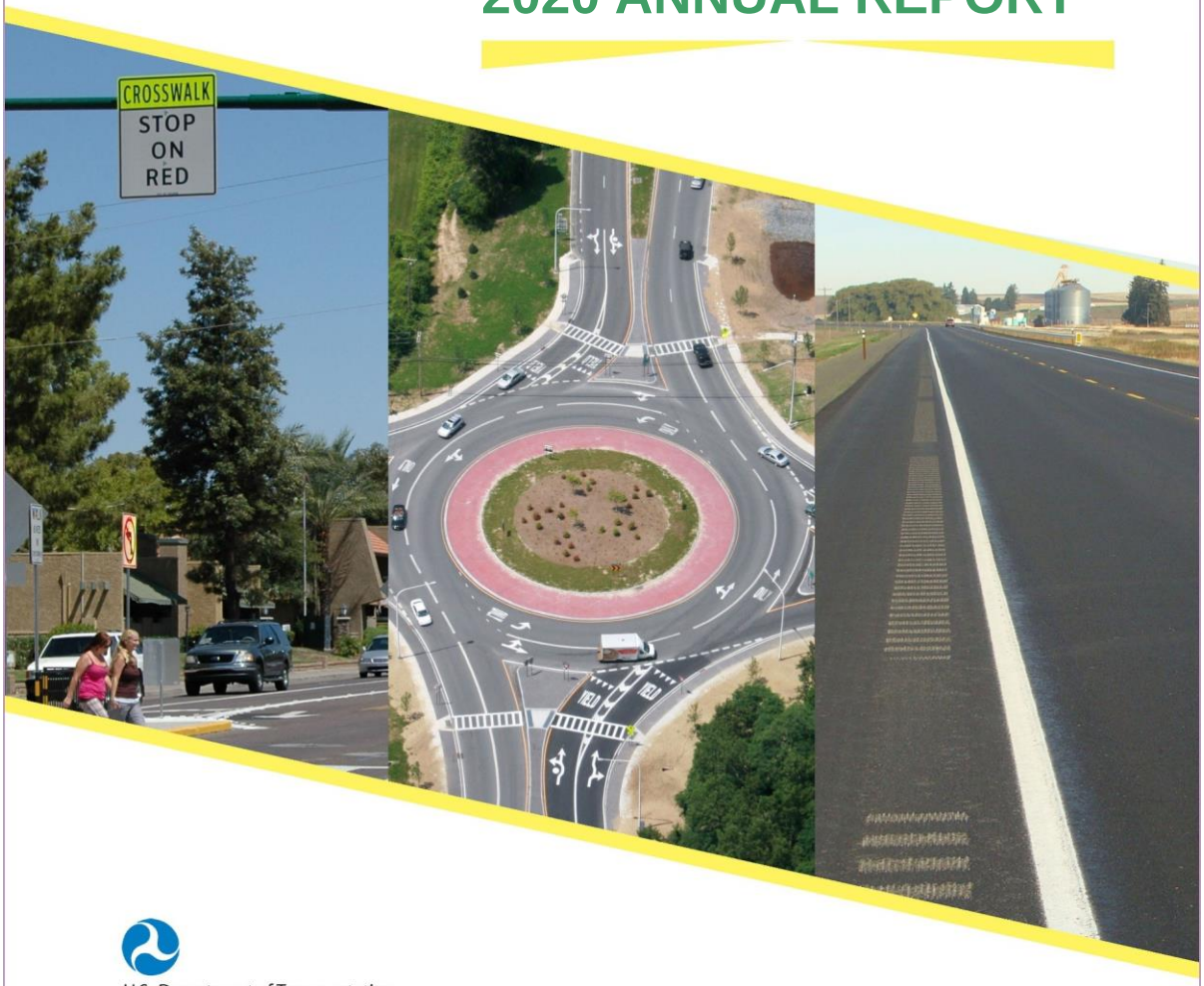
WASHINGTON

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2020 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Protection of Data from Discovery Admission into Evidence

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

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

WSDOT is continuing to see growth in volumes and economic activity throughout the state during CY 2019 and FY 2020. This trend is considered to be a significant factor in the overall increase in fatal and serious crashes statewide. The state set aspirational targets for 2019 after significant discussion with its partner agencies and MPOs. WSDOT failed to meet targets. An implementation plan has been developed for FY 2021. WSDOT promotes highway safety performance as a top priority for the Department and is communicating this need to the public and elected officials. WSDOT continues to transition its HSIP program to be much more systemic and this is outlined in WSDOT HSIP Implementation Plan. WSDOT continued to provide local agencies with approximately 70% HSIP funds going to locals and 30% to WSDOT. WSDOT uses state funds to supplement its safety program. Further, WSDOT is now providing all Railway Highway Crossing Program funds to the locals. WSDOT requires counties and cities to have Local Roads Safety Plans to compete for HSIP funding.

Overall, WSDOT five year trends continue to increase after lows in 2014-15 with moderate increases in combined bike/ped fatal and suspected serious injuries.

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

WSDOT has chosen to continue setting aspirational targets for the upcoming targets in FY 2021. WSDOT believes that setting increasing targets for fatal and suspected serious crashes does not communicate WSDOT's desire to reduce the crashes and would not be in keeping with its SHSP Target Zero.

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The WSDOT strategic highway safety plan "Target Zero" is the basis for establishing the programmatic structure of WSDOT's approach to programming safety funds, for both WSDOT highways and local roads. WSDOT requires local road safety plans for local agencies to be eligible to receive HSIP funding at both the county and city level. Currently WSDOT provides 70% of HSIP funds to local roads, and supplements the state program with additional state funding. Target Zero emphasis areas and strategies are reviewed and WSDOT determines through a review of the leading contributing factors, crash types and behaviors. The plan also contain strategies (countermeasures) that can be used as appropriate by State or local agencies, based on their specific needs. Washington uses a centralized approach for determining HSIP locations within the state using network screening to identify a ranked set of location for further analysis and evaluation. These preliminary lists are provided to WSDOT regions to determine the appropriate approaches to address the contributing factors to address crashes at the respective locations. The program structure has both crash reduction and prevention (systemic) approaches to reducing crash potential. The reduction category focuses on spot locations, intersections and segments using expected crashes. The prevention category focus on specific contributing factors and crash types to develop a ranked list of potential projects. The projects are based on benefit/cost analysis for 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.

Where is HSIP staff located within the State DOT?

Other-Transportation Safety and Systems Analysis; Local Programs

WSDOT does not have dedicated HSIP staff. Those who complete the reporting are in Transportation Safety and Systems Analysis and Local Programs.

How are HSIP funds allocated in a State?

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

WSDOT and Local HSIP funds are allocated funds based on the total fatal and serious crashes occurring on the state versus locally owned roads. The state component is further allocated based on the proportions of crashes outlined in the priorities of the SHSP.

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

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

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

The 70% of funding that goes to local agency safety is divided into a County Safety Program and a City Safety Program. Both programs now require that local agencies submit a Local Road Safety Plan to be eligible to apply for HSIP funding. The County Safety Program is focused on fatal and serious injury crash 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 as part of a county or city list of proposed projects (tribes, counties, and cities are all encouraged to include such projects on prioritized lists). Based on fatal and serious injury crash data, a standalone tribal safety call for projects would not receive enough funding to be viable as a separate statewide call for projects.

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

- Design
- Districts/Regions
- Governors Highway Safety Office
- Local Aid Programs Office/Division
- 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 disciplinary. The Highway Safety Issue Group includes representatives from the Regions and HQ Divisions and participants may come from planning, programming, design, operations, local programs or transportation safety. 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.

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

Describe coordination with external partners.

WSDOT interacts and coordinates with multiple external partners as part of the development of Target Zero and in setting targets. WSDOT routinely meets with MPOs and State Highway Safety Office (SHSO) and its federal divisions in carrying out its safety program activities. In Target Setting WSDOT will meet with the WTSC as necessary to determine the appropriate method for setting targets in the state. The 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 buy-in 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 of safety plans and projects.

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 program development. WSDOT will submit its final implementation plan and how the program is administered with an outline for each of the safety-sub categories, the methods used and how B/C is used within each sub-category. The department is tracking fatal and serious crashes through various means, and has developed a dashboard to track COVID-19 issues.

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
- Pedestrian Safety
- 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

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

- Fatal and serious injury crashes only

Exposure

- Volume

Roadway

- 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: Pedestrian Safety

Date of Program Methodology:10/26/2018

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
	• Traffic • Volume	

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).

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	• Roadside features

- Other-speed

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:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only	• Volume	

What project identification methodology was used for this program?

- Excess expected crash frequency with the EB adjustment

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

No

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

How are projects under this program advanced for implementation?

- Other-Safety Panel Review

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

Rank of Priority Consideration

Ranking based on B/C:1

Program: Other-State - Collision Analysis Locations

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only	• Volume	

What project identification methodology was used for this program?

- Excess expected crash frequency with the EB adjustment

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

No

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

How are projects under this program advanced for implementation?

- Other-Safety Panel Review

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

Rank of Priority Consideration

Ranking based on B/C:1

Program: Other-State - Intersection Analysis Locations

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only	• Volume	

What project identification methodology was used for this program?

- Excess expected crash frequency with the EB adjustment

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

No

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

How are projects under this program advanced for implementation?

- Other-Safety Panel Review

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

Rank of Priority Consideration

Ranking based on B/C:1

Program: Other-Local - City Safety Program

Date of Program Methodology:1/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-Completion of a LRSP

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

Rank of Priority Consideration

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

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

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
- Clear Zone Improvements
- High friction surface treatment
- Horizontal curve signs
- Install/Improve Lighting
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Other-Replace Breakaway Cable Terminals
- Other-Replace Median Pier Redirectional Land Forms
- Rumble Strips
- Upgrade Guard Rails

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

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

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

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

Yes

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

WSDOT uses the HSM throughout its HSIP efforts. The state uses SafetyAnalyst for screening of state projects. WSDOT has developed 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 do not use the HSM predictive and network screening methods because of data limitations. For Local Agencies we follow guidance form the HSM for applying CMFs for our spot location (benefit/cost) projects.

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

WSDOT continues to focus on data driven safety analysis throughout its program efforts. WSDOT is using performance based practical design and a sustainable safety approach. WSDOT has focused on data driven approaches through identifying the 5th E of safety as Evaluation, analysis and diagnosis. It is thought that this approach allows for the targeting of specific crash types and contributing factors, and also maximizes the return on safety benefit for selected countermeasures. WSDOT outlined the systemic sub-categories that focus on road crashes related to road users, intersection, and lane departure crash types. 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)	$80,063,963	$35,678,570	44.56%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$19,625,400	$8,499,619	43.31%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$14,697,244	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$45,043,245	$44,270,377	98.28%
State and Local Funds	$92,737,555	$92,737,555	100%
Totals	$237,470,163	$195,883,365	82.49%

HSIP Programmed funds identified from 2019 STIP. State: Program Management P3 safety projects and I2 that are not ADA. Local: Safety projects.
HRRR Special Rule: State: none. Local: From SPORT.
Penalty 164: STIP records 164 funds as HSIP.
HSIP Obligated funds: State: Modification detail report from FATS for the period of 1/1/19 - 12/31/19. All P3 safety projects and I2 that are not ADA. Includes obligations only. Local: Obligation details from SPORT.
State and Local funds: Note that state and local funds are not obligated. Therefore, programmed funds are also shown as obligated.

