Washington Transportation Professionals

Forum and Peer Exchange

April 30, 2024 8:30 AM-12:00 PM

Credits: Carmanah and City of Edmonds

Welcome

- Rail-Highway Crossing Safety: Section 130 Program Call for Projects
- Washington State Target Zero Plan Update
- Safe Streets and Roads for All: Comprehensive Safety Action Plans
- Rightsizing Roundabouts
- MUTCD State Approval Process
- Setting Safe Speed Limits
- Safe Routes to School and Pedestrian and Bicycle Programs Calls for Projects

Washington Transportation Professionals

- Formed
  - ✓ Over 40 years ago as the Urban Traffic Engineers Council.
  - ✓ By city traffic engineers and focused on traffic operations.

- Evolution and Growth
  - ✓ All cities, all counties, MPOs/RTPO's, vendors, consultants, nonprofits, & other agencies = Over 400 entities (Over 1000 individuals).
  - ✓ Discuss local agency transportation issues of statewide significance.

- Forums and Peer Exchanges
  - ✓ Facilitated by WSDOT's Local Programs and Active Transportation divisions with help from public agencies, consultants, and vendors.
  - ✓ Looking for relevant topics and presenters.

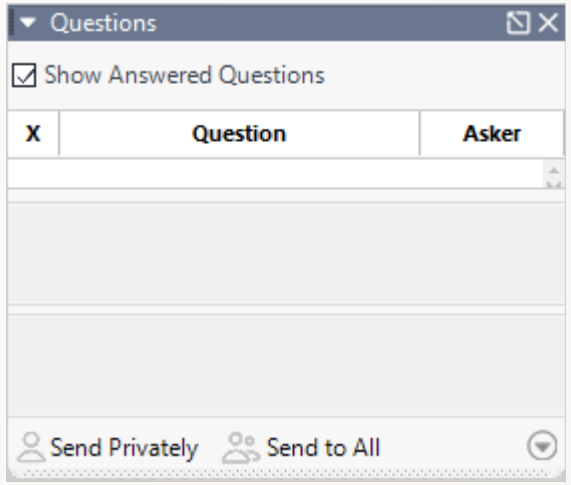
Statewide Participation

- Cities
- Counties
- Tribes
- WSDOT–All regions, WSF, and HQ
- MPOs/RTPOs
- FHWA
- State Agencies—WTSC, CRAB, TIB, DOH, +others
- Transit, Ports, Railroads, and other transportation providers
- Nonprofit Organizations
- Consultants and Vendors

Webinar Logistics

- Show and hide the GoToWebinar screen:
  Press the orange arrow toggle button.

- You are in listen-only mode. Please type comments and questions into the "Questions" box.
  We will read it to the presenter for a response.



Agenda

- Rail-Highway Crossing Safety: Section 130 Program Call for Projects
- Washington State Target Zero Plan Update
- Safe Streets and Roads for All: Comprehensive Safety Action Plans
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Rail-Highway Crossing Safety: Section 130 Program Call for Projects

Paul Snow

Transportation Engineer

WSDOT Local Programs

Credit: FHWA

Section 130 Rail Crossing Safety Program Call for Projects

Open To: All Cities, Counties, Tribes

Application deadline: July 15, 2024. (All applications must be received electronically)

Available Funds: $20 million Anticipated
In accordance with 23 U.S. Code 130(f), Section 130 projects are funded at a 100% Federal Share.

Eligible Projects: Projects at any public Rail-Highway grade crossings.

Projects that are NOT Eligible: High Speed Rail Crossings or Private Rail Crossings.

Program Goal: To decrease fatal and serious injury crashes at railway-highway grade crossings to help achieve Target Zero.

Section 130 Rail Crossing Safety Program Call for Projects

Additional Information:
Railway Highway Crossing Program Overview at https://safety.fhwa.dot.gov/hsip/xings/

WSDOT's Section 130 funding program website, available resources, and the application process at https://www.wsdot.wa.gov/localprograms/traffic/railway-crossings-program

Contact:
Paul Snow
Paul.Snow@wsdot.wa.gov
360-402-1703

Washington State Target Zero Plan Update

Mark McKechnie

External Relations Director

Washington Traffic Safety Commission

TARGET ZERO PLAN (STRATEGIC HIGHWAY SAFETY PLAN)

Brian Chandler, Project Manager, DKS

Mark McKechnie, External Relations Director, WTSC

April 30, 2024

PURPOSE & REQUIREMENT

- Target Zero Plan = **Strategic Highway Safety Plan**
- Requirement of the Highway Safety Improvement Program (HSIP)
  - 23 U.S.C. § 148
- Statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads
- Identifies a State's key safety needs and guides investment decisions towards strategies and countermeasure with the most potential to save lives and prevent injuries
- Must be updated every 5 years
- Current version is the **2019 Target Zero Plan**.

USDOT Strategic Highway Safety Plan

SAFE SYSTEM APPROACH

Layers of safety to prevent serious or fatal injury:

- *Safer roads*
- *Safer vehicles*
- *Safer speeds*
- *Safer road users*
- *Post-crash care*
- **Add Safer Land Use?*

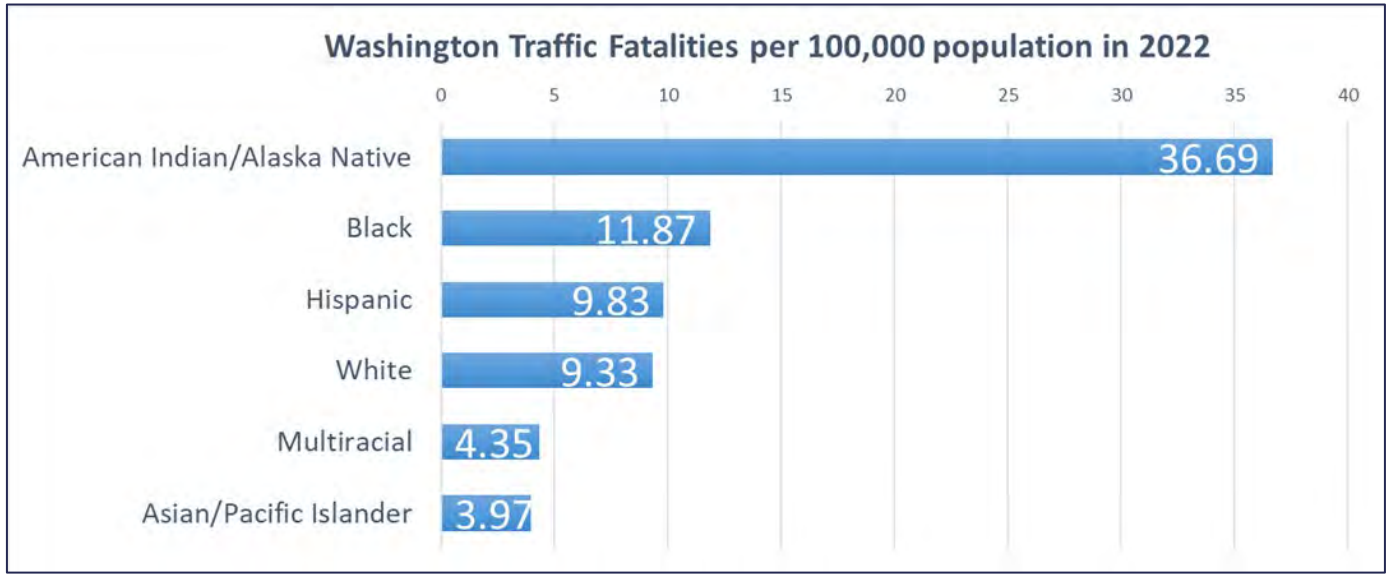
TRAFFIC SAFETY CULTURE

- TRAFFIC SAFETY CULTURE refers to our shared beliefs about our (*individual*) actions that impact safety.
- PROACTIVE traffic safety culture refers to shared beliefs about our responsibility for (*joint*) actions that create a safe system for everyone.
  - **Road owners, partners, and stakeholders** increase responsibility for actions that support building, operating, and maintaining a safe system (collaboration)
  - **Road users** increase responsibility for actions that help ensure the safety of others

INTERSECTIONAL EQUITY

Identify and focus on communities with:

- Underinvestment in safe transportation facilities
- Lack of “Complete Streets” connections
  - Sidewalks, crosswalks, safe routes to school
  - Protected bike routes
  - Transit connections
- High social vulnerability and low social, economic, or political capital
- Overburdened by serious or fatal traffic crashes

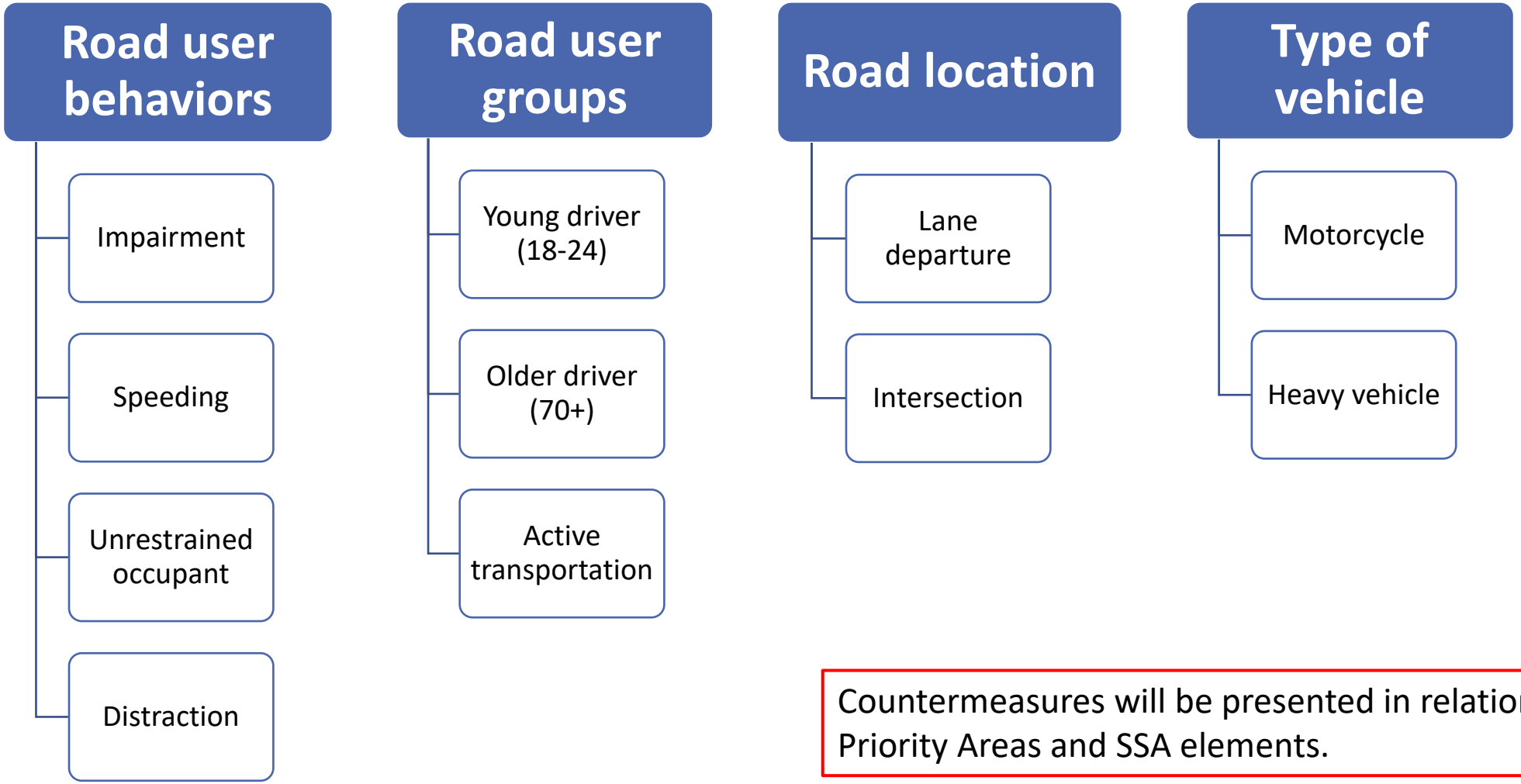


2024 TARGET ZERO PLAN

Additional Changes

- **Reorganize around the Foundation**
  - Safe System Approach
  - Proactive Traffic Safety Culture
  - Equity
- **Improve Usability**
  - Reduce Page Count (296)
- **Focus on Implementation**
  - Identify Champion for Strategies
  - Investigation, Evaluation, Iteration
  - 5-year Horizon

TARGET ZERO PLAN PRIORITY AREAS (2024)

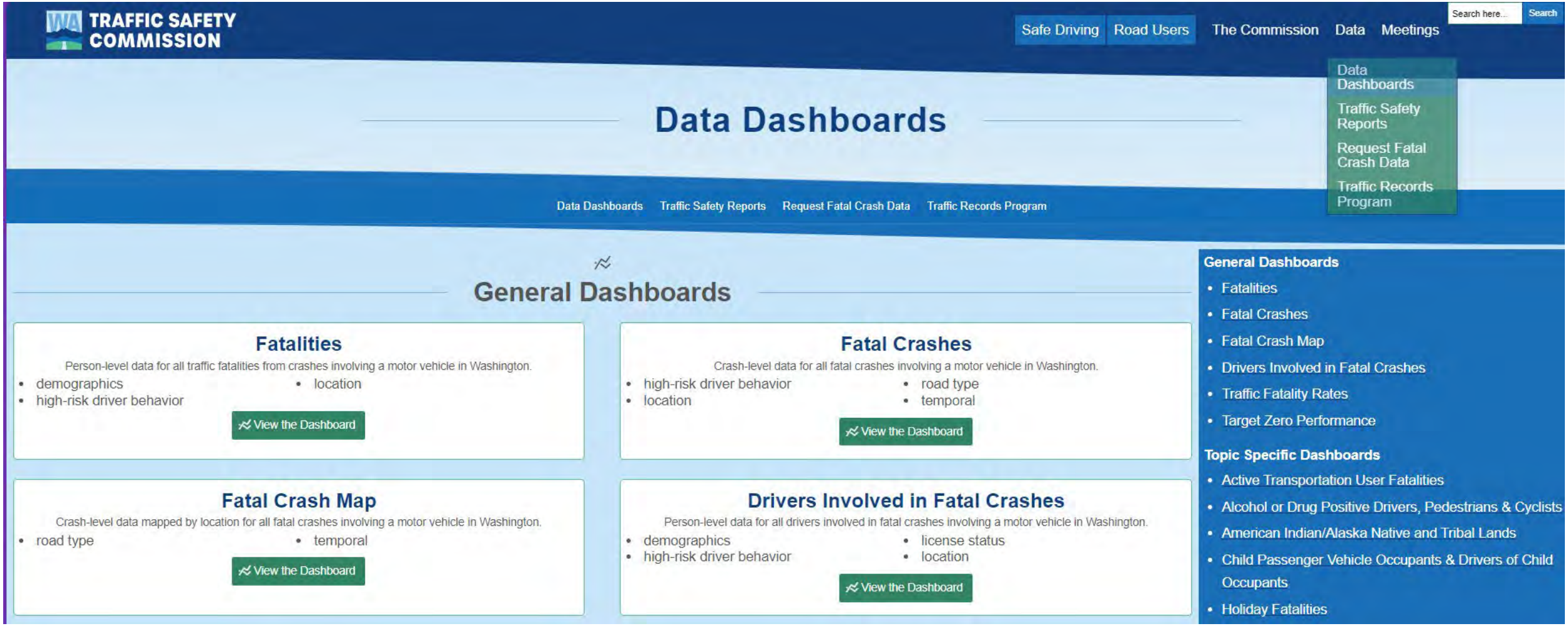


Countermeasures will be presented in relation to Priority Areas and SSA elements.

Priority areas for the 2024 Target Zero Plan	Fatalities 2020-2022	Fatality Proportion (% of Total)
Total	**1,991**	**100%**
Road User Behaviors		
Impairment Involved *Impaired Driver Involved: 51%* *Impaired ATU: 11%*	1,188	60%
Speeding	633	32%
Unrestrained Occupant	417	21%
Distracted Road User	347	17%
Road User Groups		
Young Driver (15-24) Involved	519	26%
Active Transportation Users	428	21%
Older Drivers (70+) Involved	521	13%

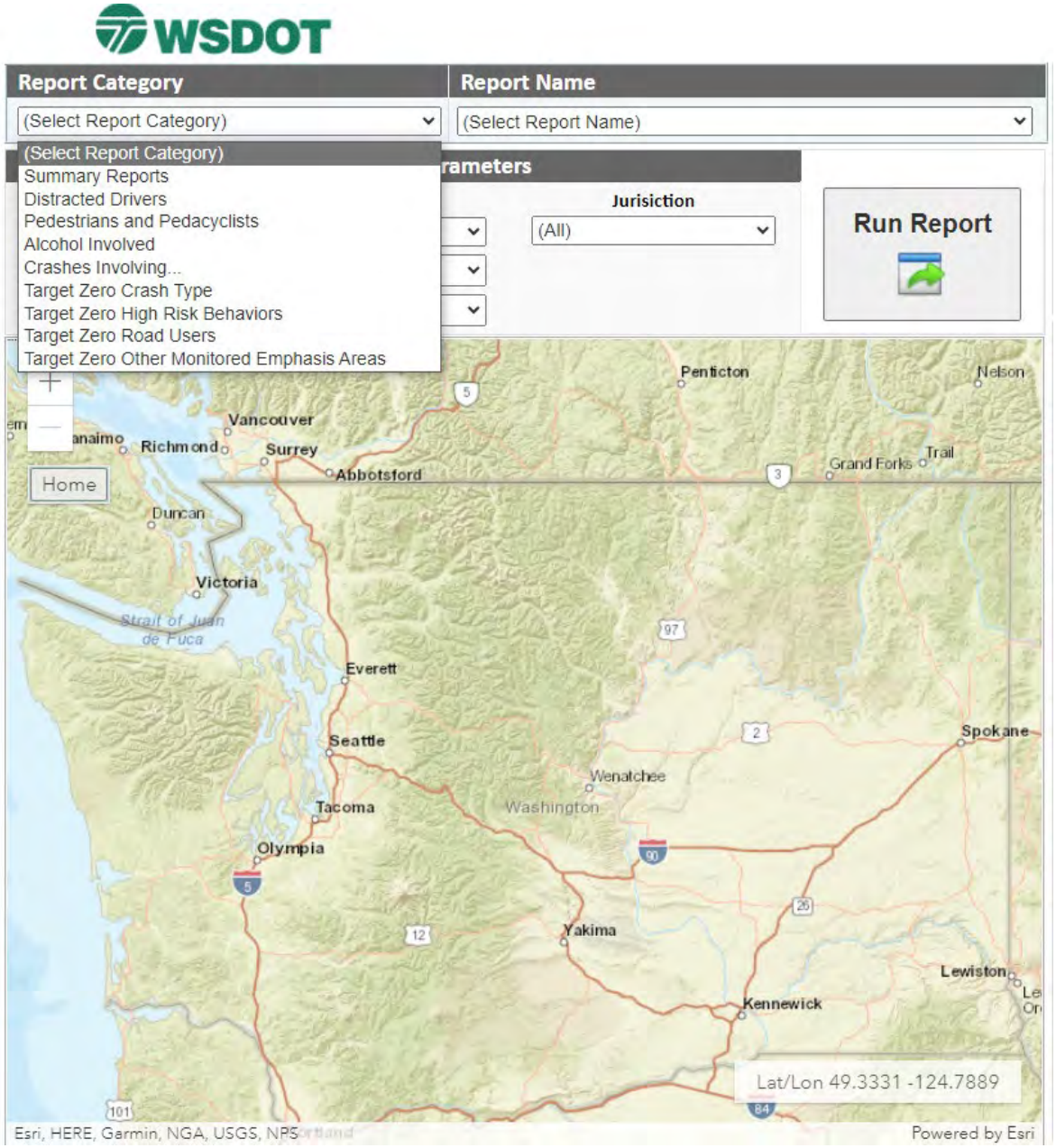
Priority areas for the 2024 Target Zero Plan	Fatalities 2020-2022	Fatality Proportion (% of Total)
Total	**1,991**	**100%**
Road Location		
Lane Departure	877	44%
Intersection Related	472	24%
Vehicles Involved		
Motorcycles	318	16%
Heavy Vehicle Involved	255	13%

WTSC DATA DASHBOARDS – https://wtsc.wa.gov/dashboards/



WSDOT Crash Data Portal

https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/



CONTACTS

- Mark McKechnie, External Relations Director, WTSC: mmckechnie@wtsc.wa.gov
- Brian Chandler, Project Manager, Target Zero Plan: brian.chandler@dksassociates.com

Please take a few minutes to respond to this survey regarding the Target Zero Plan (SHSP)
https://forms.office.com/g/kcvU8Mg3su

Safe Streets and Roads for All: Comprehensive Safety Action Plans

Stephen Parker, Safe Streets and Roads for All Program Manager, FHWA

John Milton, P.E., Director of Transportation Safety and Systems Analysis, State Safety Engineer, WSDOT

Mike Ulrich, AICP, Principal Transportation Planner, Spokane Regional Transportation Council

Ryan Shea, Transportation Planner, SCJ Alliance

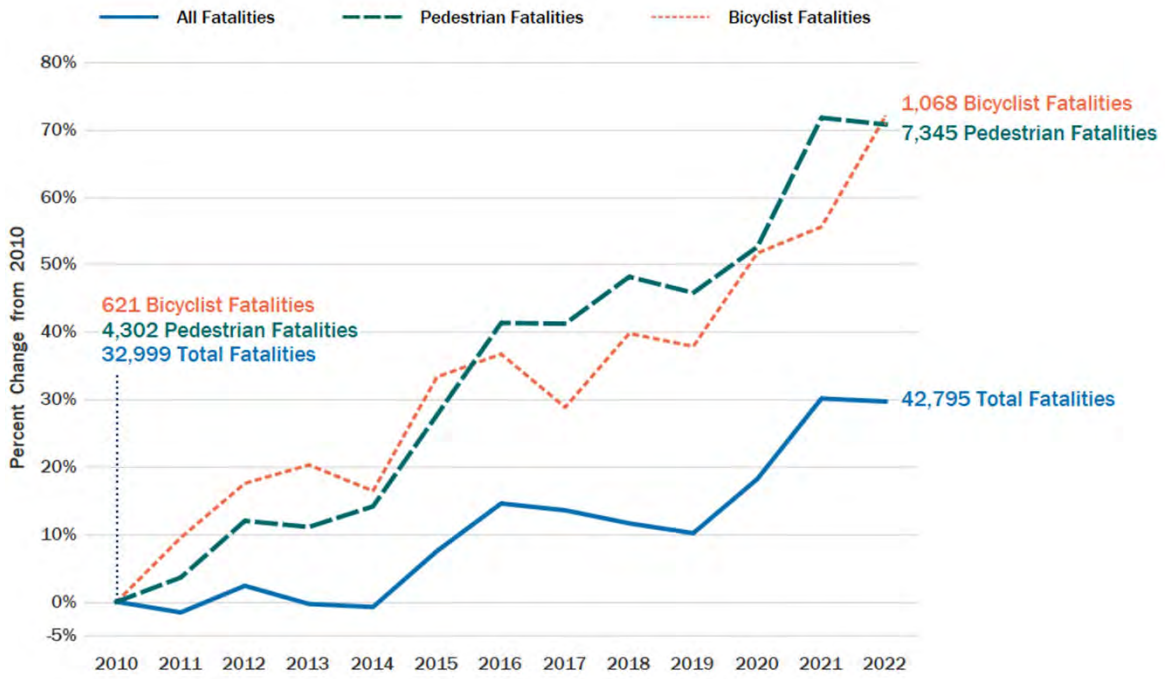
U.S. Department of Transportation

Safe Streets and Roads for All (SS4A)

The National Roadway Safety Strategy (NRSS)

We have a National Roadway Safety Problem

Fatalities among **all users** have been increasing.
Fatalities among **pedestrians** and **bicyclists** have been **increasing even faster**.



Source: FARS 2010-2020 Final File; 2021Annual Report File

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National Roadway Safety Strategy (NRSS)

U.S. DOT's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

- **Sets a vision and goal** for the safety of the Nation's roadways
- **Adopts the Safe System Approach** principles to guide our safety actions
- **Identifies new priority actions and notable changes to existing practices** and approaches that target our most significant and urgent problems, and are, therefore, expected to have the most substantial impact.
- States that we cannot do it alone and **Calls Stakeholders to Action**

The Safe System Approach (SSA)

The U.S. DOT adopted the SSA to address roadway safety.

SSA Principles:

- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is critical

USDOT FHWA Safe System Approach: https://highways.dot.gov/safety/zero-deaths

Safe Streets and Roads for All

- $5 billion discretionary grant program, with ~$1 billion/year over 5 years
- Purpose: prevent deaths and serious injuries on our roadways
- Focus on comprehensive safety action planning, and implementing those plans
- Inclusive of all types of roadway safety interventions across the Safe System Approach
- http://www.transportation.gov/SS4A

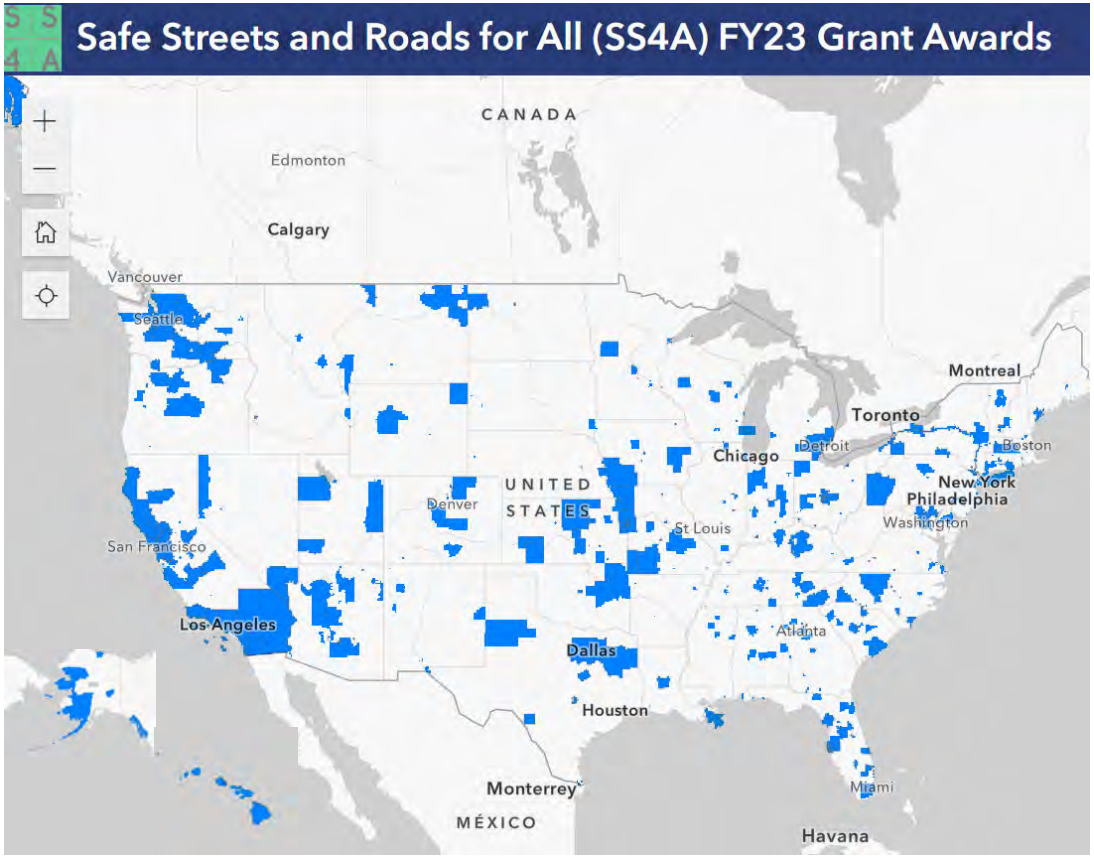
Fiscal Year 2023 Safe Streets and Roads for All

FY23 Awards

- Almost $900 million in funding for the FY23 cycle.
- 620 regional, local, and Tribal communities received awards.

Round 1 & 2 (Calendar Year 2023)

- Over 1,000 communities received funding totaling $1.7 billion.
- Awards made to date will improve roadway safety planning for around 70% of the nation's population.



SS4A NOFO Is Now Open!

Submit ~~technical questions by April 17, 2024 to~~ ss4a@dot.gov~~.~~

Apply by ~~April 4,~~ **May 16**, and **August 29**, at 5:00 p.m. EDT for Planning and Demonstration

May 16, at 5:00 p.m. EDT for Implementation

Additional resources about SS4A and the NOFO can be found at https://www.transportation.gov/grants/SS4A

About SS4A Grants

SS4A Overview: Eligibility

Eligible Recipients

- Metropolitan planning organization (MPOs)
- Political subdivision of a State
- Federally recognized Tribal government
- Multijurisdictional groups comprised of the above

Eligible Activities

- Develop a Comprehensive Safety Action Plan
  - Develop or complete an Action Plan
  - Conduct supplemental planning
  - Carry out demonstration activities
- Planning, design, and development activities for projects and strategies identified in an Action Plan
- Implement projects and strategies identified in an Action Plan

Planning and Demonstration Activities

Action Plan

- Develop, update, or complete a Comprehensive Safety Action Plan
- 8 components to an Action Plan

Quick Build Example

Source: Solomon Foundation

Supplemental Planning

- Topical safety plans
- Road safety audits
- Additional safety analysis and data collection
- Targeted equity assessments
- Follow-up stakeholder engagement

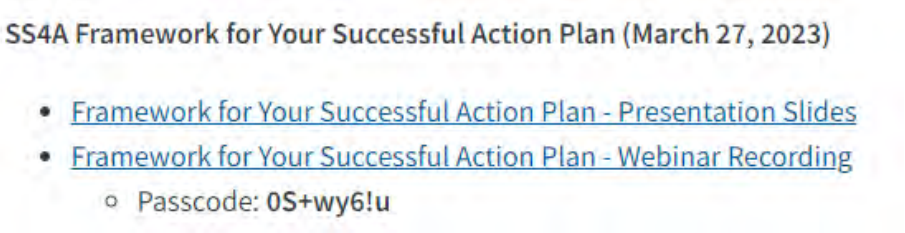
Demonstration Activities

- Feasibility studies using quick-build strategies
- Pilot programs for behavioral or operational activities
- Pilot programs for new technology
- Manual on Uniform Traffic Control Device (MUTCD) engineering studies

Live web demo

- How to Apply for the SS4A Opportunity | US Department of Transportation

- SS4A Grant Recipient Resources | US Department of Transportation


SS4A Framework for Your Successful Action Plan (March 27, 2023)

- Framework for Your Successful Action Plan - Presentation Slides
- Framework for Your Successful Action Plan - Webinar Recording
  - Passcode: 0S+wy6!u

Implementation Grants

- Implementation Grants applications must fund projects and strategies identified in an Action Plan that address a roadway safety problem.
- Infrastructure, behavioral, and operational safety activities are all eligible.
- Applicants must have a qualifying Action Plan in place to apply for Implementation Grants.
- Implementation applications may also include supplemental planning and demonstration activities.

Source: FHWA

Webinars and Resources

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SS4A Webinars for Potential Applicants

The Safe Streets and Roads for All Program convened three stakeholder webinars to help potential applicants learn about the program and what they need to know to prepare an application.

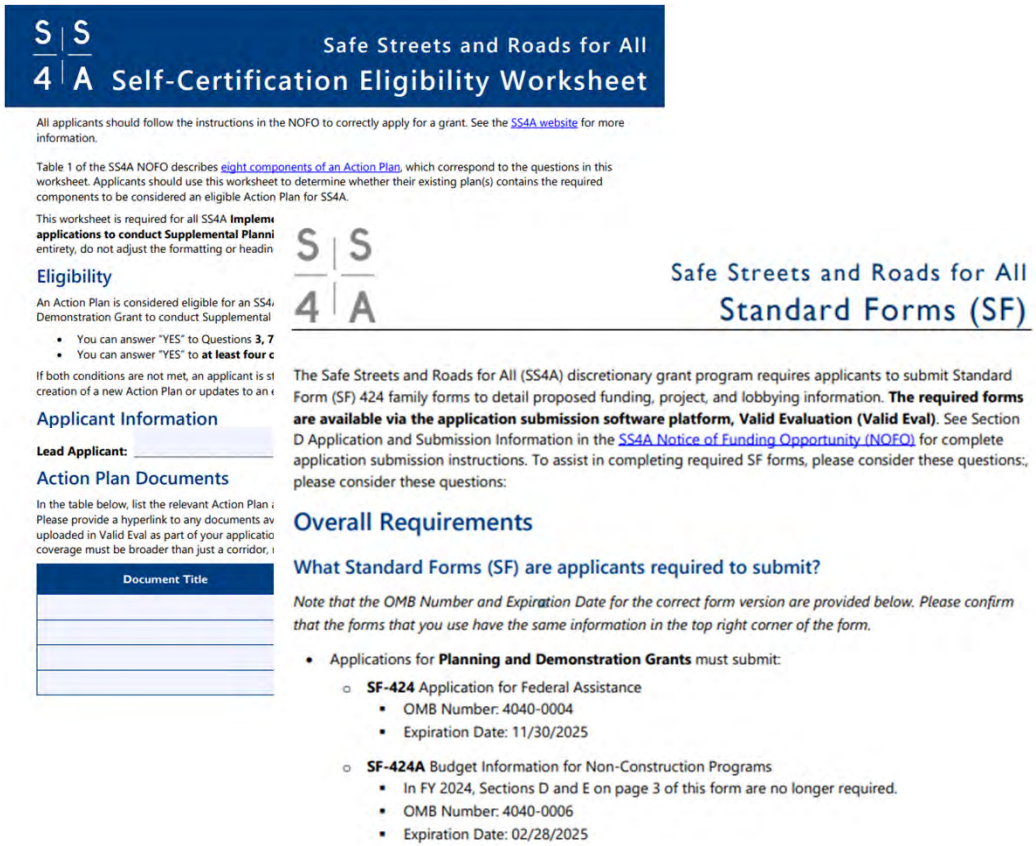
- **Thursday, March 7: Action Plans**
- **Friday, March 8: Supplemental Planning and Demonstration Activities**
- **Wednesday, March 13: Implementation Grants**

The webinar recordings are on our website:

www.transportation.gov/grants/SS4A/webinars

Application Aids

- A series of checklists, planning worksheets, and fillable forms is available on the SS4A website and the Valid Eval application form to help guide applicants through the eligibility and application process.



Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes eight components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implem**
applications to conduct Supplemental Planni
entirety, do not adjust the formatting or headin

Eligibility

An Action Plan is considered eligible for an SS4
Demonstration Grant to conduct Supplemental

- You can answer "YES" to Questions **3, 7**
- You can answer "YES" to **at least four c**

If both conditions are not met, an applicant is st
creation of a new Action Plan or updates to an

Applicant Information

Lead Applicant:

Action Plan Documents

In the table below, list the relevant Action Plan
Please provide a hyperlink to any documents av
uploaded in Valid Eval as part of your applicatio
coverage must be broader than just a corridor,

Document Title

Safe Streets and Roads for All
Standard Forms (SF)

The Safe Streets and Roads for All (SS4A) discretionary grant program requires applicants to submit Standard Form (SF) 424 family forms to detail proposed funding, project, and lobbying information. **The required forms are available via the application submission software platform, Valid Evaluation (Valid Eval)**. See Section D Application and Submission Information in the SS4A Notice of Funding Opportunity (NOFO) for complete application submission instructions. To assist in completing required SF forms, please consider these questions:, please consider these questions:

Overall Requirements

What Standard Forms (SF) are applicants required to submit?

Note that the OMB Number and Expiration Date for the correct form version are provided below. Please confirm that the forms that you use have the same information in the top right corner of the form.

