Highway Safety Improvement Program

Data Driven Decisions

Wyoming
Highway Safety Improvement Program
2015 Annual Report

Prepared by: WY

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

Wyoming adopted a revised Strategic Highway Safety Plan (SHSP) in June of 2012 through its Safety Management System committee (SMS). The SMS committee adopted two additional Emphasis Areas and reorganized the sections within the document. The SHSP attempts to bring together the driver behavior and engineering factors to provide a safer transportation system as a whole.

The methodology for prioritizing projects is a combination of engineering judgment, the geometric conditions and crash information for identified hazardous crash types and locations. The roadway safety projects were selected and prioritized in the State Transportation Improvement Program with input from the Highway Safety Office, Traffic Program and the five District Engineering Programs. Crash locations are typically not consistent year to year. Wyoming uses systematic treatments to improve safety on roadway segments and other locations that have similar characteristics that are a safety concern. Wyoming also uses stand-alone safety projects to address safety issues at a specific spot, for example at an intersection or along a roadway segment. A third general project type that Wyoming utilizes to improve the system is combined projects with other work such as pavement projects or bridge projects.

The overall safety goal of WYDOT with respect to safety is to *"Reduce the frequency and severity of crashes on the state's roadways with the resources available."*

That essentially translates to getting the most reduction in crashes possible from the dollars spent in the name of safety.

The WYDOT Safety Management System is a collection of tools, business processes, cross-program work flows, and the policy on Highway Safety designed to facilitate the identification and correction of safety concerns on the roadway network in Wyoming, and to achieve the overall safety goal.

The Safety Management System supports WYDOT business objectives by helping to accomplish the following:

- Optimize safety spending
  - WYDOT will achieve a higher level of safety improvement (reduction in frequency and/or severity of crashes) through the project work funded in the name of safety.
  - WYDOT will be able to get the highest level of benefit of safety spending by being able to identify and focus on the projects that will provide the greatest reduction for the lowest cost.
- Transparency

- WYDOT will be able to provide solid, defensible rationale for decisions regarding safety investments, and be able to communicate clearly to the public, the federal partners, and state legislature with regards to safety efforts
- The prioritization of safety investments is in line with the WYDOT Balanced Score Card measures for safety, as well as with other associated plans (WYDOT Strategic Plan, the Strategic Highway Safety Plan, the Traffic Records Strategic Plan, etc…)
- Focusing on fatal and incapacitating injury crashes (referred together as "critical crashes"), while also considering counts of all crashes

- Facilitate Cross-Program efforts
  - Interactions between various parties will be streamlined with smoother flow of information and actions between District management, Traffic Operations, Project Development, Planning, and Highway Patrol in addition to Highway Safety with regards to the development and deployment of safety remedies.

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

If District, how are the HSIP funds allocated?

☐ Formula

☐ Crash Data

☐ Population

☒ Other Judgement based upon data and rating system used to ID specific projects for highway safety funding

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

The local county roads are included in the HSIP by the Wyoming rural road safety program (WRRSP) administered by the UW LTAP center. The program reviews crash and roadway feature data to develop high risk road locations. The work done by the LTAP then includes assistance in putting projects together with the local jurisdictions to address the identified roadway safety needs.

There are two MPO's in Wyoming and they are represented on the Safety Mangagement Committee that identifies emphasis areas for the SHSP. Projects are proposed and developed by the MPO's with regard to their own identified needs and assistance is provided in data and information.

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

☒ Design

☒ Planning

☐ Maintenance

☒ Operations

☒ Governors Highway Safety Office

☐ Other:

Briefly describe coordination with internal partners.

Internal partners are asked to provide their expertise in the various areas that they represent. The coordination is required at many levels based upon the policies of WYDOT. Information is developed and disemminated by the Highway Safety Office. The information is used to make decisions regarding project programming and design by the other WYDOT programs responsible for that part of the project development and implementation.

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

☒Metropolitan Planning Organizations

☒Governors Highway Safety Office

☒Local Government Association

☐Other:

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 program administration practices have changed since the last report

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.

☒Median Barrier	☒Intersection	☐Safe Corridor
☒Horizontal Curve	☐Bicycle Safety	☐Rural State Highways
☐Skid Hazard	☒Crash Data	☐Red Light Running Prevention
☒Roadway Departure	☒Low-Cost Spot Improvements	☒Sign Replacement And Improvement

☒ Local Safety	☐ Pedestrian Safety	☐ Right Angle Crash
☐ Left Turn Crash	☐ Shoulder Improvement	☐ Segments
☐ Other:		

Program: **Median Barrier**

Date of Program Methodology: **10/9/2006**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☒ Median width
☒ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ 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

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-District and Traffic Operations input

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 1

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

Program: **Intersection**

Date of Program Methodology: **10/9/2011**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☒ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☐ Other	☐ Lane miles	☐ Roadside features
	☐ Other	☒ Other-Rural Intersections and the type of traffic control present for example signalized or not

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

If no, describe the methodology used to identify local road projects as part of this program.

Rural off sytem intersections are studied independently from on system intersections. Urban intersections are also studied within the community that they exist. A statewide program does not currently exist.

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-Disrtict and Traffic operations input

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 1
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Other

Program: **Horizontal Curve**

Date of Program Methodology: **10/9/2009**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☒ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury	☐ Population	☒ Functional classification

crashes only

☐ 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

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-Disrtict and Traffic operations input

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	1
☐ Incremental B/C	
☐ Ranking based on net benefit	
☐ Other	

Program: **Crash Data**

Date of Program Methodology: **10/9/2008**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☒ Fatal crashes only	☒ Volume	☒ Horizontal curvature

☒ Fatal and serious injury crashes only	☐ Population	☒ Functional classification
☒ Other-Safety Index rating system	☐ 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

If no, describe the methodology used to identify local road projects as part of this program.

Crash Data is tailored for the specific study that is being conducted for the other roadways whether they be rural counties or urban communities. The Wyoming rural road safety program is utilized for HRRR projects.

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-Data improvement projects are developed and implemented by the WY traffic records coordinating committe

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	1
☐ Incremental B/C	
☐ Ranking based on net benefit	
☒ Cost Effectiveness	2

Program: **Roadway Departure**

Date of Program Methodology: **10/9/2006**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☒ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ 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

If no, describe the methodology used to identify local road projects as part of this program.

The local roads utilize specific studies to determine project needs.

How are highway safety improvement projects advanced for implementation?

☐Competitive application process

☐selection committee

☒Other-District and Traffic operations input

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 1

☐ Incremental B/C

☐ Ranking based on net benefit

☐ Other

☒ Judgement based - some systemic geometric improvements and some crashed based 2

Program: **Low-Cost Spot Improvements**

Date of Program Methodology: **10/9/2011**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☒ Traffic	☐ Median width
☒ Fatal crashes only	☒ Volume	☒ Horizontal curvature
☒ Fatal and serious injury crashes only	☐ Population	☒ 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

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-District and Traffic operations input

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: **Sign Replacement And Improvement**

Date of Program Methodology: **10/9/2008**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒All crashes	☒Traffic	☐Median width
☒Fatal crashes only	☒Volume	☐Horizontal curvature
☒Fatal and serious injury crashes only	☐Population	☒Functional classification
☐Other	☐Lane miles	☐Roadside features
	☐Other	☒Other-Age and condition of signs

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-Age of signs in combination with functional classification of the roadway is the main factor

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

If no, describe the methodology used to identify local road projects as part of this program.

Sign replacement and improvement projects are done through the WRRSP methodology for Counties. For Urban communities these type of projects are done on a corridor basis.

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☐ selection committee

☒ Other-District and Traffic operatins input

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	
☒ Relative age of signage and functional classification	1

Program: **Local Safety**

Date of Program Methodology: **10/9/2008**

What data types were used in the program methodology?

Crashes *Exposure* *Roadway*

- ☒ All crashes
- ☐ Fatal crashes only
- ☐ Fatal and serious injury crashes only
- ☐ Other
- ☒ Traffic
- ☒ Volume
- ☐ Population
- ☐ Lane miles
- ☐ Other
- ☐ Median width
- ☐ Horizontal curvature
- ☐ Functional classification
- ☐ Roadside features
- ☒ Other-A simple roadway drive through rating is used to identify roadway features needing improvement

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

If no, describe the methodology used to identify local road projects as part of this program.

The Wyoming Rural Road Safety Program (WRRSP) utilizes crash data and drive through surveys to rank and prioritize local road safety needs and assists in identifying projects to address needs.

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

☒Available funding 2

☐Incremental B/C

☐Ranking based on net benefit

☒Cost Effectiveness 1

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

70

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

- ☒ Cable Median Barriers
- ☒ Rumble Strips
- ☒ Traffic Control Device Rehabilitation
- ☒ Pavement/Shoulder Widening
- ☒ Install/Improve Signing
- ☒ Install/Improve Pavement Marking and/or Delineation
- ☒ Upgrade Guard Rails
- ☒ Clear Zone Improvements
- ☐ Safety Edge
- ☒ Install/Improve Lighting
- ☒ Add/Upgrade/Modify/Remove Traffic Signal
- ☐ Other

What process is used to identify potential countermeasures?

- ☒ Engineering Study
- ☐ Road Safety Assessment
- ☒ Other: Other-Use of Crash Information to identify over-represented crash types to be addressed

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:

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

Use of the Highway Safety Manual techniques for predicting crashes and use of the Empirical Bayes (EB) methodology to adjust/weight predicted crashes into expected crashes for Wyoming roadways has taken place over the last year. The new methodology is being adopted into the process for identifying benefits for potential projects. These benefits are used to assisting in setting performance goals for Safety.

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)	13326065.6	53 %	13326065.6	53 %
HRRRP (SAFETEA-LU)	643784.57	3 %	643784.57	3 %
HRRR Special Rule				
Penalty Transfer - Section 154	5471186	22 %	5471186	22 %
Penalty Transfer – Section 164	5471186	22 %	5471186	22 %
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)				
State and Local Funds				

Totals	24912222.17	100%	24912222.17	100%

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

$540,000.00

How much funding is obligated to local safety projects?

$540,000.00

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

$200,000.00

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

$210,449.00

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

0 %

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

0 %

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

There are no significant impediments to obligating HSIP funds. Wyoming obligates all of its HSIP funding each FY.

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
HSIP-SEP 100.49 0202052-00 LOVL-EMBL/STR CJJ & CJN	Miscellaneous	0	0	13573	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency	Lane Departure	Guardrail and joint improvements at a structure
GILLETTE / WYO 50 & 4J ROAD	Intersection traffic control Intersection traffic control - other	0	0	205032.9	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Intersections	
HSIP-SEP 0.00 1507037-00 CHIEF JOSEPH/WYO 296/GUARDRAIL	Miscellaneous	0	0	921891	HIGHWAY SAFETY IMP PROG	Rural Major Collector	1000	55	State Highway Agency	Roadway Departure	
6 MESSAGE	Advanced technology	0	0	190762	HIGHWAY SAFETY	Rural Minor	0	0	State Highway	Roadway	

SIGNS	and ITS				IMP PROG	Arterial			Agency	Departure	
DIST 4 / VAR LOC / GUARDRAIL	Miscellaneous	0	0	9049	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
DIST 5 / VAR LOC / CURVE CHEVRON	Miscellaneous	0	0	1810	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
STATEWIDE / VAR LOC / RUMBLE STRIPS	Miscellaneous	0	0	13574	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
DIST 1 DMS/HAR INSTALLATIONS	Advanced technology and ITS	0	0	2230049	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	0	0	State Highway Agency	Roadway Departure	
DIST 1 GUARDRAIL	Miscellaneous	0	0	1043749	HIGHWAY SAFETY IMP PROG	Rural Major Collector	0	0	State Highway Agency	Roadway Departure	
DIST 2 GRADING AND GUARDRAIL	Miscellaneous	0	0	1292097	HIGHWAY SAFETY IMP	Rural Major Collector	0	0	State Highway	Roadway Departure	

					PROG				Agency		
STATEWIDE EPOXY STRIPING	Miscellaneous	0	0	1028268	HIGHWAY SAFETY IMP PROG	Rural Major Collector	0	0	State Highway Agency	Roadway Departure	
DIST 1 GUARDRAIL UPGRADE	Miscellaneous	0	0	46383	HIGHWAY SAFETY IMP PROG	Rural Major Collector	0	0	State Highway Agency	Roadway Departure	
STATEWIDE EPOXY STRIPING	Miscellaneous	0	0	143507	HIGHWAY SAFETY IMP PROG	Rural Major Collector	0	0	State Highway Agency	Roadway Departure	
STATEWIDE RUMBLE STRIPS	Miscellaneous	0	0	46395	HIGHWAY SAFETY IMP PROG	Rural Major Collector	0	0	State Highway Agency	Roadway Departure	
DIST 1 GUARDRAIL UPGRADE	Miscellaneous	0	0	46383	HIGHWAY SAFETY IMP PROG	Rural Minor Arterial	0	0	State Highway Agency	Roadway Departure	
DIST 5 GUARDRAIL UPGRADE	Miscellaneous	0	0	91961	HIGHWAY SAFETY IMP	Rural Principal Arterial -	0	0	State Highway Agency	Roadway Departure	

					PROG	Other					
STATEWIDE EPOXY STRIPING	Miscellaneous	0	0	60679	HIGHWAY SAFETY IMP PROG	Rural Major Collector	0	0	State Highway Agency	Roadway Departure	
STATEWIDE RUMBLE STRIPS	Miscellaneous	0	0	55661	HIGHWAY SAFETY IMP PROG	Rural Major Collector	0	0	State Highway Agency	Roadway Departure	
DIST 1 / I-80 SIGN INSTALLATION	Miscellaneous	0	0	7421	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Interstate	0	0	State Highway Agency	Roadway Departure	
LARAMIE - CHEYENNE	Miscellaneous	0	0	11131	HIGHWAY SAFETY IMP PROG	Urban Principal Arterial - Interstate	0	0	State Highway Agency	Roadway Departure	
DANIEL JUNCTION - HOBACK JUNCTION	Alignment	0	0	40490	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
RIVERTON - SHOSHONI	Miscellaneous	0	0	3022	HIGHWAY SAFETY IMP	Rural Principal Arterial -	0	0	State Highway Agency	Roadway Departure	

