

How to Optimize Projects for Road Safety Funding Opportunities



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IACC – Wenatchee, WA

Roger Millar

Secretary of Transportation

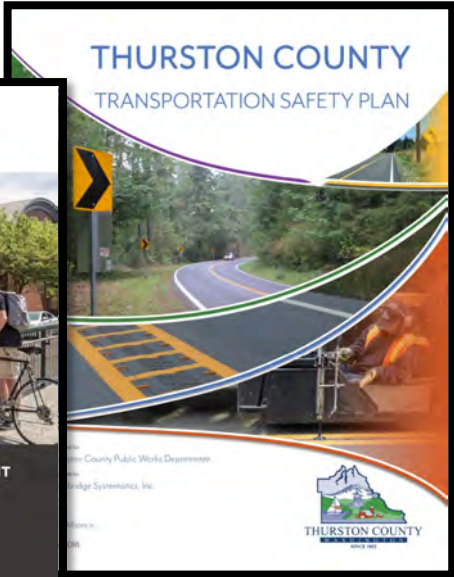
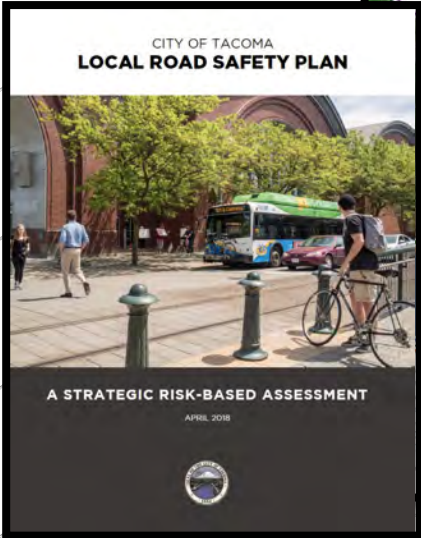
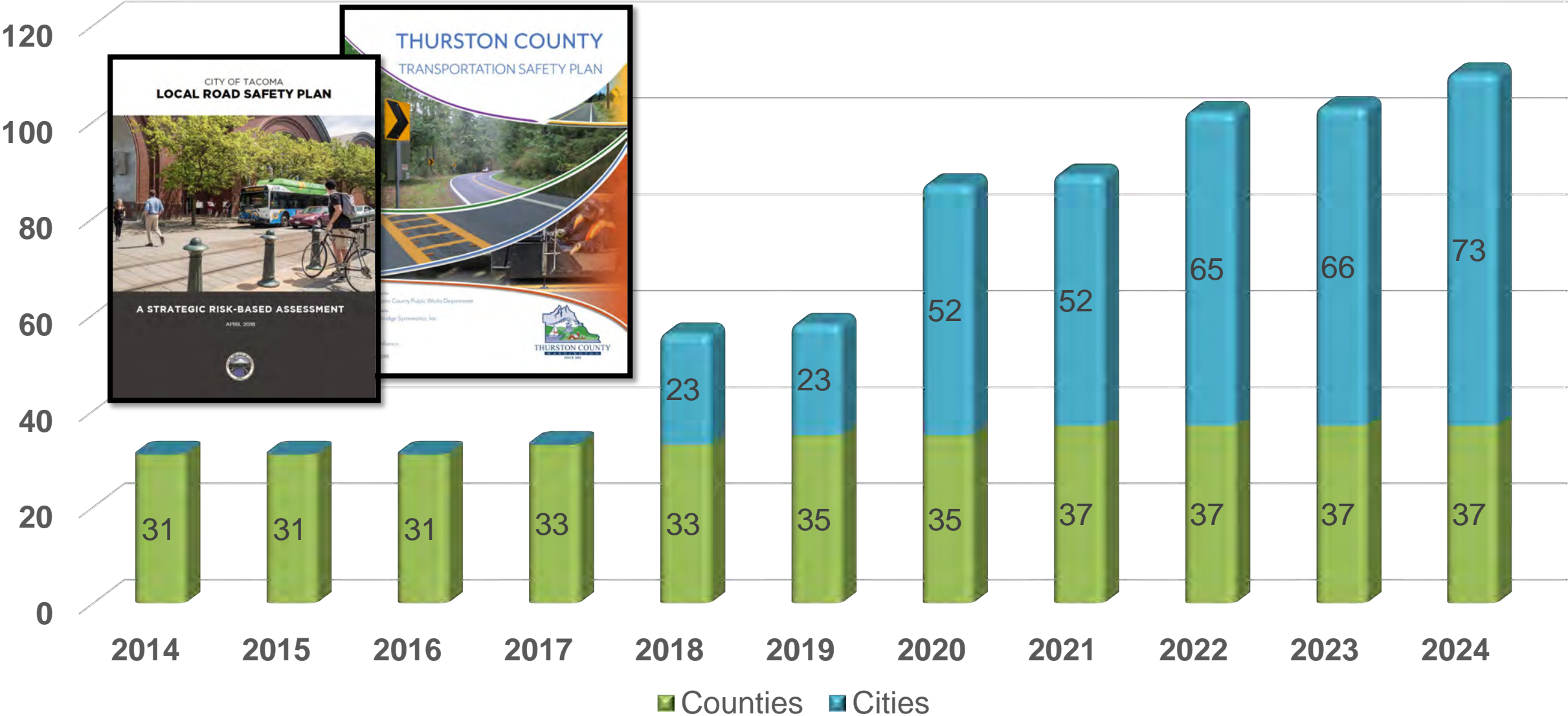


