TOWN OF EATONVILLE COMPREHENSIVE SAFETY ACTION PLAN

2026

Prepared for

Town of Eatonville

Puget Sound Regional Council

Prepared by

WSP

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Comprehensive Safety Action Plan Narrative Style

Transportation safety action plans address sensitive topics related to serious injuries and deaths resulting from crashes within the transportation system. The Safe System Approach (SSA) is promoted by the United States Department of Transportation (USDOT) as a framework for understanding and prioritizing reductions to serious injuries and deaths. Industry best practices inform the narrative style and terminology of a safety action plan, taking into account the sensitivity of impacts on the community and the technical precision required for understanding transportation system safety performance. Best practices for narrative style and terminology when discussing transportation safety performance include:

- The term "crash" will be used instead of "accident" when referring to instances of a collision. Collision may also be used.
- Focus on victims. A victim refers to an injured person or a person who suffered death resulting from a crash.
- Crashes are complex, and recorded information about the crash can be incomplete, failing to tell the whole story of the incident.
- Survivorship bias exists. In crashes involving multiple people where one participant dies, survivor accounts can often lead to inaccurate conclusions. This is particularly evident in bike and pedestrian fatalities, where the victim is assigned a violation-based contributing factor nearly 2.5 times more often than in cases of minor injuries.

Please Note:

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists 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 are not 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.

Table of Acronyms and Abbreviations

Abbreviation	Definition
AADT	Average Annual Daily Traffic
ACS	American Community Survey
CSAP	Comprehensive Safety Action Plan
FHWA	Federal Highway Association
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
RSAP	Regional Safety Action Plan
SSA	Safe System Approach
SS4A	Safe Streets and Roads for All
USDOT	United States Department of Transportation
WSDOT	Washington State Department of Transportation
WTSC	Washington Traffic Safety Commission
Crash Data Abbreviations	**Definition**
K	Death or Fatality
A	Suspected Serious Injury (SI)
B	Suspected Minor Injury
C	Possible Minor Injury
O	Crashes Resulting in Property Damage Only
KABC	Deaths, Serious Injuries, and Minor Injuries
KABCO	All Reported Injury Classifications including Deaths, Serious Injuries, Minor Injuries and Property Damage Only
KSI (KA)	All Serious Injuries and Deaths

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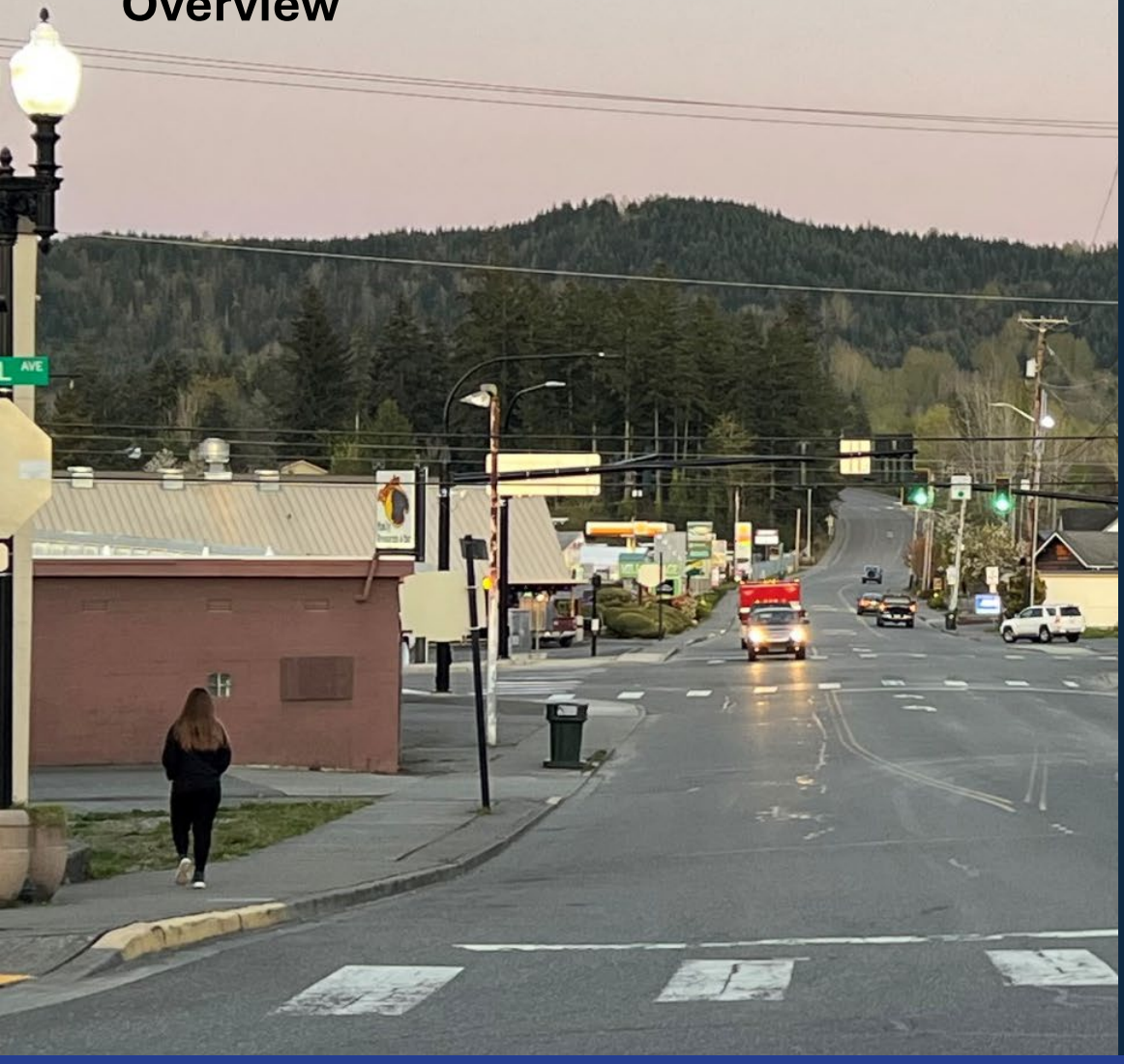
Chapter 1

Overview



Introduction

The Town of Eatonville is committed to creating a transportation system that prioritizes safety for all residents and visitors using local streets, regardless of mode. Safety is a central policy focus in the Eatonville Comprehensive Plan, updated in 2024 to comply with the Growth Management Act and align with the Regional Growth Strategy. The Puget Sound Regional Council (PSRC) supports local jurisdictions through coordinated regional planning, policy alignment, and funding access, and has provided grant support using USDOT Safe Streets and Roads for All (SS4A) grant funding for the Town of Eatonville to develop this Comprehensive Safety Action Plan (CSAP).

The Town of Eatonville CSAP identifies corridors and locations of concern based upon crash history and community feedback and proposes transportation safety projects and strategies aimed at reducing both the frequency and severity of crashes in Eatonville. Through a proactive, data-informed, and community-based safety approach, Eatonville is maintaining zero deaths and eliminating serious injuries within the Town limits. Implementing the CSAP will support Eatonville's vision of ensuring safe, accessible, and convenient travel for all road users, with particular attention to those who are most vulnerable. Additionally, it will aid Eatonville and its partners in identifying effective strategies and resources, improving project development, executing safety enhancements, tracking progress toward regional and state safety objectives, and cultivating a comprehensive culture of safety within the community.

Purpose

This CSAP is a strategic plan for the Town of Eatonville to improve the safety of the transportation system by taking a systematic approach to reducing roadway deaths and serious injuries. The Town of Eatonville CSAP follows the U.S. Department of Transportation (USDOT) National Roadway Safety Strategy[1] principles and elements of the Safe System Approach, discussed below.

[1] National Roadway Safety Strategy (NRSS) outlines the Department's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

Safe Streets and Roads for All

The Safe Streets and Roads for All (SS4A) competitive grant program through the Infrastructure Investment and Jobs Act (IIJA) is administered by USDOT. This program provides funding to support regional, local, and Tribal efforts aimed at eliminating roadway fatalities and serious injuries. SS4A is authorized for federal fiscal years 2022 through 2026 and aligns with USDOT's Safe System Approach[2], a holistic framework designed to improve roadway safety by accounting for human error and vulnerability.

SS4A Plan Elements

The primary goal of the SS4A program is to support the development and implementation of holistic, well-defined strategies to prevent roadway deaths and serious injuries in a locality, region, or on Tribal Lands through comprehensive safety action plans. USDOT provides some flexibility to achieve a successful CSAP by requiring jurisdictions to complete fundamental SS4A criteria, while allowing agencies to complete three out of five of the other SS4A components. The required components include robust safety analysis, strategy, and project selections, and a completed CSAP or approved update (within a five-year window of grant award). The list of SS4A Safety Action Plan components is described below:

1. **Leadership Commitment and Goal Setting.** A formal public declaration committing to the long-term objective of eliminating all roadway deaths and serious injuries.
2. **Planning Structure.** A designated body, such as a committee, task force, or implementation team, responsible for guiding the development, execution, and oversight of the Action Plan.
3. **Safety Analysis.** A data-informed evaluation of current conditions and historical crash patterns establishes a baseline of fatal and serious injury incidents across a jurisdiction, locality, Tribal area, or region. This analysis includes crash severity, types, contributing factors, road user demographics, systemic and site-specific safety concerns, and spatial mapping of high-risk locations.
4. **Engagement and Collaboration.** Ongoing engagement with the public, community leaders, and local municipal partners.
5. **Policy and Process Changes.** A review of existing local policies, plans, guidelines, and standards to identify opportunities for enhancing how transportation safety is prioritized within current processes.
6. **Strategy and Project Selections**. Compile a well-rounded selection of projects and strategies shaped by data analysis, proven practices, and community feedback, designed to address the safety challenges outlined in the Safety Action Plan.
7. **Progress and Transparency.** Approaches for tracking progress over time following the development or update of a Safety Action Plan, including monitoring crash outcomes, and ensuring ongoing transparency with residents.

[2] The Safe System Approach serves as U.S.DOT's guiding paradigm to address roadway safety.

Safe System Approach

USDOT has adopted the Safe System Approach as its foundational framework for improving roadway safety, shown in Figure 1. Widely embraced by transportation professionals and agencies at all levels, this approach offers a comprehensive and proactive strategy to reduce traffic-related deaths and serious injuries. Unlike traditional safety models, the Safe System Approach acknowledges that human errors are inevitable and that people are physically vulnerable to crash forces. It emphasizes designing a transportation system that anticipates mistakes and minimizes harm through multiple, overlapping layers of protection. This approach prioritizes safety for all road users by shifting the focus from reactive measures to proactive interventions, aiming to eliminate severe crashes through redundancy and resilience in the transportation system.

Safe System Principals

The Safe System Approach incorporates the following principles:

Figure 1. Principles of a Safe System Approach

1. **Death and Serious Injuries are Unacceptable.** Roadway and serious injuries must not be accepted as inevitable.
2. **Humans Make Mistakes.** While human errors and decisions that may lead to crashes are expected, the transportation system can be thoughtfully designed and managed to account for these mistakes. By incorporating safeguards and redundant design features, the system can help prevent deaths and serious injuries when crashes occur.
3. **Humans Are Vulnerable.** Because the human body has limited capacity to withstand crash forces, it is essential to design and operate transportation systems that recognize and accommodate these physical vulnerabilities, placing human safety at the forefront.
4. **Responsibility is Shared.** Preventing roadway deaths and serious injuries requires the active involvement of all community partners, including government agencies at every level, industry leaders, advocacy organizations, researchers, and the public.
5. **Safety is Proactive.** Instead of dealing with crashes after they occur, tools should be used proactively to identify and address safety issues in the transportation system now.
6. **Redundancy is Crucial.** Reducing risk requires reinforcing every component of the transportation system, so that if one element fails, others remain in place to back it up.

Safe System Elements

The Safe System Approach emphasizes the need for multiple, overlapping layers of protection within the transportation system to reduce both the likelihood and severity of crashes. This concept is illustrated by the Swiss Cheese model in Figure 2, which highlights how layers of safety protections implemented in a systematic level can help prevent serious outcomes even when one or more layer or strategy fails.

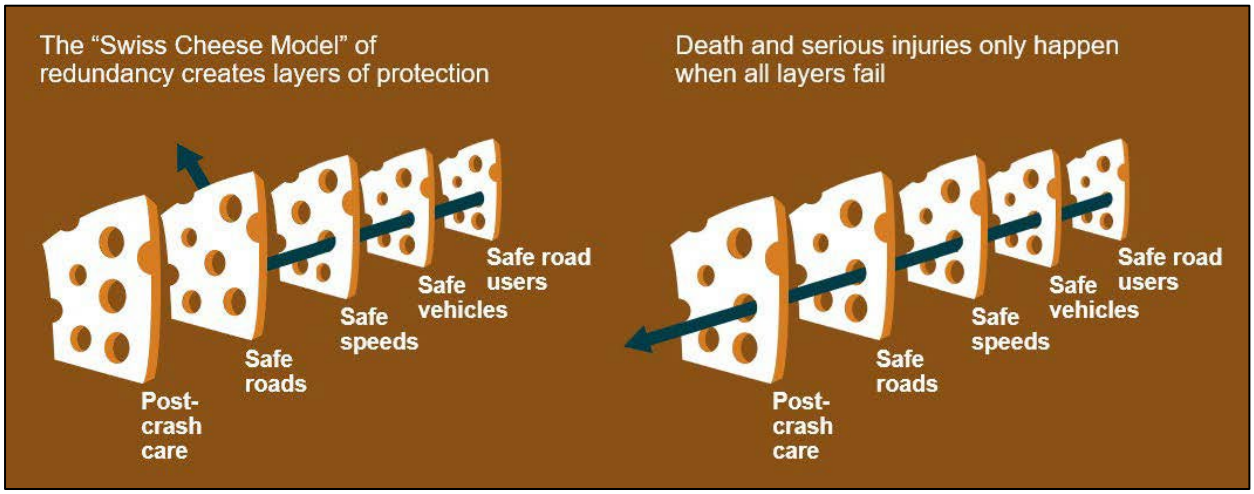


Figure 2. Swiss Cheese Model of Roadway Safety

A Safe System Approach incorporates the following elements:

- Safer People. Promote safe and responsible behavior among all road users through targeted education and training initiatives. Strategies may include driver education programs and skill-building workshops.
- Safer Roads. Design roadways to be clear, consistent, and easy to navigate by following standardized design principles. Thoughtful roadway design can reduce the likelihood of human error and promote safer behaviors, especially in areas with vulnerable road users such as pedestrians, cyclists, and individuals using mobility devices. Strategies may include speed-reducing modifications and intersection designs that lower crash risks, such as roundabouts.
- Safer Vehicles. Support the transition to safer vehicles equipped with advanced features such as sensors and cameras that reduce blind spots and enhance crash prevention. For example, the Insurance Institute for Highway Safety (IIHS) evaluates vehicles based on safety technologies and their ability to reduce the impact of collisions for both occupants and non-occupants.
- Safer Speeds. Advance safer speeds across all roadway settings by integrating context-sensitive design, appropriate speed limit policies, focused education efforts, public awareness campaigns, and strategic enforcement measures.
- Post-Crash Care. Improve the chances of crash survival by ensuring rapid access to emergency medical services, creating safe working conditions for first responders, and minimizing secondary collisions through effective traffic incident management strategies.

Washington Strategic Highway Safety Plan (Target Zero)

In 2024, Washington State updated its Strategic Highway Safety Plan (SHSP), known as Target Zero, reaffirming its commitment to eliminating traffic-related deaths and serious injuries by 2030. While previous efforts, such as legislative changes and safety improvements, successfully reduced crash deaths, recent increases in collisions have prompted a renewed focus on this goal. The updated plan emphasizes the Safe System Approach, integrating key elements such as safer road users, safer speeds, safer roads, safer vehicles, and post-crash care. In 2024, a new component, safer land use, was also introduced to further support systemic safety improvements.

Safer Land Use

In 2024, the Washington State Target Zero Plan introduced a sixth element to its safety framework: Safer Land Use. This new component highlights the critical role land use decisions play in shaping communities and their relationship to road traffic safety. By reducing the need for long driving trips and minimizing reliance on personal vehicles as the primary mode of transportation, this approach aims to lower exposure to crash risks and promote more equitable mobility. Safer land use supports access to a full range of transportation options, including walking, rolling, biking, transit, and shared vehicles, ensuring that all community members can travel safely. The strategy recognizes that thoughtful land use choices and adapting to land use as it changes can significantly influence travel behavior and safety outcomes, making it a vital tool in achieving Washington State's goal of zero traffic deaths and serious injuries by 2030. Like Washington State, PSRC has adopted safer land use into their Regional Safety Action Plan (RSAP), reinforcing its importance across regional planning efforts which is shown in Figure 3.

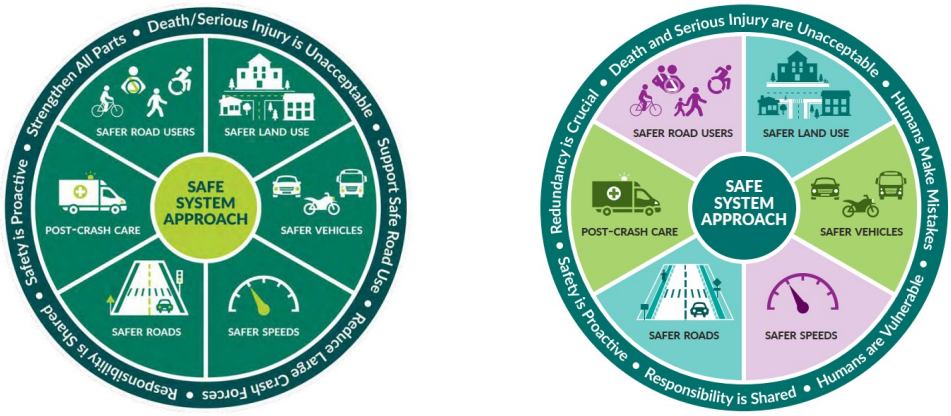


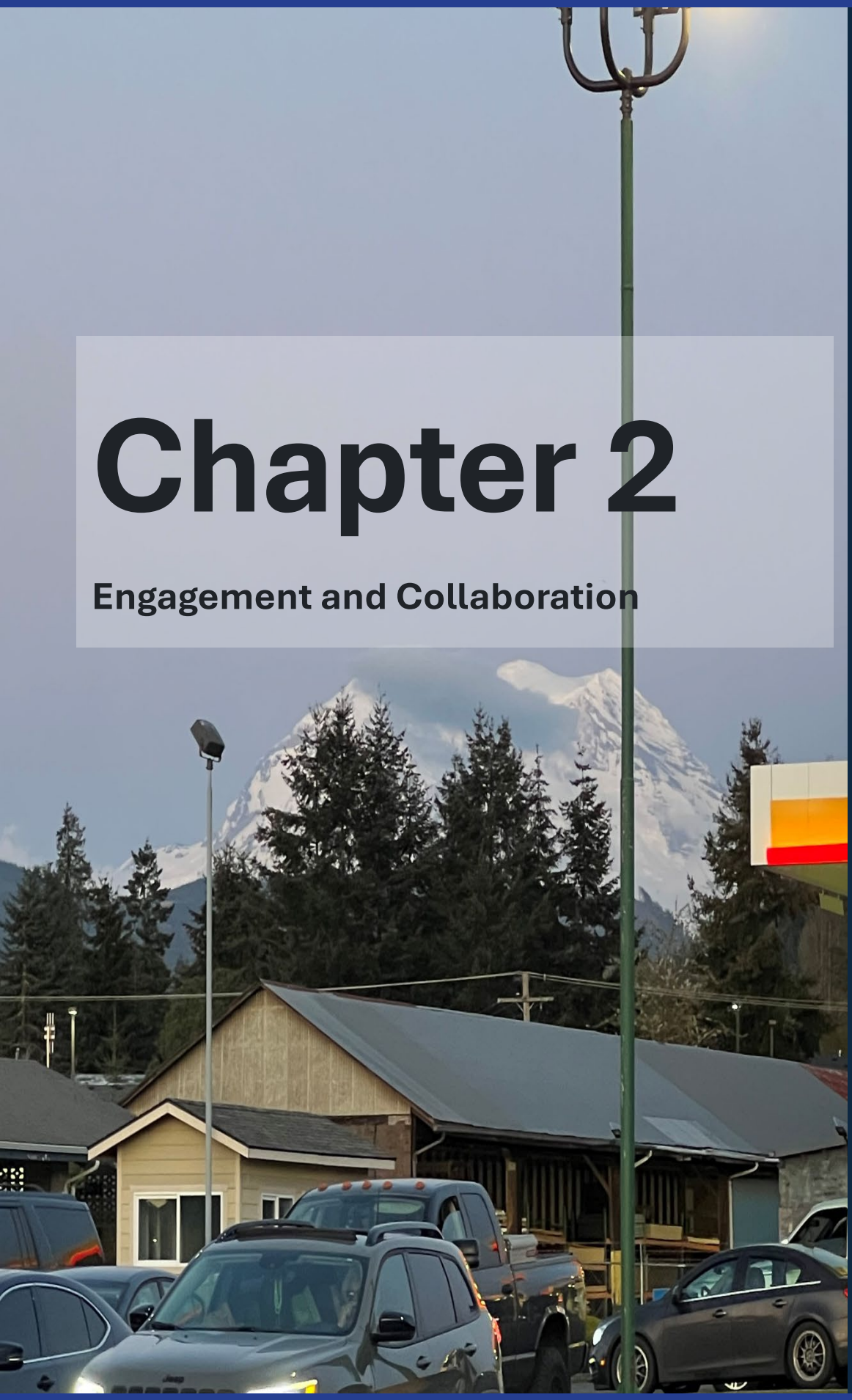
Figure 3. Safe System Approach adapted to Washington State (left) and Puget Sound Regional Council (right)

How to Use This Plan

The Eatonville Comprehensive Safety Action Plan takes a practical, and community-focused approach to improving roadway safety. It starts by looking at crash data to identify historical patterns, and crash-related information, including crash contributing factors, crash types, as well as crash locations. CSAPs build on crash analysis by listening to residents and local voices to uncover additional concerns and priorities, the culminations of which help local agencies and partners better understand existing roadway safety issues. SS4A uses crash analysis and community engagement to guide investments and policy strategies aimed at increasing roadway safety. The plan is divided into five chapters. Following this introduction, **Chapter 2** summarizes public engagement and outreach and presents findings from the engagement. **Chapter 3** identifies local and regional roadway safety-related plans, policies, and programs, and highlights key issues in the town of Eatonville related to analyzed crash data. **Chapter 4** presents tools and strategies to improve safety in areas with the most serious crash outcomes. **Chapter 5** Identifies implementation protocols, identifies timelines and the next steps for putting the plan into action.

Chapter 2

Engagement and Collaboration



Introduction

This chapter provides a summary of the approach to engagement conducted to develop Eatonville's Comprehensive Safety Action Plan.

Outreach

During the plans development the project team developed flyers and handouts twice to notify Eatonville's population of upcoming engagement opportunities including a comprehensive safety workshop, and request for comments on the Comprehensive Safety Action Plan. Additionally, project team members held transportation related office hours and publicly displayed telephone number/ email address where safety related issues were discussed.

Steering Committee

The project team set up a plan Steering Committee to guide plan development the steering committee was responsible for reviewing and attending three meetings and a community workshop to identify problems, discuss in-depth analysis, review potential solution sets, and review the Draft Plan. The Steering Committee met three times on April 16, May 14, and July 23 of 2025.

Comprehensive Safety Workshop

The project team held a Comprehensive Safety Workshop on May 14, 2025, to engage with members of Eatonville's community to share information about the project and the Safe Systems Approach, share safety data key findings, discussion around safety related policies, and initial solution elements and proven safety countermeasures. The Workshop was advertised using postcards at local shops and posted on the Town website. After robust presentation and discussion, a table activity was conducted soliciting feedback on specific locations where near misses had occurred, areas within Eatonville that felt unsafe, and other transportation safety-related issues that may not necessarily be addressed within a purely quantitative approach.