					PROG	Other					
RIVERTON - SHOSHONI	Miscellaneous	0	0	471	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
WYO 220 / ROBERTSON ROAD	Alignment	0	0	4525	HIGHWAY SAFETY IMP PROG	SmUbn&Ubnzd Othr Prin Arterial	0	0	State Highway Agency	Roadway Departure	
CASPER SOUTH / WYO 220	Miscellaneous	0	0	119726	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
CASPER / INDIAN SPRINGS ROAD	Intersection traffic control	0	0	14691	HIGHWAY SAFETY IMP PROG	SmUbn&Ubnzd Othr Prin Arterial	0	0	State Highway Agency	Intersections	
MUDDY GAP - CASPER	Miscellaneous	0	0	87063	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
MEETEETSEE - CODY	Miscellaneous	0	0	76057	HIGHWAY SAFETY IMP	Rural Principal Arterial -	0	0	State Highway Agency	Roadway Departure	

					PROG	Other					
CASPER / US 20/26 / GUARDRAIL	Miscellaneous	0	0	46769	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
CASPER - SHOSHONI	Miscellaneous	0	0	9794	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
TEN SLEEP - BUFFALO	Intersection geometry	0	0	827235	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Intersections	
GILLETTE STREETS / UNION CHAPEL	Intersection traffic control	0	0	407292	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Intersections	
CHEYENNE - HAWK SPRINGS	Miscellaneous	0	0	125679	HIGHWAY SAFETY IMP PROG	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
LUSK - MULE CREEK ROAD	Miscellaneous	0	0	197356	HIGHWAY SAFETY IMP	Rural Principal Arterial -	0	0	State Highway Agency	Roadway Departure	

					PROG	Other					
FARSON - LANDER	Miscellaneous	0	0	77454	HIGHWAY SAFETY IMP PROG	Rural Minor Arterial	0	0	State Highway Agency	Roadway Departure	
CASPER STREETS	Intersection traffic control	0	0	4298848	HIGHWAY SAFETY IMP PROG	SmUbn&Ubnzd Othr Prin Arterial	0	0	State Highway Agency	Intersections	
LARAMIE - COLORADO STATE LINE	Alignment	0	0	18098	HIGHWAY SAFETY IMP PROG	Rural Minor Arterial	0	0	State Highway Agency	Roadway Departure	
HRRR / SHERIDAN COUNTY ROAD 74	Alignment	0	0	100000	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	0	0	County Highway Agency	Roadway Departure	
HRRR / WIND RIVER / SIGNS	Miscellaneous	0	0	100000	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	0	0	Indian Tribe Nation	Roadway Departure	
HRRR / WIND RIVER /	Miscellaneo	0	0	100000	HSIP-HIGH	Rural Local Road or	0	0	Indian Tribe	Roadway	

MARKINGS	us				RISK RURAL ROAD	Street			Nation	Departure	
HRRR / WIND RIVER / GUARDRAIL	Miscellaneous	0	0	13406	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	0	0	Indian Tribe Nation	Roadway Departure	
HRRR / VARIOUS PARK COUNTY ROADS	Miscellaneous	0	0	52374	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	0	0	County Highway Agency	Roadway Departure	
HRRR / ROAD 204 AND 125 GUARDRAIL	Miscellaneous	0	0	73420	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	0	0	County Highway Agency	Roadway Departure	
HRRR / VARIOUS LINCOLN COUNTY ROADS	Miscellaneous	0	0	99428	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	0	0	County Highway Agency	Roadway Departure	
HRRR / VARIOUS LINCOLN	Miscellaneous	0	0	12482	HSIP-HIGH RISK	Rural Local Road or	0	0	County Highway	Roadway Departure	

COUNTY ROADS					RURAL ROAD	Street			Agency		
HRRR / VARIOUS LINCOLN COUNTY ROADS	Miscellaneous	0	0	76799	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	0	0	County Highway Agency	Roadway Departure	
HRRR / VARIOUS CONVERSE COUNTY ROADS	Miscellaneous	0	0	82488	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	0	0	County Highway Agency	Roadway Departure	
HRRR / VARIOUS CONVERSE COUNTY ROADS	Miscellaneous	0	0	76557	HSIP-HIGH RISK RURAL ROAD	Rural Local Road or Street	0	0	County Highway Agency	Roadway Departure	
ITS / CASPER EVENTS CENTER	Advanced technology and ITS	0	0	449.08	SEC 154 PENALTIES - FOR HSIP	SmUbn&Ubnzd Local System	0	0	State Highway Agency	Roadway Departure	
DIST 1 PAVEMENT MARKINGS	Miscellaneous	0	0	15000	SEC 154 PENALTIES - FOR HSIP	Rural Major Collector	0	0	State Highway Agency	Roadway Departure	

DIST 2 PAVEMENT MARKINGS	Miscellaneous	0	0	15000	SEC 154 PENALTIES - FOR HSIP	Rural Major Collector	0	0	State Highway Agency	Roadway Departure	
DIST 3 ELECTRICAL SYSTEMS	Intersection traffic control	0	0	127103	SEC 154 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	0	0	State Highway Agency	Intersections	
DIST 3 PAVEMENT MARKINGS	Miscellaneous	0	0	6000	SEC 154 PENALTIES - FOR HSIP	Rural Major Collector	0	0	State Highway Agency	Roadway Departure	
RSA/DELL RANGE BLVD	Non-infrastructure Road safety audits	0	0	10000	SEC 154 PENALTIES - FOR HSIP	SmUbn&Ubnzd Othr Prin Arterial	0	0	City of Municipal Highway Agency	Local Coordination	
LARAMIE - COLORADO STATE LINE	Alignment	0	0	5614607.02	SEC 154 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
SHOSHONI - THERMOPOLIS	Miscellaneous	0	0	25000	SEC 154 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	

UCROSS - GILLETTE	Miscellaneous	0	0	4976920	SEC 164 PENALTIES - FOR HSIP	Rural Major Collector	0	0	State Highway Agency	Roadway Departure	
DIST 3 ELECTRICAL SYSTEMS	Intersection traffic control	0	0	11066	SEC 164 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	0	0	State Highway Agency	Intersections	
LARAMIE - COLORADO STATE LINE	Alignment	0	0	261982.57	SEC 164 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
CASPER / US20/26 / ITS	Advanced technology and ITS	0	0	15000	SEC 164 PENALTIES - FOR HSIP	Rural Principal Arterial - Other	0	0	State Highway Agency	Roadway Departure	
RAWLINS STREETS / INTERSECTION	Intersection traffic control	0	0	229392	SEC 164 PENALTIES - FOR HSIP	SmUbn&Ubnzd Othr Prin Arterial	0	0	State Highway Agency	Intersections	

Progress in Achieving Safety Performance Targets

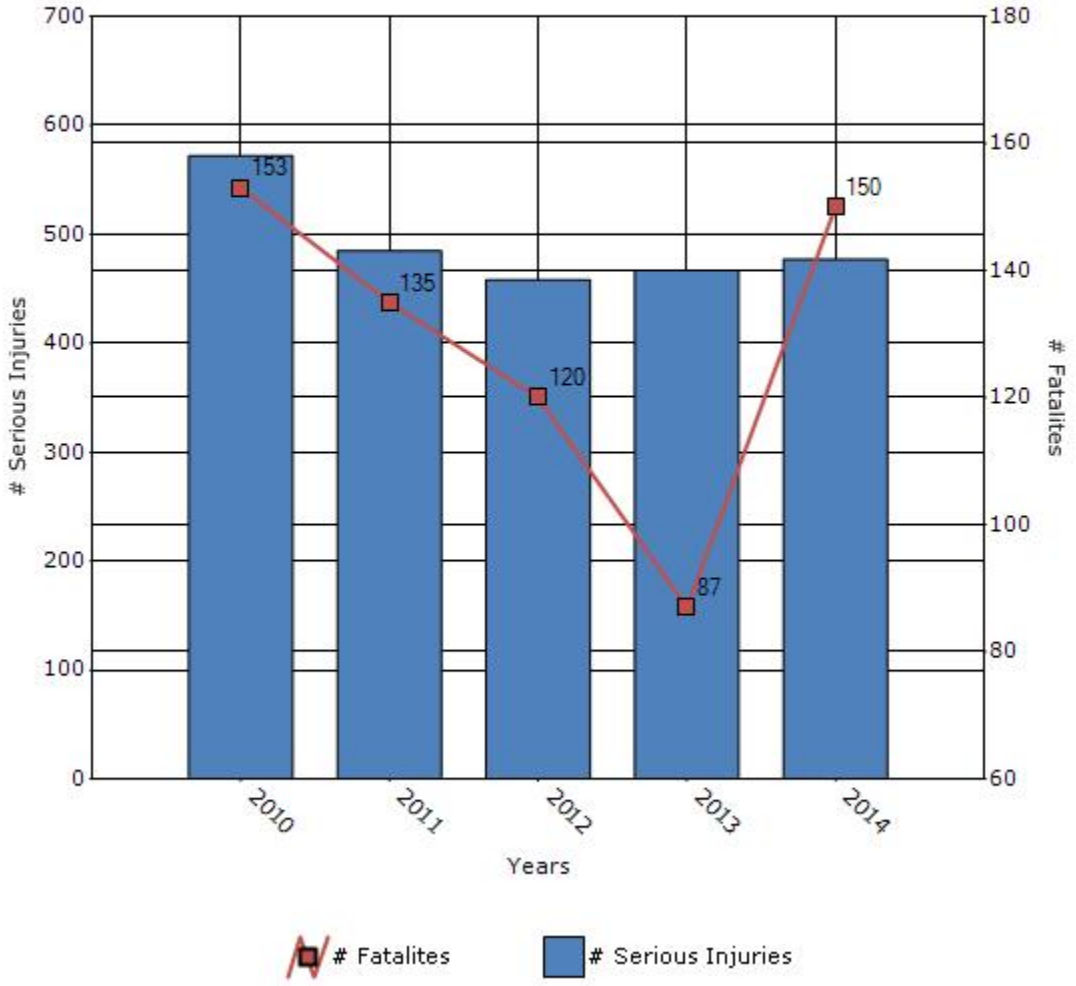
Overview of General Safety Trends

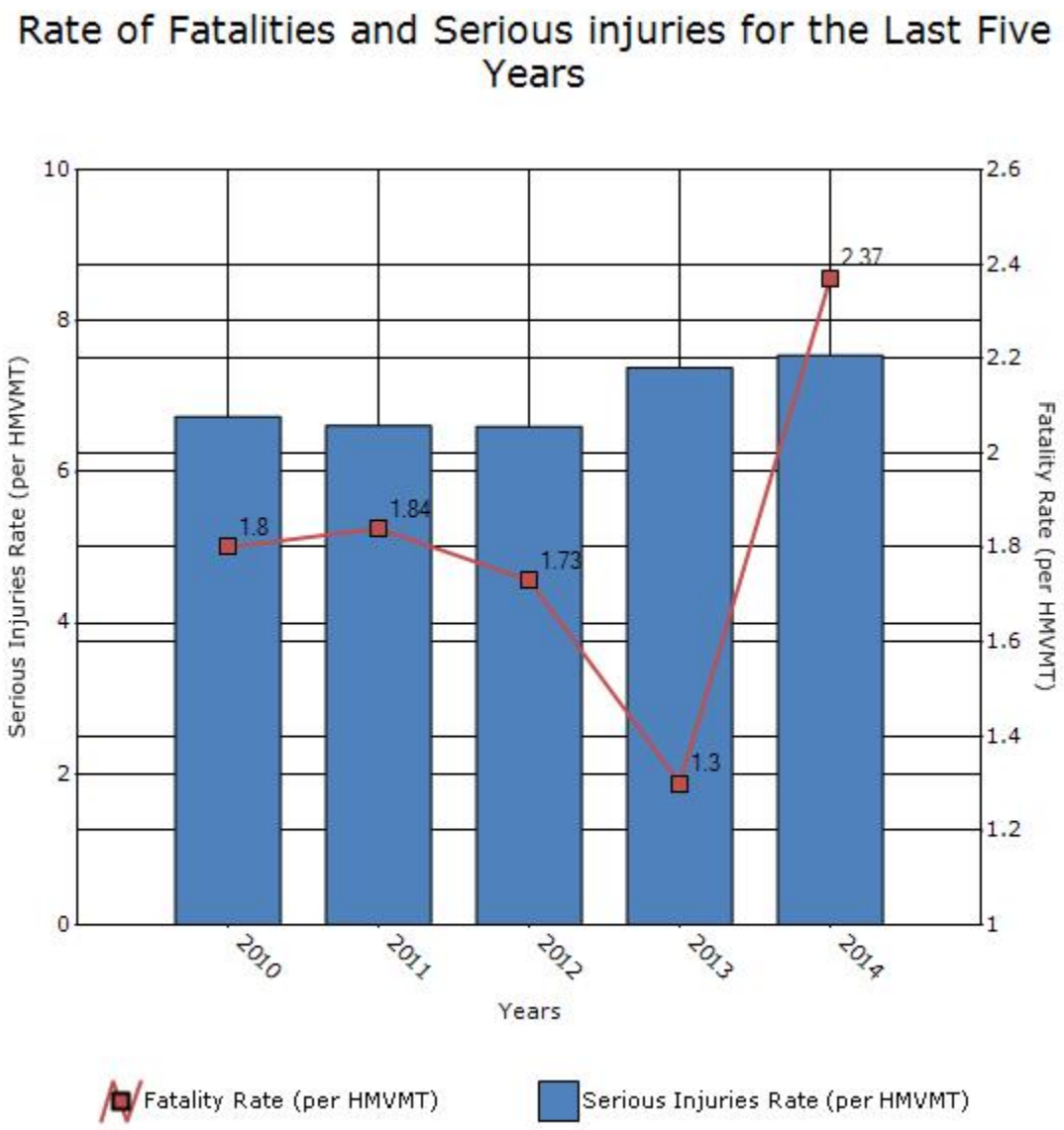
Present data showing the general highway safety trends in the state for the past five years.