Local Safety Program Funding

- **Federal HSIP funds**
 - About \$35 million per biennium for city safety
 - Next call for projects in fall 2025
 - About \$35 million per biennium for county safety
 - Next call for projects in fall 2024
- **State Funds**
 - Reducing Rural Roadway Departures (\$12 million total for local safety over several biennia)
 - Video Analytics (\$1 million total)
 - Flexible Pedestrian & Bicycle Safety (\$5 million per biennium)



Local Road Safety Plans in Washington by Number of Agencies



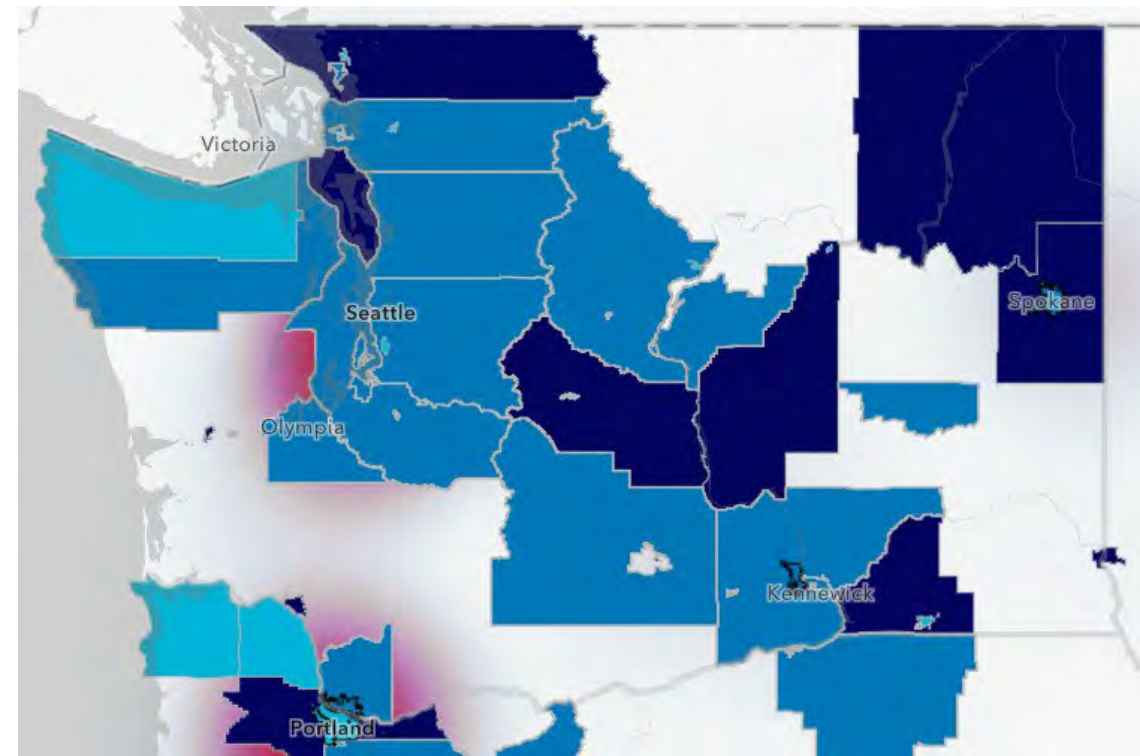
Local Road Safety Plans

Local Road Safety Plan Step		Plan Element