Key Feedback and Themes

Community members identified and discussed the following:

Near Misses and Safety Concerns

- Near-miss reported on Mashell Avenue North, north of Lynch Street East and east of the high school.
- Safety concerns are due to student presence among traffic along Washington Avenue North and Meridian East. Specific concerns were discussed related to high traffic volumes entering the school during pick-ups and drop-offs on the combined middle and elementary school campus along with high volumes of walking students and parents.

Roadway Design Issues

- Irregularly shaped intersections causing conflict on Center Street West and on Mashall Avenue North.
- Curve where Eatonville Hwy West branches off from Center Street West causing sight distance hazards.
- Difficulty making left turns onto Center Street East from Madison Avenue South.

Traffic and Speed Management

- Roads identified as high-traffic (Adams Avenue South) or high-speed zones in need of traffic calming measures (Center Street East, Madison Avenue South).
- Reports of street racing along Mashell Avenue South and calls for enforcement or traffic calming treatments.

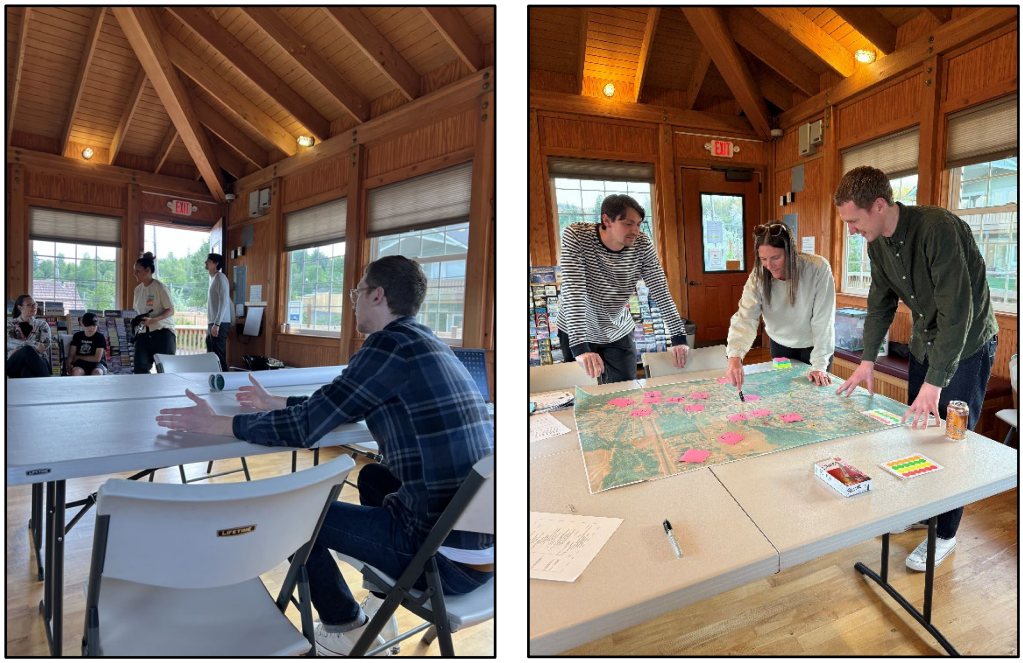


Figure 4. Engagement Events at Eatonville Visitors Information Center

Eatonville Draft Comprehensive Safety Action Plan Public Comment Period

A Draft Eatonville Comprehensive Safety Action Plan was published for review in October, and a public comment period was held from October 30, 2025, to November 21, 2025, for members of the public to provide feedback on the Plan. The Plan was published on the Town's website and digital survey notification flyer was sent with the utility bill to the Town's residents. In addition to digital flyer distribution, a printed version of the survey notification was placed around key locations within the town including the Eatonville School District office, Eatonville schools, and businesses to promote the Plan's publication as shown in Figure 5.

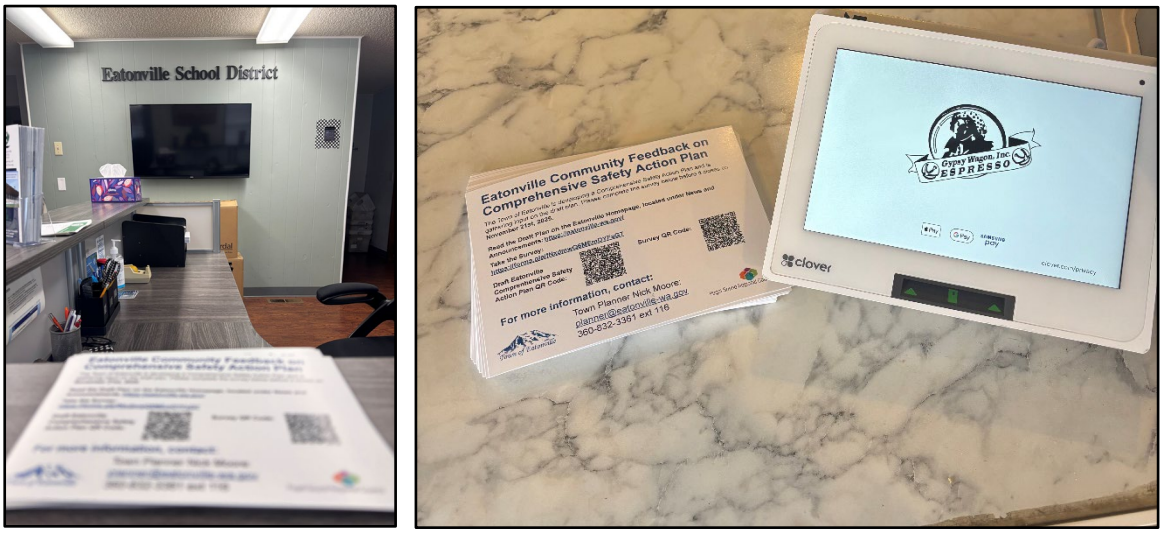


Figure 5. Eatonville Draft Comprehensive Safety Action Plan and Survey Response Form Notification

Eatonville Draft Comprehensive Plan Survey Form and Summary

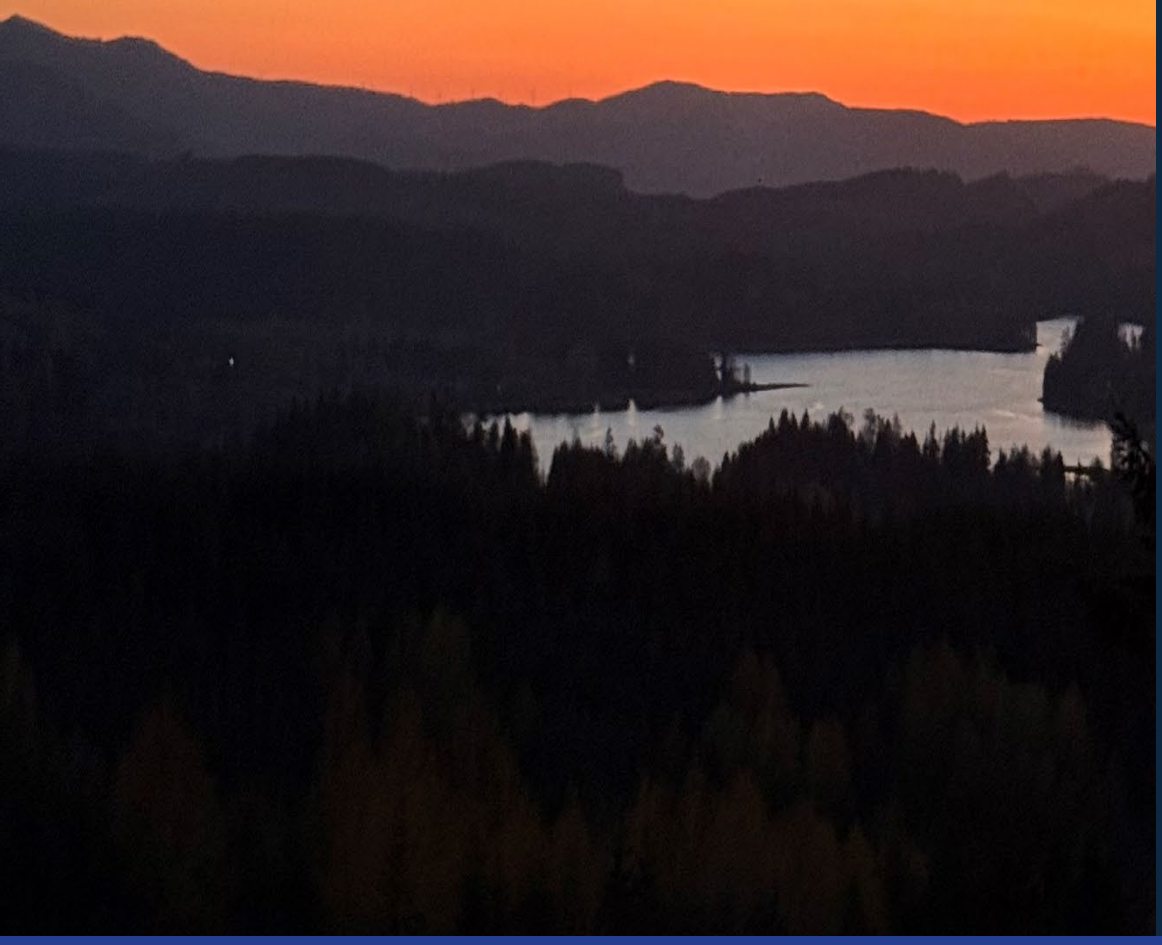
A total of nine survey forms were completed for the Eatonville Draft Comprehensive Safety Action Plan. The survey consisted of five key questions. Survey response form questions and summaries of responses are shown below:

1. Where do you live?
    - Eight respondents lived inside the Town of Eatonville
    - One respondent lived near the Town of Eatonville
2. How safe do you feel on the Town of Eatonville roadways when walking, biking, or driving in the area?
    - Seven responses indicated feeling Safe or Very Safe when walking, biking, or driving in Eatonville.
    - Two indicated feeling unsafe, including one which indicated feeling unsafe while biking within the roadway.

3. What are your main safety concerns in the Town of Eatonville? (walking, biking, or driving) *Note: Respondents were able to mark multiple options.
    - Eight responses indicated that a main safety concern among respondents was while walking in the Town of Eatonville. (Either Walking to School or Walking Other.)
    - Two responses indicated biking in Eatonville was a main safety concern.
    - Three responses indicated a main safety concern was driving, which included one response noting the KeyBank drive through.
4. Where are you concerned about traffic safety?
    - Five Responses indicated traffic safety concerns within the Town of Eatonville and in Eatonville Adjacent Areas such as SR 7, SR 161, and Alder Cutoff Road.
    - Two responses indicated safety was a concern within the Town of Eatonville alone.
    - Two responses indicated that traffic safety was a concern in Eatonville Adjacent Areas such as SR 7, SR 161, and Alder Cutoff Road, alone.
5. After reading the Draft Comprehensive Safety Action Plan, do you have specific feedback on the Draft Plan?
    - Summary:
        - Broad agreement regarding presence of traffic safety issue at Mashell Avenue and Center Street. Though, some voiced concern for driver confusion and potential traffic impacts of center median concept at intersection of Mashell Avenue and Center Street.
        - Concern for intersection at SR 7 and Eatonville Highway East.
        - Desire for upgrades to pedestrian and bicycle infrastructure and signage.
        - Desire for speed management and automated enforcement, particularly on main roads such as Eatonville Highway, Center Street, and Alder Cutoff Rd.
        - Desire for refreshed striping and pavement markings.
        - Support for conversion of one-way couplets on Washington Avenue North and Mashell Avenue North.
        - Concern about funding of improvements.

Chapter 3

State of Safety in Eatonville



Introduction

This chapter provides a summary of the roadway safety-related plans, policies, and programs from the Town of Eatonville and other local and regional partners. Additionally, this chapter also presents a summary and analysis of past crash data that outlines safety conditions, trends, and findings in the Town of Eatonville and Eatonville adjacent area. The Town of Eatonville experiences a relatively low number of crashes including serious injury producing crashes. However, just outside the jurisdictional boundary of Eatonville, crashes resulting in deaths and serious injuries do occur. While these roads are managed and maintained by other partner jurisdictions, Eatonville residents use the more rural roadways leading into the city. Therefore, the Town of Eatonville crash analysis considers crashes within a two-mile buffer, outcomes which are reported separately from Eatonville.

State of Practice Key Findings

A state of practice review was conducted as a foundational step to identify safety related plans and policies that may affect roadway safety for the Town of Eatonville's community, as well as to identify gaps and inconsistencies, and highlights opportunities to incorporate best practices aligned with the Safe System Approach. This section summarizes findings from a comprehensive review of current safety plans, policies, and programs from the Town of Eatonville, as well as from regional and federal agencies. It also assessed available documents from three peer towns to identify strategies that similar towns have successfully implemented to advance traffic safety goals. These findings are documented in Appendix A and represent a foundational step in understanding the regional safety context at the local level. Jurisdictions' policies that were reviewed are listed in Table 1, followed by a list of key findings.

Table 1. Jurisdictions Included in the State of Practice Review

Town, Regional, State, and Federal Jurisdictions		
Eatonville	Pierce County	Puget Sound Regional Council (PSRC)
Washington Department of Transportation	Federal Highway Administration	U.S. Department of Transportation
Peer Cities		
Roy	Orting	Tenino

List of Key Findings and Practices

1. **Vision Zero**: Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.
2. Eatonville aims to explore the adoption of a Vision Zero plan to enhance safety in the Town's roadway system, including implementing traffic calming measures in residential and high-traffic areas. Vision Zero is a framework adopted by the Washington State Target Zero Plan, the PSRC Regional Safety Action Plan (RSAP), and the Pierce County Vision Zero Plan.

3. **Pedestrian and Bicycle Safety**: Eatonville's plans prioritize the development of safe and accessible pedestrian and bicycle networks to reduce vehicle dependance, with a focus on leveraging the Town's existing trail system. Currently, the Town's active transportation facilities are limited to sidewalks, with no designated bike routes. The comprehensive plan points to the Bud Blancher Trail (also known as the Rim Rock Nisqually Mashel Trail) which traverses the Town and is regularly used by pedestrians, cyclists, and equestrians. Pedestrian and bicyclist safety is prioritized in Washington State Target Zero, PSRC RSAP, and Pierce County Vision Zero Plans. Roy, Orting, and Tenino also implement policies for traffic calming, improved crossings, and safer design standards.
4. **Safety Data Analysis**: Eatonville's goals include regularly assessing transportation safety hazards by collecting and analyzing crash data to identify system-wide concerns and emerging trends. The Town recognizes that current resource constraints limit its ability to conduct comprehensive data collection. However, it will explore future investments to enhance data capabilities in alignment with the requirements of the Growth Management Act, Regional Transportation Plan, and SS4A. Similarly, safety performance monitoring crucial to the State, PSRC, and Peirce County. It is notable that the City of Orting uses policy language for safety monitoring as a prioritization mechanism when considering safety improvements.
5. **Safe Routes to School (SRTS)**: Eatonville encourages walk-to-school programs to improve student safety and promote active transportation by partnering with the Eatonville School District, which currently provides a Safe Walking Path map showing routes to the school from several starting points around town. SRTS is a popular program at the State, Regional, and County level. Additionally, the City of Roy prioritizes sidewalk installation near schools.
6. **Speeding:** Eatonville is considering installing speed cameras to deter unsafe driving behaviors on local roads (Pierce County Vision Zero Action Plan, p. 204). According to Eatonville's municipal code 10.08.050, violators of the speed limit are currently fined up to $1,000. Speeding and speed management is a high-risk behavior identified in Washington State Emphasis Areas which are used by Peirce County, and the top contributing factor identified in the PSRC RSAP. Additionally, the City of Roy identifies speed management to support the State's goal of zero traffic fatalities.

State of Safety Data Key Findings

The following key findings provide critical insights into transportation safety trends and conditions within the Town of Eatonville and its adjacent areas.

1. **Fluctuating injury trends with recent increases:** In Eatonville, injuries peaked at five cases in 2018 after several low years. Adjacent areas saw higher overall counts, with peaks in 2018 (20 injuries) and 2023 (19 injuries), the latter also marking the highest serious injury and fatality total (seven cases) in the past decade.
2. **Distraction and following too closely are leading crash contributing factors in Eatonville:** The most common contributing factors in Eatonville injury crashes are distraction (31%) and following too closely (13%), with other notable factors including failure to yield, impaired driving, and disobeying traffic signals.

3. **Distraction, speeding, and impairment as leading crash contributing factors in adjacent areas:** The top contributing factors were distracted driving (29%), speeding (24%), and impairment (18%), each strongly associated with severe outcomes.
4. **Rear-End Crashes Most Frequent, but Bike/Pedestrian Crashes Most Severe in Eatonville:** In Eatonville, rear-end crashes are the most common, accounting for 38% of all crashes, followed by bike/pedestrian crashes at 25%. However, bike/pedestrian crashes are the only type associated with serious injuries or fatalities between 2016 and 2023.
5. **Fixed-Object Crashes Lead in Adjacent Areas:** In Eatonville-adjacent areas, fixed-object crashes account for 55% of all injuries and 75% of fatalities, with one in six crashes resulting in fatality. Head-on crashes (14% of injuries) and rollover crashes (21% of injuries) also show high severity, with fatality rates of one in 15 and one in 23, respectively.
6. **Crash Risk by Age Group:** In Eatonville, half of all crashes involve either young drivers (ages 16–25) or older drivers (ages 65 and above), with both groups contributing equally. In the adjacent areas, however, younger drivers account for a larger share—33% of all injuries and 37% of all fatalities and serious injuries.
7. **Nearly 70% of Eatonville crashes occur on SR 161**: Most crashes are along Center Street and Washington Avenue, with many clustered near their intersection. The only intersection-related crash involved pedestrians and was attributed to the driver disobeying a signal and failing to yield. More common contributing factors include distraction, following too closely, and impaired driving.
8. **High-Crash Locations in Adjacent Areas:** Crashes in adjacent area hotspots include key access points on SR 7, SR 161, Alder Cutoff Road East, Orville Road East, and Eatonville Cutoff Road East.

Crash Data Analysis Methodology

Crash analysis and trends were developed using crash data from 2010 to 2023 provided by the Washington State Department of Transportation (WSDOT). WSDOT compiles this data from local law enforcement and Washington State Patrol accident reports, as well as the federal Fatality Analysis Reporting System (FARS) database.

While the 2010 – 2023 (14 full years) data supported review of regional trends, a more focused analysis of data between 2016 and 2023 (eight full years of data) was conducted to assess existing conditions including contributing factors, crash types, and driver age.

Please Note:

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists 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 are not 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.

Transportation Safety Performance Reporting Terminology

This Comprehensive Safety Action Plan assesses transportation system safety performance by traffic-related injury classifications. The following section introduces industry-standard acronyms for various traffic-related injury information.

K (Deaths/Fatalities)

K refers to the quantity of traffic-related deaths resulting from a crash. K is the injury classification used for reporting if the victim dies as result of injuries received in a traffic crash at the scene of the crash, dead on arrival to medical facility, or died at the hospital after arrival.

KSI (Deaths and Serious Injuries)

KSI refers to the quantity of people that died or were seriously injured resulting from a crash. KSI is the injury classification used for reporting if the victim died or received a serious injury as result of the crash.

KABC (All Injuries and Deaths)

KABC refers to the quantity of people that died or were injured in any way (including seriously injured victims) resulting from a crash.

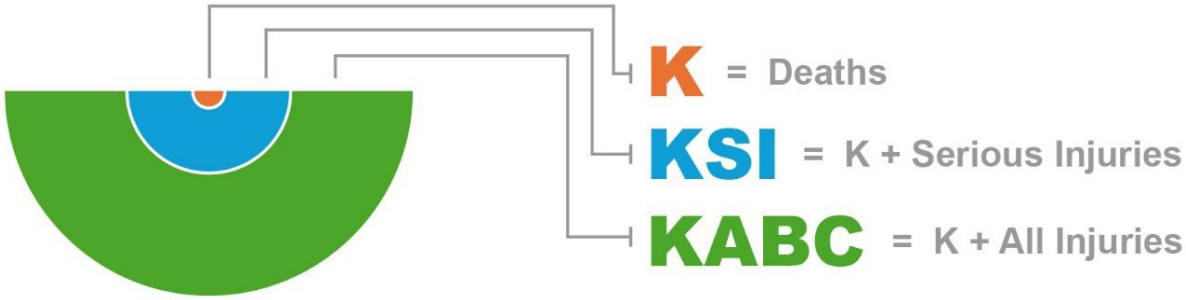
WSDOT Crash Data

WSDOT collects and maintains crash-related data for the state of Washington. This dataset includes information for each person involved in reported injury crashes (KABC crashes). It also includes records for those not injured in a crash (KABCO records). Other pertinent information is provided for motor vehicle drivers, motor vehicle passengers, and pedestrians and bicyclists. Other types of information such as location, date and time, roadway conditions, quantities of vehicles, pedestrians and bicyclists involved, injuries, as well as driver actions and impairment information help in analyzing trends.

Traffic Injury Data Groupings and Methodologies

Figure 6 shows the hierarchy of crashes, crashes indicating the scale of KABC crashes (including all injuries) to KSI crashes (including serious injuries to K (deaths). Specifically, injury count data is nested according to their level of severity starting with the largest group, all injuries and deaths (KABC) includes every portion of the colored half circles in Figure 6. The second-level data group is KSI and includes a subset of KABC crash-related outcomes including serious injuries and deaths. In Figure 6, KSI includes only the blue and orange colored half circles whereas the green portion of the half circle is excluded. The third-level data group contains only traffic-related deaths or the orange portion alone of the half circles in Figure 6. This plan uses proportions of KSI to KABC, K to KSI, and K to KABC ratios to understand which crash attributes have the most severe outcomes.

Figure 6. Injury Class Grouping



Local Roadway Network

Crash data was linked to the local roadway network from OpenStreetMap, comprising motorways, primary, secondary, tertiary, trunk, and residential roads within the Eatonville boundary, with service roads excluded.

Eatonville and Comparative Study Areas

Between 2016 and 2023, only a small number of crashes occurred within the Town of Eatonville. To strengthen the analysis, a two-mile buffer around the Eatonville boundary was used, as illustrated in Figure 7. This comparison between the town limits and the surrounding buffer area provides a clearer view of safety conditions in both Eatonville and its immediate context.

