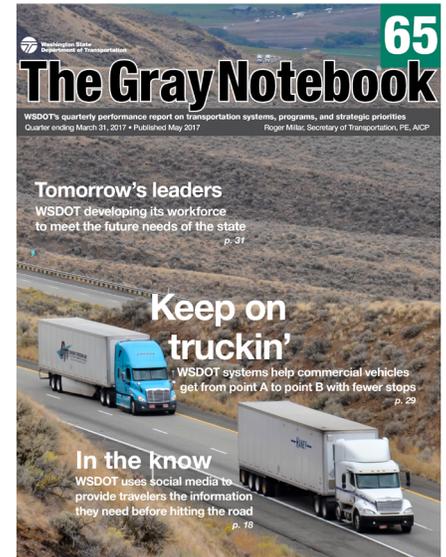


# Gray Notebook Lite 65



**PERFORMANCE HIGHLIGHTS reported for the quarter ending March 31, 2017**

 **16 SITES**  
that included  
**99 ACRES**  
added to WSDOT's  
**WETLAND & STREAMS**  
inventory in 2016

**24 million**  
visits to WSDOT's statewide network of  
**safety rest areas** in 2016, a  
3% increase from 23.1 million in 2015

**\$23.3 million**  
in economic benefits provided through  
WSDOT's **Incident Response** program  
during the quarter

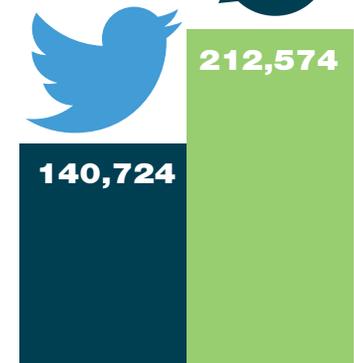
**\$12.8 million**  
in operating costs were avoided by trucks  
using WSDOT's **Commercial Vehicle**  
**Information Systems and**  
**Networks** in 2016

**44%**  
of WSDOT's **workforce** has the possibility  
of retiring by 2021, while 20% is considered  
probable to retire

**THE NUMBER OF  
PEOPLE FOLLOWING  
THE "@WSDOT" TWITTER  
ACCOUNT  
INCREASED** **51%**

**91**  
miles of **noise walls** have been  
constructed since 1963 by WSDOT

**106**  
**pedestrian and bicyclist** fatalities  
in 2016, an increase of six people compared  
to 2015



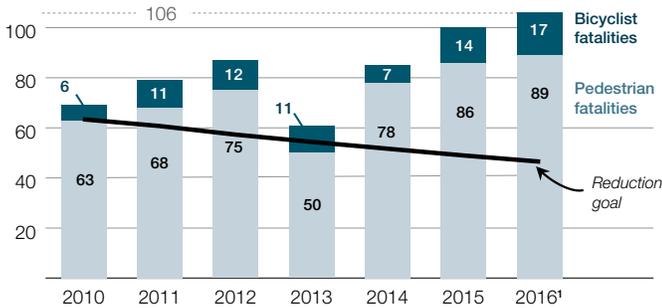
**9.5%**  
decrease in **gasoline prices** from 2015  
to 2016, showing a decline for the fourth  
consecutive year

## 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:
  - 1) **Workforce Development** - addressing recruitment and retention issues, employee training and development, and succession planning for WSDOT's future;
  - 2) **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
  - 3) **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* 65 for more information.
- 

**Total annual pedestrian and bicyclist fatalities climb to 106 in Washington**

2010 through 2016<sup>1</sup>; Washington state; reduction goal is 5% annually



Data source: Washington State Traffic Safety Commission - Fatality Analysis Reporting System

Notes: <sup>1</sup> 2016 data is preliminary; 2015 data is finalized as of January 2017.

