

PUGET SOUND REGIONAL COUNCIL SAFETY AND SECURITY SURVEY



April 2026

Prepared for the Puget Sound Regional Council



Report Title:

Puget Sound Regional Council Safety and Security Survey

Report Prepared by:

RSG

Report Prepared for:

Puget Sound Regional Council

For additional information regarding this report, or for questions about permissions or use of findings contained therein, please contact:

RSG (Headquarters)
55 Railroad Row, Suite 200
White River Junction, VT 05001
(802) 295-4999
www.rsginc.com



CONTENTS

1.0 INTRODUCTION.....	1
1.1 OVERVIEW.....	1
1.2 METHODOLOGY.....	1
SAMPLE DESIGN	1
SURVEY QUESTIONNAIRE	3
SURVEY INSTRUMENT.....	3
COMPLETION RATES	3
1.3 SURVEY DESIGN	5
SURVEY INVITATIONS.....	5
SURVEY INCENTIVES.....	8
PARTICIPANT SUPPORT.....	8
1.4 SURVEY WEIGHTING.....	8
DESIGN EFFECT AND EFFECTIVE SAMPLE SIZE.....	10
2.0 SURVEY RESULTS.....	11
2.1 ANALYSIS OF WEIGHTED DATA.....	11
2.2 PARTICIPANT DEMOGRAPHICS	11
2.3 OVERALL TRAVEL BEHAVIORS AND ATTITUDES	19
TRAVEL BY WALKING/ROLLING.....	23
TRAVEL BY BICYCLE.....	26
TRAVEL BY PUBLIC TRANSIT.....	30
OVERALL TRAVEL EXPERIENCES AND PRACTICAL/EMOTIONAL TRAVEL SAFETY BURDEN (E/P-TSB).....	33
TRAFFIC CRASH EXPERIENCES: EVENT CHARACTERISTICS, TRAVEL IMPACT, AND PRACTICAL/EMOTIONAL TRAVEL SAFETY BURDEN (E/P-TSB)	48

PERSONAL SECURITY CONCERN EXPERIENCES: EVENT CHARACTERISTICS AND PRACTICAL/EMOTIONAL TRAVEL SAFETY BURDEN (E/P-TSB)	60
3.0 CONCLUSIONS.....	70
APPENDIX A. QUESTIONNAIRE	72
4.0 INTRODUCTION.....	73
4.1 DESCRIPTION, ELIGIBILITY, AND QUOTA QUESTIONS	73
4.2 GENERAL ATTITUDES PART 1	74
4.3 [ENJOY_TRAVEL]	74
4.4 [COST_CONSIDERATION]	74
4.5 [WORRY]	74
4.6 [DEST_PROXIMITY].....	75
4.7 [SATISFIED]	75
4.8 [SAFETY_RATINGS]	75
4.9 [ENVIRONMENT_EMPHASIS]	75
4.10 [OWN_CAR].....	76
4.11 [RISK_TAKING]	76
4.12 [TRAVEL_SATISFACTION]	76
4.13 [SAFE_OPTION].....	76
4.14 [TRAVEL_STRESSFUL]	77
4.15 [TELEWORK_IMPORTANCE]	77
4.16 [TRANSIT_TRAVEL].....	77
5.0 MODE FLAGS AND GENERAL ATTITUDES PART 2	78
5.1 [DRIVE].....	78
5.2 TRAVEL MODE	78
• [TRAVEL_METHODS_DROVE].....	78
• [TRAVEL_METHODS_RIDESHARE].....	78
• [TRAVEL_METHODS_CARSHARE].....	78
• [TRAVEL_METHODS_MOTORCYCLE]	78
• [TRAVEL_METHODS_TRANSIT]	78
• [TRAVEL_METHODS_BICYCLE]	79
• [TRAVEL_METHODS_E_SCOOTER].....	79
• [TRAVEL_METHODS_WALK]	79
• [TRAVEL_METHODS_NONE]	79
5.3 [DRIVE_RELAX]	79
5.4 [SMALL_CAR].....	79
5.5 [WALK_TRIPS]	80
5.6 [PHYSICAL_CLOSE]	80
5.7 [COMFORTABLE_TEST].....	80
5.8 [ACTIVE_TRANSPORT_PRACTICAL]	80
5.9 [SAFE_CAR_SIZE]	81
5.10 [LEARN_BIKE].....	81

5.11 [WANT_LEARN_BIKE]	81
5.12 [CAN_BIKE]	81
5.13 [BIKE_CONFIDENCE]	82
5.14 [RES_WITH_LANES]	82
5.15 [BIKE_TRAILS]	82
5.16 [WANT_BIKE]	82
6.0 DAILY TRAVEL AND RECREATION	84
6.1 [EMPLOY]	84
6.2 [EMPLOYMENT]	84
6.3 [WORK_DAYS]	84
6.4 [TELEWORK]	85
6.5 [TELEWORK_FREQ]	85
6.6 [COMMUTE_FREQ]	86
6.7 [OFFICE_TYPE]	86
6.8 [OFFICE_TYPE]	86
6.9 [COMMUTE_MODE]	87
6.10 [TRANSIT_FREQ]	88
6.11 [BIKE_FREQ]	88
6.12 [WALK_FREQ]	89
6.13 [TNC_FREQ]	89
6.14 [MOTORCYCLE_FREQ]	89
6.15 [CAR_FREQ]	90
6.16 [CAREGIVER]	90
6.17 [WALK_COMFORT]	91
6.18 DISCOMFORT WALKING/ROLLING	91
• [WALK_COMFORT_TRAFFIC]	91
• [WALK_COMFORT_INFRA]	91
• [WALK_COMFORT_COMFORT]	91
• [WALK_COMFORT_SECURITY]	91
• [WALK_COMFORT_MAINTENANCE]	92
• [WALK_COMFORT_PERCEPTION]	92
• [WALK_COMFORT_FAR]	92
• [WALK_COMFORT_DIST]	92
• [WALK_COMFORT_DISLIKE]	92
• [WALK_COMFORT_OTHER]	92
• [WALK_COMFORT_OTHER_SPECIFY]	92
6.19 [BIKE_COMFORT]	92
6.20 DISCOMFORT BIKING	92
• [BIKE_COMFORT_TRAFFIC]	93
• [BIKE_COMFORT_INFRA]	93
• [BIKE_COMFORT_COMFORT]	93

• [BIKE_COMFORT_SECURITY]	93
• [BIKE_COMFORT_MAINTENCE]	93
• [BIKE_COMFORT_PERCEPTION]	93
• [BIKE_COMFORT_FAR]	93
• [BIKE_COMFORT_DIST]	93
• [BIKE_COMFORT_OWN]	93
• [BIKE_COMFORT_DISLIKE]	93
• [BIKE_COMFORT_OTHER]	93
• [BIKE_COMFORT_OTHER_SPECIFY]	94
6.21 [TRANSIT_COMFORT]	94
6.22 DISCOMFORT TAKING TRANSIT	94
• [TRANSIT_COMFORT_TRAFFIC]	94
• [TRANSIT_COMFORT_INFRA]	94
• [TRANSIT_COMFORT_SCHEDULE]	94
• [TRANSIT_COMFORT_COMFORT]	94
• [TRANSIT_COMFORT_BUS]	94
• [TRANSIT_COMFORT_SECURITY]	95
• [TRANSIT_COMFORT_PERCEPTION]	95
• [TRANSIT_COMFORT_MISMATCH]	95
• [TRANSIT_COMFORT_AVAILABLE]	95
• [TRANSIT_COMFORT_CHALLENGE]	95
• [TRANSIT_COMFORT_DISLIKE]	95
• [TRANSIT_COMFORT_OTHER]	95
• [TRANSIT_COMFORT_OTHER_SPECIFY]	95
6.23 [NEIGHBORHOOD_TRIPS]	95
6.24 [WALK_RECREATION]	95
6.25 [WALK_RECREATION_COMFORT]	96
6.26 [BIKE_RECREATION]	96
6.27 [BIKE_RECREATION_COMFORT]	96
7.0 EMOTIONAL TRAVEL SURVEY BURDEN (E-TBS)	97
7.1 [TRAFFIC_WORRY]	97
7.2 [HARRASSMENT]	98
7.3 [URGENT_WORRY]	98
7.4 [WALK_RECREATION_RELAX]	98
7.5 [TRAVEL_ANXIETY]	98
7.6 [OVERALL_SAFETY]	99
7.7 [TRAVEL_WORRY]	99
7.8 [DRIVE_SAFETY]	99
7.9 [BIKE_COMFORT_CARS]	100
7.10 [ALERT_TRAVELER]	100
7.11 [DRIVE_WORRY]	100

7.12 [SIGNAL_CONFIDENCE]	100
7.13 [WORRY_DESTINATION]	101
8.0 PRACTICAL TRAVEL SAFETY BURDEN (P-TSB)	102
8.1 [SAFETY_CHOICES]	102
8.2 [SAFETY_CHOICES_COST]	102
8.3 [SAFETY_CHOICES_MODE]	102
8.4 [WORRY_SECURITY]	103
8.5 [SHORTEST_PATH_FEAR]	104
8.6 [SHORTEST_PATH_ASSAULT]	104
8.7 [TRAFFIC_CRASH_WORRY]	104
8.8 [TRAFFIC_HARRASSMENT]	104
8.9 [NO_SAFE_TRAVEL]	105
8.10 [NO_HARM_TRAVEL]	105
8.11 [FEEL_SAFE]	105
8.12 [FEAR_ASSAULT]	105
8.13 [FEEL_SAFE_CRASH]	106
8.14 [FEAR_ASSAULT_2]	106
8.15 [AVOID_WALK_1]	106
8.16 [AVOID_WALK_2]	107
9.0 SAFE SYSTEMS BELIEFS	108
9.1 [SYSTEM_SAFE]	108
9.2 [SAFE_CLOTHES]	108
9.3 [TRAFFIC_ENFORCEMENT]	108
9.4 [SPEED_LIMITS]	109
9.5 [DISAGREE_TEST]	109
9.6 [TRAFFIC_DEATHS]	109
9.7 [TRAFFIC_RULES]	109
10.0 TRAVEL EXPERIENCES	111
10.1 CRASH QUESTIONS	112
• [CRASH_PARTICIPANT]	113
• [CRASH_WITNESS]	113
• [CRASH_NEAR_MISS]	113
• [SECURITY_CONCERN]	113
• [NO_EXPERIENCE]	113
• [NO_SHARE]	113
10.2 [EXPERIENCE_FOLLOWUP]	114
10.3 [CRASH_WHEN]	114
10.4 [CRASH_MODE]	114
10.5 [CRASH_TIME]	115
10.6 WEATHER CONDITIONS	115
• [CRASH_CONDITIONS_CLEAR]	115

• [CRASH_CONDITIONS_CLOUD]	115
• [CRASH_CONDITIONS_RAIN]	116
• [CRASH_CONDITIONS_SNOW]	116
• [CRASH_CONDITIONS_SLEET]	116
• [CRASH_CONDITIONS_FOG]	116
• [CRASH_CONDITIONS_UNKNOWN]	116
• [CRASH_CONDITIONS_OTHER]	116
• [CRASH_CONDITIONS_UNSURE]	116
• [CRASH_CONDITIONS_PNTA]	116
10.7 [CRASH_INVOLVED]	116
10.8 [CRASH_NUMBER_PEOPLE]	117
10.9 MODE OF TRANSPORT DURING CRASH	117
• [CRASH_OTHER_MODE]	117
• [CRASH_OTHER_TNC]	117
• [CRASH_OTHER_MOTORCYCLE]	117
• [CRASH_OTHER_CAR]	117
• [CRASH_OTHER_BIKE]	117
• [CRASH_OTHER_E_SCOOTER]	117
• [CRASH_OTHER_WALK]	118
• [CRASH_OTHER_OTHER]	118
• [CRASH_OTHER_UNSURE]	118
• [CRASH_OTHER_PNTA]	118
10.10 [CRASH_SEVERITY]	118
10.11 AFTER THE CRASH	118
• [CRASH_WORRY_SELF]	118
• [CRASH_WORRY_OTHERS]	118
• [CRASH_WORRY_TRAVEL]	118
• [CRASH_WORRY_TIME]	119
• [CRASH_WORRY_LESS]	119
• [CRASH_WORRY_NONE]	119
10.12 [CRASH_SHARE_SENTIMENT]	119
10.13 [NEAR_MISS_FOLLOWUP]	120
10.14 [NEAR_MISS_WHEN]	120
10.15 [NEAR_MISS_MODE]	120
10.16 [NEAR_MISS_TIME]	121
10.17 NEAR MISS WEATHER	121
• [NEAR_MISS_CLEAR]	122
• [NEAR_MISS_CLOUD]	122
• [NEAR_MISS_RAIN]	122
• [NEAR_MISS_SNOW]	122
• [NEAR_MISS_SLEET]	122

• [NEAR_MISS_FOG]	122
• [NEAR_MISS_UNKNOWN]	122
• [NEAR_MISS_OTHER]	122
• [NEAR_MISS_UNSURE]	122
• [NEAR_MISS_PNTA]	122
10.18 [NEAR_MISS_OTHER_PARTY]	122
10.19 [NEAR_MISS_NUM_PEOPLE]	123
10.20 MODE OF TRANSPORTATION DURING NEAR MISS	123
• [NEAR_MISS_CARE]	123
• [NEAR_MISS_TNC]	123
• [NEAR_MISS_MOTORCYCLE]	123
• [NEAR_MISS_DRIVING]	124
• [NEAR_MISS_BIKE]	124
• [NEAR_MISS_SCOOTER]	124
• [NEAR_MISS_WALK]	124
• [NEAR_MISS_OTHER_PARTY]	124
• [NEAR_MISS_UNSURE]	124
• [NEAR_MISS_PNTA]	124
10.21 AFTER THE NEAR MISS	124
• [NEAR_MISS_WORRY_SELF]	124
• [NEAR_MISS_WORRY_OTHERS]	124
• [NEAR_MISS_CHANGE_TRAVEL]	124
• [NEAR_MISS_CHANGE_TIME]	125
• [NEAR_MISS_TRAVEL_LESS]	125
• [NEAR_MISS_NONE]	125
10.22 [WITNESS_FOLLOWUP]	126
10.23 [WITNESS_WHEN]	126
10.24 [WITNESS_NUM_PEOPLE]	126
10.25 MODE OF TRANSPORTATION DURING WITNESS	127
• [WITNESS_MODE_DRIVING]	127
• [WITNESS_MODE_TNC]	127
• [WITNESS_MODE_MOTORCYCLE]	127
• [WITNESS_MODE_TRANSIT]	127
• [WITNESS_MODE_BIKE]	127
• [WITNESS_MODE_SCOOTER]	127
• [WITNESS_MODE_WALK]	127
• [WITNESS_MODE_OTHER]	127
• [WITNESS_MODE_UNSURE]	127
• [WITNESS_MODE_PNTA]	127
10.26 [WITNESS_TIME]	128
10.27 WITNESS WEATHER	128

• [WITNESS_CLEAR]	128
• [WITNESS_CLOUD]	128
• [WITNESS_RAIN]	128
• [WITNESS_SNOW]	128
• [WITNESS_SLEET]	129
• [WITNESS_FOG]	129
• [WITNESS_UNSURE]	129
• [WITNESS_OTHER_CONDITION]	129
10.28 [WITNESS_SEVERITY]	129
10.29 AFTER THE WITNESS	129
• [WITNESS_WORRY_SELF]	129
• [WITNESS_WORRY_OTHERS]	129
• [WITNESS_CHANGE_TRAVEL]	130
• [WITNESS_CHANGE_TIME]	130
• [WITNESS_TRAVEL_LESS]	130
• [WITNESS_NONE]	130
10.30 [PERSONAL_SECURITY_FOLLOWUP]	131
10.31 EXPERIENCES WHILE TRAVELING	131
• [SECURITY_SMOKING]	131
• [SECURITY_MUSIC]	131
• [SECURITY_YELLING]	131
• [SECURITY_TOUCHING]	131
• [SECURITY_COMMENTS]	131
• [SECURITY_INTIMIDATION]	131
• [SECURITY_ERRATIC]	131
• [SECURITY_APPROACHING]	132
• [SECURITY_LEWD]	132
• [SECURITY_VIOLENCE]	132
• [SECURITY_PROPERTY]	132
• [SECURITY_OTHER]	132
11.0 SOCIODEMOGRAPHIC CHARACTERISTICS	133
11.1 [AGE]	133
11.2 ETHNICITY	133
• [ETHNICITY_4]	133
• [ETHNICITY_2]	133
• [ETHNICITY_3]	133
• [ETHNICITY_997]	133
• [ETHNICITY_1]	133
• [ETHNICITY_999]	133
11.3 RACE	133
• [RACE_1]	134

• [RACE_2]	134
• [RACE_3]	134
• [RACE_4]	134
• [RACE_5]	134
• [RACE_997]	134
• [RACE_999]	134
11.4 [GENDER].....	134
11.5 [HHSIZE].....	134
11.6 [HH_CHILDREN]	135
11.7 [NUMCHILDREN]	135
11.8 [VEHICLE_COUNT].....	136
11.9 [HHINCOME_DETAILED].....	136
11.10 [DISABILITY_PERSON].....	137
11.11 [MOBILITY_AIDES].....	137
11.12 HOME ADDRESS	137
• [HOME_LOC_1]	137
• [HOME_LOC_2]	137
• [HOME_LOC_3]	138
• [HOME_LOC_4]	138
• [HOME_LOC_5]	138
11.13 THANKS AND FOLLOW UP	138
11.14 [INCENTIVE_COMPLETE]	138

APPENDIX B. DEMOGRAPHIC CHARACTERISTICS 139

APPENDIX C. FREQUENCY OF TRAVEL BY WALKING/ROLLING, BIKING, AND TRANSIT IN PAST 30 DAYS BY ZONE GROUP.. 141

LIST OF FIGURES

FIGURE 1: EMAIL INVITATIONS FOR RESPONDENTS WHO WERE INVITED FROM THE 2025 HOUSEHOLD TRAVEL SURVEY.....	6
FIGURE 2: POSTCARD INVITATION – FRONT SIDE.....	7
FIGURE 3: INVITATION POSTCARD – BACK SIDE.....	8
FIGURE 4: DEMOGRAPHIC CHARACTERISTICS: HOUSEHOLD INCOME.....	12
FIGURE 5: DEMOGRAPHIC CHARACTERISTICS: DISABILITY STATUS.....	13
FIGURE 6: DEMOGRAPHIC CHARACTERISTICS: AGE	14
FIGURE 7: DEMOGRAPHIC CHARACTERISTICS: NUMBER OF HOUSEHOLD MEMBERS	15
FIGURE 8: DEMOGRAPHIC CHARACTERISTICS: ETHNICITY	16
FIGURE 9: DEMOGRAPHIC CHARACTERISTICS: RACE	17
FIGURE 10: DEMOGRAPHIC CHARACTERISTICS: GENDER.....	18
FIGURE 11: TRAVEL MODE SHARE IN PAST 30 DAYS BY ZONE GROUP	19
FIGURE 12: FREQUENCY OF TRAVEL BY TRANSIT IN PAST 30 DAYS BY ZONE GROUP	20
FIGURE 13: FREQUENCY OF TRAVEL BY WALKING/ROLLING IN PAST 30 DAYS BY ZONE GROUP	21
FIGURE 14: FREQUENCY OF TRAVEL BY BIKING IN PAST 30 DAYS BY ZONE GROUP	22
FIGURE 15: GENERAL ATTITUDES TOWARDS TRAVEL	23
FIGURE 16: ATTITUDES TOWARDS TRAVEL BY WALKING/ROLLING.....	24
FIGURE 17: COMFORT TRAVELING BY WALKING/ROLLING.....	25
FIGURE 18: REASONS FOR DISCOMFORT IN WALKING/ROLLING TO ACTIVITY LOCATIONS	26
FIGURE 19: ATTITUDES TOWARD TRAVEL BY BICYCLE.....	27
FIGURE 20: COMFORT TRAVELING BY BICYCLE	28
FIGURE 21: LEVEL OF COMFORT BICYCLING IN DIFFERENT SETTINGS.....	29
FIGURE 22: REASONS FOR DISCOMFORT IN BICYCLING TO ACTIVITY LOCATIONS.....	30
FIGURE 23: ATTITUDES TOWARD TRAVELING BY PUBLIC TRANSIT	31
FIGURE 24: COMFORT TAKING TRANSIT.....	32

FIGURE 25: REASONS FOR DISCOMFORT IN RIDING TRANSIT TO ACTIVITY LOCATIONS	33
FIGURE 26: PREVALENCE OF TRAVEL EXPERIENCE EVENTS.....	35
FIGURE 27: ENDORSED MEASURES OF SAFETY WHILE TRAVELING	37
FIGURE 28: ENDORSED MEASURES OF WORRY WHILE TRAVELING	38
FIGURE 29: ENDORSED SAFETY CONCERNS IMPACT ON TRAVEL CHOICES BY ZONE GROUP	39
FIGURE 30: ENDORSED TRAVEL CHANGES DUE TO FEAR OF BEING INVOLVED IN A TRAFFIC CRASH BY ZONE GROUP	40
FIGURE 31: ENDORSED TRAVEL CHANGES DUE TO FEAR/WORRY OF ASSAULT, HARASSMENT, OR HARM FROM OTHERS BY ZONE GROUP	41
FIGURE 32: ENDORSED SAFETY CONCERNS IMPACT ON TRAVEL CHOICES BY GENDER.....	42
FIGURE 33: ENDORSED TRAVEL CHANGES DUE TO FEAR OF BEING INVOLVED IN A TRAFFIC CRASH BY GENDER.....	43
FIGURE 34: ENDORSED TRAVEL CHANGES DUE TO FEAR/WORRY OF ASSAULT, HARASSMENT, OR HARM FROM OTHERS BY GENDER	44
FIGURE 35: ENDORSEMENT OF SAFE SYSTEMS BELIEFS BY ZONE GROUP	46
FIGURE 36: ENDORSEMENT OF SAFE SYSTEMS BELIEFS BY GENDER	47
FIGURE 37: ENDORSEMENT OF SAFE SYSTEMS BELIEFS BY RACE	48
FIGURE 38: DATE OF TRAFFIC CRASH EXPERIENCE	49
FIGURE 39: TRAVEL MODE DURING TRAFFIC CRASH.....	50
FIGURE 40: TRAFFIC CRASH EVENT SEVERITY	51
FIGURE 41: OTHER PARTY'S TRAVEL MODE	52
FIGURE 42: WEATHER AT TIME OF TRAFFIC CRASH	53
FIGURE 43: CHANGES IN TRAVEL BEHAVIOR/ATTITUDE AFTER TRAFFIC CRASH EXPERIENCE	54
FIGURE 44: ENDORSEMENT OF SAFE SYSTEMS BELIEFS BY TRAFFIC CRASH EXPERIENCE	55
FIGURE 45: ENDORSED MEASURES OF SAFETY WHILE TRAVELING BY TRAFFIC CRASH EXPERIENCE	56
FIGURE 46: ENDORSED MEASURES OF WORRY WHILE TRAVELING BY TRAFFIC CRASH EXPERIENCE	57
FIGURE 47: ENDORSED SAFETY CONCERNS IMPACT ON TRAVEL BY TRAFFIC CRASH EXPERIENCE	58
FIGURE 48: ENDORSED TRAVEL CHANGES DUE TO FEAR OF BEING INVOLVED IN A TRAFFIC CRASH BY TRAFFIC CRASH EXPERIENCE.....	59
FIGURE 49: EXPERIENCES OF ENVIRONMENTAL PERSONAL SECURITY CONCERNS WHILE TRAVELING BY ZONE GROUP	61
FIGURE 50: EXPERIENCES OF VIOLENCE-RELATED PERSONAL SECURITY CONCERNS WHILE TRAVELING BY ZONE GROUP	62
FIGURE 51: EXPERIENCES OF ENVIRONMENTAL PERSONAL SECURITY CONCERNS WHILE TRAVELING BY GENDER.....	63
FIGURE 52: EXPERIENCES OF VIOLENCE-RELATED PERSONAL SECURITY CONCERNS WHILE TRAVELING BY GENDER.....	64
FIGURE 53: ENDORSED MEASURES OF SAFETY WHILE TRAVELING, BY SECURITY EVENT EXPERIENCE	65
FIGURE 54: ENDORSED MEASURES OF WORRY WHILE TRAVELING BY SECURITY EVENT EXPERIENCE	66
FIGURE 55: ENDORSED IMPACT OF SAFETY CONCERNS ON TRAVEL CHOICES BY SECURITY CONCERN EXPERIENCE.....	68
FIGURE 56: ENDORSED TRAVEL CHANGES DUE TO FEAR/WORRY OF ASSAULT, HARASSMENT, OR HARM FROM OTHERS BY SECURITY EXPERIENCES.....	69

LIST OF TABLES

TABLE 1: RESPONSE RATE BY STRATUM FOR NEW CONTACT SAMPLE	4
TABLE 2: RESPONSE RATE BY COUNTY FOR RECONTACT SAMPLE.....	4
TABLE 3: WEIGHTING ZONE GROUP SAMPLE SIZES	9
TABLE 4: WEIGHTING ZONE GROUPS, SAMPLE SIZE, AND DESIGN EFFECT.....	10
TABLE 5: UNSAFE TRAVEL EXPERIENCES	34
TABLE 6: DEMOGRAPHIC CHARACTERISTICS	139

1.0 INTRODUCTION

1.1 OVERVIEW

To expand on the 2025 household travel survey (HTS), RSG conducted the PSRC Safety and Security Survey in September of 2025 to better understand perceptions of safety and security as they relate to transportation in the Puget Sound region. The survey included both newly recruited respondents obtained through address-based sampling and respondents to the 2025 HTS who indicated interest in participating in future studies. In total, the survey collected 2,226 complete survey responses.¹ Of the 2,226 persons, 2,224 were eligible for weighting. Section 1.4 further details which persons were excluded from weighting.

1.2 METHODOLOGY

Sample Design

The Safety Security sample region encompassed the entirety of King, Snohomish, Pierce, and Kitsap counties in Washington state. The sampling frame included household members who participated in the 2025 HTS as well as households residing in those counties that were not invited to participate in the 2025 HTS. Households that were invited but did not participate in the 2025 HTS were excluded from the sampling frame. For households that completed the 2025 HTS, all household members who indicated that they would like to be invited to future surveys and provided an email address received an invitation.

The addressed-based sample used the following segmentation approach to improve both geographic and demographic representation in the survey responses. PSRC expressed special interest in responses from the following groups that may be underrepresented in the 2025 HTS recontact sample:

- Low-income residents
- Pierce and Kitsap County residents
- Non-White residents

To meet these goals, RSG segmented the **new contacts** using the core HTS geographic segments plus a new tribal segment. To compensate for a large proportion of **recontacts** from the main HTS that fall into the general sample segment, RSG recommended an oversampling approach that included a proportional reduction to the general population sample segment.

- 1) **General population:** Comprised of Census block groups that do not qualify for oversampling strata below. To accommodate oversampling in other segments, the

¹ This total includes 697 responses that were missing responses to the question about typical commute mode. RSG sent a follow-up survey to fill missing data for respondents who were recruited via mailed postcard. Respondents from the 2025 household travel survey (HTS) reported this information during the HTS, so their answers were appended to this survey dataset where missing.

Puget Sound Regional Council Safety and Security Survey

number of invitations sent to this segment was reduced in proportion to the other segments.

- 2) **Hard-to-survey Oversample:** This segment was oversampled at a rate of 2.0, doubling the amount of invitations for this segment. Comprised of Census block groups that meet one or more of the following criteria:
 - a. At least 35% of households earn less than 200% of the Federal poverty level.²
 - b. At least 60% of persons identify as Hispanic or Latino.³
 - c. At least 40% of persons identify as:
 - i. non-White and non-Asian, or
 - ii. Asian and have a household income less than \$50,000 per year.⁴
 - d. At least 20% of households have limited English capabilities.⁵
 - 3) **Walk/Bike/Transit Oversample:** This segment was oversampled at a rate of 1.3, meaning that it received 30% more invitations than without oversampling. Comprised of Census block groups that meet one of the following criteria:
 - a. At least 55% of persons that report walk, bicycle, or public transportation as their means of transportation to work⁶
 - b. At least 15% of households owning zero vehicles.⁷
- Note: This stratum is only present in King County. While there were a handful of block groups that met this condition in other counties, their relatively small number (fewer than 10) prompted RSG to consolidate them into the General strata outside King County.
- 4) **Rural Oversample:** This segment was oversampled at a rate of 2.0, meaning it received twice as much mail as it would without oversampling. Comprised of Census block groups that align with PSRC's "Rural Areas and Natural Resources Lands" regional geography. These areas describe different types of unincorporated areas outside the urban growth area and include very low-density housing, working landscapes, and open space.⁸
 - 5) **Tribal Oversample:** This segment was oversampled at a rate of 2.5, meaning it will receive 250% more invitations as it would without oversampling. Comprised of Census block groups that overlap with tribal lands in the study region.

If a block group qualified for both the Hard-to-survey and Walk/Bike/Transit stratum, it was classified as Hard-to-survey. If a block group qualified for both Hard-to-Survey and Rural

² Based on 2018 – 2022 ACS table C17002 – RATIO OF INCOME TO POVERTY LEVEL IN THE PAST 12 MONTHS

³ Based on 2018 – 2022 ACS table B03002 - HISPANIC OR LATINO ORIGIN BY RACE

⁴ Based on 2018 – 2022 ACS table B19001D - HOUSEHOLD INCOME IN THE PAST 12 MONTH (IN 2021 INFLATION-ADJUSTED DOLLARS) (ASIAN ALONE HOUSEHOLDER)

⁵ Based on 2018 – 2022 ACS table C16002 - HOUSEHOLD LANGUAGE BY HOUSEHOLD LIMITED ENGLISH SPEAKING STATUS

⁶ Based on 2018 – 2022 ACS table B08301 - MEANS OF TRANSPORTATION TO WORK. This threshold excludes those with a reported "work from home" mode in both the numerator and denominator.

⁷ Based on 2018 – 2022 ACS table B25044 - TENURE BY VEHICLES AVAILABLE

⁸ PSRC Data Portal. [Regional Geographies](#) | PSRC Data Portal (arcgis.com)

Puget Sound Regional Council Safety and Security Survey

stratum, it was classified as Rural. If a block group qualified for any segment and Tribal, it was classified as Tribal.

The survey used both emailed and mailed invitations. The new contact sample received mailed invitations – split into four groups beginning the last week of August 2025 – while the recontact sample received emailed invitations. Recontacted respondents received email invitations in a single group. Reminder emails were sent periodically until the survey reached its response target.

Survey Questionnaire

RSG worked with PSRC and researchers at the Georgia Institute of Technology's Department of Civil and Environmental Engineering to design the survey questionnaire. The questionnaire was developed to cover several topics related to safety and security. The survey was broken into the following thematic sections:

- Description, Eligibility, and Quota
- General Attitudes
- Mode Flags and General Attitudes
- Daily Travel and Recreation
- Emotion Travel Safety Burden
- Practical Travel Safety Burden
- Safe Systems Beliefs
- Travel Experiences
- Socio-demographic characteristics
- Thanks and follow up

All sections were administered to all respondents except socio-demographic characteristics, which was only asked of respondents who had not participated in the 2025 HTS.

Survey Instrument

Once the survey questionnaire was finalized, RSG programmed the survey in the Alchemer survey platform. The survey was available in English via web (desktop or mobile).

Completion Rates

A total of 2,226 surveys were completed across both the new contact and recontact samples. From the 69,017 mailed invitations, 1,292 new contact households completed the survey. In the recontact sample, 934 completed surveys were collected from the 2,651 emailed invitations. Detailed response rates are provided by stratum for the new contact sample (Table 1) and the by County for the recontact sample (Table 2).

Puget Sound Regional Council Safety and Security Survey

TABLE 1: RESPONSE RATE BY STRATUM FOR NEW CONTACT SAMPLE

STRATUM	GEOGRAPHY	COMPLETE RESPONSES	INVITATIONS	RESPONSE RATE
General	King County	47	1,880	2.50%
General	Kitsap County	12	370	3.53%
General	Pierce County	28	1,339	2.10%
General	Snohomish County	39	1,440	2.70%
Hard-to-survey	King County	242	11,883	2.04%
Hard-to-survey	Kitsap County	29	1,340	2.16%
Hard-to-survey	Pierce County	93	7,869	1.18%
Hard-to-survey	Snohomish County	88	5,738	1.53 %
Rural	King County	64	2,948	2.17 %
Rural	Kitsap County	48	1,340	3.58%
Rural	Pierce County	127	6,869	1.85%
Rural	Snohomish County	91	5,337	1.71%
Tribal	King County	57	3,130	1.82%
Tribal	Kitsap County	72	2,247	3.20%
Tribal	Pierce County	115	7,749	1.48%
Tribal	Snohomish County	32	2,499	1.28%
Walk/Bike/Transit	King County	108	4,060	2.66%
Total	-	1,292	69,017	1.87%

TABLE 2: RESPONSE RATE BY COUNTY FOR RECONTACT SAMPLE

COUNTY	COMPLETE RESPONSES	INVITATIONS	RESPONSE RATE
King County	388	1,116	34.9%

Puget Sound Regional Council Safety and Security Survey

COUNTY	COMPLETE RESPONSES	INVITATIONS	RESPONSE RATE
Kitsap County	49	119	41.2%
Pierce County	381	1102	34.8%
Snohomish County	116	314	36.9%
Total	934	2,651	35.3%

1.3 SURVEY DESIGN

Survey Invitations

Recontacted households were invited via email with a unique link while new contact sample received a mailed postcard invitation. An example of this email can be seen in Figure 1. The front of the postcard can be seen in Figure 2 and the back of the postcard can be seen in Figure 3. Subsequent reminder emails were sent until completion targets were reached.

FIGURE 1: EMAIL INVITATIONS FOR RESPONDENTS WHO WERE INVITED FROM THE 2025 HOUSEHOLD TRAVEL SURVEY.



Thank you for your recent participation in the Regional Travel Safety Survey!

We have a few additional employment-related questions that we'd like to ask you.

Because this information is so important to help PSRC plan for the region's transportation needs, we're asking you to complete a **short 2-5 minute survey** by clicking the button below.

As thanks for your time, you will receive an additional **\$10 gift card** after completing this short survey.

[Start Survey](#)

FIGURE 2: POSTCARD INVITATION – FRONT SIDE



FIGURE 3: INVITATION POSTCARD – BACK SIDE



Survey Incentives

The use of incentives is a recognized best practice among survey research practitioners to boost response rates and ensure quality respondent data. Without incentives, the number of mailed invites and overall cost of data collection increases. To encourage response and provide fair compensation, RSG offered a \$10 digital Visa gift card incentive after completing the survey.

Participant Support

The survey was administered entirely online, however, RSG provided support to assist participants with questions or technical issues during completion. Participants were able to submit questions to survey administrators by via email or reach out to a call center for support in taking the survey.

1.4 SURVEY WEIGHTING

The survey was weighted to expand the respondent sample to represent the region's population and to correct for demographic differences in survey response. Of the 2,226 responses to the survey 2,224 were weighted. One person was excluded due to reporting an age under 18. A

Puget Sound Regional Council Safety and Security Survey

second person was excluded because they were flagged as a likely fraudulent response. Each respondent was assigned a person-level weight, and all analyses use these weights to produce population-representative estimates. Additional details are provided in the Survey Weighting Memo.

The weighting process followed a similar approach to the 2025 HTS, with adjustments to reflect the person-level nature of the Safety and Security Survey. Weights were developed using an entropy maximization procedure to align the survey sample with population control totals. For additional detail on the survey weighting toolkit, see the PSRC Household Travel Study Final Report and Data User Guide, or the Quarto-based HTS Weighting Procedural Manual (“scripts”).

The region was divided into geographic zone groups to improve the spatial and demographic accuracy of the weighting. These groups generally align with county boundaries, with two exceptions. Seattle was separated from the rest of King County (King County – Other) to reflect its distinct travel patterns. Kitsap County was combined with the northwest peninsula area of Pierce County (Kitsap County – Expanded) due to limited sample size. The sample sizes for each of the zone groups can be found in Table 3.

TABLE 3: WEIGHTING ZONE GROUP SAMPLE SIZES

ZONE GROUP	SAMPLE SIZE
King County – Other	433
King County – Seattle	410
Kitsap County – Expanded	385
Pierce County	633
Snohomish County	363
Total	2,224

The weighting was implemented using PopulationSim’s entropy maximization approach, which accounts for the nested structure of the control totals. This ensures that the weighted data simultaneously align with regional demographic targets and with targets within each geographic zone group, allowing estimates to reflect both overall regional patterns and local population characteristics.

Survey weights were calibrated to demographic targets derived from the American Community Survey (ACS), including household size, income, number of vehicles, number of children, gender, age, employment status, race, and ethnicity. Final weighted distributions met these targets within $\pm 5\%$ for each zone group and for the region overall.

Puget Sound Regional Council Safety and Security Survey

As part of the weighting process, weights were reviewed and adjusted as needed to avoid extreme values and ensure stable estimates.

Design Effect and Effective Sample Size

Unequal weights reduce the statistical precision of estimates compared with a simple random sample of the same size. This reduction is summarized by the design effect (DEFF) and the effective sample size (ESS). DEFF reflects how much weight variability inflates variance; ESS reflects the size of an unweighted sample that would yield equivalent precision. As a rule of thumb, when DEFF exceeds 2.0, analysts should expect a noticeable loss of precision—particularly when estimates are based on small subgroups, where limited sample size and weight variability compound.

The 2025 Puget Sound Regional Council Safety and Security Survey dataset shows moderate design effects regionwide and larger effects in small counties. A condensed summary is shown below in Table 4. While DEFF values exceed 2.0 across all geographies, this does not mean that all estimates are unreliable. For the full region and larger counties, the effective sample sizes remain sufficiently large to support stable estimates for many common analyses. However, in smaller geographies—or when results are further segmented (e.g., by mode, income, or demographic group)—the combination of higher DEFF and smaller sample sizes can lead to increased uncertainty. Analysts should use caution when interpreting highly disaggregated results and consider reporting standard errors or relative standard errors where possible.

TABLE 4: WEIGHTING ZONE GROUPS, SAMPLE SIZE, AND DESIGN EFFECT

ZONE GROUP	SAMPLE SIZE	EFFECTIVE SAMPLE SIZE	DESIGN EFFECT
King County - Other	433	215	2.01
King County - Seattle	410	181	2.26
Kitsap County - Expanded	385	142	2.71
Pierce County	633	236	2.69
Snohomish County	363	161	2.25
Total	2224	881	2.52

2.0 SURVEY RESULTS

This section presents key results from the survey. Due to the qualitative nature of certain questions, this summary focuses on a representative subset of data. The first section contains overall participant demographics. The subsequent sections contain information on travel behaviors and attitudes, emotional travel safety burden, safe systems beliefs, and travel experiences, respectively.

2.1 ANALYSIS OF WEIGHTED DATA

The results in all charts and tables were weighted to represent the region, excluding raw count data. When results are presented by geographic sub-region (hereon called geographies), they represent the five sub-regions used to weight the data. Sub-regional analyses were limited to these geographies so that weights could be applied to produce stable, sub-regionally representative estimates.