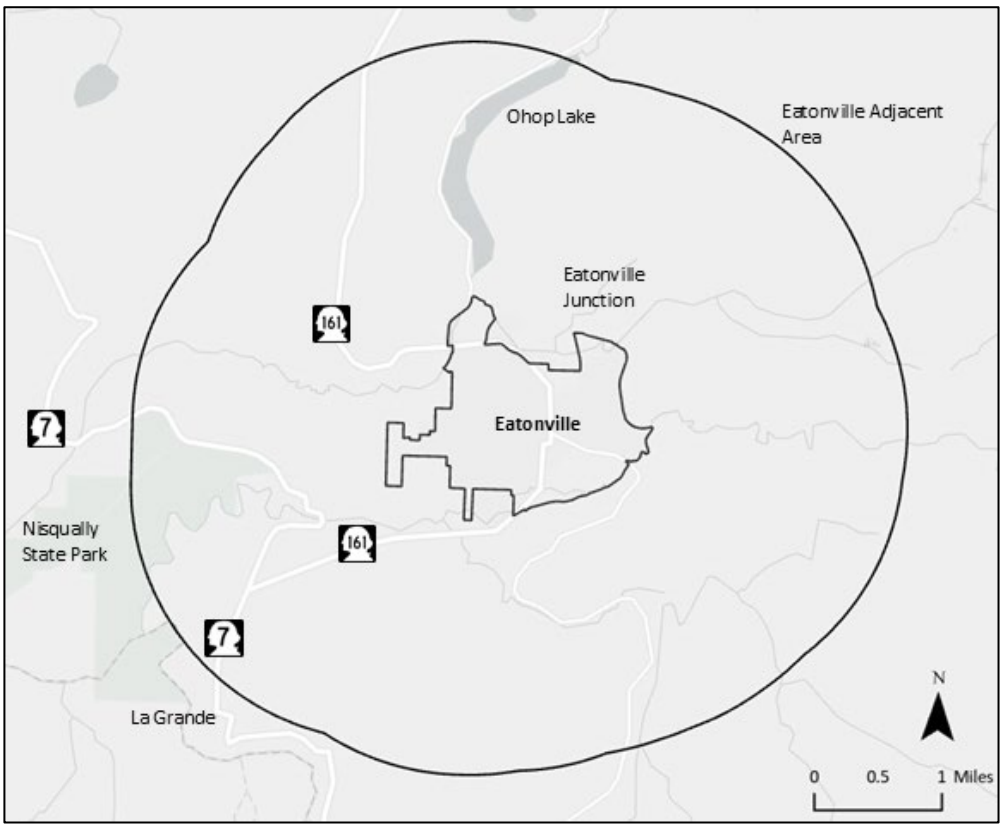


Figure 7. The Town of Eatonville and its surrounding 2-mile buffer study area (Eatonville Adjacent Area).

Crash trend Analysis Findings (2010-2023)

Crash Trend: Town of Eatonville

Figure 8 shows a fluctuating trend in total injuries (KABC) from 2010 to 2023, with peaks in 2012, 2013 and 2018. Injuries dropped sharply in 2014–2016, rose again to a peak in 2018, then declined through 2021. A brief rebound occurred in 2022, followed by another drop in 2023.

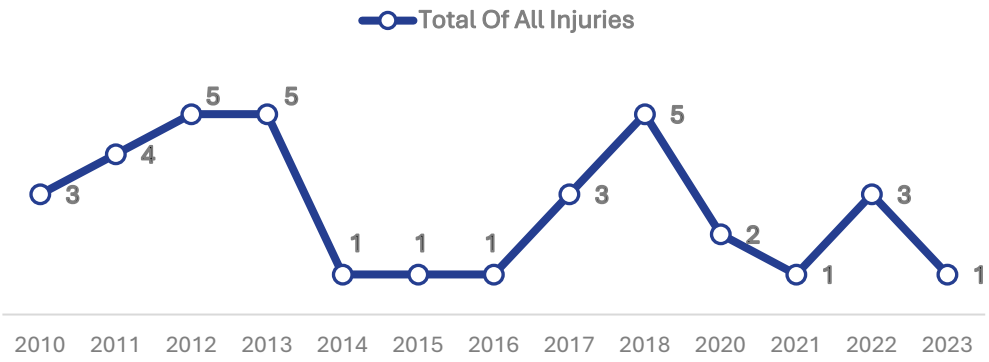


Figure 8. All Injuries and Fatalities (KABC) in Town of Eatonville.

Crash Trends: Eatonville Adjacent Area

In the Eatonville adjacent area, as shown in Figure 9, total injuries (KABC) have declined by more than half since 2010, with a slight rebound in 2023. Traffic-related serious injuries and fatalities (KSI) show a similar fluctuating trend, with peaks in 2010, 2018, and 2023. Fatalities (K) remained low throughout the study period of up to one fatality per year. However, in 2023 traffic-related fatalities rose to a peak of two.

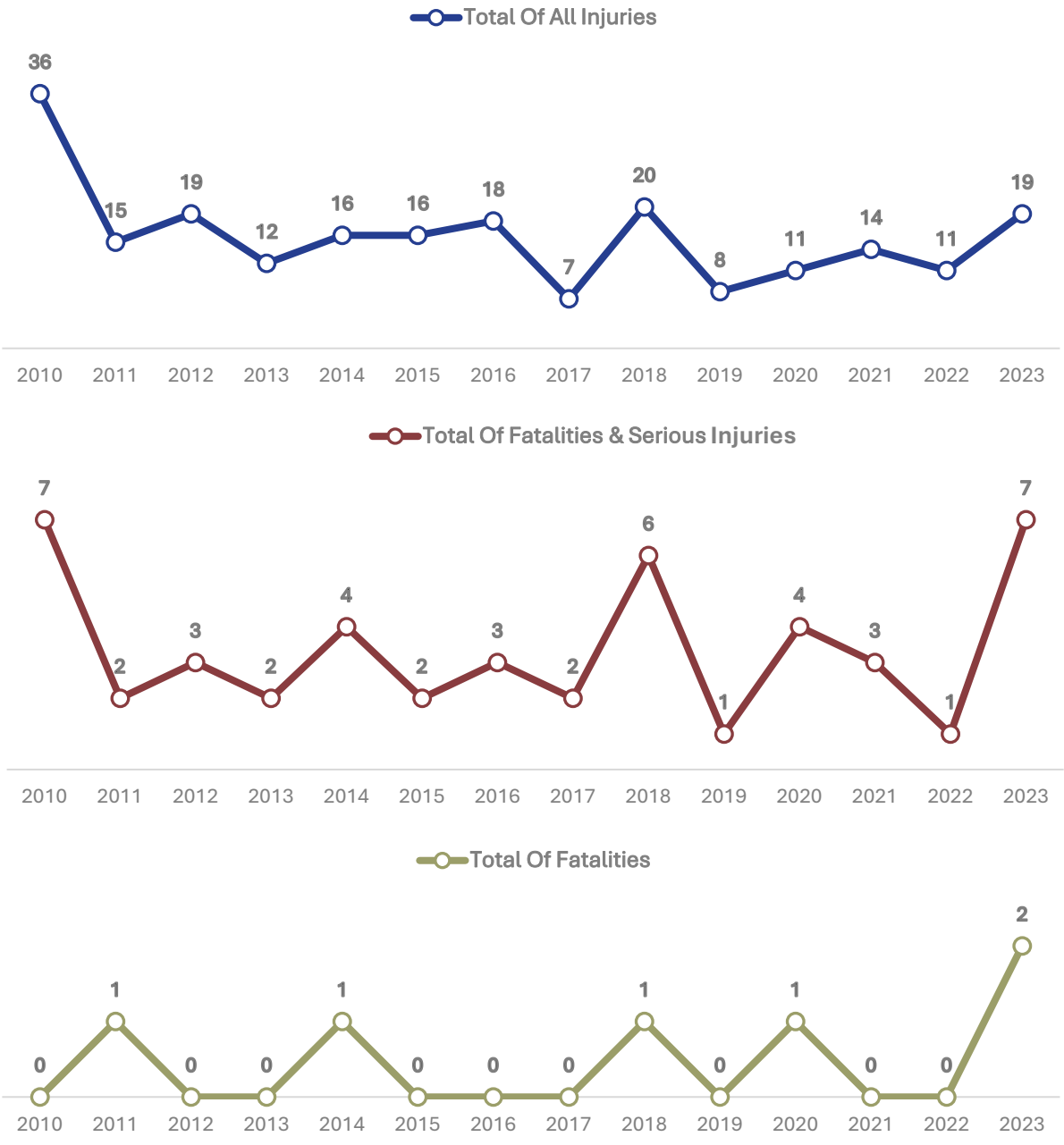


Figure 9. Comparison of Injury Severity in Eatonville adjacent area.

Crash Analysis Findings (2016-2023)

Crash Contributing Factors

Town of Eatonville

Table 2 shows that distracted driving is the leading contributing factor for all injuries in the Town of Eatonville, accounting for 21%. Following too closely and other unspecified factors each account for 13%, ranking second among contributing factors.

Table 2. Dangerous Contributing Factors of Moving Vehicle Driver for All Injuries or Fatalities, Town of Eatonville, 2016-2023.

Contributing Factor	Total of All Injuries	Share of All Injuries
Distracted	5	31%
Follow Too Closely	2	13%
Other Contributing Factor	2	13%
Drowsy	1	6%
Failure to Yield to Non-Motorist	1	6%
Failure to Yield to Vehicle	1	6%
Disobey Signal or Stop Sign	1	6%
Impaired	1	6%
Improper U-Turn	1	6%
All Victims (includes 1 KSI)	**16**	
Crashes with Contributing Factor	**13**	**81%**

Eatonville Adjacent Area

Table 3 shows that the leading contributing factors for serious injuries and fatalities in Eatonville's adjacent areas are impaired driving, speeding, and distracted driving. Specifically, distracted driving is the leading cause of injuries (29%) and accounts for 50% of fatalities, with one in every four distraction-related injuries resulting in a serious injury or fatality. Speeding contributes to 24% of injuries and 33% of serious outcomes, with one in nine severe crashes proving fatal. Impaired driving accounts for 18% of injuries but 37% of serious outcomes and 25% of fatalities, making it one of the most lethal factors. Following too closely and failure to yield each represent 6% of injuries but no fatalities. Overall, known contributing factors account for 91% of injuries and all fatalities, with a fatality-to-injury ratio of one in 25, compared to one in 27 across all crashes. Table 3 below shows the top contributing factors of traffic-related injuries within Eatonville adjacent areas. For more details, Appendix B provides a breakdown of all contributing factors associated with traffic-related injuries.

Table 3. Top Dangerous Contributing Factors of Moving Vehicle Driver for All Injuries or Fatalities, Eatonville adjacent areas, 2016-2023.

Contributing Factor	Total of All Injuries	Share of All Injuries	Total of Fatalities & Serious Injuries	Share of Fatalities & Serious Injuries	Total of Fatalities	Share of Fatalities	Ratio of Fatalities to All Injuries	Ratio of Serious Injuries & Fatalities to All Injuries	Ratio of Fatalities to Serious Injuries & Fatalities
Impaired	19	18%	10	37%	1	25%	1 in 19	1 in 2	1 in 10
Speeding	26	24%	9	33%	1	25%	1 in 26	1 in 3	1 in 9
Distracted	31	29%	7	26%	2	50%	1 in 16	1 in 4	1 in 4
Other Contributing Factor	10	9%	1	4%	0	0%	N/A	1 in 10	N/A
Drowsy	7	6%	1	4%	0	0%	N/A	1 in 7	N/A
Lane Violation	6	6%	1	4%	0	0%	N/A	1 in 6	N/A
Follow Too Closely	7	6%	0	0%	0	0%	N/A	N/A	N/A

Crash Type Analysis

The crash types include Rear End, Angle, Head-on, Sideswipe, Fixed Object, and Rollover crashes. It also includes incidents involving Parked Cars, Pedestrians and Bicyclists, and those categorized as Same Direction – Other or Opposite Direction – Other.

Town of Eatonville

Table 4 shows that rear-end and pedestrian/bike crashes are the most frequent in the Town of Eatonville, comprising 38% and 25% of total injuries, respectively. Pedestrian/bike crashes are the only type linked to a serious injury between 2016 and 2023, with a serious injury-to-injury ratio of one in four, highlighting the elevated risk to vulnerable road users despite no fatalities. Fixed-object and parked-car crashes each account for 13% of injuries with no serious or fatal outcomes. Other crash types such as angle and same-direction-other each comprise 6% of all injuries and show no serious or fatal outcomes.

Table 4. Dangerous Crash Types for All Injuries or Fatalities, Town of Eatonville, 2016-2023

Crash Type	Total of All Injuries	Share of All Injuries	Total of Fatalities & Serious Injuries	Share of Fatalities & Serious Injuries	Ratio of Serious Injuries & Fatalities to All Injuries
Rear End	6	38%	0	0%	N/A
Pedestrian/Bike	4	25%	1	100%	1 in 4
Fixed Object	2	13%	0	0%	N/A
Parked Car	2	13%	0	0%	N/A
Angle	1	6%	0	0%	N/A
Same Direction – Other	1	6%	0	0%	N/A
All Victims	**16**		**1**		**1 in 16**

Eatonville Adjacent Area

As shown in Table 5, fixed-object crashes are the most frequent occurring crash type and severe, representing 55% of all injuries, 70% of serious injuries and fatalities, and 75% of fatalities. This crash type shows a serious outcome in one of every three cases and one fatality of 20, making it a critical safety concern.

Table 5. Top Dangerous Crash Types for All Injuries or Fatalities, Eatonville Adjacent Area, 2016-2023

Crash Type	All Injuries (KABC)	Share of All Injuries	Total of Fatalities & Serious Injuries	Share of Fatalities & Serious Injuries	Total of Fatalities	Share of Fatalities	Ratio of Fatalities to All Injuries	Ratio of Serious Injuries & Fatalities to All Injuries	Ratio of Fatalities to Serious Injuries & Fatalities
Fixed Object	59	55%	19	70%	3	75%	1 in 20	1 in 3	1 in 6
Head-on	15	14%	6	22%	1	25%	1 in 15	1 in 3	1 in 6
Rollover	23	21%	3	11%	1	25%	1 in 23	1 in 8	1 in 3
Same direction - Other	7	6%	1	4%	1	25%	1 in 7	1 in 7	1 in 1
Pedestrian/Bike	1	1%	1	4%	0	0%	N/A	1 in 1	N/A
Sideswipe	2	2%	1	4%	0	0%	N/A	1 in 2	N/A
Rear End	11	10%	0	0%	0	0%	N/A	N/A	N/A
Angle	9	8%	0	0%	0	0%	N/A	N/A	N/A

Driver Age

This section describes the implications of age on crash frequency and severity on Eatonville roadways and roadways in adjacent areas.

Town of Eatonville

Table 6 shows that younger and older drivers, including ages 16 to 25, and 65 or older each account for 25% of all crash injuries, together making up 50% of total injuries in Eatonville from 2016 to 2023. Notably, the only serious injury during this period involved a driver aged 65+. Among older drivers, one in every four injuries resulted in a serious outcome, highlighting their elevated vulnerability despite no fatalities recorded.

Table 6. Crash Types Involving Young and Older Drivers for All Injuries or Fatalities, Town of Eatonville, 2016-2023

Emphasis Areas	Total of All Injuries	Share of All Injuries	Total of Fatalities & Serious Injuries	Share of Fatalities & Serious Injuries	Ratio of Serious Injuries & Fatalities to All Injuries
Driver Age 16-25	4	25%	0	0%	N/A
Driver Age 65+	4	25%	1	100%	1 in 4
All Victims	**16**		**1**		**1 in 16**

Eatonville Adjacent Area

In the areas adjacent to Eatonville, as shown in Table 7, younger drivers (age 16–25) account for 33% of all injuries, with 37% of those cases involving a serious or fatal outcome—roughly one in every four injuries. Older drivers, 65 and above, make up 18% of injuries and 15% of serious or

fatal cases, with a higher fatality-to-injury ratio of one in 19. Combined, these vulnerable age groups account for nearly 50% of all crash injuries, serious injuries, and fatalities in the region.

Table 7. Crash Types Involving Young and Older Drivers for All Injuries or Fatalities, Eatonville Adjacent Area, 2016-2023

Emphasis Areas	Total of All Injuries	Share of All Injuries	Total of Fatalities & Serious Injuries	Share of Fatalities & Serious Injuries	Total of Fatalities	Share of Fatalities	Ratio of Fatalities to All Injuries	Ratio of Serious Injuries & Fatalities to All Injuries	Ratio of Fatalities to Serious Injuries & Fatalities
Driver Age 16-25	36	33%	10	37%	1	25%	1 in 36	1 in 4	1 in 10
Driver Age 65+	19	18%	4	15%	1	25%	1 in 19	1 in 5	1 in 4
All Victims	**108**		**27**		**4**		**1 in 27**	**1 in 4**	**1 in 7**

Crash Analysis by Location

Crashes occurring between 2016 and 2023 were analyzed spatially to identify regional hotspots. In the Town of Eatonville and surrounding areas, serious injury and fatal crashes were aggregated based on their physical location. Specifically, if the crash occurred within 45 meters (148 feet) of another crash on the same roadway segment. This method provides insight into safety concerns such as high-risk intersections and systemic roadway issues. Figure 10 shows snapshots of the high-crash locations in the Town of Eatonville and Eatonville adjacent area.

High Crash Location: Town of Eatonville

As shown in Figure 10, the majority of crashes are concentrated along Center Street West/East and Washington Avenue North/South, particularly near their intersection. The only serious injury crash recorded in the study area occurred on Center Street, which is identified as a high-crash location due to its severity. In addition to this incident, the Center Street–Washington Avenue intersection itself presents a notable safety concern, given the overall crash frequency and potential for severe outcomes.

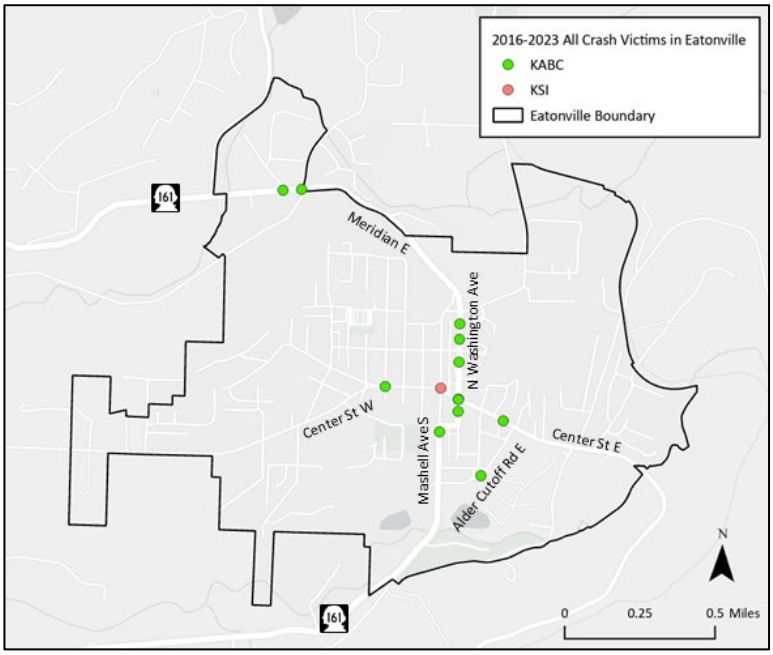


Figure 10. Crash location and severity in the Town of Eatonville from 2016-2023

Figure 11. A Challenging Intersection on Mashell Avenue and Center Street in Eatonville.

High Crash Location: Eatonville Adjacent Area

Figure 12 shows traffic-related deaths and serious injuries outside the Town of Eatonville, particularly at key access points. These include the southern exit along Eatonville–La Grande Road on SR 161, the northern exit along Orville Road East, as well as locations on Alder Cutoff East, Mountain Highway East on SR 7, and Eatonville Cutoff Road East. This further highlights the importance of addressing both in-town intersection safety and rural roadway segments leading into Eatonville. It is important to note that crash analysis in the Eatonville adjacent area considered deaths and serious injuries (KSI) resulting from crashes, while in Eatonville all injuries (KABC) were considered.

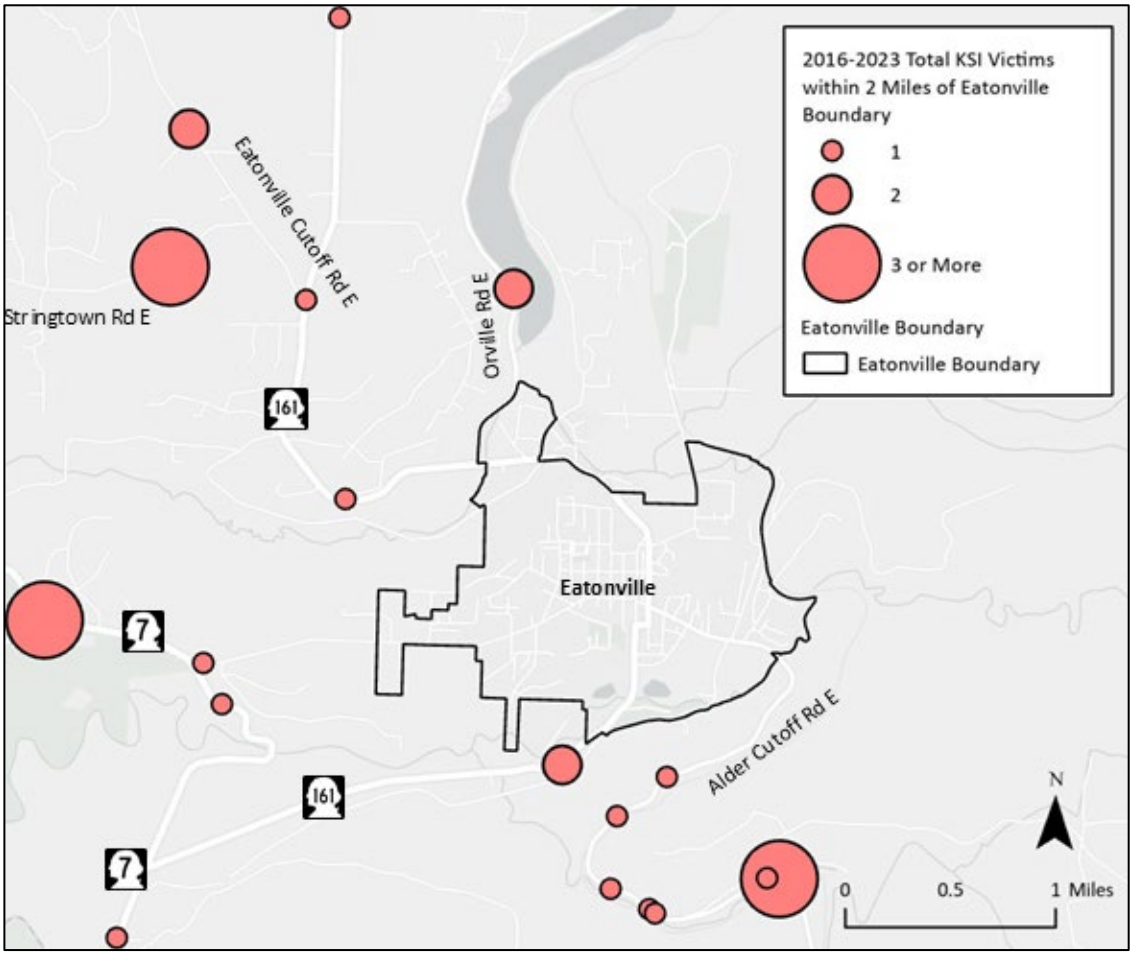
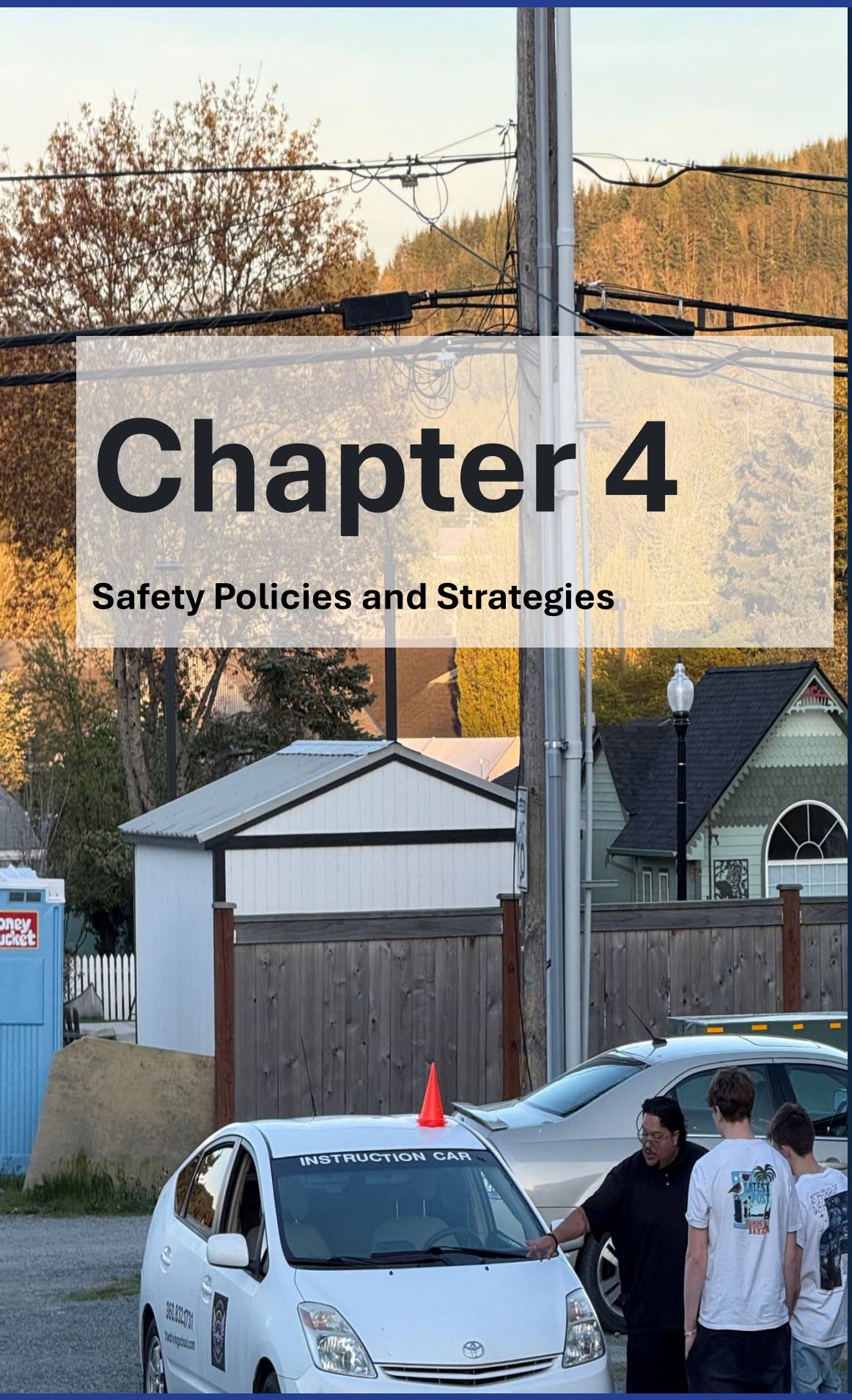


Figure 12. Total serious injuries and deaths (KSI) resulting from crashes within 2 miles of the Eatonville municipal boundary, from 2016-2023.



