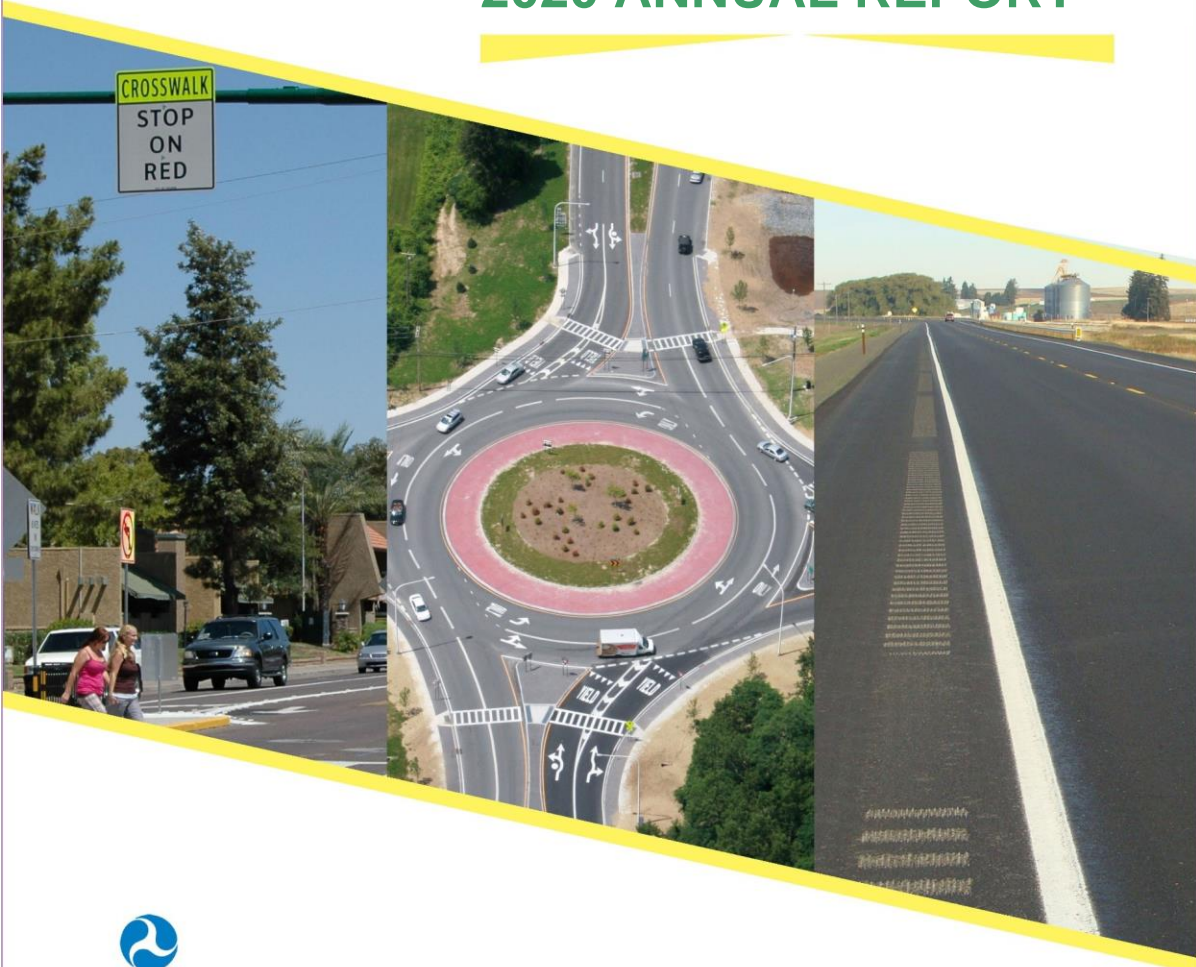




WYOMING

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2020 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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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. 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.”

Executive Summary

WYDOT has established an HSIP program with processes in place for the collection of data, implementation of projects, and annual reporting. Each fiscal year, historically, Wyoming obligates a majority of their HSIP apportionments, these funds are obligated on projects, which are eligible under the requirements of the program. WYDOT effectively manages the HSIP and their Highway Safety Program manager is responsible for both the behavioral and engineering aspects of the program, reporting to both NHTSA and FHWA. This overarching management of the program provides for a consistent approach to addressing highway safety needs throughout the State.

The Highway Safety Program continues to be process driven and consistent when approaching HSIP projects and reporting requirements. WYDOT is currently inconsistent between the Highway Safety Program and other programs within the DOT. Safety elements are often included on projects that are funded through sources other than HSIP. WYDOT is working towards a standard process of coordination between programs to ensure that safety projects and safety project elements are being identified and prioritized before the funding is utilized. This ensures WYDOT efficiently and effectively utilizes the available funding on high value projects and project elements.

Progress is being made through the Safety Innovation Team that consists of the Highway Safety Program, Traffic Program, Planning Program and Highway Development Program. The Highway Safety Program has established a new position to oversee Safety Management.

WYDOT is also improving their process for the evaluation of safety benefits from projects and project elements that are implemented using HSIP funding. The Safety Management System provides a mechanism for quantifying the benefits of safety treatments which in turn allows for more effective utilization of HSIP funds on future HSIP projects and project elements.

WYDOT Highway Safety continues to implement the HSIP through strategies, activities, and/or projects on public roads that are consistent with their data driven Strategic Highway Safety Plan (SHSP) with the goal of reducing fatal and serious injury crashes.

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 Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The HSIP is based upon the goals and areas identified in the SHSP. HSIP eligibility policies focus on addressing the greatest safety needs within the State. Rural road safety needs are addressed through the HRRR program (which is a subset of the HSIP) managed through an agreement with the UW LTAP Center. The greatest safety needs are identified through the Safety Management System (SMS) which establishes a mechanism for the prioritization of HSIP funding.

WYDOT considers crash, roadway and traffic data when identifying potential HSIP projects. The SMS allows for various programs and Districts to optimize the use of safety funds on the State's roadways. The SMS allows WYDOT decision makers to identify the locations that warrant attention and then select the most cost effective safety treatments to propose at each potential project location.