1	Analyze data to identify focus/priorities	List of crash priorities based on data
2	Analyze individual fatal/serious crashes to identify risk factors	Description of risk factors & selection process
3	Select most common risk factors	
4	Analyze roadway network for presence of risk factors	Prioritized list of roadway locations
5	Create a prioritized list of roadway locations	
6	Identify countermeasures to address prioritized locations	Description of countermeasures & selection process
7	Develop a prioritized list of projects	Prioritized list of projects

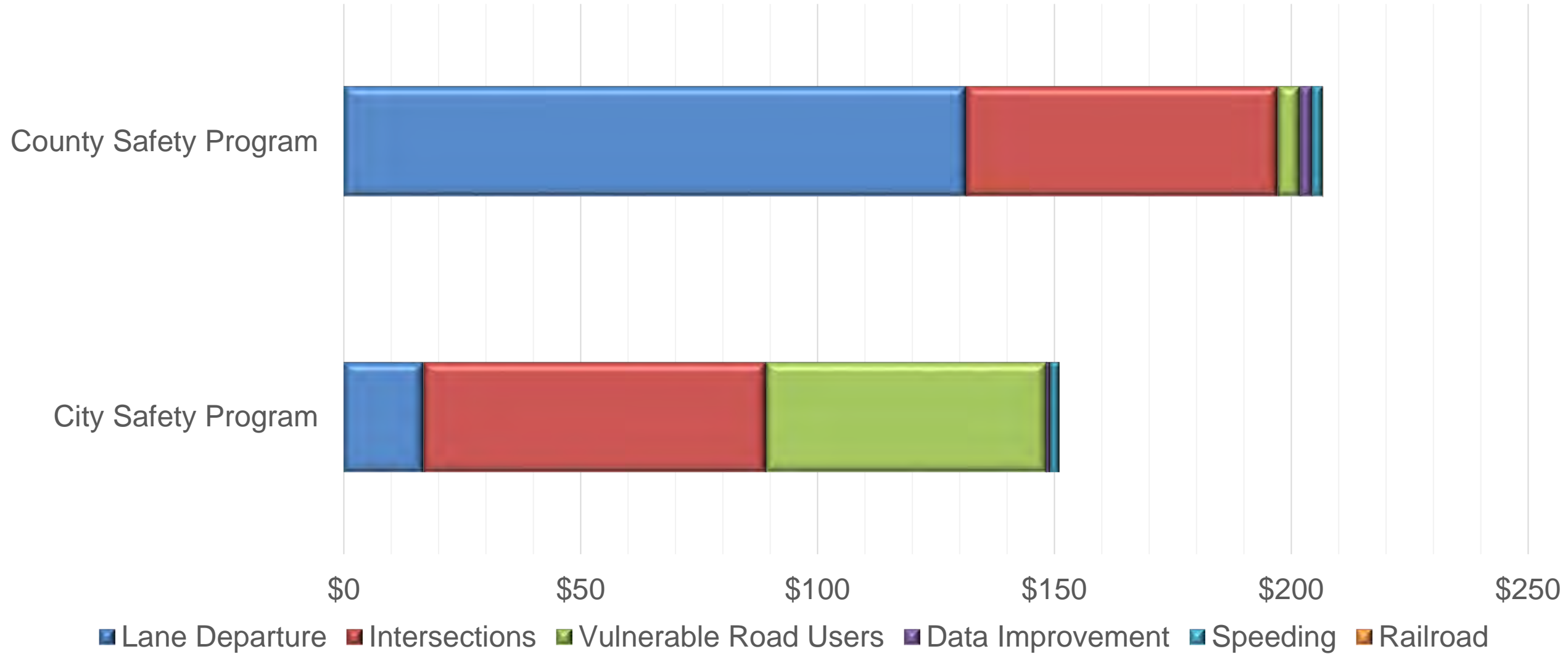
Safe Streets and Roads for All (SS4A)

