WASHINGTON

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 ANNUAL REPORT

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

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

In 2023 fatal and serious crashes continued to rise in Washington State, with trends across all modes and emphasis areas increasing. With fatal and serious crashes rising to levels not seen since the early 1990s WSDOT and its partners are growingly increasingly concerned. Washington continues to see significant challenges with risk driving behavior with 2023 showing that driving under the influence and speeding are increasing, and restraint usage decreasing. WSDOT is coordinating with it Strategic Highway Safety Office (SHSO), the Washington Traffic Safety Commission (WTSC) in its efforts to drive down crashes.

WSDOT began updating its Strategic Highway Safety Plan "Target Zero" in 2023. WSDOT will center Target Zero around the Safe System Approach, Equity, and Systems Thinking. While the Department has been implementing components of the Safe System since 2015, lack of revenue has created challenges with rapid implementation yet policy modifications in manuals are an increasingly common action for both the updating of previous changes, as well as new additions. Further, WSDOT has a Complete Streets Policy that uses the Safe System as its cornerstone for Safe Mobility and believes that over time this will significantly reduce crash potential.

During the update of the SHSP, the 2023 Vulnerable Road User Assessment and 2023 Implementation Plan, WSDOT has increased its outreach effort to internal, external and public partners. WSDOT meets regularly with local and state agencies, the state highway safety office, and MPOs/RTPOs. It will emphasize continue outreach in 2024 as its tries to maintain the interest in safety at all levels. In 2023 WSDOT committed to an action in road safety with a focus on initiatives implementation that would be beneficial to driving down crashes and that had proven safety outcomes. The actions included: A roundabout first policy, implementation of an injury minimization policy, centering its SHSP in the Safe System, creating a transportation safety office, and continued implementation of the complete streets approach, implementation of proven countermeasures. Crash statistics in 2024 are showing a positive trend.

Funding has been challenging for WSDOT Highway Safety Program, as state funds have been limited for safety projects. Legislative priorities, decreasing gas tax revenues, needs for preservation and maintenance, and inflation have reduced available revenues. In 2024 WSDOT requested the legislature consider of a program that would direct $300M to populations centers in urbanized areas, $150M to rural countermeasures and $25M to work zones per biennium. WSDOT will see few new project obligations on state highways but a full program on local roads.

WSDOT has limits in terms of safety resources and has not completed CMF or project evaluations due to lack of personnel. WSDOT recognizes this as a need and is attempting to hire staff to perform analysis and evaluation activities within a new safety office. Training and newly available staff will expand departments safety expertise. WSDOT did not make its aspirational targets this year. Its approach to highlights the need to reach zero fatal and serious crashes has resulted in an increased understanding externally that there is a need to invest in safety.

WSDOT is behind on its MIRE data collection requirements and has a number of technology projects to address these delayed efforts. The LRS modernization project funded for 2023-2025 has had start-up delays, WSDOT has made a follow-up request for 2025-2027 that funds a MIRE collection project and if approved by the Legislature in May 2025 will improve delivery timelines substantially. The project planning for integrating the baseline geometry for our all-public roads LRS is getting on-track with completion of pre-project scoping statement and a dedicated GIS business analyst starting in September is an important step.

WSDOT sees the future of the safety program as a series of opportunities and is showing enhanced commitment to achieving them with high levels of executive leadership and interest, urgency to address the problem and a true willingness to dedicate resource to reverse past safety trends. Fatal and serious injury

midyear crash data are lower in 2024 than seen in 2023 and is encouraged by early statistics. WSDOT has a positive outlook on its Safety Program achieving improved results.

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.

WSDOT's strategic highway safety plan "Target Zero" is the basis for establishing the structure of WSDOT's approach to programming safety funds for both WSDOT highways and local roads. It establishes WSDOT priorities, emphasis areas and general strategies. WSDOT requires local road safety plans for local agencies to be eligible to receive HSIP funding at both the county and city level and these local plans are required to be consistent with Target Zero. WSDOT's Target Zero planned delivery is September 2024.

WSDOT provides 70% of HSIP funds to local roads. Grant funding alternates between cities and counties each year. Local grant requests typically far exceed available funding. The state program uses 30% of HSIP 23 USC 148 and 164 funds, and supplements with additional state funding. Target Zero emphasis areas and strategies are reviewed on an ongoing basis and WSDOT determines through an analysis of the leading contributing factors, crash types, and behaviors how best to develop its safety program structure. Updates to subcategories is based on a yearly review of progress.

Target Zero also contains strategies (countermeasures) that would benefit State or local agencies in terms of exposure, likelihood or severity. Washington uses a centralized approach for determining HSIP locations within the state using network screening to identify a ranked set of locations for further analysis and evaluation for state highways only.

The "Getting to Zero" implementation plan provides structures for both the local and state HSIP funds. Specific information on ranking methods is provided for the State I2 program. WSDOT is required by RCW 47.05 to follow a priority programming process. Once DOT creates ranked lists the Department provides to WSDOT regions. The Regions for analyze and evaluate alternatives for addressing contributing factors and crash types at the respective locations. Local HSIP funds are administered through grants.

The I2 Safety subprogram structure has both crash reduction and prevention (systemic) approaches to reducing crash potential. Currently safety is targeted at 70% proactive and 30% reactive strategies within the safety program. The reduction category focuses on spot locations, intersections, and segments using the excess crashes approach. The prevention category focuses on specific contributing factors and crash types to develop a ranked list of potential projects. The projects are based on benefit/cost analysis for the prioritization of the program of projects. Systemic approaches may use network benefit cost or local benefit cost for the purposes of prioritization.

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

proposed. The local program grants request typically far exceed available funds and is one of WSDOT's most oversubscribed programs.

Where is HSIP staff located within the State DOT?

Other-Transportation Safety and Systems Analysis

The HSIP work is mostly completed in the Transportation Safety and Systems Analysis Division. Assistance is provided by the Development and Local Programs Divisions.

How are HSIP funds allocated in a State?

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

Network screening is statewide, allocations are based on ranking criteria.

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

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

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

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

Tribal roads are also eligible for funding and may apply directly to either the County Safety Program (for any location in a tribal area) or the City Safety Program (for any city locations in a tribal area). While a number of tribal roads or roads on tribal reservations have been improved with HSIP funds over the years (typically as part of countywide improvement projects), there have been very few tribes directly involved in the application process thus far.

WSDOT is also coordinating and meeting with MPOs and RTPOs on road safety related topics.

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

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

WSDOT also has the Highway Safety Executive Committee and Highway Safety Issues Group. The HSEC is policy oriented and HSIG is technical.

Describe coordination with internal partners.

WSDOT is multimodal and multidisciplinary. The Highway Safety Issue Group includes representatives from the Regions and HQ Divisions and participants may come from planning, programming, design, operations, local programs, active transportation, regions and TSSA. A safety panel also exists with individuals from multiple discipline areas who review projects and countermeasures for inclusion in the safety program. The Highway Safety Executive Committee includes Traffic Operations, Design, Capital Programming and Transportation Safety and Systems Analysis, Local Programs, Maintenance, Planning, Active Transportation and two regional members and works to lead the program and deal with policy issues in a collaborative manner. The State Safety Engineer chaired this group monthly in 2023 and moved this role to the Assistant Secretary for Multimodal Development and Delivery in 2024. WSDOT HSIG meets quarterly to discuss technical issues and to carry out policy elements decided by the HSEC and in 2024 this group will be chaired by the TSSA Deputy State Safety Engineer. WSDOT also works internal safety coordination through its complete streets initiative. Implementation of the Safe System continued through various training and workshops internally and externally. The State Safety Engineer meets routinely with all Division on safety related topics and when necessary specialized expertise.

Identify which external partners are involved with HSIP planning.

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

- Other-Association of Washington Cities
- Other-Washington State Association of Counties
- Other-Health Care Authority
- Other-National Highway Safety Administration
- Other-Federal Motor Carrier Safety Administration
- Other-Private Safety Advocates

Describe coordination with external partners.

WSDOT interacts and coordinates with multiple external partners as part of the development of Target Zero, Getting to Zero Implementation Plan and in setting safety targets. WSDOT routinely meets with MPOs and RTPOs and the State Highway Safety Office (SHSO), as well as has federal safety coordinating meeting in carrying out safety program activities. Local Programs actively coordinates with Local Agencies at the City and County Level.