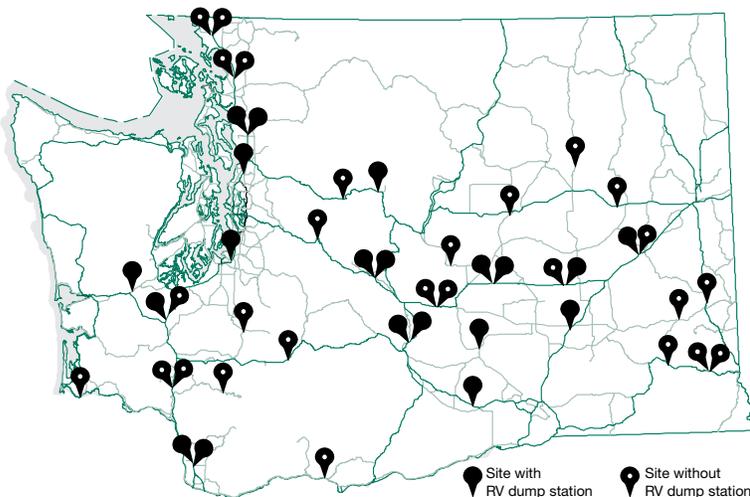
- The share of Washington traffic fatalities involving people walking and biking grew 2% from 2015 to 2016
- Washington saw a 19% increase in K-8 children walking and biking to school in 2016 compared to 2014

People walking and biking accounted for 20% of statewide traffic fatalities in 2016, up from 18% in 2015. Total annual deaths of people biking and walking on Washington state roads totaled 106 in 2016, up from 100 in the previous calendar year (six more fatalities).

**Safety Rest Areas**

**WSDOT safety rest areas have 24 million visitors**

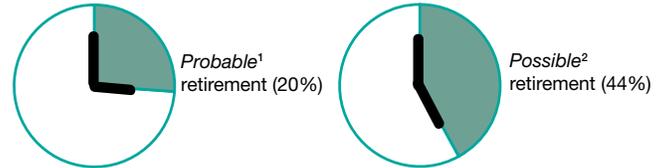
Calendar year 2016



An estimated 24 million visitors used WSDOT safety rest areas in calendar year 2016, which is about 615,000 or 3% more than the 23.1 million estimated visitors in 2015, and the highest number in the past decade.

**Forty-four percent of WSDOT employees eligible to retire by 2021**

2016 retirement forecast



Data source: WSDOT Office of Human Resources and Safety.

Notes: <sup>1</sup> "Probable" refers to employees eligible to retire with full benefits. <sup>2</sup> "Possible" refers to those eligible to retire with reduced or full benefits.

- WSDOT's workforce is at 6,586 permanent full-time employees, 96 more than the same quarter in 2016
- WSDOT's workforce development initiatives strive to make the agency an employer of choice to recruit and retain employees

Agency-wide, 44% (2,870) of employees have the "possibility" of retiring by 2021 and 20% (1,277) are considered "probable" to retire. Retirement forecasts



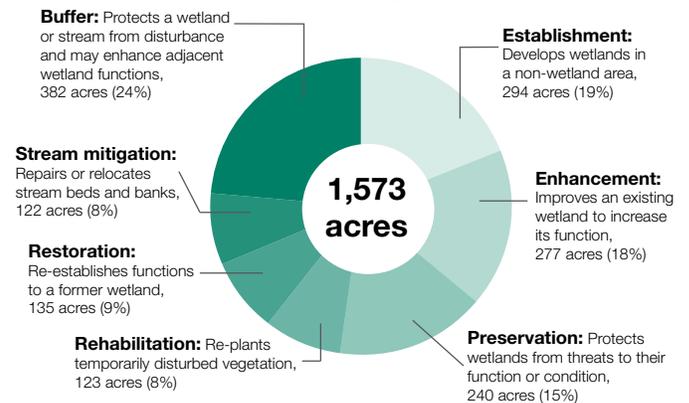
are as of September 2016, when there were 6,472 employees with retirement benefits. Given significant retirement probabilities, WSDOT is

implementing strategies to support a stable and skilled workforce including increased outreach and referral programs.

**Wetlands Protection**

**WSDOT mitigation site acreage increases to 1,573**

1988 through 2016; Total acreage (and percent of total) of replacement wetlands and stream mitigation sites by type



Data source: WSDOT Environmental Services Office.

Note: These totals do not include mitigation banks. Percentages may not add to 100 due to rounding.

WSDOT began monitoring 16 new wetland and stream mitigation sites on 99 acres in 2016, bringing the all-time total to 279 wetland and stream mitigation sites on 1,573 acres. WSDOT started issuing monitoring reports on mitigation sites in 1988 and has since transferred 166 sites to long-term stewardship with WSDOT partners.