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

59%

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

63%
From the totals shared in Question 23, 59% of the programmed funds are from local projects and 63% of the obligated funds are from local projects.

Note that 70% of HSIP funds received by the state are programmed for local safety projects.

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

0%

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

0%
Non-infrastructure projects programmed = 0.1%
Non-infrastructure projects obligated = 0.1%

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. Also revenue reductions related to a voter led initiative in Washington has reduced available funds to both the state and locals.

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

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

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
City of Aberdeen - West Aberdeen Stop Lines and AJ West Elementary School Crosswalk	Pedestrians and bicyclists	Modify existing crosswalk			$257800		HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 2.3 - Increase sight distance and visibility at pedestrian and bicyclist crossings.
Adams County - McKinney/Thacker Rd Safety Project	Roadway	Superelevation / cross slope			$910000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.2 - Flatten side slopes to reduce the potential for rollover crashes.
Adams County - Booker Rd and SR 26 Intersection	Roadway	Rumble strips - transverse			$609600		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Intersections	INT 3.2 - Install transverse rumble strips on rural stop-controlled approaches.
City of Auburn - Auburn Way S Curve - Poplar St. SE Vicinity	Roadway	Pavement surface - high friction surface			$262700		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Lane Departure	LDX 3.2 - Improve pavement friction using high friction surface treatments.
City of Bainbridge Island - High School Road Signage & Safety	Pedestrians and bicyclists	Modify existing crosswalk			$224500		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 2.3 - Increase sight distance and visibility at pedestrian and bicyclist crossings.
City of Bellevue - SE Eastgate Way Illumination - Richards Rd. to 139th Ave.SE	Lighting	Continuous roadway lighting			$542000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		City or Municipal Highway Agency	Systemic	Lane Departure	LDX 3.4 - Install lighting.
Benton County - 2017 Safety - Roadside Improvements	Roadside	Roadside grading			$463800		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.2 - Flatten side slopes to reduce the potential for rollover crashes.
Benton County - Guidepost and Guardrail Installation	Roadside	Barrier- metal			$605500		HSIP (23 U.S.C. 148)	Rural	Minor 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
City of Bremerton - Kitsap Way and Warren Ave. Traffic Signal and Multimodal Safety	Intersection traffic control	Modify traffic signal timing - general retiming			$2514800		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.
City of Burlington - George Hopper Road Signal	Intersection traffic control	Modify traffic signal timing - general retiming			$753822		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.
Chelan County - Countywide Signing Improvements	Roadway signs and traffic control	Curve-related warning signs and flashers			$271500		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
Chelan County - Countywide Striping Improvements	Roadway delineation	Longitudinal pavement markings - new			$375600		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.5 - Install edge lines, especially on curves, where adequate shoulders exist.
Chelan County - Countywide Signing - 2021	Roadway signs and traffic control	Curve-related warning signs and flashers			$379500		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.
Chelan County - Countywide Barrier Terminals - 2021	Roadside	Barrier end treatments (crash cushions, terminals)			$393700		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.
Callam County - Sequim-Dungeness Way and Woodcock Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout			$490000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		County Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
Clallam County - Black Diamond Rd #31030	Roadside	Roadside grading			$268000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.2 - Flatten side slopes to reduce the potential for rollover crashes.

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
Clark County - Hazel Dell Avenue Adaptive Traffic Signals	Intersection traffic control	Modify traffic signal timing - signal coordination			$1004000		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		County Highway Agency	Systemic	Intersections	INT 1.11 - Coordinate arterial signals.
Clark County - NE 259th St & NE 72nd Ave Intersection	Roadside	Roadside grading			$441500		HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	0		County Highway Agency	Systemic	Intersections	INT 3.4 - Increase sight distance (visibility) of intersections on approaches.
Clark County - NE 119th Street / NE 152nd Avenue Intersection	Intersection traffic control	Modify control - traffic signal to roundabout			$3000000		HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Major Collector	0		County Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
Clark County - NE 63rd St & NE 58th Ave Signal	Intersection traffic control	Intersection traffic control - other			$925500		HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Arterial	0		County Highway Agency	Systemic	Intersections	
Columbia County - Columbia Co. 2017 Safety - Bridge Rail	Roadside	Barrier- metal			$303900		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Columbia County - Columbia Co. 2017 Safety - Signing	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$171700		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
Cowlitz County - 2017 Safety - Guardrail	Roadside	Barrier- metal			$377000		HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Cowlitz County - 2017 Safety - Warning Signs	Roadway signs and traffic control	Curve-related warning signs and flashers			$427000		HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.

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Cowlitz County - 2017 Safety - Curve Data Collection	Non-infrastructure	Data/traffic records			$99000		HSIP (23 U.S.C. 148)			0		County Highway Agency	No Sites	Data	LDX 1.2 - Inventory horizontal curves and gather data to support development of programs and projects.
Douglas County - 2017 Douglas Co. Rumble Strips	Roadway	Rumble strips - center			$49300		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Install centerline rumble strips.
Douglas County - 2017 County Guardrail	Roadside	Barrier- metal			$550881		HSIP (23 U.S.C. 148)	Rural	Minor 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 Ellensburg - Main St. Corridor Intersection Enhancements	Intersection traffic control	Modify traffic signal timing - general retiming			$1269600		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Systemic	Intersections	INT 1.11 - Coordinate arterial signals.
City of Everett - Citywide Innovative Safety	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			$711300		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Systemic	Intersections	INT 1.12 - Convert to flashing yellow arrows at signals.
City of Everett - Everett Mall Way Intersection Safety	Intersection traffic control	Modify traffic signal timing - general retiming			$498091		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.
City of Everett - Broadway - 10th St. to 19th St. Intersection Safety	Intersection traffic control	Modify traffic signal timing - general retiming			$531344		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.
City of Federal Way - Citywide Adaptive Traffic Control System	Intersection traffic control	Modify traffic signal timing - signal coordination			$1000000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.
City of Federal Way - Horizontal Curve Warning Signs	Roadway signs and traffic control	Curve-related warning signs and flashers			$519700		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
City of Federal Way - 47th Ave.	Intersection traffic control	Modify control - two-way stop to roundabout			$815000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal	Spot	Intersections	INT 1.2 - Install or convert

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SW/SW Dash Point Rd. Compact Roundabout												Highway Agency			intersections to roundabouts.
Ferry County - Curve Signing Upgrades	Roadway signs and traffic control	Curve-related warning signs and flashers			$259618		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
Ferry County - Safety Data Collection	Non-infrastructure	Data/traffic records			$31500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	No Sites	Data	LDX 1.3 - Locate and inventory fixed objects inside the clear zone to support development of programs and projects.
Ferry County - Countywide Guardrail - Section 1	Roadside	Barrier- metal			$797400		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.
Ferry County - Curve Signing Upgrade	Roadway signs and traffic control	Curve-related warning signs and flashers			$313200		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 Fife - N. Levee & Frank Albert Roads I/S	Lighting	Intersection lighting			$375050		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		City or Municipal Highway Agency	Systemic	Intersections	INT 1.10 - Install lighting.
Franklin County - 2017 Safety - Rumble Strips	Roadway	Rumble strips - edge or shoulder			$123900		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.3 - Install center and/or bicycle-friendly edge line rumble strips.
Franklin County - 2017 Safety - Flexible Guideposts	Roadway delineation	Delineators post-mounted or on barrier			$158500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.5 - Install edge lines, especially on curves, where adequate shoulders exist.

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
Franklin County - 2017 Safety - Countywide Intersections	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified			$292500		HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		County Highway Agency	Systemic	Intersections	INT 3.5 - Increase visibility of signals and signs at intersections.
Franklin County - Countywide Guardrail & Curve Improvements	Roadside	Roadside grading			$206900		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.
Franklin County - LED Signs, Dynamic Signals, & Reflector Posts	Intersection traffic control	Intersection flashers - add "when flashing" warning sign-mounted			$310900		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Intersections	INT 1.6 - Install intersection conflict warning systems (real time warning) at rural intersections.
Franklin County - Eltopia West Railroad Crossing	Railroad grade crossings	Railroad grade crossings - other			$72900		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Vehicle-Train	
Garfield County - Countywide Bridge Guardrail Retrofit & Upgrade	Roadside	Barrier- metal			$594000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.6 - Remove or replace existing barrier that is damaged or non-functional.
Garfield County - Bell Plain Road Guardrail	Roadside	Barrier- metal			$596500		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Grant County - Centerline & Shoulder Rumble Strips	Roadway	Rumble strips - center			$957800		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.3 - Install center and/or bicycle-friendly edge line rumble strips.
Grant County - Horizontal Curve Signs - Phase 3	Roadway signs and traffic control	Curve-related warning signs and flashers			$630200		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
Grant County - Flashing LED Stop Signs - Phases 1 & 2	Roadway signs and traffic control	Roadway signs and traffic control - other			$549600		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.

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Grays Harbor County - Countywide Guardrail	Roadside	Barrier- metal			$675500		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Island County - Island Co. 2017 Safety - Guardrail	Roadside	Barrier- metal			$312000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Island County - Island Co. 2017 Safety - Flexible Guideposts	Roadway delineation	Delineators post-mounted or on barrier			$44500		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.5 - Install edge lines, especially on curves, where adequate shoulders exist.
City of Kenmore - 2018 Citywide Safety - Signing	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$346000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	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.
City of Kent - Kent Valley Signal System	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			$869153		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.12 - Convert to flashing yellow arrows at signals.
King County - Mini Roundabouts in Highline and Fairwood	Intersection traffic control	Modify control - two-way stop to roundabout			$737826		HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		County Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
King County - 2020 High Friction Surface Treatments	Roadway	Pavement surface - high friction surface			$2908800		HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.2 - Improve pavement friction using high friction surface treatments.
King County - 16th Ave SW Pedestrian Improvements	Roadway	Roadway narrowing (road diet, roadway reconfiguration)			$862200		HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Principal Arterial-Other	0		County Highway Agency	Systemic	Pedestrians	INT 1.3 - Convert four-lane roadways to three-lane roadways with center turn lane (road diet).

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City of Kirkland - Lakefront Pedestrian and Bicycle Improvements	Pedestrians and bicyclists	Pedestrian warning signs - add/modify flashers			$989400		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Pedestrians	PAB 2.2 - Invest in and increase the use of RRFBs and PHBs where these crosswalk enhancements are needed.
City of Kirkland - Lake St. & Kirkland Ave.	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			$500000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Pedestrians	PAB 2.1 - Reduce crash exposure safety at pedestrian and bicyclist crossings.
City of Kirkland - NE 124th St. & 113th Ave. E Signal Improvements	Intersection traffic control	Modify traffic signal timing - left-turn phasing (permissive to protected-only)			$670000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.4 - Convert permitted left turns to protected left turns at signals.
Kitsap County - Countywide Crosswalk Illumination	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			$60000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Systemic	Pedestrians	PAB 2.3 - Increase sight distance and visibility at pedestrian and bicyclist crossings.
Kitsap County - 2017 Safety Guardrail	Roadside	Barrier- metal			$260000		HRRR Special Rule (23 U.S.C. 148(g)(1))	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.
Kitsap County - 2019 Guardrail Replacement	Roadside	Barrier- metal			$600000		HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Arterial	0		County Highway Agency	Systemic	Lane Departure	LDX 4.6 - Remove or replace existing barrier that is damaged or non-functional.
Kittitas County - Vantage Highway Corridor	Roadside	Barrier- metal			$1154600		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Klickitat County - Klickitat County 2017 Safety Program	Roadway signs and traffic control	Curve-related warning signs and flashers			$589500		HRRR Special Rule (23 U.S.C. 148(g)(1))	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.