WYDOT implements both spot location treatments for high-crash/high-risk locations as well as systemic safety improvement projects. Due to the rural nature of Wyoming the majority of HSIP projects address rural road safety needs. Safety strategies proven to be effective on rural roads are applied using HSIP funds.

Where is HSIP staff located within the State DOT?

Operations

How are HSIP funds allocated in a State?

- SHSP Emphasis Area Data
- Other-Safety Management System

Describe how local and tribal roads are addressed as part of HSIP.

The local county roads and tribal 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 (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Districts/Regions
- Governors Highway Safety Office
- Local Aid Programs Office/Division
- Operations
- Planning
- Traffic Engineering/Safety

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 HSIP planning.

- Governors Highway Safety Office
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency

Describe coordination with external partners.

WYDOT is structured with the WHP and Governors Rep for Highway Safety (NHTSA) within its organization. The Highway Safety Office chairs a Safety Management Committee that meets 3-4 times per year to discuss, investigate, plan and direct the numerous safety partners throughout the state on the SHSP and other higher level issues regarding Highway Safety.

Program areas and strategies are discussed to assist other safety partners in their efforts to reduce fatal and serious injury crashes in the State.

Describe other aspects of HSIP Administration on which the State would like to elaborate.

The Highway Safety Office has developed a Safety Management System (SMS) for WYDOT. The SMS is maturing rapidly and becoming the go to place for counter measures and projects that have higher benefit/cost ratios. The SMS is based upon the principles contained in the Highway Safety Manual and is very dependent upon data. The SMS development has been a long process but it is now driving the HSIP project selection process for WYDOT.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

2020 Wyoming Highway Safety Improvement Program

WYDOT has updated two operating policies regarding the Highway Safety Process and the HSIP Execution. OP 13-03 Highway Safety Process and OP 13-09 HSIP Execution have been approved by the Department and are in operation.

Select the programs that are administered under the HSIP.

- Horizontal Curve
- HRRR
- Intersection
- Local Safety
- Low-Cost Spot Improvements
- Median Barrier
- Roadway Departure
- Rural State Highways
- Shoulder Improvement
- Sign Replacement And Improvement
- Other-Guardrail upgrade/replacement

Program: Horizontal Curve

Date of Program Methodology: 7/23/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Probability of specific crash types
- Relative severity index

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

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

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

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).

Rank of Priority Consideration

Ranking based on B/C:2

Available funding:1

Program: HRRR

Date of Program Methodology:7/23/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-local rural road safety program

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume
- Population

Roadway

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

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Other-Wyoming Rural Road Safety Program methodology
- Relative severity index

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

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Separate methodology developed through the University of Wyoming LTAP Center

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

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).

Rank of Priority Consideration

Ranking based on B/C:2

Available funding:1

Program: Intersection

Date of Program Methodology:7/23/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- 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
- Probability of specific crash types
- Relative severity index

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

Yes

Are local road projects identified using the same methodology as state roads?

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 projects under this program advanced for implementation?

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

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).

Rank of Priority Consideration

Ranking based on B/C:2

Available funding:1

Program: Local Safety

Date of Program Methodology:7/23/2020

What is the justification for this program?

- Other-HRRR subset of HSIP

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features
- Other-A simple roadway drive through rating is used to identify

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types
- Expected crash frequency with EB adjustment
- Probability of specific crash types

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

Yes

Are local road projects identified using the same methodology as state roads?

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 projects under this program advanced for implementation?

- Competitive application process
- selection committee

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).

Rank of Priority Consideration

Ranking based on B/C:2

Available funding:1

Program: Low-Cost Spot Improvements

Date of Program Methodology:7/23/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Critical rate
- Excess proportions of specific crash types
- Expected crash frequency with EB adjustment
- Probability of specific crash types
- Relative severity index

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

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-District and Traffic operations input
- selection committee

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).

Rank of Priority Consideration

Ranking based on B/C:2

Available funding:1

Program: Median Barrier

Date of Program Methodology:7/23/2020

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Median width
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types
- Expected crash frequency with EB adjustment
- Probability of specific crash types
- Relative severity index

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

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- selection committee

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).

Rank of Priority Consideration

Ranking based on B/C:2

Available funding:1

Program: Roadway Departure

Date of Program Methodology:7/23/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

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

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types
- Expected crash frequency with EB adjustment
- Probability of specific crash types
- Relative severity index

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

Yes

Are local road projects identified using the same methodology as state roads?

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 projects under this program advanced for implementation?

- Other-District and Traffic operations input
- selection committee

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).

Rank of Priority Consideration

Ranking based on B/C:2

Available funding:1

Program: Rural State Highways

Date of Program Methodology:7/23/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types
- Expected crash frequency with EB adjustment
- Probability of specific crash types
- Relative severity index

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

Yes

Are local road projects identified using the same methodology as state roads?

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 projects under this program advanced for implementation?

- selection committee

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).

Rank of Priority Consideration

Ranking based on B/C:2

Cost Effectiveness:1

Program: Shoulder Improvement

Date of Program Methodology: 7/23/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
<ul style="list-style-type: none">• All crashes	<ul style="list-style-type: none">• Traffic• Volume	<ul style="list-style-type: none">• Horizontal curvature• Functional classification• Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types
- Expected crash frequency with EB adjustment
- Probability of specific crash types
- Relative severity index

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

Yes

Are local road projects identified using the same methodology as state roads?

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 projects under this program advanced for implementation?

- selection committee

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).

Rank of Priority Consideration

2020 Wyoming Highway Safety Improvement Program

Ranking based on B/C:2

Available funding:1

Program: Sign Replacement And Improvement

Date of Program Methodology:7/23/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety
- Other-Systemic approach to Lane Departure/Roadway Departure

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

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

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types
- Expected crash frequency with EB adjustment
- Other-Age of signs in combination with functional classification of the roadway is the main factor
- Probability of specific crash types
- Relative severity index

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

Yes

Are local road projects identified using the same methodology as state roads?

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 projects under this program advanced for implementation?

2020 Wyoming Highway Safety Improvement Program

- Other-District and Traffic operations input
- selection committee

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).