**Noise Quality** **GNB 65, p. 28**

**WSDOT working to reduce traffic noise statewide**

- WSDOT conducted 23 traffic noise studies for upcoming transportation projects between April 2016 and March 2017
- Approximately 91 miles of noise walls have been constructed since 1963, with 1.4 miles built between April 2016 and March 2017

Between April 1, 2016 and March 31, 2017, WSDOT conducted 23 traffic noise studies, all of which were related to new construction that could potentially increase noise for nearby residents. Two of the 23 studies (the I-405 hard shoulder running project and the I-405 Renton-to-Bellevue project) resulted in recommendations that a new noise wall be built.

**Incident Response** **GNB 65, p. 19**

**WSDOT Incident Response keeps vehicles moving**

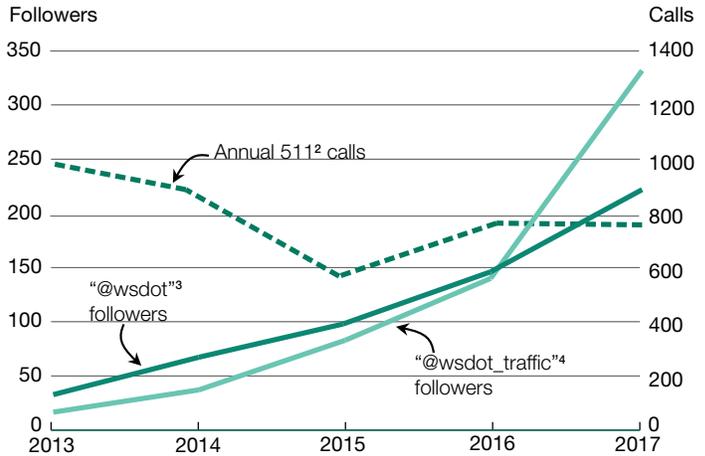
- WSDOT responded to 15,387 incidents during the quarter, providing an estimated \$23.3 million in economic benefits
- WSDOT cleared incidents in 12 minutes and 6 seconds on average, reducing traffic delay and the risk of secondary incidents

The Incident Response (IR) program aligns with WSDOT's Agency Emphasis Area, Practical Solutions, by improving the performance of the multimodal transportation system at the least cost. Based on WSDOT's budget for IR every \$1 spent on the program during the quarter provided drivers roughly \$15.53 in economic benefit.



**Traveler Information** **GNB 65, p. 18**

**Twitter followers increase, 511 calls decrease in past year**  
April through March, 2013 through 2017<sup>1</sup>; Numbers in thousands



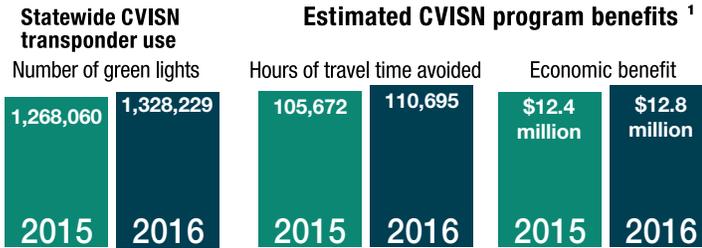
Data source: WSDOT Communications and Traffic Office.  
Notes: **1** Reporting period is April 1 through March 31 of the following year. **2** WSDOT's travel information phone system; 10 days of data was imputed using mean historical data from the same days of the previous two years. **3** Official WSDOT Twitter account. **4** Official WSDOT traffic information Twitter account.

- WSDOT's Facebook page "likes" increased 77% from 34,832 in April 2016 to 61,688 in March 2017
- The number of "@wsdot\_traffic" Twitter followers increased 130% from 143,194 in April 2016 to 329,381 in March 2017



Social media resonates with WSDOT's Agency Emphasis Area of Inclusion as it provides information to customers from various and diverse communities. More and more people are accessing real-time travel information on-the-go from the agency's smartphone apps. During the 2017 reporting period, downloads of WSDOT's mobile apps increased by 35% from 562,759 to 760,025.

**Commercial Vehicle Information Systems and Networks** **GNB 65, p. 29**



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 1,632,066 readings in 2016 and 1,513,559 in 2015. Not all resulted in a green light. <sup>1</sup> WSDOT assumes five minutes and 0.4 gallons of fuel saved per bypass providing an economic benefit of \$9.60 in 2016 and \$9.75 in 2015 per bypass.

