



Highway Safety Improvement Program
Data Driven Decisions

Washington
Highway Safety Improvement Program
2015 Annual Report

Prepared by: WA

Disclaimer

Protection of Data from Discovery & Admission into Evidence

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

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

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Executive Summary

The Washington state HSIP program funds both local safety (70%) and state highway safety (30%) programs. The program continues to be successful (56.33 B/C for projects closed in 2011). Projects going forward using HSIP funds target the top two (both priority one) infrastructure focus areas identified in the SHSP (Run-Off-the-Road and Intersections).

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

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

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

Central

District

Other

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

Washington uses a data-driven process to determine HSIP funding levels for state vs local roads. The current SHSP, "Washington Strategic Highway Safety Plan: Target Zero," (www.targetzero.com) has specified priority levels for types/causes/categories of fatal & serious injury crashes based on crash type, driver behaviors, or user type. The top 2 infrastructure related priorities are Run-Off-the-Road crashes (priority 1) and Intersection crashes (priority 1).

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

consecutive 5-year period. WSDOT calculates the ratio of crashes on local agency responsibility roads to those on state highways then allocates HSIP funding between state and local roadways based on that percentage. Currently, local agencies receive 70% of HSIP funds and the state receives 30%.

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

- Design
- Planning
- Maintenance
- Operations
- Governors Highway Safety Office
- Other: Other-Risk
- Other: Other-Program Management
- Other: Other-Local Programs

Briefly describe coordination with internal partners.

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

Oversight for the 30% of the HSIP funds that are directed to the state is managed by the WSDOT Multimodal Safety Executive Committee (MSEC). WSDOT does not have a specific highway safety office within the DOT. Instead, highway safety is managed collaboratively across all of the department's divisions and coordinated between all modes. Oversight of the highway safety program by MSEC provides department-wide and multimodal coordination and input on highway safety issues. MSEC is comprised of program directors from all of the major highways divisions (Design, Planning, Program Management, Traffic Operations, Local Programs, Quality Assurance & Transportation System Safety, and Strategic Analysis & Reporting) and modes (Ferries, Rail, Aviation, and Transit.)

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

- Metropolitan Planning Organizations
- Governors Highway Safety Office
- Local Government Association
- Other: Other-Panel of local agencies

The Local Programs Division oversees the planning of HSIP funds for local agencies. In developing program methodology, local agency representatives and representatives of local agency associations are included in the decision-making process for agreement with the criteria in evaluating the projects for the programs. Those local agency representatives are identified with assistance from local government associations (city & county) to reflect a cross-section of those agencies.

For the City Safety program, representation includes FHWA, AWC (Association of Washington Cities), and city representatives from eastern and western Washington and from large, medium, and small cities.

For the County Safety Program, representation includes FHWA, WSACE (Washington State Association of County Engineers), CRAB (County Road Administration Board), and county representatives from eastern and western Washington and from large and small counties.

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

- Multi-disciplinary HSIP steering committee
- Other: Other-no change

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

None

Program Methodology

Select the programs that are administered under the HSIP.

- | | | |
|---|---|--|
| <input type="checkbox"/> Median Barrier | <input type="checkbox"/> Intersection | <input checked="" type="checkbox"/> Safe Corridor |
| <input type="checkbox"/> Horizontal Curve | <input type="checkbox"/> Bicycle Safety | <input type="checkbox"/> Rural State Highways |
| <input type="checkbox"/> Skid Hazard | <input type="checkbox"/> Crash Data | <input type="checkbox"/> Red Light Running Prevention |
| <input type="checkbox"/> Roadway Departure | <input type="checkbox"/> Low-Cost Spot Improvements | <input type="checkbox"/> Sign Replacement And Improvement |
| <input type="checkbox"/> Local Safety | <input type="checkbox"/> Pedestrian Safety | <input type="checkbox"/> Right Angle Crash |
| <input type="checkbox"/> Left Turn Crash | <input type="checkbox"/> Shoulder Improvement | <input type="checkbox"/> Segments |
| <input checked="" type="checkbox"/> Other: Other-State - Collision Analysis Corridors | <input checked="" type="checkbox"/> Other: Other-State - Collision Analysis Locations | <input checked="" type="checkbox"/> Other: Other-State - Intersection Analysis Locations |
| <input checked="" type="checkbox"/> Other: Other-Local - City Safety Program | <input checked="" type="checkbox"/> Other: Other-Local - County Safety Program | |

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

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

Program: Safe Corridor

Date of Program Methodology: 1/1/2004

What data types were used in the program methodology?*Crashes* All crashes Fatal crashes only Fatal and serious injury crashes only Other*Exposure* Traffic Volume Population Lane miles Other*Roadway* Median width Horizontal curvature Functional classification Roadside features Other**What project identification methodology was used for this program?** Crash frequency Expected crash frequency with EB adjustment Equivalent property damage only (EPDO Crash frequency) EPDO crash frequency with EB adjustment Relative severity index Crash rate Critical rate Level of service of safety (LOSS) Excess expected crash frequency using SPFs Excess expected crash frequency with the EB adjustment Excess expected crash frequency using method of moments Probability of specific crash types Excess proportions of specific crash types Other**Are local roads (non-state owned and operated) included or addressed in this program?**

Yes No

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

 Yes No**How are highway safety improvement projects advanced for implementation?** Competitive application process selection committee Other-Agreement between program managers at WSDOT and the Governor's Highway Safety Office, based on data & local leadership

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).

 Relative Weight in Scoring Rank of Priority Consideration Ranking based on B/C Available funding 3 Incremental B/C Ranking based on net benefit Other Fatal & serious injury crash history 1 Local leadership & interest 2

Program: Other-State - Collision Analysis Corridors

Date of Program Methodology: 1/1/2012

What data types were used in the program methodology?

Crashes

All crashes

Fatal crashes only

Fatal and serious injury
crashes only

Other

Exposure

Traffic

Volume

Population

Lane miles

Other

Roadway

Median width

Horizontal curvature

Functional classification

Roadside features

Other-Roadway data required
for the HSM predictive method

What project identification methodology was used for this program?

Crash frequency

Expected crash frequency with EB adjustment

Equivalent property damage only (EPDO Crash frequency)

EPDO crash frequency with EB adjustment

Relative severity index

Crash rate

Critical rate

Level of service of safety (LOSS)

- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

How are highway safety improvement projects advanced for implementation?

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

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

- Relative Weight in Scoring
- Rank of Priority Consideration

- Ranking based on B/C 1
- Available funding 2
- Incremental B/C

- Ranking based on net benefit
- Other
- Fatal & serious injury crash history 3

Program: Other-State - Collision Analysis Locations

Date of Program Methodology: 1/1/2012

What data types were used in the program methodology?

<i>Crashes</i>	<i>Exposure</i>	<i>Roadway</i>
<input type="checkbox"/> All crashes	<input checked="" type="checkbox"/> Traffic	<input checked="" type="checkbox"/> Median width
<input type="checkbox"/> Fatal crashes only	<input checked="" type="checkbox"/> Volume	<input checked="" type="checkbox"/> Horizontal curvature
<input type="checkbox"/> Fatal and serious injury crashes only	<input type="checkbox"/> Population	<input checked="" type="checkbox"/> Functional classification
<input checked="" type="checkbox"/> Other-Fatal, serious, and evident injury crashes only	<input type="checkbox"/> Lane miles	<input checked="" type="checkbox"/> Roadside features
	<input type="checkbox"/> Other	<input checked="" type="checkbox"/> Other-Roadway data required for the HSM predictive method

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment

- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- selection committee
- Other

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).

- Relative Weight in Scoring
- Rank of Priority Consideration

- Ranking based on B/C 2
- Available funding 3
- Incremental B/C
- Ranking based on net benefit
- Other
- Fatal & serious injury crash history 1

Program: Other-State - Intersection Analysis Locations

Date of Program Methodology: 1/1/2012

What data types were used in the program methodology?

- | <i>Crashes</i> | <i>Exposure</i> | <i>Roadway</i> |
|---|--|---|
| <input type="checkbox"/> All crashes | <input type="checkbox"/> Traffic | <input type="checkbox"/> Median width |
| <input type="checkbox"/> Fatal crashes only | <input checked="" type="checkbox"/> Volume | <input type="checkbox"/> Horizontal curvature |
| <input checked="" type="checkbox"/> Fatal and serious injury crashes only | <input type="checkbox"/> Population | <input checked="" type="checkbox"/> Functional classification |
| <input type="checkbox"/> Other | <input type="checkbox"/> Lane miles | <input type="checkbox"/> Roadside features |
| | <input type="checkbox"/> Other | <input checked="" type="checkbox"/> Other-Roadway data required for the HSM predictive method |

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment

- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

How are highway safety improvement projects advanced for implementation?

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

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

Relative Weight in Scoring

Rank of Priority Consideration

Ranking based on B/C 2

Available funding 3

Incremental B/C

Ranking based on net benefit

Other

Fatal & serious injury crash history 1

Program: Other-Local - City Safety Program

Date of Program Methodology: 1/1/2011

What data types were used in the program methodology?

Crashes

All crashes

Fatal crashes only

Fatal and serious injury crashes only

Other

Exposure

Traffic

Volume

Population

Lane miles

Other

Roadway

Median width

Horizontal curvature

Functional classification

Roadside features

Other

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

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

- Yes
- No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- selection committee

Other

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).

Relative Weight in Scoring

Rank of Priority Consideration

Ranking based on B/C 1

Available funding 2

Incremental B/C

Ranking based on net benefit

Other

Program: **Other-Local - County Safety Program**

Date of Program Methodology: **1/1/2014**

What data types were used in the program methodology?

Crashes

All crashes

Fatal crashes only

Fatal and serious injury
crashes only

Exposure

Traffic

Volume

Population

Roadway

Median width

Horizontal curvature

Functional classification

- Other Lane miles Roadside features
 Other Other

What project identification methodology was used for this program?

- Crash frequency
 Expected crash frequency with EB adjustment
 Equivalent property damage only (EPDO Crash frequency)
 EPDO crash frequency with EB adjustment
 Relative severity index
 Crash rate
 Critical rate
 Level of service of safety (LOSS)
 Excess expected crash frequency using SPFs
 Excess expected crash frequency with the EB adjustment
 Excess expected crash frequency using method of moments
 Probability of specific crash types
 Excess proportions of specific crash types
 Other

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

- Yes
 No

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

- Yes
 No

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- selection committee
- Other-Allocation of funds to each county based on rate of fatal & serious injury crashes per mile
- Other-Completion of a local road safety plan

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

- Relative Weight in Scoring
- Rank of Priority Consideration
- Ranking based on B/C
- Available funding 2
- Incremental B/C
- Ranking based on net benefit
- Other
- Completion of Local Road 1
Safety Plan

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

managers review and approve proposed projects from an engineering and cost-benefit perspective.

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

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

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

50

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Cable Median Barriers | <input checked="" type="checkbox"/> Rumble Strips |
| <input type="checkbox"/> Traffic Control Device Rehabilitation | <input type="checkbox"/> Pavement/Shoulder Widening |
| <input checked="" type="checkbox"/> Install/Improve Signing | <input checked="" type="checkbox"/> Install/Improve Pavement Marking and/or Delineation |
| <input checked="" type="checkbox"/> Upgrade Guard Rails | <input checked="" type="checkbox"/> Clear Zone Improvements |
| <input type="checkbox"/> Safety Edge | <input type="checkbox"/> Install/Improve Lighting |
| <input type="checkbox"/> Add/Upgrade/Modify/Remove Traffic Signal | <input type="checkbox"/> Other |

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

What process is used to identify potential countermeasures?

Engineering Study Road Safety Assessment Other:

The majority of projects selected use engineering studies. A few projects use a road safety assessment process.

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

 Highway Safety Manual Road Safety audits Systemic Approach Other: Other-No change

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

While the County Safety Program has used a systemic safety approach in the past, the current requirement to develop a local road safety plan as part of the application process for HSIP funds is new.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

Calendar Year

State Fiscal Year

Federal Fiscal Year

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

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	59510926	17 %	35734180	30 %
HRRRP (SAFETEA-LU)	850000	0 %	841247	1 %
HRRR Special Rule				
Penalty Transfer - Section 154				
Penalty Transfer - Section 164	6100910	2 %	6100910	5 %
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)	125131768	35 %	31769135	27 %
State and Local Funds	155366687	43 %	30892109	26 %

Other Section 402: State and Community Highway Safety	6041220	2 %	4981963	4 %
Other Section 405: Occupant Protection Incentive Grants	138062	0 %	138062	0 %
Other MAP-21: 405b	1535805	0 %	1535805	1 %
Other MAP-21: 405c	1833000	1 %	1833000	2 %
Other MAP-21: 405d	3851636	1 %	3851636	3 %
Other MAP-21: 405f	89800	0 %	89800	0 %
Totals	360449814	100%	117767847	100%

HSIP, Other Federal Funds, and State and Local funds represent Calendar Year 2014. Programmed and obligated funds are both based on projects in the 2014 STIP. Note that most projects include some safety elements and countermeasures, in larger or smaller shares of other projects using federal funds. These projects are not captured here, in part because it would be very difficult to break out the safety funding versus non-safety funding within those projects. It should be noted that the local funds included in the table are what was "committed" to the projects as part of a match, but are not officially "obligated" as they are not federal funds.

Local Agency Projects: Programmed values are from the 2014 STIP. Obligated values are from SPORT (internal program) for projects in the 2014 STIP.

State Projects: Programmed values are from the 2014 STIP. Obligated values are from I2 Safety expenditures (internal program) in 2014 for projects in the 2014 STIP.

Behavioral Projects: Behavioral funds are administered by the Washington Traffic Safety Commission (WTSC). These figures represent federal fiscal year 2015, including carry forward funds for some categories. Programmed reflects funds that have been transferred from NHTSA to the WTSC. Obligated funds are not yet available (for funds that have been allocated to specific projects aside from Section 402 funds), so programmed funding levels are shown.

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

\$290,628,945.00

How much funding is obligated to local safety projects?

\$91,389,457.00

Note that the local funding shown in answer to this question does not include any of the behavioral funds/programs shown in Question 17. Only the split for infrastructure-related projects is shown.

Also note that for HSIP funds, the funding is split 70% programmed/obligated for local safety projects, 30% programmed/obligated for state safety projects.

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

\$19,489,523.00

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

\$18,430,266.00

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

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

\$0.00

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

\$0.00

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

The biggest impediment to obligating HSIP funds has been getting realistic schedules for local agency projects. For new project awards, several additional scheduling milestones have been included on application forms, to help local agencies think through all of the parts of the project life. With MAP-21 requirements, projects will also be held to a strict project delivery schedule or will have funds rescinded. In addition, recent funding awards have provided an obligation incentive by providing lower matching requirements for construction if pre-set Ad dates are met. Based on initial responses from local agencies, this appears to be a potentially-effective approach.

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

None

General Listing of Projects

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

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
Adams County - Lee Rd #12421 Safety Improvements	Roadside Removal of roadside objects (trees, poles, etc.)	1 Miles	313500	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.4 Remove/relocate objects in the clear zone.
City of Auburn - Auburn Way South (SR 164) Corridor Safety Improvements	Access management Change in access - miscellaneous/unspecified	1 Numbers	2333108	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.10 Implement restricted access to driveways.
City of Auburn - A Street SE and 37th Street SE	Intersection geometry Intersection geometry - other	1 Numbers	792260	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	
City of Bellevue	Intersection traffic	0	35000	0	HSIP	Urban	0	0	City of	Intersections	I/S-1.7 Employ

Citywide Safety Improvements	control Modify traffic signal timing - signal coordination		0		(Section 148)	Minor Arterial			Municipal Highway Agency	ons	signal coordination.
City of Bellingham - N. State St./E. Laurel St. Pedestrian Safety	Pedestrians and bicyclists Install new crosswalk	1 Numbers	350000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	I/S-4.4 Upgrade pavement markings using high visibility crosswalks.
City of Bellingham - Alabama Street Corridor Multimodal Safety Improvements	Roadway Roadway narrowing (road diet, roadway reconfiguration)	1 Numbers	1461824	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	ROR-2.5 Implement safe urban street designs.
City of Bothell - Citywide Safety Improvements	Pedestrians and bicyclists Install new crosswalk	0	350000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	I/S-4.1 Improve safety at pedestrian crossings by installing islands, lighting, and shortening

											crossings.
City of Bothell - SR 527 Improvements	Roadway widening - add lane(s) along segment	1 Numbers	350000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.3 Provide/improve left/right turn channelization.
City of Bothell - 228th St. SE at Bothell Everett Hwy (SR 527)	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	233000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.3 Provide/improve left/right turn channelization.
City of Bothell - 228th St. SE - Bothell Everett Hwy. (SR 527) to 19th Ave. SE	Pedestrians and bicyclists Medians and pedestrian refuge areas	3 Numbers	447883	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	I/S-4.1 Improve safety at pedestrian crossings by installing islands, lighting, and shortening crossings.
City of Burlington - Citywide Safety	Intersection geometry Auxiliary lanes - add left-turn lane	4 Numbers	250000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway	Intersections	I/S-1.3 Provide/improve left/right turn

Improvements									y Agency		channelization
City of Burlington - Burlington Boulevard Signal Enhancements	Intersection traffic control Modify traffic signal timing - signal coordination	1 Numbers	1702460	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
Chelan County - Countywide Roadway Safety Plan	Non-infrastructure Data/traffic records	0	180000	0	HSIP (Section 148)		0	0	County Highway Agency	Data	ROR-2.8 Locate and inventory fixed objects in the clear zone.
Chelan County - Chumstick Hwy #93350 Safety	Roadway signs and traffic control Curve-related warning signs and flashers	0	467500	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delineation, especially in curves.
Clark County - Washougal River Rd & Lockwood	Roadside Barrier- metal	2 Numbers	1332945	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware

Creek Rd											such as guardrail.
Clark County - Hayes Rd N & S Safety Improvements	Roadside Barrier- metal	1 Numbers	546165	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
Columbia County - Safety Data Collection & Analysis (Countywide Clear Zone Inventory)	Non-infrastructure Data/traffic records	0	180000	0	HSIP (Section 148)		0	0	County Highway Agency	Data	ROR-2.8 Locate and inventory fixed objects in the clear zone.
Columbia County - Safety Data Collection & Analysis (Countywide Sign Upgrade)	Non-infrastructure Data/traffic records	0	180000	0	HSIP (Section 148)		0	0	County Highway Agency	Data	
Columbia County - Kellogg Hollow Road	Intersection geometry - other	1 Numbers	55000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Intersections	

