Wyoming
Highway Safety Improvement Program
2013 Annual Report

Prepared by: WY
## Disclaimer

### Protection of Data from Discovery & Admission into Evidence

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

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

The overall safety goal of WYDOT with respect to safety is to “Reduce the frequency and severity of crashes on the state’s roadways with the resources available.”

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

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

Safety remedies – which range from geometric construction factors (such as shoulder width or super elevation) to roadside safety hardware (such as rumble strips or guard rails) to intersection traffic control (such as stop signs or signals) are managed as safety assets. The deployment of these safety assets is addressed through performance management principles that are described below.

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

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

- Transparency
  - WYDOT will be able to provide solid, defensible rationale for decisions regarding safety investments, and be able to communicate clearly to the public, the federal partners, and state legislature with regards to safety efforts
  - The prioritization of safety investments is in line with the WYDOT Balanced Score Card measures for safety, as well as with other associated plans (WYDOT Strategic Plan, the Strategic Highway Safety Plan, the Traffic Records Strategic Plan, etc...)
- Focusing on fatal and incapacitating injury crashes (referred together as “critical crashes”), while also considering counts of all crashes
  - Facilitate Cross-Program efforts
    - Interactions between various parties will be streamlined with smoother flow of information and actions between District management, Traffic Operations, Project Development, Planning, and Highway Patrol in addition to Highway Safety with regards to the development and deployment of safety remedies.

With the SMS at WYDOT, decision-makers have access to higher quality, more useful information on which to base their decisions, and with which to resist demands to adopt sub-optimal positions.

- The result is higher-level information being available, rather than simply raw data. The intent is to provide “actionable intelligence” to the decision-makers.
- This information is available in a timely manner; before the decision needs to be made
- Pertinent and applicable to the types of decisions that are made at the various times and the various levels
- Presented in ways that make it easy to understand and communicate, making use of evolving display technologies (maps, graphing, stacked graphs, etc.)

A deeper level of focus of the SMS is to provide and support the use of helpful reports, repositories, and interactive tools that assist engineers in “peeling back the onion” to better understand what factors contribute to a particular high crash location.

- Providing an ensemble of information at ones fingertips, making use of integrated data sets and modern access and display technology. The standard Highway Safety Segment Report is an example, as are collision diagrams and stacked graphs.
- Helping to select the appropriate remedy (or remedies) for a location, given the types of crashes that are occurring, the geometries and layout of the location, and the types of remedies already in place
- Capturing and tracking candidate treatments through the lifecycle into deployment, to help ensure that the best treatments (in terms of benefit/cost) get deployed, and that the information about what was done where and when is available later for effectiveness studies.
- These tools are available for use by HWS analysts as well as by other engineers (District, Traffic Operations, etc.)
- Supporting interactive analysis tools to explore, understand, and compare crashes and remedies. Examples include CARE, the clickable map.
The overall safety goal for the Wyoming Department of Transportation with respect to highway safety is to "Reduce the frequency and severity of crashes on the state's roadways with the resources available"

This statement essentially translates to getting the most reduction in crashes possible from the dollars spent in the name of highway safety.
Introduction

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

Program Structure

Program Administration

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

☐ Central
☒ District
☐ Other

If District, how are the HSIP funds allocated?

☐ Formula
☐ Crash Data
☐ Population
☒ Other Judgement based upon data and rating system used to ID specific projects for highway safety funding
The engineering staff of each District are involved in programming and implementing projects within the HSIP.

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

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

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

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

- Design
- Planning
- [ ] Maintenance
- Operations
- Governors Highway Safety Office
- [ ] Other:

**Briefly describe coordination with internal partners.**

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

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

- [x] Metropolitan Planning Organizations
- [x] Governors Highway Safety Office
- [x] Local Government Association
- [ ] Other:

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

- [ ] Multi-disciplinary HSIP steering committee
- [x] Other: Other-Safety Management System has been instituted and is beginning to be used.