Chapter 4

Safety Policies and Strategies

Introduction

One of the key objectives of the town of Eatonville Comprehensive Safety Action Plan is to develop strategies to maintain zero traffic-related deaths and eliminate serious injuries from the town's roadways. While crash data analyzed for the study period 2016-2023 showed that Eatonville had no fatalities and only one serious injury resulting from crashes, the town of Eatonville is growing and would like to eliminate roadway deaths and serious injuries from this point forward. This chapter provides recommendations for safety strategies and conceptual planning-level proposed projects to alleviate future crashes and the severity of crashes when they do occur.

Policy Recommendations

Based on the state of practice review and inventory of plans and policies, and public engagement, the following policy areas were identified as important to consider and develop recommendations. The following section provides transportation safety policy recommendations.

Vision Zero Resolution or Plan Adoption

Through the adoption of this plan, the Town of Eatonville establishes a Vision Zero Resolution and leadership commitment to maintain zero fatalities on the Town of Eatonville's roadways and elimination of serious injuries from Eatonville roadways by 2030.

Active Transportation and Multimodal Planning

Pedestrians and bicyclists are the most vulnerable road users as they do not have the protection that a motor vehicle provides in the event of a crash. As such, pedestrians and bicyclists are often disproportionally impacted when involved in a crash. The Town of Eatonville Comprehensive Plan does call out active transportation with an emphasis on pedestrian facilities to reduce dependency on automobiles.

Speed Management

Speed management through the use of real-time speed feedback signs and radar enforcement were identified as important components to speed management in the Town of Eatonville. Currently the town has a real-time speed feedback sign on Center Street East and one mobile radar speed van which temporarily occupies a roadway. Eatonville should consider strategic placement of additional real-time speed feedback signs, especially in transitional speed zones as travelers are entering the town.

Street Design Standards

Currently the Town of Eatonville 2024 Comprehensive Plan categorizes roadway classifications into three categories including Arterials, Collectors, and Residential roads. However, typical cross sections and modes served are not defined. The Town of Eatonville could consider developing design standards related to roadway classifications that are appropriate for their intended purpose. As neighborhoods are built out with expected growth Eatonville is planning for roadway design standards will be an important tool for the town to accommodate that

anticipated growth. Street design standards should consider vehicular lanes widths as well as multimodal transportation facilities such as sidewalks and bike lanes.

Development Standards

The Town of Eatonville seeks to integrate sight distance into their development code and permitting processes to enhance safety as part of new development. Adding requirements to meet intersection sight triangles to the local development and permitting process would be a proactive approach to enhance safety as part of new development. The Town of Eatonville already uses sight triangle language within the town's Sign Regulations of Chapter 18 of the municipal code[3], shown below:

> *F. Location. All freestanding signs, permanent or temporary, at a height greater than two and one-half feet and less than eight and one-half feet shall not obstruct the required sight triangle. (Ord. 2007-19 § 2, 2007).*
>
> *Whereas "Sight triangle" means the area in which no sign shall be situated at a height less than 10 feet or greater than three feet.*

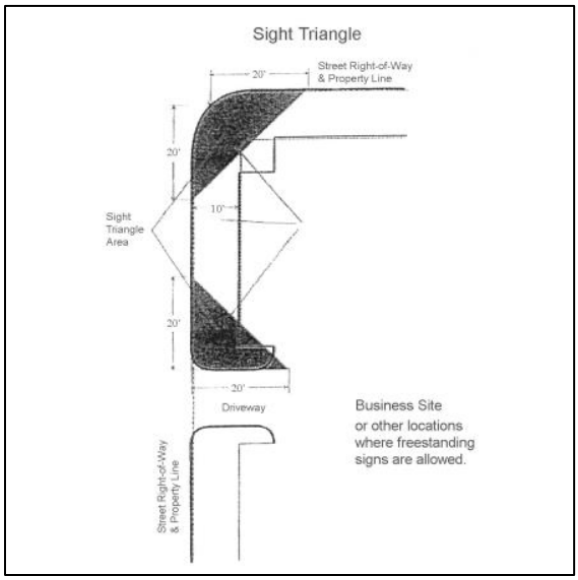


Figure 13. Eatonville Sight Triangle Definition

Sight distance requirements change relative to vehicular speed. The American Association of State Highway and Transportation Officials (AASHTO) have established sight triangles to accommodate adequate sight distances at driveways and side streets. These sight triangles consider speed based stopping distances to provide adequate reaction time after driver recognized hazard. For full details reference AASHTO Design Manual Appendix 16-1 Tables and Sight Distance Diagrams.[4]

[3] Title 18, Chapter 06. Sign Regulations § 070. Installation Requirements and Maintenance, F, https://ecode360.com/46536404?searchId=9838124947943092&highlight=triangle#46536404

[4] https://www.aes.com/sites/default/files/2021-10/Appendix%2016-1.%20AASHTO%20Tables%20and%20Sight%20Distance%20Diagram.pdf

Safe Routes to School

Safe Routes to School programs are beneficial because they promote and improve child safety, active lifestyles, serve as a community builder, and encourage shared responsibility for traffic safety. Additionally, they have an added benefit of reducing congestion, especially during school drop-off and pick up times which can coincide with peak hour travel times. Establishing a local Safe Routes to School Program can be leveraged to when seeking federal and state Safe Routes to School Grant to define target zones, identify short- and long-term program priorities and bring communities together to share the benefits of safer roadways.

Proposed Safety Projects in the Town of Eatonville

Mashell Avenue at Center Street

The intersection of Mashell Avenue and Center Street is a four-way stop-controlled intersection located in Eatonville's downtown core. Mashell Avenue is a two-lane roadway that runs north-south, with one travel lane in each direction. Center Street is also a two-lane roadway that runs east-west, with one travel lane in each direction. Both streets have shoulders that accommodate on-street parking. Both streets have sidewalks and every leg of the intersection features marked crosswalks, along with advanced stop bars for vehicular traffic. Shown in Figure 14, Center Street East is offset slightly to the south and intersects Mashell Avenue at an angle. The distance between the north and south crosswalks is approximately 130 feet while the distance between the east and west crosswalks ranges between 80 and 90 feet. There is also a two-lane exit-only driveway serving KeyBank that exits directly into the intersection, introducing an additional point of conflict and confusion for those exiting the bank regarding right-of-way as the exit is north of the south approach crosswalk.

Figure 14. Aerial View of Mashell Avenue and Center Street (ArcGIS)

Located at the heart of the community, the intersection of Mashell Avenue and Center Street serves as a key node for both vehicular and pedestrian activity. The offset geometry of the intersection combined with a wide spacing between crosswalks creates challenges for motorists. Motorists must be aware of both vehicle and pedestrian movements. These issues are compounded by the KeyBank driveway, which adds another point of conflict and creates further confusion. Between 2016 and 2023, there was one crash that led to a serious injury involving a pedestrian. A streetview of the intersection is shown in Figure 15.

Figure 15. Google Streetview of Mashell Avenue and Center Street (Mashell Avenue, facing north)

Mashell Avenue and Center Street Intersection Conceptual Project

To reduce crash severity at the intersection of Mashell Avenue and Center Street, the project team developed a conceptual, planning-level intersection enhancement illustrated in Figure 16. Proposed improvements include constructing a short median at the center of the intersection to separate vehicle movements. Raised medians are proposed at the Mashell Avenue intersection legs function as pedestrian islands. Curb extensions and high-visibility crosswalks would enhance pedestrian visibility and safety. Upgraded lane striping would improve vehicle separation and reduce driver confusion. Additionally, the bank driveway could be consolidated from two lanes to one and restricted to right-turns only.

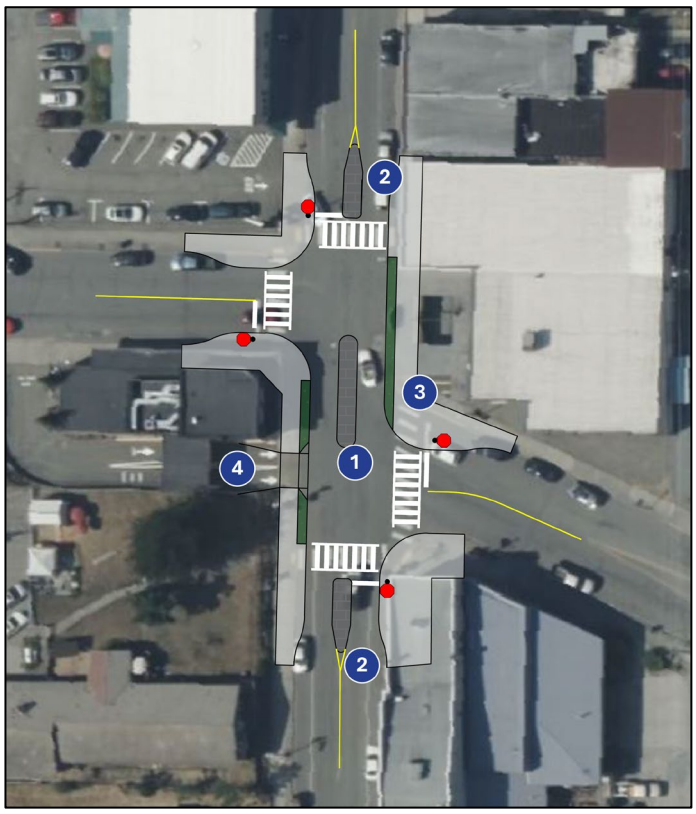


Figure 16. Proposed Safety Improvement Concept for Mashell Avenue and Center Street (Autocad)

Within the Mashell Avenue and Center Street conceptual intersection enhancements proposed countermeasures shown in Figure 16 include:

1. **Raised Center Median at Center of Intersection** - Providing raised curbs in the center of the intersection as a median will serve as a traffic calming measure reducing potential conflicts and encourages drivers to reduce speeds while entering and operating in the intersection. Median can be enhanced with reflective markings and signs to increase visibility and slow traffic.
2. **Raised Center Median at Crosswalks on Mashell Avenue North and South Legs** - Providing raised curbs at the north and south legs of the intersection serve as traffic calming measures and encourage drivers to slow down upon approaching the intersection. Additionally, pedestrians benefit from added refuge islands within the crosswalks.
3. **Curb Extensions** - Curb extensions provide an added layer of traffic calming without reducing the roadways capacity. Simultaneously, pedestrian crossing distances are reduced while making the pedestrian more visible to drivers approaching the intersection. Curb extensions integrated with sidewalk width expansions have space for additional treatments such as landscaped buffers providing added safety benefit for pedestrians while increasing visual appeal.
4. **Access Management** - Consolidating exit lanes from two lanes to one lane at the KeyBank driveway would further reduce the number of vehicle conflicts at the

intersection at the same time. This strategy would rely on partnership with KeyBank as the Town of Eatonville cannot close existing privately developed parcels.

Eatonville Highway East and Cedar Avenue South

As Eatonville Highway East enters the town, it merges with Center Street West at the intersection of Cedar Avenue. Though no reported crashes have occurred, through public engagement the project team was advised to consider the portion of intersection at Eatonville Highway East and Cedar Avenue South which is stop-controlled on Cedar Avenue South as shown in Figure 17. Eatonville Highway East is classified as an arterial and has a posted speed limit of 25 mph, while Cedar Avenue South is a local street. A street view of the intersection is shown in Figure 18.

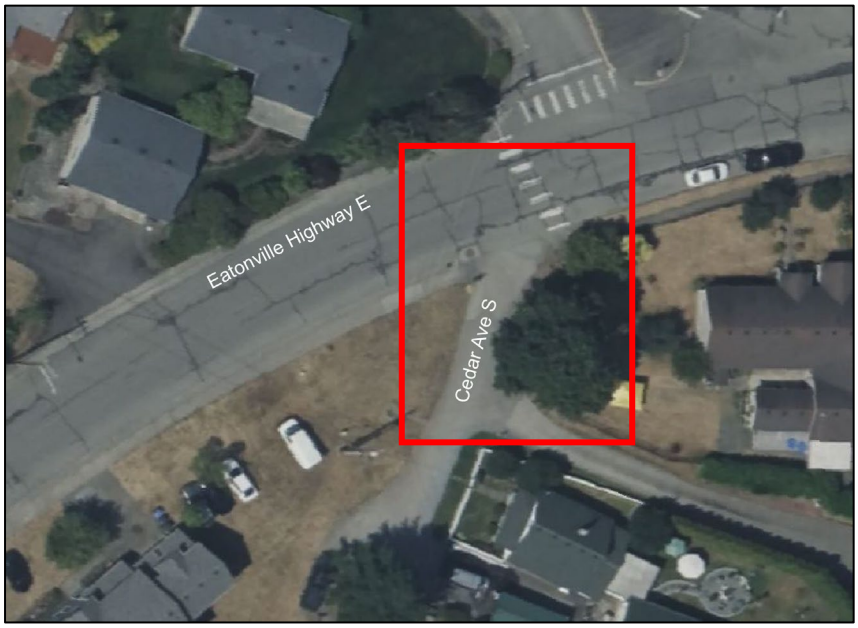


Figure 17. Aerial View of Eatonville Highway East / Cedar Avenue South (Google Earth)

Figure 17 shows the angled intersection of Cedar Avenue prior to construction of a fence to the west on Eatonville Highway East. The recently constructed fence, in addition to horizontal roadway curvature of Eatonville Highway East leads to an estimated site distance of 90 feet for vehicles entering Eatonville Highway from Cedar Avenue South. The American Association of State Highway and Transportation Officials (AASHTO) standards show that for a driver to react to a hazard and bring the vehicle to a stop, a distance of 155 feet is needed. Additionally, for a stopped passenger car to turn left onto a two-lane highway with no median, an intersection design should provide 280 ft of sight distance for the driver to safely complete the left-turn.[5]

[5] American Association of State Highway and Transportation Officials, Highway Safety Manual, Appendix 16-1, AASHTO Tables and Sight Distance Diagram, https://www.aes.com/sites/default/files/2022-03/Appendix%2016-1.%20AASHTO%20Tables%20and%20Sight%20Distance%20Diagrams%20%281%29.pdf

Figure 18. Street View of Recently Constructed Fence Eatonville Highway East / Cedar Avenue South

Eatonville Highway East and Cedar Avenue South Conceptual Project

The proposed conceptual project for the intersection of Eatonville Highway East and Cedar Avenue South represents a proactive approach to safety planning. Although no crashes were reported during the study period (2017–2023), the site was identified by the community and agency as a location for improving safety. Figure 19 provides a planning-level illustration of the proposed intersection enhancements, which aim to improve stopping sight distance and overall visibility. These improvements were identified to meet the safety concerns raised by the community.

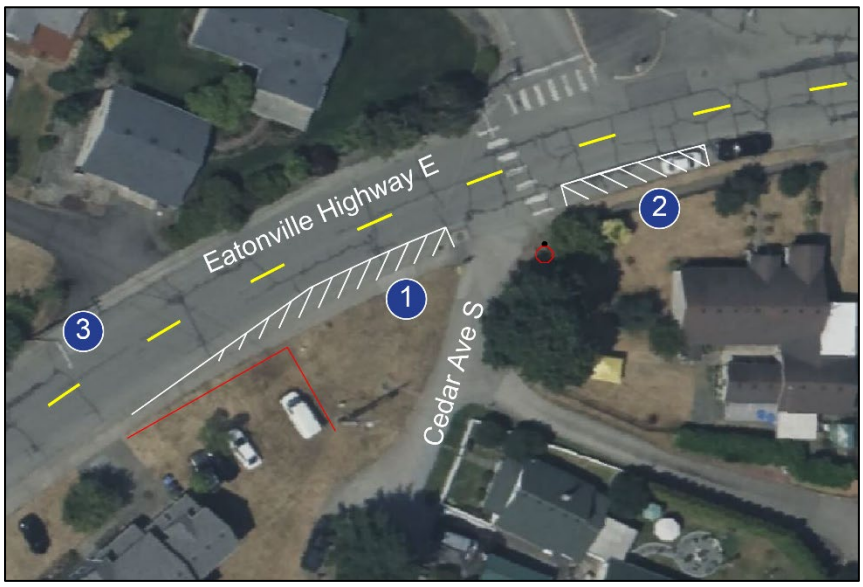


Figure 19. Proposed Safety Improvements for Eatonville Highway East and Cedar Avenue South (Google Earth)

Proposed safety Improvement as illustrated in Figure 19 include:

1. **Diagonal Crosshatch Markings (Eatonville Highway E, eastern leg)** – Westbound travel lane reconfiguration through the use of diagonal crosshatch markings or hardscaped curbs to guide westbound vehicular movements closer to the roadway center point would expand stopping sight distance, give more time for drivers to identify hazard, and apply break for a left or right turning vehicle from Cedar Avenue South. Additionally, restricting parking on the east leg of the intersection would also prevent parked cars from obstructing stopping sight distances. Paint markings can be enhanced with reflective markers.
2. **Diagonal Crosshatch Markings (Eatonville Highway E, western leg)** – Eastbound travel lane reconfiguration through the use of diagonal crosshatching or hardscaped curbs provides increased visibility to vehicles turning left from Cedar Avenue South, while also providing more room for a vehicle turning from Cedar Avenue South to enter the intersection further increasing site distances.
3. **Painted Center Lines (Eatonville Highway E.)** – Adding travel lane markings to Eatonville Highway assists drivers to maintain their lane with newly added lane narrowing. Added together, these roadway changes would also provide a traffic calming effect which may help to slow traffic entering from the east and west side leg of the intersection.

Eatonville School Access and Circulation

The Eatonville School District consists of five schools in south Pierce County of which three, Eatonville's elementary school, middle school, and high school are all located in the Town of Eatonville's core. Combined traffic for the three schools currently impacts Washington Avenue North/ SR 161, Mashell Avenue North, Lynch Creek Road East and West, and Carter Street West. Eatonville Elementary School and Eatonville Middle School start time and release times are 7:55 AM to 2:30 PM, while Eatonville Highschool starts at 7:45 AM and releases at 2:20 PM. Both schools start and end at the same time resulting in congestion on Washington Avenue North/SR 161 for about 15-20 minutes per day on either side of the start and release times. Community members noted that existing congestion at school pickup and drop-off times creates unsafe conditions for students, especially for both student and parent pedestrians. During the study period of 2016 and 2023, there were five minor injuries along Washington Avenue North, near access points to Eatonville Elementary School and Eatonville Middle School as shown in Figure 20.

Figure 20. Eatonville Schools and Minor Injury Locations (Google Earth)

Eatonville Schools Circulation Conceptual Plan

The Eatonville school circulation safety plan proposes working with school district transportation and administration staff to implement improvements to circulation for school arrival and release times. This plan recommends consideration of a time-of-day counterclockwise traffic circulation pattern during peak hours of school start and release times. To implement the time-of-day counterclockwise traffic circulation pattern, a public information campaign through the school district notifying the public when the restrictions were in place and added temporary signage would help support the concept. The time-of-day counterclockwise traffic circulation pattern is shown in Figure 21.

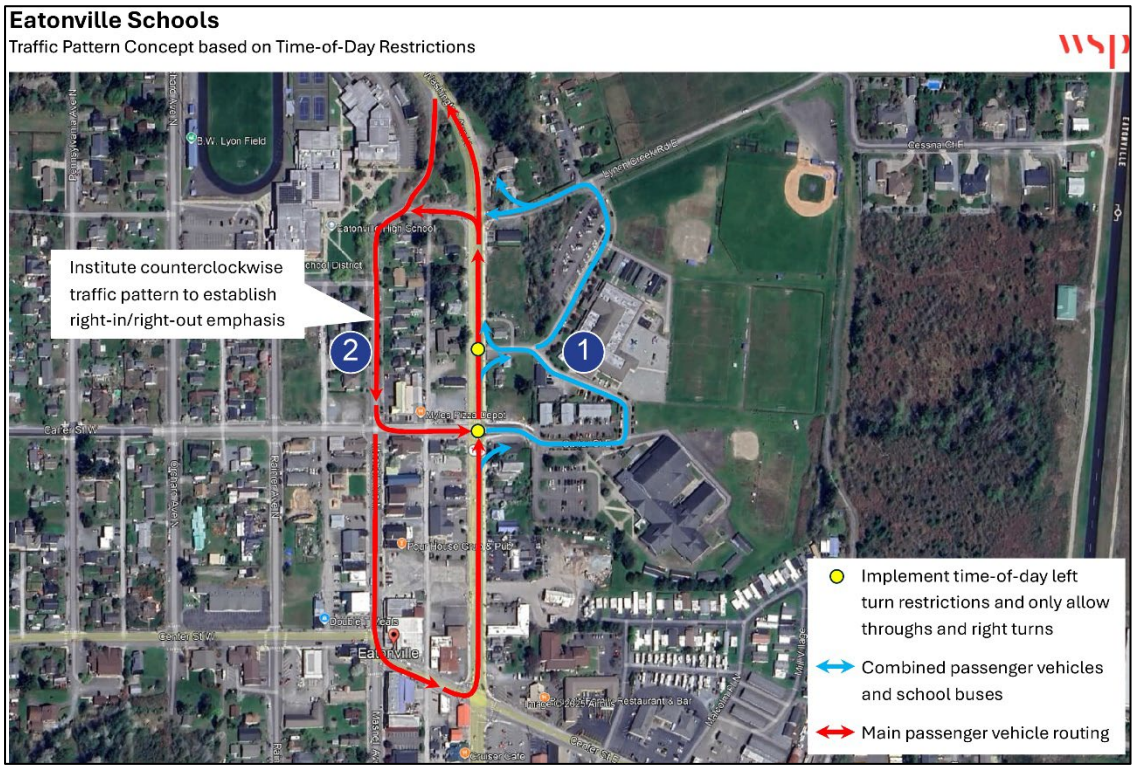


Figure 21. Traffic Pattern Concept based on Time-of-Day Restrictions (Google Earth)

Proposed safety improvement as illustrated in Figure 21 include:

1. **Turning Movements Restricted to Right-In, Right-Out for Eatonville Elementary and Middle Schools** – The proposed counterclockwise traffic pattern would alter traffic behavior to restrict left turning movements in and out of the Eatonville elementary and middle schools access points. Reducing left-turn conflicts simplifies decision-making for drivers and minimizes potential for higher severity crash types such as head-on and angle crashes[6].

