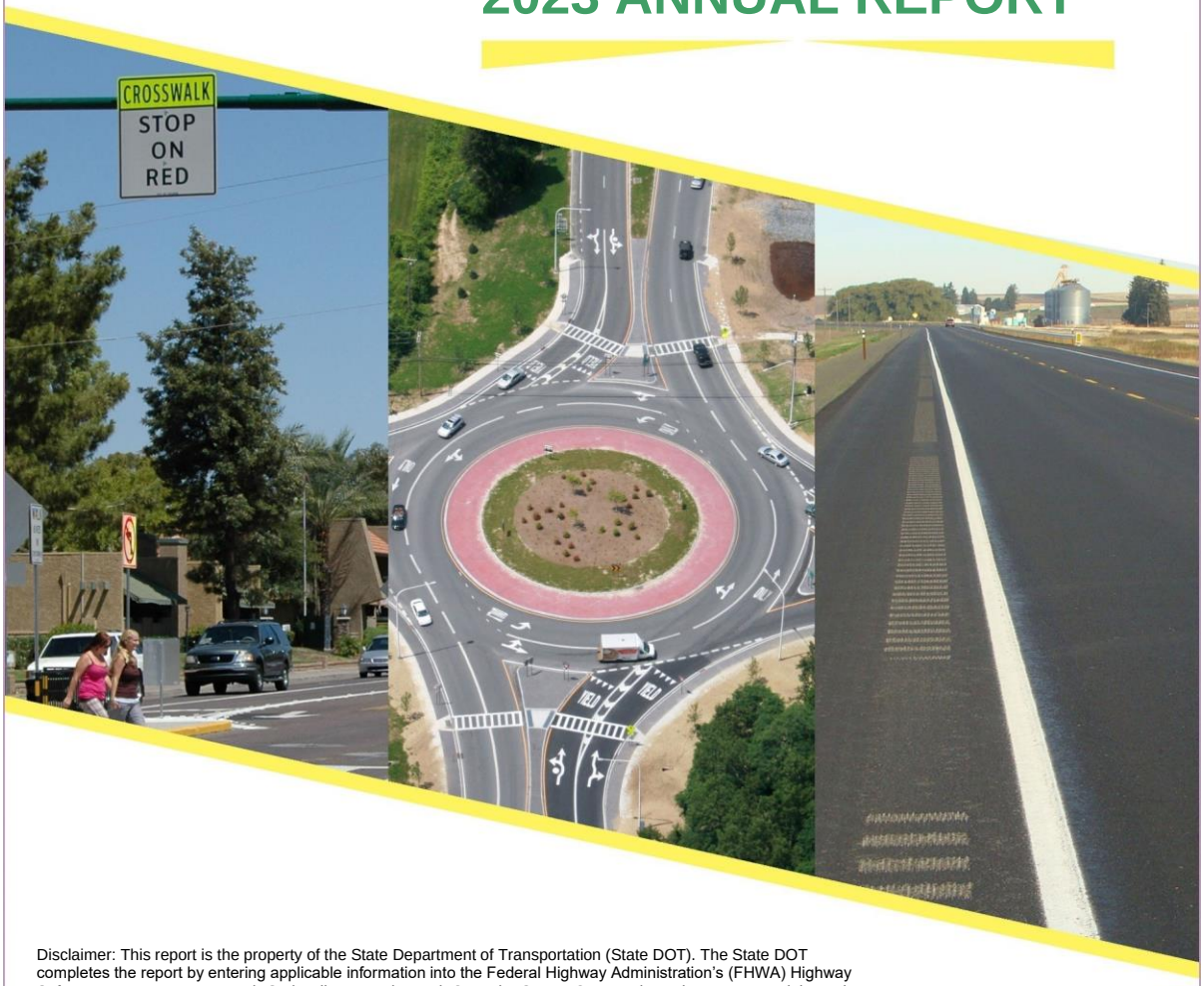
WASHINGTON

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2023 ANNUAL REPORT



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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. 407 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, like many states, continues to see increasing crash trends related to increased impairment, speed, and aggressive driving. These fatalities and serious injuries are most noticeable in heavy truck-involved, bicyclist-involved and pedestrian involved crashes. In addition, lane departure, intersection related and crashes involving people who walk, or bike represented the highest proportion of statewide fatal and serious injury crashes.

The five-year rolling average increased for all safety performance targets, with the 2022 rising to 729 fatalities and 3112 serious injuries. In 2022, WSDOT continued towards further implementation of the Safe System Approach and received a requirement for complete streets on projects greater than $500,000. WSDOT is carrying out these requirements through design manual and programmatic changes within the capital programs.

WSDOT Safety Program mostly completed the final phases of its redirectional landform removal effort, and after evaluation of three to four strand cable conversions will pause both subcategories as substantially completed. WSDOT continued its efforts in the development of method for active transportation systemic treatments and will review this effort with knowledge gathered from the vulnerable road user assessment. The speed management subcategory is still early in implementation for the HSIP, but WSDOT has committed to updating its policy for injury minimization target speed setting process.

In 2023 WSDOT will review its safety subcategories and focus on its roundabout first and injury minimization speed setting approaches and is continuing to emphasize the need to increase resources within the program for both projects and maintaining sustainable expertise.

WSDOT continues its strong partnership with the Traffic Safety Commission and is in the process updating its SHSP, Target Zero, using the Safe System Approach. WSDOT also updated its Safe System Executive Order and is looking forward to a positive future with project design, operations and selection.

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 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 at both the county and city level. Target Zero is currently updating the plan. WSDOT provides 70% of HSIP funds to local roads and supplements the state program with additional state funding. In 2023, significant funds outside of the HSIP program were made available by FHWA. Target Zero emphasis areas and strategies are reviewed and WSDOT determines through an analysis of the leading contributing factors, crash types, and behaviors in implementing its safety program. Target Zero also contains strategies (countermeasures) that would benefit State or local agencies. Washington uses a centralized approach for determining HSIP locations within the state using network screening to identify a ranked set of locations for further analysis and evaluation. Crash Analysis reports are completed for projects for Crash Analysis Locations/Corridors and for Intersection Analysis Locations.

The "Getting to Zero" implementation plan provides structures for both the local and state side of HSIP. Specific information on ranking methods is provided for the State. Once developed the ranked lists are provided to WSDOT regions for use in determining appropriate approaches to address the contributing factors and crash types at the respective locations. Local HSIP funds are administered through grants. The I2 Safety subprogram structure has both crash reduction and prevention (systemic) approaches to reducing crash potential. The reduction category focuses on spot locations, intersections, and segments using the excess crashes approach. The prevention category focuses on specific contributing factors and crash types to develop a ranked list of potential projects. The projects are based on benefit/cost analysis for the prioritization of the program of projects. Systemic approaches may use network benefit cost or local benefit cost for the purposes of prioritization. WSDOT completed a ten-year implementation plan that contains additional information on WSDOT Safety Program.

HSIP funds are provided to local agencies through grant funding calls for projects. In alternating years, calls go out for county safety projects or city safety projects. Along with their local road safety plans, local agencies submit prioritized project lists for funding. Projects are selected based on the cost-effectiveness of projects proposed.

Where is HSIP staff located within the State DOT?

Other-TSSA

Additionally, Local Programs and Design has staff who work on projects in addition to local programs. The question only allows one selection.

How are HSIP funds allocated in a State?

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

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 the 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 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 potential with a fully systemic approach to prioritizing safety projects. The City Safety Program is both prevention (systemic) and reduction (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 with, or submitted alongside, a county or city list of proposed projects (tribes, counties, and cities are all encouraged to include such projects on prioritized lists). The 2023 County Safety Program call for projects notes that "Only counties in Washington State are eligible to apply. Other organizations may work with a county to propose/develop a project" and that "Counties should consider including projects related to smaller towns or tribes with interconnected roadways in their applications". 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. Reported fatal and serious injury crashes over the past five years on non-state DOT responsible roadways identified just 0.22% (1/46th of 1%) occurred on tribally-owned roadways. Outreach to tribes has been initiated in 2023 to determine the effectiveness of this approach for tribal safety projects. While a number of tribal roads or roads on tribal reservations have been improved with HSIP funds over the years (typically as part of countywide improvement projects), there have been very few tribes involved in the application process.

