplishing the CTSAP objectives and meeting key metrics.

The project team utilized the Citian CRASHTM platform to evaluate its effectiveness as a tool for ongoing collision monitoring and safety performance management within Federal Way. Citian provides advanced crash analytics, geospatial visualization, and network screening

capabilities enabling City staff to efficiently assess collision trends, patterns, and contributing factors across the transportation network. Through enhanced data processing, quality control, and machine learning technologies, the platform transforms raw collision records into a focused, refined, and reliable dataset, improving the accuracy and consistency of safety analyses.

Ongoing Plan Updates

Periodic updates to the CTSAP provide the opportunity to reassess safety conditions within the city and determine if risk factors have changed and if new countermeasures and strategies need to be explored. The CTSAP will be updated at regular intervals to identify changes in crash patterns and to evaluate progress of previously implemented countermeasures toward reducing FSI crashes.

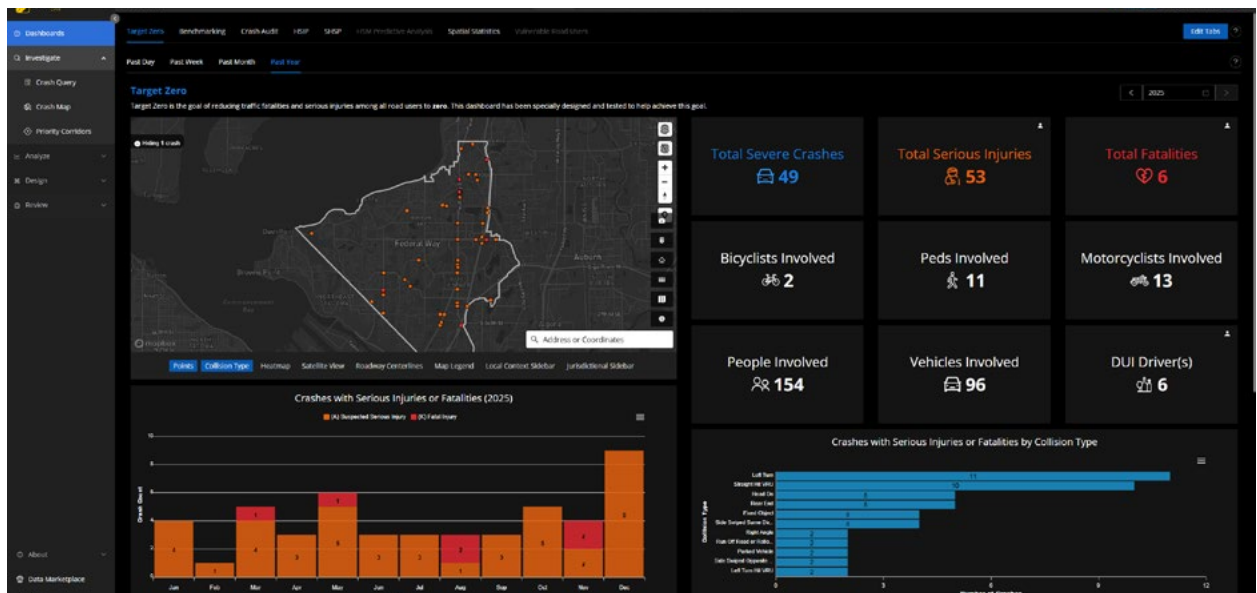


Figure 35: CRASHTM Data Dashboard

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Future updates to the CTSAP could include additional RSAs. As described in **Chapter 3**, RSAs provide an opportunity to experience road safety issues in real-time as an active mode user experiences them. The City has selected several locations to be included in future RSAs:

- Pacific Highway from South 276th Street to Dash Point Road
- Military Road from South 284th Street to South 298th Street
- South 320th Street from 11th Place South to I-5

The corridors for RSAs were identified through crash data analysis during the development of the CTSAP. The RSAs are expected to identify low cost, high impact countermeasures consistent with the Safe System Approach and USDOT SS4A emphasis on data driven safety investment. Findings will directly inform future project development and grant ready implementation strategies.

Funding and Partnerships

Successful implementation of the CTSAP, along with all other transportation improvements, hinge upon successfully identifying, pursuing and obtaining funding. Staying up to date on federal, state, and regional funding sources is a key strategy to help bridge funding gaps. The City can take advantage of a wide range of grant funding programs to help achieve its safety goals.

Table 5 summarizes several potential grant funding opportunities to implement safety projects. The grant funding sources can help the City implement safety solutions identified in the CTSAP, which will progress toward reducing fatal and serious injury collisions.

