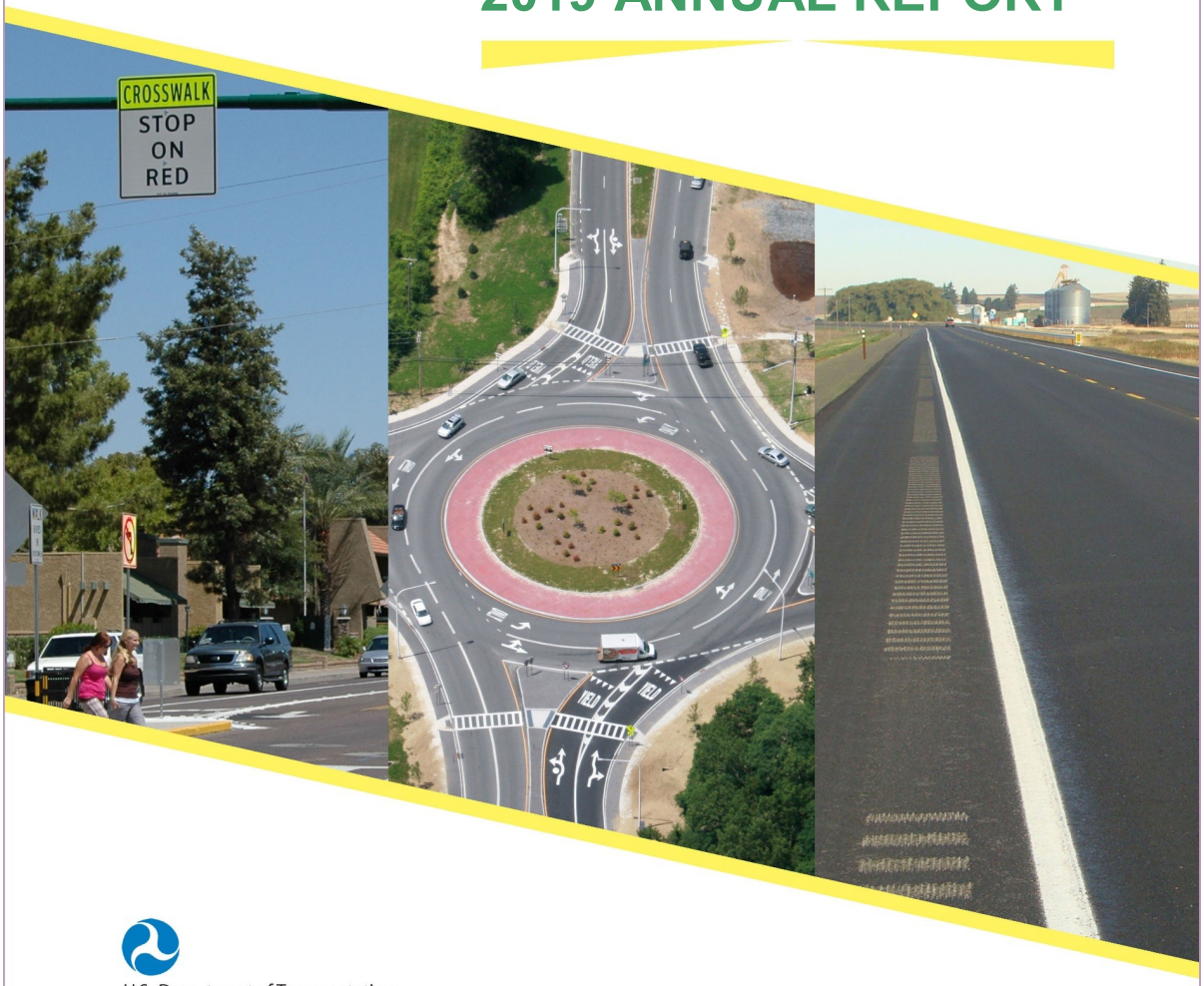
WASHINGTON

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2019 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

WSDOT is continuing to see growth in volumes statewide. This trend is considered to be a significant factor in the overall increase in fatal and serious crashes statewide. In FY 2019, the state set maintenance targets after significant discussion about target setting methodology with its partner agencies and MPOs. WSDOT recognizes that there are positives and negatives to setting either aspirational or maintenance targets. Regardless of the methods used WSDOT is committed to its Target Zero SHSP, which is currently being updated for release in October 2019. WSDOT promotes highway safety performance as a top priority for the Department, and has spent significant time communicating this need to the public. In CY 2018, WSDOT continued to transition its HSIP program to be much more systemic with an approximate 30% reactive to 70% systemic as its end goal. WSDOT continues to work very closely with local agencies with approximately 70% HSIP funds going to locals and 30% to WSDOT. WSDOT uses state funds to supplement its safety program. Further, WSDOT is now providing all Railway Highway Crossing Program funds to the locals, with the shift occurring in FY 2019. Importantly, WSDOT requires counties to have Local Roads Safety Plans to compete for HSIP funding and is implementing the same approach with Cities.

Overall, WSDOT five year trends continue to increase after lows in 2014-15, but found that in CY 2018 flat crash statistics appear to be lower in three of the five target areas with very small increase in the suspected serious injury and an unfortunate moderate increase in combined bike/ped fatal and suspected serious injuries.

WSDOT believes that its working partnerships and commitment to highway safety will drive down crashes, as will its evolving the safety program to be more proactive . Emphasis areas will continue to be lane departure, intersections, vulnerable road users, data analysis and evaluation.

WSDOT will return to aspirational target setting methods in FY 2020. WSDOT believes that setting increasing targets for fatal and suspected serious crashes does not communicate WSDOT's desire to reduce the crashes and would not be in keeping with its Target Zero SHSP.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The WSDOT strategic highway safety plan "Target Zero" is the basis for establishing the programmatic structure of WSDOT's approach to programming safety funds, for both WSDOT highways and local roads. WSDOT requires local road safety plans for local agencies to be eligible to receive HSIP funding. Currently WSDOT provides 70% of HSIP funds to local roads, and supplements the state program with additional state funding. Target Zero emphasis areas and strategies are reviewed and WSDOT determines through a review of the leading contributing factors, crash types and behaviors, as well as the strategies outlined in its plan how to develop a strategic data driven program that will most effectively reduce fatal and serious crashes in Washington State. Washington uses a centralized approach for determining HSIP locations within the state, through network screening of the locations consistent with the selected network screening methods. These preliminary lists are provided to WSDOT regions to determine the appropriate approaches to address the contributing factors to address crashes at the respective locations. The program structure has both reactive and proactive (systemic) approaches to reducing crash potential. The reactive component focuses on spot locations, intersections and segments. The proactive components focus on specific contributing factors and crash types to develop a ranked list of potential projects. Spot location projects use a benefit/cost analysis for prioritization of the program of projects, and systemic approaches may use network benefit cost or local benefit cost for the purposes of prioritization. WSDOT intends to review and update its program structure on an annual to biannual basis.

Where is HSIP staff located within the State DOT?

Other-Transportation Safety and Systems Analysis; Local Programs

WSDOT's State Safety Engineer is located in the Transportation Safety and Systems Analysis Division. The HSIP administration for local funding is in the Local Programs Division. However, Programming, Operations, and Design make up the Highway Safety Executive Committee along with Transportation Safety and Systems Analysis Director.

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process
- SHSP Emphasis Area Data
- Other-Funds are allocated centrally

WSDOT uses multiple approaches for allocation. Statewide grants are provided on a competitive basis (spot

location and systemic) for local roads. For WSDOT highways fatal and serious crashes for an emphasis and associated strategies serve as the starting point for allocations of funds. The Safety Working Group debates potential sub-categories and appropriate funding splits for consideration by the Highway Safety Executive Committee.

Describe how local and tribal roads are addressed as part of HSIP.

Washington uses a data-driven process to determine HSIP funding levels for state vs local roads. The current SHSP, "Washington Strategic Highway Safety Plan: Target Zero," (www.targetzero.com) has specified priority levels for types/causes/categories of fatal & serious injury crashes based on crash type, driver behaviors, or user type. The priority 1 infrastructure related emphasis areas are Lane Departure crashes and Intersection crashes.

To determine the HSIP funding allocation between state and local roadways, WSDOT evaluates the number of fatal & serious injury crashes in these priority 1 emphasis areas (lane departure and intersection-related) statewide for a consecutive 5-year period. WSDOT calculates the ratio of crashes on local agency responsibility roads to those on state highways then allocates HSIP funding between state and local roadways based on that percentage. Currently, local agencies receive 70% of HSIP funds and the state receives 30%.

The 70% of funding that goes to local agency safety is divided into a County Safety Program and a City Safety Program. Both programs now require that local agencies submit a Local Road Safety Plan to be eligible to apply for HSIP funding. The County Safety Program is focused on fatal and serious injury crash risk with a fully systemic approach to prioritizing safety projects. The City Safety Program is both proactive (systemic) and reactive (spot locations), with spot safety projects being prioritized by competitive benefit/cost ratio statewide. Systemic projects for both counties and cities are prioritized by cost effectiveness of the proposed projects, factoring in the crash data & LRSP prioritized projects for each agency, the cost of the proposed countermeasures, the number of locations being addressed, and the effectiveness of the countermeasures proposed.

Tribal roads are also eligible for funding, but must be included as part of a county or city list of proposed projects (tribes, counties, and cities are all encouraged to include such projects on prioritized lists). Based on fatal and serious injury crash data, a standalone tribal safety call for projects would not receive enough funding to be viable as a separate statewide call for projects.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Local Aid Programs Office/Division
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety

WSDOT works with internal partners with specific groups that are established, including the Highway Safety Issues Group, the Safety Working Group, and the Highway Safety Executive Committee.

Describe coordination with internal partners.

Oversight for the 70% of the HSIP funds that are directed to local agencies is assigned to the Local Programs division for management (to determine program methodology, identify local agency priorities, distribution of funds to counties & cities, individual project selection, evaluation, federal oversight, project delivery, etc.).

Responsibility for the 30% of the HSIP funds that are directed to the state is managed by the WSDOT Highway Safety Executive Committee (HSEC). WSDOT does not have a specific highway safety office solely responsible for the HSIP within the DOT, but is a matrixed team. Implementation of highway safety is done collaboratively across all of the department's divisions and coordinated between all modes. The highway safety program through the HSEC provides department - wide and multimodal coordination and input on highway and modal safety issues. Oversight is the responsibility of the Transportation Safety and System Analysis Director (State Safety Engineer). The Director of Transportation Safety and System Analysis is responsible for seeing that the HSEC policy and procedures are carried out throughout each of the respective divisions. Roles and responsibilities of each office are defined by a matrix with agreement by the Directors. H SEC is comprised of program directors from all of the major highways divisions (Design, Program Management, Traffic Operations, Transportation Safety and Systems Analysis, Development). The Highway Safety Issues Group is comprised of each Headquarters Division and Region and provides some technical and informational support, the Highway Working Group provides higher levels of technical policy and program implementation support and works with the HSEC to carry out the program.

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency
- Other-WSDOT has organized a Safety Target Setting Organization to establish targets. A safety data business plan group is also in place to assist with WSDOT Safety Data needs identification

WSDOT works with multiple agencies to provide coordination externally. Working with the MPOs is accomplished through the MPO Technical, Coordinating and Executive Committees. Working with the Washington Traffic Safety Commission includes multiple data, policy and Secretary (Executive) level meetings. WSDOT offices and Regions meet regularly with the State Patrol and local law enforcement. Local Programs (which includes the LTAP Center) works directly with tribes, cities, and counties.

Describe coordination with external partners.

WSDOT interacts and coordinates with multiple external partners as part of development of Target Zero and in setting targets. WSDOT routinely meets with MPOs and State Highway Safety Office (SHSO) and its federal divisions in carrying out its safety program activities. See also previous answer.

Describe HSIP program administration practices that have changed since the last reporting period.

For local safety, Local Road Safety Plans have been a requirement for counties to apply for funding since 2014. In 2018, cities were required to submit a LRSP if applying for systemic (risk-based) projects. Starting

with the City Safety call for projects later this year, all cities will be required to submit a LRSP to be eligible to apply for funding (even if they are only applying for spot location projects).

Describe other aspects of HSIP Administration on which the State would like to elaborate.

WSDOT previously developed a Safety Improvement Program implementation plan to clearly tie the SHSP emphasis areas to the WSDOT safety program. The previous implementation plan is currently scheduled to be updated. The plan identifies safety-sub categories for each SHSP emphasis area, and also identifies performance measures for each sub-category. The department also reports performance monthly as part of performance reporting activities in its Gray Notebook. The state will begin to update the implementation plan in fall 2019.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

No

No, there is no HSIP manual, but documents are developed and maintained by various divisions necessary to carry out the program. For instance, how to accomplish safety analysis in Planning and Project Development.

Select the programs that are administered under the HSIP.