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

- Design
- Districts/Regions

- Governors Highway Safety Office
- Local Aid Programs Office/Division
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety
- Other-Active Transportation
- Other-Capital Program
- Other-Transportation Safety and Systems Analysis

Describe coordination with internal partners.

WSDOT is multimodal and multidisciplinary. The Highway Safety Issue Group includes representatives from the Regions and HQ Divisions and participants may come from planning, programming, design, operations, local programs, active transportation, regions and TSSA. A safety panel also exists with individuals from multiple discipline areas who review projects and countermeasures for inclusion in the safety program. The Highway Safety Executive Committee includes Traffic Operations, Design, Capital Programming and Transportation Safety and Systems Analysis, Local Programs, and Active Transportation and works to lead the program and deal with policy issues in a collaborative manner. The State Safety Engineer chairs this group monthly. WSDOT HSIG meets quarterly to discuss technical issues and to carry out policy elements decided by the HSEC. WSDOT also works internal safety coordination through its complete streets initiative. The Safe System continued implementation has been through various training and workshops internally and externally. The State Safety Engineer meets routinely with all Division on safety related topics and when necessary specialized expertise.

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
- Other-Department of Health
- Other-Department of Licensing
- Other-Adminstrator of the Courts
- Other-Superintendent of Public Instruction
- Other-Association of Washington Cities
- Other-Washington State Association of Counties
- Other-Health Care Authority
- Other-National Highway Safety Administration
- Other-Federal Motor Carrier Safety Administration
- Other-Private Safety Advocates

Describe coordination with external partners.

WSDOT interacts and coordinates with multiple external partners as part of the development of Target Zero, Target Zero Implementation and in setting targets. WSDOT routinely meets with MPOs and State Highway

Safety Office (SHSO), as well as federal division in carrying out its safety program activities specific to HSIP. Local programs actively coordinates with Local Agencies at the City and County Level. In Target Setting, WSDOT will meet with the WTSC and MPOs as necessary to determine the appropriate method for setting targets in the state. WSDOT will also coordinate at this time with MPO Technical, Coordinating or Executive Committees as necessary for getting agreement on Targets. For development of the SHSP, WSDOT and the WTSC form multiple working groups to assign chapter development, data analysis and oversight of the document. WSDOT and WTSC work closely to get partner input and agreement depending on the specifics of each section of the SHSP. The WTSC is made up of Department Heads and works to form and provide Traffic Safety Policy recommendations and direction for consideration by the Governor. Often, WSDOT together with different agencies and the WTSC, will make legislative presentations and submit proposed legislation or funding requests. WSDOT also works very closely with city and county agencies to assist with analysis and evaluation through the development of safety plans and projects. WSDOT has quarterly meetings with Federal Partners to highlight concerns and inform each other of ongoing activities. WSDOT will meet with the Cooper Jones Active Transportation Council on VRU related needs and strategic activities, this is done in coordination with WSDOT AT Division.

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

WSDOT continues to tie the SHSP emphasis areas, priorities and strategies to the WSDOT safety subprogram development. WSDOT will submit its 2023 implementation plan and how the program is administered with an outline for each of the safety subcategories, the methods used, and how B/C is used within each subcategory. Each subcategory is highlighted within the implementation plan in terms of its intended goal. The department is tracking fatal and serious crashes through various means including weekly tracking sheets for fatalities and serious injuries for vehicles, pedestrians and bicyclist. The SHSP emphasis areas are used as the basis for project selection within the local programs grant programs. This means that each local agencies, submit projects consistent with their individual needs, local plans and how they are consistent with SHSP emphasis areas. WSDOT updated in Safe System Executive Order to spell out the responsibilities at for the different divisions and regions. The Safe System EO outlines WSDOT approach to Safe System implementation, reporting and intended outcomes. The vulnerable road user assessment is currently evaluating social equity parameters using both federal and state measures (including presence in tribal lands, social vulnerability index, areas of persistent poverty, disadvantaged community score, environmental health disparities score and tested correlation to fatal and serious vulnerable road user needs based on a matrix approach to scoring. Work is not complete, but early results are promising of developing methods using socio equity with other characteristics to develop proactive approaches to reduce crashes. The early results are indicating strong correlation and are undergoing statistical review. Previously, WSDOT developed a similar approach prior to the VRU assessment using social equity factors and also found a potential method for project selection. WSDOT will use the findings to program VRU projects upon completion of its outreach efforts and further statistical evaluation. The results will also be incorporated into the SHSP.

Program Methodology

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

No

WSDOT does not have a HSIP manual.

Select the programs that are administered under the HSIP.

- Horizontal Curve
- HRRR

- Intersection
- Median Barrier
- Roadway Departure
- 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
- Other-Data and performance improvement
- Other-Active Transportation Safety
- Other-Speed Management

These subcategories are being reviewed to determine future expenditures. Some programs are being paused or are nearly completed. WSDOT also make significant funding available for Local Programs and HRRR roads as part of the County Safety Program (HSIP).

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

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

- Fatal and serious injury crashes only

Exposure

Roadway

- 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: Roadway Departure

Date of Program Methodology:9/26/2018

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
	• Traffic • Volume • Other-speed	• Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Other-type of crash

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-State - Collision Analysis Corridors

Date of Program Methodology:

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes	Exposure	Roadway

What project identification methodology was used for this program?

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?

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-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

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

Program: Other-Data and performance improvement

Date of Program Methodology:8/18/2021

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Other-Funding set aside as available

What data types were used in the program methodology?

Crashes	Exposure	Roadway

What project identification methodology was used for this program?

- Other-Data or performance improvements needed

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-HSEC Selection

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:1

Program: Other-Active Transportation Safety

Date of Program Methodology:12/31/2022

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Other-low income household • Other-concentration of people with a disability • Other-Concentration of people of color • Other-Route Directness Index • Other-Level of traffic stress	• Other-system issues • Other-posted speed

What project identification methodology was used for this program?

- Other-WSDOT developed approach

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 lists

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-WSDOT developed criteria:1

Program: Other-Speed Management

Date of Program Methodology:6/1/2022

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-Safe System
- Other-Vulnerable Road Users
- Other-Complete Streets

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
	• Other-Speed • Other-Context • Other-Road User Mix	

What project identification methodology was used for this program?

- Other-Safe System

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?

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).

What percentage of HSIP funds address systemic improvements?

70

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

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- High friction surface treatment
- Horizontal curve signs
- Install/Improve Lighting
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Pavement/Shoulder Widening
- 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
- Stakeholder input
- Other-Use of HSM, Statistical analysis

WSDOT uses the following methods when identifying potential countermeasures, but updating is temporarily paused because of staffing.

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 and v2x will be considered as an appropriate countermeasure for safety. The countermeasure would need to be shown to have a positive crash reduction potential for fatal and serious crashes. An office exists within WSDOT related to connected vehicles and transportation and the State Safety Engineer interacts with that office on a regular basis. Washington has statewide committee dealing with CAT related to safety and WSDOT is a leader on that committee. WSDOT included CAT in its strategic highway safety plan and will do so in the future as a potential strategy.

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 and has purchased the SPF screen tool in replacement for Safety Analyst. WSDOT has developed

and updated its 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. Local HSIP projects priorities are typically derived from the SHSP emphasis areas, and uses the HSM predictive screening methods on a limited basis due to resource limitations. For Local Agencies we follow guidance from the HSM for applying CMFs for our spot location (benefit/cost) projects. WSDOT also continues to investigate the use of IHSDM in design of projects. HSM methods are used for Intersection Analysis Locations, Crash Analysis Locations, and Crash Analysis Corridors project selection through the Crash Analysis Report.

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

WSDOT has changed the terminology of vulnerable road users subcategory to the active transportation subcategory. The change served to indicate its focus on walking and biking, and not on motorcycles. It also more closely aligns with WSDOT active transportation plan usage of the term.