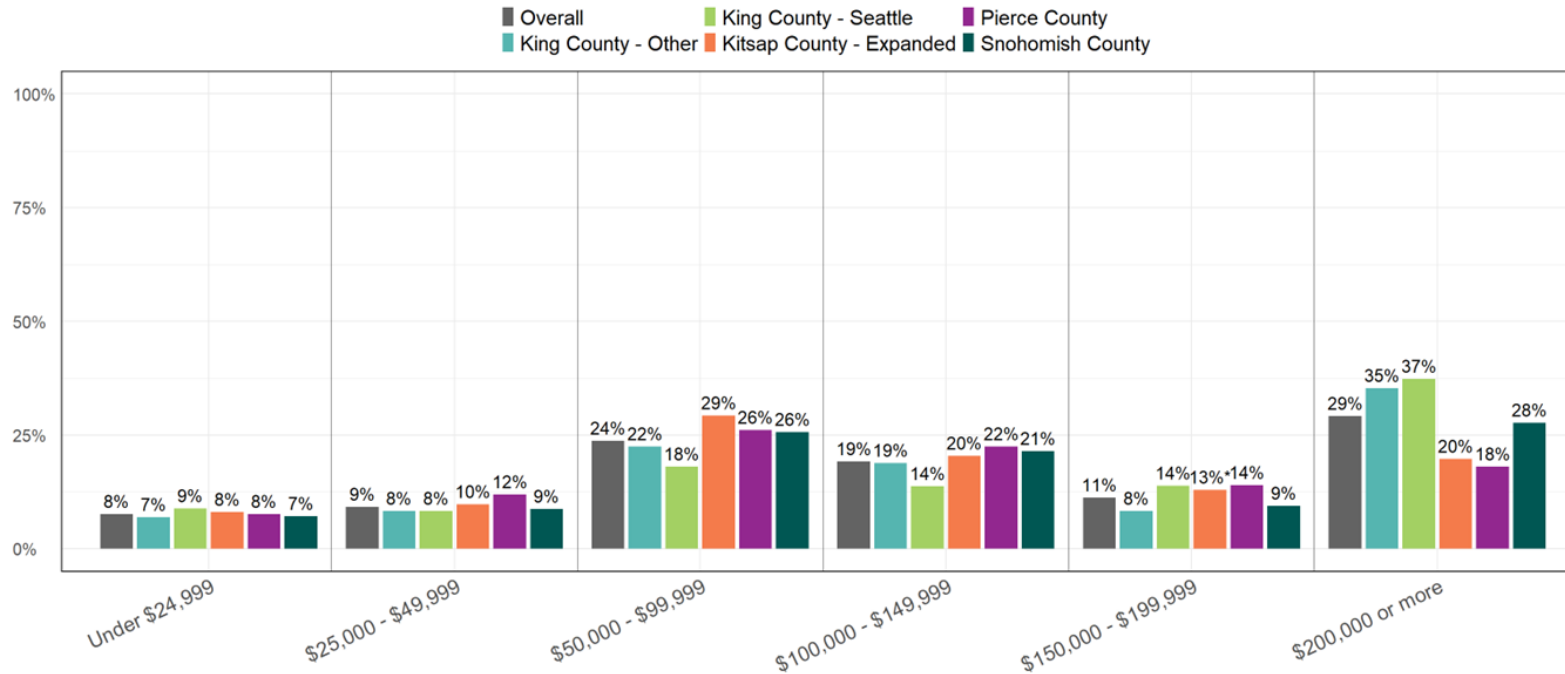
In this report, unstable weighted estimates are defined using the estimate's relative standard error (RSE). Methods to calculate RSE accounted for the survey's complex design. Estimates with an RSE greater than 0.3 but less than 0.5 were considered unstable and should be interpreted with caution. Estimates with an RSE greater than 0.5 or based on data from less than 10 respondents were considered highly unstable and were suppressed.

2.2 PARTICIPANT DEMOGRAPHICS

Figure 4 through Figure 10 show the weighted distribution of key demographics for the overall region and by weighting zone group. Households tended to be smaller (65% with 2 or fewer persons) in *King County – Seattle* and the population older (25% of adults ages 65 and older) in *Kitsap County – Expanded* compared to the overall distribution and other zone groups. Two-thirds of the overall population identified as White (67%). Compared to other zone groups, *Pierce County* had the largest population of persons who identified as American Indian or Alaska Native (5%) and African American or Black (11%). The overall population primarily identified as either man (47%) or woman (46%), with 5% electing not to answer the question. Population income trended higher in *King County – Other* and *King County – Seattle*, with approximately half of these populations making \$150,000 or more in the previous year. Overall, 6% of the population self-identified as having a disability.

Puget Sound Regional Council Safety and Security Survey

FIGURE 4: DEMOGRAPHIC CHARACTERISTICS: HOUSEHOLD INCOME



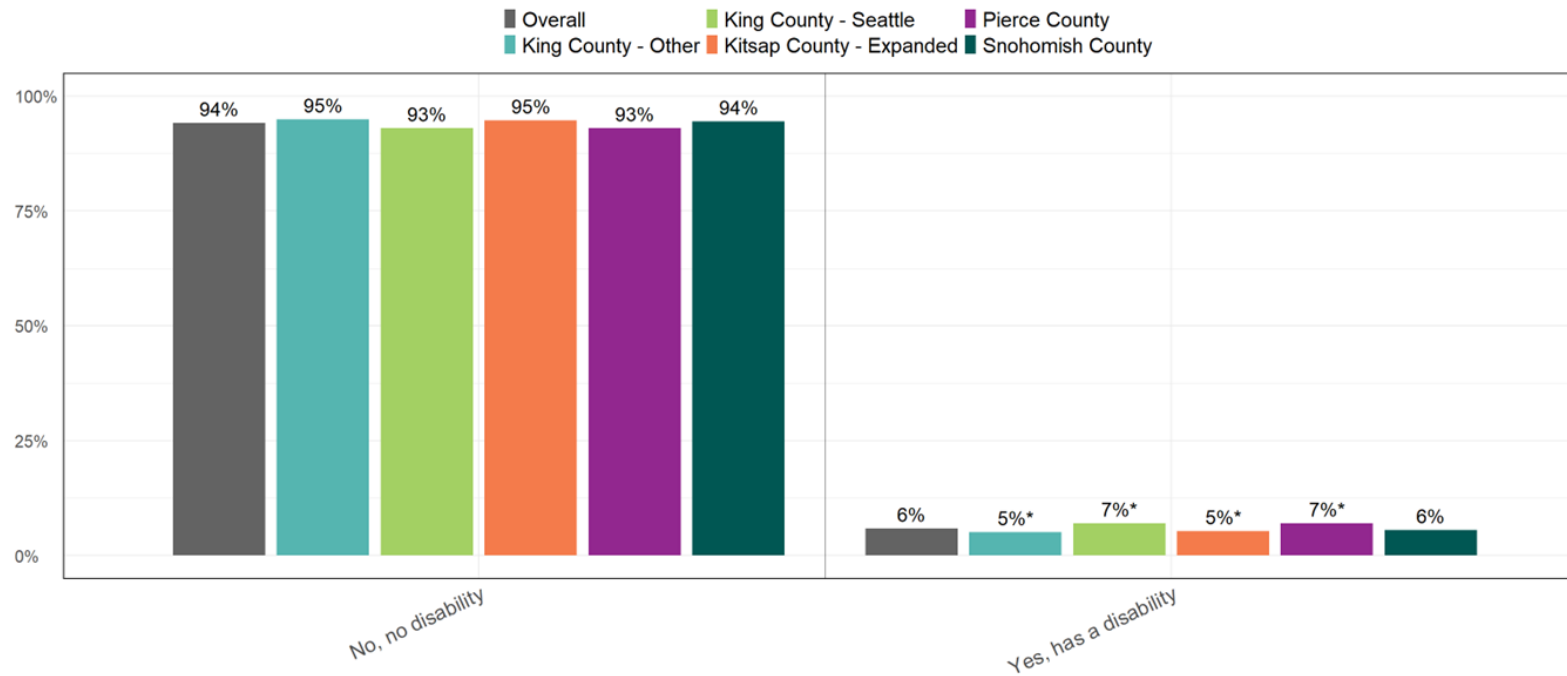
Question format is categorical - categories are mutually exclusive.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10, RSE > 0.5, or undefined RSE).

Puget Sound Regional Council Safety and Security Survey

FIGURE 5: DEMOGRAPHIC CHARACTERISTICS: DISABILITY STATUS



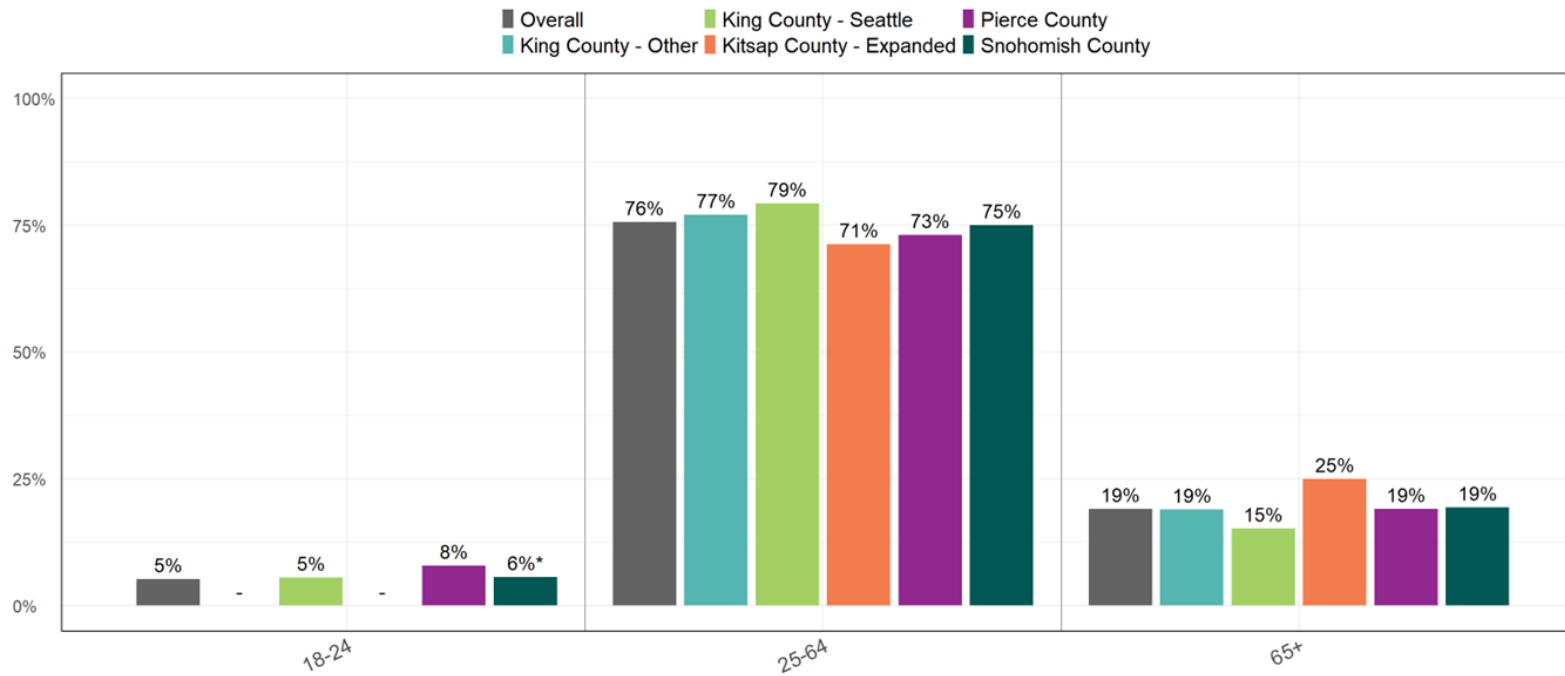
Question format is categorical - categories are mutually exclusive.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10, RSE > 0.5, or undefined RSE).

Puget Sound Regional Council Safety and Security Survey

FIGURE 6: DEMOGRAPHIC CHARACTERISTICS: AGE



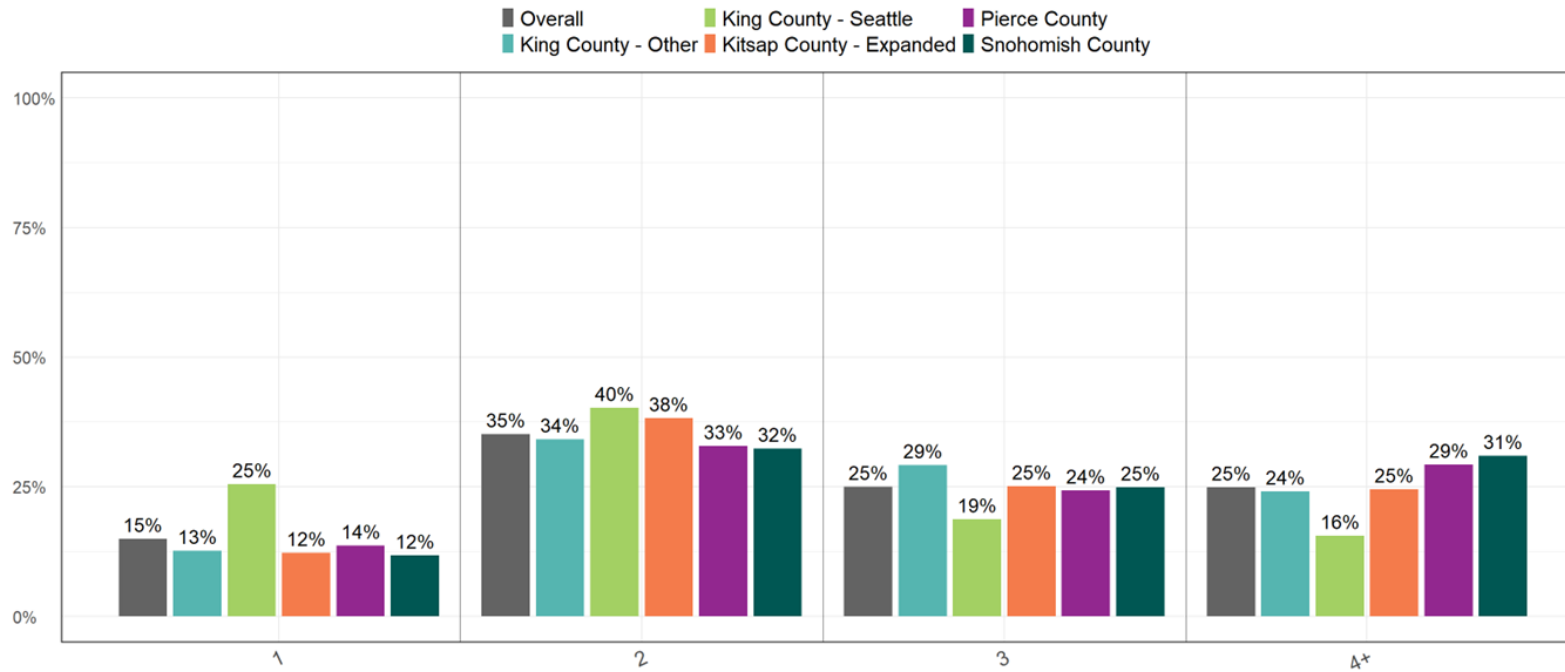
Question format is categorical - categories are mutually exclusive.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10, RSE > 0.5, or undefined RSE).

Puget Sound Regional Council Safety and Security Survey

FIGURE 7: DEMOGRAPHIC CHARACTERISTICS: NUMBER OF HOUSEHOLD MEMBERS



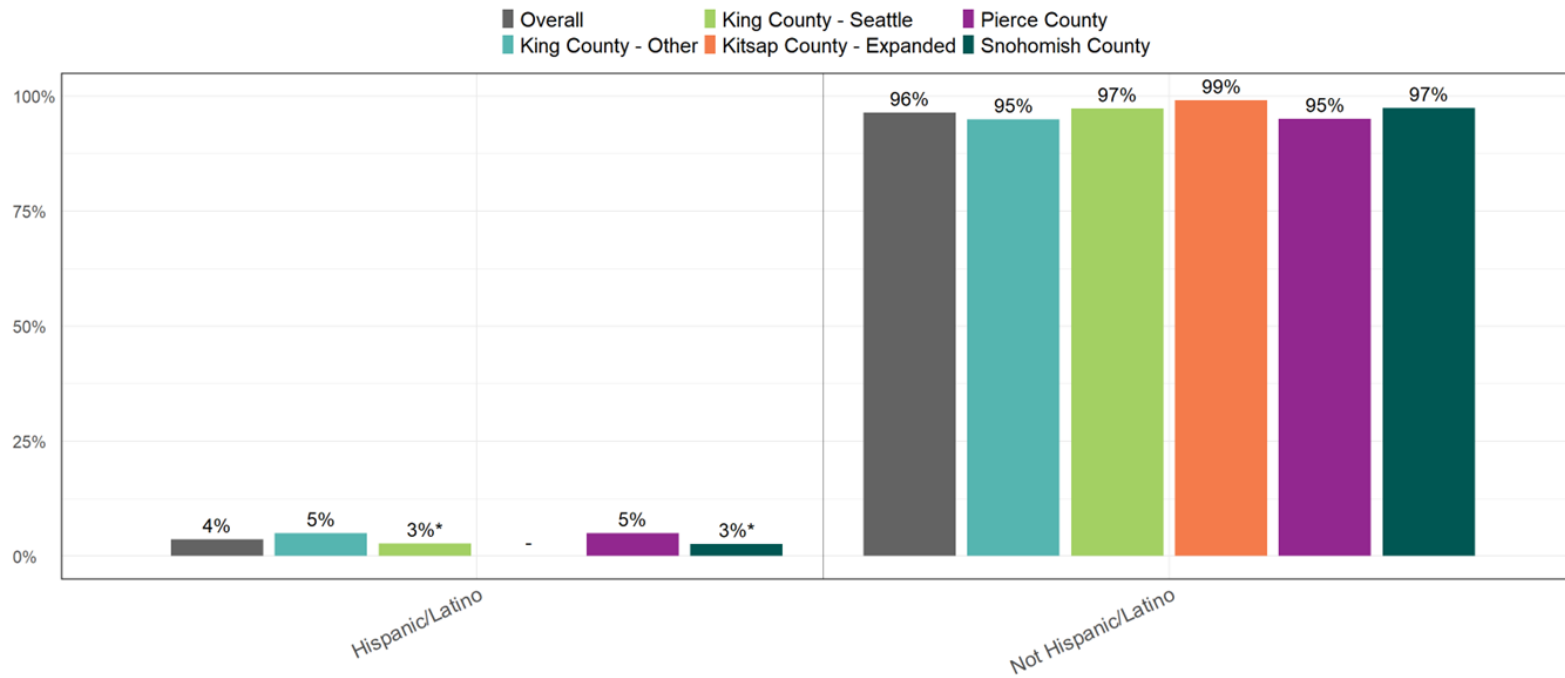
Question format is categorical - categories are mutually exclusive.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N < 10, RSE > 0.5, or undefined RSE).

Puget Sound Regional Council Safety and Security Survey

FIGURE 8: DEMOGRAPHIC CHARACTERISTICS: ETHNICITY



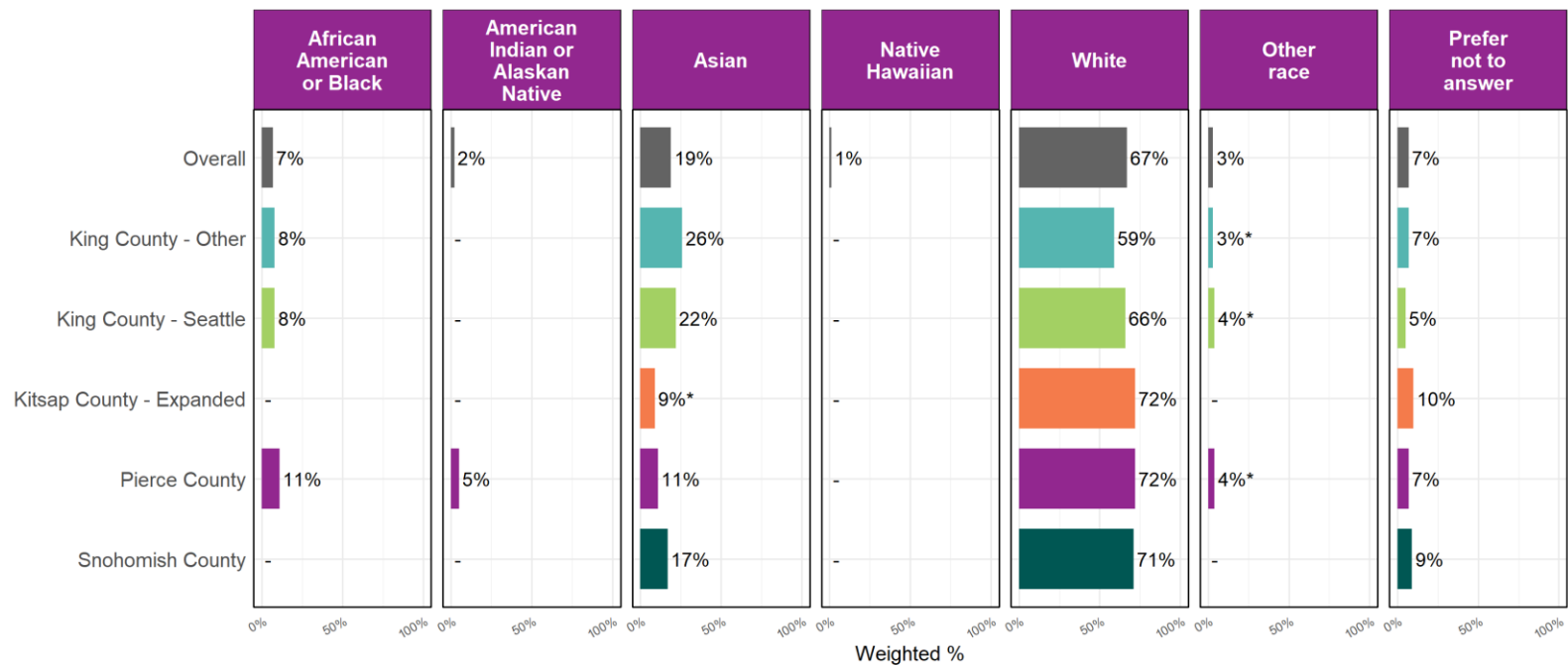
Question format is categorical - categories are mutually exclusive.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10, RSE > 0.5, or undefined RSE).

Puget Sound Regional Council Safety and Security Survey

FIGURE 9: DEMOGRAPHIC CHARACTERISTICS: RACE



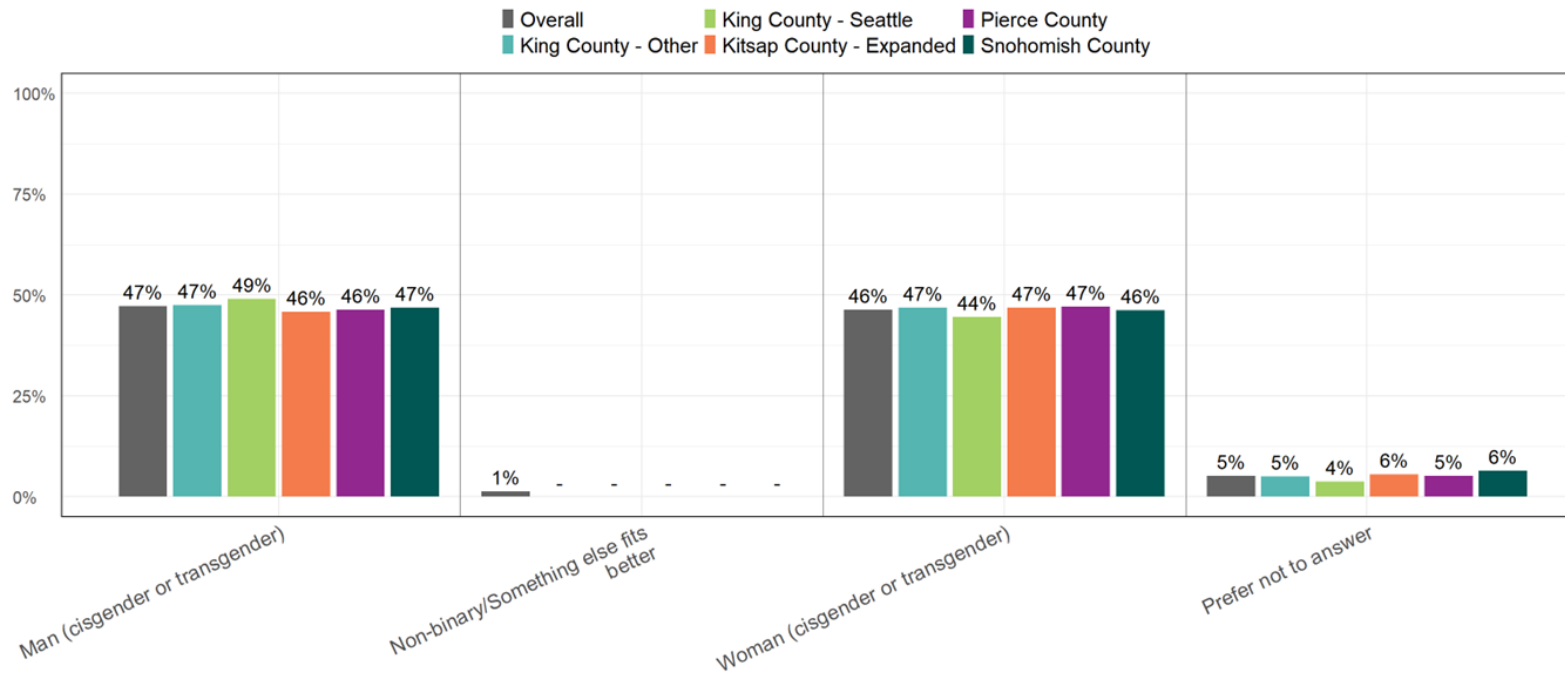
<1% means no respondents endorsed this category.

*Estimate is unstable, interpret with caution (RSE > 0.3).

Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 10: DEMOGRAPHIC CHARACTERISTICS: GENDER



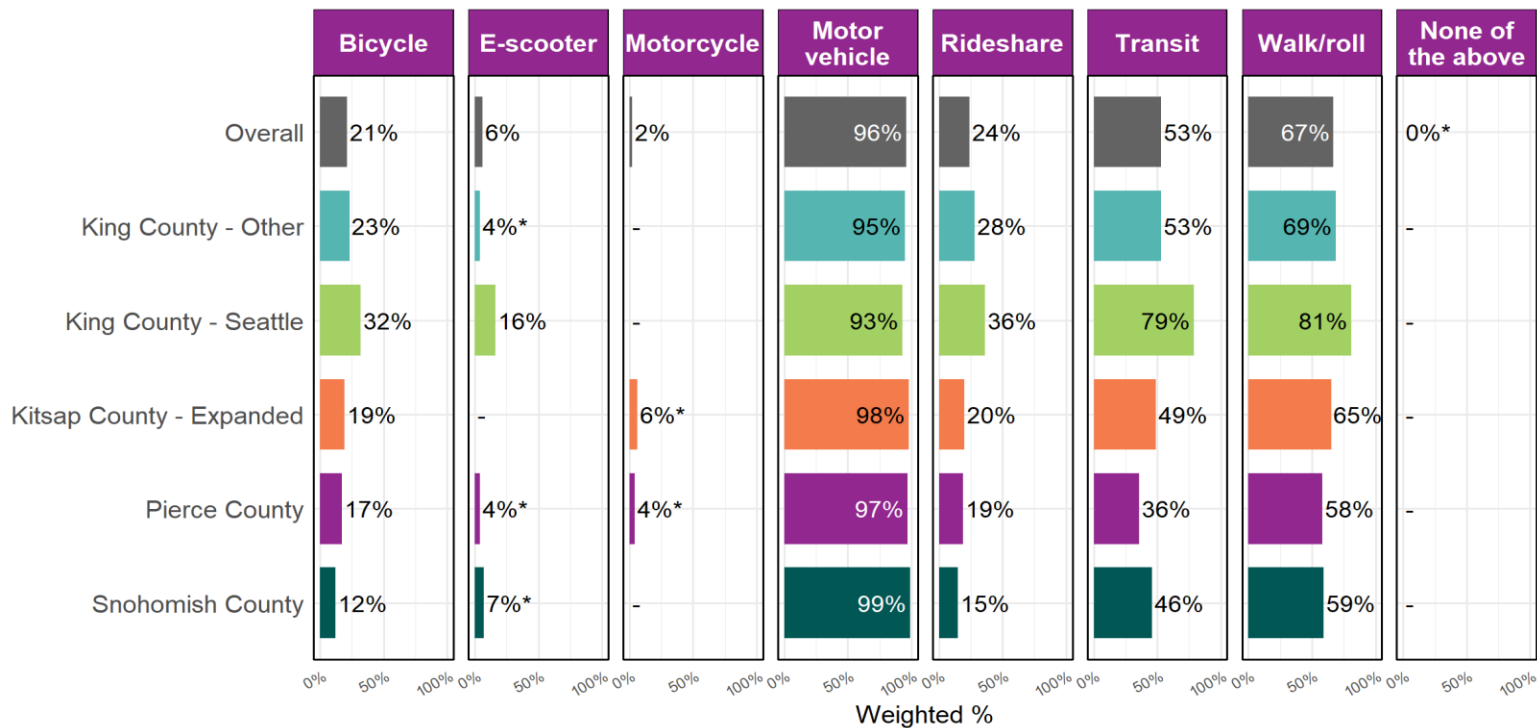
Question format is categorical - categories are mutually exclusive.
 <1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10, RSE > 0.5, or undefined RSE).

2.3 OVERALL TRAVEL BEHAVIORS AND ATTITUDES

Figure 11 and Figure 12 reveal travel behaviors in the past 30 days of the overall population and by zone group. Almost the entire population traveled by motor vehicle in the past month. Travel by walking/rolling was the second largest mode share used, with over half of the population walking/rolling weekly. King County – Seattle had a larger percentage of the population traveling by other mode shares, with the largest percentage being travel by walking/rolling and transit. Bicycling and taking transit had the highest frequency of usage in King County – Seattle compared to other zone groups.

FIGURE 11: TRAVEL MODE SHARE IN PAST 30 DAYS BY ZONE GROUP



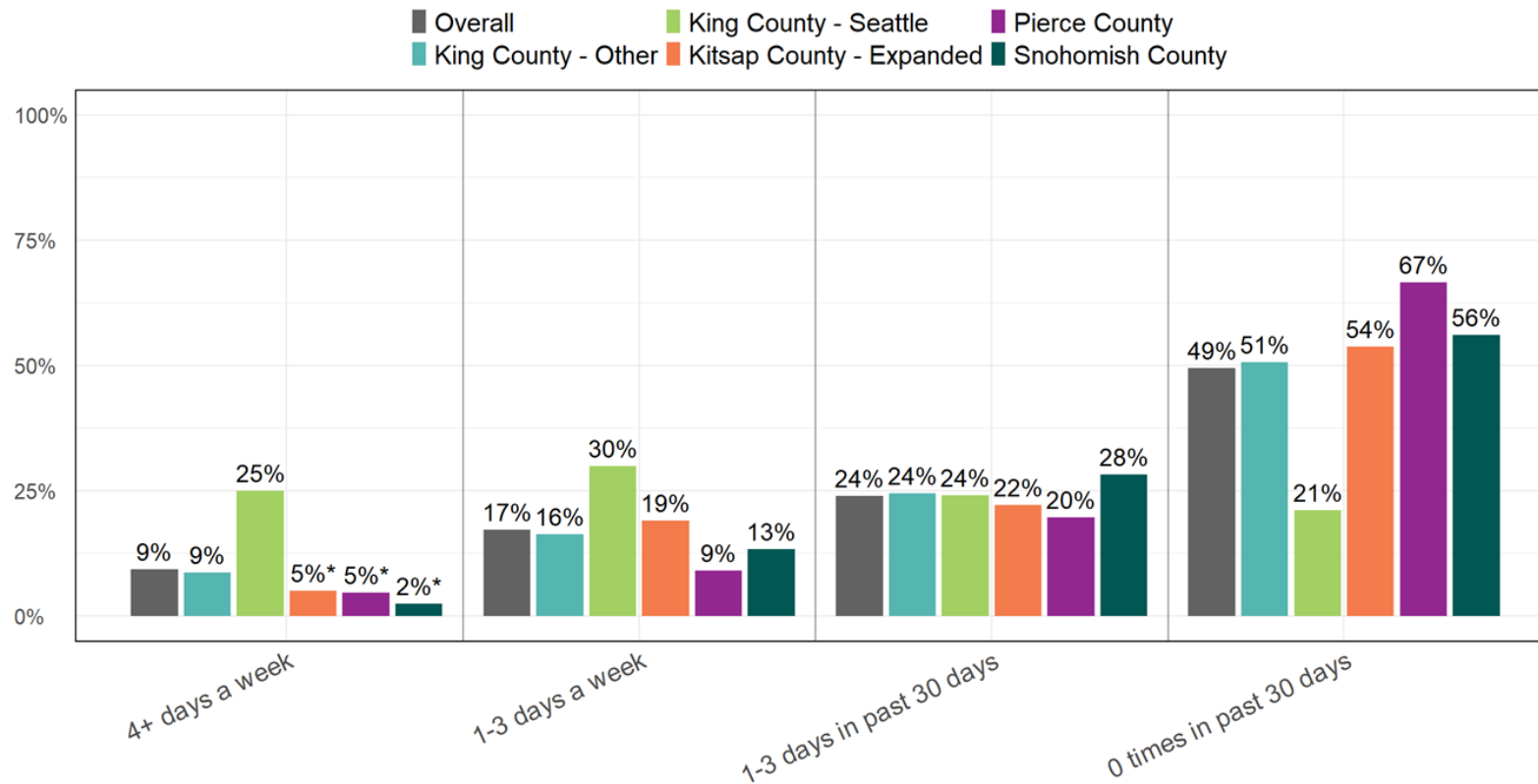
<1% means no respondents endorsed this category.

*Estimate is unstable, interpret with caution (RSE > 0.3).

Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 12: FREQUENCY OF TRAVEL BY TRANSIT IN PAST 30 DAYS BY ZONE GROUP



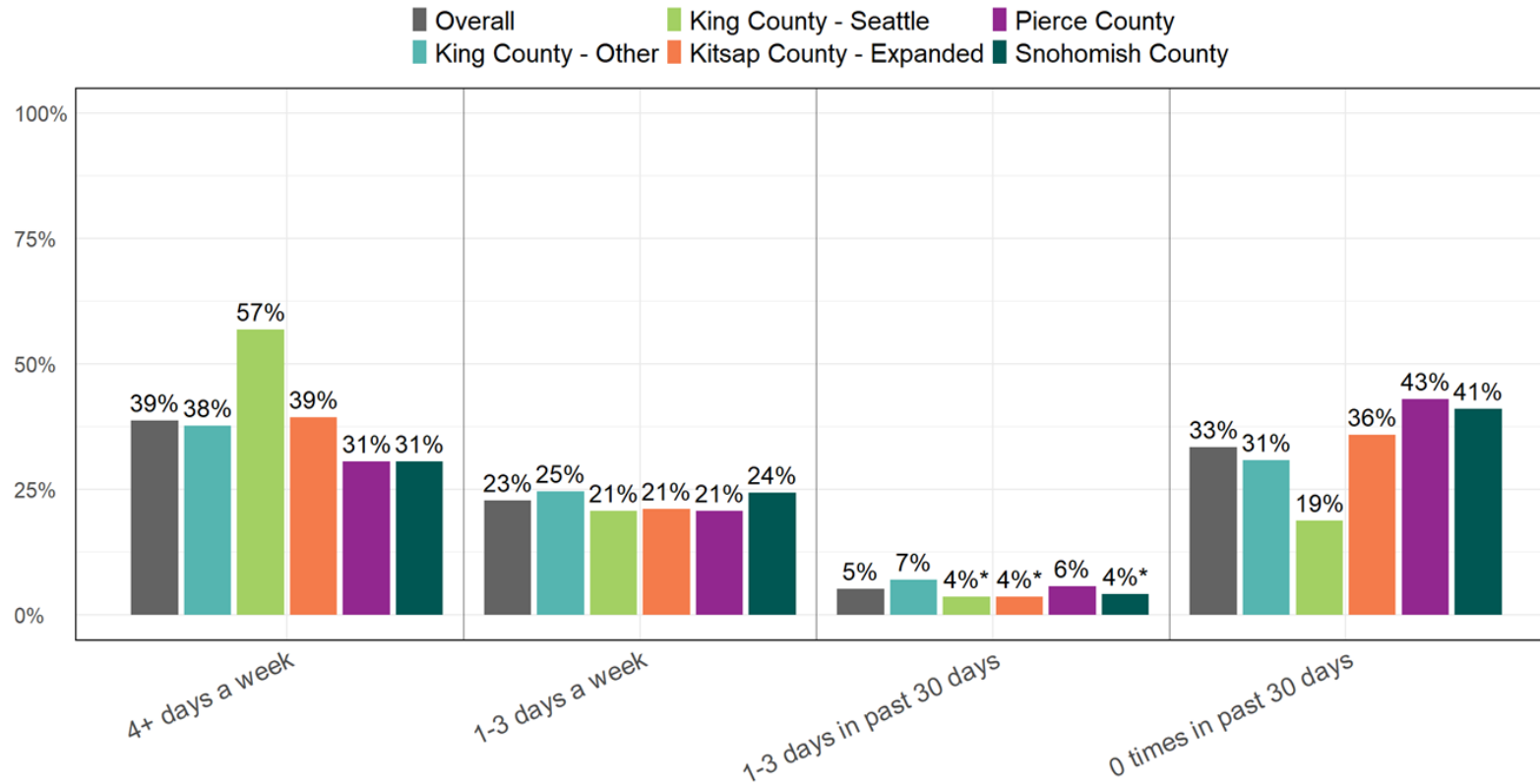
Question format is categorical - categories are mutually exclusive.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10, RSE > 0.5, or undefined RSE).