- Applications for **Planning and Demonstration Grants** must submit:
  - **SF-424** Application for Federal Assistance
    - OMB Number: 4040-0004
    - Expiration Date: 11/30/2025
  - **SF-424A** Budget Information for Non-Construction Programs
    - In FY 2024, Sections D and E on page 3 of this form are no longer required.
    - OMB Number: 4040-0006
    - Expiration Date: 02/28/2025

SS4A Website

www.transportation.gov/grants/SS4A

Getting to Zero Implementation Plan

Safe Streets for All

John Milton, Ph.D., P.E., RSP_{2IB}, PTOE
State Safety Engineer
WSDOT

April 30, 2024

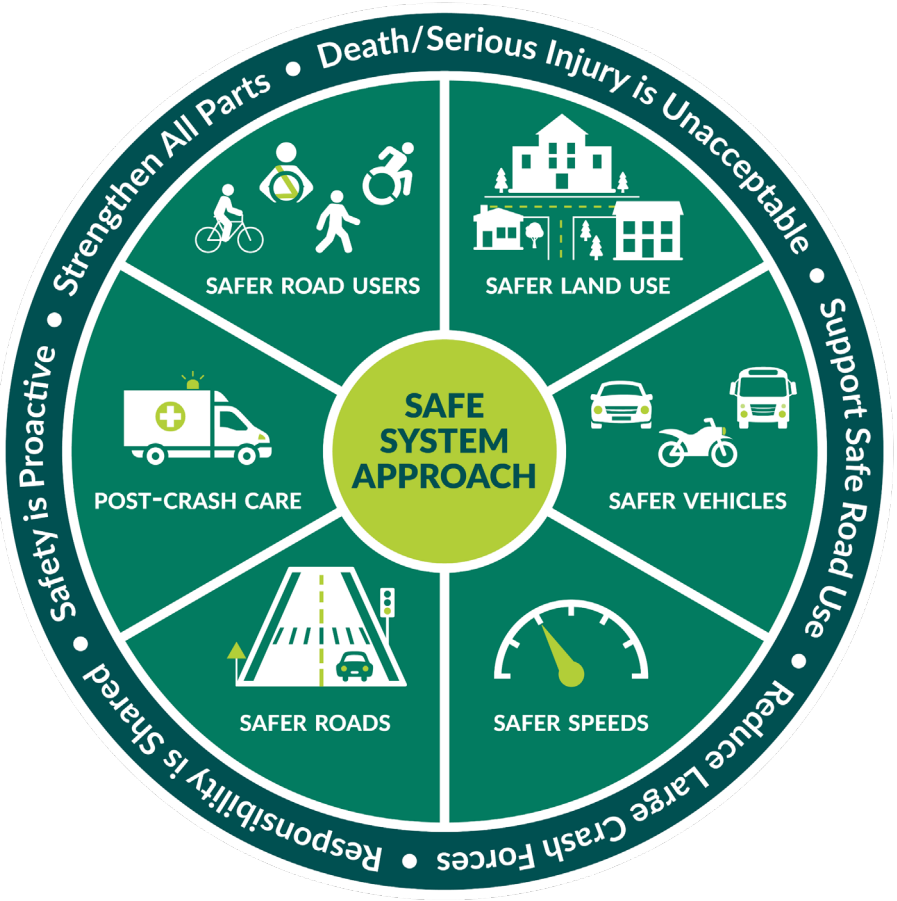
SS4A Matters

Road safety matters for all of us! We are all vulnerable road users as some point……

Implementation needs a common safety definition

exposure  Likelihood of crashes  Severity of crashes

WSDOT - Safe System Approach



Strategic Highway Safety Plan

Target Zero is

WSDOT's baseline for Safety

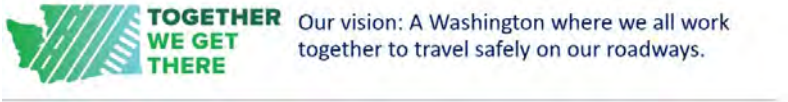
- Priorities
- Emphasis Areas
- Strategies

Target Zero – Strategic Direction

Shared Responsibility between Traffic Safety Commission and WSDOT

- Common Understanding
- 2024 – Safe System and Equity
- Forms the Framework for our Implementation Plan

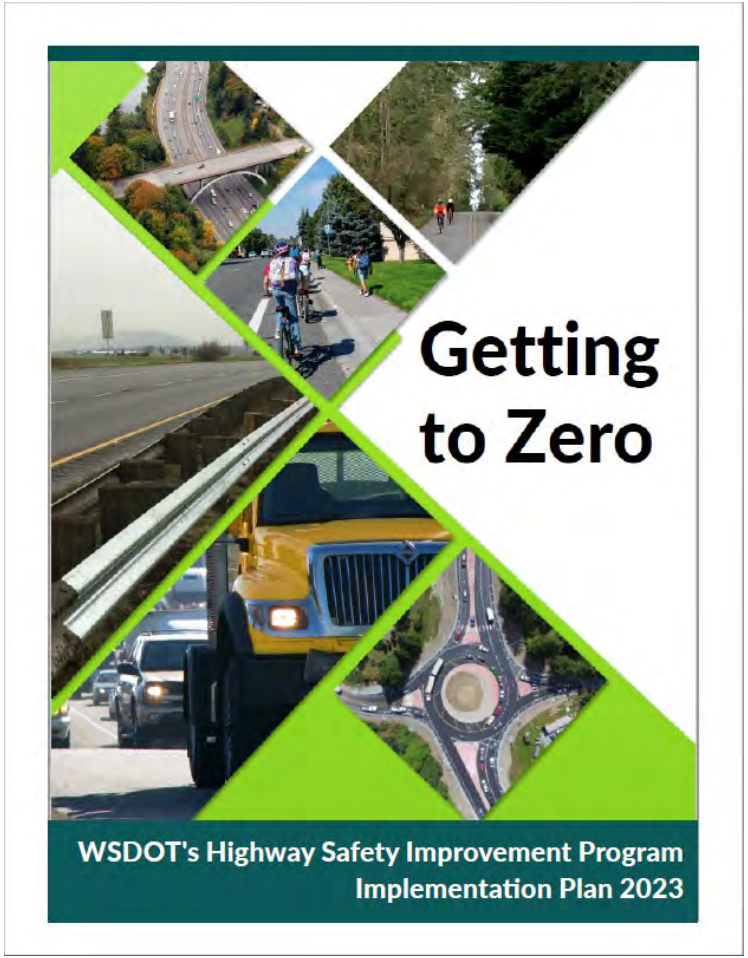
WTSC Vision

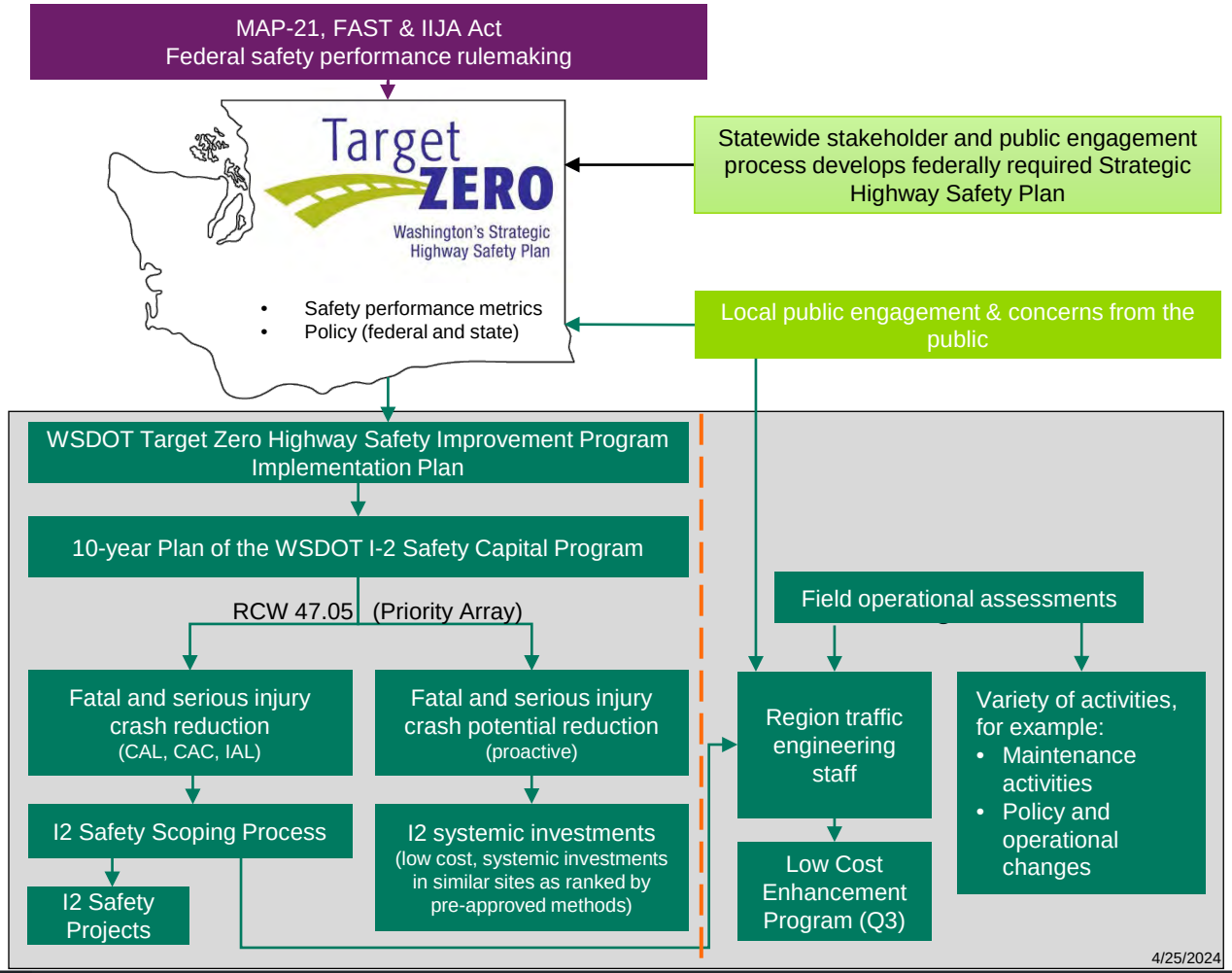


Getting to Zero

Informs Safety Program

- Investment Strategies
- Performance Trends
- Categories to address performance




MAP-21, FAST & IIJA Act
Federal safety performance rulemaking
Target ZERO
Washington's Strategic Highway Safety Plan
Safety performance metrics
Policy (federal and state)
Statewide stakeholder and public engagement process develops federally required Strategic Highway Safety Plan
Local public engagement & concerns from the public
WSDOT Target Zero Highway Safety Improvement Program Implementation Plan
10-year Plan of the WSDOT I-2 Safety Capital Program
RCW 47.05 (Priority Array)
Fatal and serious injury crash reduction (CAL, CAC, IAL)
Fatal and serious injury crash potential reduction (proactive)
I2 Safety Scoping Process
I2 Safety Projects
I2 systemic investments (low cost, systemic investments in similar sites as ranked by pre-approved methods)
Field operational assessments
Region traffic engineering staff
Low Cost Enhancement Program (Q3)
Variety of activities, for example:
Maintenance activities
Policy and operational changes
4/25/2024

What is the data telling us today:

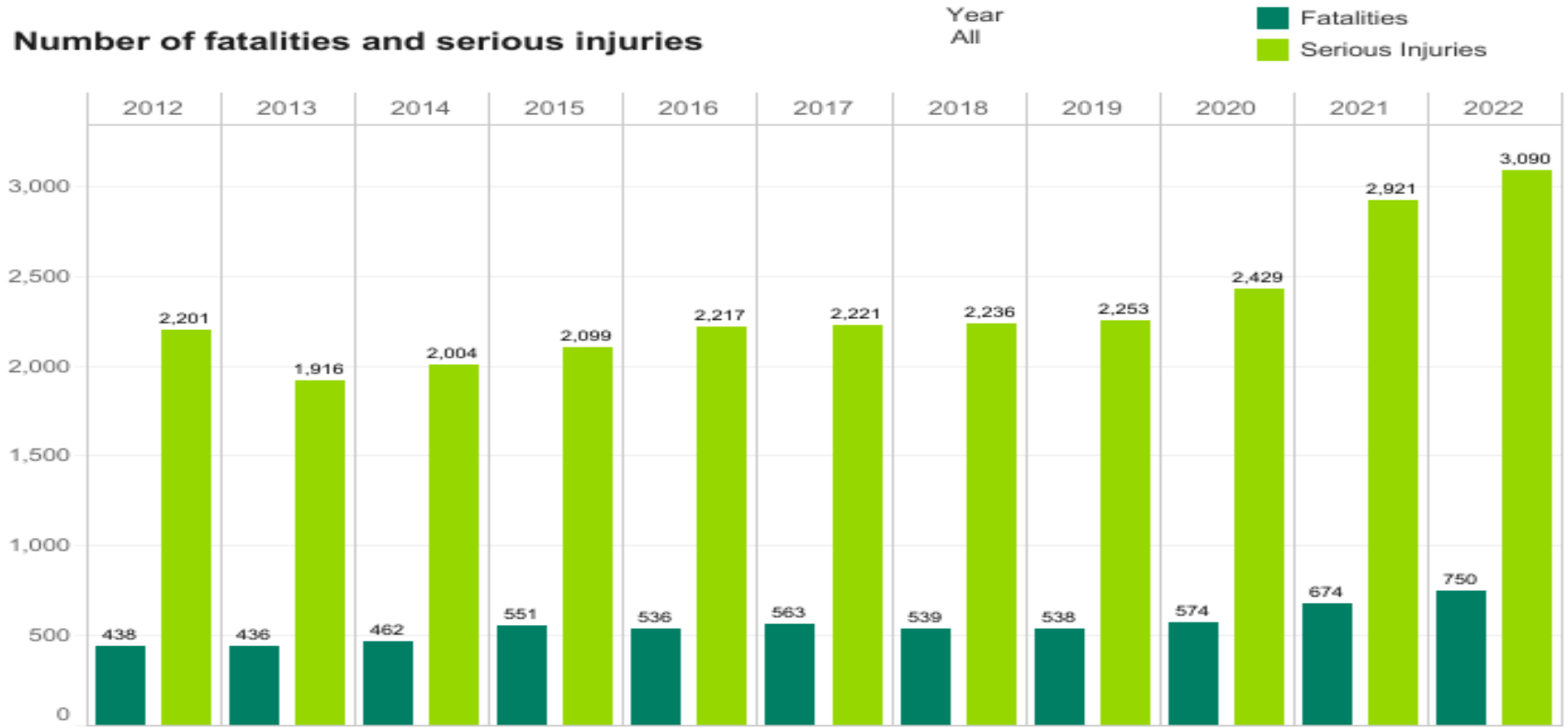
Macro level data for trends and comparison

Year	Total Crashes	Fatal Crashes	Total Fatalities	Fatality Rate*	Vehicle Deaths	Pedestrian deaths	Bicyclist deaths	Total SI Crashes	Vehicle Serious Injuries	Pedestrian Serious Injuries	Bicyclist Serious Injuries
2013	99,766	401	436	0.76	375	50	11	1,613	1,573	261	82
2014	107,673	429	462	0.80	377	79	6	1,697	1,596	306	102
2015	117,062	499	551	0.92	451	86	14	1,767	1,705	286	108
2016	122,378	504	536	0.88	431	88	17	1,903	1,725	365	127
2017	121,151	534	563	0.92	439	109	15	1,925	1,772	357	92
2018	116,078	490	539	0.86	420	103	16	1,943	1,713	400	123
2019	111,707	513	538	0.86	422	107	9	1,936	1,793	357	103
2020	86,339	539	574	1.07	451	110	13	2,073	2,032	303	94
2021	103,298	607	674	1.15	514	146	14	2,507	2,412	410	99
2022	103,174	709	750	1.31	603	136	11	2,642	2,540	408	142
10-yr increase	3%	77%	72%	71%	61%	172%	0%	64%	61%	56%	73%

1 – Fatalities per 100 million VMT
2 – latest estimates as of May 2023 subject to change

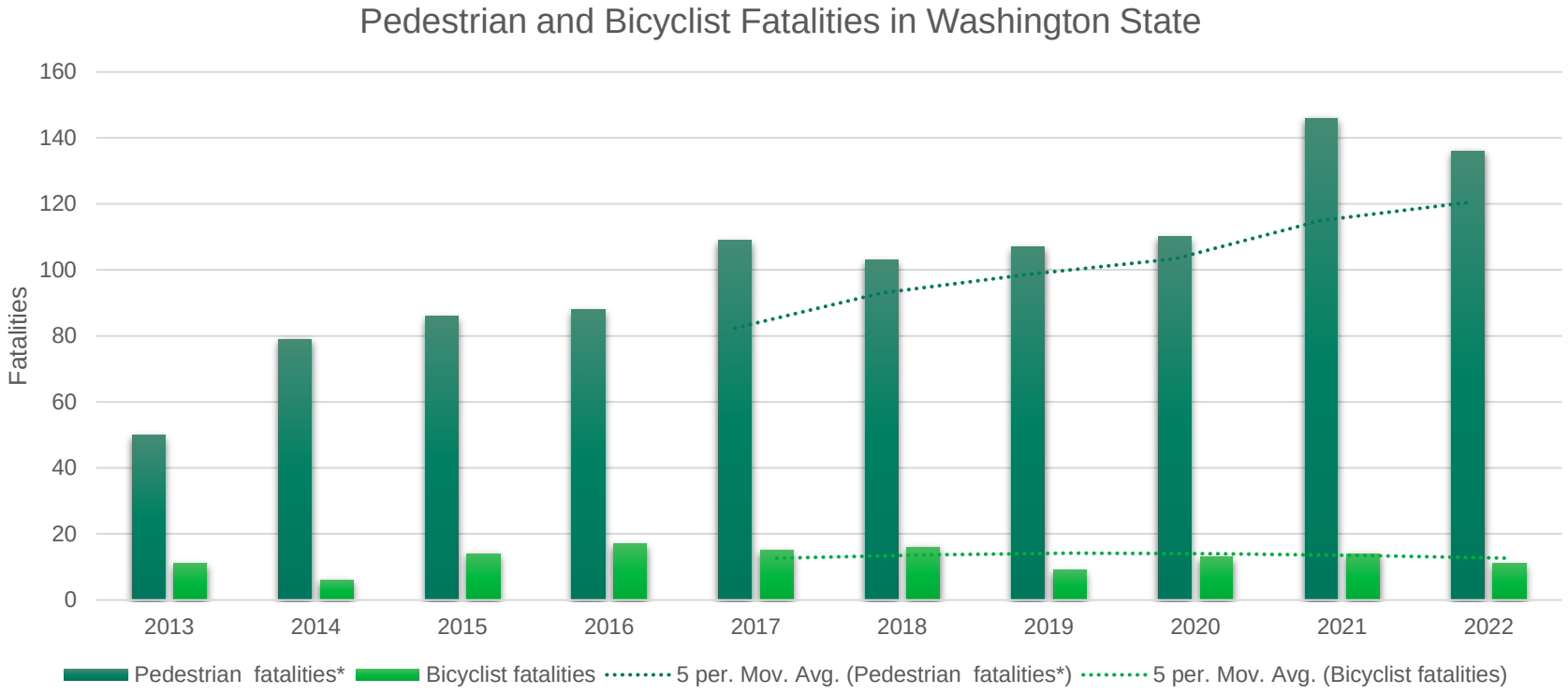
Fatalities and serious injuries continue to increase on WA roads from a low in 2013

2007 through 2022; Statewide traffic fatalities and serious injuries on public roadways



Data source: WSDOT Crash Data and Reporting Office; the Coded Fatality Crash Files (CFC), WTSC.

General performance



*Source: Preliminary f*atality data from Coded Fatality Files (WTSC) (Dec 2022)

Targets and Goals

Exhibit 1. Summary of Significant Progress for MAP-21 Safety Performance Measures
2018 through 2022

Performance Measure	Target: 2018-2022 rolling average	Outcome: 2018-2022 rolling average	Baseline: 2016-2020 rolling average	Target/ Baseline Met?	Significant Progress?
Number of fatalities	440	615.00	550	No/No	No
Rate of Fatalities per 100 million VMT on all public roads	0.735	1.049	0.919	No/No	
Number of serious injuries	1819	2585.8	2271.2	No/No	
Rate of serious injuries per 100 million VMT on all public roads	3.042	4.412	3.797	No/No	
Number of non-motorized fatalities and serious injuries	464.6	620.8	581.6	No/No	

What should I focus on?

- High Risk Behavior
- Crash Type
- Road Users
- Decision and Performance Improvement

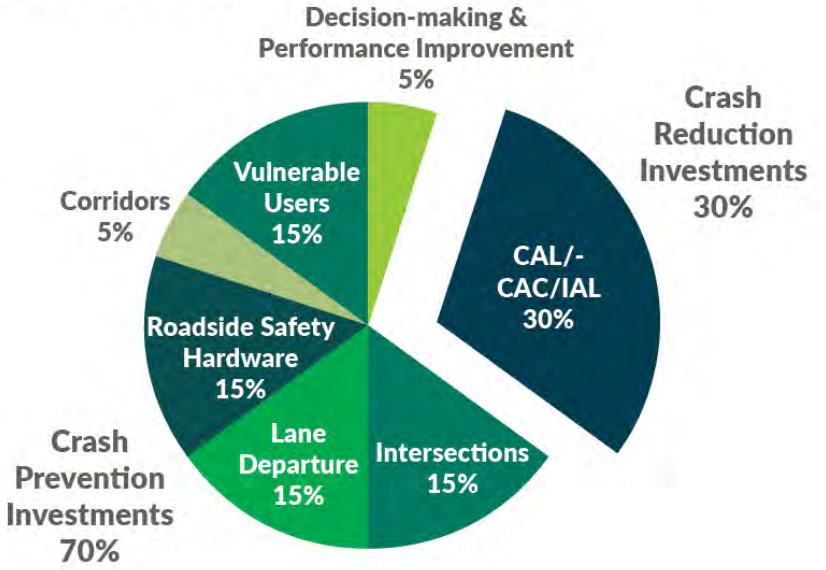
Exhibit 5. Strategic Highway Safety Plan, Target Zero 2019 Emphasis Areas

Source: Target Zero 2019

Priority Level and Emphasis Area		Fatalities[2]		Serious Injuries[2]	
		Number	%	Number	%
		1,650	100%	6,537	100%
High Risk Behavior					
1	Impairment	958	58.1%	1,215	18.6%
1	Distraction	502	30.4%	1,933	29.6%
1	Speeding	485	29.4%	1,579	24.2%
2	Unrestrained Occupants	312	18.9%	701	10.7%
Crash Type					
1	Lane Departure	796	48.2%	2,458	37.6%
1	Intersection Related	377	22.8%	2,256	34.5%
Road Users					
1	Young Drivers 16-25	512	31.0%	2,243	34.3%
2	Pedestrians and Bicyclists	329	19.9%	1,333	20.4%
2	Motorcyclists	236	14.3%	1,209	18.5%
2	Older Drivers 70+	223	13.5%	599	9.2%
2	Heavy Trucks	178	10.8%	442	6.8%
Decision and Performance Improvement					
1	Traffic Data Systems				
1	EMS and Trauma Care Systems				
1	Evaluation and Diagnostics				
1	Safe Systems				
1	Cooperative Automated Transportation, including Autonomous Vehicles				
Other Monitored Emphasis Areas					

Funding targets or project types?

Exhibit 19. Distribution of I-2 Safety Funding to Target Zero Emphasis areas
Federal Fiscal Year 2021



- Using percentages of crashes in each emphasis area to categorizes

Exhibit 40. Summary of WSDOT's I-2 Subprogram Strategies, Emphasis Areas and Subcategories
Target Zero emphasis areas; Washington state; 2022

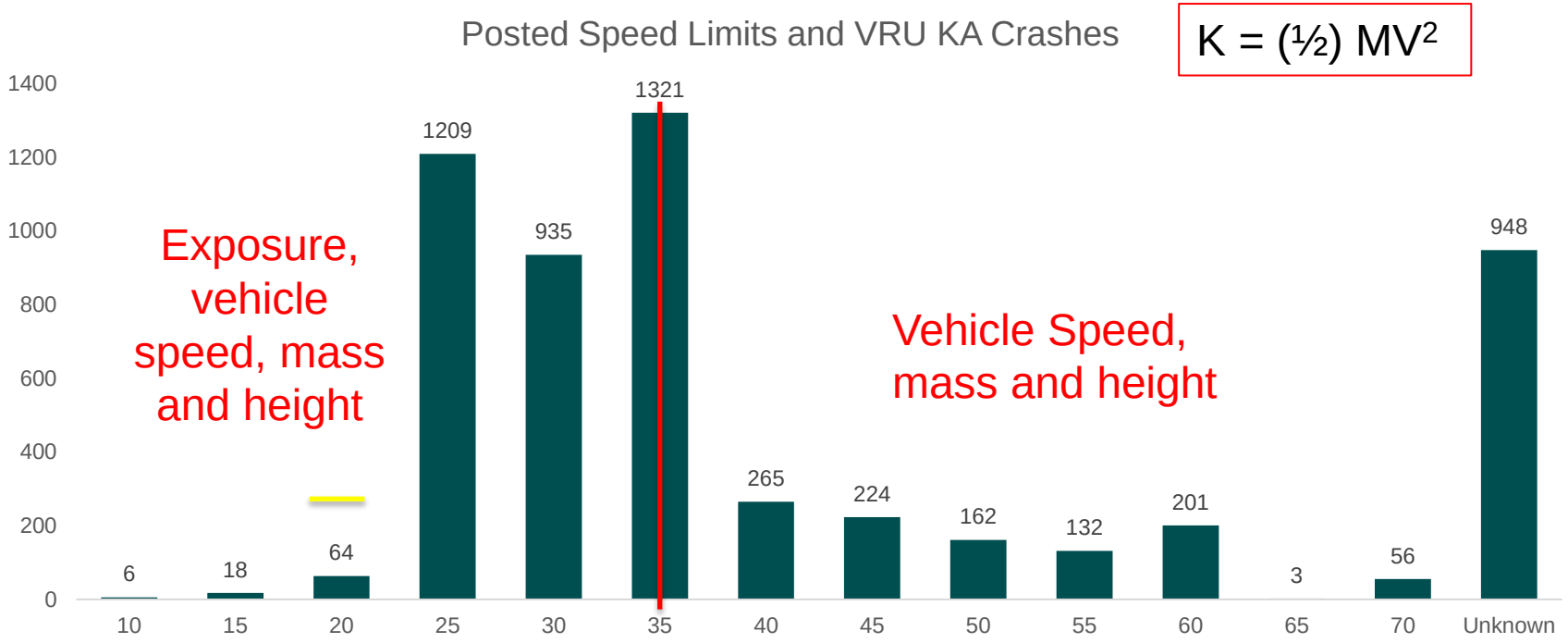
Type of Investment	Emphasis area	Strategies/Subcategories
Crash Reduction Safety Investments	Intersection-related	Intersection Analysis Locations
	Lane departure	Crash Analysis Locations/Crash Analysis Corridors
Crash Prevention Safety Investments	Intersections	Compact roundabouts
	Lane departure	Rumble Strips
		High Friction Surface Treatment Program
		Systemic Curve Treatments
		Breakaway Cable Terminal Replacement
		Cable Median Barriers Conversion (paused for evaluation)
		Guardrail Infill and Retrofit
		Field Assessments
		Edge Line Visibility Pilot
	Active Transportation	
	Motorcyclists	
	Safety Decision-making and Performance Improvement	Safe System - Speed Management

Exhibit 42. Safe System Alignment

Type of Investment	Strategy Subcategories	Safe System Approach		
		Exposure	Likelihood	Severity
Reactive Safety Category	Intersection Analysis Locations	✓	✓	✓
	Crash Analysis Locations/Crash Analysis Corridors	✓	✓	✓
Proactive Safety Category	Intersection Systemic Safety	✓	✓	✓
	Rumble Strips		✓	
	High Friction Surface Treatment		✓	✓
	Systemic Curve Treatments		✓	
	Breakaway Cable Terminal Replacement			✓
	Cable Median Barriers			✓
	Guardrail Infill and Retrofit			✓
	Field Assessments			
	High Visibility Edge Line		✓	
	Active Transportation	✓	✓	✓
	Speed Management			✓
	Decision Making and Performance Improvement	✓	✓	✓

Posted speeds

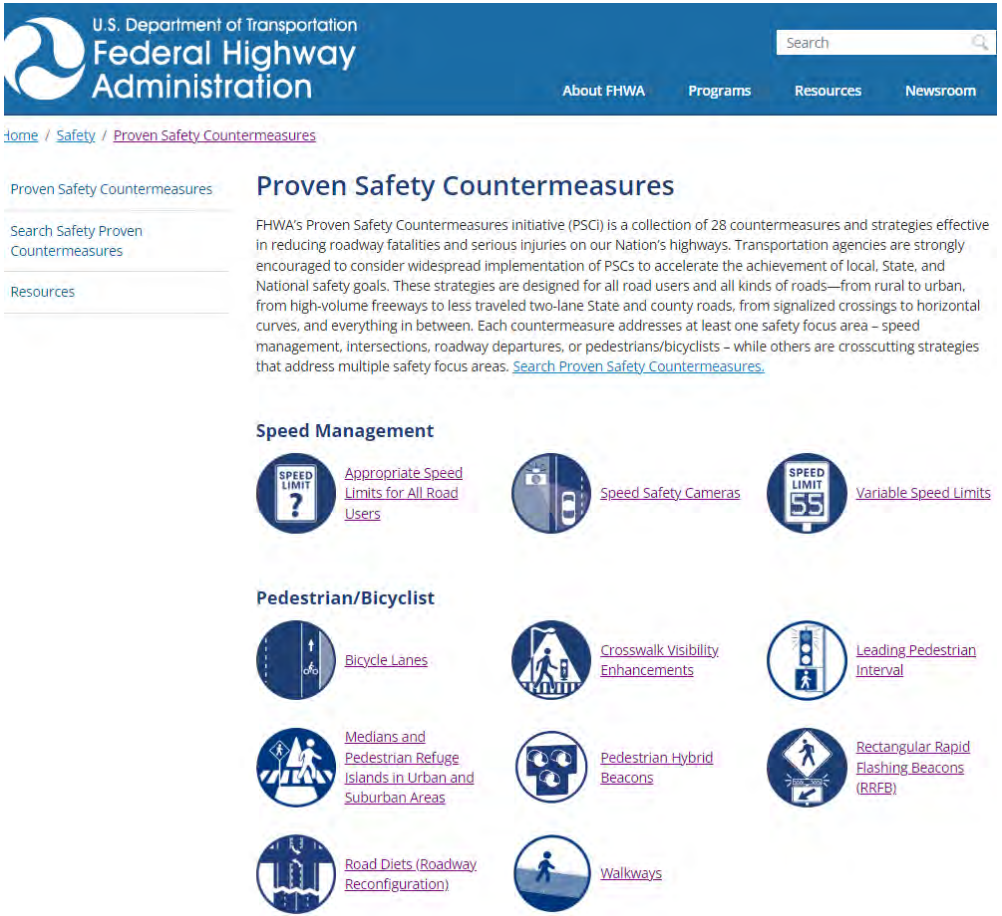
2012-2021 – Crashes involving ped/bike killed/seriously injured



Source: Crash data from WSDOT Engineering Crash Datamart, Year-end snapshot 2022, May 2022.

Proven Countermeasures

[Proven Safety Countermeasures | FHWA (dot.gov)]



Program Approach

- **Proactive** – approach may be better associated to reducing crashes in Skagit.
- Addresses multiple locations, and does not require crashes to occur before installation.

Wider Edge Lines

Up to 10,000 Miles – $30 million over 5 years

POTENTIAL $25 RETURN FOR EVERY $1 SPENT

Estimated Cumulative Benefit	$750 Million
Potential Crashes Prevented	608 per year
Potential Serious Injuries and Fatalities Prevented	79 per year
Potential Lives Saved Over Service Life	88

Potential Lives Saved	88
Service Life of Treatment	1-5 years
Potential Treated Sites	10,000 miles
Target Crash Type(s)	Roadway Departure, Nighttime

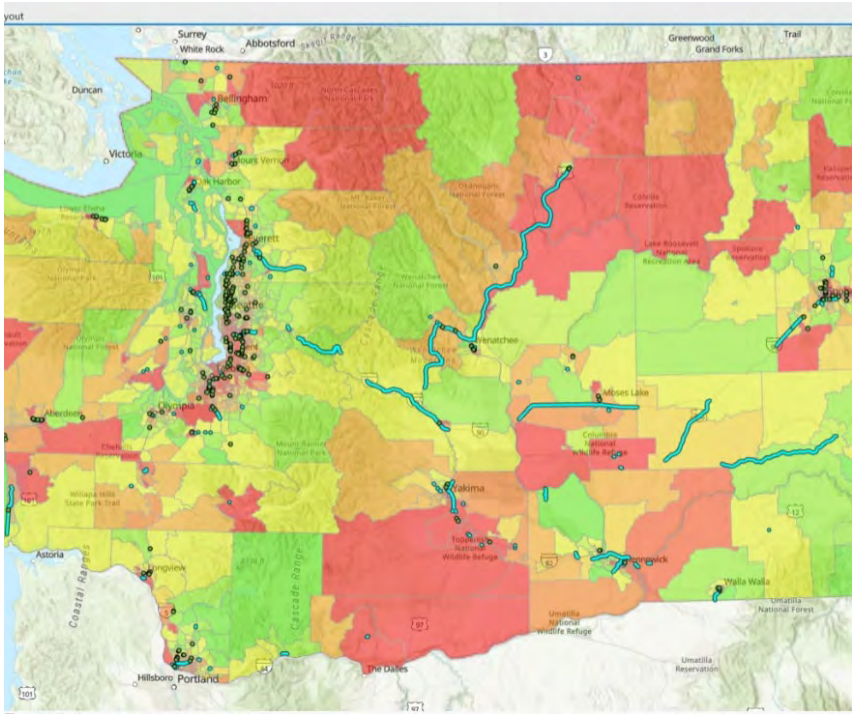
Roadway departure crashes account for over half of all traffic fatalities annually nationwide. Installing edge lines, and further enhancing by widening the edge lines from 4 to 6 inches, can promote proper vehicle alignment, particularly through horizontal curves and at night or under inclement weather conditions. Wider edge lines may also provide better guidance for sensors on newer and automated vehicles.

WSDOT recommends that all facility types be considered for wider edge line

Equity Analysis

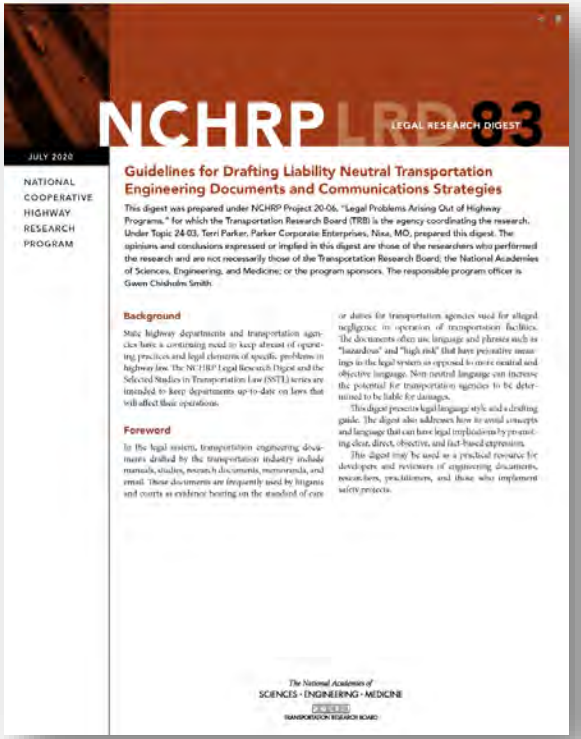
- Systemic as a characteristics or contributing factor

- Post processing to see where identified projects fall in relationship to communities that fall within WSDOT Safety Equity Score



Considerations for plans

- Language matters
- Some words can create misunderstanding and other challenges
- FHWA is flexible with how wording is used in products to be consistent with local or state needs



NCHRP Legal Research Digest 83: **Guidelines for Drafting Liability Neutral Transportation Engineering Documents and Communication Strategies,** (2020)

Questions?

