

Gray Notebook Lite **73**



PERFORMANCE HIGHLIGHTS reported for the quarter ending March 31, 2019

NINE SITES
that included
17 ACRES
added to WSDOT's
WETLAND & STREAMS
inventory in 2018

382 of 421 projects completed with **Nickel** or **Transportation Partnership Account** funds

\$26.6 MILLION in economic benefit provided by WSDOT's **Incident Response** teams clearing 17,010 incidents during the quarter

99.2 PERCENT of **WSF's scheduled trips** were completed during the third quarter of FY2019

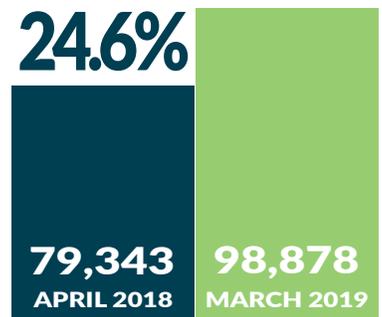
\$20.1 MILLION in operating costs avoided by the trucking industry in 2018 due to WSDOT's **electronic screening system**

\$3.21 annual average **gasoline price** in 2018, marking a 10% increase from 2017

75 of 131 WSDOT **Pre-existing Funds** projects advertised during the quarter

22 PERCENT of the total traffic fatalities in Washington in 2018 involved **Bicyclists** or **Pedestrians**

THE NUMBER OF PEOPLE FOLLOWING WSDOT'S FACEBOOK PAGE INCREASED

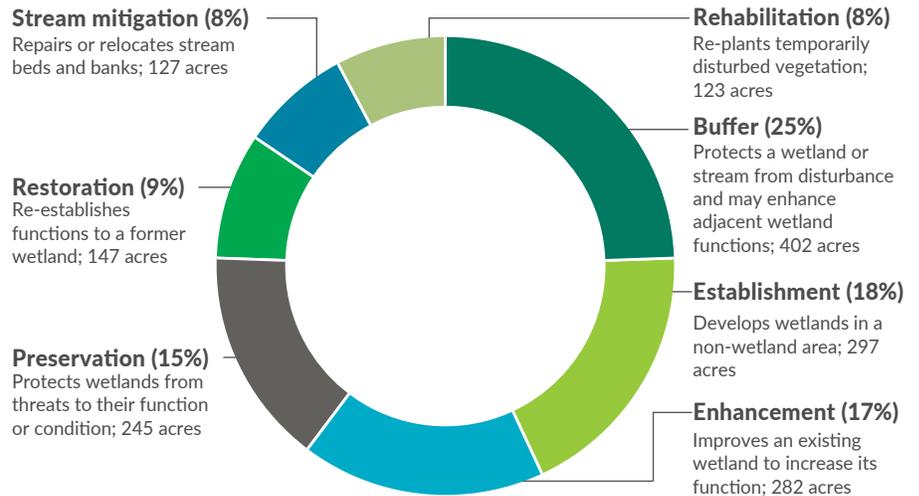


WSDOT monitors nine new wetland, stream mitigation sites in 2018

WSDOT began monitoring nine new wetland and stream mitigation sites on 17 acres in 2018, bringing the statewide total to 300 wetland and stream mitigation sites on 1,623 acres. The agency started issuing monitoring reports on mitigation sites in 1988 and has since transferred 173 sites to long-term stewardship with WSDOT partners—including local government agencies—which monitor the sites after initial permit requirements are met. WSDOT will continue to monitor the remaining 127 sites until initial permit requirements are met.

WSDOT's total mitigation site acreage increases to 1,623

1988 through 2018; Total acreage (and percent of total) of replacement wetlands and stream mitigation sites by type



Data source: WSDOT Environmental Services Office.

WSDOT Incident Response teams improve driver safety at 17,010 incidents

WSDOT Incident Response teams were dispatched to 17,010 incidents during the first quarter (January through March) of 2019. There were 2,172 more incidents during the first quarter of 2019 than during the same period in 2018, a 14.6% increase.

Incident Response teams cleared incidents in an average of 12 minutes and 30 seconds. This is 36 seconds faster than the average incident clearance time for the same quarter in 2018.