Performance Measures*	2010	2011	2012	2013	2014
Number of fatalities	153	135	120	87	150
Number of serious injuries	572	485	458	467	477
Fatality rate (per HMVMT)	1.8	1.84	1.73	1.3	2.37
Serious injury rate (per HMVMT)	6.73	6.61	6.6	7.38	7.54

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

Number of Fatalities and Serious injuries for the Last Five Years



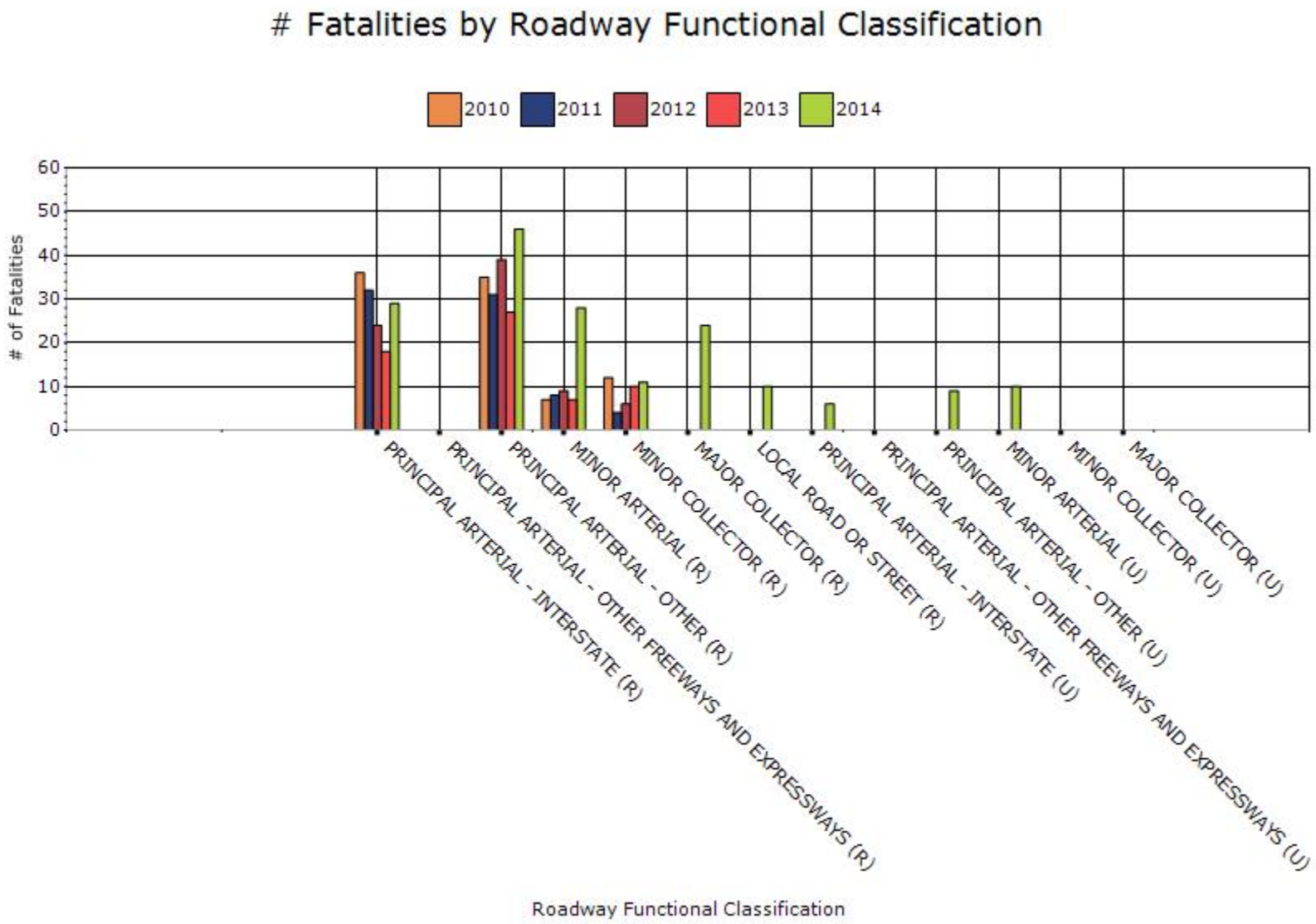

Rate of Fatalities and Serious injuries for the Last Five Years
Serious Injuries Rate (per HMVMT)
Fatality Rate (per HMVMT)
Years
2010
2011
2012
2013
2014
1.8
1.84
1.73
1.3
2.37
Fatality Rate (per HMVMT)
Serious Injuries Rate (per HMVMT)

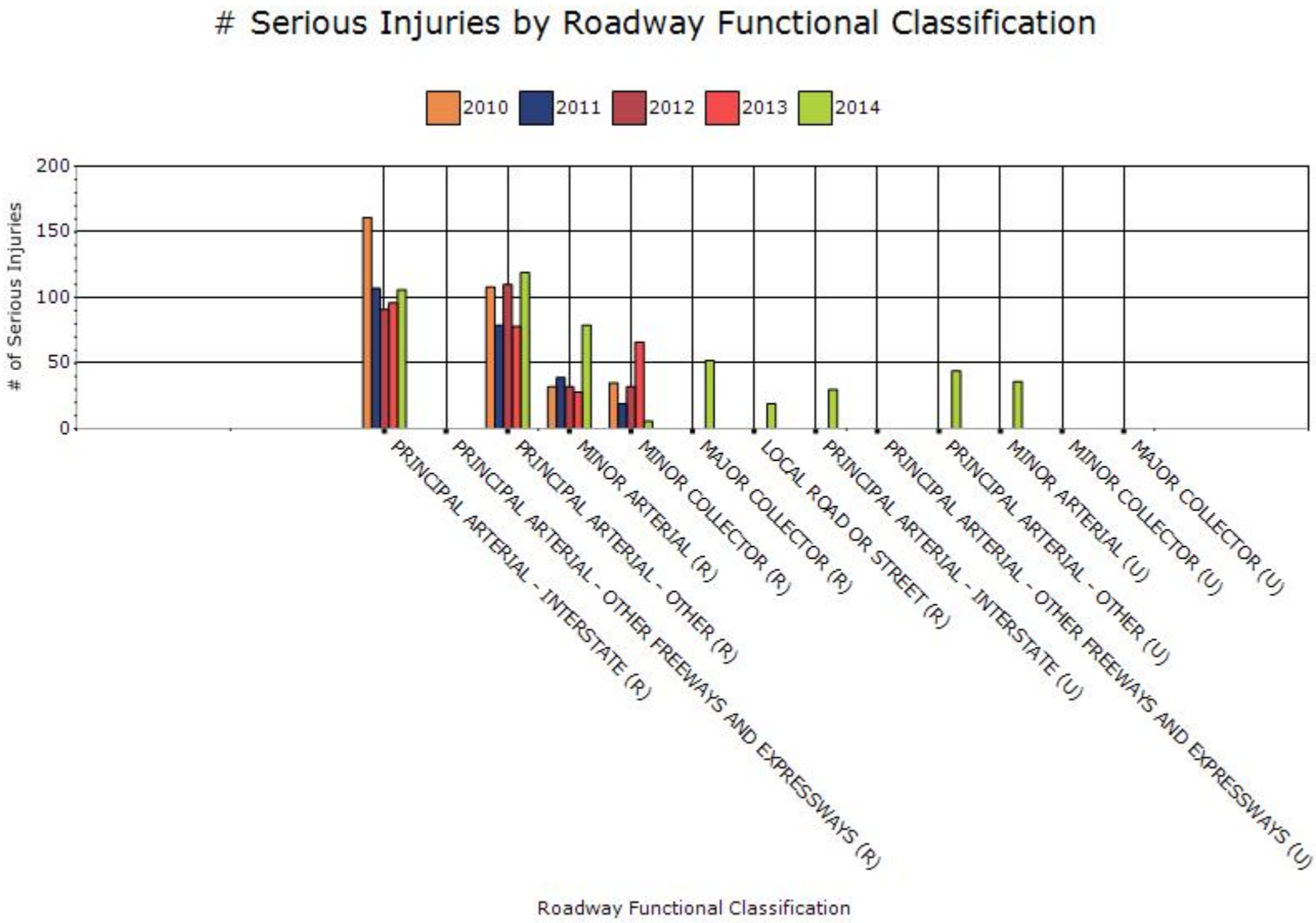
To the maximum extent possible, present performance measure* data by functional classification and ownership.

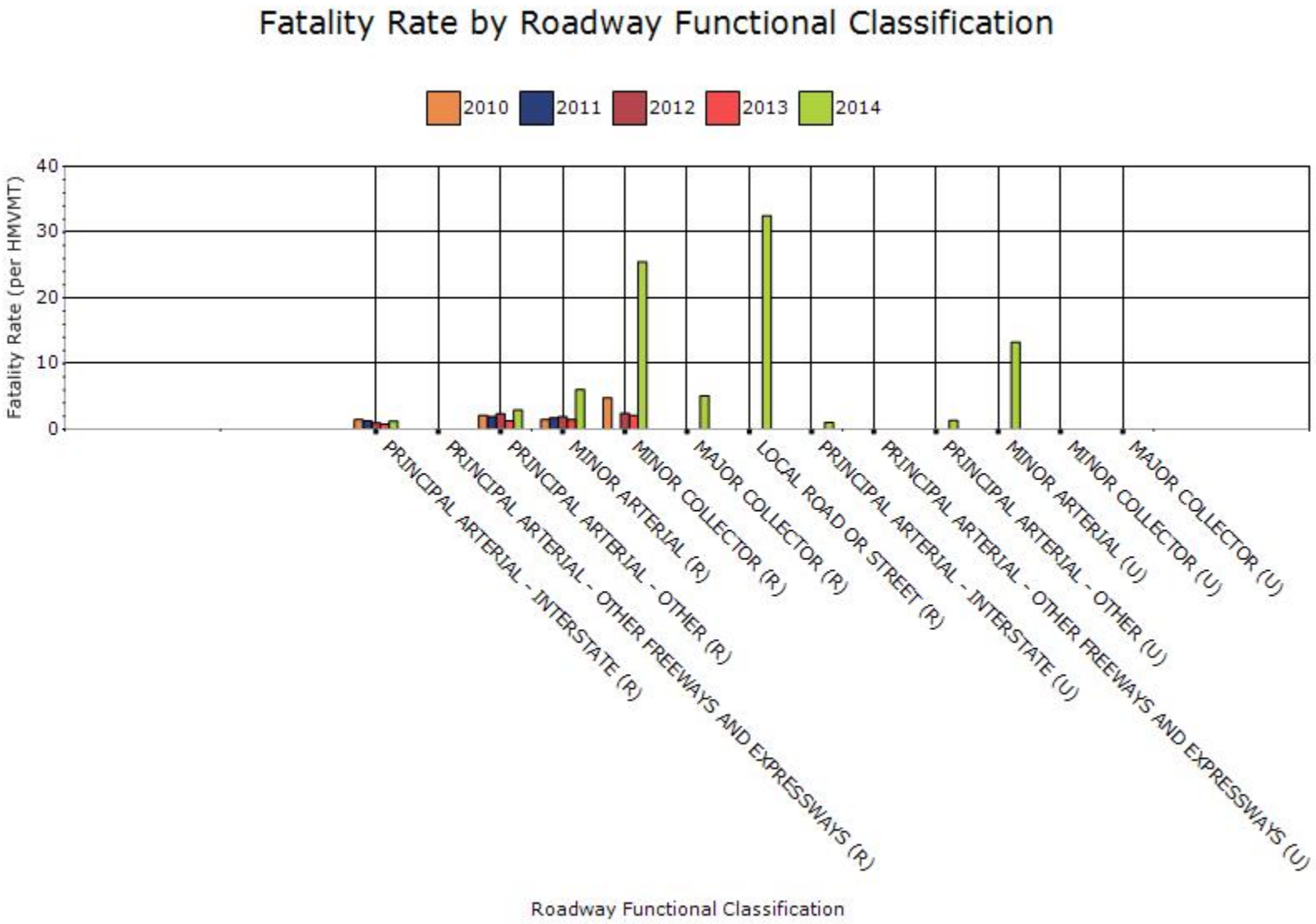
Year - 2014

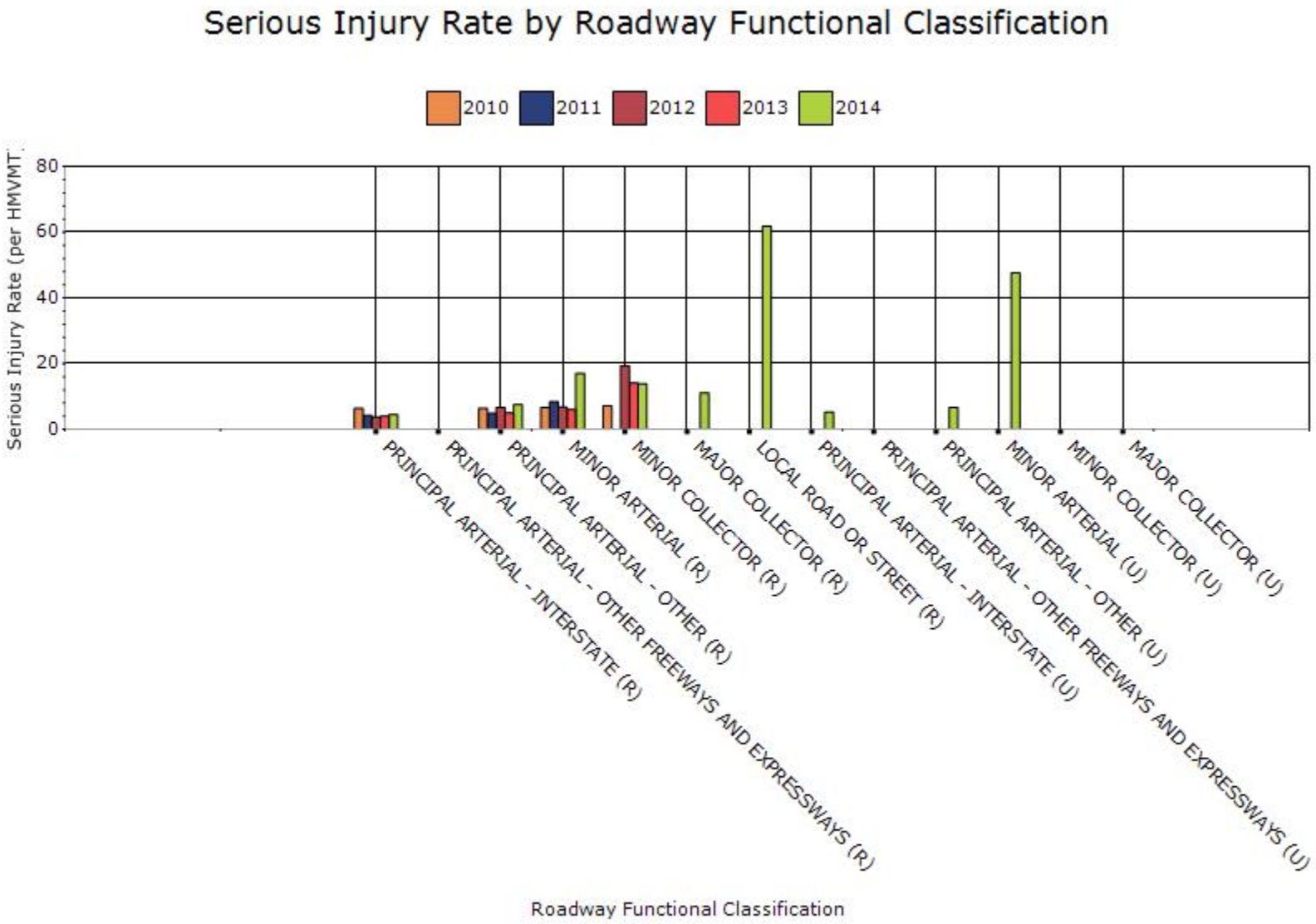
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	29	106	1.22	4.45
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	46	119	2.92	7.55
RURAL MINOR ARTERIAL	28	79	6.03	17.03
RURAL MINOR COLLECTOR	11	6	25.5	13.91
RURAL MAJOR COLLECTOR	24	52	5.12	11.08
RURAL LOCAL ROAD OR STREET	10	19	32.51	61.78
URBAN PRINCIPAL	6	30	1.04	5.2