John Milton, Ph.D., P.E., RSP_{2IB}, PTOE
State Safety Engineer
WSDOT
miltonj@wsdot.wa.gov

Regional Safety Action Plan

Washington Transportation Professionals Forum and Peer Exchange

April 30, 2024

Overview

- Regional Safety Planning
- Target Setting
- Data Analysis
- Public Outreach
- Equity
- Targeted Corridors & Strategies

Regional Conversation

- Safety Target Setting Process
- 2022 Discussion Series (need for regional plan identified)
- Safe Streets and Roads for All Grant Program Announced
- Board Authorized Grant Application

Role of RTPO in Safety Planning

- Coordination
- TPM Requirements
- Project Selection Criteria
- Reporting

Steering Committee

- Spokane County
- City of Spokane
- City of Spokane Valley
- Spokane Transit Authority
- WTSC Target Zero Task Force
- Spokane Regional Health District
- Transportation Advisory Committee

Target Setting

Achieve 50% reduction in fatal and serious injury crashes by 2030:

- **on the High Injury Network**
- **crashes impacting vulnerable roadway users**

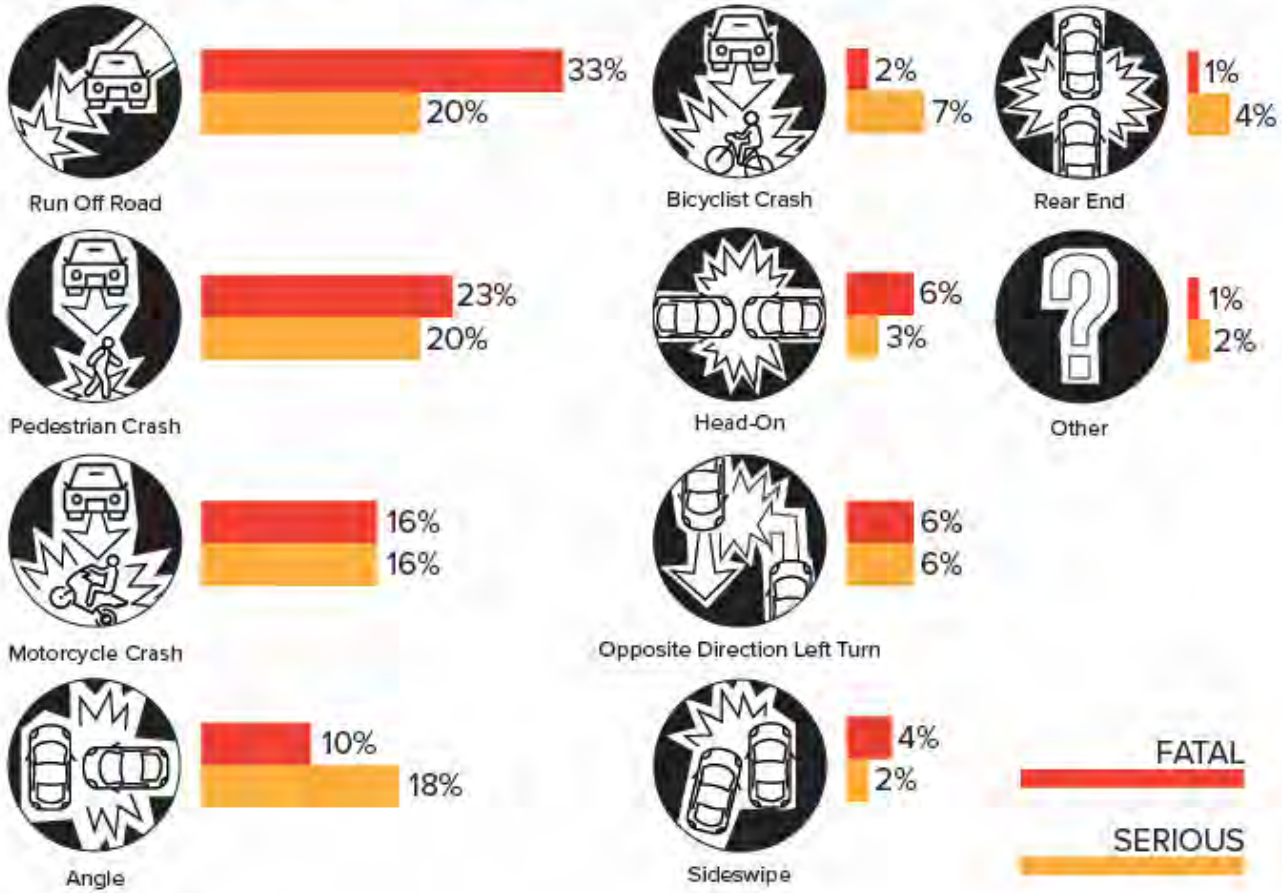
Achieve zero fatal and serious injury crashes within the SRTC planning area by 2042

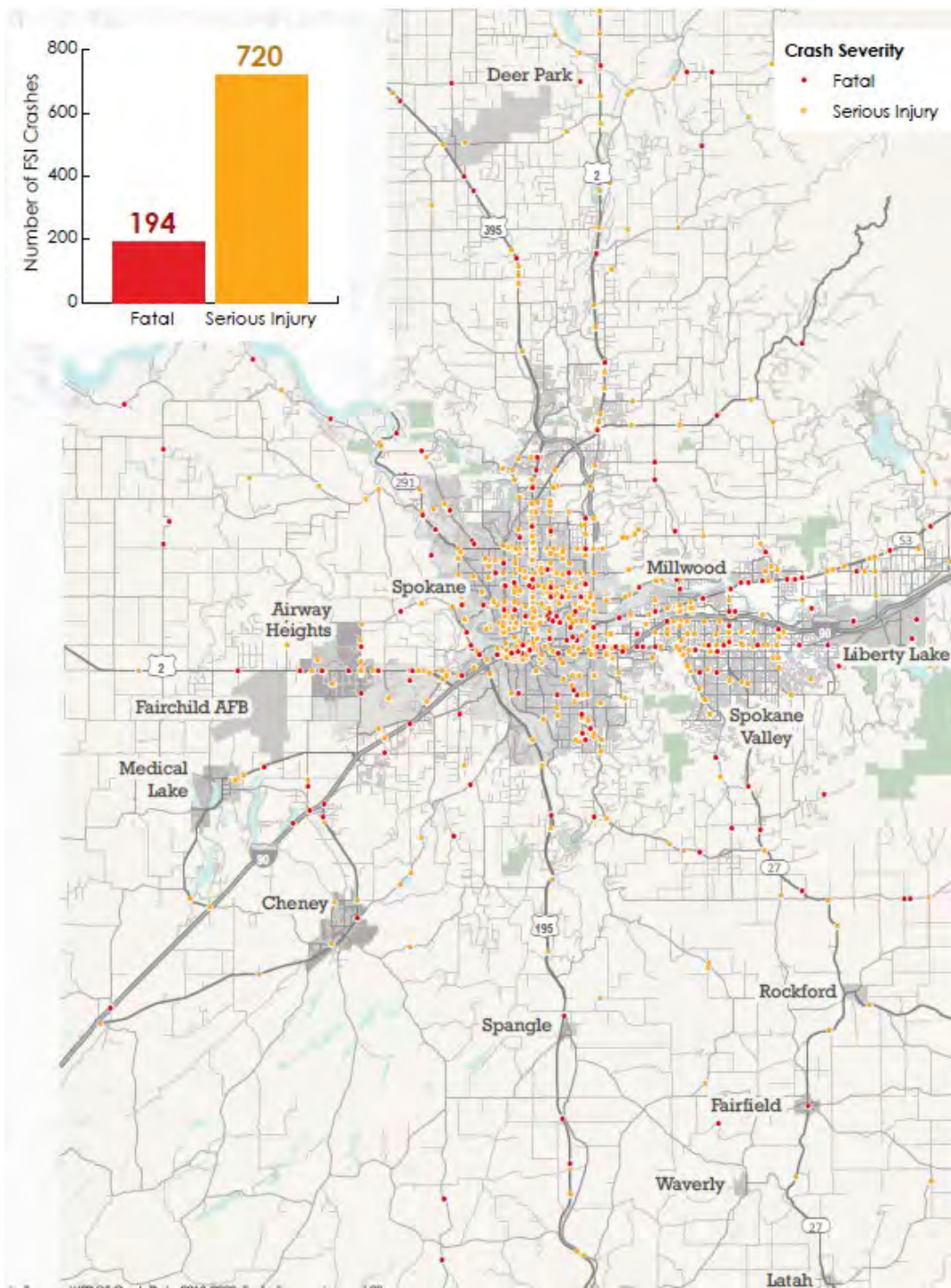
Reassess data and targets at least every 4 to 5 years

Safety Analysis

2018-2022

MOST COMMON CRASH TYPES BY MANEUVER





Coordination with Member Agencies & Planning Partners
20 Interviews

In Person Outreach
Spoke with about 130 people
Presented to over 150

Online Outreach
E-mail blasts – thousands
150 survey responses
250 points on the map

- North Spokane Library
- Hillyard Library
- Spokane County Library/Podcast
- Transit Plaza
- Homeless Coalition Meeting
- On-line Open House and Interactive Map
- News Interview
- Facebook Live Presentation

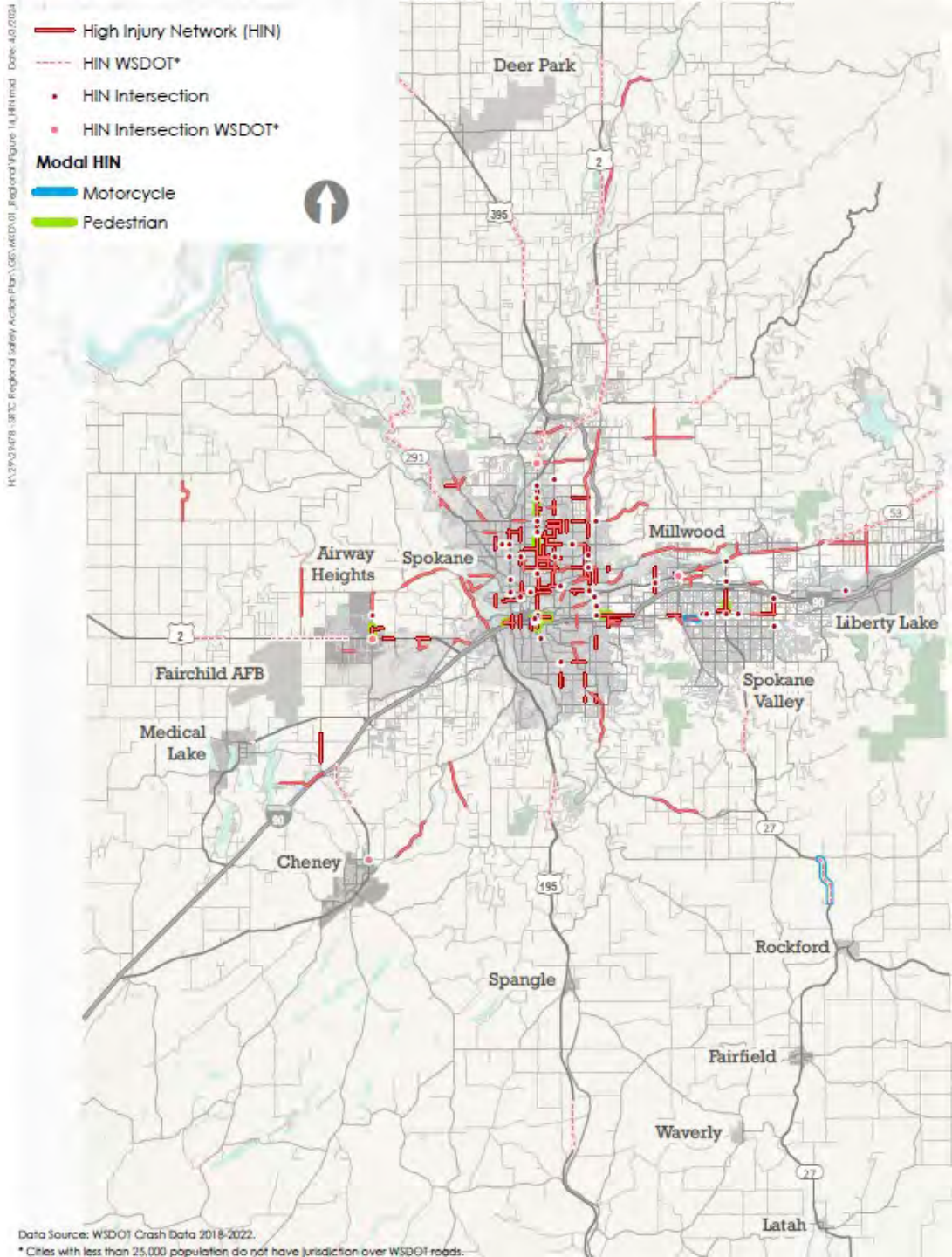
Key Themes

- Aggressive and distracted driving
- Speeding
- Limited visibility
  - Poor lighting
  - Sightline obstructions (e.g., parked cars)
- Right-turning vehicles don’t watch for pedestrians
- Long crossing distances (4+ lanes)
- Missing crosswalks near transit stops
- Lack of protected bike lanes
- Unpredictable behavior by people walking and biking
- Increasing vehicles sizes
- Missing sidewalks

Targeted Corridors

- **High Injury Network:** Segments and intersections with higher incidents of Fatal and Serious Crashes

- **High Priority Network**: Small communities with no or very low numbers of fatal and serious injury crashes
  - Segments and intersections are identified for proactive treatments based on:
    - Total crashes
    - Land use/roadway characteristics
    - Local input



Applying Equity

Combining the ***High Injury Network*** with 6 indicators of potential disadvantage for project prioritization:

- Individuals with low incomes
- Minorities
- Limited English proficiency (LEP)
- Limited vehicle access
- Age dependency (elderly and youth)
- Disabilities

Source: ETC Explorer tool and SRTC Indicators of Potential Disadvantage

Key Take Aways

- Airway Heights has the highest or close to the highest concentration of:
  - Low-income populations (25%)
  - Minority population (23%)
  - Limited English Proficiency (4%)
  - Population with disability (19%)
- Cheney has the largest population of low-income residents at 28 percent
- Largest proportion of households without vehicles is concentrated in downtown Spokane

Actions –

Emphasis area: Pedestrian Safety

Strategy
Infrastructure Countermeasures

Prioritize implementation of crossing enhancements at intersections and mid-block crossings on the High Injury Network in disadvantaged communities.

Rectangular Rapid Flashing Beacons (RRFB)

Medians and Pedestrian Refuge Islands

Strategy
Programs and Policies

Develop and implement education and outreach campaigns focused on safety.

Coordinate and support the development of safety materials and resources in communities along the High Injury Network.

Actions –

Emphasis area: Departure Crash

Strategy
Infrastructure Countermeasures

Prioritize implementation of crossing enhancements at intersections and mid-block crossings on the High Injury Network.

Rectangular Rapid Flashing Beacons (RRFB)

Medians and Pedestrian Refuge Islands

Strategy
Programs and Policies

Develop and implement education and outreach campaigns focused on safety.

Coordinate and support the development of safety materials and resources in communities along the High Injury Network.

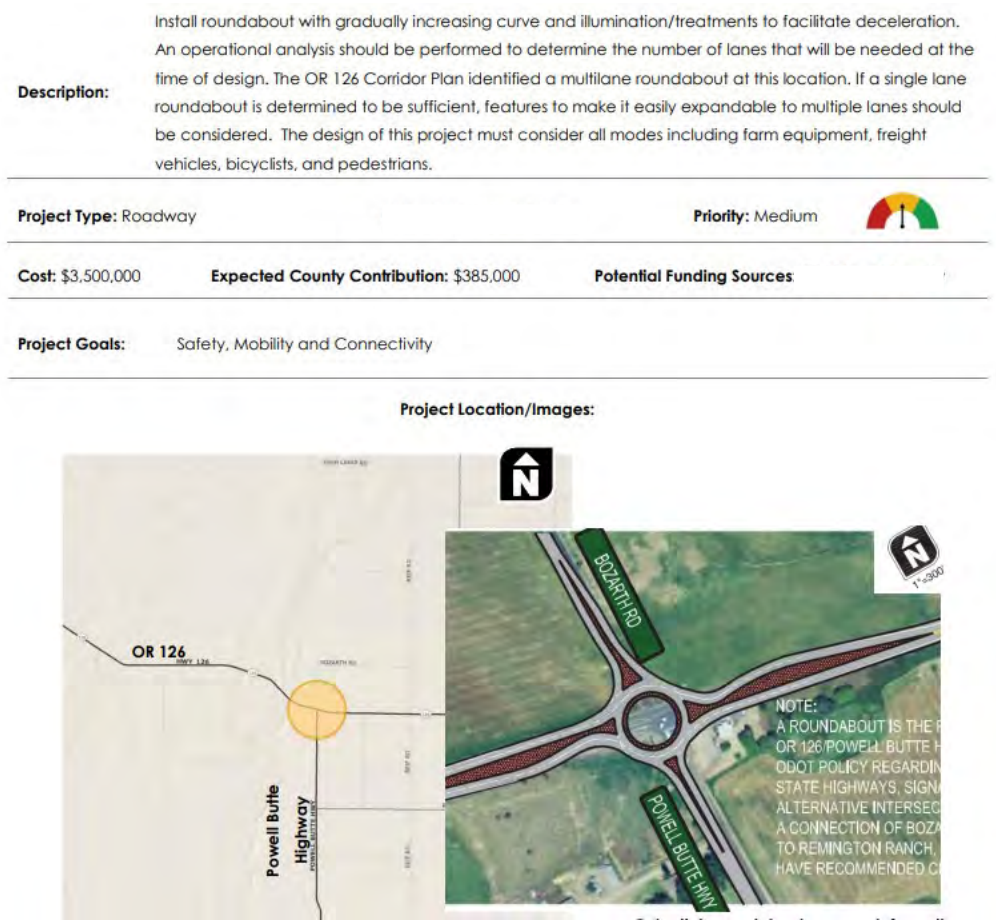
Identifying Priority Projects to Streamline Funding Applications

Three regionally significant projects

Selection based on:

1. High Injury Network
2. Equity analysis
3. Multi-jurisdictional Status
4. Steering Committee Input
5. Member Agency Input

Example Prospectus Sheet



Description: Install roundabout with gradually increasing curve and illumination/treatments to facilitate deceleration. An operational analysis should be performed to determine the number of lanes that will be needed at the time of design. The OR 126 Corridor Plan identified a multilane roundabout at this location. If a single lane roundabout is determined to be sufficient, features to make it easily expandable to multiple lanes should be considered. The design of this project must consider all modes including farm equipment, freight vehicles, bicyclists, and pedestrians.

Project Type: Roadway **Priority:** Medium

Cost: $3,500,000 **Expected County Contribution:** $385,000 **Potential Funding Sources**

Project Goals: Safety, Mobility and Connectivity

Project Location/Images:

Questions?

Mike Ulrich, AICP

Principal Transportation Planner

mulrich@srtc.org | 509.343.6384

SCJ ALLIANCE
CONSULTING SERVICES

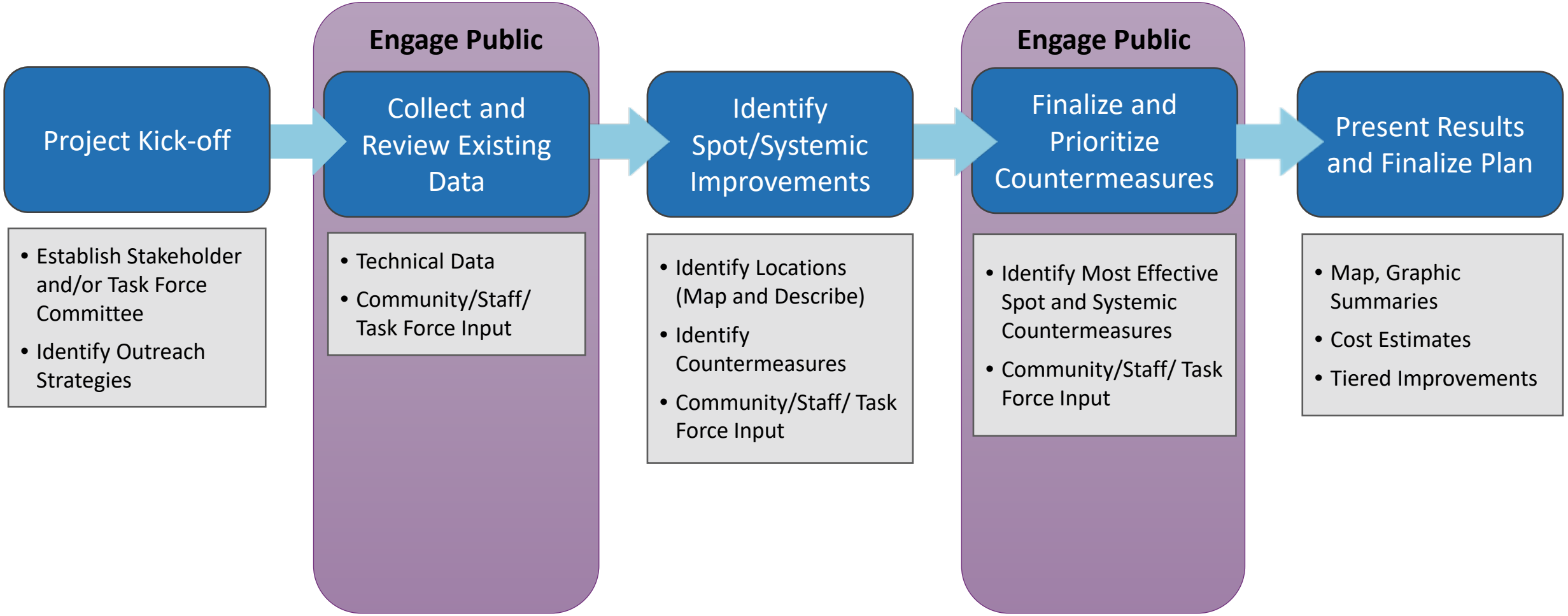
Safety Action Plan

WSDOT Transportation Professions Forum and Peer Exchange| April 30, 2024

Presentation Outline

- Safety Action Plan Process
- Crash Analysis Work
- Public Outreach
- Applications of Completed Safety Plan

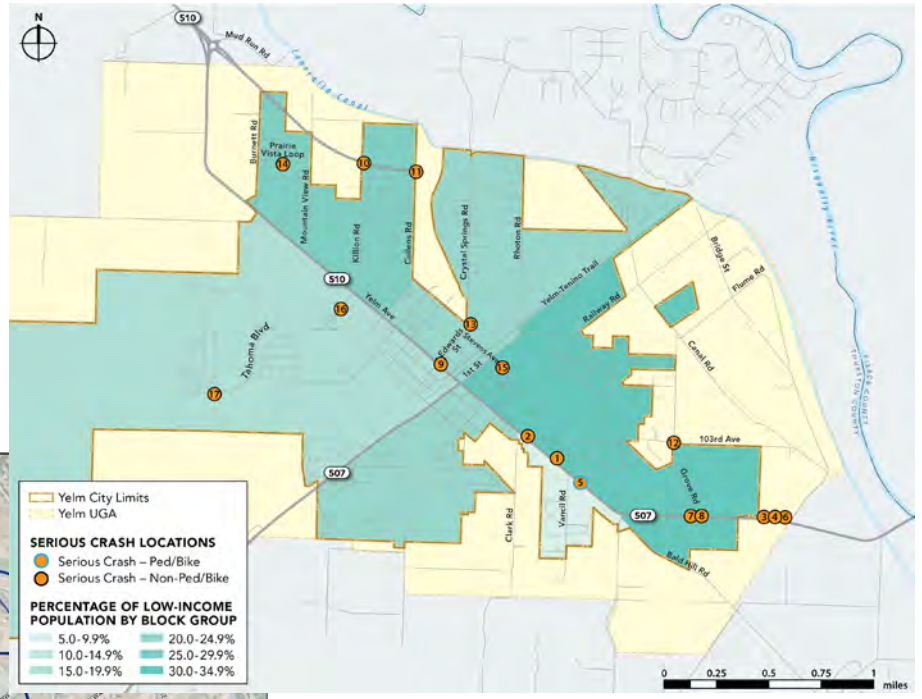
Safety Action Plan Process

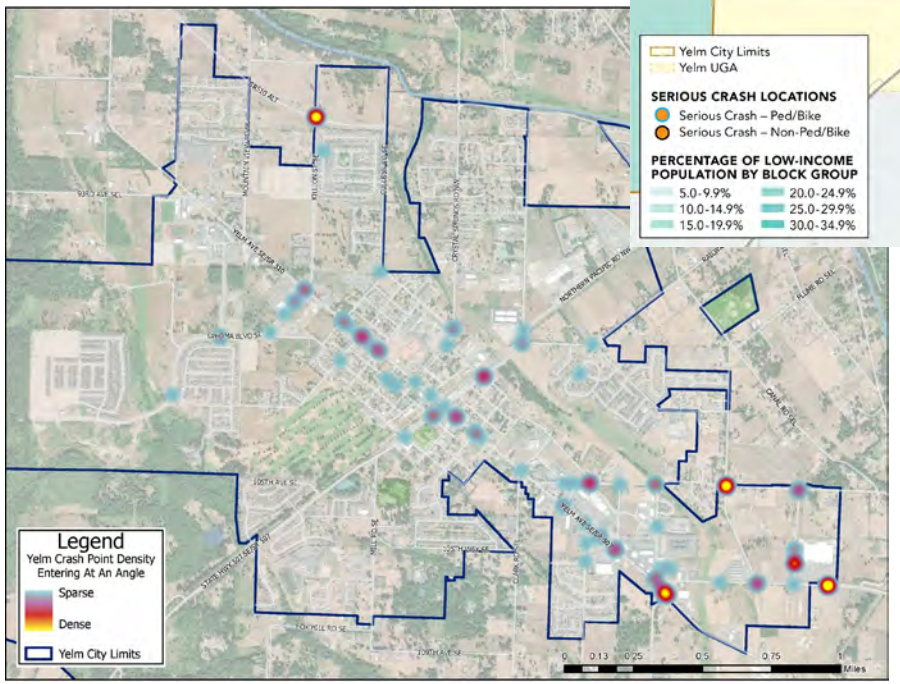


Crash Analysis

Collect and review existing crash data:

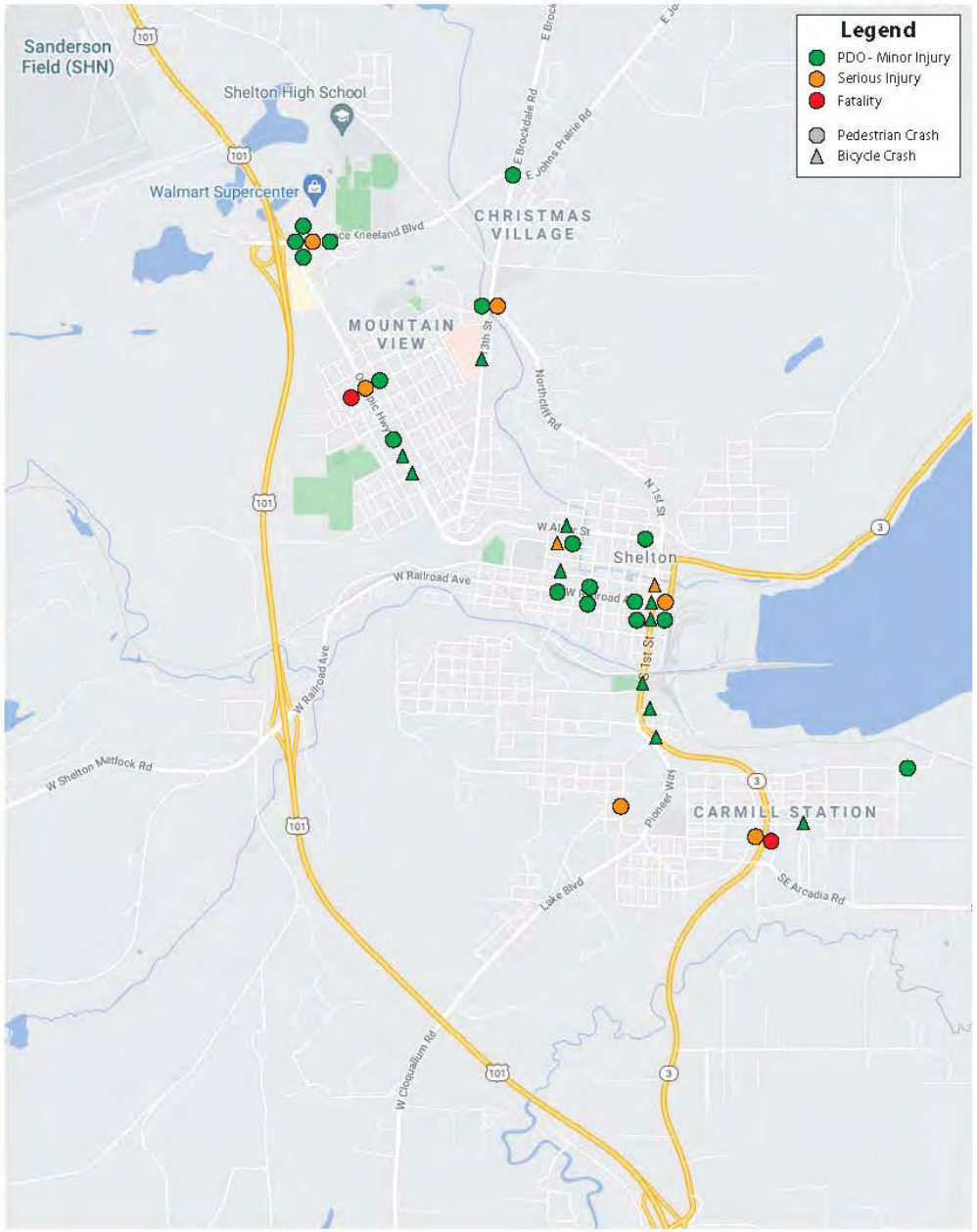
- Pedestrian and bicycle crashes
- Serious Injury and Fatal (Severe) crashes
- Overall crash clustering
- Specific subset of crashes based on local trends, as appropriate





Spot vs. Systemic Improvements

- Spot improvements relate to a location-specific issue
- Identify systemic deficiencies by evaluating trends among the location-specific issues
- Systemic improvements aim to address deficiencies before a severe crash is experienced

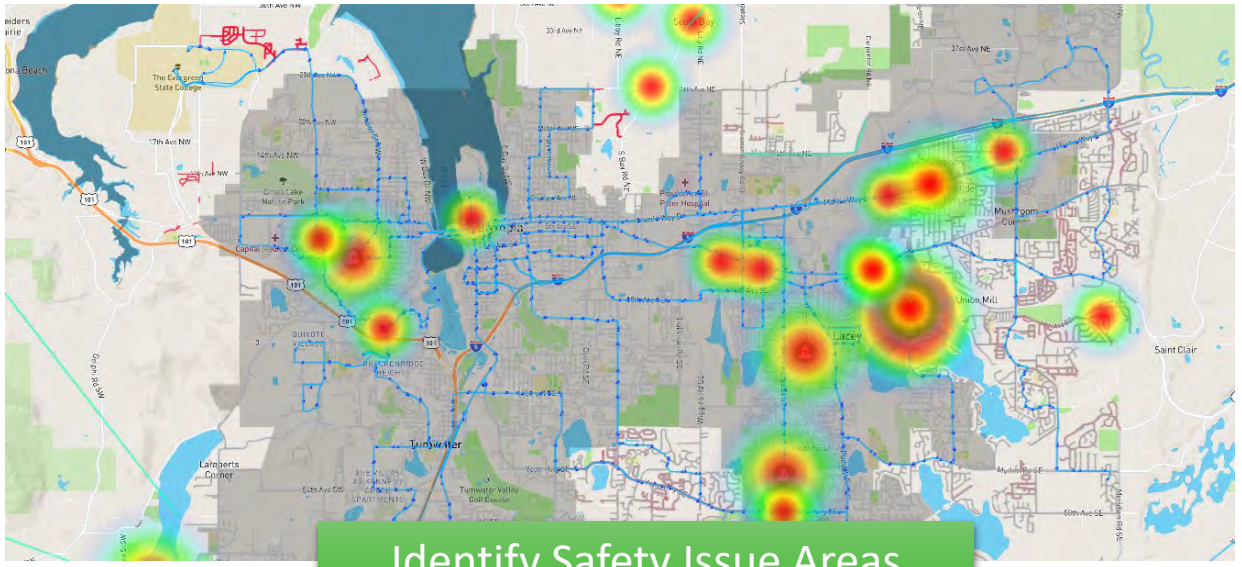


Public Outreach

Collect input from stakeholders and the general public:

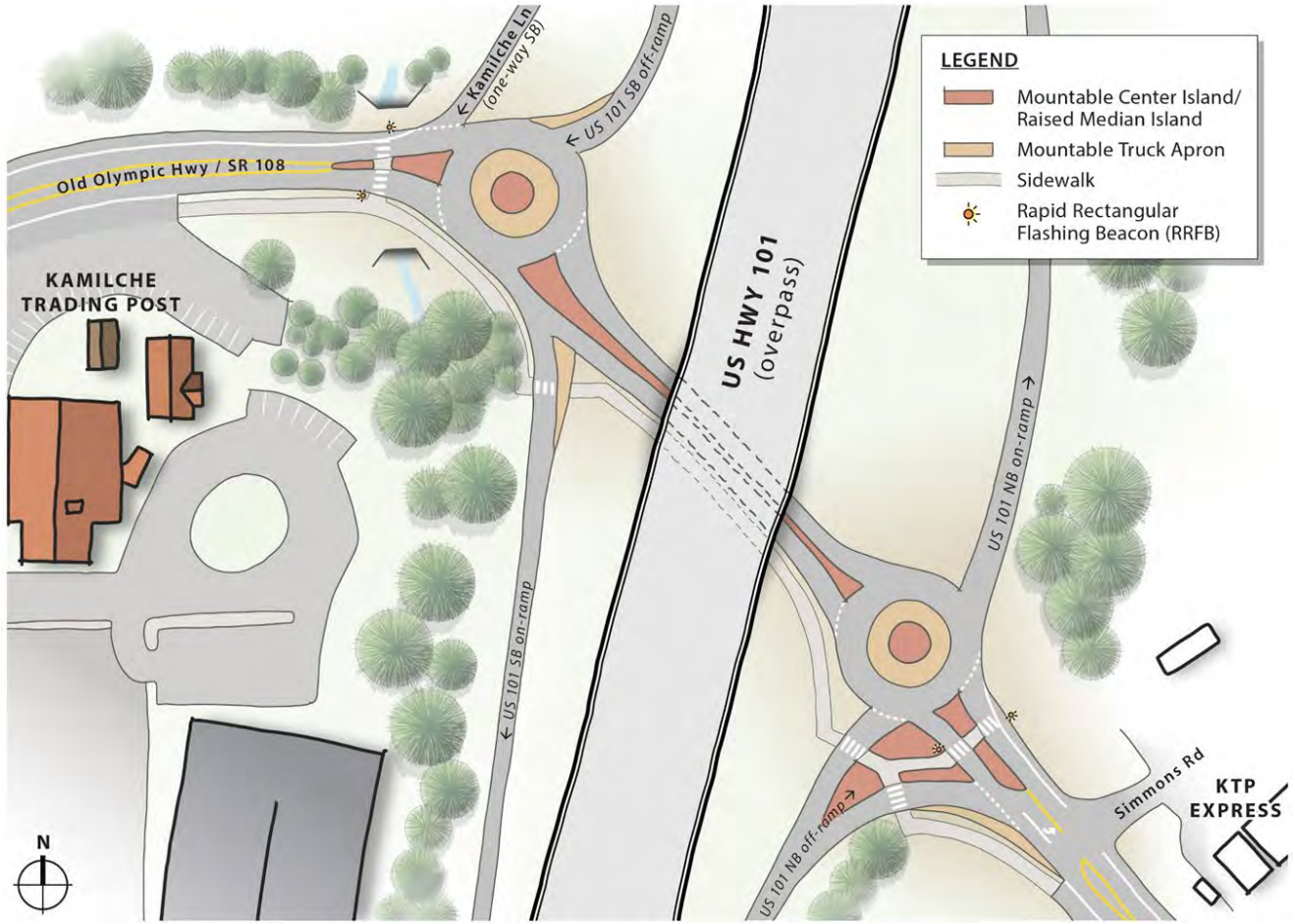
- City Council meetings
- Farmers market or other community events
- Open house event
- Online outreach

