

Regional Safety Action Plan

TOOLBOX – November 7, 2025



Puget Sound Regional Council



We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.

psrc.org/equity

Background

- Regional Transportation Plan directs PSRC to develop a Regional Safety Action Plan (RSAP), including strategies, actions and performance indicators
- PSRC awarded ~\$8 M for development of RSAP through Safe Streets and Roads for All (SS4A) Program
 - Additional funding awarded to PSRC to serve as pass-through and administrator for 15 local jurisdiction safety action plans
- For RSAP work, PSRC Contracted with WSP for Technical Support and Uncommon Bridges for Engagement



Key Findings from Data Analysis

- 1 Deaths on the region's roadways have **nearly doubled** in the last decade. This is the wrong direction, and unacceptable.
- 2 **Bicyclists and pedestrians** represent **nearly half of the increase** in deaths, **with pedestrians representing the vast majority**.
- 3 Crashes are happening everywhere – in all parts of the region, but **there are as many deaths in rural areas as in the biggest cities**.
- 4 Communities with **lower income residents have 37% higher** rates of serious injuries and deaths than higher income areas. Communities with **majority people of color have 32% higher rates** of serious injuries and deaths than the region as a whole.
- 5 Deaths and serious injuries are **70% higher in areas with a majority of both people of color and lower incomes** compared to the regional average.