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
Lewis County - 2017 Safety - Guideposts (Phase I)	Roadway delineation	Delineators post-mounted or on barrier			$203500		HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Lane Departure	LDX 3.5 - Install edge lines, especially on curves, where adequate shoulders exist.
Lewis County - 2017 Safety - Signing & Clear Zone (Phase II)	Roadside	Roadside grading			$912000		HRRR Special Rule (23 U.S.C. 148(g)(1))			0		County Highway Agency	Systemic	Lane Departure	LDX 4.2 - Flatten side slopes to reduce the potential for rollover crashes.
Lewis County - 2019 County Safety - Phase 2	Roadside	Roadside grading			$894000		HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.2 - Flatten side slopes to reduce the potential for rollover crashes.
Lewis County - 2019 County Safety - Phase 1	Roadway delineation	Delineators post-mounted or on barrier			$203500		HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.5 - Install edge lines, especially on curves, where adequate shoulders exist.
Lincoln County - 2017 Countywide Guardrail Installation	Roadside	Barrier- metal			$630500		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
City of Longview - Washington Way & 15th Ave. Corridor Traffic Signal Improvements	Intersection traffic control	Modify traffic signal - add flashing yellow arrow			$670450		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Pedestrians	PAB 2.3 - Increase sight distance and visibility at pedestrian and bicyclist crossings.
City of Marysville - Marysville Citywide Safety	Pedestrians and bicyclists	Pedestrian warning signs - add/modify flashers			$559600		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Pedestrians	PAB 2.2 - Invest in and increase the use of RRFBs and PHBs where these crosswalk enhancements are needed.
City of Marysville - State Ave. - 3rd St. to 80th St. NE	Intersection traffic control	Intersection traffic control - other			$1744000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.

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Mason County - Guardrail Improvements	Roadside	Barrier- metal			$291179		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Mason County - County Road Safety Plan	Non-infrastructure	Transportation safety planning			$90000		HSIP (23 U.S.C. 148)			0		County Highway Agency	No Sites	Data	LDX 1.1 - Develop and implement a Local Road Safety Plan.
Mason County - Bear Creek Dewatto Rd	Roadside	Roadside grading			$265864		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.2 - Flatten side slopes to reduce the potential for rollover crashes.
City of Mountlake Terrace - 220th St SW Adaptive Signal System	Intersection traffic control	Modify traffic signal timing - signal coordination			$725750		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.
Okanogan County - Countywide Guardrail Safety	Roadside	Barrier- metal			$542500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Okanogan County - Countywide Roadside Hazard Removal	Roadside	Removal of roadside objects (trees, poles, etc.)			$91600		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.1 - Increase distance to roadside features on high-speed roadways by removing/relocating fixed objects in the clear zone.
Okanogan County - Countywide Speed Limit & Striping	Speed management	Modify speed limit			$185700		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Speeding	SPE 2.1 - Set speed limits which account for roadway design, traffic, and environment.
Okanogan County - Countywide Guardrail	Roadside	Barrier- metal			$433200		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.

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City of Othello - Main St. Safety	Pedestrians and bicyclists	Pedestrian signal - Pedestrian Hybrid Beacon			$747700		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 crosswalk enhancements are needed.
Pacific County - Pacific Co. 2017 Safety - Guardrail	Roadside	Barrier- metal			$218500		HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Pacific County - Camp One Rd/Heckard Rd Intersection Realignment	Intersection geometry	Intersection geometrics - modify skew angle			$159000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Intersections	INT 3.4 - Increase sight distance (visibility) of intersections on approaches.
Pacific County - High Intensity Safety Signing	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$1383000		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.
Pacific County - Countywide Guardrail	Roadside	Barrier- metal			$307600		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 - High Friction Surface Treatment & Centerline Rumble Strips	Roadway	Pavement surface - high friction surface			$763000		HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Arterial	0		County Highway Agency	Systemic	Lane Departure	LDX 3.2 - Improve pavement friction using high friction surface treatments.
Pierce County - Countywide Edge & Centerline Rumble Strips	Roadway	Rumble strips - center			$1410000		HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.3 - Install center and/or bicycle-friendly edge line rumble strips.
Pierce County - Countywide Guardrail	Roadside	Barrier- metal			$1388800		HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Arterial	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable

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															barrier, or concrete barrier.
Pierce County - 38th Ave E & 152nd St E - Signal	Intersection traffic control	Intersection traffic control - other			$769590		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		County Highway Agency	Systemic	Intersections	
City of Puyallup - River Road and 9th St SW Safety Improvements	Intersection traffic control	Modify traffic signal timing - signal coordination			$1689000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.
City of Puyallup - 5th Street SW/NW Adaptive Traffic Control	Intersection traffic control	Modify traffic signal timing - signal coordination			$900000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.
City of Renton - Renton Elementary and Middle School Crossings	Pedestrians and bicyclists	Medians and pedestrian refuge areas			$555000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 2.1 - Reduce crash exposure safety at pedestrian and bicyclist crossings.
City of Richland - Van Giesen & Thayer Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout			$795900		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
City of Richland - Traffic Count Program	Non-infrastructure	Data/traffic records			$35100		HSIP (23 U.S.C. 148)			0		City or Municipal Highway Agency	No Sites	Data	
City of Richland - Traffic Signal Systemic Safety	Intersection traffic control	Modify traffic signal timing - general retiming			$573100		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		City or Municipal Highway Agency	Systemic	Intersections	INT 1.11 - Coordinate arterial signals.
City of Richland - McMurray St. Rapid Flashing Beacon	Pedestrians and bicyclists	Pedestrian warning signs - add/modify flashers			$40100		HSIP (23 U.S.C. 148)	Urban	Minor Collector	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.
City of Seattle - Vision Zero - High Friction Surface Treatments	Roadway	Pavement surface - high friction surface			$407523		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Lane Departure	LDX 3.2 - Improve pavement friction using high friction surface treatments.

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City of Seattle - Vision Zero - Signalized Intersections	Intersection traffic control	Modify traffic signal - miscellaneous/other/unspecified			$502000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 3.5 - Increase visibility of signals and signs at intersections.
City of Seattle - Vision Zero Leading Pedestrian Intervals	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			$1287000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Pedestrians	INT 1.9 - Modify signal phasing to implement a leading pedestrian interval.
City of Shoreline - Midblock Crossing and Citywide Flashing Beacons and Radar Speed Signs	Pedestrians and bicyclists	Medians and pedestrian refuge areas			$1377500		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	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.
City of Shoreline - Meridian Ave. N. and N. 155th Street Intersection Phase Changes	Intersection traffic control	Modify traffic signal timing - general retiming			$352385		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.
Skagit County - Skagit Co. 2017 Safety - Guardrail	Roadside	Barrier- metal			$552500		HRRR Special Rule (23 U.S.C. 148(g)(1))	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.
Skagit County - Skagit Co. 2017 Safety - Warning Signs	Roadway signs and traffic control	Roadway signs and traffic control - other			$108000		HRRR Special Rule (23 U.S.C. 148(g)(1))	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.
Skamania County - Countywide Guardrail & Signage	Roadway signs and traffic control	Curve-related warning signs and flashers			$294000		HRRR Special Rule (23 U.S.C. 148(g)(1))	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.
Snohomish County - Countywide Curve Improvements	Roadway	Pavement surface - high friction surface			$1325600		HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 3.2 - Improve pavement friction using high friction surface treatments.

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Snohomish County - 52nd Ave W Pedestrian Crossing Enhancements	Pedestrians and bicyclists	Pedestrian warning signs - add/modify flashers			$250000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Systemic	Pedestrians	PAB 2.3 - Increase sight distance and visibility at pedestrian and bicyclist crossings.
Snohomish County - Center Rd Pedestrian Safety Enhancements	Pedestrians and bicyclists	Pedestrian warning signs - add/modify flashers			$360000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		County Highway Agency	Systemic	Pedestrians	PAB 2.3 - Increase sight distance and visibility at pedestrian and bicyclist crossings.
Snohomish County - 84th St NE & 163rd St NE Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout			$1812200		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
Spokane County - Spokane Co. 2017 Safety - Guardrail	Roadside	Barrier- metal			$898500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
Spokane County - 2019 Curve Signing Safety	Roadway signs and traffic control	Curve-related warning signs and flashers			$225940		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.
Spokane County - Glenrose Rd & Carnahan Rd Safety Improvements	Alignment	Horizontal and vertical alignment			$771600		HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		County Highway Agency	Systemic	Intersections	INT 3.4 - Increase sight distance (visibility) of intersections on approaches.
City of Spokane Valley - Citywide Reflective Signal Back Plates	Intersection traffic control	Modify traffic signal - add backplates with retroreflective borders			$178500		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Intersections	INT 3.1 - Add retroreflective borders to signal back plates.
City of Spokane Valley - Citywide Reflective Sign Post Panels	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$77300		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
City of Sumner - Sumner-Tapps Highway Guardrail	Roadside	Barrier- metal			$440100		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable

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															barrier, or concrete barrier.
City of Tacoma - Pacific Ave. (SR 7) Corridor - Intersection Signal Improvements	Intersection traffic control	Modify traffic signal timing - signal coordination			$945166		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.
City of Tacoma - South Tacoma Way Corridor Safety Improvements	Intersection traffic control	Modify traffic signal timing - general retiming			$923930		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.
City of Tacoma - Pedestrian and Bicycle Counts and Facility Inventories	Non-infrastructure	Data/traffic records			$210600		HSIP (23 U.S.C. 148)			0		City or Municipal Highway Agency	No Sites	Data	PAB 5.2 - Expand the bicyclist and pedestrian count program.
City of Tacoma - S. Yakima Ave. Traffic Signal Operations and Visibility Improvements	Intersection traffic control	Modify traffic signal - replace existing indications (incandescent-to-LED and/or 8-to-12 inch dia.)			$1010400		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Intersections	INT 3.5 - Increase visibility of signals and signs at intersections.
City of Tacoma - McKinley Ave. Crosswalk Improvements at E. 36th St. and E. 37th St.	Lighting	Intersection lighting			$153000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Intersections	INT 1.10 - Install lighting.
City of Tacoma - East Portland Avenue Safety Improvements	Intersection traffic control	Modify traffic signal timing - general retiming			$1368535		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.11 - Coordinate arterial signals.
City of Tacoma - S 19th St. Signal and Crosswalk Improvements - S Yakima Ave. to Tacoma Ave. S	Intersection traffic control	Modify traffic signal timing - left-turn phasing (permissive to protected/permissive)			$433800		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.4 - Convert permitted left turns to protected left turns at signals.
City of Tacoma - 6th Ave. Pedestrian Crossing Safety Improvements	Pedestrians and bicyclists	Medians and pedestrian refuge areas			$2613100		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Pedestrians	PAB 2.1 - Reduce crash exposure safety at pedestrian and bicyclist crossings.

