Highway Safety Improvement Program
Data Driven Decisions

Idaho
Highway Safety Improvement Program
2013 Annual Report

Prepared by: ID

Disclaimer

Protection of Data from Discovery & Admission into Evidence

23 U.S.C. 148(h)(4) states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data."

23 U.S.C. 409 states "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data."

Table of Contents

Executive Summary

The Idaho Transportation Department (ITD) continues to work on enhancing the Highway Safety Improvement Program (HSIP) for all public roadways in Idaho. ITD recently developed a planning and prioritization tool that examines and prioritizes safety on a corridor approach. This work recently received an award from FHWA and the Roadway Safety foundation as an innovative practice. This planning and prioritization process also incorporates the methodology outlined in the Highway Safety Manual. In essence this planning process prioritizes corridors by utilizing a data driven approach based on how those sections of roads compared to other similar sections from the standpoint of crash rates and other measures. Once the corridors are prioritized, those that have a higher safety risk will then be evaluated and countermeasures assigned. Once that is done, cost/benefit rations are determined and projects are selected to populate the Statewide Transportation Improvement program. At the local level work continues by the Idaho Local Highway Technical Advisory Council (LHTAC) to plan and prioritize highway safety projects at the local level. LHTAC has developed a process based on the fatal and serious injuries to determine what jurisdiction have priority for HSIP funding.

Finally, ITD continues the use of flex funds for the behavior programs. This is an effective use of the money as Idaho continues to balance the safety program by utilizing the contributes of engineering, education, enforcement and emergency response.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

How are Highway Safety Improvement Program funds allocated in a State?

☒ Central

☐ District

☐ Other

Describe how local roads are addressed as part of Highway Safety Improvement Program.

A recent resolution was implemented by ITD to insure that local roads as well as road on the state system, receive funding necessary to improve all roadways. Below is Resolution ITB10-36 passed by the Idaho Transportation Board on August 19, 2010. WHEREAS, on August 10, 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) created the core Highway Safety Improvement Program (HSIP) for utilization by the states; and WHEREAS, Idaho shall develop, implement, and evaluate on an annual basis a HSIP that has the overall objective of significantly reducing the occurrence of and the potential

for fatalities and serious injuries resulting from crashes on all public roads; and WHEREAS, discussions have been held with the Local Highway Technical Assistance Council (LHTAC) regarding the application of the HSIP to the local roads level in order to meet the intent of SAFETEA-LU; and WHEREAS, it is recognized that the majority of the local highway system does not have the exposure (volumetric) data in order to perform an equitable analysis to determine appropriate safety project selection on a statewide basis. NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Department supports the allocation of a portion of HSIP funding to LHTAC in order to fulfill the intent of SAFETEA-LU; and BE IT FURTHER RESOLVED, that the Department shall accomplish the expansion of the HSIP to the local level by: 1) Working with LHTAC to analyze existing crash data to determine the top crash locations based on frequency and severity recognizing this methodology is acceptable to the Federal Highway Administration. 2) Not limiting HSIP funding only to the state highway system. 3) Establishment of the Safe Highway and Facilities Team to evaluate and balance the HSIP. LHTAC would be Granted a seat on this team and the Districts and LHTAC would be responsible for individual project selection and management of their projects and associated funds within the HSIP. 4) Requiring LHTAC to follow all the HSIP criteria as established by FHWA. This would include the instruction given in the Capital Investment Program update for the latest Statewide Transportation Improvement Program. 5) Supporting and assisting where possible LHTAC in the establishment of a program for the collection of exposure (volumetric) data to support this program and to further meet the requirements of SAFETEA-LU. This includes a local road base map. Once local exposure data can be determined and collected and the local road base map is complete, proportional distribution of funding can be better refined and incorporated into the HSIP. In accordance with the resolution, a formula was created to determine the proportion of the HSIP funding that will be distributed for the state highway system and for the local system. This formula is based on road lane mileage, average daily traffic counts and the percentage of fatalities and serious injuries on each system. The distributionof funding is reflected in the Statewide Transportation Improvement Program approved by the ITD board. Funding will begin with the Federal Fiscal Year 2014.

Identify which internal partners are involved with Highway Safety Improvement Program planning.

☐ Design

☒ Planning

☐ Maintenance

☒ Operations

☐ Governors Highway Safety Office

☒Other: Other-Office of Highway Safety

☒Other: Other-Local Highway Technical Assistance Council

Briefly describe coordination with internal partners.

The Districts and Local Highway Technical Assistance Council (LHTAC) select highway safety improvement projects for submission into the Program in each District. The Highway Safety Review Team will review and confirm the final selection of the combined program projects to go into the HSIP portion of the Idaho Transportation Investment Program. This will verify the projects selected meet the MAP-21criteria of the HSIP program and that these projects align with the SHSP and are safety data-driven.
After the Districts and LHTAC have submitted the proposed projects into the program update, the projects will be combined by OTI and given to the HSIP Review Team for review prior to final acceptance.

Identify which external partners are involved with Highway Safety Improvement Program planning.

☐Metropolitan Planning Organizations

☐Governors Highway Safety Office

☐Local Government Association

☒Other: Other-Local Highway Technical Assistance Council-representing all local highway districts

Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.

☐ Multi-disciplinary HSIP steering committee

☒ Other: Other-The inclusion of the Local Highway Transportation Assistance Council on the committee

Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

Below is an excerpt from Idaho's FY 15 Program Update Document. It shows the emphasis on a data driven approach and alignment with the SHSP.

A "Highway Safety Improvement Project" includes strategies, activities, and projects on a public road that are consistent with a SHSP and

- Correct or improve a hazardous road location or feature; or
- Address a highway safety problem.

Data-driven process:

Highway safety improvement projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. (23 USC 148(c)(2)(B)). The general framework for the identification and analysis of highway safety problems and counter-measure opportunities is defined in 23 U.S.C. 148(c)(2). This framework is consistent with general roadway safety management practices in that States should:

- Identify safety problems either through a site analysis or systemic approach;
- Identify countermeasures to address those problems;
- Prioritize projects for implementation; and
- Evaluate projects to determine their effectiveness.

The Idaho Transportation Department's use of the Highway Safety Corridor planning and prioritization process should be utilized to identify locations for highway safety projects.

Program Methodology

Select the programs that are administered under the HSIP.

☐ Median Barrier	☐ Intersection	☐ Safe Corridor
☐ Horizontal Curve	☐ Bicycle Safety	☐ Rural State Highways
☐ Skid Hazard	☐ Crash Data	☐ Red Light Running Prevention
☐ Roadway Departure	☐ Low-Cost Spot Improvements	☐ Sign Replacement And Improvement
☐ Local Safety	☐ Pedestrian Safety	☐ Right Angle Crash
☐ Left Turn Crash	☐ Shoulder Improvement	☐ Segments
☒ Other: Other-Highway Safety Corridor		

Program: **Other-Highway Safety Corridor**

Date of Program Methodology: **1/1/2013**

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
☒ All crashes	☐ Traffic	☐ Median width
☐ Fatal crashes only	☒ Volume	☐ Horizontal curvature
☐ Fatal and serious injury	☐ Population	☐ Functional classification

crashes only

☐ Other

☐ Lane miles

☐ Roadside features

☐ Other

☐ Other

What project identification methodology was used for this program?

☐ Crash frequency

☐ Expected crash frequency with EB adjustment

☐ Equivalent property damage only (EPDO Crash frequency)

☐ EPDO crash frequency with EB adjustment

☐ Relative severity index

☒ Crash rate

☐ Critical rate

☐ Level of service of safety (LOSS)

☐ Excess expected crash frequency using SPFs

☐ Excess expected crash frequency with the EB adjustment

☐ Excess expected crash frequency using method of moments

☐ Probability of specific crash types

☐ Excess proportions of specific crash types

☐ Other

Are local roads (non-state owned and operated) included or addressed in this program?

☐ Yes

☒ No

How are highway safety improvement projects advanced for implementation?

☐ Competitive application process

☒ selection committee

☐ Other

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

☐ Relative Weight in Scoring

☒ Rank of Priority Consideration

- ☒ Ranking based on B/C 1
- ☐ Available funding
- ☐ Incremental B/C
- ☐ Ranking based on net benefit
- ☐ Cost Effectiveness

What proportion of highway safety improvement program funds address systemic improvements?

35

Highway safety improvment program funds are used to address which of the following systemic improvments?

