

Puget Sound Regional Council Regional Safety Action Plan: Data-Driven Strategies Toolbox

Washington Traffic Safety Summit
June 30, 2026



Puget Sound Regional Council



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

psrc.org/equity

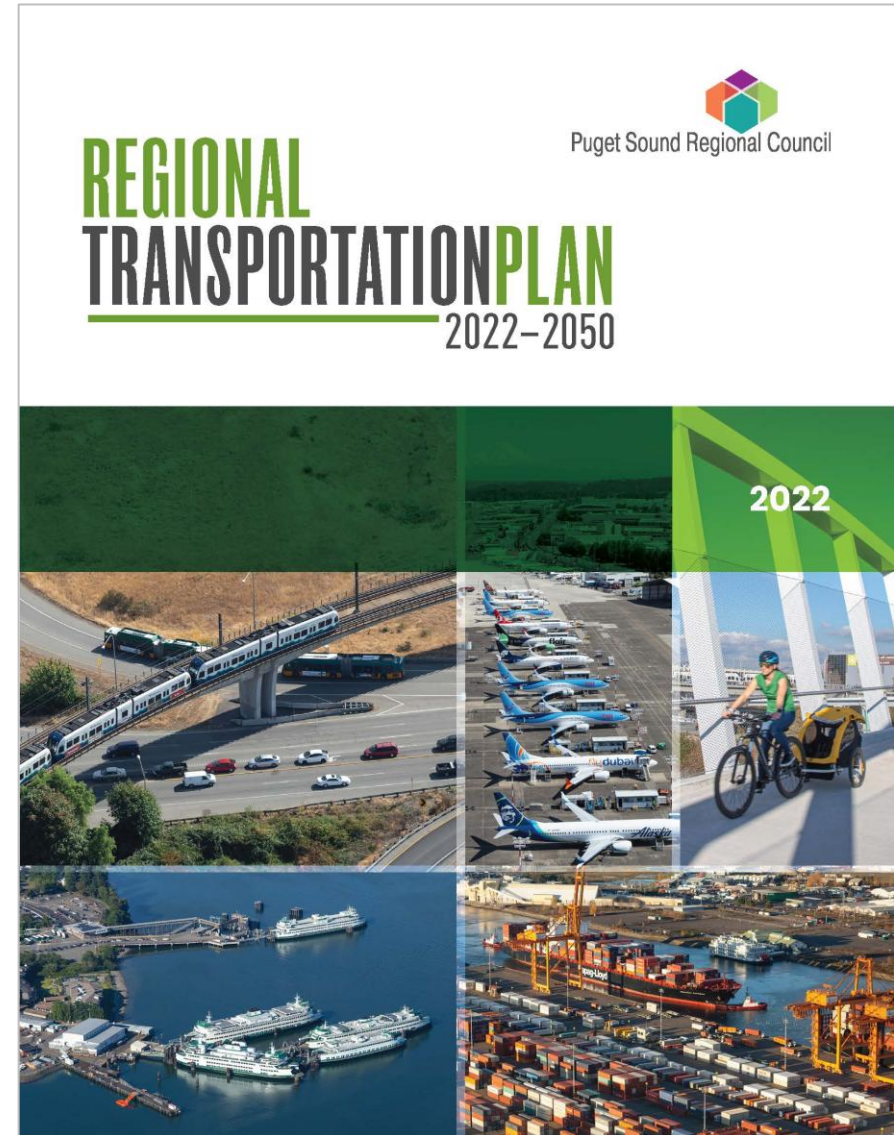
Puget Sound Regional Council

What we do

- Metropolitan Planning Organization, RTPO
- Planning: transportation, growth, economy
- Funding: Federal transportation funds (~\$350 million/year)
- Regional data and forecasts
- Forum for regional issues

