

Gray Notebook Lite **66**



PERFORMANCE HIGHLIGHTS reported for the quarter ending June 30, 2017

537

highway **fatalities** occurred in Washington in 2016, showing a 2.5% decrease from the 551 fatalities in 2015

34 PERCENT

increase in **commercial truck traffic in Tacoma** from 2015 to 2016

Construction projects completed with **Nickel or Transportation Partnership Account** funds

377

91.8% OF WSDOT BRIDGES BY DECK AREA



were in **FAIR or BETTER** condition as of June 2017

5,860 HOURS

of WSDOT staff time saved by **general permitting** processes in 2016

15 new **LEAN improvement projects** launched by WSDOT during the first half of 2017

\$23.8 MILLION in economic benefit provided by WSDOT's **Incident Response** teams clearing 16,029 incidents during the quarter

WSDOT CORRECTED **20 FISH PASSAGE BARRIERS** IN 2016, IMPROVING ACCESS TO **92 MILES**



Implementing WSDOT's strategic plan through Agency Emphasis Areas

Results WSDOT, the agency's strategic plan for 2014-2017, directs WSDOT's work with partners and communities and includes three Agency Emphasis Areas (AEAs) for 2016-2017. This Gray Notebook Lite link articles with AEAs via icons that represent: **Workforce Development** - addressing recruitment and retention issues, employee training and development, and succession planning for WSDOT's future; **Inclusion** - making sure there are fair and equal opportunities to participate in WSDOT employment, contracts and decision making, and that every voice is heard; and **Practical Solutions** - improving the performance of the multimodal transportation system at the least cost.



WSDOT's strategic plan focuses on how the agency makes investments and delivers projects with limited resources.



See [p. 3](#) of Gray Notebook 66 for more information.

The GNB Lite provides selected highlights from WSDOT's quarterly performance report on transportation systems, programs and department management. To see the full GNB visit <http://wsdot.wa.gov/publications/fulltext/graynotebook/Jun17.pdf>

Traffic fatalities decrease by 2.5% from 2015 to 2016

There were 537 traffic fatalities on all Washington state public roads in 2016. This is a 2.5% decrease from the 551 fatalities recorded in 2015. The number of traffic fatalities has dropped 6% in the 10 years since 2007, when there were 571. While annual traffic fatalities declined each year between 2007 and 2013, recent years have seen increases. The 2016 fatalities count is 23% higher than its 10-year low of 436 in 2013.

The number of annual serious traffic injuries recently climbed 5.2% to reach 2,209 serious injuries in 2016, up from 2,100 in 2015. In the last 10 years, serious injuries have decreased 18.7% from 2,718 serious injuries in 2007. (See pp. 11-16)

Traffic fatalities and serious injuries in Washington continue recent trend

10 years, 2007 through 2016; statewide traffic fatalities and serious injuries on public roadways



Data source: Washington Traffic Safety Commission - Fatality Analysis Reporting System (FARS); WSDOT - Crash Database, Highway Performance Monitoring System.

Notes: Fatality data is from the preliminary 2016 Q4 release of the WA-FARS Analytical File, and the final 2015 WA-FARS file. The serious injury count is as of April 2017. Metrics

Washington achieves goal of keeping structurally deficient bridge deck area below 10% statewide

As of June 2017; Percent of bridge deck area considered structurally deficient (SD); Deck area in millions of square feet

| | National Highway System | | Statewide | |
|----------------------------|-------------------------|-------------------|------------------------|-------------------|
| | Deck area ¹ | Number of bridges | Deck area ¹ | Number of bridges |
| WSDOT-owned | 45.1 | 2,272 | 54.4 | 3,312 |
| Amount SD (%) | 4.0 (8.9%) | 106 | 4.5 (8.2%) | 163 |
| Locally owned ² | 4.5 | 204 | 17.7 | 4,061 |
| Amount SD (%) | 0.3 (5.7%) | 23 | 1.0 (5.9%) | 207 |
| Total | 49.7 | 2,476 | 72.1 | 7,373 |
| Amount SD (%) | 4.3 (8.6%) | 129 | 5.5 (7.6%) | 370 |

Data source: WSDOT Bridge and Structures Office and WSDOT Local Programs Office.