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

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

A Transportation Safety Office has been established with the Transportation Safety and System Analysis Division.

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

WSDOT continues to tie the SHSP emphasis areas, priorities, and strategies to the WSDOT safety subprogram development. WSDOT will submit its 2024 implementation plan, outlining how the program is administered for each of the safety subcategories. This includes details on methods used ranked lists and how B/C is used within each subcategory. Each subcategory is highlighted within the implementation plan in terms of its intended goals and purpose. The department is tracking fatal and serious crashes through various means including weekly tracking sheets for fatalities and serious injuries for vehicles, pedestrians, and bicyclists. The SHSP emphasis areas are used as the basis for project selection within the Local Programs grant programs. This means that each local agency submits projects consistent with their individual needs, local safety plans, and how they are consistent with SHSP emphasis areas. The Safe System EO outlines WSDOT approach to Safe System implementation, reporting, and intended outcomes.

The vulnerable road user assessment evaluated social equity parameters using both federal and state measures (including presence in tribal lands, social vulnerability index, areas of persistent poverty, disadvantaged community score, environmental health disparities score, and tested correlation to fatal and serious vulnerable road user needs based on a matrix approach to scoring. The ranking method is using social equity with other characteristics and is available for use in developing proactive approaches to reduce crashes. The early results are indicating strong correlation and are undergoing statistical review. Previously, WSDOT developed a similar approach prior to the VRU assessment using social equity factors and also found a method for project selection. WSDOT will use the findings to program VRU projects upon completion of its outreach efforts and further statistical evaluation and is working final policy elements through HSEC. The WSDOT has developed a 13-point action plan for road safety administered by TSSA.

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
- Intersection
- Median Barrier
- Roadway Departure
- Other-State - Collision Analysis Corridors
- Other-State - Collision Analysis Locations
- Other-State - Intersection Analysis Locations
- Other-Local - City Safety Program
- Other-Local - County Safety Program
- Other-High Friction Surface Treatments
- Other-Barrier and Terminal Modifications
- Other-Rumble Strips
- Other-Operational Assessments
- Other-BCT conversion
- Other-Redirectional land forms
- Other-Data and performance improvement
- Other-Active Transportation Safety
- Other-Speed Management

Please note that for areas such as HRRR and VRU projects WSDOT has identified projects for HRRR under its Local Road Safety Program (City and County Safety Programs) and for VRU as active transportation projects. WSDOT has developed an active transportation subcategory and continues toward development of a speed management program. A list has been developed for 2024 consideration.

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: 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: Roadway Departure

Date of Program Methodology:9/26/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
	• Traffic • Volume • Other-speed	• Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Other-type of crash

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

No

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

How are projects under this program advanced for implementation?

- Other-ranked list

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

Rank of Priority Consideration

Other-systemic b/c:1

Program: Other-State - Collision Analysis Corridors

Date of Program Methodology:

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes	Exposure	Roadway

What project identification methodology was used for this program?

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

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

How are projects under this program advanced for implementation?

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

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

Program: Other-State - Collision Analysis Locations

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Excess expected crash frequency with the EB adjustment

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

No

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

How are projects under this program advanced for implementation?

- Other-Safety Panel Review

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

Rank of Priority Consideration

Ranking based on B/C:1

Program: Other-State - Intersection Analysis Locations

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Excess expected crash frequency with the EB adjustment

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

No

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

How are projects under this program advanced for implementation?

- Other-Safety Panel Review

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

Rank of Priority Consideration

Ranking based on B/C:1

Program: Other-Local - City Safety Program

Date of Program Methodology:1/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-Completion of a LRSP

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

Rank of Priority Consideration

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

Program: Other-Local - County Safety Program

Date of Program Methodology:1/1/2014

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Fatal and serious injury crashes only		

What project identification methodology was used for this program?

- Crash frequency

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

Yes

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

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-Completion of a LRSP

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

Rank of Priority Consideration

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

Program: Other-High Friction Surface Treatments

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• Other-wet weather crashes		• Functional classification

What project identification methodology was used for this program?

- Crash frequency

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

No

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

How are projects under this program advanced for implementation?

- Other-ranked list

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

Rank of Priority Consideration

Other-systemic b/c:1

Program: Other-Barrier and Terminal Modifications

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
		• Functional classification

What project identification methodology was used for this program?

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

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

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

How are projects under this program advanced for implementation?

- Other-inventory

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

Program: Other-Rumble Strips

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
	• Volume	• Horizontal curvature

What project identification methodology was used for this program?

- Other-functional classification

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

No

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

How are projects under this program advanced for implementation?

- Other-ranked list

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

Rank of Priority Consideration

Other-systemic b/c:1

Program: Other-Operational Assessments

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
		• Other-assesment of field conditions

What project identification methodology was used for this program?

- Other-field conditions

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

No

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

How are projects under this program advanced for implementation?

- Other-ranked list

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

Program: Other-BCT conversion

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
		• Functional classification • Other-presence of BCT

What project identification methodology was used for this program?

- Other-based on functional classification and roadway type

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

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

How are projects under this program advanced for implementation?

- Other-inventory

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

Rank of Priority Consideration
Other-systemic approach:1

Program: Other-Redirectional land forms

Date of Program Methodology:6/1/2018

What is the justification for this program?

- Addresses SHSP priority or emphasis area

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

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Other-presence of condition

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

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

How are projects under this program advanced for implementation?

- Other-addressed system wide

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

Rank of Priority Consideration
Other-systemic approach:1

Program: Other-Data and performance improvement

Date of Program Methodology:8/18/2021

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Other-Funding set aside as available

What data types were used in the program methodology?

Crashes	Exposure	Roadway

What project identification methodology was used for this program?

- Other-Data or performance improvements needed

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

No

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

How are projects under this program advanced for implementation?

- Other-HSEC Selection

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

Rank of Priority Consideration

Available funding:1

Program: Other-Active Transportation Safety

Date of Program Methodology:2/1/2024

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Other-equity indices
- Other-WSDOT developed approach

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

No

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

How are projects under this program advanced for implementation?

- Other-ranked lists

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

Rank of Priority Consideration

Other-WSDOT developed criteria:1

Analysis methods using Socio-economic indices.

Program: Other-Speed Management

Date of Program Methodology:6/1/2022

What is the justification for this program?

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

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

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

What project identification methodology was used for this program?

- Other-Safe System

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

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

How are projects under this program advanced for implementation?

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

Methods under development.

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 Pavement Marking and/or Delineation
- Install/Improve Signing
- Rumble Strips
- Safety Edge
- Upgrade Guard Rails

WSDOT targets approximately 70% of its HSIP to systemic treatments.

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

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

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

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

Yes

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

WSDOT uses the HSM throughout its HSIP efforts. The state uses SafetyAnalyst for screening of state projects and has purchased the SPF screen tool in replacement for SafetyAnalyst. SafetyAnalyst will not be used in the future, and new tools are being evaluate but will follow the HSM methods. WSDOT has developed a planning and design safety analysis guide and is updating its guide on safety analysis design and when and how to use the HSM for those activities. WSDOT has executive orders that direct policy around the use of the HSM. Local HSIP projects priorities are typically derived from the SHSP emphasis areas and uses the HSM predictive screening methods on a limited basis due to resource limitations. For Local Agencies we follow guidance from the HSM for applying CMFs for our spot location (benefit/cost) projects. WSDOT uses IHSDM in

design of projects in some cases. HSM methods are used for Intersection Analysis Locations, Crash Analysis Locations, and Crash Analysis Corridors project selection through the Crash Analysis Report (CAR).

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

A highway safety office is being formed.

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 and is a Safe System state. WSDOT is currently using Complete Streets principles in the development of its approach to projects. WSDOT updated its Safe System Executive Orders and has an action plan of 13 items related to road safety. WSDOT has focused on values driven, evidence based and data supported approaches. WSDOT outlined the systemic subcategories that focus on road crashes related to road users, intersection, and lane departure crash types to be more proactive in its safety program. In doing so, the countermeasures selected within each of the subcategories are done so to reduce the severity of crashes through energy reduction e.g., roadside safety hardware and compact roundabouts. WSDOT, while already in practice uses the roundabout firsts, it intends to make this policy. WSDOT is also carrying out new methods to achieve speed reduction within both its safety and operational programs. The safety program continues to evolve on an ongoing basis. WSDOT has formed a State Safety Office.