Online Outreach



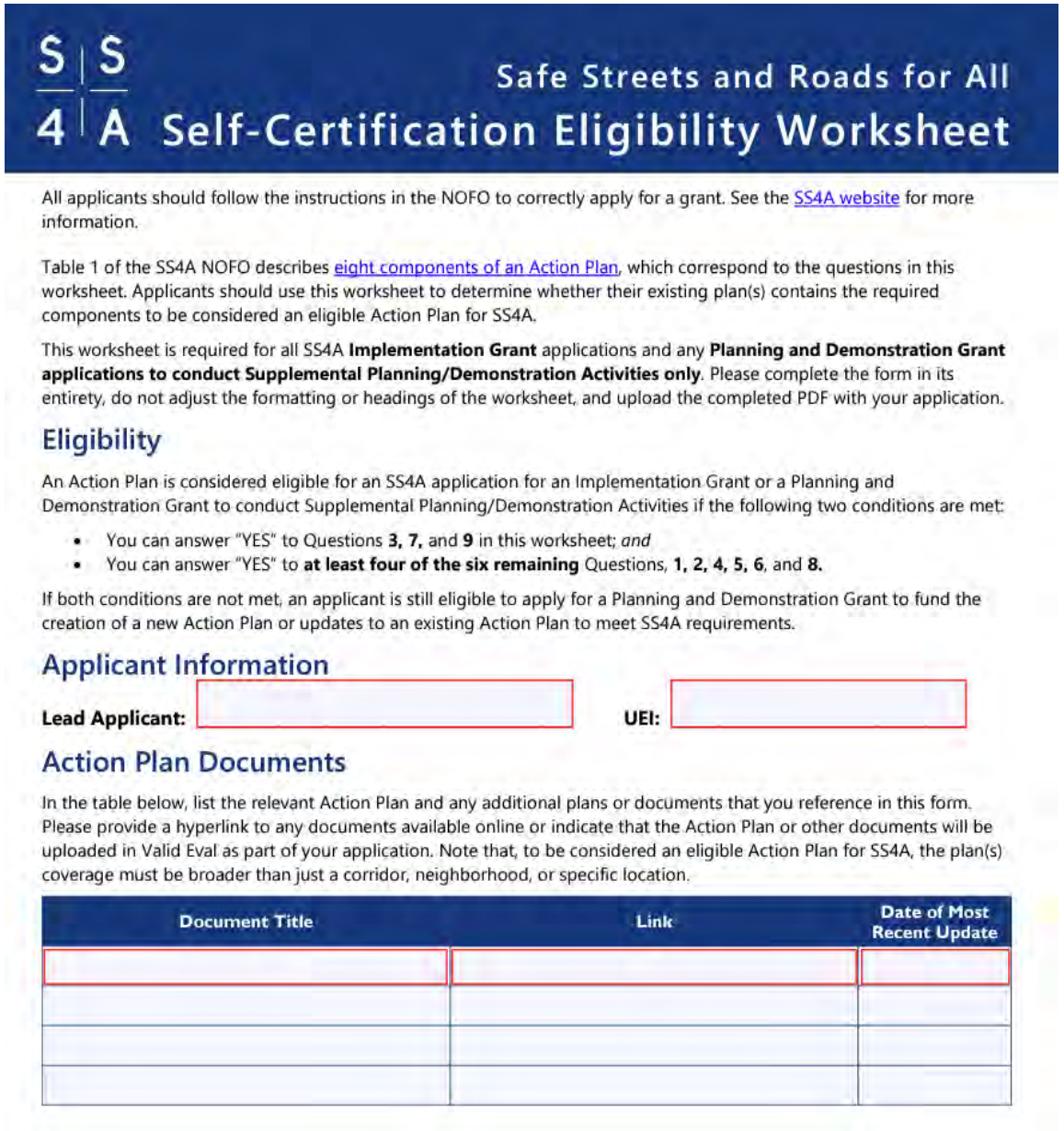
Develop and Present Recommendations

- Tiered improvements with priorities clearly identified
- Layout priority recommendations with maps/graphics, descriptions and cost estimates



Multiple Applications for a Safety Action Plan

- Creates eligibility for multiple grant opportunities
- Identifies projects that can be incorporated into larger city maintenance or roadway projects
- Identifies safety projects that can become development mitigation



S|S
4|A Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes eight components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 7,** and **9** in this worksheet; *and*
- You can answer "YES" to **at least four of the six remaining** Questions, **1, 2, 4, 5, 6**, and **8.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: **UEI:**

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update

Thank you

Ryan D Shea, PTP
Ryan.shea@scjalliance.com

SCJ ALLIANCE
CONSULTING SERVICES

Rightsizing Roundabouts

Scott Davis, P.E., Assistant State Traffic Design Engineer, WSDOT

John Deskins, P.E., Traffic Engineer, City of Richland

Rick Perez, P.E., Traffic Engineer, City of Federal Way

Right Sized Roundabouts

Crafting a compact roundabout

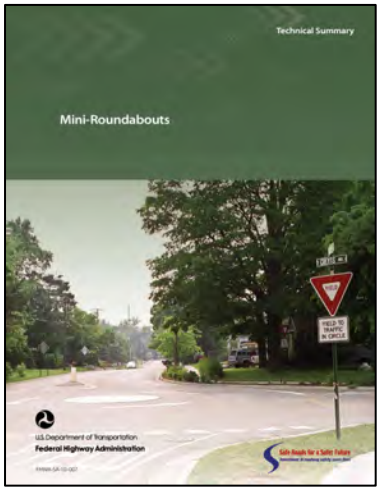
Scott Davis PE – Assistant State Traffic Design Engineer

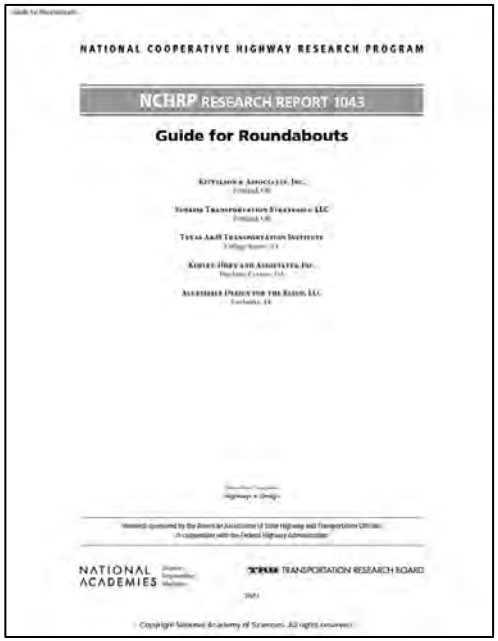
April 2024

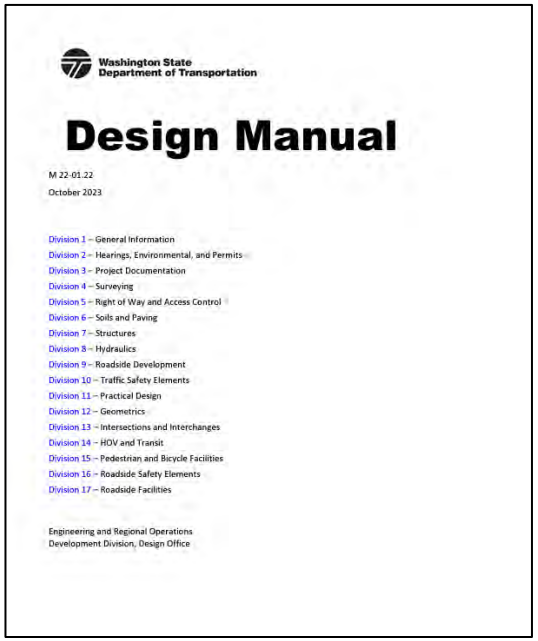
Learning Objectives

- Introduction and awareness to
  - Smaller Roundabouts
  - Design Resources
  - Examples from around the state

Design Information







Plenty of guidance

Few standards

Plenty of judgement involved

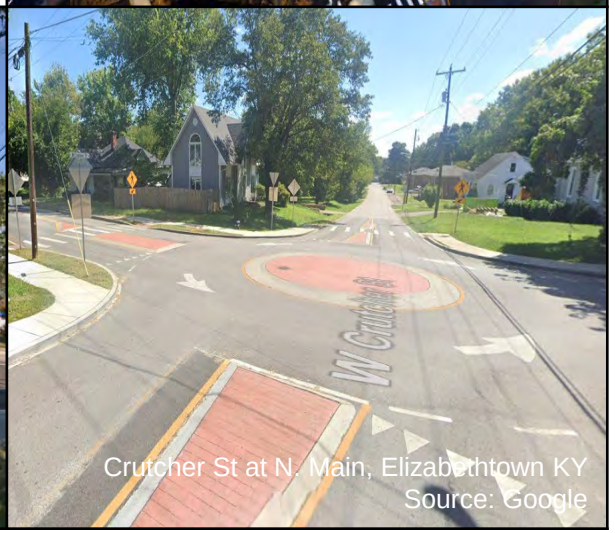
Terminology

- Conventional Multilane
- Conventional Single Lane
- Compact
- Mini


SR 516 at 4th Ave, Kent


SR 3 at Log Cabin Rd, Belfair
Source: SCJ Alliance

Tieton Rd at S 3rd Ave, Walla Walla


Crutcher St at N. Main, Elizabethtown KY
Source: Google

What is a Compact roundabout?

- Smaller than conventional roundabouts
- Typically, are built in existing pavement area
- Operate the same as conventional roundabouts

Shelton, WA

Cashmere, WA

What is different about compact roundabouts?

- Mountable curbing
- Mountabel central islands
- Shorter and traversable splitter Islands

Compact

Shelton, WA

SR 902 east of Spokane

Conventional

SR 20 at Thomas St
Port Townsend

SR 20 at Thomas St

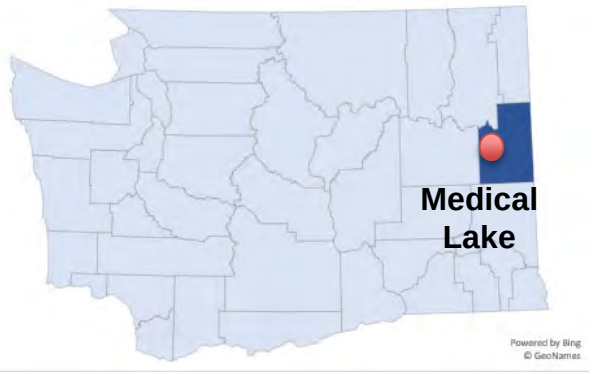
Compact Roundabout Examples

Rural – Loon Lake on US395

A compact roundabout can be used on a roadway with high-speed traffic

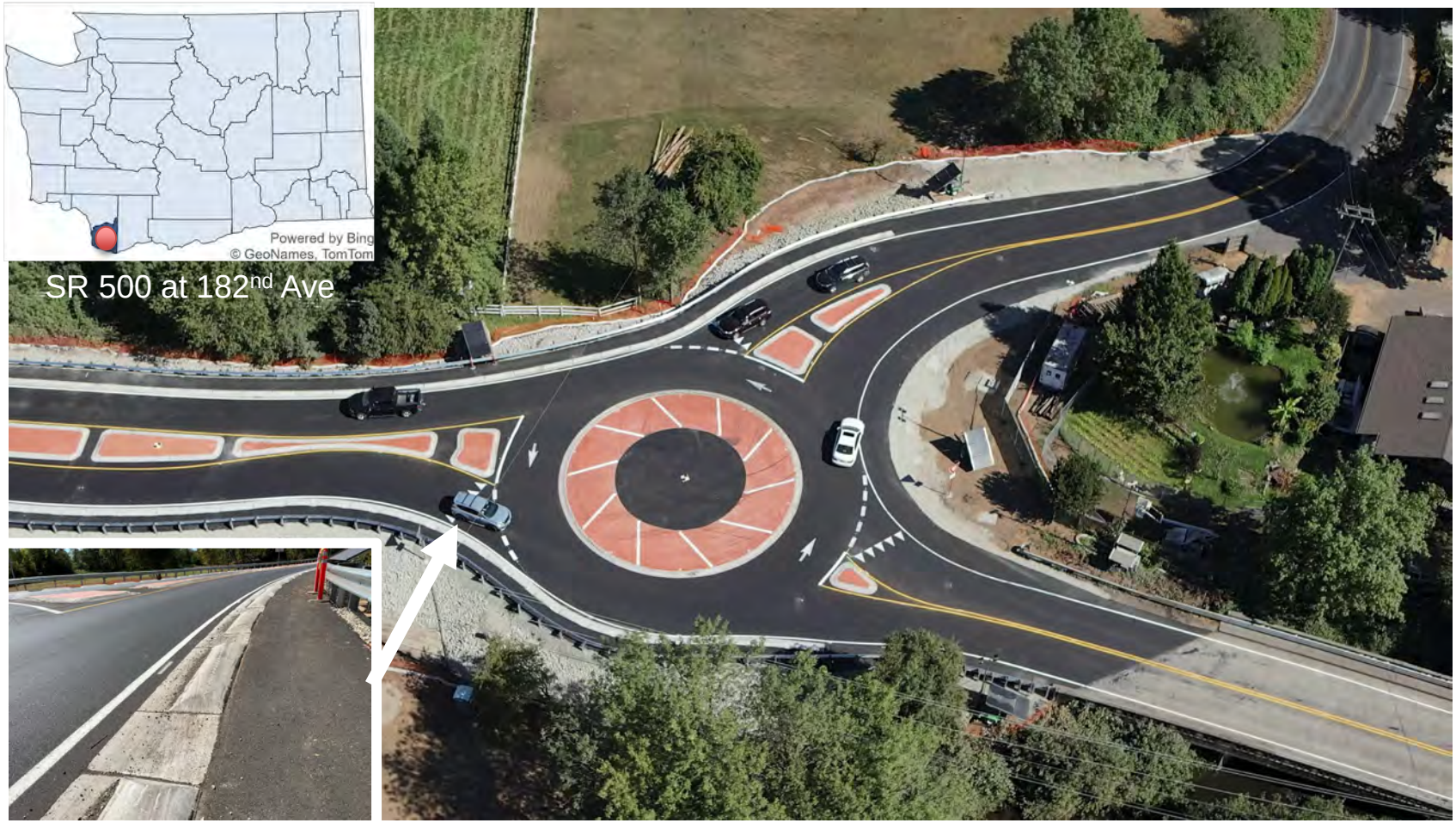
Compact Roundabout Examples

Rural – West Spokane County



Compact Roundabout Examples

Rural – East Clark County



Compact Roundabout Examples

Interchange Ramp – SR 432 (Old Pacific Hwy at I-5)

Compact Roundabout Examples

Urban – SR 20 and Kearney Rd - Port Townsend

Right Sizing
Lane Reduction

Before

Old Hwy 99 at 198th St, Thurston County
Source: Google

After

Old Hwy 99 at 198th St, Thurston County
Source: Google

Right Sizing
Lane Reduction

Before

US97ALT at Ohme Garden Rd, Wenatchee

After


US97ALT at Ohme Garden Rd, Wenatchee
Source: Google

Right Sizing
Lane Reduction

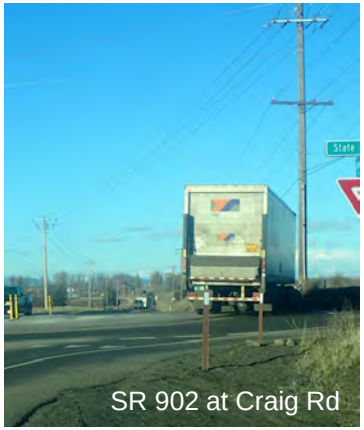
Before

After

Can Trucks Navigate Small Roundabouts?


West Alder St at N 1st St, Shelton


Vernon Rd at 91st Ave, Lake Stevens


SR 902 at Craig Rd


SR 530 at 211th Place, Arlington


SR 500 at 182nd Ave

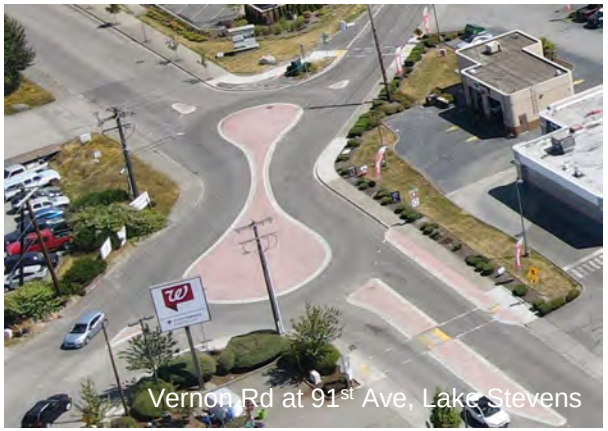
Accommodate trucks & design for smaller vehicles

Resources & Questions


S. Palouse St, Walla Walla
Source: Walla Walla

S. Golden Rd at Utah St, Golden Co
Source: Google


SR 203 at High Rock Rd


Vernon Rd at 91st Ave, Lake Stevens


SR 546 at Northwood Rd

WSDOT Design Manual

WSDOT Standard Plans

NCHRP 1043 –Guide for Roundabouts

FHWA Office of Safety - Intersection Safety

Scott Davis PE – Assistant State Traffic Design Engineer – daviss@wsdot.wa.gov

Mini-Roundabouts & the City Safety Program

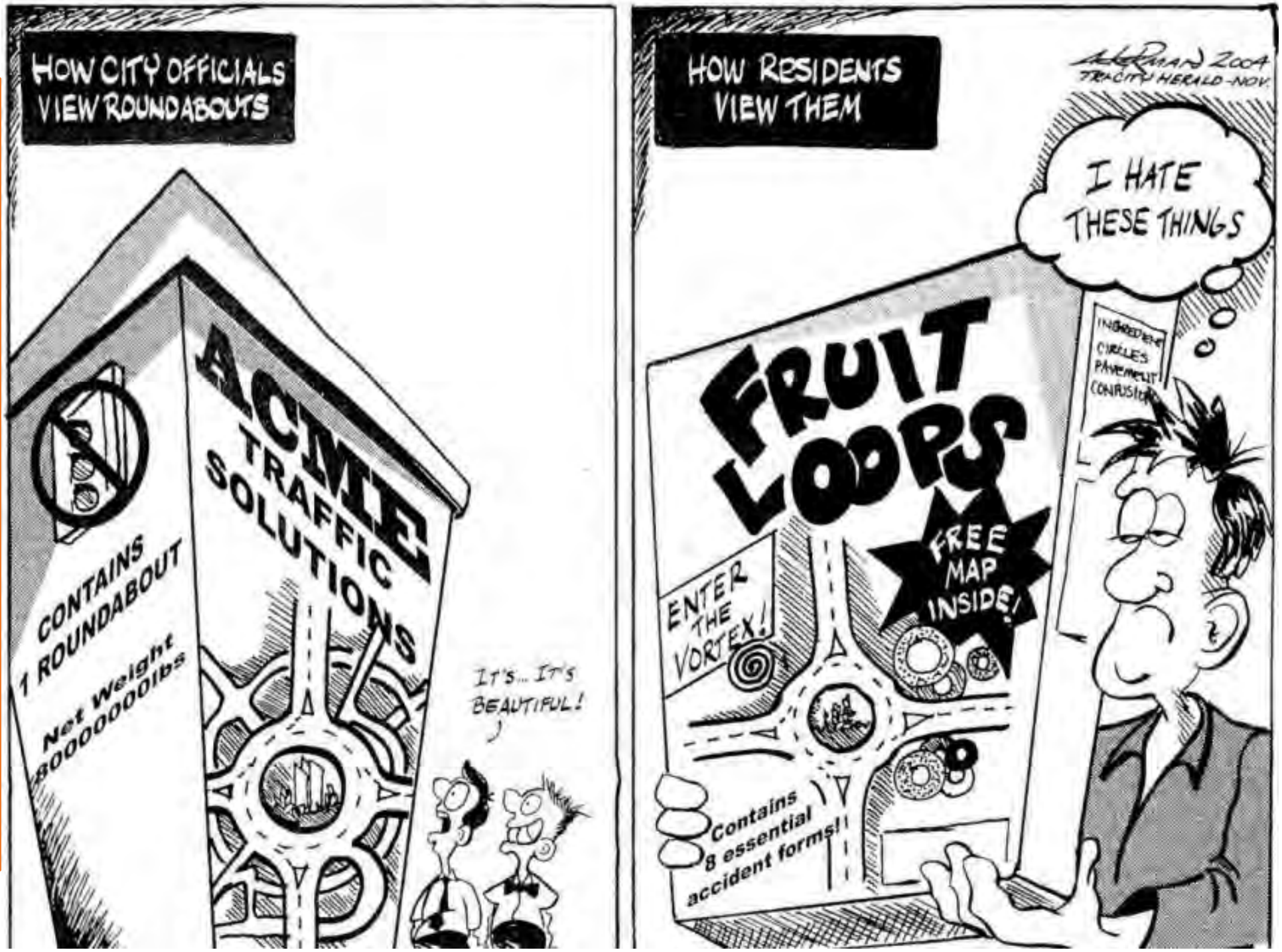
Part of the Rightsizing Roundabouts Session

for the Washington Transportation Professionals Forum

John Deskins, PE, PTOE

Tuesday, April 30, 2024

The Beginning



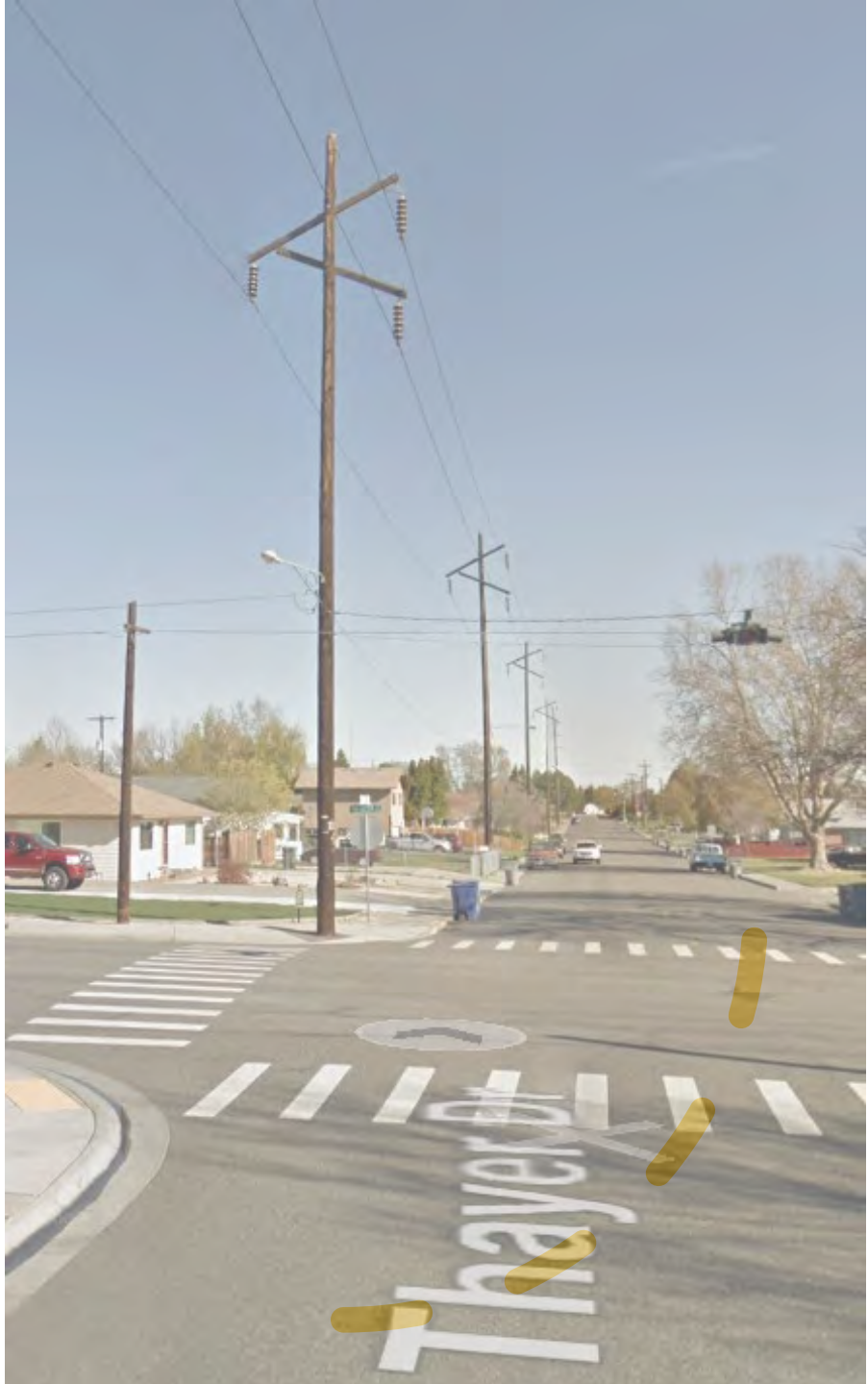
Contents

- Richland’s First Roundabout
- 2018 City Safety Program Roundabout
- Mini-Roundabouts currently in Design
  - Three for 2022 City Safety Program
  - One Developer Roundabout
- Curb Extension Alternative

The First Roundabout in Richland (2002) – Inscribed Circle Diameter (ICD) = 82’

History

- In 2018, the City received a Grant from the City Safety Program to install a Standard Roundabout at the intersection Van Giesen & Thayer.
- So how did we end up with a mini-roundabout?
  - The BPA pole was within the ICD of any typical roundabout design we would have considered.
  - Schedule for pole line relocation was several years out.
  - Rather than wait we changed course and decided to go with a Mini-Roundabout option that would allow the pole to remain in place for now.



History

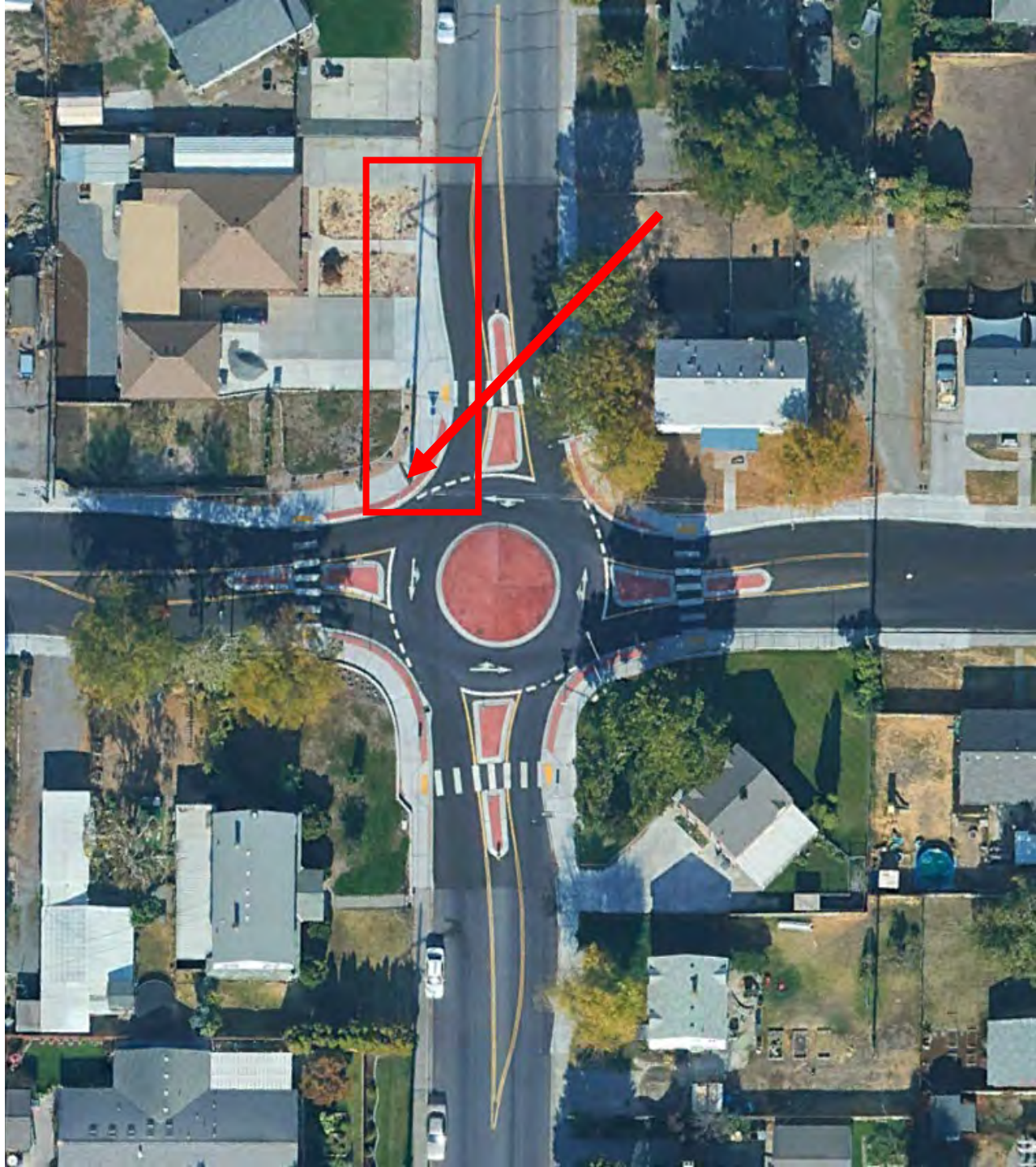
- Van Giesen & Thayer was one of four intersections in the City with overhead beacons. All were at Two-Way Stop Control intersections. There was a reason for these beacons as they all demonstrated high crash rates, even with the beacons in place.
- Though some of the other intersections had more crashes, Van Giesen & Thayer received a spot project on the basis of having a serious injury crash in 2014.

Intersection Facts

- Posted Speeds are 30 mph on 3 out of 4 legs. 25 mph on the other.
- Volumes are about 9000 vpd on Van Giesen (a Minor Arterial) and 2500 vpd on Thayer (a Major Collector)
- PM TEV = 730
- Inscribed Circle Diameter = 67’
- Design vehicles were an Aerial Fire Truck, Transit & School Busses, and we also tested a WB-67 to make sure it could go straight through the intersection. Another common design vehicle we use is a WB-40.

Construction

- Project Opened in Fall of 2021
- Final Cost = $664,000
- There is a lot of curb work on the entry approaches with chicanes and on the splitter islands. New Ramps and widened sidewalks.
- We repaved within the project limits.
- We managed to do the project while the large BPA transmission line was still in place.



Safety Performance

Van Giesen & Mini Thayer Roundabout Economic Analysis					
		Crashes			
Crash Type	**Cost**	**5 years Before**	**2.5 years After**	**Annual Societal Cost Before**	**Annual Societal Cost After**
Fatality (K)	$3,423,400	0	0	$0	$0
Serious Injury (A)	$3,423,400	0	0	$0	$0
Evident Injury (B)	$237,400	3	0	$142,440	$0
Possible Injury (C)	$142,300	2	0	$56,920	$0
Property Damage Only (PDO)	$14,800	8	5	$23,680	$29,600
Totals		**13**	**5**	**$223,040**	**$29,600**

- The initial cost was pretty high, but the savings show out. We are now 2.5 years since opening and at this rate the mini-roundabout will have made up its project cost in societal cost reductions in just 3.5 years.

Signs & Markings

- No Signs in the Central Island
- Object Marker at the splitter
- Pedestrian Crossing Signs
  - Tend to block Yield signs if used
  - In-Street School Crossing Sign used here to avoid this. (not allowed in 11th Edition MUTCD)
- Crosswalk Markings
- Delineator posts (for plows)
- Red stamped concrete

Interesting Photos

- Bicyclists like the roundabout

Interesting Photos

- Works for Everyone!

Interesting Photos

- Make sure that transit & school busses can squeeze between the end of the splitter and the nearest parked car.

Next Steps for the Mini-Roundabout Program

- Remember there were Four Flashing Beacon Locations.
- Though the first roundabout was successful, the cost was pretty high, so I wanted to try and pursue these projects in a more cost-effective way.
- We applied for a Systemic Intersection Improvement project grant in the 2022 City Safety program, where we received mini-roundabout funding for the other locations as well as some funds for some other cost-effective intersection treatments.

Splitter Islands

Are they really necessary?

- Entry Curbing in plastic avoiding the cost of full curbing at splitter islands. This is an example of Tuff-Curb from Impact Recovery Systems we considered.

Alternate Materials and Modular Installations to Reduce Cost

- Splitter islands and central islands filled with rubber material or even asphalt. Here's a Virginia DOT example of a modular roundabout.

Photo below from completed VDOT modular roundabout at Otterdale Road and Hampton Park Drive in Chesterfield County:

The Virginia Department of Transportation built this modular roundabout in Chesterfield County. A similar one is being considered for Stafford County.
VIRGINIA DEPARTMENT OF TRANSPORTATION

The Real Costs

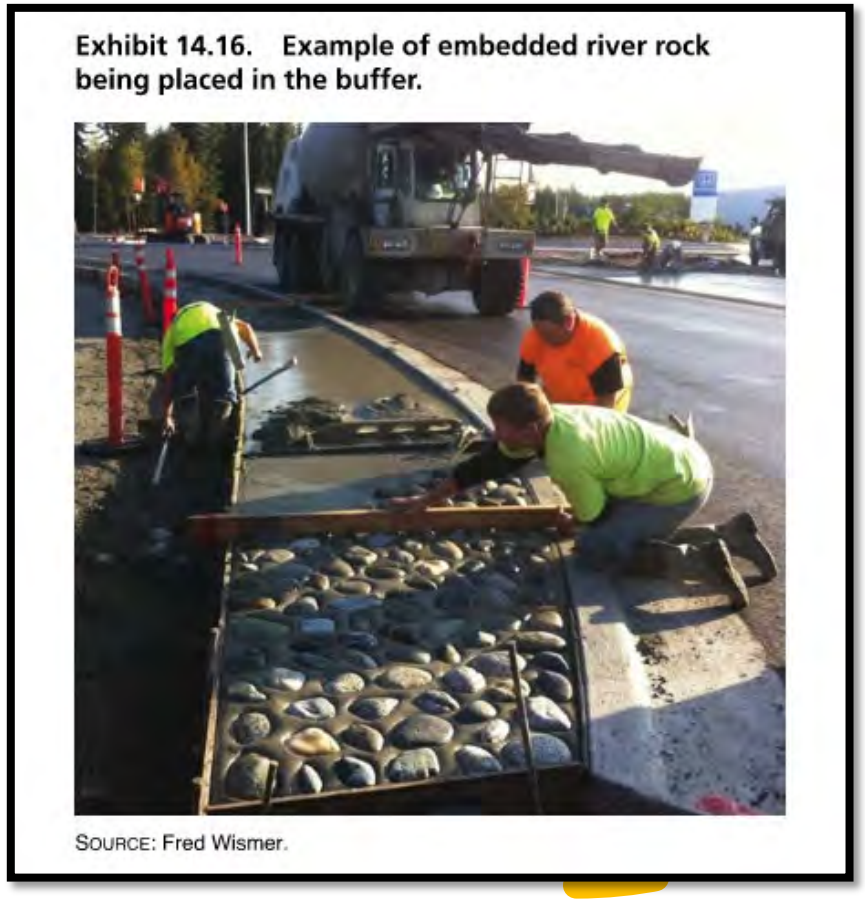
- Many of the corners had diagonal ramps that wouldn’t work. We basically needed eight new ramps at each intersection.
- Sidewalks, if they existed were typically 4 feet wide. We needed to widen the sidewalks to a minimum of 5’ and we also needed to provide a non-traversable 2’ buffer for horizontal separation per PROWAG
- Extra width of the sidewalk and buffer meant more potential for property impacts including potential right-of-way needs. In this case the bigger problem was that we were adding retaining walls at some locations.
- Pavement patching was also substantial and based upon the size patches we require, you are pretty much going to end up paving the whole roundabout.
- We decided to consider some Street Lighting as well.