Rank of Priority Consideration

Available funding:1

Other-Relative age of signage and functional classification:2

Program: Other-Guardrail upgrade/replacement

Date of Program Methodology:7/23/2020

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- Other-Systemic approach to Lane Departure/Roadway Departure

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume
- Lane miles

Roadway

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

What project identification methodology was used for this program?

- Crash frequency
- Excess proportions of specific crash types
- Expected crash frequency with EB adjustment
- Probability of specific crash types
- Relative severity index

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

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Work with the LTAP center using the WRRSP

How are projects under this program advanced for implementation?

- selection committee

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).

Rank of Priority Consideration

Ranking based on B/C:2

Available funding:1

What percentage of HSIP funds address systemic improvements?

25

HSIP funds are used to address which of the following systemic improvements?

- Add/Upgrade/Modify/Remove Traffic Signal
- Cable Median Barriers
- High friction surface treatment
- Horizontal curve signs
- Install/Improve Lighting
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips
- Upgrade Guard Rails

Although similar treatments use HSIP funds on a project by project basis, they are not considered part of our systemic treatment program.

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input
- Other-WYDOT - Safety Management System
- Other-Use of Crash Information to identify over-represented crash types to be addressed

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

Projects included in the HSIP address information to drivers about roadway conditions primarily in winter weather. Also variable speed limits and other communication technologies are part of the HSIP.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

HSM methodologies are part of the Safety Management System. The Safety Management System was developed based upon the HSM.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$21,076,713	\$23,565,064	111.81%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$400,000	\$106,755	26.69%
Penalty Funds (23 U.S.C. 154)	\$6,212,834	\$5,819,198	93.66%
Penalty Funds (23 U.S.C. 164)	\$5,946,628	\$6,424,894	108.04%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$0	\$0	0%
State and Local Funds	\$0	\$0	0%
Totals	\$33,636,175	\$35,915,911	106.78%

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

\$600,000

How much funding is obligated to local or tribal safety projects?

\$400,000

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

\$0

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

\$0

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

\$0

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

\$0

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

WYDOT doesn't have a problem obligating the HSIP funds.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
I806212					\$0	\$0				0					OTHER
N561043					\$315000	\$315000				0					INTERSECTIONS
0807007					\$487015.27	\$3246768.5				0					SYSTEMIC
HR19201					\$104510	\$104510				0					LOCAL COORDINATION EFFORTS
I254151					\$271311.04	\$1550348.8				0					ICY/SNOWY ROADS
I254151					\$232552.32					0					COMMERCIAL MOTOR VEHICLES
I254151					\$271311.04					0					SPEED/TOO FAST FOR CONDITIONS
B183016					\$1705093.32	\$1705093.32				0					SAFETY - INTERSECTIONS
B193026					\$603196	\$603196				0					LANE & ROAD DEPARTURE CRASHES
HR19301					\$40000	\$40000				0					LOCAL COORDINATION EFFORTS
HR19302					\$60000	\$60000				0					LOCAL COORDINATION EFFORTS
HR19303					\$110000	\$110000				0					LOCAL COORDINATION EFFORTS
N104066					\$11491100.27	\$71819376.7				0					LANE & ROAD DEPARTURE CRASHES
0300039					\$2485535.4	\$8721176.86				0					SAFETY - RD DEPARTURE CRASHES

2020 Wyoming Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
5349002					\$3067962.7	\$12271850.8				0					LANE & ROAD DEPARTURE CRASHES
B194023					\$274175	\$274175				0					SYSTEMIC
N433044					\$1123689.37	\$1321987.5				0					SAFETY INTERSECTIONS -
N433044					\$198298.12					0					SAFETY BICYCLE & PEDESTRIAN -
P433041					\$4630102.57	\$10894359				0					LANE & ROAD DEPARTURE CRASHES
B145005					\$1309706.64	\$1309706.64				0					LANE & ROAD DEPARTURE CRASHES
B195009					\$758963.5	\$1517927				0					SYSTEMIC
CN10107					\$110510	\$110510				0					LOCAL COORDINATION EFFORTS
CN10108					\$14815	\$14815				0					LOCAL COORDINATION EFFORTS
HR19501					\$110226	\$110226				0					LOCAL COORDINATION EFFORTS
HR19502					\$35003	\$35003				0					LOCAL COORDINATION EFFORTS
N202069					\$737816.02	\$1475632.05				0					INTERSECTIONS
N203069					\$1501243.55	\$7506217.77				0					LANE & ROAD DEPARTURE CRASHES
N311097					\$314078.54	\$3140785.45				0					SAFETY BICYCLE & PEDESTRIAN -
N341113					\$2667448	\$5334896				0					LANE & ROAD DEPARTURE CRASHES
P142051					\$141623.03	\$809274.5				0					ICY/SNOWY ROADS

2020 Wyoming Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
P142051					\$121391.17					0					COMMERCIAL MOTOR VEHICLES
P142051					\$141623.03					0					SPEED/TOO FAST FOR CONDITIONS
B199002					\$852522	\$852522				0					LANE & ROAD DEPARTURE CRASHES
B199003					\$1689466.9	\$1689466.9				0					INTERSECTIONS
B199005					\$1137457	\$1137457				0					SYSTEMIC
B199006					\$933969	\$933969				0					SYSTEMIC
B199007					\$505725	\$505725				0					LANE & ROAD DEPARTURE CRASHES
HRRR019					\$200000	\$200000				0					LOCAL COORDINATION EFFORTS

Drop down menus do not match Wyoming's reporting categories. More information could be provided if we are allowed to upload our own spreadsheet.

