



Highway Safety Improvement Program
Data Driven Decisions

Washington
Highway Safety Improvement Program
2016 Annual Report

Prepared by: WA

Disclaimer

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.”

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Executive Summary

The Washington state HSIP program funds both local safety (70%) and state highway safety (30%) programs. The program continues to be successful (54.36 B/C for projects closed in 2012). Projects going forward using HSIP funds target the top two (both priority one) infrastructure focus areas identified in the SHSP (Run-Off-the-Road and Intersections).

The HSIP program has had a major benefit and effect on road safety in Washington state. While state highways have allocated state funds to support safety efforts, in addition to HSIP funds, the majority of local road safety efforts are funded by the HSIP program. With 70% of fatal and serious injury crashes in the priority one focus areas, this is a desperately needed program for the state to have any possibility to achieving its Target Zero vision by 2030.

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 MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

How are Highway Safety Improvement Program funds allocated in a State?

Central

Describe how local roads are addressed as part of Highway Safety Improvement Program.

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 top 2 infrastructure related priorities are Run-Off-the-Road crashes (priority 1) and Intersection crashes (priority 1).

To determine the HSIP funding allocation between state and local roadways, WSDOT evaluates the number of fatal & serious injury run-off-road and intersection-related crashes 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%.

Identify which internal partners are involved with Highway Safety Improvement Program planning.

Design
Planning
Maintenance
Operations
Governors Highway Safety Office
Other-Local Programs

Briefly 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 identify local agency priorities, distribution of funds to counties & cities, individual project selection, federal oversight, project delivery, etc.).

Responsibility for the 30% of the HSIP funds that are directed to the state is managed by the WSDOT Multimodal Safety Executive Committee (MSEC). WSDOT does not have a specific highway safety office 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 by MSEC provides department-wide and multimodal coordination and input on highway and modal safety issues. Oversight is the responsibility for Quality Assurance and Transportation System Safety Office to ensure the MSEC 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. MSEC is comprised of program directors from all of the major highways divisions (Design, Planning, Program Management, Traffic Operations, Local Programs, Quality Assurance & Transportation System Safety, and Strategic Analysis & Reporting) and modes (Ferries, Rail, Aviation, Bicycle, Pedestrian and Transit.) The Highway Safety Issue Group provides technical support to the MSEC and is comprised of each Headquarter Division and Regional participants from each of WSDOT six regions.

Identify which external partners are involved with Highway Safety Improvement Program planning.

Metropolitan Planning Organizations

Governors Highway Safety Office

Local Government Association

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

Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.

Other-No change as WSDOT continues to use a Multi-disciplinary team to carry out the HSIP

Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

WSDOT has developed an Safety Improvement Program implementation plan to clearly tie the SHSP emphasis area to WSDOT safety program. The plan identifies safety-sub categories to each SHSP emphasis area, and also identifies performance measures for each sub-category.

Program Methodology**Select the programs that are administered under the HSIP.**

Other-State - Collision Analysis
Corridors

Other-Local - City Safety
Program

Other-State - Collision Analysis
Locations

Other-Local - County Safety
Program

Other-State - Intersection
Analysis Locations

The state HSIP program focuses primarily on Collision Analysis Locations (CALs), which are generally focused on low-cost spot modifications at specific crash locations and Intersection Analysis Locations (IALs) related to Intersection safety.

The local HSIP program focuses on a County Safety Program - primarily Roadway Departure with some Intersection focus, and a City Safety Program - primarily an Intersection focus. It also funds the

Corridor Safety Program on city & county roadways.

Program: Other-State - Collision Analysis Corridors

Date of Program Methodology: 1/1/2012

What data types were used in the program methodology?

<i>Crashes</i>	<i>Exposure</i>	<i>Roadway</i>
Fatal and serious injury crashes only	Traffic Volume	Median width Horizontal curvature Functional classification Roadside features Other-Roadway data required for the HSM predictive method

What project identification methodology was used for this program?

Crash frequency
Expected crash frequency with EB adjustment
Excess expected crash frequency using SPFs
Excess expected crash frequency with the EB adjustment

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

No

How are highway safety improvement projects advanced for implementation?

Competitive application process
Other-Project selection criteria approved by executive management; projects reviewed and approved by a technical panel

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
Available funding	2
Fatal & serious injury crash history	3

Program: Other-State - Collision Analysis Locations

Date of Program Methodology: 1/1/2012

What data types were used in the program methodology?

<i>Crashes</i>	<i>Exposure</i>	<i>Roadway</i>
	Traffic	Median width
	Volume	Horizontal curvature
		Functional classification
Other-Fatal, serious, and evident injury crashes only		Roadside features
		Other-Roadway data required for the HSM predictive method

What project identification methodology was used for this program?

Expected crash frequency with EB adjustment
 Excess expected crash frequency using SPFs
 Excess expected crash frequency with the EB adjustment

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

No

How are highway safety improvement projects advanced for implementation?

Competitive application process
 selection committee

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	3
Fatal & serious injury crash history	1

Program: Other-State - Intersection Analysis Locations

Date of Program Methodology: 1/1/2012

What data types were used in the program methodology?

<i>Crashes</i>	<i>Exposure</i>	<i>Roadway</i>
Fatal and serious injury crashes only	Volume	Functional classification
		Other-Roadway data required for the HSM predictive method

What project identification methodology was used for this program?

Expected crash frequency with EB adjustment

Excess expected crash frequency with the EB adjustment

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

No

How are highway safety improvement projects advanced for implementation?

Competitive application process

Other-Project selection criteria approved by executive management; projects reviewed and approved by a technical panel

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	3
Fatal & serious injury crash history	1

Program: Other-Local - City Safety Program
Date of Program Methodology: 1/1/2011**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

If yes, are local road projects identified using the same methodology as state roads?

Yes

How are highway safety improvement projects 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

Ranking based on B/C	1
Available funding	2

Program: Other-Local - County Safety Program

Date of Program Methodology: 1/1/2014

What data types were used in the program methodology?

<i>Crashes</i>	<i>Exposure</i>	<i>Roadway</i>
Fatal and serious injury crashes only	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

If yes, are local road projects identified using the same methodology as state roads?

Yes

How are highway safety improvement projects advanced for implementation?

Other-Allocation of funds to each county based on rate of fatal & serious injury crashes per mile

Other-Completion of a local road safety plan

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	2
Completion of Local Road Safety Plan	1

All state programs make use of the Highway Safety Manual and the predictive method, and AASHTOWare SafetyAnalyst as directed by MSEC for identification of locations to consider for safety projects. WSDOT uses a quantitative targeted approach based on an assessment of the root cause of crashes. MSEC approves criteria used for determining potential projects and a panel of engineers and managers review and approve proposed projects from an engineering and cost-benefit perspective.

The City Safety Program includes elements of both high-cost spot improvements and low-cost systemic safety improvements.

The County Safety Program is focused on low-cost systemic safety improvements. Counties are required to submit a local road safety plan to be eligible to apply for funds. Allocation of funds is based on available funding with counties being required to meet certain criteria for approval for project award.

What proportion of highway safety improvement program funds address systemic improvements?

50%

Highway safety improvement program funds are used to address which of the following systemic improvements?

Cable Median Barriers
Rumble Strips
Install/Improve Signing
Install/Improve Pavement Marking and/or
Delineation
Upgrade Guard Rails
Clear Zone Improvements

50% is an estimate. The majority of county projects have been systemic. A dedicated portion of city projects are systemic, and some of the "high-cost" projects also implement systemic improvements. And a portion of state funds have also been used for systemic safety.

What process is used to identify potential countermeasures?

Engineering Study
Road Safety Assessment
Other-Use of HSM, Statistical analysis

Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.

Other-Additional use of statistical software to perform 5th E approach (evaluation, analysis and

diagnosis)

Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.

WSDOT is using a performance based practical design and sustainable safety approach. WSDOT uses a 5th E approach that considers the use of evaluation, analysis and diagnosis as part of determining the approach to address targeted crash types and contributing factors, and in the selection of appropriate countermeasures.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

Calendar Year

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

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	\$154,298,332.00	26 %	\$43,970,893.00	12 %
Other Federal-aid Funds (i.e. STP, NHPP)	\$202,535,832.00	34 %	\$75,802,166.00	21 %
State and Local Funds	\$229,417,792.00	38 %	\$229,417,792.00	63 %
Other Section 402 (State and Community Highway Safety)	\$6,328,287.00	1 %	\$5,753,123.00	2 %
Other MAP-21 (Section 405)	\$11,400,817.00	2 %	\$7,503,198.00	2 %
Totals	\$603,981,060.00	100%	\$362,447,172.00	100%

HSIP, Other Federal Funds, and State and Local funds represent Calendar Year 2015. Programmed and obligated funds are both based on projects in the 2015 STIP. Note that most projects include some safety elements and countermeasures, in larger or smaller shares of other projects using federal funds. These projects are not captured here, in part because it would be very difficult to break out the safety funding versus non-safety funding within those projects. It should be noted that the local funds

included in the table are what was "committed" to the projects as part of a match, but are not officially "obligated" as they are not federal funds.

Local Agency Projects: Programmed values are from the 2015 STIP. Obligated values are from SPORT (internal program) for projects in the 2015 STIP.

State Projects: Programmed values are from the 2015 STIP. Obligated values are from I2 Safety expenditures (internal program) in 2015 for projects in the 2015 STIP.

Behavioral Projects: Behavioral funds are administered by the Washington Traffic Safety Commission (WTSC). These figures represent federal fiscal year 2016, including carry forward funds for some categories. Programmed reflects funds that have been transferred from NHTSA to the WTSC. Obligated funds are not yet available (for funds that have been allocated to specific projects aside from Section 402 funds), so programmed funding levels are shown.

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

\$373,234,639.00

How much funding is obligated to local safety projects?

\$291,152,291.00

Note that the local funding shown in answer to this question does not include any of the behavioral funds/programs shown in Question 17. Only the split for infrastructure-related projects is shown. Also note that for HSIP funds, the funding is split 70% programmed/obligated for local safety projects, 30% programmed/obligated for state safety projects.

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

\$17,729,104.00

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

\$13,256,321.00

Note that none of the HSIP funds are directed to non-infrastructure projects. These funds represent only the behavioral funds shown in Question 17.

How much funding was transferred in to the HSIP from other core program areas during the reporting

period?

\$0.00

How much funding was transferred out of the HSIP to other core program areas during the reporting period?

\$0.00

Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.

WSDOT has not met with significant impediments to obligation of funds.

Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you 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)

General Listing of Projects

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
Adams County - Lee Rd #12421 Safety Improvements	Roadside Roadside grading	0	313500	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.3 Design safer slopes and ditches to prevent
City of Auburn - Traffic Signal Safety Improvement	Intersection traffic control Modify traffic signal timing - general retiming	0	412575	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
City of Auburn - Auburn Way South (SR 164) Corrido	Access management Access management - other	0	2333108	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.10 Implement restricted access to properties
City of Bellingham - N. State St./E. Laurel St. Pe	Pedestrians and bicyclists Crosswalk	0	350000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Bellingham - Alabama Street	Pedestrians and bicyclists Medians and pedestrian refuge areas	0	1461824	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal	Pedestrians	Ped-3.1 Improve safety at

Corridor Multi									Highway Agency		pedestrian crossings by
City of Bothell - Citywide Safety Improvements	Pedestrians and bicyclists Medians and pedestrian refuge areas	0	350000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.1 Improve safety at pedestrian crossings by
City of Bothell - 228th St. SE at Bothell Everett	Intersection geometry Auxiliary lanes - add left-turn lane	0	233000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.3 Provide/improve left- and right-turn chann
City of Bothell - 228th St. SE - Bothell Everett H	Intersection traffic control Modify traffic signal timing - general retiming	0	447883	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
City of Bremerton - Bremerton Highway Safety Impro	Roadway signs and traffic control Roadway signs (including post) - new or updated	0	1085100	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
City of Burlington - Citywide Safety Improvements	Intersection geometry Auxiliary lanes - add left-turn lane	0	250000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Intersections	I/S-1.3 Provide/improve left- and right-turn chann
City of Burlington - Burlington Boulevard Signal E	Intersection traffic control Modify traffic signal timing - general retiming	0	1702460	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.