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

None

**Program Methodology**

**Select the programs that are administered under the HSIP.**

- [x] Median Barrier  
- [x] Intersection  
- [ ] Safe Corridor
- [x] Horizontal Curve  
- [ ] Bicycle Safety  
- [ ] Rural State Highways
Program: Median Barrier
Date of Program Methodology: 10/9/2006

What data types were used in the program methodology?

**Crashes**
- ☑ All crashes
- ☑ Fatal crashes only
- ☑ Fatal and serious injury crashes only
- ☐ Other

**Exposure**
- ☑ Traffic
- ☑ Volume
- ☐ Population
- ☐ Other

**Roadway**
- ☑ Median width
- ☐ Horizontal curvature
- ☑ Functional classification
- ☐ Roadside features
- ☐ Other

What project identification methodology was used for this program?
- ☑ Crash frequency
- ☑ Expected crash frequency with EB adjustment
☐ Equivalent property damage only (EPDO Crash frequency)
☐ EPDO crash frequency with EB adjustment
☐ Relative severity index
☐ Crash rate
☐ Critical rate
☐ Level of service of safety (LOSS)
☐ Excess expected crash frequency using SPFs
☐ Excess expected crash frequency with the EB adjustment
☐ Excess expected crash frequency using method of moments
☒ Probability of specific crash types
☐ Excess proportions of specific crash types
☐ Other

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

How are highway safety improvement projects advanced for implementation?
☐ Competitive application process
☐ selection committee
☒ Other-District and Traffic Operations input

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

Rank of Priority Consideration

Ranking based on B/C

Available funding

Incremental B/C

Ranking based on net benefit

Cost Effectiveness

Program: Intersection

Date of Program Methodology: 10/9/2011

What data types were used in the program methodology?

**Crashes**

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

**Exposure**

- Traffic
- Volume
- Population
- Other

**Roadway**

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other-Rural Intersections and the type of traffic control present for example signalized or not

What project identification methodology was used for this program?
Crash frequency

Expected crash frequency with EB adjustment

Equivalent property damage only (EPDO Crash frequency)

EPDO crash frequency with EB adjustment

Relative severity index

Crash rate

Critical rate

Level of service of safety (LOSS)

Excess expected crash frequency using SPF

Excess expected crash frequency with the EB adjustment

Excess expected crash frequency using method of moments

Probability of specific crash types

Excess proportions of specific crash types

Other

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

Yes

No

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

Yes

No

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

Rural off system intersections are studied independently from on system intersections. Urban intersections are also studied within the community that they exist. A statewide program does not currently exist.
How are highway safety improvement projects advanced for implementation?

- Competitive application process
- Selection committee
- Other-District and Traffic operations input

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

- Relative Weight in Scoring
- Rank of Priority Consideration

- Ranking based on B/C
- Available funding 1
- Incremental B/C
- Ranking based on net benefit
- Cost Effectiveness

Program: Horizontal Curve

Date of Program Methodology: 10/9/2009

What data types were used in the program methodology?

Crashes Exposure Roadway

- All crashes
- Traffic
- Median width
What project identification methodology was used for this program?

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

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

- Yes
- No
How are highway safety improvement projects advanced for implementation?

- Competitive application process
- Selection committee
- Other - District and Traffic operations input

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

- Relative Weight in Scoring
- Rank of Priority Consideration

- Ranking based on B/C
- Available funding
- Incremental B/C
- Ranking based on net benefit
- Cost Effectiveness

Program: Crash Data

Date of Program Methodology: 10/9/2008

What data types were used in the program methodology?