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
URBAN PRINCIPAL ARTERIAL - OTHER	9	44	1.36	6.66
URBAN MINOR ARTERIAL	10	36	13.23	47.62
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	0	0	0	0


Fatalities by Roadway Functional Classification
2010
2011
2012
2013
2014
# of Fatalities
60
50
40
30
20
10
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

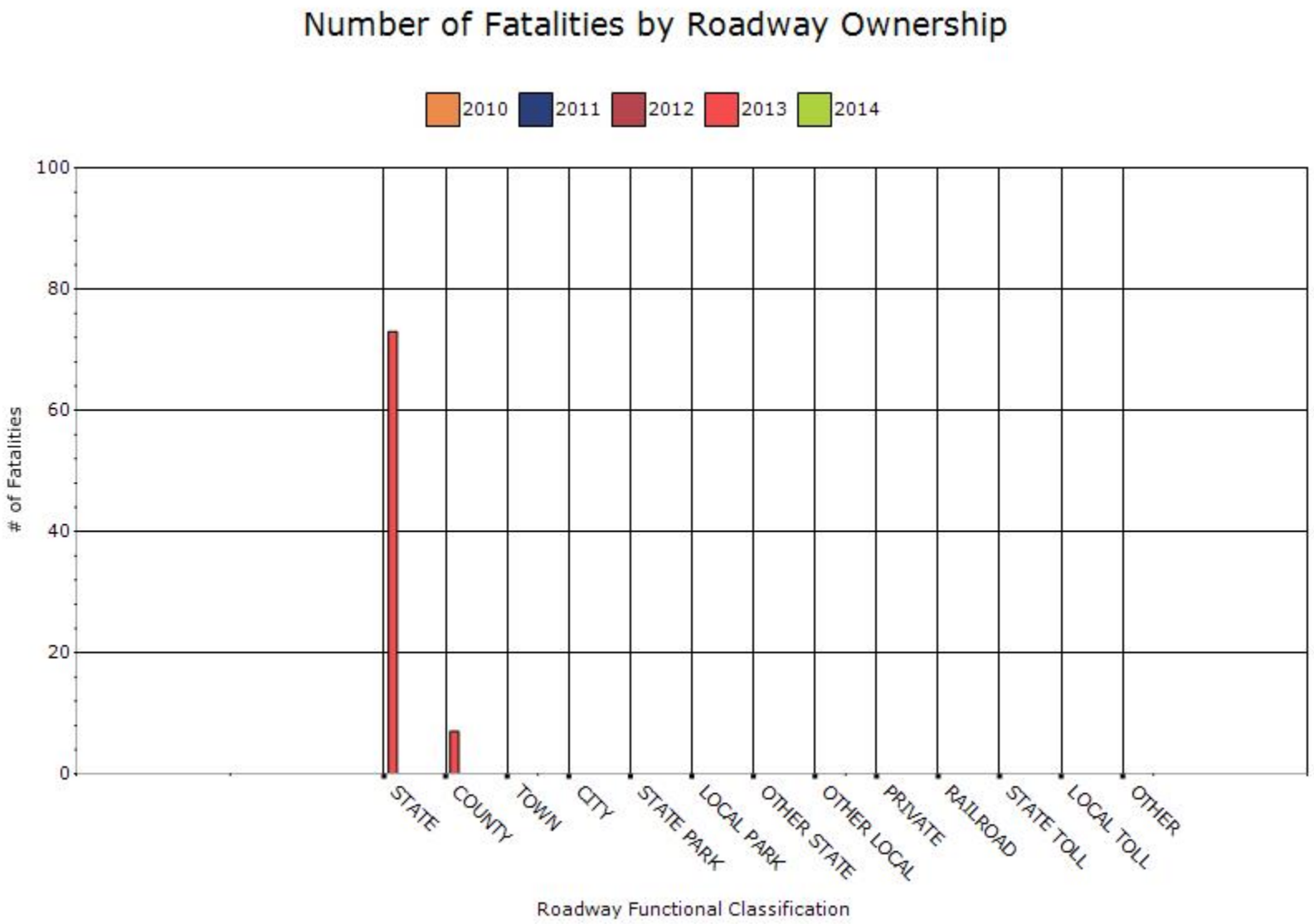

Serious Injuries by Roadway Functional Classification
2010
2011
2012
2013
2014
# of Serious Injuries
200
150
100
50
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

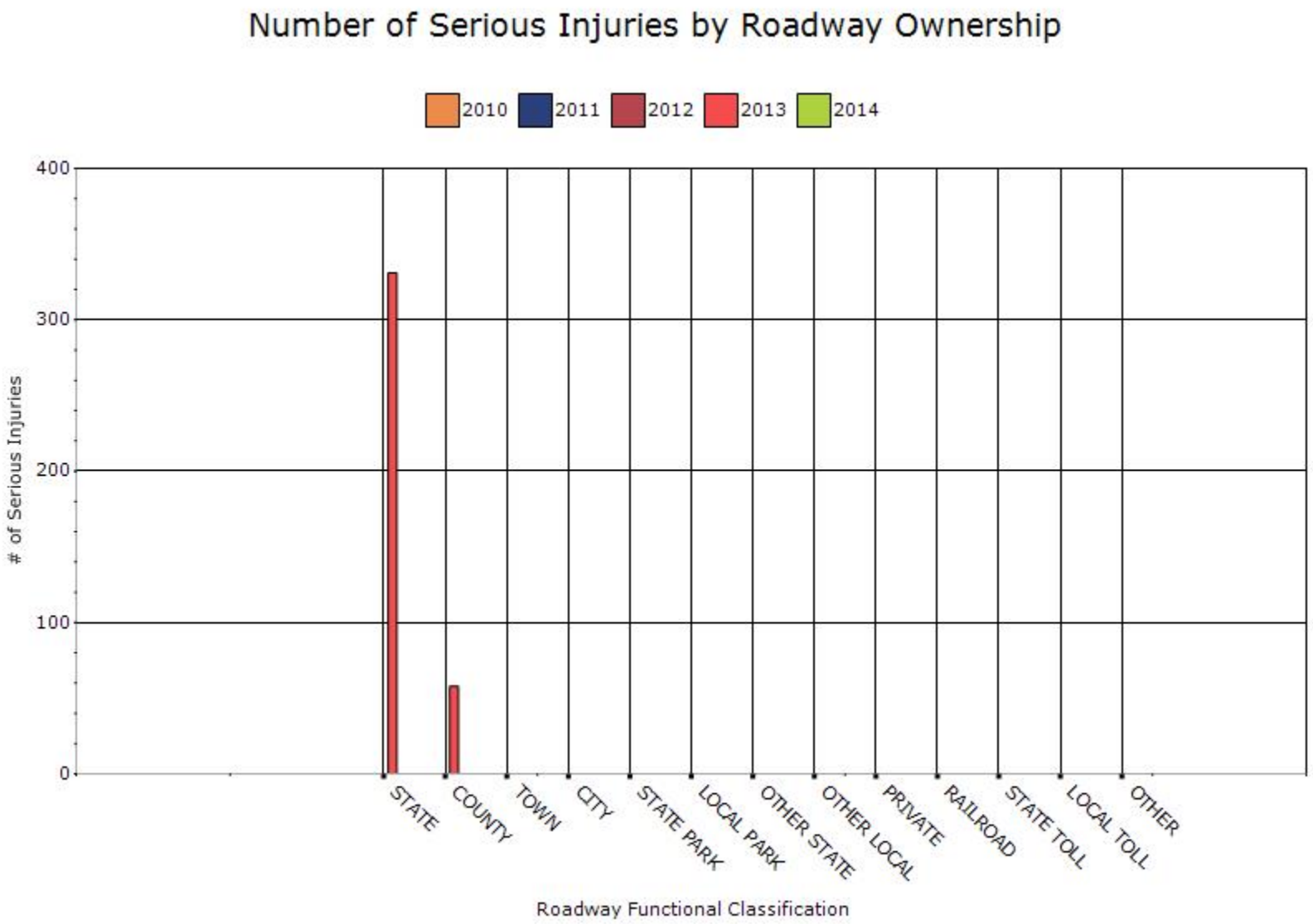

Fatality Rate by Roadway Functional Classification
2010
2011
2012
2013
2014
Fatality Rate (per HMVMT)
40
30
20
10
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

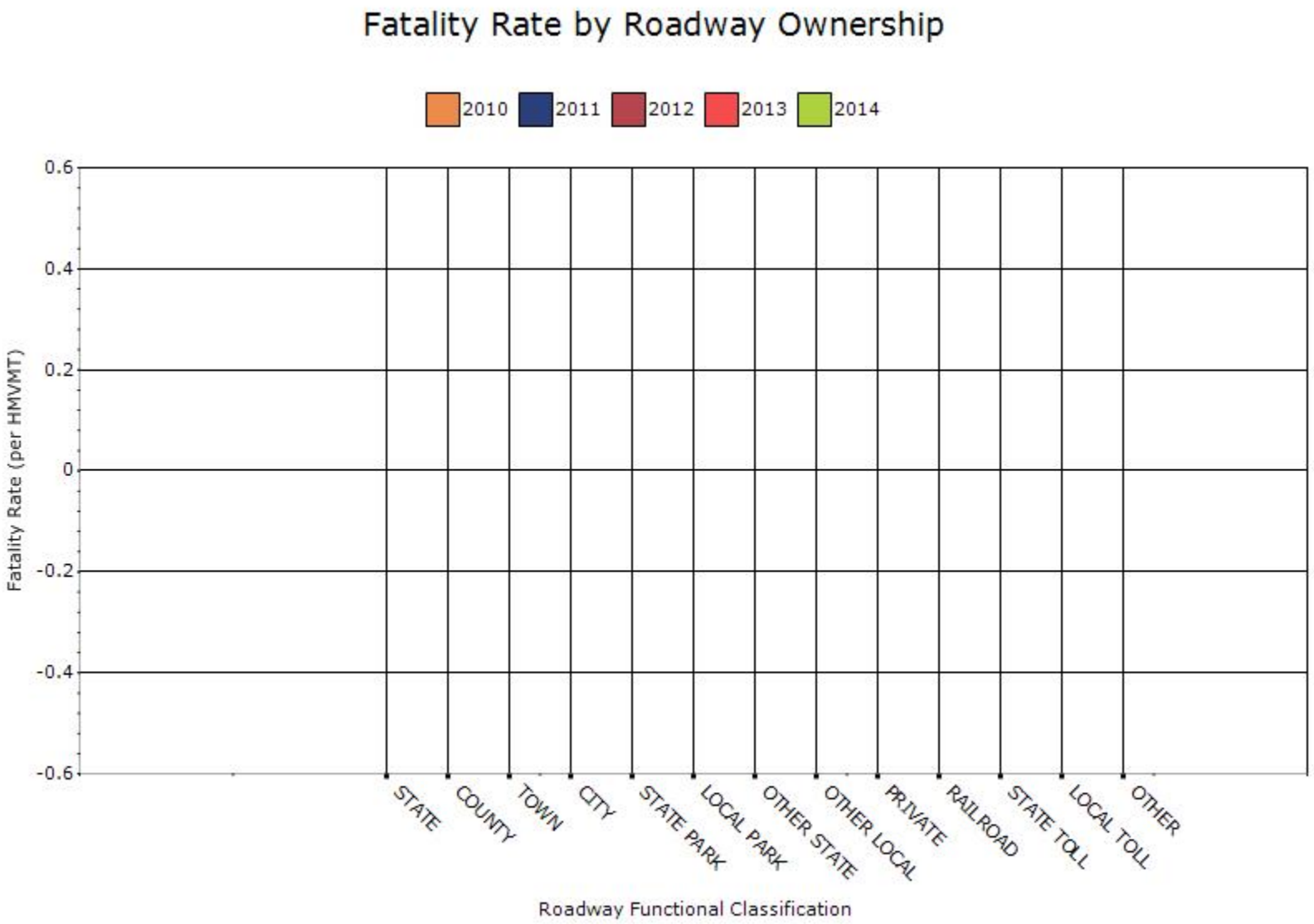

Serious Injury Rate by Roadway Functional Classification
2010
2011
2012
2013
2014
Serious Injury Rate (per HMVMT)
80
60
40
20
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