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)	$153,359,241	$49,382,742	32.2%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$1,197,691	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$8,413,095	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$17,825,887	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$23,248,623	$0	0%
State and Local Funds	$0	$0	0%
Totals	$176,607,864	$76,819,415	43.5%

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

53%

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

74%

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

$310,000

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

$300,979

These funds were for two data collection projects. Both were fully obligated but the total obligated shows less than programmed due to de-obligation of leftover funds from previous non-infrastructure safety projects that also occurred this calendar year.

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

0%

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

0%

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

WSDOT provides much of its HSIP appropriation to its local partners. Delivery of federally-funded projects with all of the attendant paperwork/regulations can make delivery of these projects by local agencies a challenge, especially considering the low-cost nature of many safety improvements. This has especially been true for the environmental approval process, as other agencies that must approve documentation have been understaffed and have lowered the priority of local projects in their approval processes. Also revenue shortfalls due to inflation are challenging both the state and locals. It is also very difficult when projects involved working with Railroads.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
City of Aberdeen - Systemic Pedestrian Safety - 000S(656)	Pedestrians and bicyclists	Modify existing crosswalk			$640000		VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Major Collector	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 2.3 - Increase sight distance and visibility at pedestrian and bicyclist crossings.
City of Auburn - R Street SE and 21st Street SE Roundabout - 000S(654)	Intersection traffic control	Modify control – Modern Roundabout			$1667000		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 Auburn - Citywide Intersection Crosswalk Enhancements - 000S(657)	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)			$600000		VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Major Collector	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 2.2 - Invest in and increase the use of RRFBs and PHBs.
City of Battle Ground - NW 20th Avenue and NW 9th Street Intersection - 4457(001)	Intersection traffic control	Modify control – Modern Roundabout			$508000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
City of Bellevue - Coal Creek Parkway Corridor Safety - 1113(004)	Speed management	Dynamic Speed Feedback Signs			$1240000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Speeding	SPE 2.5 - Support the limited use of speed feedback signs.
City of Bothell - Citywide Pedestrian Safety - 000S(674)	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)			$599250		VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Major Collector	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 2.2 - Invest in and increase the use of RRFBs and PHBs.
City of Camas - Citywide Horizontal Curve Safety - 000S(661)	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$360000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	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.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
City of Centralia - Horizontal Curve Safety - 000S(667)	Roadside	Barrier- metal			$358000		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 barrier, or concrete barrier.
Chelan County - Goodwin Rd/Sunset Hwy - Z904(007)	Lighting	Pedestrian crosswalk lighting			$271522		VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Rural	Major Collector	0		County Highway Agency	Systemic	Pedestrians	PAB 2.3 - Increase sight distance and visibility at pedestrian and bicyclist crossings.
City of DuPont - Systemic Pedestrian Safety - 000S(670)	Pedestrians and bicyclists	Modify existing crosswalk			$539000		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 Federal Way - High Friction Surface Treatment - 000S(673)	Roadway	Pavement surface – high friction surface			$952000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Lane Departure	LDX 3.2 - Improve pavement friction using high friction surface treatments.
City of Fife - Citywide Intersection Illumination - 000S(669)	Lighting	Intersection lighting			$598000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		City or Municipal Highway Agency	Systemic	Intersections	INT 1.10 - Install lighting.
City of Kennewick - Safety Street Lighting - 000S(651)	Lighting	Intersection lighting			$474533		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Systemic	Intersections	INT 1.10 - Install lighting.
King County - S 360th St & 28th Ave S Roundabout - 000S(655)	Intersection traffic control	Modify control – Modern Roundabout			$2853000		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.
City of Lakewood - Custer Road Safety - 3190(008)	Intersection geometry	Add/modify auxiliary lanes			$1420000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.5 - Install left turn lanes.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
City of Maple Valley - Stop and Speed Limit Sign Safety - 000S(660)	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$317000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		City or Municipal Highway Agency	Systemic	Intersections	INT 1.16 - Implement systemic signing, marking, and visibility improvements.
City of Marysville - Rectangular Rapid Flashing Beacons - 000S(672)	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)			$95800		VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Major Collector	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 2.2 - Invest in and increase the use of RRFBs and PHBs.
City of Port Angeles - E 1st St, Front St, and Marine Dr Pedestrian Safety - 000S(666)	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)			$1280000		VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 2.2 - Invest in and increase the use of RRFBs and PHBs.
City of Port Townsend - Discovery Road Bicycle and Pedestrian Safety - 7627(002)	Pedestrians and bicyclists	On road bicycle lane			$233000		VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Major Collector	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 3.3 - Invest in buffered bicycle lanes, protected separated bicycle lanes, and separated bicycle facilities.
City of Richland - Systemic Stop-Controlled Intersections - 000S(653)	Intersection traffic control	Modify control – Modern Roundabout			$1553115		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
City of Richland - Systemic Pedestrian Safety - 000S(652)	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)			$448000		VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 2.2 - Invest in and increase the use of RRFBs and PHBs.
City of Ridgefield - S 11th Street and S Timm Road Intersection - 000S(658)	Lighting	Intersection lighting			$380000		HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		City or Municipal Highway Agency	Spot	Intersections	INT 1.10 - Install lighting.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
City of Ridgefield - Horizontal Curve Safety - 000S(659)	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$360000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		City or Municipal Highway Agency	Systemic	Lane Departure	LDX 3.1 - Install chevron signs, curve warning signs, and/or sequential flashing beacons in curves.
City of Spokane - Arterial Pedestrian Hybrid Beacons - 000S(663)	Pedestrians and bicyclists	Pedestrian hybrid beacon			$1929000		VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Systemic	Pedestrians	PAB 2.2 - Invest in and increase the use of RRFBs and PHBs.
City of Spokane Valley - 2022 Citywide Signal Backplates - 000S(671)	Intersection traffic control	Modify traffic signal – add backplates with retroreflective borders			$139187		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 - Trent Avenue Access Control Safety - 0290(027)	Access management	Change in access - close or restrict existing access			$419000		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.
City of Sumner - Horizontal Curve and Roadway Departure Safety - 000S(668)	Roadside	Barrier- metal			$903000		HSIP (23 U.S.C. 148)	Urban	Minor Collector	0		City or Municipal Highway Agency	Systemic	Lane Departure	LDX 4.3 - Install roadside safety hardware such as guardrail, cable barrier, or concrete barrier.
City of Tacoma - S 25th St Traffic Safety - 3240(002)	Pedestrians and bicyclists	On road bicycle lane			$1780000		VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Collector	0		City or Municipal Highway Agency	Spot	Pedestrians	PAB 3.3 - Invest in buffered bicycle lanes, protected separated bicycle lanes, and separated bicycle facilities.
City of Walla Walla - Rose Street Pavement Preservation - 7190(013)	Roadway	Roadway narrowing (road diet, roadway reconfiguration)			$2480346		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Systemic	Pedestrians	INT 1.3 - Convert four-lane roadways to three-lane roadways with center turn lane (road diet).

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
City of Washougal - 32nd Street Corridor - 7071(004)	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)			$896000		HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Lane Departure	LDX 4.5 - Implement roadway design to be consistent with the surrounding context.
City of Wenatchee - 2023 Traffic Counts - 000S(664)	Miscellaneous	Data collection			$50000		HSIP (23 U.S.C. 148)	Urban	Major Collector	0		City or Municipal Highway Agency	Systemic	Data	LDX 1.2 - Inventory horizontal curves and gather data.
City of Wenatchee - Fifth and Emerson Pedestrian Crossing - 5836(002)	Pedestrians and bicyclists	Rapid Rectangular Flashing Beacons (RRFB)			$292175		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.
Whatcom County - E Smith & Hannegan Roads Intersection - Z937(006)	Intersection traffic control	Modify control – Modern Roundabout			$1000000		HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
City of Yakima - Pedestrian and Bicyclist Data Collection - 000S(665)	Miscellaneous	Data collection			$260000		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Systemic	Data	LDX 1.2 - Inventory horizontal curves and gather data.
City of Yakima - Systemic Pedestrian Safety - 000S(662)	Pedestrians and bicyclists	Medians and pedestrian refuge areas			$317000		VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Pedestrians	PAB 2.1 - Reduce crash exposure safety at pedestrian and bicyclist crossings.
SR 26/1st Ave - Roundabout - 0026(037)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$0		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,463	50	State Highway Agency	Spot	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
SR 7/260th St E to 507 Intersection - 0007(034)	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$0		HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,128	50	State Highway Agency	Spot	Intersections	INT 1.2 - Install or convert intersections to roundabouts.