☐ Cable Median Barriers

☐ Rumble Strips

☐ Traffic Control Device Rehabilitation

☐ Pavement/Shoulder Widening

☒Install/Improve Signing

☒Install/Improve Pavement Marking and/or Delineation

☒Upgrade Guard Rails

☐Clear Zone Improvements

☐Safety Edge

☐Install/Improve Lighting

☒Add/Upgrade/Modify/Remove Traffic Signal

☐Other

What process is used to identify potential countermeasures?

☒Engineering Study

☒Road Safety Assessment

☐Other:

Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.

☐Highway Safety Manual

☐Road Safety audits

☐Systemic Approach

☒Other: Other-use of the Highway Safety Corridor Analysis procedures developed by DKS and ITD

Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.

As mentioned in the Executive Summary, Idaho has completed a Highway Safety Corridor Analysis process utilizing the Highway Safety Manual. We are working toward enhancing this project further by looking toward automating parts of the process.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

☐ Calendar Year

☐ State Fiscal Year

☒ Federal Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	29417000	83 %	29417000	87 %
HRRRP (SAFETEA-LU)				
HRRR Special Rule				
Penalty Transfer - Section 154				
Penalty Transfer – Section 164	6000000	17 %	4586538	13 %

Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)				
State and Local Funds				
Totals	35417000	100%	34003538	100%

How much funding is programmed to local (non-state owned and maintained) safety projects?

0 %

How much funding is obligated to local safety projects?

0 %

How much funding is programmed to non-infrastructure safety projects?

$1,000,000.00

How much funding is obligated to non-infrastructure safety projects?

$900,000.00

How much funding was transferred in to the HSIP from other core program areas during the reporting period?

0 %

How much funding was transferred out of the HSIP to other core program areas during the reporting period?

7,956,706 %

Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.

The cost of safety projects can be an impediment to implementing projects. Lower cost systemic projects are becoming more prominent to counter this problem.

Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.

Additional information on Idaho's HSIP.

Eligibility of Projects: The HSIP emphasizes a safety data-driven, strategic approach to improving highway safety that focuses on eliminating deaths and serious injuries resulting from traffic crashes. To be eligible, projects must be consistent with the strategies in Idaho's Strategic Highway Safety Plan, align with the project criteria outlined in MAP-21, and must be safety data driven. Projects must correct or improve a location, corridor, or address a highway safety problem using a systemic approach. Projects will be included in an annual evaluation which will be prepared by the Office of Highway Safety and will require project start and completion dates.

Projects already in the program will not be removed from the program if they comply with the strategies in the SHSP completed in 2010. However, all new projects must comply with the current SHSP.

Other Projects - Other projects will be consistent with the emphasis areas and strategies in the most current version of Idaho's Strategic Highway Safety Plan. Below are examples but not an exhaustive list. This list is not a prioritized.

a) Behavioral Safety - The Office of Highway Safety will utilize flex funds to conduct projects that affect the safety behavior of the public. In order for a State to be eligible to use the 10 percent flexibility provision in a fiscal year the State must have an approved SHSP.

b) Rumble Strips and Rumble Stripes - This program has been established to install centerline and/or shoulder rumble strips/stripes on the State highway system.

Funding under this program is not intended to be combined with other construction projects where rumble strips/stripes could be installed as part of the other construction projects. Rumble strip/stripe locations must conform to shoulder width requirements, specifically, to allow the required width outside of the rumble strip for bicyclists. Rumble strip projects that require fogging to seal the pavement and associated re- marking the roadway are not an efficient use of funding and may be considered a lower priority.

c) Improved Pavement Markings - This program has been established to provide visible pavement markings at the most difficult time of the year, late in the winter before weather is good enough to refresh the markings; and in accordance with the agreements with FHWA based on the 2003 Joint Review of CONDITION OF PAVEMENT MARKINGS ON THE NATIONAL HIGHWAY SYSTEM IN IDAHO and the follow up review in 2008. Markings installed under this program must be warranted to meet retro-reflective and presence standards for at least two years without additional maintenance. Funding under this program is not intended to be combined with other construction projects that require re-marking the road. Locating durable pavement marking projects requires identifying sections of roadway that have cured sufficiently after new construction, are not scheduled to be reconstructed or seal coated before the warrantee is fulfilled.

d) Sign Upgrades - This program has been established to replace signs than do not meet the increased retro reflectivity requirements of 23 CFR Part 655 through MUTCD Revision 2 and will not be replaced under typical construction projects in the area. Overhead signs are of the highest priority in this program because of equipment and labor requirements for installation. All replaced signs must conform to the current MUTCD as approved by the State, and may include updating the fonts and sign layouts. These changes may increase the sign size and require the support structure to be replaced to handle the increased wind loadings from larger signs.

e) Shoulder Widening or Eliminating Edge Drop-Offs - Must encompass an HQ-identified deficiency. This improves the driver's ability to recover should they start to run off the road.

f) Intersection improvements - This includes left and right turn lanes at stop-controlled intersections, yellow change intervals, medians and pedestrian refuge areas in urban and suburban areas, roundabouts.

g) Hazard elimination - as defined under 23 USC 104(b)(3), 130, 133, 152

h) High accident (or spot) locations For questions regarding the use of the High Accident Location (HAL) report, please contact Kelly Campbell in the Office of Highway Safety at 334-8105.

General Listing of Projects

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
D3 Sign Upgrades	Roadway signs and traffic control Sign sheeting - upgrade or replacement	0	1193000	1193000	HSIP (Section 148)		0	0	State Highway Agency	Keeping vehicles in the roadway	
I84 D3 Pavement Striping	Roadway delineation Longitudinal pavement markings - remarking	0	380000	380000	HSIP (Section 148)		0	0	State Highway Agency	Keeping vehicles in the roadway	
D3 Signal Equipment Upgrade	Intersection traffic control Modify traffic signal - miscellaneous/other/unspecified	0	107000	107000	HSIP (Section 148)		0	0	State Highway Agency	Improving the design and operation of highway intersections	
Dynamic Message sign McCall	Advanced technology and ITS Dynamic message signs	0	115000	115000	HSIP (Section 148)		0	0	State Highway Agency	Increasing driver safety awareness	

D4 District wide Guardrail Upgrades	Roadside Barrier - other	0	616000	616000	HSIP (Section 148)		0	0	State Highway Agency	Minimizing the consequences of leaving the road	
D4 Sign Upgrades	Roadway signs and traffic control Sign sheeting - upgrade or replacement	0	154000	154000	HSIP (Section 148)		0	0	State Highway Agency	Keeping vehicles in the roadway	
D4 Pavement Striping	Roadway delineation Longitudinal pavement markings - remarking	0	458000	458000	HSIP (Section 148)		0	0	State Highway Agency	Keeping vehicles in the roadway	
SH 75 Stanley to Clayton Guardrail Study	Roadside Barrier - other	0	264000	264000	HSIP (Section 148)		0	0	State Highway Agency	Minimizing the consequences of leaving the road	
US 20 Bellin Rd to Yellowstone Hwy	Roadway Pavement surface - high friction surface	0	300000	300000	HSIP (Section 148)		0	0	State Highway Agency	Keeping vehicles in the roadway	

D6 Controlled Access Fencing	Access management Access management - other	0	810000	810000	HSIP (Section 148)		0	0	State Highway Agency	Minimizing the consequences of leaving the road	
I15 B S. Broadway and Walker	Intersection traffic control Intersection traffic control - other	0	60000	60000	HSIP (Section 148)		0	0	State Highway Agency	Improving the design and operation of highway intersections	
US 93 400 S Road	Roadway Roadway - other	0	602977	650740	Penalty Transfer – Section 164		0	0	State Highway Agency	Keeping vehicles in the roadway	
D1 SIGN UPGRADES	Roadway signs and traffic control Sign sheeting - upgrade or replacement	0	1207766	1303437	Penalty Transfer – Section 164		0	0	State Highway Agency	Keeping vehicles in the roadway	
D3 SIGN UPGRADES	Roadway signs and traffic control Sign sheeting - upgrade or replacement	0	548477	591891	Penalty Transfer – Section		0	0	State Highway Agency	Keeping vehicles in the	

					164					roadway	
D3 Pavement Striping	Roadway delineation Longitudinal pavement markings - remarking	0	10994	10994	Penalty Transfer – Section 164		0	0	State Highway Agency	Keeping vehicles in the roadway	
SH 75 Stanley to Clayton Guardrail Study	Roadside Barrier - other	0	417459	450528	Penalty Transfer – Section 164		0	0	State Highway Agency	Minimizing the consequences of leaving the road	
Commercial WGT/Safety Compliance Station PH 2	Miscellaneous	0	313561	338400	Penalty Transfer – Section 164		0	0	State Highway Agency	Making truck travel safer	
Behavorial Safety	Non-infrastructure		1000000	1000000	HSIP (Section 148)				all ownerships	Increasing driver safety awareness	
Cotterell Rest Area	Roadway		985334	1063386	Penalty Transfer –				State Highway	Keeping drivers	