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Thurston County - 2018 Highway Safety Improvements	Roadway	Rumble strips - center			$1287000		HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Install centerline rumble strips.
City of Vancouver - Mill Plain Blvd. - 104th to NE Chkalov Dr.	Access management	Change in access - close or restrict existing access			$2180000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.15 - Implement restricted access to properties/driveways adjacent to intersections using closures or turn restrictions.
City of Walla Walla - Citywide Pedestrian Safety	Pedestrians and bicyclists	Pedestrian warning signs - add/modify flashers			$466000		HSIP (23 U.S.C. 148)	Urban	Major Collector	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.
Walla Walla County - Countywide Signing & Guideposts	Roadway signs and traffic control	Curve-related warning signs and flashers			$155000		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.
Walla Walla County - Middle Waitsburg Rd - MP 6.10 to MP 7.92	Alignment	Horizontal and vertical alignment			$1142000		HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Systemic	Lane Departure	
City of Wenatchee - South Wenatchee Safety Improvements	Pedestrians and bicyclists	Modify existing crosswalk			$225000		HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		City or Municipal Highway Agency	Spot	Pedestrians	PAB 2.3 - Increase sight distance and visibility at pedestrian and bicyclist crossings.
City of Wenatchee - S. Miller St./Montana St. Pedestrian Crossing	Pedestrians and bicyclists	Pedestrian warning signs - add/modify flashers			$245900		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Pedestrians	PAB 2.2 - Invest in and increase the use of RRFBs and PHBs where these crosswalk enhancements are needed.
City of Wenatchee -	Non-infrastructure	Transportation safety planning			$27000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal	No Sites	Data	

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Ninth St. Corridor Analysis												Highway Agency			
Whatcom County - Guardrail Safety Program	Roadside	Barrier- metal			$899500		HRRR Special Rule (23 U.S.C. 148(g)(1))	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.
Whitman County - Countywide Safety - Pavement Markings & Rumble Strips	Roadway	Rumble strips - center			$249000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 2.1 - Install centerline rumble strips.
Whitman County - Countywide Safety - Guardrail	Roadside	Barrier- metal			$383500		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
WSDOT NCR - Bench Road/SR 24 Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout			$859200		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
WSDOT NCR - SR 28 & White Trail Road Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout			$2466000		HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
City of Yakima - Fruitvale Blvd at River Rd & River Rd at N 34th Ave Roundabouts	Intersection traffic control	Modify control - two-way stop to roundabout			$1012898		HSIP (23 U.S.C. 148)			0		City or Municipal Highway Agency	Spot	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
Port of Ridgefield - Pioneer Street Rail Overpass	Railroad grade crossings	Grade separation			$3500000		Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Major Collector	0		Port	Spot	Vehicle-Train	
Spokane County - Bigelow Gulch Rd. - Project 2	Roadway	Roadway widening - add lane(s) along segment			$145800		Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Major Collector	0		County Highway Agency	Spot	Lane Departure	

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Traffic Operations Assessments	Non-infrastructure	Transportation safety planning		Numbers	$299810	$315715.86	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	safety and operational assesments	EAD.4.1
Northwest Region Curve Warning Signs (15-17)	Roadway signs and traffic control	Curve-related warning signs and flashers		Signs	$63636	$64636	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.1
Traffic Operation Assessments - NWR	Non-infrastructure	Transportation safety planning		Numbers	$255380	$272450.95	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	EAD.4.1
Regionwide Shoulder Rumble Strip Installation (17-19)	Roadway	Rumble strips - edge or shoulder		Miles	$227229.4	$228769.72	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.3
NWR Breakaway Cable Terminal Replacement 17-19	Roadside	Barrier - cable		Miles	$2029290	$2085831	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Lane Departure	LDX.2.2
NWR Breakaway Cable Terminal Replacement-Non-Interstate 17-19	Roadside	Barrier - cable		Miles	$273819	$283348	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Systemic	Lane Departure	LDX.2.2
US 2/Bickford Ave to SR 9 Vicinity - Median Barrier (Phase 2)	Roadside	Barrier - concrete		Miles	$326784	$326784	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,491	60	State Highway Agency	Systemic	Lane Departure	LDX.2.2
I-5/NB Martin Luther King Jr Way - Barrier Extension	Roadside	Barrier - concrete		Miles	$81864	$81864	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	203,027	60	State Highway Agency	Systemic	Lane Departure	LDX.2.2
SR 9/Bickford Ave - Intersection Improvements	Intersection traffic control	Modify control - two-way stop to roundabout		Intersections	$728969	$794576	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,709	55	State Highway Agency	Systemic	Intersections	INT.1.2
SR 20/Race Rd to Welcher Rd - Shoulder Widening (Island Co.- WSDOT Lead)	Shoulder treatments	Widen shoulder - paved or other		Miles	$0	$630000	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	7,726	50	State Highway Agency	Systemic	Lane Departure	LDX.4.1
SR 20/Banta Rd - Intersection	Intersection traffic control	Modify control - two-way stop to roundabout		Intersections	$2642687	$2744080	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	19,528	50	State Highway Agency	Systemic	Intersections	INT.1.2

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 Improvements															
SR 20/SR 9 South Leg - Railroad Crossing Improvements	Railroad grade crossings	Railroad grade crossing gates		Intersections	$113007.41	$124341.97	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,184	35	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 20/Ferry Street - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$84507.45	$81699.66	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,436	35	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 20/W State St - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Miles	$2517.44	$1940.82	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,427	35	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 20/Cascade Rd Vic to Goodell Creek Campground - Rumblestrip	Roadway	Rumble strips - center		Miles	$390066.9	$415090.62	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,896	50	State Highway Agency	Systemic	Lane Departure	LDX.2.1
SR 20/Newhalem to Lillian Creek - Rumblestrip Installation	Roadway	Rumble strips - center		Miles	$555159.71	$578054.34	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,455	50	State Highway Agency	Systemic	Lane Departure	LDX.2.1
SR 20/Lillian Creek to Granite Creek - Rumblestrip Installation	Roadway	Rumble strips - unspecified or other		Miles	$339338.52	$349966.98	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,176	60	State Highway Agency	Systemic	Lane Departure	LDX.3.3
SR 104/Sunset Ave - Railroad Crossing Improvements	Railroad grade crossings	Railroad grade crossing gates		Intersections	$81589	$82975	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,573	25	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 524/Yew Way - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$55000	$915998	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Urban	Minor Arterial	10,837	35	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 531/19th Dr NE Vic - RR Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$46930	$47869	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	13,025	25	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 542/SR 9 East Junction-	Intersection traffic control	Modify control - two-way stop to roundabout		Intersections	$0	$1337966.28	Other Federal-aid Funds (i.e.	Rural	Minor Arterial	7,589	55	State Highway Agency	Systemic	Intersections	INT.1.2

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
Intersection Improvements							STBG, NHPP)								
SR 548/Kickerville Rd - Intersection Improvements	Intersection traffic control	Modify control - two-way stop to roundabout		Intersections	$14376	$2294.14	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,940	50	State Highway Agency	Systemic	Intersections	INT.1.2
NCR Centerline Rumble Strips/Section A	Roadway	Rumble strips - center		Miles	$81054	$87031	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.1
NCR Centerline Rumble Strips/Section C	Roadway	Rumble strips - center		Miles	$5263	$5369	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.2.1
NCR 15-17 Regionwide Shoulder Rumble Strip	Roadway	Rumble strips - edge or shoulder		Miles	$0	$76756.75	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.3
US 2/Chiwaukum Creek - Replace Bridge	Roadway	Roadway - other		Numbers	$0	$-36526.41	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other Freeways & Expressways	5,581	60	State Highway Agency	Systemic	railroad crossing	INT.1.3
SR 17/S of Rd M SE - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$449253.8	$632998.8	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,286	60	State Highway Agency	Spot	railroad crossing	INT.1.3
SR 17/I-90 to Broadway Ave - Safety Improvements	Intersection geometry	Auxiliary lanes - add left-turn lane		Intersections	$1660730	$1677588	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,196	50	State Highway Agency	Spot	Intersections	INT.1.5
SR 17/Prior Farms - Left Turn Lane	Intersection geometry	Auxiliary lanes - add left-turn lane		Intersections	$14704	$14704	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	7,659	60	State Highway Agency	Spot	Intersections	INT.1.5
SR 24/ Bench Rd Intersection Improvements	Intersection traffic control	Modify control - two-way stop to roundabout		Intersections	$2282788	$2356754	HSIP (23 U.S.C. 148)	Urban	Minor Collector	6,833	50	State Highway Agency	Spot	Intersections	INT.1.2
SR 26/Thacker Road - Intersection Improvements	Intersection geometry	Intersection geometrics - modify skew angle		Intersections	$0	$-4000	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other Freeways & Expressways	4,932	60	State Highway Agency	Systemic	Intersections	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 243 Intersection Improvements	Intersection geometry	Intersection geometrics - modify skew angle		Intersections	$4000	$4000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	3,353	60	State Highway Agency	Systemic	Intersections	INT.1
I-90/Silica Rd to Adams Co Line - Cable Barrier Upgrades	Roadside	Barrier - cable		Miles	$184679	$192066	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	14,710	70	State Highway Agency	Systemic	Lane Departure	LDX.2.2
US 97/Eastside Oroville Rd - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$0	$213616	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Rural	Principal Arterial-Other	3,368	50	State Highway Agency	Spot	railroad crossings	INT.1.3
OR Breakaway Cable Terminal Replacement - Interstate	Roadside	Barrier end treatments (crash cushions, terminals)		Locations	$425862	$434265	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	131,218	60	State Highway Agency	Systemic	Lane Departure	LDX.4.3
OR Breakaway Cable Terminal Replacement - Non-Interstate	Roadside	Barrier end treatments (crash cushions, terminals)		Locations	$1432547	$1457538	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Systemic	Lane Departure	LDX.4.3
Traffic Operation Assessments	Non-infrastructure	Non-infrastructure - other		Numbers	$24000	$47984.96	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	safety and operational assessments	EAD.4.1
Olympic Region - Guardrail and Roadside Safety	Roadside	Barrier- metal		Miles	$680520	$694131	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.4.3
OR - Regionwide Curve Warning Signing - Chevron Alignment 4	Roadway signs and traffic control	Curve-related warning signs and flashers		Curves	$22563	$40000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.1
SR 7/Pedestrian Crossing - Safety Improvement	Pedestrians and bicyclists	Pedestrian beacons		Signal heads	$74447	$63445	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	33,084	35	State Highway Agency	Spot	Pedestrians	PAB.2.2
US 12/Anderson Rd to Moon Rd - Safety Improvement	Intersection traffic control	Modify control - two-way stop to roundabout		Intersections	$236263	$252624	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,437	55	State Highway Agency	Systemic	Intersections	INT.1.2
US 12/SR 107 Interchange - Railroad Crossing Improvements	Railroad grade crossings	Railroad grade crossings - other		Intersections	$20560	$22616	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	16,658	60	State Highway Agency	Systemic	railroad crossings	INT.1.3