- Horizontal Curve
- HRRR
- Intersection
- Median Barrier
- Other-State - Collision Analysis Corridors
- Other-State - Collision Analysis Locations
- Other-State - Intersection Analysis Locations
- Other-Local - City Safety Program
- Other-Local - County Safety Program
- Other-High Friction Surface Treatments
- Other-Barrier and Terminal Modifications
- Other-Rumble Strips
- Other-Operational Assessments
- Other-BCT conversion
- Other-Redirectional land forms

The sub-categories and approach used by WSDOT may be used to address any of the following areas.

Program: Horizontal Curve

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Other-Speed differential	

What project identification methodology was used for this program?

- Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-systemic approach

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-ranking based on systemic B/C:1

Program: HRRR

Date of Program Methodology:1/1/2014

What is the justification for this program?

- Other-FHWA HRRR Special Rule

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway

Fatal and serious injury crashes only	Volume Lane miles

What project identification methodology was used for this program?

- Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:3
Cost Effectiveness:2
Other-Completion of LRSP:1

HRRR projects are funded through the County Safety Program. HRRRs are identified at the county level, with the top 10 counties ranked by fatal & serious injury crashes per mile and the top 10 counties ranked by fatal & serious injury crashes per MVM traveled qualifying as HRRR counties. Projects selected through the County Safety Program that are in HRRR counties and meeting HRRR criteria are selected to utilize HRRR funds.

Program: Intersection

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway

Fatal and serious injury crashes only	Volume	Functional classification

What project identification methodology was used for this program?

- Other-systemic b/c

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-ranked list

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1

Program: Median Barrier

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
Fatal and serious injury crashes only		Median width Functional classification

What project identification methodology was used for this program?

- Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-ranked list

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1

Program: Other-State - Collision Analysis Corridors

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Volume	

What project identification methodology was used for this program?

- Excess expected crash frequency with the EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Safety Panel Review

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1

Program: Other-State - Collision Analysis Locations

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Volume	

What project identification methodology was used for this program?

- Excess expected crash frequency with the EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Safety Panel Review

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must

equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration
Ranking based on B/C:1

Program: Other-State - Intersection Analysis Locations

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?
Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Volume	

What project identification methodology was used for this program?

- Excess expected crash frequency with the EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?
No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Safety Panel Review

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration
Ranking based on B/C:1

Program: Other-Local - City Safety Program

Date of Program Methodology:1/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway

Fatal and serious injury crashes only

What project identification methodology was used for this program?

- Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-Completion of a LRSP

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:2
Available funding:4
Cost Effectiveness:3
Other-Completion of LRSP:1

Within the City Safety Program, there is both a spot location program and a systemic safety program. For spot location projects, the prioritization process includes:
1) Completion of LRSP, 2) B/C ranking, 3) available funding.

For systemic projects, the prioritization process includes:
1) Completion of LRSP, 2) Cost effectiveness, 3) available funding.

Program: Other-Local - County Safety Program

Date of Program Methodology:1/1/2014

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway

Fatal and serious injury crashes only

What project identification methodology was used for this program?

- Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-Completion of a LRSP

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding:3
Cost Effectiveness:2
Other-Completion of LRSP:1

Program: Other-High Friction Surface Treatments

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
Other-wet weather crashes		Functional classification

What project identification methodology was used for this program?

- Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-ranked list

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-systemic b/c:1

Program: Other-Barrier and Terminal Modifications

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
		Functional classification

What project identification methodology was used for this program?

- Other-functional classification
- Other-systemic b/c

Are local roads (non-state owned and operated) included or addressed in this program?

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-inventory

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Other-Rumble Strips

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
	Volume	Horizontal curvature

What project identification methodology was used for this program?

- Other-functional classification

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-ranked list

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-systemic b/c:1

Program: Other-Operational Assessments

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
		Other-assesment of field conditions

What project identification methodology was used for this program?

- Other-field conditions

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-ranked list

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Other-BCT conversion

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
		Functional classification
		Other-presence of BCT

What project identification methodology was used for this program?

- Other-based on functional classification and roadway type

Are local roads (non-state owned and operated) included or addressed in this program?

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-inventory

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must

equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-systemic approach:1

Program: Other-Redirectional land forms

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
		Other-Redirectional Landform in median Other-bridge pier

What project identification methodology was used for this program?

- Other-presence of condition

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-addressed system wide

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-systemic approach:1

WSDOT is addressing locations primarily with cable median barrier.

What percentage of HSIP funds address systemic improvements?

70

HSIP funds are used to address which of the following systemic improvements?

- Cable Median Barriers
- High friction surface treatment
- Horizontal curve signs
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Other-compact roundabouts
- Other-Lane Departure
- Other-Redirectional Land forms
- Other-Terminal Ends
- Rumble Strips
- Upgrade Guard Rails

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Other-Use of HSM, Statistical analysis

WSDOT has also developed a shortlist of CMFs for use by analysts.

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

ITS technology is, and in the future connected vehicles will be, considered as an appropriate countermeasure for safety. The countermeasure would need to shown to have a positive crash reduction potential for fatal and serious crashes. A new office has been created within WSDOT related to connected vehicles and the State Safety Engineer interacts with that office.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

WSDOT uses the HSM throughout its HSIP efforts. The state uses SafetyAnalyst for screening of state projects. WSDOT has developed a guide on safety analysis in planning and design and when and how to use the HSM for those activities. WSDOT has executive orders that direct policy around the use of the HSM.

Describe program methodology practices that have changed since the last reporting period.

WSDOT continues to modify it methodology on an ongoing basis as it develops its approach to safety investment.

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

WSDOT continues to focus on data driven safety analysis throughout its program efforts. WSDOT is using performance based practical design and a sustainable safety approach. WSDOT has focused on data driven approaches through identifying the 5th E of safety as Evaluation, analysis and diagnosis. It is thought that this approach allows for the targeting of specific crash types and contributing factors, and also maximizes the return on safety benefit for selected countermeasures. WSDOT is developing new systemic sub-categories that focus on rural road crashes. The safety program continues to evolve on an ongoing basis.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Calendar Year

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$26,377,335	$32,965,994	124.98%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$10,461,500	$9,714,350	92.86%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$13,682,725	$13,682,725	100%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$14,772,288	$2,581,314	17.47%
State and Local Funds	$19,308,380	$3,187,672	16.51%
Totals	$84,602,228	$62,132,055	73.44%

The total 23 USC 164 funds awarded are approximately $1.5 M greater than shown, as WSDOT provided a portion of the funds to the Washington Traffic Safety Commission.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

70%

How much funding is obligated to local or tribal safety projects?

72%

The state allocates approximately 70% of its HSIP funds to local governments. The state then supplements its program with additional state funds. The state program is typically in the range of $100-$150M including HSIP Funding.

How much funding is programmed to non-infrastructure safety projects?

0%

How much funding is obligated to non-infrastructure safety projects?

0%

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

WSDOT provides much of its HSIP appropriation to its local partners. Delivery of federally-funded projects with all of the attendant paperwork/regulations can make delivery of these projects by local agencies a challenge, especially considering the low-cost nature of many safety improvements.

Describe any other aspects of the State's progress in implementing HSIP projects on which the State would like to elaborate.

WSDOT believes that having the ability to use HSIP funds for non-infrastructure improvements is important to reestablish. It would also be helpful to continue to emphasize that expenditure for safety software and data is appropriate. Given the changes under MAP-21 and FAST additional wording would be beneficial in 23 USC 409 and 23 USC 148 that highlights that safety shared with Safety Partners (MPOs, Health, State Police, SHSO) is protected for the agency sharing and receiving the data when used for HSIP purposes (e.g., SHSP, Target Setting, Safety Planning, Public Awareness). MPOs in our opinion are reluctant to use this data because of potential liability concerns.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Adams County - McKinney/Thacker Rd Safety Project	Roadway	Superelevation / cross slope			$910000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.2 - Design safer slopes and ditches to prevent rollovers.
City of Auburn - Auburn Way South (SR 164) Corridor Safety Improvements	Access management	Change in access - miscellaneous/unspecified			$2333108		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Implement restricted access to properties/driveways adjacent to intersections.
City of Auburn - Auburn Way S Curve - Poplar St. SE Vicinity	Roadway	Pavement surface - high friction surface			$262700		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Lane Departure	LDX 2.3 - Increase road surface skid resistance using high friction surface treatments.
City of Auburn - A Street SE and 37th Street SE	Intersection traffic control	Intersection traffic control - other			$792260		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	
City of Auburn - A Street SE Corridor Signal Improvements	Intersection traffic control	Modify traffic signal timing - general retiming			$458500		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
Benton County - 2017 Safety - Roadside Improvements	Roadside	Roadside grading			$463800		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.2 - Design safer slopes and ditches to prevent rollovers.
Benton County - 2017 Guardrail Inventory	Non-infrastructure	Data/traffic records			$54000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	No Sites	Data	LDX 3.7 - Locate and inventory fixed objects inside the clear zone.
City of Bremerton - Bremerton Highway Safety Improvements, Phase 2	Lighting	Lighting - other			$1085100		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Pedestrians	PED 4.4 - Improve sight distance and visibility at pedestrian crossings.
City of Bremerton - Kitsap Way and Warren Ave. Traffic Signal and Multimodal Safety	Intersection traffic control	Modify traffic signal timing - general retiming			$2514800		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.

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City of Burlington - George Hopper Road Signal	Intersection traffic control	Modify traffic signal timing - general retiming			$753822		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
Chelan County - Countywide Signing Improvements	Roadway signs and traffic control	Curve-related warning signs and flashers			$271500		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder delineation, especially in curves.
Chelan County - Countywide Striping Improvements	Roadway delineation	Longitudinal pavement markings - new			$375600		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder delineation, especially in curves.
Clallam County - Guardrail Improvements	Roadside	Barrier- metal			$364990		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
Clallam County - Black Diamond Rd #31030	Roadside	Roadside grading			$268000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.2 - Design safer slopes and ditches to prevent rollovers.
Clark County - Hazel Dell Avenue Adaptive Traffic Signals	Intersection traffic control	Modify traffic signal timing - signal coordination			$1004000		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		County Highway Agency	Systemic	Intersections	INT 1.7 - Employ signal coordination.
Clark County - Curve Safety Improvement	Roadway	Pavement surface - high friction surface			$331000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.3 - Increase road surface skid resistance using high friction surface treatments.
Clark County - NE 259th St & NE 72nd Ave Intersection	Roadside	Roadside grading			$441500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Intersections	INT 3.1 - Redesign intersection approaches to improve sight distances.
Clark County - NE 63rd St & NE 58th Ave Signal	Intersection traffic control	Intersection traffic control - other			$925500		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		County Highway Agency	Systemic	Intersections	
Columbia County - Columbia Co. 2017 Safety - Bridge Rail	Roadside	Barrier- metal			$303900		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety

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															hardware such as guardrail.
Columbia County - Columbia Co. 2017 Safety - Signing	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$171700		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder delineation, especially in curves.
Cowlitz County - 2017 Safety - Guardrail	Roadside	Barrier- metal			$377000		HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
Cowlitz County - 2017 Safety - Warning Signs	Roadway signs and traffic control	Curve-related warning signs and flashers			$427000		HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder delineation, especially in curves.
Cowlitz County - 2017 Safety - Curve Data Collection	Non-infrastructure	Data/traffic records			$99000		HSIP (23 U.S.C. 148)			0		County Highway Agency	No Sites	Data	LDX 3.7 - Locate and inventory fixed objects inside the clear zone.
Douglas County - 2017 Douglas Co. Rumble Strips	Roadway	Rumble strips - center			$49300		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 1.1 - Install centerline rumble strips.
City of Everett - Citywide Innovative Safety	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			$711300		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Systemic	Intersections	INT 1.8 - Employ flashing yellow arrows at signals.
City of Everett - Everett Mall Way Intersection Safety	Intersection traffic control	Modify traffic signal timing - general retiming			$498091		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
City of Everett - Broadway - 10th St. to 19th St. Intersection Safety	Intersection traffic control	Modify traffic signal timing - general retiming			$531344		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
City of Federal Way - Citywide Adaptive Traffic Control System	Intersection traffic control	Modify traffic signal timing - signal coordination			$1000000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
City of Federal Way - Horizontal	Roadway signs and traffic control	Curve-related warning signs and flashers			$519700		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder

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Curve Warning Signs												Highway Agency			delineation, especially in curves.
City of Federal Way - Military Rd S / S 298th St Compact Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout			$803436		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.1 - Install or convert intersections to roundabouts.
Ferry County - Curve Signing Upgrades	Roadway signs and traffic control	Curve-related warning signs and flashers			$259618		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder delineation, especially in curves.
Ferry County - Safety Data Collection	Non-infrastructure	Data/traffic records			$31500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	No Sites	Data	LDX 3.7 - Locate and inventory fixed objects inside the clear zone.
Ferry County - Enhanced Pavement Surface Treatments	Roadway	Pavement surface - high friction surface			$363471		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.3 - Increase road surface skid resistance using high friction surface treatments.
Franklin County - 2017 Safety - Rumble Strips	Roadway	Rumble strips - edge or shoulder			$123900		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.4 - Install center and/or edge line rumble strips.
Franklin County - 2017 Safety - Flexible Guideposts	Roadway delineation	Delineators post-mounted or on barrier			$158500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder delineation, especially in curves.
Franklin County - 2017 Safety - Countywide Intersections	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified			$292500		HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		County Highway Agency	Systemic	Intersections	INT 1.13 - Improve visibility of intersections by providing enhanced signing and delineation.
Garfield County - Countywide Bridge Guardrail Retrofit & Upgrade	Roadside	Barrier- metal			$594000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
Grant County - Centerline &	Roadway	Rumble strips - center			$957800		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.4 - Install center and/or edge line rumble strips.