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 Safe System Approach where it is working across safety related activities to include safety performance as a metric for all projects. In addition, WSDOT is using safety performance in the decision making process. WSDOT is evaluating both the intersection and segment approach's currently under development by FHWA as a means to assess the Safe System in design. WSDOT intends to update its planning and design safety analysis guides to incorporate safe system analysis into requirements for projects, depending on the type and focus of the project WSDOT uses transportation stress to analyze performance for active transportation, and in doing so evaluates speed and separation as a means to reduce LTS. WSDOT has focused on data driven approaches through identifying the 5th E of safety as Evaluation, analysis and diagnosis and has proposed in is identifying funding to improve this focus area. 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 outlined the systemic subcategories that focus on road crashes related to road users, intersection, and lane departure crash types to be more proactive in its safety program. In doing so, the countermeasures selected within each of the subcategories are done so to reduce the severity of crashes through energy reduction e.g., roadside safety hardware and compact roundabouts. WSDOT, while already in practice uses the roundabout firsts, it intends to make this policy. WSDOT is also carrying out new methods to achieve speed reduction within both its safety and operational programs. 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)	$117,110,305	$40,927,618	34.95%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$347,000	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$16,831,835	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$6,387,245	$9,962,885	155.98%
State and Local Funds	$32,374,192	$7,885,455	24.36%
Totals	$155,871,742	$75,954,793	48.73%

This report includes state and federal funds following the HSIP guidance: In addition, the report should include other non-safety funds (e.g., Surface Transportation Block Grant Program (STBG),National Highway Performance Program (NHPP), State, local) that are programmed to implement highway safety improvement projects (i.e., those identified through the HSIP). WSDOT does not distinguish projects between state and federal projects as all projects are considered consistent with the SHSP, HSIP and state requirements.

*Note: HRRR obligation in calendar 2022 = -$271,178, but a negative number cannot be reported in the table.

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

56%

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

64%

Percentages are based on question 23 HSIP funds (+HRRR & VRU) only.

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

$6,828,000

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

$190,269

Programmed = Planning phase project in the STIP

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. This has especially been true for the environmental approval process, as other agencies that must approve documentation have been understaffed and have lowered the priority of local projects in their approval processes. Also revenue reductions due to the pandemic in Washington have reduced available funds to both the state and locals. It is also very difficult when projects involved working with Railroads.

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
Statewide Enterprise Mobile LiDAR Data Collection - 9999(890)	Miscellaneous	Data collection	1	Miles	$6294800	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Committee	Data	EAD.3.3
SR 20/W Fakkema Road - Intersection Improvements - 0020(210)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$1073074	$0	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	17,808	50	State Highway Agency	Systemic	Intersections	INT.1.2
SR 203/High Rock Rd & 203rd St SE - Intersection Improvement - 0203(024)	Intersection traffic control	Modify control – Compact/Mini-roundabout	1	Intersections	$2257355	$0	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,689	55	State Highway Agency	Systemic	Intersections	INT.1.2
SR 546/Benson Road - Pre-Design - 0546(010)	Intersection traffic control	Modify control – Compact/Mini-roundabout	1	Intersections	$696311	$0	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,482	45	State Highway Agency	Systemic	Intersections	INT.1.2
US 2 Et Al NCR Guardrail Update 21-23 - 9999(886)	Roadside	Barrier- metal	1	Miles	$3263466	$0	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Roadway Departure	LDX.4.6
US 2 Et Al NCR Guardrail Update 21-23 - 9999(886)	Roadside	Barrier- metal	1	Miles	$581533	$0	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	LDX.4.6
2023 OR Region Wide Safety Features - Signing - 9999(895)	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Intersections	$1719500	$0	Penalty Funds (23 U.S.C. 164)	Multiple/Varies	Multiple/Varies	7,151	60	State Highway Agency	Systemic	varies by location	LDX.3 and INT.1
SR 160/Long Lake Rd SE - Roundabout - 0160(010)	Intersection traffic control	Modify control – Compact/Mini-roundabout	1	Intersections	$5240377	$0	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,425	45	State Highway Agency	Systemic	Intersections	INT.1.2
Pre-Design US 12/Intersection of SR 7 - Intersection Improvements - 0012(261)	Intersection traffic control	Modify control – Compact/Mini-roundabout	1	Intersections	$2496346	$0	Penalty Funds (23 U.S.C. 164)	Rural	Principal Arterial-Other	4,838	55	State Highway Agency	Systemic	Intersections	INT.1.2
2021-23 ER Region Wide Safety Features - Signing - 9999(893)	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Miles	$1374772	$0	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	varies by location	LDX.3 and INT.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 26/SR 261 to Colfax - Install Shoulder Rumble Strips - 0026(036)	Roadway	Rumble strips – edge or shoulder	1	Miles	$481715	$0	Penalty Funds (23 U.S.C. 164)	Rural	Principal Arterial-Other	2,202	65	State Highway Agency	Systemic	Roadway Departure	LDX.3.3
US 2/Colbert Rd - Intersection Revision - 0002(874)	Intersection traffic control	Modify control – Compact/Mini-roundabout	1	Intersections	$1815450	$0	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,875	60	State Highway Agency	Systemic	Intersections	INT.1.2
US 395/Loon Lake to Hafer Rd - Paving & Roundabout - 0395(124)	Intersection traffic control	Modify control – Compact/Mini-roundabout	1	Intersections	$1655322	$0	Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other	8,844	60		Systemic	Intersections	INT.1.2
Adams County - Hatton Road Safety 000S(614)	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			$2179000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.5 - Implement roadway design to be consistent with the surrounding context.
Benton County - Countywide Safety 000S(617)	Roadside	Barrier- metal			$533000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Chelan County - Countywide Signing 2023 000S(621)	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$418100		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
Clark County - NE Ward & NE Davis Rds Roundabout 000S(640)	Intersection traffic control	Modify control – Modern Roundabout			$2801000		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		County Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
Douglas County - Countywide Spot Safety 000S(611)	Roadside	Barrier- metal			$155662		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside

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
															safety hardware such as guardrail, cable barrier, or concrete barrier.
Douglas County - Grant Rd and Nile Ave Intersection 5908(012)	Intersection traffic control	Modify control – Modern Roundabout			$1867000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		County Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
City of Everett - Casino Rd. and 5th Ave. W. Pedestrian Safety 2796(002)	Intersection traffic control	Modify traffic signal – add flashing yellow arrow			$994680		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.12 - Convert to flashing yellow arrows at signals.
Ferry County - Countywide Clear Zone Inventory 000S(631)	Miscellaneous	Data collection			$80000		HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	No Sites	Data	LDX 1.3 - Locate and inventory fixed objects inside the clear zone.
Franklin County - Taylor Flats & Ringold Rds Safety 000S(641)	Roadside	Slope Flattening			$1844000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.2 - Flatten side slopes to reduce the potential for rollover crashes.
Garfield County - Lower Deadman Road Safety T120(003)	Roadside	Barrier- metal			$605000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Island County - Horizontal Curve Signing 000S(642)	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$745000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.

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
Island County - Main St & Harbor Ave Roundabout 000S(643)	Intersection traffic control	Modify control – Modern Roundabout			$521000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		County Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
Jefferson County - Countywide Road Departure Reduction 000S(627)	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$852905		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
City of Kelso - Systemic Pedestrian Safety 000S(647)	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)			$865000		Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 2.2 - Invest in and increase the use of RRFBs and PHBs where these crosswalk enhancements are needed.
King County - Upgrade Flashers to LED Stop Signs 000S(613)	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$840000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Intersections	INT 3.5 - Increase visibility of signals and signs at intersections.
Kitsap County - 2021 Countywide Guardrail 000S(626)	Roadside	Barrier- metal			$972867		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Kittitas County - Countywide Bridge Rail 000S(608)	Roadside	Barrier- metal			$664000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.

