

# Local Road Safety Plans

Information provided by Washington State Department of Transportation (WSDOT) Local Programs Division

Note: FHWA=Federal Highway Administration

Definition: A **local road safety plan presents an agency's data**-driven analysis and prioritization of its roadways for traffic safety, based on the top crash type(s). A local road safety plan can be detailed or simple.

How to build a plan in seven steps:

Step	Plan element
1. Analyze summary crash data to identify focus/priorities. An agency can order crash data from WSDOT <a href="#">here</a> .	List of crash priorities based on data.
2. Analyze individual fatal/serious crashes to identify factors present. <b>See page 18 of FHWA's <a href="#">Systemic Safety Project Selection Tool</a>, July 2013.</b> This tool provides a list of factors to consider when determining key factors that are common to fatal and serious injury crashes on a roadway. This tool also walks you through a process to prioritize locations.	Description of factors & selection process.
3. Select the most common factors.	
4. Analyze the roadway network for presence of factors.	Prioritized list of roadway locations.
5. Create prioritized list of roadway locations where factors are present. Education and enforcement efforts can also be noted but cannot be funded with federal <b>Highway Safety Improvement Program funds (including WSDOT's City Safety and County Safety Programs)</b> .	
6. Identify countermeasures to address prioritized locations. See <a href="#">Target Zero</a> , Washington <b>State's Strategic Highway Safety Plan</b> . <ul style="list-style-type: none"> <li>• Lane departure examples (page 97)</li> <li>• Intersection examples (pages 104-105)</li> <li>• Pedestrian examples (pages 149-150)</li> <li>• Bicyclist examples (pages 173-177)</li> </ul>	Description of countermeasures and selection process.
7. Develop a prioritized list of projects. Examples: <ul style="list-style-type: none"> <li>• Install center and edge line rumble strips on the highest rated roadway segments (then the second highest rated segments, etc.)</li> <li>• Install high friction surface treatment on horizontal curves.</li> <li>• Evaluate and upgrade signing for size, type, and location to meet current standards.</li> <li>• Install compact roundabouts at the highest rated intersections.</li> <li>• Restrict access within 100 feet of intersections.</li> <li>• Add pedestrian refuge islands on the highest rated roadway segments.</li> <li>• Add leading pedestrian interval signal phasing at the highest rated intersections.</li> </ul>	Prioritized list of projects. (With project cost as optional.)

Other resources:

- [Example of a local road safety plan from Cowlitz County \(pdf 2.4 Mb\)](#) from 2014.
- [Example of a local road safety plan from Island County \(pdf 1.8 Mb\)](#) from 2017.
- FHWA's [A Systemic Approach to Safety – Using Risk to Drive Action](#) web page.
- FHWA's [Crash Modification Factors Clearinghouse](#). This is a searchable tool to find a crash modification factor (CMF). According to the Clearinghouse, a CMF “...is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site.” A crash reduction factor (CRF) “provides an estimate of the percentage reduction in crashes...” The factors are related by the following equations:  $CMF = 1 - (CRF/100)$  and  $CRF = 100 * (1 - CMF)$ .

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