Notes: Structurally deficient (SD) is equal to the state's poor condition rating; for locally owned bridges, SD also includes load-restricted bridges, even if those bridges are in fair or better condition.

¹ Due to rounding, some figures are not computable based on numbers in the table.

² Bridges owned by counties and cities.

Statewide bridges by deck area meet annual performance goal

As of June 2017, 7.6% (5.5 million square feet) of Washington's 72.1 million square feet of bridge deck area was located on a structurally deficient bridge. This meets the goal of having no more than 10%.

There are currently 370 structurally deficient bridges in Washington state, 163 of which are owned by WSDOT (see table below). This is an increase from FY2016, when 154 out of 342 statewide structurally deficient bridges were WSDOT-owned. WSDOT's 163 structurally deficient bridges account for 8.2% (4.5 million square feet) of WSDOT-owned bridge deck area. The remaining 207 structurally deficient bridges account for 5.9% (1 million square feet) of bridge deck area owned by local agencies. (See pp. 17-27)

WSDOT improves access to 92 miles of upstream fish habitat

The Washington State Department of Transportation (WSDOT) corrected 20 fish passage barriers statewide in 2016, restoring fish access to 92 miles of upstream habitat. All 20 of the corrected fish passage barriers completed in 2016 are applicable to a March 2013 federal injunction that requires WSDOT to restore access to 90% of blocked habitat within the case area by 2030. The case area includes most of northwestern Washington, the entire Olympic Peninsula and portions of southwestern Washington.

WSDOT has corrected 319 fish passage barriers to date statewide.



Agency Emphasis Area **WORKFORCE DEVELOPMENT**

WSDOT offered specialized multidisciplinary training sessions for staff working on fish passage barrier correction projects.

These projects have restored access to approximately 1,032 miles of potential habitat for fish, including salmon, bull trout, steelhead and cutthroat trout. (See pp. 34-36)

WSDOT emphasis on inclusion enhances equal, fair access and respect for all citizens

To ensure all citizens are provided equal and fair access in their interactions with the agency, WSDOT has revised many of its manuals and plans to better reflect the agency's changing culture. WSDOT's goal is to become even more inclusive and respectful of all individuals in their diversity. In early 2017, WSDOT updated its Communications Manual and Disadvantaged Business Enterprise (DBE) Program Participation Manual. The agency also developed a Human Resources Diversity and Inclusion Plan, an American with Disabilities Act (ADA) Transition Plan and a Community Engagement Plan. (See pp. 43-47)



Agency Emphasis Area **INCLUSION**

To foster a more inclusive environment within the agency and its interactions with the public, WSDOT is:

- Increasing access and participation of diverse communities in decision making
- Advancing workforce diversity
- Increasing cultural competency and awareness
- Enhancing diverse business contracting

Truck parking study generates solutions

In a 2016 study that included surveying truck drivers, truck stop owners, and freight company officials in nine states and British Columbia, WSDOT found that truck drivers needed more comprehensive information about the truck parking and services available in Washington. To remedy this, WSDOT created truck parking maps showing:

- Exit numbers
- Available amenities
- Number of truck parking spaces available
- The direction of travel needed to access facilities

The purpose of the truck parking maps is to quickly and clearly show the locations of safe places for truck drivers to take their mandatory rest breaks and offer a summary of other facilities available. The truck parking maps minimize the time needed for possibly fatigued drivers to find safe parking. (See pp. 39-42)



Agency Emphasis Area **PRACTICAL SOLUTIONS**

WSDOT designed and distributed truck parking maps at minimal cost that increase safety by reducing the amount of time fatigued truck drivers need to find safe overnight parking.