Puget Sound Regional Council Safety and Security Survey

FIGURE 13: FREQUENCY OF TRAVEL BY WALKING/ROLLING IN PAST 30 DAYS BY ZONE GROUP



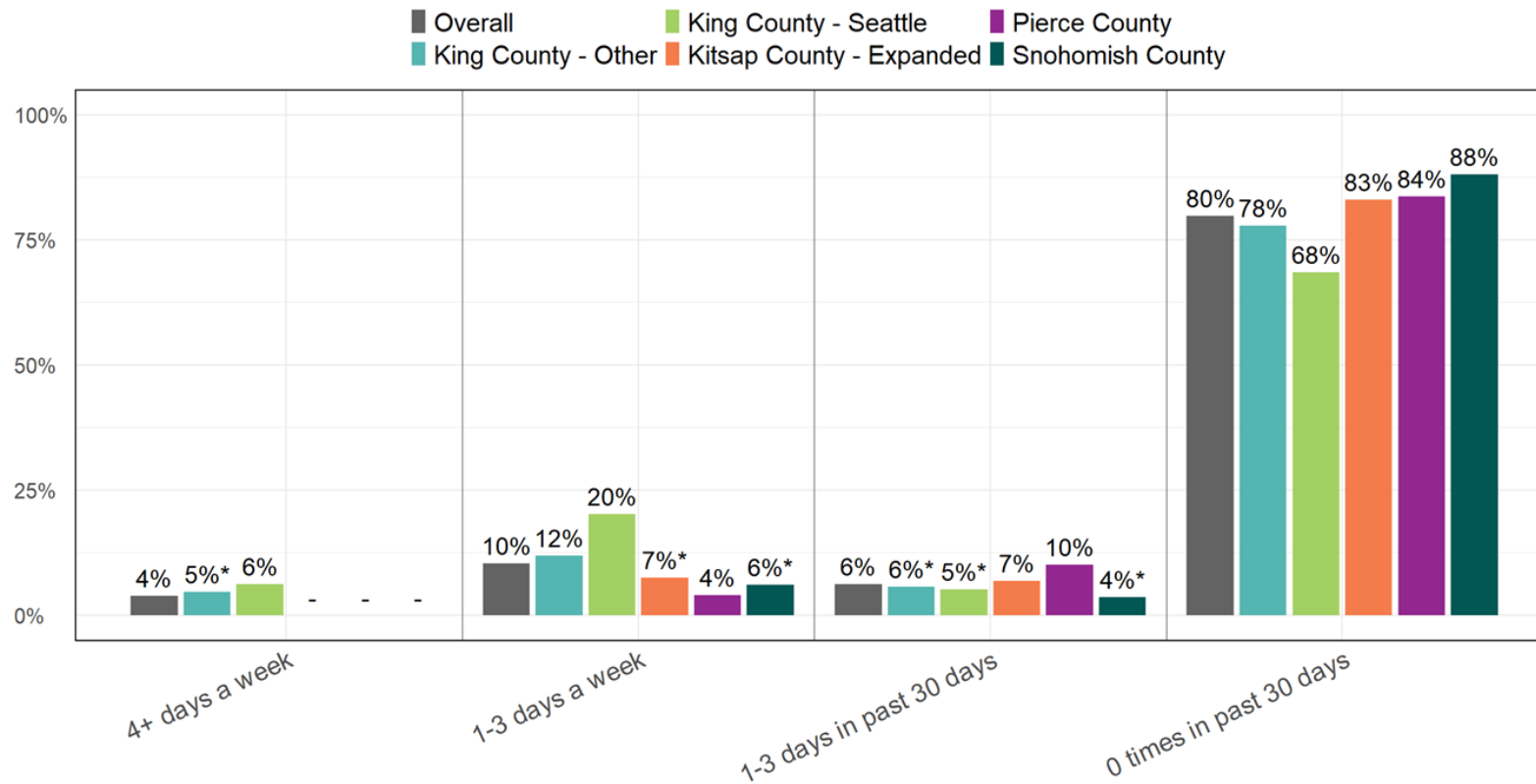
Question format is categorical - categories are mutually exclusive.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10, RSE > 0.5, or undefined RSE).

Puget Sound Regional Council Safety and Security Survey

FIGURE 14: FREQUENCY OF TRAVEL BY BIKING IN PAST 30 DAYS BY ZONE GROUP



Question format is categorical - categories are mutually exclusive.

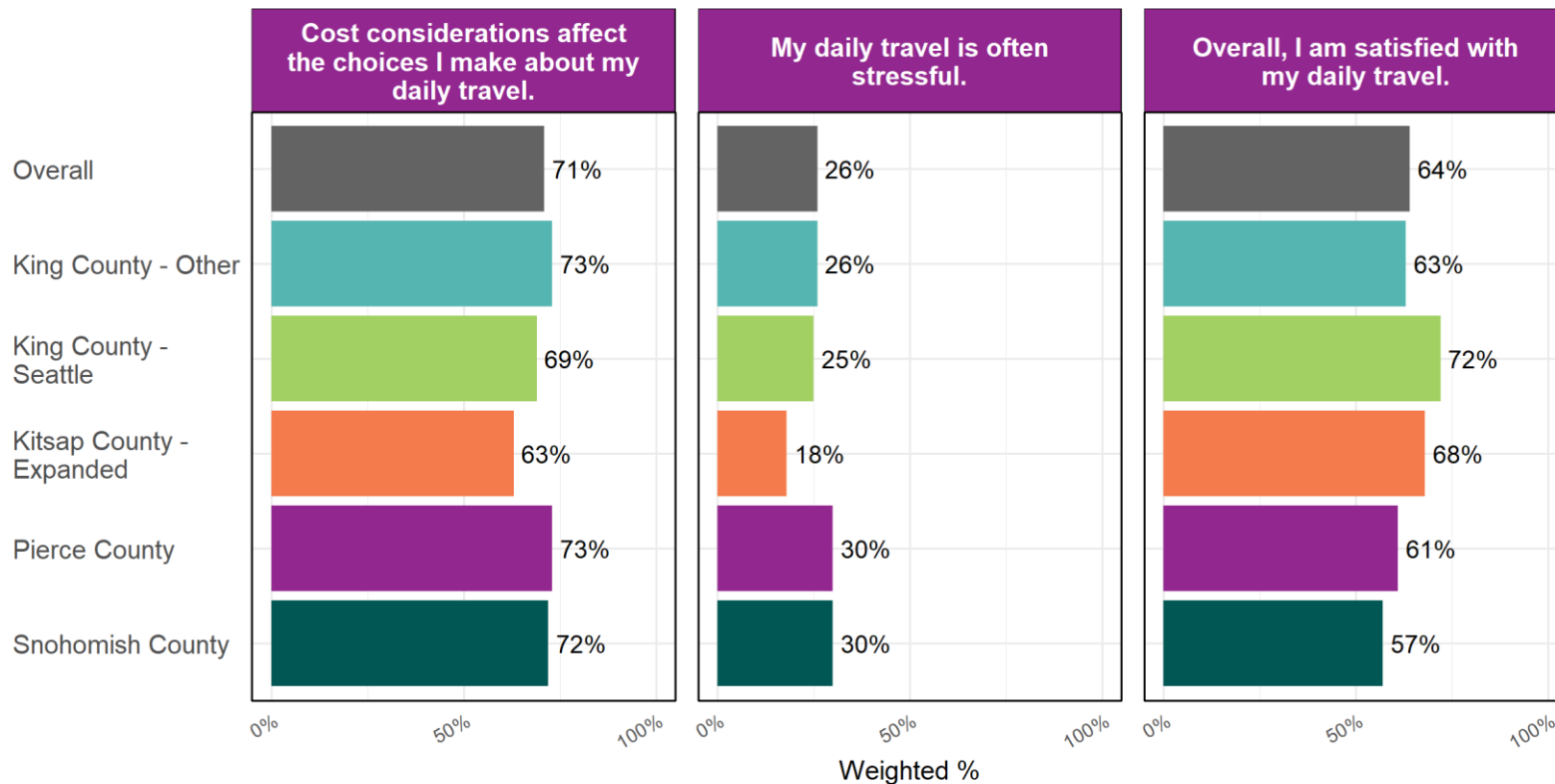
<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10, RSE > 0.5, or undefined RSE).

Regarding general attitudes towards travel, shown in Figure 15, 64% of the population is satisfied with their daily travel, with satisfaction higher in King County – Seattle (72%) and Kitsap County – Expanded (68%). Daily travel was reported as most stressful in Snohomish County (30%) and Pierce County (30%). Cost considerations affect 71% of the overall population's daily travel choices. Among zone groups, less of the population is affected by cost in their daily travel choices in Kitsap County – Expanded (63%).

Puget Sound Regional Council Safety and Security Survey

FIGURE 15: GENERAL ATTITUDES TOWARDS TRAVEL



Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

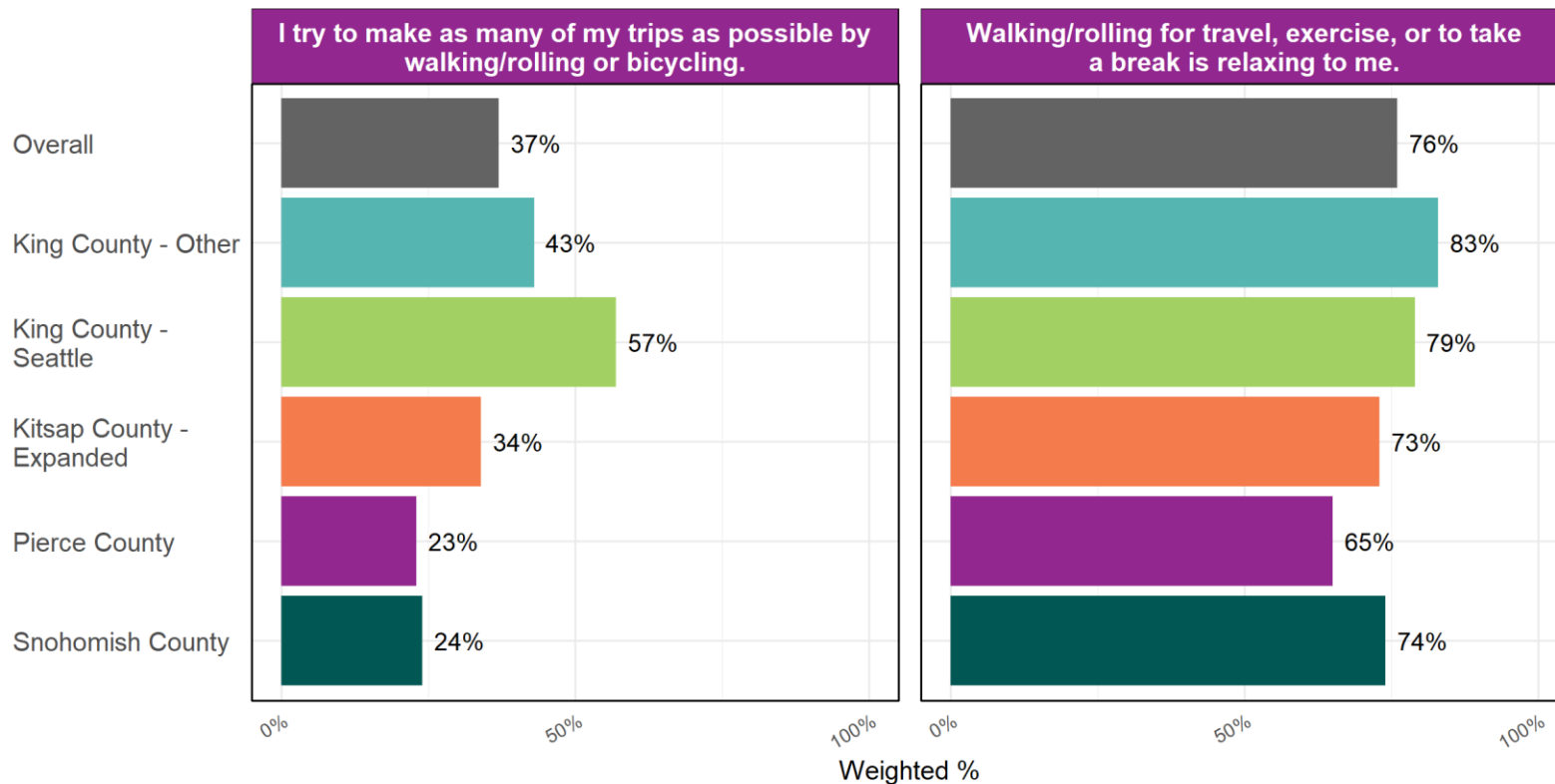
Travel by walking/rolling

Figure 16 and Figure 17 below show the overall and zone group disaggregated population comfort and attitudes toward traveling by walking/rolling. Overall, 76% of the population consider walking/rolling for travel, exercise, or to take a break relaxing in the region. Across the region, 63% of the population could comfortably walk to some activity locations, and 82% could comfortably walk, roll, or run in their neighborhood for exercise.

Puget Sound Regional Council Safety and Security Survey

King County – Seattle had the highest percentage of the population reporting comfortably being able to travel by walking/rolling. The population in this zone group reported much greater capability of walking to some activity locations compared to the rest of the zone groups (89% versus 24% to 43% in other zone groups). Similarly, more of this population reported trying to take as many trips as possible by walking/rolling or bicycling compared to other zone groups (57% versus 23% to 43% in other zone groups). In contrast, only 51% of Pierce County's population reported being able to walk/roll to some activity locations and 23% reported trying to take as many trips as possible by walking/rolling or bicycling.

FIGURE 16: ATTITUDES TOWARDS TRAVEL BY WALKING/ROLLING

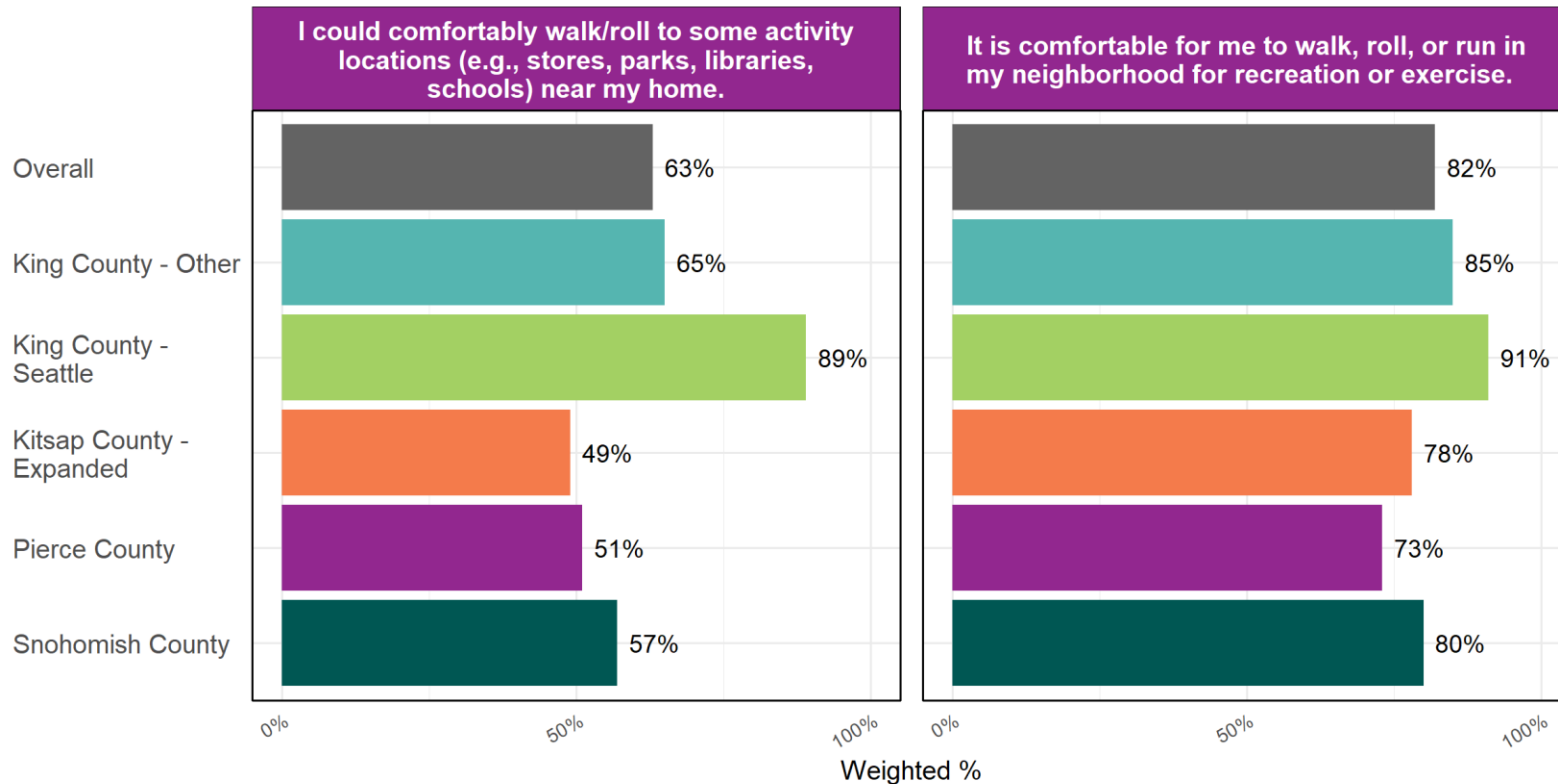


Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

FIGURE 17: COMFORT TRAVELING BY WALKING/ROLLING



Data represent the weighted estimate of those who endorse the statement by responding 'Agree'.

<1% means no respondents endorsed this category.

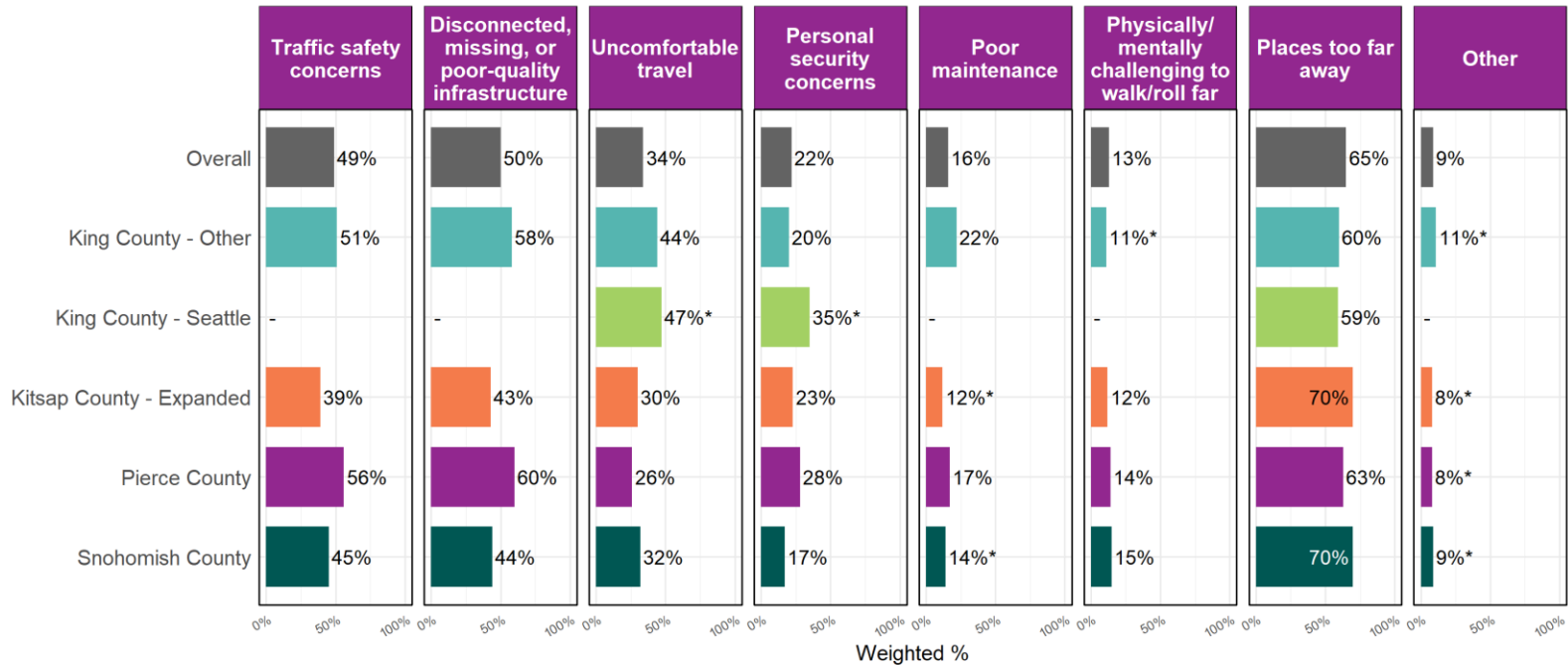
* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Figure 18 represents the reasons for discomfort among those who reported not feeling comfortable walking/rolling to some activity locations. In the overall population, the most common reason for discomfort was that places they wanted to visit are too far away (65%), followed by poor-quality infrastructure (50%) and traffic safety concerns (49%). Reasons cited for discomfort varied across zone groups. The population in King County – Seattle had higher reports of discomfort due to uncomfortable travel (e.g., route too hilly or steep, too noisy from cars) and personal security concerns (e.g., fear of

Puget Sound Regional Council Safety and Security Survey

crime, others acting unsafe) compared to other zone groups. In contrast, Pierce County and King County – Other had a higher percentage of the population report discomfort due to poor infrastructure and traffic safety concerns.

FIGURE 18: REASONS FOR DISCOMFORT IN WALKING/ROLLING TO ACTIVITY LOCATIONS



<1% means no respondents endorsed this category.

*Estimate is unstable, interpret with caution (RSE > 0.3).

Suppressed estimates are not graphed (N<10 or RSE>0.5).

Other includes responses 'People would look down on me', 'I don't like to walk/roll', and 'Other'.

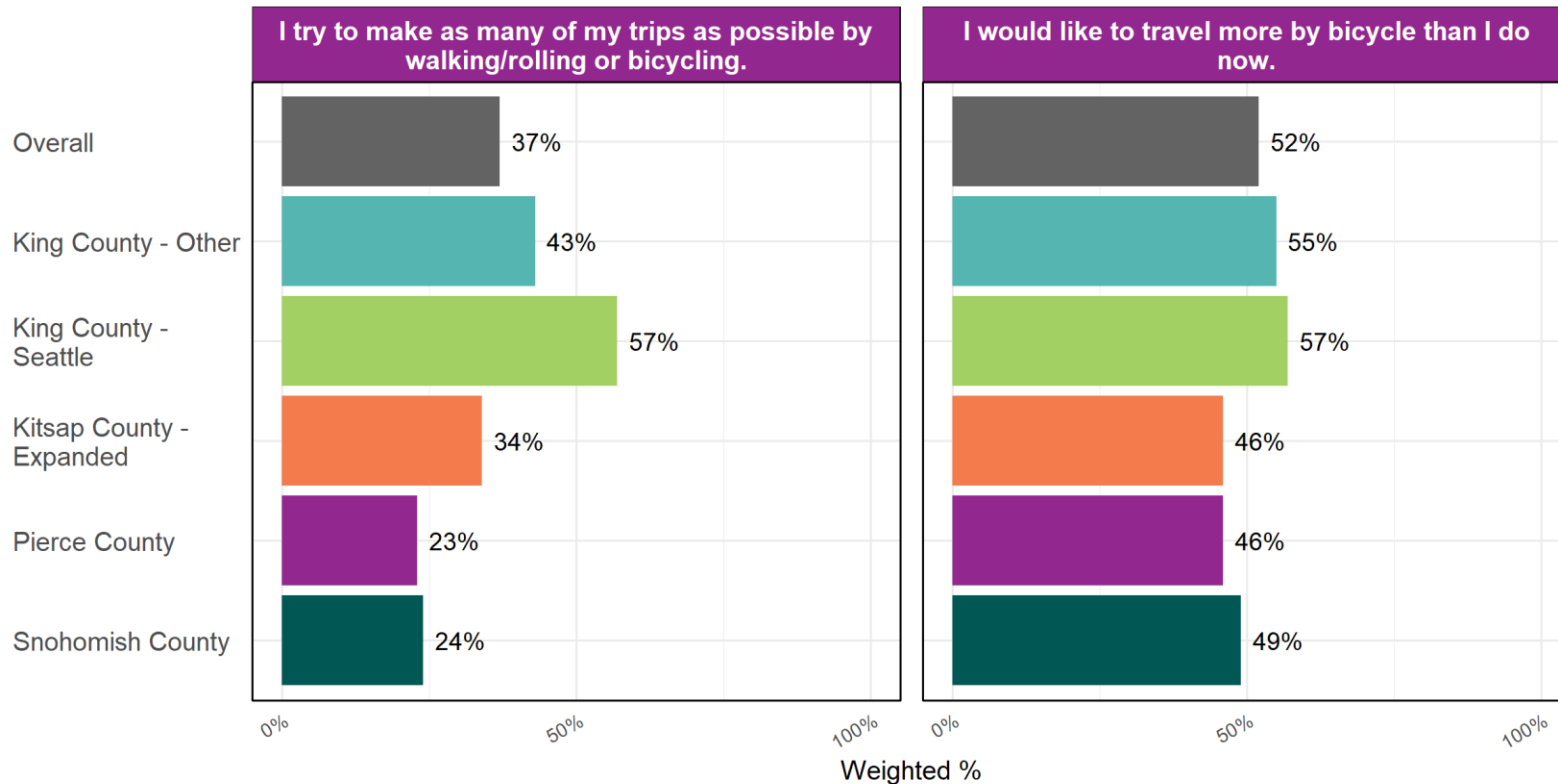
Travel by bicycle

Figure 19, Figure 20, and Figure 21 below show the overall and zone group disaggregated population comfort and attitudes toward traveling by bicycle. Half of the regional population would like to travel more by bicycle than they currently do, with greater population interest and effort in traveling by bicycle in the King County zone groups. Population comfort in travel by bicycle was overall lower compared to travel by walking/rolling. 73% of the regional population reported comfortable neighborhood recreational travel by bicycle, with little variation between zone groups. In contrast, only 53% of

Puget Sound Regional Council Safety and Security Survey

the regional population reported feeling comfortable traveling to some activity locations within a few miles of their home by bicycle, with comfort highest in King County (61% Seattle, 58% Other) and lowest in Kitsap County – Expanded (43%) and Pierce County (46%). The majority of the population felt most comfortable bicycling on a bike trail separate from the street (91%), whereas only 68% felt comfortable bicycling on residential streets with a bike lane and 24% felt comfortable bicycling on non-residential streets without a bike lane.

FIGURE 19: ATTITUDES TOWARD TRAVEL BY BICYCLE



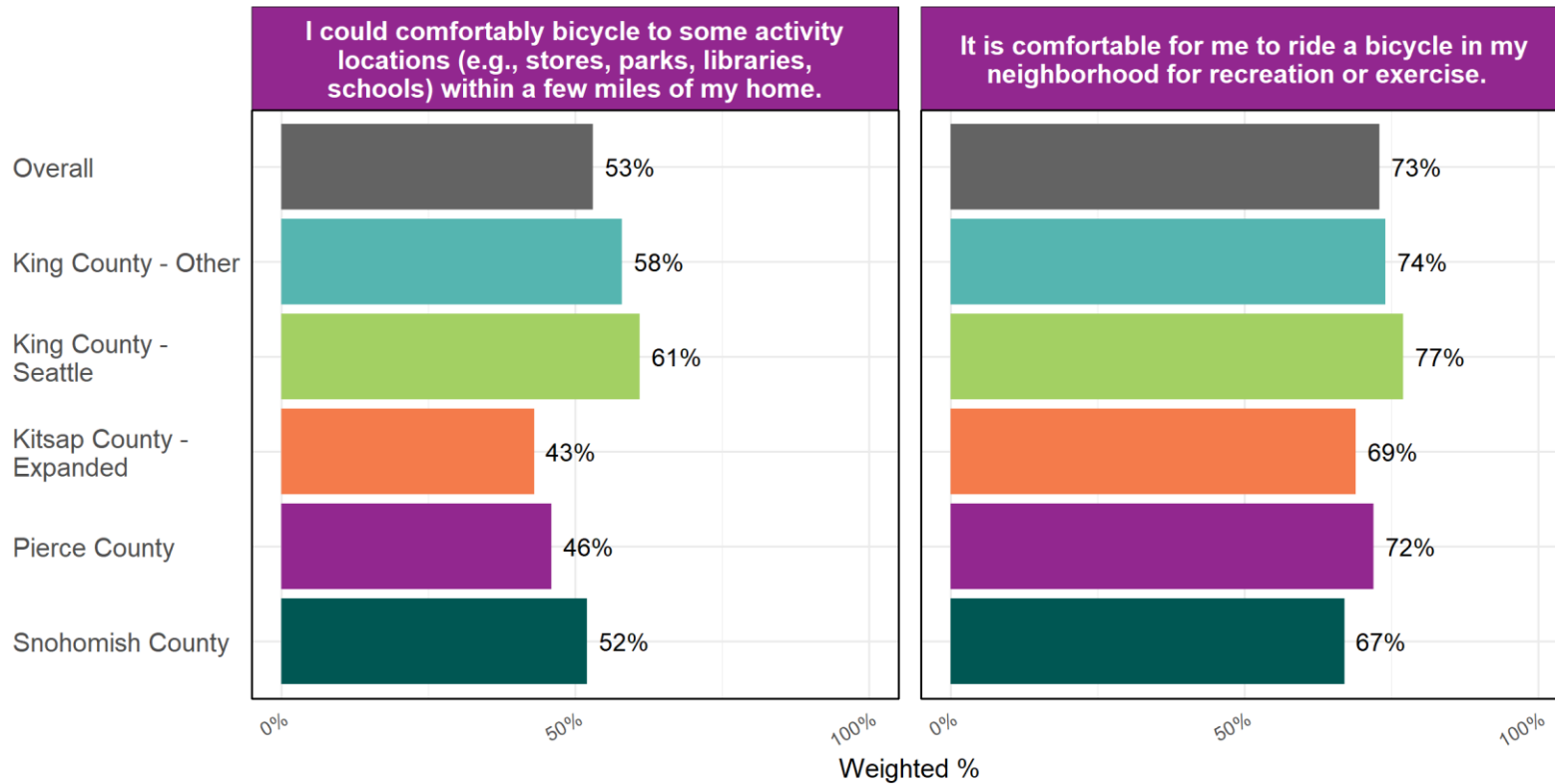
Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 20: COMFORT TRAVELING BY BICYCLE



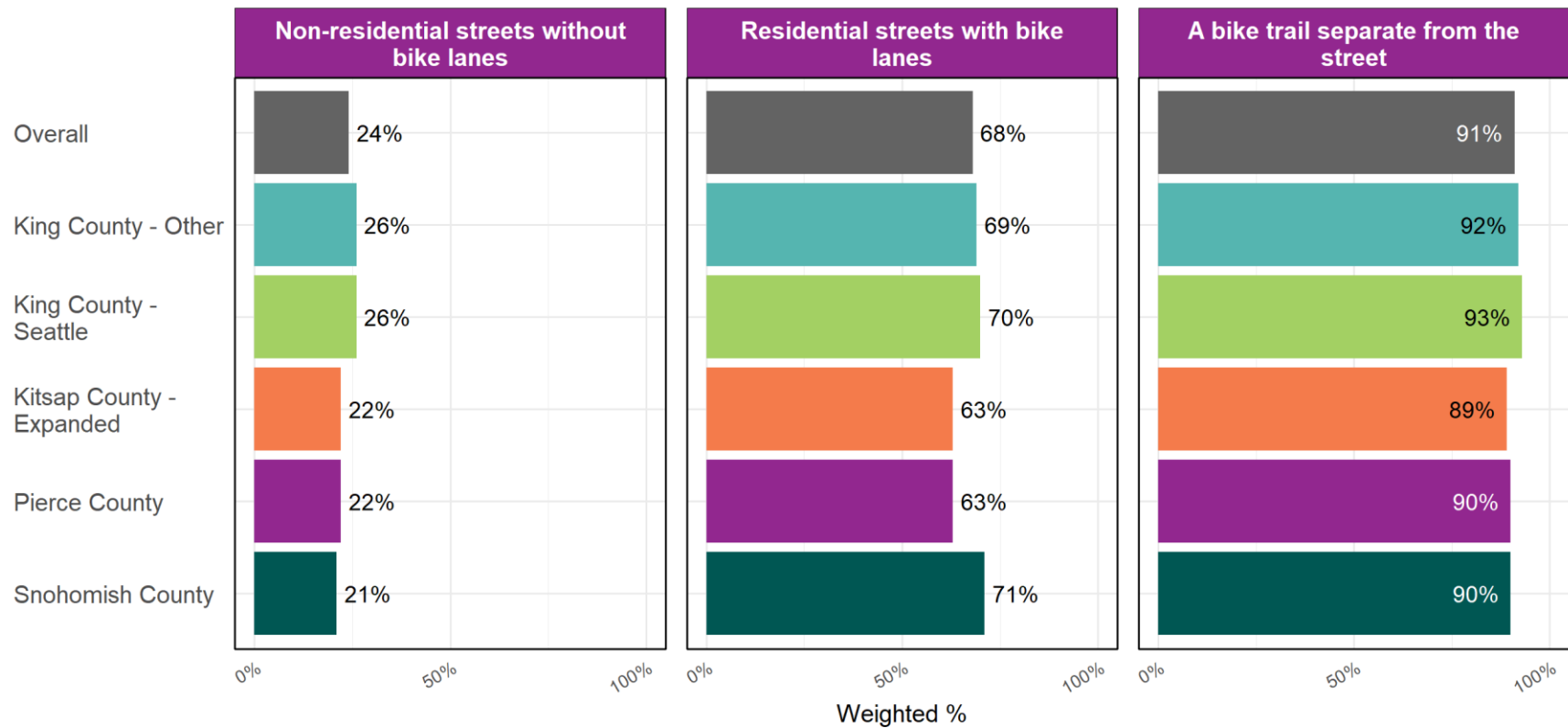
Data represent the weighted estimate of those who endorse the statement by responding 'Agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 21: LEVEL OF COMFORT BICYCLING IN DIFFERENT SETTINGS



Data represent the weighted estimate of those who endorse the statement by responding 'Very comfortable or Somewhat comfortable'.

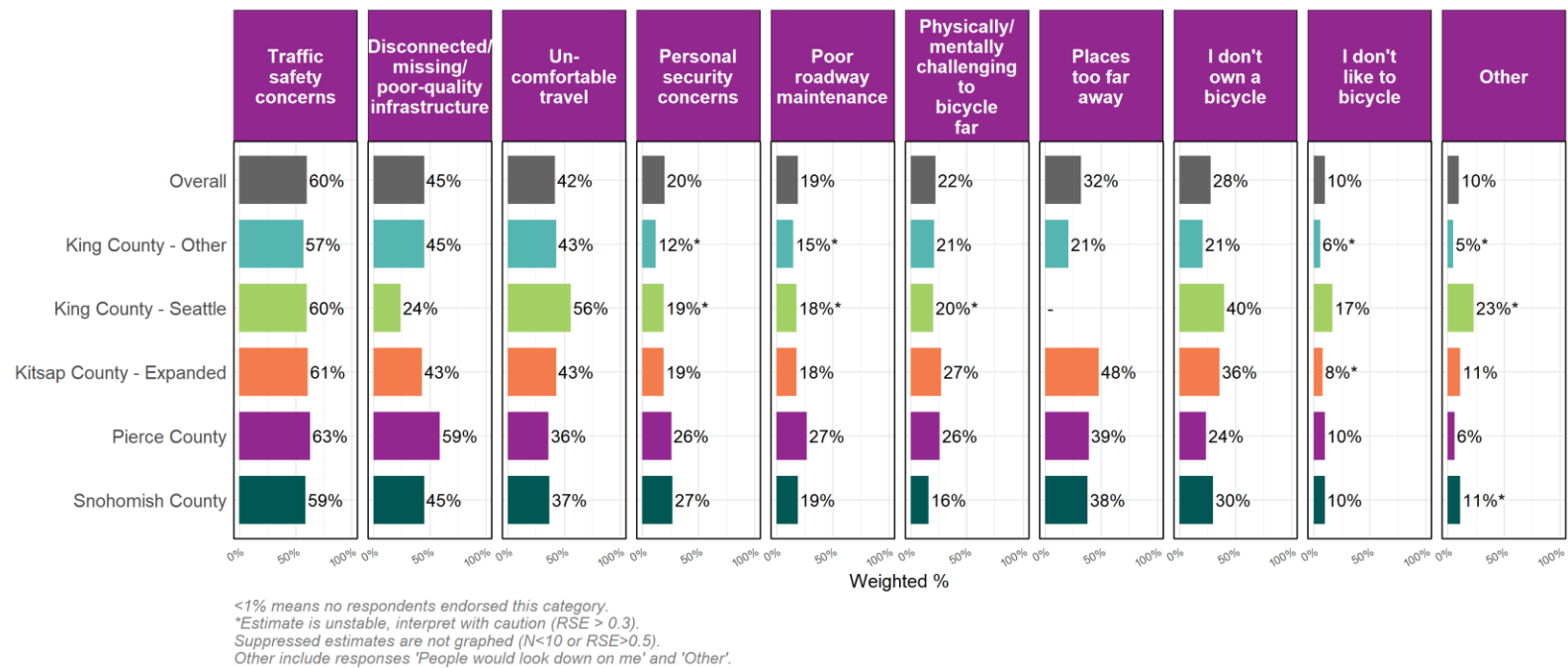
<1% means no respondents endorsed this category.

** Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).*

Figure 22 shows the reasons for discomfort among those who did not feel comfortable traveling by bicycle to some activity locations within a few miles of their home. Across all zone groups, traffic safety concerns were the most commonly reported reason for discomfort. After traffic safety concerns, zone groups varied in their reasons for discomfort. Poor infrastructure was cited more frequently in Pierce County, distance cited more in Kitsap County – Expanded, and uncomfortable travel cited more in King County – Seattle.

Puget Sound Regional Council Safety and Security Survey

FIGURE 22: REASONS FOR DISCOMFORT IN BICYCLING TO ACTIVITY LOCATIONS

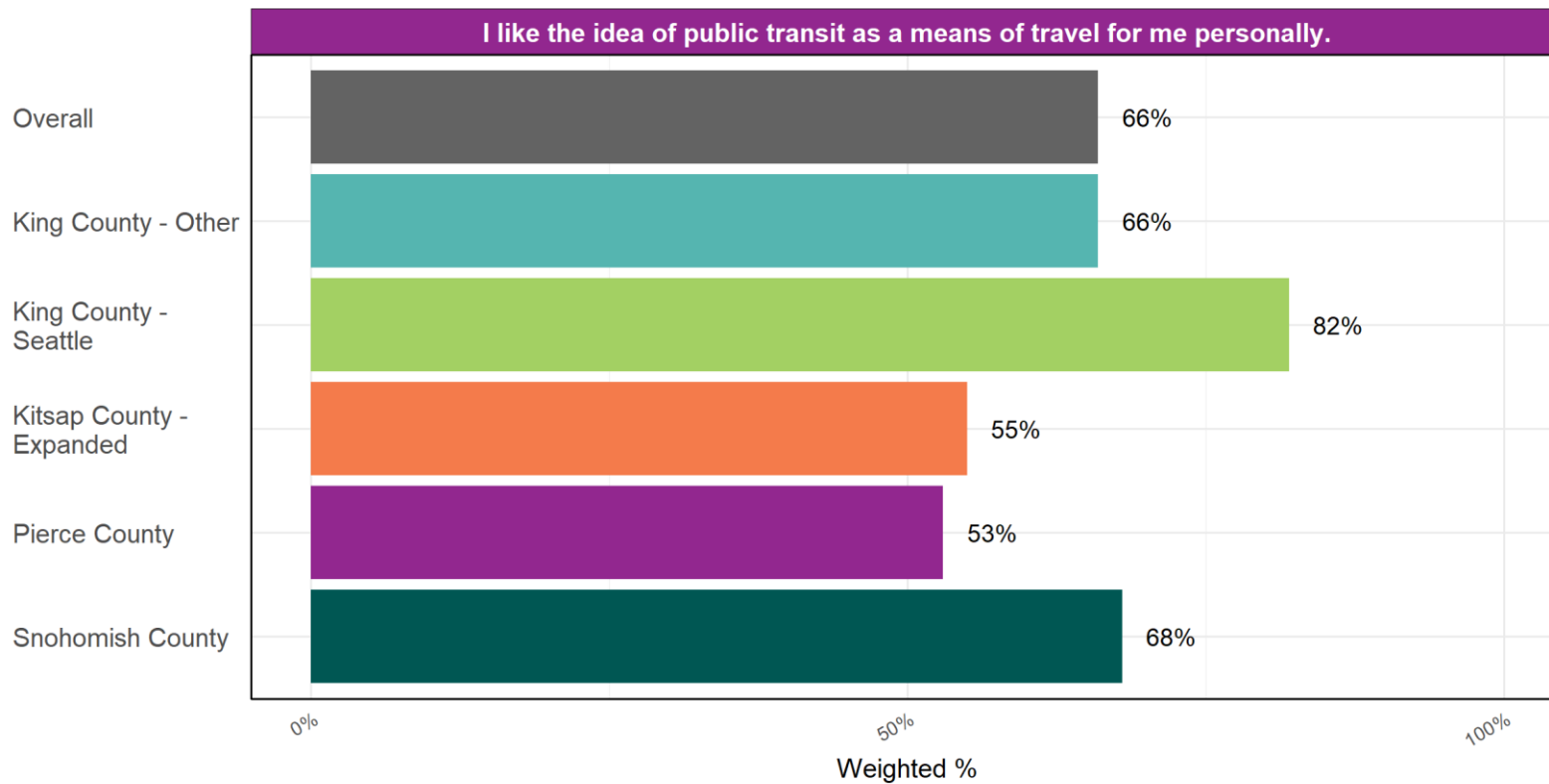


Travel by public transit

Figure 23 and Figure 24 show the population's attitudes toward and comfort traveling by public transit. Attitudes toward traveling by public transit varied greatly between zone groups, with 82% of King County – Seattle expressing favorable views of public transit as a means of personal travel versus 53% in Pierce County and 55% in Kitsap County – Expanded. Access to public transit was much higher in King County – Seattle compared to other zone groups, with 85% of the population being able to comfortably take transit to some activity locations within a few miles of their home. In contrast, only 38% of the population in Kitsap County – Expanded and 40% in Pierce County could comfortably take public transit to some activity locations.