Ramps					Section 164				Agency	alert	

Progress in Achieving Safety Performance Targets

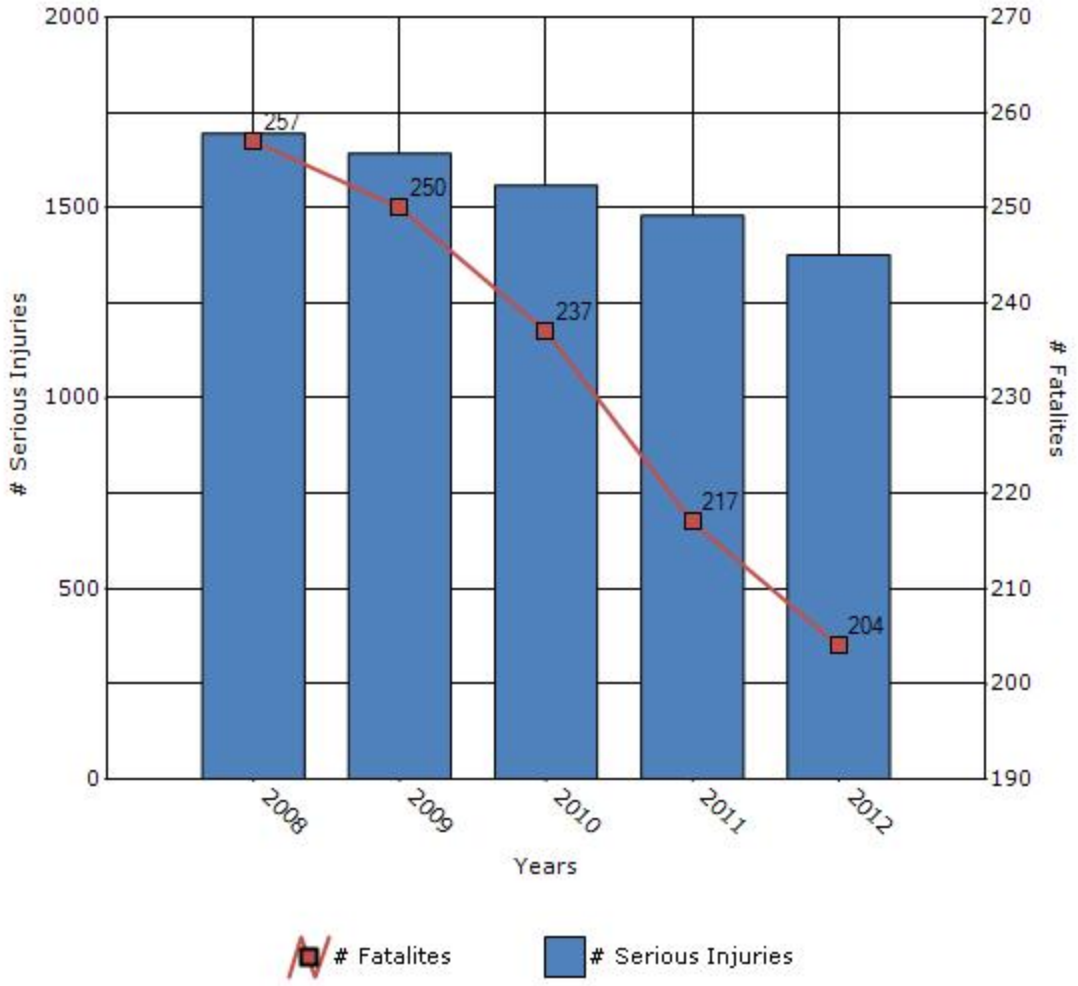
Overview of General Safety Trends

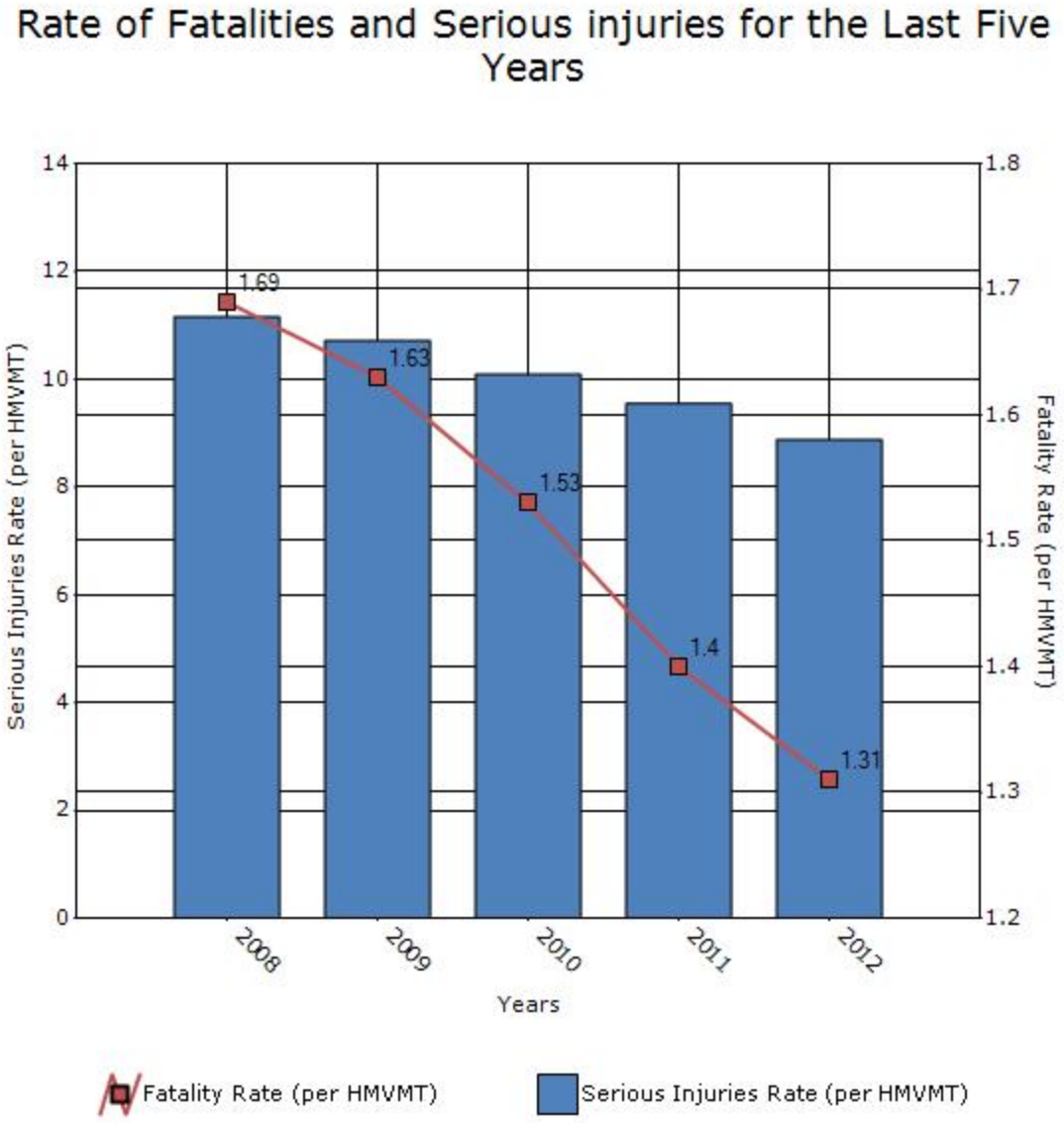
Present data showing the general highway safety trends in the state for the past five years.

Performance Measures*	2008	2009	2010	2011	2012
Number of fatalities	257	250	237	217	204
Number of serious injuries	1695	1642	1559	1479	1376
Fatality rate (per HMVMT)	1.69	1.63	1.53	1.4	1.31
Serious injury rate (per HMVMT)	11.16	10.72	10.09	9.55	8.88

*Performance measure data is presented using a five-year rolling average.