2. **Time-of-Day Suggested School Pick up/Drop-off Routing on Washington Avenue North and Mashell Avenue North** – Directing traffic to the Eatonville elementary and middle school is supported by the counterclockwise circulation pattern on Washington Avenue North and Mashell Avenue North. Directing traffic to use these as one-way couplets supports vehicle queueing to enter from a right-turn.

In addition to traffic pattern concept based on time-of-day restriction shown in Figure 21, future modifications to the school site could include a child drop-off/pick up queue line for parents to pull into school property and reduce congestion on the existing system. This potential change would require additional study utilizing detailed traffic data and coordination with the Eatonville School District. If the Town of Eatonville or Eatonville School district elect to pursue the on-site

[6] FHWA, Proven Safety Countermeasures, Reduced Left-Turn Conflict Intersections, https://highways.dot.gov/safety/proven-safety-countermeasures/reduced-left-turn-conflict-intersections

queueing, consideration of a traffic circle on Lynch Creek Road East to improve traffic circulation and improve safety is recommended.

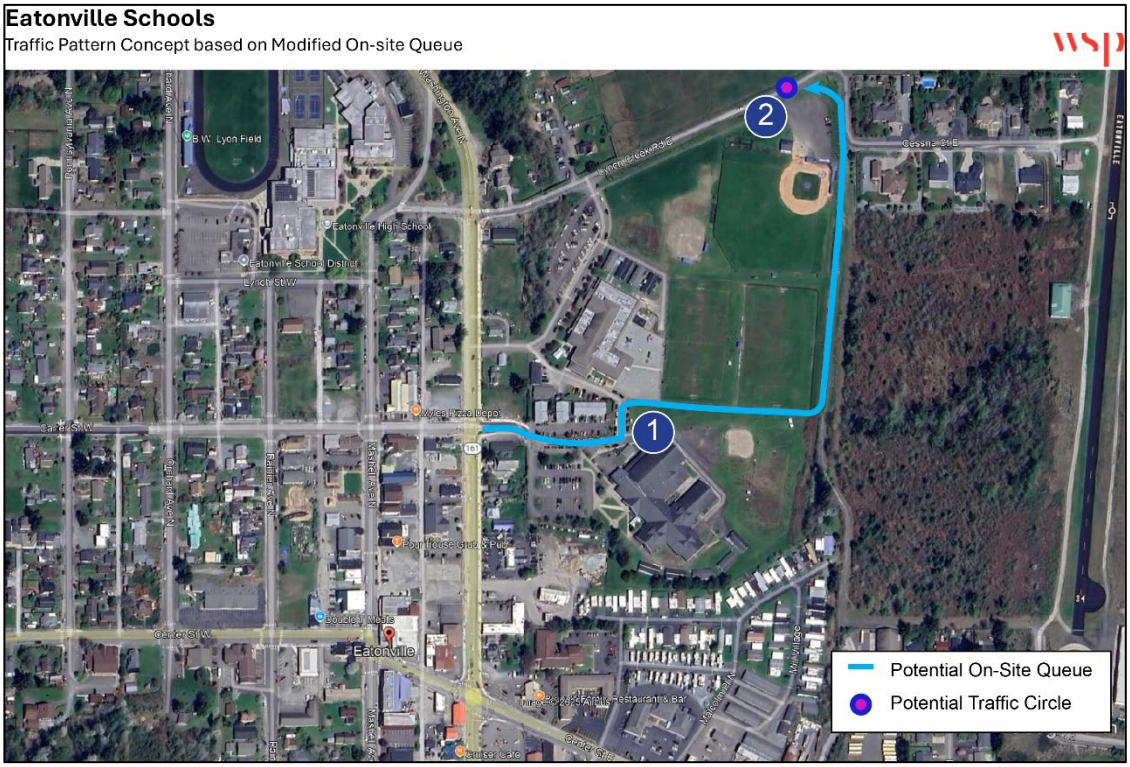


Figure 22. Potential On-Site Queue and Traffic Circle (Google Earth)

Proposed safety improvement as illustrated in Figure 22 include:

1. **Potential On-Site Queue** – The two-lane (24 ft ROW) onsite roadway would serve as a queue estimated at 2,245 feet in length which would provide parents space to pull into school property, park and wait for students and reduce congestion on Washington Avenue North and Mashell Avenue North in the peak hours. This length could hold over 100 vehicles.

2. **Traffic Circle at Lynch Creek Road East** – With new potential on-site queue, a traffic circle investment could be implemented to reduce turning movement conflicts at Lynch Creek Road East.

Lynch Creek Road East at Washington Avenue N

Lynch Creek Road at Washington Avenue North is a two-way stop-controlled intersection at the northern edge of the Town of Eatonville's core. Recent improvements to Washington Avenue N/SR 161 provided upgraded sidewalks to the south leg and include marked crosswalk with pedestrian hybrid beacon. The eastern leg of the intersection on Lynch Creek Road East has a slope which can impede driver sight lines especially when vehicles are parked on the east side of the road south of the intersection as shown in Figure 23.

Figure 23. From Lynch Creek Rd East Looking South

Lynch Creek Road East at Washington Avenue North Proposed Improvement

Parking removal on the west side of Washington Avenue North at the approach of the intersection with Lynch Creek Road East would provide increased site distances and eliminate the visibility issues partially caused by the grade on Lynch Creek Road East as shown in Figure 24.

Figure 24. Potential Parking Removal (Google Earth)

Proposed safety improvement as illustrated in Figure 24 include:

1. **Potential Parking Removal** – Reducing parking spaces by two stalls will increase site lines from the Lynch Creek Road East (west leg).

Lynch Creek Road East at Mashell Avenue North

The intersection of Lynch Creek Road East and Mashell Avenue North is controlled by a stop sign for westbound traffic on Lynch Creek Road East and a yield sign for northbound traffic on Mashell Avenue North. Community engagement has revealed a recurring issue where drivers traveling west on Lynch Creek Road East and turning north onto Mashell Avenue North may fail to stop and yield to vehicles heading south on Mashell Avenue North, raising safety concerns.

Figure 25. Google Street View of Lynch Creek Road East and Mashell Avenue North (Lynch Creek Road E, facing west)

Lynch Creek Road East at Mashell Avenue North Proposed Improvement

This safety improvement could include providing additional pavement markings and an advanced stop bar to reinforce adherence to stop signs, installing hardscaped or rubberized curb on the roadways edge of Lynch Creek Road East, and repainting roadway centerlines that have faded which are shown in Figure 26. Additional improvements could be included such as increased street lighting. This intersection improvement project is ripe for a Quick Build Project as elements are low cost and could be installed rapidly. Additionally, engagement with the school could provide an opportunity to teach students about roadway safety.

Figure 26. Proposed Safety Improvements for Lynch Creek Road East and Mashell Avenue North (Google Street View)

Proposed safety Improvement as illustrated in Figure 26 include:

1. **Stop Bar** – Reinforces stop-controlled intersection and notify drivers where the appropriate place to stop when interacting with the intersection.
2. **Rubberized curb** – Provides more formalized lead up to the intersection and potentially traffic calming benefits. Should not impact storm drainage.
3. **Pavement marking enhancements** – Create a visual effect of a narrower road to help calm traffic and promote cautious driving.

Larson Street West

Larson Street West is a road intersecting with Eatonville Highway East and provides local access to a residential area up the hill as shown in Figure 27. Larson Street West is narrow roadway with a slope that can make it difficult for drivers to see oncoming traffic near the crest of the roadway. At this time Larson Street West, could benefit from signage encouraging neighbors to take precautions while traveling the roadway. In the longer-term developing street design standards will assist Eatonville determine the right roadway treatments to be installed for a given roadway typology.

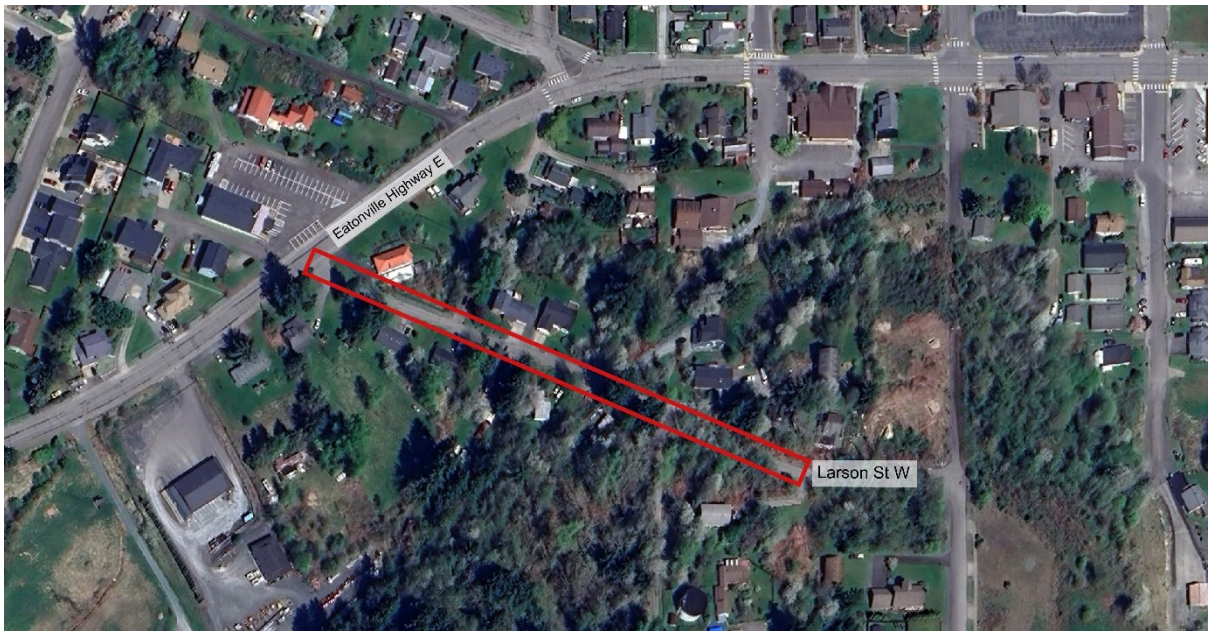


Figure 27. Ariel of Larson Street West (Google)

Safety Priorities in Eatonville Adjacent Area

Outside of the town boundary of Eatonville, more severe crashes occur resulting in serious injuries and fatalities. Although these roadways are managed and maintained by partner jurisdictions such as WSDOT and Pierce County, it is important to consider safety improvements as they are relied on by Eatonville residents when travelling in and out of the town. These roadways are signed with higher posted speeds and higher speeds can be a factor in crash severity.

State Route 7

State Route 7 (SR 7) is a north-south state highway that begins in Tacoma and ends in Morton, providing access to Mt. Rainier National Park and passing through the west side of Eatonville. In the Eatonville adjacent area, the highway has posted speeds of 50 miles per hour, includes one travel lane in each direction, and provides access to Eatonville from the east. Between 2016 and 2023, there were a total of 13 crashes, involving 18 victims, resulting in five serious injuries, of which two were fatalities. Figure 28 shows the 13 crash locations on SR 7 between milepost 26.41 and 29.35. Figure 29 shows a curve on SR 7 near milepost 27.84, where seven crashes occurred during the eight-year study period.

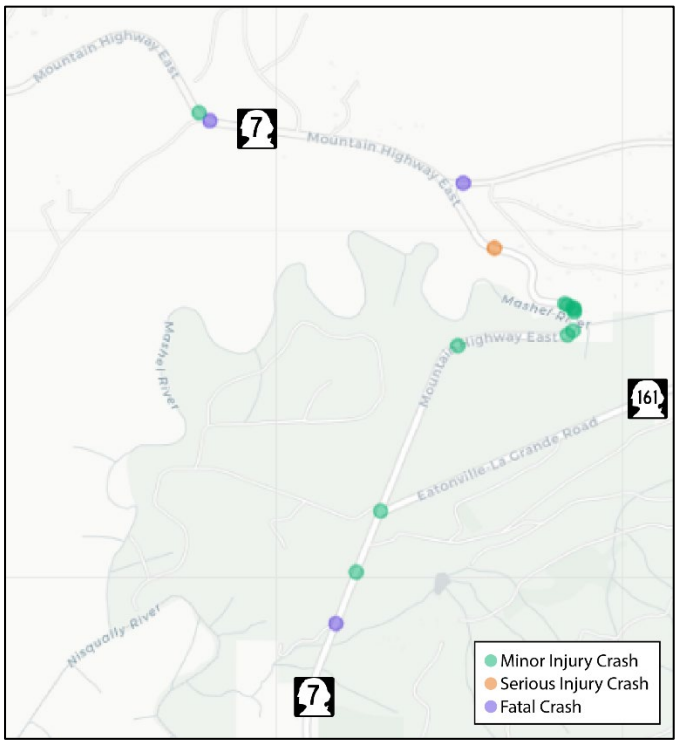


Figure 28. SR 7 Crash Location Map (Milepost 26.41-29.35)

Figure 29. Google Street View of Curve on SR 7 (Milepost 27.84)

State Route 161

State Route 161 (SR 161) is a north-south state highway that spans from Federal Way in the north to SR 7 near Eatonville. SR 161 is a primary north-south connector to the Town of Eatonville's core via Washington Avenue. Within the roughly two-mile Eatonville adjacent area, posted speeds range from 50 to 55 miles per hour, and include one travel lane in each direction. Between 2016 and 2023, a total of 21 crashes occurred, resulting in 34 injuries. Of the 34 injuries, four were serious injuries. Figure 30 and Figure 31 show the 21 crash locations on SR 161 between milepost 0 and 2.12 south of Eatonville and milepost 4.87 and 7.44 north of Eatonville.

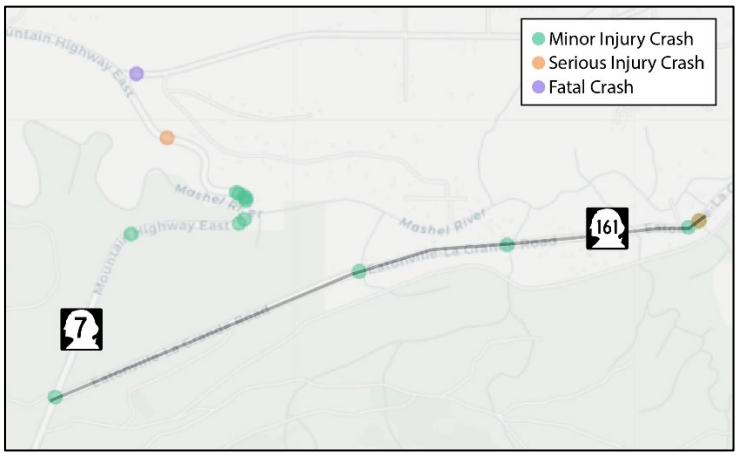


Figure 30. SR 161 Crash Locations South of Eatonville (Milepost 0 to 2.12)

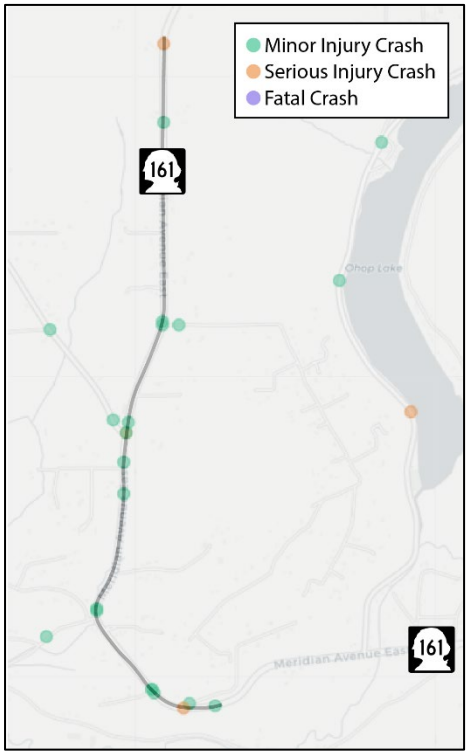


Figure 31. SR 161 Crash Locations North of Eatonville (Milepost 4.84 to 7.44)

Eatonville Highway East

Eatonville Highway East with a posted speed of 35 miles per hour, is a two-lane road that travels east-west between the Town of Eatonville (via Center Street West) and SR 7. There was one crash resulting in a fatality on Eatonville Highway East in Eatonville's adjacent area. The crash occurred near what is colloquially known as 'the triangle' near SR 7. Figure 32 shows the fatal crash location, while Figure 33 shows the streetview approach to SR 7.

Figure 32. Eatonville Highway East Crash Location

Figure 33. Google Streetview of Eatonville Highway East near SR 7.

Alder Cutoff Road

Alder Cutoff Road, which has posted speed limits ranging from 35 to 40 miles per hour, is a two-lane road that travels north-south between the Town of Eatonville (via Center Street East) and SR 7 near Alder. Between 2016 and 2023, a total of 23 crashes occurred, involving 34 victims. Of the 23 crashes, one resulted in fatality and eight resulted in serious injuries. Figure 34 shows the fatal crash locations on Alder Cutoff Road, and Figure 35 shows Alder Cutoff Road near the location of the fatal crash. Alder Cutoff Road is listed as a regional High Injury Network segment in the 2025 PSRC Regional Safety Action Plan, shown in Appendix A.

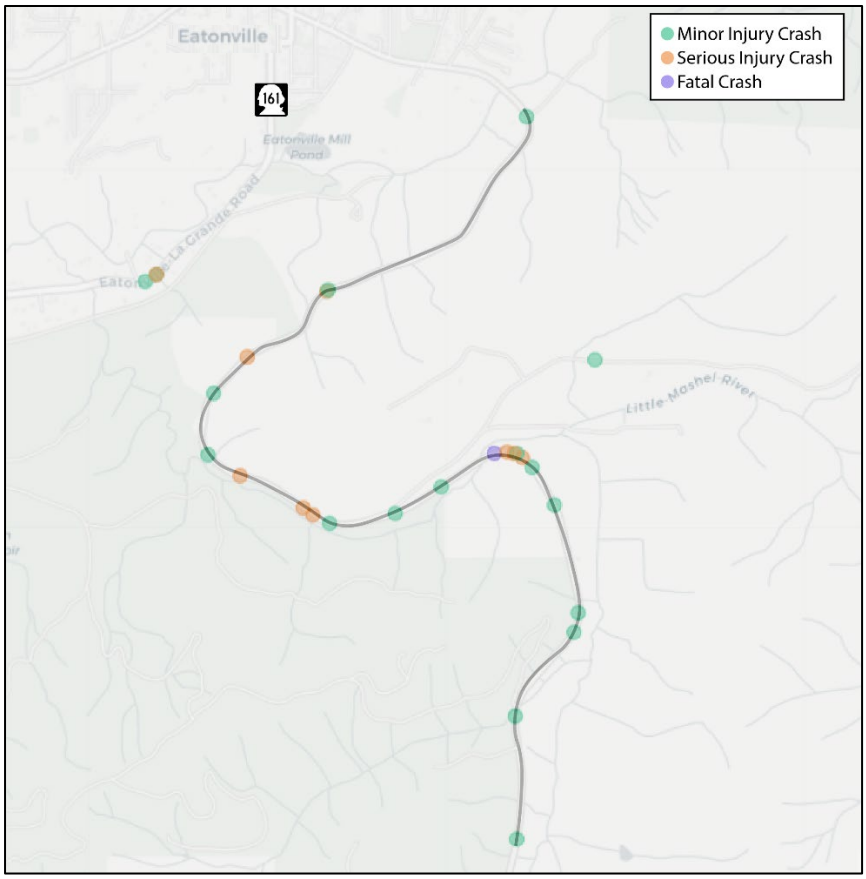


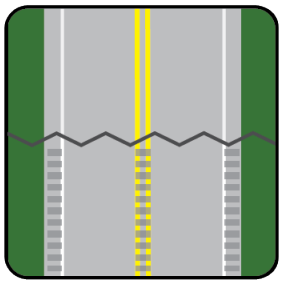
Figure 34. Alder Cutoff Road Crash Locations

Figure 35. Google Street View of Alder Cutoff Road

Safety Enhancement Strategies in Eatonville Adjacent Areas

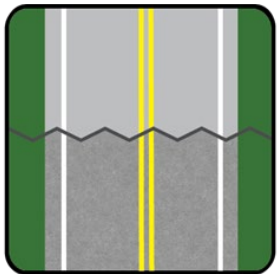
To reduce traffic-related deaths and serious injuries, the Federal Highway Administration (FHWA) published a Proven Safety Countermeasures strategies initiative. These strategies are supported by a Crash Modification Factor (CMF), which is a statistical estimate of its safety benefit for the given countermeasure based on empirical studies. In coordination with Pierce County and WSDOT, these safety features could be implemented to improve safety in the Eatonville adjacent area. Additionally, PSRC has recently published the PSRC Regional Safety Action Plan which provides a Comprehensive List of Strategies. Below is a list of crash countermeasures for consideration in the Eatonville adjacent areas.

Rumble Strips



Description: Install milled or rolled rumble strips.
Prior Condition: No centerline rumble strips; No prior condition.
Category: Roadway.
CMF: 0.51-0.91 | CMF ID: 6974 / 6975 / 6850 / 10413

Pavement Friction Management

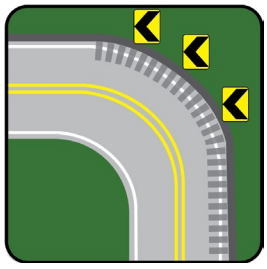


Description: Install high friction surface treatment (HFST).
Prior Condition: Curves/Ramps without High Friction Surface Treatment, or sections of pavement with both a high proportion (35-40%) of wet-road crashes and low friction numbers (<32).
Category: Roadway.
CMF: 0.124 – 1.086 | CMF ID: 10352 / 10342 / 2259

Safety Edge

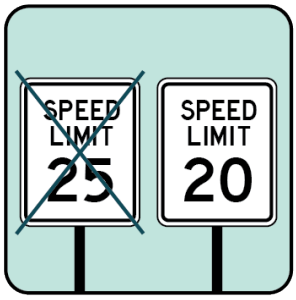
Description: The safety edge is a low-cost treatment that is implemented in conjunction with pavement resurfacing and is intended to help minimize drop-off-related crashes.
Prior Condition: Drop-off pavement edge.
Category: Shoulder treatments.
CMF: 0.59 – 2.317 | CMF ID: 9205 / 9211 / 9217

Roadside Design Improvements at Curves



Description: Includes multiple improvements located at horizontal curves including, clear zones, slope flattening, adding/widening shoulders, adding cable barriers and guardrails.
Prior Condition: No prior condition.
Category: Roadside.
CMF: CMF ID: 4627/ 4632/ 35/ 36

Speed-Limit Reduction



Description: Lower posted speed limits.
Prior Condition: No prior condition.
Category: Speed management.
CMF: 0.6993 – 0.9505 | CMF ID: 11288 / 11290 / 11289 / 11291

Speed Feedback

Description: System consisting of a speed measuring device and a message sign that displays feedback to those drivers who exceed a predetermined threshold. It may be the actual speed, a message such as SLOW DOWN, or activation of a warning device, such as beacons or a curve warning sign.
Prior Condition: High-crash curve sites with identified speeding problem.
Category: Advanced technology and ITS.
CMF: 0.93 – 0.95 | CMF ID: 6885 / 6886 / 6887 / 6888

Chapter 5

Implementation

Introduction

The Town of Eatonville's Comprehensive Safety Action Plan (CSAP) is designed to align with the Safe Streets and Roads for All (SS4A) program and the Safe System Approach. The plan aims to eliminate roadway fatalities and serious injuries through a data-driven, community-informed framework. Implementation of this plan will transition Eatonville from planning to action, ensuring that identified safety strategies are deployed effectively, transparently, and collaboratively.