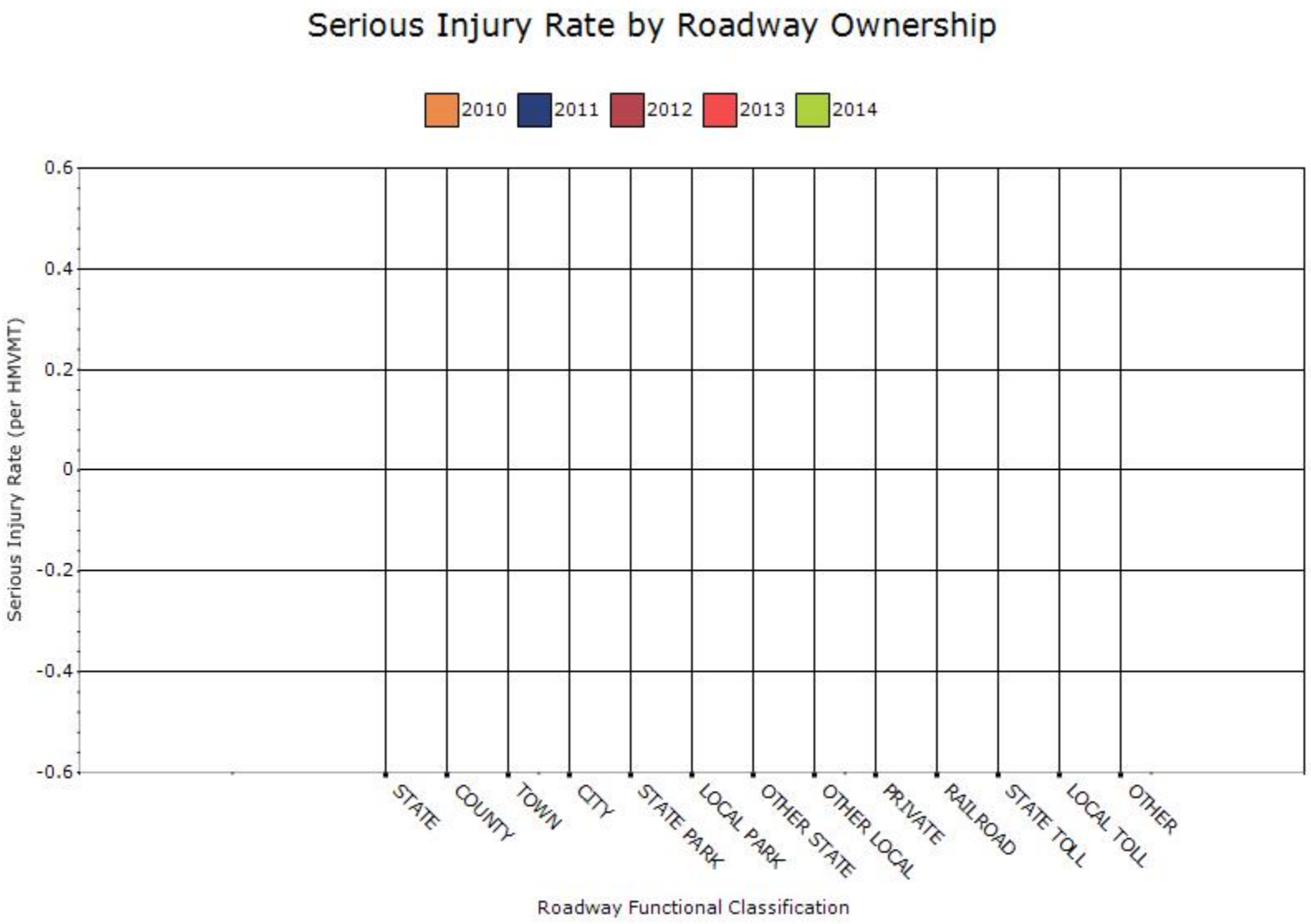
Year - 2013

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	73	331	0	0
COUNTY HIGHWAY AGENCY	7	58	0	0
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	0	0	0	0
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	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	0	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	0	0


Number of Fatalities by Roadway Ownership
2010
2011
2012
2013
2014
100
80
60
40
20
0
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2010
2011
2012
2013
2014
400
300
200
100
0
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2010
2011
2012
2013
2014
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Fatality Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2010
2011
2012
2013
2014
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
Serious Injury Rate (per HMVMT)
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER
Roadway Functional Classification

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

Fatal and Serious Injury crashes in Wyoming have increased over the last year, but the trend is downward when looking at a five year period. The efforts of WYDOT on focusing HSIP projects on Safety Emphasis areas of the Strategic Highway Safety Plan are indicating progress on driving down fatal and serious injury crashes.

Application of Special Rules

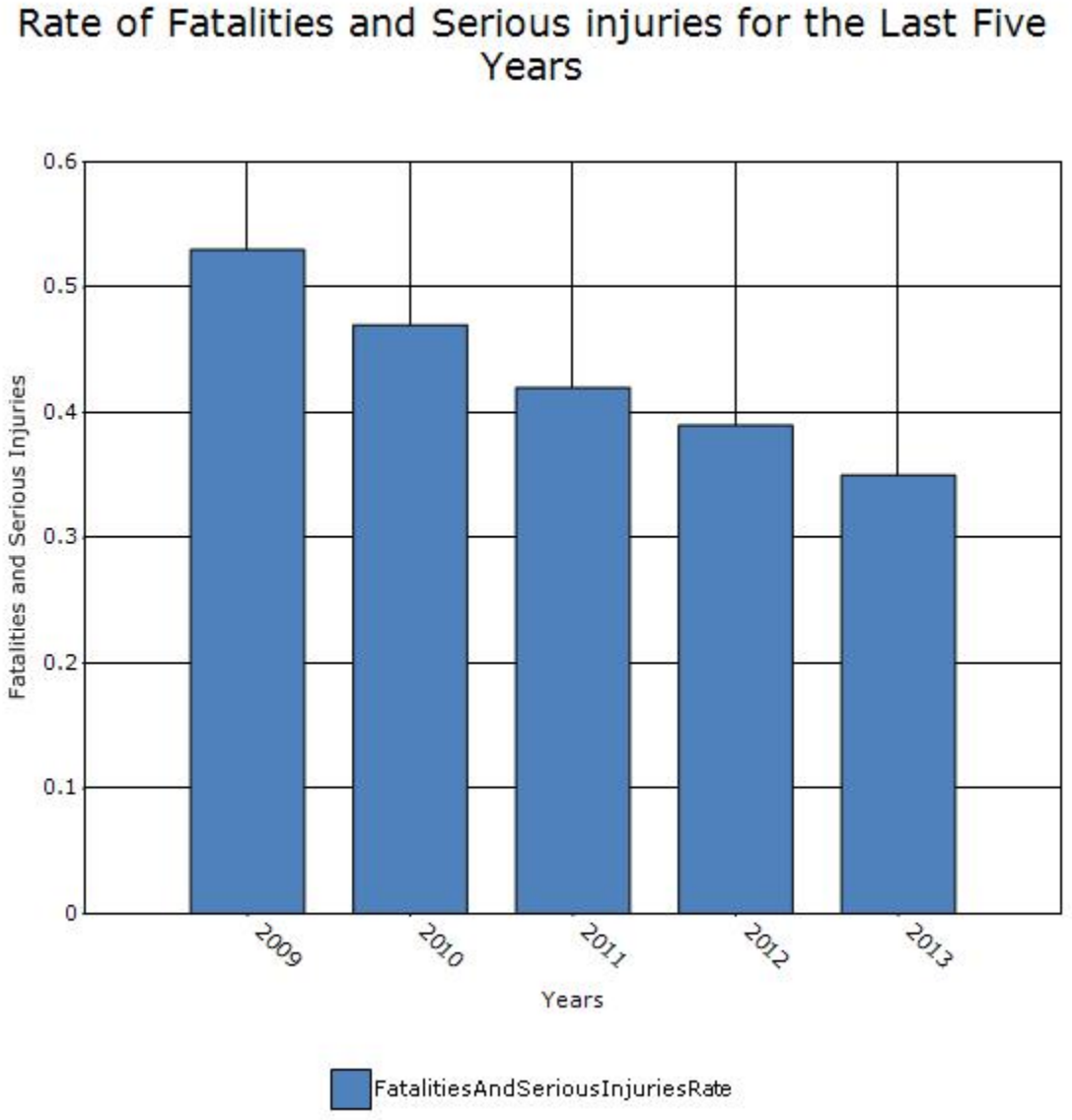
Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	**2009**	**2010**	**2011**	**2012**	**2013**
Fatality rate (per capita)	0	0	0	0	0
Serious injury rate (per capita)	0	0	0	0	0
Fatality and serious injury rate (per capita)	0.53	0.47	0.42	0.39	0.35

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

Older Drivers and Pedestrians Special Rule										
			# People 65 & older Per 1000	Number Driv & Ped with F+SI	#F+SI/Rate	5 Year Average	Year			
2005			120	86	0.72					
2006			120	68	0.57					
2007			120	62	0.52					
2008			124	57	0.46					

2009			122	47	0.39	0.53	2009			
2010			124	50	0.40	0.47	2010			
2011			127	43	0.34	0.42	2011			
2012			130	44	0.34	0.39	2012			
2013			133	41	0.31	0.35	2013			
The State of Wyoming's 5-year fatality and serious injuries per capita for drivers and pedestrians										
who were 65 years of age or older for the periods ending in 2011 and 2013 decreased from 0.42										
to 0.35. Therefore the Special Rule would not apply to the State of Wyoming.										
	Reports									
	August 31, 2013				2005 - 2009	2007 - 2011				
	5 Year Average				0.53	0.42				
	August 31, 2014				2006 - 2010	2008 - 2012				
	5 Year Average				0.47	0.39				
	August 31, 2015				2007 - 2011	2009 - 2013				
	5 Year Average				0.42	0.35				



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: Other-The trend is downward in fatalities and serious injuries. This is due to an added emphasis on doing projects that are focused on the right areas of concern.

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.