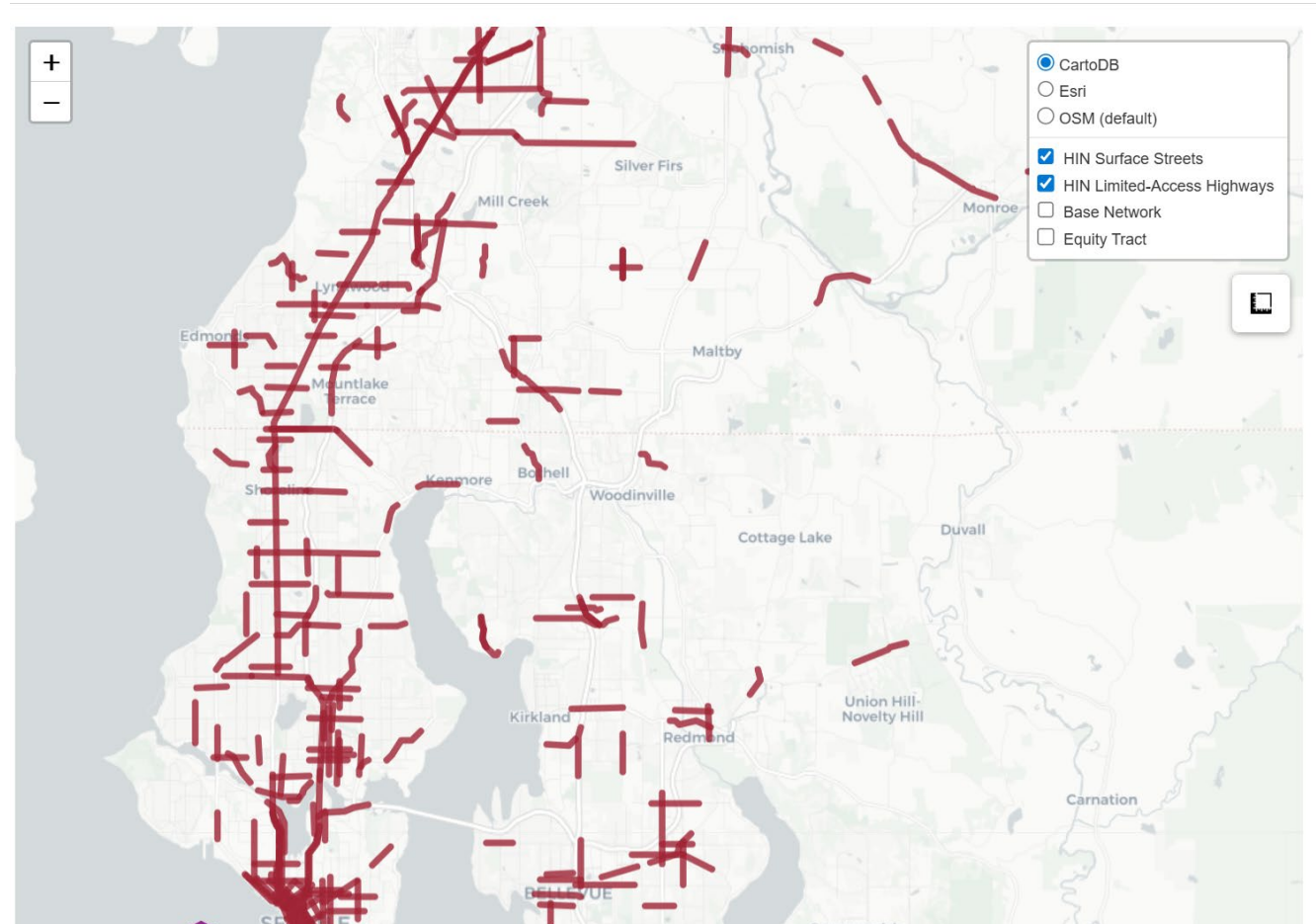


Key Findings from Data Analysis

- 6 **Native American and Alaskan Native** community members are **seven times more likely to die** in crashes than white residents.
- 7 Mapping crashes shows **the most frequent** fatalities and serious injuries occur **on major arterials with higher posted speeds**.
- 8 The vast majority of crashes involve cars and light trucks. However, those involving **motorcyclists have a one in four risk of death or serious injury**, five times that of cars or trucks.
- 9 In crashes involving **light trucks and SUVs, pedestrian and bicyclist deaths are 43% higher** than crashes involving passenger cars.
- 10 The most frequent contributing factors resulting in deaths and serious injuries involve **speeding, impairment, distraction, and failures to yield**. Crashes may include multiple factors.

Regional High Injury Network (HIN)

- Corridors with highest concentration of deaths and serious injuries in the region from 2016 to 2023.
- HIN map dashboard [available online](#) with equity tract overlay.