Chelan County - Countywide Roadway Safety Plan	Non-infrastructure Transportation safety planning	0	180000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Data	
Chelan County - Chumstick Hwy #93350 Safety	Roadway signs and traffic control Curve-related warning signs and flashers	0	467500	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
Clark County - Washougal River Rd & Lockwood Creek	Roadside Barrier- metal	0	1332945	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
Clark County - Hayes Rd N & S Safety Improvements	Roadside Barrier- metal	0	546165	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
Columbia County - Safety Data Collection & Analysis	Non-infrastructure Data/traffic records	0	27000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Data	ROR-2.8 Locate and inventory fixed objects inside
Columbia County - Safety Data Collection & Analysis	Non-infrastructure Data/traffic records	0	98000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Data	
Columbia County - Lyons Ferry Rd #22290	Intersection geometry Auxiliary lanes - miscellaneous/other/unspecified	0	138490	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Intersections	I/S-3.1 Redesign intersection approaches

												to improv
City of Covington - Citywide Safety Improvements	Intersection geometry Auxiliary lanes - miscellaneous/other/unspecified	0	250000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-3.1 Redesign intersection approaches to improv	
Cowlitz County - Install/Upgrade Curve Warning Sign	Roadway signs and traffic control Curve-related warning signs and flashers	0	109000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin	
Cowlitz County - South Pekin Road Guardrail	Roadside Barrier- metal	0	118000	0	HSIP (Section 148)		0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.	
Cowlitz County - Willow Grove Road Guardrail	Roadside Barrier- metal	0	568000	0	HSIP (Section 148)		0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.	
Cowlitz County - South Cloverdale Road/Martins Blu	Intersection geometry Intersection geometrics - realignment to increase cross street offset	0	84000	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Intersections	I/S-3.1 Redesign intersection approaches to improv	
Cowlitz County - Hazel Dell Rd I/S Improvements	Intersection geometry Auxiliary lanes - add left-turn lane	0	200000	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Intersections	I/S-1.3 Provide/improve left- and right-turn chann	

City of Des Moines - Citywide Arterial Street Impr	Intersection traffic control Modify traffic signal - add backplates with retroreflective borders	0	250000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Intersections	I/S-3.2 Add back plates with retro-reflective board
Douglas County - Rock Island Rd - Safety Improvement	Roadside Barrier- metal	0	51920	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
Douglas County - McNeil Canyon Rd - Runaway Truck	Roadside Roadside - other	0	537610	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	
City of Edmonds - SR 99 Illumination - 220th St SW	Lighting Continuous roadway lighting	0	684000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Roadway Departure	ROR-1.5 Install/increase illumination at locations
City of Edmonds - 228th St SW Corridor Improvement	Roadway Roadway - other	0	423400	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	
City of Everett - Citywide Safety Improvements	Pedestrians and bicyclists Crosswalk	0	450000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Everett - Pacific Avenue and Broadway Safe	Pedestrians and bicyclists Crosswalk	0	780000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway	Pedestrians	Ped-3.4 Implement programs that improve

									Agency		the built
City of Everett - Everett Citywide Intersection Si	Roadway signs and traffic control Roadway signs (including post) - new or updated	0	965566	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
City of Everett - Everett Mall Way Intersection Sa	Intersection traffic control Modify traffic signal timing - general retiming	0	498091	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
City of Everett - Broadway - 10th St. to 19th St.	Intersection traffic control Modify traffic signal timing - general retiming	0	531344	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
City of Federal Way - Citywide Flashing Yellow Arr	Intersection traffic control Modify traffic signal timing - general retiming	0	913600	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
Ferry County - Curve Signing Upgrades	Roadway signs and traffic control Curve-related warning signs and flashers	0	259618	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
Ferry County - Safety Data Collection	Non-infrastructure Data/traffic records	0	31500	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Data	
Ferry County - Enhanced	Roadway Pavement surface - high friction	0	363471	0	HSIP (Section 148)	Rural Major	0	0	County Highway	Roadway Departure	ROR-1.3 Increase road

Pavement Surface Treatment	surface				n 148)	Collector			Agency	e	surface skid resistance usin
Franklin County - Data Collection - Guardrail & Si	Non-infrastructure Data/traffic records	0	22500	0	HSIP (Section 148)		0	0	County Highway Agency	Data	
Franklin County - 2015 and 2016 County Safety Impr	Roadside Roadside grading	0	795795	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departure	ROR-2.3 Design safer slopes and ditches to prevent
Franklin County - Blanton Guardrail	Roadside Barrier- metal	0	89925	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
Garfield County - Safety Data Collection	Non-infrastructure Data/traffic records	0	22500	0	HSIP (Section 148)		0	0	County Highway Agency	Data	
Grant County - 2014 Signing Improvements	Roadway signs and traffic control Curve-related warning signs and flashers	0	609210	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
Grant County - Safety Data Collection - Guardrail	Non-infrastructure Data/traffic records	0	36540	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Data	
Grant County - 2014 County Safety	Roadway Rumble strips - edge or shoulder	0	393230	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.4 Install center and/or edge

Improvements - R											line rumble str
Grays Harbor County - 2014 County Guardrail Project	Roadside Barrier- metal	0	1012763	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
Island County - County Guardrail	Roadside Barrier- metal	0	758384	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
Island County - County Signing Upgrades	Roadway signs and traffic control Roadway signs (including post) - new or updated	0	152242	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
City of Kelso - West Main St. Realignment	Access management Change in access - close or restrict existing access	0	1140000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.10 Implement restricted access to properties
City of Kenmore - 62nd Avenue NE Corridor Safety	Speed management Traffic calming feature	0	813200	0	HSIP (Section 148)	Urban Local Road or Street	0	0	City of Municipal Highway Agency	Speed	Speed-2.2 Use traffic calming and other design fac
City of Kennewick - Citywide Safety Improvements	Intersection traffic control Modify traffic signal timing - general retiming	0	350000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.

City of Kennewick - Clearwater Ave. - Leslie Rd. t	Access management Change in access - close or restrict existing access	0	2120000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.10 Implement restricted access to properties
City of Kent - Citywide Traffic Control Signal Sys	Intersection traffic control Modify traffic signal - add flashing yellow arrow	0	400000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.8 Employ flashing yellow arrows at signals.
City of Kent - SR 515 (108th Ave. SE) and SE 208th	Intersection geometry Auxiliary lanes - add left-turn lane	0	700000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.3 Provide/improve left- and right-turn chann
King County - 2014 County Safety Selection	Roadway Pavement surface - high friction surface	0	3180500	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departure	ROR-1.3 Increase road surface skid resistance usin
City of Kirkland - Citywide Safety and Traffic Flo	Intersection traffic control Modify traffic signal timing - general retiming	0	300000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
City of Kirkland - Lakefront Pedestrian and Bicycl	Pedestrians and bicyclists Install new "smart" crosswalk	0	989400	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFBS and PHBs.
City of Kirkland - Juanita Drive	Pedestrians and bicyclists Crosswalk	0	1287395	0	HSIP (Section 148)	Urban Minor	0	0	City of Municipal	Pedestrians	Ped-3.4 Implement

Quick Wins					n 148)	Arterial			al Highway Agency		programs that improve the built
Kitsap County - Bethel-Burley Rd/Mullenix Rd Inter	Intersection geometry Auxiliary lanes - add left-turn lane	0	1262185	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Intersections	I/S-1.3 Provide/improve left- and right-turn chann
Kittitas County - Kittitas County Road Safety Impr	Roadway signs and traffic control Roadway signs (including post) - new or updated	0	594900	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
Kittitas County - Safety Plan Development	Non-infrastructure Data/traffic records	0	54000	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Data	
Klickitat County - Safety Data Collection - Signin	Non-infrastructure Data/traffic records	0	135000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Data	
Klickitat County - Countywide Striping Upgrades	Roadway delineation Longitudinal pavement markings - new	0	357500	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
Klickitat County - County Road Safety Plan	Non-infrastructure Transportation safety planning	0	112500	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Data	
Klickitat County - Bridge	Roadside Barrier- metal	0	163500	0	HSIP (Section 148)	Rural Minor	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maint

Rail & Guardrail Upgrade					n 148)	Collector			Agency	e	ain roadside safety hardware.
City of Lakewood - 40th Ave. SW and 96th St. SW Sa	Roadside Barrier- metal	0	823350	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
City of Lakewood - Military Rd. & 112th St. Safety	Intersection traffic control Modify traffic signal timing - general retiming	0	788500	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
City of Lakewood - Steilacoom Boulevard Safety Imp	Roadway Roadway - other	0	2405000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-3.5 Improve visibility of signals and signs at
Lewis County - 2014 Flexible Guideposts	Roadway delineation Delineators post-mounted or on barrier	0	107448	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.7 Install delineation on fixed objects that
Lewis County - 2014 County Road Safety Improvement	Roadside Roadside grading	0	1214939	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.3 Design safer slopes and ditches to prevent
Lincoln County - Safety Data Collection	Non-infrastructure Data/traffic records	0	31500	0	HSIP (Section 148)		0	0	County Highway Agency	Data	ROR-2.8 Locate and inventory fixed objects inside

Lincoln County - Enhanced Pavement Surface Treatme	Roadway Pavement surface - high friction surface	0	433958	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.3 Increase road surface skid resistance usin
Lincoln County - FFY 2014 Safety - Signing Upgrade	Roadway signs and traffic control Curve-related warning signs and flashers	0	138975	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
City of Longview - 15th Ave. Corridor Safety Proje	Pedestrians and bicyclists Medians and pedestrian refuge areas	0	950000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.1 Improve safety at pedestrian crossings by
City of Longview - Citywide Safety Improvements	Pedestrians and bicyclists Medians and pedestrian refuge areas	0	300000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.1 Improve safety at pedestrian crossings by
City of Lynnwood - Citywide Safety Improvements	Intersection traffic control Modify traffic signal - add flashing yellow arrow	0	300000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersecti ons	I/S-1.8 Employ flashing yellow arrows at signals.
City of Lynnwood - SR 99 and SR 524 Safety Improve	Roadway delineation Improve retroreflectivity	0	931000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin

City of Lynnwood - SR 99 and SR 524 Real-Time Adap	Intersection traffic control Modify traffic signal timing - signal coordination	0	472500	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
City of Marysville - State Ave. - 1st St. to 88th	Intersection traffic control Modify traffic signal timing - general retiming	0	1744000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
Mason County - Guardrail Improvements	Roadside Barrier- metal	0	291179	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
Mason County - County Road Safety Plan	Non-infrastructure Transportation safety planning	0	90000	0	HSIP (Section 148)		0	0	County Highway Agency	Data	
Mason County - Bear Creek Dewatto Rd	Roadside Roadside grading	0	265864	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.3 Design safer slopes and ditches to prevent
City of Mount Vernon - Mt. Vernon Signal Safety Im	Intersection traffic control Modify traffic signal timing - general retiming	0	250000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
City of Mount Vernon - College Way (SR 538) Lavent	Intersection traffic control Modify traffic signal timing - general retiming	0	83000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.

Okanogan County - Run Off the Road Data Collection	Non-infrastructure Data/traffic records	0	27000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Data	ROR-2.8 Locate and inventory fixed objects inside
Okanogan County - Countywide Guardrail Upgrades	Roadside Barrier- metal	0	434885	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
Okanogan County - 2015 Signing Upgrades	Roadway signs and traffic control Roadway signs (including post) - new or updated	0	161671	0	HSIP (Section 148)		0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
City of Olympia - Pacific Avenue Pedestrian Crossi	Pedestrians and bicyclists Install new "smart" crosswalk	0	327405	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFBS and PHBs.
Pacific County - Guardrail Upgrades	Roadside Barrier- metal	0	547890	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
Pacific County - Signing Upgrades	Roadway signs and traffic control Roadway signs (including post) - new or updated	0	137960	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
City of Pasco -	Intersection geometry	0	87590	0	HSIP	Urban	0	0	City of	Intersecti	I/S-1.3

Oregon Avenue (SR 397) Corridor	Auxiliary lanes - add left-turn lane		0		(Section 148)	Principal Arterial - Other			Municipal Highway Agency	ons	Provide/improve left- and right-turn chann
City of Pasco - Road 68 Improvements, Phase 2	Access management Median crossover - close crossover	0	500000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersecti ons	I/S-1.10 Implement restricted access to properties
City of Pasco - N. 20th Ave. Safety Improvements	Pedestrians and bicyclists Pedestrian signal - Pedestrian Hybrid Beacon	0	1373500	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestria ns	Ped-3.2 Increase the use of RRFBs and PHBs.
Pierce County - County Safety Improvements	Roadway Rumble strips - center	0	260312	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departur e	ROR-1.4 Install center and/or edge line rumble str
Pierce County - Guardrail Improvements	Roadside Barrier- metal	0	788818	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departur e	ROR-2.2 Install/maint ain roadside safety hardware.
Pierce County - 218th Ave E #88870	Speed management Radar speed signs	0	137100	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Speed	Speed-2.5 Support the limited use of speed feedbac
Pierce County - 38th Ave E & 152nd St E - Signal	Intersection traffic control Intersection traffic control - other	0	769590	0	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	County Highway Agency	Intersecti ons	