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US 12/Monte Brady Rd to Schouweiler Rd - Study	Non-infrastructure	Transportation safety planning		Numbers	$350000	$350123.74	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,782	60	State Highway Agency	Systemic	safety planning	EAD.4.1
SR 104/Paradise Bay-Shine Road - Intersection Safety Improvement	Intersection traffic control	Modify control - two-way stop to roundabout		Intersections	$647164	$673051	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	17,330	40	State Highway Agency	Systemic	Intersections	INT.1.2
SR 104/SR 19 Intersection - Safety Improvements	Intersection traffic control	Modify control - two-way stop to roundabout		Intersections	$536104	$578992	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	13,692	60	State Highway Agency	Systemic	Intersections	INT.1.2
SR 108/PSAP RR Crossing - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$72598.69	$1431039.4	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Rural	Minor Arterial	3,659	50	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 410/E of Main Ave to W of 166th Ave E - Install Cable Barrier	Roadside	Barrier - cable		Miles	$75637	$78662	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	55,438	55	State Highway Agency	Systemic	Lane Departure	LDX.2.2
SR 509/TMBL RR Crossing 0.6 Miles E of Norpoint Way - Safety	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$1080247.01	$1080247.01	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,903	40	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 509/UP RR Crossing 1.1 Miles E of Norpoint Way - Safety	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$1080247	$1123285	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,903	40	State Highway Agency	Spot	railroad crossings	INT.1.3
SWR - Traffic Operation Assessments	Non-infrastructure	Non-infrastructure - other		Numbers	$258810	$266733.94	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	EAD.4.1
SWR Breakaway Cable Terminal Replacement - Interstate	Roadside	Barrier end treatments (crash cushions, terminals)		Locations	$956986.35	$979792.35	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.4.3
SWR Regionwide Basic Safety - Guardrail 2019-2021	Roadside	Barrier- metal		Miles	$85000	$88400	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.4.3

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I-5/SB Interstate Br to NE 78th St Vic - Active Traffic Management	Advanced technology and ITS	Advanced technology and ITS - other		Locations	$994599	$2791079	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	104,612	60	State Highway Agency	Spot	Lane Departure	
SW Region/Regionwide Shoulder Rumble Strip Installation 2019-2021	Roadway	Rumble strips - edge or shoulder		Miles	$60000	$62400	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,540	65	State Highway Agency	Systemic	Lane Departure	LDX.3.3
SR 500/NE Robinson Rd and NE 3rd St. - Intersection Safety Improvements	Intersection traffic control	Modify control - two-way stop to roundabout		Intersections	$858220	$892549	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,516	50	State Highway Agency	Spot	Intersections	INT.1.2
SR 503/NE 154th St to SR 502 - Median Barrier	Roadside	Barrier - concrete		Miles	$1191619.23	$1271802.23	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,073	55	State Highway Agency	Systemic	Lane Departure	LDX.2.2
SR 503/Brush Prairie RR XING - Bus and Truck Pullout Lanes	Railroad grade crossings	Widen crossing for additional lane		Intersections	$14283.21	$24342.03	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	26,946	55	State Highway Agency	Systemic	railroad crossings	INT.1.3
SCR Tri-Cities Vicinity - Mitigate Redirectional Landforms	Roadside	Roadside - other		Locations	$498083	$644054	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Lane Departure	LDX.4.3
SCR 17-19 Region Wide BCT Replacement - Non Interstate	Roadside	Barrier end treatments (crash cushions, terminals)		Locations	$12245	$12490	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.4.3
SCR 17-19 Region Wide - Shoulder Rumble Strips	Roadway	Rumble strips - edge or shoulder		Miles	$60000	$59980.05	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.3
19-21 SCR Region Wide Basic Safety - Signing	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Signs	$130123	$135323	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Intersections	INT.1
US 12/Naches to Yakima - Corridor Intersection Safety	Intersection geometry	Intersection geometry - other		Intersections	$0	$491152.9	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	12,937	60	State Highway Agency	safety planning	Intersections	INT.1.14

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
US 12/N 16th Ave Interchange - Mitigate Redirectional Landform	Roadside	Roadside - other		Locations	$71788	$137285	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	26,637	60	State Highway Agency	Systemic	Lane Departure	LDX.4.3
SR 17/US 395 to 0.15 North of Mesa - Shoulder Rumble Strips	Roadway	Rumble strips - edge or shoulder		Miles	$5000	$4953.03	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	5,816	60	State Highway Agency	Systemic	Lane Departure	LDX.3.3
I-82/Gibbon Rd Vic to 1 Mile W of Yakitat Rd - Median Cable Barrier	Roadside	Barrier - cable		Miles	$936186	$973445	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	21,513	70	State Highway Agency	Systemic	Lane Departure	LDX.2.2
I-90/Vantage Vic - Median Cable Barrier	Roadside	Barrier - cable		Miles	$52033	$52969	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	16,835	70	State Highway Agency	Systemic	Lane Departure	LDX.2.2
I-90/Bullfrog Rd to Prater Rd - Mitigate Redirectional Landforms	Roadside	Roadside - other		Locations	$381527	$499923	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	24,919	70	State Highway Agency	Systemic	Lane Departure	LDX.4.3
US 97/Lateral 1 - Intersection Improvements	Intersection traffic control	Intersection flashers - add advance intersection warning sign-mounted		Intersections	$247802	$257466	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	16,236	55	State Highway Agency	Systemic	Intersections	INT.3.5
US 97/SR 22 - Intersection Improvements	Intersection traffic control	Intersection flashers - add advance intersection warning sign-mounted		Intersections	$204929	$208316	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,557	55	State Highway Agency	Systemic	Intersections	INT.3.5
US 97/Progressive Road - Intersection Improvements	Intersection traffic control	Intersection flashers - add advance intersection warning sign-mounted		Intersections	$236112	$249445	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	15,940	55	State Highway Agency	Systemic	Intersections	INT.3.5
SR 125/Plaza Way Vicinity - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$247092.94	$247092.94	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,031	30	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 223/S Track Rd - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$222783	$333959	HSIP (23 U.S.C. 148)	Rural	Major Collector	4,891	55	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 240/SR 224/Van Giesen Street -	Intersection geometry	Auxiliary lanes - add acceleration lane		Intersections	$0	$12000	Other Federal-aid Funds (i.e.	Urban	Principal Arterial-Other Freeways & Expressways	36,311	55	State Highway Agency	Systemic	Intersections	INT.1

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Intersection Improvements							STBG, NHPP)								
SR 240/Airport Way - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$37177	$43016	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	30,280	55	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 240/Duportail Rd - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$39716	$46395	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	43,886	55	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 240/Columbia Center Blvd - Pedestrian Facility Improvement	Pedestrians and bicyclists	Install sidewalk		Miles	$0	$63966	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0	0	State Highway Agency	Systemic	Pedestrians	PAB.3.1
US 395/Kartchner St & SR 260 I/C - Mitigate Redirectional Landforms	Roadside	Roadside - other		Locations	$122120	$186562	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	15,666	70	State Highway Agency	Systemic	Lane Departure	LDX.4.3
SR 397/E Bruneau Ave - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$39390	$40178	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,901	35	State Highway Agency	Spot	railroad crossings	INT.1.3
SR 397/0.2 Miles S of E A St - Railroad Crossing Improvements	Railroad grade crossings	Upgrade railroad crossing signal		Intersections	$11073.13	$10757.78	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,432	40	State Highway Agency	Spot	railroad crossings	INT.1.3
Eastern Region Intersection Safety Implementation Program	Roadway signs and traffic control	Roadway signs and traffic control - other		Signs	$13000	$1784.87	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3
Eastern Region Traffic Operation Assessment	Non-infrastructure	Non-infrastructure - other		Numbers	$249810	$256640.94	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	safety and operational assessments	EAD.4.1
Eastern Region Curve Warning Sign Update 2017-19	Roadway signs and traffic control	Curve-related warning signs and flashers		Curves	$40000	$40000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.1
Eastern Region Shoulder Rumble	Roadway	Rumble strips - edge or shoulder		Miles	$7865	$8022	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3.3

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
Strip Installation 2017-19															
Eastern Region Shoulder Rumble Strip Installation 2019-21	Roadway	Rumble strips - edge or shoulder		Miles	$120000	$124800	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,901	60	State Highway Agency	Systemic	Lane Departure	LDX.3.3
2019-21 ER Regionwide Basic Safety - Signing	Roadway signs and traffic control	Roadway signs (including post) - new or updated		Signs	$350000	$358915	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.3
2019-21 ER Regionwide Basic Safety - Guardrail	Roadside	Barrier- metal		Miles	$889634	$907427	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.4.3
Eastern Region BST Rumble Strips C - Install Rumble Strip	Roadway	Rumble strips - center		Miles	$209673	$213866	HSIP (23 U.S.C. 148)	Multiple/Varies	Minor Arterial	0		State Highway Agency	Systemic	Lane Departure	LDX.2.1
US 2 and US 395 Safety Improvements - Shoulder Repair	Shoulder treatments	Shoulder grading		Miles	$90000	$93600	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	0		State Highway Agency	Systemic	Lane Departure	LDX.4.1
Eastern Region Breakaway Cable Terminal - Remove and Replace	Roadside	Barrier end treatments (crash cushions, terminals)		Locations	$946208	$965140	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Lane Departure	LDX.4.3
US 2/Deer Rd to Day Mt Spokane Rd - Corridor Improvements	Pedestrians and bicyclists	Install sidewalk		Miles	$220154	$221622.55	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	27,177	45	State Highway Agency	Systemic	Pedestrians	PAB.3.1
I-90/Bridge Pier - Redirectional Landform Mitigation	Roadside	Roadside - other		Locations	$67127	$68470	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	19,743	70	State Highway Agency	Spot	Lane Departure	LDX.4.3
I-90/US 2 Garden Springs to Broadway Ave - Ramp Meters	Interchange design	Ramp metering		Ramps	$375260	$4820212	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Interstate	100,996	60	State Highway Agency	Spot	rear end crashes	
US 195/Thorpe Rd - Intersection Improvements	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified		Intersections	$1688453	$1692733.29	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	21,460	55	State Highway Agency	Spot	Intersections	INT.1.16