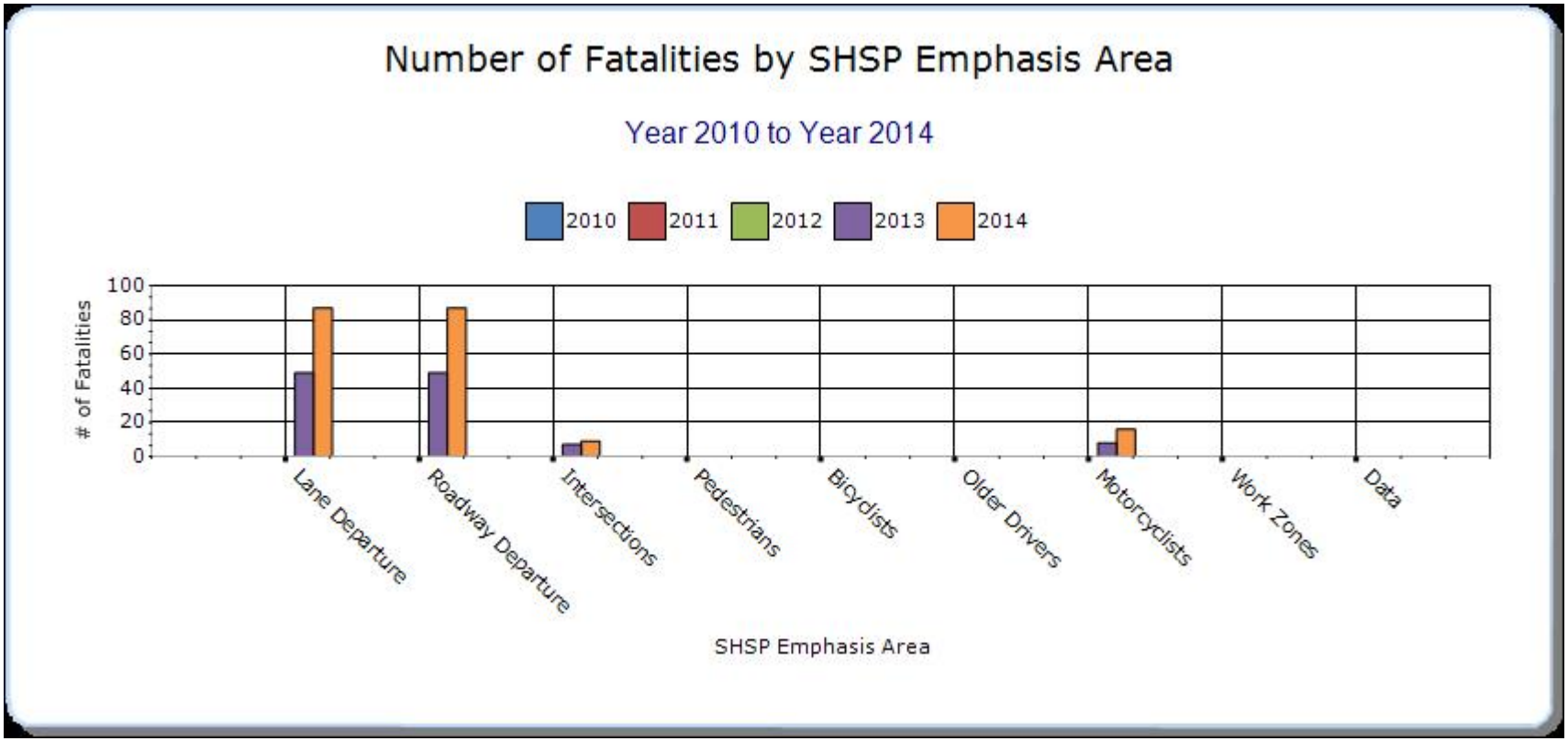
None

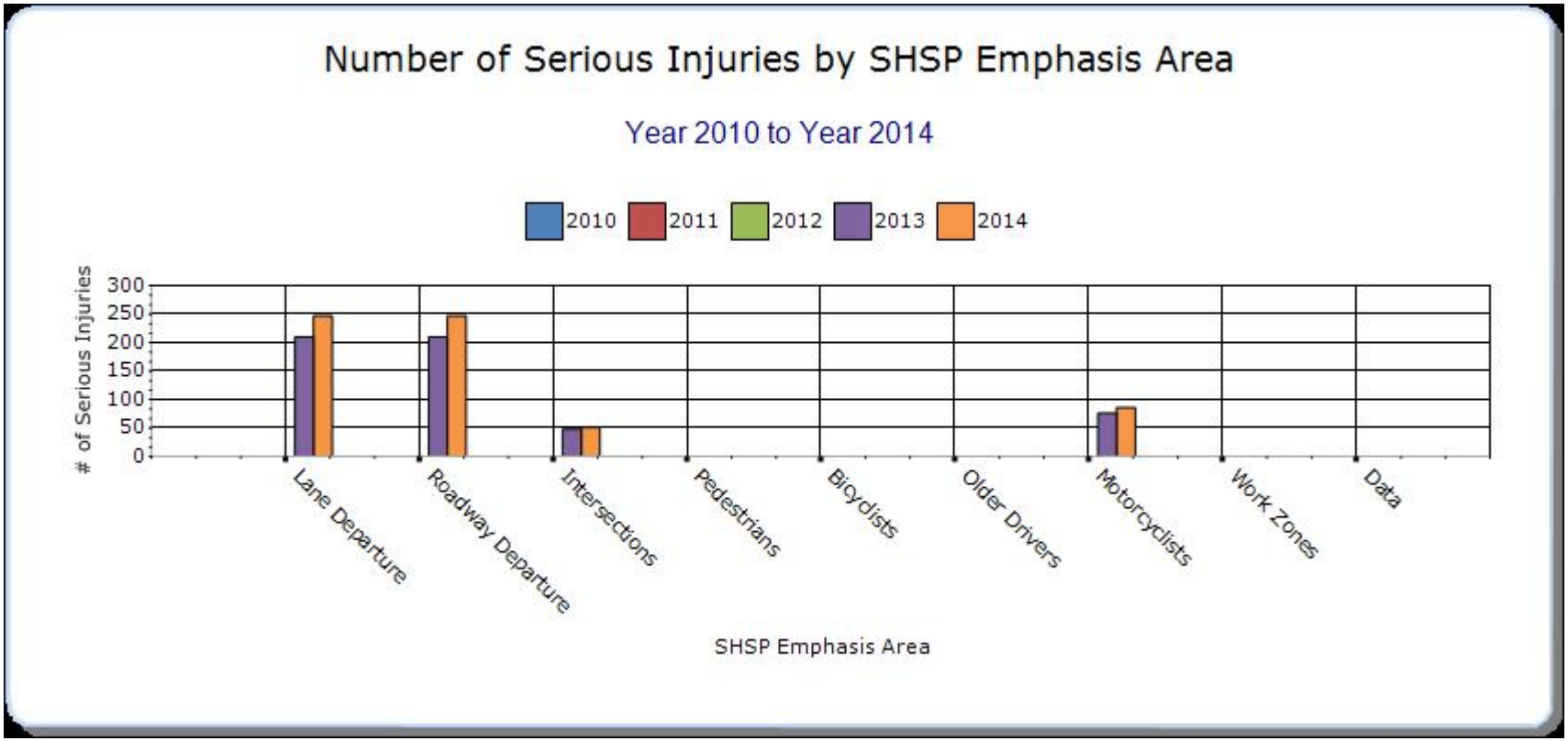
SHSP Emphasis Areas

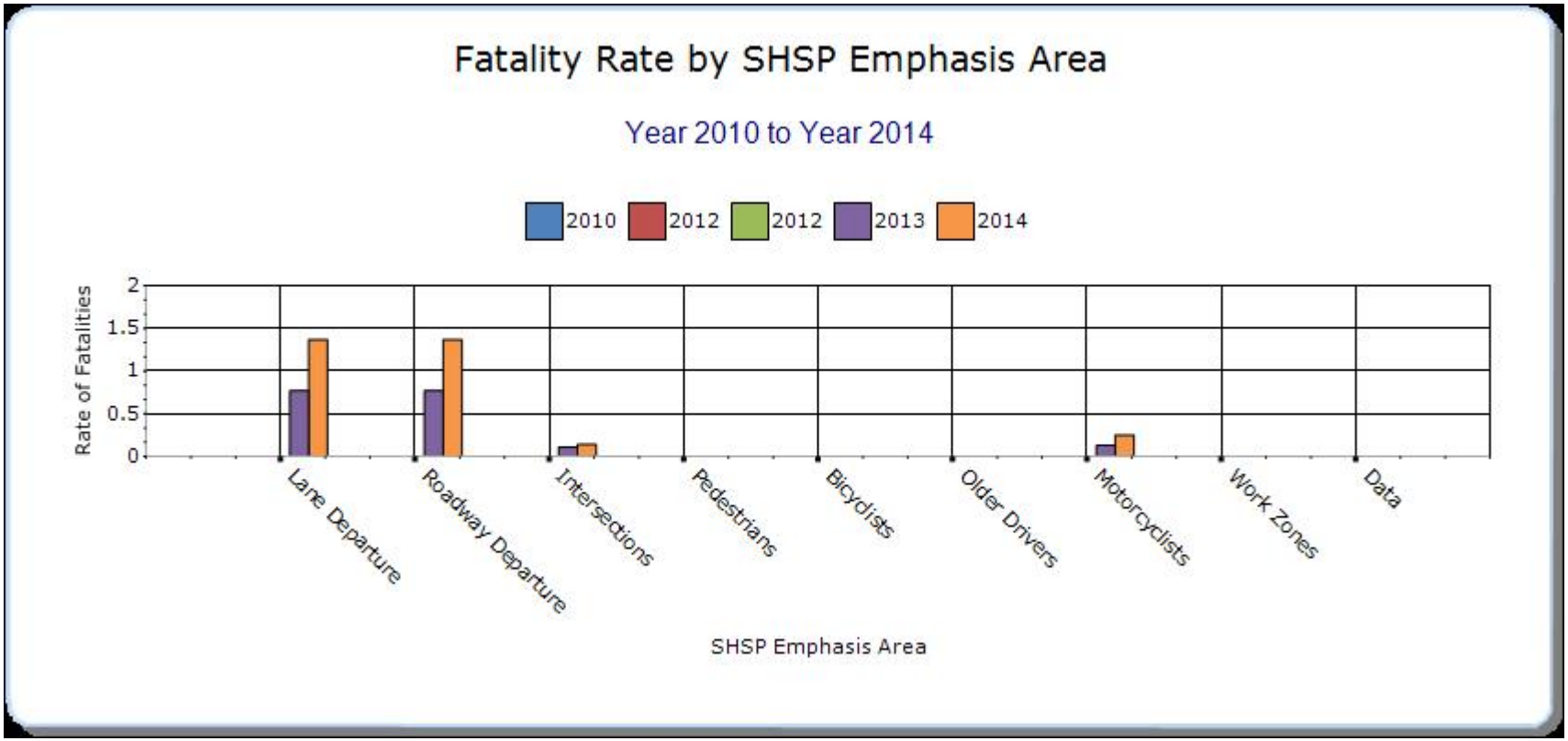
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

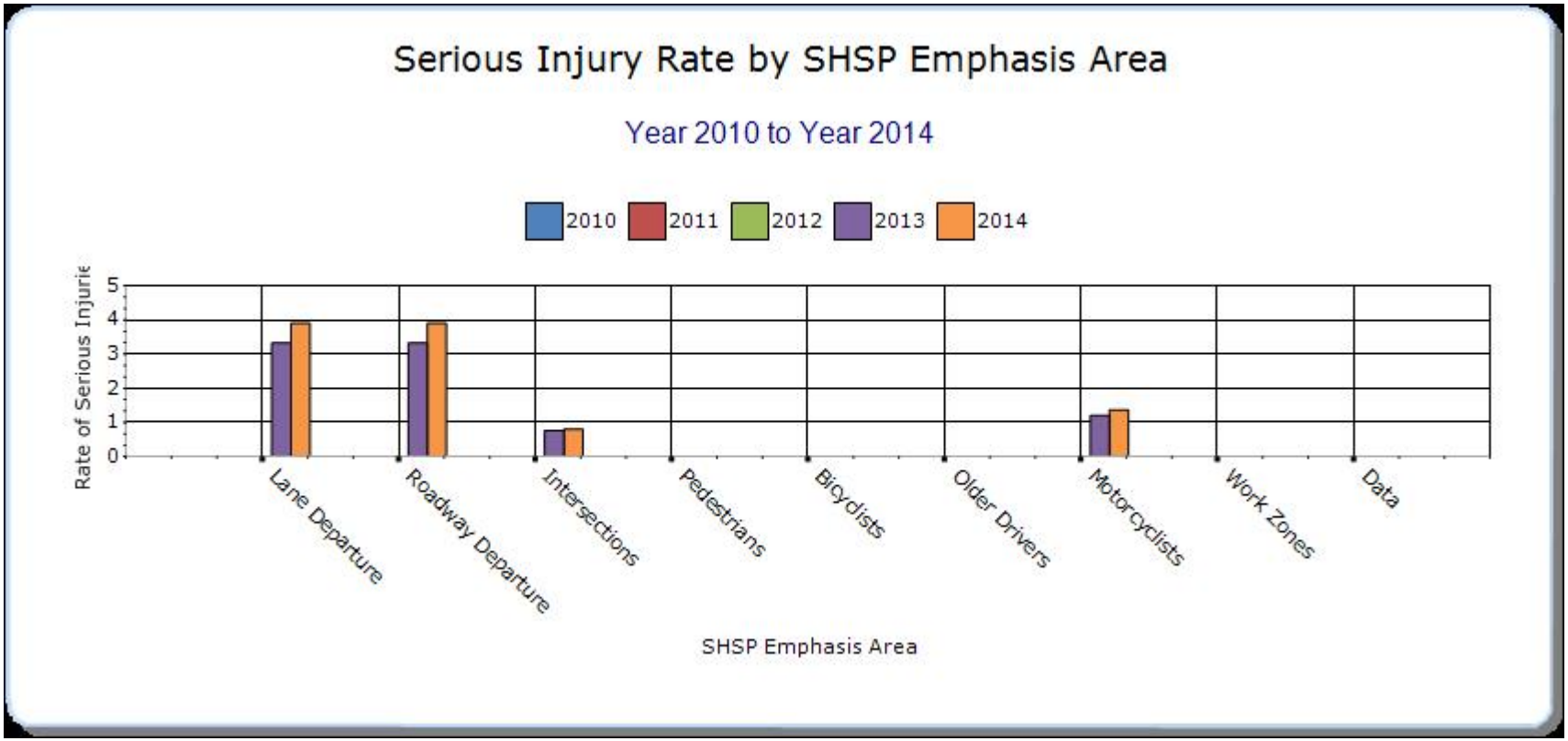
Year - 2014

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
Lane Departure	Run-off-road	87	247	1.37	3.9	0	0	0
Roadway Departure	Run-off-road	87	247	1.37	3.9	0	0	0
Intersections	All	9	51	0.14	0.8	0	0	0
Motorcyclists	All	16	86	0.25	1.36	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
100
80
60
40
20
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
300
250
200
150
100
50
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
2
1.5
1
0.5
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

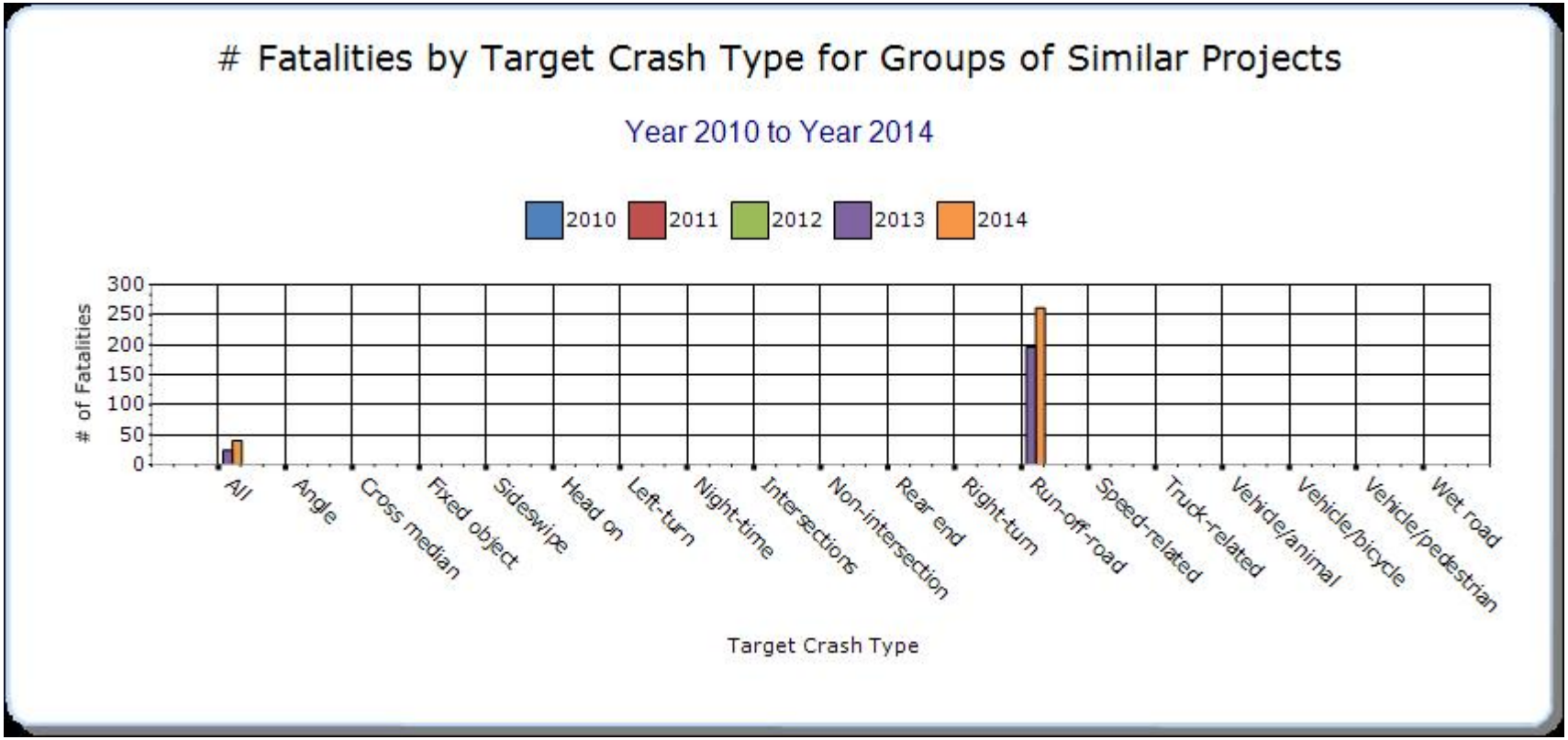

Serious Injury Rate by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
5
4
3
2
1
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