- Crashes
  - All crashes
- Exposure
  - Traffic
- Roadway
  - Median width
<table>
<thead>
<tr>
<th>what project identification methodology was used for this program?</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ Crash frequency</td>
</tr>
<tr>
<td>□ Expected crash frequency with EB adjustment</td>
</tr>
<tr>
<td>□ Equivalent property damage only (EPDO Crash frequency)</td>
</tr>
<tr>
<td>□ EPDO crash frequency with EB adjustment</td>
</tr>
<tr>
<td>✓ Relative severity index</td>
</tr>
<tr>
<td>✓ Crash rate</td>
</tr>
<tr>
<td>✓ Critical rate</td>
</tr>
<tr>
<td>□ Level of service of safety (LOSS)</td>
</tr>
<tr>
<td>□ Excess expected crash frequency using SPF</td>
</tr>
<tr>
<td>□ Excess expected crash frequency with the EB adjustment</td>
</tr>
<tr>
<td>□ Excess expected crash frequency using method of moments</td>
</tr>
<tr>
<td>✓ Probability of specific crash types</td>
</tr>
<tr>
<td>✓ Excess proportions of specific crash types</td>
</tr>
<tr>
<td>□ Other</td>
</tr>
</tbody>
</table>

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

✓ Yes

□ No
If yes, are local road projects identified using the same methodology as state roads?

☐ Yes
☒ No

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

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

**How are highway safety improvement projects advanced for implementation?**

☐ Competitive application process
☐ selection committee
☒ Other-Data improvement projects are developed and implemented by the WY traffic records coordinating committe

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

☐ Relative Weight in Scoring
☒ Rank of Priority Consideration

☐ Ranking based on B/C
☒ Available funding 1
☐ Incremental B/C
☐ Ranking based on net benefit
☒ Cost Effectiveness 2
Program: Roadway Departure

Date of Program Methodology: 10/9/2006

What data types were used in the program methodology?

<table>
<thead>
<tr>
<th>Crashes</th>
<th>Exposure</th>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>All crashes</td>
<td>Traffic</td>
<td>Median width</td>
</tr>
<tr>
<td>Fatal crashes only</td>
<td>Volume</td>
<td>Horizontal curvature</td>
</tr>
<tr>
<td>Fatal and serious injury crashes only</td>
<td>Population</td>
<td>Functional classification</td>
</tr>
<tr>
<td>Other</td>
<td>Lane miles</td>
<td>Roadside features</td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td>Other</td>
</tr>
</tbody>
</table>

What project identification methodology was used for this program?

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

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

If yes, are local road projects identified using the same methodology as state roads?
Yes
No

If no, describe the methodology used to identify local road projects as part of this program.
The local roads utilize specific studies to determine project needs.

How are highway safety improvement projects advanced for implementation?
Competitive application process
selection committee
Other-District and Traffic operations input

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

Relative Weight in Scoring
Rank of Priority Consideration
Ranking based on B/C
Available funding 1

Incremental B/C

Ranking based on net benefit

Cost Effectiveness

Judgement based - some systemic geometric improvements and some crashed based

Program: Low-Cost Spot Improvements

Date of Program Methodology: 10/9/2011

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

Exposure

- Traffic
- Volume
- Population
- Lane miles
- Other

Roadway

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other

What project identification methodology was used for this program?

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

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

How are highway safety improvement projects advanced for implementation?
☐ Competitive application process
☐ selection committee
☒ Other-District and Traffic operations input

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).
2013 Wyoming Highway Safety Improvement Program

- Relative Weight in Scoring
- Rank of Priority Consideration

- Ranking based on B/C 1
- Available funding 2
- Incremental B/C
- Ranking based on net benefit
- Cost Effectiveness

Program: Sign Replacement And Improvement

Date of Program Methodology: 10/9/2008

What data types were used in the program methodology?

Crashes
- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

Exposure
- Traffic
- Volume
- Population
- Lane miles
- Other

Roadway
- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other-Age and condition of signs

What project identification methodology was used for this program?
Crash frequency

Expected crash frequency with EB adjustment

Equivalent property damage only (EPDO Crash frequency)

EPDO crash frequency with EB adjustment

Relative severity index

Crash rate

Critical rate

Level of service of safety (LOSS)

Excess expected crash frequency using SPFs

Excess expected crash frequency with the EB adjustment

Excess expected crash frequency using method of moments

Probability of specific crash types

Excess proportions of specific crash types

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

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

Yes

No

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

Yes

No

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

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

How are highway safety improvement projects advanced for implementation?
Competitive application process

Selection committee

Other-District and Traffic operations input

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

- Relative Weight in Scoring
- Rank of Priority Consideration

- Ranking based on B/C
- Available funding 2
- Incremental B/C
- Ranking based on net benefit
- Cost Effectiveness
- Relative age of signage and functional classification 1

Program: Local Safety

Date of Program Methodology: 10/9/2008

What data types were used in the program methodology?