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Shoulder Rumble Strips															
Grant County - Horizontal Curve Signs - Phase 3	Roadway signs and traffic control	Curve-related warning signs and flashers			$630200		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder delineation, especially in curves.
Grays Harbor County - Countywide Guardrail	Roadside	Barrier- metal			$675500		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
Island County - Island Co. 2017 Safety - Guardrail	Roadside	Barrier- metal			$312000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
Island County - Island Co. 2017 Safety - Flexible Guideposts	Roadway delineation	Delineators post-mounted or on barrier			$44500		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder delineation, especially in curves.
Island County - Island Co. 2017 Safety - Shoulder Paving	Shoulder treatments	Pave existing shoulders			$495000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	
City of Kent - Kent Valley Signal System	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			$869153		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.8 - Employ flashing yellow arrows at signals.
King County - Mini Roundabouts in Highline and Fairwood	Intersection traffic control	Modify control - two-way stop to roundabout			$737826		HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		County Highway Agency	Systemic	Intersections	INT 1.1 - Install or convert intersections to roundabouts.
King County - King Co. 2017 High Friction Surface Treatment	Roadway	Pavement surface - high friction surface			$3270000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.3 - Increase road surface skid resistance using high friction surface treatments.
City of Kirkland - Lakefront Pedestrian and Bicycle Improvements	Pedestrians and bicyclists	Pedestrian warning signs - add/modify flashers			$989400		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Pedestrians	PED 4.2 - Increase the use of RRFB and PHB where these crosswalk

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															enhancements are needed.
City of Kirkland - NE 124th St. & 113th Ave. E Signal Improvements	Intersection traffic control	Modify traffic signal timing - left-turn phasing (permissive to protected-only)			$670000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.5 - Convert permitted left turns to protected left turns at signals.
Kitsap County - Countywide Crosswalk Illumination	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			$60000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Systemic	Pedestrians	PED 4.4 - Improve sight distance and visibility at pedestrian crossings.
Kittitas County - Roadside Hazard Safety Improvements - Countywide	Roadside	Barrier- metal			$689000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
Klickitat County - County Road Safety Plan	Non-infrastructure	Transportation safety planning			$112500		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	No Sites	Data	
Klickitat County - Klickitat County 2017 Safety Program	Roadway signs and traffic control	Curve-related warning signs and flashers			$589500		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder delineation, especially in curves.
City of Lakewood - 40th Ave. SW and 96th St. SW Safety	Roadside	Barrier- metal			$823350		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
City of Lakewood - Dekoven Drive Traffic Calming	Intersection traffic control	Modify control - two-way stop to roundabout			$212000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.1 - Install or convert intersections to roundabouts.
City of Lakewood - Military Rd. & 112th St. Safety	Intersection traffic control	Modify traffic signal timing - general retiming			$788500		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
City of Lakewood - Steilacoom Boulevard Safety Improvements	Intersection traffic control	Modify traffic signal timing - general retiming			$2405000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.

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Lewis County - 2017 Safety - Guideposts (Phase I)	Roadway delineation	Delineators post-mounted or on barrier			$203500		HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder delineation, especially in curves.
Lewis County - 2017 Safety - Signing & Clear Zone (Phase II)	Roadside	Roadside grading			$912000		HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Lane Departure	LDX 3.2 - Design safer slopes and ditches to prevent rollovers.
Lincoln County - 2017 Countywide Guardrail Installation	Roadside	Barrier- metal			$630500		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
City of Longview - Washington Way & 15th Ave. Corridor Traffic Signal Improvements	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			$670450		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Pedestrians	PED 4.4 - Improve sight distance and visibility at pedestrian crossings.
City of Lynnwood - SR 99 and SR 524 Real-Time Adaptive Signal Control Implementation	Intersection traffic control	Modify traffic signal timing - signal coordination			$472500		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
City of Marysville - Marysville Citywide Safety	Pedestrians and bicyclists	Pedestrian warning signs - add/modify flashers			$559600		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Pedestrians	PED 4.2 - Increase the use of RRFB and PHB where these crosswalk enhancements are needed.
City of Marysville - State Ave. - 3rd St. to 80th St. NE	Intersection traffic control	Intersection traffic control - other			$1744000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	
Mason County - Guardrail Improvements	Roadside	Barrier- metal			$291179		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
Mason County - County Road Safety Plan	Non-infrastructure	Transportation safety planning			$90000		HSIP (23 U.S.C. 148)			0		County Highway Agency	No Sites	Data	

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Mason County - Bear Creek Dewatto Rd	Roadside	Roadside grading			$265864		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.2 - Design safer slopes and ditches to prevent rollovers.
City of Mountlake Terrace - 220th St SW Adaptive Signal System	Intersection traffic control	Modify traffic signal timing - signal coordination			$725750		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
Okanogan County - Countywide Guardrail Safety	Roadside	Barrier- metal			$542500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
Okanogan County - Countywide Roadside Hazard Removal	Roadside	Removal of roadside objects (trees, poles, etc.)			$91600		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.3 - Remove/relocate objects, such as trees and utility poles.
Pacific County - Pacific Co. 2017 Safety - Guardrail	Roadside	Barrier- metal			$218500		HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
Pacific County - Pacific Co. 2017 Safety - Signing	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$156300		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder delineation, especially in curves.
Pacific County - Camp One Rd/Heckard Rd Intersection Realignment	Intersection geometry	Intersection geometrics - modify skew angle			$159000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Intersections	INT 3.1 - Redesign intersection approaches to improve sight distances.
City of Pasco - Oregon Avenue (SR 397) Corridor - Phase 1	Intersection geometry	Auxiliary lanes - add two-way left-turn lane			$875900		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.3 - Provide/improve left- and right-turn channelization.
City of Pasco - N. 20th Ave. Safety Improvements	Pedestrians and bicyclists	Pedestrian signal - Pedestrian Hybrid Beacon			$1373500		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Pedestrians	PED 4.2 - Increase the use of RRFB and PHB where these crosswalk enhancements are needed.

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Pierce County - High Friction Surface Treatment & Centerline Rumble Strips	Roadway	Pavement surface - high friction surface			$763000		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		County Highway Agency	Systemic	Lane Departure	LDX 2.3 - Increase road surface skid resistance using high friction surface treatments.
Pierce County - 38th Ave E & 152nd St E - Signal	Intersection traffic control	Intersection traffic control - other			$769590		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		County Highway Agency	Systemic	Intersections	
City of Puyallup - River Road and 9th St SW Safety Improvements	Intersection traffic control	Modify traffic signal timing - signal coordination			$1689000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
City of Puyallup - 5th Street SW/NW Adaptive Traffic Control	Intersection traffic control	Modify traffic signal timing - signal coordination			$900000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
City of Seattle - Vision Zero - High Friction Surface Treatments	Roadway	Pavement surface - high friction surface			$407523		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Lane Departure	LDX 2.3 - Increase road surface skid resistance using high friction surface treatments.
City of Seattle - Vision Zero - Signalized Intersections	Intersection traffic control	Modify traffic signal - miscellaneous/other/unspecified			$502000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 4.3 - Improve sight distance and/or visibility between motor vehicles and pedestrians.
City of Seattle - Vision Zero Leading Pedestrian Intervals	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			$1287000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Pedestrians	PED 4.4 - Improve sight distance and visibility at pedestrian crossings.
City of Shoreline - Meridian Ave. N. and N. 155th Street Intersection Phase Changes	Intersection traffic control	Modify traffic signal timing - general retiming			$352385		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
Skagit County - Skagit Co. 2017 Safety - Guardrail	Roadside	Barrier- metal			$552500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
Skagit County - Skagit Co. 2017	Roadway signs and traffic control	Roadway signs and traffic control - other			$108000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder

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Safety - Warning Signs															delineation, especially in curves.
Snohomish County - 52nd Ave W Pedestrian Crossing Enhancements	Pedestrians and bicyclists	Pedestrian warning signs - add/modify flashers			$250000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Systemic	Pedestrians	PED 4.4 - Improve sight distance and visibility at pedestrian crossings.
Snohomish County - Center Rd Pedestrian Safety Enhancements	Pedestrians and bicyclists	Pedestrian warning signs - add/modify flashers			$360000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		County Highway Agency	Systemic	Pedestrians	PED 4.4 - Improve sight distance and visibility at pedestrian crossings.
City of Spokane - Monroe St Lane Reduction & Hardscape Project 1	Roadway	Roadway narrowing (road diet, roadway reconfiguration)			$1886600		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 4.1 - Improve safety at ped xings by installing refuge islands and shortening xing distances.
City of Spokane - Monroe St Lane Reduction & Hardscape Project 2	Roadway	Roadway narrowing (road diet, roadway reconfiguration)			$1886600		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 4.1 - Improve safety at ped xings by installing refuge islands and shortening xing distances.
Spokane County - Spokane Co. 2017 Safety - Guardrail	Roadside	Barrier- metal			$898500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
Spokane County - Glenrose Rd & Carnahan Rd Safety Improvements	Alignment	Horizontal and vertical alignment			$771600		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		County Highway Agency	Systemic	Intersections	INT 3.1 - Redesign intersection approaches to improve sight distances.
Spokane County - Argonne Road Overlay - MP 2.55 to MP 4.13	Roadway	Pavement surface - high friction surface			$297000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.3 - Increase road surface skid resistance using high friction surface treatments.
City of Spokane Valley - Citywide Reflective Signal Back Plates	Intersection traffic control	Modify traffic signal - add backplates with retroreflective borders			$178500		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Intersections	INT 3.2 - Add back plates with retro-reflective borders to signals.

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City of Spokane Valley - Citywide Reflective Sign Post Panels	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$77300		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Lane Departure	LDX 2.1 - Improve roadway signing and shoulder delineation, especially in curves.
City of Tacoma - Pacific Ave. (SR 7) Corridor - Intersection Signal Improvements	Intersection traffic control	Modify traffic signal timing - signal coordination			$945166		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
City of Tacoma - South Tacoma Way Corridor Safety Improvements	Intersection traffic control	Modify traffic signal timing - general retiming			$923930		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
City of Tacoma - East Portland Avenue Safety Improvements	Intersection traffic control	Modify traffic signal timing - general retiming			$1368535		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.7 - Employ signal coordination.
Thurston County - High Friction Surface Treatment	Roadway	Pavement surface - high friction surface			$2000000		HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Lane Departure	LDX 2.3 - Increase road surface skid resistance using high friction surface treatments.
Thurston County - 2018 Highway Safety Improvements	Roadway	Rumble strips - center			$1287000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.4 - Install center and/or edge line rumble strips.
City of Vancouver - Mill Plain Blvd. - 104th to NE Chkalov Dr.	Access management	Change in access - close or restrict existing access			$2180000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Implement restricted access to properties/driveways adjacent to intersections.
Walla Walla County - Middle Waitsburg Rd - MP 6.10 to MP 7.92	Alignment	Horizontal and vertical alignment			$1142000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.2 - Improve roadway geometry.
City of Wenatchee - South Wenatchee Safety Improvements	Pedestrians and bicyclists	Modify existing crosswalk			$225000		HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		City or Municipal Highway Agency	Spot	Pedestrians	PED 4.4 - Improve sight distance and visibility at pedestrian crossings.
City of Wenatchee - S. Miller	Pedestrians and bicyclists	Pedestrian warning signs - add/modify flashers			$244400		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal	Spot	Pedestrians	PED 4.2 - Increase the use of RRFB