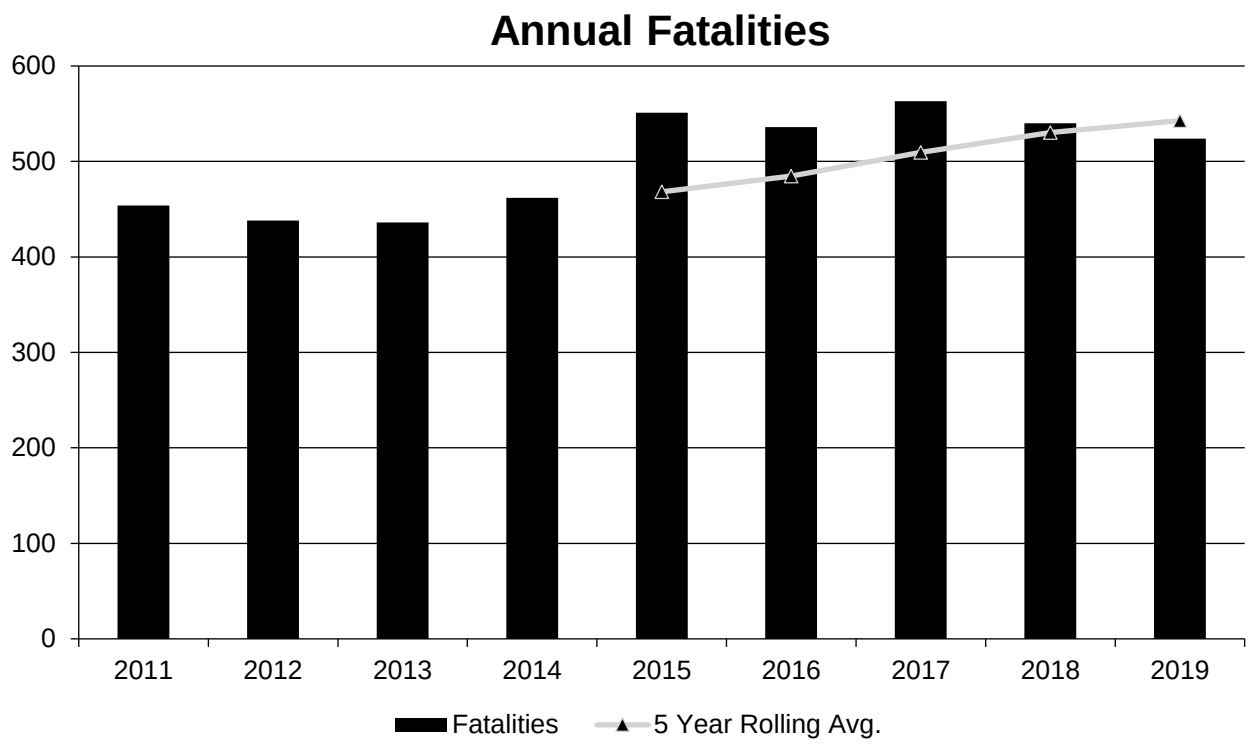
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
US 395/Bridge Pier - Redirectional Landform Mitigation	Roadside	Roadside - other		Locations	$214070	$218352	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	8,718	70	State Highway Agency	Systemic	Lane Departure	LDX.4.3
US 395/Deer Park Corridor Safety Improvements	Intersection traffic control	Modify control - two-way stop to roundabout		Intersections	$294652	$298394	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	12,246	60	State Highway Agency	Systemic	Intersections	INT.1.2

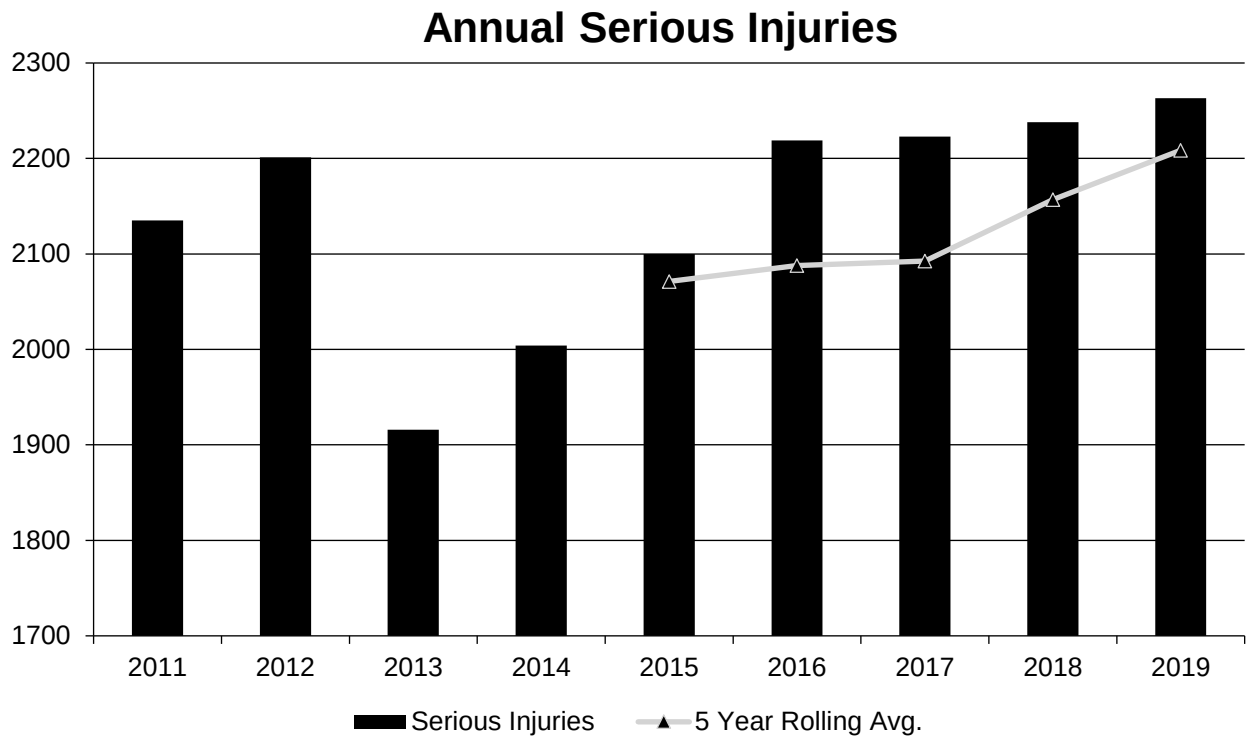
Safety Performance

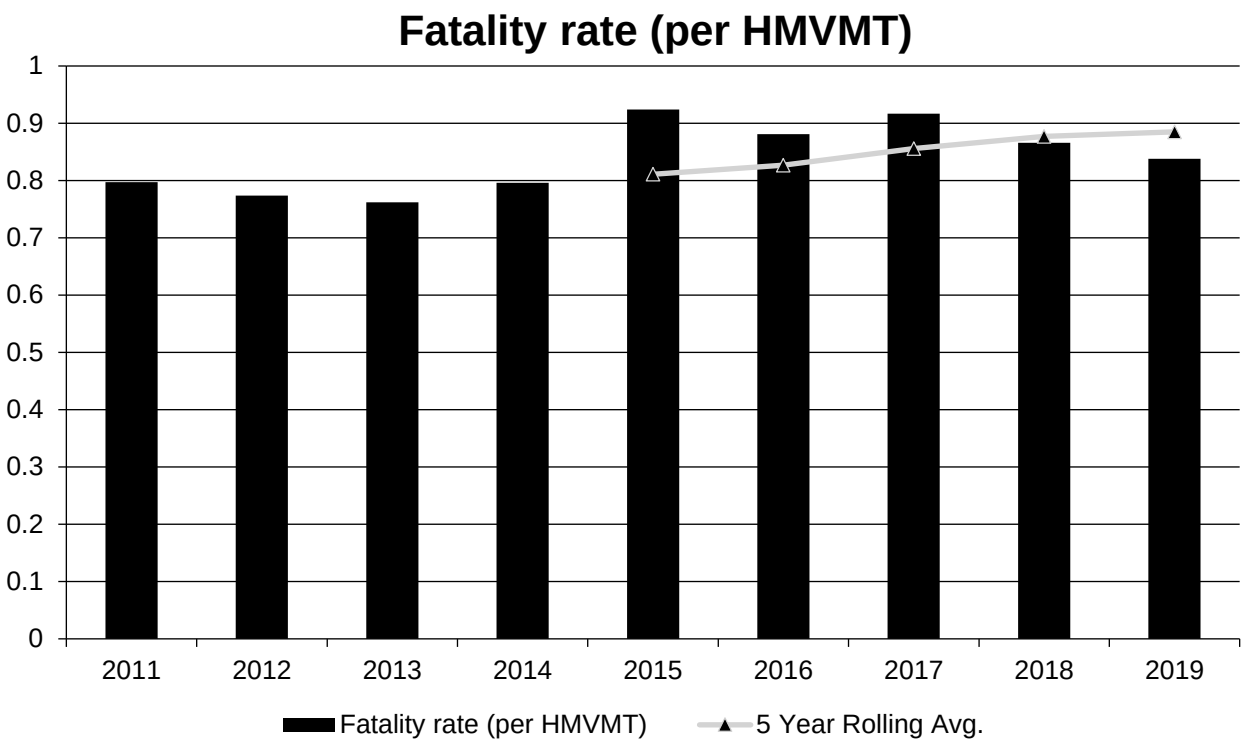
General Highway Safety Trends

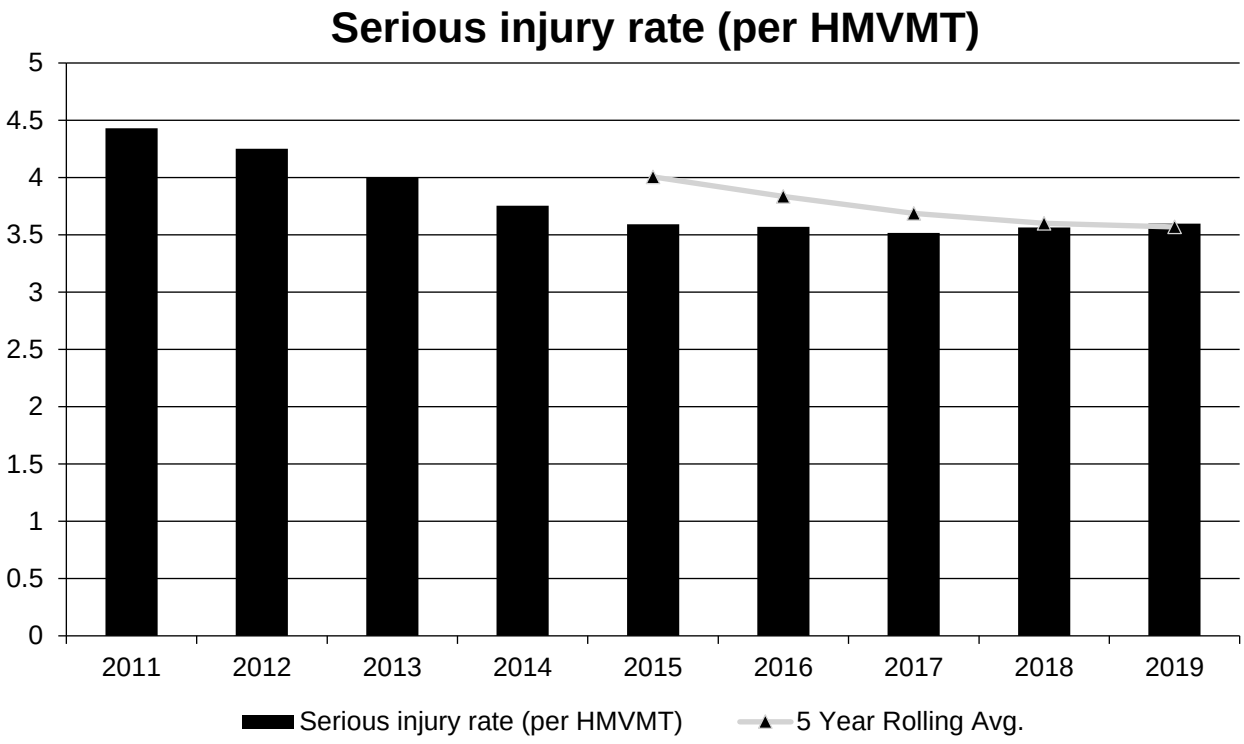
Present data showing the general highway safety trends in the State for the past five years.