Pierce County - Military Rd & Bresemann Blvd S Saf	Pedestrians and bicyclists Medians and pedestrian refuge areas	0	206100	0	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	County Highway Agency	Pedestrians	Ped-3.1 Improve safety at pedestrian crossings by
Pierce County - 112th St E & A St E Signal	Intersection traffic control Intersection traffic control - other	0	100000	0	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	County Highway Agency	Intersections	
City of Puyallup - 7th Ave. SW & Citywide Safety I	Intersection traffic control Systemic improvements - signal-controlled	0	900000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Intersections	I/S-3.5 Improve visibility of signals and signs at
City of Puyallup - Flashing Yellow Arrow Upgrades	Intersection traffic control Modify traffic signal - add flashing yellow arrow	0	530000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.8 Employ flashing yellow arrows at signals.
City of Puyallup - SR 161/Meridian Safety Improvem	Intersection traffic control Modify traffic signal timing - signal coordination	0	430000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
City of Renton - SW 43rd St./SE Carr Rd./SE 176th	Intersection traffic control Modify traffic signal timing - general retiming	0	660000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
City of Seattle - Citywide Safety Improvements	Intersection traffic control Modify traffic signal - add backplates	0	500000	0	HSIP (Section 148)	Urban Principal Arterial -	0	0	City of Municipal	Intersections	I/S-3.2 Add back plates with retro-

	with retroreflective borders					Other			Highway Agency		reflective bord
City of Shoreline - Aurora Ave. N - 192nd to 205th	Access management Median crossover - close crossover	0	2178589	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.10 Implement restricted access to properties
City of Shoreline - Aurora Avenue North: N 145th	Intersection traffic control Modify traffic signal - add backplates with retroreflective borders	0	352491	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-3.2 Add back plates with retro-reflective bord
Skagit County - Dodge Valley Rd #41000	Roadside Barrier- metal	0	436000	0	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
Skagit County - Cook Rd #63000	Intersection traffic control Intersection flashers - add "when flashing" warning sign-mounted	0	58400	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Intersections	I/S-3.3 Provide advance warning of intersections u
Skagit County - Old Hwy 99 North #50510	Lighting Continuous roadway lighting	0	177000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.5 Install/increase illumination at locations
City of Spokane - Thermoplastic Pedestrian Crosswa	Roadway delineation Improve retroreflectivity	0	590000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder

												delin
Spokane County - Upgrade signs countywide.	Roadway signs and traffic control Curve-related warning signs and flashers	0	333000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1	Improve roadway signing and shoulder delin
Spokane County - Safety Data Collection & Evaluati	Non-infrastructure Data/traffic records	0	98775	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Data	ROR-2.8	Locate and inventory fixed objects inside
Spokane County - Glenrose Rd & Carnahan Rd Safety	Intersection geometry Intersection geometry - other	0	771600	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departure	ROR-3.4	Improve visibility of intersections on app
City of Spokane Valley - Citywide Safety Improve	Pedestrians and bicyclists Modify existing crosswalk	0	400000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4	Implement programs that improve the built
City of Spokane Valley - Pines Rd. (SR 27) and Gra	Intersection geometry Auxiliary lanes - add left-turn lane	0	671050	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.3	Provide/improve left- and right-turn chann
City of Spokane Valley - McDonald Road Diet - 16th	Roadway Roadway narrowing (road diet, roadway reconfiguration)	0	608900	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections		

Stevens County - 2015 Countywide Safety Improvement	Roadside Barrier- metal	0	243547	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
City of Tacoma - Pacific Ave. (SR 7) Corridor - In	Intersection traffic control Modify traffic signal timing - general retiming	0	945166	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
Thurston County - County Road Safety Plan	Non-infrastructure Transportation safety planning	0	180000	0	HSIP (Section 148)		0	0	County Highway Agency	Data	
Thurston County - Mud Bay Rd NW & Delphi Rd NW	Intersection traffic control Modify traffic signal - add flashing yellow arrow	0	71000	0	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	County Highway Agency	Intersections	I/S-1.8 Employ flashing yellow arrows at signals.
Thurston County - Countywide Signing Upgrades	Roadway signs and traffic control Curve-related warning signs and flashers	0	141600	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
Thurston County - Steamboat Island Rd NW #14810	Roadway Rumble strips - edge or shoulder	0	102600	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.4 Install center and/or edge line rumble str
City of Vancouver -	Access management Change in access - close	0	218000	0	HSIP (Section 148)	Urban Principal	0	0	City of Municipal	Intersections	I/S-1.10 Implement

Mill Plain Blvd. - 104th to NE	or restrict existing access				n 148)	Arterial - Other			al Highway Agency		restricted access to properties
City of Walla Walla - Alder Street Traffic Signal	Intersection traffic control Modify traffic signal - modernization/replacement	0	502989	0	HSIP (Section 148)	Urban Minor Collector	0	0	City of Municipal Highway Agency	Intersections	I/S-3.5 Improve visibility of signals and signs at
Walla Walla County - Frog Hollow Rd & Lower Dry Cr	Roadside Barrier- metal	0	73600	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware.
Walla Walla County - Middle Waitsburg Rd #95800	Shoulder treatments Widen shoulder - paved or other	0	151600	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.2 Improve roadway geometry.
Walla Walla County - Foster Rd #97070	Shoulder treatments Widen shoulder - paved or other	0	341300	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.2 Improve roadway geometry.
Walla Walla County - Mill Creek Rd #97330	Shoulder treatments Widen shoulder - paved or other	0	216200	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.2 Improve roadway geometry.
City of Wenatchee - Citywide Pedestrian Safety	Pedestrians and bicyclists Install new "smart" crosswalk	0	395900	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFBS and PHBs.
City of Wenatchee -	Roadway signs and traffic control Roadway signs	0	149950	0	HSIP (Section 148)	Urban Major	0	0	City of Municipal	Roadway Departure	ROR-1.1 Improve

Wenatchee Signage Safety	(including post) - new or updated				n 148)	Collector			al Highway Agency	e	roadway signing and shoulder delin
City of Wenatchee - SR 285 and SR 285 Couplet - Mi	Pedestrians and bicyclists Modify existing crosswalk	0	895952	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
Whatcom County - Countywide Rumble Strips	Roadway Rumble strips - edge or shoulder	0	13500	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.4 Install center and/or edge line rumble str
Whatcom County - Countywide Classified Road Signin	Roadway signs and traffic control Curve-related warning signs and flashers	0	31500	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
Whatcom County - Countywide Local Access Road Sign	Roadway signs and traffic control Curve-related warning signs and flashers	0	18000	0	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
Whatcom County - County Roadway Safety Program	Roadway Rumble strips - edge or shoulder	0	680000	0	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	County Highway Agency	Roadway Departure	ROR-1.4 Install center and/or edge line rumble str
Whitman County -	Non-infrastructure Data/traffic records	0	67500	0	HSIP (Section 148)	Rural Major	0	0	County Highway	Data	ROR-2.8 Locate and

County Road Safety Plan					n 148)	Collector			Agency		inventory fixed objects inside
Whitman County - Countywide Signing & Clear Zone I	Roadside Removal of roadside objects (trees, poles, etc.)	0	600000	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.4 Remove/relocate objects in the clear zone.
WSDOT - WSDOT: SR 285/Wenatche Area - Paving	Roadway delineation Improve retroreflectivity	0	74048	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delin
WSDOT - WSDOT: SR 99/Airport Rd I/S - Transit Queu	Intersection traffic control Modify traffic signal - miscellaneous/other/unspecified	0	300000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Intersections	
WSDOT - SR 522 NE 145th St to 83rd PI NE Adaptive	Intersection traffic control Modify traffic signal timing - general retiming	0	330000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
City of Yakima - Lincoln Ave. Corridor Safety - N.	Intersection traffic control Modify traffic signal - add backplates with retroreflective borders	0	440000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-3.2 Add back plates with retroreflective bord
City of Renton - Lk Washington Blvd N RR Xing	Railroad grade crossings Railroad grade crossing gates	0	185000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Train	Rail-1 Upgrade crossings with only signs to flashi

City of Bellingham - Carl Cozier Safe Routes to Sc	Pedestrians and bicyclists Modify existing crosswalk	0	23730 0	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Bellingham - W. Maplewood Multimodal Impro	Pedestrians and bicyclists Install sidewalk	0	89500 0	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Bellingham - Cordata SRTS Program	Pedestrians and bicyclists Install sidewalk	0	77812 7	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Bremerton - Crownhill Elementary Sidewalks	Pedestrians and bicyclists Install new "smart" crosswalk	0	54500 0	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFBs and PHBs.
City of Brewster - Ferry Street Safety Improvement	Pedestrians and bicyclists Install sidewalk	0	28270 0	0	HSIP (Section 148)		0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Des Moines - Woodmont School Walkway Impro	Pedestrians and bicyclists Install sidewalk	0	43100 0	0	HSIP (Section 148)	Urban Local Road or Street	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Edmonds -	Pedestrians and bicyclists Install sidewalk	0	49400 0	0	HSIP (Section 148)	Urban Local	0	0	City of Municipal	Pedestrians	Ped-3.4 Implement

Madrona Elementary Walkway Proje					n 148)	Road or Street			al Highway Agency		programs that improve the built
City of Everett - Hawthorne Elementary Safe Routes	Pedestrians and bicyclists Install sidewalk	0	256000	0	HSIP (Section 148)	Urban Local Road or Street	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Federal Way - Sacajawea Middle School Safe	Pedestrians and bicyclists Install sidewalk	0	1200000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Kirkland - Lakeview Elementary	Pedestrians and bicyclists Install new "smart" crosswalk	0	348000	0	HSIP (Section 148)		0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFBs and PHBs.
City of Kirkland - Peter Kirk Elementary	Pedestrians and bicyclists Install sidewalk	0	456600	0	HSIP (Section 148)	Urban Minor Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Leavenworth - Citywide Preservation and Im	Pedestrians and bicyclists Install sidewalk	0	338000	0	HSIP (Section 148)	Urban Minor Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Lynden - Jim Kaemingk Sr. Trail Extension	Pedestrians and bicyclists Install sidewalk	0	273000	0	HSIP (Section 148)		0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built

City of Olympia - Quince Street Sidewalk	Pedestrians and bicyclists Install sidewalk	0	203200	0	HSIP (Section 148)	Urban Local Road or Street	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Olympia - 22nd Avenue Sidewalk Project	Pedestrians and bicyclists Install sidewalk	0	1076000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Redmond - Redmond-Woodinville Rd Safe Rout	Pedestrians and bicyclists Install sidewalk	0	550000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Redmond - 134th Avenue Safe Route Project	Pedestrians and bicyclists Install sidewalk	0	400000	0	HSIP (Section 148)		0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Seattle - Wedgwood Elementary Children and	Pedestrians and bicyclists Install sidewalk	0	439000	0	HSIP (Section 148)		0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Seattle - Beacon Hill Neighborhood Greenwa	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	0	597000	0	HSIP (Section 148)		0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.6 Implement Complete Streets to provide for
City of Seattle - Beach Square Safe Routes to	Pedestrians and bicyclists Medians and pedestrian refuge areas	0	248000	0	HSIP (Section 148)	Urban Principal Arterial -	0	0	City of Municipal	Pedestrians	Ped-3.1 Improve safety at

Scho						Other			Highway Agency		pedestrian crossings by
City of Seattle - Greenwood Neighborhood Greenways	Pedestrians and bicyclists Install new "smart" crosswalk	0	153000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFBs and PHBs.
City of Shoreline - Echo Lake Elementary Safe Route	Pedestrians and bicyclists Install sidewalk	0	520000	0	HSIP (Section 148)	Urban Local Road or Street	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Spokane - Ridgeview Elementary Pedestrian	Pedestrians and bicyclists Install sidewalk	0	803207	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Spokane - Regal/Bemiss/Shaw Pedestrian Saf	Pedestrians and bicyclists Install sidewalk	0	559513	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Stanwood - Cedarhome Elementary Safe Route	Pedestrians and bicyclists Install sidewalk	0	171750	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
Thurston County - Thurston County Safe Routes To S	Pedestrians and bicyclists Install sidewalk	0	725000	0	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Tukwila	Pedestrians and bicyclists	0	45700	0	HSIP	Urban	0	0	City of	Pedestria	Ped-3.4

- Thorndyke Elementary Safe Routes	Install sidewalk		0		(Section 148)	Local Road or Street			Municipal Highway Agency	ns	Implement programs that improve the built
City of Tukwila - Cascade View Elementary Safe Routes	Pedestrians and bicyclists Install sidewalk	0	838950	0	HSIP (Section 148)	Urban Local Road or Street	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of University Place - 56th Street Safe Routes	Pedestrians and bicyclists Medians and pedestrian refuge areas	0	464000	0	HSIP (Section 148)	Urban Local Road or Street	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.1 Improve safety at pedestrian crossings by
City of University Place - Cirque Drive Safe Route	Pedestrians and bicyclists Pedestrian signal	0	1040000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFBs and PHBs.
City of University Place - 44th Street Safe Routes	Pedestrians and bicyclists Install sidewalk	0	820000	0	HSIP (Section 148)	Urban Minor Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of University Place - 27th Street Safe Routes	Pedestrians and bicyclists Pedestrian signal	0	910000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFBs and PHBs.
City of University Place - Beckonridge	Pedestrians and bicyclists Install new "smart" crosswalk	0	830000	0	HSIP (Section 148)	Urban Minor Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFBs and PHBs.