Puget Sound Regional Council Safety and Security Survey

FIGURE 23: ATTITUDES TOWARD TRAVELING BY PUBLIC TRANSIT



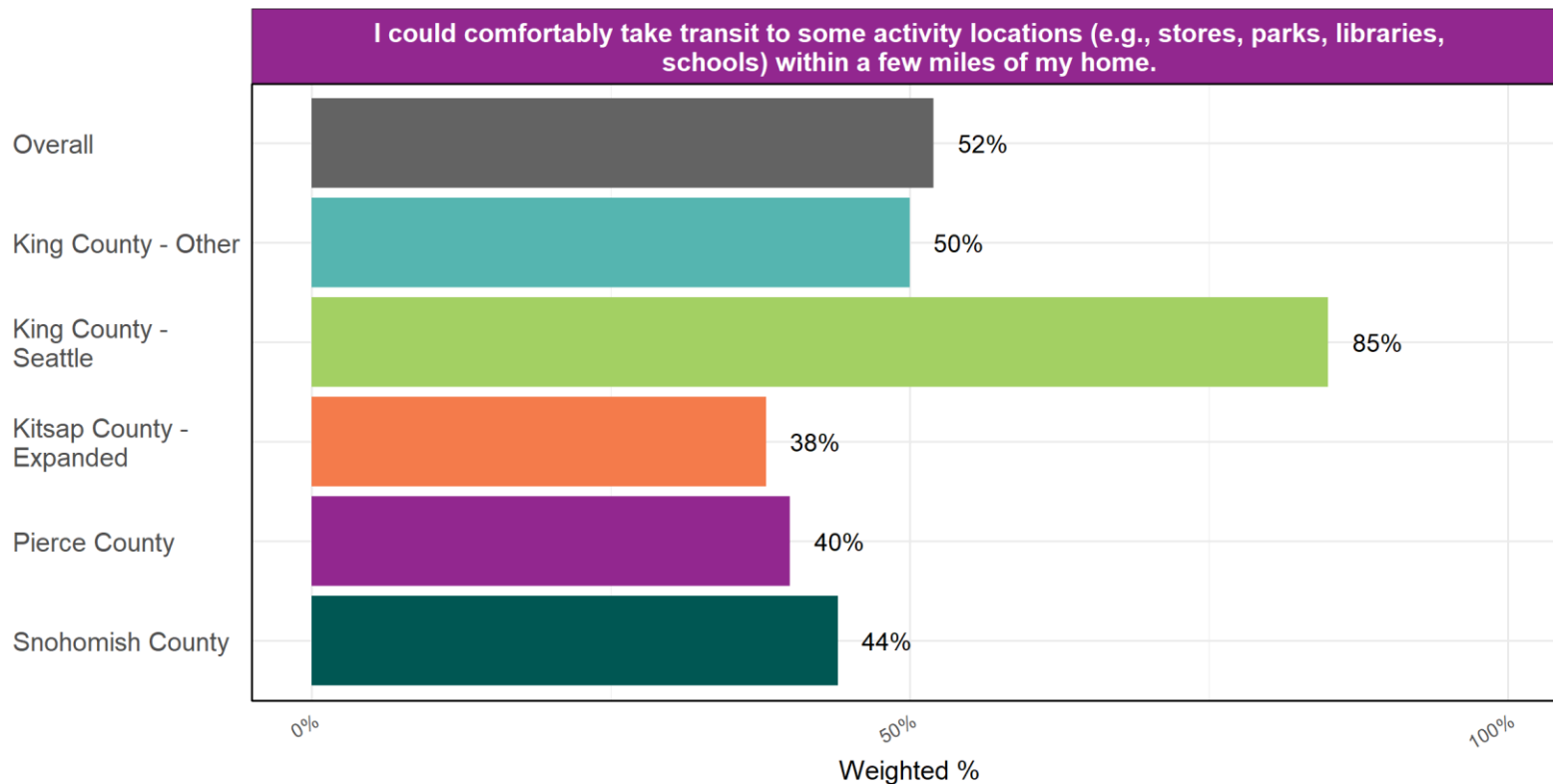
Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 24: COMFORT TAKING TRANSIT



Data represent the weighted estimate of those who endorse the statement by responding 'Agree'.

<1% means no respondents endorsed this category.

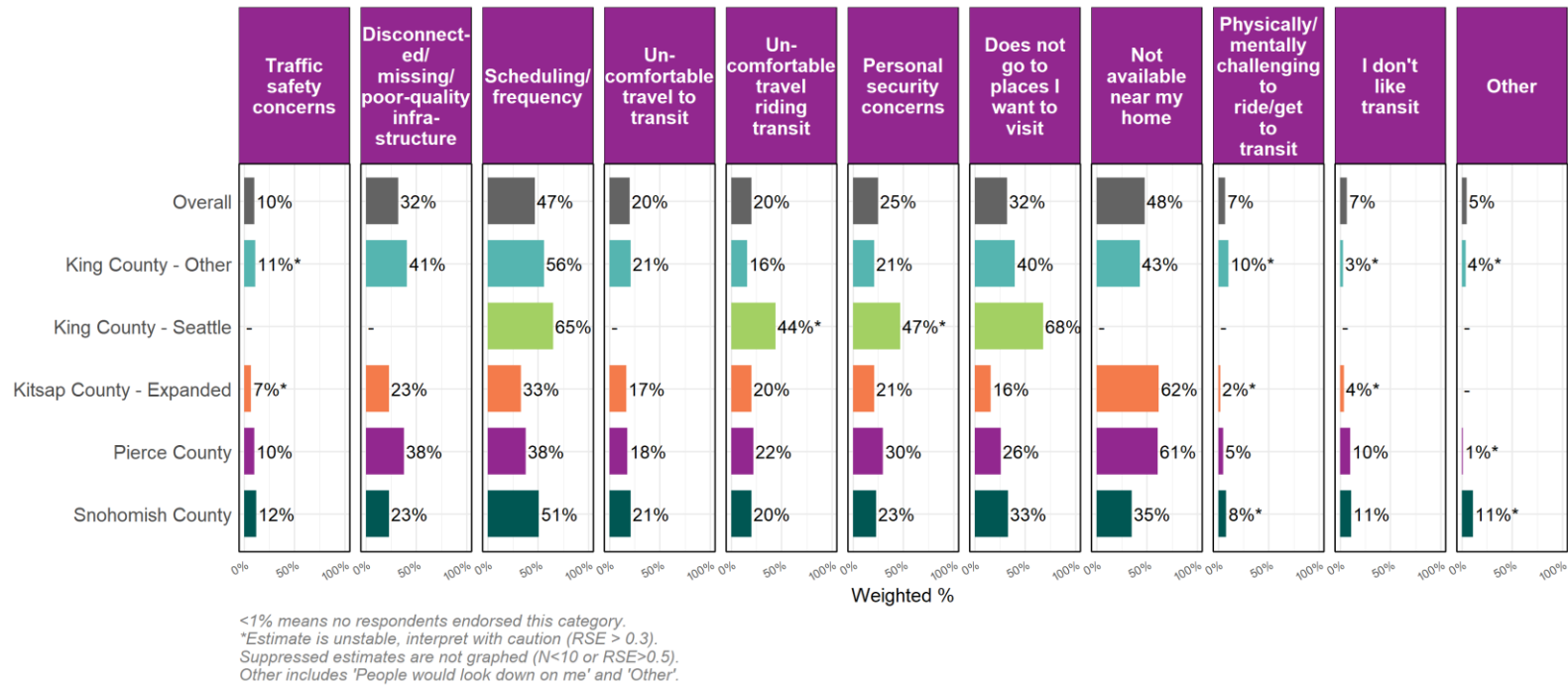
* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Figure 25 shows the reasons for discomfort among those who reported not being able to comfortably take transit to some activity locations. Similarly, reasons for discomfort varied greatly by zone group. Access to public transit was cited as the most common reason for discomfort in Pierce County (61%) and Kitsap County – Expanded (62%). In contrast, scheduling/frequency (65%) and lack of transit access at places that travelers want to visit (68%) were the two most common reasons cited in King County – Seattle. Uncomfortable travel while riding transit (44%) and personal security

Puget Sound Regional Council Safety and Security Survey

concerns (47%) were cited as reasons for discomfort much more in King County – Seattle compared to other zone groups.

FIGURE 25: REASONS FOR DISCOMFORT IN RIDING TRANSIT TO ACTIVITY LOCATIONS



Overall Travel Experiences and Practical/Emotional Travel Safety Burden (E/P-TSB)

This section examines unsafe travel experiences among the region's population and the practical and emotional travel safety burden in the region. Respondents were asked whether they have ever experienced a traffic crash, witnessed a traffic crash, experienced a near-miss, and/or experienced a personal security concern while traveling. Table 5 shows the definitions used in the survey for these events:

Puget Sound Regional Council Safety and Security Survey

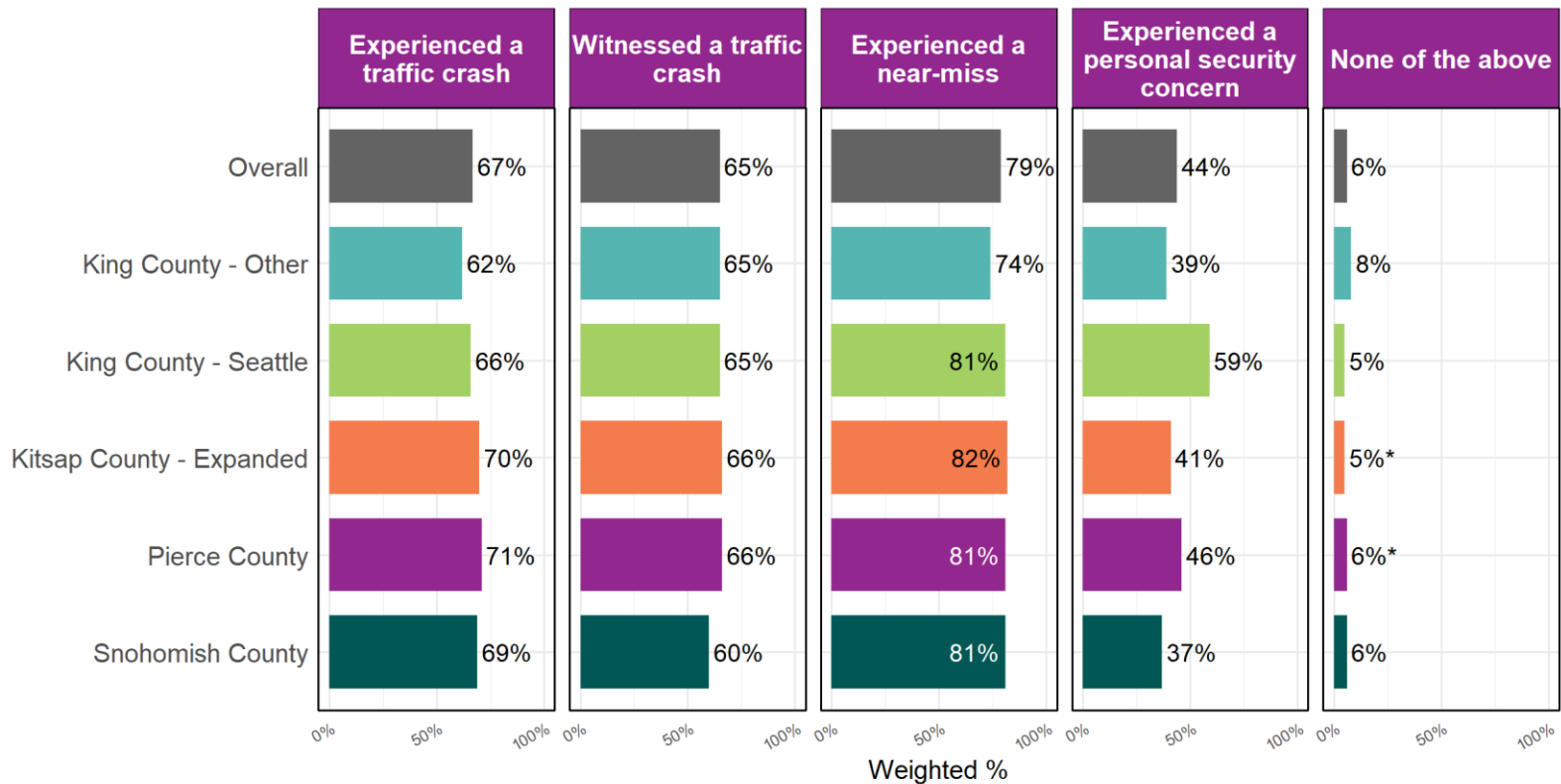
TABLE 5: UNSAFE TRAVEL EXPERIENCES

EVENT	DEFINITION	EXAMPLES
TRAFFIC CRASH	A collision or accident – big or small – while traveling: - By any means of travel (walking, using a wheelchair or rolling, bicycling, riding an e-scooter, transit, driving or riding in a car, or motorcycle, etc.); Whether involving multiple parties or just a single party (where a “party” is either a single person or a group of people traveling together).	- Bicyclist being hit by a car door - Pedestrian and a bicycle colliding - Single-person e-scooter hitting a curb - Collision between a pedestrian and a bus - Collision between two vehicles
NEAR-MISS	An event while you were traveling when you were nearly in a collision or accident, but it did not actually happen. - This could include any means of travel. - It may involve you alone, you and others traveling with you (your party), or multiple parties. We want to know about near misses that left an impression on you (e.g., startling or worrying you), not everyday interactions with others.	- Vehicle swerving to avoid another vehicle - Nearly getting backed into by a car while walking/rolling - Cyclist sliding on wet pavement but not crashing - E-scooter nearly hitting a pedestrian - Cyclist hard-braking to avoid debris in a bike lane
PERSONAL SECURITY CONCERN	An interaction with another person or group of people that made you afraid or uncomfortable while traveling. - We want to know about personal security concerns that <i>left an impression on you</i> (e.g., startling or worrying you), not ordinary travel annoyances.	- Someone making rude or threatening comments at you while you’re walking or using a wheelchair - People standing too close to you while riding transit - People near you yelling or arguing while you are walking/rolling to your vehicle - Groups acting in an intimidating way around you - Explicit behaviors directed at you

Puget Sound Regional Council Safety and Security Survey

Figure 26 reveals that overall, almost all of the population has experienced at least one of the four unsafe travel experiences (94%). Near-misses were the most common event people had experienced (79%), followed by directly experiencing a traffic crash (67%) and witnessing a traffic crash (67%). Direct experiences of traffic crashes were most common in Pierce County and least common in King County – Other. One notable difference across the geographies is the higher amount of personal security concerns experienced by King County - Seattle residents (59%) compared to the rest of the region (37% to 46%).

FIGURE 26: PREVALENCE OF TRAVEL EXPERIENCE EVENTS



<1% means no respondents endorsed this category.

*Estimate is unstable, interpret with caution (RSE > 0.3).

Suppressed estimates are not graphed (N<10 or RSE>0.5).

Emotional Travel Safety Burden

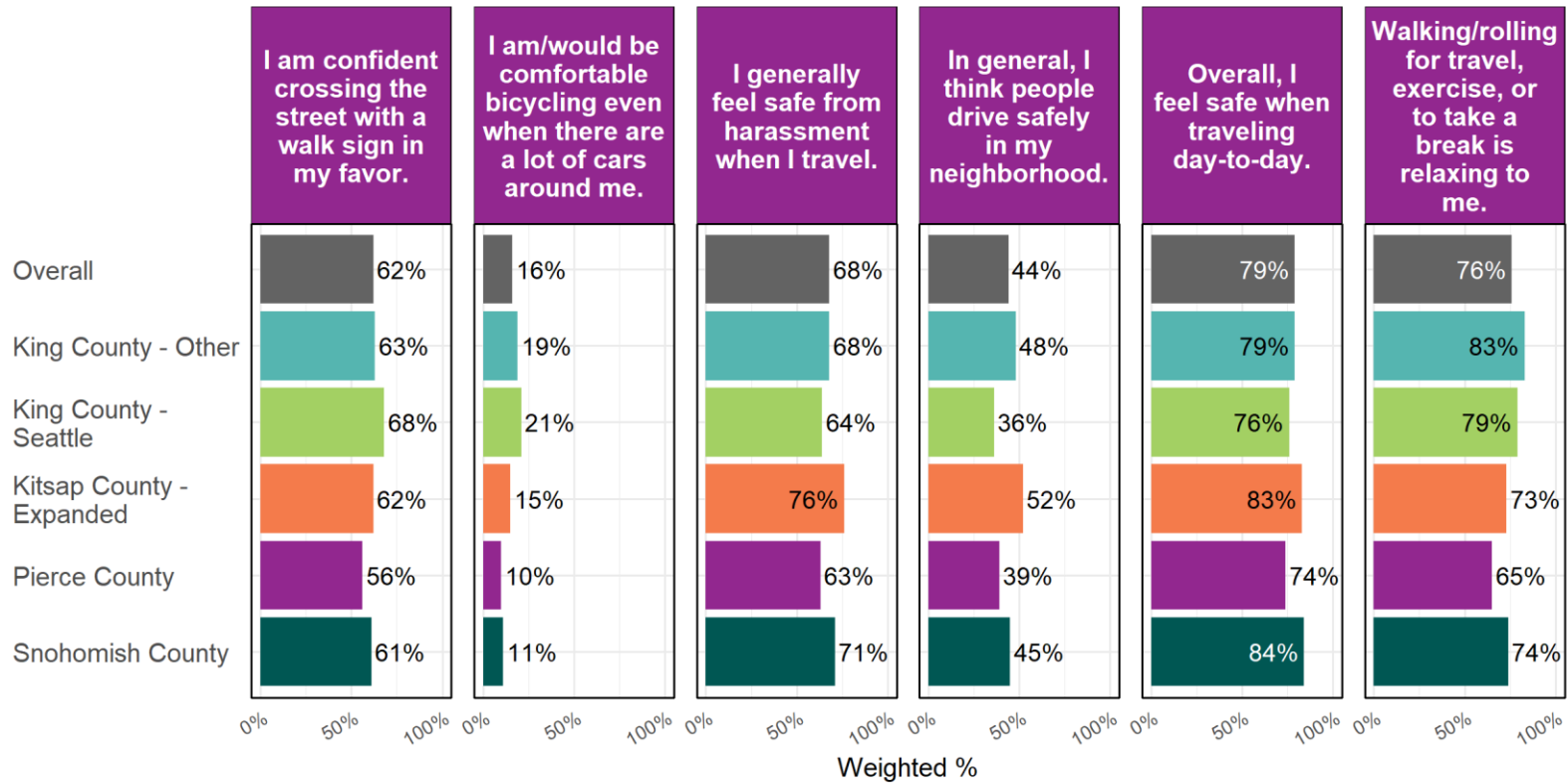
Figure 27 and Figure 28 describe how the region's population perceive their daily travel safety (Emotional Travel Safety Burden). Figure 27 shows that general perception of travel safety is high, with 79% of the population feeling safe in their daily travel. Residents are confident in their ability to make it safely to their travel destination (Figure 28) but over a third of the population still worry about their own safety (41%) and the safety of others with them (38%) when traveling. Less than half of the region's residents perceived other drivers to be safe drivers (44%). Almost half of the population worry about being in a traffic crash when traveling (45%) and less than half (44%) felt that others drive safely in their neighborhood. Perceptions of bicycle safety were low, with only 16% feeling comfortable bicycling with cars around them.

There is high variability across the region in how safely people drive and within the level of comfort in crossing the street with a crossing signal. Residents in Pierce County felt less safe about their travel compared to other geographies, whereas residents of Kitsap County – Expanded felt the safest. King County – Seattle's residents perceived pedestrian and bicycle safety to be higher than other geographies but had the lowest endorsement across the region of the safety of other drivers.

Regarding harassment, 63% of the population are on alert against someone bothering them while traveling, yet 68% felt safe from harassment while they travel. Harassment was a greater concern among King County – Seattle and Pierce County residents compared to other geographies.

Puget Sound Regional Council Safety and Security Survey

FIGURE 27: ENDORSED MEASURES OF SAFETY WHILE TRAVELING



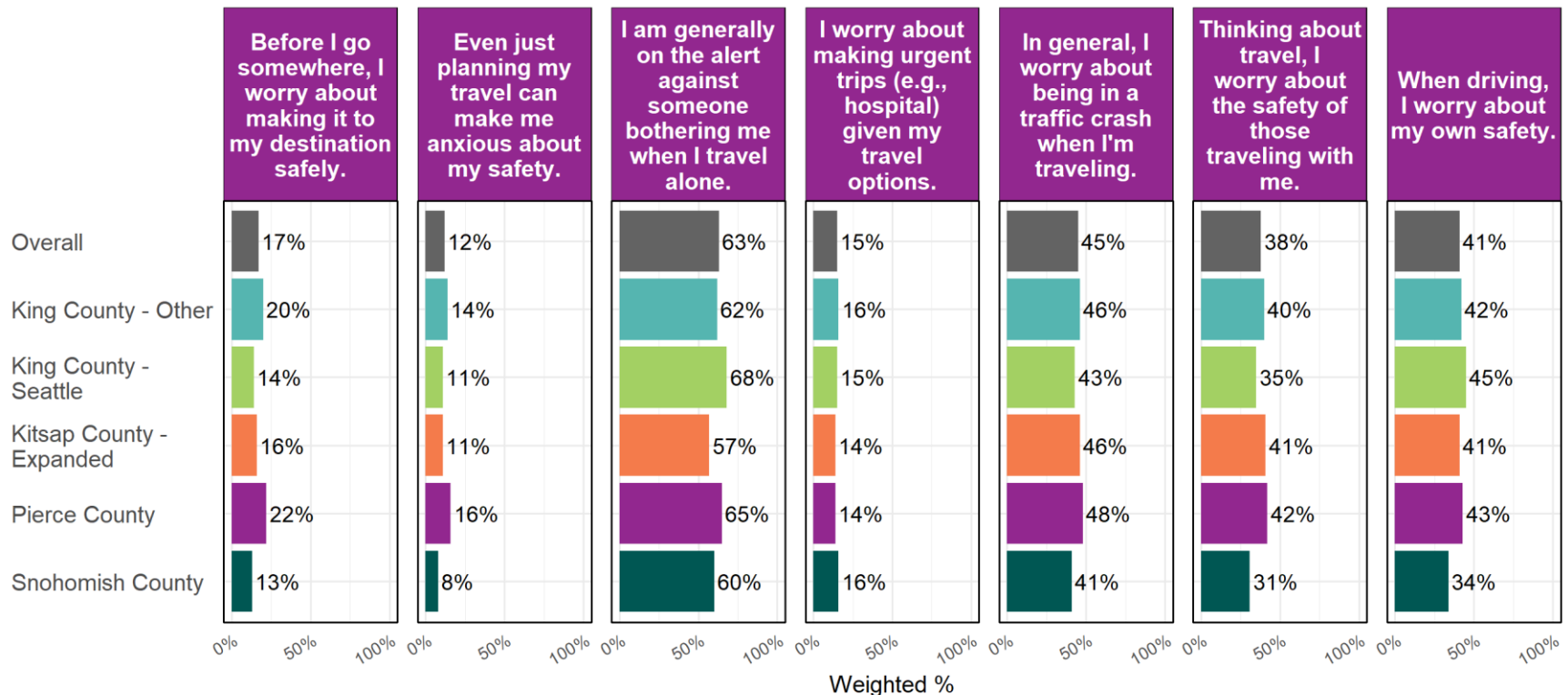
Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 28: ENDORSED MEASURES OF WORRY WHILE TRAVELING



Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Practical Travel Safety Burden

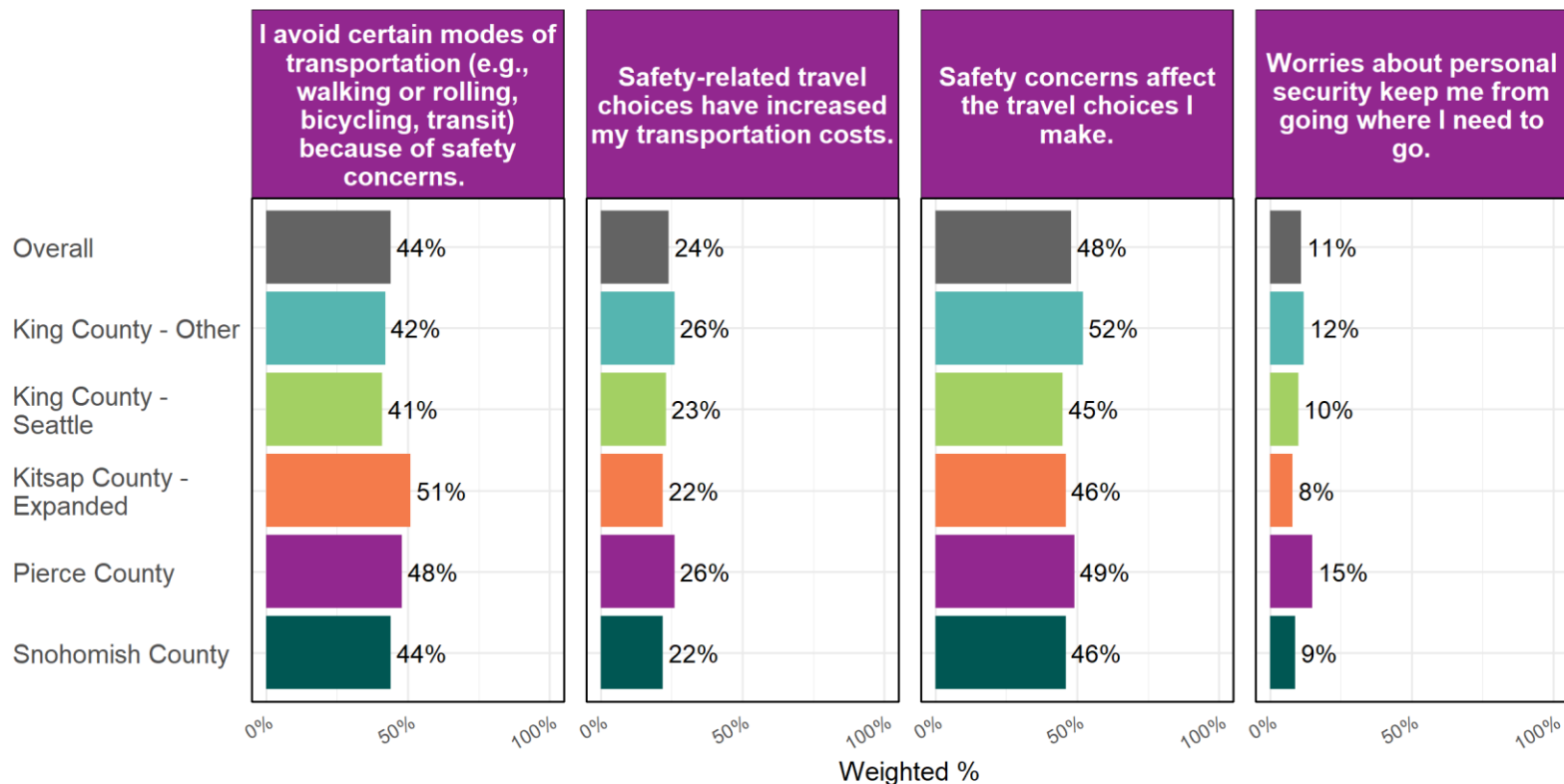
Figure 29, Figure 30, and Figure 31 describe the relationship between residents' perceptions of safety and their travel choices by geographies. Almost half of residents revealed that safety concerns affect their travel choices (48%) and avoid certain modes of transportation because of safety concerns (44%) (Figure 29). Overall, less than half of the region's

Puget Sound Regional Council Safety and Security Survey

residents reported travel changes due to fear of being involved in a traffic crash (Figure 30), and about one third of residents reported travel changes due to fear/worry of assault, harassment, or harm from others (Figure 31).

There were distinct regional variations in safety concerns' impact on travel choices. In general, Snohomish County residents reported fewer travel changes due to fear of being involved in a traffic crash compared to other geographies (Figure 29). Regarding travel changes due to violence concerns, King County – Seattle residents generally reported more travel changes compared to other geographies (Figure 30).

FIGURE 29: ENDORSED SAFETY CONCERNS IMPACT ON TRAVEL CHOICES BY ZONE GROUP



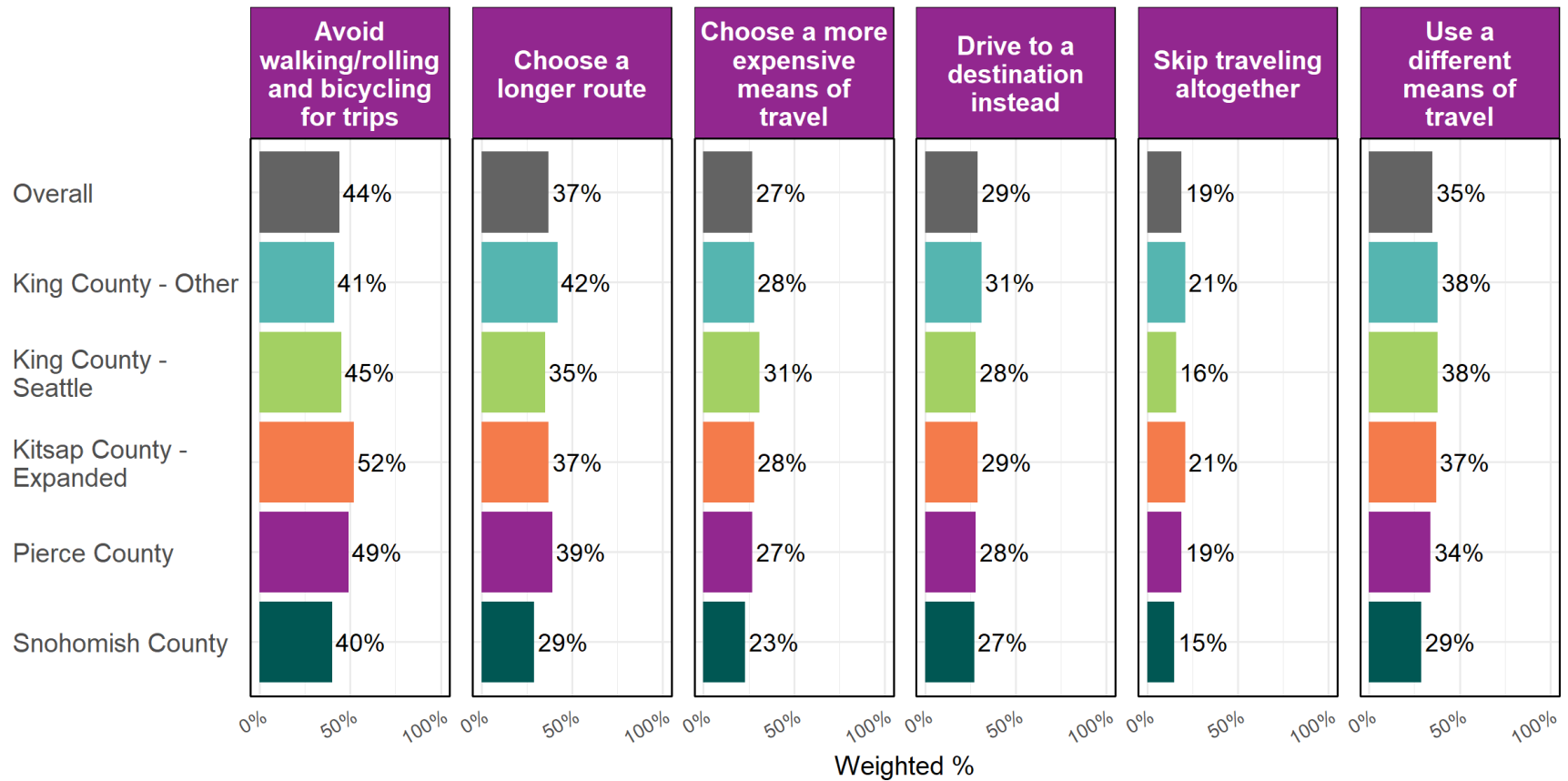
Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 30: ENDORSED TRAVEL CHANGES DUE TO FEAR OF BEING INVOLVED IN A TRAFFIC CRASH BY ZONE GROUP



Data represent the weighted estimate of those who endorse the statement by responding 'Often or Sometimes'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 31: ENDORSED TRAVEL CHANGES DUE TO FEAR/WORRY OF ASSAULT, HARASSMENT, OR HARM FROM OTHERS BY ZONE GROUP



Data represent the weighted estimate of those who endorse the statement by responding 'Often or Sometimes'.

<1% means no respondents endorsed this category.

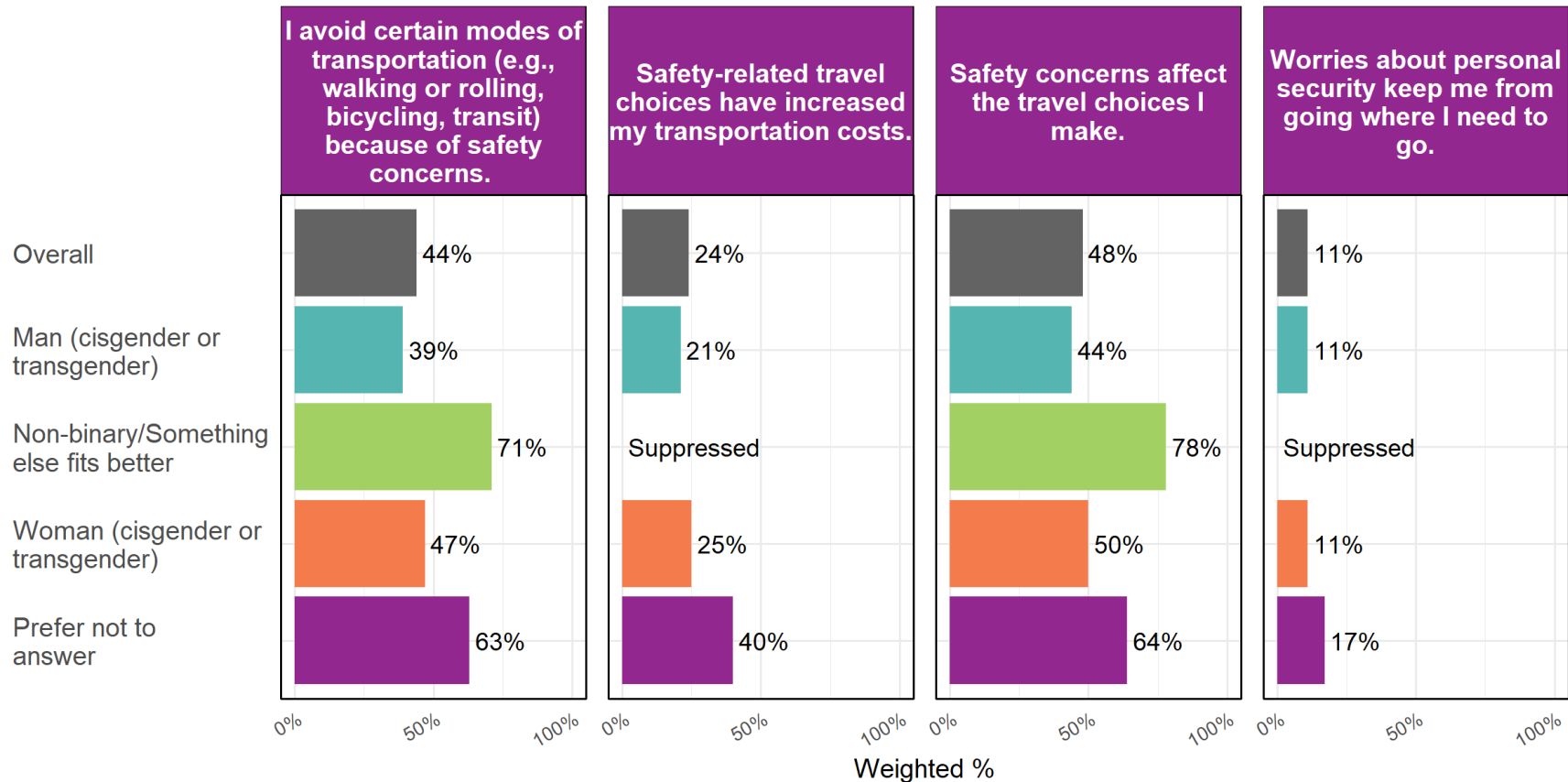
* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Figure 32, Figure 33, and Figure 34 describe the relationship between residents' perceptions of safety and their travel choices by gender. Those who identified as non-binary/something or preferred not to identify their gender had a high impact of safety concerns on their travel choices (Figure 32). There were minimal differences by gender in how safety concerns related to being involved in a traffic crash impacted travel choices (Figure 30). However, travel changes due to

Puget Sound Regional Council Safety and Security Survey

safety concerns related to violence showed high variation by gender (Figure 34). Residents who identified as non-binary/something else or preferred not to identify their gender reported more travel changes, with the most common changes being driving to a destination instead. In contrast, the most common travel changes due to violence-related concerns among women were using a different means of travel and avoiding walking/rolling and bicycling.