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
Kittitas County - Intersection Corridor Safety 000S(607)	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$686518		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Intersections	INT 3.5 - Increase visibility of signals and signs at intersections.
Klickitat County - Curve Warning Signs and Guideposts 000S(633)	Roadway signs and traffic control	Curve-related warning signs and flashers			$345000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
Klickitat County - Data Collection/Ball Banking 000S(637)	Miscellaneous	Data collection			$215000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	No Sites	Data	LDX 1.2 - Inventory horizontal curves and gather data.
Klickitat County - Plastic Edge Lines 000S(636)	Roadway delineation	Longitudinal pavement markings – new			$280385		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.5 - Install edge lines, especially on curves, where adequate shoulders exist.
Klickitat County - Slope Flattening/Guardrail 000S(635)	Roadside	Slope Flattening			$369000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.2 - Flatten side slopes to reduce the potential for rollover crashes.
City of La Center - Systemic Horizontal Curve and Roadway Departure 000S(649)	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$880000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		City or Municipal Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
Lewis County - 2021 Countywide Safety 000S(610)	Roadside	Slope Flattening			$907000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.2 - Flatten side slopes to reduce the

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
															potential for rollover crashes.
Mason County - Bridge Rail Retrofit 000S(623)	Roadside	Barrier- metal			$385000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Mason County - Countywide Horizontal Curve Data 000S(634)	Miscellaneous	Data collection			$78000		HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	No Sites	Data	LDX 1.2 - Inventory horizontal curves and gather data.
Mason County - Sign Post Reflective Panels 000S(628)	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$64000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
City of Mount Vernon - Citywide Intersection Enhancements 000S(648)	Pedestrians and bicyclists	Modify existing crosswalk			$68500		Penalty Funds (23 U.S.C. 154)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 2.3 - Increase sight distance and visibility at pedestrian and bicyclist crossings.
Okanogan County - 2023 Countywide Guardrail 000S(615)	Roadside	Barrier- metal			$554000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
City of Pasco - A Street and 6th Avenue Pedestrian Crossing 3534(004)	Pedestrians and bicyclists	Pedestrian hybrid beacon			$702000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Pedestrians	PAB 2.2 - Invest in and increase the use of RRFBs and PHBs where these

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
															crosswalk enhancements are needed.
City of Pasco - Citywide Injury Minimization and Speed Management Implementation 000S(650)	Speed management	Dynamic Speed Feedback Signs			$300000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Systemic	Speeding	SPE 2.5 - Support the limited use of speed feedback signs.
Pend Oreille County - North County Guardrail 000S(632)	Roadside	Barrier- metal			$1005000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Pierce County - Countywide Guardrail & Rumble Strips 000S(618)	Roadside	Barrier- metal			$436000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Pierce County - Countywide Guardrail Reflectors 000S(619)	Roadway delineation	Delineators post-mounted or on barrier			$494000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.7 - Install delineation on fixed objects that cannot be removed from the clear zone.
Pierce County - Golden Given Rd E & 99th St E Roundabout 000S(612)	Intersection traffic control	Modify control – Modern Roundabout			$1414000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		County Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
Skagit County - Barrier Protection 000S(625)	Roadside	Barrier- metal			$656000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier,

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
															or concrete barrier.
Skagit County - Lane Departure Reduction, Intersection Awareness, Signage, & Delineation 000S(620)	Roadway delineation	Longitudinal pavement markings – new			$1337760		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.5 - Install edge lines, especially on curves, where adequate shoulders exist.
Skamania County - 2021 Countywide Signing 000S(639)	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$776550		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Intersections	INT 3.5 - Increase visibility of signals and signs at intersections.
Snohomish County - 84th St NE & 123rd Ave NE Roundabout 000S(622)	Intersection traffic control	Modify control – Modern Roundabout			$1722000		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		County Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
Snohomish County - 84th St NE Spot Improvements 000S(630)	Roadway delineation	Longitudinal pavement markings – new			$653000		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		County Highway Agency	Systemic	Lane Departure	LDX 3.5 - Install edge lines, especially on curves, where adequate shoulders exist.
Spokane County - 2021 Horizontal Curve Signing & Delineation 000S(624)	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$425000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
Spokane County - Wellesley & Appleway Roundabout 3892(001)	Intersection traffic control	Modify control – Modern Roundabout			$1276000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		County Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.

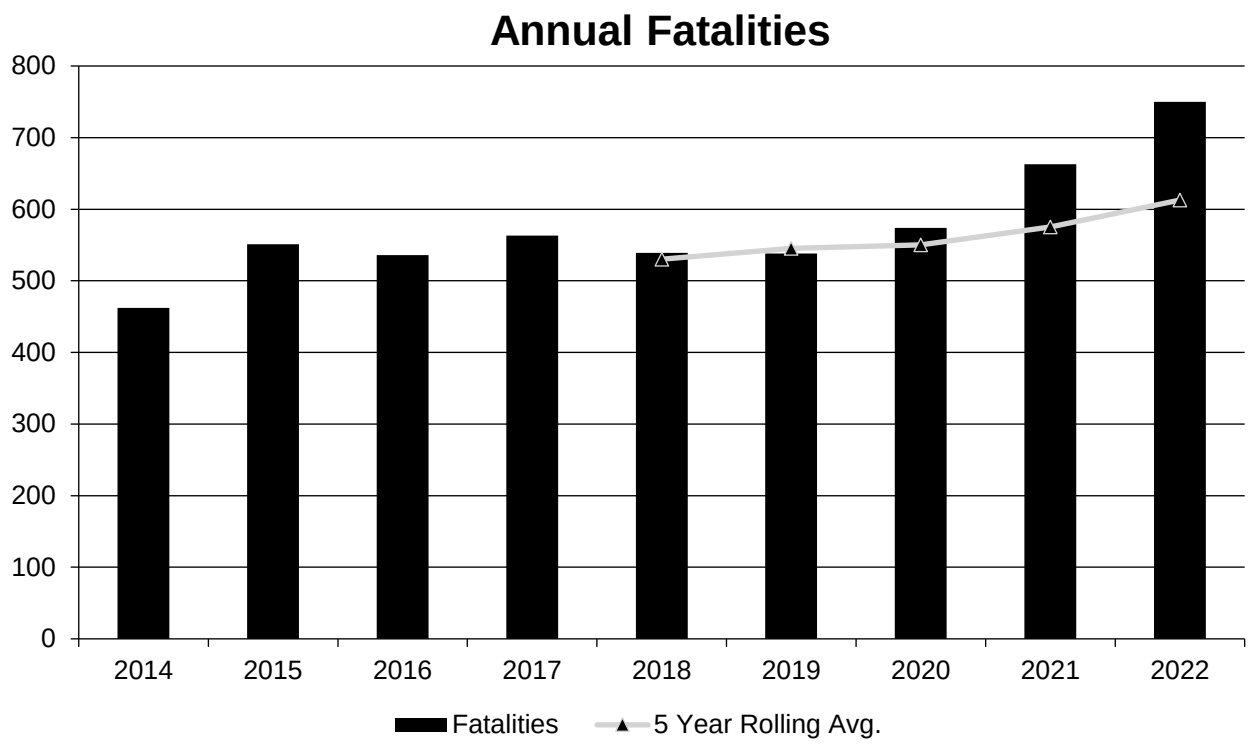
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Stevens County - Countywide Curve Signing 000S(646)	Roadway signs and traffic control	Curve-related warning signs and flashers			$882000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
Thurston County - Countywide Electrical Services 000S(644)	Lighting	Horizontal curve lighting			$1465000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Systemic	Lane Departure	LDX 3.4 - Install lighting.
City of Vancouver - Fourth Plain Blvd Road Diet 4280(023)	Roadway	Roadway narrowing (road diet, roadway reconfiguration)			$789200		Penalty Funds (23 U.S.C. 154)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Systemic	Pedestrians	INT 1.3 - Convert four-lane roadways to three-lane roadways with center turn lane (road diet).
Walla Walla County - Bridge Guardrail Safety 000S(638)	Roadside	Barrier- metal			$527430		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Walla Walla County - Wallula Avenue 7192(002)	Intersection traffic control	Modify control – Modern Roundabout			$695553		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
Whitman County - Countywide Guardrail 000S(645)	Roadside	Barrier- metal			$1045000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.