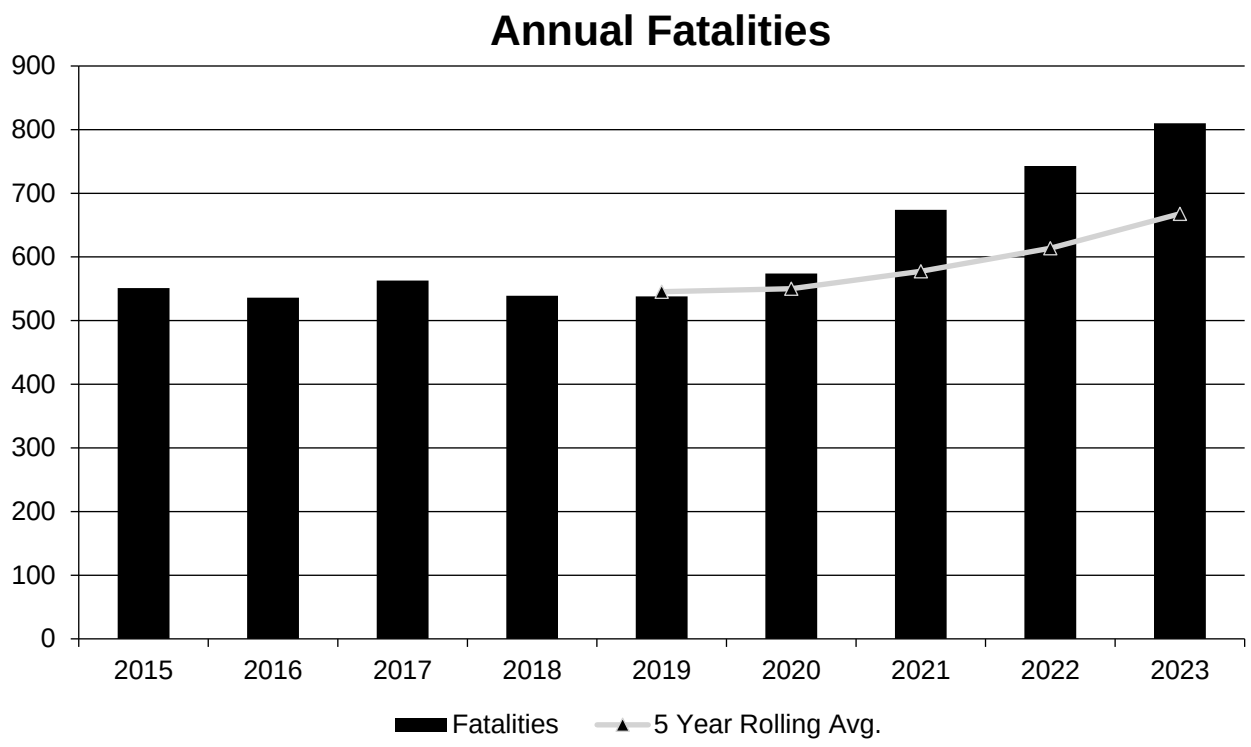
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SR 500/I-5 to NE 112th Ave Vicinity - Replace Fiber - 0500(032)	Advanced technology and ITS	Congestion detection / traffic monitoring system	1	Intersections	$652651		Penalty Funds (23 U.S.C. 164)	Urban	Principal Arterial-Other Freeways & Expressways	52,884	55	State Highway Agency	Spot	Intersections	INT 1.11 Implement signal coordination
SR 166/Wolves Rd - Compact Roundabout - 0166(012)	Intersection traffic control	Modify control – Compact/Mini-roundabout	1	Intersections	$305712		Penalty Funds (23 U.S.C. 164)	Rural	Minor Arterial	15,535	35	State Highway Agency	Systemic	Intersections	INT 1.2 - Install or convert intersections to roundabouts.
Lewis County - 2023 County Safety Program	Roadside	Slope Flattening			$2200000	$0	HRRR Special Rule (23 U.S.C. 148(g)(1))	Urban	Minor Arterial	0		County Highway Agency	Systemic	Lane Departure	LDX 4.2 - Flatten side slopes to reduce the potential for rollover crashes.