WSDOT social media presence trends higher

Between April 2018 and March 2019, the number of people following the “@wsdot_traffic” Twitter account increased 1.9% from 461,295 to 470,244, and those following the “@wsdot” Twitter account increased 0.5% from 272,711 to 273,968. The number of calls to WSDOT’s 511 travel information phone system

decreased 16.6% to 455,650 calls during the 2019 reporting period, down from 546,281 calls during the previous 12 months. While the exact cause of this decrease is unknown, customers may be using WSDOT’s other outreach tools to receive this information.

WSDOT’s Twitter following continues to increase, 511 calls see decrease

April through March, 2016 through 2019¹; Numbers in thousands



Data source: WSDOT Communications Office

Notes: Numbers for Facebook, Twitter—“@wsdot” and “@wsdot_traffic” reported on GNB 69 Travel Information 2018 reporting period (April 1, 2017 to March 31 2018) were recalculated with improved data collection methods. Recalculated numbers for GNB 69: Facebook 79,343, Twitter—“@wsdot” 272,711, “@wsdot_traffic” 461,295. **1** The reporting period is April 1 through March 31 of the following year. **2** WSDOT’s travel information phone system. **3** WSDOT’s Twitter account. **4** WSDOT Northwest Region traffic information Twitter account.

Commercial vehicle transponder usage increases

Weigh station bypasses (green lights) created roughly \$20.1 million in economic benefit in 2018 by saving an estimated 168,000 hours of travel time and an estimated 808,000 gallons of diesel fuel. The reduced diesel usage cut carbon dioxide emissions by approximately 18.1 million pounds. WSDOT gave commercial trucks equipped with Commercial Vehicle Information Systems and Networks transponders the green light to bypass open weigh stations 2.02 million times in 2018.



Data source: WSDOT Commercial Vehicle Information Services Office.

Notes: A truck's transponder is read each time it nears an open weigh station. There were 2,591,868 readings in 2018 and 1,259,384 readings in 2017. Not all resulted in a green light. ¹ WSDOT assumes five minutes and 0.4 gallons of fuel saved per bypass providing an economic benefit of \$9.95 in 2018 and \$9.74 in 2017 per bypass.

Pedestrian fatalities continue to increase while bicyclist fatalities remain the same in 2018

Traffic deaths involving people walking and biking on Washington roadways increased 50% from 82 in 2014 to 123 in 2018. Between

2017 and 2018, the total number of fatalities increased less than 1%—from 121 to 123—with pedestrian fatalities increasing by two, and

bicyclist fatalities remaining steady. Since 2014, traffic fatalities involving pedestrians—including people in wheelchairs and those using other small rideable devices such as skateboards and scooters—have increased 42% from 76 to 108. Bicyclist fatalities have more than doubled during this same five-year period, increasing 150% from six in 2014 to 15 in 2018.

Combined pedestrian and bicyclist fatalities increase to 123 in 2018, making up 22% of all traffic fatalities in Washington

2014 through 2018; Number of fatalities and percentage of total traffic fatalities

	2014	2015	2016	2017	2018 ¹	Five-year trend Reduction goal ² - -
Pedestrian fatalities	76	86	88	106	108	
Bicyclist fatalities	6	14	17	15	15	
Total pedestrian and bicyclist fatalities	82	100	105	121	123	
Total statewide traffic fatalities ³ = 100%	462	551	537	565	548	
Statewide percentage of pedestrian and bicyclist traffic fatalities	18%	18%	20%	21%	22%	
Pedestrian serious injuries	309	287	364	360	403	
Bicyclist serious injuries	112	122	136	100	132	
Pedestrian and bicyclist serious injuries	421	409	500	460	535	

Data source: WSDOT Transportation Data, GIS & Modeling Office.

Notes: Some fatality numbers are changed from past Gray Notebooks due to updates within the Fatality Analysis Reporting System data source. ¹ 2018 data is preliminary. ² Reaching the goal of zero fatalities for pedestrians and bicyclists by 2030 requires at least a 5% annual fatality reduction. ³ Total statewide fatalities include all modes of travel on public roadways.