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St./Montana St. Pedestrian Crossing												Highway Agency			and PHB where these crosswalk enhancements are needed.
City of Wenatchee - Ninth St. Corridor Analysis	Non-infrastructure	Transportation safety planning			$27000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	No Sites	Data	
Whatcom County - Guardrail Safety Program	Roadside	Barrier- metal			$899500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
Whitman County - Countywide Safety - Pavement Markings & Rumble Strips	Roadway	Rumble strips - center			$249000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 1.1 - Install centerline rumble strips.
Whitman County - Countywide Safety - Guardrail	Roadside	Barrier- metal			$383500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install/maintain roadside safety hardware such as guardrail.
City of Yakima - Fruitvale Blvd at River Rd & River Rd at N 34th Ave Roundabouts	Intersection traffic control	Modify control - two-way stop to roundabout			$1012898		HSIP (23 U.S.C. 148)			0		City or Municipal Highway Agency	Spot	Intersections	INT 1.1 - Install or convert intersections to roundabouts.
City of Bellingham - 'F' Street	Railroad grade crossings	Railroad grade crossing gates			$690000		RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Urban	Major Collector	0		City or Municipal Highway Agency	Spot	Vehicle-Train	
Franklin County - Hailey Road Railroad Crossing	Railroad grade crossings	Railroad grade crossing signing			$95000		RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Rural	Local Road or Street	0		County Highway Agency	Spot	Vehicle-Train	
Garfield County - 2nd Street & 3rd Street	Railroad grade crossings	Railroad grade crossings - other			$388750		RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Rural	Minor Collector	0		County Highway Agency	Spot	Vehicle-Train	
City of Mount Vernon - 4th Street	Railroad grade crossings	Railroad grade crossing gates			$1447950		RHCP (for HSIP purposes)	Urban	Principal Arterial-Other	0		City or Municipal	Spot	Vehicle-Train	

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N/Riverside Drive RR Crossing							(23 U.S.C. 130(e)(2))					Highway Agency			
Port of Bellingham - Harris Avenue Crossing	Railroad grade crossings	Protective devices			$350000		RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Urban	Major Collector	0		Other Local Agency	Spot	Vehicle-Train	
Snohomish County - 240th Street SE RR Crossing	Railroad grade crossings	Railroad grade crossings - other			$417620		RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Rural	Major Collector	0		County Highway Agency	Spot	Vehicle-Train	
Spokane County - Espanola Road	Railroad grade crossings	Railroad grade crossing gates			$666320		RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Rural	Minor Collector	0		County Highway Agency	Spot	Vehicle-Train	
Spokane County - Wellesley Ave	Railroad grade crossings	Railroad grade crossing gates			$1009600		RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Rural	Minor Arterial	0		County Highway Agency	Spot	Vehicle-Train	
Spokane County - Brooks Road	Railroad grade crossings	Railroad grade crossings - other			$1045095		RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Rural	Major Collector	0		County Highway Agency	Spot	Vehicle-Train	
City of Tacoma - 6th Avenue	Railroad grade crossings	Upgrade railroad crossing signal			$1106750		RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Urban	Local Road or Street	0		City or Municipal Highway Agency	Spot	Vehicle-Train	
Walla Walla County - Port Kelly Railroad Crossing	Railroad grade crossings	Railroad grade crossing gates			$586300		RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Rural	Local Road or Street	0		County Highway Agency	Spot	Vehicle-Train	
Walla Walla County - Dodd Road Railroad Crossing	Railroad grade crossings	Railroad grade crossing gates			$481030		RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Rural	Major Collector	0		County Highway Agency	Spot	Vehicle-Train	
City of Wenatchee - 9th Street Crossing	Railroad grade crossings	Railroad grade crossing gates			$1321165		RHCP (for HSIP purposes)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Vehicle-Train	

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							(23 U.S.C. 130(e)(2))								
Spokane County - Bigelow Gulch Rd. - Project 2	Roadway	Roadway widening - add lane(s) along segment			$145800		Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Major Collector	0		County Highway Agency	Spot	Lane Departure	LDX 2.2 - Improve roadway geometry.
SR 9/108th St NE - Intersection Improvements	Intersection traffic control	Modify control - two-way stop to roundabout			$2809273	$2866605	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	14,475	55	State Highway Agency	Spot	Intersections	INT 1.1
SR 9/Francis Rd - Intersection Improvements	Intersection traffic control	Modify control - two-way stop to roundabout			$0	$2120439	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Major Collector	9,115	25	State Highway Agency	Spot	Intersections	INT 1.1
SR 20/Banta Rd - Intersection Safety Improvements	Intersection traffic control	Modify control - two-way stop to roundabout			$228536	$233200	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	17,442	50	State Highway Agency	Spot	Intersections	INT 1.1
SR 20/Sharpes Corner Vicinity - Improvements	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$0	$10624000	State and Local Funds	Urban	Principal Arterial-Other	24,468	50	State Highway Agency	Systemic	Intersections	RR
SR 20/SR 9 South Leg - Railroad Crossing Improvements	Railroad grade crossings	Railroad grade crossing gates			$326869	$333540	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,001	35	State Highway Agency	Systemic	Vehicle-Train	RR
SR 20/Ferry Street - Railroad Crossing Improvements	Railroad grade crossings	Railroad grade crossing gates			$367461	$374960	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,215	35	State Highway Agency	Systemic	Vehicle-Train	RR
SR 20/W State St - Railroad Crossing Improvements	Railroad grade crossings	Railroad grade crossing gates			$48283	$49268	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,342	35	State Highway Agency	Systemic	Vehicle-Train	RR
SR 20/Cascade Rd Vic to Goodell Creek Campground - Rumblestrip	Roadway	Rumble strips - center			$159840	$166500	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,771	50	State Highway Agency	Systemic	Lane Departure	LDX.1.1
SR 20/Newhalem to Lillian Creek - Rumblestrip Installation	Roadway	Rumble strips - center			$189000	$196875	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,349	50	State Highway Agency	Systemic	Lane Departure	LDX.1.1
SR 20/Lillian Creek to Granite Creek -	Roadway	Rumble strips - center			$164160	$171000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,069	60	State Highway Agency	Systemic	Lane Departure	LDX.1.1

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Rumblestrip Installation															
SR 104/Sunset Ave - Railroad Crossing Improvements	Railroad grade crossings	Railroad grade crossings - other			$186072	$189869	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,572	25	State Highway Agency	Systemic	Vehicle-Train	RR
SR 522/Paradise Lake Rd Vicinity to Fales Rd Vicinity - Rumble Strip Installation	Roadway	Rumble strips - center			$148035	$151056	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	29,286	55	State Highway Agency	Systemic	Lane Departure	LDX.2.4
SR 524/Locust & Larch Way - Intersection Improvements	Intersection traffic control	Modify control - two-way stop to roundabout			$0	$58948	State and Local Funds	Urban	Minor Arterial	18,224	35	State Highway Agency	Spot	Intersections	INT 1.1
SR 524/Yew Way - Railroad Crossing Improvement	Railroad grade crossings	Railroad grade crossing gates			$972794	$993564	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	10,658	35	State Highway Agency	Systemic	Vehicle-Train	RR
SR 532/Camano Island to Juniper Beach Rd Vic - Rumblestrip Installation	Roadway	Rumble strips - unspecified or other			$47985	$49984	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	20,682	45	State Highway Agency	Systemic	Lane Departure	LDX.2.4
SR 542/SR 9 East Junctiion - Intersection Improvements	Intersection traffic control	Modify control - two-way stop to roundabout			$0	$1193136	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Minor Arterial	7,414	55	State Highway Agency	Systemic	Intersections	INT 1.1
SR 548/Kickerville Rd - Intersection Improvements	Intersection traffic control	Modify control - two-way stop to roundabout			$834642	$870103	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,801	50	State Highway Agency	Spot	Intersections	INT 1.1
NCR Centerline Rumble Strips/Section C	Roadway	Rumble strips - center			$61731	$64302	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.4
NCR Centerline Rumble Strips/Section C	Roadway	Rumble strips - center			$386754	$394647	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.4
NCR Breakaway Cable Terminal Replacement - Interstate	Roadside	Barrier end treatments (crash cushions, terminals)			$161661	$164960	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.6
NCR 17-19 Regionwide Curve	Roadway signs and traffic control	Curve-related warning signs and flashers			$796347	$812598	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.6

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Warning Sign Update															
NCR Breakaway Cable Terminal Replacement - Non-Interstate	Roadside	Barrier end treatments (crash cushions, terminals)			$156798	$159997	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.6
NCR 17-19 Regionwide Shoulder Rumble Strip Installation	Roadway	Rumble strips - edge or shoulder			$352800	$360000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.4
SR 17/I-90 to Broadway Ave Safety Improvements	Intersection traffic control	Intersection flashers - add advance intersection warning sign-mounted			$832102	$849084	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	14,922	50	State Highway Agency	Spot	Intersections	INT.1.13
SR 17/Prior Farms - Left Turn Lane	Intersection geometry	Auxiliary lanes - add left-turn lane			$366923	$374411	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	7,496	60	State Highway Agency	Systemic	Intersections	INT.1.3
SR 28/White Trail Rd - Intersection Safety Improvements	Intersection traffic control	Modify control - two-way stop to roundabout			$50859	$52978	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,438	60	State Highway Agency	Systemic	Intersections	INT 1.1
SR 28/White Trail Rd - Intersection Safety Improvements	Intersection traffic control	Modify control - two-way stop to roundabout			$242766	$247720	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,438	60	State Highway Agency	Systemic	Intersections	INT 1.1
SR 28/White Trail Rd - Intersection Safety Improvements	Intersection traffic control	Modify control - two-way stop to roundabout			$22952	$23420	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,438	60	State Highway Agency	Systemic	Intersections	INT 1.1
US 97A/Chelan Vicinity - Curb Ramp Upgrades	Pedestrians and bicyclists	Install sidewalk			$145953	$152034	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,023	30	State Highway Agency	Systemic	Intersections	PED.4.1
US 97/Brays Landing Rd. - Intersection Improvements	Intersection geometry	Auxiliary lanes - add left-turn lane			$340858	$347814	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,156	60	State Highway Agency	Systemic	Intersections	INT.1.3
17-19 OR Region Wide Basic Safety - Guardrail	Roadside	Barrier - other			$0	$45000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.1
OR Breakaway Cable Terminal	Roadside	Barrier end treatments (crash cushions, terminals)			$124686	$127231	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	130,047	60	State Highway Agency	Systemic	Lane Departure	LDX.3.6

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Replacement - Interstate															
OR Breakaway Cable Terminal Replacement - Interstate	Roadside	Barrier end treatments (crash cushions, terminals)			$650321	$677417	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	130,047	60	State Highway Agency	Systemic	Lane Departure	LDX.3.6
OR Breakaway Cable Terminal Replacement - Non-Interstate	Roadside	Barrier end treatments (crash cushions, terminals)			$142041	$144939	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.6
OR Breakaway Cable Terminal Replacement - Non-Interstate	Roadside	Barrier end treatments (crash cushions, terminals)			$928896	$967599	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.6
OR Redirectional Landform Mitigation	Roadside	Barrier - cable			$15655	$16328	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.1
OR Redirectional Landform Mitigation	Roadside	Barrier - cable			$66444	$67800	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.1
Olympic Region - Guardrail Installations	Roadside	Barrier- metal			$0	$2192428	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.1
OR - Regionwide Curve Warning Signing - Chevron Alignment 4	Roadway signs and traffic control	Curve-related warning signs and flashers			$257179	$262428	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.6
SR 7/Pedestrian Crossing - Safety Improvement	Pedestrians and bicyclists	Pedestrian beacons			$432327	$441150	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,444	35	State Highway Agency	Systemic	Pedestrians	PED.4.2
US 12/Anderson Rd to Moon Rd - Safety Improvement	Intersection traffic control	Modify control - two-way stop to roundabout			$112039	$114326	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,168	55	State Highway Agency	Spot	Intersections	INT 1.1
US 12/Anderson Rd to Moon Rd - Safety Improvement	Intersection traffic control	Modify control - two-way stop to roundabout			$0	$2549680	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	8,168	55	State Highway Agency	Spot	Intersections	INT 1.1
US 101/Vic Deer Park Rd to Dungeness River	Roadside	Barrier - cable			$308491	$321345	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	21,403	55	State Highway Agency	Systemic	Lane Departure	LDX.3.1

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Br - Install Cable Barrier															
US 101/Lynch Road - Safety Improvements	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$0	$5000000	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other Freeways & Expressways	29,302	50	State Highway Agency	Systemic	Intersections	INT.1.3
SR 104/Paradise Bay-Shine Rd - Intersection Safety Improvement	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$334224	$348150	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	16,964	40	State Highway Agency	Spot	Intersections	INT.1.3
SR 305/Winslow Ferry to Hostmark St - Safety Improvements	Roadway	Roadway - other			$0	$1200000	State and Local Funds	Urban	Principal Arterial-Other Freeways & Expressways	20,191	50	State Highway Agency	Systemic	Lane Departure	RR
SR 509/TMBL RR Crossing 0.6 Miles E of Norpoint Way - Safety	Railroad grade crossings	Upgrade railroad crossing signal			$506170	$516500	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,526	40	State Highway Agency	Systemic	Vehicle-Train	RR
SR 509/TMBL RR Crossing 0.6 Miles E of Norpoint Way - Safety	Railroad grade crossings	Upgrade railroad crossing signal			$128294	$133640	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,526	40	State Highway Agency	Systemic	Vehicle-Train	RR
SR 509/TMBL RR Crossing 0.6 Miles E of Norpoint Way - Safety	Railroad grade crossings	Upgrade railroad crossing signal			$30988	$31620	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,526	40	State Highway Agency	Systemic	Vehicle-Train	RR
SR 509/UP RR Crossing 1.1 Miles E of Norpoint Way - Safety	Railroad grade crossings	Upgrade railroad crossing signal			$503720	$514000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,526	40	State Highway Agency	Systemic	Vehicle-Train	RR
SR 509/UP RR Crossing 1.1 Miles E of Norpoint Way - Safety	Railroad grade crossings	Upgrade railroad crossing signal			$128294	$133640	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,526	40	State Highway Agency	Systemic	Vehicle-Train	RR
SR 509/UP RR Crossing 1.1 Miles E of Norpoint Way - Safety	Railroad grade crossings	Upgrade railroad crossing signal			$30988	$31620	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	22,526	40	State Highway Agency	Systemic	Vehicle-Train	RR
SR 510/Meridian Rd SE - Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout			$144256	$147200	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	9,609	50	State Highway Agency	Spot	Intersections	INT 1.1