Number of Fatalities and Serious injuries for the Last Five Years



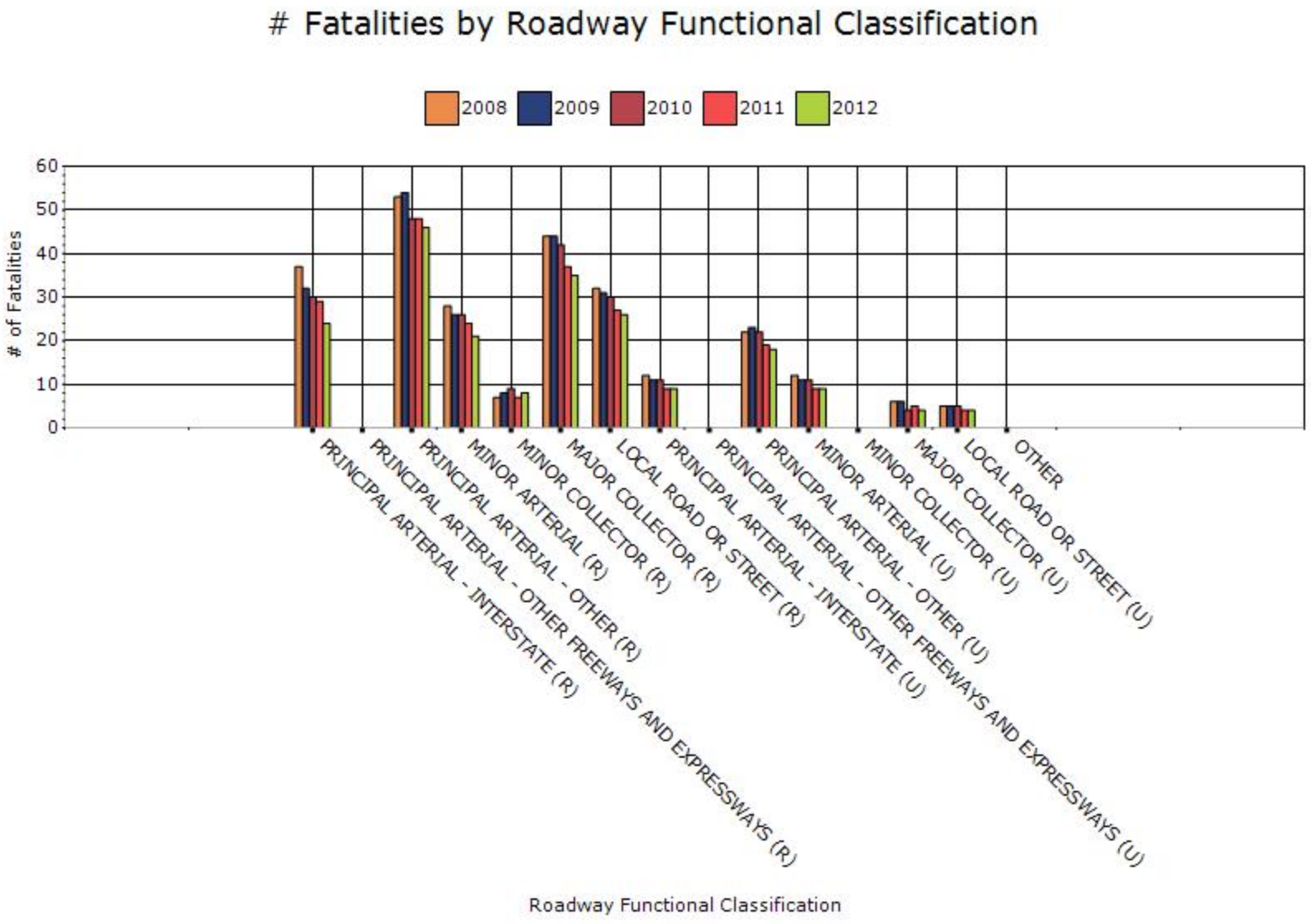

Rate of Fatalities and Serious injuries for the Last Five Years
Serious Injuries Rate (per HMVMT)
Fatality Rate (per HMVMT)
Years
1.69
1.63
1.53
1.4
1.31
2008
2009
2010
2011
2012
Fatality Rate (per HMVMT)
Serious Injuries Rate (per HMVMT)

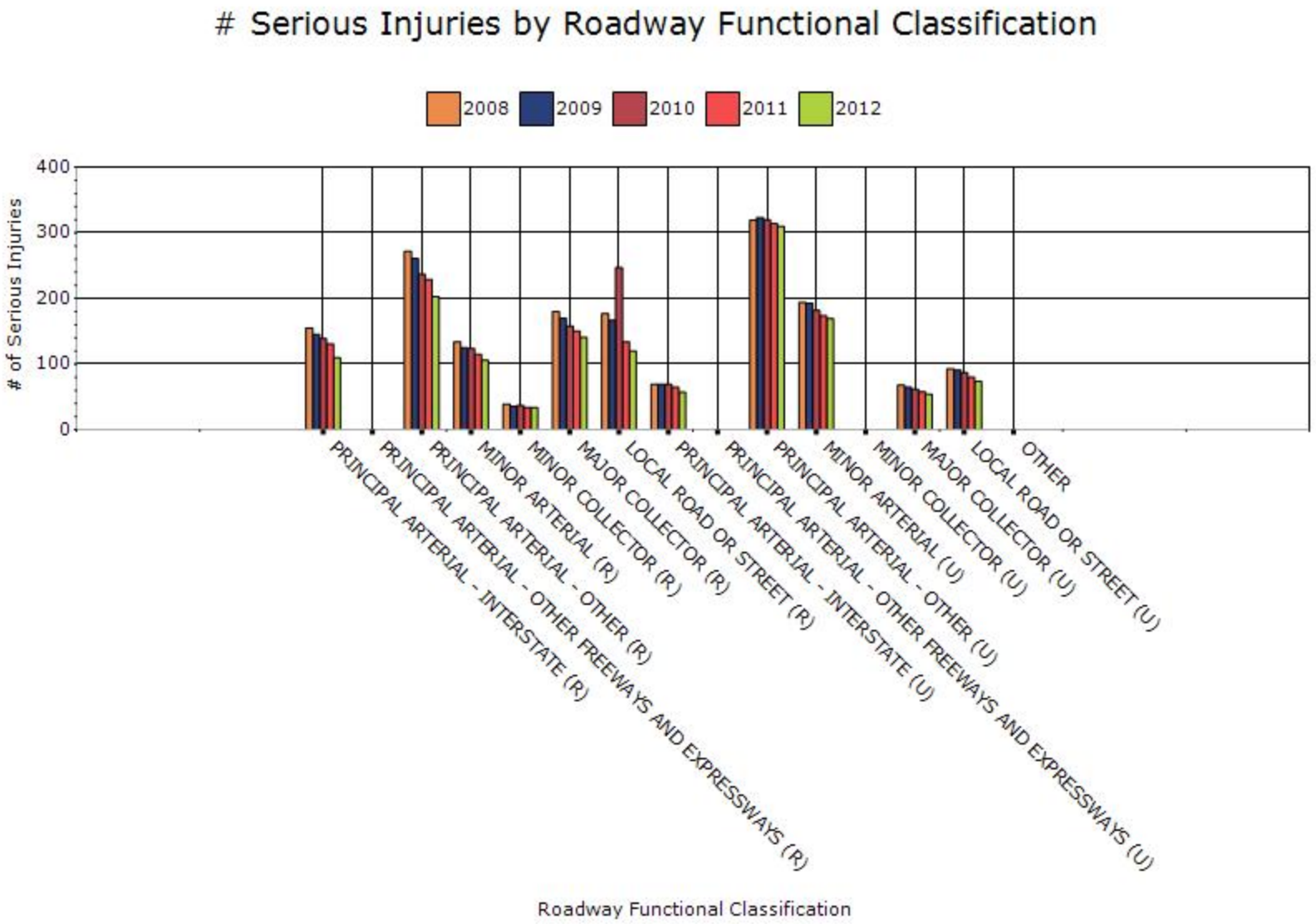
To the maximum extent possible, present performance measure* data by functional classification and ownership.