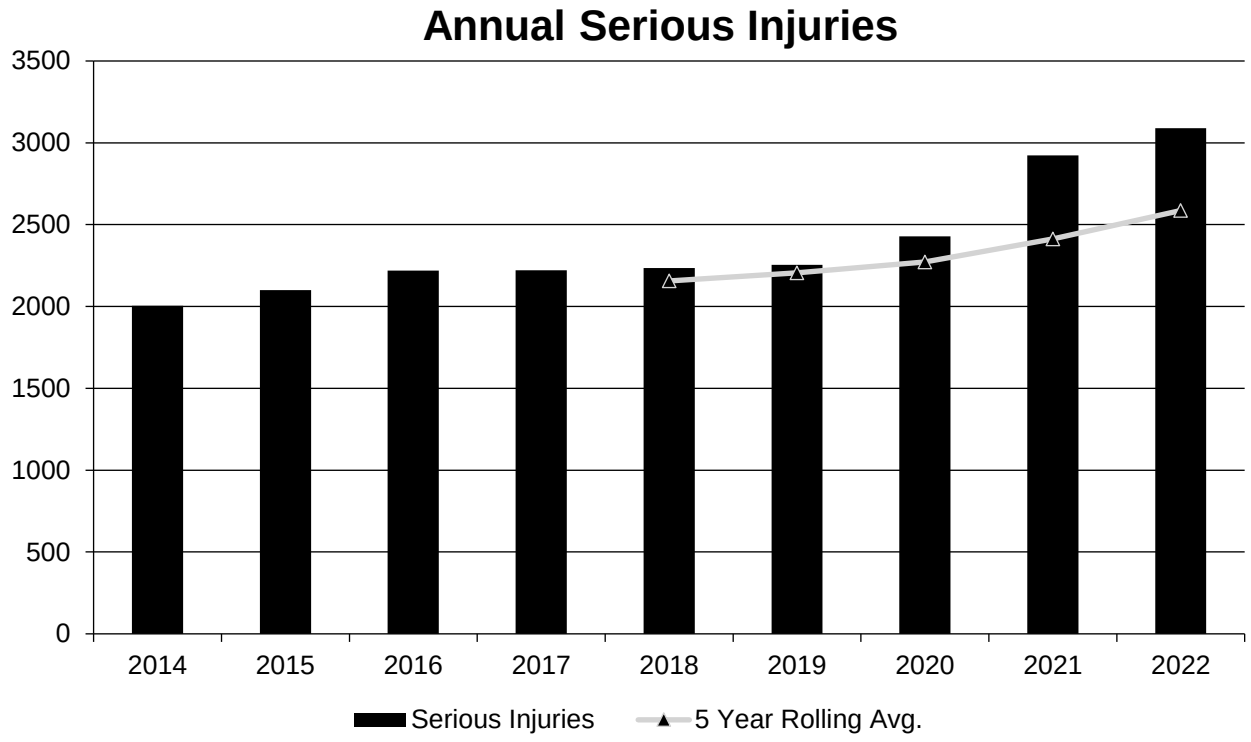
Safety Performance

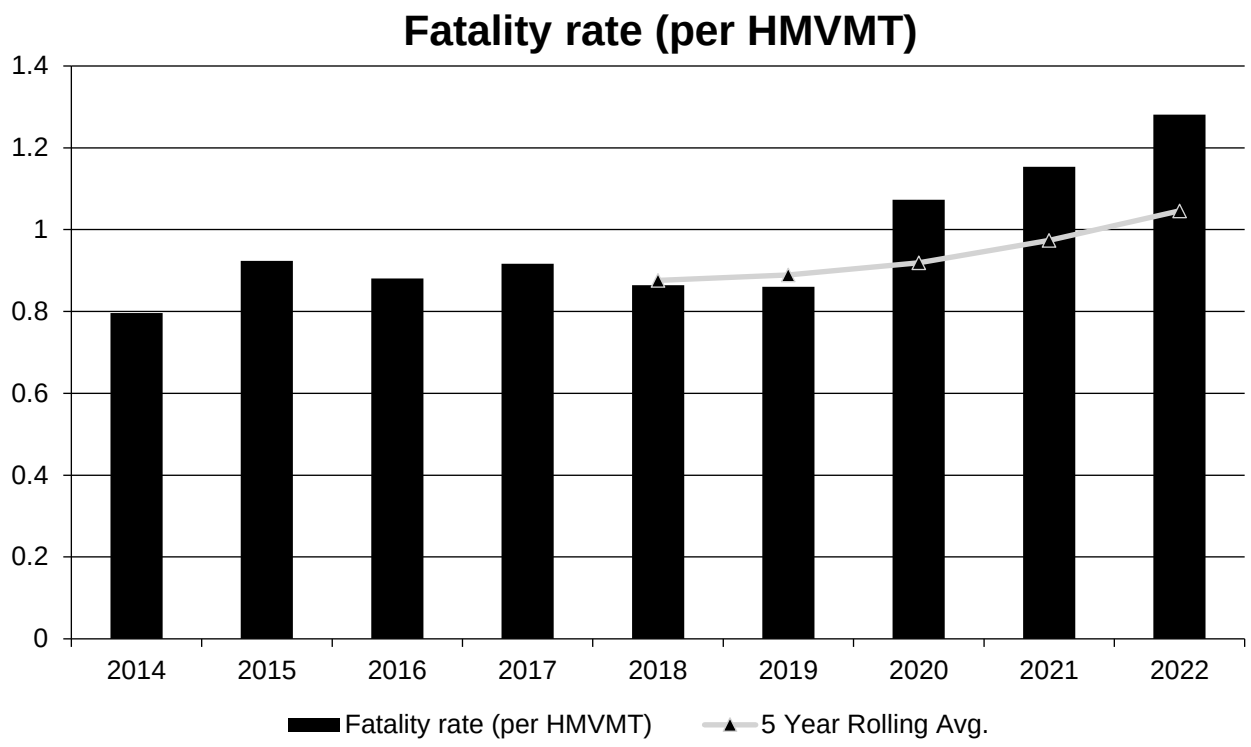
General Highway Safety Trends

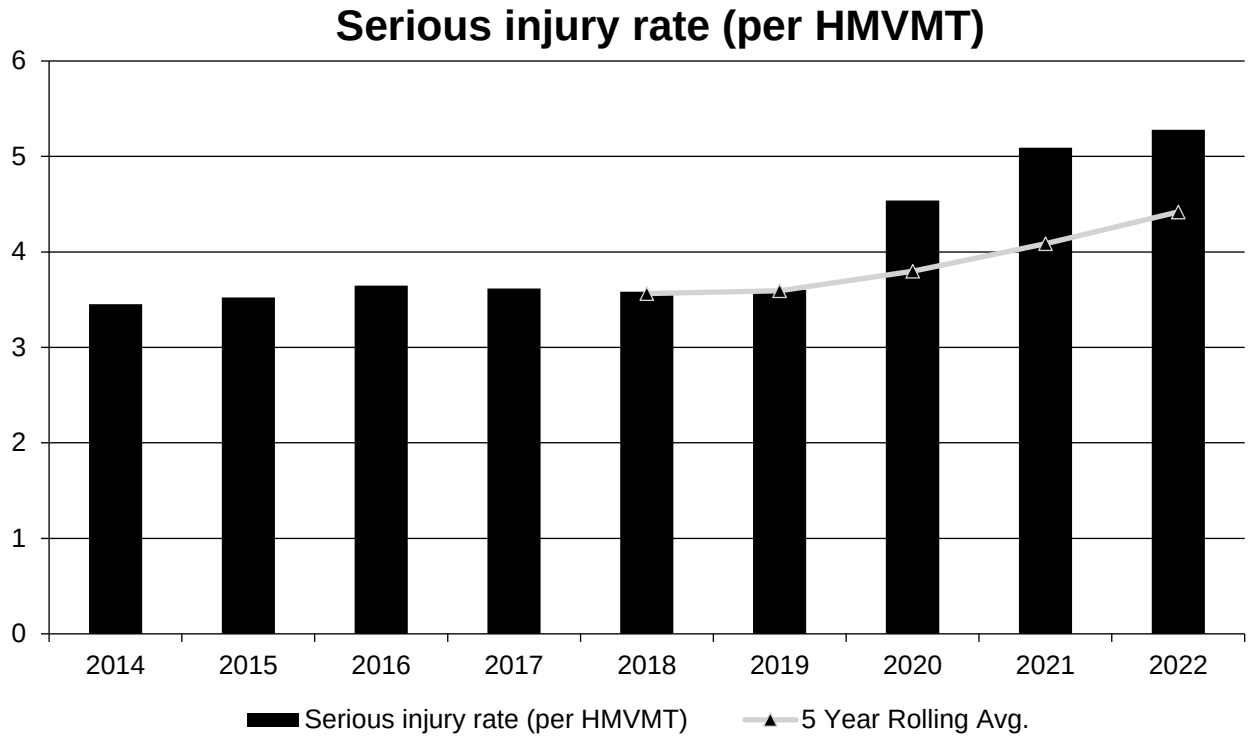
Present data showing the general highway safety trends in the State for the past five years.