Drive Safe									Agency		
City of University Place - Elwood Drive/44th Stree	Pedestrians and bicyclists Install sidewalk	0	81113 1	0	HSIP (Section 148)	Urban Minor Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Washougal - Jemtegaard Trail Improvements	Pedestrians and bicyclists Pedestrian bridge	0	59930 5	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Wenatchee - Lewis and Clark Sidewalk Impro	Pedestrians and bicyclists Install new "smart" crosswalk	0	37279 4	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFBs and PHBs.
City of Wenatchee - Okanogan and Red Apple Road Si	Pedestrians and bicyclists Install sidewalk	0	35442 0	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.4 Implement programs that improve the built
City of Yakima - West Valley Middle School Vicinit	Pedestrians and bicyclists Pedestrian signal	0	54400 0	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFBs and PHBs.
Spokane County - Bigelow Gulch Rd. - Project 2	Intersection geometry Auxiliary lanes - add left- turn lane	0	14580 0	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Intersecti ons	I/S-1.3 Provide/impr ove left- and right-turn chann
City of Seattle - Lake City Way	Non-infrastructure Road safety audits	0	40000 0	0	HSIP (Section 148)	Urban Principal	0	0	City of Municipal	Intersecti ons	Speed-3.1 Expand

Traffic Safety Pro					n 148)	Arterial - Other			al Highway Agency		corridor safety model to high-cra
City of Yakima - 1st/Main & Nob Hill Corridor Safe	Non-infrastructure Road safety audits	0	400000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	Speed-3.1 Expand corridor safety model to high-cra

Progress in Achieving Safety Performance Targets

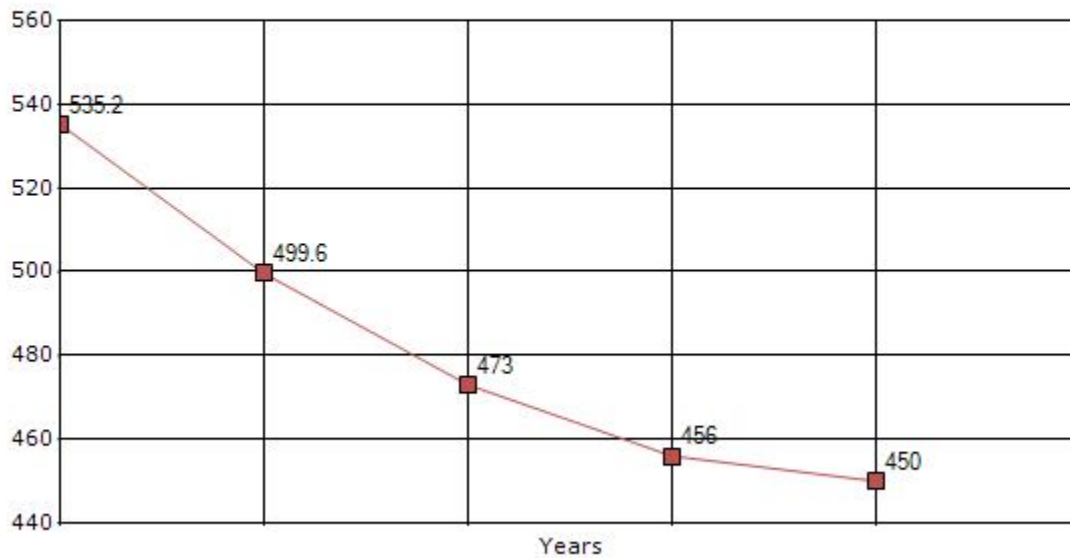
Overview of General Safety Trends

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

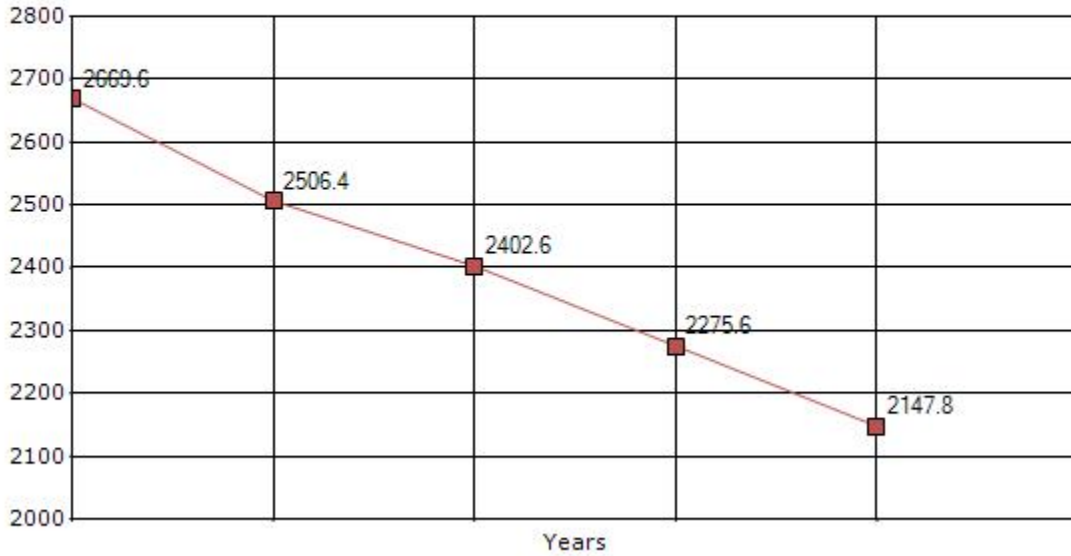
Performance Measures*					
Number of fatalities	535.2	499.6	473	456	450
Number of serious injuries	2669.6	2506.4	2402.6	2275.6	2147.8
Fatality rate (per HMVMT)	0.95	0.88	0.84	0.8	0.79
Serious injury rate (per HMVMT)	4.72	4.43	4.25	4	3.76

*Performance measure data is presented using a five-year rolling average.

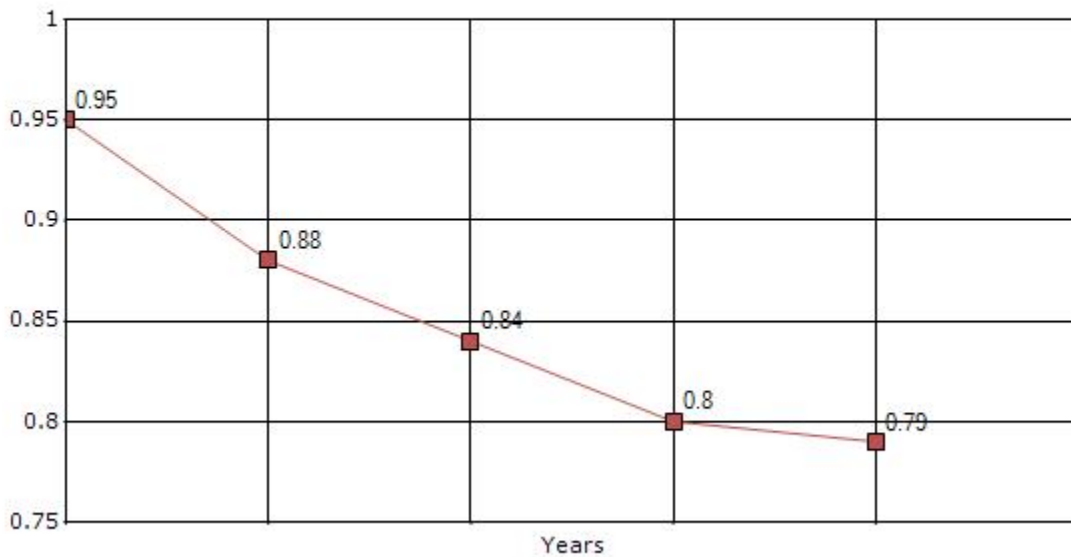
Number of Fatalities for the Last Five Years
5-yr Average Measure Data



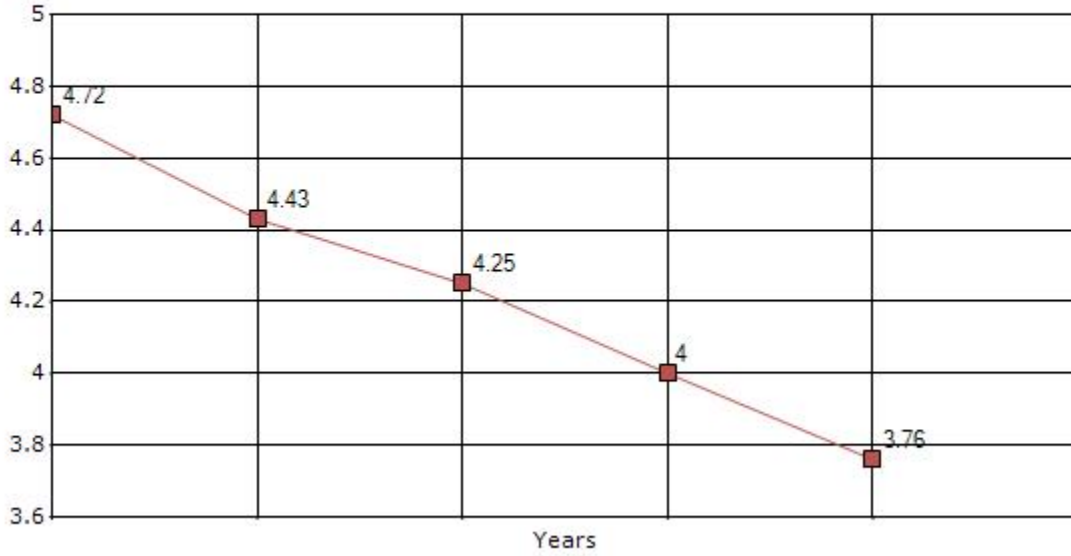
Number of Serious Injuries for the Last Five Years 5-yr Average Measure Data



Rate of Fatalities for the Last Five Years 5-yr Average Measure Data



Rate of Serious Injuries for the Last Five Years 5-yr Average Measure Data



HMVMT was not available for 2006

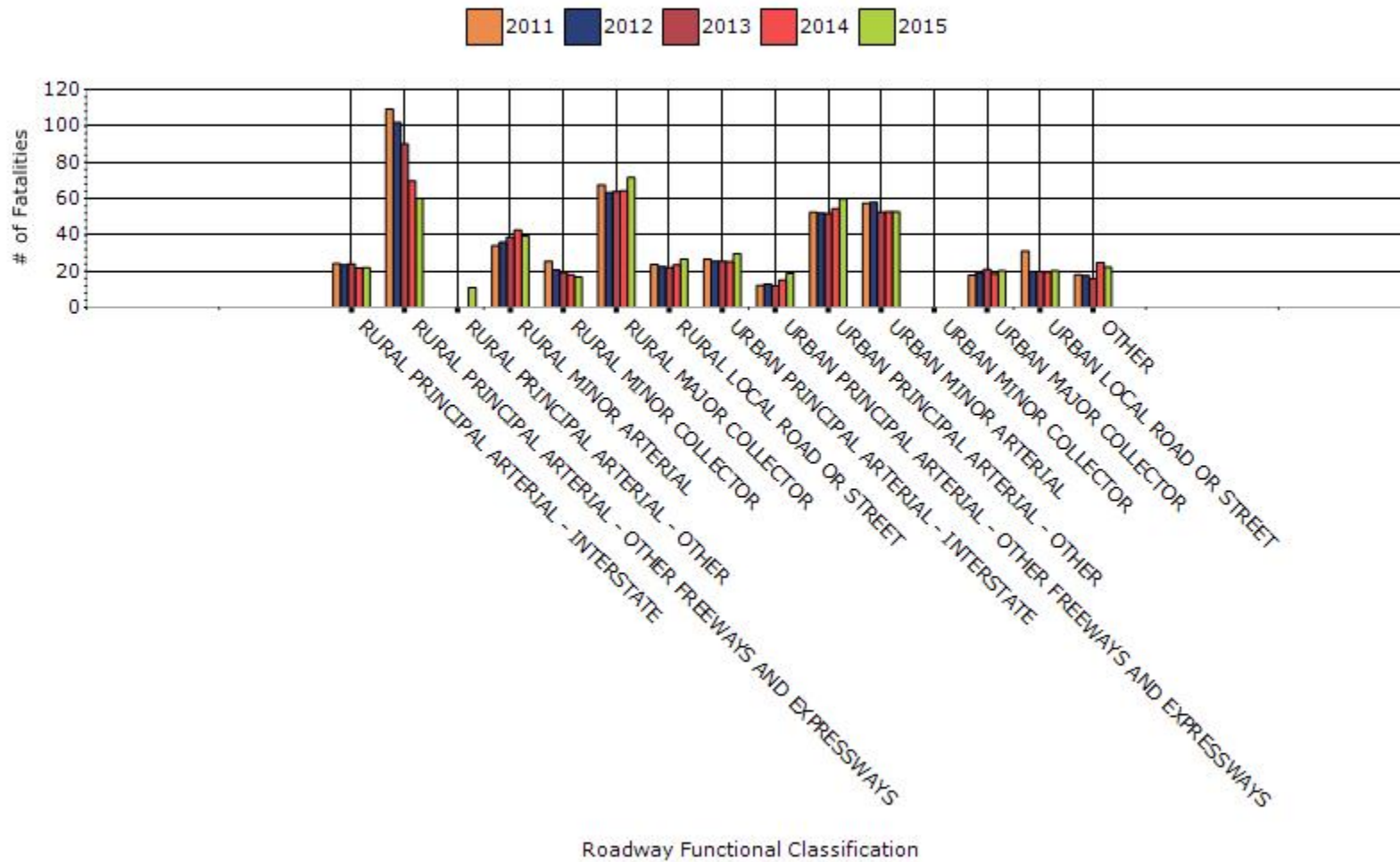
To the maximum extent possible, present performance measure* data by functional classification and ownership.