Columbia County - Lyons Ferry Rd #22290	Roadside Barrier- metal	1 Numbers	54616 5	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departur e	ROR-2.2 Install/maintai n roadside safety hardware such as guardrail.
City of Covington - Citywide Safety Improvements	Intersection traffic control Intersection flashers - add overhead (continuous)	5 Numbers	25000 0	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municip al Highwa y Agency	Intersecti ons	I/S-1.12 Improve visibility of intersections by providing enhanced signing/deline ation.
Cowlitz County - Install/Upgrade Curve Warning Signs	Roadway signs and traffic control Curve-related warning signs and flashers	0	10900 0	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highwa y Agency	Roadway Departur e	ROR-1.1 Improve roadway signing and shoulder delineation, especially in curves.
Cowlitz County - South Pekin Road Guardrail	Roadside Barrier- metal	1 Numbers	54616 5	0	HSIP (Section 148)		0	0	County Highwa y Agency	Roadway Departur e	ROR-2.2 Install/maintai n roadside safety

											hardware such as guardrail.
Cowlitz County - Willow Grove Road Guardrail	Roadside Barrier- metal	1 Numbers	546165	0	HSIP (Section 148)		0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
Cowlitz County - South Cloverdale Road/Martins Bluff Road Intersection	Intersection geometry Intersection geometrics - realignment to align offset cross streets	1 Numbers	84000	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Intersections	
Cowlitz County - Hazel Dell Rd I/S Improvements	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	200000	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Intersections	I/S-1.3 Provide/improve left/right turn channelization
City of Des Moines - Citywide Arterial Street	Intersection traffic control Modify traffic signal - add backplates with retroreflective	0	250000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway	Intersections	I/S-3.2 Add back plates with retroreflective borders to

Improvements	borders								Agency		signals.
Douglas County - Countywide Signing, Striping, Del.	Roadway signs and traffic control Roadway signs (including post) - new or updated	10 Numbers	106020	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delineation, especially in curves.
Douglas County - Rock Island Rd - Safety Improvements	Roadside Barrier- metal	1 Numbers	51920	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
Douglas County - McNeil Canyon Rd - Runaway Truck Ramp	Roadside Roadside - other	1 Numbers	537610	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	
City of Edmonds - Citywide Safety Improvements	Pedestrians and bicyclists Pedestrian signal - modify existing	0	300000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway	Pedestrians	

									Agency		
City of Edmonds - SR 99 Illumination - 220th St SW to 212th St SW	Lighting Continuous roadway lighting	3 Numbers	684000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersecti ons	I/S-1.4 Install/increase illumination.
City of Edmonds - 228th St SW Corridor Improvements	Intersection geometry Intersection geometry - other	3 Numbers	423400	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersecti ons	
City of Everett - Citywide Safety Improvements	Pedestrians and bicyclists Modify existing crosswalk	0	450000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Pedestria ns	I/S-4.1 Improve safety at pedestrian crossings by installing islands, lighting, and shortening crossings.
City of Everett - Pacific Avenue and Broadway	Pedestrians and bicyclists Modify existing crosswalk	2 Numbers	450000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway	Pedestria ns	I/S-4.1 Improve safety at pedestrian

Safety									y Agency		crossings by installing islands, lighting, and shortening crossings.
City of Everett - Evergreen Way and Pecks Drive Intersection Safety	Intersection traffic control Modify traffic signal - add backplates with retroreflective borders	1 Numbers	411000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-3.2 Add back plates with retroreflective borders to signals.
City of Federal Way - Citywide Flashing Yellow Arrow Conversions	Intersection traffic control Modify traffic signal - add flashing yellow arrow	0	913600	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.8 Employ flashing yellow arrows at signals.
Ferry County - Curve Signing Upgrades	Roadway signs and traffic control Curve-related warning signs and flashers	0	259618	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delineation, especially in curves.

Ferry County - Safety Data Collection	Non-infrastructure Data/traffic records	0	180000	0	HSIP (Section 148)		0	0	County Highway Agency	Data	ROR-2.8 Locate and inventory fixed objects in the clear zone.
Ferry County - Enhanced Pavement Surface Treatments	Roadway Pavement surface - high friction surface	3 Numbers	363471	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.3 Increase road surface skid resistance using HFST.
Franklin County - Data Collection - Guardrail & Signing	Non-infrastructure Data/traffic records	0	180000	0	HSIP (Section 148)		0	0	County Highway Agency	Data	
Franklin County - 2015 and 2016 County Safety Improvements	Roadside Roadside grading	0	795795	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departure	ROR-2.3 Design safer slopes/ditches to prevent rollovers.
Franklin County - Blanton Guardrail	Roadside Barrier- metal	1 Numbers	89925	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as

											guardrail.
Garfield County - County Safety Improvements	Roadside Roadside grading	0	650000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.3 Design safer slopes/ditches to prevent rollovers.
Garfield County - Safety Data Collection	Non-infrastructure Data/traffic records	0	180000	0	HSIP (Section 148)		0	0	County Highway Agency	Data	ROR-2.8 Locate and inventory fixed objects in the clear zone.
Grays Harbor County - 2014 County Guardrail Project	Roadside Barrier- metal	0	89925	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
Island County - Low Cost Run-Off-Rd Sfty	Roadway signs and traffic control Roadway signs (including post) - new or updated	0	350000	0	HRRRP (SAFET EA-LU)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delineation, especially in

											curves.
Island County - County Guardrail	Roadside Barrier- metal	0	89925	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
Island County - County Signing Upgrades	Roadway signs and traffic control Roadway signs (including post) - new or updated	0	138726	0	HSIP (Section 148)		0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delineation, especially in curves.
Island County - Hastie Lake Rd/Zylstra Rd I/S	Alignment Vertical alignment or elevation change	1 Numbers	599452	0	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency	Intersections	I/S-3.1 Redesign intersection approaches to improve sight distance.
City of Kelso - West Main St. Realignment	Access management Raised island - install new	1 Numbers	1140000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway	Intersections	I/S-1.9 Restrict/eliminate turning maneuvers.

									Agency		
City of Kenmore - Citywide Safety Improvements	Intersection traffic control Modify traffic signal - add backplates with retroreflective borders	0	250000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersecti ons	I/S-3.2 Add back plates with retroreflective borders to signals.
City of Kenmore - 62nd Avenue NE Corridor Safety	Speed management Traffic calming feature	3 Numbers	813200	0	HSIP (Section 148)	Urban Local Road or Street	0	0	City of Municipal Highway Agency	Intersecti ons	Ped-2.3 Implement traffic calming features to reduce speeds.
City of Kennewick - Citywide Safety Improvements	Intersection traffic control Modify traffic signal timing - general retiming	0	350000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Intersecti ons	I/S-1.7 Employ signal coordination.
City of Kennewick - Clearwater Ave. - Leslie Rd. to US 395	Access management Change in access - close or restrict existing access	1 Numbers	212000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersecti ons	I/S-1.10 Implement restricted access to driveways.

City of Kent - Citywide Traffic Control Signal System Upgrade	Intersection traffic control Modify traffic signal - add flashing yellow arrow	0	40000 0	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.8 Employ flashing yellow arrows at signals.
City of Kent - SR 515 (108th Ave. SE) and SE 208th St. Intersection Safety	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	70000 0	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.3 Provide/improve left/right turn channelization .
King County - Low Cost Run- Off-Road Sfty	Roadway delineation Roadway delineation - other	26 Miles	50000 0	0	HRRRP (SAFET EA-LU)	Rural Minor Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.8 Install profiled center/edge lines.
King County - Low Cost Run- Off-Road Sfty	Roadway delineation Roadway delineation - other	26 Miles	50000 0	0	HRRRP (SAFET EA-LU)	Rural Minor Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.8 Install profiled center/edge lines.
King County - 2010 County Road Safety Program	Roadway Rumble strips - center	0	26800 00	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.4 Install center/edge line rumble strips.

King County - 2014 County Safety Selection	Roadway Pavement surface - high friction surface	0	3180500	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Department	ROR-1.3 Increase road surface skid resistance using HFST.
City of Kirkland - Citywide Safety and Traffic Flow Improvement	Intersection traffic control Modify traffic signal timing - signal coordination	0	300000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
Kitsap County - Bethel-Burley Rd/Mullenix Rd Intersection	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	1262185	0	HSIP (Section 148)	Urban Minor Arterial	0	0	County Highway Agency	Intersections	I/S-1.3 Provide/improve left/right turn channelization.
Kittitas County - Road Safety Improvements - Westside Rd and Huntzinger Road	Roadside Barrier- metal	2 Numbers	574200	0	HSIP (Section 148)	Rural Minor Collector	0	0	County Highway Agency	Roadway Department	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
Klickitat County - Safety Data Collection	Non-infrastructure Data/traffic records	0	180000	0	HSIP (Section		0	0	County Highway	Data	

- Signing					n 148)				Agency		
City of Lakewood - Citywide Safety Improvements	Intersection traffic control Modify traffic signal timing - general retiming	0	861000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
City of Lakewood - Custer Rd/John Dower Rd Intersection Safety	Intersection traffic control Modify traffic signal - add backplates with retroreflective borders	1 Numbers	515000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-3.2 Add back plates with retroreflective borders to signals.
City of Lakewood - 40th Ave. SW and 96th St. SW Safety	Roadside Barrier- metal	1 Numbers	823350	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
City of Lakewood - Steilacoom Boulevard Safety Improvements	Intersection traffic control Modify traffic signal timing - general retiming	1 Numbers	240500	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.7 Employ signal coordination.

Lewis County - 2014 Flexible Guideposts	Roadway delineation Delineators post-mounted or on barrier	0	107448	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delineation, especially in curves.
Lewis County - 2014 County Road Safety Improvements	Roadside Barrier- metal	0	1214939	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
Lincoln County - Safety Data Collection	Non-infrastructure Data/traffic records	0	180000	0	HSIP (Section 148)		0	0	County Highway Agency	Data	ROR-2.8 Locate and inventory fixed objects in the clear zone.
Lincoln County - Enhanced Pavement Surface Treatments	Roadway Pavement surface - high friction surface	4 Numbers	433958	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.3 Increase road surface skid resistance using HFST.

<p>Lincoln County - FFY 2014 Safety - Signing Upgrades</p>	<p>Roadway signs and traffic control Curve-related warning signs and flashers</p>	<p>0</p>	<p>138975</p>	<p>0</p>	<p>HSIP (Section 148)</p>	<p>Rural Major Collector</p>	<p>0</p>	<p>0</p>	<p>County Highway Agency</p>	<p>Roadway Department</p>	<p>ROR-1.1 Improve roadway signing and shoulder delineation, especially in curves.</p>
<p>City of Longview - 15th Ave. Corridor Safety Project</p>	<p>Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists</p>	<p>1 Numbers</p>	<p>950000</p>	<p>0</p>	<p>HSIP (Section 148)</p>	<p>Urban Principal Arterial - Other</p>	<p>0</p>	<p>0</p>	<p>City of Municipal Highway Agency</p>	<p>Pedestrians</p>	<p>I/S-4.1 Improve safety at pedestrian crossings by installing islands, lighting, and shortening crossings.</p>
<p>City of Longview - Citywide Safety Improvements</p>	<p>Pedestrians and bicyclists Pedestrian signal - modify existing</p>	<p>0</p>	<p>300000</p>	<p>0</p>	<p>HSIP (Section 148)</p>	<p>Urban Principal Arterial - Other</p>	<p>0</p>	<p>0</p>	<p>City of Municipal Highway Agency</p>	<p>Pedestrians</p>	<p>I/S-4.1 Improve safety at pedestrian crossings by installing islands, lighting, and shortening</p>

											crossings.
City of Lynnwood - Citywide Safety Improvements	Intersection traffic control Modify traffic signal - add flashing yellow arrow	0	300000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersecti ons	I/S-1.8 Employ flashing yellow arrows at signals.
City of Lynnwood - SR 99 and SR 524 Safety Improvements	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	931000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersecti ons	I/S-1.12 Improve visibility of intersections by providing enhanced signing/delineation.
City of Lynnwood - SR 99 and SR 524 Real-Time Adaptive Signal Control Implementation	Intersection traffic control Modify traffic signal timing - signal coordination	1 Numbers	472500	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersecti ons	I/S-1.7 Employ signal coordination.
City of Lynnwood - SR 99 176th St. SW Channelization	Roadway Roadway narrowing (road diet, roadway	1 Numbers	950000	0	HSIP (Section 148)	Urban Principal Arterial -	0	0	City of Municipal Highwa	Intersecti ons	ROR-2.5 Implement safe urban

/Road Diet- 52nd Ave. W. to 44th Ave. W.	reconfiguration)					Other			y Agency		street designs.
City of Marysville - State Ave. - 1st St. to 88th St. NE	Intersection traffic control Modify traffic signal timing - general retiming	1 Numb ers	17440 00	0	HSIP (Sectio n 148)	Urban Principal Arterial - Other	0	0	City of Municip al Highwa y Agency	Intersecti ons	I/S-1.7 Employ signal coordination.
Mason County - Matlock Brady Rd/Schafer Park Rd	Intersection geometry Intersection geometrics - modify skew angle	1 Numb ers	59500 0	0	HSIP (Sectio n 148)	Rural Major Collector	0	0	County Highwa y Agency	Intersecti ons	I/S-3.1 Redesign intersection approaches to improve sight distance.
City of Mount Vernon - Signal Safety Improvements	Intersection traffic control Modify traffic signal - add backplates with retroreflective borders	0	25000 0	0	HSIP (Sectio n 148)	Urban Minor Arterial	0	0	City of Municip al Highwa y Agency	Intersecti ons	I/S-3.2 Add back plates with retroreflective borders to signals.
City of Mount Vernon - College Way (SR 538) Laventure Ave. Intersection	Intersection traffic control Modify traffic signal - add backplates with retroreflective borders	0	25000 0	0	HSIP (Sectio n 148)	Urban Principal Arterial - Other	0	0	City of Municip al Highwa y	Intersecti ons	I/S-3.2 Add back plates with retroreflective borders to

Safety Improvements									Agency		signals.
City of Mountlake Terrace - 2013 Citywide Safety Improvements	Pedestrians and bicyclists Pedestrian beacons	4 Numbers	191700	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFB and PHB.
Okanogan County - Countywide Intersection Project	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	74000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Intersections	I/S-1.12 Improve visibility of intersections by providing enhanced signing/delineation.
Okanogan County - Run Off the Road Data Collection	Non-infrastructure Data/traffic records	0	180000	0	HSIP (Section 148)		0	0	County Highway Agency	Data	ROR-2.8 Locate and inventory fixed objects in the clear zone.
Okanogan County - Countywide Guardrail	Roadside Barrier- metal	0	395885	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware

Upgrades											such as guardrail.
City of Olympia - Pacific Avenue Pedestrian Crossing Improvements	Pedestrians and bicyclists Pedestrian beacons	4 Numbers	191700	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFB and PHB.
Pacific County - Guardrail Upgrades	Roadside Barrier- metal	0	547890	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
Pacific County - Signing Upgrades	Roadway signs and traffic control Roadway signs (including post) - new or updated	0	63460	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-1.1 Improve roadway signing and shoulder delineation, especially in curves.
Pacific County - Sandridge Road Crash	Roadside Roadside - other	2 Numbers	74500	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety

Cushions									Agency		hardware such as guardrail.
City of Pasco - Safe Routes to School 1	Pedestrians and bicyclists Pedestrian beacons	1 Numbers	191700	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFB and PHB.
City of Pasco - Road 68 Improvements, Phase 2	Access management Raised island - install new	1 Numbers	500000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.10 Implement restricted access to driveways.
City of Pasco - Court St ADA Ramps and Ped Countdown Signals	Pedestrians and bicyclists Pedestrian signal - modify existing	1 Numbers	628000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	
City of Pasco - N. 20th Ave. Safety Improvements	Pedestrians and bicyclists Pedestrian signal - Pedestrian Hybrid Beacon	2 Numbers	1373500	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFB and PHB.

									Agency		
Pierce County - Run-Off Road Safety - Guardrail	Roadside Barrier- metal	0	313500	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
Pierce County - Run-off-Rd Safety - Signal	Intersection traffic control Modify traffic signal - miscellaneous/other/unspecified	1 Numbers	761110	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Intersections	
Pierce County - 2010 Run-off-Rd and I/S Safety - Pavement Modifications	Shoulder treatments Shoulder treatments - other	0	408390	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departure	ROR-2.7 Install safety edge.
Pierce County - County Safety Improvements	Roadside Barrier- metal	4 Numbers	562770	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.

Pierce County - Guardrail Improvements	Roadside Barrier- metal	9 Numbers	56277 0	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departur e	ROR-2.2 Install/maintai n roadside safety hardware such as guardrail.
Pierce County - 218th Ave E #88870	Roadside Barrier- metal	1 Numbers	56277 0	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Roadway Departur e	ROR-2.2 Install/maintai n roadside safety hardware such as guardrail.
Pierce County - 112th St E & A St E Signal	Intersection traffic control Intersection traffic control - other	1 Numbers	10000 00	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	County Highway Agency	Intersecti ons	
City of Puyallup - 7th Ave. SW & Citywide Safety Improvements	Intersection traffic control Intersection traffic control - other	1 Numbers	10000 00	0	HSIP (Section 148)	Urban Major Collector	0	0	County Highway Agency	Intersecti ons	
City of Puyallup - Flashing Yellow Arrow Upgrades	Intersection traffic control Modify traffic signal - add flashing yellow arrow	0	53000 0	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municip al Highway	Intersecti ons	I/S-1.8 Employ flashing yellow arrows at signals.