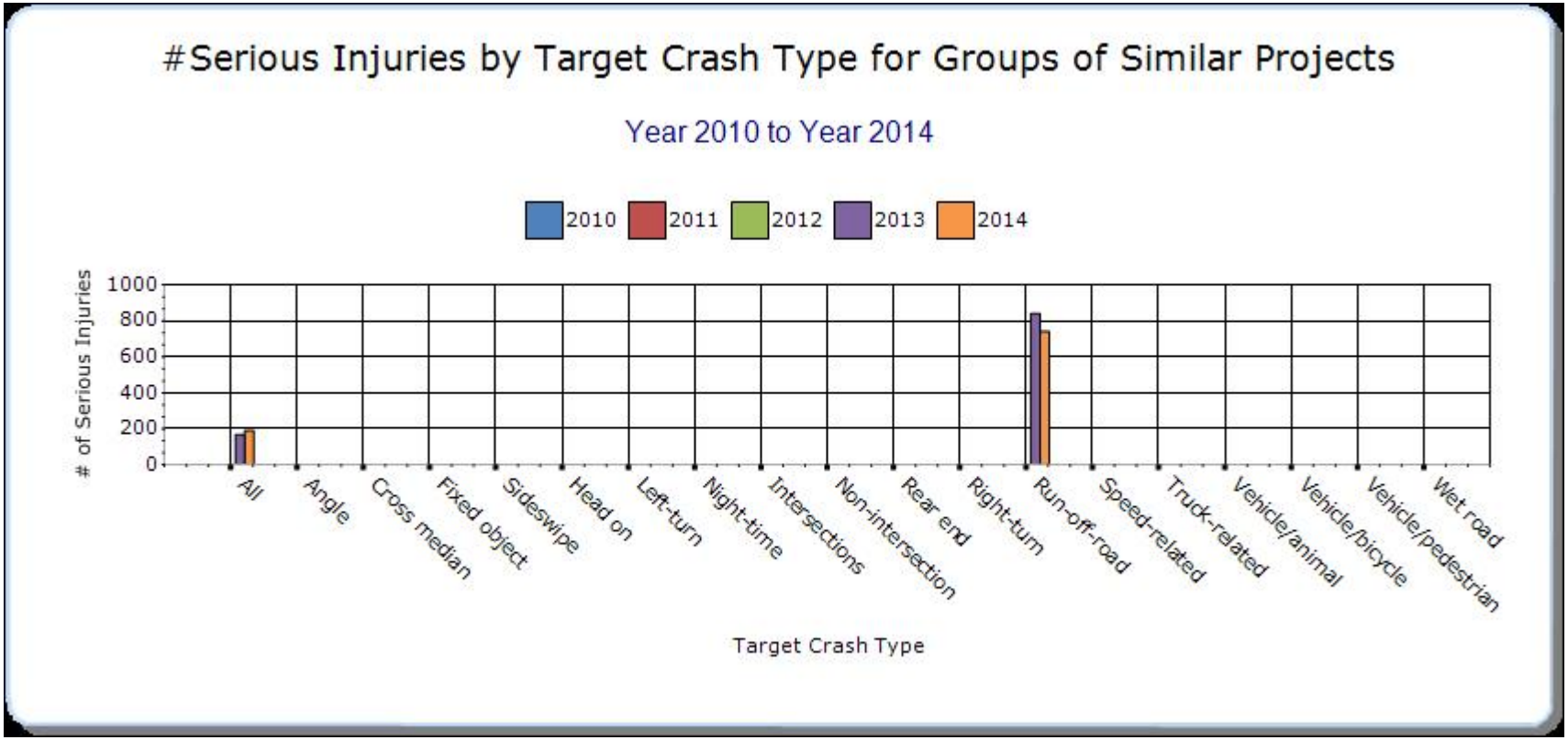
Groups of similar project types

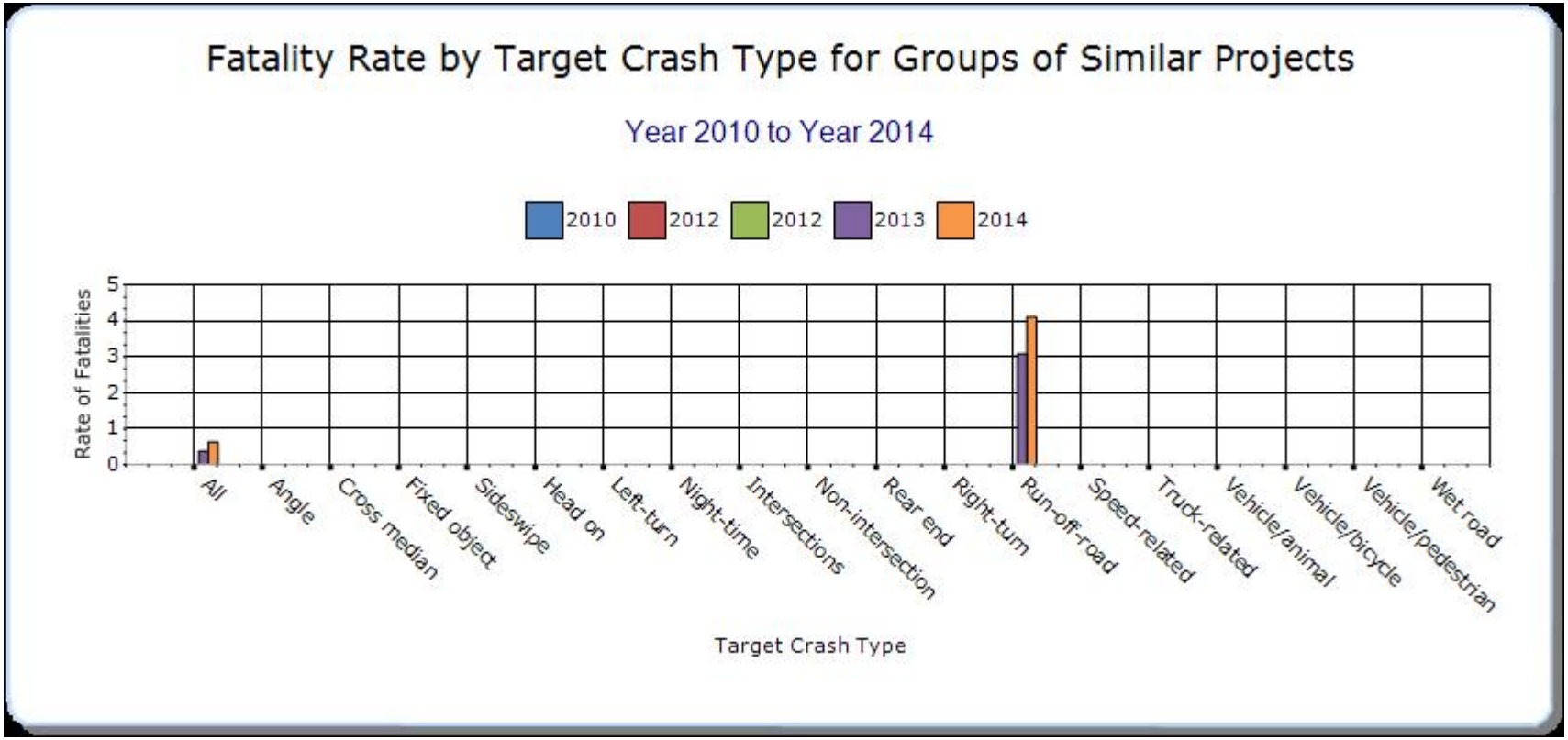
Present the overall effectiveness of groups of similar types of projects.

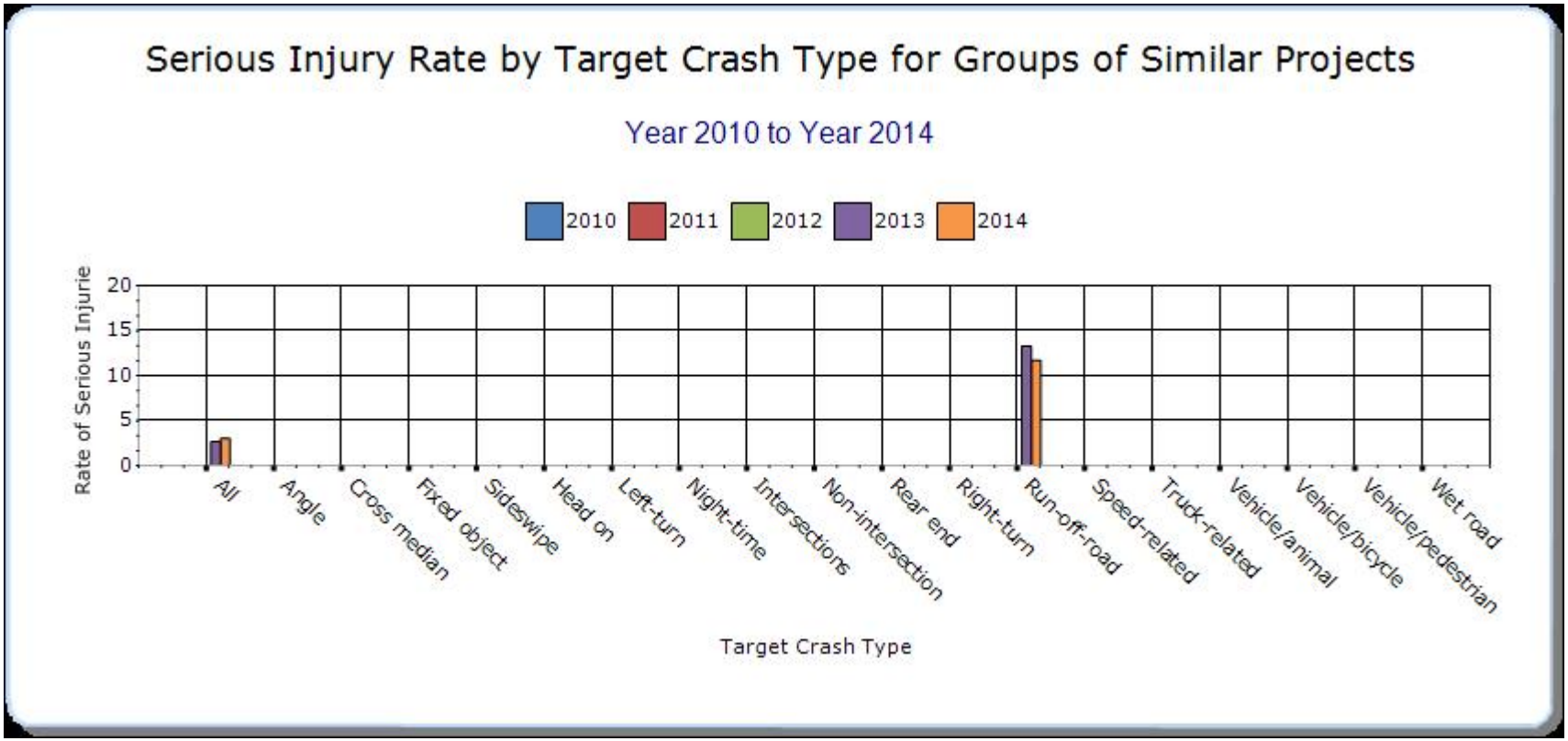
Year - 2014

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
Roadway Departure	Run-off-road	87	247	1.37	3.9	0	0	0
Sign Replacement And Improvement	Run-off-road	87	247	1.37	3.9	0	0	0
Intersection	All	9	51	0.14	0.8	0	0	0
Horizontal Curve	Run-off-road	87	247	1.37	3.9	0	0	0
Local Safety	All	31	139	0.49	2.21	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
300
250
200
150
100
50
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
1000
800
600
400
200
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
0
1
2
3
4
5
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

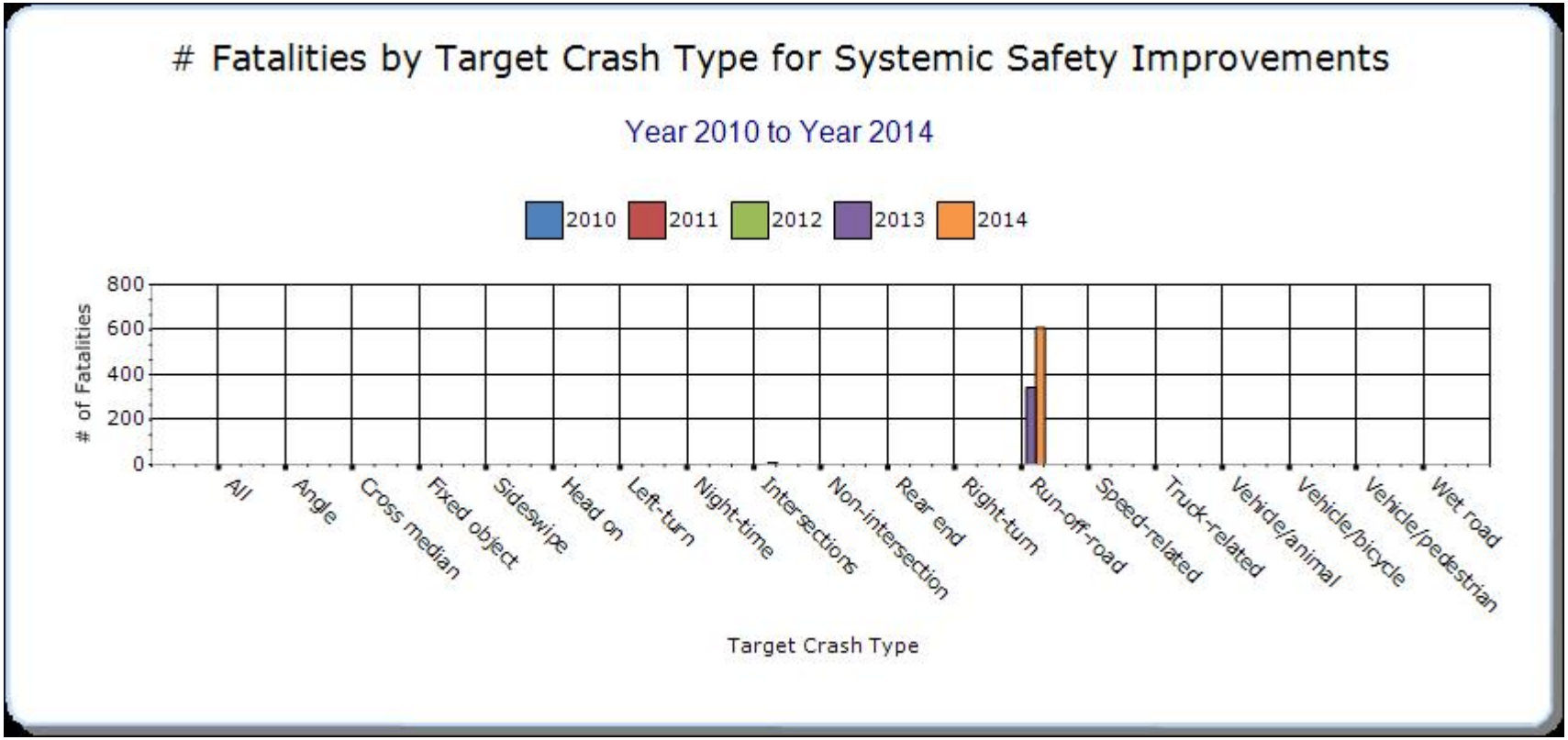

Serious Injury Rate by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
20
15
10
5
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