Horizontal Separation

- For the buffer we weren't sure what to use. Grass was definitely out. It needed to be drivable so vehicle off tracking wouldn't destroy them.

Rock Blanket at Handford Armona Road at SR 198 in CA

From NCHRP 1043 –Guide for Roundabouts



Safety

- From ***Mini-Roundabout CMF Development*** published by North Carolina DOT in 2021
  - CMF stands for Crash Modification Factors.

Table ES-2. Recommended CMFs for a mini-roundabout.

Crash severity type	CMF	Standard error	Confidence interval	Lower limit	Upper limit	Statistical significance
			TWSC/OWSC intersection			
Total	*0.83*	0.08	± 1.96	0.67	0.98	Significant at α=0.05
FI	*0.41*	0.09	± 1.96	0.23	0.59	Significant at α=0.05
PDO	1.09	0.12	± 1.96	0.86	1.32	Not significant
			AWSC intersection			
Total	*3.25*	0.27	± 1.96	2.72	3.78	Significant at α=0.05
FI	*1.74*	0.26	± 1.96	1.23	2.25	Significant at α=0.05
PDO	*3.83*	0.31	± 1.96	3.22	4.44	Significant at α=0.05

- There is also the broader scoped document:
  - NCHRP 888 - *Development of Roundabout Crash Prediction Models and Methods* (2019)

Crash Statistics for the Before Condition

Swift & Wright

Type	Cost	Last 5 years	Annual Societal Cost	Projected Annual Societal Cost	Annual Reduction
Fatality (K)	$3,423,400	0	$0		
Serious Injury (A)	$3,423,400	0	$0		
Evident Injury (B)	$237,400	2	$94,960		
Possible Injury (C)	$142,300	5	$142,300	$97,276.60	
Property Damage Only (PDO)	$14,800	18	$53,280	$58,075.20	
Totals		**25**	**$290,540**	**$155,352**	**$135,188**

Thayer & Williams

Type	Cost	Last 5 years	Annual Societal Cost	Projected Annual Societal Cost	Annual Reduction
Fatality (K)	$3,423,400	0	$0		
Serious Injury (A)	$3,423,400	0	$0		
Evident Injury (B)	$237,400	6	$284,880		
Possible Injury (C)	$142,300	3	$85,380	$151,806.60	
Property Damage Only (PDO)	$14,800	9	$26,640	$29,037.60	
Totals		**18**	**$396,900**	**$180,844**	**$216,056**

Stevens & Symons

Type	Cost	Last 5 years	Annual Societal Cost	Projected Annual Societal Cost	Annual Reduction
Fatality (K)	$3,423,400	0	$0		
Serious Injury (A)	$3,423,400	1	$684,680		
Evident Injury (B)	$237,400	2	$94,960		
Possible Injury (C)	$142,300	3	$85,380	$354,658.20	
Property Damage Only (PDO)	$14,800	8	$23,680	$25,811.20	
Totals		**14**	**$888,700**	**$380,469**	**$508,231**

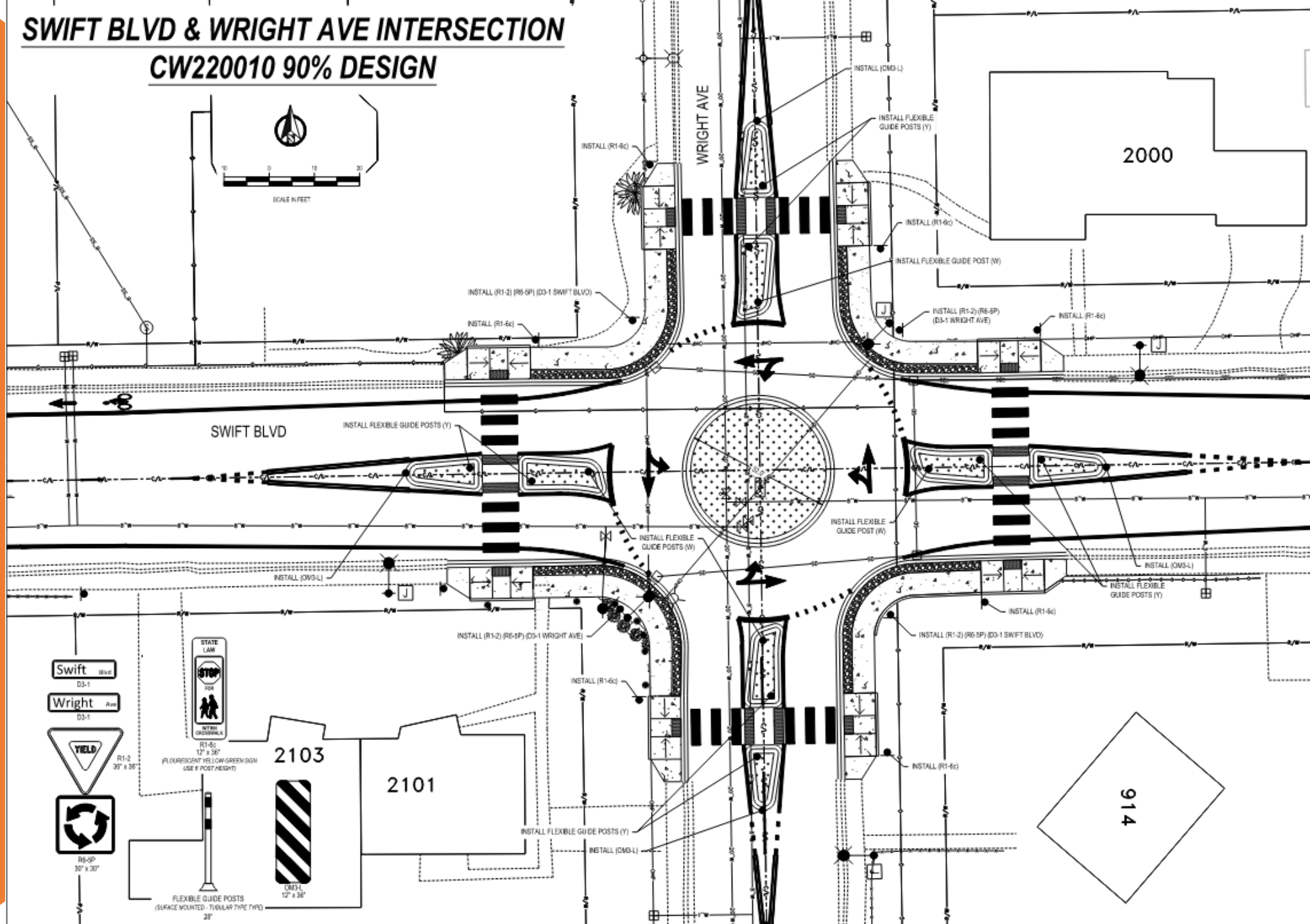
Swift & Wright

ICD = 66’

PM TEV = 765

Splitter Type = Standard WSDOT Type 2 curb for Roundabouts

Crosswalk Signing will change



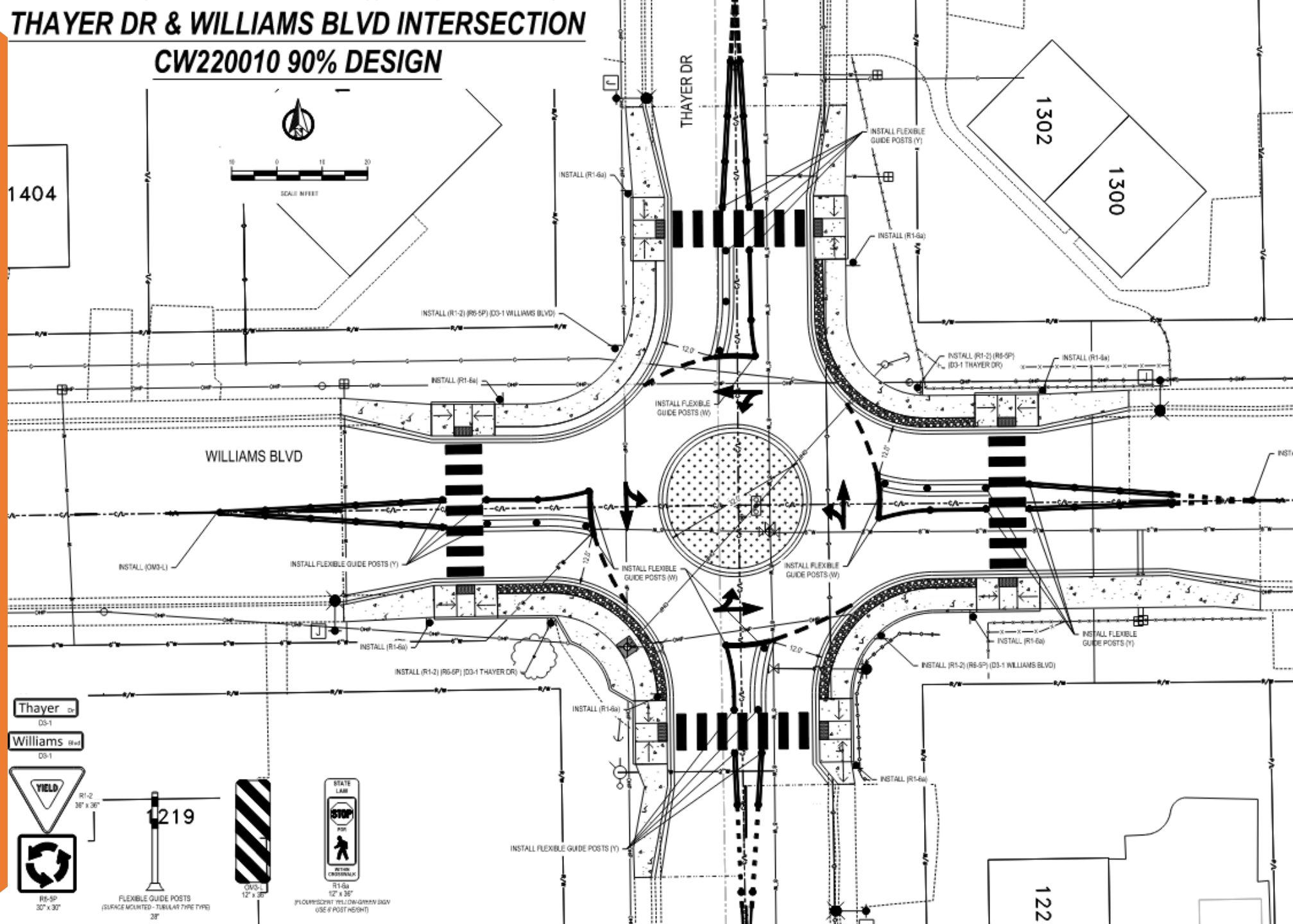
Thayer & Williams

ICD = 67’

PM TEV = 550

Splitter Type =
Double-Faced Concrete Curb (modified to be mountable) along with Paint with Delineators

Necked Down
to reduce ROW impacts



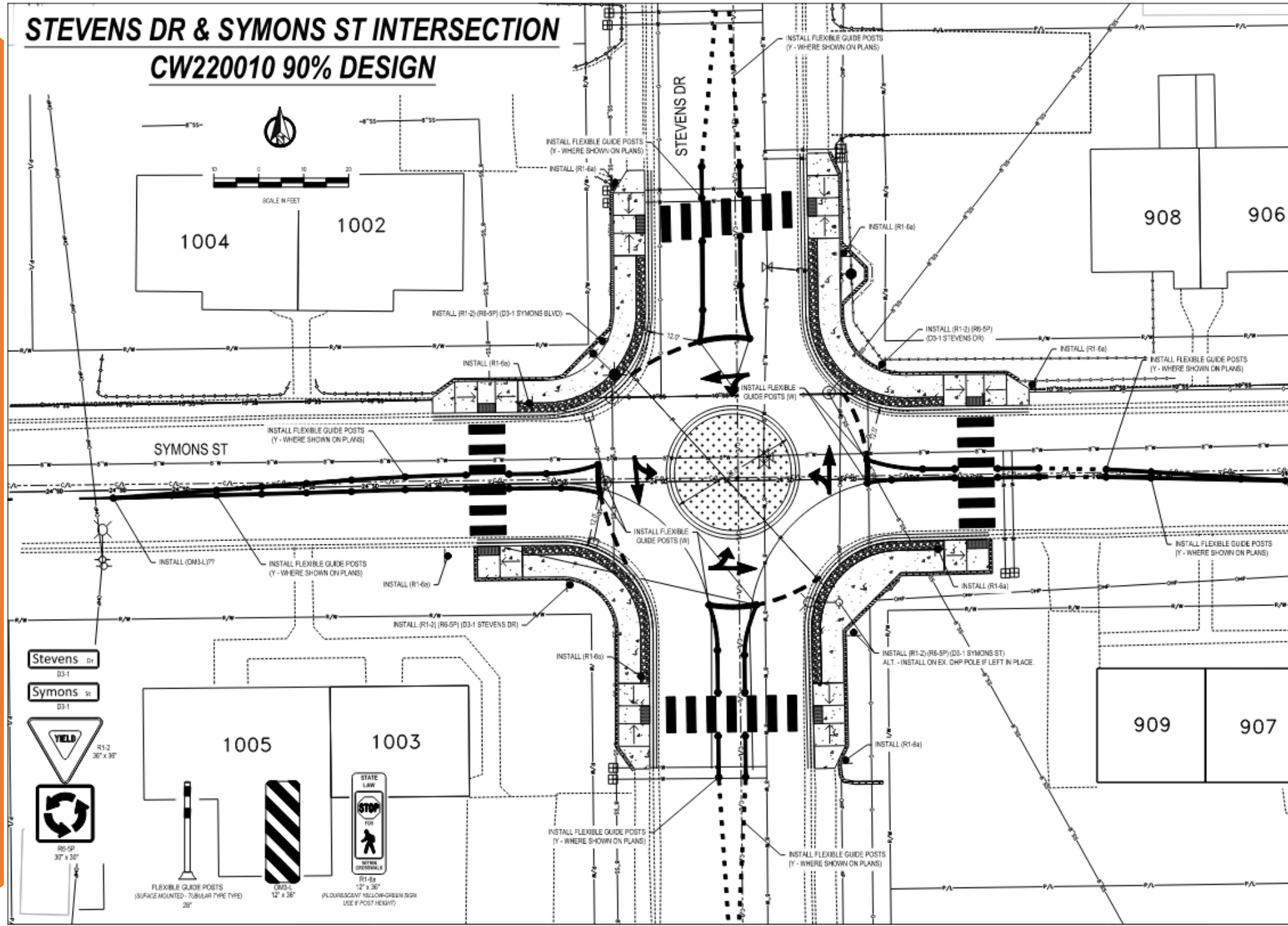
Stevens & Symons

ICD = 62’

PM TEV = 600

Splitter Type = Paint & Delineators Only

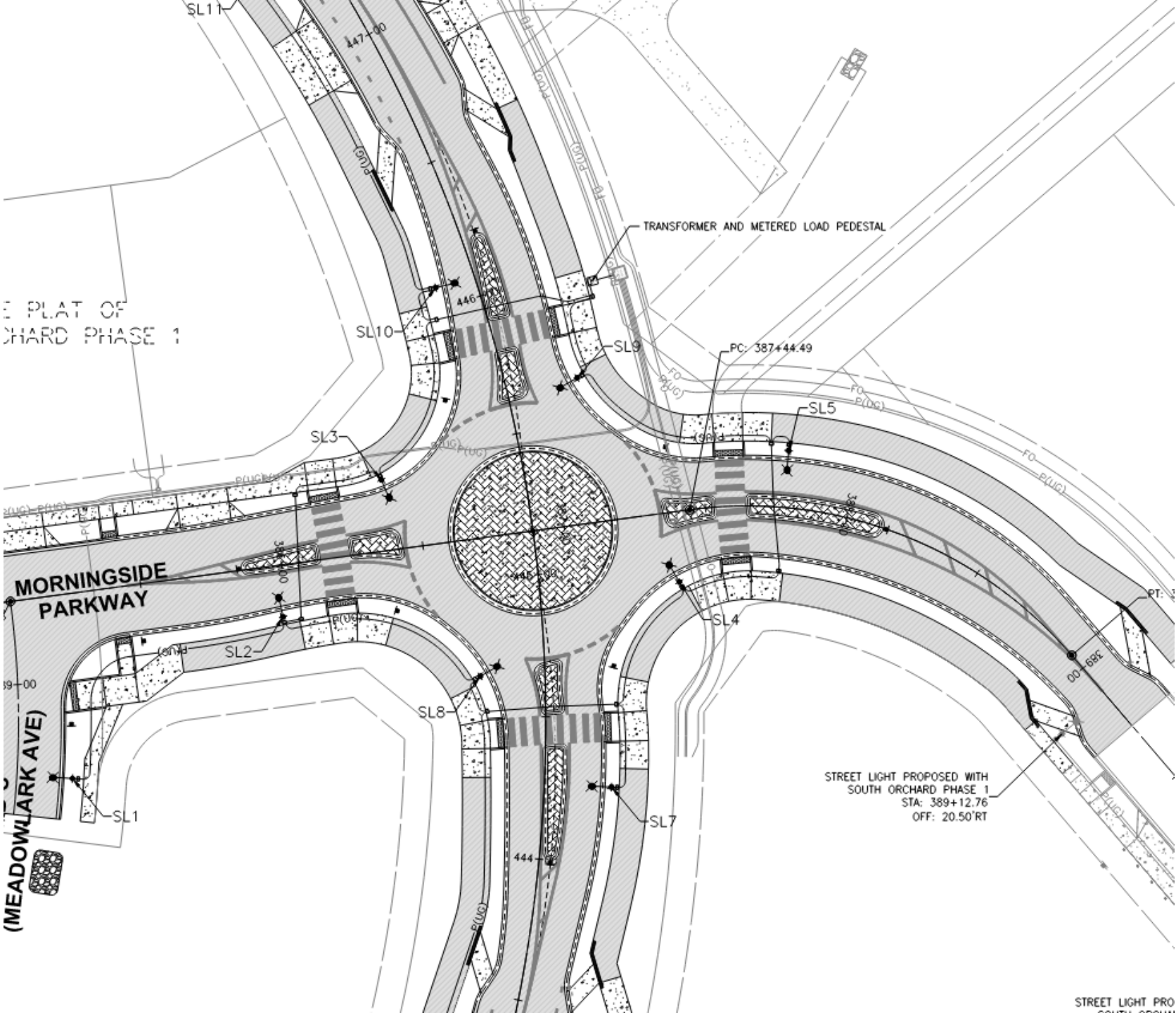
Retaining Wall Modifications Needed on all four properties due to grades.



Gage & Morningside

ICD = 90’

Bike Ramps with Tactile Directional Indicators (TDI)



What if you can’t afford a mini-roundabout

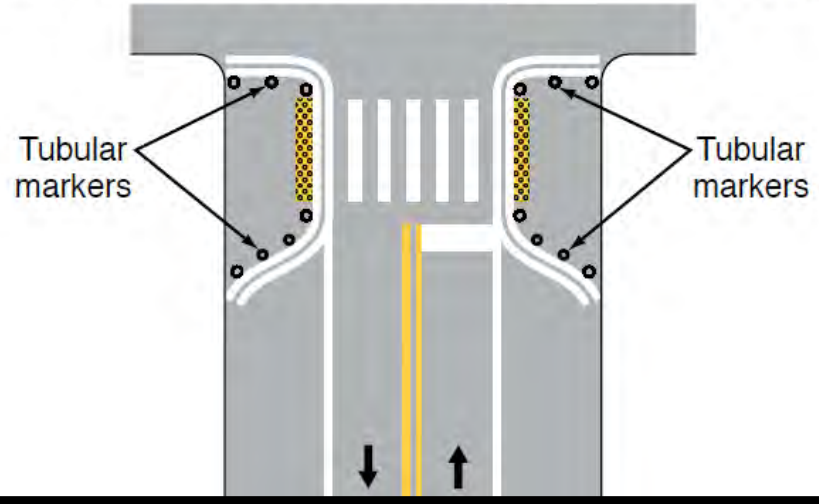
- Williams & Wright – Over time the previous traffic engineer had tried a larger Stop sign, a Stop Ahead sign, and a Stop Ahead stencil on the pavement. I tried a 12” solar LED over the stop sign. Nothing had much success.
- Finally, our Transportation & Development Director suggested a low-cost curb extension done in paint and delineators.

Curb Extensions/ Neckdown

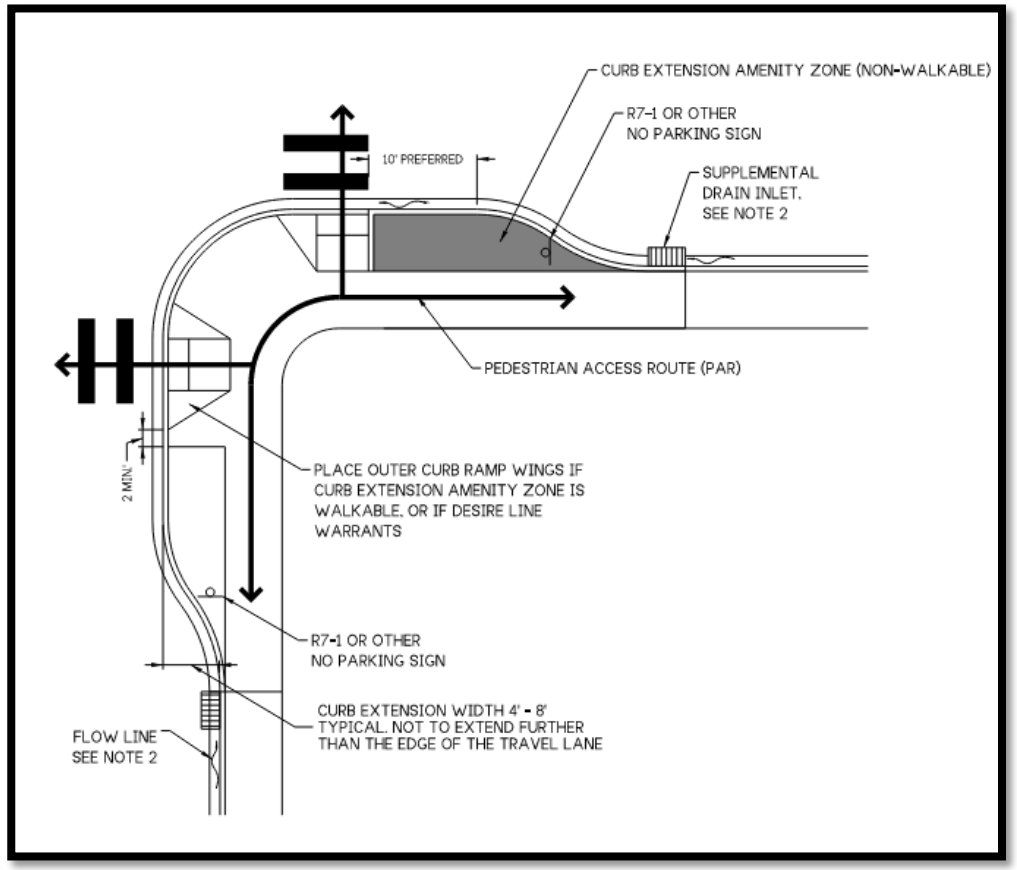
MUTCD – 11th Edition

Figure 3J-6. Examples of Sidewalk Extensions Designated by Pavement Markings and Channelization

A – Sidewalk extension to reduce the pedestrian crossing distance



Curb Extensions from WSDOT Active Transportation Manual



Wright & Williams

Plan View for Painted Curb Extension

Wright & Williams

Curb Extensions

Wright & Williams

Wright & Williams

Wright & Williams

Safety Performance

Wright & Williams Curb Extensions Economic Analysis					
		Crashes			
Crash Type	**Cost**	**5 years Before**	**2 years After**	**Annual Societal Cost Before**	**Annual Societal Cost After**
Fatality (K)	$3,423,400	0	0	$0	$0
Serious Injury (A)	$3,423,400	0	0	$0	$0
Evident Injury (B)	$237,400	4	0	$189,920	$0
Possible Injury (C)	$142,300	4	0	$113,840	$0
Property Damage Only (PDO)	$14,800	16	2	$47,360	$14,800
Totals		**24**	**2**	**$351,120**	**$14,800**

- Because this treatment has worked so well. We are trying it at two more locations with funding from our 2022 City Safety Intersection Grant.

The End

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Traffic Engineer, City of Richland
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(509) 942-7514
jdeskins@ci.richland.wa.us

Interesting Photos

- OK. The bus still had to run over the splitter island.


Richland
914 Wright Ave
Richland, Washington
Google Street View
Jun 2023
See more dates
Swift &
Wright
PM TEV = 765
Current Annual
Societal Cost =
$290,540
Wright Ave
STOP
Google

Thayer & Williams

PM TEV = 555

Current Annual Societal Cost
= $396,900

Stevens & Symons

PM TEV = 600

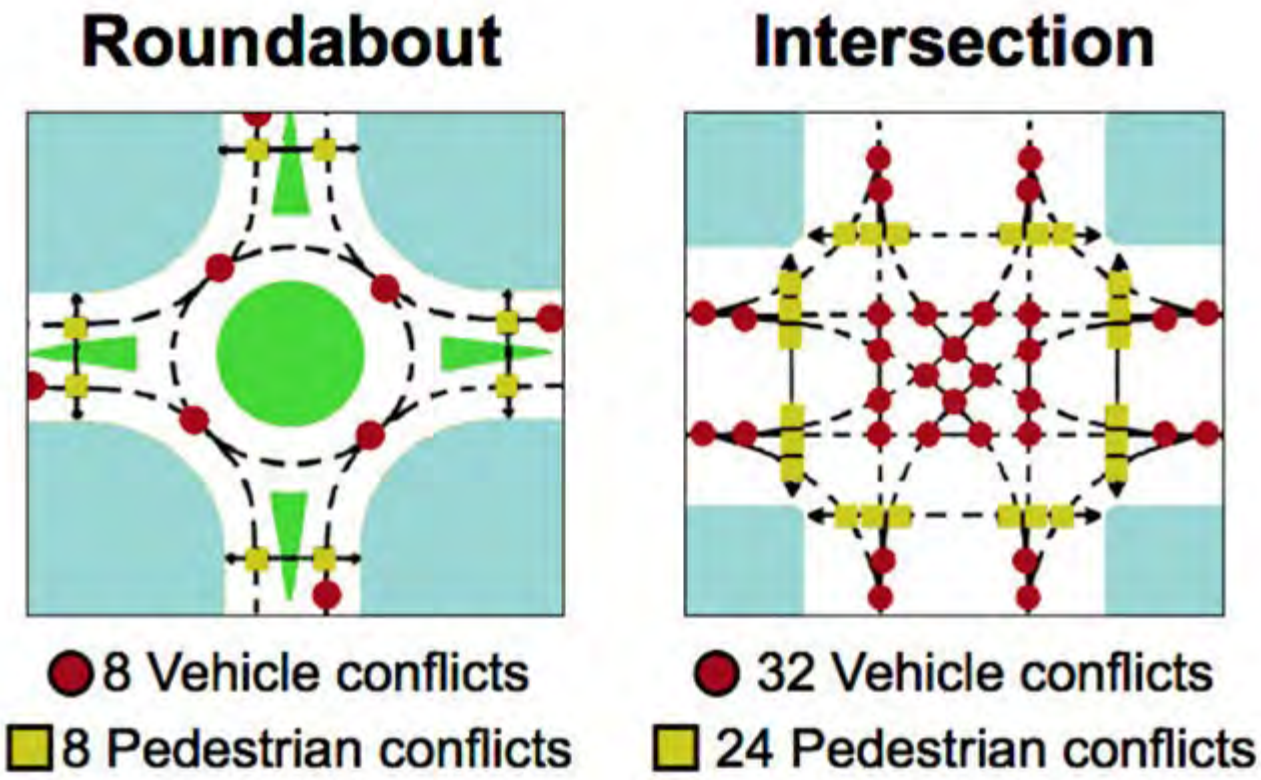
Current Annual Societal Cost = $888,700

Splitter Islands

- As it turns out we decided to try three different splitter island alternatives.
  - Full splitters similar to Van Giesen & Thayer for the intersection of Swift & Wright. A similar intersection that gets about 8000 vpd on Swift and about 4000 vpd on Wright.
  - Partial Raised splitter using WSDOT dual faced curbing similar to the original tough curb idea.
  - Painted Splitter Islands.

Safety

- **Conflict Analysis**



Crosswalk Locations

From NCHRP 1043 –Guide for Roundabouts

> Roundabouts have design features specifically intended to serve people walking, including the following considerations:
>
> - Motor vehicle speeds are designed to be low, improving a driver's ability to react and yield to pedestrians. If a driver collides with a pedestrian, the kinetic energy is lower to reduce the likelihood of severe injury or death.
> - Crossing locations are set back from the roundabout circulatory roadway to separate the driver decisions at the crosswalk from the driver decisions at the circulatory roadway.

- As I've prepared for this presentation and looked at the original mini-roundabout design that I showed earlier, I think it's worth asking ourselves if some of these roundabouts would be better with crosswalks closer, basically right up near the yield line.
- Driver yielding should still be more than adequate at entry and we might get better driver compliance on the downstream side.
- As long as pedestrian and vehicle volumes are low to medium.

25 Years of Practice Negotiating Horizontal Bumps in the Road

Washington Transportation Professionals Forum

2024 Apr 30

Rick Perez, P.E.

City Traffic Engineer

Background

Sharjah, United Arab Emirates; 1982

- 250,000 Population
- No traffic signals
- No congestion

Why?

Roundabouts!

Federal Way 1999

Proposed Additions

82 Townhomes

50 Acres Commercial

10 Acres Commercial

Weyerhaeuser Technology Center

90 single-family homes

260,000 SF Office

300,000 SF Office

Weyerhaeuser Corporate Headquarters

65,000 SF Office

65,000 SF Office

120,000 SF Office

Forecast Conditions

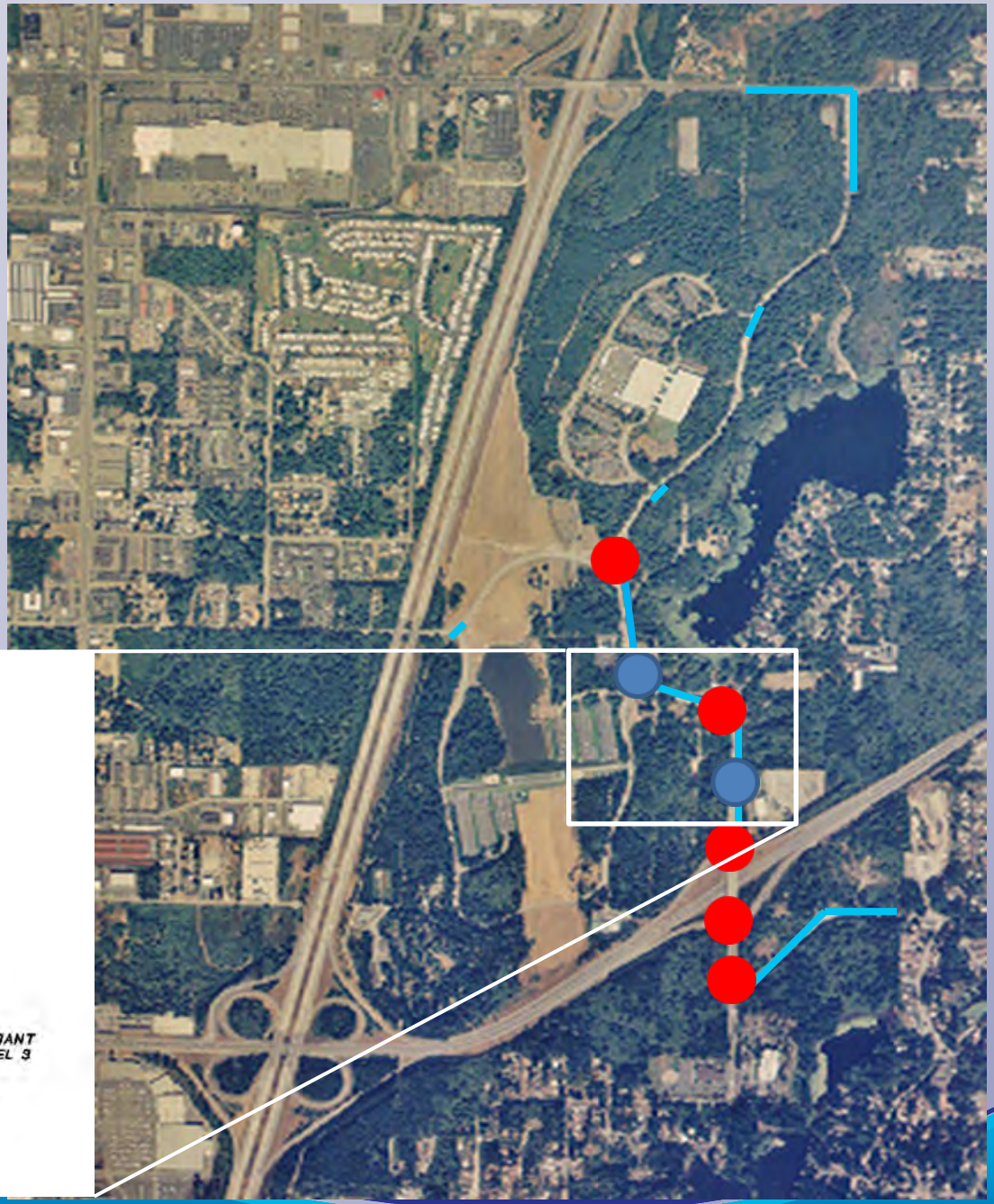
Signal Warrants Met

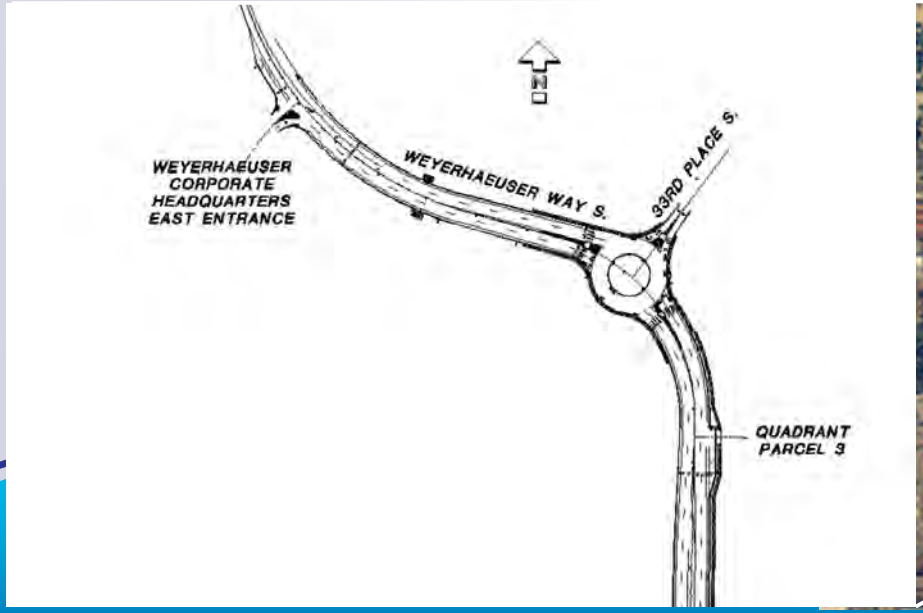
Roadway Widening Needed

- High speeds
- Poor sight distance at driveways and intersections

Proposal

- Roundabout
- Turn Restrictions
- Roadway Widening

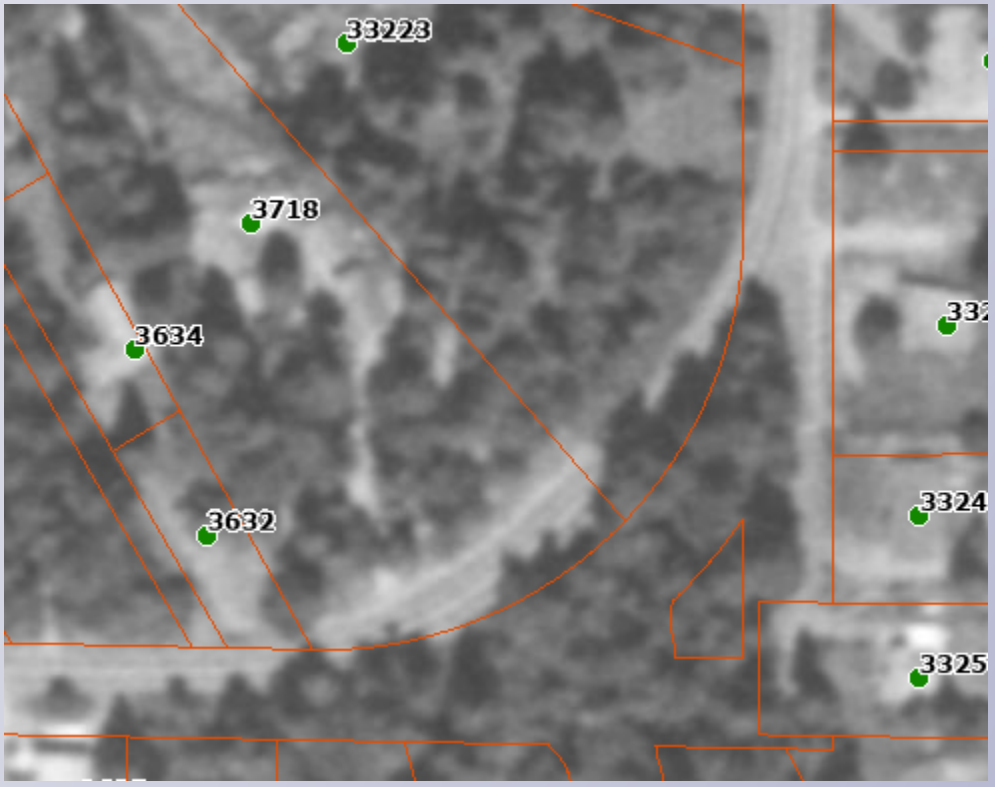




Roundabouts for Access Management

- Improve safety
- Maintain arterial capacity
- Cost less to operate and maintain
- Function safely without electricity
- Accommodate high U-Turn volumes
- Improve side street capacity

Substandard Curve



- Existing road outside of ROW
- Property to south has only access to public ROW here
- 90-lot subdivision proposed.
- Bringing curve up to standards would require full takes on 3 houses.