FIGURE 32: ENDORSED SAFETY CONCERNS IMPACT ON TRAVEL CHOICES BY GENDER



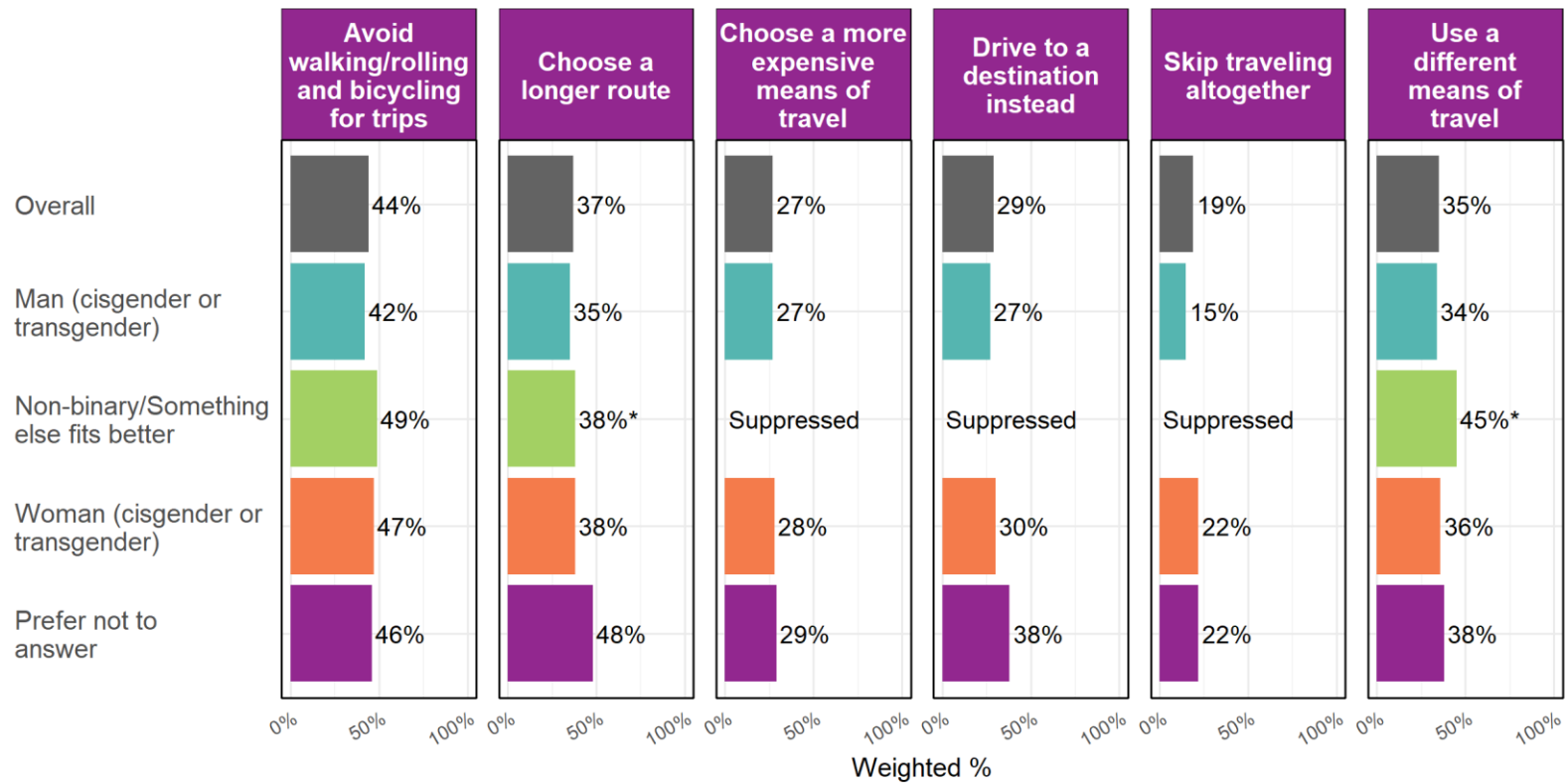
Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 33: ENDORSED TRAVEL CHANGES DUE TO FEAR OF BEING INVOLVED IN A TRAFFIC CRASH BY GENDER



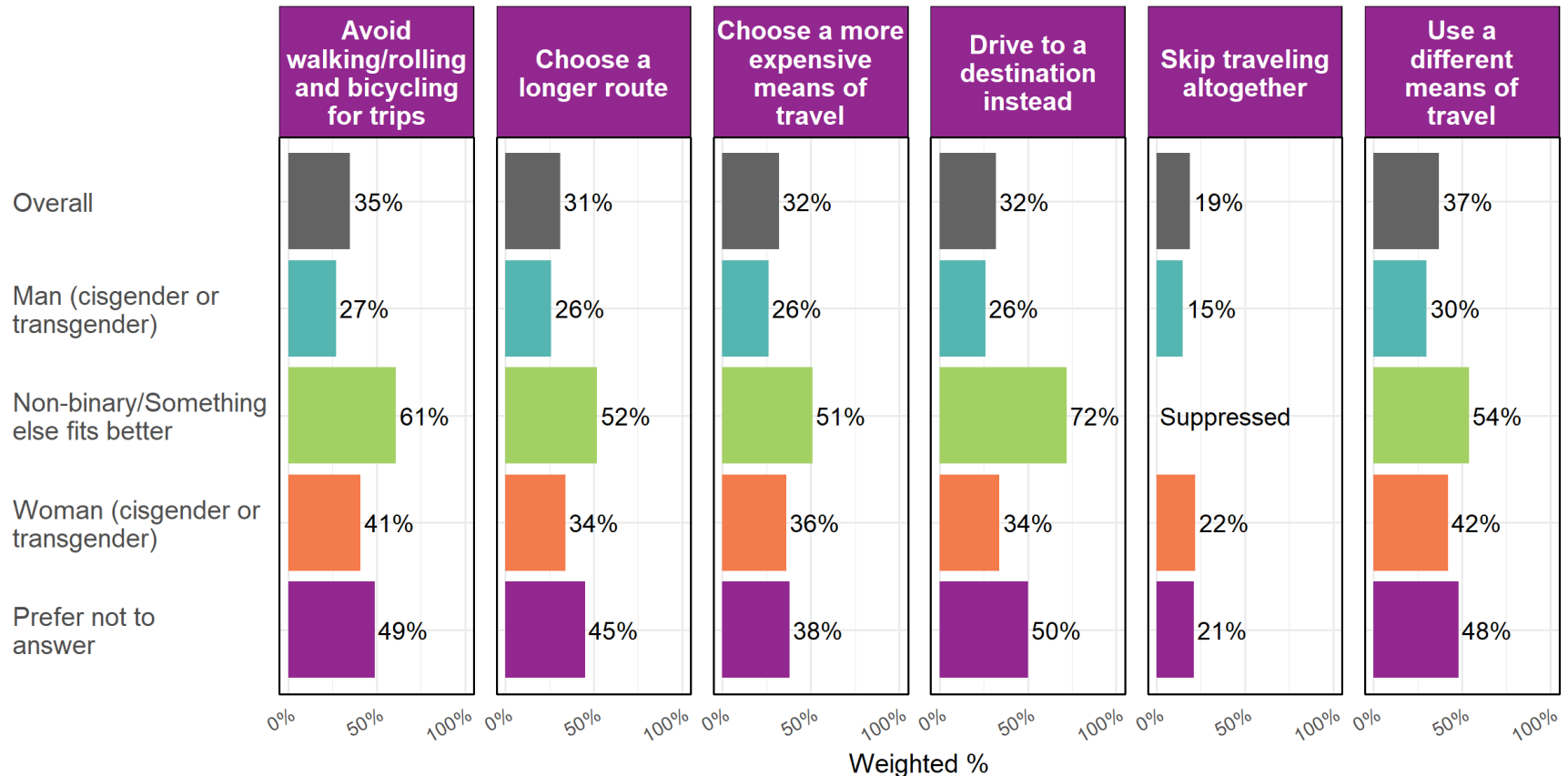
Data represent the weighted estimate of those who endorse the statement by responding 'Often or Sometimes'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 34: ENDORSED TRAVEL CHANGES DUE TO FEAR/WORRY OF ASSAULT, HARASSMENT, OR HARM FROM OTHERS BY GENDER



Data represent the weighted estimate of those who endorse the statement by responding 'Often or Sometimes'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

Safe Systems Beliefs

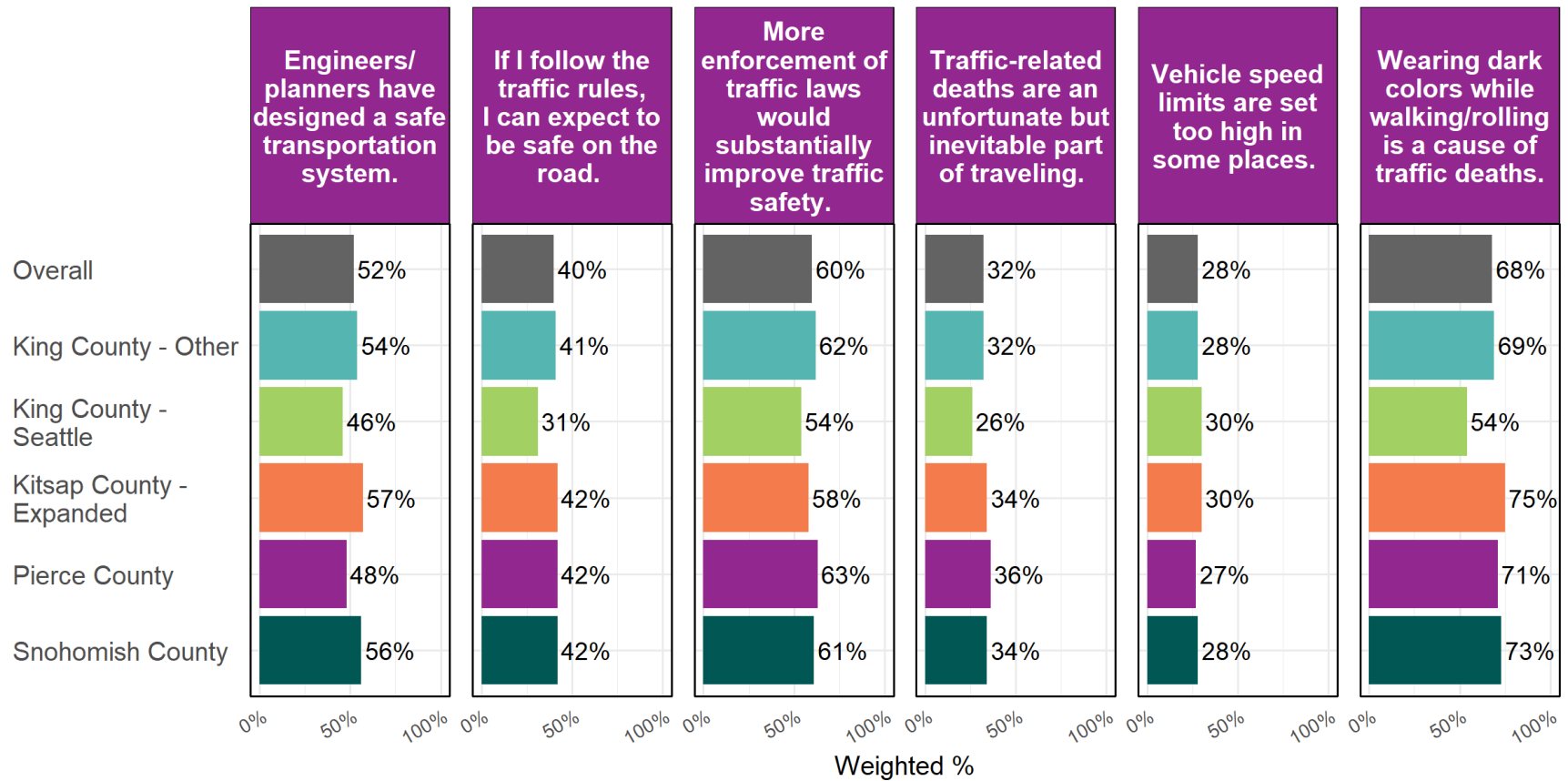
Figure 35, Figure 36, and Figure 37 describe residents' perceptions on how traffic crashes occur and what the biggest risks and concerns are for traffic safety. Overall, half of residents felt that engineers/planners have designed a safe transportation system (52%), yet only 40% felt that if they followed traffic rules they could expect to be safe on the road. Many residents endorsed negative beliefs toward traffic crashes, with 32% of residents believing traffic crashes are an inevitable part of traveling and 68% believing that pedestrians wearing dark colors is a cause of traffic deaths. In contrast, only 28% of residents believed that vehicle speed limits are set too high in some places.

Figure 35 shows that there was distinct regional variation in residents' Safe System Beliefs. In general, fewer residents in King County – Seattle endorsed negative Safe System Beliefs, felt that the transportation system is safe compared to other geographies. Regarding gender differences, Figure 36 shows that residents identifying as men felt the transportation system is safer and were more likely to believe that enforcement would improve transportation safety in comparison to other gender groups.

Figure 37 shows differences in Safe System Beliefs by racial group. Results reveal how Safe Systems Beliefs impact on traffic crash risk differ by race. Beliefs differed most among residents who identified as American Indian or Alaska Native. A higher percentage of these residents felt that traffic-related deaths are inevitable and that the transportation system was not designed to be safe.

Puget Sound Regional Council Safety and Security Survey

FIGURE 35: ENDORSEMENT OF SAFE SYSTEMS BELIEFS BY ZONE GROUP



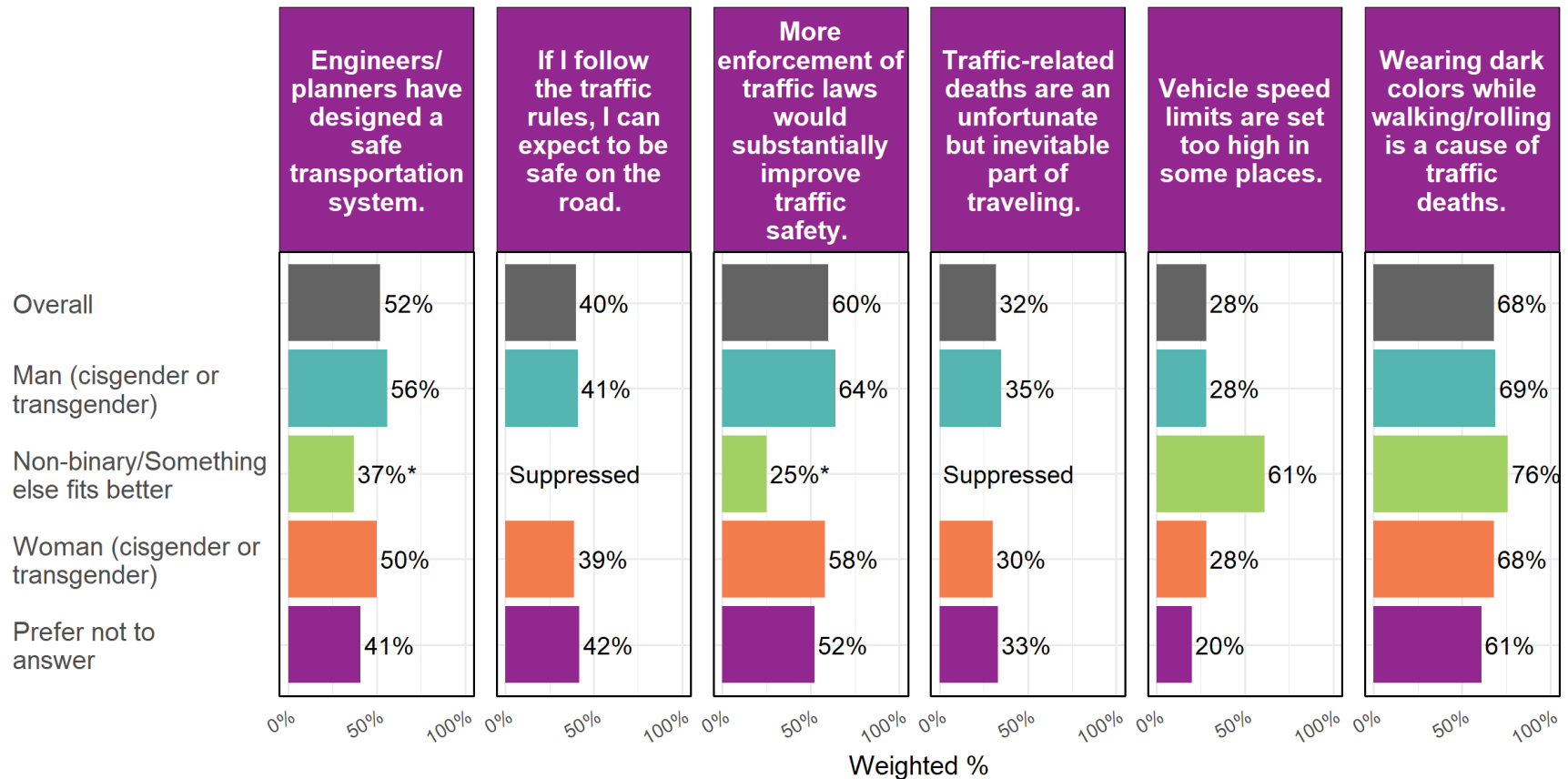
Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 36: ENDORSEMENT OF SAFE SYSTEMS BELIEFS BY GENDER



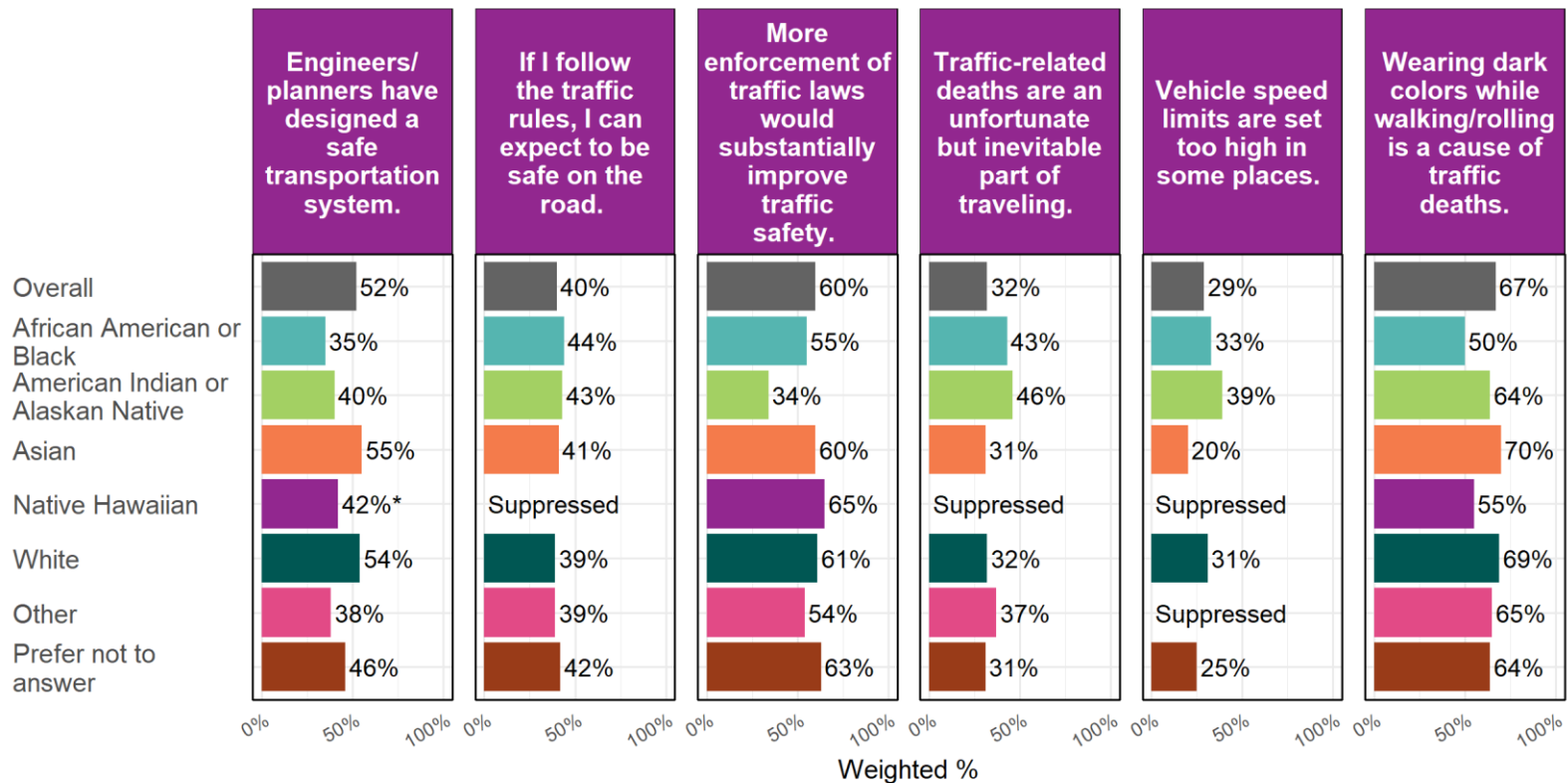
Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 37: ENDORSEMENT OF SAFE SYSTEMS BELIEFS BY RACE



Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Traffic crash experiences: Event characteristics, travel impact, and Practical/Emotional Travel Safety Burden (E/P-TSB)

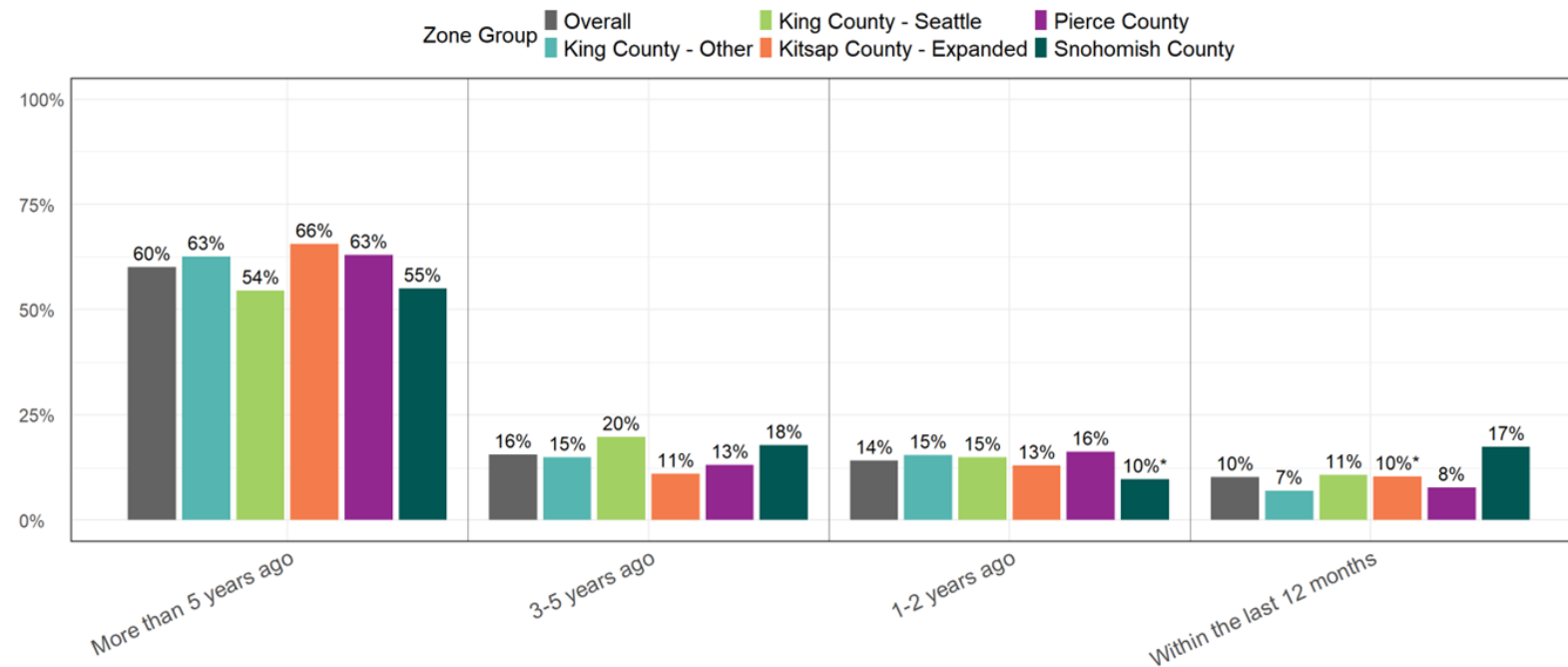
This section describes traffic crash experiences among the population and how they have impacted residents' travel and perceptions. Respondents were asked to describe their traffic crash experiences (Figure 38 through Figure 42-) and how the most serious of the experiences affected their travel (Figure 43).

Puget Sound Regional Council Safety and Security Survey

Event characteristics

Figure 38, Figure 39, Figure 40, Figure 41, and Figure 42 describe characteristics of residents' most serious traffic crash experience. Most residents' indicated their most serious traffic crash experience occurred over 5 years ago (Figure 38, 60%), which may influence the event's characteristics and impact on travel changes.

FIGURE 38: DATE OF TRAFFIC CRASH EXPERIENCE



Question format is categorical - categories are mutually exclusive.

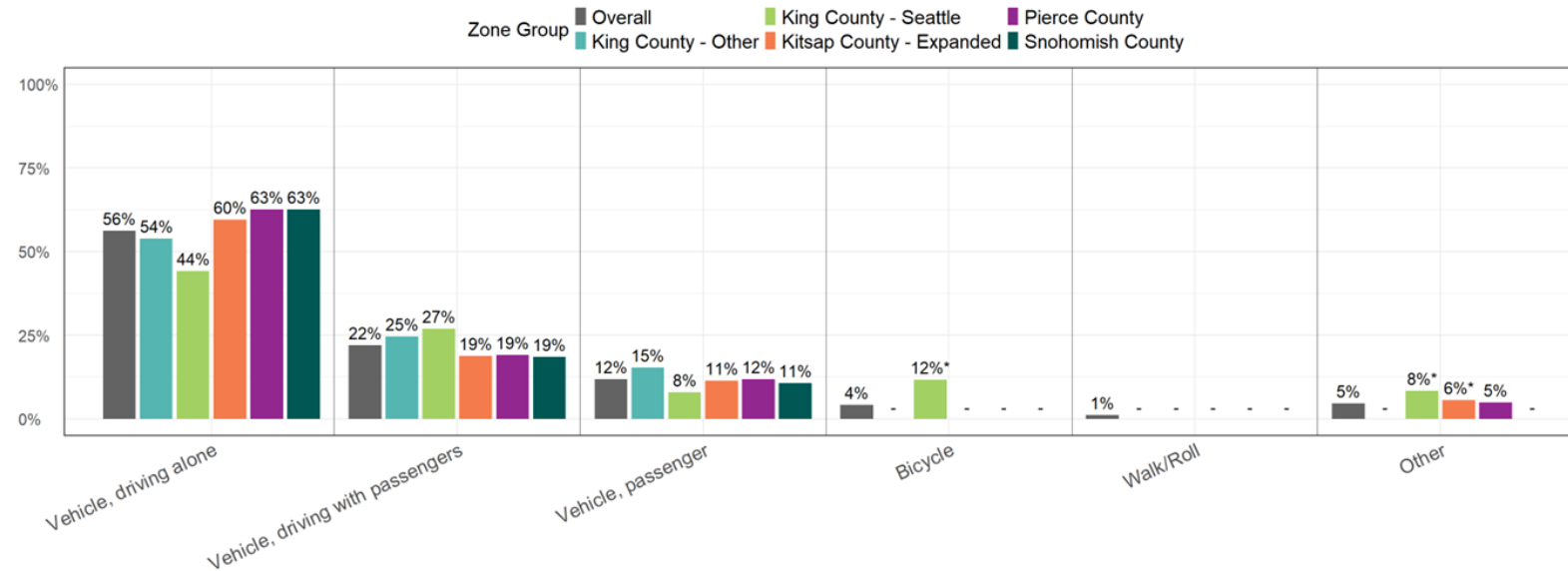
<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10, RSE > 0.5, or undefined RSE).

Puget Sound Regional Council Safety and Security Survey

Figure 39 shows that across the region, most residents experienced their most serious event in a personal vehicle. Residents in King County – Seattle had a higher percentage of events driving in a personal vehicle with passenger compared to other geographies (27% versus 19% to 25% in other geographies).

FIGURE 39: TRAVEL MODE DURING TRAFFIC CRASH



Question format is categorical - categories are mutually exclusive.

<1% means no respondents endorsed this category.

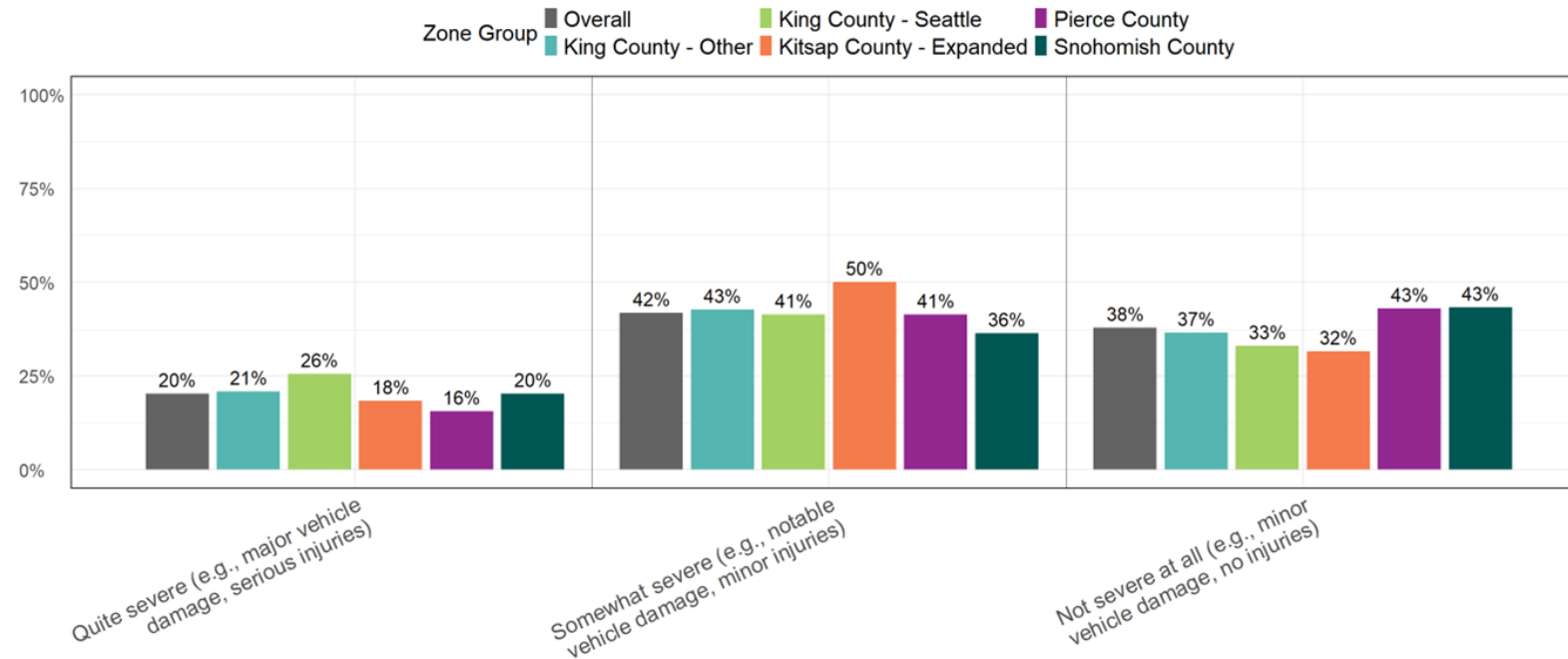
* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10, RSE > 0.5, or undefined RSE).

Other includes categories Carshare, E-scooter, Rideshare vehicle, Transit vehicle, and Motorcycle.

Puget Sound Regional Council Safety and Security Survey

Figure 40 shows that across the region, more than two-thirds of the most serious traffic crash residents experienced was either not severe at all (38%) or somewhat severe (42%). Residents in King County – Seattle had a higher percentage of quite severe traffic crashes, and residents in Kitsap County – Expanded had a higher percentage of somewhat severe crashes compared to other geographies.

FIGURE 40: TRAFFIC CRASH EVENT SEVERITY



Question format is categorical - categories are mutually exclusive.

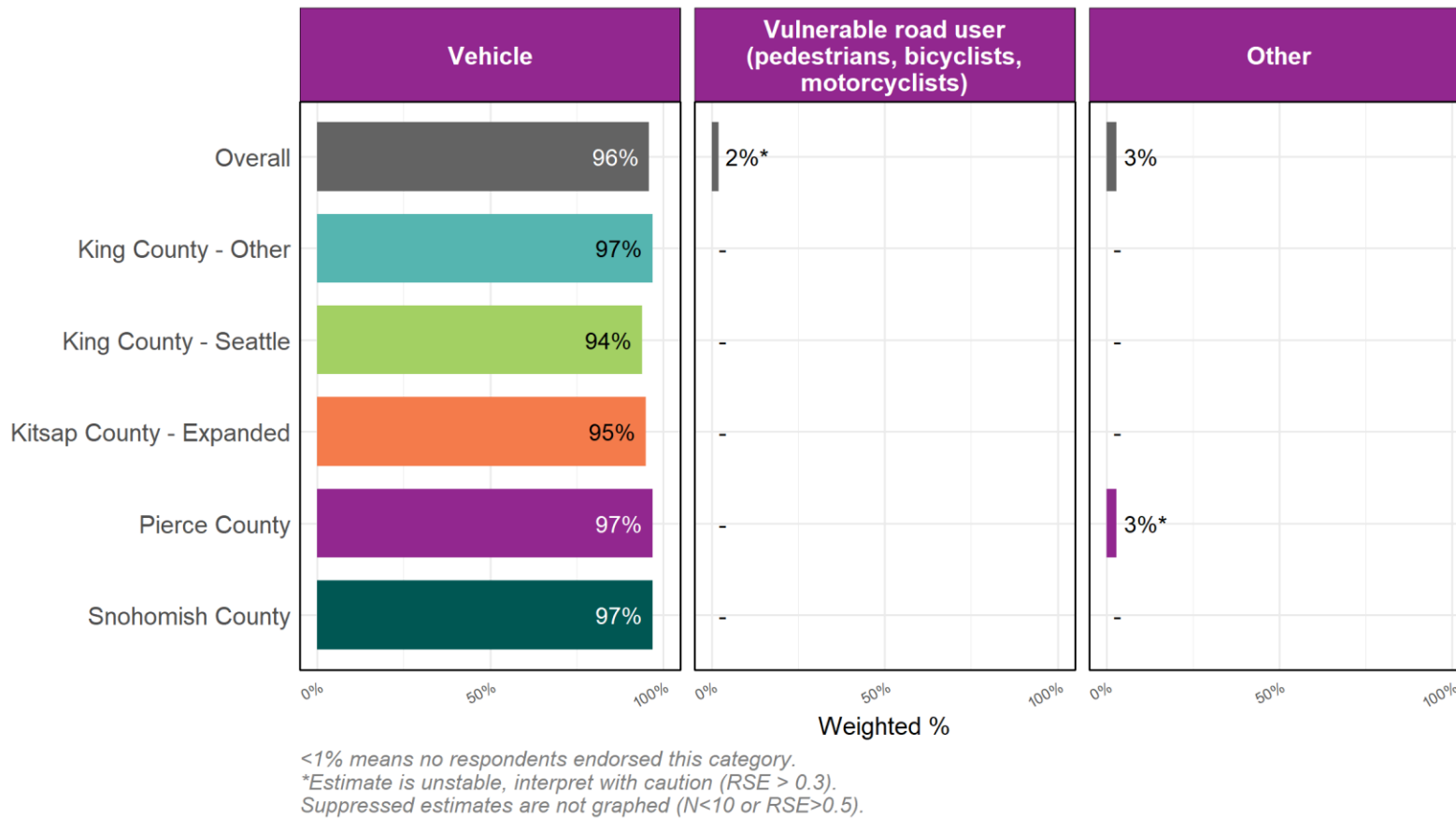
<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10, RSE > 0.5, or undefined RSE).

Puget Sound Regional Council Safety and Security Survey

Figure 41 shows that in almost all of residents' most serious traffic crash experiences, the other party involved was in a vehicle.

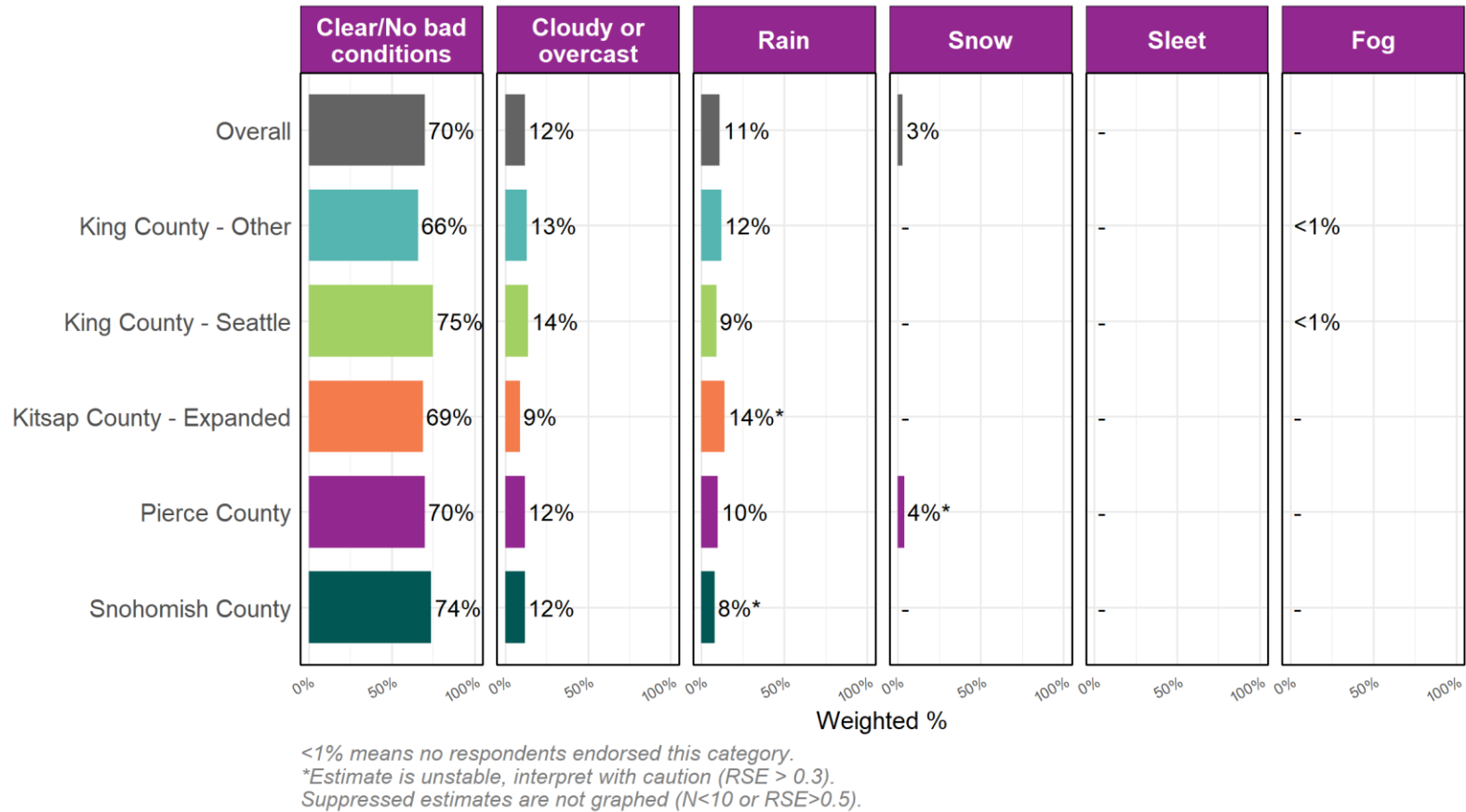
FIGURE 41: OTHER PARTY'S TRAVEL MODE



Puget Sound Regional Council Safety and Security Survey

Figure 42 shows that the majority of the most serious traffic crashes residents experienced occurred in clear weather conditions, suggesting weather was not an influential factor in these crashes.