Table 5: Transportation Safety Funding Sources *continued*

Program Name	Grant Program Description
<i>Federal Sources</i>	<i>Safer Land Use</i>
USDOT Safe Streets and Roads for All (SS4A)	The SS4A program supports development and implementation of a CTSAP to identify and treat the most significant roadway safety concerns in a community. Applicants must have an eligible CTSAP to apply for an implementation grant. The SS4A program can be used to support safety projects and strategies to address serious safety violations of drivers (e.g., speeding, alcohol, and drug-impaired driving), so long as the proposed strategies are data-driven. Eligible implementation projects can include either location-specific projects, which address several different safety risk factors at an intersection or along a corridor, or systemic projects, which address safety risk factors at several similar locations within project area. Agencies can develop eligible SS4A implementation projects by combining countermeasures into an overall improvement envelope which meets the minimum project size of \$2,500,000 (inclusive of a minimum \$500,000 local match).
Community Development Block Grant (CDBG) Program	The Community Development Block Grant (CDBG) program is a federal HUD funding program that provides flexible money to local governments for projects benefiting low- and moderate-income communities. For transportation safety, CDBG can be used for improvements such as sidewalks, curb ramps, crossings, traffic calming, lighting, and street upgrades that enhance pedestrian, bicycle, and neighborhood safety—particularly in underserved areas. Projects must meet a national objective, most commonly by improving safety and access for low- and moderate-income residents as part of broader community development and infrastructure goals.
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	The Better Utilizing Investments to Leverage Development (BUILD) Grant Program is a competitive USDOT funding program that supports high impact surface transportation projects with significant local or regional benefits. BUILD grants can fund both planning and construction for transportation safety improvements, including Complete Streets projects, pedestrian and bicycle facilities, traffic calming, intersection redesigns, lighting, and safety upgrades near transit, freight, and rail facilities. Safety is a core evaluation criterion, and projects that reduce crashes and improve access and connectivity, especially in rural, disadvantaged, or multimodal corridors, are well suited for BUILD funding.

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Table 5: Transportation Safety Funding Sources *continued*

Program Name	Grant Program Description
Active Transportation Infrastructure Investment Program (ATIIP)	The Active Transportation Infrastructure Investment Program (ATIIP) is a competitive federal grant program administered by the Federal Highway Administration (FHWA) that was created by the Infrastructure Investment and Jobs Act to help communities plan, design, and construct safe, connected pedestrian and bicycle infrastructure. ATIIP funding can be used for transportation safety projects such as sidewalks, shared use paths, protected bikeways, trails, safe crossings, and corridor scale networks that connect people to schools, jobs, transit, and daily destinations. The program focuses on building connected active transportation networks or regional “spines” that remove barriers to walking and biking, reduce crashes, improve access to transit, and enhance safety—particularly in disadvantaged communities—making ATIIP a dedicated funding source for scalable, high impact active transportation safety improvements.
Reconnecting Communities Pilot (RCP) Grant Program	The Infrastructure Investment and Jobs Act established the Reconnecting Communities Pilot (RCP) Program to advance community-centered transportation connection projects, with a priority for projects benefiting low-capacity communities. RCP focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster development and restoration, and provide technical assistance to further program goals. The primary goal of the RCP Program is to reconnect communities harmed by past transportation infrastructure decisions, through community-supported planning activities and capital construction projects championed by communities. The RCP Program provides funding for two types of grants. Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; conduct public engagement, and other transportation planning activities. Capital Construction Grants are to carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility to reconnect communities.

Table 5: Transportation Safety Funding Sources *continued*

Program Name	Grant Program Description
<i>State Sources</i>	
Surface Transportation Block Grant (STBG)	The Surface Transportation Block Grant (STBG) program is a core Federal Highway Administration (FHWA) funding program providing states and metropolitan areas with highly flexible transportation funding to address state, regional, and local priorities. Authorized under the Infrastructure Investment and Jobs Act (IIJA), STBG funds can be used for a wide range of projects, including transportation safety improvements such as roadway and intersection safety upgrades, traffic calming, Complete Streets treatments, bicycle and pedestrian facilities, ADA accessibility improvements, and safety enhancements for transit, freight, and non-motorized users. Because of its broad eligibility, STBG is frequently used to support Vision Zero initiatives, multimodal corridor safety projects, and systemic safety improvements, making it one of the most versatile funding sources for advancing transportation safety at the community scale.
Highway Safety Improvement Program (HSIP)	The federally funded Highway Safety Improvement Program (HSIP) allocates funds to local and state roadways in Washington based on fatal and serious injury crash data, with funding split between the County Safety Program and City Safety Program for targeted infrastructure improvements. Cities in Washington must have a Local Road Safety Plan to apply for HSIP funding, with a biennial call for projects under the City Safety Program. HSIP grants for safety improvements typically range from \$500,000 to \$2,000,000 with grant awards announced in October.
Transportation Alternatives Program (TAP)	The Transportation Alternatives Program (TAP) is a federally funded program administered by the Federal Highway Administration (FHWA) to provide state distributed funding for smaller-scale transportation projects improving safety and expand non-motorized travel options. TAP funds can be spent on transportation safety projects such as sidewalks, shared use paths, bicycle lanes, pedestrian crossings, traffic calming features, lighting, ADA accessibility improvements, and Safe Routes to School initiatives. The program focuses on creating safer, more accessible streets and connections for pedestrians, bicyclists, and other non-drivers, particularly by addressing gaps in networks and improving safety at the neighborhood and community scale, making TAP a core funding source for local active transportation safety improvements.