									Agency		
City of Puyallup - River Road and 9th St SW Safety Improvements	Intersection traffic control Modify traffic signal timing - signal coordination	1 Numb ers	16890 00	0	HSIP (Sectio n 148)	Urban Principal Arterial - Other	0	0	County Highwa y Agency	Intersecti ons	I/S-1.7 Employ signal coordination.
City of Puyallup - SR 161/Meridian Safety Improvements	Intersection traffic control Modify traffic signal timing - signal coordination	1 Numb ers	16890 00	0	HSIP (Sectio n 148)	Urban Principal Arterial - Other	0	0	County Highwa y Agency	Intersecti ons	I/S-1.7 Employ signal coordination.
City of Renton - SW 43rd St./SE Carr Rd./SE 176th St./SE Petrovitsky Rd. Corridor Safety Project	Intersection traffic control Modify traffic signal timing - signal coordination	1 Numb ers	16890 00	0	HSIP (Sectio n 148)	Urban Principal Arterial - Other	0	0	County Highwa y Agency	Intersecti ons	I/S-1.7 Employ signal coordination.
City of Renton - Citywide Safety Improvements	Pedestrians and bicyclists Pedestrian signal - modify existing	0	30000 0	0	HSIP (Sectio n 148)	Urban Principal Arterial - Other	0	0	City of Municip al Highwa y Agency	Pedestria ns	
City of Renton - Lk Washington	Railroad grade crossings Railroad grade crossing	1 Numb	18500 0	0	HSIP (Sectio	Urban Major	0	0	City of Municip al	Vehicle- Train	RR-Upgrade crossings with only signs to

Blvd N RR Xing	gates	ers			n 148)	Collector			Highwa y Agency		flashing lights and gates.
City of Seattle - Citywide Safety Improvements	Intersection traffic control Modify traffic signal - add backplates with retroreflective borders	0	50000 0	0	HSIP (Sectio n 148)	Urban Principal Arterial - Other	0	0	City of Municip al Highwa y Agency	Intersecti ons	I/S-3.2 Add back plates with retroreflective borders to signals.
City of Seattle - Central Business District Safety	Intersection traffic control Modify traffic signal - add backplates with retroreflective borders	0	50000 0	0	HSIP (Sectio n 148)	Urban Principal Arterial - Other	0	0	City of Municip al Highwa y Agency	Intersecti ons	I/S-3.2 Add back plates with retroreflective borders to signals.
City of Seattle - NE 50th St. Corridor Safety Improvements	Pedestrians and bicyclists Pedestrian signal	8 Numb ers	57283 2	0	HSIP (Sectio n 148)	Urban Principal Arterial - Other	0	0	City of Municip al Highwa y Agency	Pedestria ns	I/S-4.1 Improve safety at pedestrian crossings by installing islands, lighting, and shortening crossings.
City of Seattle - Lake City Way	Intersection traffic control Intersection	4	40000	0	HSIP (Sectio	Urban Principal	0	0	City of Municip	Intersecti	

Traffic Safety Project	traffic control - other	Miles	0		n 148)	Arterial - Other			al Highway Agency	ons	
City of Shoreline - Citywide Safety Improvements	Pedestrians and bicyclists Pedestrian signal - modify existing	0	350000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Pedestrians	
City of Shoreline - Aurora Ave. N - 192nd to 205th	Access management Raised island - install new	1 Numbers	2718589	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.10 Implement restricted access to driveways.
City of Shoreline - Aurora Avenue North: N 145th to N 192nd	Intersection traffic control Modify traffic signal - add backplates with retroreflective borders	1 Numbers	352491	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-3.2 Add back plates with retroreflective borders to signals.
Skagit County - Dodge Valley Rd #41000	Roadside Barrier- metal	1 Numbers	436000	0	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware

											such as guardrail.
Skagit County - Cook Rd #63000	Intersection traffic control Intersection flashers - add "when flashing" warning sign-mounted	1 Numbers	58400	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Intersecti ons	I/S-3.3 Provide advance warning using dynamic signal warning flashers.
Skagit County - Old Hwy 99 North #50510	Lighting Intersection lighting	1 Numbers	177000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Intersecti ons	I/S-1.4 Install/increase illumination.
Skagit County - Pioneer Highway / Fir Island Intersection	Intersection traffic control Modify control - two-way stop to roundabout	1 Numbers	200000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Intersecti ons	I/S-1.1 Install or convert intersections to roundabouts.
Snohomish County - I/S Safety - 67th Ave NE	Alignment Vertical alignment or elevation change	1 Numbers	476850	0	HSIP (Section 148)	Rural Minor Arterial	0	0	County Highway Agency	Intersecti ons	I/S-3.1 Redesign intersection approaches to improve sight distance.
Snohomish County - Rural	Roadway delineation Roadway delineation -	0	17000	0	HSIP (Section 148)	Rural Major	0	0	County Highway	Roadway Departur	ROR-1.8 Install profiled

Road Safety-Methyl Methacrylate	other		00		n 148)	Collector			y Agency	e	center/edge lines.
City of Spokane - Thermoplastic Pedestrian Crosswalk Markings	Pedestrians and bicyclists Modify existing crosswalk	0	590000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Pedestrians	I/S-4.4 Upgrade pavement markings using high visibility crosswalks.
Spokane County - Upgrade signs countywide.	Roadway signs and traffic control Curve-related warning signs and flashers	0	333000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Department	ROR-1.1 Improve roadway signing and shoulder delineation, especially in curves.
Spokane County - Safety Data Collection & Evaluation	Non-infrastructure Data/traffic records	0	180000	0	HSIP (Section 148)		0	0	County Highway Agency	Data	ROR-2.8 Locate and inventory fixed objects in the clear zone.
Spokane County - Glenrose Rd &	Alignment Horizontal and vertical alignment	1 Numb	771600	0	HSIP (Section 148)	Rural Minor	0	0	County Highway Agency	Intersections	I/S-3.1 Redesign intersection

Carnahan Rd Safety Improvements		ers			n 148)	Arterial			Agency		approaches to improve sight distance.
Spokane County - Bigelow Gulch Rd. - Project 2	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	145800	0	Other Federal -aid Funds (i.e. STP, NHPP)	Rural Major Collector	0	0	County Highway Agency	Intersecti ons	I/S-1.3 Provide/improve left/right turn channelization .
City of Spokane Valley - Citywide Safety Improvements	Roadway signs and traffic control Roadway signs (including post) - new or updated	0	400000	0	HSIP (Section 148)	Urban Major Collector	0	0	City of Municipal Highway Agency	Intersecti ons	I/S-1.12 Improve visibility of intersections by providing enhanced signing/delineation.
City of Spokane Valley - Pines Rd. (SR 27) and Grace Ave. Intersection Safety	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	671500	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersecti ons	I/S-1.3 Provide/improve left/right turn channelization .
Stevens County - 2015 Countywide	Roadside Barrier- metal	0	243547	0	HSIP (Section	Rural Major	0	0	County Highway	Roadway Departur	ROR-2.2 Install/maintain roadside

Safety Improvements (2015 Guardrail Improvements)					n 148)	Collector			Agency	e	safety hardware such as guardrail.
City of Tacoma - Citywide Safety Improvements	Roadway signs and traffic control Roadway signs (including post) - new or updated	0	1294750	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.12 Improve visibility of intersections by providing enhanced signing/delineation.
Thurston County - Run-Off-Road & Intersection Safety	Roadside Barrier- metal	0	2446000	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
City of Vancouver - Flashing Yellow Arrow Upgrades	Intersection traffic control Modify traffic signal - add flashing yellow arrow	0	450000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.8 Employ flashing yellow arrows at signals.

City of Vancouver - Mill Plain Blvd. - 104th to NE Chkalov Dr.	Access management Change in access - close or restrict existing access	1 Numbers	21800 00	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.9 Restrict/eliminate turning maneuvers.
City of Walla Walla - Alder Street Traffic Signal Replacement	Intersection traffic control Modify traffic signal - modernization/replacement	3 Numbers	50298 9	0	HSIP (Section 148)	Urban Minor Collector	0	0	City of Municipal Highway Agency	Intersections	I/S-3.5 Improve visibility of signals and signs.
Walla Walla County - Frog Hollow Rd & Lower Dry Creek Rd	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	73600	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Intersections	I/S-1.12 Improve visibility of intersections by providing enhanced signing/delineation.
City of Wenatchee - Citywide Safety Improvements	Roadway signs and traffic control Roadway signs (including post) - new or updated	0	30000 0	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	I/S-1.12 Improve visibility of intersections by providing enhanced signing/delineation.

											ation.
City of Wenatchee - Citywide Pedestrian Safety	Pedestrians and bicyclists Pedestrian beacons	4 Numbers	395900	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFB and PHB.
City of Wenatchee - SR 285 and SR 285 Couplet - Miller St. to Ferry St.	Pedestrians and bicyclists Pedestrian signal - Pedestrian Hybrid Beacon	1 Numbers	895952	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Pedestrians	Ped-3.2 Increase the use of RRFB and PHB.
Whitman County - Run-Off Road Safety - Guardrail	Roadside Barrier- metal	0	272745	0	HSIP (Section 148)	Rural Major Collector	0	0	County Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
Whitman County - County Road Safety Plan	Non-infrastructure Data/traffic records	0	180000	0	HSIP (Section 148)		0	0	County Highway Agency	Data	ROR-2.8 Locate and inventory fixed objects in the clear zone.

WSDOT - SR 285/Wenatche Area - Paving	Roadway delineation Longitudinal pavement markings - remarking	1 Numbers	74048. 35	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
WSDOT - SR 99/Airport Rd I/S - Transit Queue Bypass & Safety	Intersection geometry Intersection geometry - other	1 Numbers	30000 0	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Intersections	
WSDOT - SR 522 NE 145th St to 83rd PI NE Adaptive Signal Control MP 4.22 to 8.15	Intersection traffic control Modify traffic signal timing - signal coordination	4 Miles	33000 0	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Intersections	I/S-1.7 Employ signal coordination.
WSDOT - SR 507 to SR 512 Safety	Intersection traffic control Intersection traffic control - other	1 Numbers	50000 0	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Intersections	
WSDOT - Flint Rd. and Sunset Hwy (US Hwy 2) Traffic Signal	Intersection traffic control Intersection traffic control - other	1 Numbers	12710 00	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Intersections	
City of Yakima - Citywide Safety	Intersection traffic control Modify traffic	0	40000 0	0	HSIP (Section 148)	Urban Principal	0	0	City of Municip	Intersections	I/S-3.2 Add back plates

Improvements	signal - add backplates with retroreflective borders				n 148)	Arterial - Other			al Highway Agency		with retroreflective borders to signals.
City of Yakima - Lincoln Ave. Corridor Safety - N. 32nd Ave. to N. 5th Ave.	Roadway signs and traffic control Roadway signs (including post) - new or updated	1 Numbers	440000	0	HSIP (Section 148)	Urban Minor Arterial	0	0	City of Municipal Highway Agency	Intersections	I/S-1.12 Improve visibility of intersections by providing enhanced signing/delineation.
City of Yakima - 1st/Main & Nob Hill Corridor Safety	Intersection traffic control Intersection traffic control - other	12 Miles	400000	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	City of Municipal Highway Agency	Intersections	
WSDOT - SR 9/32nd St SE - Intersection Improvements	Intersection traffic control Modify control - traffic signal to roundabout	1 Numbers	345632	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Intersections	I/S-1.1 Install or convert intersections to roundabouts.
WSDOT - SR 18/SE 304th St Vic - Redirectional	Roadside Roadside - other	1 Numbers	103164	0	HSIP (Section 148)	Urban Principal Arterial -	0	0	State Highway Agency	Roadway Departure	

Landforms						Other			Agency		
WSDOT - SR 20/Race Road to Jacobs Road - Safety Improvements (Phase 1)	Shoulder treatments Widen shoulder - paved or other	1 Miles	46795 34	0	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	ROR-1.2 Improve roadway geometry.
WSDOT - I-90/West Lake Sammamish Parkway - Intersection Modification	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	20557 19	0	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	0	State Highway Agency	Intersections	I/S-1.1 Install or convert intersections to roundabouts.
WSDOT - SR 92/99th Ave NE - Roundabout	Intersection traffic control Modify control - two-way stop to roundabout	1 Numbers	36252 60	0	HSIP (Section 148)	Urban Minor Arterial	0	0	State Highway Agency	Intersections	I/S-1.1 Install or convert intersections to roundabouts.
WSDOT - SR 92/113th Ave NE - Roundabout	Intersection traffic control Modify control - two-way stop to roundabout	1 Numbers	37610 82	0	HSIP (Section 148)	Urban Minor Arterial	0	0	State Highway Agency	Intersections	I/S-1.1 Install or convert intersections to roundabouts.
WSDOT - SR 99/Gibson Road - Traffic	Intersection traffic control Intersection traffic control - other	1 Numbers	13497 59	0	HSIP (Section 148)	Urban Principal Arterial -	0	0	County Highway	Intersections	

Signal						Other			Agency		
WSDOT - SR 99/Airport Rd I/S - Transit Queue Bypass & Safety Improvements	Roadway Rumble strips - center	1 Numbers	710931	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	ROR-1.4 Install center/edge line rumble strips.
WSDOT - SR 410/Watson Street - Signal	Intersection traffic control Intersection traffic control - other	1 Numbers	776530	0	HSIP (Section 148)	Urban Minor Arterial	0	0	State Highway Agency	Intersections	
WSDOT - SR 26/SR 24 - Othello Intersection Improvement	Access management Change in access - close or restrict existing access	1 Numbers	1162013	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Intersections	I/S-1.9 Restrict/eliminate turning maneuvers.
WSDOT - US 97/N of Daroga State Park - Turn Lanes	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	328801	0	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	State Highway Agency	Intersections	I/S-1.3 Provide/improve left/right turn channelization
WSDOT - US 97/North Blewett Pass - Safety	Speed management Speed management - other	2 Miles	193099	0	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	ROR-1.6 Install optical speed markings at

Improvements											curves.
WSDOT - Olympic Region Basic Safety Restoration (09-11) - Safety Restoration	Roadside Barrier- metal	0	3094589	0	HSIP (Section 148)		0	0	State Highway Agency	Roadway Departure	ROR-2.2 Install/maintain roadside safety hardware such as guardrail.
WSDOT - US 101/W of Benson Rd to E of Doyle Rd - Safety Improvements	Intersection traffic control Intersection traffic control - other	1 Numbers	177835	0	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Intersections	I/S-1.12 Improve visibility of intersections by providing enhanced signing/delineation.
WSDOT - SR 507/Vicinity East Gate Rd to 208th St E - Safety	Intersection geometry Auxiliary lanes - add left-turn lane	1 Numbers	1838787	0	HSIP (Section 148)	Rural Minor Arterial	0	0	State Highway Agency	Intersections	I/S-1.3 Provide/improve left/right turn channelization.
WSDOT - SR 14/Marble Rd Vicinity to Belle Center Rd - Safety	Alignment Horizontal curve realignment	1 Miles	7727579	0	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	ROR-1.2 Improve roadway geometry.

Improvements											
WSDOT - SR 507/Yew Street - Intersection Improvements	Intersection traffic control Intersection traffic control - other	1 Numb ers	11363 58	0	HSIP (Sectio n 148)	Urban Minor Arterial	0	0	State Highwa y Agency	Intersecti ons	
WSDOT - US 195/Cheney-Spokane Rd - New Interchange	Interchange design Convert at-grade intersection to interchange	1 Numb ers	72226 71	0	HSIP (Sectio n 148)	Urban Principal Arterial - Other	0	0	State Highwa y Agency	Intersecti ons	I/S-1.9 Restrict/eli minate turn ing maneuvers.

The report template does not allow for any descriptors with the "numbers" outputs. So we are unable to help differentiate between intersections, corridors, lanes, curves, etc., using the table provided.

Progress in Achieving Safety Performance Targets

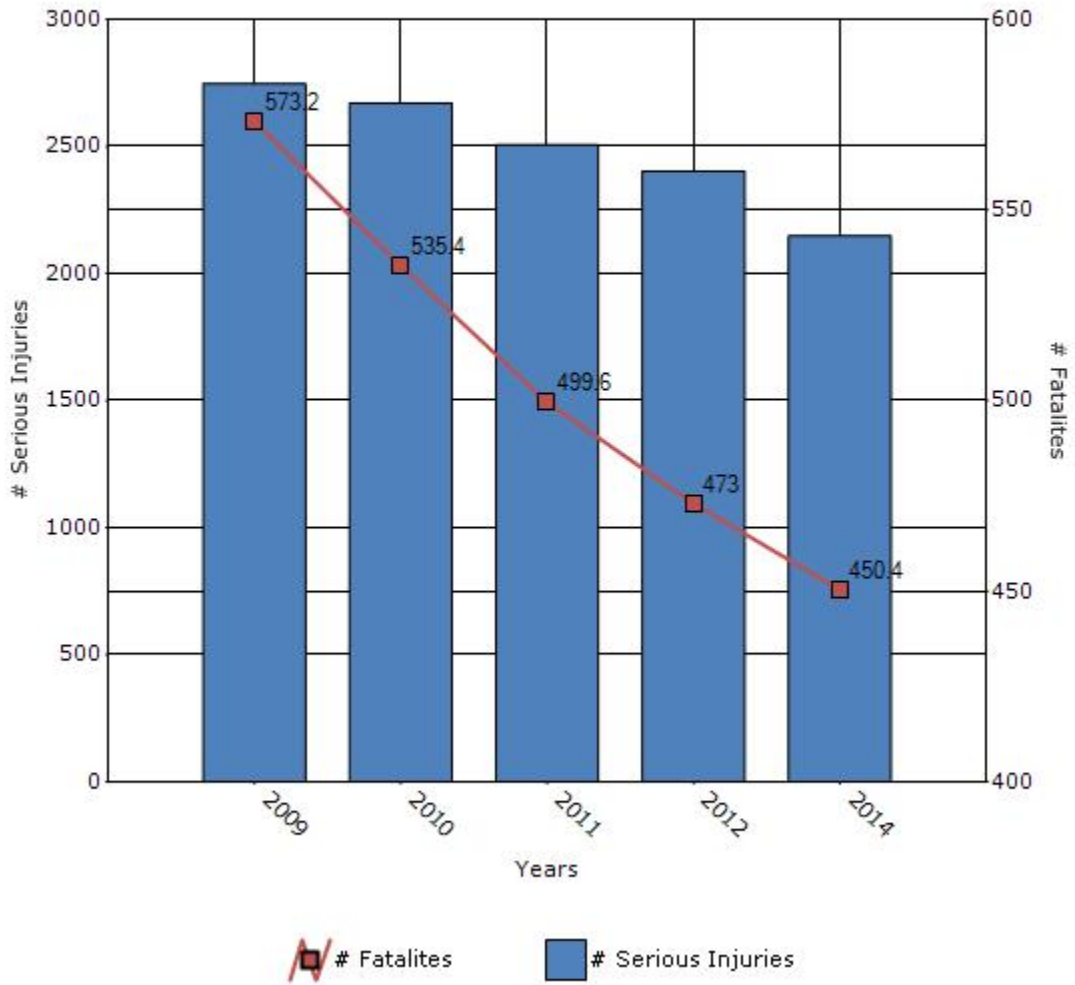
Overview of General Safety Trends

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

Performance Measures*	2009	2010	2011	2012	2014
Number of fatalities	573.2	535.4	499.6	473	450.4
Number of serious injuries	2747.6	2670	2506.8	2403.2	2148.4
Fatality rate (per HMVMT)	1.02	0.95	0.88	0.84	0.79
Serious injury rate (per HMVMT)	4.89	4.72	4.43	4.25	3.76