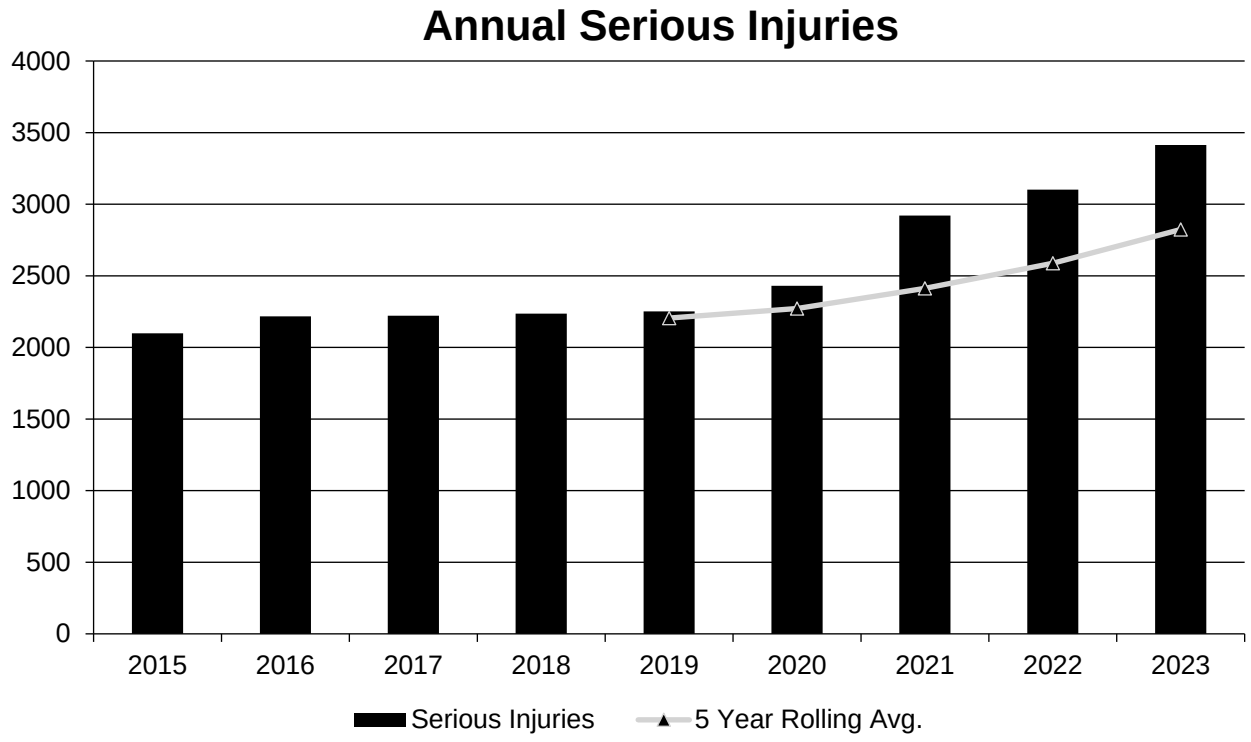
Safety Performance

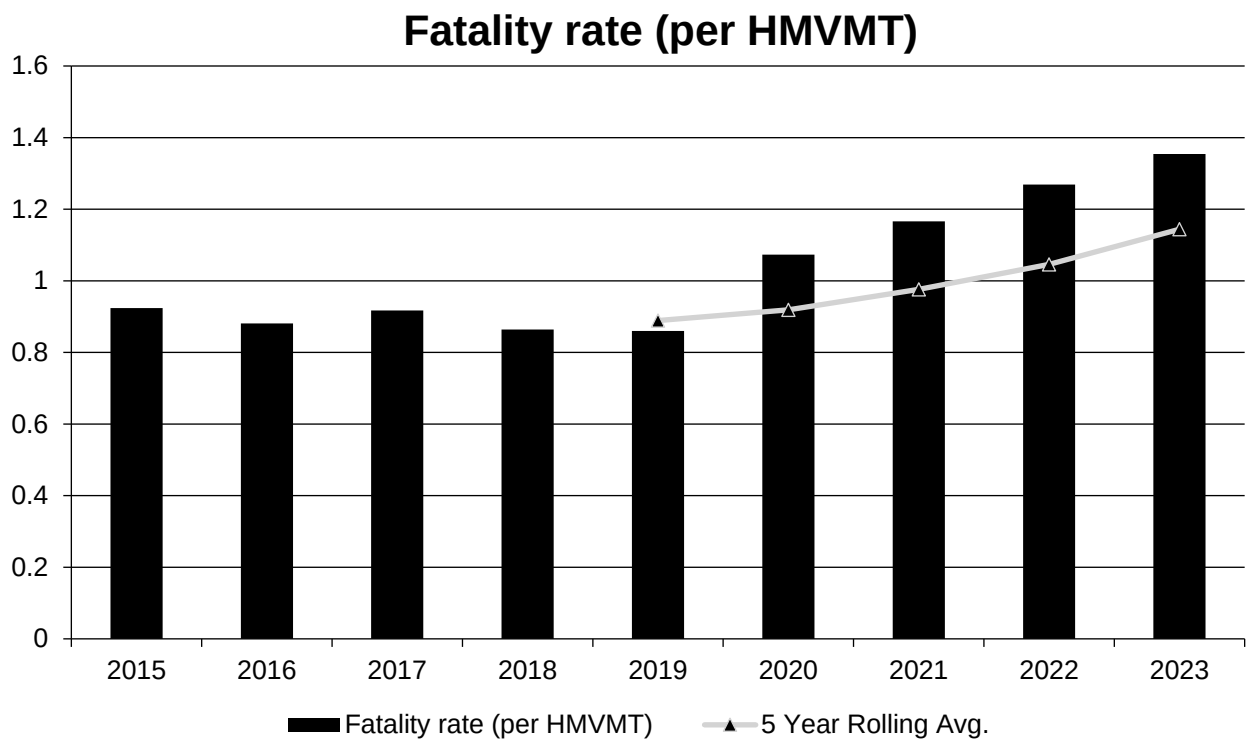
General Highway Safety Trends

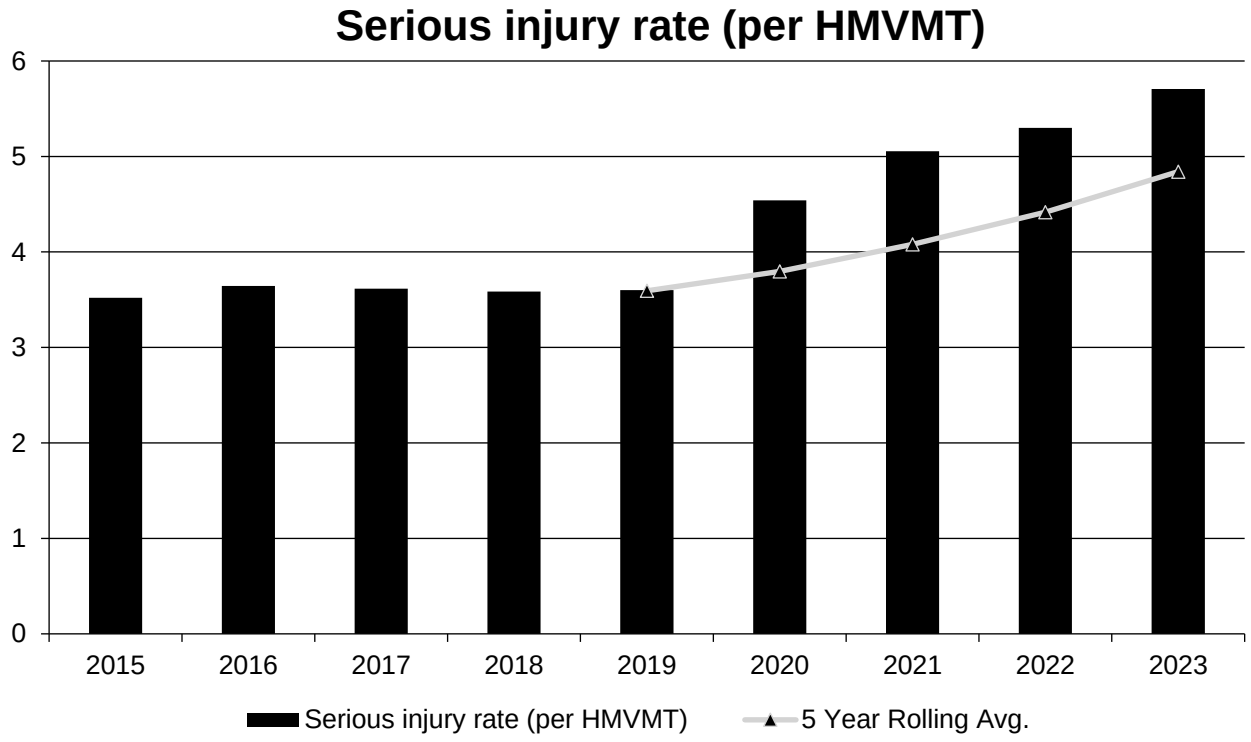
Present data showing the general highway safety trends in the State for the past five years.

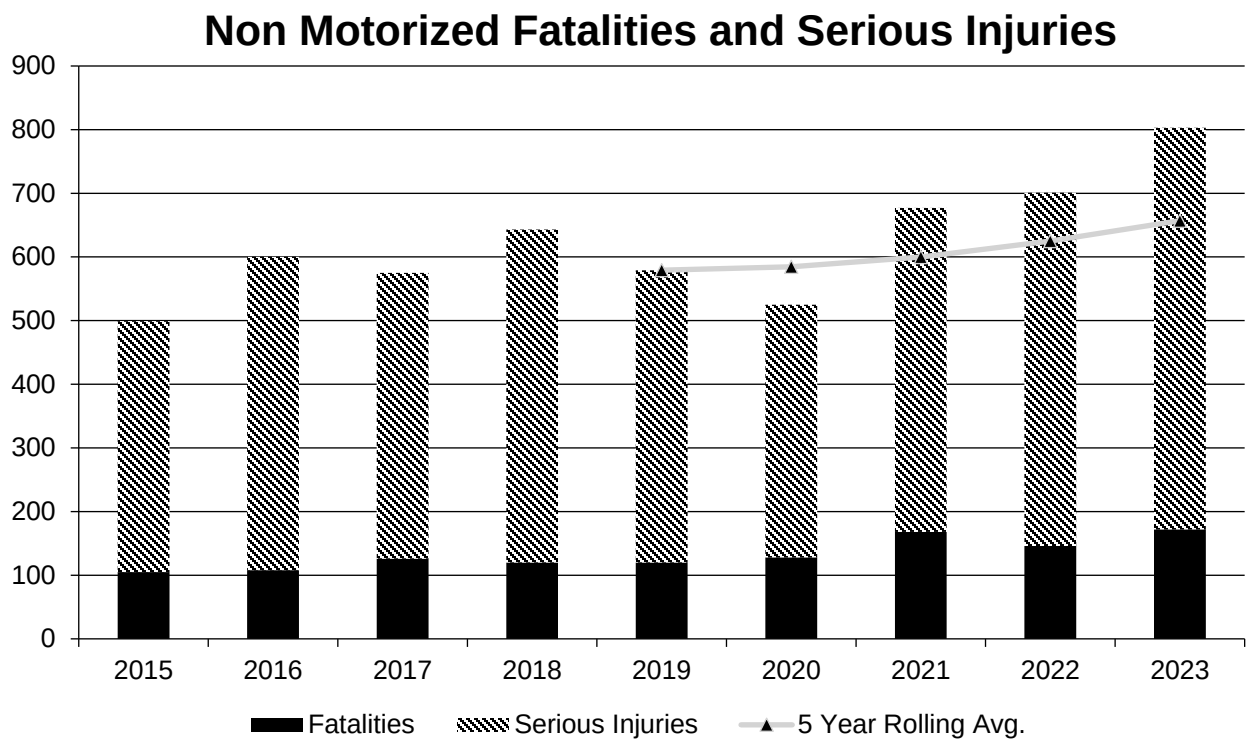
PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	551	536	563	539	538	574	674	743	810
Serious Injuries	2,099	2,217	2,221	2,236	2,252	2,430	2,921	3,102	3,413
Fatality rate (per HMVMT)	0.924	0.881	0.917	0.864	0.860	1.073	1.166	1.269	1.354
Serious injury rate (per HMVMT)	3.519	3.643	3.616	3.585	3.601	4.541	5.054	5.300	5.707
Number non-motorized fatalities	105	108	126	120	120	128	168	146	172
Number of non-motorized serious injuries	394	492	449	523	459	397	509	555	631


Annual Fatalities
900
800
700
600
500
400
300
200
100
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
4000
3500
3000
2500
2000
1500
1000
500
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
6
5
4
3
2
1
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

For the purpose of federal reporting WSDOT uses FARS but does use non-FARS data for state related analysis.