Roundabout Replaces Substandard Curve

Yes, it really is within ROW.

Design Vehicle Check

Which is it?

- Garbage truck?
- S-BUS? (Not a transit route)
- SU-30? (Not a truck route)

Learning From Others' "Mistakes"

Question:

What does context-sensitive design mean?

Learning From Others' "Mistakes"

Question:

What does context-sensitive design mean?

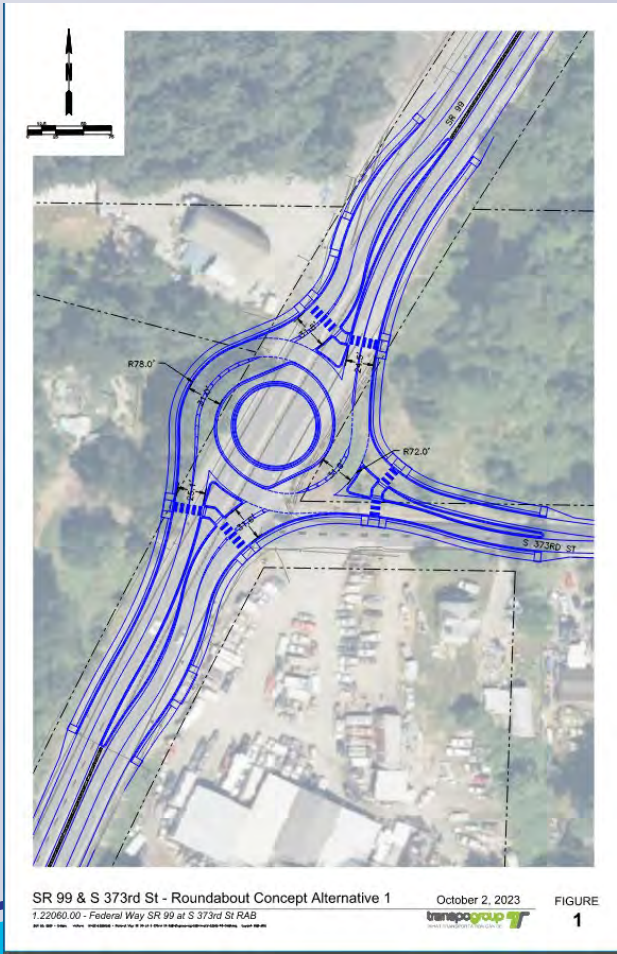
Answer:

The design can be approved by the State and your City Council.

Learning From Others' "Mistakes"

- Project for roundabout on high-speed state highway.
- Opposition to roundabout at this location based on another roundabout nearby.
- Design philosophy issue: how to handle large vehicles while minimizing pedestrian crossing distances and vehicle speeds.

Central Question



Can large vehicles take two lanes?

YES ⟸ NO ⟹

Longest Ped Crossing

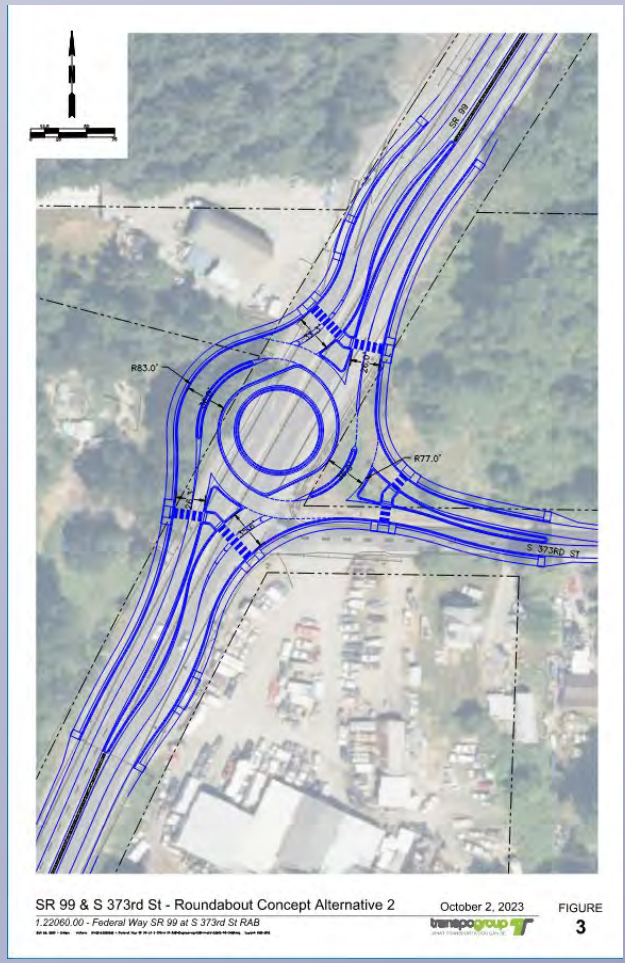
31.6’ 35.6’

Entry Speeds

30.1 mph 25.2 mph

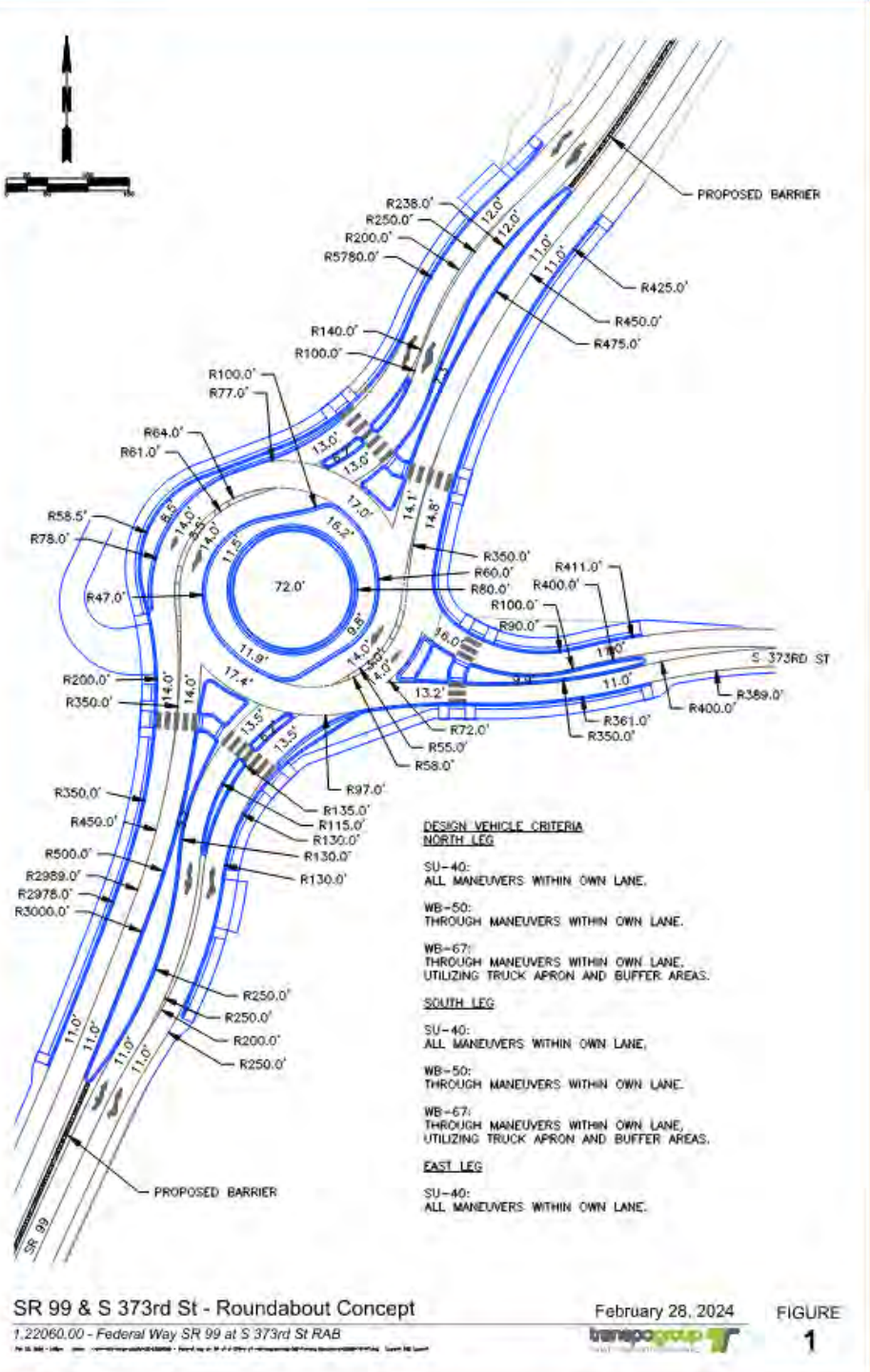
Circulating Speeds

22.7 mph 16.6 mph



Compromise

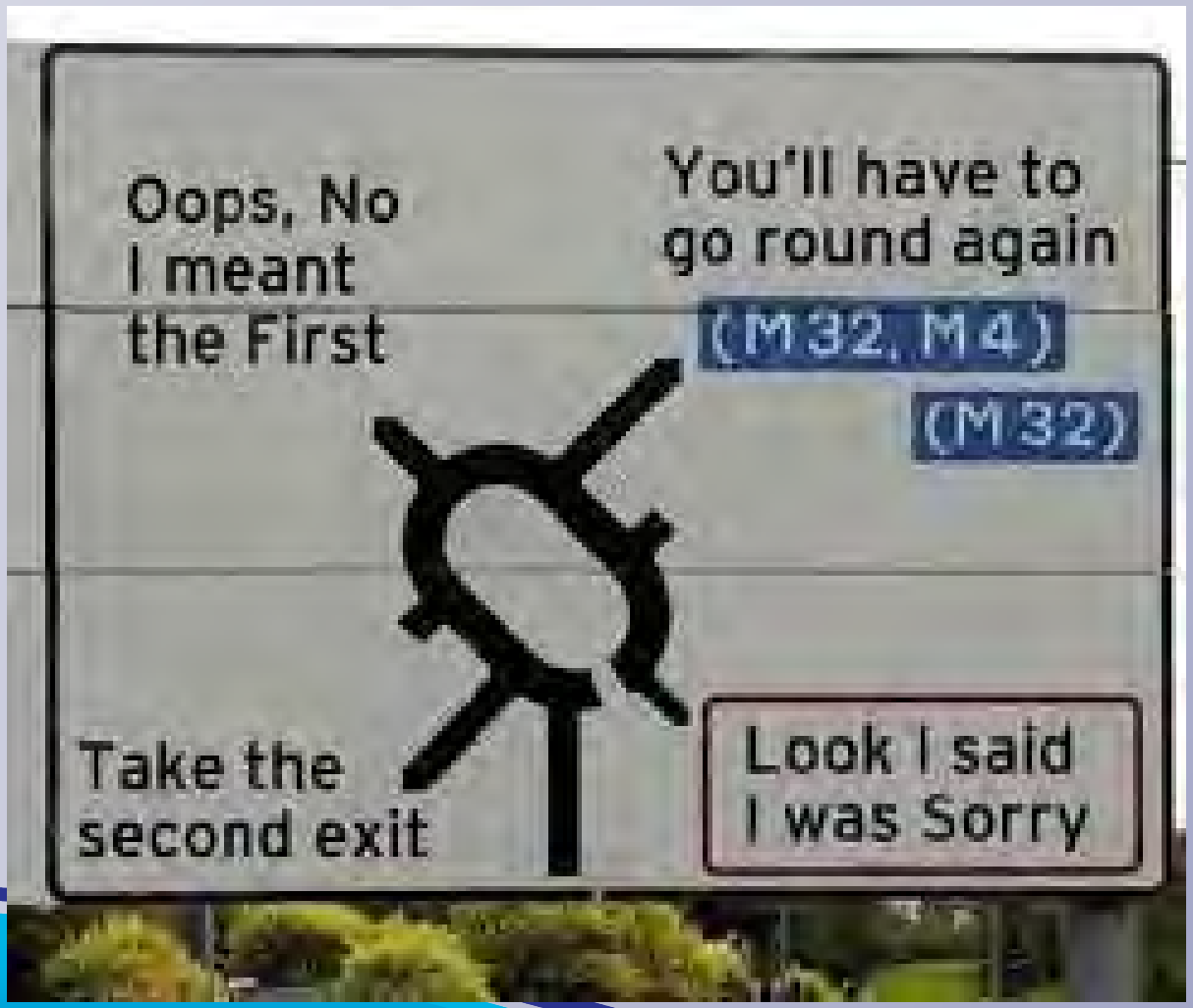
- All vehicles in own lane
- WB-67's use truck aprons
- Raised splitters on approach lanes, not in circulating roadway



Guidance

- Context matters!
  - Weyerhaeuser wanted to maintain rural atmosphere; signals wouldn't do that.
  - High truck volumes and low ped volumes -> staying in lanes > minimal ped crossing distance
- Check your design vehicle!
- Roundabouts go beyond mere traffic control
  - Alignment issues
  - Access Management
  - Ambience

Questions?


Oops, No
I meant
the First
You'll have to
go round again
(M32, M4)
(M32)
Take the
second exit
Look I said
I was Sorry

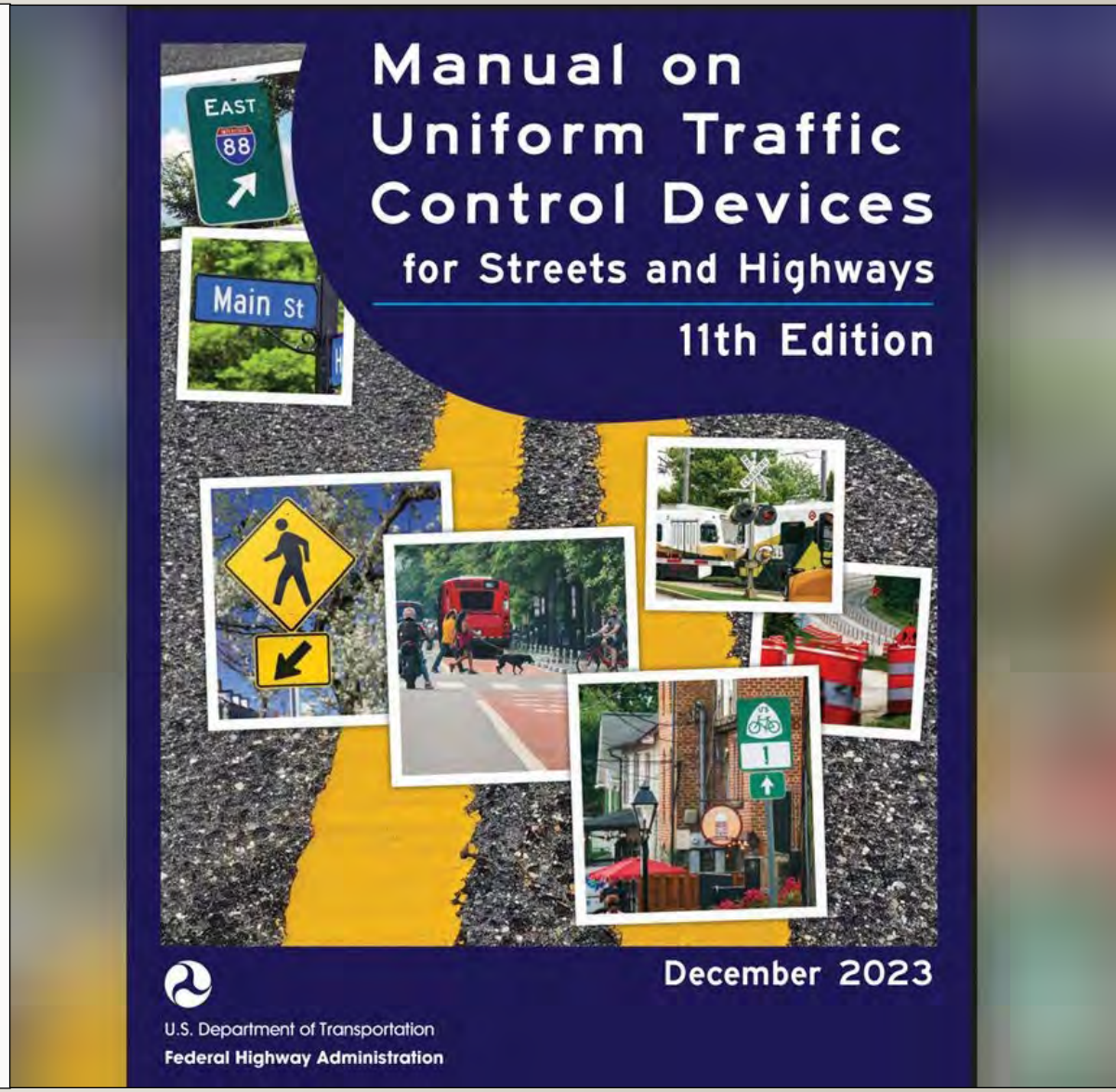
MUTCD
State Approval Process

Trevor McCain

WSDOT Transportation Operations Division

Matthew Enders, P.E.

WSDOT Local Programs Division



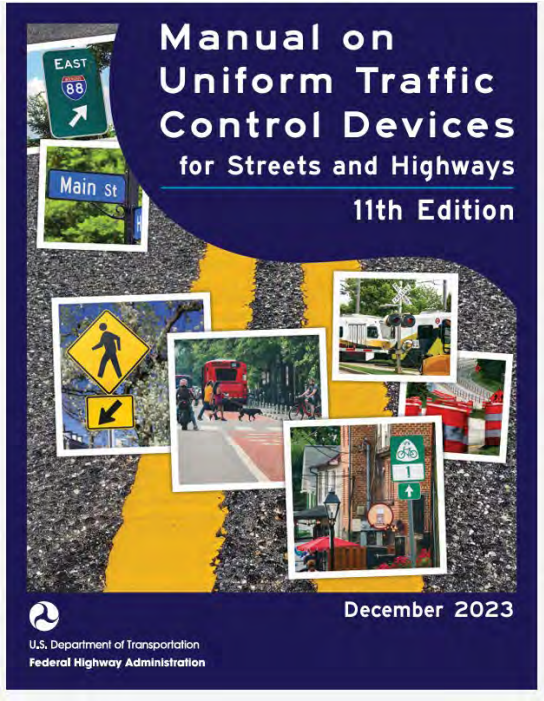
MUTCD Update

11th Edition MUTCD Discussion

Trevor McCain, WSDOT Traffic Signing Specialist

Updated March 2024

Adoption Timeline



6/2022:Technical Review Committee (TRC) established to review the new MUTCD and update/submit changes to the WAC. Minor revisions to existing WAC were made at this time.

12/2023: Final Rule issued by FHWA. States have two years to adopt MUTCD.

1/2024: TRC Meetings begin with review of existing WAC and RCW. Expected review period to last 12-18 months.

5/2025: Begin WAC adoption process based on TRC review of MUTCD.

12/2025: 11th Edition MUTCD and WAC adoption process complete.

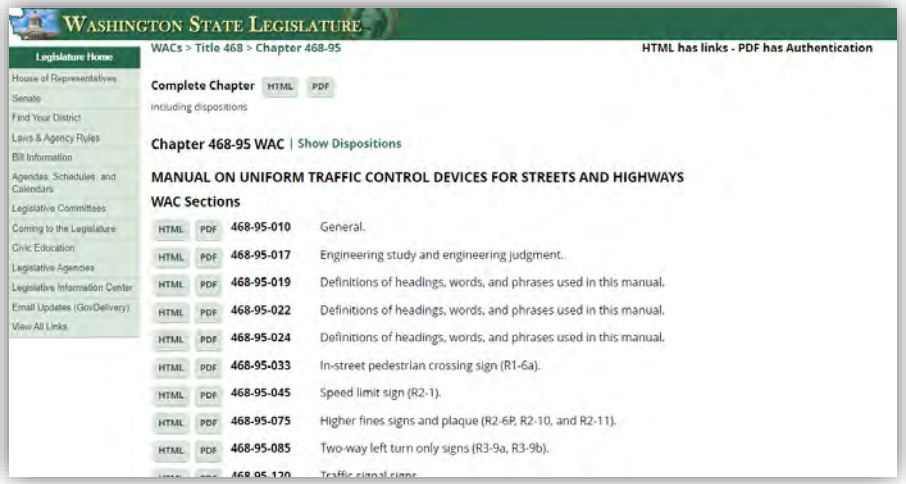
Adopting the MUTCD for Washington

23 CFR 655.603

State may make modifications to Standards in the MUTCD based on state law in existence prior to 1/16/2007.

The Guidance statements contained in the national MUTCD shall also be in the State MUTCD or Supplement unless the reason for not including it is satisfactorily explained based on engineering judgment, specific conflicting State law, or a documented engineering study.

Changes must still be in substantial conformance with MUTCD and approved by FHWA.



https://app.leg.wa.gov/WAC/default.aspx?cite=468-95

Washington Modifications to the MUTCD can be found in WAC 468-95.

MUTCD Technical Review Committee (TRC)

TRC consists of staff from:

WSDOT:

- Transportation Operations
- Active Transportation
- Safety & Systems Analysis
- Design Office
- Local Programs
- Northwest Region Traffic
- Olympic Region Traffic
- Eastern Region Traffic
- Southwest Region Traffic
- Maintenance

Local Agencies:

- City of Richland
- City of Seattle
- City of Tacoma
- City of Montlake Terrace
- City of Federal Way
- City of Spokane
- Island County

Private Sector:

- Transpo Group
- Casseday Consulting

Washington State Office of the Attorney General

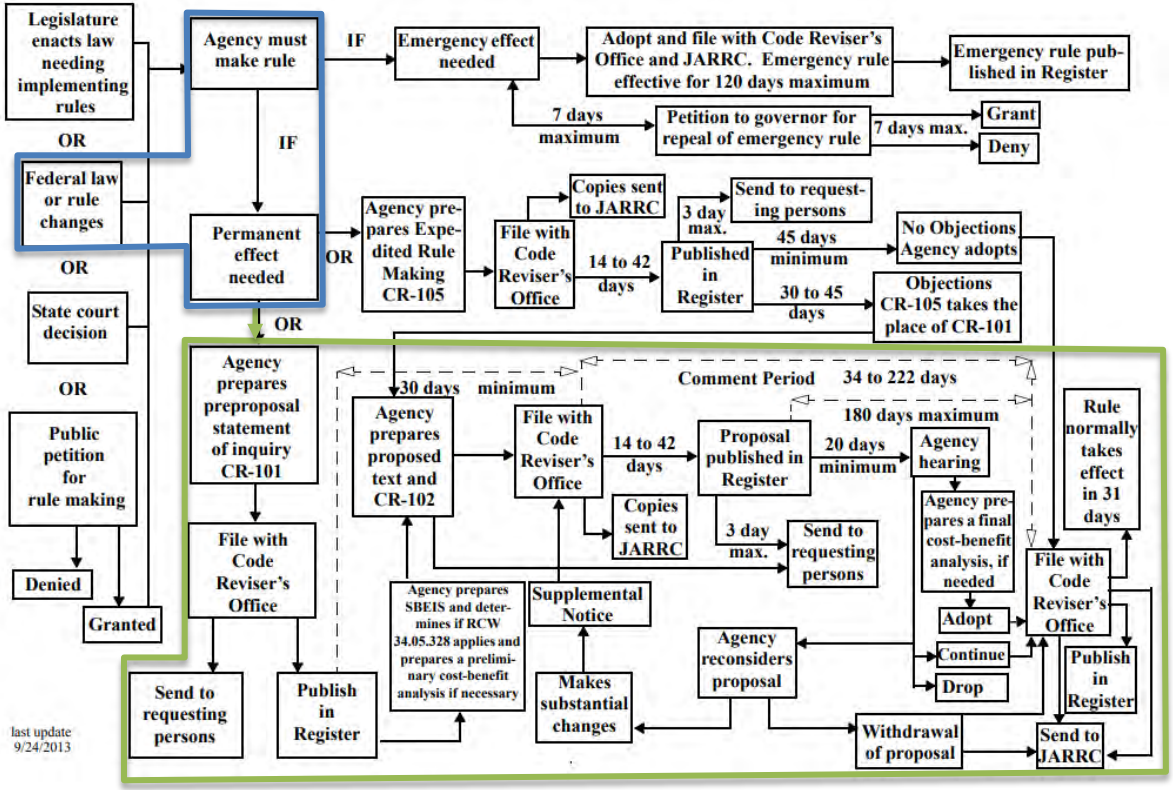
Federal Highway Administration (FHWA)

MUTCD Technical Review Committee (TRC)

The TRC meets monthly to discuss changes:

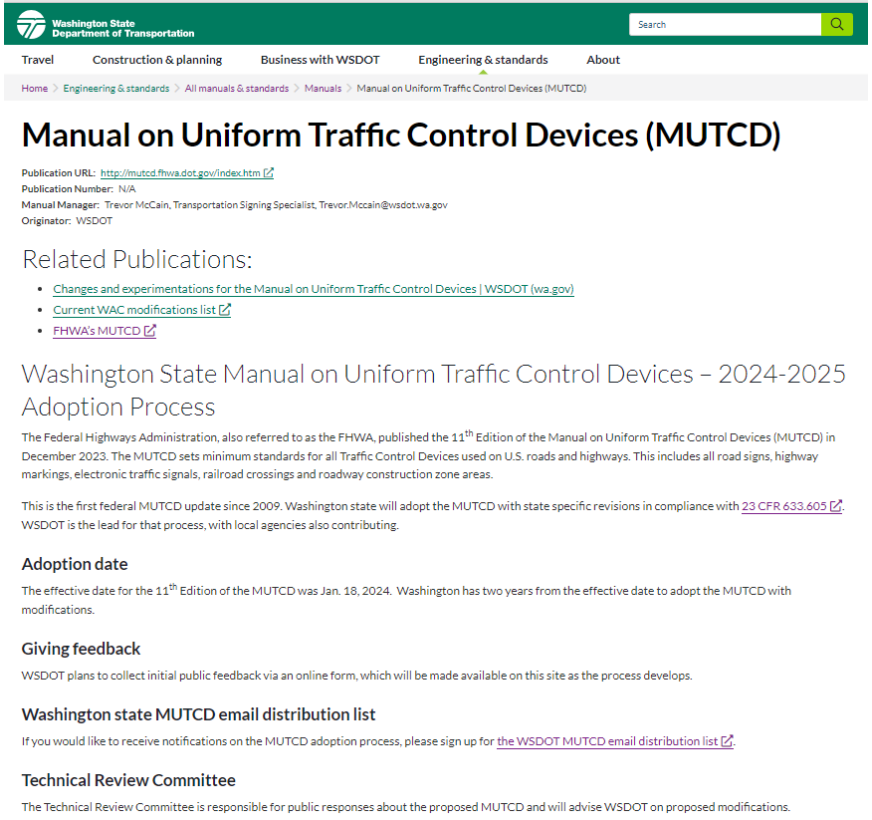
- Review MUTCD updates
- Determine if there is a conflict with state law (RCW and WAC)
- Assess comments received and provide feedback
- Recommend modifications/additions to WAC
- Provide updates to Code Reviser and assist in the WAC adoption process.

RULE-MAKING PROCESS



https://leg.wa.gov/CodeReviser/Documents/registerflowchart.pdf

WSDOT MUTCD Information Page



Washington State Department of Transportation

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Home > Engineering & standards > All manuals & standards > Manuals > Manual on Uniform Traffic Control Devices (MUTCD)

Manual on Uniform Traffic Control Devices (MUTCD)

Publication URL: http://mutcd.fhwa.dot.gov/index.htm
Publication Number: N/A
Manual Manager: Trevor McCain, Transportation Signing Specialist, Trevor.Mccain@wsdot.wa.gov
Originator: WSDOT

Related Publications:

- Changes and experimentations for the Manual on Uniform Traffic Control Devices | WSDOT (wa.gov)
- Current WAC modifications list
- FHWA's MUTCD

Washington State Manual on Uniform Traffic Control Devices – 2024-2025 Adoption Process

The Federal Highways Administration, also referred to as the FHWA, published the 11th Edition of the Manual on Uniform Traffic Control Devices (MUTCD) in December 2023. The MUTCD sets minimum standards for all Traffic Control Devices used on U.S. roads and highways. This includes all road signs, highway markings, electronic traffic signals, railroad crossings and roadway construction zone areas.

This is the first federal MUTCD update since 2009. Washington state will adopt the MUTCD with state specific revisions in compliance with 23 CFR 633.605. WSDOT is the lead for that process, with local agencies also contributing.

Adoption date

The effective date for the 11th Edition of the MUTCD was Jan. 18, 2024. Washington has two years from the effective date to adopt the MUTCD with modifications.

Giving feedback

WSDOT plans to collect initial public feedback via an online form, which will be made available on this site as the process develops.

Washington state MUTCD email distribution list

If you would like to receive notifications on the MUTCD adoption process, please sign up for the WSDOT MUTCD email distribution list.

Technical Review Committee

The Technical Review Committee is responsible for public responses about the proposed MUTCD and will advise WSDOT on proposed modifications.

https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/manual-uniform-traffic-control-devices-mutcd

For MUTCD adoption information, contact:

Trevor McCain – Traffic Signing Specialist, WSDOT Transportation Operations
Trevor.McCain@wsdot.wa.gov

For Washington State MUTCD adoption comments and feedback:

mutcd@wsdot.wa.gov

Links:

FHWA MUTCD page:
https://mutcd.fhwa.dot.gov/index.htm

WSDOT MUTCD page:
https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/manual-uniform-traffic-control-devices-mutcd

Washington MUTCD modifications (WAC 468-95)
https://app.leg.wa.gov/WAC/default.aspx?cite=468-95

23 CFR 655.603
https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-655/subpart-F/section-655.603

MUTCD Current Law Edition

For Questions

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City Safety & Traffic Programs Manager
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Current Law MUTCD

- 2009 edition with Washington State modifications (WAC 468-95)
- https://wsdot.wa.gov/business-wsdot/support-local-programs/technical-assistance/traffic-safety-services
- In effect until the adoption process is complete

Setting Safe Speed Limits

Briana Weisgerber, P.E.