Crashes Exposure Roadway
What project identification methodology was used for this program?

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

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

No

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

Yes

No

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

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

How are highway safety improvement projects advanced for implementation?

Competitive application process

Selection committee

Other

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

Relative Weight in Scoring

Rank of Priority Consideration

Ranking based on B/C

Available funding 2

Incremental B/C

Ranking based on net benefit

Cost Effectiveness 1
What proportion of highway safety improvement program funds address systemic improvements?

70%

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

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

What process is used to identify potential countermeasures?

- Engineering Study
- Road Safety Assessment
- Other: Other-Use of Crash Information to identify over-represented crash types to be addressed
Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.

- Highway Safety Manual
- Road Safety audits
- Systemic Approach
- Other:

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

none

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

- Calendar Year
- State Fiscal Year
- Federal Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.
<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Programmed*</th>
<th></th>
<th>Obligated</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>HSIP (Section 148)</td>
<td>14842000</td>
<td>21 %</td>
<td>14842000</td>
<td>21 %</td>
</tr>
<tr>
<td>HRRRP (SAFETEA-LU)</td>
<td>347000</td>
<td>0 %</td>
<td>216000</td>
<td>0 %</td>
</tr>
<tr>
<td>HRRR Special Rule</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Penalty Transfer - Section 154</td>
<td>5466661</td>
<td>8 %</td>
<td>5466661</td>
<td>8 %</td>
</tr>
<tr>
<td>Penalty Transfer – Section 164</td>
<td>5466661</td>
<td>8 %</td>
<td>5466661</td>
<td>8 %</td>
</tr>
<tr>
<td>Incentive Grants - Section 163</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Incentive Grants (Section 406)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Federal-aid Funds (i.e. STP, NHPP)</td>
<td>40917678</td>
<td>58 %</td>
<td>40917678</td>
<td>59 %</td>
</tr>
<tr>
<td>State and Local Funds</td>
<td>2950000</td>
<td>4 %</td>
<td>2950000</td>
<td>4 %</td>
</tr>
<tr>
<td>Totals</td>
<td>69990000</td>
<td>100%</td>
<td>69859000</td>
<td>100%</td>
</tr>
</tbody>
</table>

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

$2,950,000.00

How much funding is obligated to local safety projects?

$2,950,000.00
How much funding is programmed to non-infrastructure safety projects?

$0.00

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

$0.00

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

$0.00

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

$0.00

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

Wyoming doesn't have any impediments to obligating Highway Safety Improvement Program funds.

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

None
General Listing of Projects
List each highway safety improvement project obligated during the reporting period.

<table>
<thead>
<tr>
<th>Project</th>
<th>Improvement Category</th>
<th>Output</th>
<th>HSIP Cost</th>
<th>Total Cost</th>
<th>Funding Category</th>
<th>Functional Classification</th>
<th>AA DT</th>
<th>Speed</th>
<th>Roadway Ownership</th>
<th>Relationship to SHSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>HSIP 0.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
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| Highway  
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<td>Rural Principal Arterial - Other</td>
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<td>LIDE REPAIR</td>
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<td>Type 2</td>
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<td>LIDE REPAIR</td>
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</table>
### Progress in Achieving Safety Performance Targets