Project Selection and Prioritization

The Eatonville Comprehensive Safety Action Plan identifies a suite of projects and strategies targeting corridors and intersections of traffic safety concern, informed by crash data analysis and community engagement, including:

- Engineering countermeasures (e.g., traffic calming, pedestrian crossings).
- Policy reforms (e.g., speed management, enforcement protocols).
- Education and outreach campaigns.

Project selection for improvement shall be prioritized using a multi-criteria framework that considers:

- Crash severity and frequency.
- Community support.
- Readiness and feasibility.
- Alignment with state, regional, and county plans and maintenance work orders.

Additionally, Eatonville is a prime candidate for quick-build projects such as striping and signage and other short-term projects that can provide a testing period for later decisions to build out further. Due to the relatively low operating budget, Eatonville is less likely to be able to achieve corridor transformations and infrastructure upgrades in the near term without state, regional, or county support.

Progress and Transparency

Monitoring safety performance and periodic progress reports will be prepared alongside future Comprehensive Plan update cycles. Through that process, information can be shared with stakeholders, including the public, Town Council, and regional partners. These plan updates can include updated crash data, implementation status of any safety projects, and evaluation findings if available.

Opportunities for Collaboration

Pierce County's roadway repaving and striping schedule presents a strategic opportunity to integrate safety improvements cost-effectively. Coordination with the County will allow Eatonville to:

- Embed safety treatments (e.g., rumble strips, high-visibility crosswalks) into resurfacing projects.
- Access lower-cost materials using economies of scale (e.g., paint, asphalt).
- Align timelines to minimize disruption.
- Leverage regional and county crash data and resources for crash analysis.

Additional collaboration opportunities include joint grant applications, shared public engagement efforts, and regional safety forums hosted by PSRC.

Appendix A

State of Safety Practice Review

MEMO

TO: Nick Moore, City of Eatonville

FROM: Jeanne Acutanza, Gregory Mallon, Riya Debnath, Lise Ferguson, WSP USA

SUBJECT: Eatonville Safety Action Plan - State of the Practice Review - Inventory of Plans and Policies

DATE: June 20, 2025

PURPOSE

This State of the Practice Review evaluates the context of safety related plans and policies that may affect safety for the Town of Eatonville's community and identifies gaps and inconsistencies, while highlighting opportunities to incorporate best practices aligned with the Safe System Approach. These gaps may be addressed by adopting successful programs from peer cities and agencies that are relevant to Eatonville's context or looking more broadly across the Puget Sound Region. By reviewing external policy frameworks, this analysis helps shape practical strategies that address local safety issues while meeting U.S. Department of Transportation (USDOT) standards. This memo highlights key insights, outlines plans for ongoing collaboration with partner agencies and provides a step-by-step guide for creating a comprehensive safety action plan tailored to the specific needs of the Town of Eatonville.

SAFE SYSTEM APPROACH

USDOT has adopted the Safe System Approach, a guiding framework aimed at reducing or eliminating serious injuries and deaths. Fundamental to the Safe System Approach is reinforcement of multiple layers of protection aimed at preventing crashes from occurring and reducing injury severity from crashes that do occur. It emphasizes shared responsibility among all constituents, and shifts focus from individual behavior to the system as a whole. This holistic strategy focuses on five key principles including:

Safer People: Focused on reinforcing behavioral driving factors that create conditions that prioritize safe driving.

Safer Vehicles: Focused on expanding the availability of vehicles and features that help prevent crashes and reduce the severity of crashes.

Safer Speeds: Focused on promoting safer speeds and speed limit setting in all roadway environments using a context-appropriate approach.

Safer Roads: Focused on roadway design and environments to mitigate human mistakes accounting for injury severity and attention to the most vulnerable road users.

Post Crash Care: Focused on increasing expediency of emergency medical care ability to access crash locations, providing safe working environment for first responders, and improving incident management practices.

WASHINGTON STATE STRATEGIC HIGHWAY SAFETY PLAN

Adopted in 2024, the Washington State Strategic Highway Safety Plan, Target Zero, builds on the Safe System Approach, adding one pillar to the framework: Safer Land Use. Safer land use aims to provide a specific lens that incorporates where people will live, work, attend work or school, and shop in the future context.

Safer land use planning focuses on how future development can support safer transportation. It plays a key role in the overall safety plan because improving access to daily needs can influence how people choose to travel, encouraging shorter trips and reducing the risk of crashes.

Figure 1. Safe System Approach Objectives
(Source: WSDOT Strategic Highway Safety Plan, 2024)

While thoughtful land use can encourage more walking and biking, it must be closely coordinated with transportation systems. This ensures that people who walk, bike, or use transit—who are often the most vulnerable on the road—can do so safely.

SAFETY PLANS, POLICIES, AND PROGRAMS FINDINGS

This section presents key findings from a comprehensive review and inventory of the Town of Eatonville's current safety-related Plans, Policies, and Programs. The review assesses the extent to which safety is integrated into the Town's transportation framework and to identify opportunities for enhancement. In addition to Plans, Policies and Programs, Eatonville has already taken steps toward improving safety through projects like the SR 161 Streetscape Improvement Project, which incorporated a range of safety-focused upgrades. These included:

- Wider sidewalks to enhance pedestrian comfort and accessibility
- ADA-compliant curb ramps to ensure mobility for all users
- Street trees that provide shade and contribute to traffic calming
- LED street lighting for efficient and improved nighttime visibility
- Civic amenities such as landscaping and benches, that support a more inviting and functional streetscape
- A solar-powered Rectangular Rapid-Flashing Beacon (RRFB) at a key crossing near Eatonville Middle School and Eatonville Elementary School, improving safety for students and families

To evaluate the current state of safety planning in Eatonville, a State of Practice Review was conducted using publicly available documents from the Town. This included an examination of the comprehensive plan, as well as standalone safety-related documents such as:

- Vision Zero or Target Zero action plans
- Active transportation or Safe Routes to School plans

- Speed management strategies and municipal codes
- Street design standards
- Enforcement and education policies

While no standalone safety-specific plans or programs were identified, the transportation element of the comprehensive plan does articulate goals that support the expansion of safety initiatives. These goals reflect a commitment to creating a safer, more accessible transportation network and are consistent with broader regional and statewide safety priorities. Importantly, Eatonville's planning goals emphasize key themes that align with broader safety efforts led by Pierce County, the Puget Sound Regional Council (PSRC), Washington State, and federal agencies, as summarized in the table in *Attachment A*.

KEY THEMES

This section highlights key themes identified in the inventory analysis. Most policies are derived from the comprehensive plan unless otherwise noted.

Vision Zero: Eatonville aims to explore the adoption of a Vision Zero plan to enhance safety in the Town's road network, including implementing traffic calming measures in residential and high-traffic areas.

Pedestrian and Bicycle Safety: Plans prioritize the development of safe and accessible pedestrian and bicycle networks to reduce vehicle dependance, with a focus on leveraging the Town's existing trail system. Currently, the Town's active transportation facilities are limited to sidewalks, with no designated bike routes. The comprehensive plan points to the Bud Blancher Trail (aka the Rim Rock Nisqually Mashel Trail) which traverses the Town and is regularly used by pedestrians, cyclists, and equestrians.

Safety Data Analysis: Goals include regularly assessing transportation safety hazards by collecting and analyzing data to identify system-wide concerns and emerging trends. The Town recognizes that current resource constraints limit its ability to conduct comprehensive data collection. However, it will explore future investments to enhance data capabilities in alignment with the requirements of the Growth Management Act and the Regional Transportation Plan.

Safe Routes to School: Plans encourage walk-to-school programs to improve student safety and promote active transportation by partnering with Eatonville School District, which currently provides a Safe Walking Path map showing routes to the school from several starting points around town.

Speeding: Eatonville is considering installing speed cameras to deter unsafe driving behaviors on local roads (Pierce County Vision Zero Action Plan, p. 204). According to Eatonville's municipal code 10.08.050, violators of the speed limit are currently fined up to $1,000.

COMPARABLE POLICIES, PLANS AND PROGRAMS FOR THE TOWN OF EATONVILLE TO CONSIDER

The following highlights showcase key examples of policies, plans, and programs from various levels of government, ranging from town to county, multi-jurisdictional, and state levels. Three cities comparable to Eatonville in population, geographic size, and character were reviewed: Roy, Orting, and Tenino. The following are examples of safety programs from each jurisdiction, addressing various safety issues pertaining to their respective transportation networks. For a complete list, refer to *Attachment A: Inventory of Plans and Policies.*

PEER CITIES

The Town of Eatonville and its peer cities – Roy, Orting, and Tenino, share similar small-town characteristics but differ notably in population size, geographic area, and demographic composition. Figure 2 illustrates the location of these cities relative to Eatonville, highlighting their proximity within or near the PSRC boundary.

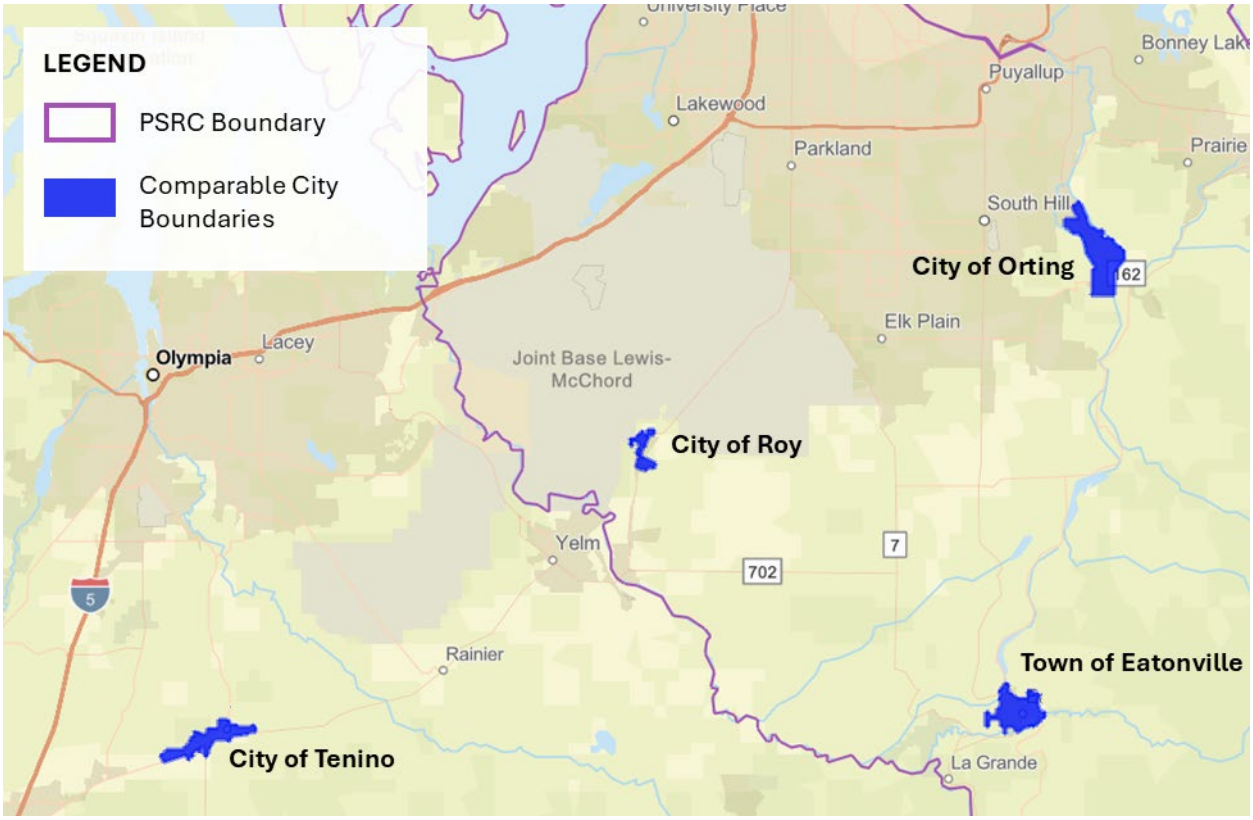


Figure 2. Location of Peer Cities in Relation to the Town of Eatonville

Table 1 provides a comparison of these jurisdictions based on land area, population, and key demographic indicators, including the percentage of residents with disabilities and those aged 65 and older.

Table 1. Demographic and Geographic Comparison of Peer Cities

AGENCY	AREA (SQ.MI)	POPULATION*	DISABLED POPULATION**	OLDER POPULATION (65+)**
Town of Eatonville	1.8	2,845	8.4%	9.3%
City of Roy	0.5	816	16.5%	15.2%
City of Orting	2.7	9,041	12.2%	11.4%
City of Tenino	1.4	1,870	16.8%	11.0%

* U.S. Decennial Census (2020)
** 2023 American Community Survey 5-Year Estimates

City of Roy

Roy offers a comprehensive approach to context-sensitive street design, pedestrian access, and policy-based speed management. The following points summarize key safety-related initiatives implemented in Roy:

- **Connectivity Improvements for Pedestrians:** Improve pedestrian connectivity by securing private easements or using existing public rights-of-way to create alternative routes linking residential areas to parks, commercial zones, and mixed-use areas. In collaboration with property owners, the City will develop well-lit pedestrian paths in poorly connected areas, integrating them into the broader trail network to encourage walking.
- **Context-Driven Design Standards:** Integrate aesthetics, historical and cultural context, environmental sustainability, and the unique character of the community into transportation projects, with a strong emphasis on safety and accessibility. These standards provide comprehensive guidelines for streetscape design, including enhancements to pedestrian zones such as street furniture, street trees, and bus shelters.
- **Traffic Calming and Pedestrian Safety:** Implement features such as landscaped medians, pedestrian bump-outs, roundabouts, and other traffic calming measures to reduce vehicle speeds and enhance safety. Where appropriate, design these elements to include pedestrian refuges that shorten crossing distances, minimize conflict points, and improve streetscape aesthetics. Additional measures, like on-street parking, textured pavement, and pedestrian signage, can further protect pedestrians and increase driver awareness.
- **Street Design Goals:** Design and improve arterial roads to reduce vehicle speeds and address neighborhood concerns related to safety, aesthetics, and noise. These considerations should be integrated into the planning of new roadways.
- **Speed Management:** Set speed limits based on street function, surrounding land use, and roadway conditions. Encourage lower travel speeds where appropriate to enhance safety, support the State's goal of zero traffic fatalities and serious injuries, and create a more welcoming environment for pedestrians and cyclists. Use traffic calming strategies and enforce speed limits effectively to help achieve these outcomes.

- **Safe Routes to School:** Mandate sidewalks on all newly constructed or significantly redeveloped public streets to enhance safety. Prioritize sidewalk installation near schools to protect children walking to and from school.

City of Orting

Orting has embedded safety into its development policies and monitoring practices, ensuring all new growth supports pedestrian access and inclusive mobility. The following points summarize key safety-related initiatives implemented in Orting:

- **Inclusive Mobility and Crossing Safety:** Ensure mobility options for individuals with special needs and enhance pedestrian crossing safety through features such as crossing flags, in-pavement lighting, raised crosswalks, and colored or textured pavement.
- **Safety Monitoring:** Track traffic collisions, citizen feedback, traffic violations, and traffic volume growth to identify and prioritize areas for safety improvements.
- **Development Requirements:** Require all new developments to incorporate design features and facilities that enhance safety, comfort, and convenience for pedestrians and cyclists.
- **Street Design Standards:** Apply street design standards that minimize pavement widths while still accommodating on-street parking and vehicle passage. This approach encourages slower speeds, enhances pedestrian safety, and creates space for landscaping.

City of Tenino

Tenino focuses on low-cost, small-town-appropriate strategies to support walking and biking where full infrastructure buildout may not be feasible. The following points summarize key safety-related initiatives adopted by Tenino:

- **Shared Streets:** In many residential areas, constructing sidewalks on every street is not feasible. As a result, pedestrians, bicyclists, and drivers often share the same roadway. To improve safety on these shared streets, particularly in response to concerns like speeding, the City will consider implementing traffic calming measures such as speed bumps and chicanes. These minor interventions are both effective and more cost-efficient than building full sidewalks.
- **Pedestrian Trail Connectivity:** Prioritizes projects that complete planned pedestrian facilities and trails, while also enhancing connections to the City's pedestrian trail network. The goal is to provide residents with car-free routes that support access to daily needs and key destinations.

REGIONAL AND COUNTY AGENCIES

Pierce County

Pierce County demonstrates leadership in transportation safety planning through countywide ordinances and strategic action plans. The following points summarize key safety-related policies and initiatives adopted by the County:

- **Complete Streets Ordinance:** The County has adopted a Complete Streets ordinance that promotes roadways designed to be safe and convenient for all modes of travel.

- **Vision Zero Action Plan:** Adopted on April 29, 2025, the plan aims to eliminate traffic fatalities and serious injuries on county roadways by 2035 through a comprehensive approach that includes policy reforms, engineering improvements, enforcement strategies, and public education initiatives.

PSRC

PSRC supports local jurisdictions through regionally coordinated planning, policy alignment, and access to funding resources. The following points summarize key safety-related initiatives adopted by PSRC:

- **Regional Safety Action Plan (RSAP):** Developed with support from a federal SS4A planning grant, the RSAP identifies regional safety priorities and includes a detailed Countermeasure Toolbox to help jurisdictions implement context-sensitive strategies for reducing serious injuries and fatalities. Although Eatonville is not located on the regional High Injury Network, the RSAP provides tools that remain relevant for proactive planning, particularly around schools, crossings, and local speed concerns.
    - **Countermeasure Toolbox:** The RSAP includes a comprehensive Countermeasure Toolbox that offers proven design, policy, and programmatic strategies aligned with common crash types and contributing factors. For Eatonville, strategies such as pedestrian hybrid beacons (PHBs), speed feedback signs, improved lighting, school zone treatments, and quick-build traffic calming measures can provide practical and cost-effective solutions to improve safety around schools, downtown crossings, and high-use trail connections.
    - **Post Crash Care**: The RSAP emphasizes post-crash response, highlighting opportunities for coordination with first responders on improvements such as emergency response plans, signal prioritization, and ensuring timely access to locations with higher crash risk. These strategies may support future safety planning efforts in Eatonville despite its exclusion from the mapped HIN.
- In the PSRC Safety Action Plan, a regional High Injury Network (HIN) was developed to identify corridors with the highest concentrations of serious injuries and fatalities across all member agencies. As shown in Figure 2, the Pierce County High Injury Network does not include the Town of Eatonville, indicating that it falls outside the county's highest-risk roadways. However, Alder Cutoff Road E is included on the PSRC HIN.

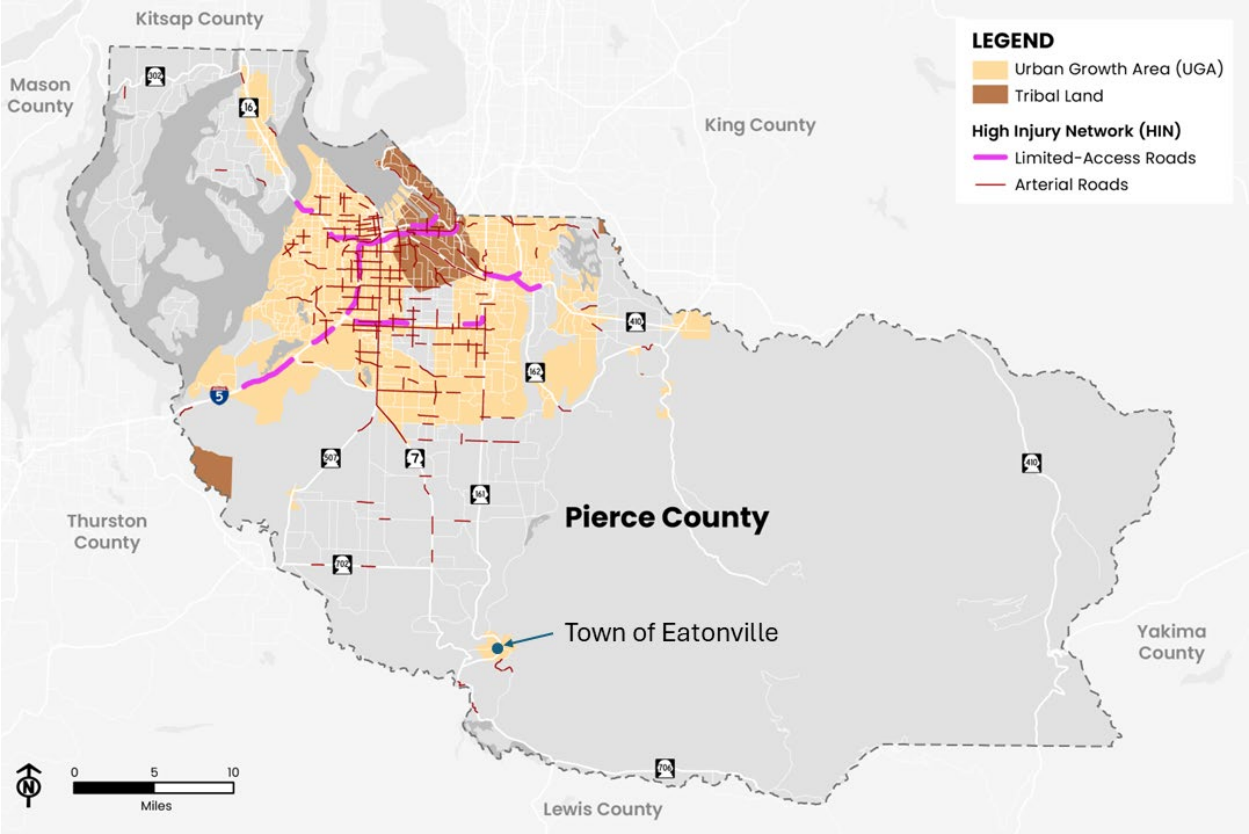


Figure 3. High Injury Network in Pierce County (Source: PSRC Safety Action Plan)

- **Active Transportation Plan**: Supports local jurisdictions in achieving their active transportation goals by offering tailored recommendations, high-quality facility design guidance, and up-to-date information on federal, state, and regional policies and funding opportunities.

WASHINGTON STATE

State-level initiatives provide the legal authority and funding programs that enable local jurisdictions to innovate and implement safety-focused policies. Washington's Target Zero program and recent legislation support adoption of policy-based tools for safer streets. The following points summarize key statewide programs and legislative actions:

- **Target Zero – Washington State Strategic Highway Safety Plan:** Aims to eliminate traffic fatalities and serious injuries on all public roads by 2030. The plan incorporates the Safe System framework and emphasizes safer people, speeds, roads, vehicles, and post-crash care. It also introduces "Safer Land Use" as a sixth pillar, encouraging jurisdictions to consider how development patterns influence exposure and mode choice.
- **Pedestrian Priority Streets (SB 5595):** Effective July 27, 2025, Washington's SB 5595 authorizes cities to designate certain streets with a 10 MPH speed limit that prioritize pedestrian use while still allowing vehicle access. This legislation simplifies the process for municipalities to create shared streets that enhance pedestrian safety and comfort.