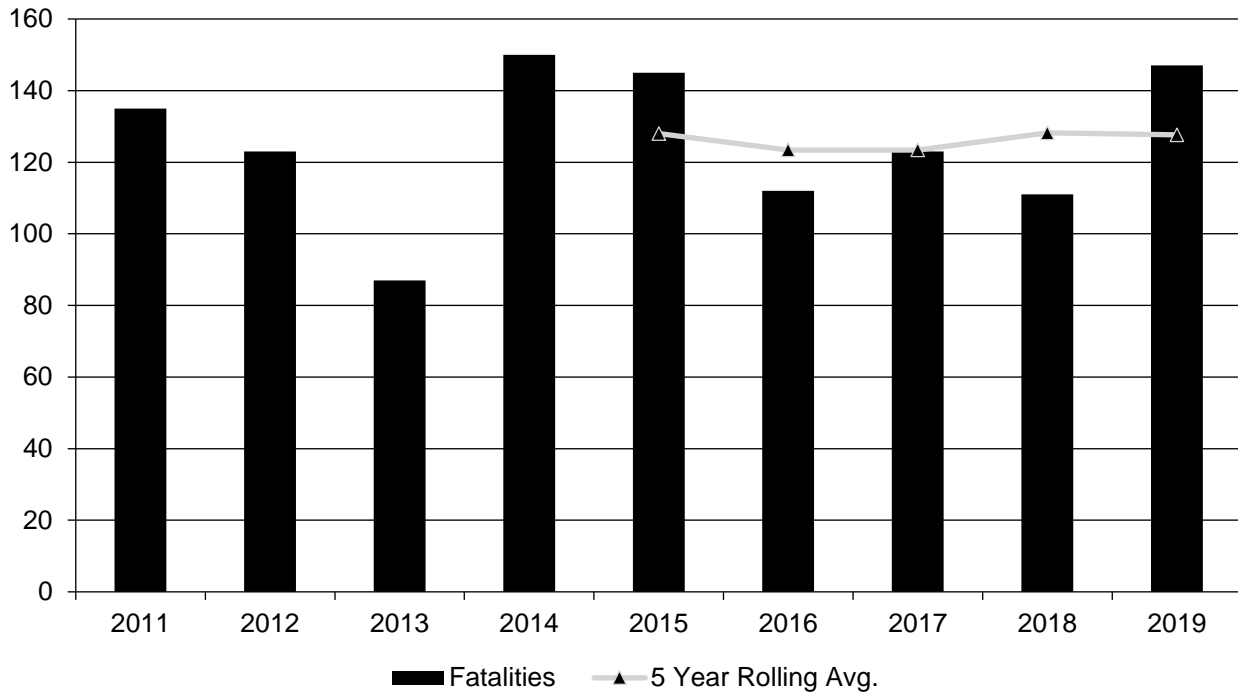
Safety Performance

General Highway Safety Trends

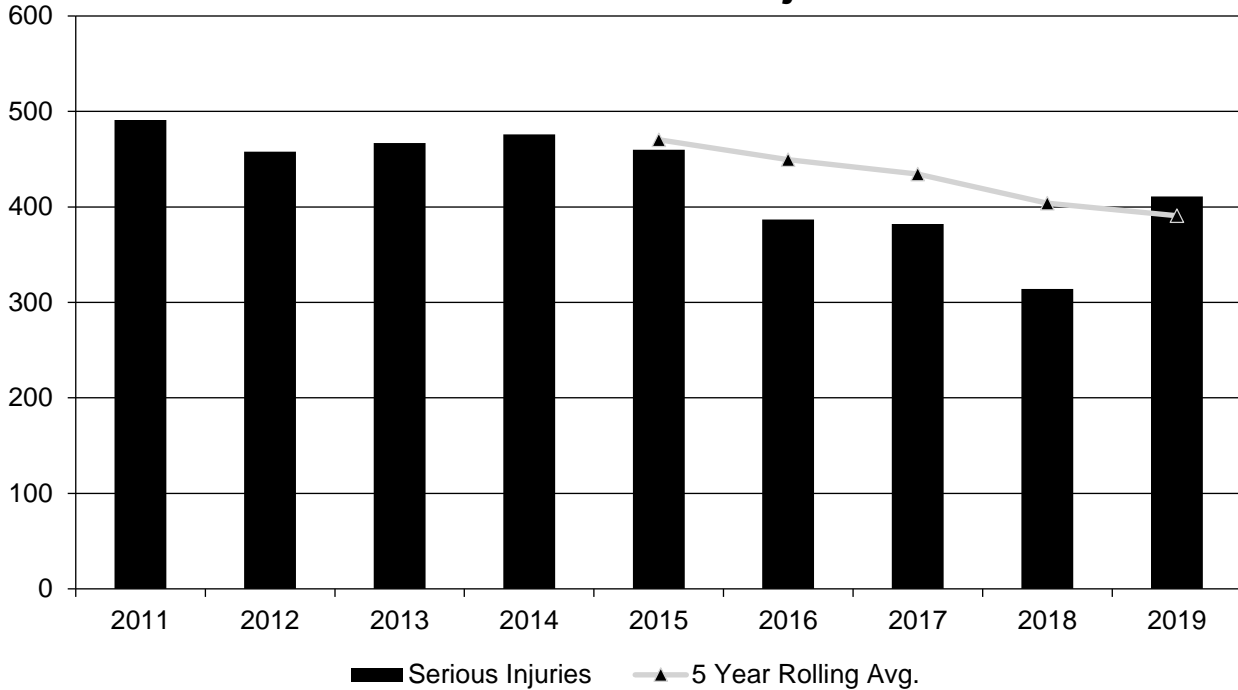
Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	135	123	87	150	145	112	123	111	147
Serious Injuries	491	458	467	476	460	387	382	314	411
Fatality rate (per HMVMT)	1.485	1.357	0.961	1.604	1.529	1.204	1.264	1.063	1.440
Serious injury rate (per HMVMT)	5.402	5.052	5.159	5.089	4.851	4.161	3.925	3.008	4.026
Number non-motorized fatalities	7	6	4	10	5	5	6	6	10
Number of non-motorized serious injuries	2,734	28	21	38	25	36	25	25	31