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

Year 2023

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	26.6	67	0.98	2.39
Rural Principal Arterial (RPA) - Other Freeways and Expressways	17.8	55	0.85	2.79
Rural Principal Arterial (RPA) - Other	51.4	126.2	2.48	6.35
Rural Minor Arterial	45.4	106	3.93	9.3
Rural Minor Collector	24.8	1	1.62	0.05
Rural Major Collector	81.4	64	0	0
Rural Local Road or Street	22.6	0	0.1	0
Urban Principal Arterial (UPA) - Interstate	54.2	192.4	0.71	2.51
Urban Principal Arterial (UPA) - Other Freeways and Expressways	27.2	128.8	0.67	2.9
Urban Principal Arterial (UPA) - Other	150	316.6	9.41	19.48
Urban Minor Arterial	81.8	71.8	69.86	50.68
Urban Minor Collector	1	0.2	0.65	0
Urban Major Collector	34.2	13.4	0	0
Urban Local Road or Street	38.8	0.6	0.04	0

Year 2023

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	324.8	1,326.8	0.99	4.07
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency	341.6	1,680.4	1.43	7.01
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

WSDOT cannot identify ownership of the roadway for crashes on the local system. We only have a field called ReportType in the crash data which refers to the reporting agency. City and county law enforcement works on both parts of the local system. In many cases cities and counties, roads intersect or change ownership along a segment making any assignment to a specific owner speculative. For tribal roads there is no distinguishing factor in crash reports that shows that a crash is on a tribal road. Tribal roads can also form parts of state, city, or county, and not all tribal crash data is reported.

Provide additional discussion related to general highway safety trends.

WSDOT has seen increasing fatal and serious crashes for vehicles, pedestrians and bicyclist. The Department is working closely with its partners to develop and propose new actions to address these trends. Behavioral

issues such as DUI, excessive speeding and distraction continue to be an issue. The Department seeking new funding from the legislature.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2025 Targets *

Number of Fatalities:477.0

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

WSDOT set its targets to achieve zero fatal and serious crashes by 2030. The Department recognizes the aspirational aspects of its goals and believes this approach is important to communicating the need for bold safety actions with a continued emphasis on road safety culture in Washington.

Number of Serious Injuries:2016.9

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

WSDOT set its targets to achieve zero fatal and serious crashes by 2030. The Department recognizes the aspirational aspects of its goals and believes this approach is important to communicating the need for bold safety actions with a continued emphasis on road safety culture in Washington.

Fatality Rate:0.818

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

WSDOT set its targets to achieve zero fatal and serious crashes by 2030. The Department recognizes the aspirational aspects of its goals and believes this approach is important to communicating the need for bold safety actions with a continued emphasis on road safety culture in Washington.

Serious Injury Rate:3.458

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

WSDOT set its targets to achieve zero fatal and serious crashes by 2030. The Department recognizes the aspirational aspects of its goals and believes this approach is important to communicating the need for bold safety actions with a continued emphasis on road safety culture in Washington.

Total Number of Non-Motorized Fatalities and Serious Injuries:469.3

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

WSDOT set its targets to achieve zero fatal and serious crashes by 2030. The Department recognizes the aspirational aspects of its goals and believes this approach is important to communicating the need for bold safety actions with a continued emphasis on road safety culture in Washington.

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

WSDOT continues outreach to its partners in the WTSC on the methods for setting targets, concerns with implementation, and the actions necessary to achieve fatal and serious crash reduction. WSDOT includes the WTSC in all meeting related to target setting, actions and development of potential investment strategies moving forward. In addition, WSDOT participates in meetings with the technical and coordinating committees of the MPOs and RTPOs. These meeting are to introduce related topics, hear concerns and to identify potential challenges. MPOs and RTPOs continue to support the aspirational targets, and they are encouraged by WSDOT additional focus on the bold actions. WSDOT currently assigned the planning supervisor for Regional and Tribal Outreach to the Safety Office, and steps are being taken to provide a strong linkage between, the SHSP, Target Setting, Actions and Investments. WSDOT also has outreach within its local programs Division on the topic. Cities and counties are informed and able to discuss concerns with the local programs division through meetings and presentations and grant related activities.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2023 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	447.5	667.8
Number of Serious Injuries	1876.5	2823.6
Fatality Rate	0.757	1.144
Serious Injury Rate	3.178	4.841
Non-Motorized Fatalities and Serious Injuries	462.0	657.0

WSDOT sets aspirational targets and does not expect to meet targets. The Department takes very seriously the issue of driving down fatal and serious crashes and has initiated a 13-part action plan to improve road safety, including a new safety office. With initial focus on the Safe System Approach, Complete Streets, Injury Minimization and a Roundabout first policies. The Department believes that communication is central to its efforts and is working with the traffic safety commission to achieve better safety outcomes. Increasing volumes, risk driving behaviors and increased free flow speeds are a challenge for the Department. Actions are being taken to fully integrate the Safe Systems throughout the decision-making process for design and operations. The Safety Program is being reworked to address crash trends and new design approaches.

Applicability of Special Rules

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

Yes

WSDOT approach to HRRR crash is not to set up a separate subcategory but to provide focus on the crash types most common on HRRR being lane departure. In doing so, Local Roads projects identify how these projects intend to reduce lane departure related crashes using proven countermeasures.

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

Yes

WSDOT falls under the requirements of the VRU Safety Special Rule. To address VRU Safety Projects an Active Transportation Subcategory was developed within the I2 Safety Program. This subcategory is used a systemic proactive approach using both historic crashes over a ten-year period, road characteristics (e.g., proximity to transit stops, route directness and level of traffic stress), and socio-economic (equity indexes from federal and state sources) related factors. A combination of the crashes and road characteristics are used to identify and initial list of locations. The equity indexes are used to screen projects to a ranked list of potential locations. The VRU analysis showed that WSDOT developed equity ranking methods had an 82% correlation to crash locations statewide. The subcategory is named as the active transportation subcategory. WSDOT also believes that its inclusion of complete streets, safe system approach and inclusion of proven safety countermeasures for VRUs will be beneficial to reducing fatal and serious crashes for VRUs. A research project to provide guidelines for identify measures to reduce the level of traffic stress (i.e., factors that creates challenges for active transportation) will provide additional guidance for WSDOT designers and operators.

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	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	90	70	98	84	101	109	111
Number of Older Driver and Pedestrian Serious Injuries	186	190	210	217	239	259	297

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

WSDOT tracks fatal and serious crashes as its prime measure of effectiveness but believes in evaluation of VRUs, crash types and contributing factors as other valuable measures.

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

WSDOT tracks progress through weekly reporting of fatal and serious crashes and injuries for vehicles, bicyclist, and pedestrians. In addition, reports are provided on the target zero indicators (i.e., tracking of emphasis areas). WSDOT's program indicates increasing fatal and serious crashes across emphasis areas. The increasing trend has reversed in early 2024 and number are positive across emphasis areas. WSDOT remains concerned with extreme speeding, intersection crashes and lane departures. WSDOT is implementing a roundabout first policy and is working hard on its injury minimization approach. New speed management techniques are being implemented.