The number of serious traffic injuries to people walking and bicycling increased 27% from 421 in 2014 to 535 in 2018. Between 2017 and 2018, serious injuries to people walking and biking increased 15% from 460 to 535, with serious injuries to people walking increasing 12%, and people bicycling increasing 32%.

In addition to updating the Washington State Bicycle Facilities and Pedestrian Walkways Plan, WSDOT is working to reduce both serious injuries and fatalities for bicyclists and pedestrians through a number of projects, programs and studies. It is also supporting projects through the Pedestrian and Bicycle Program and Safe Routes to School.

73 STATEWIDE TRANSPORTATION POLICY GOALS

Statewide policy goal/ WSDOT performance measure	Previous period	Current period	Target	Target 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 2016 & 2017)</small>	0.88	0.92	<1.00 ¹	✓		↓
Rate of recordable incidents for every 100 full-time WSDOT workers <small>(Annual measure: calendar years 2017 & 2018)</small>	4.7	5.0	<5.0	—		↓
Preservation						
Percentage of state highway pavement in fair or better condition by vehicle miles traveled <small>(Annual measure: calendar years 2016 & 2017)</small>	92.2%	91.8%	≥ 90%	✓		↑
Percentage of state bridges in fair or better condition by bridge deck area <small>(Annual measure: fiscal years 2017 & 2018)</small>	91.8%	92.5%	≥ 90%	✓		↑
Mobility² (congestion relief)						
Highways: Vehicle Miles Traveled (VMT) on state highways <small>(Annual measure: calendar years 2016 & 2017)</small>	34.2 million	34.6 million	*	N/A		↓
Highways: Average incident clearance times for all Incident Response program responses <small>(Calendar quarterly measure: Q1 2018 & Q1 2019)</small>	13.1 minutes	12.5 minutes	*	N/A		↓
Ferries: Percentage of trips departing on time³ <small>(Fiscal quarterly measure: year to year Q3 FY2018 & Q3 FY2019)</small>	95.7%	93.7%	≥ 95%	—		↑
Rail: Amtrak Cascades on-time performance⁴ <small>(Annual measure: fiscal years 2017 & 2018)</small>	56.3% ⁵	53.9%	≥ 88%	—		↑
Environment						
Number of WSDOT stormwater management facilities constructed <small>(Annual measure: fiscal years 2017 & 2018)</small>	129	78	*	N/A		N/A
Cumulative number of WSDOT fish passage improvement projects constructed <small>(Annual measure: calendar years 2016 & 2017)</small>	316 ⁶	330	*	N/A		↑
Stewardship						
Cumulative number of Nickel and TPA projects completed⁷ and percentage on time⁸ <small>(Calendar quarterly measure: Q4 2018 & Q1 2019, trendline for percentage on time)</small>	382/ 86%	382/ 86%	≥ 90% on time	—		↑
Cumulative number of Nickel and TPA projects completed⁷ and percentage on budget⁸ <small>(Calendar quarterly measure: Q4 2018 & Q1 2019, trendline for percentage on budget)</small>	382/ 91%	382/ 91%	≥ 90% on budget	✓		↑
Variance of total project costs ⁷ compared to budget expectations⁸ <small>(Calendar quarterly measure: Q4 2018 & Q1 2019)</small>	Under budget by 1.6%	Under budget by 1.6%	On or under budget	✓		N/A

Data source: WSDOT Transportation Safety & Systems Analysis.

Notes: (*) = goal has not been set. Dash (—) = goal was not met in the reporting period. **1** The Statewide Transportation Policy Goal for this performance measure is different than the federal MAP-21 goal for the same measure. **2** Mobility does not yet include goals for people walking/biking for transportation. **3** Washington State 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** Amtrak Cascades' 2017 on-time performance was reported for calendar year 2017 in GNB 70 and 71. **6** The 2016 number differs from previous publications to reflect the most recent available data. **7** Construction projects only. **8** Budget and schedule expectations are defined in the last approved state transportation budget. See [p. 24](#) of GNB 73 for more information.