#### Overview of General Safety Trends

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

<table>
<thead>
<tr>
<th>Performance Measures*</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of fatalities</td>
<td>159</td>
<td>134</td>
<td>153</td>
<td>135</td>
<td>120</td>
</tr>
<tr>
<td>Number of serious injuries</td>
<td>748</td>
<td>637</td>
<td>572</td>
<td>485</td>
<td>458</td>
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<td>Fatality rate (per HMVMT)</td>
<td>1.71</td>
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<td>1.84</td>
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<td>Serious injury rate (per HMVMT)</td>
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</tr>
</tbody>
</table>

*Performance measure data is presented using a five-year rolling average.*
Number of Fatalities and Serious injuries for the Last Five Years

- **Fatalities**:
  - 2008: 159
  - 2009: 134
  - 2010: 153
  - 2011: 135
  - 2012: 120
- **Serious Injuries**:
  - 2008: 700
  - 2009: 600
  - 2010: 500
  - 2011: 400
  - 2012: 300

Legend:
- Red square: Fatalities
- Blue bar: Serious Injuries
Rate of Fatalities and Serious Injuries for the Last Five Years

- Fatality Rate (per HMVMT)
- Serious Injuries Rate (per HMVMT)
To the maximum extent possible, present performance measure* data by functional classification and ownership.

**Year - 2012**

<table>
<thead>
<tr>
<th>Function Classification</th>
<th>Number of fatalities</th>
<th>Number of serious injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
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<tbody>
<tr>
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</table>
# Fatalities by Roadway Functional Classification

![Bar chart showing fatalities by roadway functional classification over the years 2008 to 2012.](chart)
# Serious Injuries by Roadway Functional Classification

Roadway Functional Classification

- Principal Arterial (R)
- Principal Arterial - Other Freeways and Expressways (R)
- Principal Arterial - Interstate (R)
- Principal Arterial - Other (R)
- Minor Collector (U)
- Minor Collector - Other (U)
- Major Collector (U)
- Major Collector - Other (U)
- Principal Arterial (U)
- Principal Arterial - Other (U)
- Local Road or Street (U)
- Local Road or Street (R)
- Minor Arterial (U)
- Minor Arterial - Other (U)
- Other (U)

Year Breakdown:
- 2008
- 2009
- 2010
- 2011
- 2012

---

2013 Wyoming Highway Safety Improvement Program
Fatality Rate by Roadway Functional Classification
### Year - 2012

<table>
<thead>
<tr>
<th>Roadway Ownership</th>
<th>Number of fatalities</th>
<th>Number of serious injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
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</table>
Number of Fatalities by Roadway Ownership

- 2008
- 2009
- 2010
- 2011
- 2012

Roadway Functional Classification:
- State
- County
- Town
- City
- State Park
- Other State
- Other Local
- Railroad
- State Toll
- Local Toll
- Other Public
- Tribe
- Other

# of Fatalities

0 0.2 0.4 0.6

-0.4 -0.2 0 -0.6
Fatality Rate by Roadway Ownership

Roadway Functional Classification

- State
- County
- Town
- City
- State Park
- Other State
- Private
- Railroad
- State Toll
- Local Toll
- Other Public
- Other

2008 2009 2010 2011 2012
Serious Injury Rate by Roadway Ownership

Roadway Functional Classification

2008 2009 2010 2011 2012
The listed fatal and serious injury statistics are for the major functional classifications for the State. The number of fatalities shown for 2012 is 78. The total fatalities for 2012 is 120 and the other 42 were spread out over County Roads, City Streets and other roadways. The volume data for these other roadways is difficult to obtain and thus the reporting of it in this manner is not readily available.

The ownership data is unavailable for reporting in this format at this time.

Wyoming is working on the ability to report statistics in various formats and will work towards improvements in reporting of information for all user needs.
Describe any other aspects of the general highway safety trends on which you would like to elaborate.

Wyoming is seeing an overall reduction in the fatalities and serious injuries occurring in the state. The trend is positive but improvements can still be made. Wyoming crash statistics tend to move wildly when compared year to year. We have a relatively few number of fatal crashes and are working towards zero deaths.