Year - 2015

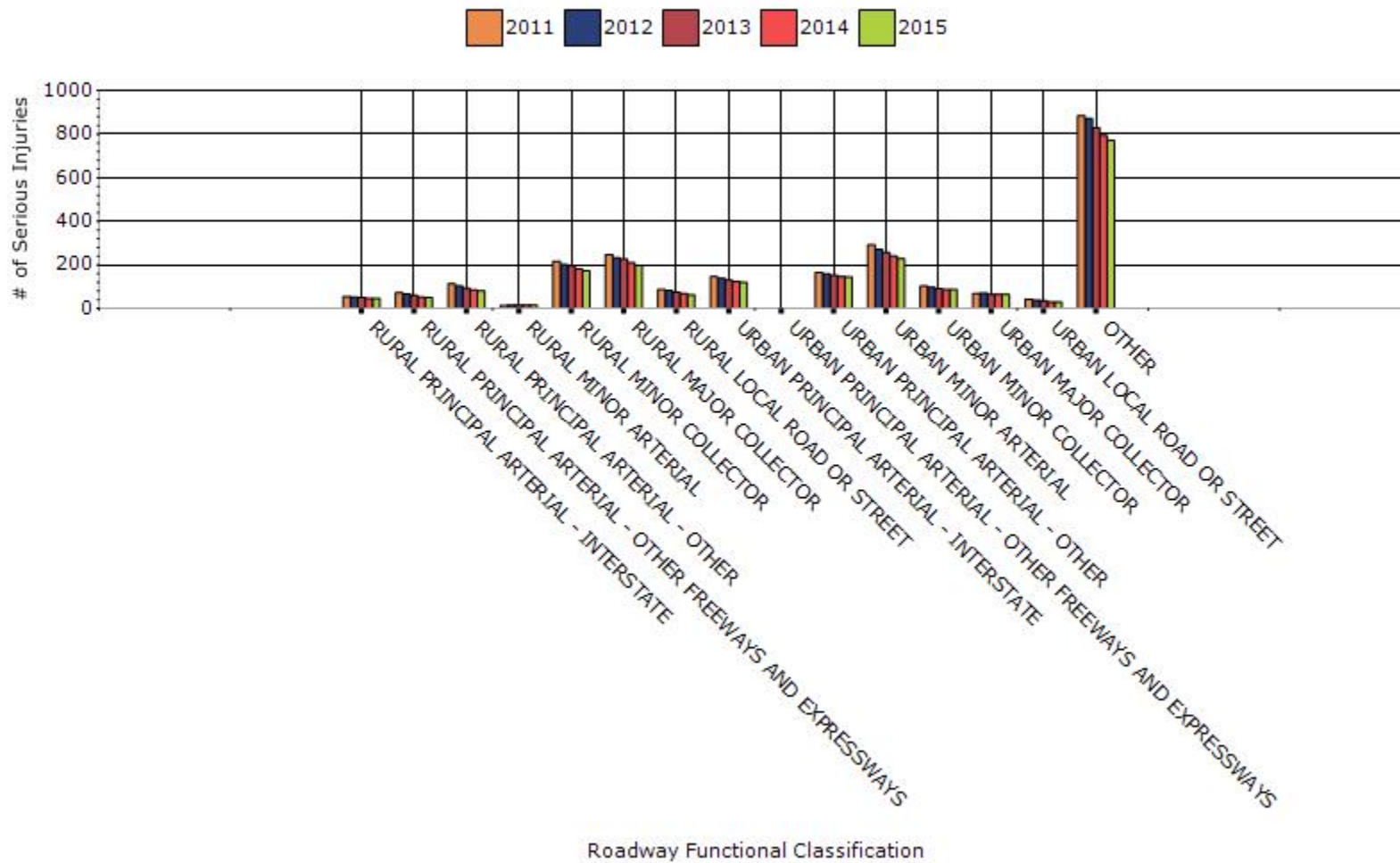
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	22	46.4	0.49	1.03
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	60.2	49.8	3.53	2.92
RURAL PRINCIPAL ARTERIAL - OTHER	11	81.8	0.48	3.72
RURAL MINOR ARTERIAL	39.4	14.4	1.87	0.68
RURAL MINOR COLLECTOR	16.8	173	1.53	15.78
RURAL MAJOR COLLECTOR	71.6	198	1.98	5.45
RURAL LOCAL ROAD OR STREET	26.6	63.4	2.33	5.53
URBAN PRINCIPAL ARTERIAL - INTERSTATE	29.6	119	0.26	1.06

URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	18.8	0.2	0.34	
URBAN PRINCIPAL ARTERIAL - OTHER	59.8	145	0.65	1.59
URBAN MINOR ARTERIAL	52.8	228.8	0.69	3.01
URBAN MINOR COLLECTOR		86.8		50.94
URBAN MAJOR COLLECTOR	20.2	64.4	0.61	1.98
URBAN LOCAL ROAD OR STREET	20.4	29.4	0.45	0.65
OTHER	22.2	771.4		

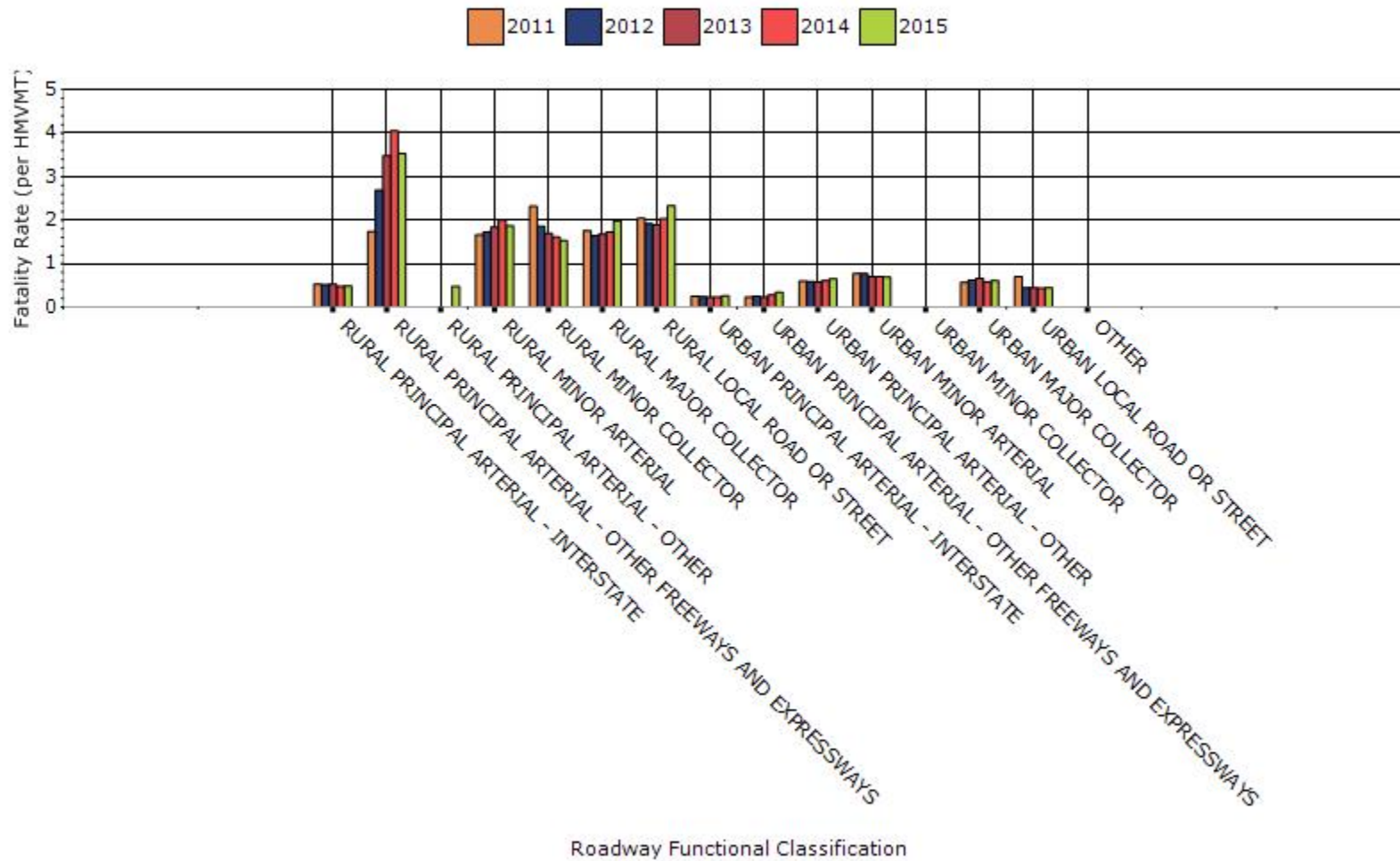
Fatalities by Roadway Functional Classification 5-yr Average Measure Data



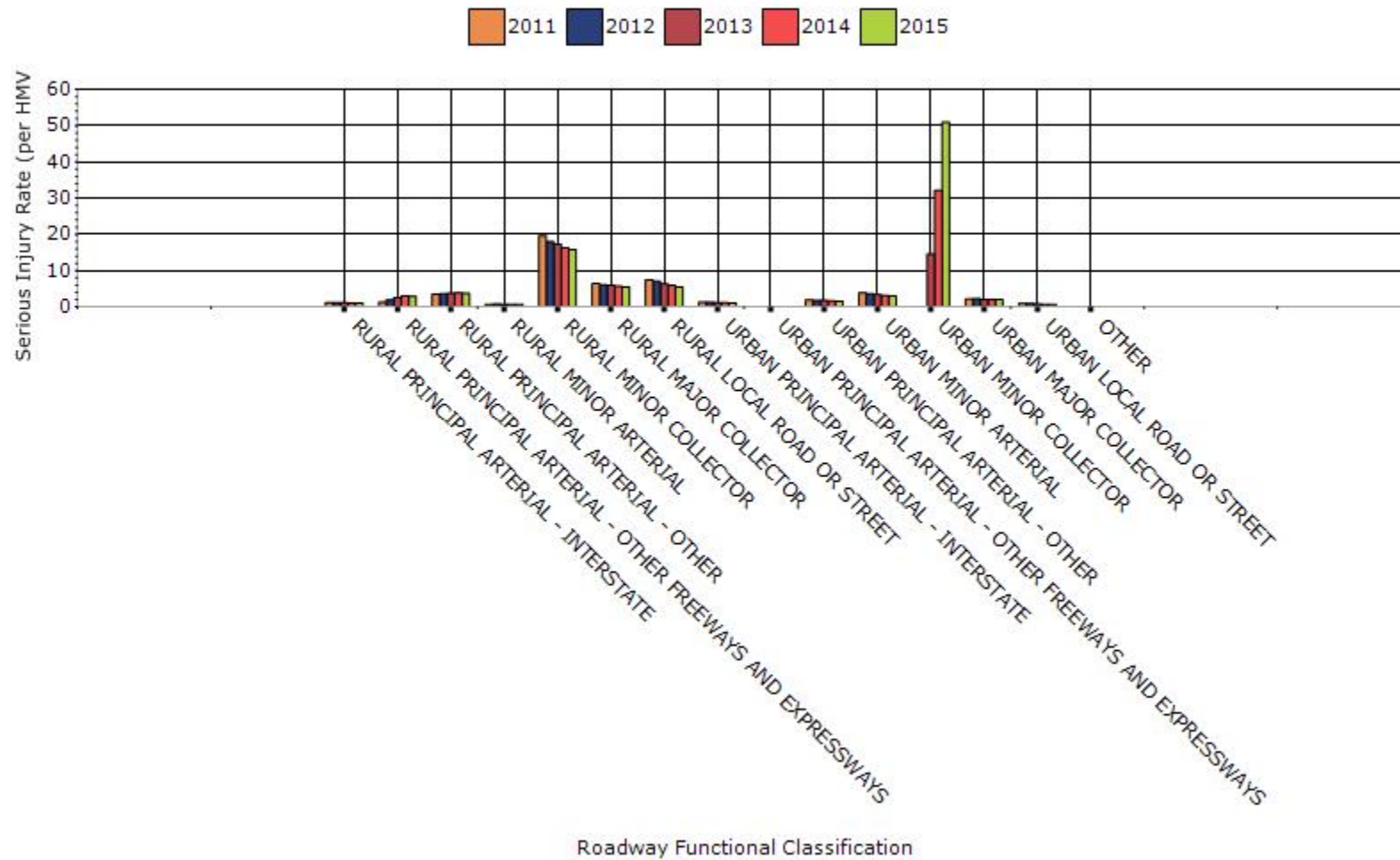
Serious Injuries by Roadway Functional Classification 5-yr Average Measure Data