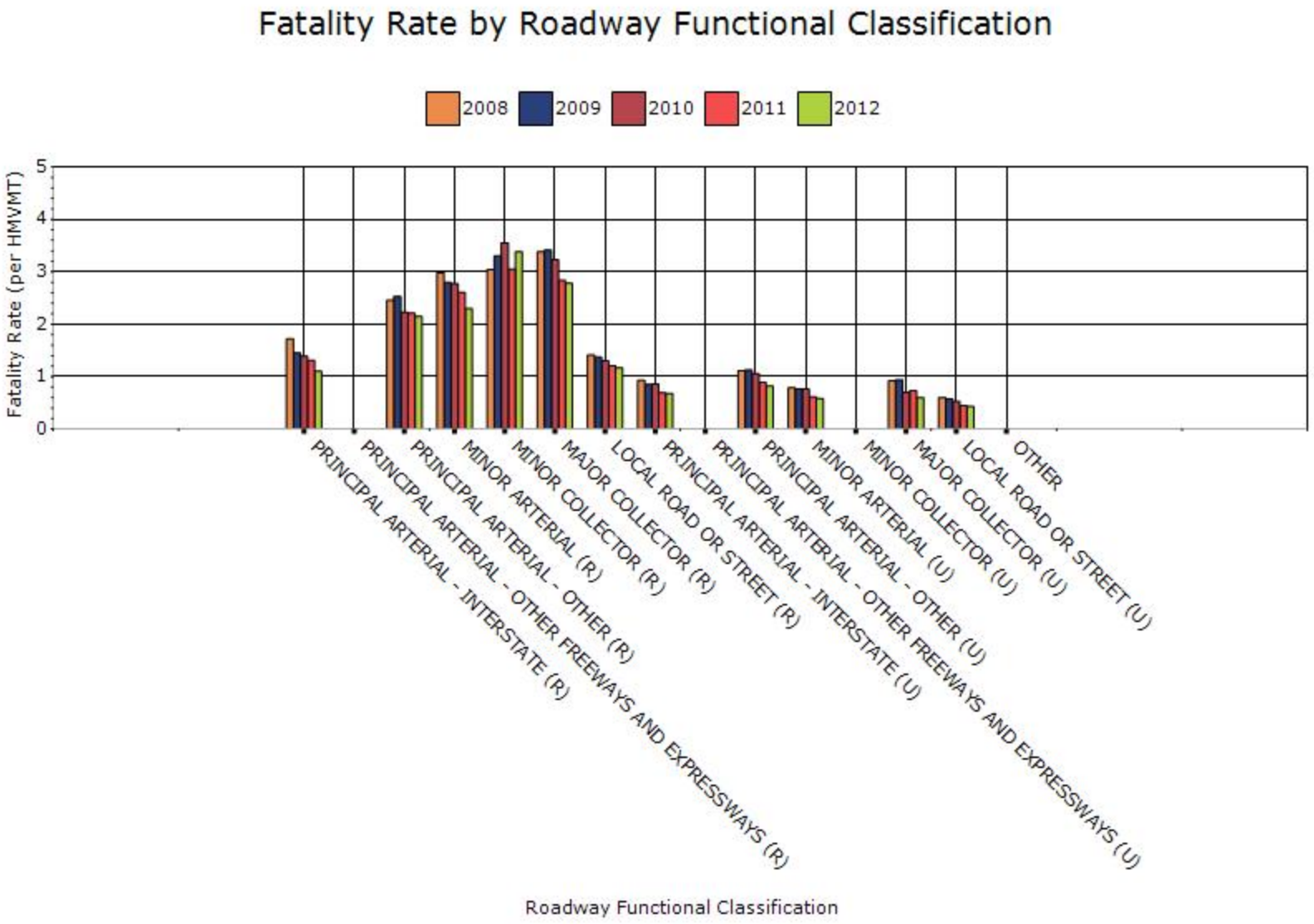
Year - 2012

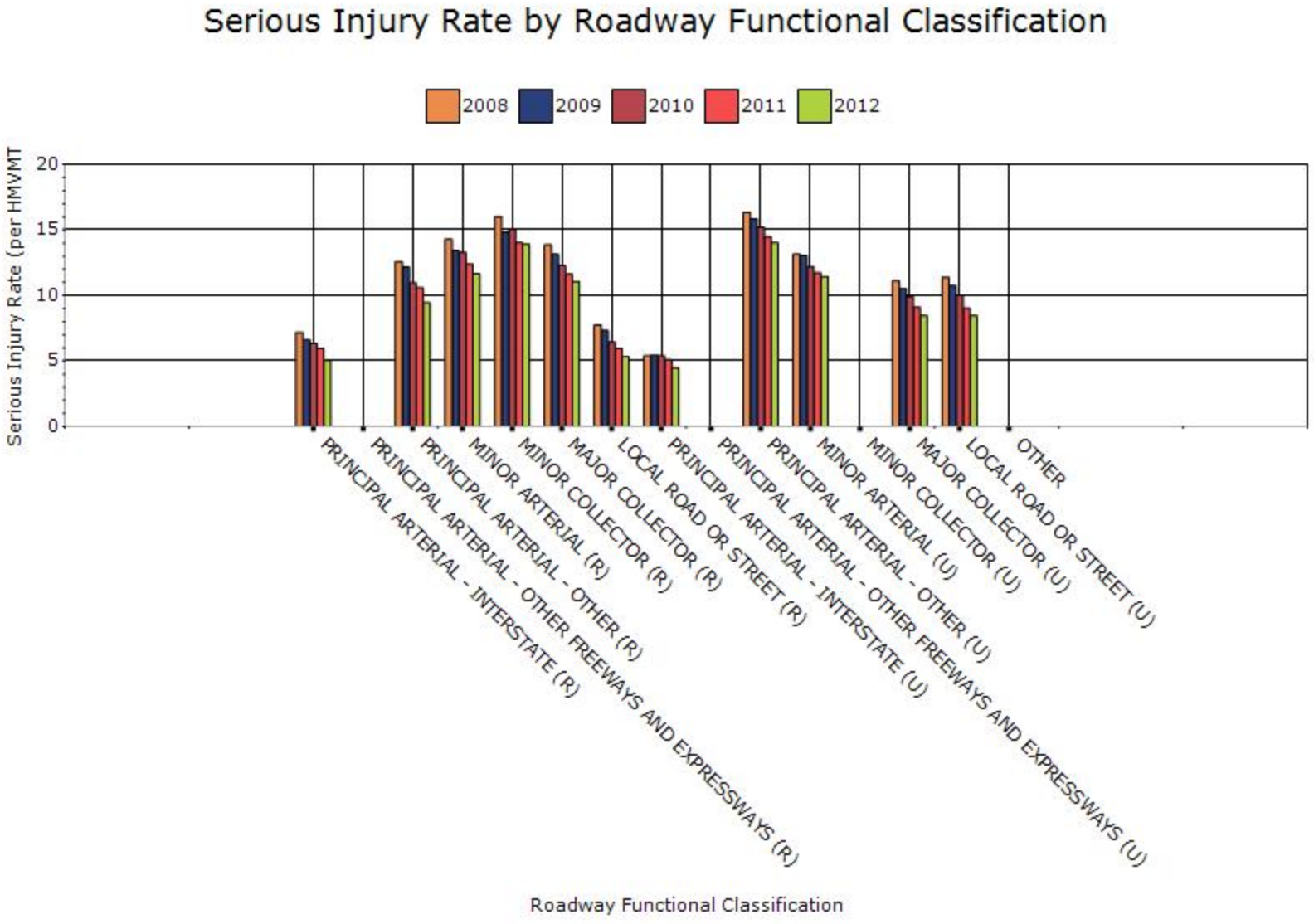
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	24	110	1.1	5.06
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	46	203	2.15	9.45
RURAL MINOR ARTERIAL	21	106	2.3	11.66
RURAL MINOR COLLECTOR	8	34	3.38	13.91
RURAL MAJOR COLLECTOR	35	141	2.78	11.07
RURAL LOCAL ROAD OR STREET	26	120	1.17	5.33
URBAN PRINCIPAL	9	57	0.68	4.47

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
URBAN PRINCIPAL ARTERIAL - OTHER	18	310	0.82	14.02
URBAN MINOR ARTERIAL	9	169	0.58	11.44
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	4	54	0.6	8.46
URBAN LOCAL ROAD OR STREET	4	74	0.43	8.48
OTHER	0	0	0	0
OTHER	0	0	0	0


Fatalities by Roadway Functional Classification
2008
2009
2010
2011
2012
# of Fatalities
60
50
40
30
20
10
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification


Serious Injuries by Roadway Functional Classification
2008
2009
2010
2011
2012
# of Serious Injuries
400
300
200
100
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