**Application of Special Rules**

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

<table>
<thead>
<tr>
<th>Older Driver Performance Measures</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
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<tbody>
<tr>
<td>Fatality rate (per capita)</td>
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<td>0</td>
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<tr>
<td>Serious injury rate (per capita)</td>
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<tr>
<td>Fatality and serious injury rate (per capita)</td>
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<td>0</td>
<td>0</td>
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</tr>
</tbody>
</table>

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

Wyoming does not do this type of analysis.
Does the older driver special rule apply to your state?

No
Assessment of the Effectiveness of the Improvements (Program Evaluation)

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

☐ None

☐ Benefit/cost

☐ Policy change

☒ Other: Other—Fatalities and serious injury crashes are decreasing in the State
What significant programmatic changes have occurred since the last reporting period?

☐ Shift Focus to Fatalities and Serious Injuries

☐ Include Local Roads in Highway Safety Improvement Program

☐ Organizational Changes

☒ None

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

Wyoming has rolled out to the decision-makers in the Districts a tool to assess the benefits and costs of various treatment options on projects. The tool is just now beginning to be utilized and should assist in focusing efforts on the most effective projects for the limited funding available.
SHSP Emphasis Areas
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

### Year - 2012

<table>
<thead>
<tr>
<th>HSIP-related SHSP Emphasis Areas</th>
<th>Target Crash Type</th>
<th>Number of Fatalities</th>
<th>Number of Serious Injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
<th>Other-1</th>
<th>Other-2</th>
<th>Other-3</th>
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<td></td>
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</tr>
</tbody>
</table>

**Number of Fatalities by SHSP Emphasis Area**

*Year 2008 to Year 2012*

![Graph showing number of fatalities by SHSP emphasis area from 2008 to 2012.](image)
Number of Serious Injuries by SHSP Emphasis Area

Year 2008 to Year 2012

2008 2009 2010 2011 2012

SHSP Emphasis Area
Fatality Rate by SHSP Emphasis Area

Year 2008 to Year 2012

Rate of Fatalities

0.2

0.4

0.6

0.8

1.0

1.2

SHSP Emphasis Area
Wyoming has a bar chart of all of our emphasis areas within the SHSP comparing the numbers of critical crashes in three year groupings for comparison purposes. I am unable to upload the chart into the report at this time, but the information is contained in our current SHSP.
Groups of similar project types
Present the overall effectiveness of groups of similar types of projects.

### Year - 2012

<table>
<thead>
<tr>
<th>HSIP Sub-program Types</th>
<th>Target Crash Type</th>
<th>Number of Fatalities</th>
<th>Number of Serious Injuries</th>
<th>Fatality Rate (per HMVMT)</th>
<th>Serious Injury Rate (per HMVMT)</th>
<th>Other-1</th>
<th>Other-2</th>
<th>Other-3</th>
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</thead>
<tbody>
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</tr>
</tbody>
</table>
# Fatalities by Target Crash Type for Groups of Similar Projects

Year 2008 to Year 2012

Target Crash Type

- Air
- Angle
- Cross median
- Fixed object
- Sideswipe
- Head on
- Left-turn
- Night-time
- Non-intersection
- Rear end
- Right-turn
- Run-off-road
- Speed-related
- Truck related
- Vehicle/animal
- Vehicle/bicycle
- Wet road
#Serious Injuries by Target Crash Type for Groups of Similar Projects

Year 2008 to Year 2012

Target Crash Type

- Air
- Angle
- Cross median
- Fixed Object
- Sideswipe
- Head-on
- Left-turn
- Night-time
- Non-intersection
- Rear-end
- Right-turn
- Run-off-road
- Speed-related
- Truck-related
- Vehicle/animal
- Vehicle/bicycle
- Wet-road

# of Serious Injuries
Fatality Rate by Target Crash Type for Groups of Similar Projects

Year 2008 to Year 2012

Target Crash Type

Rate of Fatalities

-0.6  -0.4  -0.2  0  0.2  0.4  0.6

Air  Angle  Cross-median  Fixed Object  Sideswipe  Head-on  Left-turn  Night-time  Non-intersection  Rear-end  Right-turn  Run-off-road  Speed-related  Truck-related  Vehicle/Animal  Vehicle/bicycle  Vehicle/wet road
Wyoming doesn't track sub-program types at this time. The development of information on sub-program grouping of project types is on going. For this report the question does not apply.
Systemic Treatments
Present the overall effectiveness of systemic treatments.