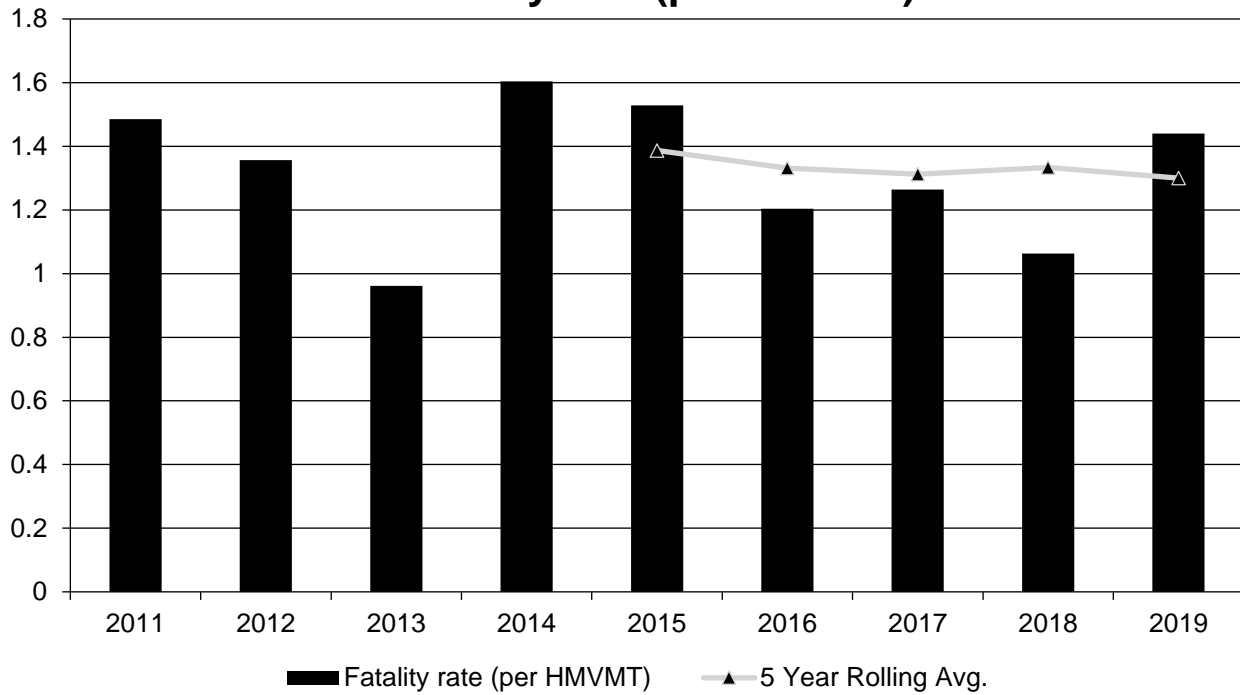
Annual Fatalities



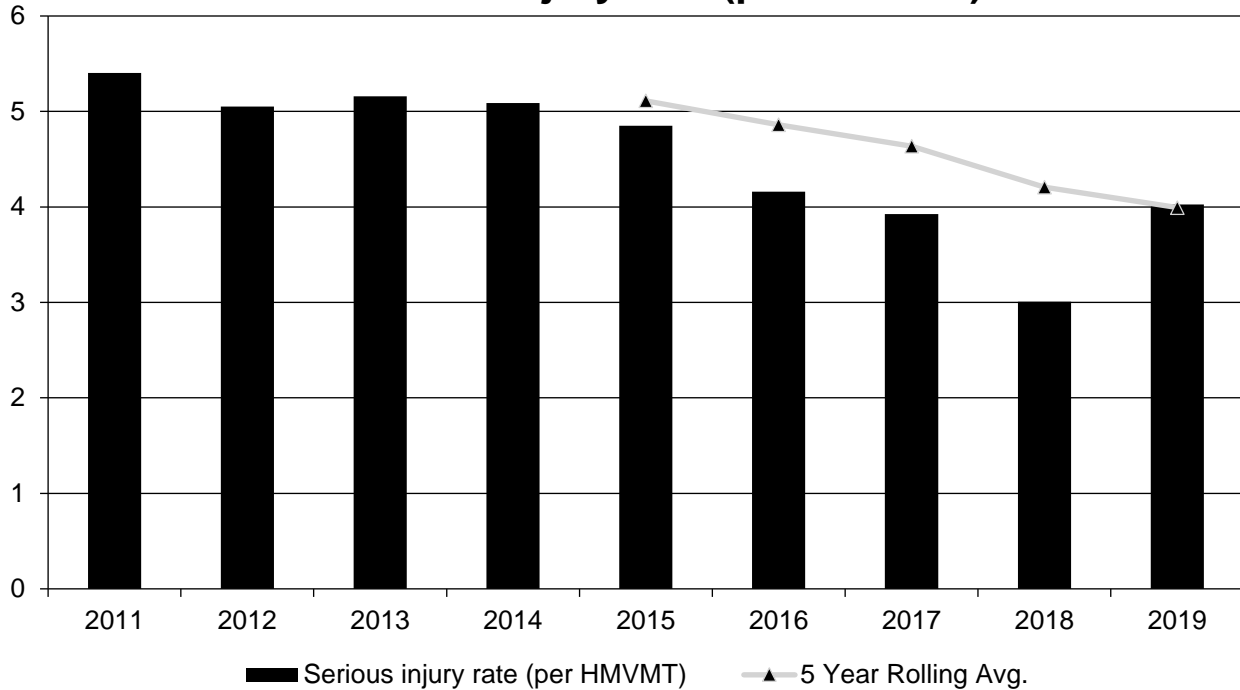
Annual Serious Injuries



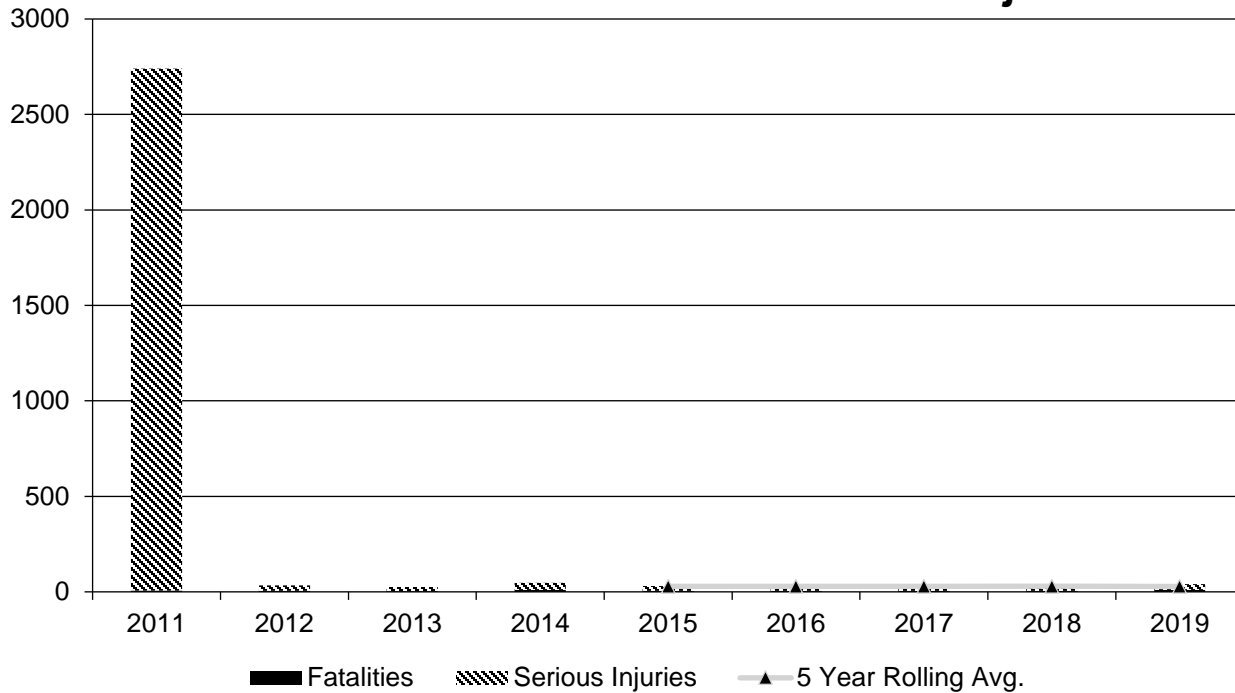
Fatality rate (per HMVMT)



Serious injury rate (per HMVMT)



Non Motorized Fatalities and Serious Injuries



Describe fatality data source.

Other

If Other Please describe

2019 data comes from State Database. All previous years come from FARS.

To the maximum extent possible, present this data by functional classification and ownership.

Year 2019

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	29.6	86.4	1.15	3.38
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	38	84	2.35	5.22
Rural Minor Arterial	10.6	27.2	1.95	5.04
Rural Minor Collector	3.8	18.6	0.46	2.38

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Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Major Collector	16	41.8	2.52	6.48
Rural Local Road or Street	3.6	12	0.56	1.89
Urban Principal Arterial (UPA) - Interstate	7.4	25.8	1.35	4.79
Urban Principal Arterial (UPA) - Other Freeways and Expressways	0	0.6	0	5.02
Urban Principal Arterial (UPA) - Other	6.8	38.6	0.88	5.13
Urban Minor Arterial	3	18.4	0.66	4.06
Urban Minor Collector				
Urban Major Collector				
Urban Local Road or Street	2.8	14.2	0.46	2.34

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Year 2017

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	99.6	329		
County Highway Agency	8.4	32.8		
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:128.0

Describe the basis for established target, including how it supports SHSP goals.

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The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

Number of Serious Injuries:450.0

Describe the basis for established target, including how it supports SHSP goals.

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

Fatality Rate:1.350

Describe the basis for established target, including how it supports SHSP goals.

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

Serious Injury Rate:4.700