Fatality Rate by Roadway Functional Classification 5-yr Average Measure Data



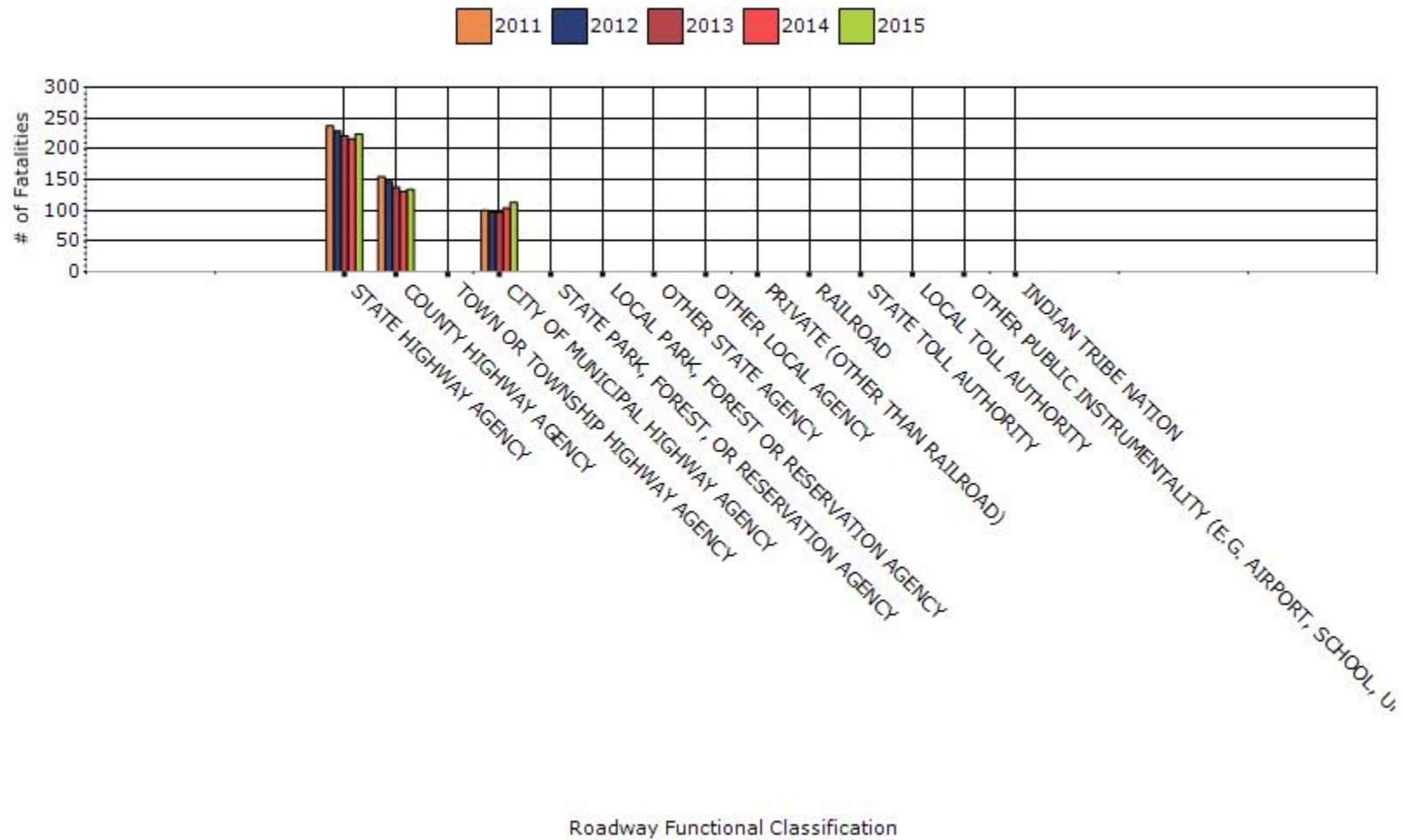
Serious Injury Rate by Roadway Functional Classification 5-yr Average Measure Data



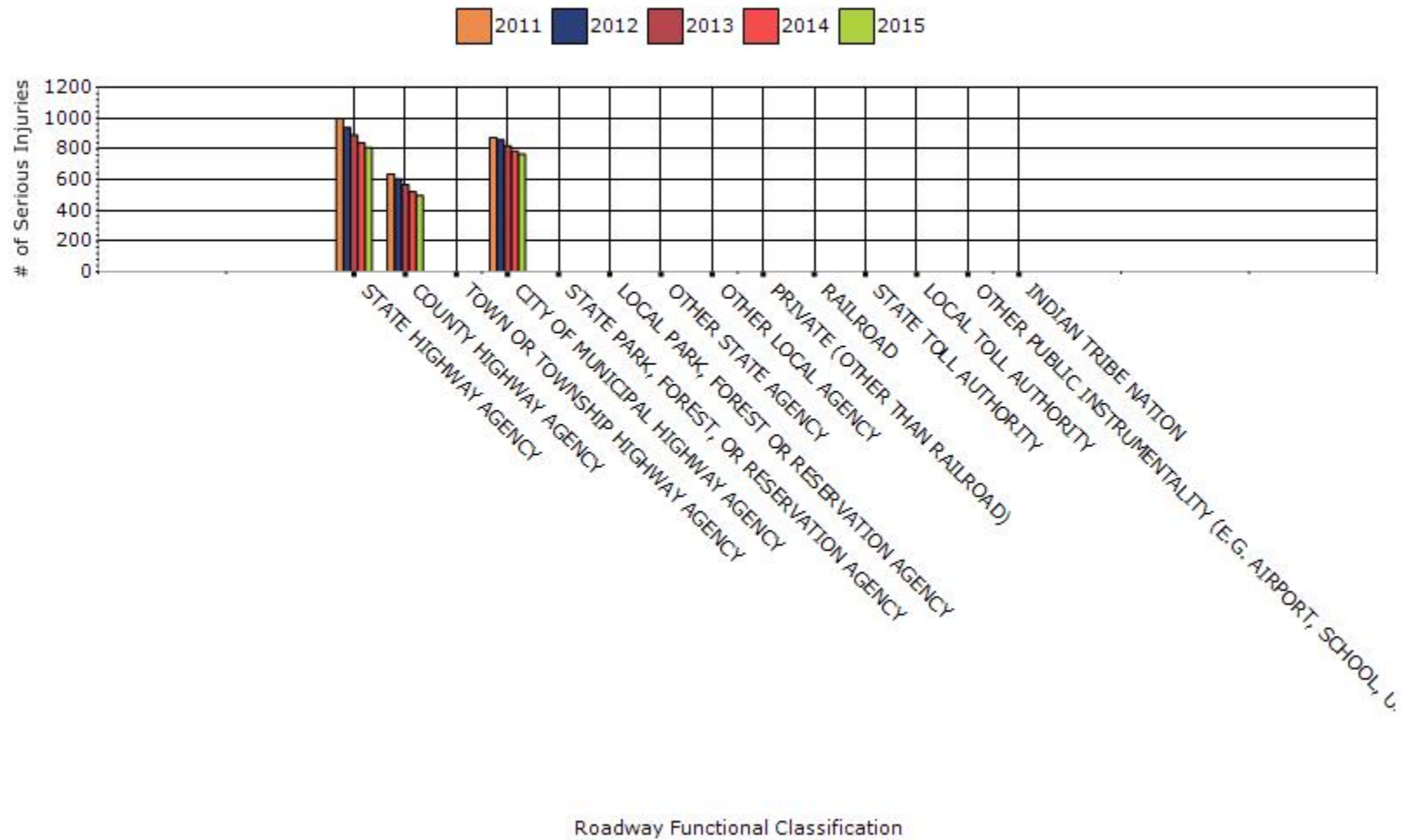
Year - 2015

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	224.2	808.2	0.7	2.53
COUNTY HIGHWAY AGENCY	134.2	496.6	1.43	5.29
CITY OF MUNICIPAL HIGHWAY AGENCY	113	765	0.69	4.69

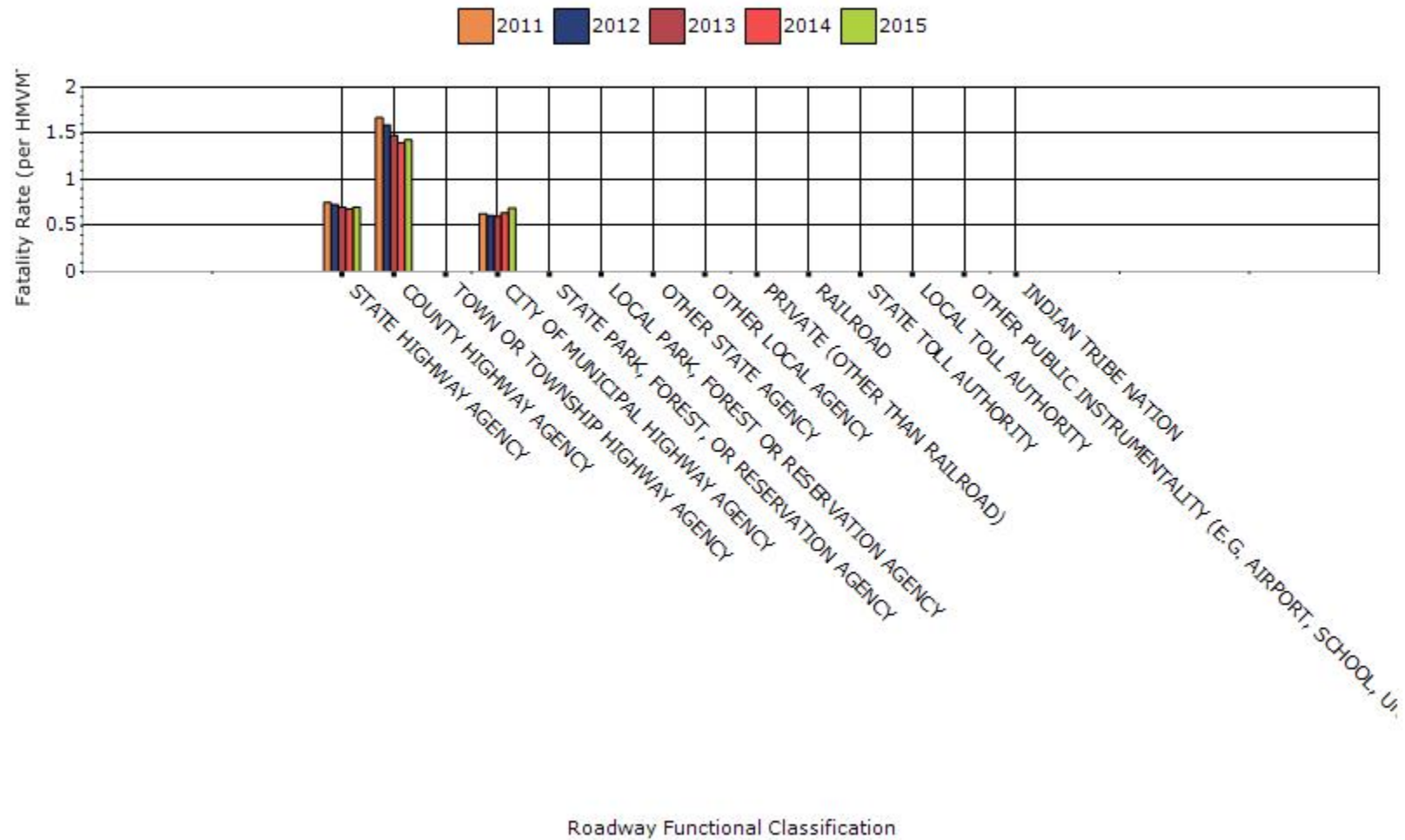
Number of Fatalities by Roadway Ownership 5-yr Average Measure Data