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SR 510/Meridian Rd SE - Roundabout	Railroad grade crossings	Upgrade railroad crossing signal			$1590785	$1623250	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,609	50	State Highway Agency	Spot	Vehicle-Train	RR
SWR Breakaway Cable Terminal Replacement - Interstate	Roadside	Barrier end treatments (crash cushions, terminals)			$382200	$390000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	LDX.3.6
SWR Breakaway Cable Terminal Replacement - Non Interstates	Roadside	Barrier end treatments (crash cushions, terminals)			$326874	$333545	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	LDX.3.6
SWR Regionwide Safety - Shoulder Rumble Strips Phase II	Roadway	Rumble strips - edge or shoulder			$333200	$340000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	LDX.2.4
SW Region/Regionwide Curve Warning Sign Update 2017-2019	Roadway signs and traffic control	Curve-related warning signs and flashers			$285866	$291700	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	LDX.2.6
SR 14/Wind River Rd - Intersection Improvements	Intersection geometry	Intersection geometrics - modify intersection corner radius			$0	$985000	State and Local Funds	Rural	Principal Arterial-Other	3,395	55	State Highway Agency	Systemic	Intersections	INT.1.3
US 101/SR 101 Alternate I/S Vic to Raymond - Centerline Rumble Strips	Roadway	Rumble strips - center			$215335	$219730	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,167	55	State Highway Agency	Systemic	Lane Departure	LDX.2.4
SR 432/Tennant Way RR Xing - Update Crossing Signals and lights	Railroad grade crossings	Upgrade railroad crossing signal			$98000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	38,109	55	State Highway Agency	Systemic	Vehicle-Train	RR
SR 503/Brush Prairie RR Xing - Bus and Truck Pullout Lanes	Railroad grade crossings	Widen crossing for additional lane			$547192	$558359		Urban	Principal Arterial-Other	25,919	55	State Highway Agency	Systemic	Vehicle-Train	RR
SR 22 ET AL/Benton and Yakima Co-Centerline Rumble Strips	Roadway	Rumble strips - center			$290900	$296838	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.4
SCR 17-19 Region Wide BCT Replacement - Interstate	Roadside	Barrier end treatments (crash cushions, terminals)			$0	$935000	Other Federal-aid Funds (i.e.	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.6

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
							STBG, NHPP)								
SCR 17-19 Region Wide Curve Warning Signs - Chevron Updates	Roadway signs and traffic control	Curve-related warning signs and flashers			$33437	$34120	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.6
SR 17/US 395 to 0.15 North of Mesa - Shoulder Rumble Strips	Roadway	Rumble strips - edge or shoulder			$14485	$14779	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	5,193	60	State Highway Agency	Systemic	Lane Departure	LDX.2.4
SR 24/SR 240 to Vernita - Shoulder and Centerline Rumble Strips	Roadway	Rumble strips - unspecified or other			$6050	$6303	Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	4,765	60	State Highway Agency	Systemic	Lane Departure	LDX.2.4
I-90/Vantage Vic - Median Cable Barrier	Roadside	Barrier - cable			$10109	$10530	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	16,550	70	State Highway Agency	Systemic	Lane Departure	LDX.3.1
US 97/Kays Rd - Intersection Improvements	Access management	Access management - other			$18421	$19188	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	15,557	55	State Highway Agency	Systemic	Intersections	INT.1.11
SR 223/S Track Rd - Railroad Crossing Improvements	Railroad grade crossings	Railroad grade crossing gates			$1095640	$1118000	HSIP (23 U.S.C. 148)	Rural	Major Collector	5,063	55	State Highway Agency	Systemic	Vehicle-Train	RR
US 395/Safety Corridor Improvements	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified			$0	$500000	State and Local Funds	Rural	Principal Arterial-Other Freeways & Expressways	13,416	70	State Highway Agency	Systemic	Intersections	INT.1.3
SR 397/E Bruneau Ave - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal			$58800	$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,136	35	State Highway Agency	Systemic	Vehicle-Train	RR
Eastern Region Curve Warning Sign Update 2017-19	Roadway signs and traffic control	Curve-related warning signs and flashers			$0	$1125000	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.6
Eastern Region Shoulder Rumble Strip Installation 2017-19	Roadway	Rumble strips - edge or shoulder			$294000	$300000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.4
Eastern Region BST Rumble Strips B - Install Rumble Strip	Roadway	Rumble strips - unspecified or other			$294832	$300848	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.4

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Eastern Region BST Rumble Strips C - Install Rumble Strip	Roadway	Rumble strips - unspecified or other			$54144	$56400	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.4
Eastern Region Breakaway Cable Terminal – Remove and Replace	Roadside	Barrier end treatments (crash cushions, terminals)			$147020	$153144	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.6
I-90/Lincoln Co. Line to Salnave Rd - Roadside Improvements	Roadside	Removal of roadside objects (trees, poles, etc.)			$64085	$66755	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	19,208	70	State Highway Agency	Systemic	Lane Departure	LDX.3.3
I-90/Salnave Rd to BNSF RR Bridge-Roadside Improvements	Roadside	Removal of roadside objects (trees, poles, etc.)			$64085	$66755	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	20,810	70	State Highway Agency	Systemic	Lane Departure	LDX.3.3
I-90/Bridge Pier - Redirectional Landform Mitigation	Roadside	Barrier - cable			$34305	$35735	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	19,130	70	State Highway Agency	Systemic	Lane Departure	LDX.3.1
I-90/US 2 Garden Springs to Broadway Ave - Variable Speed System	Advanced technology and ITS	Advanced technology and ITS - other			$4802490	$4900500	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	96,502	60	State Highway Agency	Spot	Speed	SPE.2.4
US 195/Thorpe Rd - Intersection Improvements	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified			$0	$1277500	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	20,776	55	State Highway Agency	Spot	Intersections	INT.1.3
US 395/Bridge Pier - Redirectional Landform Mitigation	Roadside	Barrier - cable			$68613	$71471	Penalty Funds (23 U.S.C. 164)	Rural	Principal Arterial-Other Freeways & Expressways	8,254	70	State Highway Agency	Systemic	Lane Departure	LDX.3.1
US 395/Deer Park Corridor Safety Improvements	Intersection geometry					$3636500	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other Freeways & Expressways	12,864	60	State Highway Agency	Spot	Intersections	

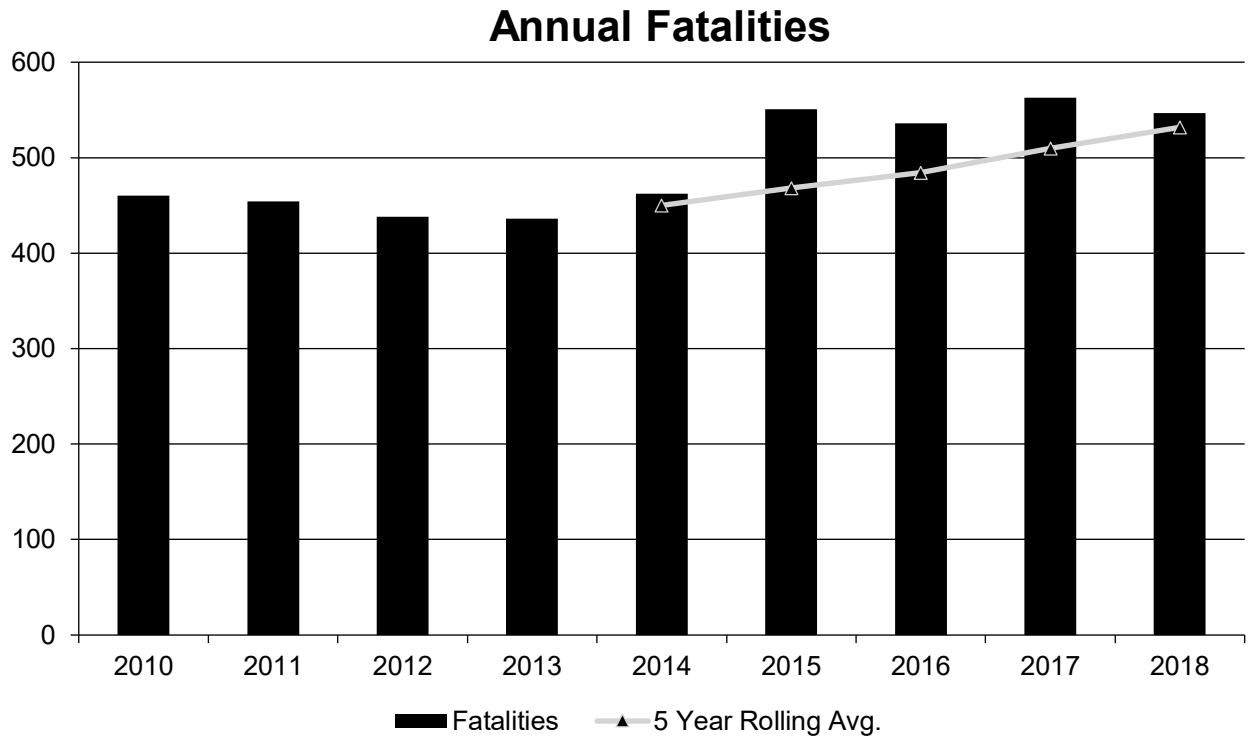
A number of projects will appear to be duplicate of the previous year. However, WSDOT is currently obligating projects on a cash flow basis. In checking with our program management staff, these projects were those that had some level of obligation during the fiscal year.