Describe the basis for established target, including how it supports SHSP goals.

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

Total Number of Non-Motorized Fatalities and Serious Injuries:29.0

Describe the basis for established target, including how it supports SHSP goals.

The Safety Management System (SMS) Committee analyzes the 5 and 10 year running averages along with recent trends to determine the new performance targets. The SMS Committee is the coordinating body for the Strategic Highway Safety Plan.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

Coordination meetings were held with the two MPO's in the State regarding the establishment of targets for the State. The MPO's were presented with the established targets at a formal meeting. Concurrence with the overall State targets was requested from both MPO's.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2019 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	130.0	127.6

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Number of Serious Injuries	470.0	390.8
Fatality Rate	1.400	1.300
Serious Injury Rate	5.440	3.994
Non-Motorized Fatalities and Serious Injuries	30.0	28.2

The state is on target to meet all performance measures for 2019.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

No

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019
Number of Older Driver and Pedestrian Fatalities	14	23	25	28	23	27	40
Number of Older Driver and Pedestrian Serious Injuries	80	73	86	74	71	54	97

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Other-Funding utilized for Safety related treatments

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

The state analyzes the 5 and 10 year running averages of fatalities and serious injuries along with recent trends to determine the effectiveness of safety treatments.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- HSIP Obligations
- Increased awareness of safety and data-driven process
- More systemic programs

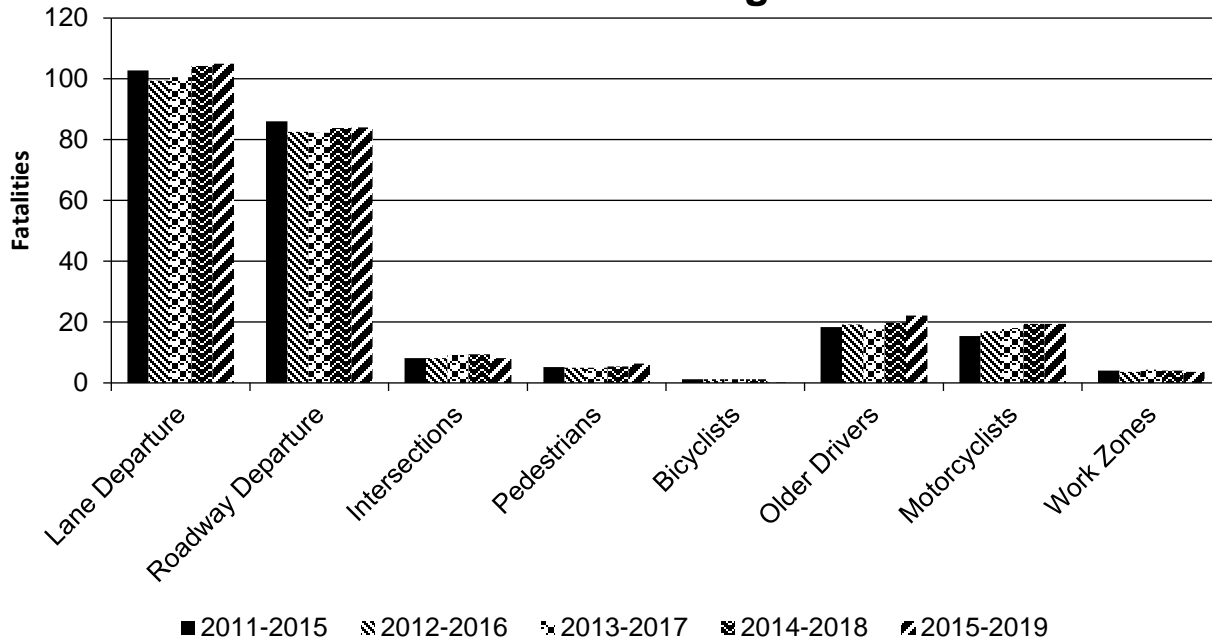
Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

