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:**

<table>
<thead>
<tr>
<th>Step</th>
<th>Plan element</th>
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<tbody>
<tr>
<td>1. <strong>Analyze summary crash data to identify focus/priorities.</strong> An agency can order crash data from WSDOT <a href="#">here</a>.</td>
<td>List of crash priorities based on data.</td>
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<td>2. <strong>Analyze individual fatal/serious crashes to identify factors present.</strong> See page 18 of FHWA’s <a href="#">Systemic Safety Project Selection Tool</a>, July 2013. 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.</td>
<td>Description of factors &amp; selection process.</td>
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<td>3. <strong>Select the most common factors.</strong></td>
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<td>4. <strong>Analyze the roadway network for presence of factors.</strong></td>
<td>Prioritized list of roadway locations.</td>
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<td>5. <strong>Create prioritized list of roadway locations where factors are present.</strong> Education and enforcement efforts can also be noted but cannot be funded with federal Highway Safety Improvement Program funds (including WSDOT’s City Safety and County Safety Programs).</td>
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</tbody>
</table>
| 6. **Identify countermeasures to address prioritized locations.** See [Target Zero](#), Washington State’s Strategic Highway Safety Plan.  
- Lane departure examples (page 97)  
- Intersection examples (pages 104-105)  
- Pedestrian examples (pages 149-150)  
- Bicyclist examples (pages 173-177) | Description of countermeasures and selection process. |
| 7. **Develop a prioritized list of projects.** Examples:  
- Install center and edge line rumble strips on the highest rated roadway segments (then the second highest rated segments, etc.)  
- Install high friction surface treatment on horizontal curves.  
- Evaluate and upgrade signing for size, type, and location to meet current standards.  
- Install compact roundabouts at the highest rated intersections.  
- Restrict access within 100 feet of intersections.  
- Add pedestrian refuge islands on the highest rated roadway segments.  
- Add leading pedestrian interval signal phasing at the highest rated intersections. | 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 [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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