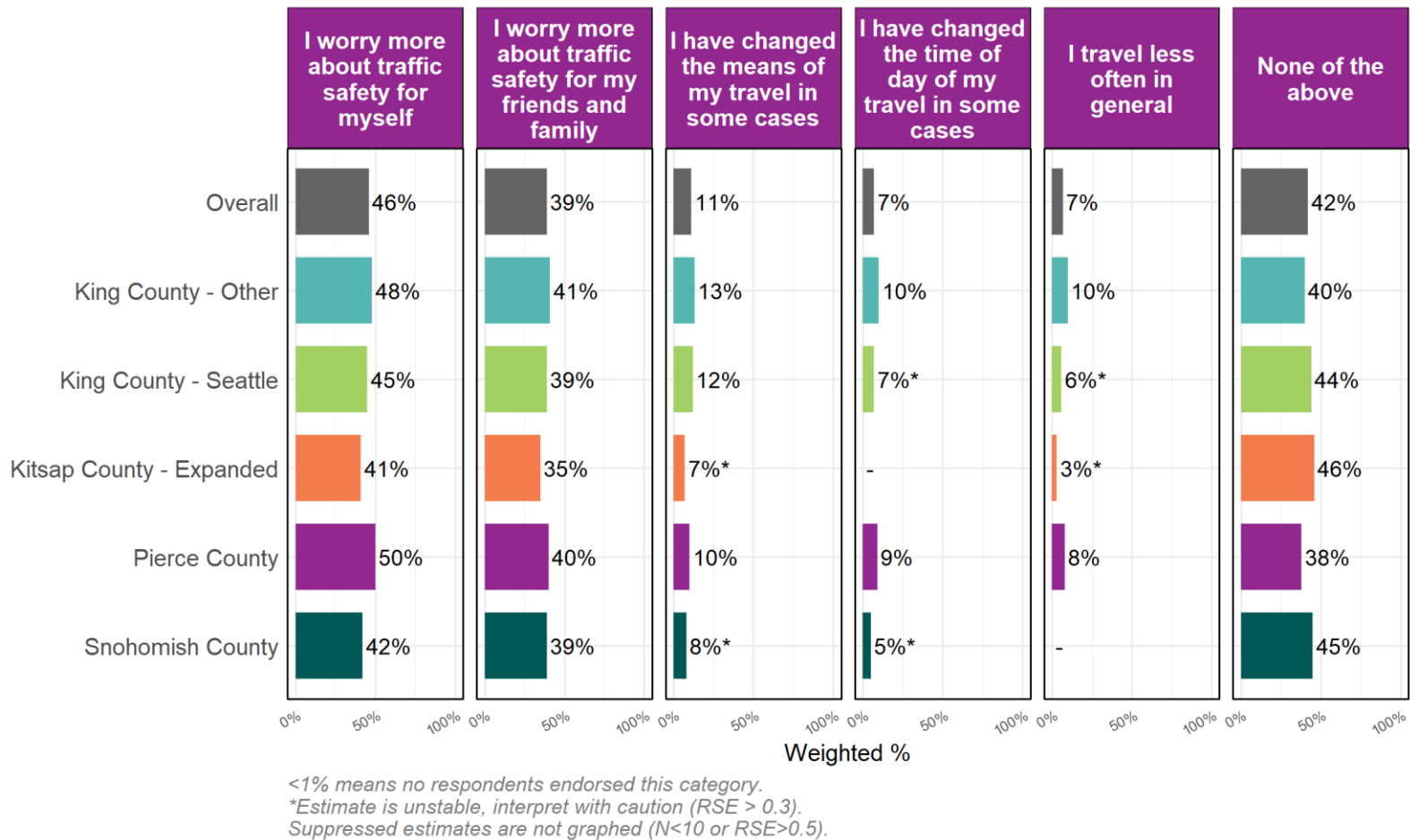
FIGURE 42: WEATHER AT TIME OF TRAFFIC CRASH



Puget Sound Regional Council Safety and Security Survey
Crash experience's impact on travel behavior/attitudes

Figure 43 shows that the primary changes that residents experienced after their most serious traffic crash experience were attitudinal (worrying about their own safety or the safety of friends and family) as opposed to changes in behavior. However, almost half of residents did not report any changes in travel behaviors or attitudes after their traffic crash experience

FIGURE 43: CHANGES IN TRAVEL BEHAVIOR/ATTITUDE AFTER TRAFFIC CRASH EXPERIENCE

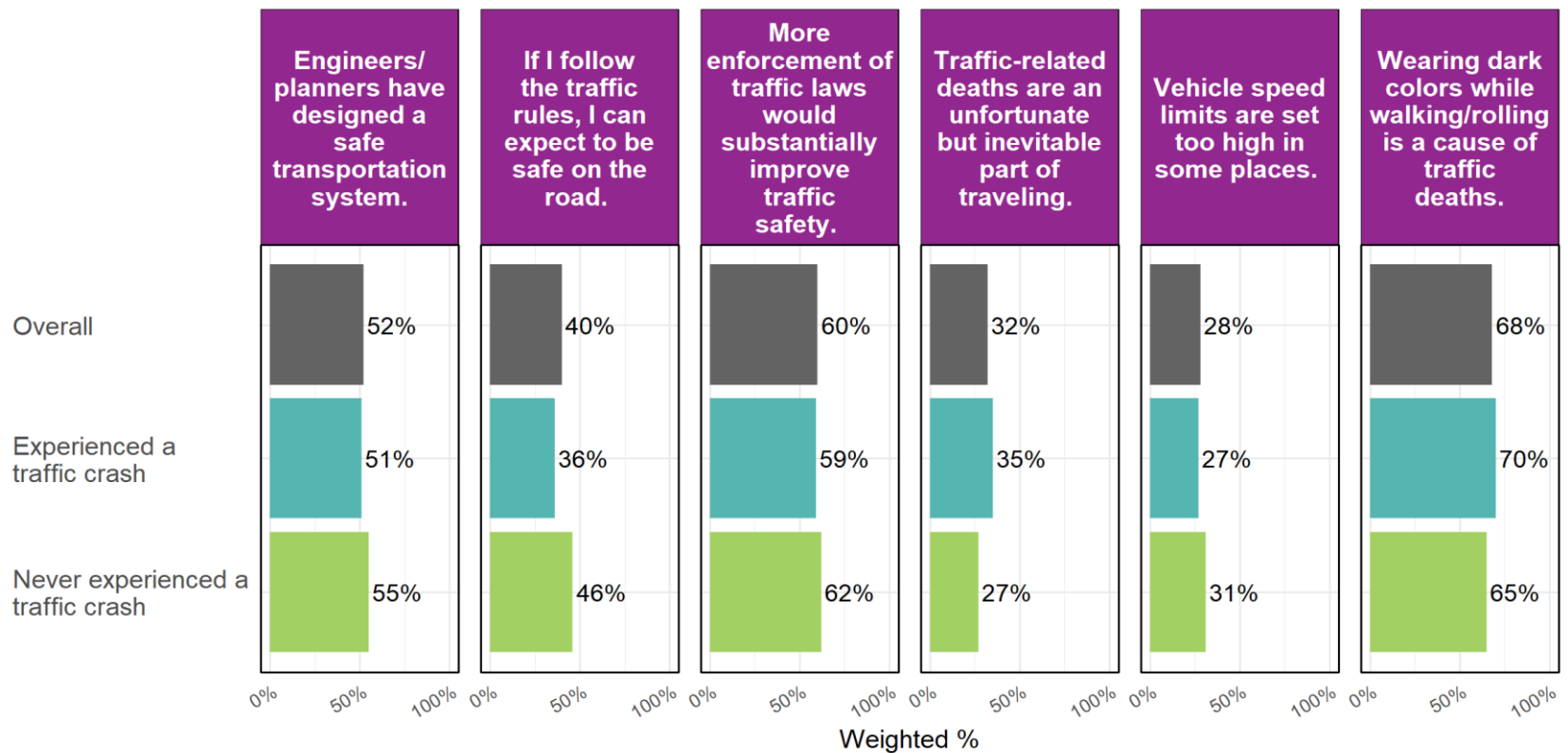


Puget Sound Regional Council Safety and Security Survey

Safe Systems Beliefs by traffic crash experience

Figure 44 examines how Safe Systems Beliefs vary between residents who have experienced a traffic crash and those who have not. In general, beliefs do not vary between those who have and have not experienced a traffic crash. More residents who had experienced a traffic crash felt that traffic-related deaths are inevitable compared to those who had not experienced a traffic crash (35% vs. 27%).

FIGURE 44: ENDORSEMENT OF SAFE SYSTEMS BELIEFS BY TRAFFIC CRASH EXPERIENCE



Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

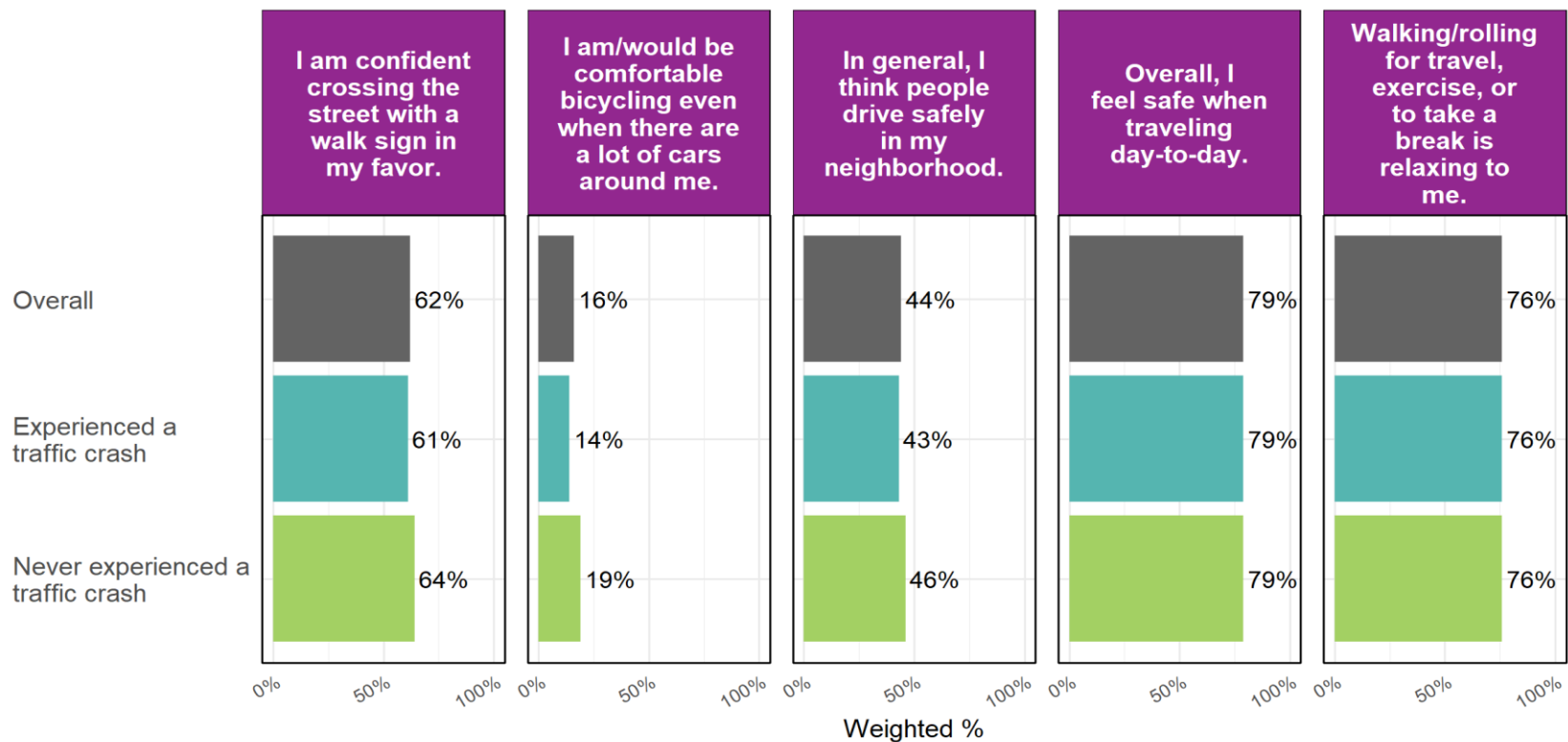
* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

Emotional Travel Safety Burden by traffic crash experience

Figure 45 and Figure 46 describe the difference in residents' perceptions of their daily travel safety between those who have and have not experienced a traffic crash. Residents' perception of their safety while traveling did not vary by traffic crash experience (Figure 45). However, residents who had experienced a traffic crash reported less worry about their safety while traveling and their ability to make urgent trips in comparison to those who had never experienced a traffic crash (Figure 46).

FIGURE 45: ENDORSED MEASURES OF SAFETY WHILE TRAVELING BY TRAFFIC CRASH EXPERIENCE



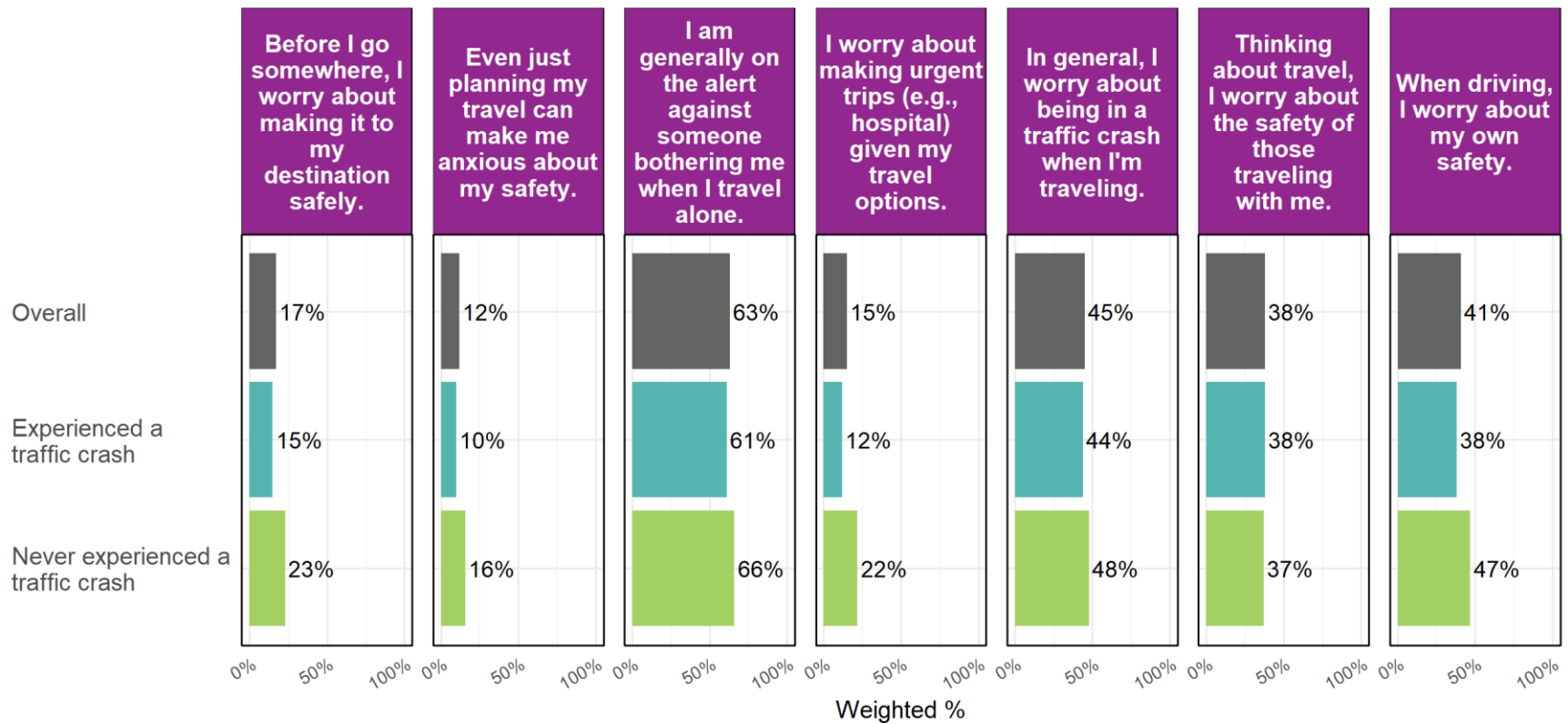
Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 46: ENDORSED MEASURES OF WORRY WHILE TRAVELING BY TRAFFIC CRASH EXPERIENCE



Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

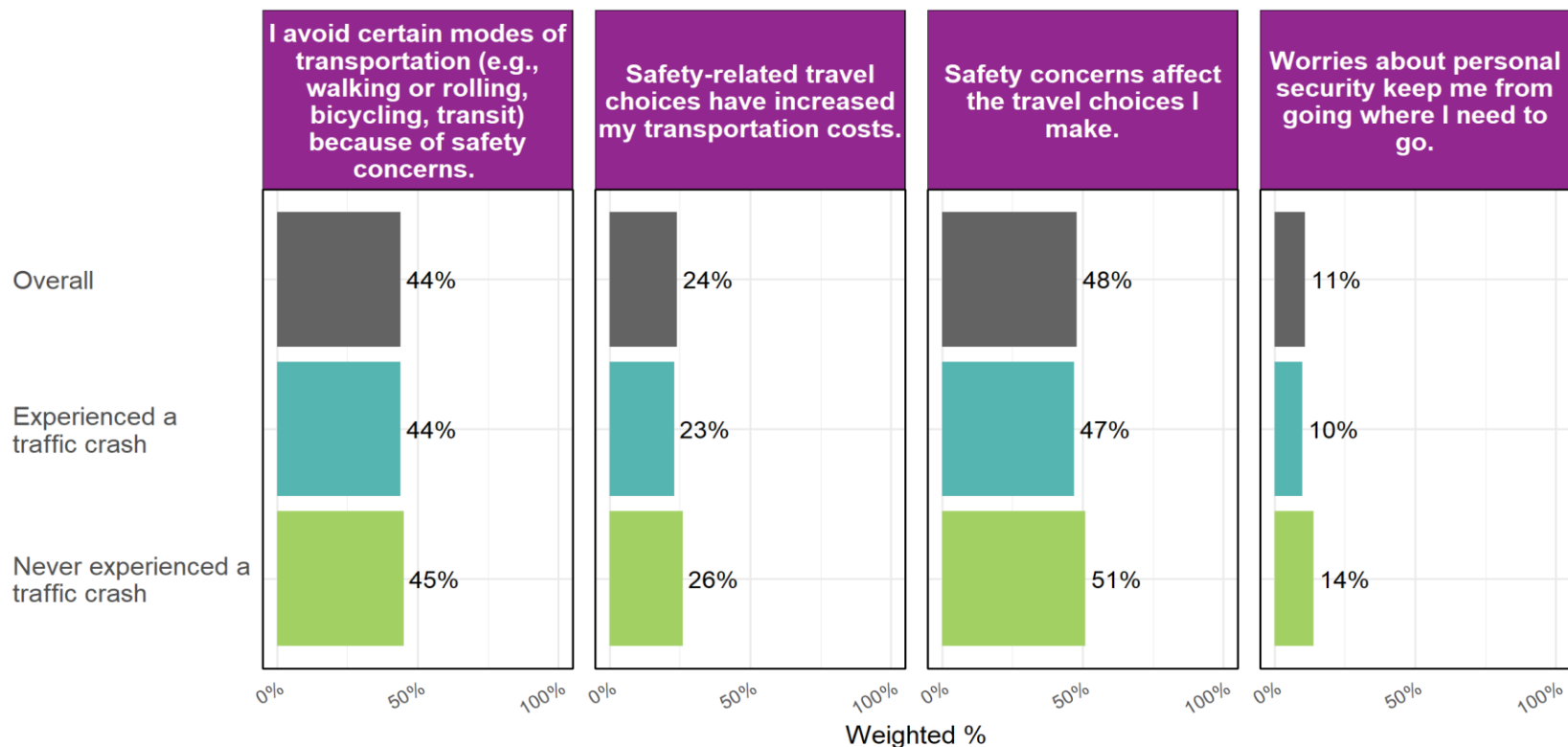
* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

Practical Travel Safety Burden by traffic crash experience

Figure 47 and Figure 48 describe the difference in residents' perception of traffic safety and their transportation choices by traffic crash experience. Figure 47 indicates no variation in the impact of safety concerns on travel based on residents' traffic crash experience. Some variation in residents' travel changes due to fear of being involved in a traffic crash was found (Figure 48), with fewer residents who had experienced a traffic crash endorsing travel changes compared to those who had.

FIGURE 47: ENDORSED SAFETY CONCERNS IMPACT ON TRAVEL BY TRAFFIC CRASH EXPERIENCE



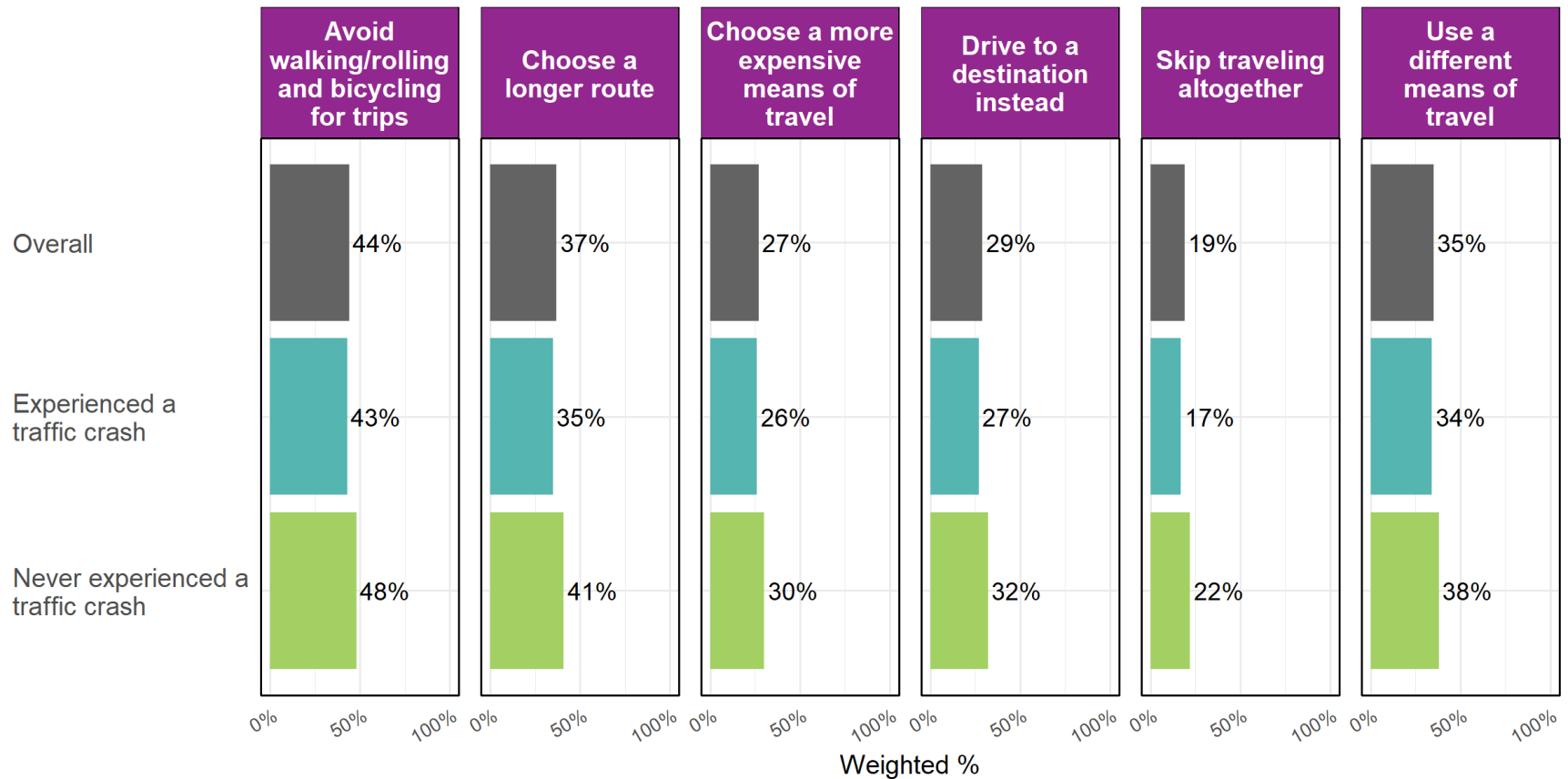
Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 48: ENDORSED TRAVEL CHANGES DUE TO FEAR OF BEING INVOLVED IN A TRAFFIC CRASH BY TRAFFIC CRASH EXPERIENCE



Data represent the weighted estimate of those who endorse the statement by responding 'Often or Sometimes'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Personal security concern experiences: Event characteristics and Practical/Emotional Travel Safety Burden (E/P-TSB)

This section describes personal security concerns among the population and differences in residents' travel choices and safety perceptions between those who have and have not experienced these events.

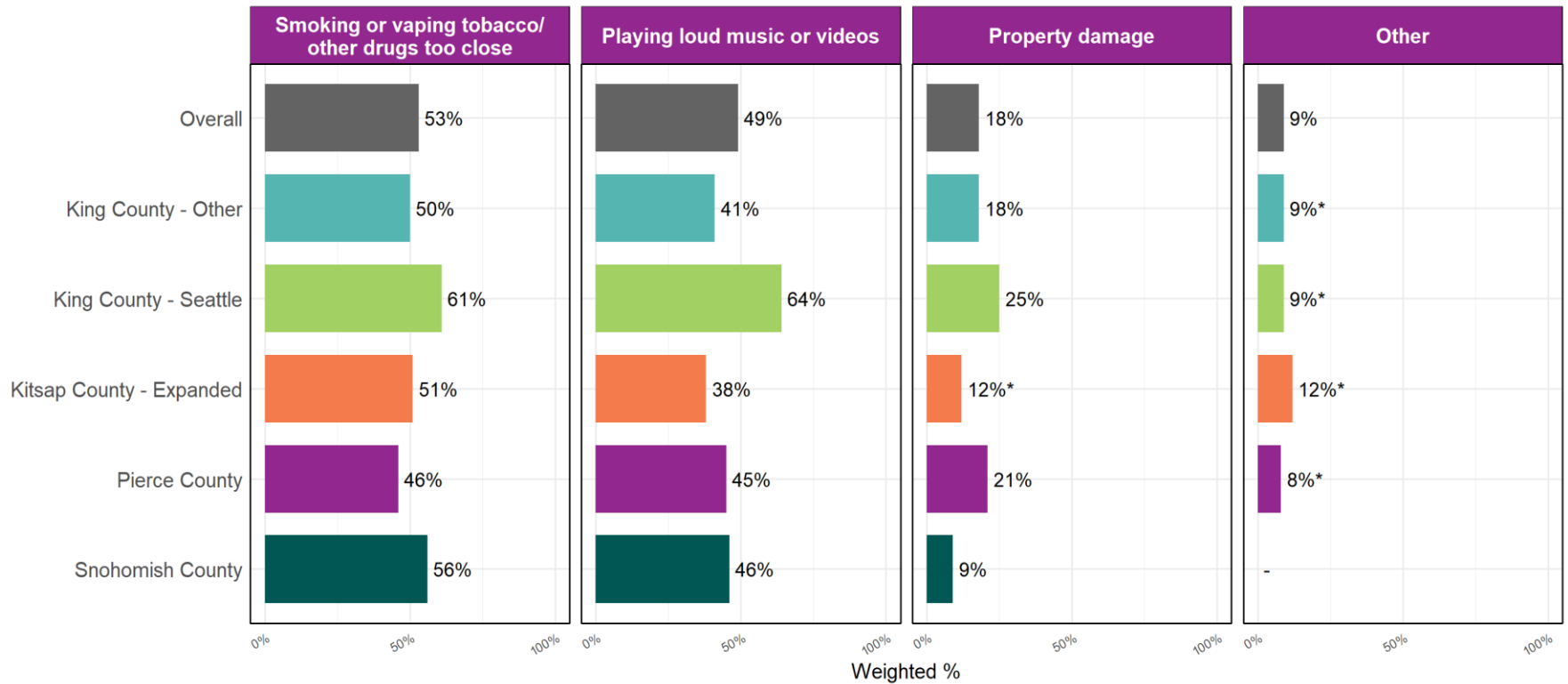
Event characteristics

Figure 49, Figure 51, Figure 51, and Figure 52 describe the personal security concerns that residents have experienced by zone group and gender. The most common events reported were interactions of yelling, arguing, or acting aggressively towards others (80%) and people behaving erratically (73%). There are distinct regional variations in the events residents have experienced. Residents in King County – Seattle reported experiencing an event where someone made rude or threatening comments more often compared to other geographies. About one fourth of residents who experienced a personal security concern reported experiences of sexual harassment (unwanted touching or standing too close – 22%; lewd or explicit behaviors – 26%). Experiences of sexual harassment were more common among residents in Pierce County and King County – Seattle. About one fourth of residents in Pierce County who experienced a personal security concern reported experiencing physical violence.

There were also distinct variations in experiences of personal security concerns while traveling by gender identity. Those who preferred not to identify themselves had a higher percentage of events that involved rude or threatening comments (65%), groups acting in a loud or intimidating way (58%), lewd or explicit behaviors (42%), and physical violence (38%). Residents who identified as women and those who preferred not to identify themselves also reported more events of unwanted touching or someone standing too close to them compared to residents who identified as men.

Puget Sound Regional Council Safety and Security Survey

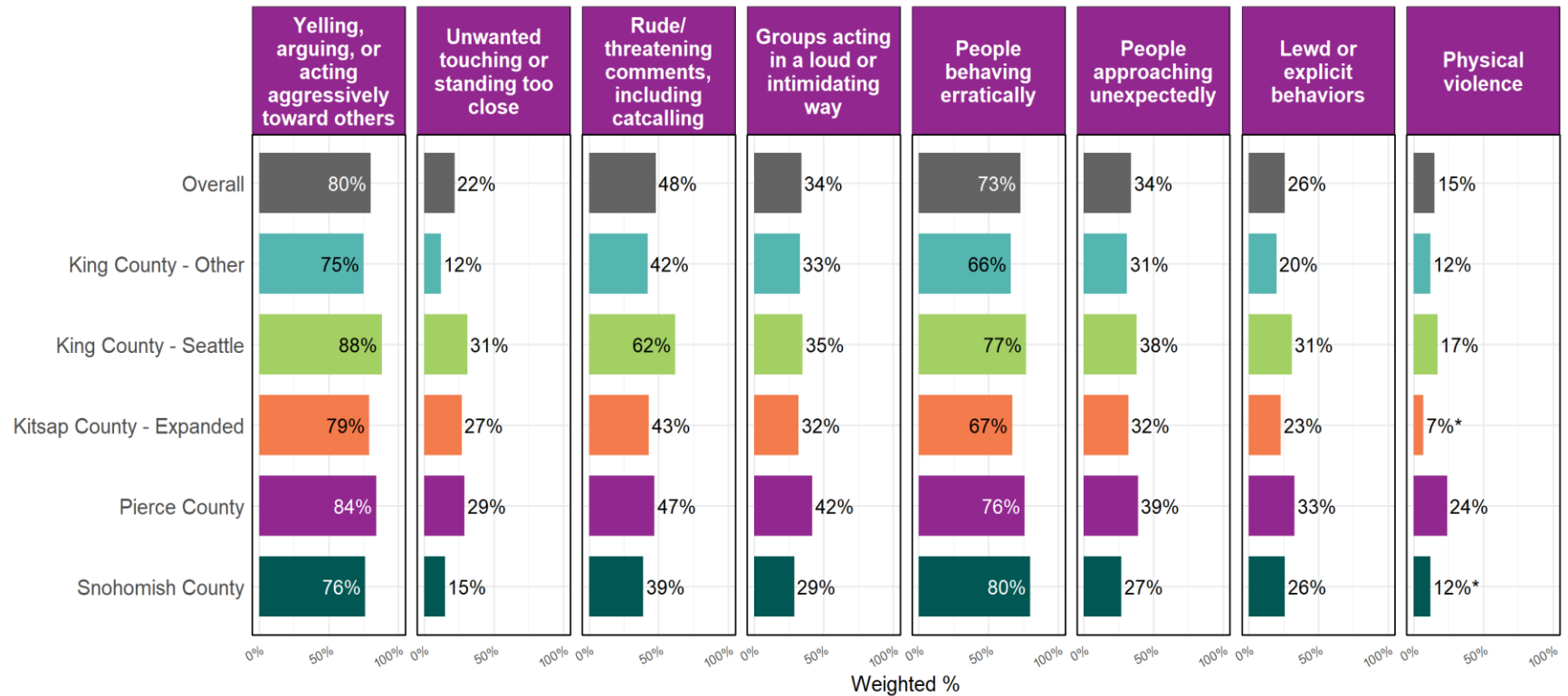
FIGURE 49: EXPERIENCES OF ENVIRONMENTAL PERSONAL SECURITY CONCERNS WHILE TRAVELING BY ZONE GROUP



<1% means no respondents endorsed this category.
 *Estimate is unstable, interpret with caution (RSE > 0.3).
 Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 50: EXPERIENCES OF VIOLENCE-RELATED PERSONAL SECURITY CONCERNS WHILE TRAVELING BY ZONE GROUP



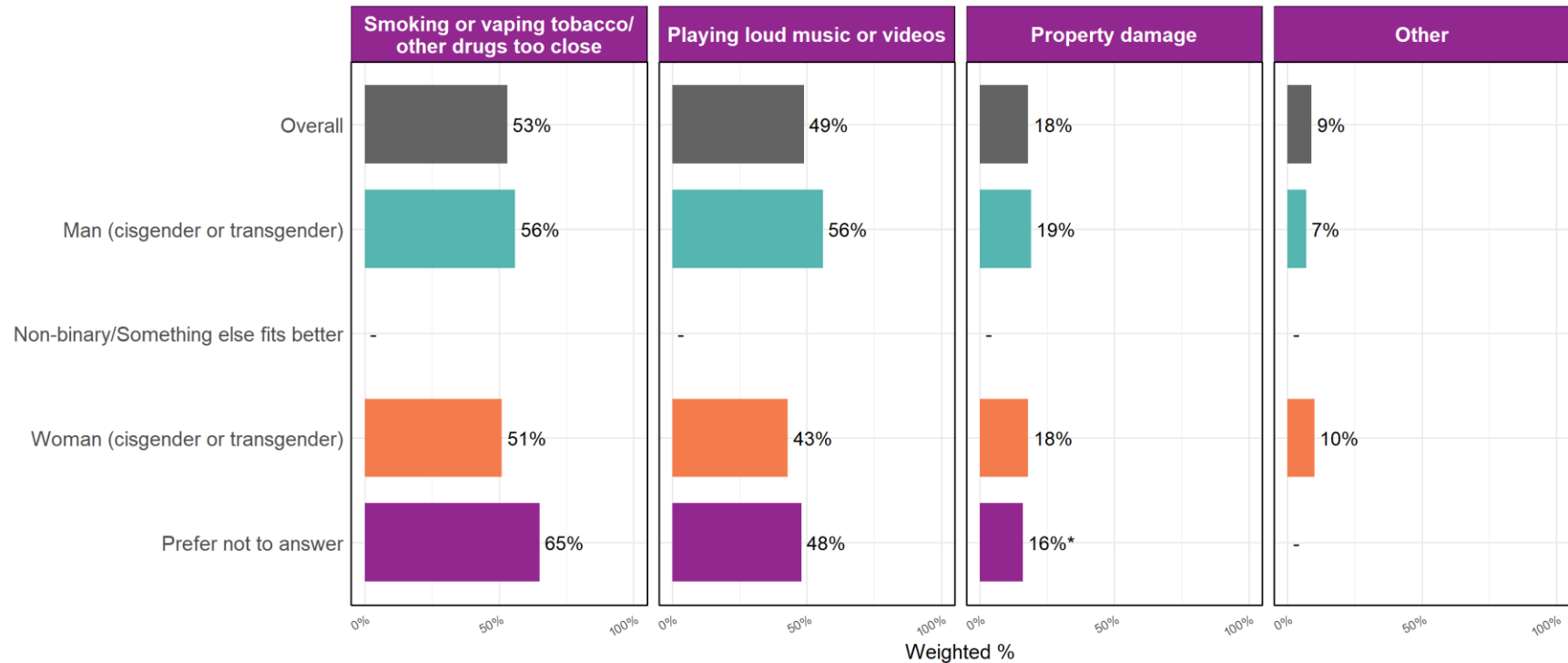
<1% means no respondents endorsed this category.

*Estimate is unstable, interpret with caution (RSE > 0.3).

Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 51: EXPERIENCES OF ENVIRONMENTAL PERSONAL SECURITY CONCERNS WHILE TRAVELING BY GENDER



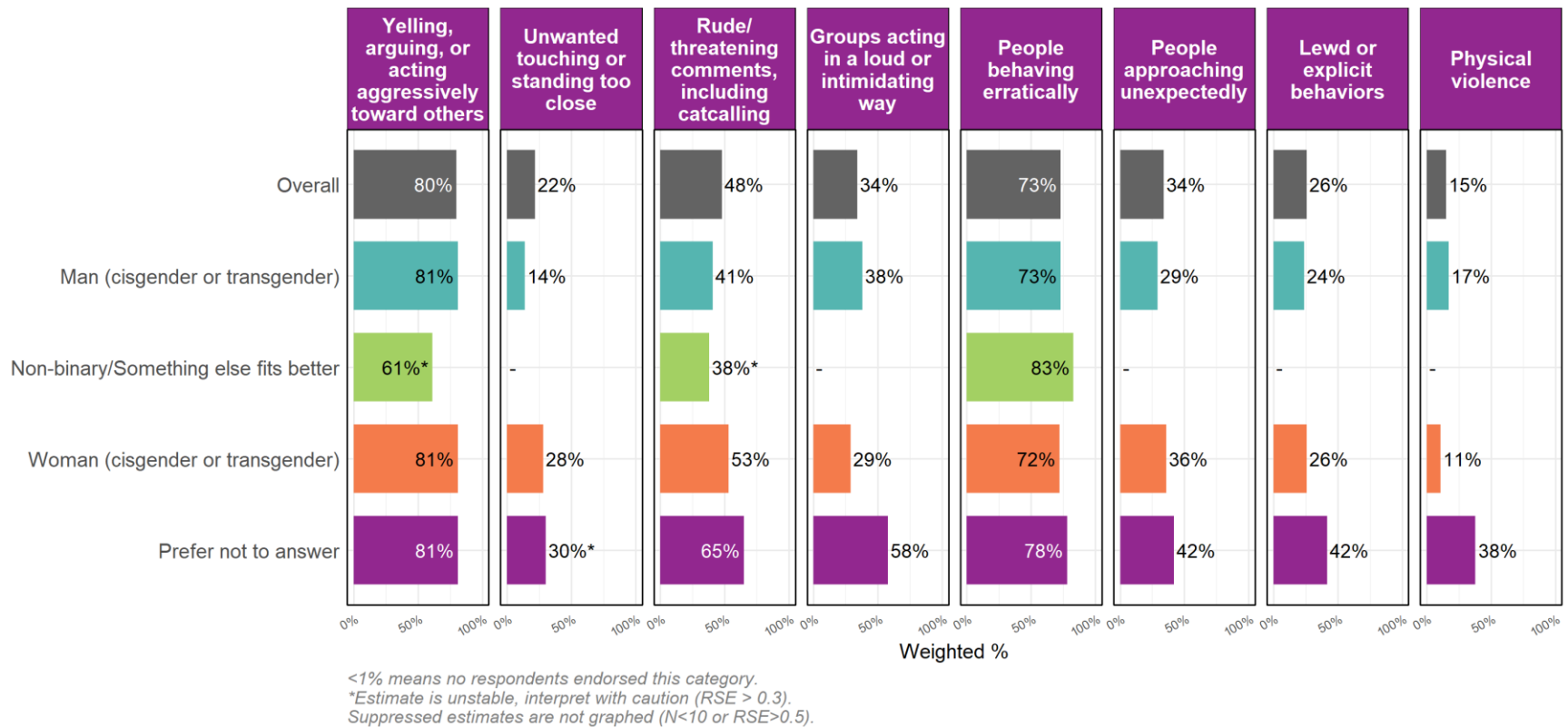
<1% means no respondents endorsed this category.