- **Andrea Smith Hudson Act (HB 1596):** Effective January 1, 2029, Washington's HB 1596 requires repeat speeding offenders, particularly those with suspended licenses due to excessive speeding, to install Intelligent Speed Assistance (ISA) devices in their vehicles. These GPS-based systems limit a car's speed based on posted limits, helping reduce dangerous driving behavior while allowing restricted driving privileges for essential needs like work or medical appointments.
- **Safe Routes to School:** Washington State has a Safe Routes to School Program that aims to improve safety and mobility for children by encouraging walking and biking to school. The program funds infrastructure and education projects within two miles of K-12 schools, helping reduce traffic, fuel use, and air pollution while promoting healthy, active lifestyles. Schools may apply for state funding to support the implementation of their projects. Since 2005, the program has awarded $197.68 million for 316 projects from over $714 million in requests.
- **WSDOT Active Transportation Plan:** Provides statewide guidance on how local jurisdictions can plan and prioritize walking, biking, and rolling. It includes policy recommendations, performance measures, and funding alignment strategies.
- **Statewide Complete Streets Requirement:** Mandates that state-funded transportation projects over $500,000 incorporate Complete Streets principles, ensuring facilities accommodate all modes and user types in a context-sensitive manner.
- The **Sandy Williams Connecting Communities Program** (SWCCP) was established to improve active transportation connectivity for people walking, biking and rolling along and across **current and legacy highways**. The program focuses on communities with high equity needs, which are those communities most affected by barriers to opportunity and environmental health disparities.

RECOMMENDED POLICIES AND PROGRAM ACTIONS FOR THE TOWN OF EATONVILLE

Drawing from the policies and planning approaches of peer cities (Roy, Orting, Tenino), regional agencies (Pierce County, PSRC), and state programs, the following recommendations offer a roadmap for the Town of Eatonville to strengthen its safety framework. These actions focus on policy development, program initiation, and interagency coordination, and aim to support a proactive, locally adaptable approach aligned with Safe System principles.

Safety and Vision Zero:

- **Adopt a Vision Zero Resolution or Leadership Commitment to Zero Serious Injuries and Fatalities** establishes a formal commitment to eliminating traffic fatalities and serious injuries by a proposed target year (e.g., 2035). Given that the Town of Eatonville has experienced no fatalities and one serious injury in the 8-year study period, there is potential for the commitment to consider maintaining a count of zero serious injuries and fatalities The commitment should include Safe System Approach guiding principles, and can include other details such as interim benchmarks, and responsibilities for implementation and monitoring. Documentation of the Vision Zero Commitment is flexible and can include resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

- **Establish a Safety-Based Project Evaluation Process** to ensure that all future capital improvements are reviewed for their potential to advance safety goals—particularly in relation to vulnerable users and network risk factors.
- **Develop a Procedure for Analyzing Safety Data** (e.g., speeding complaints, traffic volumes, crash reports) that supports early identification of systemic risks and guides future planning and programming decisions.

Active Transportation and Multimodal Planning:

- **Update or expand the Active Transportation Element** of the comprehensive plan to consolidate pedestrian and bicycle goals, identify connectivity gaps, and align future development with nonmotorized transportation needs.
- **Identify Priority Corridors for Sidewalk and Bicycle Safety Improvements** using crash data, community input, and access to key destinations (e.g., schools, parks, civic centers). Prioritization should consider areas with a history of pedestrian or bicycle crashes, high volumes of foot traffic, or identified near-miss concerns.
- **Establish Development Standards that Prioritize Pedestrian Circulation and Safety** through thoughtful site design, connectivity, and infrastructure improvements.
- **Coordinate with County, Regional and State Agencies** to ensure that local priorities for active transportation are aligned with broader funding opportunities and regional trail systems.

Speed Management:

- **Establish a Temporary Traffic Calming Policy** that enables the use of quick-build or pilot interventions, such as striping changes or modular curb elements, to test the effectiveness of speed reduction strategies before making long-term decisions. Include evaluation criteria, community engagement processes, and alignment with safety goals.
- **Install Speed Feedback Signs** at transitional speed zones, such as gateways into residential neighborhoods, school zones, or downtown areas, and outline how and when driver feedback signs may be deployed. The program should include support and coordination with enforcement or education initiatives. Deployment decisions should be tied to documented speeding concerns. The Town of Eatonville has one mobile speed feedback trailer used at various locations to deter speeding; however installed speed feedback signs would be a more permanent approach to consider specifically at speed transition zones. Speed feedback signs can be paired with other design treatments such as speed rumble strips to call driver attention to transitional zones.
- **Coordinate with State Guidance** by aligning local efforts with the WSDOT Injury Minimization and Speed Management Policy Elements, improving consistency and positioning the Town for potential future funding or technical assistance.

Street Design Standards:

- **Adopt a Complete Streets Policy or Ordinance** that commits the Town to designing and maintaining streets that safely accommodate all users, such as people walking, biking, rolling, driving, and accessing transit. The policy should be flexible to local context and reference established guidance from sources such as NACTO, ITE, and WSDOT.

- **Partner with WSDOT on Complete Streets Implementation** to ensure consistency and collaboration on shared corridors. Coordination should focus on identifying safety priority areas, aligning standards, and leveraging external funding opportunities.
- **Explore Incorporating Sight Distance and Visibility Requirements into Development Review** by requiring that subdivision plats and site plans demonstrate compliance with visibility standards at intersections, driveways, and crosswalks. This promotes proactive mitigation of turning conflicts and blind spots in both new and redeveloped areas.
- **Integrate Context-Sensitive Design Principles** into the planning process to ensure that roadway design reflects adjacent land uses, activity levels, and user needs.

Education and Enforcement:

- **Develop a Policy Framework for Automated Enforcement** that outlines where and how tools like speed safety cameras or red light running could be deployed in the future, including legal, privacy, and equity considerations.
- **Speed Awareness and Education Program** continue use of driver feedback tools (such as radar signs or speed display trailers) in transitional speed zones and other areas with elevated speeding risk including scheduling protocol based on high-use.

Safe Routes to School:

- **Establish a Local Safe Routes to School Program** in coordination with the Eatonville School District. The program should outline shared responsibilities between the Town and school officials, define target zones around schools, and identify short- and long-term program priorities. Initial planning and implementation could be supported through state or federal SRTS grants.
- **Conduct Walk and Bike Audits** at each school campus to assess current walking and biking conditions. Audits should document crossing challenges, gaps in infrastructure, and opportunities for education or behavioral support. Results should inform school district safety planning and future grant applications.
- **Develop a School Zone Policy Framework** that defines expectations for traffic safety near schools, including crossing management, speed compliance, visibility standards, and school-hour traffic patterns. Include criteria for identifying schools most in need of support.

INVENTORY OF PLANS AND POLICIES

Attachment A. Inventory of Plans and Policies

Agency	Comprehensive Plan	Transportation Safety Policy	Vision/Target Zero Action Plan	Active Transportation Plan	Speed Limit Policies	Street Design Standards	Safe Routes to School	Enforcement Plan/ Programs	Post Crash Care Innovations	Complete Streets Projects/ Policy
Town of Eatonville, WA	Updated 2024[1]	Safety addressed in goals of transportation section of Comprehensive Plan (P.56)[1]	Considers adopting a Vision Zero plan in the Comprehensive Plan (P. 57)[1]	Transportation Element of Comprehensive Plan has an Active Transportation component (P.53)[1]	Eatonville Municipal Code Policy (2024)[2]		Goal 1.13 in Comprehensive Plan addresses encouraging walk-to-school programs (P. 56)1 School Dist. Provides a safe route walking path[3]	Eatonville considering installing speed safety cameras (P. 204)[15]	-	-
Peer Cities										
Roy	Updated in 2024[4]	Safety addressed in Transportation Element of Comp Plan	Policy T3.1 addresses State's goal of zero deaths and disabling injuries		Policy T-1.8: Design and improve arterials to reduce speeds… Policy T3.1:…achieve lower speeds through traffic calming and effective enforcement of appropriate speeds	Policy T-1.3: Employ Context-Sensitive Design techniques in transportation projects… Design Standards and Guidelines for Streetscape Elements[5]		T3.1:…achieve lower speeds through traffic calming and effective enforcement of appropriate speeds		Comprehensive Plan contains Complete Street design standards policy (T-1.2)
Orting	Updated 2024[6]	Safe Streets for All Safety Action Plan – RFQ submitted 2025[7]	-	Transportation Element contains many policies for bike and pedestrian infrastructure/ safety (P. T-29-T-31)	Orting ordinance 2021-1078 (2021)[8]	Transportation Element contains policies for street design standards regarding safety (P. T-29)	School Dist. provides a "safe walking and biking tips" page[9]	Ordinance 2024-1138 authorizing use of automated traffic safety cameras[10]	-	Transportation Element contains Complete Streets Policy (T. 1.18)
Tenino	Comprehensive Plan 2016-2036[11]	Safety included in Transportation Element of Comp		Transportation Element contains several	Sussex Ave reduced from 30	Transportation Element contains design goals to	Comp plan mentions SRTS funding as an			Policy TS 8.1 from comp plan: Consider

Agency	Comprehensive Plan	Transportation Safety Policy	Vision/Target Zero Action Plan	Active Transportation Plan	Speed Limit Policies	Street Design Standards	Safe Routes to School	Enforcement Plan/ Programs	Post Crash Care Innovations	Complete Streets Projects/ Policy
		Plan – no standalone document		goals and projects related to bike/ped networks and safety (P. TS-12)	to 25MPH in 2017[12]	improve safety via roundabouts and other traffic calming treatments (P. TS 5-TS 7)	option for proposed projects (P. 111). References similar program run by Intercity Transit – Walk and Roll Program[13]			adopting a complete streets ordinance.
Regional										
Pierce County	Updated 2025[14]	Transportation Element of Comprehensive Plan: P. 12-1	Pierce County Vision Zero Action Plan, 2025[15] WA Traffic Safety Comision Region 5[16]	Transportation Element of Pierce County Comprehensive Plan has an Active Transportation Component[17]	Pierce County Speed Limits[18] Speed Limit Codes[19] Neighborhood Traffic Safety[20]	Design Guidelines and Specifications for Road and Bridge Construction in Pierce County[21] Standard Drawings[22]	Pierce County Safe Routes to School Plan (2019)[23]	Tacoma Pierce County DUI and Traffic Safety Task Force[24]		Complete Streets Ordinance[25] Pierce County Vision Zero Action Plan considers adopting Complete Streets design standards (P. 295)[15]
Puget Sound Regional Council (PSRC)		PSRC Regional Safety Action Plan (2025)[26] PSRC Regional Transportation Plan (2022)[27]	PSRC Regional Safety Action Plan (2025)[28] Vision 2050 Regional Growth Plan leverages WA's Target Zero goals[29]	Appendix L: Active Transportation Plan[30]	PSRC Regional Safety Action Plan, reduction of speed limits on arterials (Chp. 4)[31]	PSRC Pedestrian and Bicycle Facility Typology[32]	SRTS- Planning for Whole Communities Toolkit[33]		Post Crash Care section in Regional Safety Action Plan (P. 23)[34]	Complete Streets- Planning for Whole Communities Toolkit[35]
Washington State	N/A	FFY 2023 Washington Highway Safety Plan[36]	Strategic Highway Safety Plan – Target Zero[37]	1. WA State Active Transportation Plan 2020 and Beyond[38] 2. WSDOT Active Transportation Design Guide 2024[39]	Washington State Injury Minimization and Speed Management Policy Elements and Implementation Recommendations[40]	1. WSDOT Design Manual - Division 10, Traffic Safety Elements[41] 2. WSDOT School Administrator's Guide to School	Washington Safe Routes to School[43]	Highway Speed Camera Pilot Program[44] HB 1596 expected to pass- requires habitual speeders to use device to limit	-	Yes[46]

Agency	Comprehensive Plan	Transportation Safety Policy	Vision/Target Zero Action Plan	Active Transportation Plan	Speed Limit Policies	Street Design Standards	Safe Routes to School	Enforcement Plan/ Programs	Post Crash Care Innovations	Complete Streets Projects/ Policy
						Walk and Bikes Routes[42]		cars to posted speed[45]		
USA	N/A	1. Countermeasures that Work - NHTSA[47] 2. Speed Management Countermeasures- FHA[48]	USDOT Vision Zero Program[49]	USDOT, Active Transportation Page[50]	1. Speed Limit Basics - FHA[51] 2. Safer Speeds - USDOT[52]	Urban Street Design Guide, FHA[53]	Safe Routes to School - NHTSA[54]	-	USDOT Post Crash Care[55]	Yes[56]

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Appendix B

State of Safety in Eatonville

STATE OF SAFETY IN EATONVILLE

Prepared for

Town of Eatonville

Puget Sound Regional Council

Prepared by

WSP

Date: 11/25/2025

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Acronyms and Abbreviations

Abbreviation	Definition
AADT	Average Annual Daily Traffic
ACS	American Community Survey
EFA	Equity Focus Area
FHWA	Federal Highway Association
POC	People of Color
SSA	Safe System Approach
SS4A	Safe Streets and Roads for All
RCW	Revised Code of Washington
RSAP	Regional Safety Action Plan
UGA	Urban Growth Area
USDOT	United States Department of Transportation
WSDOT	Washington State Department of Transportation
WTSC	Washington Traffic Safety Commission
Crash Data Abbreviations	**Definition**
K	Death or Fatality
A	Suspected Serious Injury (SI)
B	Suspected Minor Injury
C	Possible Minor Injury
O	Crashes Resulting in Property Damage Only
KABC	Deaths, Serious Injuries, and Minor Injuries
KABCO	All Reported Injury Classifications including Deaths, Serious Injuries, Minor Injuries and Property Damage Only
KSI (KA)	All Serious Injuries and Deaths

Please Note: Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists 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 are not 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.

Transportation Safety Report Narrative Style

Transportation safety action plans broach sensitive topics concerning serious injuries and deaths resulting from crashes on the transportation system. The Eatonville State of Safety Report is developed to assess the safety performance of the transportation system in Eatonville including to identify historical trends related to crash outcomes as well as current system performance. The Safe System Approach (SSA) is promoted by the United States Department of Transportation (USDOT) as a framework for understanding and prioritizing reductions to the most severe crash outcomes including serious injuries and deaths. When assessing transportation safety performance, there are industry best practices informing a transportation safety action plan's narrative style and terminology informed by the sensitivity of impacts to community members and the technical precision required for understanding transportation system safety performance.

Best practices for narrative style and terminology when discussing transportation safety performance include:

- The term "crash" will be used rather than "accident" when talking about instances of a collision. Collision may also be used.
- Victim refers to an injured person or person who suffered death as a result of a crash.
- Crashes are complex and recorded information about the crash can be incomplete and not tell the full story of the crash.
- Survivorship bias exists. In crashes involving multiple people where one participant dies, survivor accounts can often lead to inaccurate conclusions. This is particularly evident in bike and pedestrian fatalities, where the victim is assigned a violation-based contributing factor nearly 2.5 times more often than in cases of minor injuries.
- For the purposes of transportation system safety performance assessment, the State of Safety Report will focus on the quantity of crash outcomes or victims rather than quantity of crashes.
- SSA directs agencies to focus on Serious Injuries and Deaths rather than minor injuries and property only damages.
- Liability is perceived and not actual. The United State code, Title 23, protects agencies from legal action when assessing transportation system safety performance.

Transportation Safety Performance Reporting Style and Terminology

This State of Safety Report will assess transportation system safety performance by traffic-related injury classifications. The following section introduces the industry-standard acronyms for various traffic-related injury information, analytical groupings, and transportation system safety performance reporting.

K (Deaths)

K refers to the quantity of traffic-related deaths resulting from a crash. K is the injury classification used for reporting if the victim dies as result of injuries received in a traffic crash at the scene of the crash, dead on arrival to medical facility, or died at the hospital after arrival. Within the State of

Safety Report, traffic-related deaths **(K)** refer to the quantity of victims that suffered a fatal outcome. Within tables, K represents the quantity of people that died related to the given variable.

KSI (Deaths and Serious Injuries)

KSI refers to the quantity of people that died or were seriously injured resulting from a crash. KSI is the injury classification used for reporting if the victim died or received a serious injury as result of the crash. Serious injuries refer to injuries that prevent the victim from walking, driving, or continuing normal activities at the time of the collision. Within the State of Safety Report, traffic-related deaths and serious injuries **(KSI)** refers to the quantity of victims that suffered a serious injury or fatal outcome. Within tables and graphs, KSI represents the quantity of people that died or were seriously injured related to the given variable.

KABC (All Injuries and Deaths)

KABC refers to the quantity of people that died or were injured in any way (including seriously injured victims) resulting from a crash. KABC is the injury classification used for reporting if the victim died or received any injury regardless of severity resulting from a crash. Within the State of Safety Report, traffic-related all injuries and deaths **(KABC)** refers to the quantity of victims that suffered an injury of any kind or fatal outcome. Within tables and graphs, KABC represents the quantity of people that died or were injured related to the given variable.

Traffic Injury Data Groupings and Methodologies

Crash information records are generated based on all reported injuries pertaining to a singular crash and are categorized by severity of outcomes. Therefore, a singular crash record can contain information for multiple injuries if more than one participant in the crash were injured. This report focuses on publishing the quantity of crash victims by severity of injury rather than quantity of crashes as reporting on crashes alone would lead to an under reporting of victim injuries. To assess transportation system safety performance, it is useful to compare quantities of crash victim injury severity by a variety of different crash-related attributes.

Figure 1 shows the filtration process crash data is subjected to when analysts look for comparison. Specifically, injury count data is nested according to their level of severity. The largest group in this safety analysis is all injuries and deaths (KABC), which includes deaths and all severity levels of injuries and is used as a baseline to examine safety. In Figure 1, this includes every portion of the colored half circles.

The second-level data group is KSI (or KA) includes crash-related outcomes of serious injuries and deaths and is a subset of KABC that includes data from both the serious injury (A or SI) and death (K) categories. In Figure 1, this includes only the purple and red colored half circles whereas the green portion of the half circle is excluded. These severe injury and fatal crash types are prioritized as they reflect the likelihood of severe outcomes across geographies and crash types. For geospatial analysis, serious injuries and deaths are grouped together to find high-injury corridors (KSI per mile) and high-injury intersections/locations (KSI per 45-meter, or about 148 feet- radius of any point).

The third-level data group contains only traffic-related deaths or the red portion alone of the half circles in Figure 1. K or fatalities are isolated to compare locational, geographic, and driver behaviors that disproportionally led to traffic deaths. This report uses KSI to KABC, K to KSI, and K to KABC ratios to understand which crash attributes have the most severe outcomes.

Figure 1 below demonstrates the data levels of KABC to K. To provide a sense of scale, the total of KABC victims can account for as much as 18 times that of KSI victims and KSI victims can account for as many as 4 times K victims.

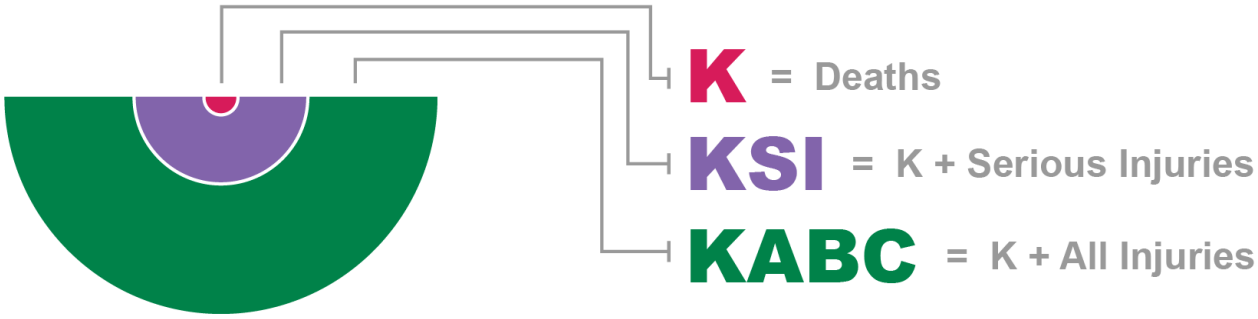

Figure 1. Injury Class Grouping

Background

This State of Safety Report outlines historical transportation safety trends and current safety conditions in Eatonville, focusing on areas with higher concentrations of injury and fatal crash outcomes. While most people use roadways safely, mistakes, lapses in judgment, and significant risky behaviors still occur. Understanding these behavioral safety factors is crucial for improving traffic safety in our region. Additionally, roadway conditions, design, posted speeds and other factors can also affect how roads are used and safety outcomes. Agencies continue to work to design safer roadways, which can accommodate a growing mix of users including pedestrians, bicyclists, and those with disabilities.

Data Sources and Description

Collision Data

The Washington State Department of Transportation (WSDOT) collects and maintains crash-related data for the state of Washington. This dataset includes information for each person involved in reported injury crashes (KABC crashes). It also includes records for those not injured in a crash (KABCO records). Other pertinent information is provided for motor vehicle drivers, motor vehicle passengers, and pedestrians and bicyclists. Other types of information such as location, date and time, roadway conditions, quantities of vehicles, pedestrians and bicyclists involved, injuries, as well as driver actions and impairment information help in analyzing trends.

Trend and Analysis – (14-year period)

Crash Trends (2010 – 2023)

Town of Eatonville

Figure 2 shows a fluctuating trend in total injuries (KABC) from 2010 to 2023, with peaks in 2012, 2013 and 2018. Injuries dropped sharply in 2014–2016, rose again to a peak in 2018, then declined through 2021. A brief rebound occurred in 2022, followed by another drop in 2023.

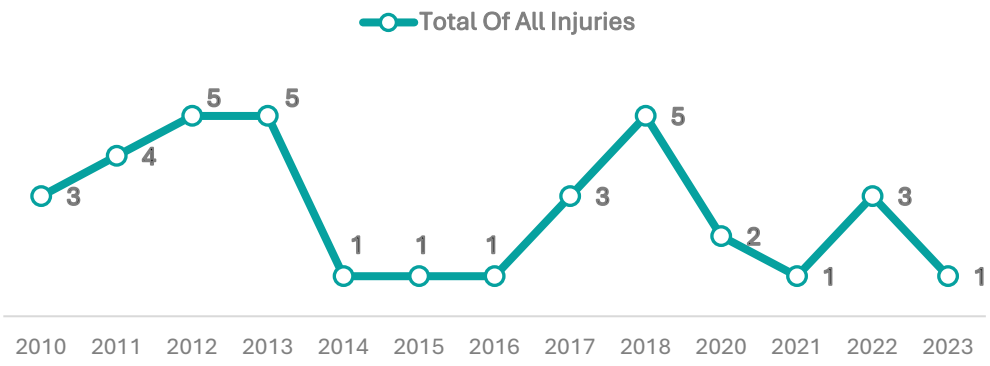

Figure 2. All Injuries and Fatalities (KABC) in Town of Eatonville

Eatonville Adjacent

In the Eatonville adjacent area, as shown in Figure 3, total injuries (KABC) have declined by more than half since 2010, with a slight rebound in 2023. Traffic-related serious injuries and fatalities (KSI) show a similar fluctuating trend, with peaks in 2010, 2018, and 2023. Fatalities (K) remained low—typically around 1—throughout the period, with a notable increase to 2 in 2023.