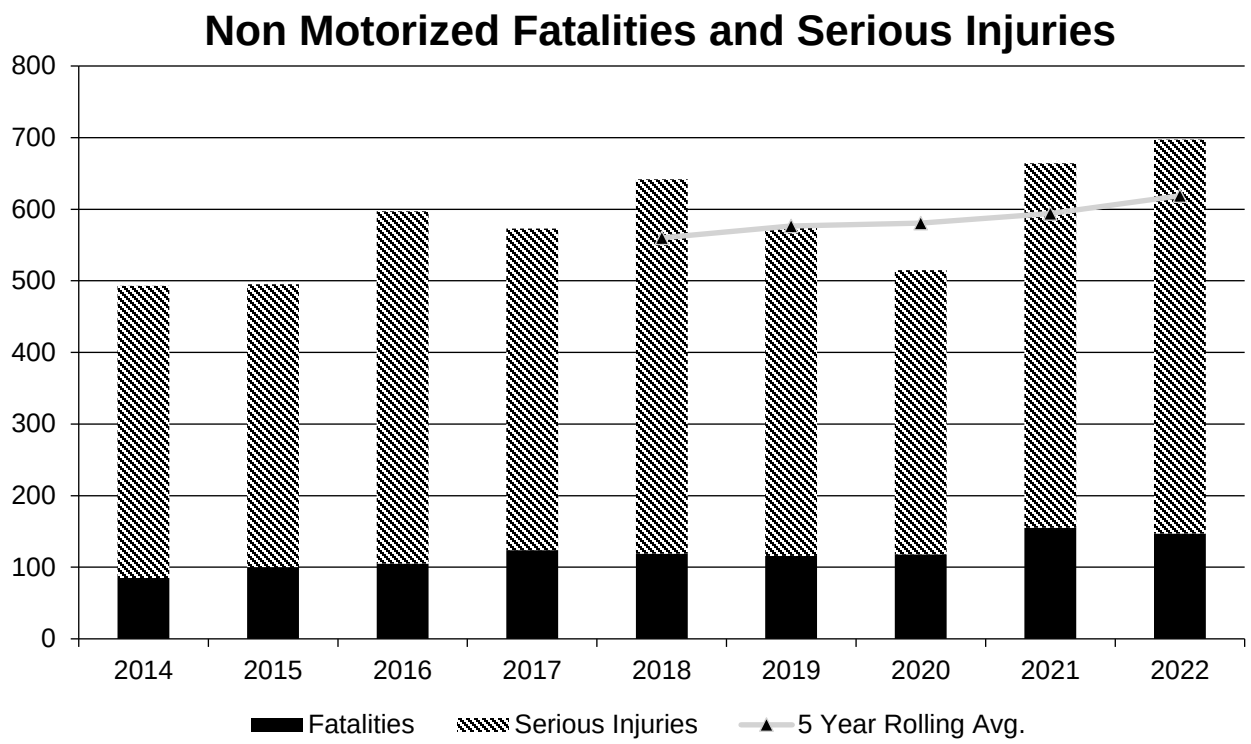
PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatalities	462	551	536	563	539	538	574	663	750
Serious Injuries	2,004	2,101	2,219	2,221	2,236	2,254	2,428	2,924	3,090
Fatality rate (per HMVMT)	0.796	0.924	0.881	0.917	0.864	0.860	1.073	1.154	1.281
Serious injury rate (per HMVMT)	3.452	3.522	3.647	3.616	3.585	3.604	4.537	5.090	5.279
Number non-motorized fatalities	85	100	105	124	119	116	118	155	147
Number of non-motorized serious injuries	408	395	492	449	523	460	397	509	550


Annual Fatalities
800
700
600
500
400
300
200
100
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
3500
3000
2500
2000
1500
1000
500
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
6
5
4
3
2
1
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

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

Year 2022

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	26.6	67.4	0.77	1.89
Rural Principal Arterial (RPA) - Other Freeways and Expressways	10.8	55.2	0.55	2.94
Rural Principal Arterial (RPA) - Other	55.4	113.8	2.49	5.35
Rural Minor Arterial	44.8	96	3.38	7.15
Rural Minor Collector	71.8	62.6	6.79	5.96
Rural Major Collector	22.2	1	0	0

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	21.4	0	0.04	0
Urban Principal Arterial (UPA) - Interstate	51.6	171.2	0.57	1.9
Urban Principal Arterial (UPA) - Other Freeways and Expressways	17	122.4	0.39	2.46
Urban Principal Arterial (UPA) - Other	139.6	287.2	6.49	13.1
Urban Minor Arterial	70	69.4	37.92	27.63
Urban Minor Collector	0.8	0	0.88	0
Urban Major Collector	32.8	7.6	0	0
Urban Local Road or Street	41.4	0.8	0.02	0

Year 2022

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	308	1,410	0.94	4.33
County Highway Agency				
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				
Other Local Agency	307	1,531.2	1.26	6.26
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Provide additional discussion related to general highway safety trends.

WSDOT is working with the WTSC to develop action plans for all the 5Es. The SHSP is being developed to be focused on the Safe System with intent to work with the Legislature on additional funding for the Safety program. WSDOT and partner safety agencies, in a publicly televised meeting, met with the Governor on current negative trending safety performance. Each agency discussed possible approaches to reduce crashes and needs within the program. WSDOT also discussed its vulnerable road user assessment. WSDOT is developing projects following the Completes Streets Legislation using safe system principles. An update Safe System Executive Order was developed this year and was signed in 2023.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2024 Targets *

Number of Fatalities:461.3

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

Target Zero trend line to zero by 2030

Number of Serious Injuries:0.8

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

Target Zero trend line to zero by 2030

Fatality Rate:1939.400

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

Target Zero trend line to zero by 2030

Serious Injury Rate:3.309

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

Target Zero trend line to zero by 2030

Total Number of Non-Motorized Fatalities and Serious Injuries:465.6

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

Target Zero trend line to zero by 2030

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

WSDOT performs outreach on a regular basis to other stakeholders including meetings with the Washington Traffic Safety Commission and Commissioner, the MPOs coordinating and technical committees, as well as other presentation related to the target setting topic. Community outreach for target setting is limited to public meetings with MPOs and other stakeholder groups where public interaction occurs, such as the WTSC Commissioners Meeting. WSDOT Safety Program has not used community compensation for target setting.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2022 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.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	437.3	612.8
Number of Serious Injuries	1819.5	2586.4
Fatality Rate	0.730	1.046
Serious Injury Rate	3.043	4.419
Non-Motorized Fatalities and Serious Injuries	464.6	618.8

WSDOT saw increases in all target areas with continued increases in speeding and impaired driving. WSDOT is implementing complete streets consistent with the Safe System Approach. WSDOT sets aspirational targets and has a goal of reaching zero fatal and serious crashes. The Commissioners of the Washington Traffic Safety Commission are not intending to change the 2030 goal in the upcoming update of the SHSP.

Applicability of Special Rules

Does the VRU Safety Special Rule apply to the State for this reporting period?

Yes

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

No

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	2016	2017	2018	2019	2020	2021	2022
Number of Older Driver and Pedestrian Fatalities	85	90	70	98	84	101	114
Number of Older Driver and Pedestrian Serious Injuries	189	186	190	210	217	239	257

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

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

WSDOT has seen fatalities and serious injuries increase since 2013. Individual subcategories are showing to be effective in reducing crashes but have only occurred within roadway departure, roadside safety hardware in service performance evaluations. Tracking of past performance of individual applications of a systemic improvement has shown benefits in terms of positive crash reductions such as roundabouts. However, WSDOT believe through review of fatal crashes reports that behavioral related extreme speeding, driving under the influence of drugs and alcohol are increasing, this has been validated by both the WTSC and WSP. WSDOT approach when it completes effectiveness evaluations is revise, as appropriate, subcategories of work to focus on specific characteristics, or to pause programs for others that are seen to be more effective. This is highlighted in WSDOT HSIP Implementation Plan. WSDOT does not the resources necessary to perform evaluations of projects or all sub programs each years. WSDOT uses all available resources currently capable of doing these evaluations to complete requirements for the vulnerable road user assessment, target setting, roadside safety in-service performance evaluations, HSIP Implementation Plan, and HSIP and RCHP reporting. Recognizing this challenge, and the need for more resources, WSDOT is engaged in an executive level discussion on filling identified, evaluation, analysis and diagnosis needs.