*Estimate is unstable, interpret with caution (RSE > 0.3).

Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

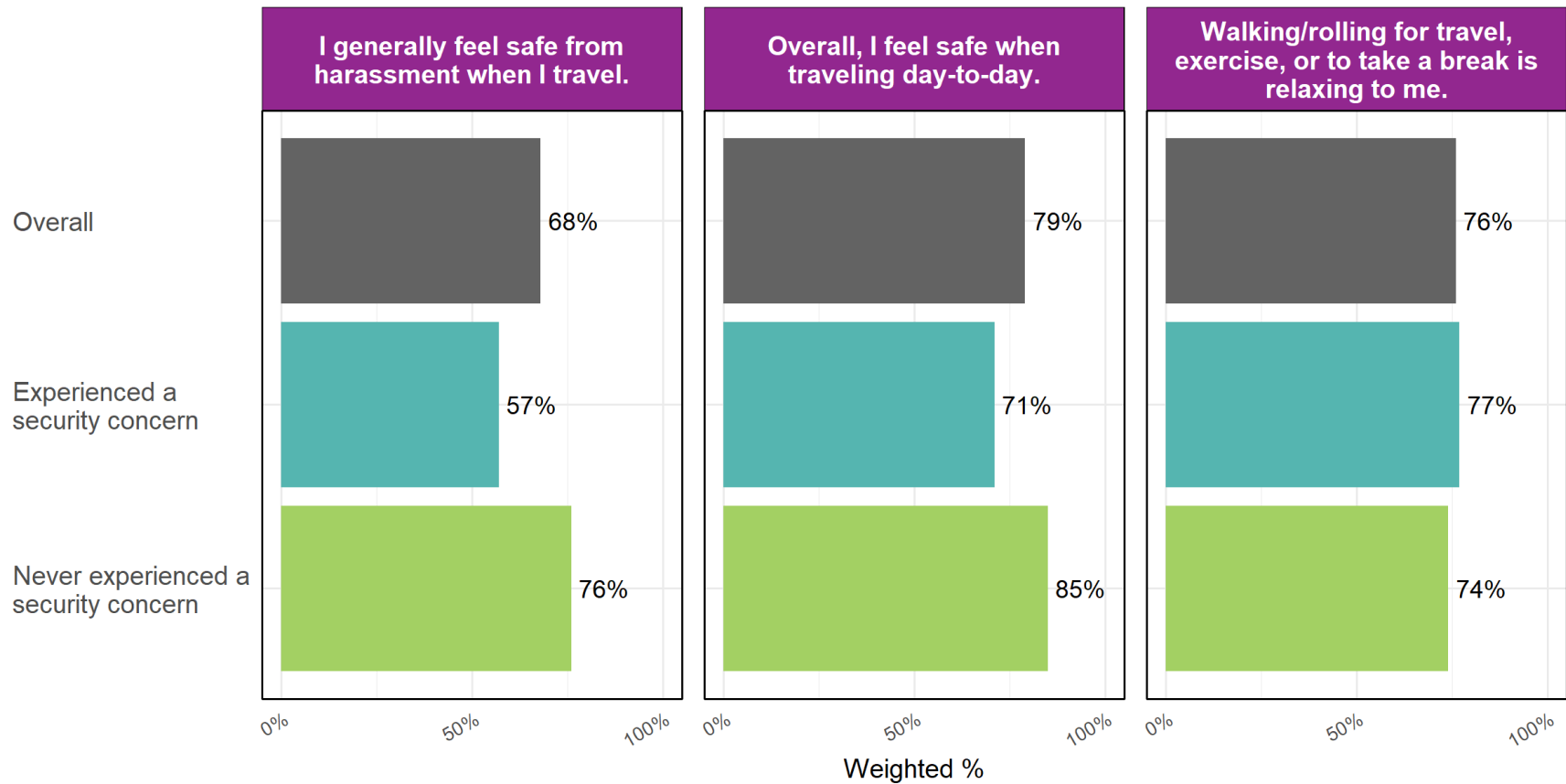
FIGURE 52: EXPERIENCES OF VIOLENCE-RELATED PERSONAL SECURITY CONCERNS WHILE TRAVELING BY GENDER



Emotional Travel Safety Burden by personal security event experiences

Figure 53 and Figure 54 describe the difference in residents' perceptions of their daily travel safety between those who have and have not experienced a personal security event. Residents who have experienced a personal security event felt less safe traveling daily and less safe from harassment when traveling compared to those who had never experienced an event (Figure 53). Residents who have experienced a personal security event endorsed higher levels of worry regarding travel compared to those who had not (Figure 54). Residents who had experienced a personal security event were more alert against harassment while traveling and more worried about their own safety while driving compared to those who have never experienced a personal security event.

FIGURE 53: ENDORSED MEASURES OF SAFETY WHILE TRAVELING, BY SECURITY EVENT EXPERIENCE



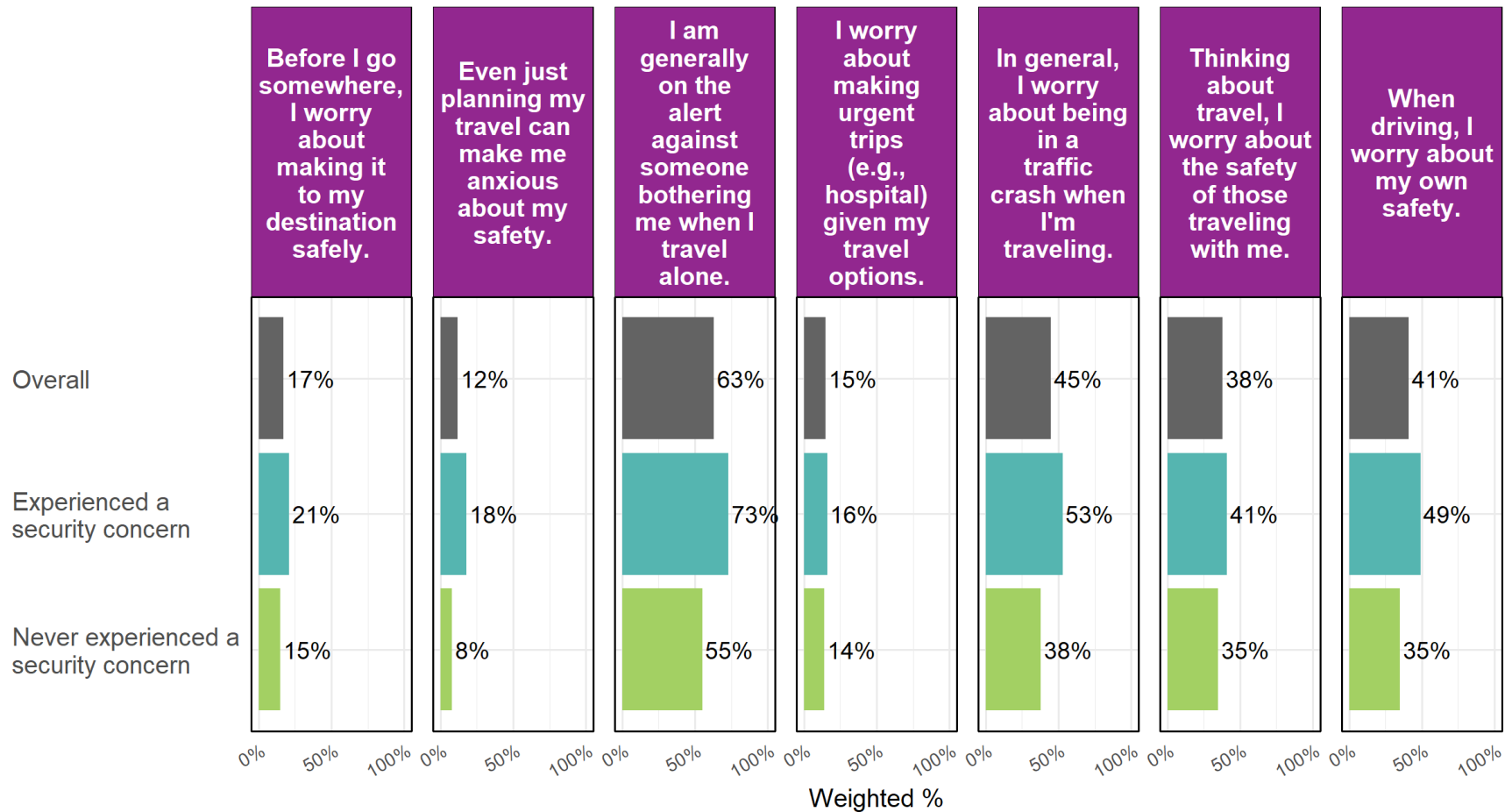
Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 54: ENDORSED MEASURES OF WORRY WHILE TRAVELING BY SECURITY EVENT EXPERIENCE



Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

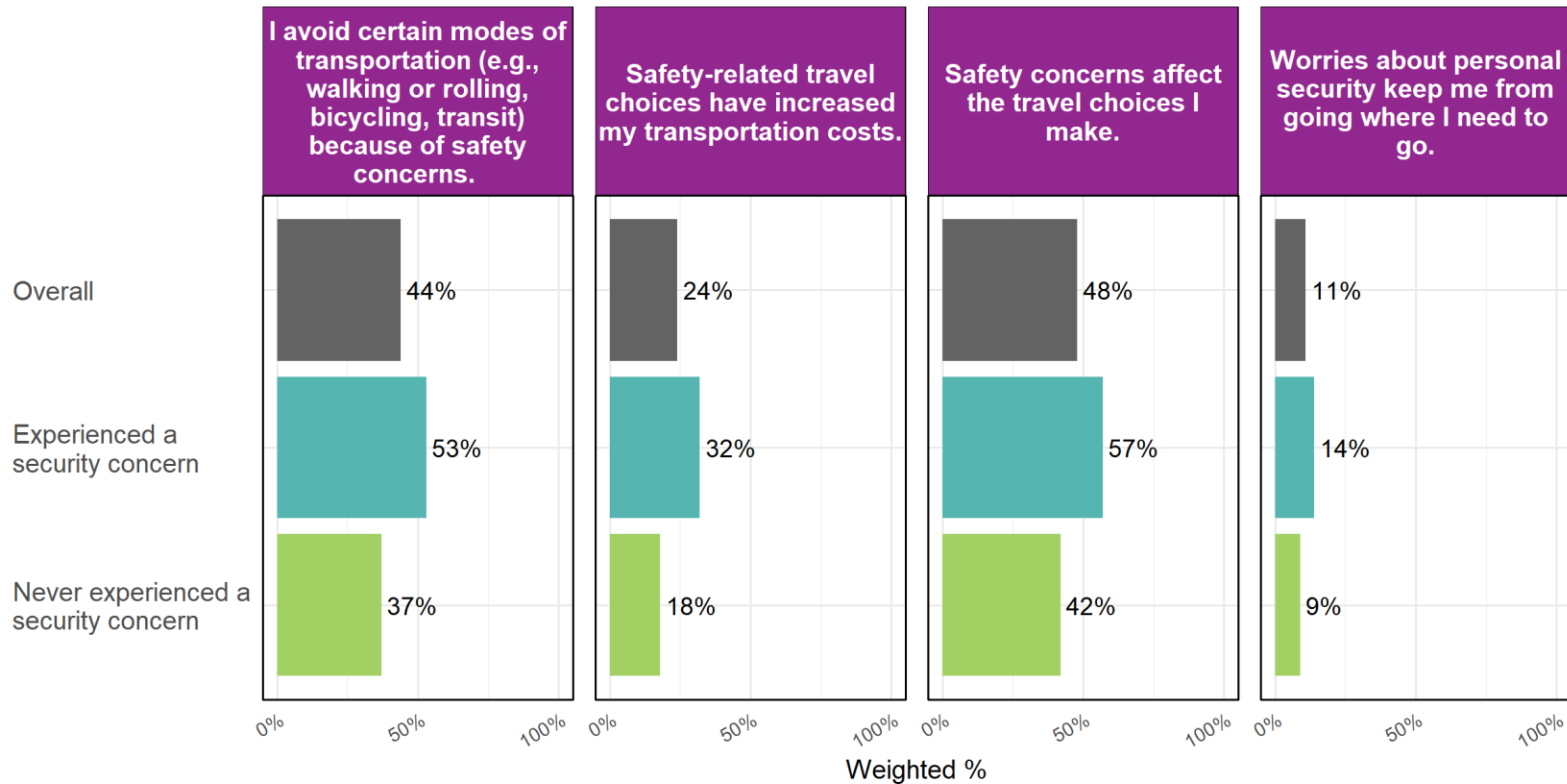
* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Practical Travel Safety Burden by personal security event experiences

Figure 55 and Figure 56 describe the difference in residents' perception of traffic safety and their transportation choices by personal security event experiences. In general, safety concerns impacted residents' travel choices more among those who had experienced a personal security event compared to those who had not experienced an event (Figure 55). Over half (53%) of residents who have experienced an event avoid certain modes of transportation due to safety concerns. Residents who had experienced a personal security concern were more likely to report travel changes due to fear or worry of assault, harassment, or harm from others (Figure 56). The most common changes were using a different means of travel (49%) and avoiding walking/rolling and bicycling for trips (47%). Safety concerns increased transportation costs more for residents who had experienced a security event more than those who have never experienced an event (32% vs. 18%), and almost half of those who had experienced an event have selected a more expensive means of travel due to fear of assault, harassment, or harm from others (45%, Figure 56).

Puget Sound Regional Council Safety and Security Survey

FIGURE 55: ENDORSED IMPACT OF SAFETY CONCERNS ON TRAVEL CHOICES BY SECURITY CONCERN EXPERIENCE



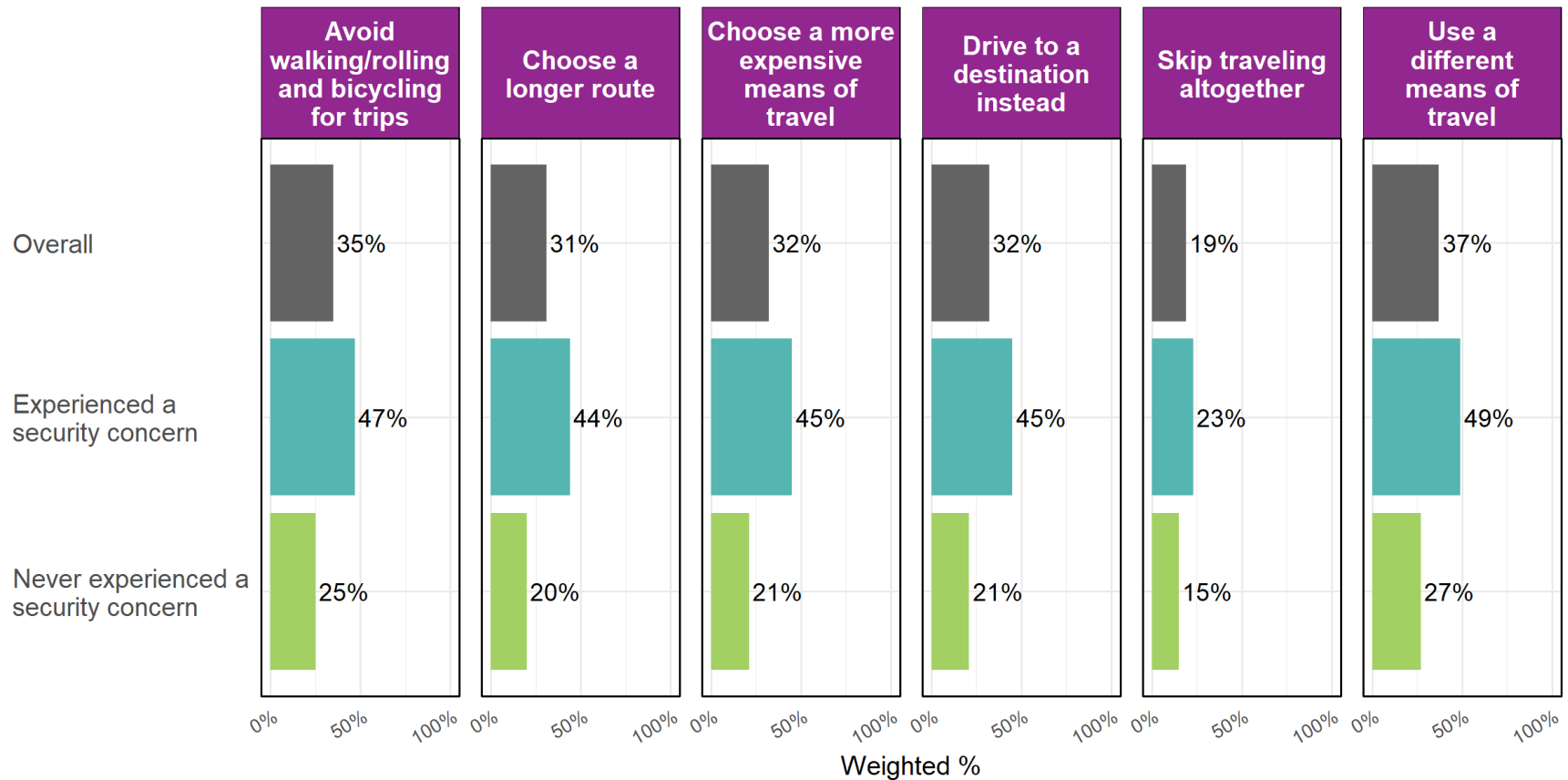
Data represent the weighted estimate of those who endorse the statement by responding 'Agree or Strongly agree'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

Puget Sound Regional Council Safety and Security Survey

FIGURE 56: ENDORSED TRAVEL CHANGES DUE TO FEAR/WORRY OF ASSAULT, HARASSMENT, OR HARM FROM OTHERS BY SECURITY EXPERIENCES



Data represent the weighted estimate of those who endorse the statement by responding 'Often or Sometimes'.

<1% means no respondents endorsed this category.

* Estimate is unstable, interpret with caution (RSE > 0.3). Suppressed estimates are not graphed (N<10 or RSE>0.5).

3.0 CONCLUSIONS

This Safety/Security Add-on Survey provides a comprehensive view of how residents in the Puget Sound region perceive safety, security, and risk across their daily travel. By supplementing the 2025 Household Travel Survey with a focused examination of emotional and practical travel safety burden, the study highlights not only how people travel, but how safety concerns shape travel comfort, decision-making, and overall quality of life.

Across the region, residents reported high levels of non-motorized travel activity and generally positive perceptions of their ability to travel safely. At the same time, experiences such as near-misses, traffic crashes, and personal security concerns were widespread and influenced both emotional well-being and travel behavior. Safety concerns affect whether and how people travel, including decisions about route choice, mode selection, trip timing, and, in some cases, whether trips are made at all. These impacts are not uniform as perceptions of safety, experiences of risk, and resulting travel changes vary meaningfully by geography, travel mode, and demographic group.

The findings underscore persistent disparities across the region. Residents in more urban areas reported greater access to non-auto travel options and higher use of walking, bicycling, and transit, alongside elevated concerns related to personal security and uncomfortable travel environments. In contrast, residents in less urbanized areas more frequently cited distance, limited infrastructure, and access constraints as barriers to safe and comfortable travel. These differences reinforce the importance of tailoring safety strategies to local context rather than applying a one-size-fits-all approach.

The survey also reveals the importance of emotional dimensions of travel safety. Even when residents feel confident in their ability to reach destinations safely, many remain alert to potential harm, worry about the safety of others, or modify their travel to avoid perceived risks. These emotional responses, along with practical constraints, contribute to broader travel safety burden and can reduce the accessibility and appeal of certain modes, particularly walking, bicycling, and transit.

Taken together, the results highlight the value of addressing transportation safety through a holistic lens that integrates infrastructure, system design, operations, and personal security considerations. Improvements that reduce crash risk, enhance personal security, and increase comfort, especially for people using active and shared modes, have the potential to lower both practical and emotional travel safety burden. Clear communication about safety investments and continued engagement with communities can further support trust in the transportation system and encourage safer, more inclusive travel choices.

This study provides PSRC and its partners with actionable insights to inform regional safety planning, policy development, and future investments. By centering both lived experiences and perceptions of safety, the findings support ongoing efforts to advance a transportation system that is not only safer in measurable outcomes, but also safer as experienced by the people who use it every day.

APPENDIX A. QUESTIONNAIRE

4.0 INTRODUCTION

4.1 DESCRIPTION, ELIGIBILITY, AND QUOTA QUESTIONS

Thank you for your interest in this survey! As a resident of King, Kitsap, Pierce, or Snohomish County, your travel experiences are important for transportation leaders to understand. We're interested in your daily travel habits, attitudes toward different ways of traveling, and what you value as a day-to-day traveler.

We are inviting a small number of people from the region to participate, so every response is *extremely important* to us. To learn from all kinds of people, we want to hear from you *whatever your opinions are*, and *even if you don't have strong opinions* on some of the questions we ask.

This survey should take about 20 minutes to complete. If you complete the survey, you will receive a \$10 electronic gift card for your time (distributed within three weeks of completion). Questions in this survey are only for research purposes.

If you have any questions about the survey, please reach out to the survey team at help@psrctravelstudy.org.

By continuing, you are confirming that you:

- are at least 18 years old.
- live in King, Kitsap, Pierce, or Snohomish County.
- provide consent for the survey to use your responses as part of this study.
- provide consent for your responses to be shared with other researchers in future studies.

Thank you in advance for sharing your time and thoughts with us!

Programmer: Programming Note

Question text and <dynamic text> applied

Question subtext

Select all that apply.

- Radio Answer *Logic: if ## >1*

Question text and <dynamic text> applied

Select all that apply.

☐ Checkbox Answer

4.2 GENERAL ATTITUDES PART 1

4.3 [ENJOY_TRAVEL]

I generally enjoy the act of travelling itself.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

4.4 [COST_CONSIDERATION]

Cost considerations affect the choices I make about my daily travel.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

4.5 [WORRY]

I worry a lot.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

4.6 [DEST_PROXIMITY]

I like the idea of having stores, restaurants, and offices mixes among the homes in my neighborhood.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

4.7 [SATISFIED]

I am generally satisfied with my life.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

4.8 [SAFETY_RATINGS]

I don't pay much attention to vehicle safety ratings.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

4.9 [ENVIRONMENT_EMPHASIS]

Environmental issues are emphasized too much in this country.

- Strongly disagree
- Disagree

- Neither agree nor disagree
- Agree
- Strongly agree

4.10 [OWN_CAR]

I want my own car.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

4.11 [RISK_TAKING]

I enjoy taking risks for the sake of excitement.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

4.12 [TRAVEL_SATISFACTION]

Overall, I am satisfied with my daily travel.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

4.13 [SAFE_OPTION]

I generally choose the safe option in life, even if it boring or dull.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

4.14 [TRAVEL_STRESSFUL]

My daily travel is often stressful.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

4.15 [TELEWORK_IMPORTANCE]

It is important for my job to allow me to telework.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

4.16 [TRANSIT_TRAVEL]

I like the idea of public transit as a means of travel for me personally.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

5.0 MODE FLAGS AND GENERAL ATTITUDES PART 2

This section asks for your opinions about transportation and everyday life. There are no right or wrong answers – we want only your true feelings

5.1 [DRIVE]

Can drive a motor vehicle, including a car, personal truck, personal truck, SUV, van , or motorcycle?

(Drive flag)

- Yes
- No

5.2 TRAVEL MODE

Which of the following travel methods, if any, have you used in the past 30 days? Select all that apply.

- **[travel_methods_drove]**

Drive (with others or alone) or ride in a car with person(s) that you know *(Drive flag)*

- **[travel_methods_rideshare]**

Rideshare (Uber, Lyft, other smartphone-app ride service, or taxi) *(Rideshare flag)*

- **[travel_methods_carshare]**

Careshare (e.g., Turo, ZipCar, Getaround, GIG) *(Carshare flag)*

- **[travel_methods_motorcycle]**

Motorcycle *(Motorcycle flag)*

- **[travel_methods_transit]**

Transit (e.g., bus, rail, passenger ferry) *(Transit flag)*

- **[travel_methods_bicycle]**

Bicycle (outside for 15 minutes or more) **(Cyclist flag)**

- **[travel_methods_e_scooter]**

E-scooter (e.g., Bird, Lime) **(E-scooter flag)**

- **[travel_methods_walk]**

Walk or wheelchair/roll (outside for 15 minutes or more) **(Pedestrian flag)**

- **[travel_methods_none]**

None of the above

5.3 [DRIVE_RELAX]

Programmer: If [drive] = Yes

Driving is relaxing for me.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

5.4 [SMALL_CAR]

Programmer: If [drive] = Yes

I prefer driving a small car that can easily fit into parking spaces.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

5.5 [WALK_TRIPS]

I try to make as many of my trips as possible by walking/rolling or bicycling.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

5.6 [PHYSICAL_CLOSE]

Being physically close to people I don't know makes me uncomfortable.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

5.7 [COMFORTABLE_TEST]

Respond "very comfortable" to this question if you are paying attention.

- Very uncomfortable
- Somewhat uncomfortable
- Somewhat comfortable
- Very comfortable

5.8 [ACTIVE_TRANSPORT_PRACTICAL]

Walking/rolling or bicycling is not a practical way for me to travel.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree

- Strongly agree

5.9 [SAFE_CAR_SIZE]

Programmers: If [drive] = Yes

To feel safe when driving, I need a car that is bigger than average.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

5.10 [LEARN_BIKE]

Now, we'll ask how comfortable (i.e., at ease) and confident (i.e., capable) you feel riding a bicycle in different ways. Even if you don't ride a bicycle or don't like biking, that is ok – we want to know your true feelings.

Did you ever learn how to ride a bicycle?

- Yes
- No

5.11 [WANT_LEARN_BIKE]

Programmers: if selected No in [learn_bike]

Would you ever be interested in learning how to ride a bicycle?

- Yes
- No

5.12 [CAN_BIKE]

Programmers: if [learn_bike] = Yes

Are you physically able to ride a bicycle now?

- Yes
- No

5.13 [BIKE_CONFIDENCE]

Programmers: if [can_bike] = Yes

Generally, how confident are you at riding a bicycle?

- Not very confident
- Confident in the right circumstances
- Confident anywhere

5.14 [RES_WITH_LANES]

Programmer: if [can_bike] = Yes

How comfortable would you feel bicycling on: Non-residential streets with bike lanes

- Very uncomfortable
- Somewhat uncomfortable
- Somewhat comfortable
- Comfortable

5.15 [BIKE_TRAILS]

Programmer: if [can_bike] = Yes

How comfortable would you feel bicycling on: a bike trail separate from the street

- Very uncomfortable
- Somewhat uncomfortable
- Somewhat comfortable
- Comfortable

5.16 [WANT_BIKE]

Programmer: If [can_bike]= Yes or [learn_bike] = Yes

I would like to travel more by bicycle than I do now.

- Strongly disagree
- Disagree
- Neither agree nor disagree

Puget Sound Regional Council Safety and Security Survey

- Agree
- Strongly agree

6.0 DAILY TRAVEL AND RECREATION

HTS Sample Introduction

In this section, we want to know about your work, your typical travel for work, your travel for other purposes, and your recreational bicycling and walking or using a wheelchair (i.e., rolling) (if any). For each of the following statements, please answer as accurately as you can. **If you are unsure, just do your best.**

(blue text = questions and text for add on sample only)

Add-On Sample Introduction

In this section, we want to know about your work, your typical travel for work, your travel for other purposes, and your recreational bicycling and walking or using a wheelchair (i.e., rolling) (if any). For each of the following statements, please answer as accurately as you can. **If you are unsure, just do your best.**

6.1 [EMPLOY]

Last week, did you do any work for pay or profit? (*Employment flag*)

- Yes
- No
- On leave (e.g., medical, parental)

6.2 [EMPLOYMENT]

Programmers: if [employ] is not No

Last week, what was your employment status?

- Employed full-time (35+ hours/week, paid)
- Employed part-time (fewer than 35 hours/week, paid)
- Self-employed (35+ hours/week, paid)
- Self-employed (fewer than 35 hours/week, paid)

6.3 [WORK_DAYS]

Programmers: if [employ] is not No

Currently, how many days do you typically work for pay or profit each week?b

If you have multiple jobs, consider all jobs for pay or profit in your response. If your normal paid workdays are, say, Monday – Friday, but you often work on Saturday and/or Sunday with no additional pay, please include those days in your answer.

- 6-7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days a month
- Less than monthly
- Never

6.4 [TELEWORK]

Programmer: If [employ] is not No

Do you ever work from home or telework (i.e., work remotely from anywhere)? *(Telework flag)*

- No
- Yes, some of the time (less than 50% of the time)
- Yes, most of the time (at least 50% but less than 100% of the time)
- Yes, all of the time (100% of the time)

6.5 [TELEWORK_FREQ]

Programmer: If [employ] is not No and [telework] is not No or Yes, all of the time

Currently, how often do you typically work from home or telework for part or all of your day's work?

- 6-7 days a week
- 5 days a week
- 4 days a week
- 3 days a week

- 2 days a week
- 1 day a week
- 1-3 days a month
- Less than monthly
- Never

6.6 [COMMUTE_FREQ]

Programmer: If [employ] is not No and [telework] is not Yes, all of the time.

Currently, how often do you typically commute to a work location away from home?

- 6-7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days a month
- Less than monthly
- Never

6.7 [OFFICE_TYPE]

Programmer: If [employ] is not No and [telework] is not Yes, all of the time.

Currently, which of the following best describes where you work away from home?

- Only one work location away from home
- Work location away from home varies (different offices/job sites/coffee shops, etc.)
- Drive/bicycle/travel for work (e.g., delivery driver, rideshare driver)

6.8 [OFFICE_TYPE]

If employ is not No and telework is not Yes, all of the time.

Currently, which of the following best describes where you work away from home?

Address line 1 (or intersection street 1)	[work_loc_1] _____ (open response)
Address line 2 (or intersection street 2)	[work_loc_2] _____ (open response)
City	[work_loc_3] _____ (open response)
State or province	[work_loc_4] _____ (open response)
Zip or postal code	[work_loc_5] _____ (open response)

6.9 [COMMUTE_MODE]

Programmers: If [employ] is not No and [commute_freq] is not Never

Currently, how do you typically travel to your primary workplace?

If you use multiple ways of traveling, please select the one that you use for the longest distance.

- Personal vehicle: drive alone
- Personal vehicle: carpool as a *driver* with person(s) I know
- Personal vehicle: carpool as a *passenger* with person(s) I know
- Rideshare (Uber, Lyft, other smartphone-app ride service, or taxi)
- Motorcycle
- Carshare (e.g., Turo, ZipCar, Getaround, GIG)
- Transit (e.g., bus, rail, passenger ferry)
- Bicycle (e.g., personal bike, bike share)
- E-scooter (e.g., Bird, Lime)
- Walk or wheelchair/roll
- Other (please specify): _____ (open response)

The next few questions pertain to **all** your day-to-day travel, **not just commuting to and from work**.

6.10 [TRANSIT_FREQ]

Programmer: [If travel_method] is Transit

In the past 30 days, how often have you used transit (e.g., bus, rail, passenger ferry)?

- 6 -7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days in the past 30 days
- Never in the past 30 days
- Don't know

6.11 [BIKE_FREQ]

Programmer: If [travel_method] is bike

In the past 30 days, how often have you ridden a bicycle outside for 15 or more minutes?

- 6 -7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days in the past 30 days
- Never in the past 30 days
- Don't know

6.12 [WALK_FREQ]

Programmer: If [travel_method] is walk

In the past 30 days, how often have you walked outside for 15 or more minutes?

- 6 -7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days in the past 30 days
- Never in the past 30 days
- Don't know

6.13 [TNC_FREQ]

Programmer: If [travel_method] is TNC

In the past 30 days, how often have you used Uber, Lyft, or other smartphone-app ride services (i.e., rideshare), or a taxi?

- 6 -7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days in the past 30 days
- Never in the last 30 days
- Don't know

6.14 [MOTORCYCLE_FREQ]

Programmer: If [travel_method] is Motorcycle

In the past 30 days, how often have you ridden a motorcycle?

- 6 -7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days in the past 30 days
- Never in the last 30 days
- Don't know

6.15 [CAR_FREQ]

Programmer: If [travel_method] is drive with others or ride in a car

In the past 30 days, how often have you driven in a car (alone or with others) or ridden in a car with person(s) that you know?

- 6 -7 days a week
- 5 days a week
- 4 days a week
- 3 days a week
- 2 days a week
- 1 day a week
- 1-3 days in the past 30 days
- Never in the last 30 days
- Don't know

6.16 [CAREGIVER]

Are you a caregiver for someone who has difficulty doing errands alone (such as visiting a doctor's office or shopping) because of a physical, mental, or emotional condition?

- Yes
- No

- Prefer not to say

For some of the following questions, we want to know how **comfortable** you feel using certain kinds of transportation near your home. This means how easy, safe, or pleasant it feels to get around.

Please think about your physical ability, the terrain, the quality of the environment (e.g., street crossings, pavement), and how secure you feel. We want your overall impression based on your experiences where you live.

6.17 [WALK_COMFORT]

I could comfortably walk/roll to some activity locations (e.g., stores, parks, libraries, schools) near my home.

- Disagree
- Neither agree nor disagree
- Agree
- I don't know or am not sure

6.18 DISCOMFORT WALKING/ROLLING

Programmer: If [walk_comfort] is not agree

Why not? Select all the apply.

- **[walk_comfort_traffic]**

Traffic safety concerns (e.g., high traffic speeds, erratic driving)

- **[walk_comfort_infra]**

Disconnected, missing, or poor-quality infrastructure (e.g., no sidewalks, incomplete sidewalks, missing curb ramps)

- **[walk_comfort_comfort]**

Uncomfortable travel (e.g., the route is too hilly or steep, too noisy from cars)

- **[walk_comfort_security]**

Personal security concerns (e.g., fear of crime, others acting unsafe ways like yelling or using drugs)

- **[walk_comfort_maintenance]**

Poor maintenance (e.g., broken sidewalks, debris on sidewalks or in crosswalks)

- **[walk_comfort_perception]**

People would look down on me for walking/rolling

- **[walk_comfort_far]**

It is physically or mentally challenging for me to walk/roll very far

- **[walk_comfort_dist]**

Places I want to visit are too far away for me to walk/roll

- **[walk_comfort_dislike]**

I don't like to walk/roll

- **[walk_comfort_other]**

Some other reason

- **[walk_comfort_other_specify]**

_____ (open entry) *if selected [walk_comfort_other]*

6.19 [BIKE_COMFORT]

I could comfortably bicycle to some activity locations (e.g., stores, parks, libraries, schools) within a few miles of my home.

- Disagree
- Neither agree nor disagree
- Agree
- I don't know or am not sure

6.20 DISCOMFORT BIKING

Programmer: If [bike_comfort] is not agree

Why not? Select all the apply.

- **[bike_comfort_traffic]**

Traffic safety concerns (e.g., high traffic speeds, erratic driving)

- **[bike_comfort_infra]**

Disconnected, missing, or poor-quality infrastructure (e.g., no bike lanes, bike lanes are incomplete and/or frequently blocked)

- **[bike_comfort_comfort]**

Uncomfortable travel (e.g., the route is too hilly or steep, too noisy from cars)

- **[bike_comfort_security]**

Personal security concerns (e.g., fear of crime, others acting unsafe ways like yelling or using drugs)

- **[bike_comfort_maintenance]**

Poor roadway maintenance (e.g., debris in bike lanes, potholes)

- **[bike_comfort_perception]**

People would look down on me for bicycling

- **[bike_comfort_far]**

It is physically or mentally challenging for me to bicycle very far

- **[bike_comfort_dist]**

Places I want to visit are too far away for me to bicycle

- **[bike_comfort_own]**

I don't own a bicycle

- **[bike_comfort_dislike]**

I don't like to bicycle

- **[bike_comfort_other]**

Some other reason

- **[bike_comfort_other_specify]**

_____ (open entry) if selected [bike_comfort_other]

6.21 [TRANSIT_COMFORT]

I could comfortably take transit to some activity locations (e.g., stores, parks, libraries, schools) within a few miles of my home.

- Disagree
- Neither agree nor disagree
- Agree
- I don't know or am not sure

6.22 DISCOMFORT TAKING TRANSIT

Programmer: If [transit_comfort] is not agree

Why not? Select all the apply.

- **[transit_comfort_traffic]**

Traffic safety concerns (e.g., high traffic speeds at or near bus stops or train stations)

- **[transit_comfort_infra]**

Disconnected, missing, or poor-quality infrastructure (e.g., no bike lanes connecting me to bus stops or train stations, lack of sidewalks/crosswalks connecting me to bus stops or train stations)

- **[transit_comfort_schedule]**

Scheduling/frequency (e.g., service is too infrequent, or does not fit with my schedule)

- **[transit_comfort_comfort]**

Uncomfortable travel **to transit** (e.g., the route is too hilly or steep while walking/rolling to transit, no place to wait on the bus)

- **[transit_comfort_bus]**

Uncomfortable travel **while riding transit** (e.g., too close to others while riding a bus, unclean stations or buses)

- **[transit_comfort_security]**

Personal security concerns (e.g., fear of crime, others acting unsafe ways like yelling or using drugs)

- **[transit_comfort_perception]**

People would look down on me for riding transit

- **[transit_comfort_mismatch]**

Transit does not go to places I want to visit

- **[transit_comfort_available]**

Transit is not available near my home

- **[transit_comfort_challenge]**

It is physically or mentally challenging for me to ride transit or get to transit stops/stations

- **[transit_comfort_dislike]**

I don't like transit

- **[transit_comfort_other]**

Some other reason

- **[transit_comfort_other_specify]**

_____ (open entry) if selected [transit_comfort_other]

6.23 [NEIGHBORHOOD_TRIPS]

Discomfort taking transit -- People would look down on me for riding transit.

- Disagree
- Agree
- I don't know or am not sure

6.24 [WALK_RECREATION]

How often do you walk, roll, or run for recreation or exercise?

