



Regional Safety Action Plan PROGRESS REPORT

June 2026



The Year in Review

Since the Southwestern Pennsylvania Commission (SPC) adopted the Get Safe Regional Safety Action Plan in June 2025, SPC and our planning partners across the region have worked to diligently implement strategies to reduce fatal and serious injury crashes. This report shares the progress made to advance 8 of the 14 actions listed in the plan.

Road Safety Audits (RSA)

Since last year, the Operations & Safety planners have completed RSAs in Beaver, Butler, Fayette and Westmoreland Counties. The audits include evaluating crash incidents, stakeholder interviews, a field review of actual conditions found in corridors and intersections, sharing the findings and recommendations with a final report to track implementation of safety improvements.

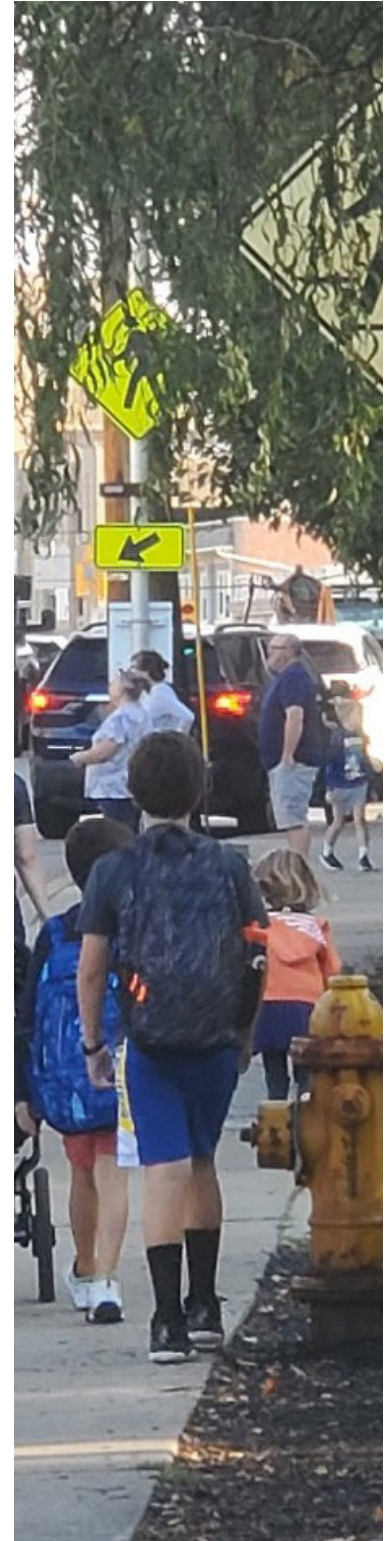
SPC was identified as a partner for collaboration with Vanasse Hangen Brustlin (VHB) to pilot rural conditions in Phase III of the [NCHRP17-125](#) project. This research incorporates the Safe System Approach into SPC's RSA development. SPC will be one of the first agencies in the country to fully understand and utilize the updated process through this collaboration.

Provided Ongoing Education

SPC had the opportunity to collaborate with and teach transportation professionals. In October at the 2025 Fall Planning Partners Meeting, SPC was featured to discuss "Safety Action Plans - Working Together Towards Vision Zero". The panel discussed plan development, funding, engagement, roles and responsibilities as well as lessons learned. SPC was the sole agency that completed a regional safety action plan in-house.

Also in October, SPC's Director of Transportation and Manager of Operations and Safety both participated on panels in Pittsburgh's first-ever Vision Zero Summit. They shared their insights on the State of Vision Zero in the region targeting statistics, trends, plans, and policies and the Future of Vision Zero over the next 10-20 years.

Staff also presented at the 2026 AMPO Spring Planning Tools and Training Symposium in Lexington, KY. This peer to peer conference for the national MPO community included sharing best practices, discussing challenges and opportunities as well as implementation strategies for successful Road Safety Audits. The first session covered the FHWA process and RSA content, showcased SPC case studies, and featured unique solutions for funding resources and building in-house capacity. This was followed up with an actual field assessment for vulnerable road user safety in a downtown Lexington corridor.





Developed & Updated Dashboard

Part of the implementation of the 2025 Get Safe plan was to create, publish, and annually update a Regional Vision Zero Crash [Dashboard](#).

Crash statistics are broken out by severity - fatal and suspected serious injury, by mode - including Vulnerable Road Users, by roadway and weather conditions, and by driver behaviors.

The High Injury Network can be viewed regionally or by selected county. Crash data is downloadable. Current statistics are from 2020-2024 and will be updated with 2021-2025 data.

Integral to this reporting will be the coming analysis of how effective safety countermeasures are within previous road safety audits and along the high injury network. Local partners are submitting all relevant project and maintenance work via the Operations and Safety Forum. This coordinated, collaborative analysis will elevate the countermeasure strategies that work and spur opportunities to pilot novel solutions for this unique region.

Designed/Updated Planning & Reporting Templates

Almost three quarters of rural roadways are locally owned. And while less traveled, they account for higher rates of fatal and suspected serious injuries.

To support our planning partners across the Southwestern Pennsylvania Region SPC has designed templates for Local Road Safety Plans (LRSP) and Safe Routes to School Plans (SRTS). Both of these templates can be populated with local-level data points. They include the baseline framework for identifying, evaluating, and prioritizing roadway safety improvements and strategies. By following the development process, local planners can identify a list of issues and needs.

To get assist on safety grant applications, these plans include: stakeholder engagement, collaboration across all levels of local government, identification and analysis of target crash types, risks, and emphasis areas with corresponding proven safety countermeasures, and a timeline with goals for implementation. These plans should be considered living documents which can be updated to reflect the changing priorities and needs.

Shared Resources

Over the past year SPC continued to engage with and share insight and research with our partners at universities, local safety advocates, and all levels of government. In the rapidly changing world of transportation safety, [SPC](#) serves as a consistent, vital source working to make our roads safe for all.

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