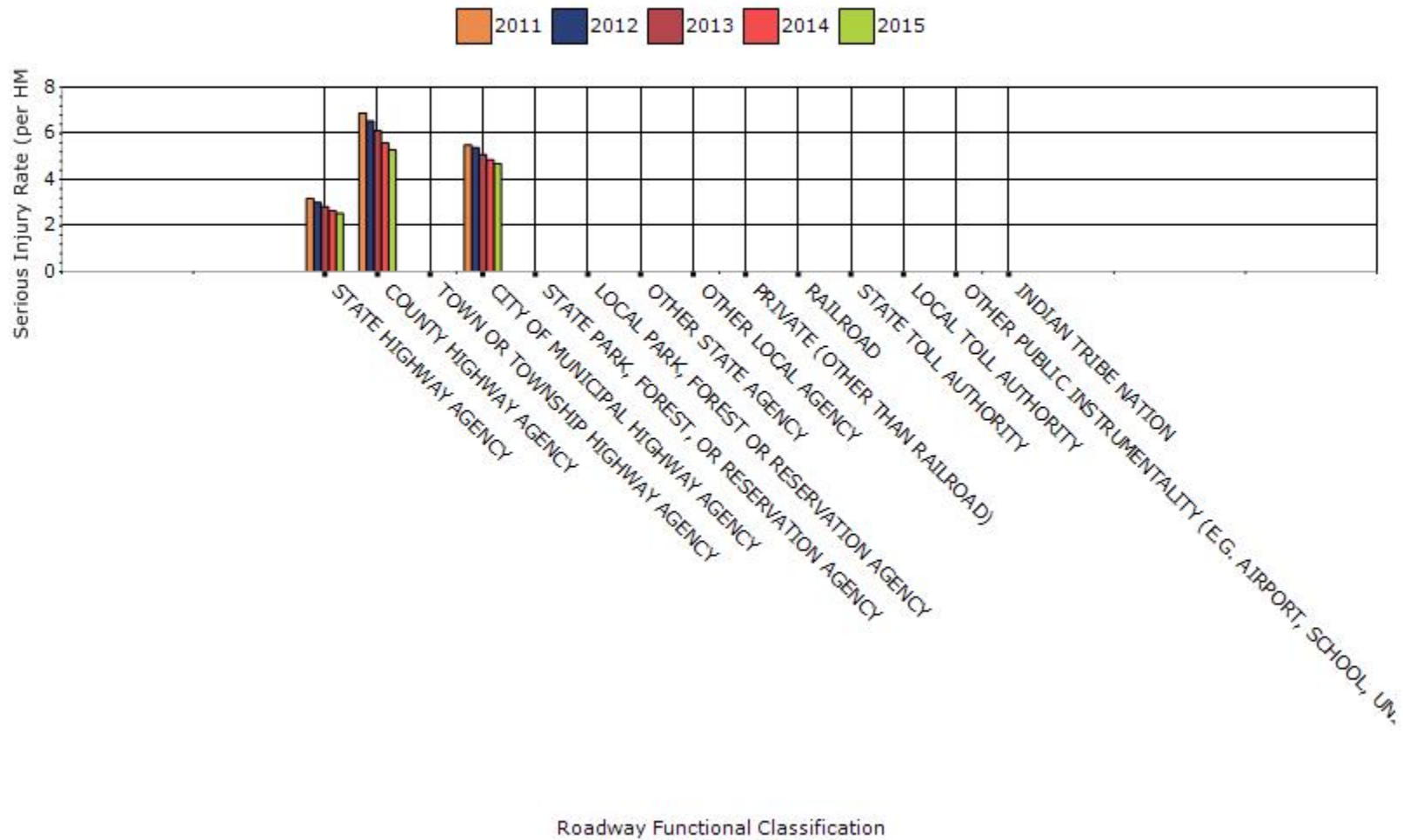
Number of Serious Injuries by Roadway Ownership 5-yr Average Measure Data



Fatality Rate by Roadway Ownership 5-yr Average Measure Data



Serious Injury Rate by Roadway Ownership 5-yr Average Measure Data



Ownership:

City category includes towns and any other ownership category that is unknown.

Functional Classification:

Prior to 2010 the following two categories were Rural Principal Arterial: Rural Other Freeways / Expressways & Rural Other Principal Arterial

Prior to 2010 the following two categories were Urban Collector: Major Collector, Minor Collector

For fatalities the Urban Minor Collector category did not exist prior to 2015.

For fatalities the Rural Other Freeways/Expressways category did not exist prior to 2015.

For 2013 through 2015 the serious injury rate for Urban Minor Collectors are very high - this is an artifact of the small subset of routes identified as such and very low associated MVMT.

Describe any other aspects of the general highway safety trends on which you would like to elaborate.

None

Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

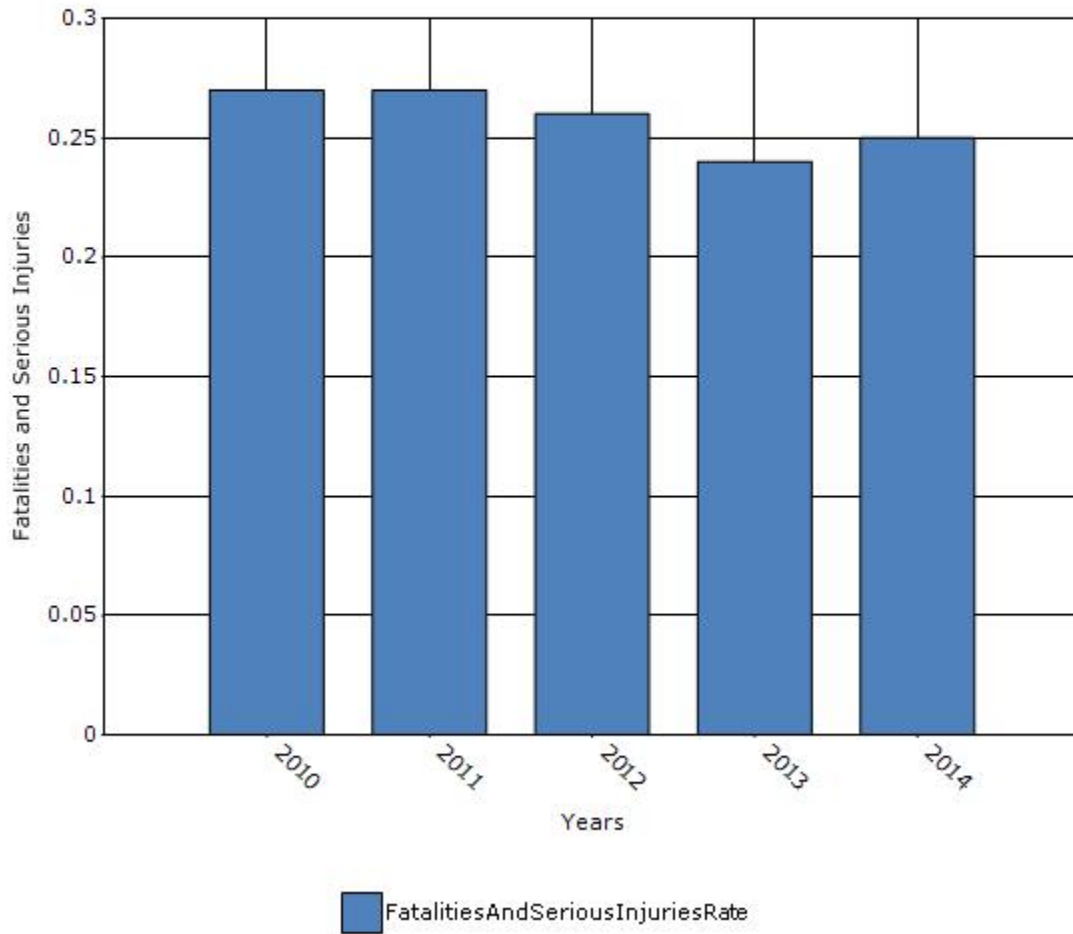
Older Driver	2010	2011	2012	2013	2014
Performance Measures					
Fatality rate (per capita)	0.08	0.07	0.07	0.06	0.07
Serious injury rate (per capita)	0.19	0.19	0.18	0.17	0.17
Fatality and serious injury rate (per capita)	0.27	0.27	0.26	0.24	0.25

*Performance measure data is presented using a five-year rolling average.

FHWA shared the following information on population (# people 65+ per 1000 state population) on the Section 148 Older Drivers at <http://www.fhwa.dot.gov/map21/guidance/guideolder.cfm>
For 2006, 2007 and 2015 no population data were available and the following assumptions were made:

- * For 2007 we assumed the same growth rate from 2008 to 2009: 1.02 - resulting in 765 population
- * for 2006 we assumed the same value as for 2007 - 765 population
- * for 2015 we assumed that the growth from 2013 to 2014 was similar for the growth from 2014 to 2015: 1.044 - resulting in 1037 population.

Rate of Fatalities and Serious injuries for the Last Five Years 5-yr Average Measure Data



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

Benefit/cost

If 'benefit/cost', indicate the overall Highway Safety Improvement Program benefit/cost ratio.

54.36

The indicated B/C ratio of 54.36 is based on original project selection crashes (if that data is available) compared to 3 years after the project has been completed. This ratio is also focused solely on project-specific location improvements (does not include countywide safety improvements based on risk). Those countywide projects were also evaluated for before and after crashes at the county level. All of those performed well (crashes decreased in each county), but due to the low cost of many of the projects and the significant gains the counties made in safety, the resulting B/C ratios seemed unrealistically high to include in the ratio shown.

What significant programmatic changes have occurred since the last reporting period?