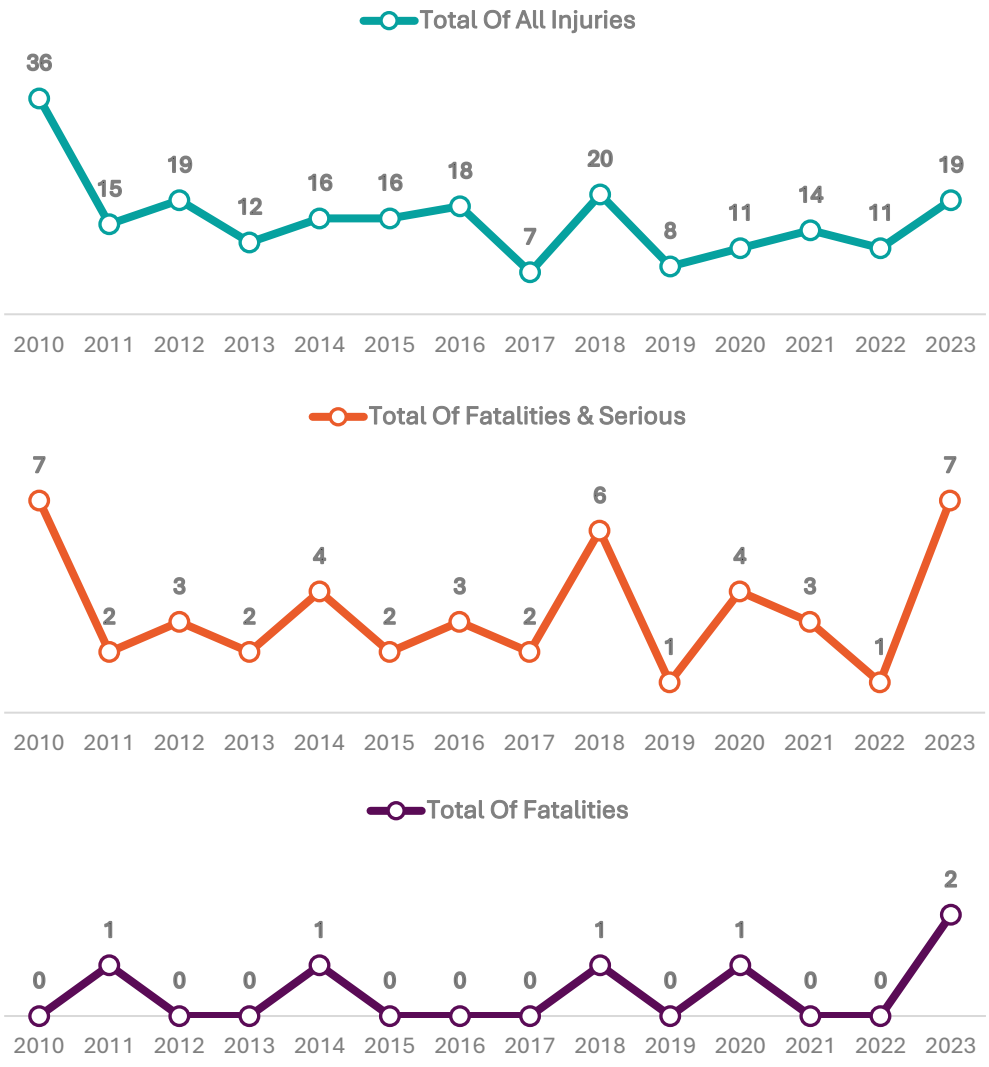

Figure 3. Comparison of Injury Severity in Eatonville adjacent areas

Crash Analysis – (8-year period)

High Crash Locations (2016 – 2023)

The main goal for this analysis is to plot high serious injury and fatality crash locations on a map. Serious injury crashes and fatalities between 2016-2023 are aggregated based on the physical location of the crash, specifically if it is within 45 meters (148 feet) of another crash on the same street. Figure 4 and Figure 5 show snapshots of the high-crash locations in Town of Eatonville and Eatonville adjacent regions.

Town of Eatonville

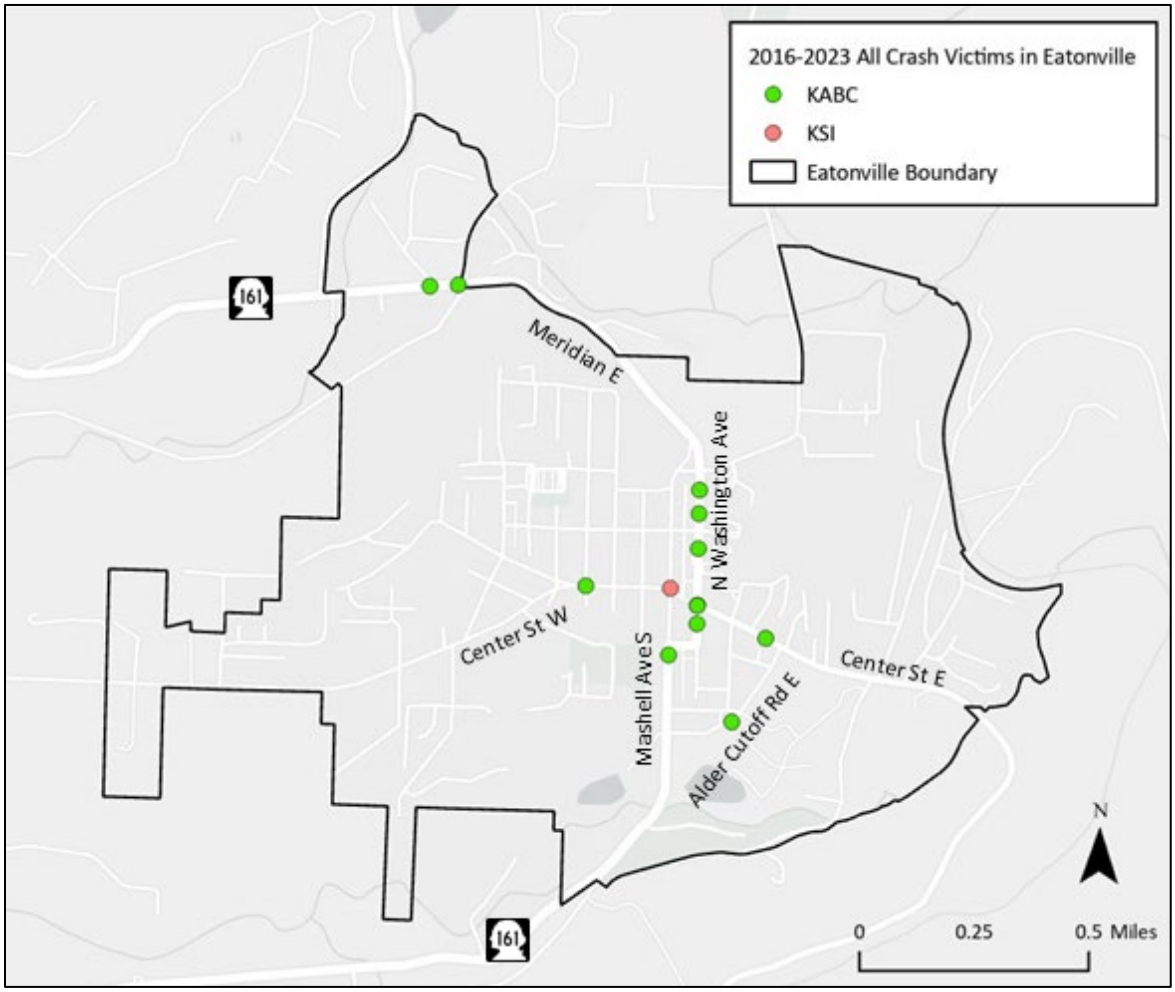

Figure 4. High Crash Locations Map in Town of Eatonville

Eatonville Adjacent

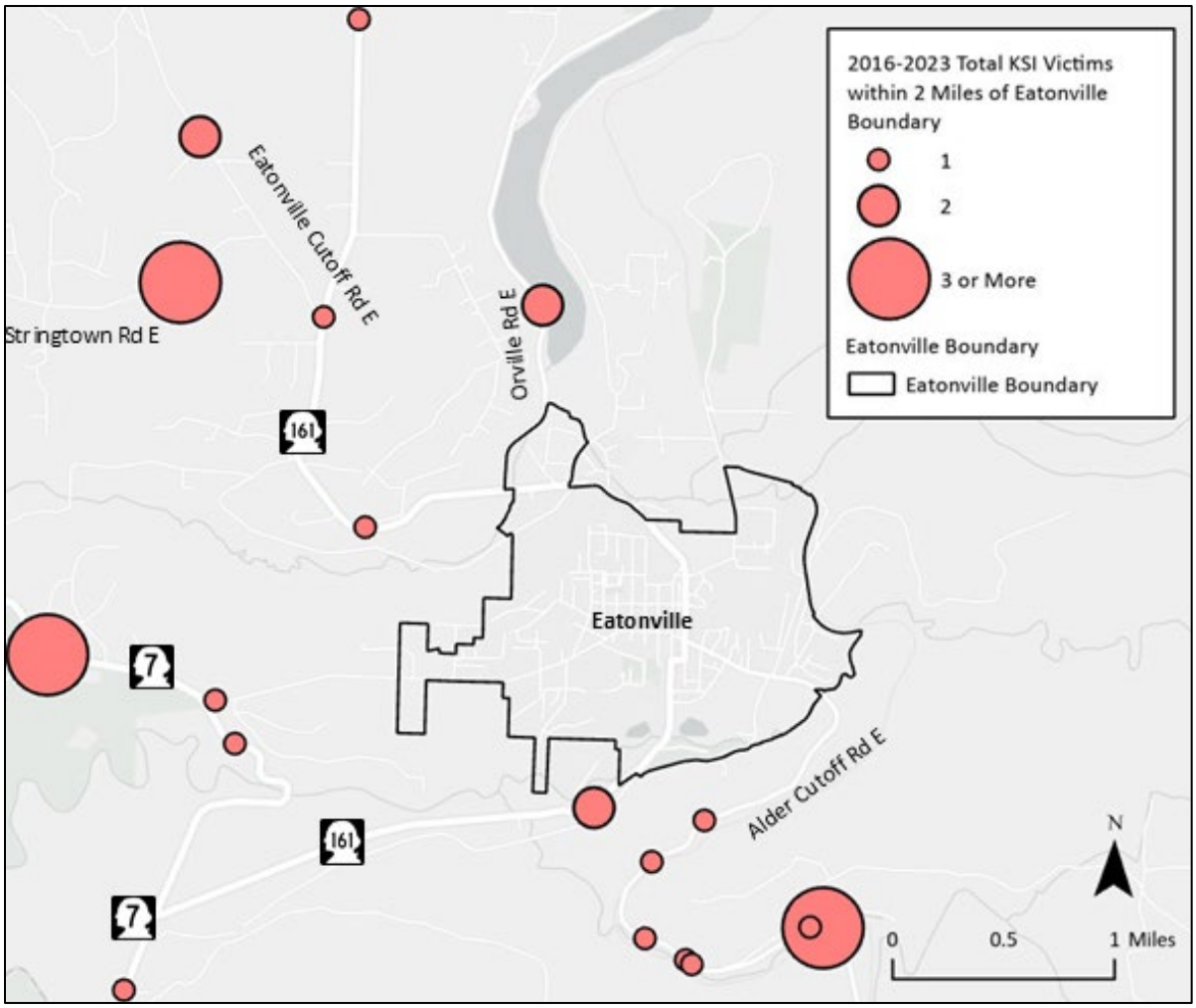

Figure 5. High Crash Locations Map in Eatonville adjacent areas

Contributing Factors (2016 – 2023)

Town of Eatonville

Table 1shows that distracted driving accounts for the largest share of injuries at 21%. Following too closely and other unspecified contributing factors together represent the second-largest share, at 13%.

Table 1. Dangerous Contributing Factors of Moving Vehicle Driver for All Injuries or Fatalities, Town of Eatonville, 2016-2023

Contributing Factor	Total of All Injuries	Share of All Injuries
Disobey Signal or Stop Sign	1	6%
Distracted	5	31%
Drowsy	1	6%
Failure to Yield to Non-Motorist	1	6%
Failure to Yield to Vehicle	1	6%
Follow Too Closely	2	13%
Impaired	1	6%
Improper U-Turn	1	6%
Other Contributing Factor	2	13%
All Victims (includes 1 KSI)	**16**	
Crashes with Contributing Factor	**13**	**81%**

Eatonville Adjacent

Table 2 shows that distracted driving is the leading contributing factor for injuries, making up 29% of all injuries and 26% of serious injuries and fatalities. Notably, 50% of all fatalities are linked to distracted driving, the deadliest crash type with a 1 to 4 fatality to all injury ratio. The fatality-to-injury ratio is 1 in 16, meaning one in every 16 injuries from distracted driving results in a fatality. The Serious Injuries & Fatalities to Injuries ratio is 1 in 4 which also highlights the high severity of distraction-related crashes.

Similarly, speeding contributes to 24% of injuries and 33% of serious injuries and fatalities, with a fatality rate of 1 in 26. Among serious outcomes, 1 in 9 are fatal.

Impaired driving makes up 18% of injuries yet is linked to 37% of serious injuries and 25% of fatalities. Its 1 in 19 fatality rate and 1 in 2 serious injury/fatality rate marks it as one of the most lethal contributing factors.

In contrast, following too closely and failure to yield each account for 6% of injuries but no fatalities, suggesting higher frequency but lower severity. Similarly, drowsy driving, lane violations and other unspecified factors show moderate injury shares with minimal fatal outcomes.

Overall, crashes with a known contributing factor account for 91% of injuries and all fatalities, with a fatality-to-injury ratio of 1 in 25, compared to 1 in 27 across all crashes.

Table 2. Dangerous Contributing Factors of Moving Vehicle Driver for All Injuries or Fatalities, Eatonville adjacent areas, 2016-2023

Contributing Factor	Total of All Injuries	Share of All Injuries	Total of Fatalities & Serious Injuries	Share of Fatalities & Serious Injuries	Total of Fatalities	Share of Fatalities	Ratio of Fatalities to All Injuries	Ratio of Serious Injuries & Fatalities to All Injuries	Ratio of Fatalities to Serious Injuries & Fatalities
Disobey Signal or Stop Sign	1	1%	0	0%	0	0%	N/A	N/A	N/A
Distracted	31	29%	7	26%	2	50%	1 in 16	1 in 4	1 in 4
Drowsy	7	6%	1	4%	0	0%	N/A	1 in 7	N/A
Failure to Yield to Vehicle	7	6%	0	0%	0	0%	N/A	N/A	N/A
Follow Too Closely	7	6%	0	0%	0	0%	N/A	N/A	N/A
Impaired	19	18%	10	37%	1	25%	1 in 19	1 in 2	1 in 10
Improper Passing	1	1%	0	0%	0	0%	N/A	N/A	N/A
Improper Turn/Merge	2	2%	0	0%	0	0%	N/A	N/A	N/A
Lane Violation	6	6%	1	4%	0	0%	N/A	1 in 6	N/A
Other Contributing Factor	10	9%	1	4%	0	0%	N/A	1 in 10	N/A
Parking	1	1%	0	0%	0	0%	N/A	N/A	N/A
Speeding	26	24%	9	33%	1	25%	1 in 26	1 in 3	1 in 9
Wrong Way / Non-Motorist	5	5%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**108**		**27**		**4**		**1 in 27**	**1 in 4**	**1 in 7**
Crashes with Contributing Factor	**98**	**91%**	**25**	**93%**	**4**	**100%**	**1 in 25**	**1 in 4**	**1 in 6**

Crash Types (2016 – 2023)

The crash types include Rear End, Angle, Head-on, Sideswipe, Fixed Object, and Rollover crashes. It also includes incidents involving Parked Cars, Pedestrians and Bicyclists, and those categorized as Same Direction – Other or Opposite Direction – Other.

Town of Eatonville

Table 3 shows that rear-end and pedestrian/bike crashes are the most frequent crash types, accounting for the largest shares of total injuries at 38% and 25%, respectively. Notably, pedestrian/bike crashes are the only type associated with a serious injury in the Town of Eatonville between 2016 and 2023. With a serious injury-to-injury ratio of 1 in 4, this underscores the heightened risk faced by vulnerable road users, despite the absence of fatalities.

Fixed object and parked car crashes each contribute 13% of total injuries but involve no serious injuries or fatalities. Other crash types—including angle, same direction – other, and entering/exiting parked positions—each account for 6% or less of injuries and similarly show no serious or fatal outcomes.

Table 3. Dangerous Crash Types for All Injuries or Fatalities, Town of Eatonville, 2016-2023

Crash Type	Total of All Injuries	Share of All Injuries	Total of Fatalities & Serious Injuries	Share of Fatalities & Serious Injuries	Ratio of Serious Injuries & Fatalities to All Injuries
Angle	1	6%	0	0%	N/A
Fixed Object	2	13%	0	0%	N/A
Parked Car	2	13%	0	0%	N/A
Pedestrian/Bike	4	25%	1	100%	1 in 4
Rear End	6	38%	0	0%	N/A
Same Direction - Other	1	6%	0	0%	N/A
All Victims	**16**		**1**		**1 in 16**

Eatonville Adjacent

In Eatonville's adjacent areas, as shown in Table 4, fixed object crashes are the most frequent and severe, accounting for 55% of all injuries, 70% of serious injuries and fatalities, and 75% of fatalities. With a serious outcome in 1 of every 3 cases and a fatality in 1 of 20, this crash type is a critical safety concern.

Further, rollover crashes account for 21% of injuries and 11% of serious outcomes, with a fatality rate of 1 in 23. Head-on crashes make up 14% of injuries and 22% of serious cases, with 1 in 15 resulting in death. In contrast, rear-end crashes (10% of injuries) involved no serious or fatal outcomes. These crash types correspond closely with key contributing factors—particularly driver behaviors such as distraction, speeding, and impairment.

Table 4. Dangerous Crash Types for All Injuries or Fatalities, Eatonville adjacent areas, 2016-2023

Crash Type	All Injuries (KABC)	Share of All Injuries	Total of Fatalities & Serious Injuries	Share of Fatalities & Serious Injuries	Total of Fatalities	Share of Fatalities	Ratio of Fatalities to All Injuries	Ratio of Serious Injuries & Fatalities to All Injuries	Ratio of Fatalities to Serious Injuries & Fatalities
Angle	9	8%	0	0%	0	0%	N/A	N/A	N/A
Fixed Object	59	55%	19	70%	3	75%	1 in 20	1 in 3	1 in 6
Head-on	15	14%	6	22%	1	25%	1 in 15	1 in 3	1 in 6
Opposite Direction - Other	1	1%	0	0%	0	0%	N/A	N/A	N/A
Other	2	2%	0	0%	0	0%	N/A	N/A	N/A
Pedestrian/Bike	1	1%	1	4%	0	0%	N/A	1 in 1	N/A
Rear End	11	10%	0	0%	0	0%	N/A	N/A	N/A
Rollover	23	21%	3	11%	1	25%	1 in 23	1 in 8	1 in 3
Same Direction - Other	7	6%	1	4%	1	25%	1 in 7	1 in 7	1 in 1
Sideswipe	2	2%	1	4%	0	0%	N/A	1 in 2	N/A
All Victims	**108**		**27**		**4**		**1 in 27**	**1 in 4**	**1 in 7**

Driver Age (2016 – 2023)

Town of Eatonville

Table 5 shows that younger and older drivers (ages 16–25 and 65+) each account for 25% of all crash injuries, together making up 50% of total injuries in Eatonville from 2016 to 2023. Notably, the only serious injury during this period involved a driver aged 65+. Among older drivers, 1 in every 4 injuries resulted in a serious outcome, highlighting their elevated vulnerability despite no fatalities recorded.

Table 5. Crash Types Involving Young and Older Drivers for All Injuries or Fatalities, Town of Eatonville, 2016-2023

Emphasis Areas	Total of All Injuries	Share of All Injuries	Total of Fatalities & Serious Injuries	Share of Fatalities & Serious Injuries	Ratio of Serious Injuries & Fatalities to All Injuries
Driver Age 16-25	4	25%	0	0%	N/A
Driver Age 65+	4	25%	1	100%	1 in 4
All Victims	**16**		**1**		**1 in 16**

Eatonville Adjacent

In the areas adjacent to Eatonville, as shown in Table 6, younger drivers (age 16–25) account for 33% of all injuries, with 37% of those cases involving a serious or fatal outcome—roughly 1 in every 4 injuries. Older drivers (age 65+) make up 18% of injuries and 15% of serious or fatal cases, with a higher fatality-to-injury ratio of 1 in 19. Combined, these vulnerable age groups account for nearly 50% of all crash injuries, serious injuries, and fatalities in the region.

Table 6. Crash Types Involving Young and Older Drivers for All Injuries or Fatalities, Eatonville adjacent areas, 2016-2023

Emphasis Areas	Total of All Injuries	Share of All Injuries	Total of Fatalities & Serious Injuries	Share of Fatalities & Serious Injuries	Total of Fatalities	Share of Fatalities	Ratio of Fatalities to All Injuries	Ratio of Serious Injuries & Fatalities to All Injuries	Ratio of Fatalities to Serious Injuries & Fatalities
Driver Age 16-25	36	33%	10	37%	1	25%	1 in 36	1 in 4	1 in 10
Driver Age 65+	19	18%	4	15%	1	25%	1 in 19	1 in 5	1 in 4
All Victims	**108**		**27**		**4**		**1 in 27**	**1 in 4**	**1 in 7**

Emphasis Areas (2016 – 2023)

In Table 7 and Table 8, the emphasis areas include key crash risk factors such as Hit-and-Run, Drowsy Driving, Distracted Driving, Wrong-Way Driving, Impaired Driving, and Speeding. They also highlight age-related risks involving Young Drivers (16–25) and Older Drivers (65+), as well as Single-Vehicle Crashes occurring on both Surface Streets and Highways.

Town of Eatonville

Table 7. Emphasis Areas for All Injuries or Fatalities, Town of Eatonville, 2016-2023

Emphasis Areas	Total of All Injuries	Share of All Injuries	Total of Fatalities & Serious Injuries	Share of Fatalities & Serious Injuries	Total of Fatalities	Share of Fatalities	Ratio of Fatalities to All Injuries	Ratio of Serious Injuries & Fatalities to All Injuries	Ratio of Fatalities to Serious Injuries & Fatalities
Hit and Run	2	13%	0	0%	0	0%	N/A	N/A	N/A
Distracted Involved Person	5	31%	0	0%	0	0%	N/A	N/A	N/A
Impaired Involved Person	1	6%	0	0%	0	0%	N/A	N/A	N/A
Driver Age 16-25	4	25%	0	0%	0	0%	N/A	N/A	N/A
Driver Age 65+	4	25%	1	100%	0	0%	N/A	1 in 4	N/A
Single Vehicle on Surface Streets	2	13%	0	0%	0	0%	N/A	N/A	N/A
All Victims	**16**		**1**		**0**		**N/A**	**1 in 16**	**N/A**
Crashes in Emphasis Areas	**13**	**81%**	**1**	**100%**	**0**	**0%**	**N/A**	**1 in 13**	**N/A**

Eatonville Adjacent

Table 8. Emphasis Areas for All Injuries or Fatalities, Eatonville adjacent areas, 2016-2023

Emphasis Areas	Total of All Injuries	Share of All Injuries	Total of Fatalities & Serious	Share of Fatalities & Serious	Total of Fatalities	Share of Fatalities	Ratio of Fatalities to All Injuries	Ratio of Serious Injuries & Fatalities to All Injuries	Ratio of Fatalities to Serious Injuries & Fatalities
Drowsy Driver	6	6%	1	4%	0	0%	N/A	1 in 6	N/A
Distracted Involved Person	31	29%	7	26%	2	50%	1 in 16	1 in 4	1 in 4
Impaired Involved Person	19	18%	10	37%	1	25%	1 in 19	1 in 2	1 in 10
Speeding Driver	26	24%	9	33%	1	25%	1 in 26	1 in 3	1 in 9
Driver Age 16-25	36	33%	10	37%	1	25%	1 in 36	1 in 4	1 in 10
Driver Age 65+	19	18%	4	15%	1	25%	1 in 19	1 in 5	1 in 4
Single Vehicle on Surface Streets	65	60%	18	67%	2	50%	1 in 33	1 in 4	1 in 9
All Victims	**108**		**27**		**4**		**1 in 27**	**1 in 4**	**1 in 7**
Crashes in Emphasis Areas	**101**	**94%**	**26**	**96%**	**4**	**100%**	**1 in 25**	**1 in 4**	**1 in 7**