**CVISN saving commercial truckers time and money**

WSDOT gave commercial trucks equipped with Commercial Vehicle Information Systems and Networks (CVISN) transponders the green light to bypass open weigh stations 1.33 million times in 2016. This is 5% more than the 1.27 million given in 2015.



Weigh station bypasses (green lights) created roughly \$12.8 million in economic benefit in 2016 by helping the trucking industry avoid an estimated 110,695 hours of travel time and saving an estimated 531,000 gallons of diesel fuel.

# 65

# Statewide Transportation Policy Goals

Statewide policy goal/ WSDOT performance measure	Previous period	Current period	Goal	Goal met	Five-year trend (unless noted)	Desired trend
<b>Safety</b>						
Rate of <b>traffic fatalities</b> per 100 million vehicle miles traveled statewide <small>(Annual measure: calendar years 2014 &amp; 2015)</small>	0.80	0.95 <sup>1</sup>	<1.00	✓		↓
Rate of <b>recordable incidents</b> for every 100 full-time WSDOT workers <small>(Annual measure: calendar years 2015 &amp; 2016)</small>	4.3	4.6	<5.0	✓		↓
<b>Preservation</b>						
Percentage of state <b>highway pavement</b> in fair or better condition by vehicle miles traveled <small>(Annual measure: calendar years 2014 &amp; 2015)</small>	93.3%	93.0%	≥ 90.0%	✓		↑
Percentage of <b>state bridges</b> in fair or better condition by bridge deck area <small>(Annual measure: fiscal years 2015 &amp; 2016)</small>	92.1%	91.2%	≥ 90.0%	✓		↑
<b>Mobility (Congestion Relief)</b>						
<b>Highways:</b> Annual (weekday) vehicle <b>hours of delay</b> statewide relative to <b>maximum throughput speeds</b> <sup>2</sup> <small>(Annual measure: calendar years 2014 &amp; 2015)</small>	32.3 million	N/A	N/A	N/A	 <small>(Four-year trend)</small>	↓
<b>Highways:</b> Average <b>incident clearance times</b> for all Incident Response program responses <small>(Calendar quarterly measure: Q4 2016 &amp; Q1 2017)</small>	12.6 minutes	12.0 minutes	N/A	N/A	 <small>(Five-quarter trend)</small>	↓
<b>Ferries:</b> Percentage of trips departing on time <sup>3</sup> <small>(Fiscal quarterly measure: year to year Q3 FY2016 &amp; Q3 FY2017)</small>	96.3%	96.2%	≥ 95%	✓		↑
<b>Rail:</b> Amtrak Cascades on-time performance <sup>4</sup> <small>(Annual measure: fiscal years 2015 &amp; 2016)</small>	72.1%	74.8%	≥ 80%	—		↑
<b>Environment</b>						
Number of WSDOT <b>stormwater management facilities</b> constructed <small>(Annual measure: fiscal years 2015 &amp; 2016)</small>	130	151	N/A	N/A		Not applicable
Cumulative number of WSDOT <b>fish passage improvement projects</b> constructed <small>(Annual measure: calendar years 2014 &amp; 2015)</small>	291	301	N/A	N/A		↑
<b>Stewardship</b>						
Cumulative number of Nickel and TPA <b>projects completed</b> <sup>5</sup> and <b>percentage on time</b> <sup>6</sup> <small>(Calendar quarterly measure: Q4 2016 &amp; 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 <b>projects completed</b> <sup>5</sup> and <b>percentage on budget</b> <sup>6</sup> <small>(Calendar quarterly measure: Q4 2016 &amp; 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 <sup>5</sup> compared to <b>budget expectations</b> <sup>6</sup> <small>(Calendar quarterly measure: Q4 2016 &amp; 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: See [p. 43](#) for more information on statewide goals. N/A = not available; goal has not been set. Dash (—) = goal was not met in the reporting period. For the Economic Vitality Policy Goal, see [p. 5](#) for Results Washington Goal 2: Prosperous Economy measures. **1** Traffic fatality data for 2015 was finalized January 1, 2017. **2** Compares the average travel time to the travel time associated with “maximum throughput,” the speed which allows the greatest number of motor vehicles to pass by a location on the highway in a given amount of time (70-85% of the posted speed limits). **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 10-15 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. 33](#) for more information.