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

Number of Fatalities and Serious injuries for the Last Five Years



Rate of Fatalities and Serious injuries for the Last Five Years

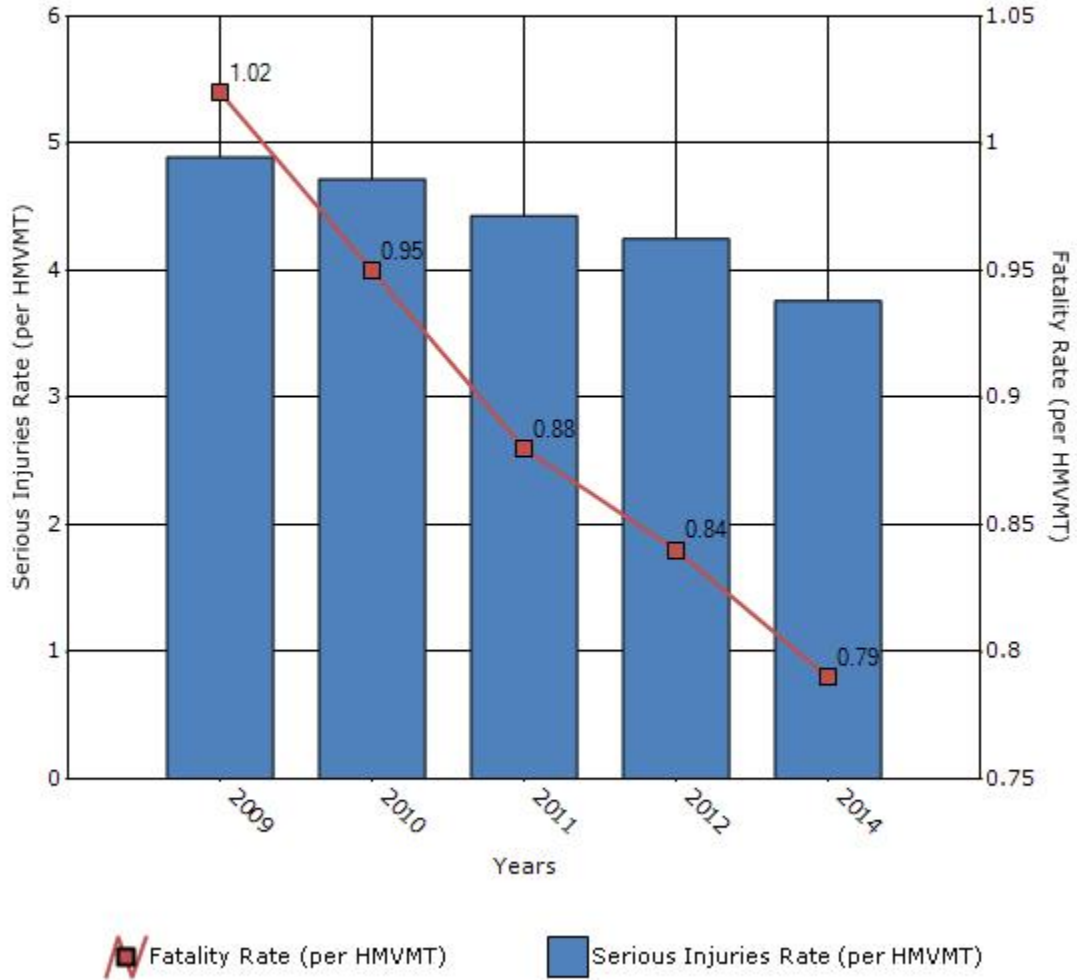


Table would not allow formatting of years other than the final year. Because we have 2014 data, it was entered into the table. However, it was not possible to enter 2013 data. Here is the 2013 data:

2013 Number of Fatalities: 456.0

2013 Number of Serious Injuries: 2275.6

2013 Fatality Rate: 0.80

2013 Serious Injury Rate: 4.00

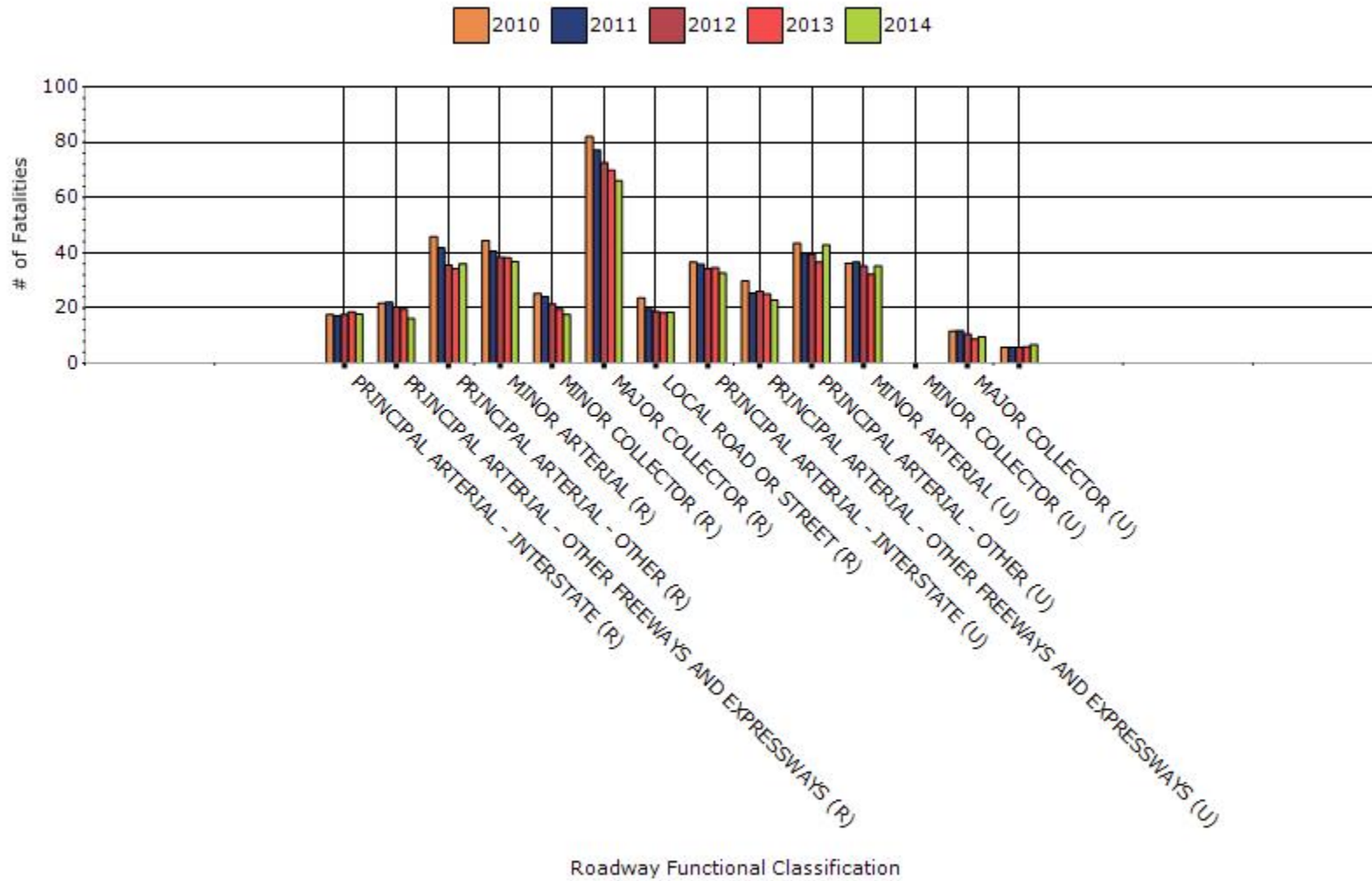
To the maximum extent possible, present performance measure* data by functional classification and ownership.

Year - 2014

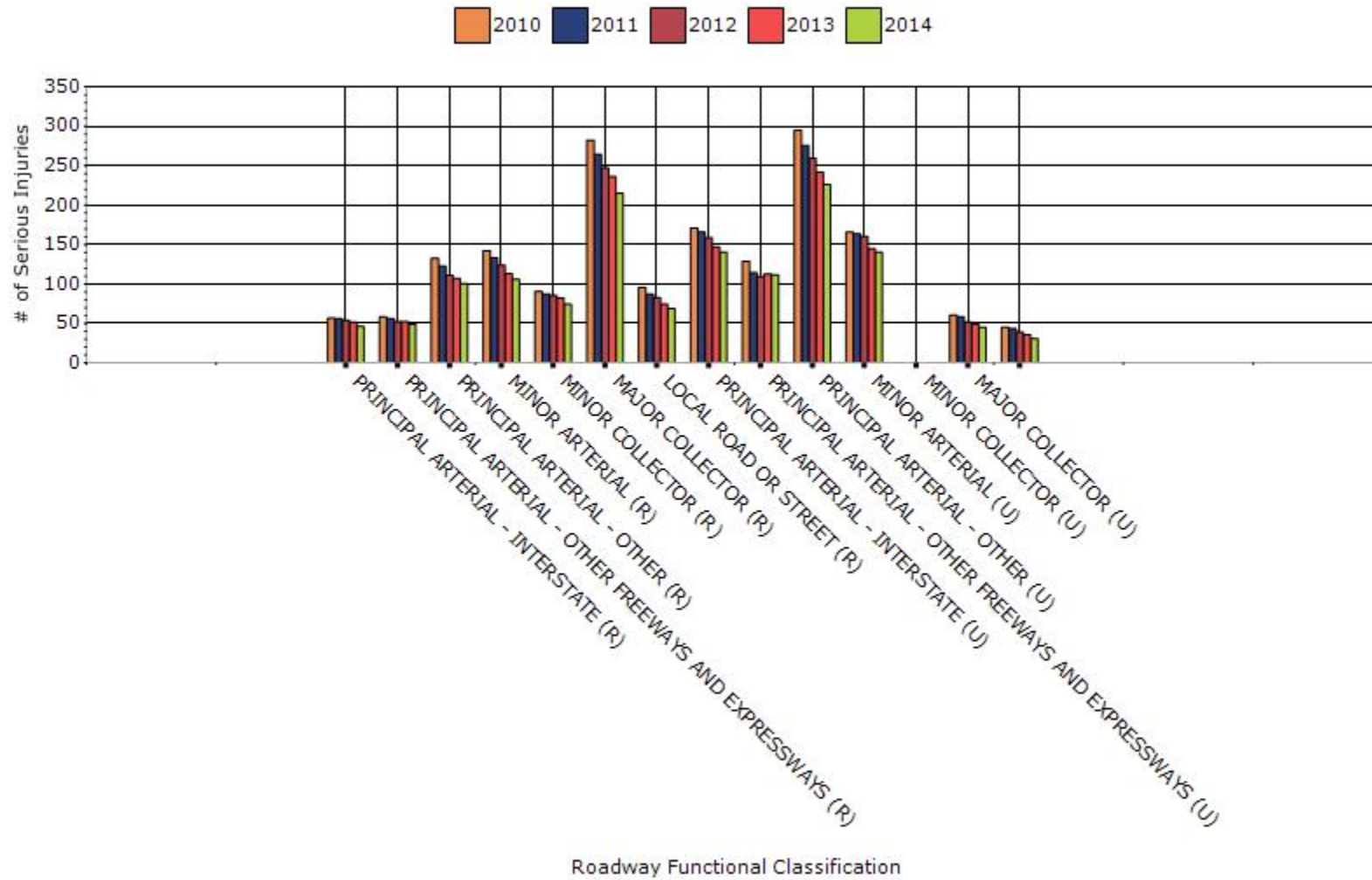
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	17.8	46.2	0.4	1.03
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	16.2	49.2	0.94	2.87
RURAL PRINCIPAL ARTERIAL - OTHER	36	100.4	1.65	4.54
RURAL MINOR ARTERIAL	36.8	105.8	1.73	4.98
RURAL MINOR COLLECTOR	17.6	74.6	1.58	6.68
RURAL MAJOR COLLECTOR	66	215.2	1.78	5.78
RURAL LOCAL ROAD OR STREET	18.4	69	1.61	5.95
URBAN PRINCIPAL	32.6	140.4	0.29	1.27

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	22.8	111.6	0.43	2.1
URBAN PRINCIPAL ARTERIAL - OTHER	42.8	226.2	0.48	2.52
URBAN MINOR ARTERIAL	35.2	140.2	0.46	1.85
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	9.6	45.4	0.3	1.43
URBAN LOCAL ROAD OR STREET	6.8	30.8	0.15	0.69

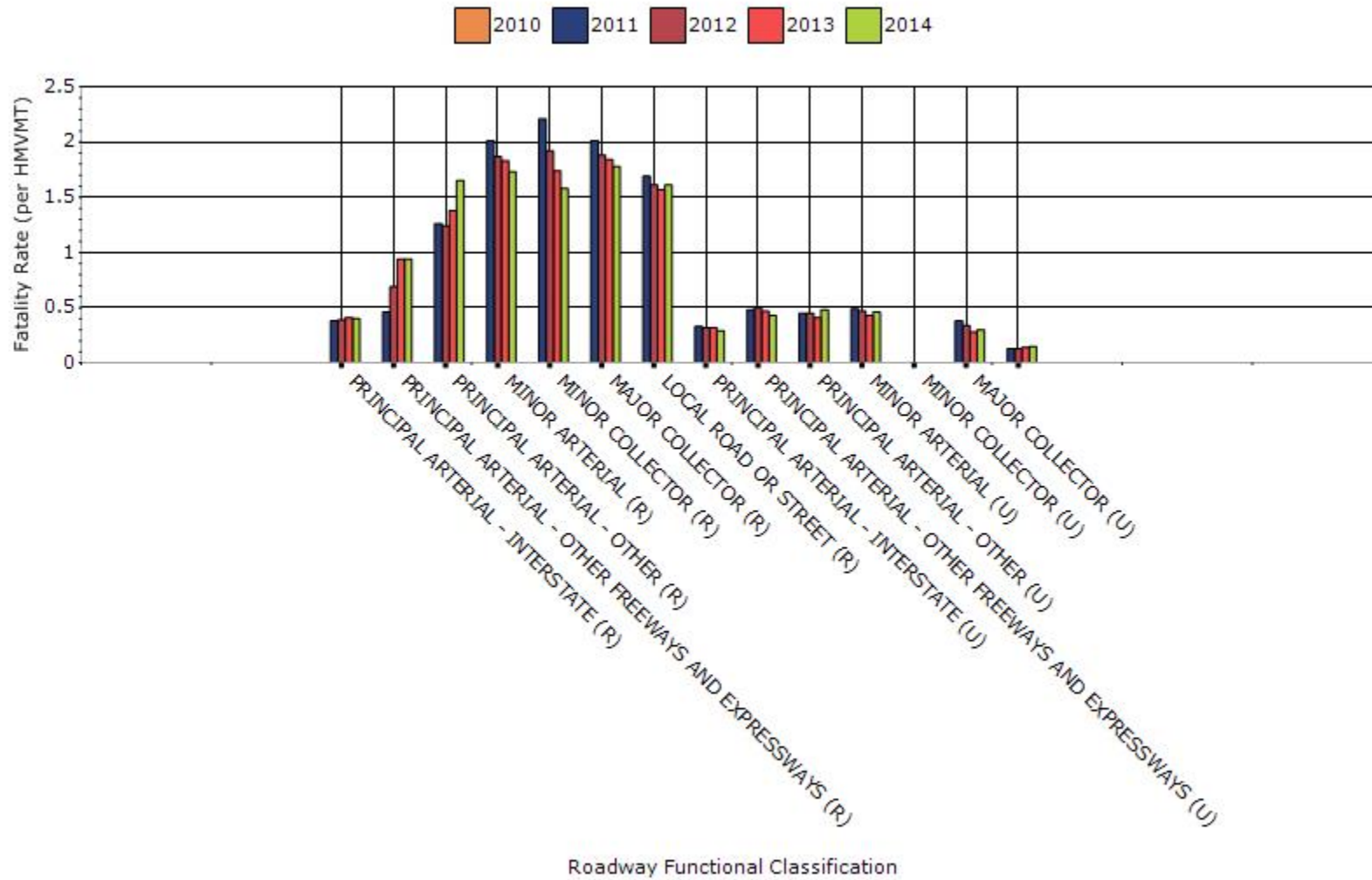
Fatalities by Roadway Functional Classification



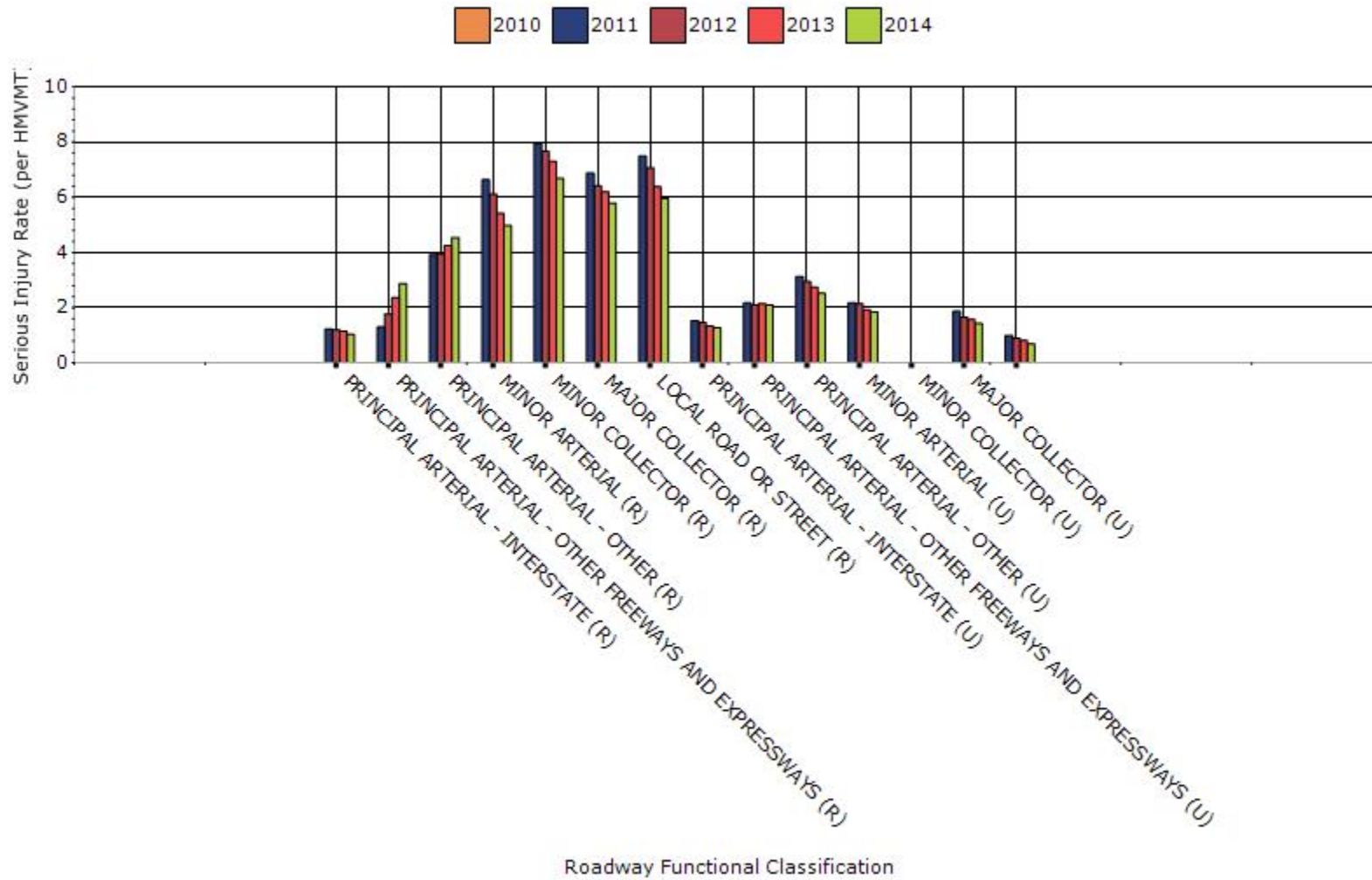
Serious Injuries by Roadway Functional Classification