Our members

- Cities, Counties, Ports, Transit
- State Agencies, Tribal Governments



Central Puget Sound Region

- 4.5 million people
- 2.3 million jobs
- 9 tribes
- 4 counties
- 82 cities and towns
- Urban and rural
- 6,400 square miles
- 1,000 square miles urbanized



Background

- 2022 Regional Transportation Plan directed PSRC to develop a Regional Safety Action Plan (RSAP), including strategies, actions and performance indicators.
- PSRC awarded ~\$8 M for development of RSAP through Safe Streets and Roads for All (SS4A) Program
 - Additional funding awarded to PSRC to serve as pass-through and administrator for 15 local jurisdiction safety action plans
- For RSAP work, PSRC Contracted with WSP for Technical Support and Uncommon Bridges for Engagement
- Plan was adopted in May 2025



Key Findings from Data Analysis

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

Key Findings from Data Analysis

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

PSRC RSAP Public Involvement Approach

**Community Events
& Interviews**

**Online Engagement
Hub**

**Regional Public
Meetings**

Focus Groups

Internal Briefings

**Public Comment
Process**

**Public Opinion
Survey**

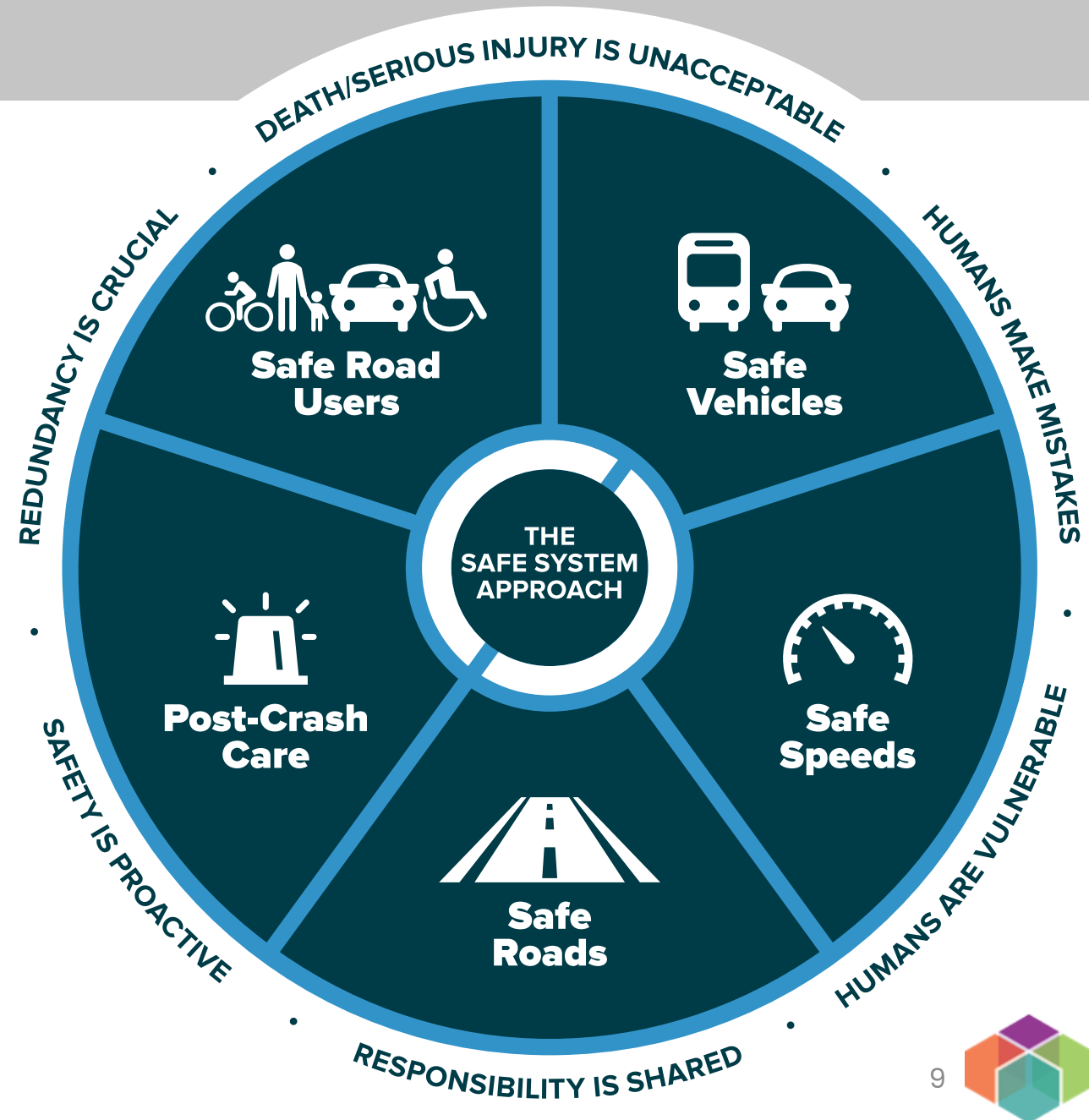


What We Heard

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

Strategy development

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



Emphasis areas

Urban, Multilane Arterials

Rural Highways

Tribal Areas

High-Capacity Transit
Stations

Areas of Lower Income

Swift BRT High-Capacity
Transit Station



Crash types