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

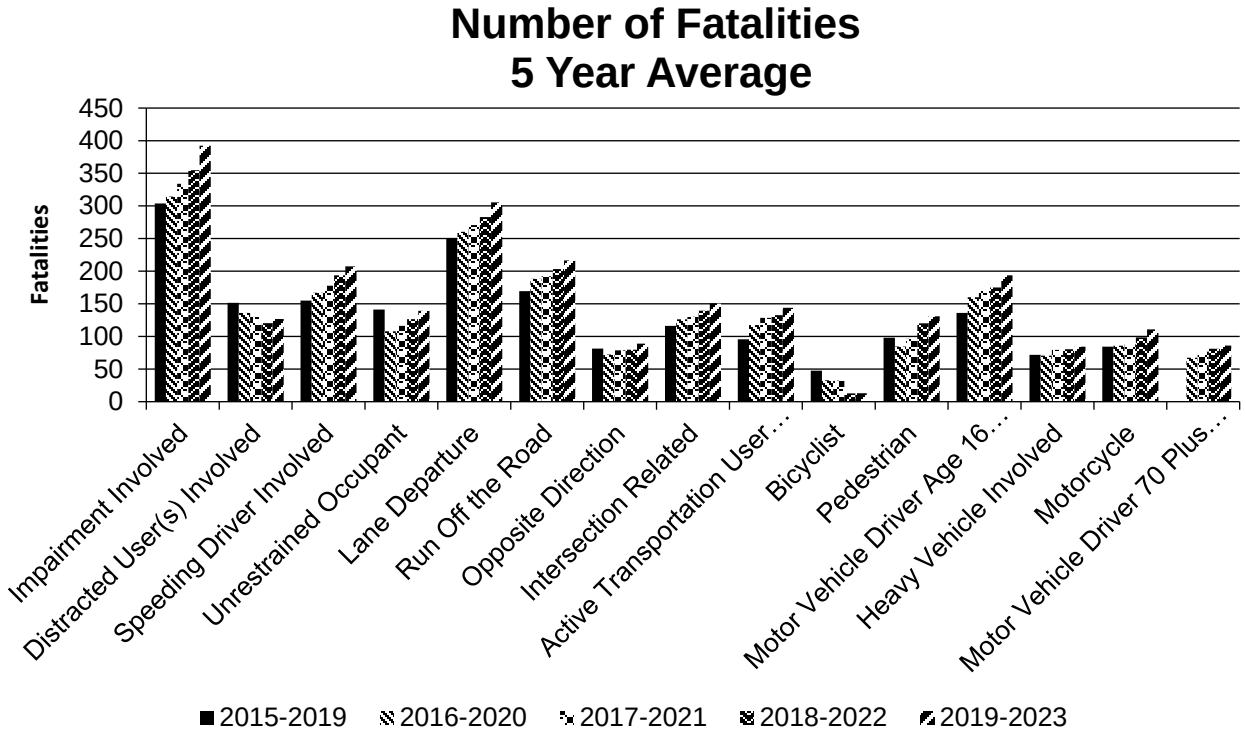
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs
- Organizational change
- Policy change
- Other-Complete Streets using Safe System Principles Legislation
- Other-Update Safe System Executive Order

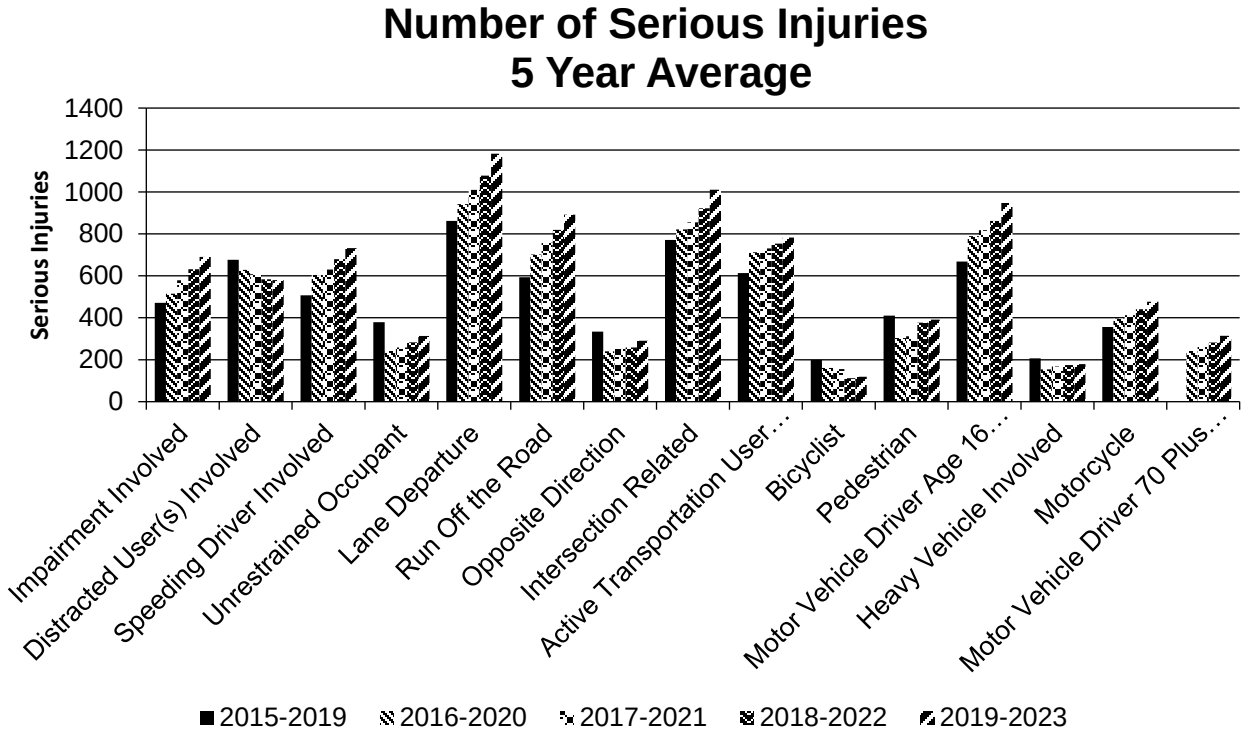
Effectiveness of Groupings or Similar Types of Improvements

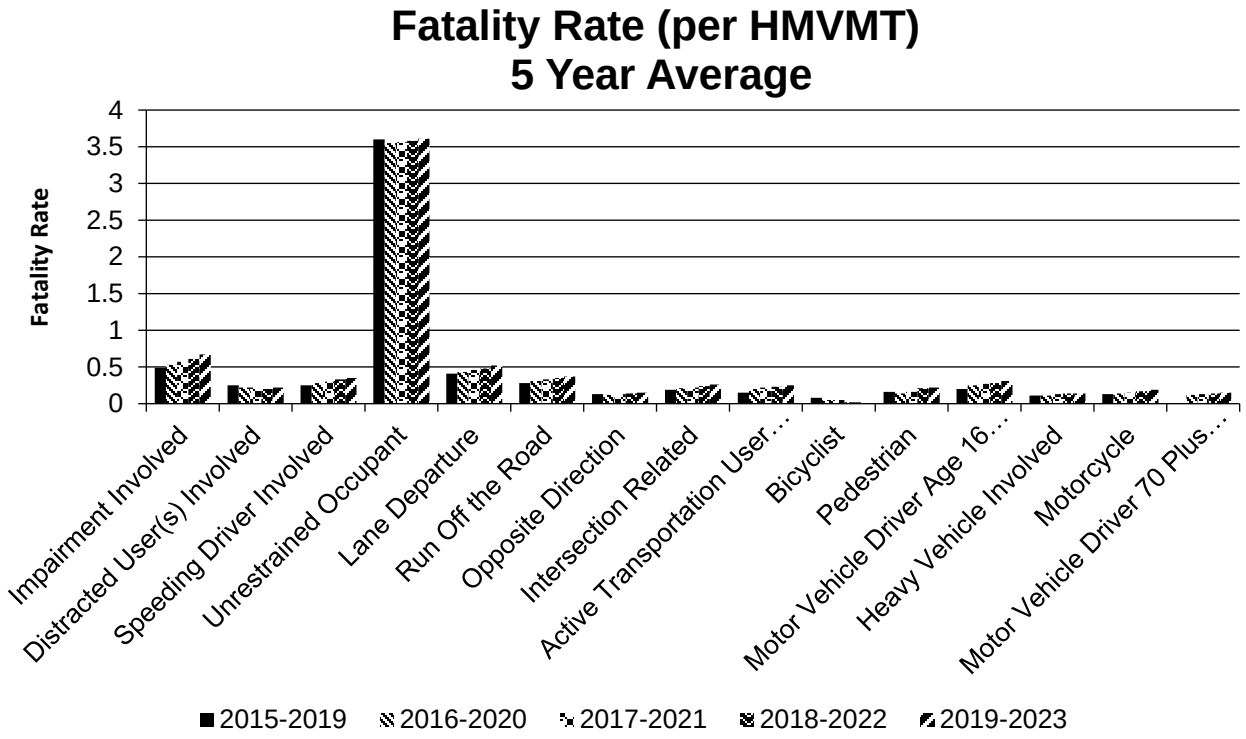
Present and describe trends in SHSP emphasis area performance measures.