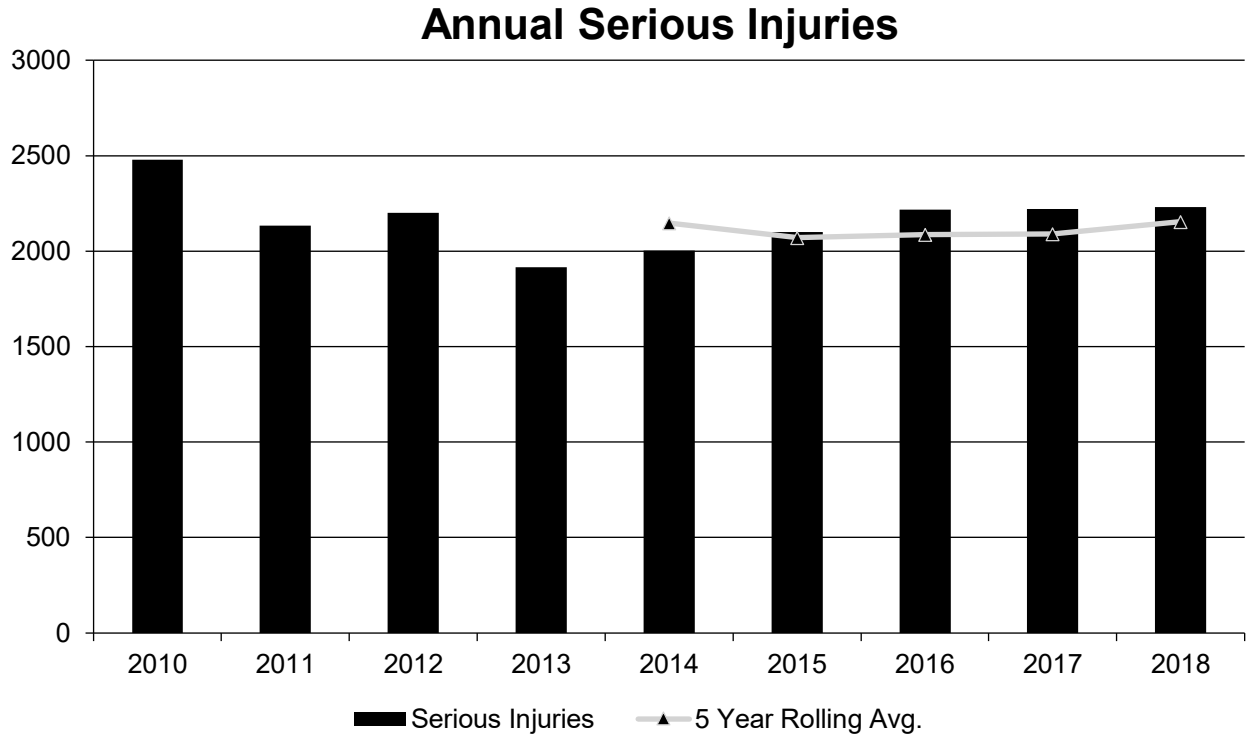
Safety Performance

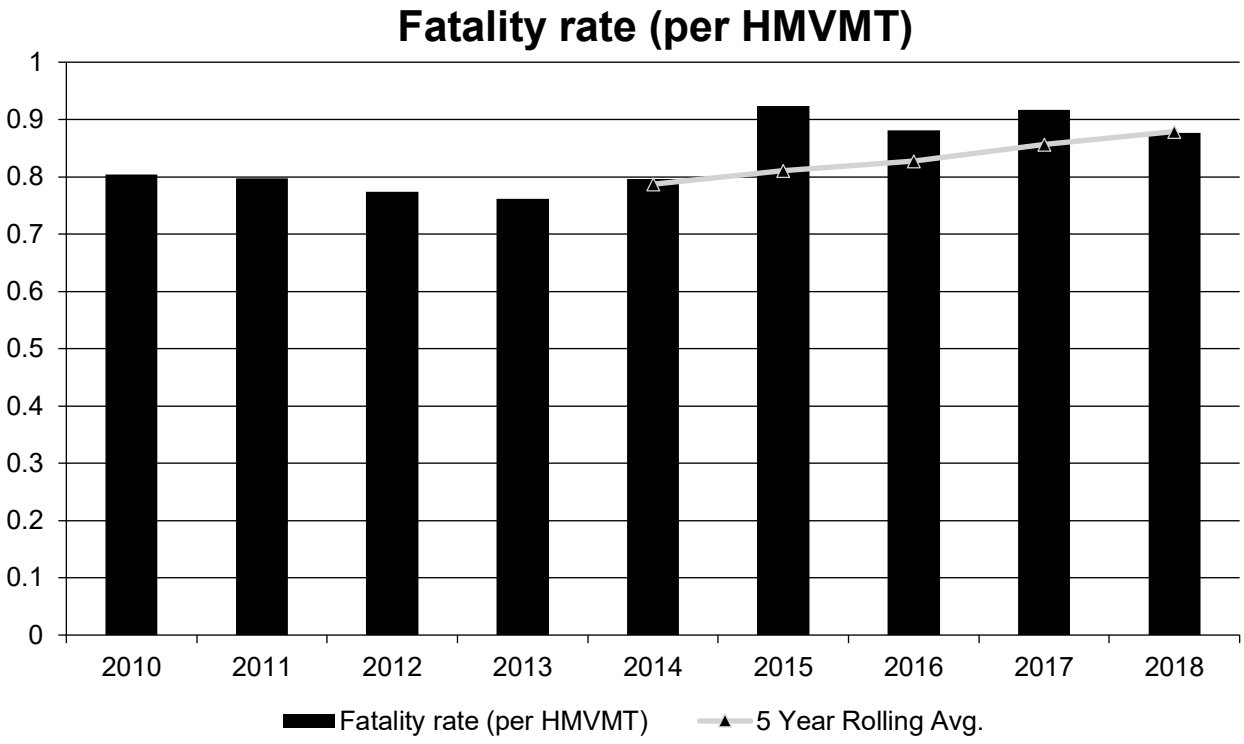
General Highway Safety Trends

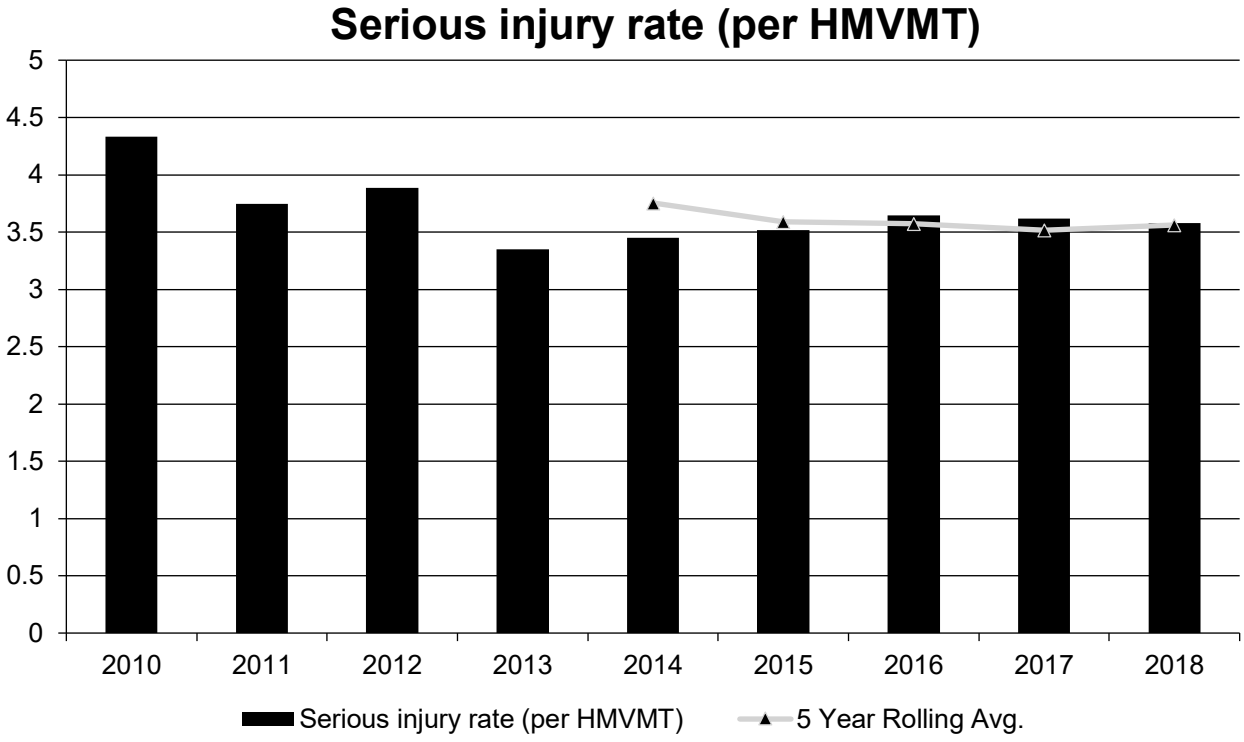
Present data showing the general highway safety trends in the State for the past five years.

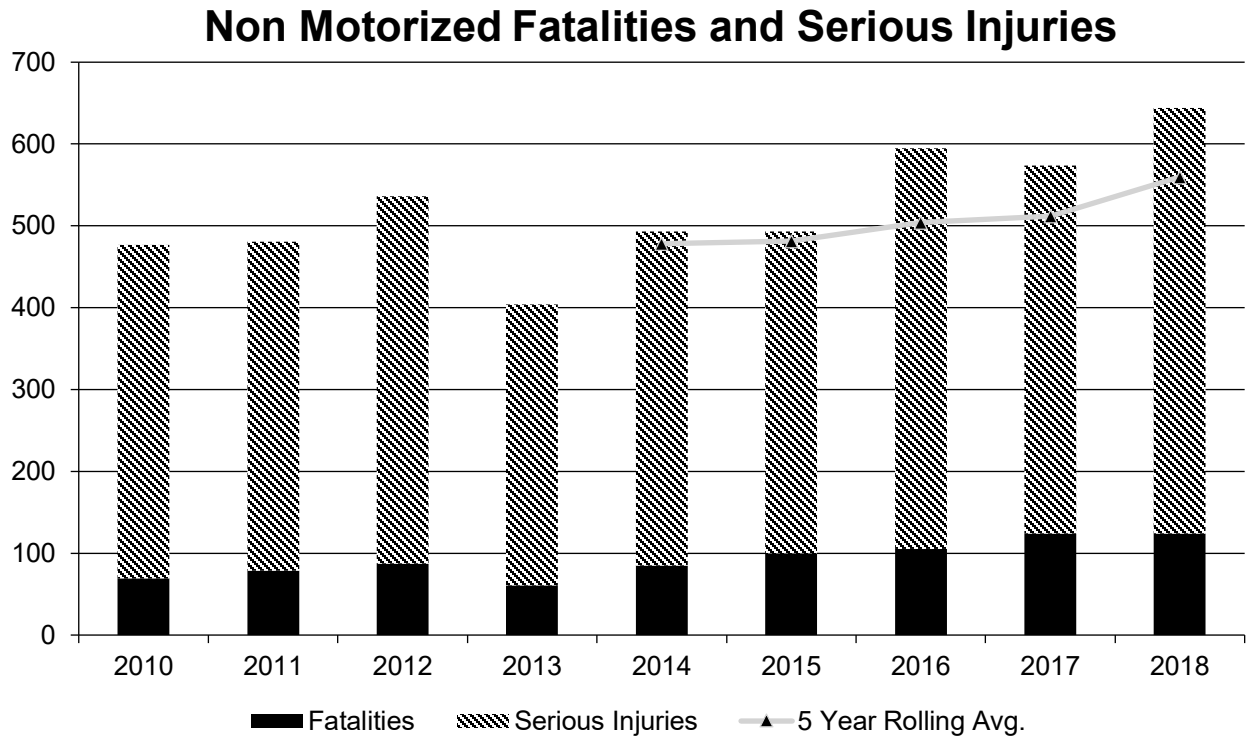
PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities	460	454	438	436	462	551	536	563	547
Serious Injuries	2,478	2,135	2,201	1,916	2,004	2,099	2,217	2,221	2,232
Fatality rate (per HMVMT)	0.804	0.797	0.774	0.762	0.796	0.924	0.881	0.917	0.877
Serious injury rate (per HMVMT)	4.333	3.748	3.888	3.349	3.452	3.519	3.643	3.616	3.579
Number non-motorized fatalities	69	79	87	61	85	100	105	124	124
Number of non-motorized serious injuries	408	402	449	343	408	393	490	450	520


Annual Fatalities
600
500
400
300
200
100
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3000
2500
2000
1500
1000
500
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
5
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

WSDOT uses FARS for fatality reporting purposes in accordance with the Federal Regulations.

To the maximum extent possible, present this data by functional classification and ownership.

Year 2018

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	25	57.6	0.52	1.22
Rural Principal Arterial (RPA) - Other Freeways and Expressways	7	47.8	0.39	2.66
Rural Principal Arterial (RPA) - Other	49.8	93	2.14	4.04
Rural Minor Arterial	38.2	91.8	1.75	4.2
Rural Minor Collector	17	0.2	1.59	0.02
Rural Major Collector	72.8	48.4	2.07	1.38

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	23.8	0.2	2.03	0.02
Urban Principal Arterial (UPA) - Interstate	42.2	122.4	0.35	1.02
Urban Principal Arterial (UPA) - Other Freeways and Expressways	18.2	113	0.32	1.94
Urban Principal Arterial (UPA) - Other	101.2	224.6	1.04	2.31
Urban Minor Arterial	60.8	65.4	0.78	0.84
Urban Minor Collector	0.6	7.6	0.44	6.48
Urban Major Collector	27.2	0	0.78	0
Urban Local Road or Street	26.4	0.2	0.55	0

Year 2018

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	259.2	877.6	30.07	101.97
County Highway Agency	139	484	1.43	5
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency	13.2	31.2	0.08	0.2
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Functional Classification. The FARS data provided to WSDOT for this reporting changed how functional class is reported in 2015. In some cases the reporting would reflect zero values for this reason.

Ownership. The HPMS data only distinguishes between state route, city street, county road, and other roads. For reporting the town and city roads are presented together as 'City of Municipal Highway Agency', and the 'Other category' are reported as 'Other State Agency'. The 'State Highway Agency' category reports results for all state highways. In the state of WA these highways, when located within cities with a population of 27.5k or greater, the facilities are operated and maintained by the cities (except for pavement preservation). In terms of the crash data, the collision report type is used: this may or may not reflect actual roadway ownership.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2020 Targets *

Number of Fatalities:443.2

Describe the basis for established target, including how it supports SHSP goals.

Using the SHSP - Target Zero trend to 0 in 2030. WSDOT believes that setting aggressive targets is appropriate versus easy to reach (increasing or flat) targets as the Department wishes to reduce as many fatal and serious injuries as possible. WSDOT closely structures its safety program around the data driven Target Zero Emphasis areas and works very closely with it highway safety partners within the State to select appropriate strategies to reduce these crashes

Number of Serious Injuries:1795.5

Describe the basis for established target, including how it supports SHSP goals.

Using the SHSP - Target Zero trend to 0 in 2030. WSDOT believes that setting aggressive targets is appropriate versus easy to reach (increasing or flat) targets as the Department wishes to reduce as many fatal and serious injuries as possible. WSDOT closely structures its safety program around the data driven Target Zero Emphasis areas and works very closely with it highway safety partners within the State to select appropriate strategies to reduce these crashes

Fatality Rate:0.732

Describe the basis for established target, including how it supports SHSP goals.