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

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

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

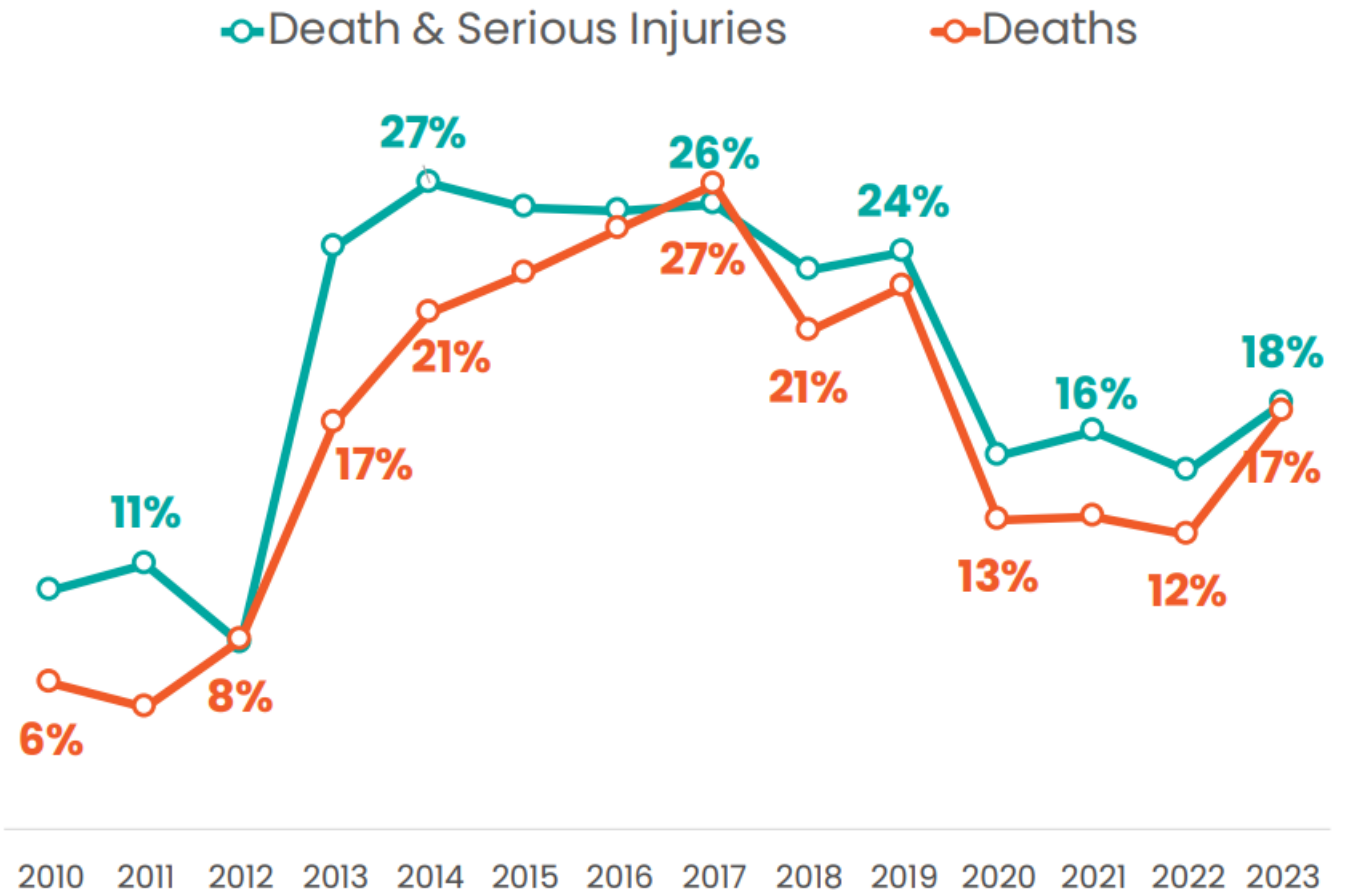
Contributing factors

Contributing factors are based on human decisions.

The predominant contributing factors in the region are:

- Speeding
- Impairment
- Distraction
- Failure to yield

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



Source: State of the Region Report



Strategies

Which crash types are most associated with each emphasis area?

Emphasis Areas	Pedestrian	Bicyclist	Road Departure	Intersection	Lane Departure
Urban, Multilane Arterials	●	●	●	●	
Rural Highways	●		●	●	●
Tribal Areas	●	●	●	●	
High-Capacity Transit Stations	●	●	●		
Areas of Lower Income	●	●	●	●	