Fatality Rate by Roadway Functional Classification



Serious Injury Rate by Roadway Functional Classification

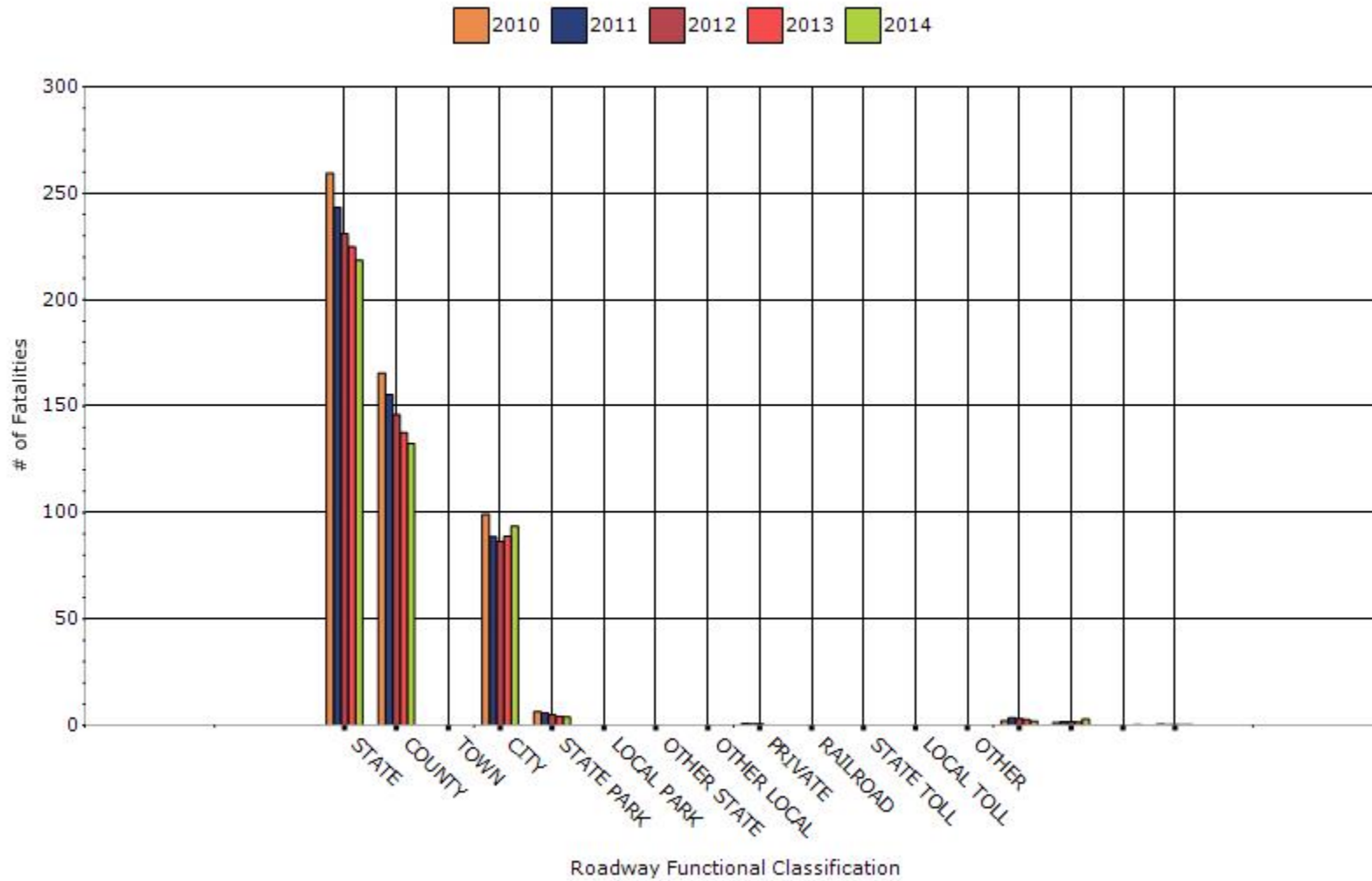


Year - 2014

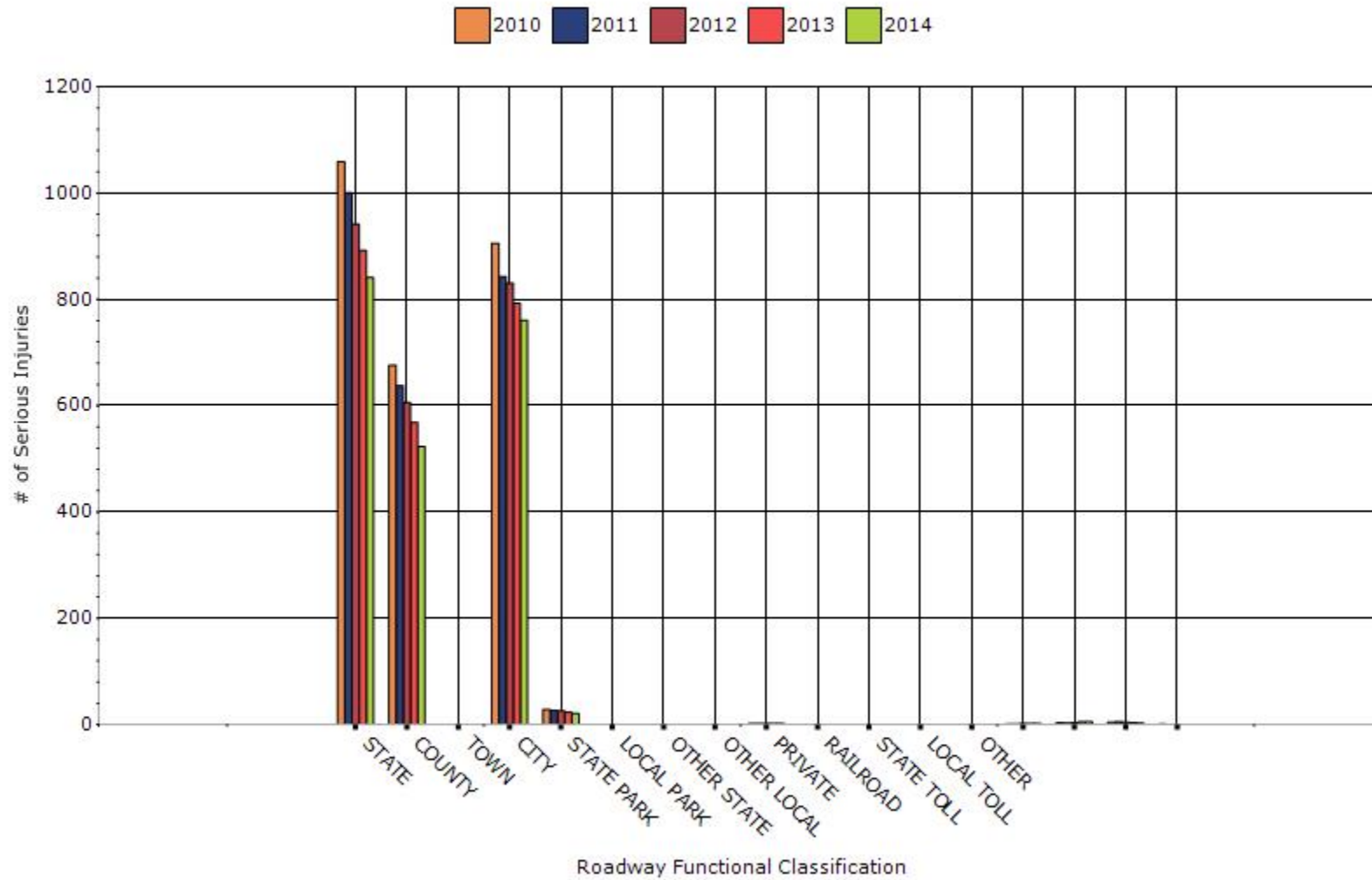
Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	218.6	841	0.69	2.66
COUNTY HIGHWAY AGENCY	132.4	523.4	1.42	5.6
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	93.6	760.6	0.61	4.95
STATE PARK, FOREST, OR RESERVATION AGENCY	4	21	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0.2	2.4	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0.6	0	0
INDIAN TRIBE NATION	2	2.2	0	0

OTHER	3	5.4	0	0
FEDERAL	0.4	3	0	0
NATIONAL PARK	0.4	0.2	0	0

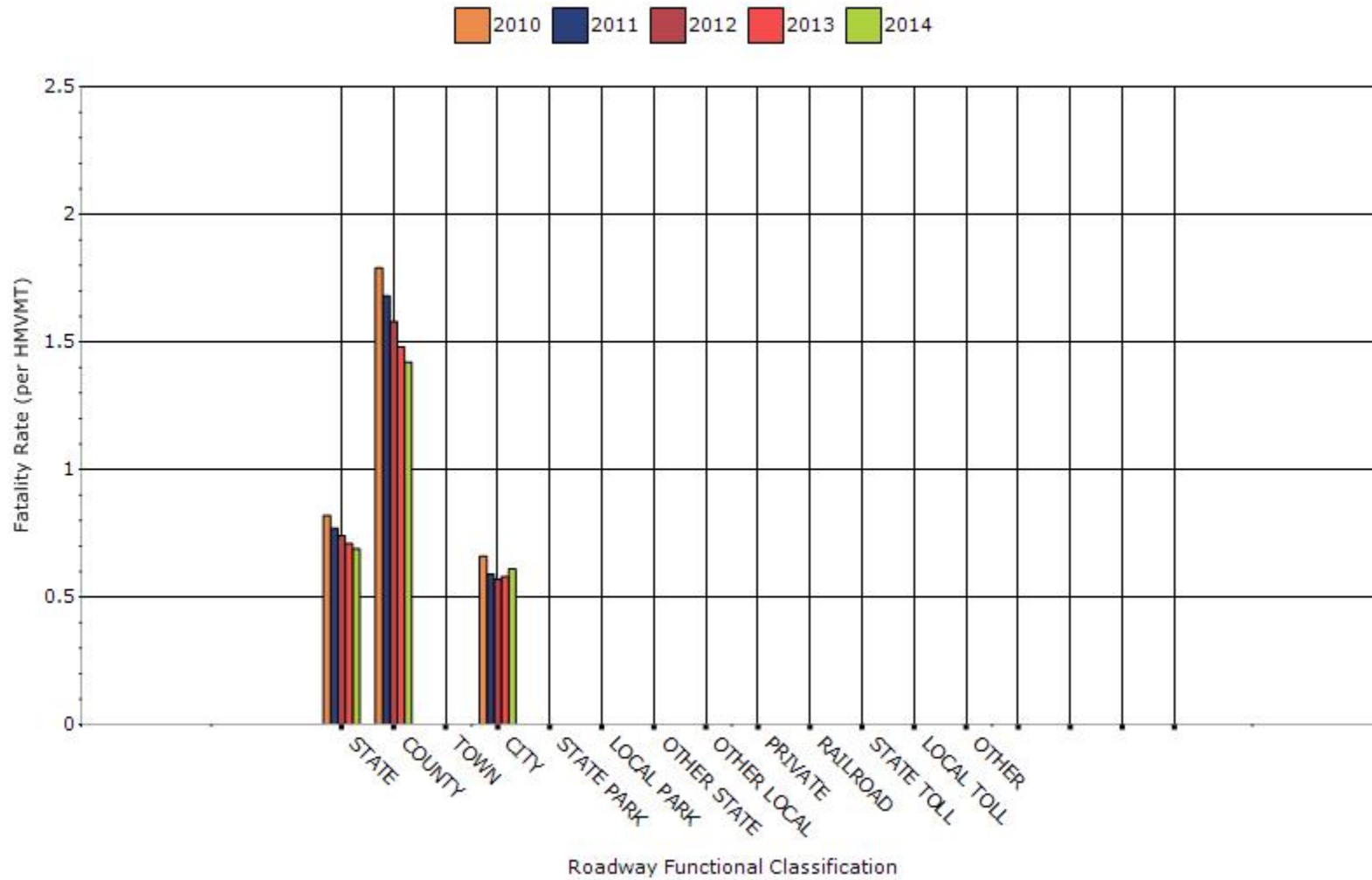
Number of Fatalities by Roadway Ownership



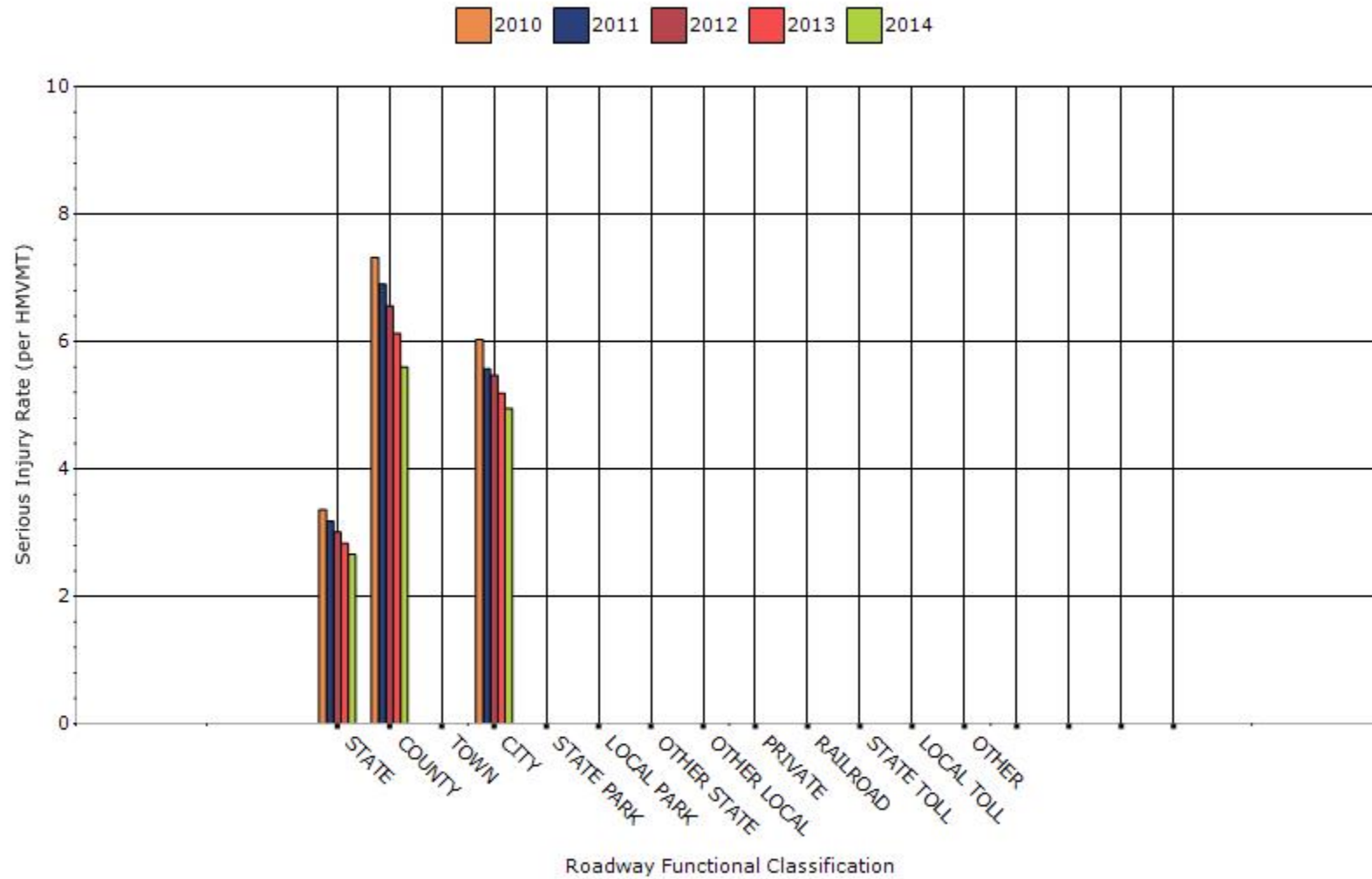
Number of Serious Injuries by Roadway Ownership



Fatality Rate by Roadway Ownership



Serious Injury Rate by Roadway Ownership



There are 78 fatalities with unknown functional classification, of these 12 are Rural and 64 are Urban, and 2 are full Unknown; there were 755 serious injuries with unknown functional classification and not included in the frequency calculations. The majority of the fatalities and serious injuries without functional classification are on city streets - this would impact primarily the urban functional classification information.

The jurisdiction type data does not split out the miscellaneous roadways into sub-categories for VMT. So the rates are only shown for state, county, and city roads.

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

While the most recent update to the state Strategic Highway Safety Plan: Target Zero (updated in 2013) showed significant progress and downward trends for both fatalities on all public roads (29% reduction in 10-years) and serious injuries (29% reduction in 10-years), the most recent 2-4 years have shown a continued flattening of the curve. Continued progress will need to be made to achieve our goal of Target Zero. With full implementation of HSM principles throughout the WSDOT project development process and use of SafetyAnalyst, and with a more complete implementation of systemic safety efforts on local roads, we expect to regain the downward trend.

Application of Special Rules

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

Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	0.522	0.488	0.508	0.504	0.47
Serious injury rate (per capita)	1.266	1.274	1.26	1.246	1.204
Fatality and serious injury rate (per capita)	1.786	1.76	1.766	1.75	1.674

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

FHWA shared the following information on population (# people 65+ per 1000 state population):

2006 = 115, 2007 = 117, 2008 = 121, 2009 = 121, 2010 = 122, 2011 = 125, 2012 = 130, 2013 = 134, 2014 = 141

Calculate rate to 0.01, round final result to 0.1. Rate calculation example: 2014 F+SI Rate = $[(2014 \text{ F+SI} / \text{Pop}) + (2013 \text{ F+SI} / \text{Pop}) + (2012 \text{ F+SI} / \text{Pop}) + (2011 \text{ F+SI} / \text{Pop}) + (2010 \text{ F+SI} / \text{Pop})] / 5$

Previous reports reported fatal and serious injuries for all person types 65+. This report has been revised to include only driver and pedestrian fatal and serious injuries 65+. FARS (for fatalities) and WSDOT state collision repository (for serious injuries) shows older road users (65+) in crashes as:

2006 = 54 fatalities, 146 serious injuries

2007 = 57 fatalities, 141 serious injuries

2008 = 75 fatalities, 159 serious injuries

2009 = 43 fatalities, 136 serious injuries

2010 = 61 fatalities, 178 serious injuries

2011 = 71 fatalities, 150 serious injuries

2012 = 61 fatalities, 148 serious injuries

2013 = 60 fatalities, 148 serious injuries

2014 = 80 fatalities, 160 serious injuries

The rates in the table above are calculated simply as # / Pop = Rate.