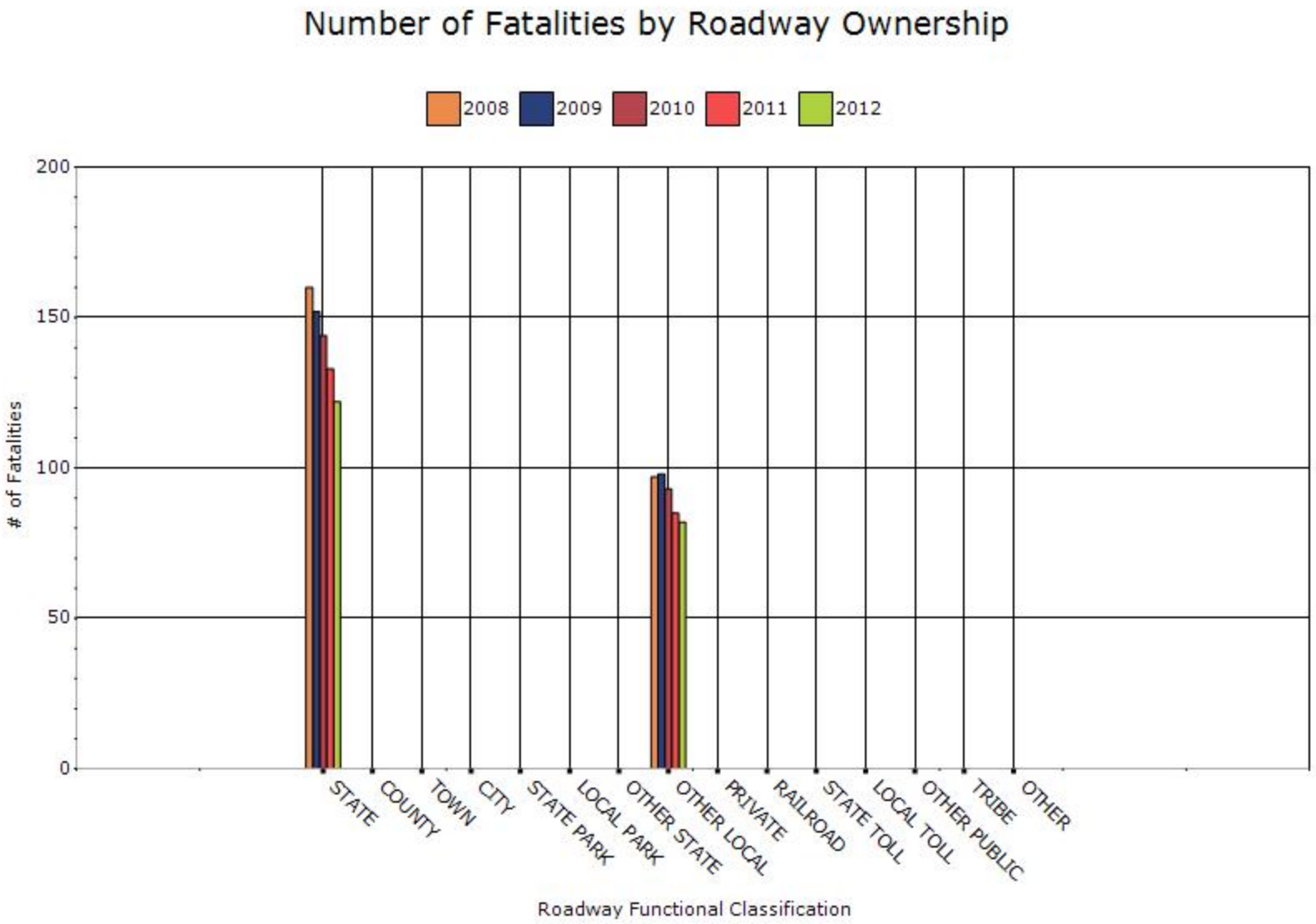

Fatality Rate by Roadway Functional Classification
2008
2009
2010
2011
2012
Fatality Rate (per HMVMT)
0
1
2
3
4
5
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

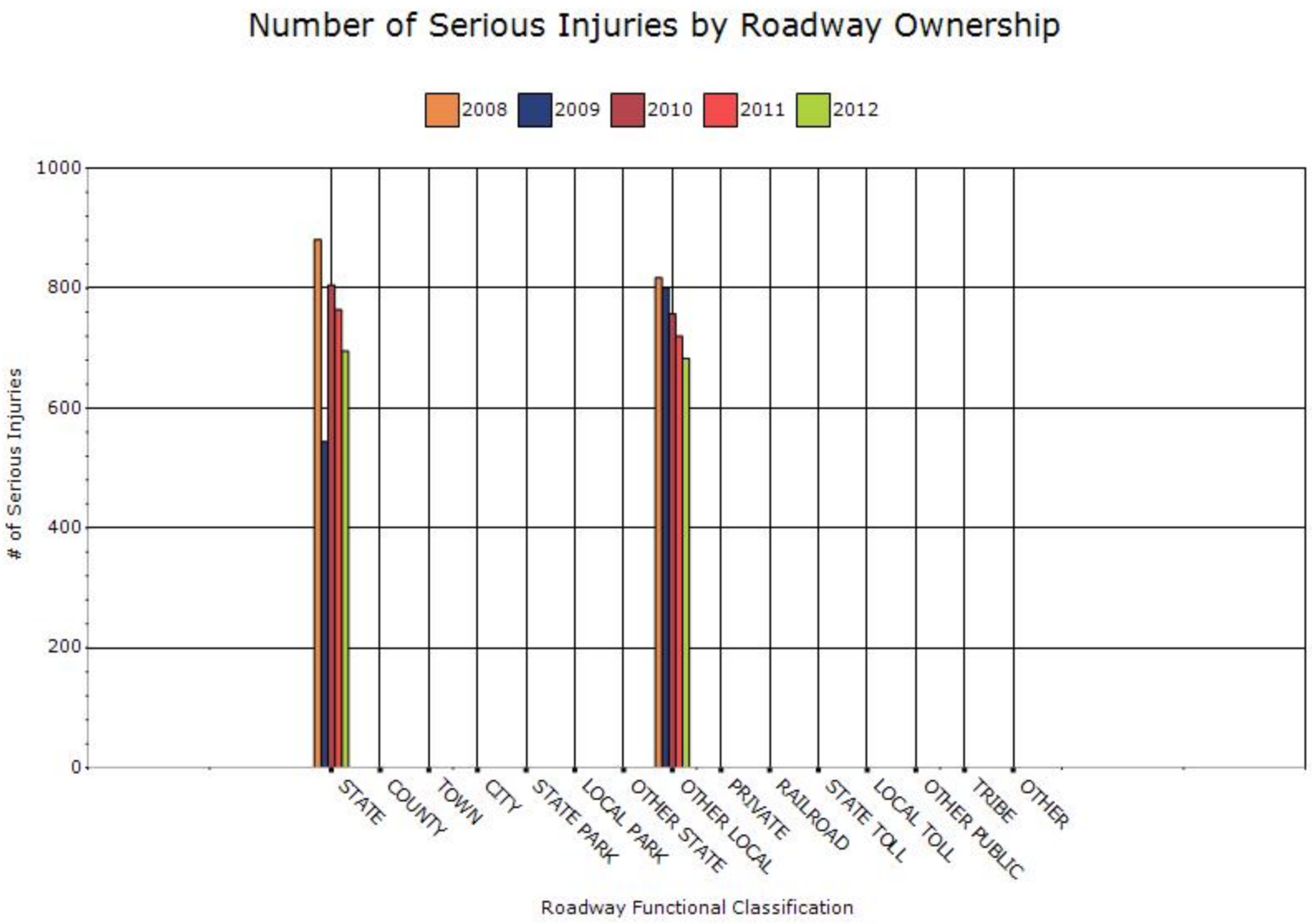

Serious Injury Rate by Roadway Functional Classification
2008
2009
2010
2011
2012
Serious Injury Rate (per HMVMT
20
15
10
5
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
LOCAL ROAD OR STREET (U)
OTHER
Roadway Functional Classification