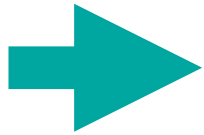
Strategy Example

Design / Engineering Strategies

and

Planning, Policy and Program Strategies

**Pedestrian
Safety**



**High Visibility
Crosswalks**



**Leading Pedestrian Interval
(LPI)**

Safer Lighting

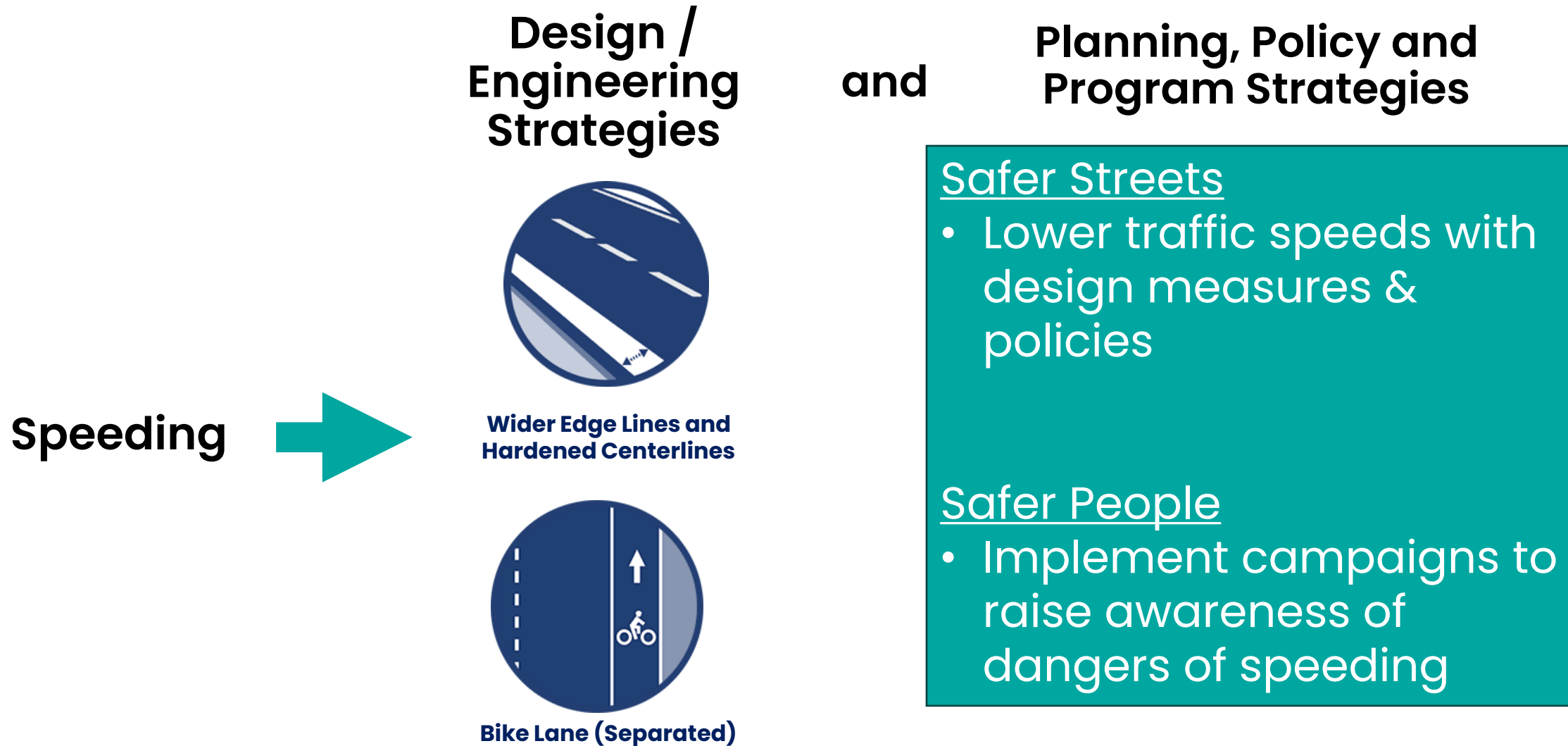
- Identify locations where lighting can improve road safety at intersections

Safer Connections

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



Strategy Example



Milestones

- Plan was adopted in May 2025
- Tribal Lands addendum completed in early 2026
 - PSRC developed a Tribal Safety Analysis as a supplement to the RSAP to gain a comprehensive understanding of safety issues and challenges specific to Tribal areas in the central Puget Sound region
 - It identifies safety conditions, trends and findings within Tribal areas, cumulatively and for each Tribe

Next Steps

- Rural Workshops in fall 2026
 - PSRC and Washington State Transportation Commission (WTSC) will coordinate to host Regional Rural Roadway Safety Workshops across the central Puget Sound region
 - Goal is to foster dialogue between rural community members and state and local government agencies, share information and discuss potential solutions to key safety concerns occurring in these rural areas
- Future step: Discussions with our boards to determine how the RSAP should inform PSRC's planning going forward, including the Regional Transportation Plan

Lessons Learned & Key Considerations

- A *regional* safety plan should first and foremost be a resource to help local agencies make more effective and efficient safety investments
- When conducting analyses on deaths and serious injuries, cast a wide net in terms of the typologies and variables that are examined
- Regional, local, and state HINs will likely have differences due to different scales, approaches, and needs. This does not mean they are inconsistent.
 - What is important is that jurisdictions at different levels are using a data driven approach to identify problem areas and prioritize action

Lessons Learned & Key Considerations

- For larger regions, it is useful to think of strategies as context-specific, not location-specific
- Plan navigation, especially for the strategies portion, can be difficult to get right and may require multiple iterations
- Recognize that one size does not fit all; if developing a menu of strategies account for a broad array of possible local contexts



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Questions?

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