Using the SHSP - Target Zero trend to 0 in 2030. WSDOT believes that setting aggressive targets is appropriate versus easy to reach (increasing or flat) targets as the Department wishes to reduce as many fatal and serious injuries as possible. WSDOT closely structures its safety program around the data driven Target Zero Emphasis areas and works very closely with it highway safety partners within the State to select appropriate strategies to reduce these crashes

Serious Injury Rate:2.968

Describe the basis for established target, including how it supports SHSP goals.

Using the SHSP - Target Zero trend to 0 in 2030. WSDOT believes that setting aggressive targets is appropriate versus easy to reach (increasing or flat) targets as the Department wishes to reduce as many fatal and serious injuries as possible. WSDOT closely structures its safety program around the data driven Target Zero Emphasis areas and works very closely with it highway safety partners within the State to select appropriate strategies to reduce these crashes

Total Number of Non-Motorized Fatalities and Serious Injuries:466.5

Describe the basis for established target, including how it supports SHSP goals.

Using the SHSP - Target Zero trend to 0 in 2030. WSDOT believes that setting aggressive targets is appropriate versus easy to reach (increasing or flat) targets as the Department wishes to reduce as many fatal and serious injuries as possible. WSDOT closely structures its safety program around the data driven Target Zero Emphasis areas and works very closely with it highway safety partners within the State to select appropriate strategies to reduce these crashes

These targets are set based on WSDOT's data driven Strategic Highway Safety Plan, which outlines a goal of zero fatal and serious crashes by 2030.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

WSDOT worked directly with partners in setting targets this year. Including multiple meetings with SHSO and MPOs. The MPO meetings included outreach to technical, coordinating and executive committees. In addition, WSDOT developed worksheets for describing MPO share of safety targets for tracking purposes. The WSDOT also made presentations to governing bodies of a number of the MPOs.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2018 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

WSDOT like many states have seen increases trends in fatality and serious injury crashes. After a long trend of reductions, the WSDOT like so many DOTs saw its lowest fatal and serious injury crash statistics in the between the years 2013-2015 and then saw increases until 2016. After 2016, the upward trend has stabilized on a year-by-year basis. In 2018, WSDOT saw decreases in three of five target areas with an increase of 11 vehicle occupant serious injuries and 70 non-motorized user serious injuries. WSDOT, recognizes that the five year rolling average will begin to show a flattening and then a potentially decreasing in CY 2019 and beyond. WSDOT, in FY 2020 will use aspirational targets. WSDOT recognizes that it will not likely meet these targets outright given the very significant drop required to meet a 2030 target. However, if current crash statistics follow, should make significant progress is most target areas. WSDOT took action based on past increasing crash trends and fundamentally modified its safety program to be much more systemic, and directly related to the SHSP strategies. Further, WSDOT created an active transportation program to focused on vulnerable road users and needs, and created a subcategory in its safety program to specifically deal with vulnerable road user crashes. These modifications focus WSDOT efforts towards an increasingly data driven safety program, and one that focuses on return on investment within it approach to reducing fatal and serious injury crash potential.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?
Yes

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018
Number of Older Driver and Pedestrian Fatalities	61	61	81	91	87	90	71
Number of Older Driver and Pedestrian Serious Injuries	149	150	160	168	189	185	190

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries

WSDOT uses B/C assessment for determining systemic and crash reduction efforts on state highways. A crash analysis report exists for the Crash Analysis Locations, Corridors and Intersection Analysis purposes.

For local roads, HSIP effectiveness has historically been tracked using B/C for each project (and overall). That has now shifted to a measure in the change in fatalities and serious injuries overall. This is due to the fact that the majority of projects funded on local roads are now risk-based, which is not something measurable by a typical B/C ratio.

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

Fatal and serious injury crashes appear to be leveling off for State roads with small decreases in some areas. The Counties appear to have a decline this year and overall most jurisdictions are not seeing the significant increases as was seen between 2013 (low) to 2017. Washington continues to measure overall progress by jurisdictional type of road (state, county, city). Each of these jurisdiction types is primarily funded through separate programs within the HSIP, so this seems like a reasonable way to monitor progress of those programs.

Statewide we compare the 5-year rolling average from 2010-2014 with the 5-year rolling average from 2014-2018. This overlaps the year 2014 in each data set, which then is really a comparison of the 4 years before the projects were completed with the 4 years after the projects were completed. By jurisdictional road type, those comparisons show:

State Highways: 2010-2014 = 729.0 fatal/serious crashes vs 2014-2018 = 762.4 fatal/serious crashes, or a 5% increase.
County Roads: 2010-2014 = 560.6 fatal/serious crashes vs 2014-2018 = 538.2 fatal/serious crashes, or a 4% decrease.
City Streets: 2010-2014 = 924.2 fatal/serious crashes vs 2014-2018 = 1002.6 fatal/serious crashes, or a 9% increase.
Note that state highways that serve as city streets (in cities of 27,500+ population) are included in the city streets data here.

This data continues to highlight that the full systemic safety approach on county roadways, implemented in 2010 and requiring LRSP development in 2014, is showing some effectiveness. In addition, LRSP-identified projects (from 2014) were primarily constructed in 2016-2017. Thus, the 2018 county data, which shows a 12% decrease in fatal/serious crashes from 2017 (and is nearly at the all-time low mark in 2013) is hopefully the start of a positive trend line for county roads. This decrease on county roads compares to an increase on state highways and city streets (1% and 3%, respectively) during the same time period.

The fatalities and serious injuries for state highways have increased for a number of years but appear to be leveling off. In cy 2018, fatalities and serious were very close to previous years. The five year trend is showing increases after 2014-15 lows.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Organizational change
- Policy change

WSDOT Safety program is continuing to refine its processes, and focus on data driven safety. WSDOT has an excellent working relationship with its safety partners, and meets regularly on addressing ongoing issues.

Describe significant program changes that have occurred since the last reporting period.

WSDOT is refining the safety sub-categories within its safety program. These sub-categories will begin to be scoped in 2019, and all are closely aligned with the SHSP.

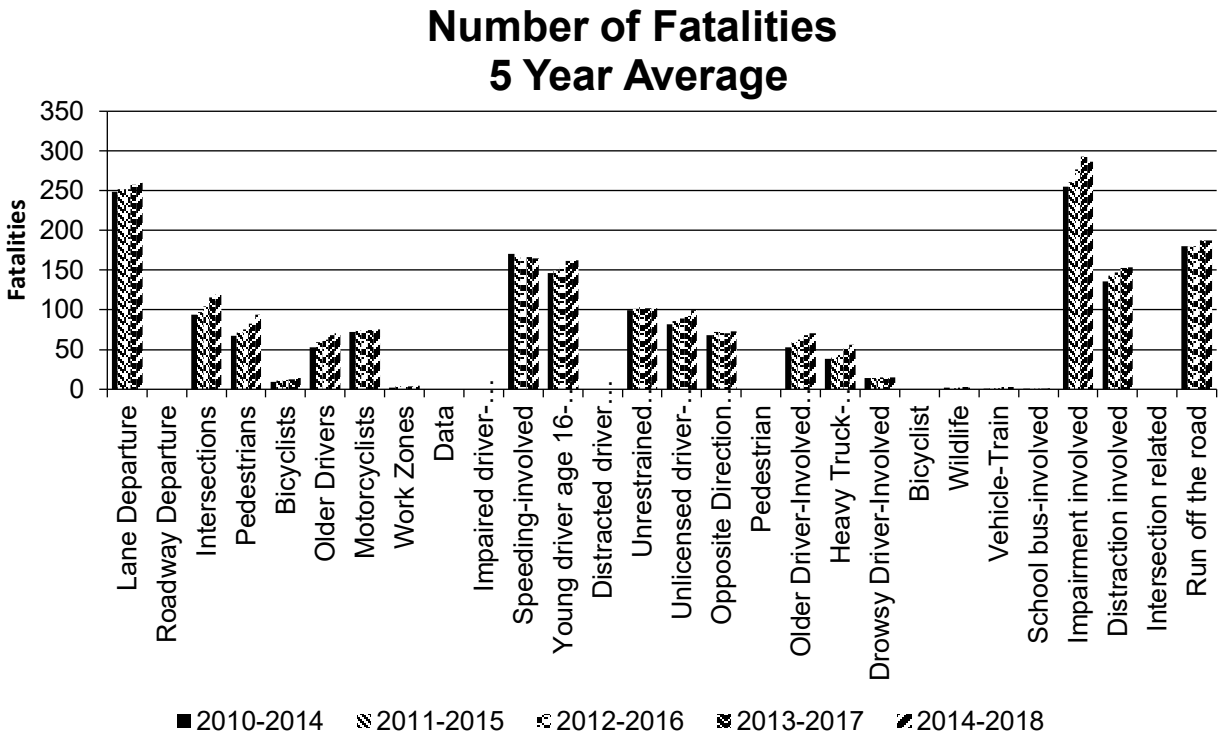
Effectiveness of Groupings or Similar Types of Improvements

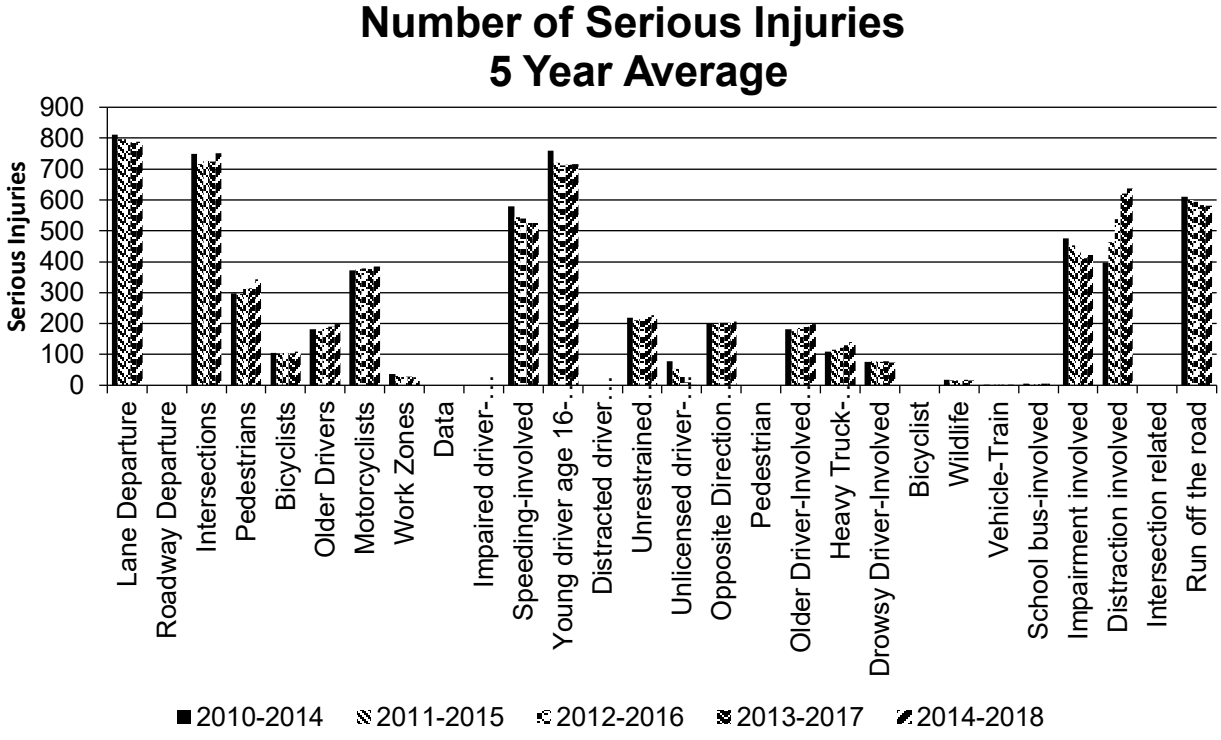
Present and describe trends in SHSP emphasis area performance measures.