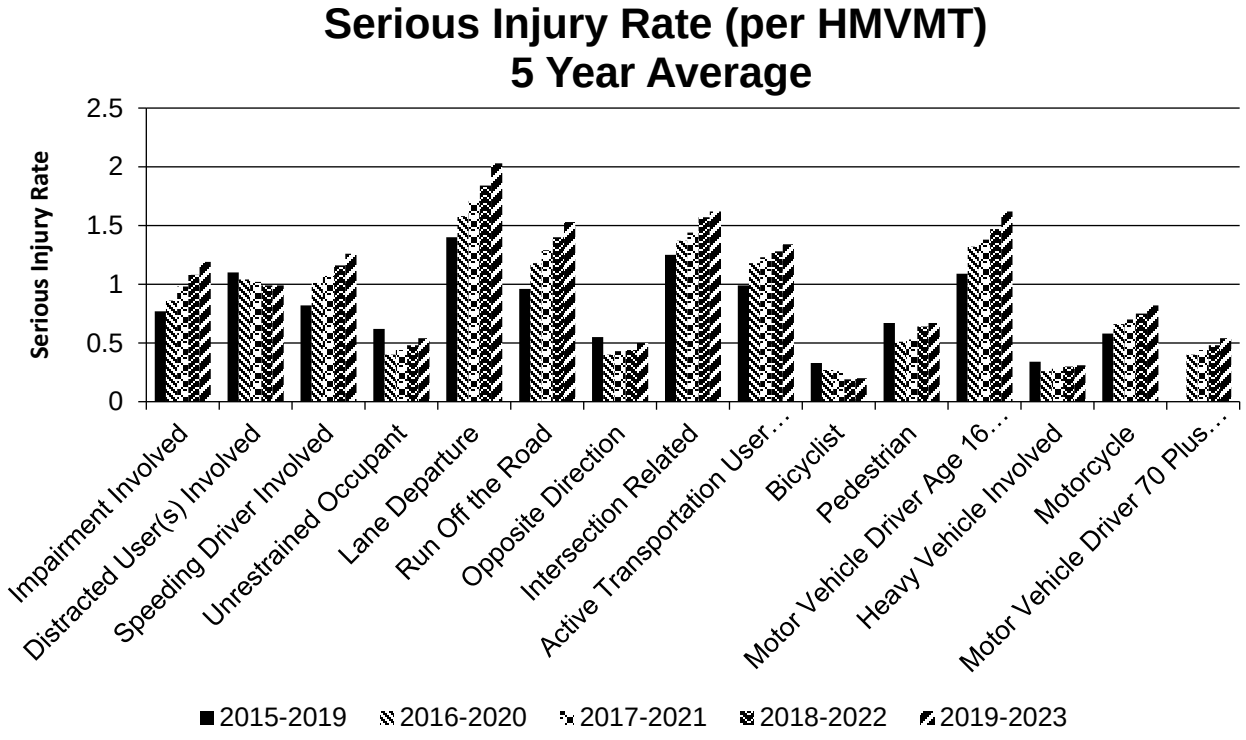
Year 2023

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Impairment Involved		392.4	690.2	0.67	1.19
Distracted User(s) Involved		126.6	579.4	0.22	0.99
Speeding Driver Involved		207.4	732.2	0.35	1.26
Unrestrained Occupant		139.2	313	3.61	0.54
Lane Departure		305.4	1,182	0.52	2.03
Run Off the Road		216.4	891.4	0.37	1.53
Opposite Direction		89	290.6	0.15	0.5
Intersection Related		150.2	1,010.8	0.26	1.62
Active Transportation User (Non-Motorist)		143.8	782.8	0.25	1.34
Bicyclist		13	118.6	0.02	0.2
Pedestrian		130.8	391.4	0.22	0.67
Motor Vehicle Driver Age 16 to 25 Involved		193.6	947	0.31	1.62
Heavy Vehicle Involved		84.2	179.2	0.14	0.31
Motorcycle		110.8	476.6	0.19	0.82
Motor Vehicle Driver 70 Plus Involved		86	313.8	0.15	0.54


Number of Fatalities
5 Year Average
Fatalities
450
400
350
300
250
200
150
100
50
0
Impairment Involved
Distracted User(s) Involved
Speeding Driver Involved
Unrestrained Occupant
Lane Departure
Run Off the Road
Opposite Direction
Intersection Related
Active Transportation User…
Bicyclist
Pedestrian
Motor Vehicle Driver Age 16…
Heavy Vehicle Involved
Motorcycle
Motor Vehicle Driver 70 Plus…
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Number of Serious Injuries
5 Year Average
Serious Injuries
1400
1200
1000
800
600
400
200
0
Impairment Involved
Distracted User(s) Involved
Speeding Driver Involved
Unrestrained Occupant
Lane Departure
Run Off the Road
Opposite Direction
Intersection Related
Active Transportation User…
Bicyclist
Pedestrian
Motor Vehicle Driver Age 16…
Heavy Vehicle Involved
Motorcycle
Motor Vehicle Driver 70 Plus…
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Fatality Rate (per HMVMT)
5 Year Average
Fatality Rate
4
3.5
3
2.5
2
1.5
1
0.5
0
Impairment Involved
Distracted User(s) Involved
Speeding Driver Involved
Unrestrained Occupant
Lane Departure
Run Off the Road
Opposite Direction
Intersection Related
Active Transportation User…
Bicyclist
Pedestrian
Motor Vehicle Driver Age 16…
Heavy Vehicle Involved
Motorcycle
Motor Vehicle Driver 70 Plus…
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Serious Injury Rate (per HMVMT)
5 Year Average
Serious Injury Rate
2.5
2
1.5
1
0.5
0
Impairment Involved
Distracted User(s) Involved
Speeding Driver Involved
Unrestrained Occupant
Lane Departure
Run Off the Road
Opposite Direction
Intersection Related
Active Transportation User…
Bicyclist
Pedestrian
Motor Vehicle Driver Age 16…
Heavy Vehicle Involved
Motorcycle
Motor Vehicle Driver 70 Plus…
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023

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

No

WSDOT was not able to update its countermeasures for 2023 due to lack of resources.

Project Effectiveness

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

not reporting

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

WSDOT strongly supports FHWA continued efforts on proven countermeasures, and work related to Safe System Implementation.

Compliance Assessment

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

02/04/2020

What are the years being covered by the current SHSP?

From: 2020 To: 2023

When does the State anticipate completing its next SHSP update?

2024

Update is anticipated to be signed by October 2024

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	30					100			
	Begin Point Segment Descriptor (10) [10]	100	100					100	84	100	84
	End Point Segment Descriptor (11) [11]	100	100					100	84	100	84
	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]	55	20								
	Access Control (22) [23]	100	50								
	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			
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	84	100	84
INTERSECTION	Unique Junction Identifier (120) [110]			100	10						
	Location Identifier for Road 1 Crossing Point (122) [112]			100	10						
	Location Identifier for Road 2 Crossing Point (123) [113]			100	10						
	Intersection/Junction Geometry (126) [116]			7							
	Intersection/Junction Traffic Control (131) [131]			65							
	AADT for Each Intersecting Road (79) [81]			50	50						
	AADT Year (80) [82]			50	50						
	Unique Approach Identifier (139) [129]			50	50						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100					
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					40					
	Roadway Type at End Ramp Terminal (199) [189]					40					
	Interchange Type (182) [172]					100					
	Ramp AADT (191) [181]					100					
	Year of Ramp AADT (192) [182]					100					
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		**97.50**	**88.89**	**65.25**	**22.50**	**89.09**	**45.45**	**100.00**	**72.44**	**100.00**	**90.40**

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

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

The LRS modernization project funded for 2023-2025 has had start-up delays and has had to re-scope to focus on only on HPMS delivery. There is a follow-up request for 2025-2027 that funds a MIRE collection project if approved by the Legislature in May 2025. In the meantime, the project planning for integrating the baseline geometry for our all-public roads LRS is getting on-track with completion of pre-project scoping statement and a dedicated GIS business analyst starting in September. In September, we will be sending a letter to the municipalities reminding them about MIRE data needs.

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.