2006-2010 Combined Rate (see equation above) = 1.76 or 1.8

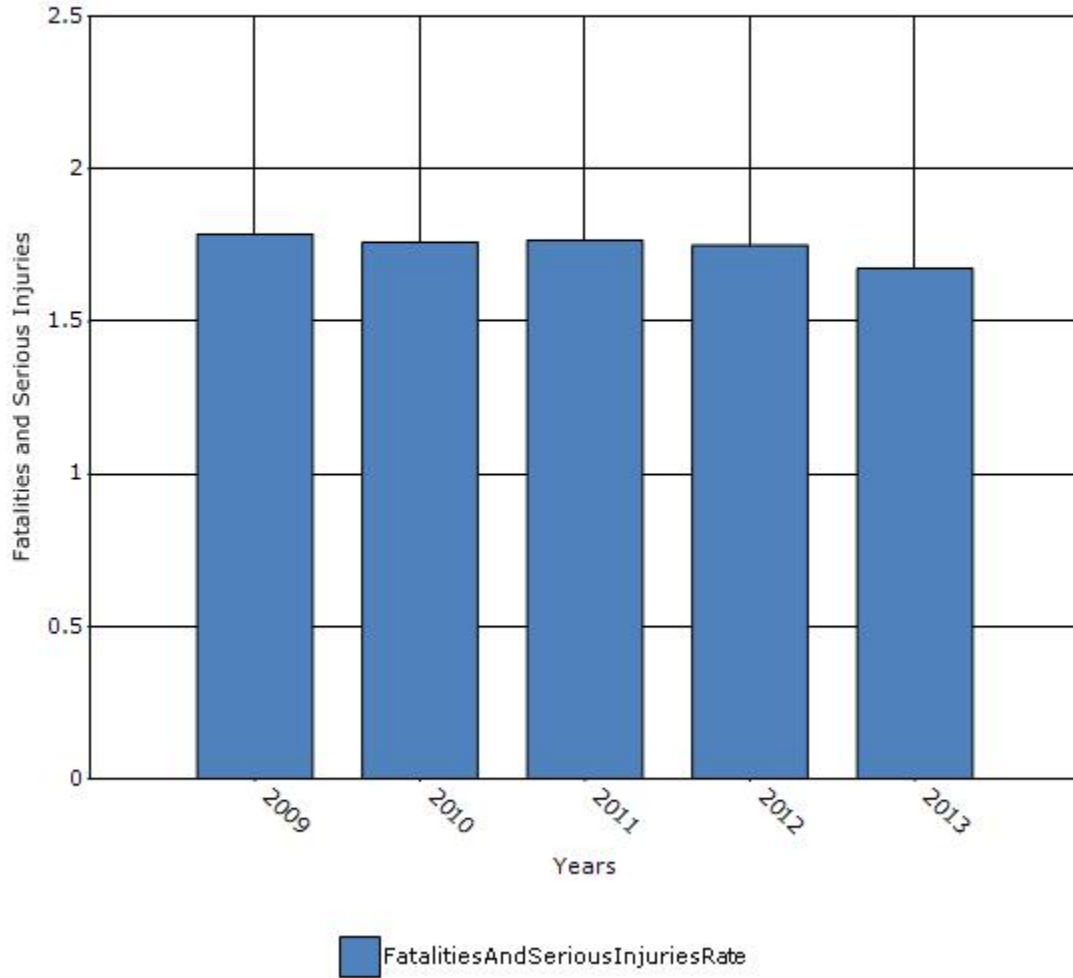
2007-2011 Combined Rate (see equation above) = 1.77 or 1.8

2008-2012 Combined Rate (see equation above) = 1.75 or 1.8

2009-2013 Combined Rate (see equation above) = 1.67 or 1.7

2010-2014 Combined Rate (see equation above) = 1.72 or 1.7

Rate of Fatalities and Serious injuries for the Last Five Years



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

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

- None
- Benefit/cost
- Policy change
- Other:

B/C ratio calculated using projects completed in 2011. Before data is from 2008-2010 (or from original project selection, if known). After data is from 2012-2014.

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

- Shift Focus to Fatalities and Serious Injuries
- Include Local Roads in Highway Safety Improvement Program
- Organizational Changes
- None
- Other:

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

For WSDOT, with the creation of the Multimodal Safety Executive Committee (MSEC), HSIP policies, procedures, and projects are now better coordinated with all modes, allowing coordinated safety programming decisions at modal connections, traveler transfer points, and intersections with highways.

For local agencies, the only change is that counties are being required to submit a local road safety plan to be eligible to receive HSIP funds. The county safety focus was already on low-cost, widespread improvements. This change shifts that focus slightly into a more specific systemic safety approach.

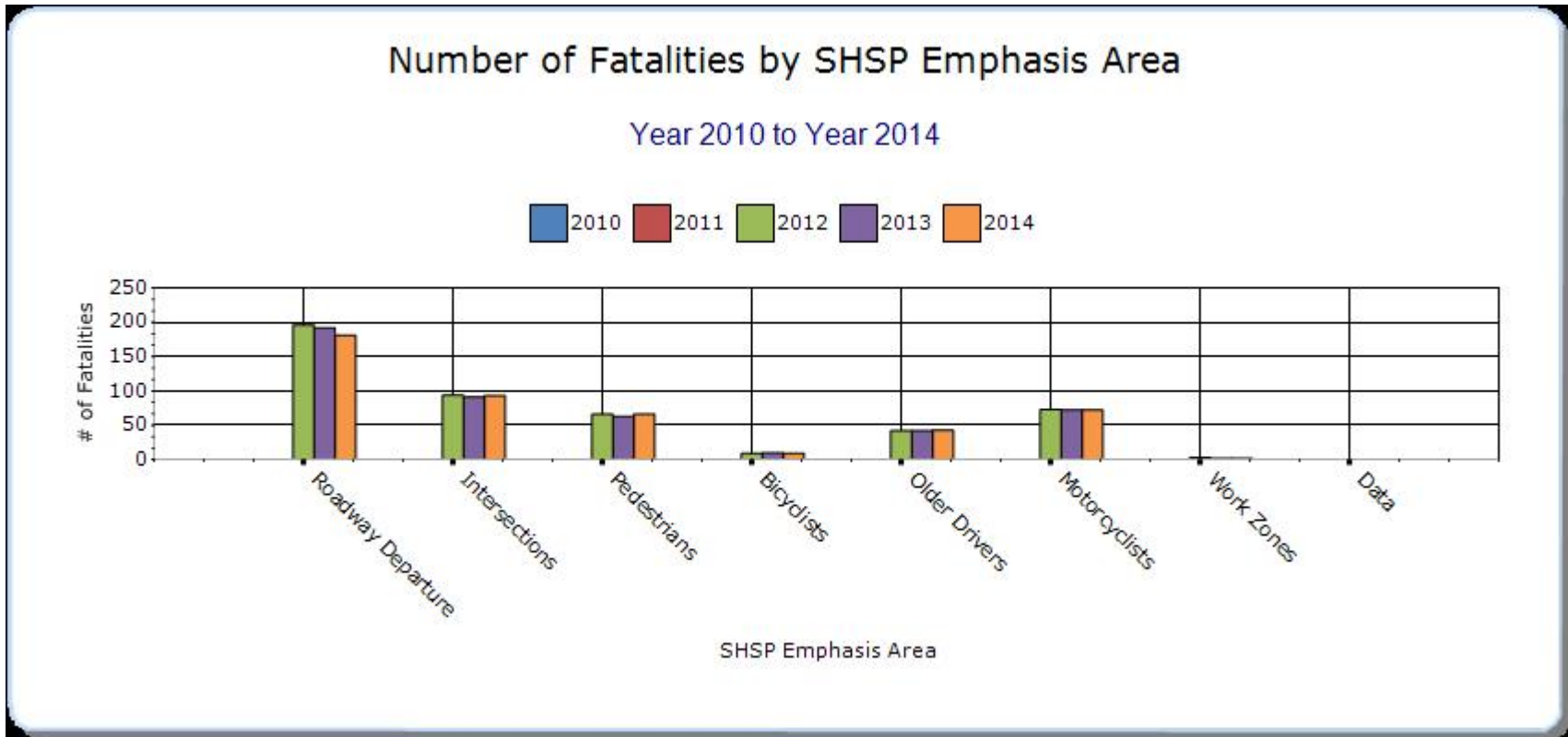
SHSP Emphasis Areas

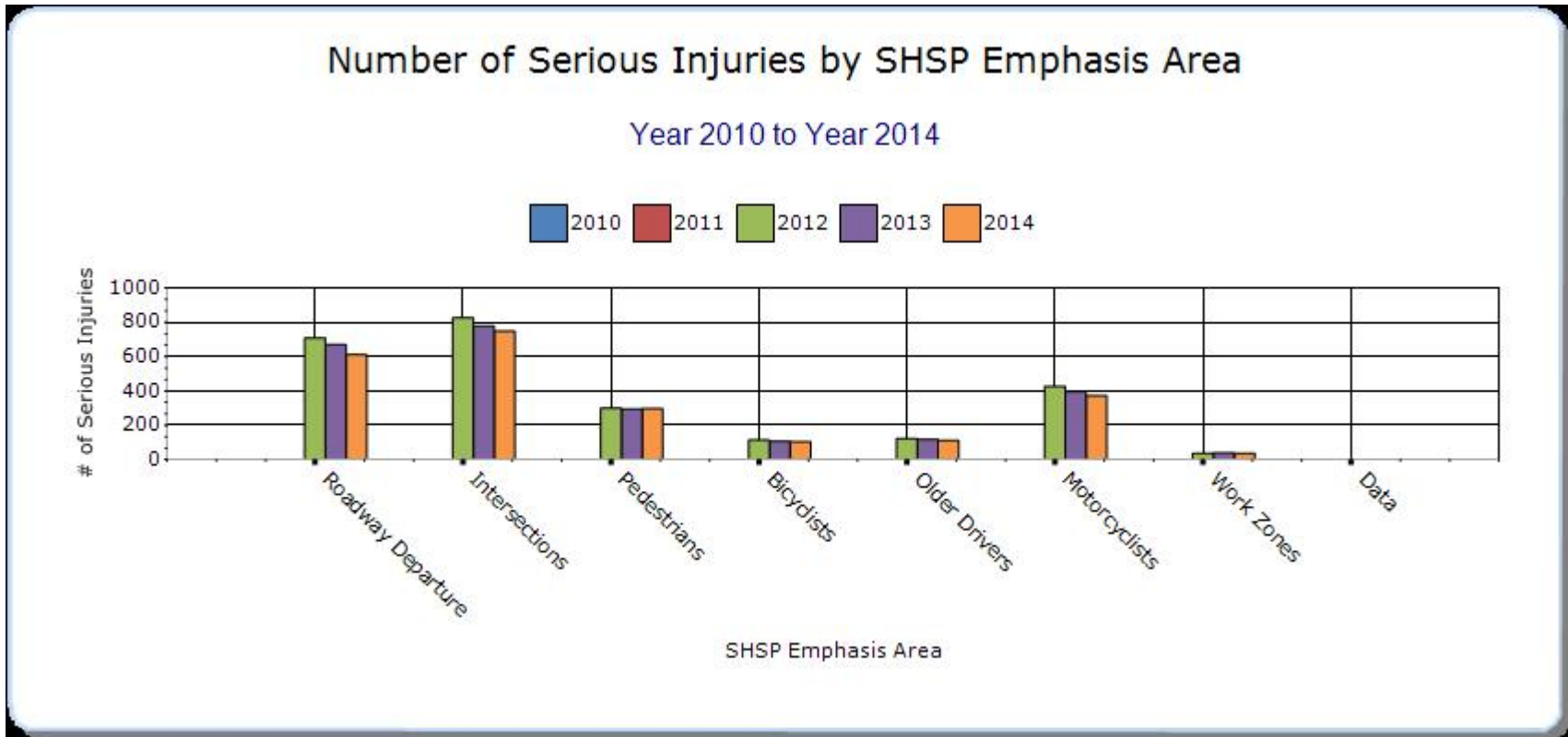
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

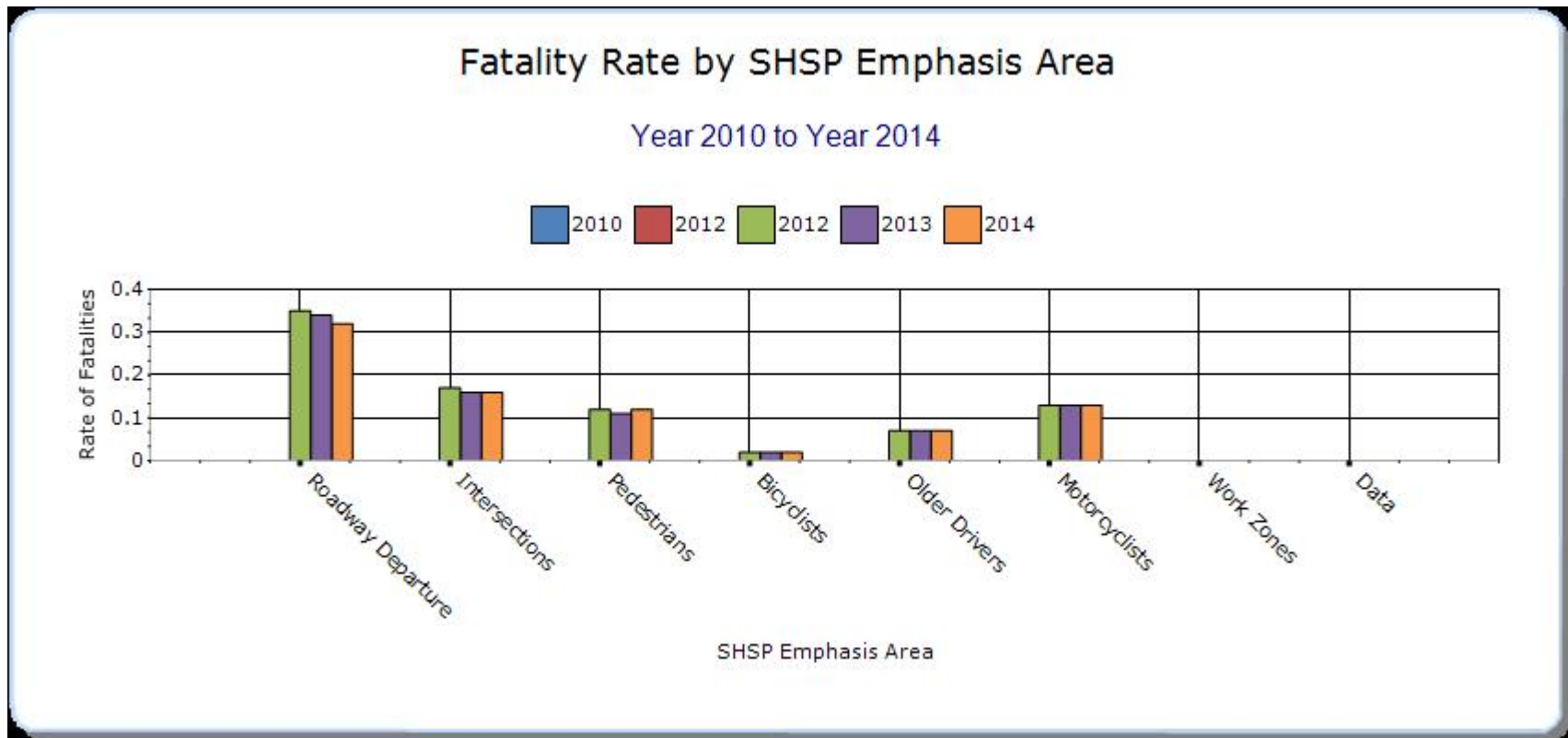
Year - 2014

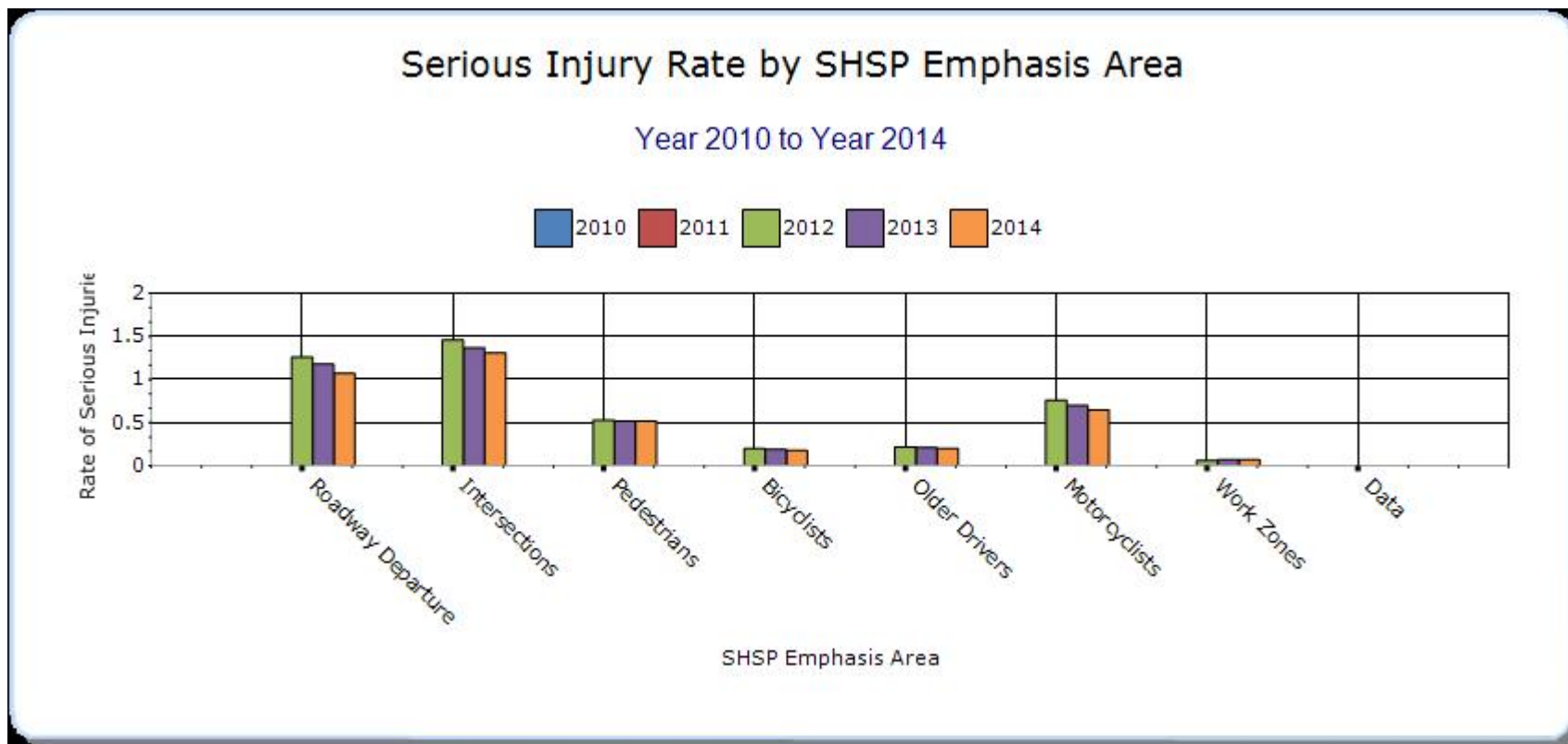
HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Roadway Departure	Run-off-road	180.8	610.2	0.32	1.07	0	0	0
Intersections	Intersections	93.4	749.4	0.16	1.31	0	0	0
Pedestrians	Vehicle/pedestrian	66.4	296.6	0.12	0.52	0	0	0
Bicyclists	Vehicle/bicycle	9.4	104.8	0.02	0.18	0	0	0
Older Drivers	All	42.8	112	0.07	0.2	0	0	0
Motorcyclists	All	72.4	373.2	0.13	0.65	0	0	0
Work Zones	All	2	37.4	0	0.07	0	0	0
Data		0	0	0	0	0	0	0
Impaired Driver Involved	All	210.8	447.2	0.37	0.78	0	0	0
Speeding Involved	Speed-related	169.4	580	0.3	1.01	0	0	0
Young Driver (16-25) Involved	All	147	761.4	0.26	1.33	0	0	0

Distracted Driver Involved	All	125	366	0.22	0.64	0	0	0
Unrestrained Vehicle Occupants	All	99	219.4	0.17	0.38	0	0	0
Unlicensed Driver Involved	All	80.6	0	0.14	0	0	0	0
Opposite Direction	Head on	75.2	214.8	0.13	0.38	0	0	0
EMS and Trauma Care Systems		0	0	0	0	0	0	0
Heavy Truck Involved	Truck-related	36.4	83.2	0.06	0.15	0	0	0
Drowsy Driver Involved	All	14	75.6	0.02	0.13	0	0	0
Wildlife	Vehicle/animal	2.2	18.6	0	0.03	0	0	0
School Bus Involved	All	0.6	5	0	0.01	0	0	0
Vehicle-Train	Vehicle/Train	0.8	1.2	0	0	0	0	0









All priority areas in the latest version of the SHSP are listed.