PSRC RSAP Public Involvement Approach

Community Events
& Interviews

Online Engagement
Hub

Regional Public
Meetings

Focus Groups

Internal Briefings

Public Comment
Process

Public Opinion
Survey

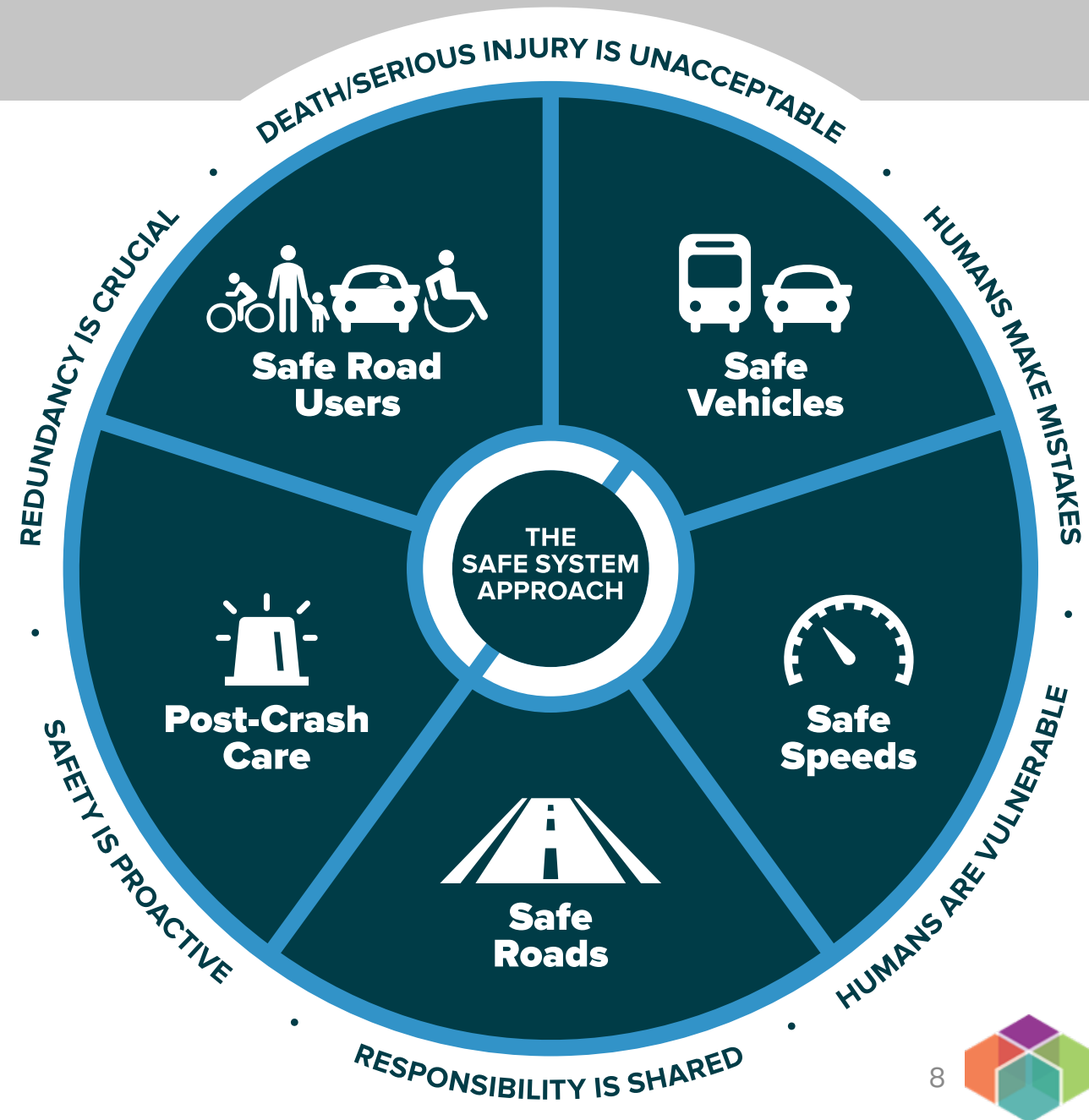


What We Heard

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

Strategy development

- Strategies developed based on the Safe System Approach
- Strategies include a menu of options for jurisdictions to apply depending on local context



Emphasis areas

Urban, Multilane Arterials

Rural Highways

Tribal Areas

High-Capacity Transit
Stations

Areas of Lower Income

Swift BRT High-Capacity
Transit Station



Crash types

For each emphasis area, the **most common crash types resulting in fatal and serious injury crashes** were identified.

The most common crash types for the identified emphasis areas include:

- Pedestrian
- Bicyclist
- Road departure
- Intersection
- Lane departure



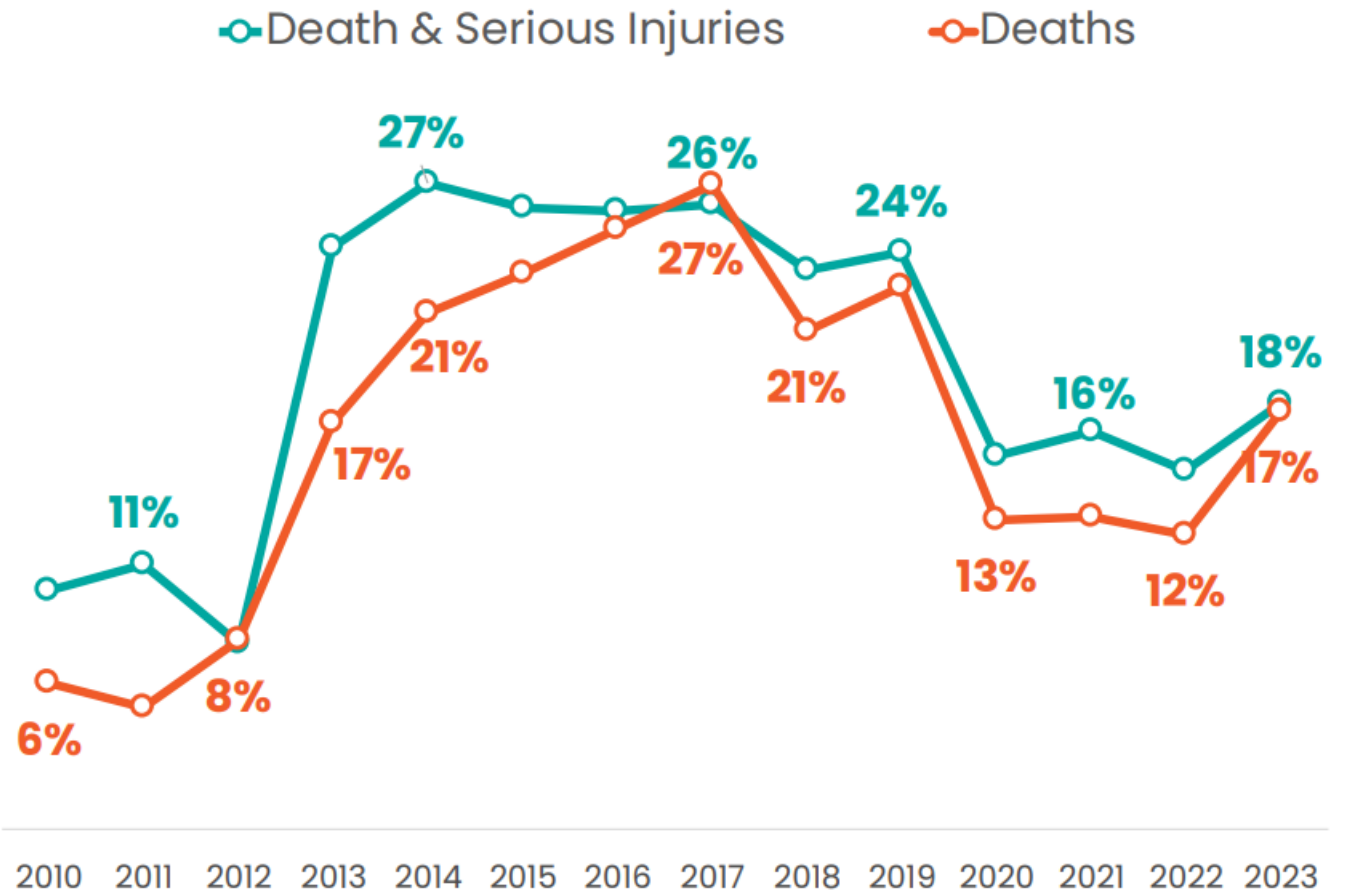
Contributing factors

Contributing factors are based on human decisions.

The predominant contributing factors in the region are:

- Speeding
- Impairment
- Distraction
- Failure to yield

Figure 20. Severe Crash Outcomes involving Distracted Drivers as a Percentage of All Crash Types



Source: State of the Region Report



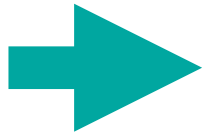
Strategy Example

Design / Engineering Strategies

and

Planning, Policy and Program Strategies

Pedestrian Safety



High Visibility Crosswalks



Leading Pedestrian Interval
(LPI)

Safer Lighting

- Identify locations where lighting can improve road safety at intersections

Safer Connections

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



Next Steps

- Plan was adopted in May 2025
- RSAP informing the Regional Transportation Plan and project selection for PSRC's federal funds
- Will continue to work on Tribal Lands addendum through the end of 2025



Thank you!

Gary Simonson
Senior Planner
Puget Sound Regional Council
gsimonson@psrc.org
(206) 971-3276

Link to Plan Documents:
<https://www.psrc.org/our-work/regional-safety-action-plan>