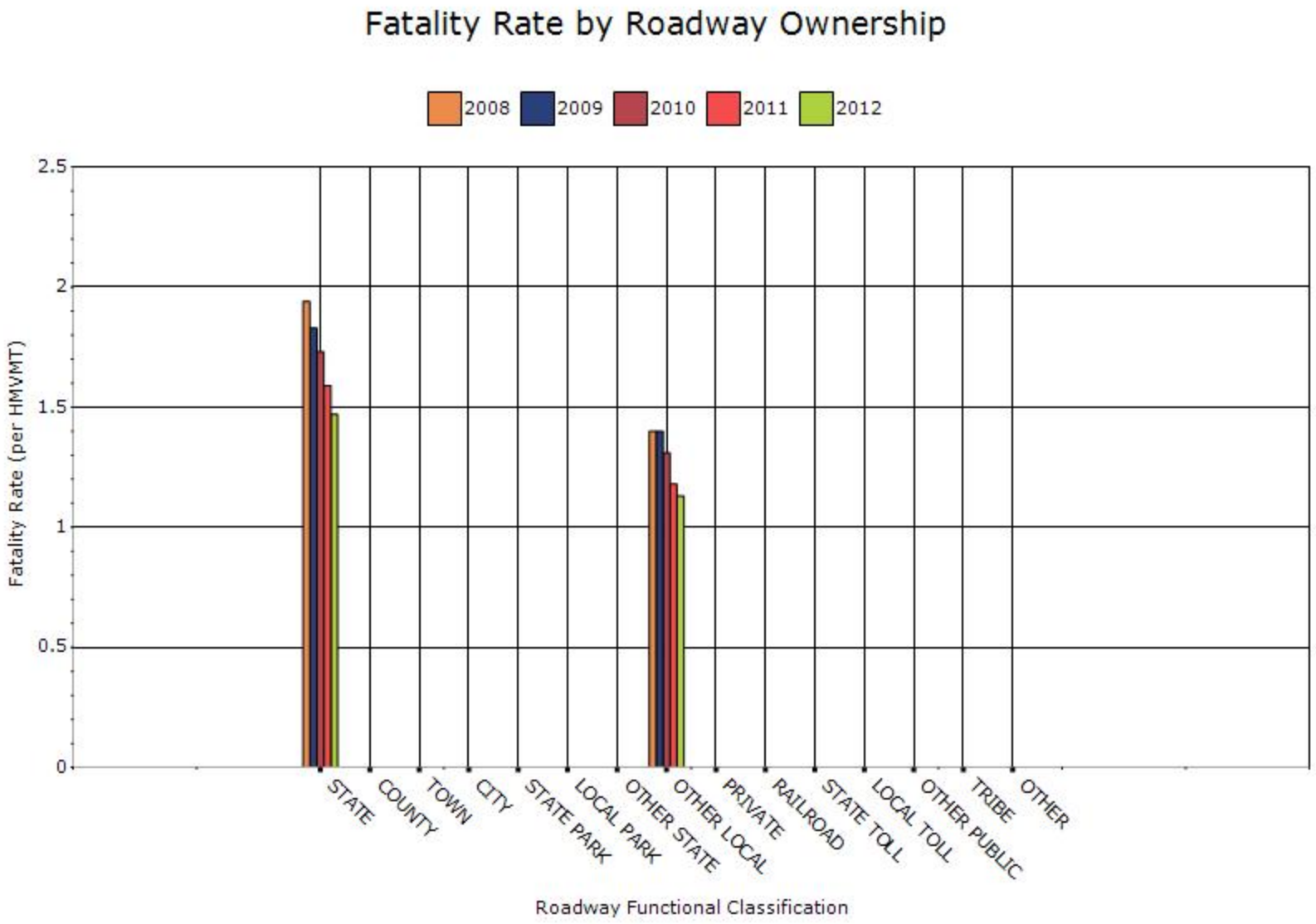
Year - 2012

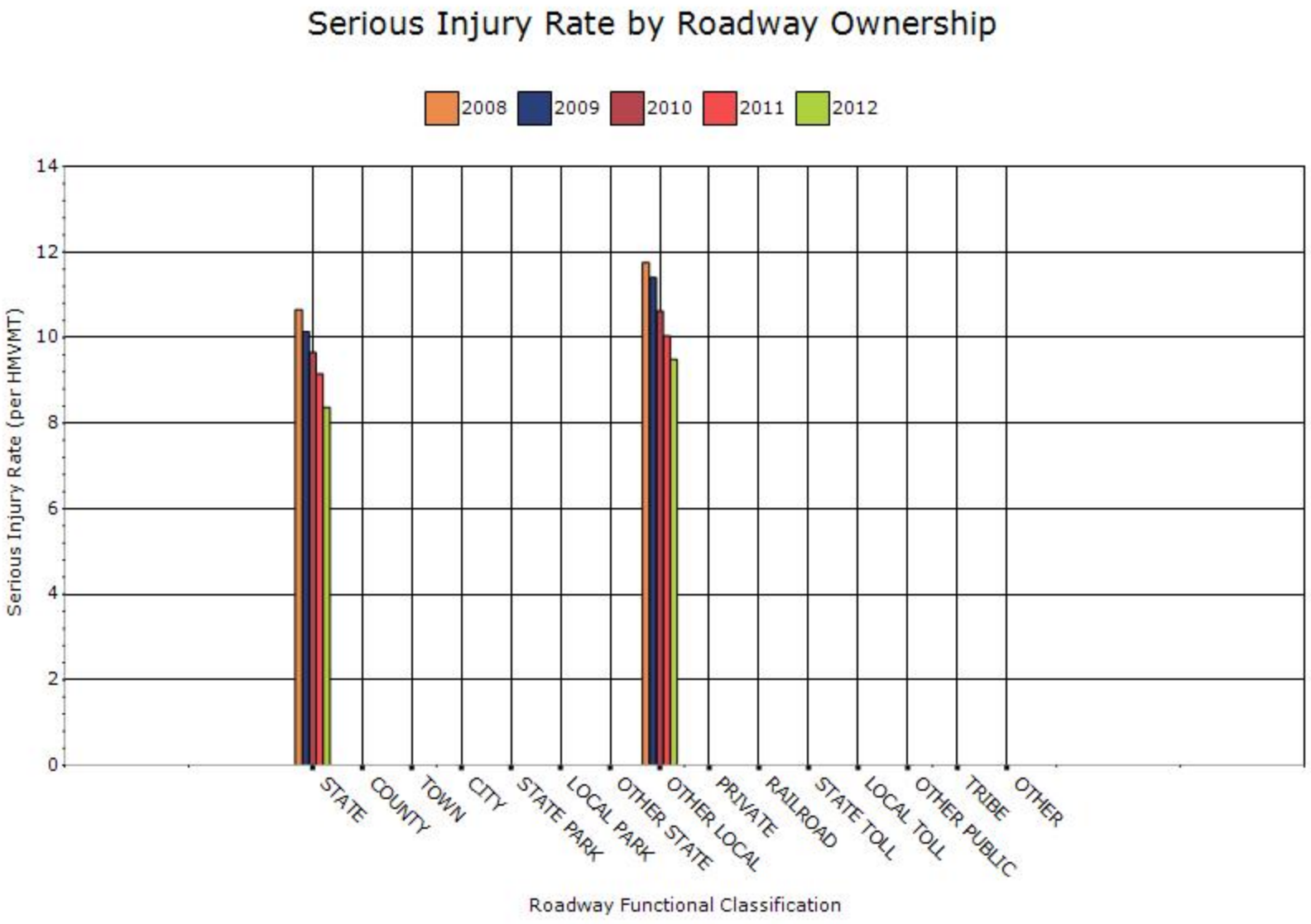
Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	122	695	1.47	8.37
COUNTY HIGHWAY AGENCY	0	0	0	0
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	0	0	0	0
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	82	683	1.13	9.49
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0

RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0
INDIAN TRIBE NATION	0	0	0	0
OTHER	0	0	0	0
OTHER	0	0	0	0


Number of Fatalities by Roadway Ownership
2008
2009
2010
2011
2012
200
150
100
50
0
# of Fatalities
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2008
2009
2010
2011
2012
1000
800
600
400
200
0
# of Serious Injuries
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2008
2009
2010
2011
2012
Fatality Rate (per HMVMT)
2.5
2
1.5
1
0.5
0
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2008
2009
2010
2011
2012
Serious Injury Rate (per HMVMT)
0
2
4
6
8
10
12
14
STATE
COUNTY
TOWN
CITY
STATE PARK
LOCAL PARK
OTHER STATE
OTHER LOCAL
PRIVATE
RAILROAD
STATE TOLL
LOCAL TOLL
OTHER PUBLIC
TRIBE
OTHER
Roadway Functional Classification

Describe any other aspects of the general highway safety trends on which you would like to elaborate.

Idaho's five year rolling average for fatalities and serious injuries continues to decrease. We feel that better uses of HSIP money for infrastructure and behavior projects that are data driven is probably contributing to this decrease.