Year-by-year data has been tracked starting with 2008. Therefore, 5-year rolling average data is only available starting with 2012.

Note that Roadway Departure focus area is Run-Off-the-Road, Older Driver data includes drivers 75+ in the state emphasis area (and in this table), and Opposite Direction includes both head on and other opposite direction crash types.

Serious injury data is not available for Unlicensed Drivers.

Traffic Data Systems and EMS & Trauma Care Systems focus areas do not have specific crash data associated with them.

SHSP Focus Area Priorities:

Priority 1: Impaired Driver Involved, Run-Off-the-Road, Speeding Involved, Young Driver (16-25) Involved, Distracted Driver Involved, Intersection Related, and Traffic Data Systems

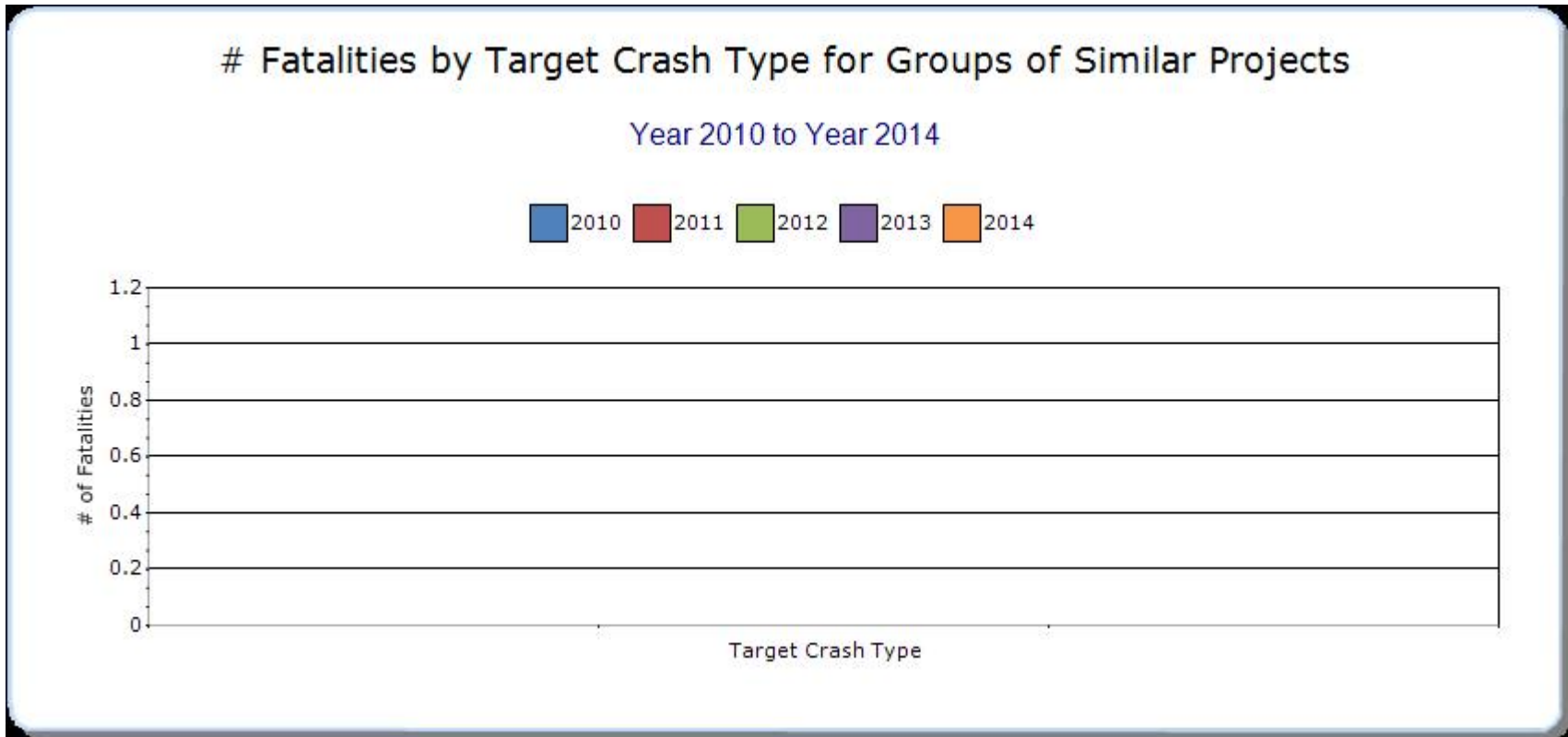
Priority 2: Unrestrained Vehicle Occupants, Unlicensed Driver Involved, Opposite Direction, Motorcyclists, Pedestrians, and EMS & Trauma Care Systems

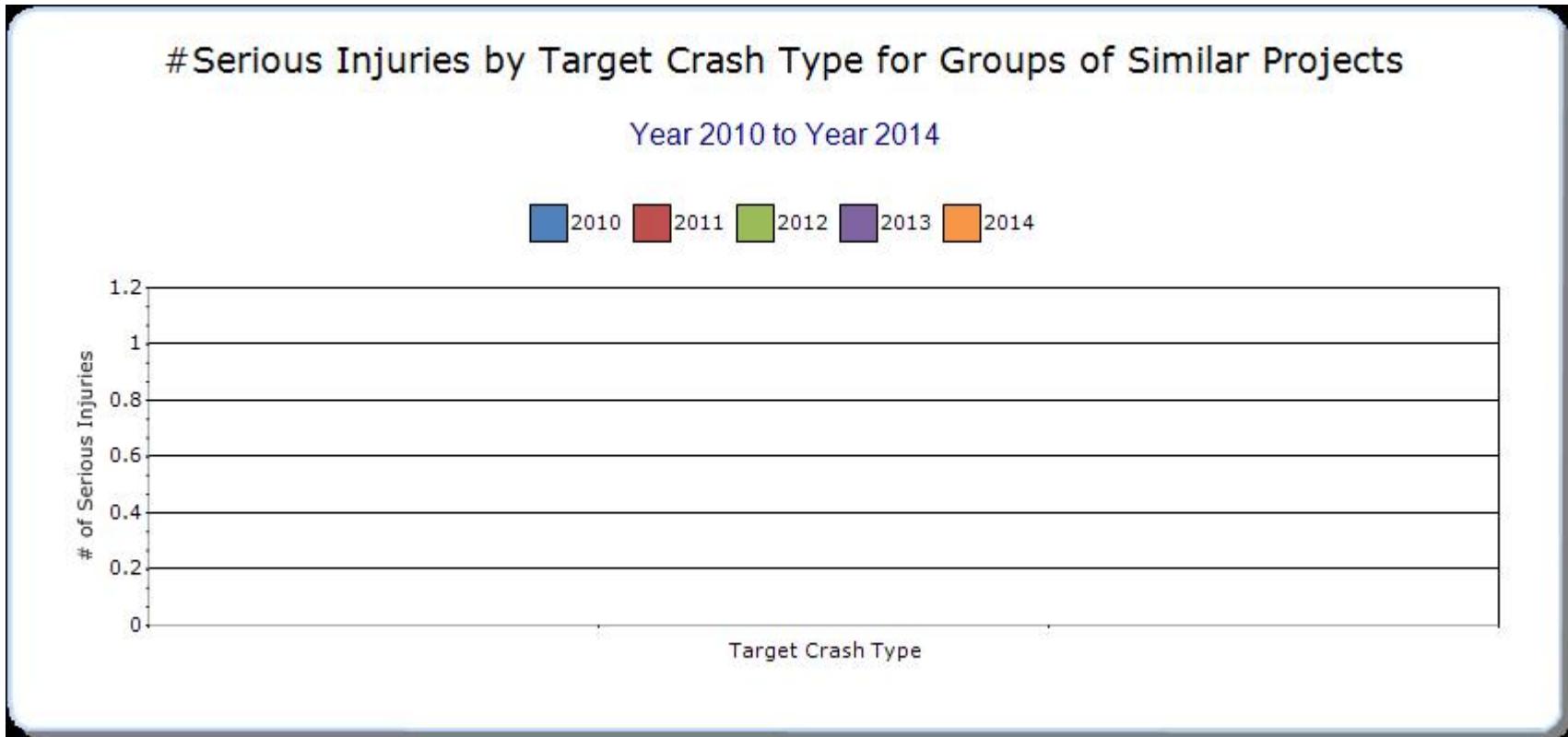
Priority 3: Older Driver (75+) Involved, Heavy Truck Involved, Drowsy Driver Involved, Bicyclists, Work Zone, Wildlife, School Bus Involved, Vehicle-Train

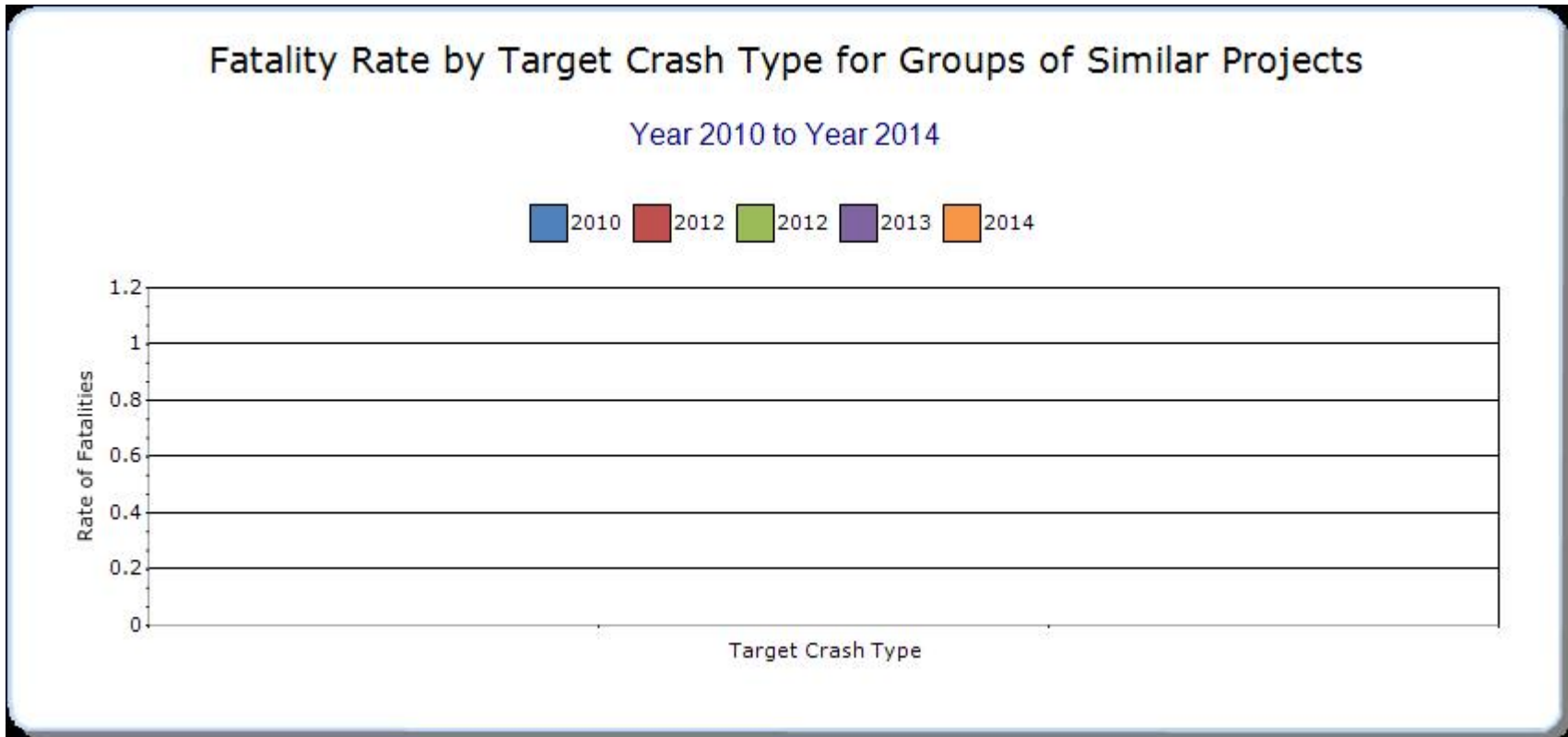
Groups of similar project types

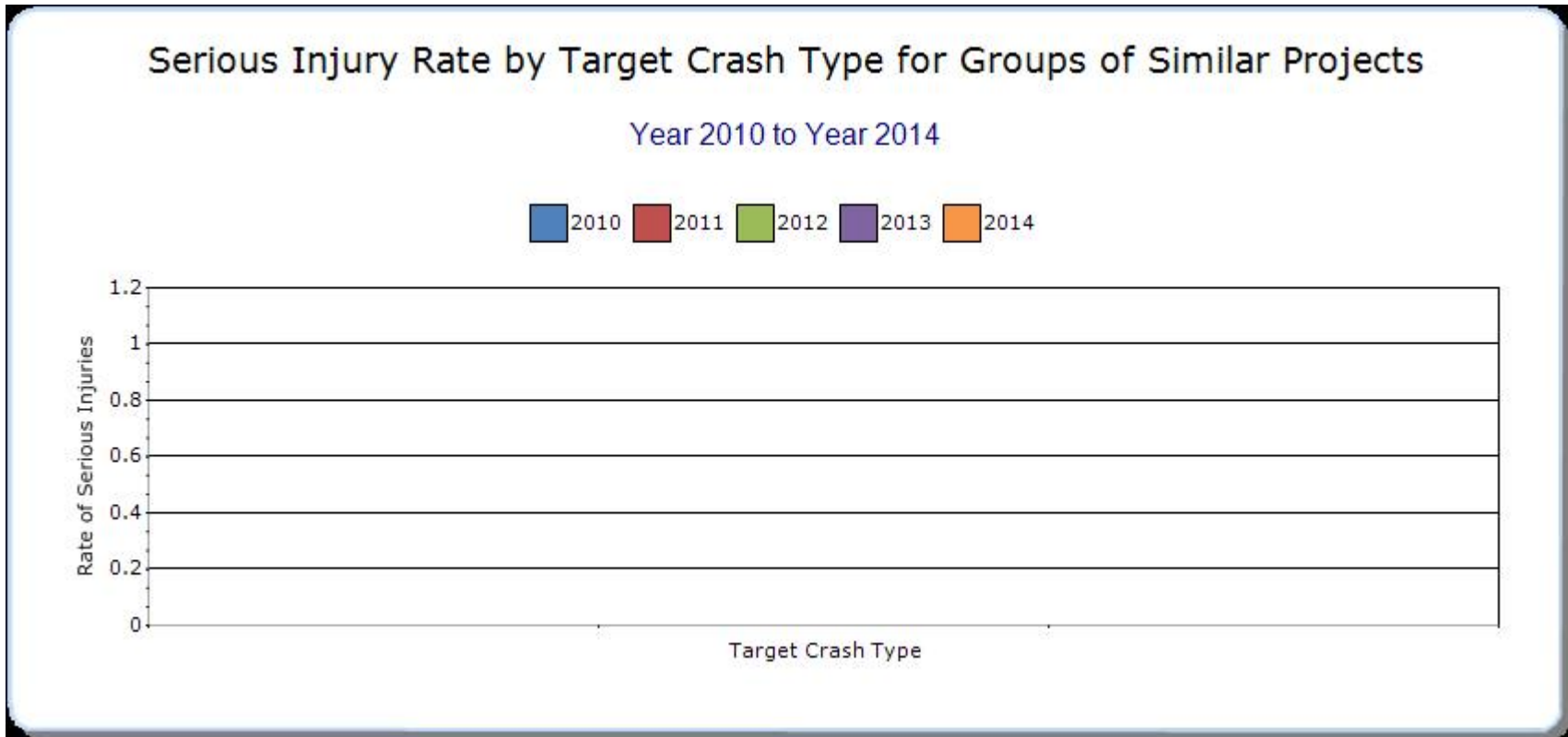
Present the overall effectiveness of groups of similar types of projects.