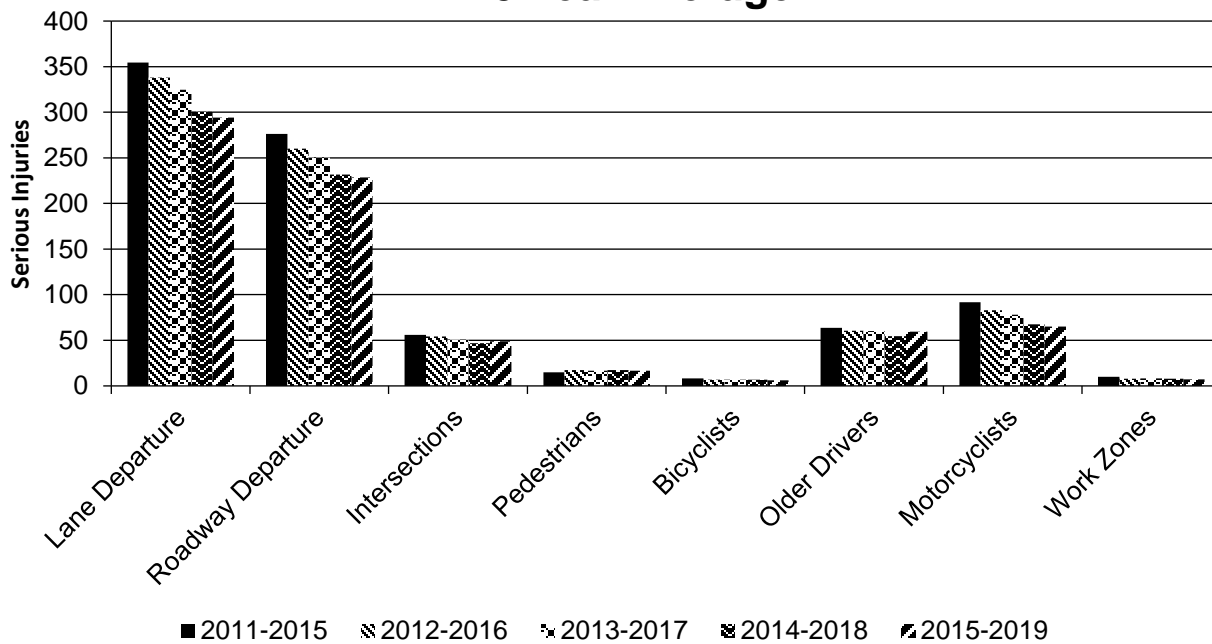
Year 2019

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		105	294	1.07	3.01
Roadway Departure		84	228.4	0.86	2.33
Intersections		8.2	48.8	0.09	0.5
Pedestrians		6.4	16.8	0.06	0.17
Bicyclists		0.2	6.2	0	0.06
Older Drivers		22.2	59.6	0.22	0.61
Motorcyclists		19.4	65	0.2	0.67
Work Zones		3.6	7.2	0.04	0.07