- Never

- Sometimes
- Occasionally
- Often

6.25 [WALK_RECREATION_COMFORT]

Programmer: If [walk_recreation] is not Never

It is comfortable for me to walk, roll, or run in my neighborhood for recreation or exercise.

- Disagree
- Agree
- I don't know or am not sure

6.26 [BIKE_RECREATION]

How often do you ride a bicycle for recreation or exercise?

- Never
- Sometimes
- Occasionally
- Often

6.27 [BIKE_RECREATION_COMFORT]

Programmer: If [bike_recreation] is not Never

It is comfortable for me to ride a bicycle in my neighborhood for recreation or exercise.

- Disagree
- Agree
- I don't know or am not sure

7.0 EMOTIONAL TRAVEL SURVEY BURDEN (E-TBS)

Now, we would like to know how you perceive the safety of your day-to-day travel. There are many ways that you could feel safe or unsafe while traveling, and we'd like to learn more about those parts of your daily life.

As you answer the next questions, please keep this definition in mind:

- **Traffic crash**: A collision or accident – big or small – while traveling:
 - By any means of travel (walking, using a wheelchair or rolling, bicycling, riding an e-scooter, transit, driving or riding in a car, or motorcycle, etc.);
 - Whether involving multiple parties or just a single party (where a “party” is either a single person or a group of people traveling together).

Traffic Crash Examples

- Bicyclist being hit by a car door
- Pedestrian and a bicycle colliding
- Single-person e-scooter hitting a curb
- Collision between a pedestrian and a bus
- Collision between two vehicles

7.1 [TRAFFIC_WORRY]

In general, I worry about being in a traffic crash when I'm travelling.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree

- Strongly agree

7.2 [HARRASSMENT]

I generally feel safe from harassment when I travel.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

7.3 [URGENT_WORRY]

Given my current travel options, I worry about my ability to make urgent trips (e.g., to the hospital) if I needed to.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

7.4 [WALK_RECREATION_RELAX]

Walking/rolling for travel, exercise, or to take a break is relaxing to me.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

7.5 [TRAVEL_ANXIETY]

Even just planning my travel can make me anxious about my safety.

- Strongly disagree

- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

7.6 [OVERALL_SAFETY]

Overall, I feel safe when traveling day-to-day.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

7.7 [TRAVEL_WORRY]

When I think about traveling, I worry about the safety of those traveling with me.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

7.8 [DRIVE_SAFETY]

In general, I think people drive safely in my neighborhood.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

7.9 [BIKE_COMFORT_CARS]

I am/would be comfortable bicycling even when there are a lot of cars around me.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

7.10 [ALERT_TRAVELER]

I am generally on the alert against someone bothering me when I travel alone.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

7.11 [DRIVE_WORRY]

Programmer: If [travel_method] is drive with others or ride in a car

When driving, I worry about my own safety.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

7.12 [SIGNAL_CONFIDENCE]

With a Walk signal in my favor, I am confident crossing the street.

- Strongly disagree
- Disagree

- Neither agree nor disagree
- Agree
- Strongly agree

7.13 [WORRY_DESTINATION]

Before I go somewhere, I worry about making it to my destination safely.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

8.0 PRACTICAL TRAVEL SAFETY BURDEN (P-TSB)

Like the previous section, we want to learn more about how you think about safety and transportation. In the previous section, we asked about your *opinions*. In this section, we explore the relationship between safety and your *transportation choices*. Even if that relationship is weak, we still want to know what you think.

8.1 [SAFETY_CHOICES]

Safety concerns affect the travel choices I make.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

8.2 [SAFETY_CHOICES_COST]

Safety-related travel choices have increased my transportation costs.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

8.3 [SAFETY_CHOICES_MODE]

I avoid certain modes of transportation (e.g., walking or rolling, bicycling, transit) because of safety concerns.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree

- Strongly agree

8.4 [WORRY_SECURITY]

Worries about personal security keep me from going where I need to go.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

For the following questions, let us know how often you have made each of the following choices. Remember this definition:

- **Traffic crash**: A collision or accident – big or small – while traveling:
 - By any means of travel (walking, using a wheelchair or rolling, bicycling, riding an e-scooter, transit, driving or riding in a car, or motorcycle, etc.);
 - Whether involving multiple parties or just a single party (where a “party” is either a single person or a group of people traveling together).

Traffic Crash Examples

- Bicyclist being hit by a car door
- Pedestrian and a bicycle colliding
- Single-person e-scooter hitting a curb
- Collision between a pedestrian and a bus
- Collision between two vehicles

How often do you choose a longer route to your destination because...

8.5 [SHORTEST_PATH_FEAR]

You fear being involved in a traffic crash on the shortest path?

- Seldom/never
- Sometimes
- Often
- Not applicable

8.6 [SHORTEST_PATH_ASSAULT]

You fear being assaulted or harassed on the shortest path?

- Seldom/never
- Sometimes
- Often
- Not applicable

How often do you use a different means of travel to get to or return from your destination (e.g., taken Uber/Lyft home at night instead of walking) because...

8.7 [TRAFFIC_CRASH_WORRY]

You worry about being involved in a traffic crash otherwise?

- Seldom/never
- Sometimes
- Often
- Not applicable

8.8 [TRAFFIC_HARRASSMENT]

You worry about being assaulted or harassed otherwise?

- Seldom/never
- Sometimes
- Often

- Not applicable

How often do you skip traveling altogether because...

8.9 [NO_SAFE_TRAVEL]

You do not have a way to travel that feels safe from being in a traffic crash?

- Seldom/never
- Sometimes
- Often
- Not applicable

8.10 [NO_HARM_TRAVEL]

You do not have a way to travel that feels safe from harm from others?

- Seldom/never
- Sometimes
- Often
- Not applicable

How often do you choose a more expensive means of travel than you prefer because...

8.11 [FEEL_SAFE]

You do not feel safe from traffic crashes otherwise?

- Seldom/never
- Sometimes
- Often
- Not applicable

8.12 [FEAR_ASSAULT]

You fear being assaulted or harassed otherwise?

- Seldom/never

- Sometimes
- Often
- Not applicable

How often do you drive to a destination *when you would have preferred to travel another way because...*

8.13 [FEEL_SAFE_CRASH]

You do not feel safe from traffic crashes otherwise?

- Seldom/never
- Sometimes
- Often
- Not applicable

8.14 [FEAR_ASSAULT_2]

You feared being assaulted or harassed otherwise.

- Seldom/never
- Sometimes
- Often
- Not applicable

How often do you avoid walking/rolling and bicycling for trips because...

8.15 [AVOID_WALK_1]

You did not feel safe from traffic crashes otherwise?

- Seldom/never
- Sometimes
- Often
- Not applicable

8.16 [AVOID_WALK_2]

You worry about being assaulted or harassed otherwise?

- Seldom/never
- Sometimes
- Often
- Not applicable

9.0 SAFE SYSTEMS BELIEFS

Now, we'd like to understand more about how you think traffic crashes occur, and what you think are the biggest risks and concerns for traffic crash safety.

9.1 [SYSTEM_SAFE]

Engineers and planners have designed a transportation system that is generally safe.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

9.2 [SAFE_CLOTHES]

Wearing dark colors while walking or using a wheelchair at night is a cause of traffic deaths.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

9.3 [TRAFFIC_ENFORCEMENT]

More enforcement of traffic laws would substantially improve traffic safety.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

9.4 [SPEED_LIMITS]

Vehicle speed limits are set too high in some places.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

9.5 [DISAGREE_TEST]

Select strongly disagree if you are paying attention.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

9.6 [TRAFFIC_DEATHS]

Traffic-related deaths are an unfortunate but inevitable part of traveling.

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

9.7 [TRAFFIC_RULES]

If I follow the traffic rules, I can expect to be safe on the road.

- Strongly disagree
- Disagree
- Neither agree nor disagree

Puget Sound Regional Council Safety and Security Survey

- Agree
- Strongly agree

10.0 TRAVEL EXPERIENCES

Now we'll ask you about any unsafe experiences you may have had while traveling.

You do not have to answer these questions if they make you feel uncomfortable, but your response is extremely important to us. While it can be difficult to share about these topics, your experiences can help us better understand the impact of traffic safety concerns on your travel.

The following are definitions and examples of unsafe experiences that we want to learn about:

- **Traffic crash:** A collision or accident – big or small – while traveling:
 - By any means of travel (walking, using a wheelchair or rolling, bicycling, riding an e-scooter, transit, driving or riding in a car, or motorcycle, etc.);
 - Whether involving multiple parties or just a single party (where a “party” is either a single person or a group of people traveling together).

Traffic Crash Examples

- Bicyclist being hit by a car door
- Pedestrian and a bicycle colliding
- Single-person e-scooter hitting a curb
- Collision between a pedestrian and a bus
- Collision between two vehicles

We want to learn about a crash that you either personally experienced, nearly experienced, **or** witnessed.

- **Near-miss experience:** An event while you were traveling when you were *nearly* in a collision or accident, but it did not actually happen.
 - This could include any means of travel.
 - It may involve you alone, you and others traveling with you (your party), or multiple parties.

- We want to know about near misses that *left an impression on you* (e.g., startling or worrying you), not everyday interactions with others.

Near-Miss Experience Examples

- Vehicle swerving to avoid another vehicle
- Nearly getting backed into by a car while walking/rolling
- Cyclist sliding on wet pavement but not crashing
- E-scooter nearly hitting a pedestrian
- Cyclist hard-braking to avoid debris in a bike lane

- A **personal security concern** in this survey is defined as an interaction with another person or group of people that made you afraid or uncomfortable while traveling.
- We want to know about personal security concerns that *left an impression on you* (e.g., startling or worrying you), not ordinary travel annoyances.

Personal Security Concern Examples

- Someone making rude or threatening comments at you while you're walking or using a wheelchair
- People standing too close to you while riding transit
- People near you yelling or arguing while you are walking/rolling to your vehicle
- Groups acting in an intimidating way around you
- Explicit behaviors directed at you

10.1 CRASH QUESTIONS

Which of the following is true for you? Please select all that apply. (Event Flag)

- **[crash_participant]**

I have personally been in a traffic crash. [Hierarchy 1](#)

- **[crash_witness]**

I have witnessed a traffic crash involving another person or other people who were traveling. [Hierarchy 3](#)

- **[crash_near_miss]**

I have personally had a near-miss experience while traveling. [Hierarchy 2](#)

- **[security_concern]**

I have experienced a personal security concern while traveling. [Outside of Hierarchy](#)

- **[no_experience]**

None of these events or experiences has happened to me. ([Clears other choices, end section](#))

- **[no_share]**

I prefer not to share about such events. ([Clears other choices, end section](#))

If selected **Traffic Crash** in 8.01, We want to learn more about the **traffic crash** that you experienced. Remember the definition:

- **Traffic crash**: A collision or accident – big or small – while traveling:
 - By any means of travel (walking, using a wheelchair or rolling, bicycling, riding an e-scooter, transit, driving or riding in a car, or motorcycle, etc.);
 - Whether involving multiple parties or just a single party (where a “party” is either a single person or a group of people traveling together).

Traffic Crash Examples

- Bicyclist being hit by a car door
- Pedestrian and a bicycle colliding
- Single-person e-scooter hitting a curb

- Collision between a pedestrian and a bus
- Collision between two vehicles

10.2 [EXPERIENCE_FOLLOWUP]

Programmers: If [crash_participant]

Are you comfortable answering a few questions about the crash?

- Yes
- No (ends section)

10.3 [CRASH_WHEN]

Programmers: If [crash_participant] and [experience_followup] is Yes

When did the traffic crash occur?

- Within the last 12 months
- 1-2 years ago
- 3-5 years ago
- More than 5 years ago
- I am not sure/don't remember (clear set)
- Prefer not to say (clear set)

10.4 [CRASH_MODE]

Programmers: If [crash_participant] and [experience_followup] is Yes

How were you traveling when the crash happened?

- Personal vehicle: driving alone
- Personal vehicle: carpooling as a *driver* with person(s) I know)
- Personal vehicle: carpooling as a *passenger* (with person(s) I know)
- Using a rideshare service (Uber, Lyft, other smartphone-app ride service, or taxi)
- Carshare (e.g., Turo, ZipCar, Getaround, GIG)
- Riding a motorcycle

- Driving or riding in a transit vehicle
- Bicycling
- Riding an e-scooter
- Walking/rolling
- **[crash_travelling_other]** Other: _____ (open entry)
- I am not sure/don't remember (clear set)
- Prefer not to say (clear set)

10.5 [CRASH_TIME]

Programmer: If [crash_participant] and [experience_followup] is Yes

To the best of your recollection, at what time of day did the crash occur?

- Early morning (4:00 AM – 6:59 AM)
- Morning (7:00 AM – 9:59 AM)
- Mid-day (10:00 AM – 12:59 PM)
- Early afternoon (1:00 PM – 3:59 PM)
- Early evening (4:00 PM – 6:59 PM)
- Evening (7:00 PM – 9:59 PM)
- Nighttime (10:00 PM – 3:59 AM)
- I am not sure/don't remember (clear set)
- Prefer not to say (clear set)

10.6 WEATHER CONDITIONS

Programmers: If [crash_participant] and [experience_followup] is Yes

What were the weather conditions when the crash occurred? Select all that apply.

- **[crash_conditions_clear]**
Clear / No bad conditions
- **[crash_conditions_cloud]**
Cloudy or overcast

- **[crash_conditions_rain]**

Rain

- **[crash_conditions_snow]**

Snow

- **[crash_conditions_sleet]**

Sleet or freezing rain

- **[crash_conditions_fog]**

Fog

- **[crash_conditions_unknown]**

Unknown

- **[crash_conditions_other]**

Other: _____ (open response)

- **[crash_conditions_unsure]**

I am not sure/don't remember (clear set)

- **[crash_conditions_pnta]**

Prefer not to say (clear set)

10.7 [CRASH_INVOLVED]

Programmers: If [crash_participant] and [experience_followup] is Yes and [crash_involved] is Yes

Were others involved in the crash?

- No, it was a single-party crash (e.g., driving off the road, hitting the curb with your bicycle)
- Yes, others were involved in the crash
- I am not sure/don't remember (clear set)
- Prefer not to say (clear set)

10.8 [CRASH_NUMBER_PEOPLE]

Programmers: If [crash_participant] and [experience_followup] is Yes

Including yourself, how many parties were involved in the crash?

Remember, “party” means either a single person or a group of people *traveling together*.

- 2
- 3
- 4 or more
- I am not sure/don’t remember (clear set)
- Prefer not to say (clear set)

10.9 MODE OF TRANSPORT DURING CRASH

Programmers: If [crash_participant] and [experience_followup] is Yes

What mode of transportation were any other parties using when the traffic crash occurred? Select all that apply.

- **[crash_other_mode]**

Driving or riding in a personal, rented, or carshare vehicle

- **[crash_other_tnc]**

Using a rideshare service (Uber, Lyft, other smartphone-app ride service, or taxi)

- **[crash_other_motorcycle]**

Riding a motorcycle

- **[crash_other_car]**

Driving or riding in a transit vehicle

- **[crash_other_bike]**

Bicycling

- **[crash_other_e_scooter]**

Riding an e-scooter

- **[crash_other_walk]**

Walking/rolling

- **[crash_other_other]**

Other: _____ (open response)

- **[crash_other_unsure]**

I am not sure/don't remember (clear set)

- **[crash_other_pnta]**

Prefer not to say (clear set)

10.10 [CRASH_SEVERITY]

Programmers: If [crash_participant] and [experience_followup] is Yes

How would you describe the severity of the crash?

- Not severe at all (e.g., minor vehicle damage, no injuries)
- Somewhat severe (e.g., notable vehicle damage, minor injuries)
- Quite severe (e.g., major vehicle damage, serious injuries)
- I am not sure/don't remember (clear set)
- Prefer not to say (clear set)

10.11 AFTER THE CRASH

Programmers: If [crash_participant] and [experience_followup] is Yes

Which of the following statements are true for you after the crash? Select all that apply.

- **[crash_worry_self]**

I worry more about traffic safety for myself.

- **[crash_worry_others]**

I worry more about traffic safety for my friends and family.

- **[crash_worry_travel]**

I have changed the means of travel that I use in some cases.

- **[crash_worry_time]**

I have changed the time of day of my travel in some cases.

- **[crash_worry_less]**

I travel less often in general.

- **[crash_worry_none]**

None of these apply to me. ([clear set](#))

10.12 [CRASH_SHARE_SENTIMENT]

Programmers: If [crash_participant] and [experience_followup] is Yes

What else would you like to share about how the crash has influenced how you travel?

- _____ ([open response, not required](#))

If [near_miss_participant] and [not_crash_participant], We want to learn more about the **near miss** that you experienced. Remember the definition:

- **Near-miss experience:** An event while you were traveling when you were *nearly* in a collision or accident, but it did not actually happen.
 - This could include any means of travel.
 - It may involve you alone, you and others traveling with you (your party), or multiple parties.
 - We want to know about near misses that *left an impression on you* (e.g., startling or worrying you), not everyday interactions with others.

Near-Miss Experience Examples

- Vehicle swerving to avoid another vehicle
- Nearly getting backed into by a car while walking/rolling
- Cyclist sliding on wet pavement but not crashing
- E-scooter nearly hitting a pedestrian

- Cyclist hard-braking to avoid debris in a bike lane

10.13 [NEAR_MISS_FOLLOWUP]

Programmers: If [near_miss_participant] and [not crash_participant]

Are you comfortable answering a few questions about the near miss?

If you have had more than one near-miss experience, we would like to know about the one that sticks out most clearly in your mind.

- Yes
- No ([end section](#))

10.14 [NEAR_MISS_WHEN]

Programmers: If [near_miss_participant] and not [crash_participant] and [near_miss_followup] is Yes

When did the near miss occur?

- Within the last 12 months
- 1-2 years ago
- 3-5 years ago
- More than 5 years ago
- I am not sure/don't remember ([clear set](#))
- Prefer not to say ([clear set](#))

10.15 [NEAR_MISS_MODE]

Programmers: If [near_miss_participant] and not [crash_participant] and [near_miss_followup] is Yes

How were you traveling when your near miss happened?

- Personal vehicle: driving alone
- Personal vehicle: carpooling as a *driver* with person(s) I know)
- Personal vehicle: carpooling as a *passenger* (with person(s) I know)

- Using a rideshare service (Uber, Lyft, other smartphone-app ride service, or taxi)
- Carshare (e.g., Turo, ZipCar, Getaround, GIG)
- Riding a motorcycle
- Using transit
- Bicycling
- Riding an e-scooter
- Walking/rolling
- Other: _____ (open response) *[near_miss_mode_other_specify]*
- I am not sure/don't remember (clear set)
- Prefer not to say (clear set)

10.16 [NEAR_MISS_TIME]

Programmers: If [near_miss_participant] and not [crash_participant] and [near_miss_followup] is Yes

To the best of your recollection, at what time of day did the near miss occur?

- Early morning (4:00 AM – 6:59 AM)
- Morning (7:00 AM – 9:59 AM)
- Mid-day (10:00 AM – 12:59 PM)
- Early afternoon (1:00 PM – 3:59 PM)
- Early evening (4:00 PM – 6:59 PM)
- Evening (7:00 PM – 9:59 PM)
- Nighttime (10:00 PM – 3:59 AM)
- I am not sure/don't remember (clear set)
- Prefer not to say (clear set)

10.17 NEAR MISS WEATHER

Programmers: If [near_miss_participant] and not [crash_participant] and [near_miss_followup] is Yes

What were the weather conditions when the near miss occurred? Select all that apply.

- **[near_miss_clear]**

Clear / No bad conditions

- **[near_miss_cloud]**

Cloudy or overcast

- **[near_miss_rain]**

Rain

- **[near_miss_snow]**

Snow

- **[near_miss_sleet]**

Sleet or freezing rain

- **[near_miss_fog]**

Fog

- **[near_miss_unknown]**

Unknown

- **[near_miss_other]**

Other: _____ (open response)

- **[near_miss_unsure]**

I am not sure/don't remember (clear set)

- **[near_miss_pnta]**

Prefer not to say (clear set)

10.18 [NEAR_MISS_OTHER_PARTY]

Programmers: If [near_miss_participant] and not [crash_participant] and [near_miss_followup] is Yes

Was another party involved in the near miss? Remember, party means either a single person or a group of people traveling together.

- No, it just involved me/my party (e.g., nearly driving off the road, nearly hitting the curb with a bicycle)
- Yes, one or more *other* parties were involved in the near miss
- I am not sure/don't remember (clear set)
- Prefer not to say (clear set)

10.19 [NEAR_MISS_NUM_PEOPLE]

Programmers: If [near_miss_participant] and not [crash_participant] and [near_miss_followup] is Yes

Including yourself, how many parties were involved in the near miss?

- 2
- 3
- 4 or more
- I am not sure/don't remember (clear set)
- Prefer not to say (clear set)

10.20 MODE OF TRANSPORTATION DURING NEAR MISS

Programmers: If [near_miss_participant] and not [crash_participant] and [near_miss_followup] is Yes

What mode of transportation were any other parties using when the near miss occurred?
Select all that apply.

- [near_miss_care]

Driving or riding in a personal, rented, or carshare vehicle

- [near_miss_tnc]

Using a rideshare service (Uber, Lyft, other smartphone-app ride service, or taxi)

- [near_miss_motorcycle]

Riding a motorcycle

- **[near_miss_driving]**

Driving or riding in a transit vehicle

- **[near_miss_bike]**

Bicycling

- **[near_miss_scooter]**

Riding an e-scooter

- **[near_miss_walk]**

Walking/rolling

- **[near_miss_other_party]**

Other: _____ (open response)

- **[near_miss_unsure]**

I am not sure/don't remember (clear set)

- **[near_miss_pnta]**

Prefer not to say (clear set)

10.21 AFTER THE NEAR MISS

Programmers: If [near_miss_participant] and not [crash_participant] and [near_miss_followup] is Yes

Which of the following statements are true for you after the near-miss experience? Select all that apply.

- **[near_miss_worry_self]**

I worry more about traffic safety for myself.

- **[near_miss_worry_others]**

I worry more about traffic safety for my friends and family.

- **[near_miss_change_travel]**

I have changed the means of travel that I use in some cases.

- **[near_miss_change_time]**

I have changed the time of day of my travel in some cases.

- **[near_miss_travel_less]**

I travel less often in general.

- **[near_miss_none]**

None of these apply to me. ([clear set](#))

If selected **Witness Crash** *AND* did not select **Personally been in a traffic crash** *AND* did not select **Near-Miss Experience** in 8.01, We want to learn more about the **crash that you witnessed**. Remember:

- **Witnessing a traffic crash** is when you witnessed a collision or accident while traveling:
 - By any means of transportation (driving or riding in a car, walking, using a wheelchair or rolling, bicycling, riding an e-scooter or motorcycle, etc.);
 - Even if the event was relatively minor;
 - Whether involving multiple parties or just a single party (where a “party” is either a single person or a group of people traveling together).

Traffic Crash Examples

- Bicyclist being hit by a car door
- Pedestrian and a bicycle colliding
- Single-person e-scooter hitting a curb
- Collision between a pedestrian and a bus
- Collision between two vehicles

10.22 [WITNESS_FOLLOWUP]

Programmers: If [witness_participant] and not [crash_participant] or [near_miss_participant]

Are you comfortable answering a few questions about the crash that you witnessed? If you have witnessed more than one crash, we would like to know about the one that sticks out most clearly in your mind.

- Yes
- No

10.23 [WITNESS_WHEN]

Programmers: If [witness_participant] and not [crash_participant] or [near_miss_participant] and [witness_followup] is Yes

When did you witness the crash?

- Within the last 12 months
- 1-2 years ago
- 3-5 years ago
- More than 5 years ago
- I am not sure/don't remember
- Prefer not to say

10.24 [WITNESS_NUM_PEOPLE]

Programmers: If [witness_participant] and not [crash_participant] or [near_miss_participant] and [witness_followup] is Yes

How many parties were in the crash that you witnessed? Remember, party means either a single person or a group of people traveling together.

- 1 (a single-party crash, e.g., someone driving off the road)
- 2
- 3
- 4 or more
- I am not sure/don't remember (clear set)
- Prefer not to say (clear set)

10.25 MODE OF TRANSPORTATION DURING WITNESS

Programmers: If [witness_participant] and not [crash_participant] or [near_miss_participant] and [witness_followup] is Yes and selected 2, 3, or 4 or more in [witness_num_people]

What mode of transportation were the parties using when the traffic crash occurred?
Select all that apply.

- **[witness_mode_driving]**

Driving or riding in a personal, rented, or carshare vehicle

- **[witness_mode_tnc]**

Using a rideshare service (Uber, Lyft, other smartphone-app ride service, or taxi)

- **[witness_mode_motorcycle]**

Riding a motorcycle

- **[witness_mode_transit]**

Driving or riding in a transit vehicle

- **[witness_mode_bike]**

Bicycling

- **[witness_mode_scooter]**

Riding an e-scooter

- **[witness_mode_walk]**

Walking/rolling

- **[witness_mode_other]**

Other: _____ (open response)

- **[witness_mode_unsure]**

I am not sure/don't remember (clear set)

- **[witness_mode_pnta]**

Prefer not to say (clear set)

10.26 [WITNESS_TIME]

Programmers: If [witness_participant] and not [crash_participant] or [near_miss_participant] and [witness_followup] is Yes

To the best of your recollection, at what time of day did the crash that you witnessed occur?

- Early morning (4:00 AM – 6:59 AM)
- Morning (7:00 AM – 9:59 AM)
- Mid-day (10:00 AM – 12:59 PM)
- Early afternoon (1:00 PM – 3:59 PM)
- Early evening (4:00 PM – 6:59 PM)
- Evening (7:00 PM – 9:59 PM)
- Nighttime (10:00 PM – 3:59 AM)
- I am not sure/don't remember ([clear set](#))
- Prefer not to say ([clear set](#))

10.27 WITNESS WEATHER

Programmers: If [witness_participant] and not [crash_participant] or [near_miss_participant] and [witness_followup] is Yes

What were the weather conditions when the crash that you witnessed occurred? Select all that apply.

- **[witness_clear]**

Clear / No bad conditions

- **[witness_cloud]**

Cloudy or overcast

- **[witness_rain]**

Rain

- **[witness_snow]**

Snow

- **[witness_sleet]**

Sleet or freezing rain

- **[witness_fog]**

Fog

- **[witness_unsure]**

Unknown

- **[witness_other_condition]**

Other: _____ (open response)

10.28 [WITNESS_SEVERITY]

Programmers: If [witness_participant] and not [crash_participant] or [near_miss_participant] and [witness_followup] is Yes

How would you describe the severity of the crash you witnessed?

- Not severe at all (e.g., minor vehicle damage, no injuries)
- Somewhat severe (e.g., notable vehicle damage, minor injuries)
- Quite severe (e.g., major vehicle damage, serious injuries)
- I am not sure/don't remember (clear set)
- Prefer not to say (clear set)

10.29 AFTER THE WITNESS

Programmers: If [witness_participant] and not [crash_participant] or [near_miss_participant] and [witness_followup] is Yes

Which of the following statements are true after you witnessed this crash? Select all that apply.

After witnessing the crash...

- **[witness_worry_self]**

I worry more about traffic safety for myself.

- **[witness_worry_others]**

I worry more about traffic safety for my friends and family.

- **[witness_change_travel]**

I have changed the means of travel that I use in some cases.

- **[witness_change_time]**

I have changed the time of day of my travel in some cases.

- **[witness_travel_less]**

I travel less often in general.

- **[witness_none]**

None of these apply to me. ([clear set](#))

If selected **Personal Security Concern** in 8.01, We want to learn more about the personal security concern you experienced while traveling. Remember:

- A **personal security concern** is defined as an interaction with another person or group of people that made you afraid or uncomfortable while traveling.
 - We want to know about the events that *left an impression on you*, not daily travel annoyances.
 - It could have occurred while using any means of travel.

Examples of Personal Security Concerns

- Someone making rude or threatening comments at you while you're walking or using a wheelchair
- People standing too close to you while riding transit
- People near you yelling or arguing while you are walking/rolling to your vehicle
- Groups acting in an intimidating way around you
- Explicit behaviors directed at you

10.30 [PERSONAL_SECURITY_FOLLOWUP]

Programmers: If [security_concern]

Are you comfortable answering a few questions about the personal security concern you experienced?

- Yes
- No

10.31 EXPERIENCES WHILE TRAVELING

Programmers: if selected [security_concern] in 8.01 and selected Yes in [personal_security_followup]

Which of the following interactions have you experienced while traveling? Include any experience that made you very uncomfortable while traveling.

- **[security_smoking]**

Smoking or vaping tobacco or other drugs too close to me (1)

- **[security_music]**

Playing loud music or videos without headphones (2)

- **[security_yelling]**

Yelling, arguing, or acting aggressively toward others (3)

- **[security_touching]**

Unwanted touching or standing too close (4)

- **[security_comments]**

Making rude or threatening comments, including catcalling (5)

- **[security_intimidation]**

Groups acting in a loud or intimidating way (6)

- **[security_erratic]**

People behaving erratically (e.g., talking loudly to themselves or at others) (7)

- **[security_approaching]**

People approaching unexpectedly (8)

- **[security_lewd]**

Lewd or explicit behaviors (9)

- **[security_violence]**

Physical violence (10)

- **[security_property]**

Property damage (11)

- **[security_other]**

Other (please specify): _____ [\(open entry\)](#) (12)

11.0 SOCIODEMOGRAPHIC CHARACTERISTICS

(dark blue text = questions for new sample only)

You're almost finished! Thank you for sharing about your travel experiences. In this last section, please tell us a bit about yourself.

11.1 [AGE]

Programmer: If postcard participant (email responses merged from HTS)

How old are you? _____ (open entry, numeric only)

11.2 ETHNICITY

Programmer: If postcard participant (email responses merged from HTS)

What is your ethnicity? Select all that apply.

- [ethnicity_4]

Cuban

- [ethnicity_2]

Mexican, Mexican American, Chicano

- [ethnicity_3]

Puerto Rican

- [ethnicity_997]

Another Hispanic, Latino, or Spanish origin

- [ethnicity_1]

Not of Hispanic, Latino, or Spanish origin

- [ethnicity_999]

Prefer not to say

11.3 RACE

Programmer: If postcard participant (email responses merged from HTS)

What is your race? Select all that apply.

- **[race_1]**

African American or Black

- **[race_2]**

American Indian or Alaska Native

- **[race_3]**

Asian

- **[race_4]**

Native Hawaiian or other Pacific Islander

- **[race_5]**

White

- **[race_997]**

Other race

- **[race_999]**

Prefer not to say

11.4 [GENDER]

Programmer: If postcard participant (email responses merged from HTS)

What is your gender identity?

- Woman (cisgender or transgender)
- Man (cisgender or transgender)
- Non-binary/Something else fits better
- Prefer not to answer

11.5 [HHSIZE]

Programmer: If postcard participant (email responses merged from HTS)

How many other people live in your household?

Please include all other adults, children, and roommates who normally live with you. Do not include yourself or people who are currently living away from home (e.g., away at college, active-duty military).

- 0 (I live alone)
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12 or more people live with me

11.6 [HH_CHILDREN]

Programmers: If postcard participant

Do you have children (under age 18) living in your household?

- Yes
- No
- Prefer not to say

11.7 [NUMCHILDREN]

Programmers: If postcard participant & [hh_children] is Yes

How many children (under age 18) live in your household?

- 1 child
- 2 children
- 3 children

- 4 children
- 5 children
- 6 children
- 7 children
- 8 or more children

11.8 [VEHICLE_COUNT]

Programmer: If postcard participant (email responses merged from HTS)

How many registered motor vehicles are in your household? Include only vehicles that are available for use (e.g., don't include vehicles away at college, broken-down vehicles).

- 0 (no vehicles in my household)
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8 or more

11.9 [HHINCOME_DETAILED]

Programmer: If postcard participant (email responses merged from HTS)

Last year, what was your household's total annual income (from all sources, before taxes/deductions from pay)?

- Under \$10,000
- \$10,000-\$24,999
- \$25,000-\$34,999
- \$35,000-\$49,999
- \$50,000-\$74,999
- \$75,000-\$99,999

- \$100,000-\$149,999
- \$150,000-\$199,999
- \$200,000-\$249,999
- \$250,000 or more
- Prefer not to answer

11.10 [DISABILITY_PERSON]

Programmers: If postcard participant

Because of a physical, mental, or emotional condition, do you have difficulty doing errands alone, such as visiting a doctor's office or shopping?

- Yes
- No
- Prefer not to say

11.11 [MOBILITY_AIDES]

Programmers= If postcard participant and [disability] is Yes

Do you ever use mobility aids, such as a cane or wheelchair?

- Yes
- No
- Prefer not to say

11.12 HOME ADDRESS

Programmers: If postcard participant

Please give your home address, or if you prefer, an intersection (two streets that cross) near your home:

- **[home_loc_1]**

Address line 1 (or intersection street 1) _____ (open response)

- **[home_loc_2]**

Address line 2 (or intersection street 2) _____ (open response)

- **[home_loc_3]**

City _____ (open response)

- **[home_loc_4]**

State or province _____ (open response)

- **[home_loc_5]**

Zip or postal code _____ (open response)

11.13 THANKS AND FOLLOW UP

11.14 [INCENTIVE_COMPLETE]

Would you like to receive a \$10 gift card as thanks for your time?

- Yes, please send me an **Amazon e-gift card**.
- Yes, please send me a **Starbucks e-gift card**.
- No, I would not like a gift card.

10.03 Your responses are extremely important to us, and it would be helpful to learn how your experiences and views change over time.

Can the survey team contact you for future research?

This is entirely voluntary. We will not use this email address for any purpose other than to contact you for this research, and we will protect your information to the extent allowed by law.

- No
- Yes, please enter your email: _____ (open entry, 50-character limit)

Submit

Thank you for completing the survey!

APPENDIX B. DEMOGRAPHIC CHARACTERISTICS

TABLE 6: DEMOGRAPHIC CHARACTERISTICS

Variable		Category	Overall		King County - Other		King County - Seattle		Kitsap County - Expanded		Pierce County		Snohomish County	
			n	Wtd %	n	Wtd %	n	Wtd %	n	Wtd %	n	Wtd %	n	Wtd %
Total			2,224		433		410		385		633		363	
Household Size	1	612	15%	116	13%	189	25%	75	12%	147	14%	85	12%	
	2	871	35%	156	34%	142	40%	183	38%	253	33%	137	32%	
	3	354	25%	78	29%	42	19%	69	25%	100	24%	65	25%	
	4+	387	25%	83	24%	37	16%	58	25%	133	29%	76	31%	
Household Income	Under \$24,999	153	8%	26	7%	38	9%*	19	8%	49	8%	21	7%	
	\$25,000 - \$49,999	223	9%	36	8%	41	8%	37	10%	74	12%	35	9%	
	\$50,000 - \$99,999	555	24%	105	22%	88	18%	112	29%	160	26%	90	26%	
	\$100,000 - \$149,999	420	19%	65	19%	71	14%	77	20%	138	22%	69	21%	
	\$150,000 - \$199,999	220	11%	42	8%	48	14%	30	13%*	60	14%	40	9%	
	\$200,000 or more	284	29%	73	35%	79	37%	46	20%	46	18%	40	28%	
Age	18-24	72	5%		†	26	6%*		†	17	8%	15	6%*	
	25-64	1,388	76%	286	77%	314	79%	184	71%	376	73%	228	75%	
	65+	764	19%	138	19%	70	15%	196	25%	240	19%	120	19%	
Ethnicity	Hispanic/Latino	109	4%	23	5%	15	3%*		†	42	5%	20	3%*	
	Not Hispanic/Latino	1,831	96%	354	95%	347	97%	323	99%	508	95%	299	97%	

Puget Sound Regional Council Safety and Security Survey

VARIABLE	CATEGORY	OVERALL		KING COUNTY - OTHER		KING COUNTY - SEATTLE		KITSAP COUNTY - EXPANDED		PIERCE COUNTY		SNOHOMISH COUNTY	
		n	Wtd %	n	Wtd %	n	Wtd %	n	Wtd %	n	Wtd %	n	Wtd %
Race	African American or Black	78	7%	16	8%*	20	8%	†		31	11%	†	
	American Indian or Alaskan Native	43	2%	†		†		†		22	5%*	†	
	Asian	276	19%	97	26%	78	22%	26	10%	37	11%	38	17%
	Native Hawaiian	21	1%*	†		†		†		†		†	
	White	1,609	67%	259	59%	278	66%	302	72%	494	72%	276	71%
	Another race	57	3%	14	3%*	12	4%*	†		16	3%*	†	
	Prefer not to answer	238	7%	52	7%	42	5%	44	10%	63	7%	37	9%
Gender	Man (cisgender or transgender)	942	47%	186	47%	167	49%	171	46%	265	46%	153	47%
	Woman (cisgender or transgender)	1,070	46%	208	47%	201	44%	179	47%	307	47%	175	46%
	Non-binary/Something else fits better	29	1%*	†		†		†		†		†	
	Prefer not to answer	183	5%	33	5%	32	4%	32	6%	55	5%	31	7%
Disability	No, no disability	1,164	94%	246	95%	170	93%	244	95%	280	93%	224	94%
	Yes, has a disability	81	6%	17	5%*	17	7%*	12	5%*	19	7%*	16	6%

1Racial categories are not mutually exclusive of one another except for "Prefer not to answer".

*Estimate is unstable (RSE > 0.3), interpret with caution.

† Estimate suppressed due to high instability (RSE > 0.5 or N < 10).

*Estimate is unstable (RSE > 0.3), interpret with caution.

† Estimate suppressed due to high instability (RSE > 0.5 or N < 10).

APPENDIX C. FREQUENCY OF TRAVEL BY WALKING/ROLLING, BIKING, AND TRANSIT IN PAST 30

VARIABLE		OVERALL		KING COUNTY - OTHER		KING COUNTY - SEATTLE		KITSAP COUNTY - EXPANDED		PIERCE COUNTY		SNOHOMISH COUNTY	
		N	Wtd %	N	Wtd %	N	Wtd %	N	Wtd %	N	Wtd %	N	Wtd %
WALK/ROLL	Never in past month	853	33%	156	31%	69	19%	167	36%	303	43%	158	41%
	1-3 days in past month	93	5%	24	7%	10	4%*	12	4%*	31	6%	16	4%*
	1-3 days a week	438	23%	90	25%	89	21%	70	21%	112	21%	77	24%
	4 or more days a week	837	39%	162	38%	241	57%	136	39%	186	31%	112	31%
BIKE	Never in past month	1,867	80%	360	78%	301	68%	332	83%	553	84%	321	88%
	1-3 days in past month	112	6%	18	6%*	20	5%*	21	7%	42	10%	11	4%*
	1-3 days a week	174	10%	38	12%	59	20%	24	7%*	30	4%	23	6%*
	4 or more days a week	69	4%	16	5%*	30	6%	†	†	†	†	†	†
TRANSIT	Never in past month	1,273	49%	240	51%	81	21%	236	54%	497	67%	219	56%
	1-3 days in past month	447	24%	95	24%	105	24%	84	22%	76	20%	87	28%
	1-3 days a week	324	17%	65	16%	126	30%	51	19%	40	9%	42	13%
	4 or more days a week	176	9%	32	9%	98	25%	13	5%*	19	5%*	14	2%*

DAYS BY ZONE GROUP

*Estimate is unstable (RSE > 0.3), interpret with caution.

† Estimate suppressed due to high instability (RSE > 0.5 or N < 10).