WSDOT Active Transportation Division

Credit: Shutterstock

Improving Safety with Speed Limit Setting and Speed Management

Washington Transportation Professionals Forum

Briana Weisgerber, P.E.
Active Transportation Programs Engineer

April 30, 2024

Purpose

- Review the need for speed management and speed limit reductions
- Review recent changes to best practice speed limit setting procedures
- Invite you to share barriers to adoption of safer speed limits and speed management

Agenda

- Existing research
- The safety context
- Washington state law
- Practitioner tools
- Questions to attendees
- Funding opportunities
- Next steps for us

Definitions

- **Design speed:** The speed on which the geometry or physical elements of the roadway is based.
- **Operating speed:** The speed at which drivers are traveling along a roadway.
- **Posted speed limit:** The maximum lawful speed as displayed on a regulatory sign.
- **Statutory speed limit:** The speed limit established under law, which applies in the absence of a posted speed limit.
- **Target (desired) speed:** The highest operating speed at which vehicles should ideally operate on a roadway in a specific context.
- **Speed Management:** The use of engineering, traffic control and road design to induce drivers to travel at target speeds.
- **Self-enforcing or self-explaining road:** A road that is planned and designed to encourage drivers to select operating speeds consistent with the posted speed limit

Speed definitions

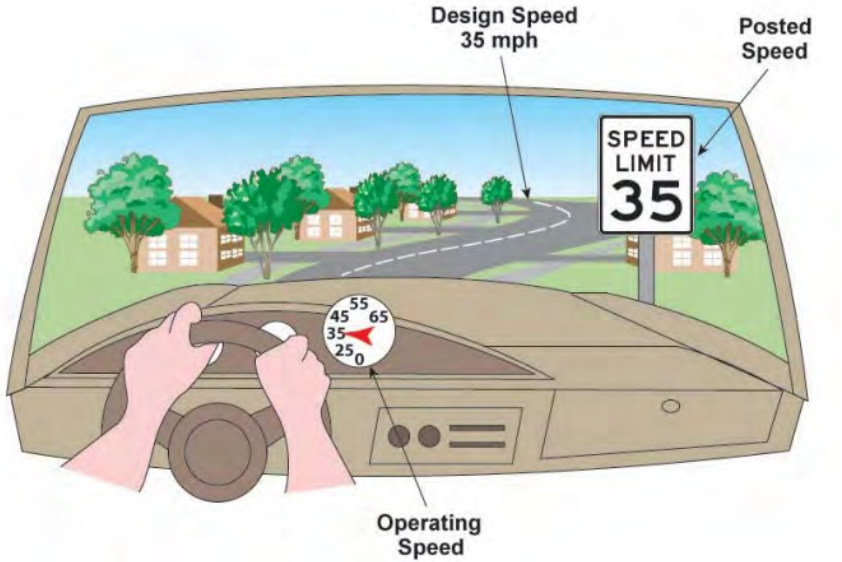
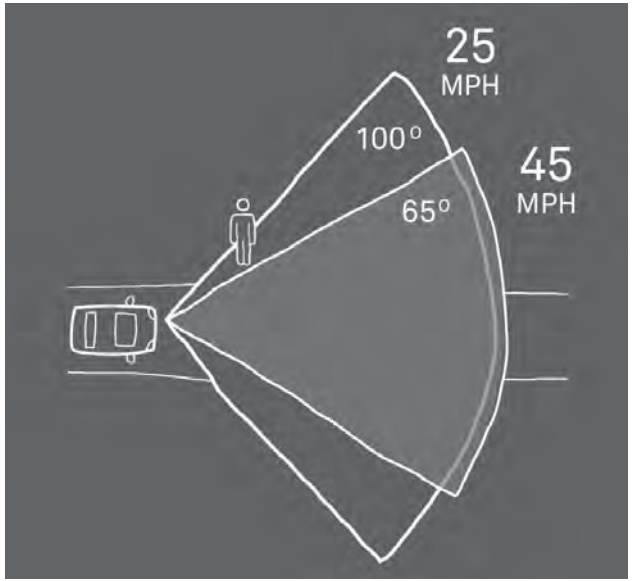
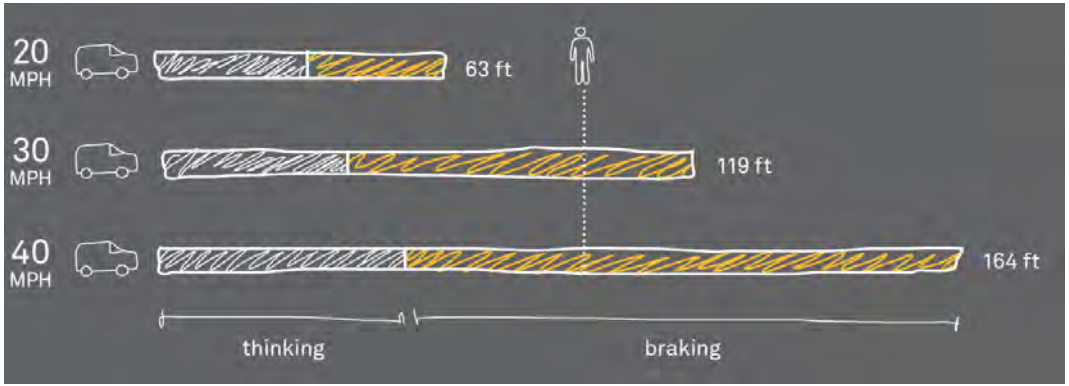


Image Source: Smart Transportation Guidebook, 2005, NJDOT and PennDOT

Existing research

The dangers of speed





Source: NACTO City Limits

How speed kills

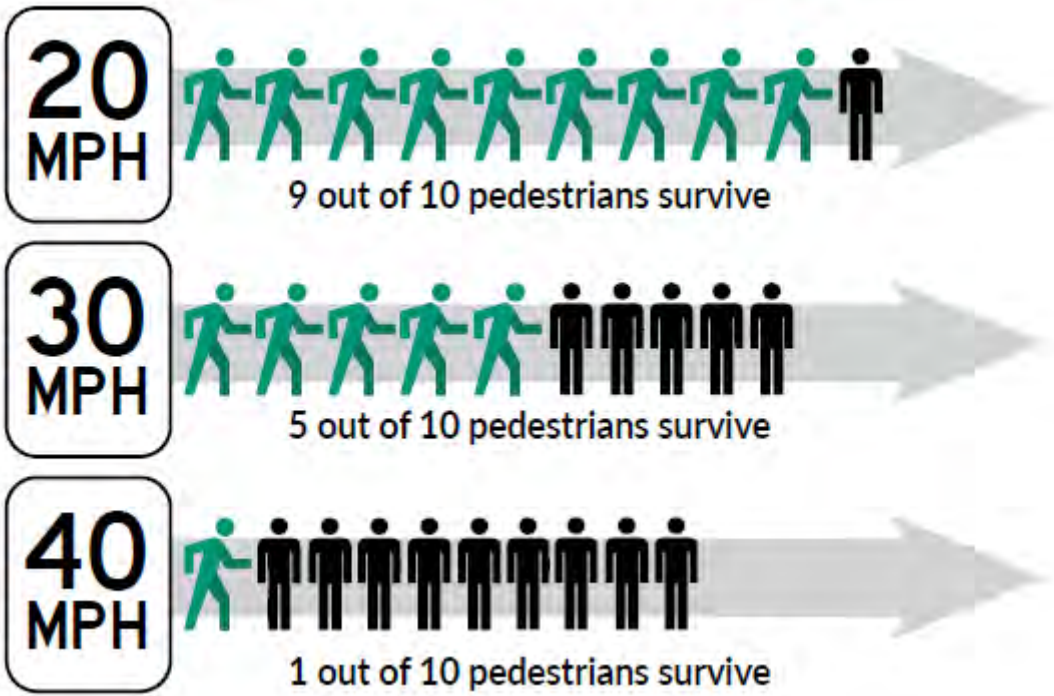
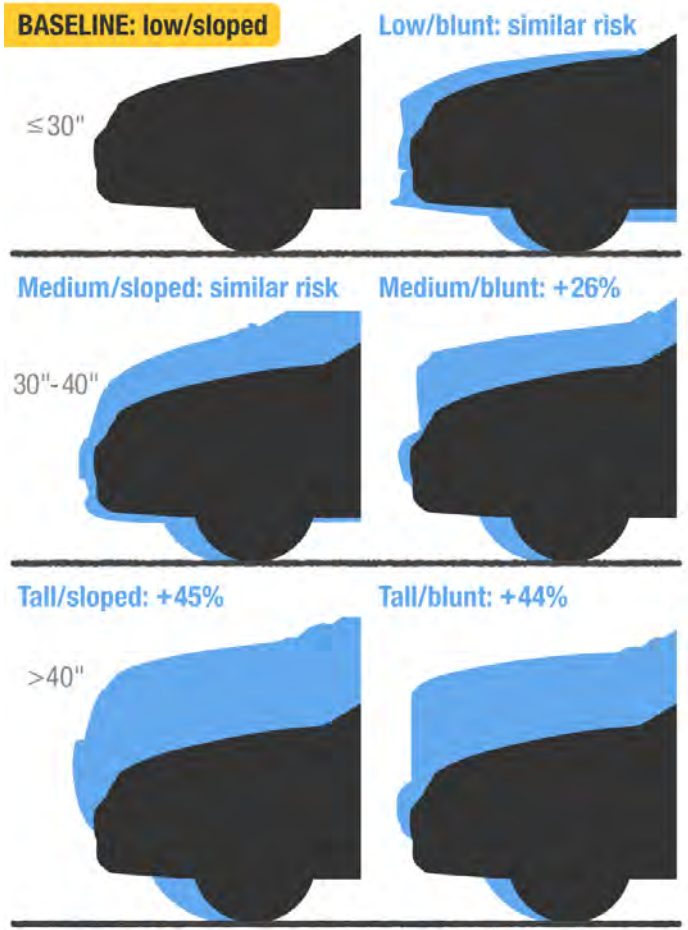


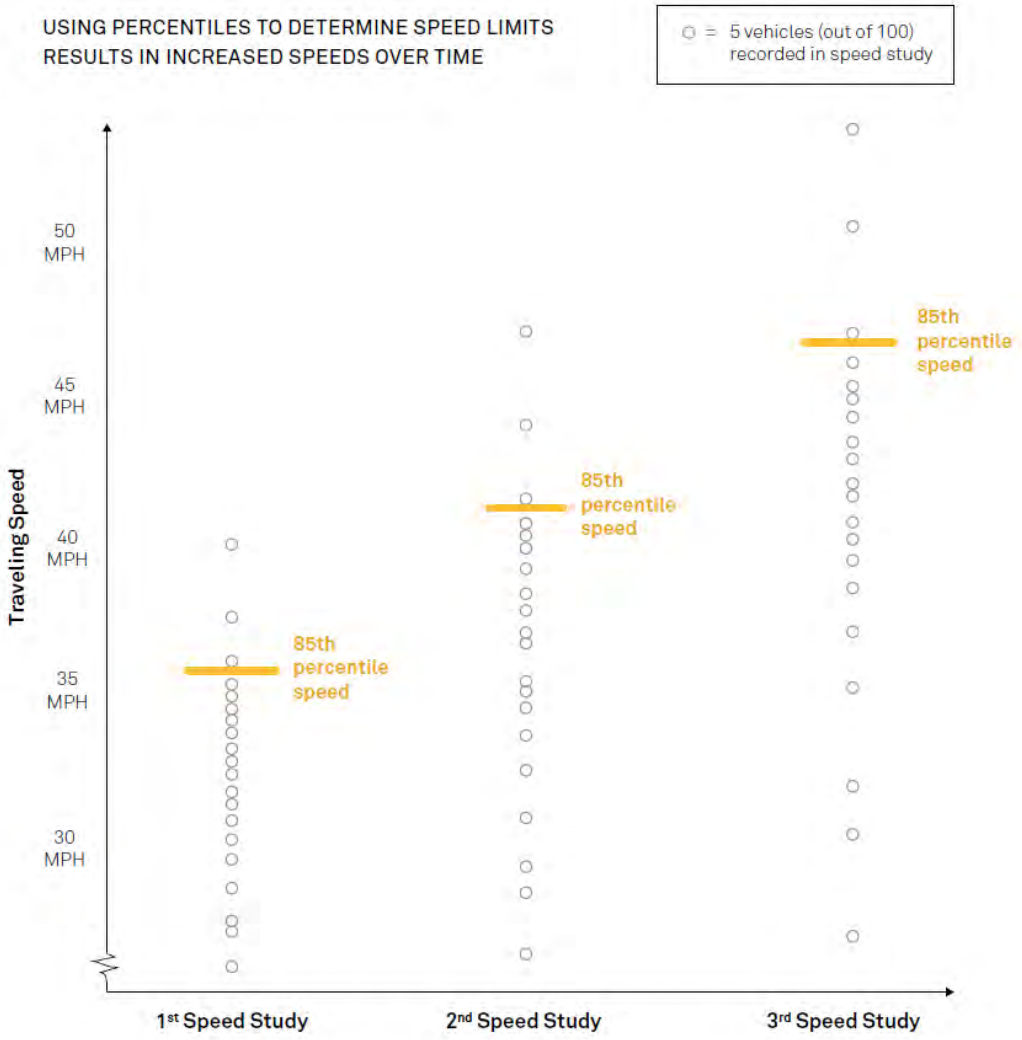
Image Source: Target Zero 2019
Data Source: European Transport Safety Council 1995

Other factors

- IIHS study of turning vehicles
- IIHS study on front-end vehicle design and pedestrian injury severity in crashes

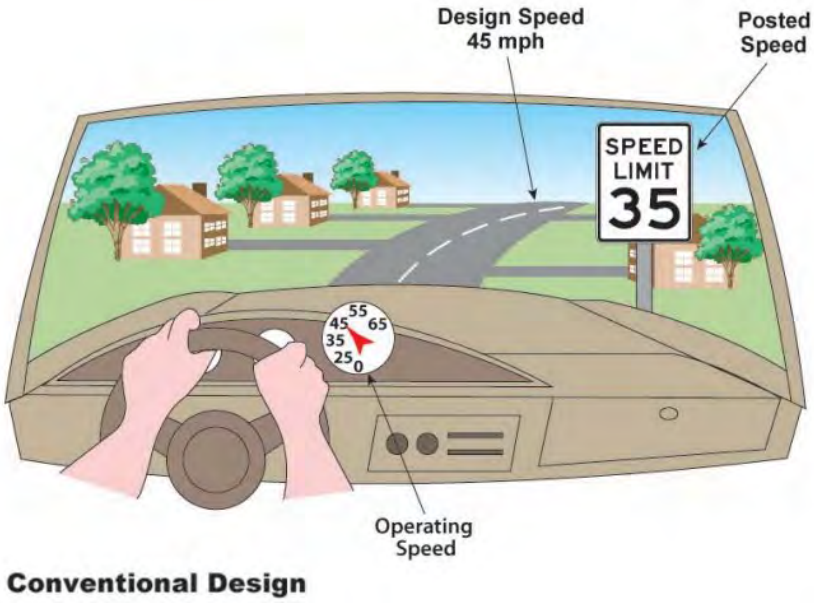


IIHS
Insurance Institute for Highway Safety



Source: NACTO City Limits

Design speed



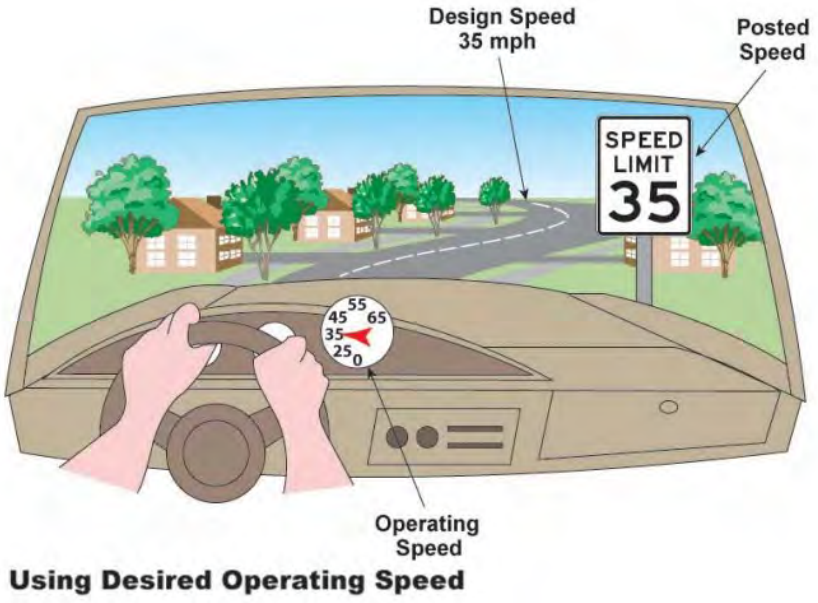
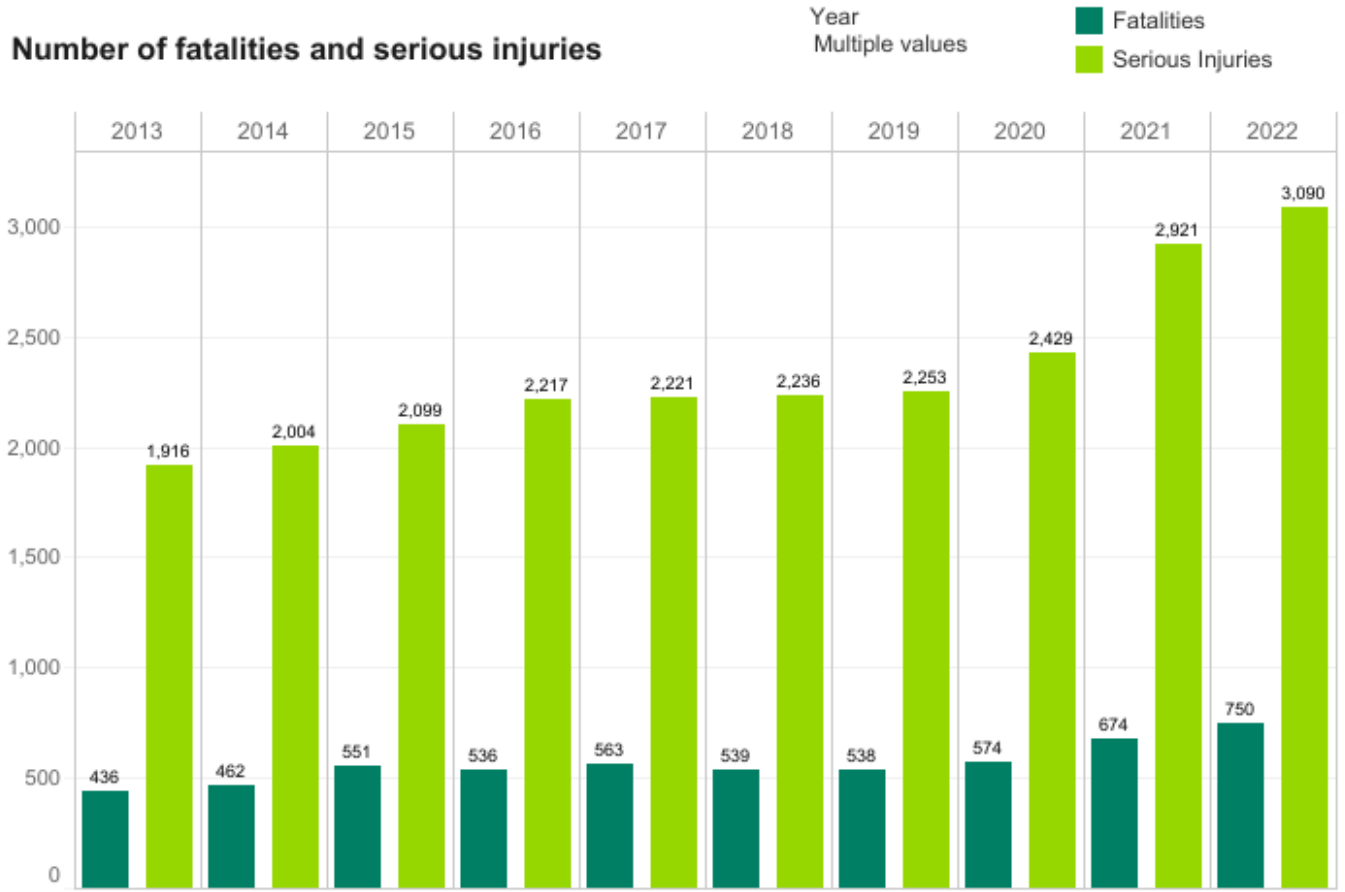


Image Source: Smart Transportation Guidebook, 2005, NJDOT and PennDOT

The safety context

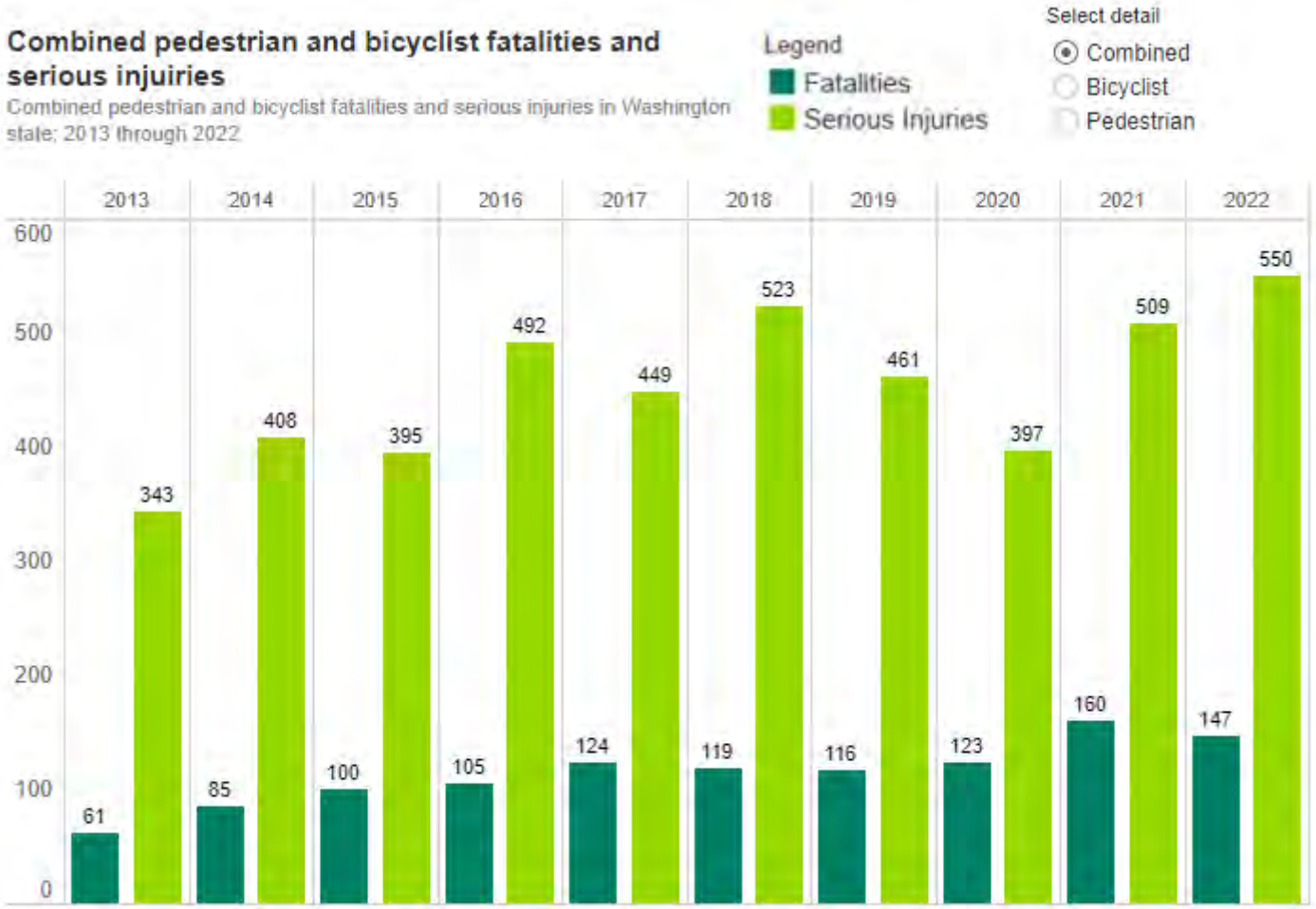
Number of fatalities and serious injuries



Source: [WSDOT Gray Notebook]

Combined pedestrian and bicyclist fatalities and serious injuiries

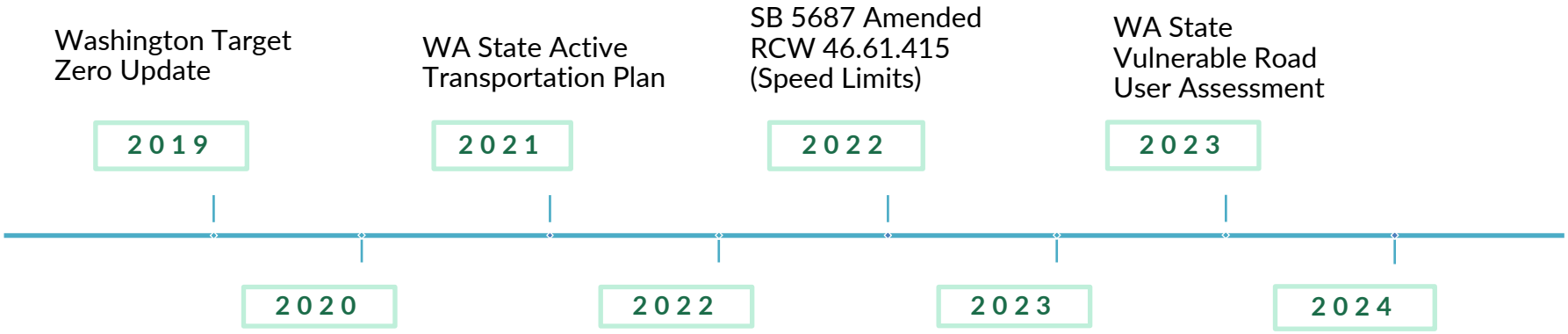
Combined pedestrian and bicyclist fatalities and serious injuries in Washington state; 2013 through 2022



Source: [WSDOT Gray Notebook]

What the public is hearing

Policy timeline

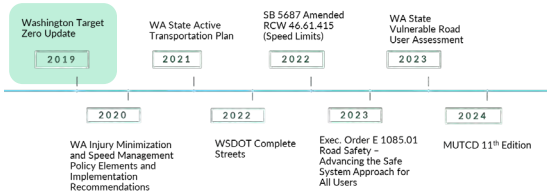


Washington Target Zero Update (2019)

> **The speed of a vehicle is a factor in all crashes**. The more force applied, the more damage to the vehicles and injuries to the occupants or pedestrians. Controlling vehicle speed can prevent crashes and reduce their impact by lessening the severity of injuries sustained by the victims.

> **Posted speed is an important factor.** Higher operating speed—whether or not the driver is actually exceeding the posted speed limit or driving too fast for conditions—increases exposure to negative outcomes. This is both in terms of the likelihood of being involved in a crash, as well as in terms of the severity of injuries sustained by those involved.

TARGET ZERO



WA Injury Minimization and Speed Management Policy Elements and Implementation Recommendations (2020)

Washington State Injury Minimization and Speed Management Policy Elements and Implementation Recommendations

Prepared and Reviewed by:

Washington Injury Minimization and Speed Management Policy and Guidelines Workgroup

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October 2020

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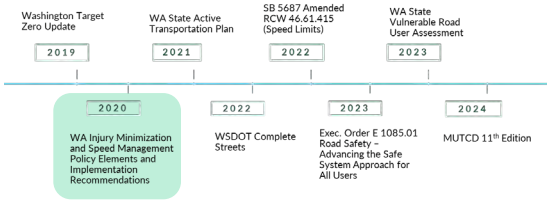
> “Driver speed is directly linked to the likelihood of a crash and to crash severity. The current system is not bringing about the desired goals of reducing injuries and eliminating traffic deaths. Taken together the information and research reviewed by the work group **presents a strong basis for the need to change the operating speeds on many segments of Washington’s streets and roads.** ”



WA State Active Transportation Plan (2021)

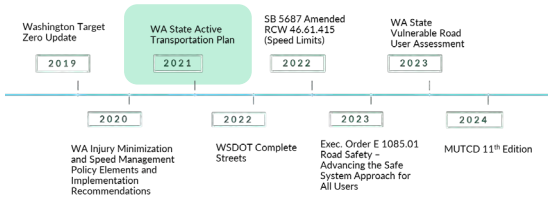
86%

OF PEDESTRIAN & BICYCLIST FATALITIES

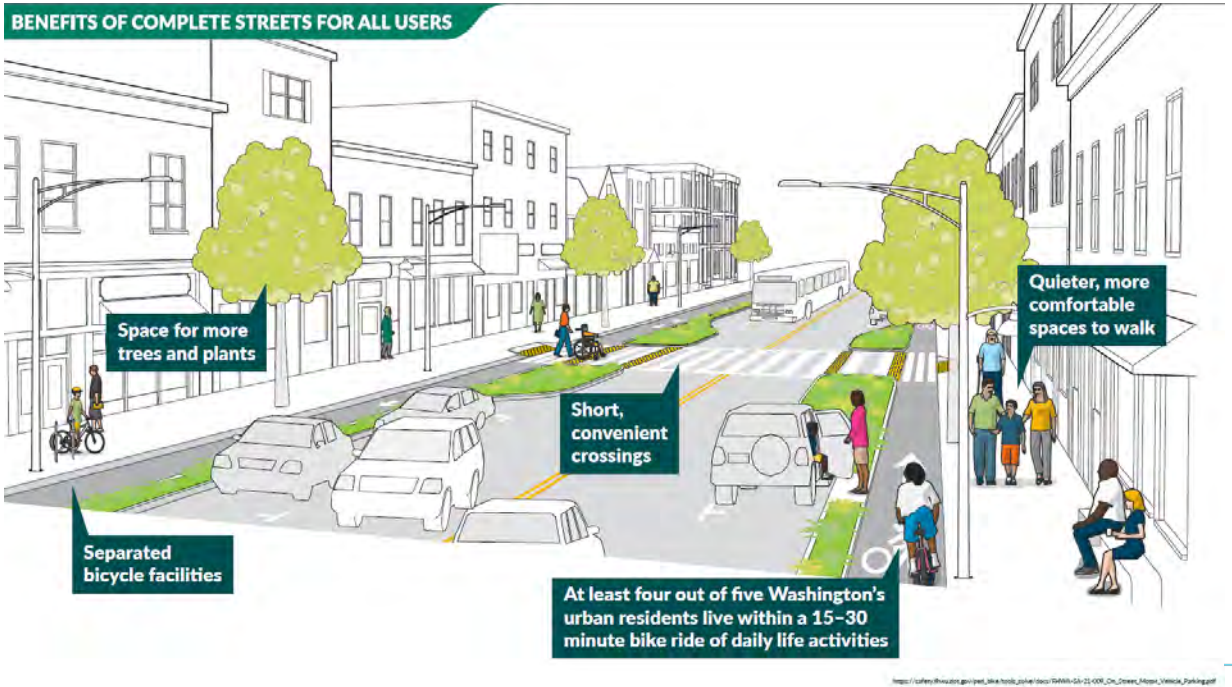
OCCURRED ON ROADS WITH A POSTED SPEED OVER

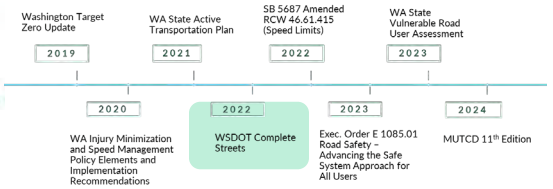
25 MILES PER HOUR

FROM 2010-2019



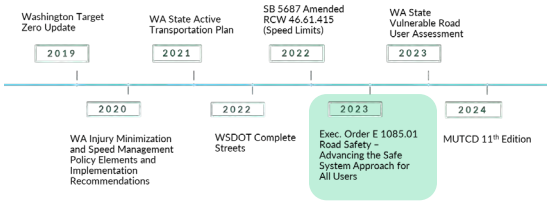
State routes – Complete Streets (2022)



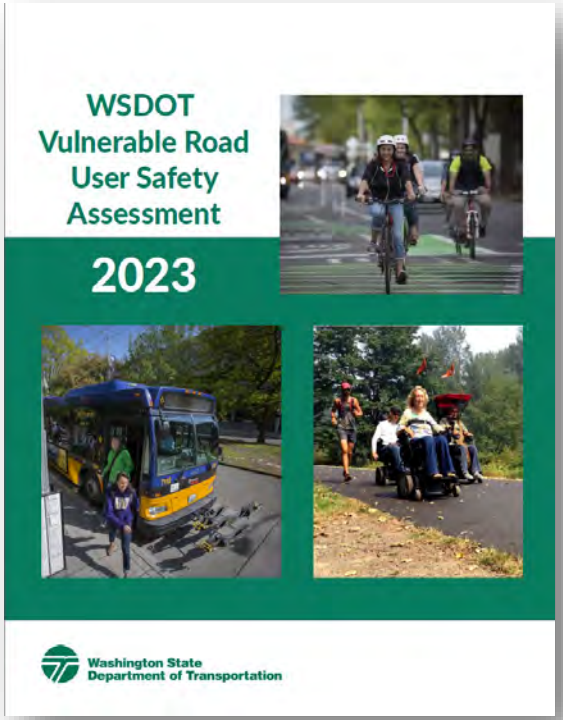


State routes – Executive Order E 1085.01 (2023) Road Safety – Advancing the Safe System Approach for All Users

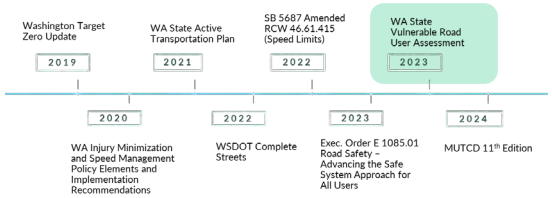
"Prioritizing design and operational decisions that support safety for all users based on the context of the road, particularly in locations affected by legacy state transportation facilities and where gaps in walking and biking facilities exist, as outlined by the Active Transportation Plan."



WSDOT Vulnerable Road User Safety Assessment (2023)



"**For speeds posted 30 mph and above, death and serious injury potential rapidly increases.** Target speeds and adjustment to achieve targets speeds is an important concept for these locations to bring speed and crash forces down. Appropriate speed management techniques and self-enforcing/explaining roads concepts will help reduce speeds at these locations."



What does this mean for you?

Washington state law

WAC 468-95-045

Speed limit sign (R2-1).

Revise MUTCD Section 2B.13 to read:

Standard:

Speed Limits (R2-1) signs (see Figure 2B-1) shall display the speed limit established by statute; or, by an ordinance or regulation adopted by the authorized agency, based on the engineering study or traffic investigation required by RCW 46.61.405, 46.61.410, and 46.61.415. The speed limit shall be set in multiples of 5 mph.

Guidance:

Authorized agencies should reevaluate speed limits on segments of their roadways that have undergone a significant change in roadway characteristics or surrounding land use since the last review.

No more than three speed limits should be posted on any one Speed Limit sign or assembly.

When evaluating speed limits, the following factors should be considered:

- The 85th percentile speed of vehicles traveling on the road;
- Road characteristics, shoulder condition, grade, alignment, and sight distance;
- The pace speed;
- Roadside development and environment;
- Parking practices and pedestrian activity;
- Reported crash experience for at least a 12 month period; and
- Other factors such as route development or comprehensive plans.

RCWs

- RCW 46.61.400 – **Basic rule and maximum limits**
- RCW 46.61.405 – **Decreases by secretary of transportation**
- RCW 46.61.410 – **Increases by secretary of transportation**
- RCW 46.61.415 – **When local authorities may establish or alter maximum limits**
- RCW 46.61.440 – **Maximum speed limit when passing school or playground crosswalks**

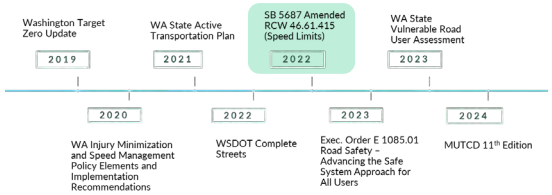
RCW 46.61.415

Amended in 2022

(3)(a) **Local authorities** in their respective jurisdictions may establish a maximum speed limit of **20 miles per hour on a nonarterial highway or part of a nonarterial highway.**

(b) A speed limit established under this subsection by a local authority **does not need to be determined on the basis of an engineering and traffic investigation if the local authority has developed procedures regarding establishing a maximum speed limit under this subsection**. Any speed limit established under this subsection may be canceled within one year of its establishment, and the previous speed limit reestablished, without an engineering and traffic investigation. This subsection does not otherwise affect the requirement that local authorities conduct an engineering and traffic investigation to determine whether to increase speed limits.

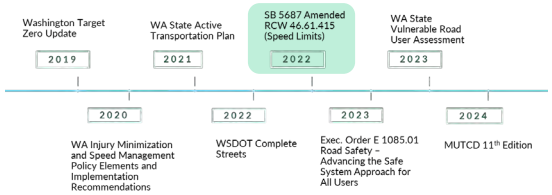
(c) When establishing speed limits under this subsection, local authorities shall consult the manual on uniform traffic control devices as adopted by the Washington state department of transportation.



RCW 46.61.405

Amended in 2022:

“(2) The secretary of transportation may establish a maximum speed limit of **20 miles per hour on a nonarterial state highway, or part of a nonarterial state highway**, without a determination made on the basis of an engineering and traffic investigation, subject to the conditions described in RCW 46.61.415(3).”



What does this mean for you?