None

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

None

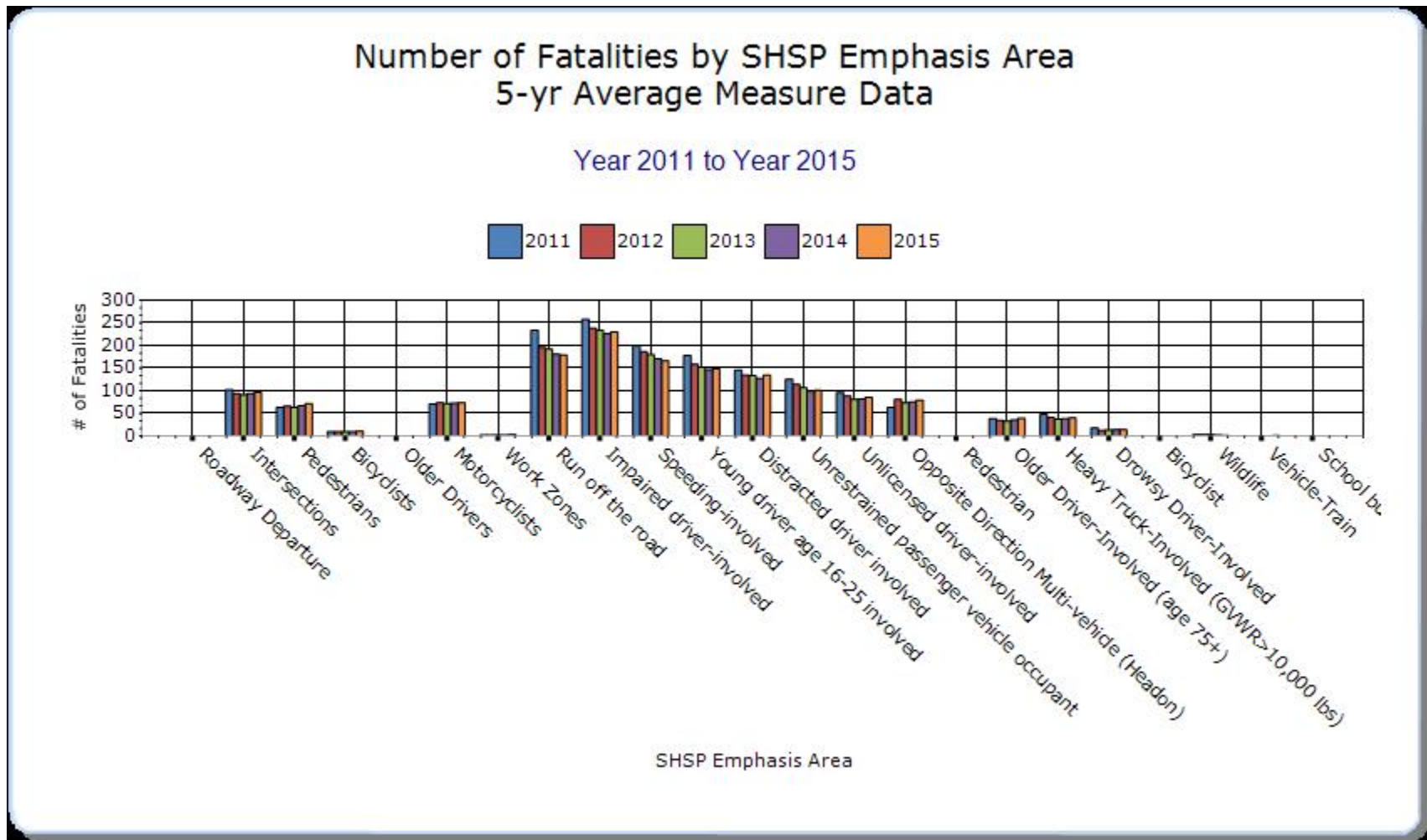
SHSP Emphasis Areas

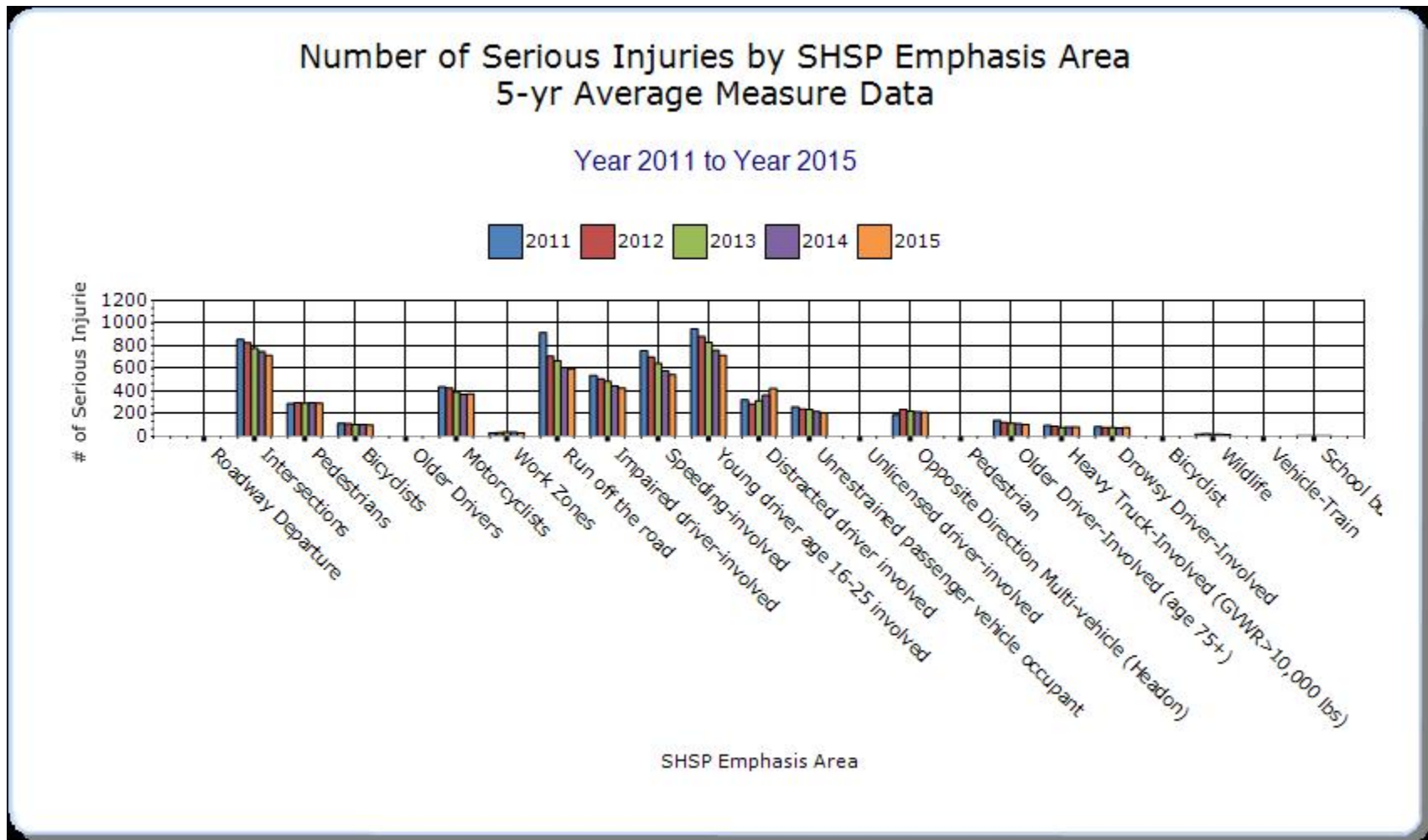
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

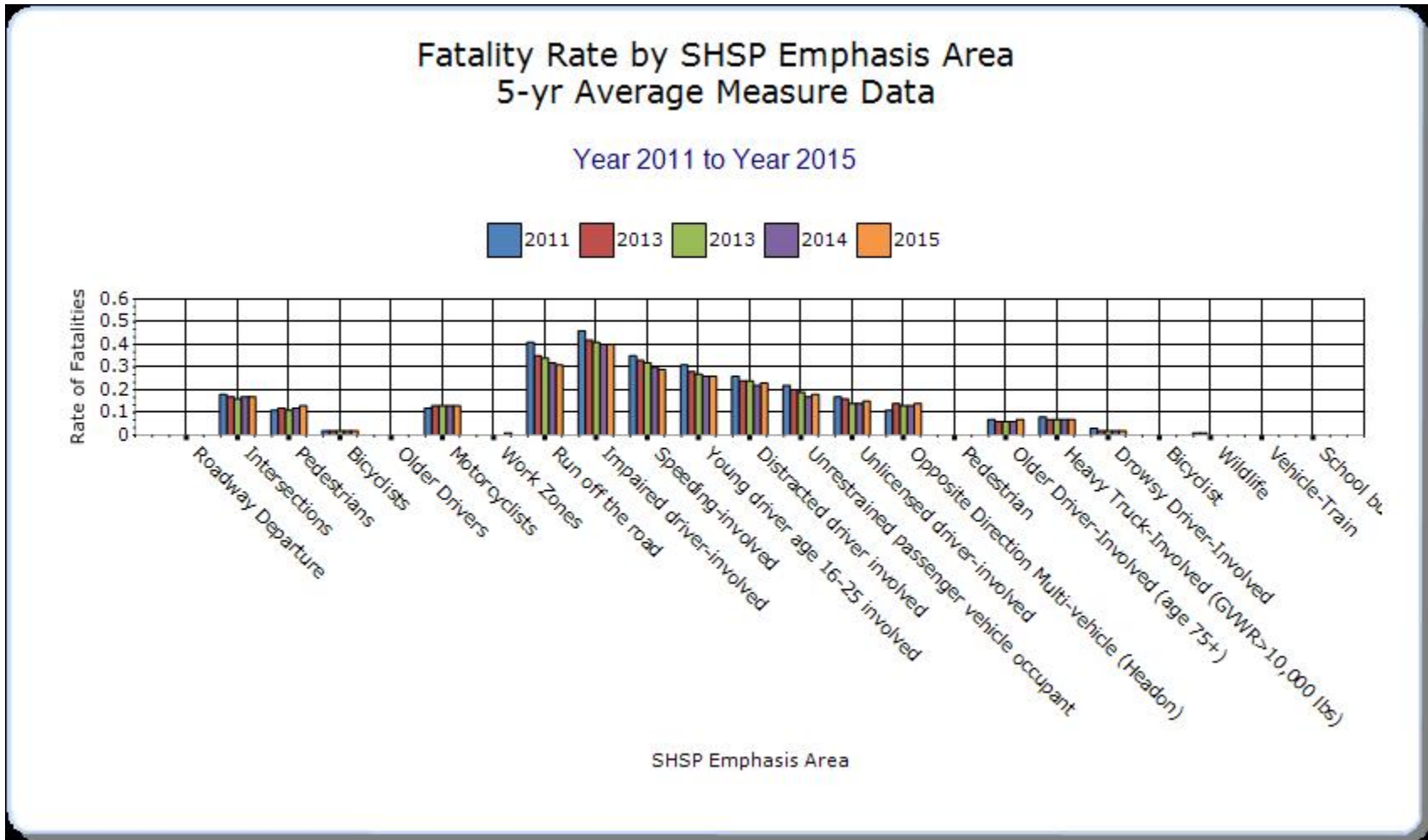
Year - 2015

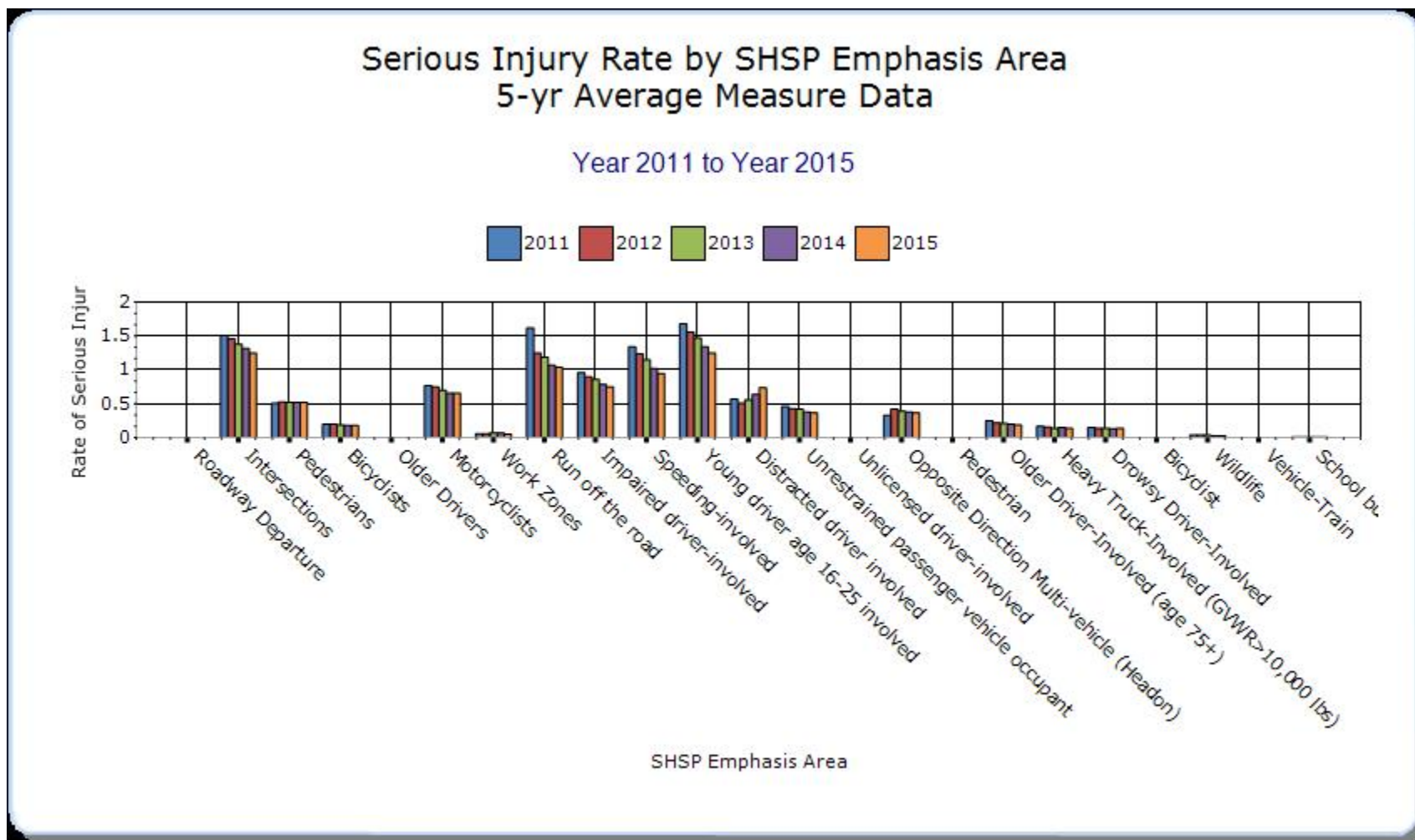
HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Intersections		97	717.2	0.17	1.25			
Pedestrians		71.6	295.8	0.13	0.52			
Bicyclists		11	103	0.02	0.18			
Motorcyclists		73.8	375.8	0.13	0.66			
Work Zones		3.4	31	0.01	0.05			
Run off the road		179.4	597.6	0.31	1.04			
Impaired driver-involved		229.8	426.8	0.4	0.75			
Speeding-involved		166.6	544.8	0.29	0.95			
Young driver age 16-25 involved		149	718	0.26	1.25			
Distracted driver involved		134.4	425.2	0.23	0.74			
Unrestrained passenger vehicle occupant		101.6	211	0.18	0.37			
Unlicensed driver-involved		85.6		0.15				
Opposite Direction Multi-vehicle (Headon)		79.2	213	0.14	0.37			
Older Driver-Involved (age 75+)		39.2	106.2	0.07	0.19			
Heavy Truck-Involved (GVWR>10,000 lbs)		40.2	82.2	0.07	0.14			

Drowsy Driver-Involved		14.2	78	0.02	0.14			
Wildlife		1.6	15.8		0.03			
Vehicle-Train		1	0.8					
School bus-involved		0.8	4.8		0.01			









We do not have summaries for the emphasis areas available for 2007 but added some information from previous reports where we could - all but wildlife, vehicle-train and school-bus involved values are reported.

We noticed that a zero value (e.g. 2015 for vehicle-train) in the input file showed an empty cell in the online reporting tool. There didn't appear to be a way to manually fix that.

Groups of similar project types

Present the overall effectiveness of groups of similar types of projects.

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3

Systemic Treatments

Present the overall effectiveness of systemic treatments.

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3

SKIP	WSDOT does not track individual results for all risk-based (systemic) programs, as a typical before and after comparison would not be appropriate. In addition, these programs significantly overlap, which does not allow them to be evaluated independently.
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Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

None

Project Evaluation

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-All Injuries	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-All Injuries	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
N/A														

Optional Attachments

Sections

Files Attached

Glossary

5 year rolling average means the average of five individual, 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.