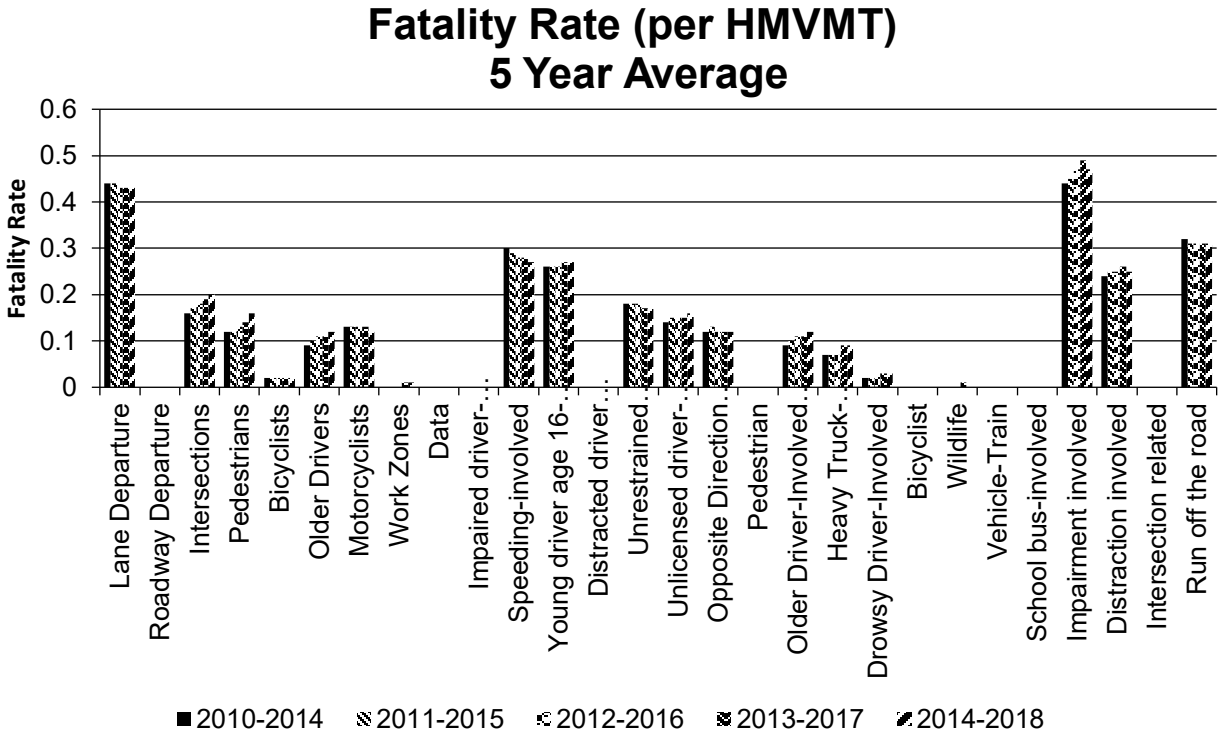
Year 2018

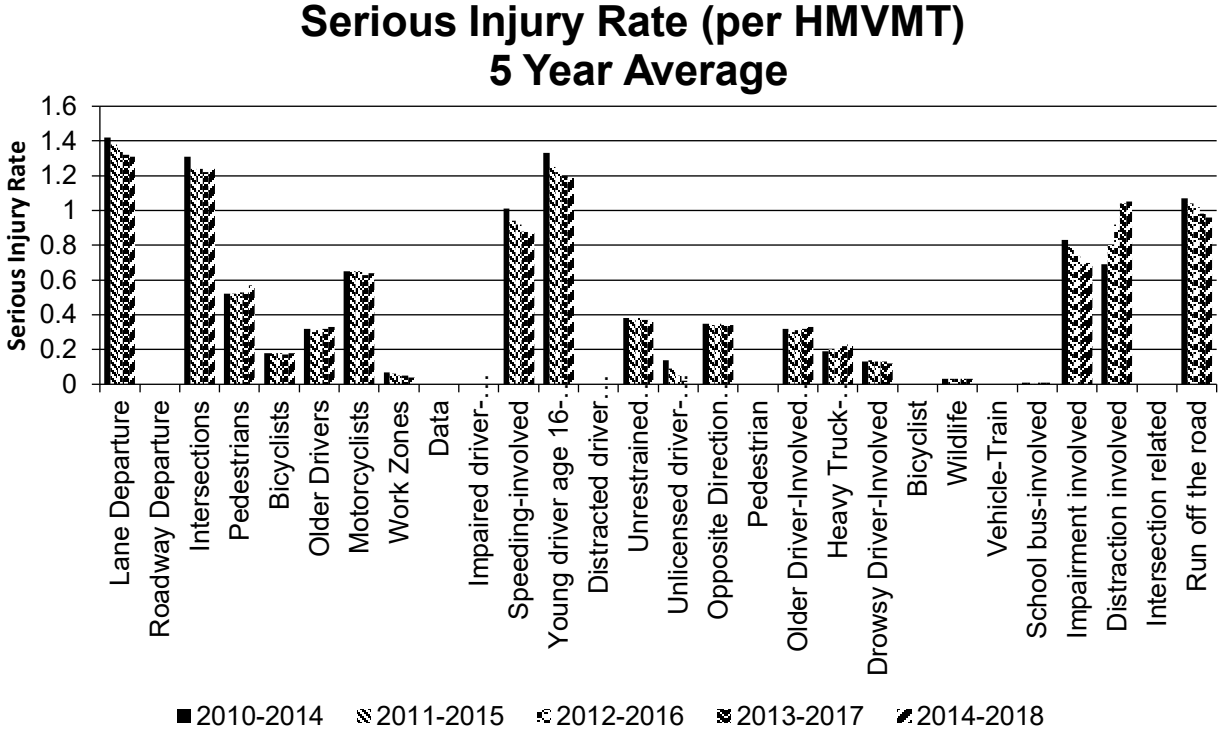
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Lane Departure		260.2	788	0.43	1.31	0	0	0
Roadway Departure		0	0	0	0	0	0	0
Intersections		119.4	751.4	0.2	1.24	0	0	0
Pedestrians		93.8	342.4	0.16	0.57	0	0	0
Bicyclists		13.8	109.8	0.02	0.18	0	0	0
Older Drivers		70.6	198.8	0.12	0.33	0	0	0
Motorcyclists		75.4	384	0.12	0.64	0	0	0
Work Zones		4.8	25.8	0.01	0.04	0	0	0
Data		0	0	0	0	0	0	0
Impaired driver-involved		0	0	0	0	0	0	0
Speeding-involved		165.2	524.8	0.27	0.87	0	0	0

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Young driver age 16-25 involved		162.4	716.6	0.27	1.19	0	0	0
Distracted driver involved		0	0	0	0	0	0	0
Unrestrained passenger vehicle occupant		102	227	0.17	0.37	0	0	0
Unlicensed driver-involved		99.4	2.2	0.16	0	0	0	0
Opposite Direction Multi-vehicle (Headon)		72.8	206.2	0.12	0.34	0	0	0
Pedestrian		0	0	0	0	0	0	0
Older Driver-Involved (age 70+)		70.6	198.8	0.12	0.33	0	0	0
Heavy Truck-Involved (GVWR>10,000 lbs)		55.8	139.2	0.09	0.23	0	0	0
Drowsy Driver-Involved		14.6	74.6	0.03	0.12	0	0	0
Bicyclist		0	0	0	0	0	0	0
Wildlife		2.2	15.6	0	0.03	0	0	0
Vehicle-Train		3	1.8	0	0	0	0	0
School bus-involved		1.2	4.6	0	0.01	0	0	0
Impairment involved		286.4	422.2	0.47	0.7	0	0	0
Distraction involved		153.6	636.2	0.25	1.05	0	0	0
Intersection related		0	0	0	0	0	0	0
Run off the road		187.4	581.8	0.31	0.96	0	0	0


Number of Fatalities
5 Year Average
Fatalities
350
300
250
200
150
100
50
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
Impaired driver-...
Speeding-involved
Young driver age 16-...
Distracted driver...
Unrestrained...
Unlicensed driver-...
Opposite Direction...
Pedestrian
Older Driver-Involved...
Heavy Truck-...
Drowsy Driver-Involved
Bicyclist
Wildlife
Vehicle-Train
School bus-involved
Impairment involved
Distraction involved
Intersection related
Run off the road
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018


Number of Serious Injuries
5 Year Average
Serious Injuries
900
800
700
600
500
400
300
200
100
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
Impaired driver-...
Speeding-involved
Young driver age 16-...
Distracted driver...
Unrestrained...
Unlicensed driver-...
Opposite Direction...
Pedestrian
Older Driver-Involved...
Heavy Truck-...
Drowsy Driver-Involved
Bicyclist
Wildlife
Vehicle-Train
School bus-involved
Impairment involved
Distraction involved
Intersection related
Run off the road
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018





Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
NA														

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

08/18/2016

What are the years being covered by the current SHSP?

From: 2012 To: 2014

When does the State anticipate completing it's next SHSP update?

2019

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
ROADWAY SEGMENT	Segment Identifier (12)	100	100					100	100	100	98
	Route Number (8)	100	100								
	Route/Street Name (9)	100	100								
	Federal Aid/Route Type (21)	100	100								
	Rural/Urban Designation (20)	100	100					100	100		
	Surface Type (23)	100	9					100	100		
	Begin Point Segment Descriptor (10)	100	100					100	100	100	98
	End Point Segment Descriptor (11)	100	100					100	100	100	98
	Segment Length (13)	100	100								
	Direction of Inventory (18)	100	100								
	Functional Class (19)	100	100					100	100	100	98
	Median Type (54)	100	5								
	Access Control (22)	100	10								

ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	One/Two Way Operations (91)	100	100								
	Number of Through Lanes (31)	100	100					100	100		
	Average Annual Daily Traffic (79)	100	100					100			
	AADT Year (80)	100	100								
	Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120)										
	Location Identifier for Road 1 Crossing Point (122)			100	100						
	Location Identifier for Road 2 Crossing Point (123)			100	100						
	Intersection/Junction Geometry (126)			100	100						
	Intersection/Junction Traffic Control (131)			100	5						
	AADT for Each Intersecting Road (79)			100	100						
	AADT Year (80)			100	100						
	Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178)					100	100				
	Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
	Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
	Ramp Length (187)					100	100				

ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	Roadway Type at Beginning of Ramp Terminal (195)					100	100				
	Roadway Type at End Ramp Terminal (199)					100	100				
	Interchange Type (182)										
	Ramp AADT (191)					75	100				
	Year of Ramp AADT (192)					100	100				
	Functional Class (19)					100	100				
	Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):		**100.00**	**84.67**	**87.50**	**75.63**	**88.64**	**90.91**	**100.00**	**88.89**	**100.00**	**98.40**

*Based on Functional Classification

Many current production data elements have been collected over a period of decades with varying degrees of precision and accuracy. We also know that changes to the system take place without our knowledge/involvement, such as a local developer doing work on our highway system that isn't always captured on a highway construction contract. In other words, we can't report what we don't know.

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

Over the next year, to three years; WSDOT will continue to develop MIRE FDE collection on all state routes and to collect MIRE FDE for county roads from CRAB.

WSDOT Local Programs does not plan to directly collect MIRE FDE to input into some form of new statewide database. Rather, the focus for city data is to provide access to the data by maintaining points of contact at cities who can provide data when needed/requested. WSDOT conducted a detailed survey of local agencies to identify what MIRE FDE data is already being collected agency by agency. About 10% of cities representing over 30% of city lane miles in the state responded to the survey. Those results indicated that nearly 2/3 of the lane miles represented in the survey have over 50% of MIRE FDE data available. Local Programs will conduct a simplified follow up survey to get a larger response rate that would help extend our understanding of what MIRE FDE data elements are already being collected by cities.

It should also be noted that while no central database of MIRE FDE data for all public roads is planned to conduct statewide safety analyses, all local agencies (in this state) applying for HSIP funds are now required to develop and submit a Local Road Safety Plan. This network screening and project prioritization document uses risk to prioritize safety projects for each agency. These LRSPs use a subset of MIRE FDE data, as appropriate for each local agency based on their fatal and suspected serious injury crash history, to identify priority locations for safety projects. This safety analysis, conducted by the owners of the roadways, should meet the intent behind collecting MIRE FDE for use in identifying safety priorities. Thus, the requirement to use LRSPs by owners of the roadways should fit within the "have access to" requirement for MIRE FDE.

Over the next four to nine years: WSDOT Local Programs will continue to identify points of contact at cities for access to MIRE FDE data. Local Programs will also conduct additional surveys of cities, as needed, to better identify what MIRE FDE is being collected by cities. Local Programs will continue to require development of LRSPs by local agencies applying for HSIP funds, allowing for use of MIRE FDE data by the owners of that data in the identification of safety priorities.

Our expectation is that data collection and management technologies will include Standard integration tools like SQL and GIS, field inventories, Mobile LiDAR, probe data, and potentially commercial data, etc.

Data collection and stewardship responsibilities will likely fall to WSDOT TDGMO for state routes, CRAB for county roads, and to WSDOT Local Programs for city streets.

The consolidation of all MIRE data into a single data resource at WSDOT is likely to be difficult. Use of standard database technologies (spatial and non-spatial) are likely to be employed, the update cycle is likely to be limited to resources and business drivers within other agencies.

Did the State conduct an HSIP program assessment during the reporting period?

No

WSDOT continues to update is approach to safety by reviewing data trends, national practices across the SHSP emphasis areas. Fundamentally, this constitutes a HSIP assessment. WSDOT will work with the Division to discuss focus areas, as it has routinely done in the past.

When does the State plan to complete its next HSIP program assessment.

2021

Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.