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Table 5: Transportation Safety Funding Sources *continued*

Program Name	Grant Program Description
WSDOT Safe Routes to School (SRTS) and Pedestrian & Bicycle Program (PBP) Grants	WSDOT administers two closely related competitive grant funding programs focused on active transportation safety improvements for school-aged children and vulnerable users in both urban and rural areas. A demographic analysis is required as part of the application and active transportation improvements must be based on best practices given the land use context, demographic needs, and safety issues present in the vicinity of the project location. The applications for the grant program are typically due in April-May of even numbered years. There is no local match requirement to apply for either program, but WSDOT will ask applicants if they have adopted Complete Streets and/or Vision Zero ordinances, LRSPs, policies to reduce Greenhouse Gas (GHG) emissions, and other safety plans (such as a CTSAP). Typical grant awards can range from \$250,000 to \$4,000,000 based on needs and available funding from cycle to cycle, but the average grant award is about \$1,500,000. High-scoring projects will receive field visits by WSDOT staff in September-October, and a list of projects recommended for funding by the State legislature is expected to be issued in December.
Transportation Improvement Board Annual Grant Programs	The Washington Transportation Improvement Board (TIB) has an annual call for projects through the Urban Arterial, Active Transportation, and Complete Streets grant funding programs. An adopted Complete Streets ordinance is required to be eligible for the Complete Streets grant program and will be asked about in the Active Transportation and Urban Arterial grant applications. All TIB grant programs require local matching funds of 15% to 20% depending on agency valuation and all TIB applications are due in mid-August of each year. Grant funding amounts vary by program, and grant awards are announced at the TIB Board meeting in late November each year.
Walker and/or Roller Safety Enhancement Projects	The Washington Traffic Safety Commission (WTSC) offers \$1.5 million in federal funding for Walker and Roller Safety Enhancement Projects to improve pedestrian and bicyclist safety through law enforcement training, public education, and enforcement campaigns. Eligible applicants, including state agencies, tribal governments, cities, counties, and nonprofits, can apply for grants ranging from \$30,000 to \$250,000, with a required minimum 10% cash match.

Table 5: Transportation Safety Funding Sources *continued*

Program Name	Grant Program Description
Law Enforcement School Zone Grant	The Traffic Safety Commission provides law enforcement equipment grants to agencies actively conducting in-person enforcement for speed management in active school zones with funds available for traffic enforcement equipment and helping improve safety on the roads. Fund levels are based on the number of traffic citations issued within one year prior to the date of application with \$25 awarded per citation.
Let's Go Program	The Let's Go program equips elementary schools with a multi-week bicycle and pedestrian safety curriculum for grades 3–5, fostering confidence, safe riding skills, and active transportation habits. Supported by Cascade Bicycle Club, the program has reached over 47,000 students across Washington, with expansions into middle schools through the Let's Go Further initiative to promote lifelong safe and sustainable mobility.
Sandy Williams Connecting Communities Program	The Sandy Williams Connecting Communities Program (SWCCP) is a Washington State grant program funding projects aimed at improving safe, comfortable, and connected active transportation—walking, biking, and rolling—particularly in overburdened communities divided by current or former state highways. Established by the Legislature and funded through the Climate Commitment Act, the program prioritizes equity and environmental justice by supporting community-driven projects to reconnect neighborhoods to essential destinations like schools, transit, and services. No local match is required, and eligible applicants include local governments, Tribal governments, and transportation agencies. Funding can be for planning, design, quick-build, and construction projects. The program emphasizes strong partnerships with community-based organizations, meaningful public engagement, and innovative, safety-focused solutions reducing barriers, improving mobility, and enhancing overall community well-being.

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Appendices



Appendix A: Plan and Policy Review



Appendix B: Road Safety Audit (RSA) Memorandum



Appendix C: Public Engagement and Outreach Summary



Appendix D: Demographic Analysis



Appendix E: Safety Analysis



Appendix F: High Injury Network



Appendix G: High Risk Network



Appendix H: Crash Maps



Appendix I: Countermeasures



Appendix J: Countermeasure Prioritization



Appendix K: RSA Projects