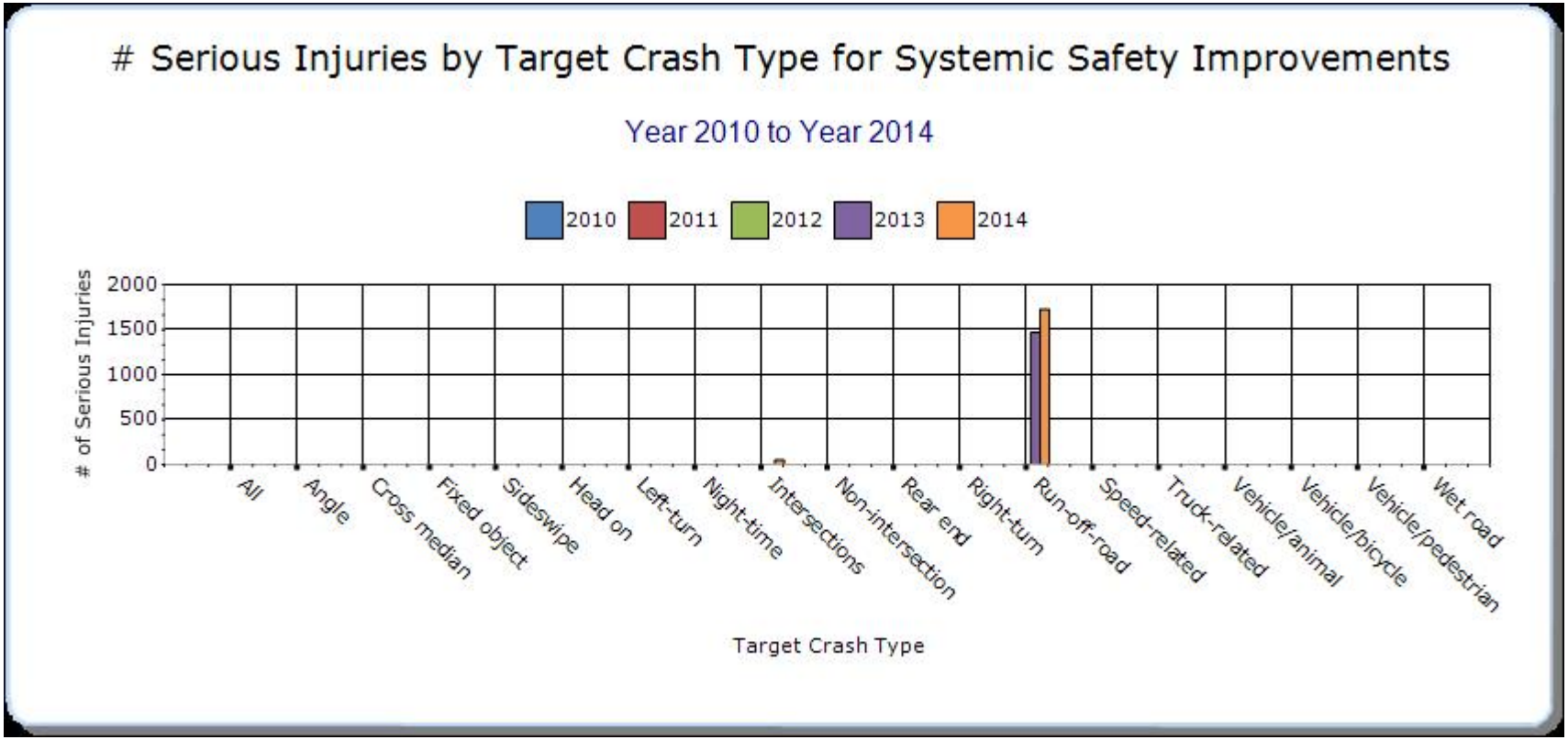
Systemic Treatments

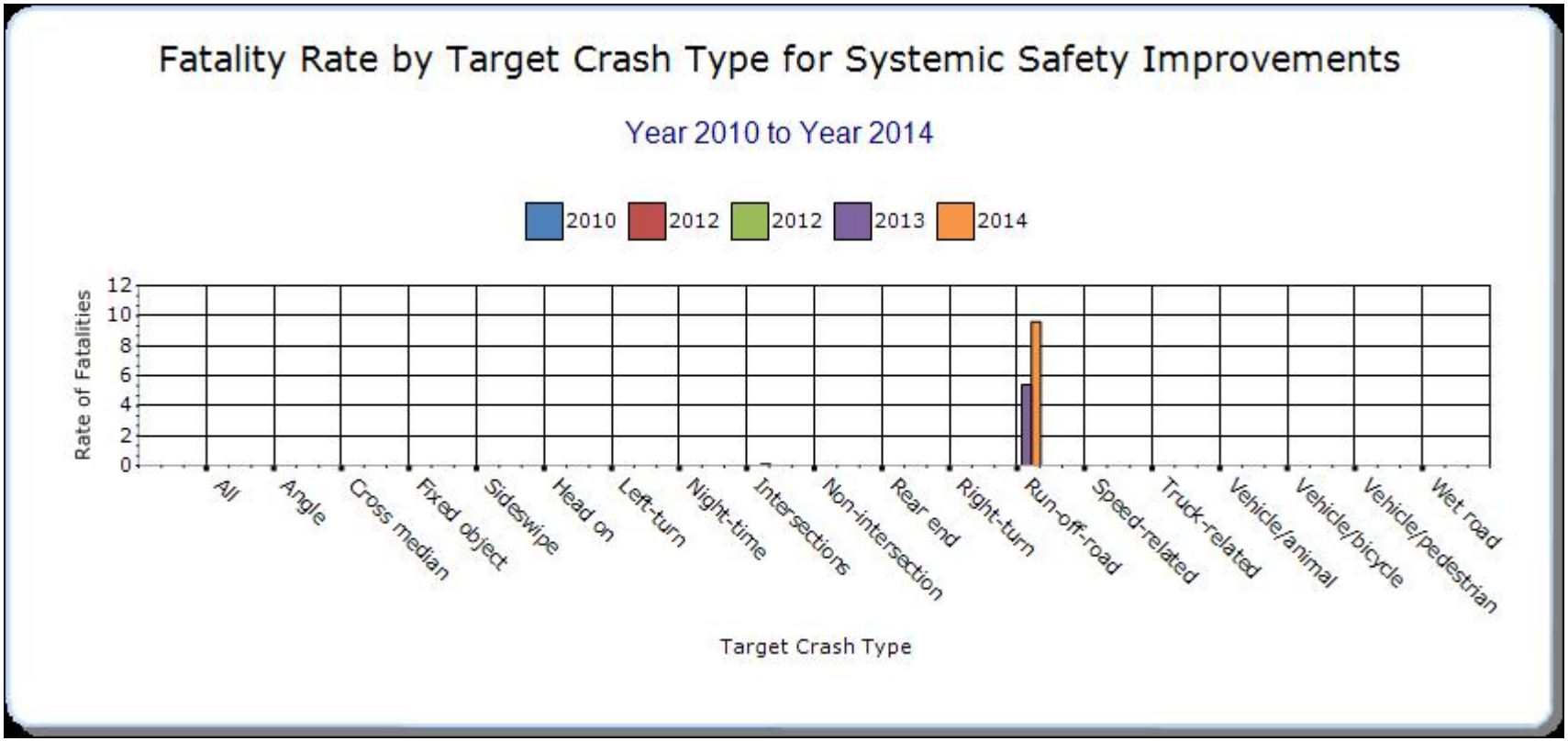
Present the overall effectiveness of systemic treatments.

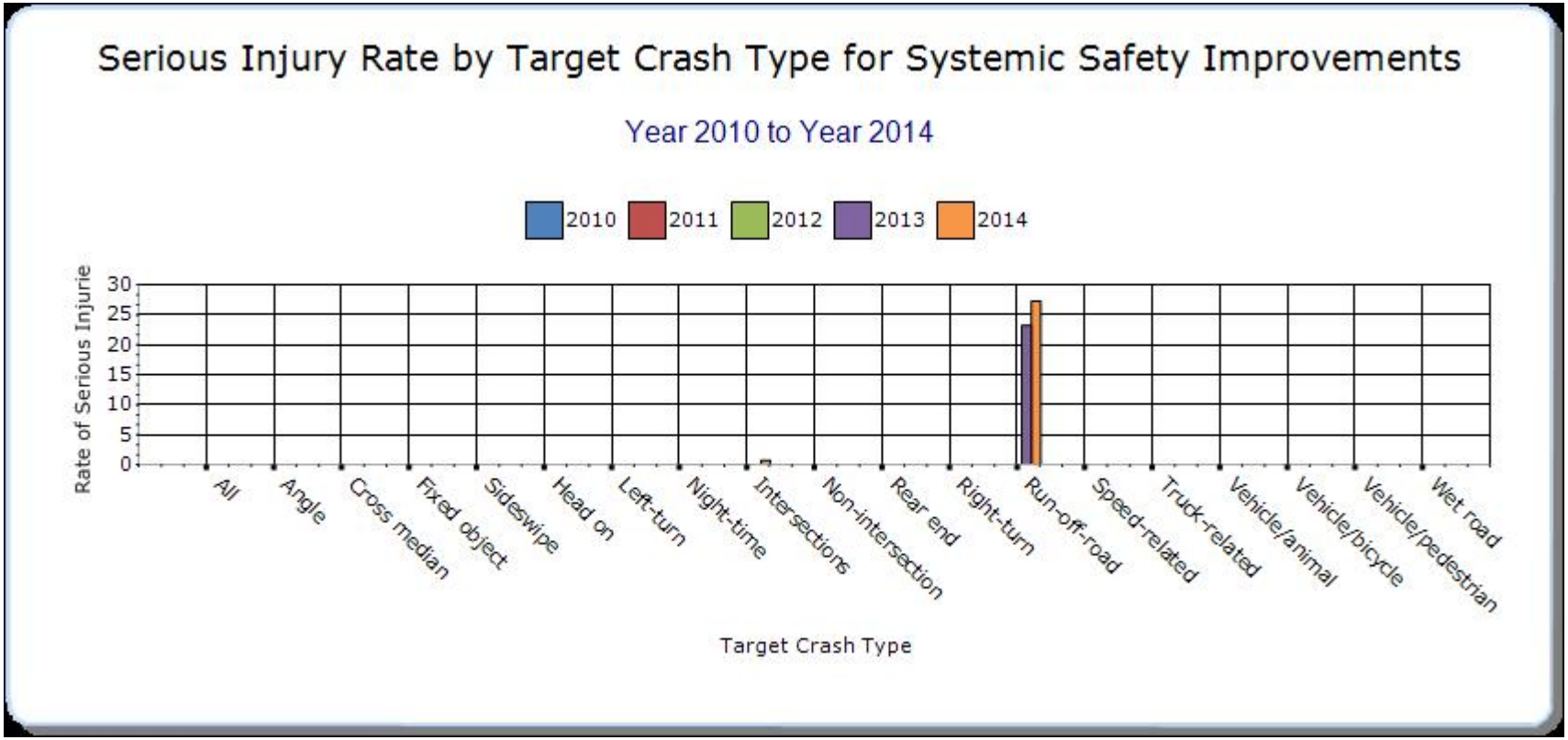
Year - 2014

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
Clear Zone Improvements	Run-off-road	87	247	1.37	3.9	0	0	0
Install/Improve Signing	Run-off-road	87	247	1.37	3.9	0	0	0
Cable Median Barriers	Run-off-road	87	247	1.37	3.9	0	0	0
Pavement/Shoulder Widening	Run-off-road	87	247	1.37	3.9	0	0	0
Install/Improve Pavement Marking and/or Delineation	Run-off-road	87	247	1.37	3.9	0	0	0
Add/Upgrade/Modify/Remove Traffic Signal	Intersections	9	51	0.11	0.76	0	0	0
Rumble Strips	Run-off-road	87	247	1.37	3.9	0	0	0
Upgrade Guard Rails	Run-off-road	87	247	1.37	3.9	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
800
600
400
200
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
2000
1500
1000
500
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
12
10
8
6
4
2
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injury Rate by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
30
25
20
15
10
5
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

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

WYDOT is completing projects targeted at the predominate crash type of run off the road. The systemic improvement projects are difficult to analyze as a direct contributing factor to the downward trend in fatal and serious injury crashes in the State.

These type of projects are helping drive down the fatal and serious injury crashes because many times we do not know where drivers will be impaired, distracted or fatigued while travelling on the system.

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)

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.