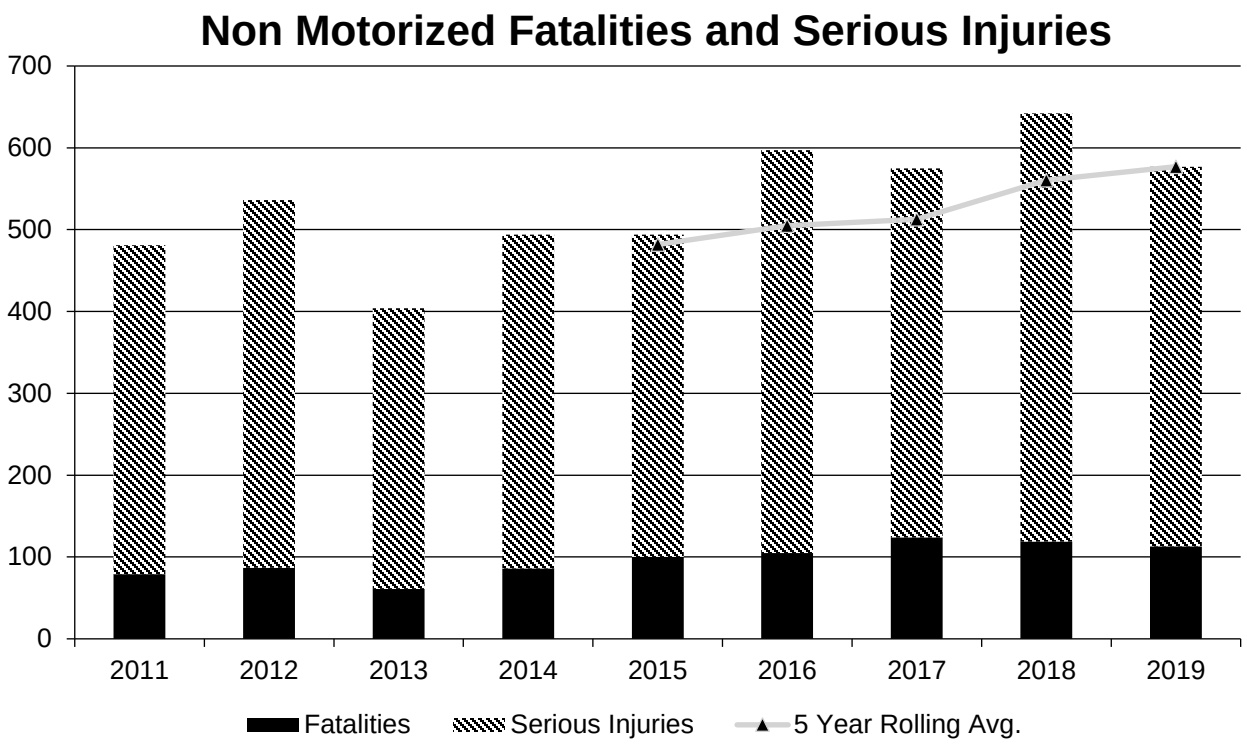
PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	454	438	436	462	551	536	563	540	524
Serious Injuries	2,135	2,201	1,916	2,004	2,100	2,219	2,223	2,238	2,263
Fatality rate (per HMVMT)	0.797	0.774	0.762	0.796	0.924	0.881	0.917	0.866	0.838
Serious injury rate (per HMVMT)	4.429	4.252	4.002	3.754	3.591	3.571	3.517	3.565	3.599
Number non-motorized fatalities	79	87	61	86	100	105	124	119	113
Number of non-motorized serious injuries	402	449	343	408	394	492	451	523	464


Annual Fatalities
600
500
400
300
200
100
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
2300
2200
2100
2000
1900
1800
1700
2011
2012
2013
2014
2015
2016
2017
2018
2019
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
5
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
2011
2012
2013
2014
2015
2016
2017
2018
2019
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 2019

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	26.4	60.2	0.55	1.24
Rural Principal Arterial (RPA) - Other Freeways and Expressways	7.2	50.6	0.4	2.75
Rural Principal Arterial (RPA) - Other	54.8	93.6	2.29	3.93
Rural Minor Arterial	39	91.2	1.88	4.32
Rural Minor Collector	25	9.2	2.57	1.05
Rural Major Collector	62.8	40.8	1.71	1.15

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	23	0.2	1.6	0.02
Urban Principal Arterial (UPA) - Interstate	45	122.8	0.37	1
Urban Principal Arterial (UPA) - Other Freeways and Expressways	15	115	0.26	1.94
Urban Principal Arterial (UPA) - Other	103.8	231.8	1.29	3.1
Urban Minor Arterial	56.6	69.6	1.15	2.1
Urban Minor Collector	4.8	8	6.5	8.01
Urban Major Collector	43	0	0.69	0
Urban Local Road or Street	26.8	0.2	0.51	0

Year 2019

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	263.2	873.2	25.03	83.08
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	63.2	329.4	0.26	1.28
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:444.1

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

Crash reduction required to achieve zero fatal and serious crashes by 2030.

Number of Serious Injuries:1807.0

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

Crash reduction required to achieve zero fatal and serious crashes by 2030.

Fatality Rate:0.724

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

Crash reduction required to achieve zero fatal and serious crashes by 2030.

Serious Injury Rate:2.944

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

Crash reduction required to achieve zero fatal and serious crashes by 2030.

Total Number of Non-Motorized Fatalities and Serious Injuries:472.1

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

Crash reduction required to achieve zero fatal and serious crashes by 2030.

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

WSDOT interacts and coordinates with multiple external partners as part of development of Target Zero and in setting targets. WSDOT routinely meets with MPOs and the State Highway Safety Office (SHSO) and its federal divisions in carrying out its safety program activities. In Target Setting WSDOT will meet with the WTSC as necessary to determine the appropriate method for setting targets in the state. This is typically done by first meeting with Federal Agencies to discuss concerns related to previous year submissions, and then working collaboratively with the WTSC to make changes, if necessary. Prior to finalization, WSDOT will also coordinate at this time with MPO Technical, Coordinating or Executive Committees as appropriate to get agreement on Target Setting Methods. Because MPOs are fully integrated into WSDOT strategic highway safety plan efforts getting agreement is typically done first by indicating meeting early in the year to discuss the probable approach then with follow up discussions to finalize. MPOs commonly agree to support reaching targets through inclusion of appropriate safety projects, not by setting individual targets. Coordination with both the SHSO and MPOs occurs on an ongoing basis.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2019 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	489.2	542.8
Number of Serious Injuries	1855.2	2208.6
Fatality Rate	0.813	0.885

Serious Injury Rate	3.068	3.569
Non-Motorized Fatalities and Serious Injuries	511.8	577.0

WSDOT sets aspirational targets with the believe that it is important to reduce fatal and serious crashes to extent possible. The ability to communicate is enhanced when the targets are consistent with the SHSP.

Applicability of Special Rules

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

Yes

WSDOT was a HRRR state for this reporting period, but will not be in the next federal fiscal year.

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	2013	2014	2015	2016	2017	2018	2019
Number of Older Driver and Pedestrian Fatalities	61	81	91	87	90	70	93
Number of Older Driver and Pedestrian Serious Injuries	150	160	168	189	185	191	217

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- 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 is experiencing significant growth across the state. This increase in exposure is believed to related to increase in crash potential. Washington is seeing fatal and serious crashes remaining relatively stable, with some decreases in pedestrian related crash based after a peak in 2017. County and Cities are not seeing the significant increases as were seen between 2013 (low) to 2017. Washington continues to measure overall progress by jurisdictional type of road (state, county, city). Each of these jurisdiction types is primarily funded through separate programs within the HSIP, so this seems like a reasonable way to monitor progress of those programs.

Statewide we compare the 5-year rolling average from 2011-2015 with the 5-year rolling average from 2015-2019. This overlaps the year 2015 in each data set, which then is really a comparison of the 4 years before the projects in 2015 were completed with the 4 years after the projects were completed. By jurisdictional road type, those comparisons show:

State Highways: 2011-2015 = 708.4 fatal/serious crashes vs 2015-2019 = 790.8 fatal/serious crashes, or a 12% increase.
County Roads: 2011-2015 = 539.8 fatal/serious crashes vs 2015-2019 = 542.0 fatal/serious crashes, or a 0% increase.
City Streets: 2011-2015 = 914.6 fatal/serious crashes vs 2015-2019 = 1032.8 fatal/serious crashes, or a 13% increase.
Note that state highways that serve as city streets (in cities of 27,500+ population) are included in the city streets data here.

These measures show the least change for county roads, which have been developing Local Road Safety Plans (since 2014) and implementing a systemic safety program (since 2009).

However, these results analyzing 2015 do not account for larger statewide factors as noted above, including changes in population, VMT, gas prices, the economy, or other effects (such as state legalization of marijuana), which can also have significant effects on the numbers reported here during the same time frame.

WSDOT reviews the benefit and cost of its safety program subcategories to determine if investments are returning sufficient value in terms of reduction in fatal and serious crashes. Over time subcategory cost, benefits, or requirements may change and the relative value of a subcategory may go up or down. In addition, it is typical to prioritize projects with higher B/Cs.

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

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

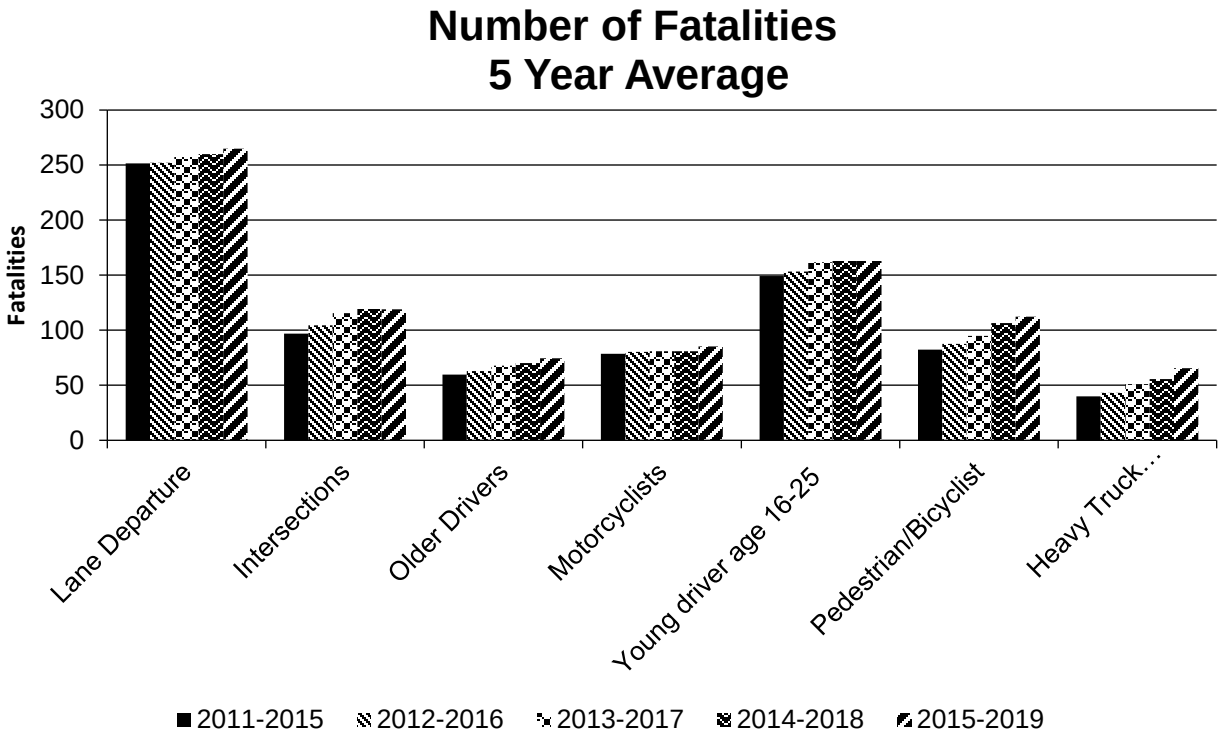
WSDOT is transitioning its program from a 70% reduction to 30% prevention to a 70% prevention (systemic) to 30% reduction funding strategy. In addition a specific subcategory has been developed for active transportation. The Local Programs continues to expand the development and use of local road safety plans.