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
- Other-Complete Streets using Safe System Principles Legislation
- Other-Update Safe System Executive Order

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

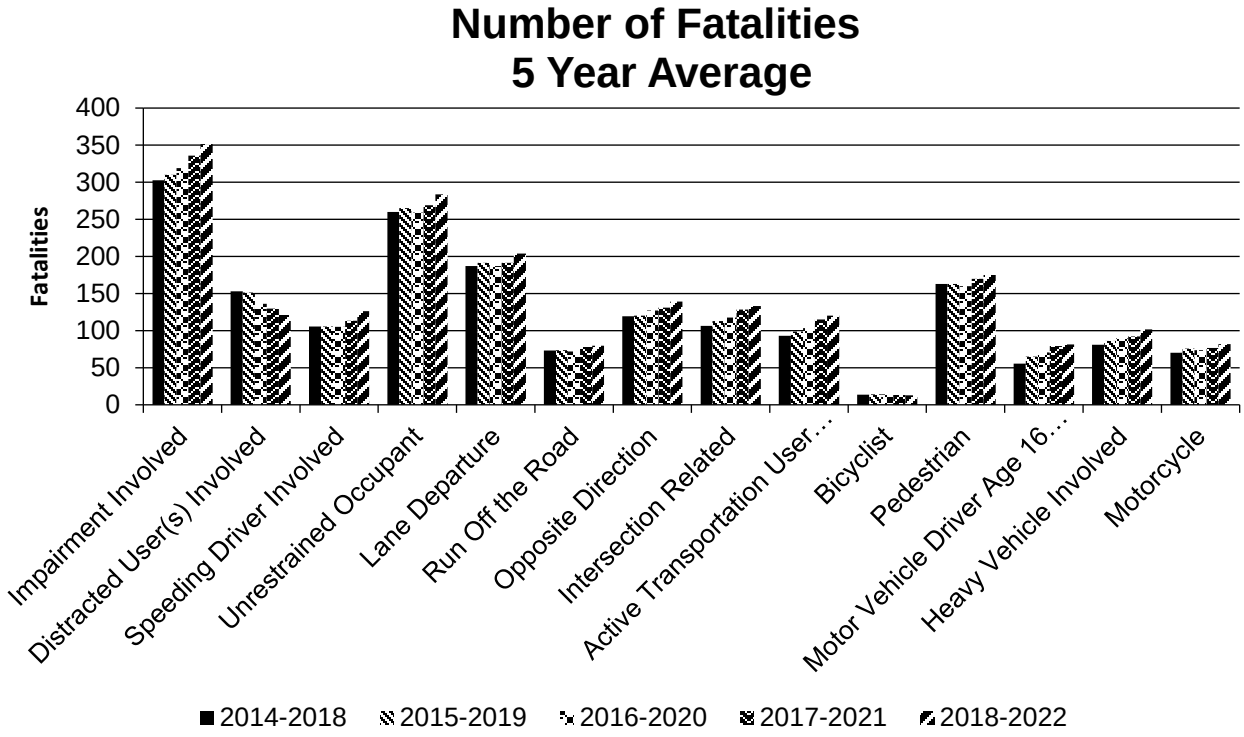
As the Complete Streets Legislation is taking effect, there are significant changes to the WSDOT Safety Subprogram. The overall changes are still being determined. Currently, WSDOT is reviewing some of its prevention safety subcategories to determine which are near completion and which should be paused. The in-service performance evaluations are being completed by the WSDOT Design Office.

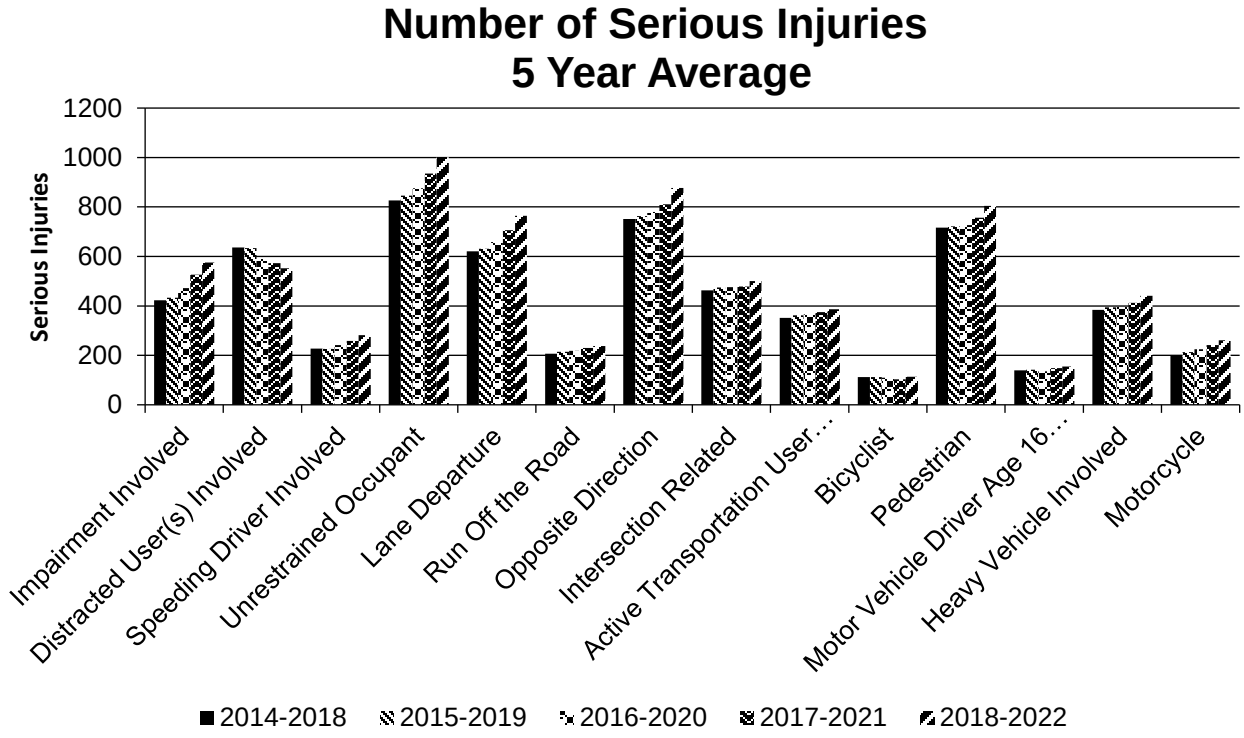
Effectiveness of Groupings or Similar Types of Improvements

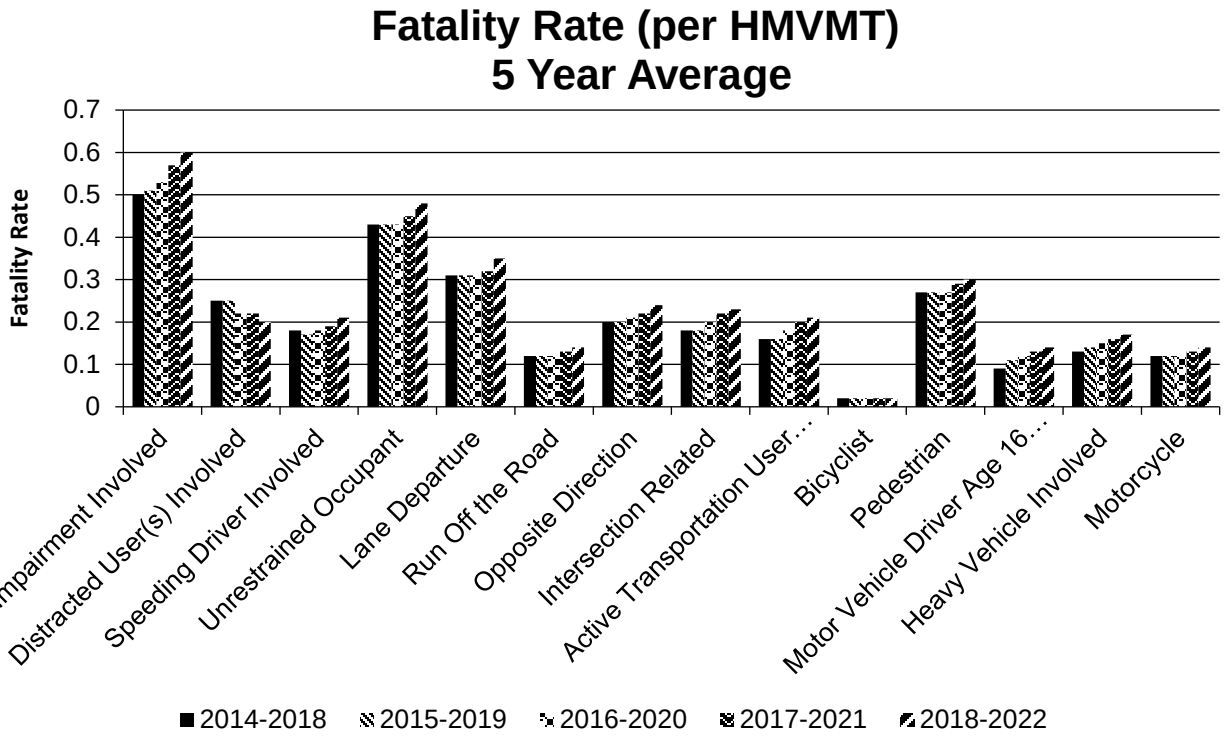
Present and describe trends in SHSP emphasis area performance measures.