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





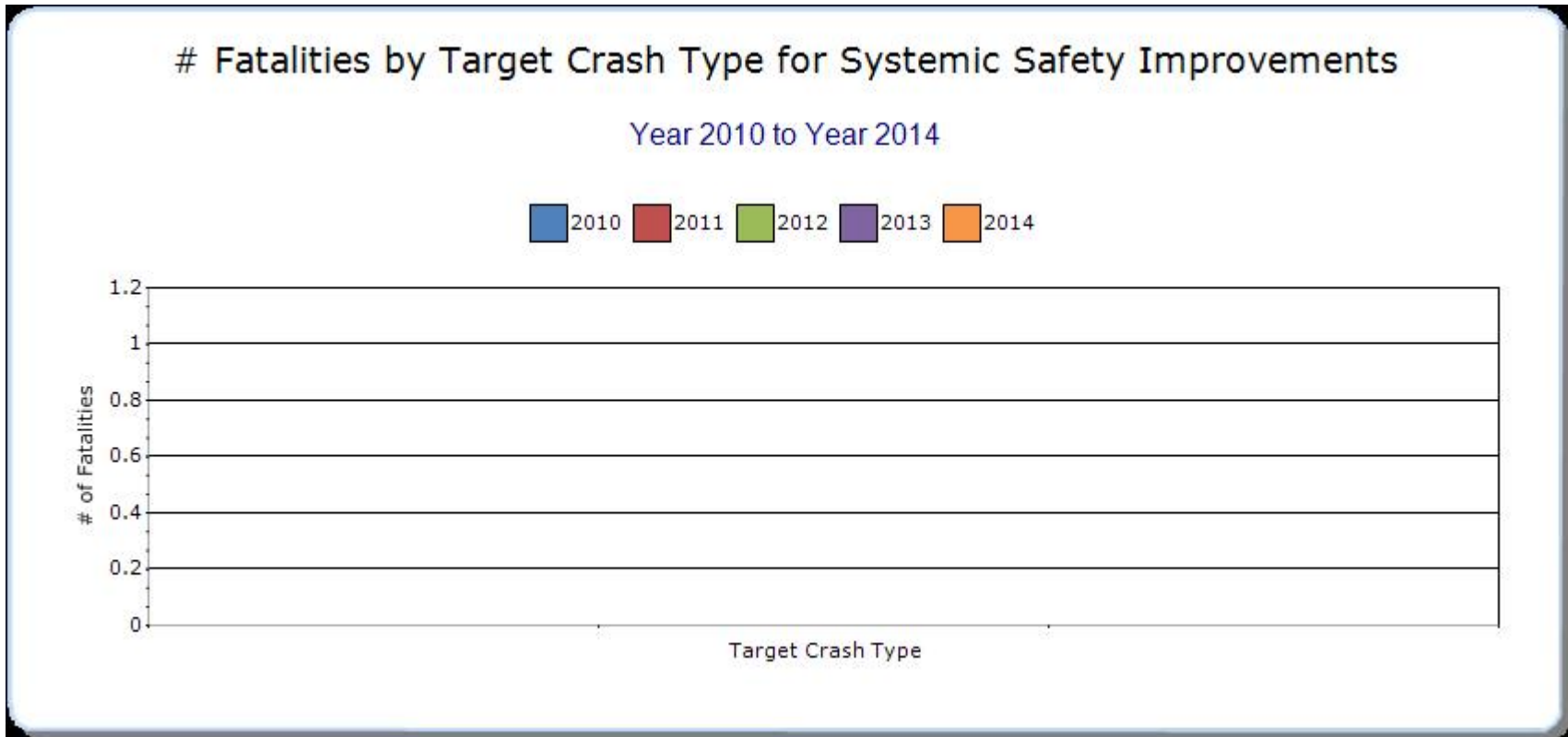


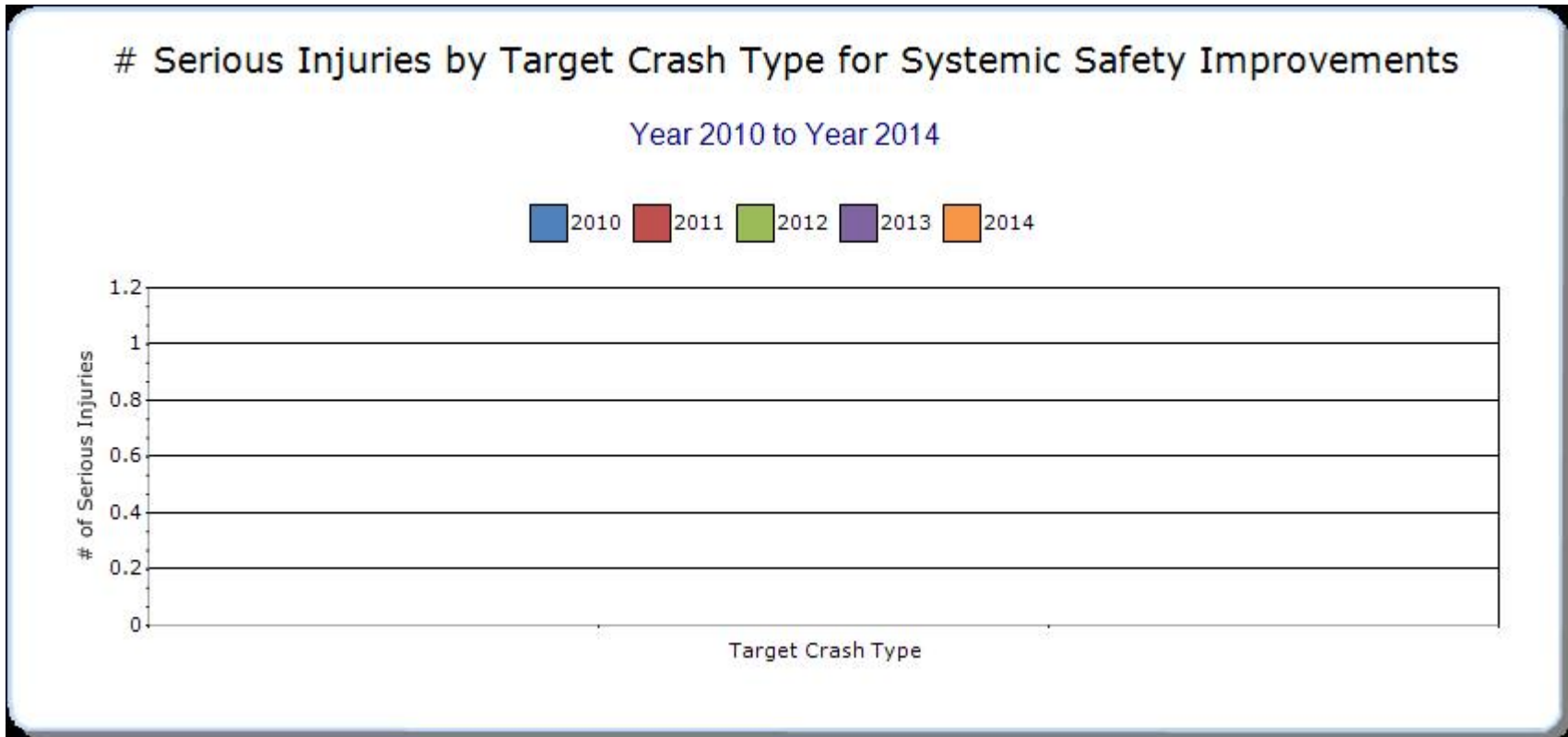


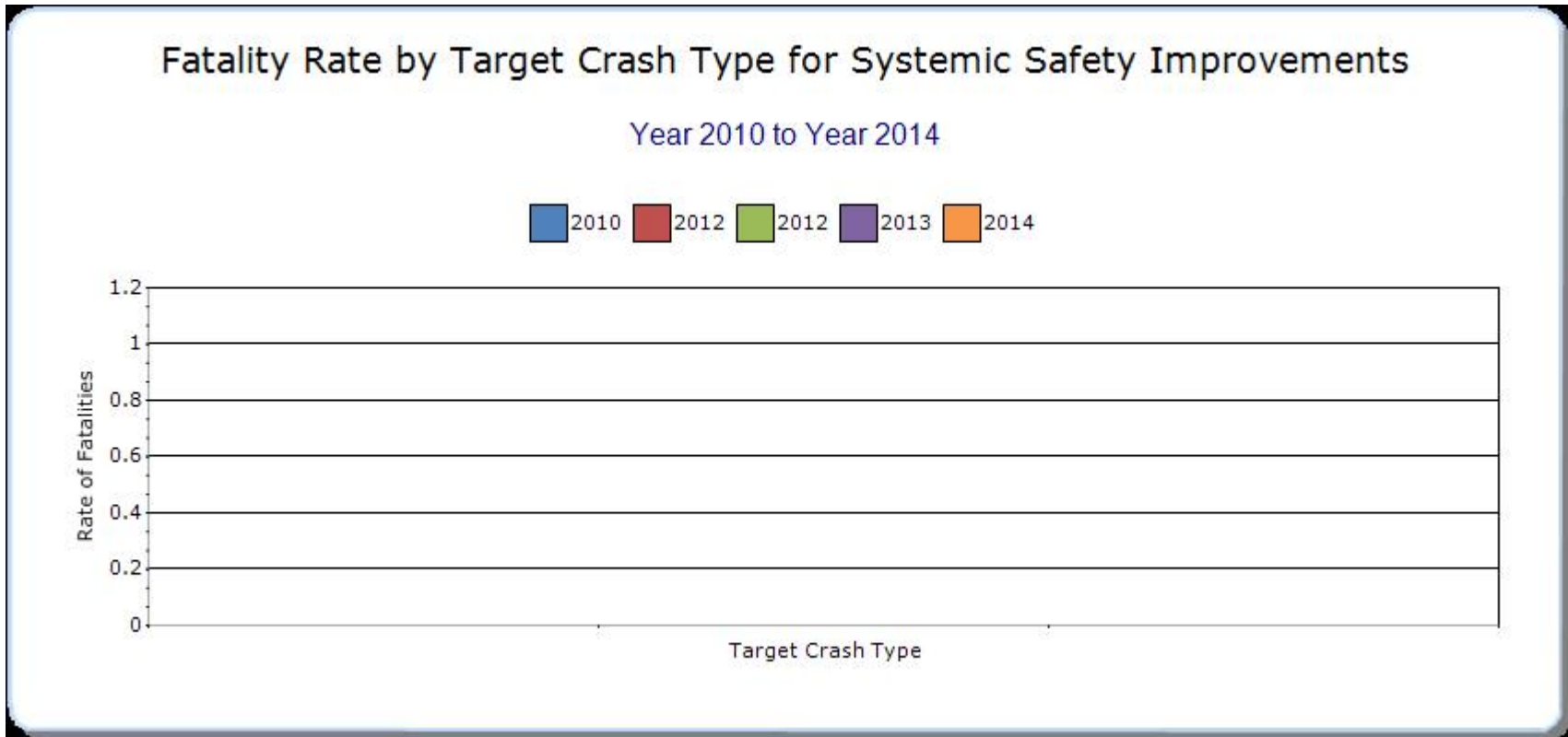
Systemic Treatments

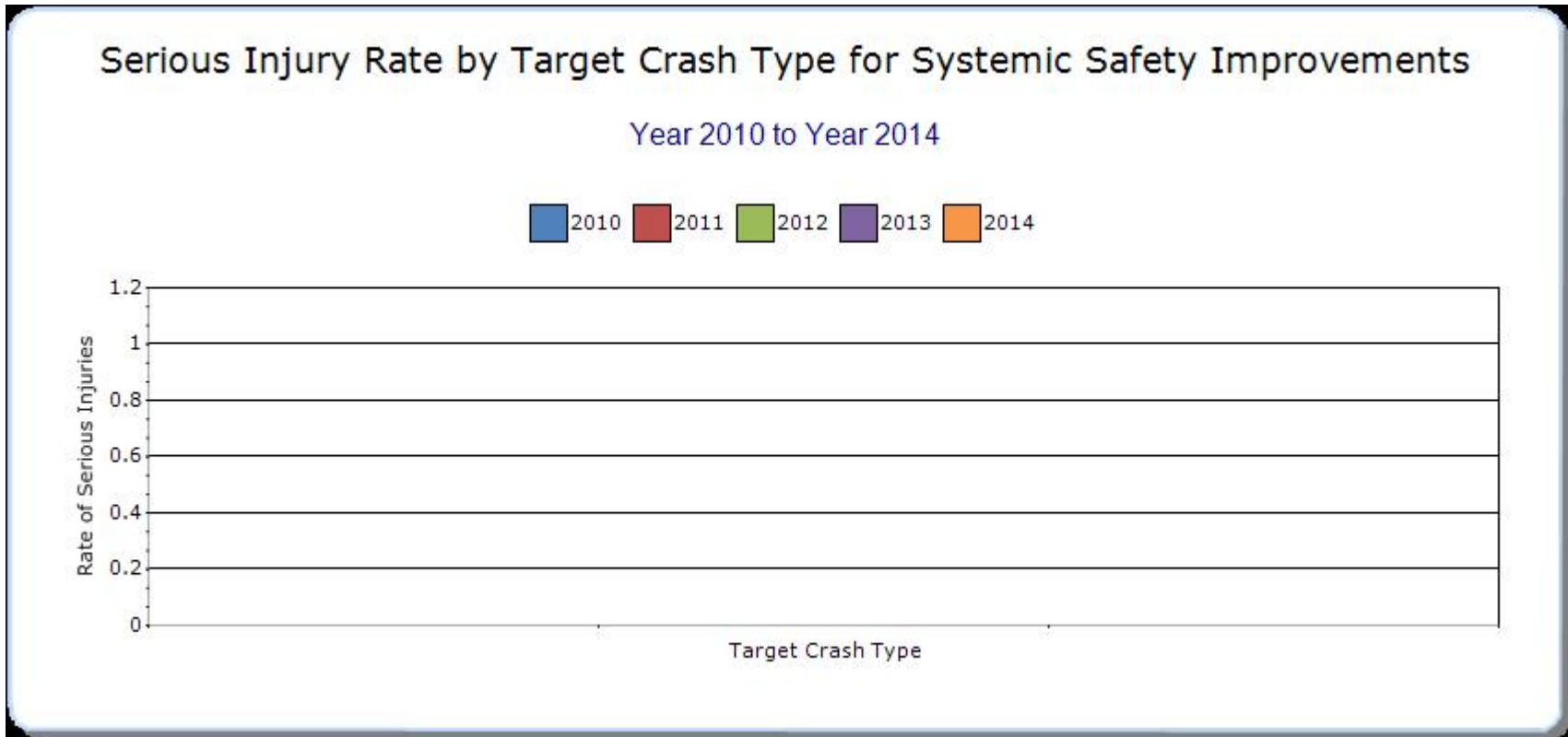
Present the overall effectiveness of systemic treatments.

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









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

The HSIP program continues to have a major benefit and effect on road safety in Washington state. While state highways have allocated state funds to support safety efforts in addition to HSIP funds, the majority of local road safety efforts continue to be funded solely by the HSIP program. With 70% of fatal and serious injury crashes in the priority one focus areas, this is a desperately needed program for Washington state to make continued progress toward achieving its Target Zero vision of zero fatal and serious injury crashes by 2030.

The HSIP program has provided a matching effort corresponding to the behavioral programs run through NHTSA to help Washington state make progress toward our vision of Target Zero (zero deaths and serious injuries by 2030). Funds from this program directly target various emphasis areas within the SHSP. And again, this program is the primary way that local agencies make progress toward implementing infrastructure safety improvements on their road networks.

Project Evaluation

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-All Injuries	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-All Injuries	Aft-PDO	Aft-Total	Evaluation Results (Benefit/Cost Ratio)
City of Auburn - Olympic Middle School Ped. Imp.	Urban Major Collector	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	0	0	0	0	0	0	0	0	1	1	-0.24
City of Auburn - 8th Street at R Street	Urban Minor Arterial	Intersection traffic control	Intersection traffic control - other	0	1	3	8	12	0	0	9	11	20	6.40
Benton County - 2 Lane Rdwy Safety - Webber Canyon	Rural Major Collector	Roadside	Barrier- metal	0	1	2	2	5	0	0	0	0	0	10.51
Cowlitz	Rural	Roadside	Barrier- metal	3	8	22	26	59	1	0	14	22	37	115.53

County - Safety Improvements	Major Collector													
Douglas County - Rock Island Road Sidewalk	Urban Major Collector	Pedestrians and bicyclists	Install sidewalk	0	2	0	1	3	0	0	0	1	1	42.62
City of Edgewood - Mountain View Elem SRTS	Urban Major Collector	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	0	1	1	1	3	0	0	0	1	1	31.85
Ferry County - Low Cost Run-Off-Rd Safety	Rural Major Collector	Roadside	Barrier- metal	2	11	41	68	122	3	7	30	59	99	74.29
Grays Harbor County - School Road Sidewalk Project	Urban Major Collector	Pedestrians and bicyclists	Install sidewalk	0	0	0	0	0	0	0	0	1	1	-0.11
Island County -	Rural Minor	Roadway signs and	Curve-related warning signs	1	3	2	6	12	0	0	0	6	6	673.05

Hunt Rd & Taylor Rd Curve Warning	Collector	traffic control	and flashers											
City of Kennewick - Edison Street @ Metaline Avenue	Urban Minor Arterial	Intersection geometry	Auxiliary lanes - add left-turn lane	0	1	6	19	26	0	0	1	9	10	7.10
Kitsap County - Suquamish Elem School Sidewalk Imp	Urban Major Collector	Pedestrians and bicyclists	Install sidewalk	0	0	1	0	1	0	0	0	0	0	0.63
Klickitat County - Lw-Cst Run-off-Rd Sfty	Rural Major Collector	Roadway signs and traffic control	Roadway signs (including post) - new or updated	5	17	81	183	286	4	13	76	163	256	206.14
Lewis County - Low Cost Run Off Road Safety Imp	Rural Major Collector	Roadway signs and traffic control	Roadway signs (including post) - new or updated	14	52	328	574	968	7	31	262	487	787	553.95

Mason County - Shelton-Matlock Rd. Clear Zone	Rural Major Collector	Alignment	Horizontal curve realignment	1	1	2	2	6	1	0	2	2	5	19.21
City of Othello - SR 26 at 1st Street - Stage 1	Rural Principal Arterial - Other	Roadway	Roadway - other	0	1	5	4	10	0	1	5	8	14	-0.91
City of Redmond - Downtown Redmond Crosswalk Upgrade	Urban Principal Arterial - Other	Pedestrians and bicyclists	Modify existing crosswalk	1	2	5	0	8	0	2	14	0	16	44.04
City of Richland - Lee Blvd Improvements	Urban Minor Arterial	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	0	2	5	9	16	1	0	13	34	48	-19.71
City of Seattle - Go! Safe Routes to School Program		Non-infrastructure	Enforcement	0	15	129	4	148	1	6	90	1	98	476.22

City of Spokane - Ped. Countdown Timer Signal Mods	Urban Major Collector	Pedestrians and bicyclists	Modify existing crosswalk	0	1	15	3	19	0	0	11	1	12	102.69
Spokane County - Valley Chapel Rd @ MP 5.05 Safety	Rural Major Collector	Alignment	Horizontal curve realignment	0	2	0	1	3	0	0	0	0	0	38.43
City of Sumner - Safe Routes to Sch - Sidewalk Prog	Urban Major Collector	Pedestrians and bicyclists	Install sidewalk	0	0	0	5	5	0	0	3	4	7	-2.81
City of Tenino - Sussex Avenue Street Illumination	Rural Minor Arterial	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	0	1	3	7	11	0	0	1	5	6	8.26
Thurston County - Meridian Rd-Mullen	Urban Minor Arterial	Lighting	Intersection lighting	1	0	4	2	7	0	1	6	10	17	7.75

Rd I/S														
Thurston County - 93rd Ave SW	Rural Major Collector	Lighting	Intersection lighting	1	1	2	3	7	0	0	6	1	7	50.02
City of Vancouver - Discovery Middle School (39th St.)	Urban Minor Arterial	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	0	1	6	8	15	0	0	8	11	19	42.85
City of Vancouver - Fourth Plain-Ped & Bike Safety 2007	Urban Principal Arterial - Other	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	0	17	133	126	276	2	8	118	151	279	167.22
City of Vancouver - St Johns/St James Safety Corridor	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal timing - signal coordination	0	4	21	27	52	0	0	15	15	30	42.05
City of Wenatchee - Washington St/Miller St	Urban Minor Arterial	Intersection traffic control	Modify traffic signal - modify signal mounting (spanwire to mast arm)	0	0	10	12	22	0	0	7	8	15	4.68

Signal														
Yakima County - West Wapato Rd Corridor Safety Enh	Rural Major Collector	Roadway delineation	Longitudinal pavement markings - new	1	1	6	11	19	0	0	7	20	27	174.73

Optional Attachments

Sections

Files Attached

Glossary

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

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

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

HMVMT means hundred million vehicle miles traveled.

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

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

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

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

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

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

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.