- Direct Federal Highway Administration (FHWA) program
- Call(s) for projects each year as part of the Bipartisan Infrastructure Law (BIL)
- Next call by March 30, 2025
- Hundreds of millions of dollars remaining in planning & demonstration grant funding (think safety plans)
- 20% match

Washington SS4A Awards
(2022-2024)



Local Safety Program (HSIP) Funding by Program Type (in \$ Millions) 2013-2023



Funded Local Safety Improvements

2013-2023

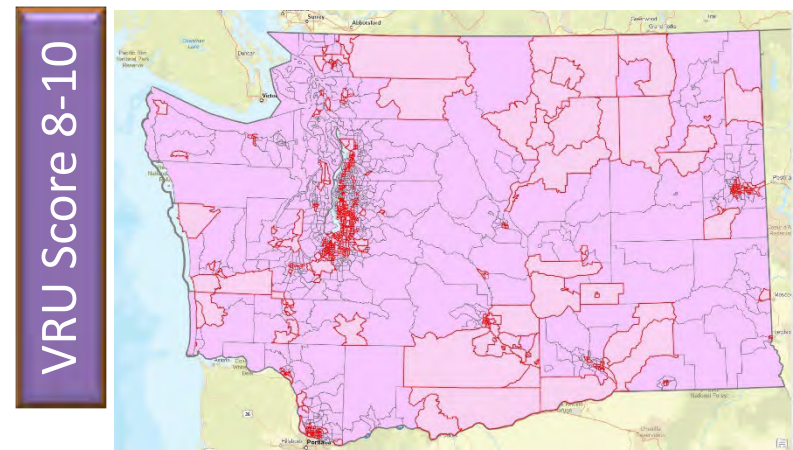
City Safety

- **Intersections (48%)**
 - Signal Operations / Visibility
 - Roundabouts
 - New Traffic Signals
 - Illumination
 - Signing
- **Pedestrians & Bicycles (39%)**
 - Rapid Flashing Beacons
 - Road Diets
 - Pedestrian Hybrid Beacons
 - Refuge Islands
 - High Visibility Crosswalks
- **Lane Departure (11%)**
 - Guardrail
 - Signing

County Safety

- **Lane Departure (64%)**
 - Guardrail
 - Signing
 - High Friction Surface
 - Shoulders
 - Slope Flattening
 - Clear Zone
- **Intersections (32%)**
 - Roundabouts
 - Signing
 - New Traffic Signals
 - Signal Operations / Visibility
 - Sight Distance
- **Pedestrians & Bicycles (2%)**
- **Data Improvement (1%)**

Project Prioritization



Prioritization Criteria

- Cost
- Effectiveness of countermeasure
- # of locations addressed
- How improvement ties back to agency data/priorities
- *new* Vulnerable Road User (VRU) assessment rating
- Benefit/cost ratio (for spot location projects)

Tips/Tricks

- Make projects scalable
- Remove improvements that have no safety benefit
- Keep safety plans simple (to start) & follow the data
- Low-cost improvements nearly always score well (signing, pavement markings)

Contact Information

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