Source: JAYRAY

Practitioner tools

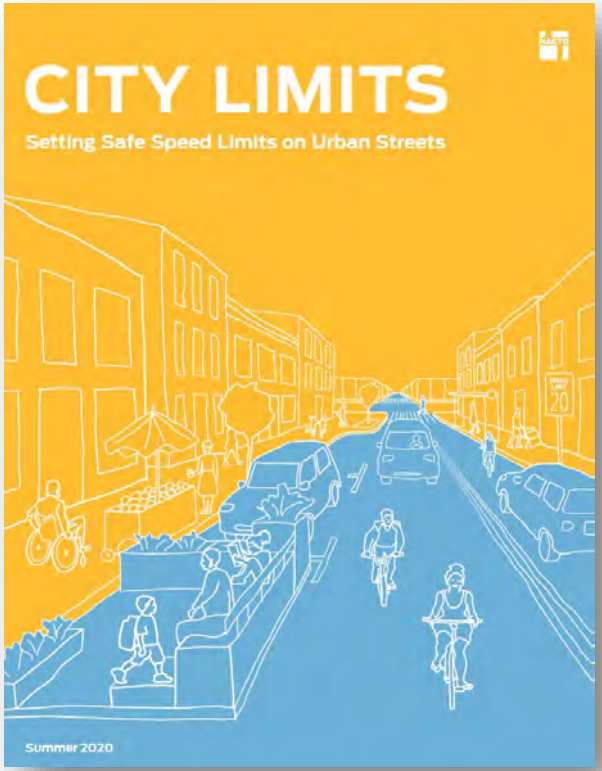
Per WAC 468-95-045

Authorized agencies should reevaluate speed limits on segments of their roadways that have undergone a significant change in roadway characteristics or surrounding land use since the last review…

When evaluating speed limits, the following factors should be considered

- The 85th percentile speed of vehicles traveling on the road;
- Road characteristics, shoulder condition, grade, alignment, and sight distance;
- The pace speed;
- Roadside development and environment;
- Parking practices and pedestrian activity;
- Reported crash experience for at least a 12 month period; and
- Other factors such as route development or comprehensive plans.

Practitioner tools



Washington State Injury Minimization and Speed Management Policy Elements and Implementation Recommendations

Prepared and Reviewed by:

Washington Injury Minimization and Speed Management Policy and Guidelines Workgroup

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October 2020

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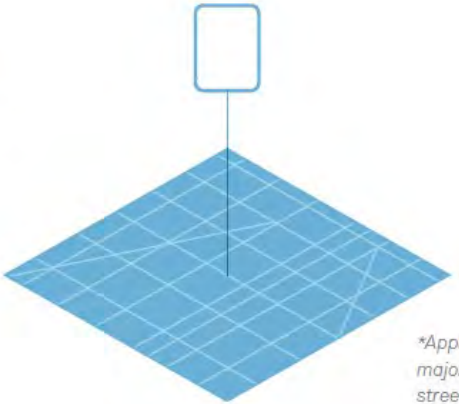
City Limits tools

Default Speed Limits*

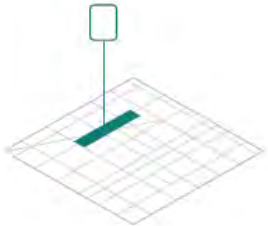
Set default speed limits on many streets at once.



**Applicable on all streets—major, minor, and shared streets / alleys*

Corridor Speed Limits*

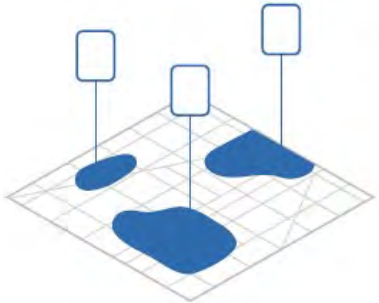
Set corridor speed limits on high priority major streets using a Safe Speed Study (see page 58).



**Applicable on major streets only*

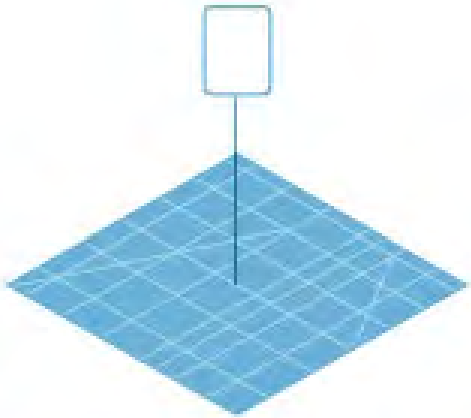
Slow Zones

Designate slow zones in sensitive areas.



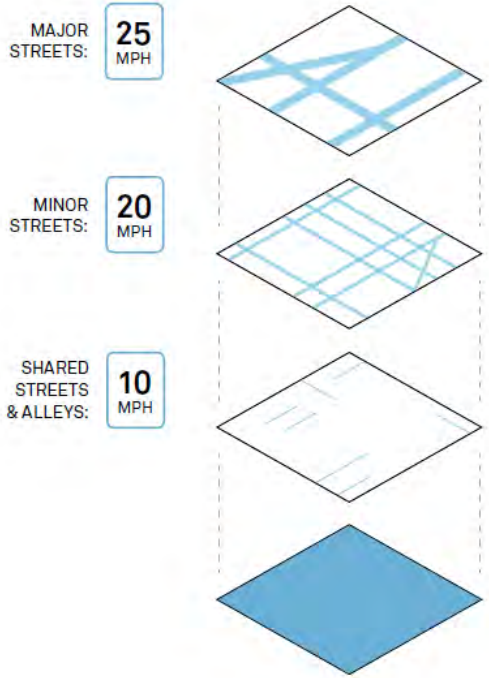
Default speed limits

Default citywide



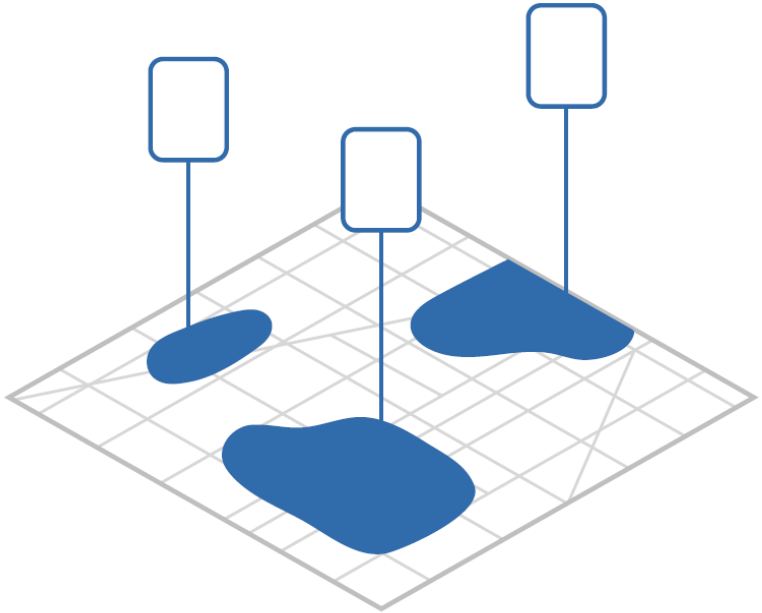
Default Citywide Speed Limit

Category



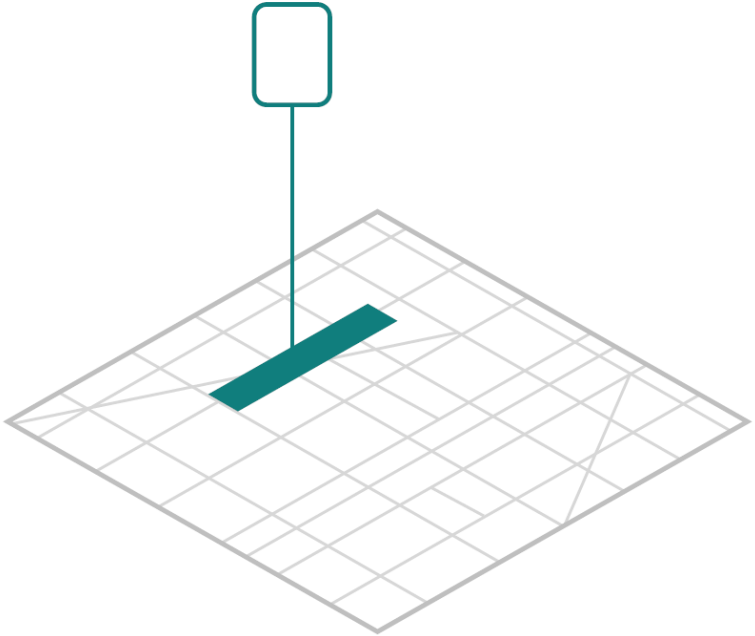
Slow zones

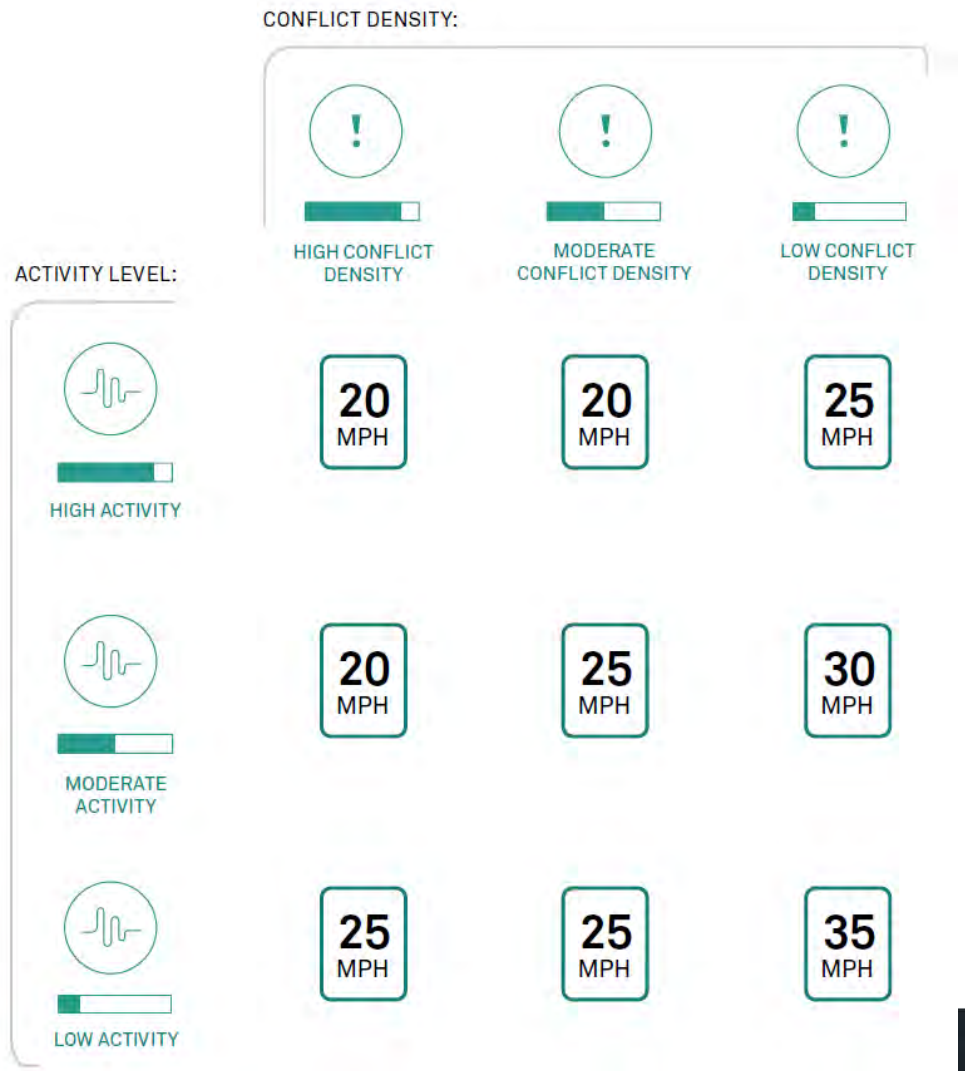
- School, park, and senior areas
- Downtown
- Neighborhoods and districts



Corridor speed limits

1. Collect before data
2. Analyze existing conditions
3. Determine best options for speed management
4. Conduct an evaluation



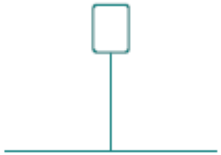

CONFLICT DENSITY:
HIGH CONFLICT DENSITY
MODERATE CONFLICT DENSITY
LOW CONFLICT DENSITY
ACTIVITY LEVEL:
HIGH ACTIVITY
MODERATE ACTIVITY
LOW ACTIVITY
20 MPH
20 MPH
25 MPH
20 MPH
25 MPH
30 MPH
25 MPH
25 MPH
35 MPH

WA Injury Minimization & Speed Management Workgroup

Example target speeds based on research:

- 20 mph for residential and business districts
- 25 mph or less target for arterials and state highways that are not limited access in urban, suburban and rural town centers where origins and destinations are within a walking (1 mile) or biking (3 mile) distance;
- 30 - 45 mph on rural roads where there are no median barriers and head-on collisions are possible.

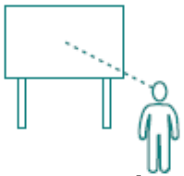
3. Determine best option for speed management



Signs and markings

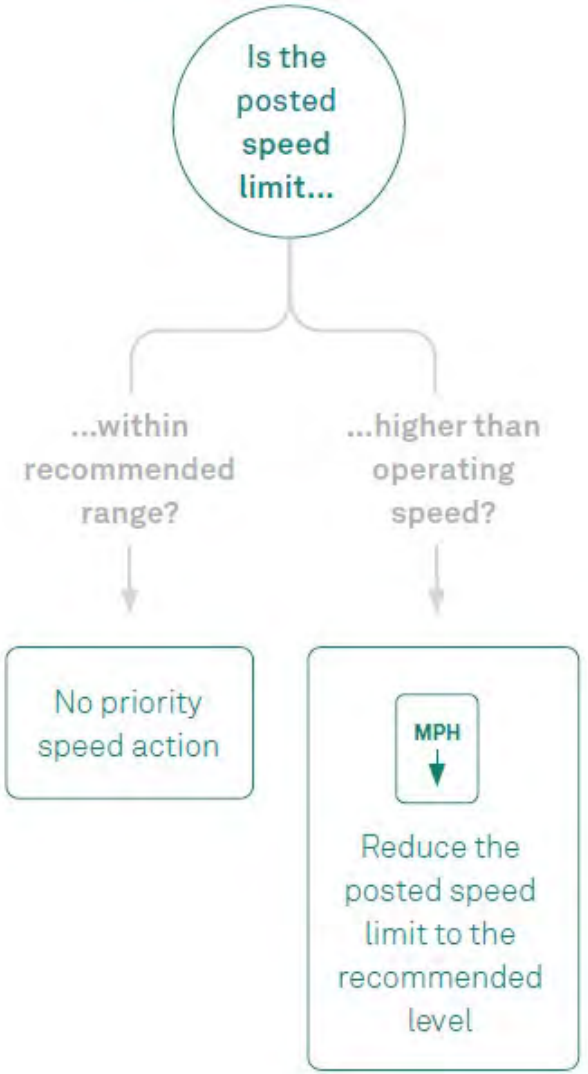
Automated enforcement

Design and operations

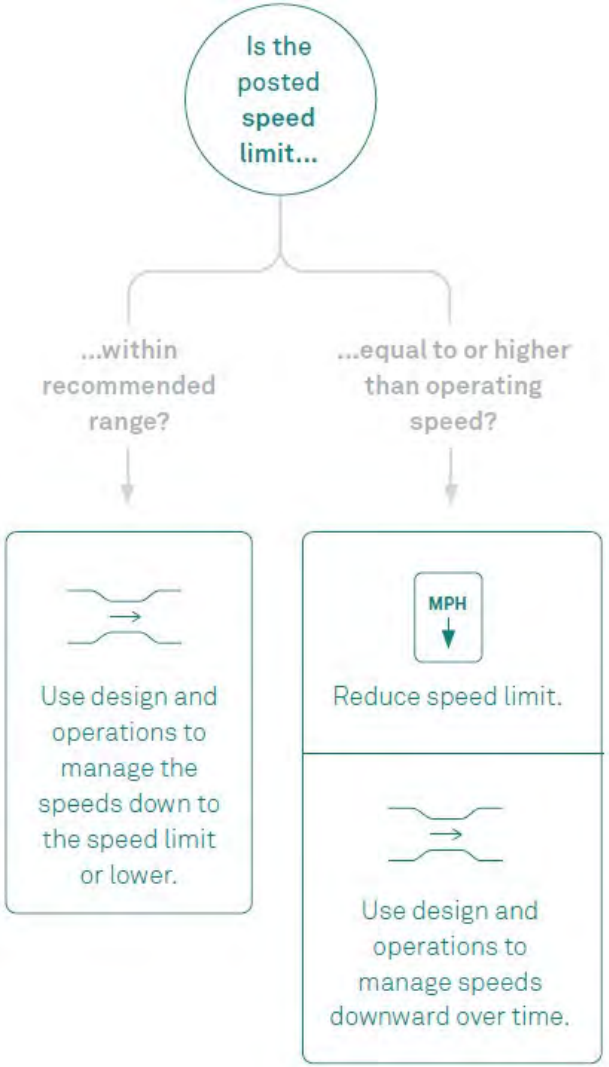


Messaging and education

If the operating speed is at or below the maximum safe speed…



If the operating speed is above the maximum safe speed…



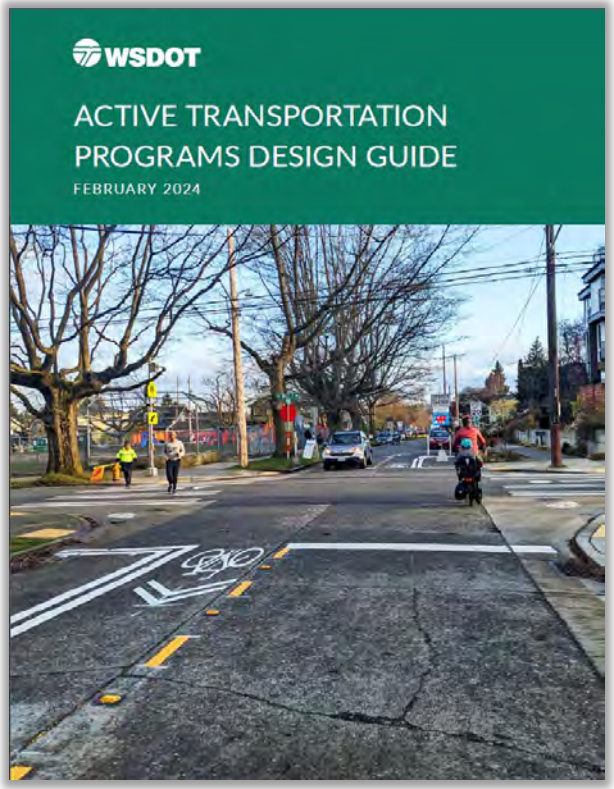
WA Injury Minimization & Speed Management Workgroup

- If operating speed **is within 5 mph** of the target speed, adopt the target speed
  - Use speed management as needed to reach compliance
- If the operating speed **exceeds** the target speed by more than 5 mph, use an engineering study to determine a starting posted speed limit
  - Adjust the speed limit down over time with speed management to achieve the target speed

Speed management tool selection

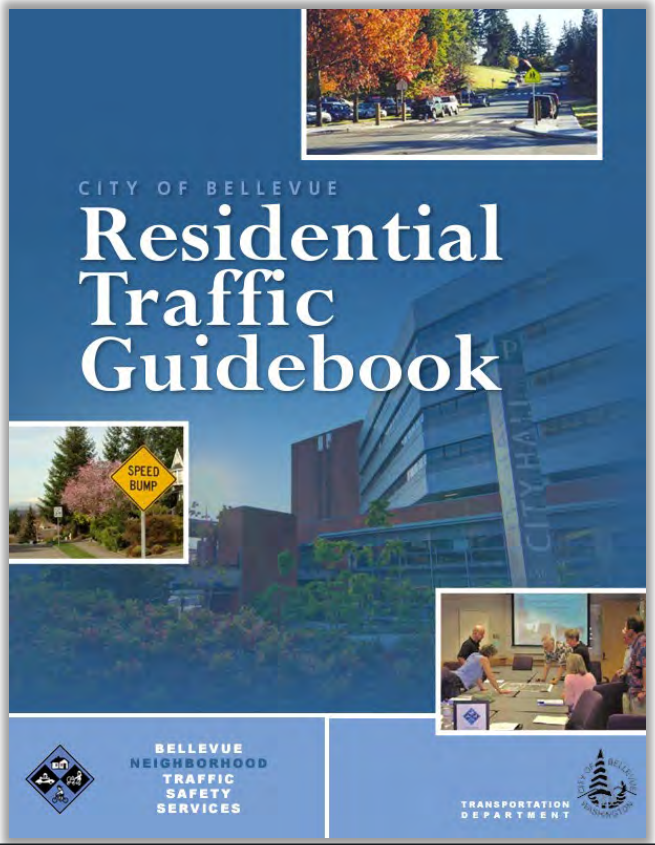
Resources include:

- WSDOT Active Transportation Programs Design Guide
- WSDOT Design Manual
- Institute of Transportation Engineers
- FHWA Traffic Calming e-Primer



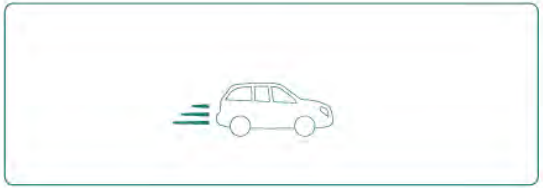
Washington traffic calming

- Yakima Neighborhood Traffic Program
- Bellevue Neighborhood Traffic Safety Services
- Spokane Traffic Calming Program
- Seattle Traffic Calming



4. Conduct an evaluation

Change in the number of high-end or top-end speeders; change in operating speed



Change in the number of speeding opportunities

Change in the number of people killed or severely injured

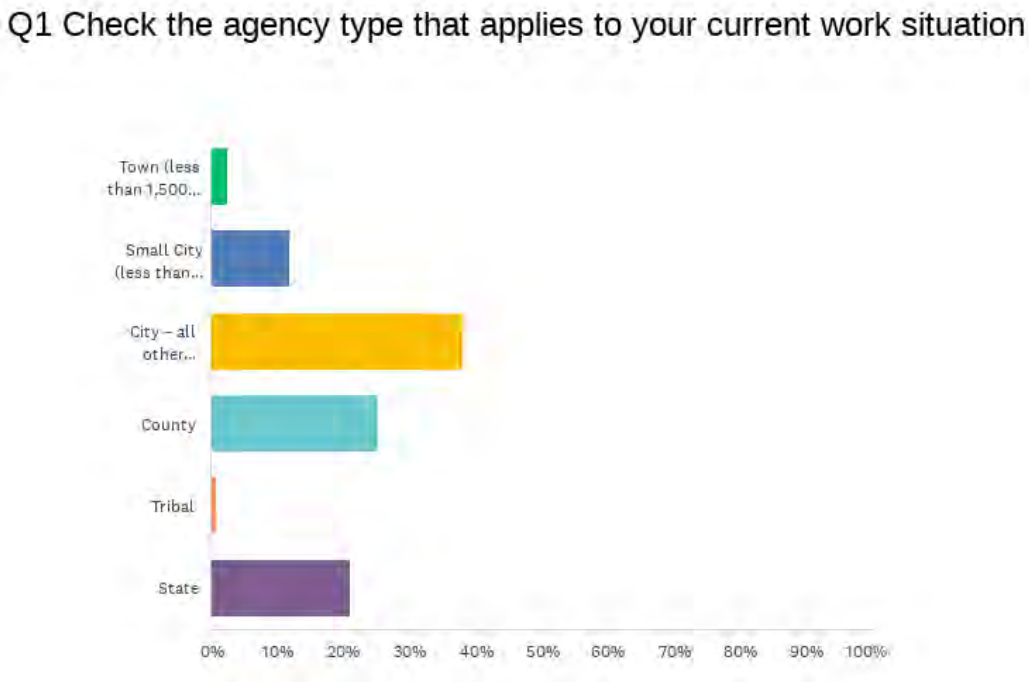
Change in conflict counts

Additional information

- City Limits
  - Analyzing speed data approaches
  - Checklists for analyzing existing conditions
- WA Injury Minimization Speeds Workgroup
  - Recommendations for partners and policy changes
- Speed management
- Work zone speed limits

Questions to attendees

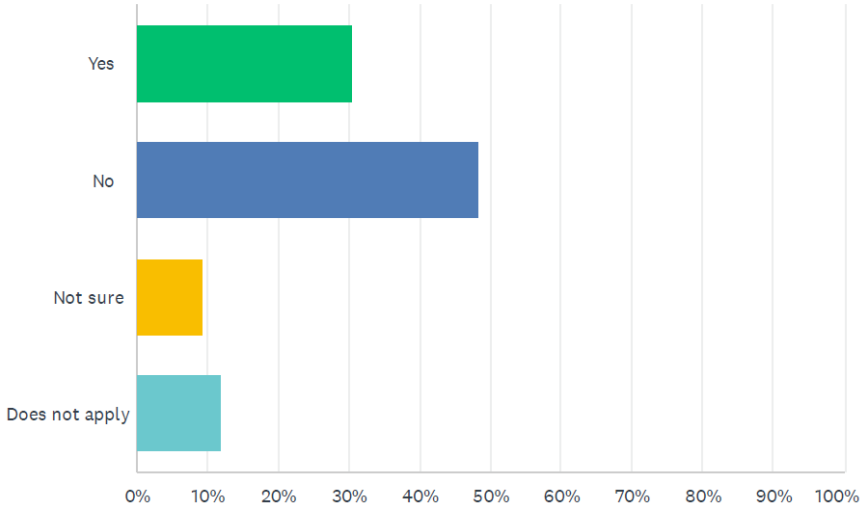
Speed Limit and Speed Management Practices in Washington State (2019)



20 mph speed limits

Q12 Have you established a 20mph speed limit on non-collector streets in residential or neighborhood business districts per RCW 46.61.415 (3)(a)?

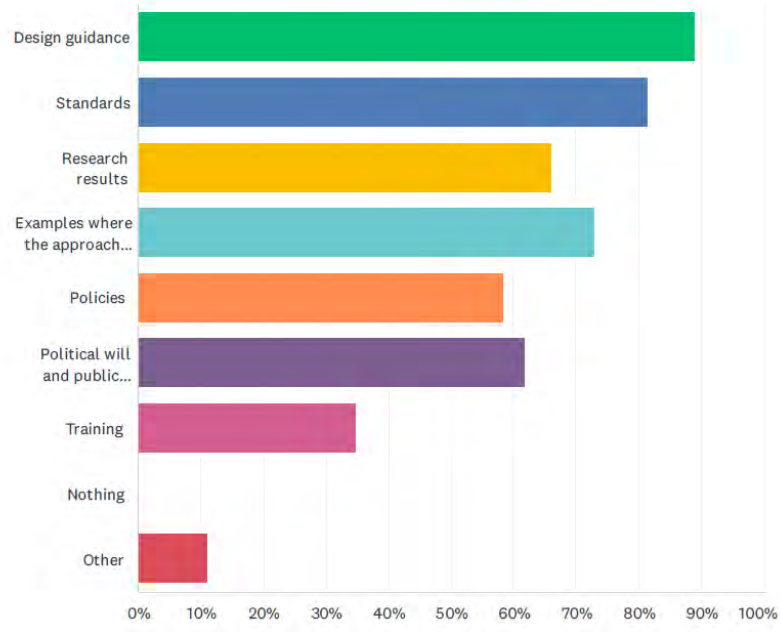
Answered: 118 Skipped: 0



Professional practice factors

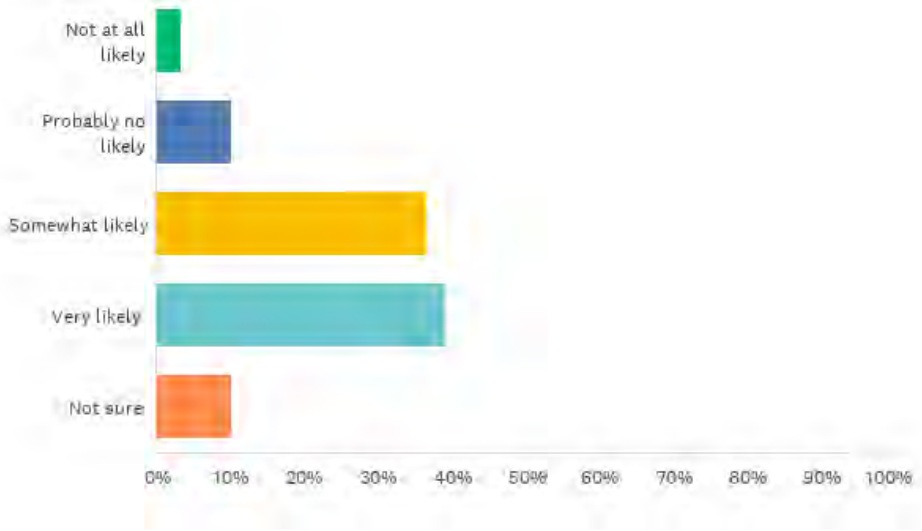
Q11 What factors influence your professional practice around road design, traffic operations, and setting speed limits as it applies to reducing injury severity in crashes? (choose all that apply)

Answered: 118 Skipped: 0



Change Speed Limit Setting Practice

Q10 How likely are you to consider changing your practice around road design, traffic operations and setting speed limites to get to operating speeds that would minimize injury severity?



Barriers to Changes in Speed Limits

- Local ordinances
- Political will or interest
- Public concerns
- Department procedures
- Funding for engineering and traffic investigations
- Funding for speed management projects
- Personnel capacity
- Other?

Funding opportunities

Funding opportunities

- FHWA Safe Streets and Roads for All (SS4A) Grant Program
- WSDOT Safe Routes to School Program
- WSDOT Pedestrian/Bicyclist Program
- WSDOT Highway Safety Improvement Program

Next steps for us

Next steps for us

- Continue to collect Washington case studies
- Identify barriers to speed limit setting for safety
- Create tools to best support agencies in implementing safer speed limits
- Provide training to local agencies and other practitioners

List of references

- Washington State Injury Minimization and Speed Management Policy Elements and Implementation Recommendations
- Washington State Target Zero
- WSDOT Active Transportation Plan
- Washington Traffic Safety Commission Speeding in School Zones Study
- NACTO City Limits
- Insurance Institute for Highway Safety

Active Transportation Contacts for Local Agencies

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Pedestrian and Bicycle Program and Safe Routes to School Program

2024 Call For Projects

Charlotte Claybrooke
Active Transportation Division
Washington State Department of Transportation
April 30, 2024

Both Programs 2025-2027

- All roads
- All public agencies & tribal governments are eligible
- Projects must:
  - Comply with funding requirements
  - Be in (or added to) local Transportation Improvement Program
  - No match is required

A man carrying a child and a woman pushing a stroller while walking on a shared use path.

Pedestrian and Bicycle Program

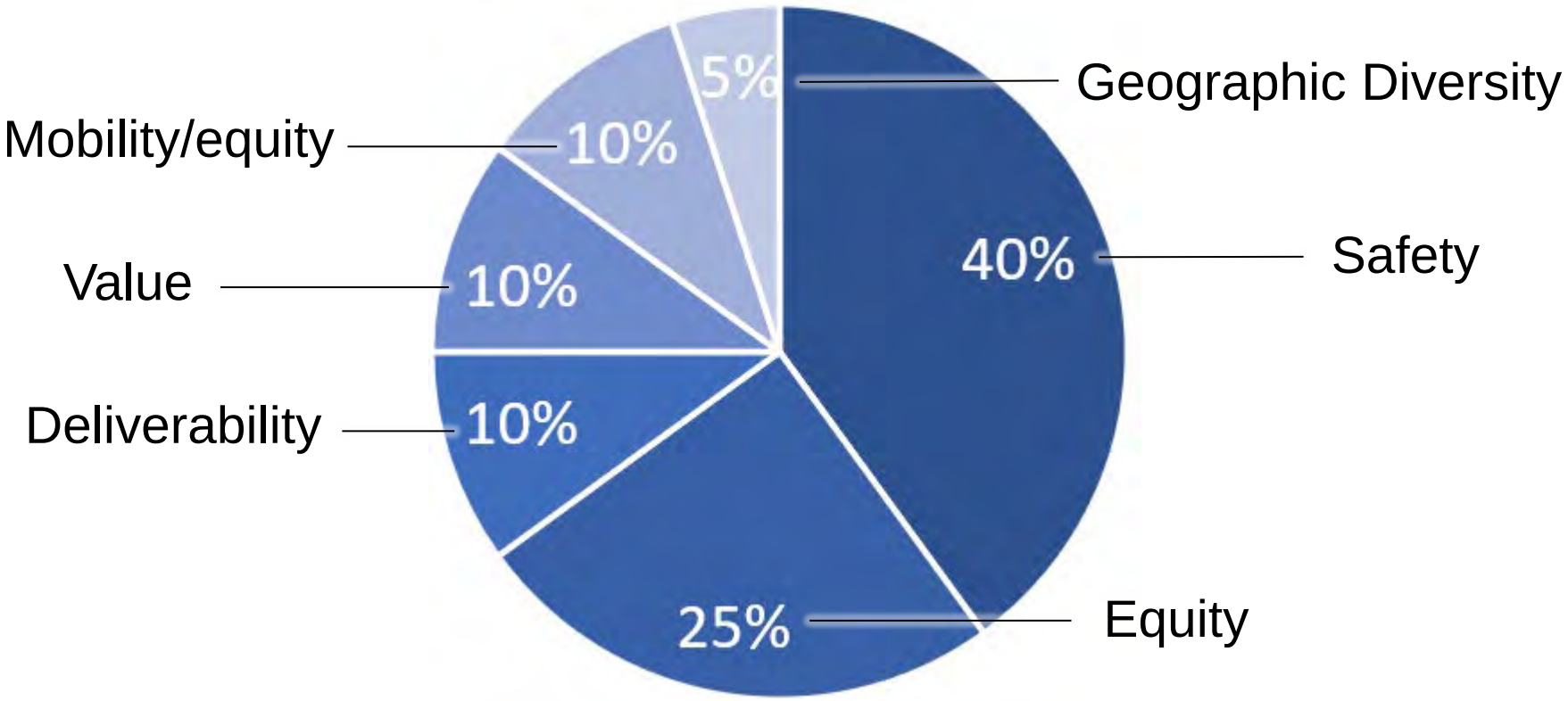
- Eliminate pedestrian and bicyclist fatal and serious injury crashes and increase the numbers of walkers and bikers
- ~$23 million expected for the 2025-2027 biennium
- Multi-Modal Account and Climate Commitment Act (*state funds*)
- No minimum or maximum request limits.
- Application due – May 31, 2024

Safe Routes to School Program

- Increase the number of children walking and biking to school safely
- ~$25.6 million expected for the 2025-2027 biennium
- State & federal funds
- No minimum or maximum request limits. Nonprofit entities are eligible
- Application due – June 7, 2024

FUNDED BY WASHINGTON'S CLIMATE COMMITMENT ACT

Project Review Criteria:



Call for Projects

WSDOT Pedestrian & Bicycle Program webpage

- Pedestrian & Bicycle program call for projects webpage
  - Application Survey Monkey link

WSDOT Safe Routes to School Program webpage

- Safe Routes to School Program call for projects
  - Application Survey Monkey link

Active Transportation Division Contacts

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Thank you!

Next Forum and Peer Exchange:

- ✓ September 2024
- ✓ Do you have a topic of interest?
- ✓ Contacts:
  - Ed Spilker– Ed.Spilker@wsdot.wa.gov
  - Charlotte Claybrooke– ClaybrC@wsdot.wa.gov

Credit: City of Spokane Valley