| Statewide policy goal/ WSDOT performance measure | Previous period | Current period | Goal | Goal met | Five-year trend (unless noted) | Desired trend |
|---|----------------------|----------------------|--------------------|----------|---|----------------|
| Safety | | | | | | |
| Rate of traffic fatalities per 100 million vehicle miles traveled statewide <small>(Annual measure: calendar years 2015 & 2016)</small> | 0.92 | 0.88 | <1.00 ¹ | ✓ | | ↓ |
| Rate of recordable incidents for every 100 full-time WSDOT workers <small>(Annual measure: calendar years 2015 & 2016)</small> | 4.3 | 4.6 | <5.0 | ✓ | | ↓ |
| Preservation | | | | | | |
| Percentage of state highway pavement in fair or better condition by vehicle miles traveled <small>(Annual measure: calendar years 2014 & 2015)</small> | 93.3% | 93.0% | ≥ 90% | ✓ | | ↑ |
| Percentage of state bridges in fair or better condition by bridge deck area <small>(Annual measure: fiscal years 2016 & 2017)</small> | 91.2% | 91.8% | ≥ 90% | ✓ | | ↑ |
| Mobility (congestion relief) | | | | | | |
| Highways: Annual (weekday) vehicle hours of delay statewide relative to maximum throughput speeds ² <small>(Annual measure: calendar years 2014 & 2015)</small> | 32.3 million | N/A | * | N/A | <small>(Four-year trend)</small> | ↓ |
| Highways: Average incident clearance times for all Incident Response program responses <small>(Calendar quarterly measure: Q1 2017 & Q2 2017)</small> | 12.1 minutes | 12.0 minutes | * | N/A | <small>(Five-quarter trend)</small> | ↓ |
| Ferries: Percentage of trips departing on time ³ <small>(Fiscal quarterly measure: year to year Q4 FY2016 & Q4 FY2017)</small> | 93% | 90.7% | ≥ 95% | — | | ↑ |
| Rail: Amtrak Cascades on-time performance ⁴ <small>(Annual measure: fiscal years 2015 & 2016)</small> | 72.1% | 74.8% | ≥ 80% | — | | ↑ |
| Environment | | | | | | |
| Number of WSDOT stormwater management facilities constructed <small>(Annual measure: fiscal years 2015 & 2016)</small> | 130 | 151 | * | N/A | | Not applicable |
| Cumulative number of WSDOT fish passage improvement projects constructed <small>(Annual measure: calendar years 2015 & 2016)</small> | 301 | 319 | * | N/A | | ↑ |
| Stewardship | | | | | | |
| Cumulative number of Nickel and TPA projects completed ⁵ and percentage on time ⁶ <small>(Calendar quarterly measure: Q4 2016 & Q1 2017, trendline for percentage on time)</small> | 377/ 87% | 377/ 87% | ≥ 90% on time | — | <small>(Five-quarter trend)</small> | ↑ |
| Cumulative number of Nickel and TPA projects completed ⁵ and percentage on budget ⁶ <small>(Calendar quarterly measure: Q4 2016 & Q1 2017, trendline for percentage on budget)</small> | 377/ 91% | 377/ 91% | ≥ 90% on budget | ✓ | <small>(Five-quarter trend)</small> | ↑ |
| Variance of total project costs ⁵ compared to budget expectations ⁶ <small>(Calendar quarterly measure: Q4 2016 & Q1 2017)</small> | Under budget by 2.2% | Under budget by 2.2% | On or under budget | ✓ | <small>(Five-quarter trend)</small> | Not applicable |

Data source: WSDOT Office of Strategic Assessment and Performance Analysis.

Notes: (*) = goal has not been set. Dash (—) = goal was not met in the reporting period. For the Economic Vitality Policy Goal, see [p. 4](#) for Results Washington Goal 2: Prosperous Economy measures. **1** The Statewide Transportation Policy Goal for this performance measure is different than the federal MAP-21 goal for the same measure. See this edition's Highway System Safety ([p. 11](#)) and MAP-21 ([p. 9](#)) articles for more information. **2** Compares actual travel time to travel time associated with "maximum throughput" (defined as 70-85% of the posted speeds). **3** WSDOT Ferries' on-time departures include any trip recorded by automated tracking as leaving the terminal within 10 minutes of scheduled time. **4** Amtrak Cascades' on-time performance includes any trip arriving within 10 or 15 minutes, depending on the route, of scheduled arrival time. **5** Construction projects only. **6** Budget and schedule expectations are defined in the last approved State Transportation Budget. See [p. 50](#) for more information.