### Year - 2012

<table>
<thead>
<tr>
<th>Systemic improvement</th>
<th>Target Crash Type</th>
<th>Number of fatalities</th>
<th>Number of serious injuries</th>
<th>Fatality rate (per HMVMT)</th>
<th>Serious injury rate (per HMVMT)</th>
<th>Other-1</th>
<th>Other-2</th>
<th>Other-3</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
</tbody>
</table>
# Fatalities by Target Crash Type for Systemic Safety Improvements

Year 2008 to Year 2012

2008 2009 2010 2011 2012

Target Crash Type

Air Angle Cross median Fixed object Sideswipe Head-on Left-turn Night-time Non-intersection Rear-end Right-turn Run-off-road Speed-related Truck-related Vehicle/animal Vehicle/bicycle Wet road
# Serious Injuries by Target Crash Type for Systemic Safety Improvements

Year 2008 to Year 2012

<table>
<thead>
<tr>
<th>Target Crash Type</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air</td>
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<tr>
<td>Angle</td>
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<tr>
<td>Cross median</td>
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<tr>
<td>Fixed object</td>
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<tr>
<td>Sideswipe</td>
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<tr>
<td>Head on</td>
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<tr>
<td>Left-turn</td>
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<tr>
<td>Night-time</td>
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<tr>
<td>Non-intersection</td>
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<tr>
<td>Rear end</td>
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</tr>
<tr>
<td>Right-turn</td>
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</tr>
<tr>
<td>Run-off-road</td>
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</tr>
<tr>
<td>Speed-related</td>
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<tr>
<td>Truck-related</td>
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<tr>
<td>Vehicle/animal</td>
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<tr>
<td>Vehicle/bicycle</td>
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<tr>
<td>Wet-road</td>
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</tbody>
</table>
Fatality Rate by Target Crash Type for Systemic Safety Improvements

Year 2008 to Year 2012

Target Crash Type
The information for Systemic Treatments is unavailable at this time. Work is being done to create a geometric index for on system roadways in the State of Wyoming to address systemic treatments and their effectiveness.
Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

The overall trend for crashes in Wyoming is down. We are implementing various projects related to our SHSP. We can improve the focus but have a pretty good idea of what types of projects and improvements are giving us the best results for our main crash problem which is leaving your lane and running off the road. Single vehicle crashes. Many of the systemic treatments that we have implemented over the past five years are targeted toward this crash type.
Provide project evaluation data for completed projects (optional).

<table>
<thead>
<tr>
<th>Location</th>
<th>Functional Class</th>
<th>Improvement Category</th>
<th>Improvement Type</th>
<th>Bef-Fatal</th>
<th>Bef-Serious Injury</th>
<th>Bef-Other Injury</th>
<th>Bef-PDO</th>
<th>Aft-Fatal</th>
<th>Aft-Serious Injury</th>
<th>Aft-Other Injury</th>
<th>Aft-PDO</th>
<th>Evaluation Results (Benefit/Cost Ratio)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide</td>
<td>All functional classes</td>
<td>Roadway</td>
<td>Rumble strips - edge or shoulder</td>
<td></td>
<td></td>
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<td></td>
<td></td>
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</tbody>
</table>

Wyoming does not have this information available at this time. We are working on a methodology to address systemic treatments.
## Optional Attachments

<table>
<thead>
<tr>
<th>Sections</th>
<th>Files Attached</th>
</tr>
</thead>
</table>

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

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

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

HMVMT means hundred million vehicle miles traveled.

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

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

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

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

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

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

Systemic safety improvement means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.