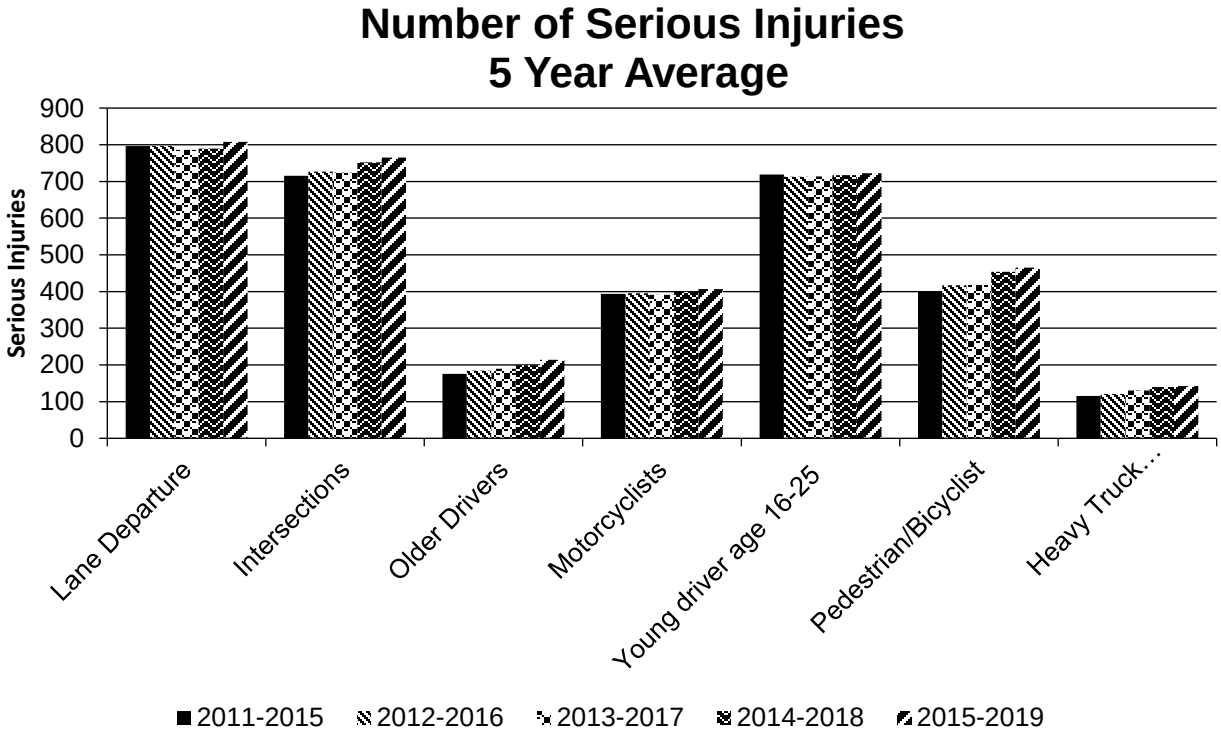
Effectiveness of Groupings or Similar Types of Improvements

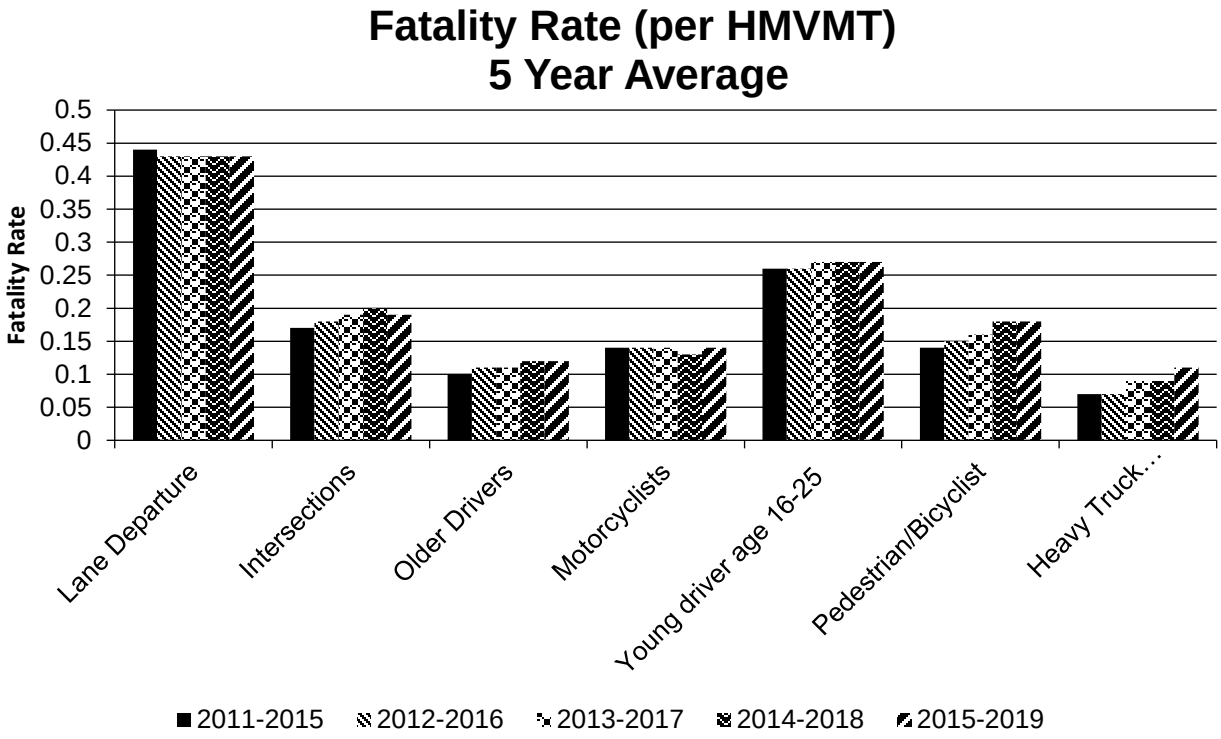
Present and describe trends in SHSP emphasis area performance measures.

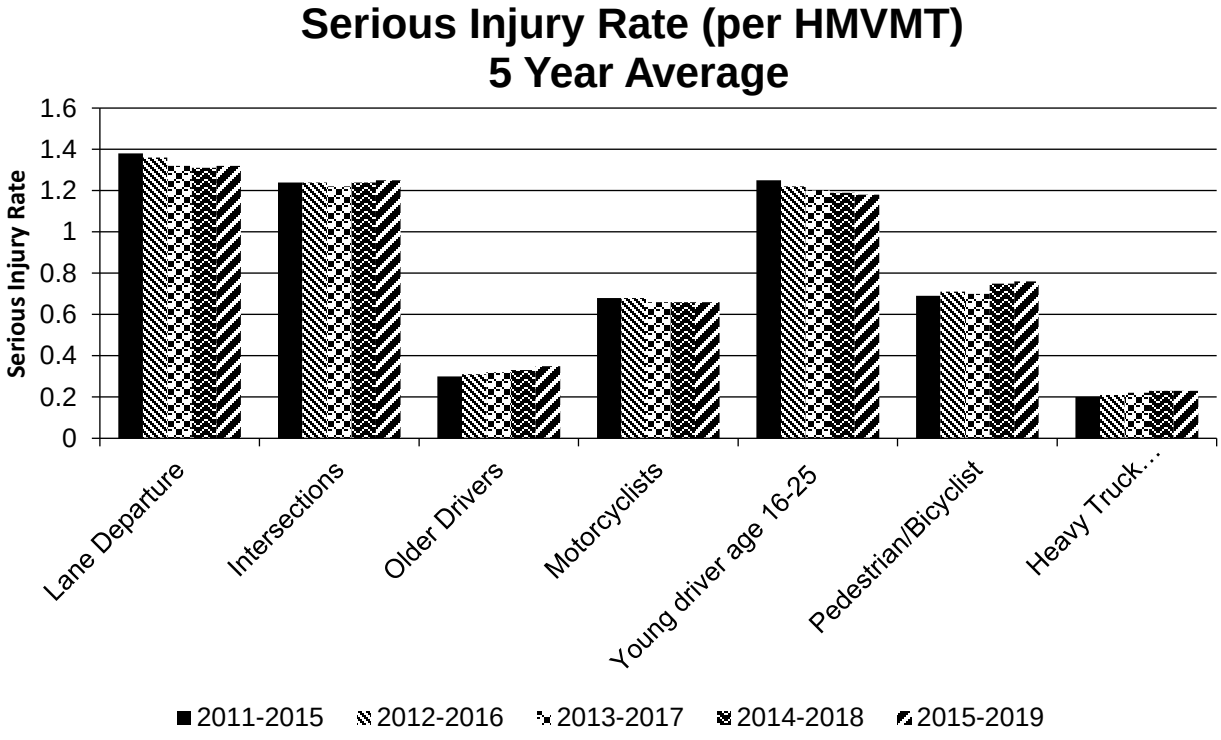
Year 2019

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)
Lane Departure		264.8	808.2	0.43	1.32
Intersections		119	764.8	0.19	1.25
Older Drivers		74.4	214.2	0.12	0.35
Motorcyclists		85.2	406.8	0.14	0.66
Young driver age 16-25		162.8	722.6	0.27	1.18
Pedestrian/Bicyclist		112.2	464.8	0.18	0.76
Heavy Truck (GVWR>10,000 lbs)		65.4	142	0.11	0.23


Number of Fatalities
5 Year Average
Fatalities
300
250
200
150
100
50
0
Lane Departure
Intersections
Older Drivers
Motorcyclists
Young driver age 16-25
Pedestrian/Bicyclist
Heavy Truck…
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Number of Serious Injuries
5 Year Average
Serious Injuries
900
800
700
600
500
400
300
200
100
0
Lane Departure
Intersections
Older Drivers
Motorcyclists
Young driver age 16-25
Pedestrian/Bicyclist
Heavy Truck…
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019





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

No

WSDOT safety program is currently unable to conduct countermeasure effectiveness evaluations due to resource constraints.

Project Effectiveness

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

NA

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: 2015 To: 2017

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

2022

The update may be delayed based on available resources and need.

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]	100	9					100	100		
	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]	100	5								
	Access Control (22) [23]	100	10								
	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]	100	100					100	100	100	100
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]			100	100						
	Intersection/Junction Traffic Control (131) [131]			100	5						
	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]										
	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]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]										
	Ramp AADT (191) [181]					80	100				
	Year of Ramp AADT (192) [182]					80	100				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**100.00**	**84.67**	**100.00**	**88.13**	**78.18**	**81.82**	**100.00**	**100.00**	**100.00**	**100.00**

*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.

WSDOT has complete much of its data collection, is working on those areas that have not been completed, and is evaluating the use of LIDAR.

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.