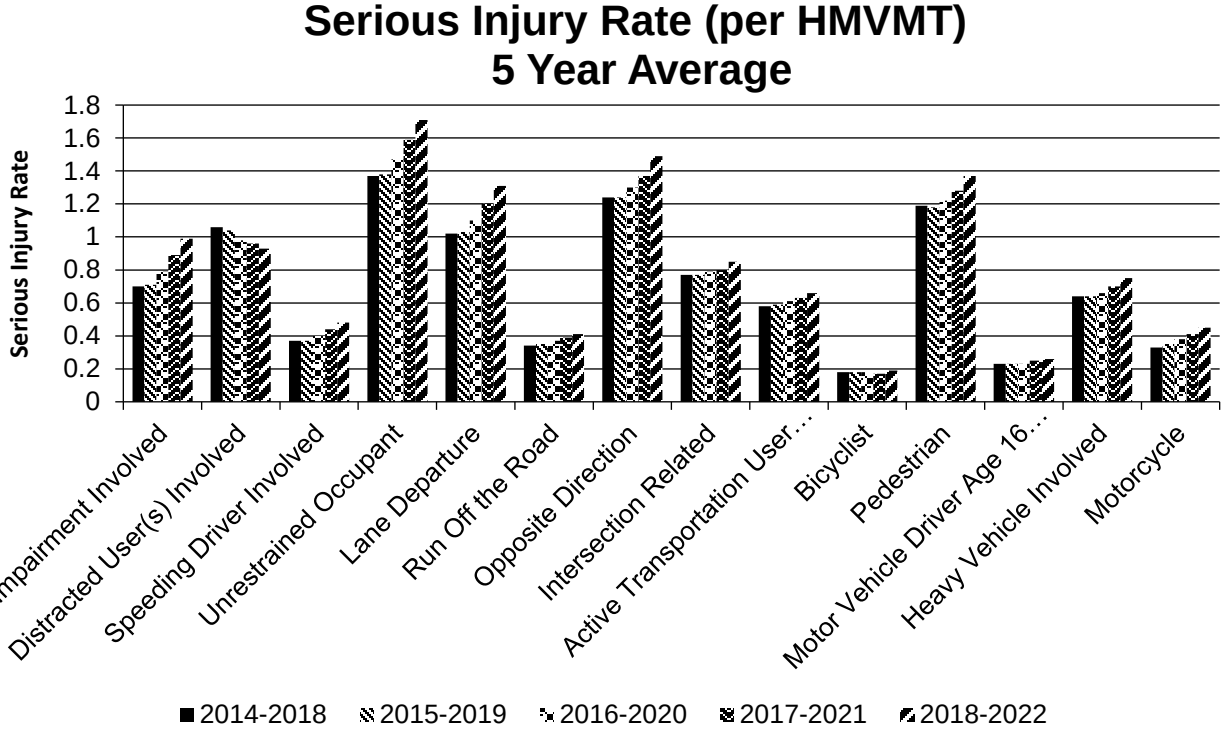
Year 2022

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)
Impairment Involved		351.4	575.4	0.6	0.99
Distracted User(s) Involved		121	552.6	0.2	0.93
Speeding Driver Involved		126.2	282.2	0.21	0.48
Unrestrained Occupant		283.6	1,001	0.48	1.71
Lane Departure		203.8	763.8	0.35	1.31
Run Off the Road		79.8	237.2	0.14	0.41
Opposite Direction		139.2	877	0.24	1.49
Intersection Related		133	500.6	0.23	0.85
Active Transportation User (Non-Motorist)		120.4	387	0.21	0.66
Bicyclist		12.6	114	0.02	0.19
Pedestrian		175	804.4	0.3	1.37
Motor Vehicle Driver Age 16 to 25 Involved		81.4	154.4	0.14	0.26
Heavy Vehicle Involved		101.6	440.4	0.17	0.75
Motorcycle		82	261.2	0.14	0.45


Number of Fatalities
5 Year Average
Fatalities
400
350
300
250
200
150
100
50
0
Impairment Involved
Distracted User(s) Involved
Speeding Driver Involved
Unrestrained Occupant
Lane Departure
Run Off the Road
Opposite Direction
Intersection Related
Active Transportation User…
Bicyclist
Pedestrian
Motor Vehicle Driver Age 16…
Heavy Vehicle Involved
Motorcycle
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Number of Serious Injuries
5 Year Average
Serious Injuries
1200
1000
800
600
400
200
0
Impairment Involved
Distracted User(s) Involved
Speeding Driver Involved
Unrestrained Occupant
Lane Departure
Run Off the Road
Opposite Direction
Intersection Related
Active Transportation User…
Bicyclist
Pedestrian
Motor Vehicle Driver Age 16…
Heavy Vehicle Involved
Motorcycle
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022





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

No

WSDOT added additional crash information to the roundabout CMF. No other updates were performed. WSDOT performed in-service performance evaluations, but did not develop CMF specific information.

Project Effectiveness

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

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

WSDOT believe that the HSIP program has been effective, in addressing locations related to both proactive and reactive safety approaches. Growth and behavior are making it difficult to effectively address the outcomes of fatalities and serious injuries. WSDOT is hopeful that the Safe System Approach to the design and operations of projects will reduce crashes in the future for those projects within other program areas of WSDOT.

Compliance Assessment

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

02/04/2020

What are the years being covered by the current SHSP?

From: 2020 To: 2023

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

2024

The SHSP is currently being updated and the intended update will be completed in 2024. The last approved SHSP was developed to cover the years, 2020 to 2023.

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

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

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	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	100	100	100
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	30	30					30	30		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100	100	100
	End Point Segment Descriptor (11) [11]	100	100					100	100	100	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
	Functional Class (19) [19]	100	100					100	100	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	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	20	20								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	100	100					100	100		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	63	63					63	63	63	63
INTERSECTION	Unique Junction Identifier (120) [110]			100	100						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	100						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	100						
	Intersection/Junction Geometry (126) [116]			55	55						
	Intersection/Junction Traffic Control (131) [131]			40	40						
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]			100	100						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					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	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					40	40				
	Roadway Type at End Ramp Terminal (199) [189]					40	40				
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					100	100				
	Year of Ramp AADT (192) [182]					100	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**89.61**	**89.61**	**86.88**	**86.88**	**89.09**	**89.09**	**88.11**	**88.11**	**92.60**	**92.60**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

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.

The Washington State Legislature funded a two year, $2.6 million project starting in July 2023 to modernize WSDOT's data systems for managing its State Highway Linear Referencing System (LRS) and HPMS reporting solutions, including improvements to establish a single all public roads GIS-based solutions that will be able to serve as a framework for MIRE FDE. The project is just getting established and resourced at this point, but the project plan includes phases for integrating geometry for all public roads and developing processes for HPMS attribute submissions and MIRE FDE access. There are multiple, significant challenges ahead, especially regarding accessing MIRE FDE for Municipalities, however some funding that can be used to address them in a computerized format.

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.