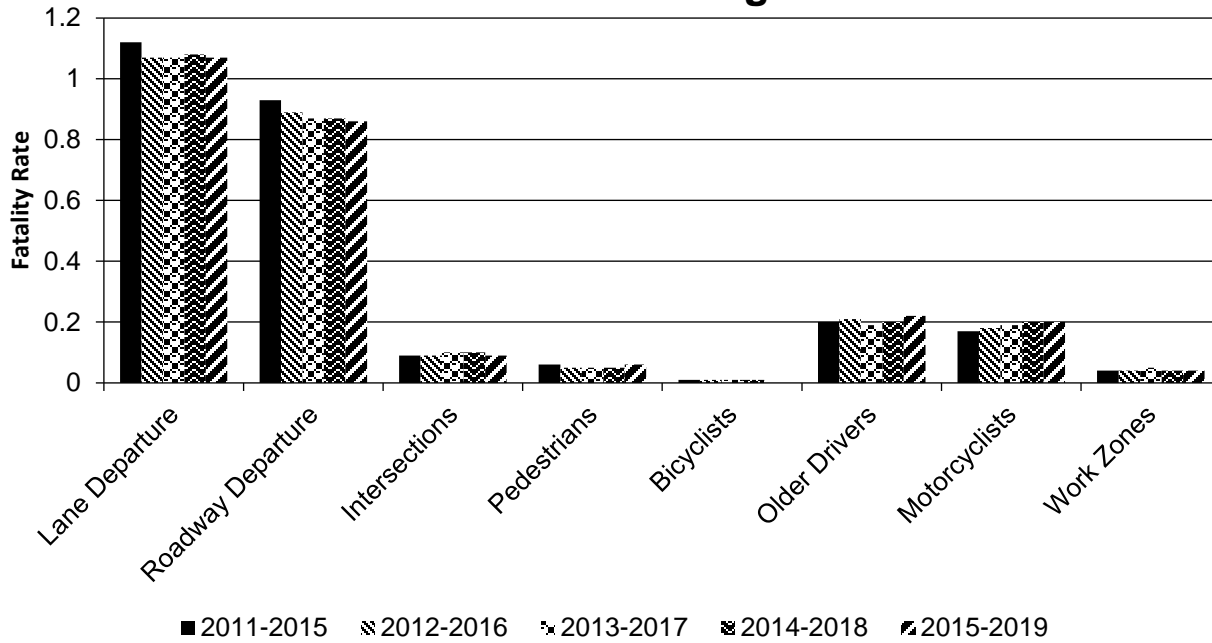
Number of Fatalities 5 Year Average



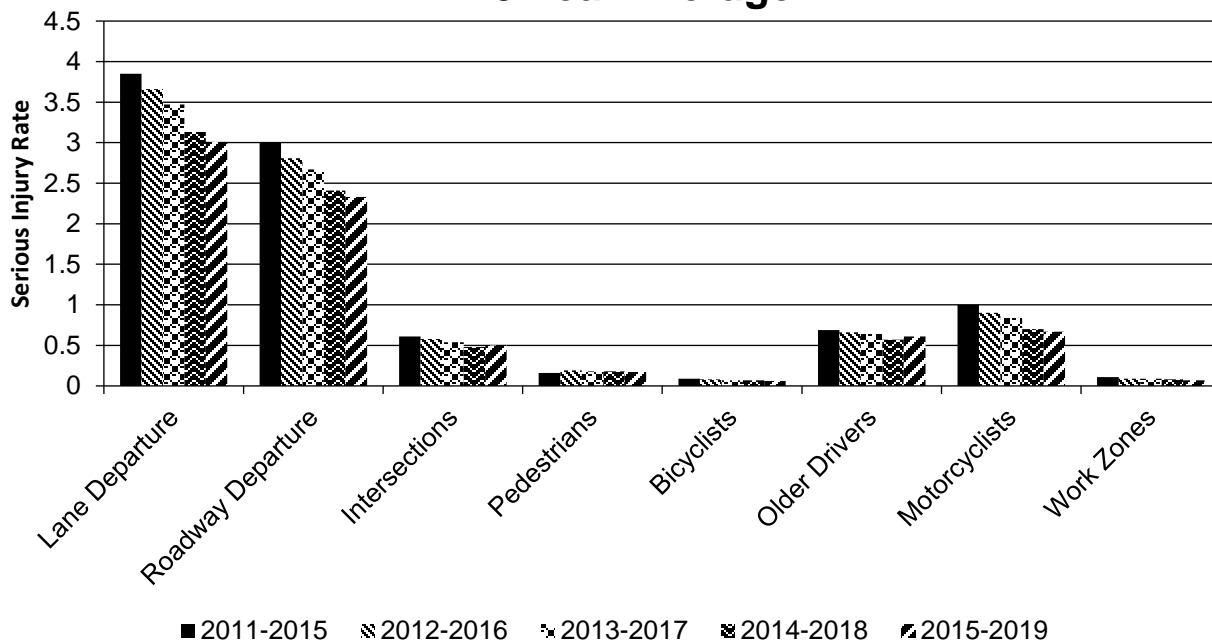
Number of Serious Injuries 5 Year Average



Fatality Rate (per HMVMT) 5 Year Average



Serious Injury Rate (per HMVMT) 5 Year Average



Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Test														

Compliance Assessment

What date was the State’s current SHSP approved by the Governor or designated State representative?

07/10/2017

What are the years being covered by the current SHSP?

From: 2017 To: 2022

When does the State anticipate completing it’s next SHSP update?

2022

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	96					100	90	100	71
	Route Number (8) [8]	100	96								
	Route/Street Name (9) [9]	100	96								
	Federal Aid/Route Type (21) [21]	100	96								
	Rural/Urban Designation (20) [20]	100	96					100	90		
	Surface Type (23) [24]	100	96					100	90		
	Begin Point Segment Descriptor (10) [10]	100	96					100	90	100	71
	End Point Segment Descriptor (11) [11]	100	96					100	90	100	71
	Segment Length (13) [13]	100	96								
	Direction of Inventory (18) [18]	100	96								
Functional Class (19) [19]	100	96					100	90	100	71	

2020 Wyoming Highway Safety Improvement Program

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	100	96								
	Access Control (22) [23]	100	96								
	One/Two Way Operations (91) [93]	100	96								
	Number of Through Lanes (31) [32]	100	96					100	90		
	Average Annual Daily Traffic (79) [81]	100	25					100	25		
	AADT Year (80) [82]	100	25								
	Type of Governmental Ownership (4) [4]	100	96					100	90	100	71
INTERSECTION	Unique Junction Identifier (120) [110]			100							
	Location Identifier for Road 1 Crossing Point (122) [112]			100							
	Location Identifier for Road 2 Crossing Point (123) [113]			100							
	Intersection/Junction Geometry (126) [116]			100							
	Intersection/Junction Traffic Control (131) [131]			100							
	AADT for Each Intersecting Road (79) [81]			100							
	AADT Year (80) [82]			100							
	Unique Approach Identifier (139) [129]			100							
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					100	100				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					50	100				
	Roadway Type at End Ramp Terminal (199) [189]					50	100				
	Interchange Type (182) [172]					50	100				
	Ramp AADT (191) [181]					50	100				
	Year of Ramp AADT (192) [182]					50	100				
	Functional Class (19) [19]					50	100				
	Type of Governmental Ownership (4) [4]					50	100				
Totals (Average Percent Complete):		100.00	88.11	100.00	0.00	68.18	100.00	100.00	82.78	100.00	71.00

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

With the large amounts of federal lands (paved and un-paved roadways) in Wyoming, it is required that the Federal Government agencies provide their roadway information to WYDOT so it can be included.

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

The state is working with the local governments to obtain all required MIRE fundamental data elements. In order to meet the requirements on federal lands, the federal government agencies need to provide their roadway information to WYDOT.

Optional Attachments

Program Structure:

OPR 13-09_HSIP_FINAL.pdf

Final OPR 13-03_Highway Safety Process and Project Delivery.pdf

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, 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.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

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.