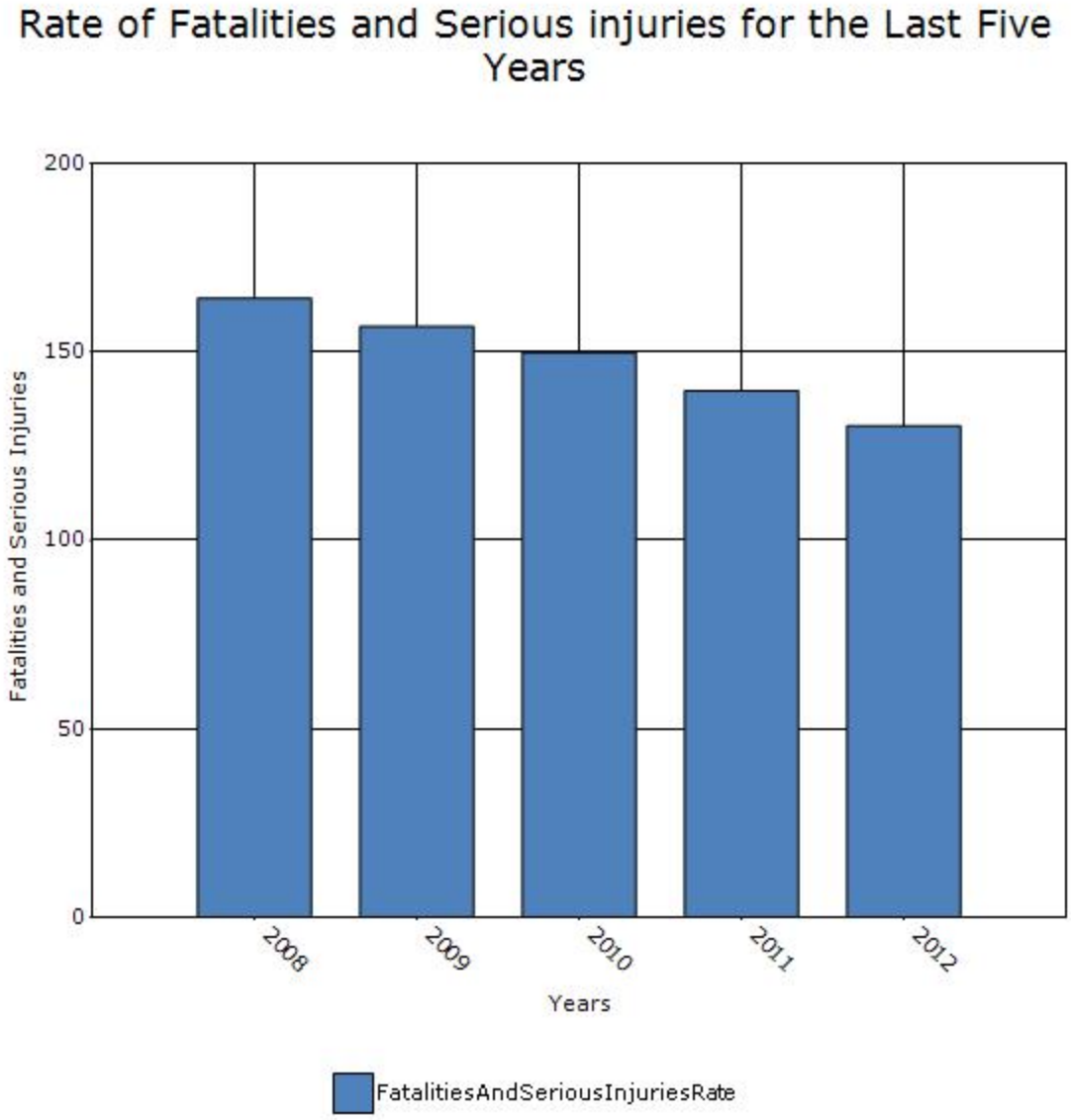
Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	2008	2009	2010	2011	2012
Fatality rate (per capita)	26.91	23.32	24.05	22.51	21.09
Serious injury rate (per capita)	137.35	130.45	125.77	117.25	109.23
Fatality and serious injury rate (per capita)	164.25	156.77	149.83	139.76	130.32

*Performance measure data is presented using a five-year rolling average.

The fatality rate is the number of drivers, pedestrians and bicyclists 65 or older divided by the number of people 65 or older in Idaho times 100000. Each year is a five year rolling average rate using that year plus the four previous years rate. The same methodology is used for serious injury and fatal and serious injury.



Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

☐ None

☐ Benefit/cost

☒ Policy change

☐ Other:

What significant programmatic changes have occurred since the last reporting period?

☐ Shift Focus to Fatalities and Serious Injuries

☐ Include Local Roads in Highway Safety Improvement Program

☐ Organizational Changes

☐ None

☒ Other: Other-even more use of data driven approaches

Briefly describe significant program changes that have occurred since the last reporting period.

Change in policy for the use of the Highway Safety Corridor Analysis (HSCA) was implemented. The HSCA is a procedure that uses a data driven approach to the selection of projects implemented using HSIP money. The process was developed over the past 18 months and is now completed. The process should be in use for the next fiscal year.

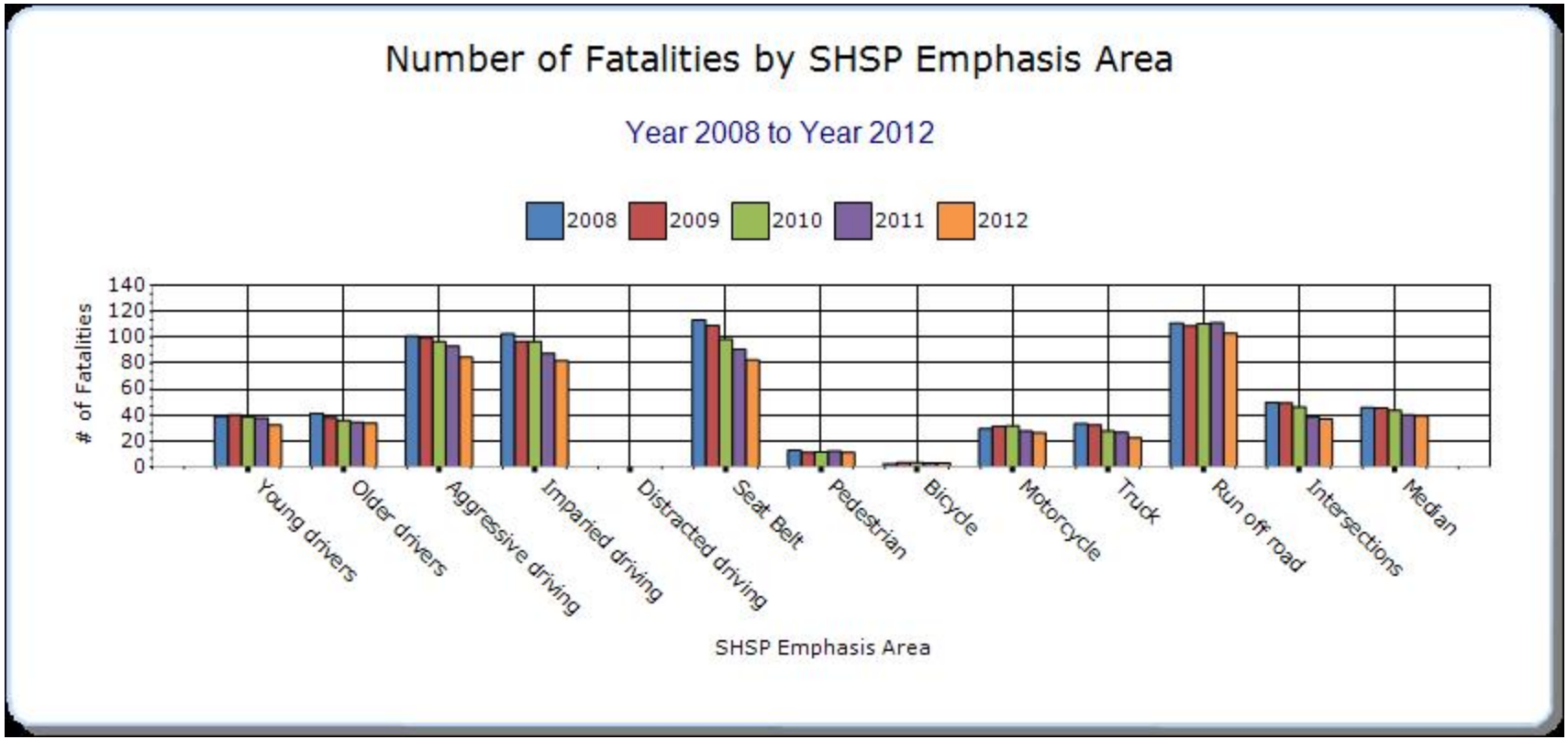
SHSP Emphasis Areas

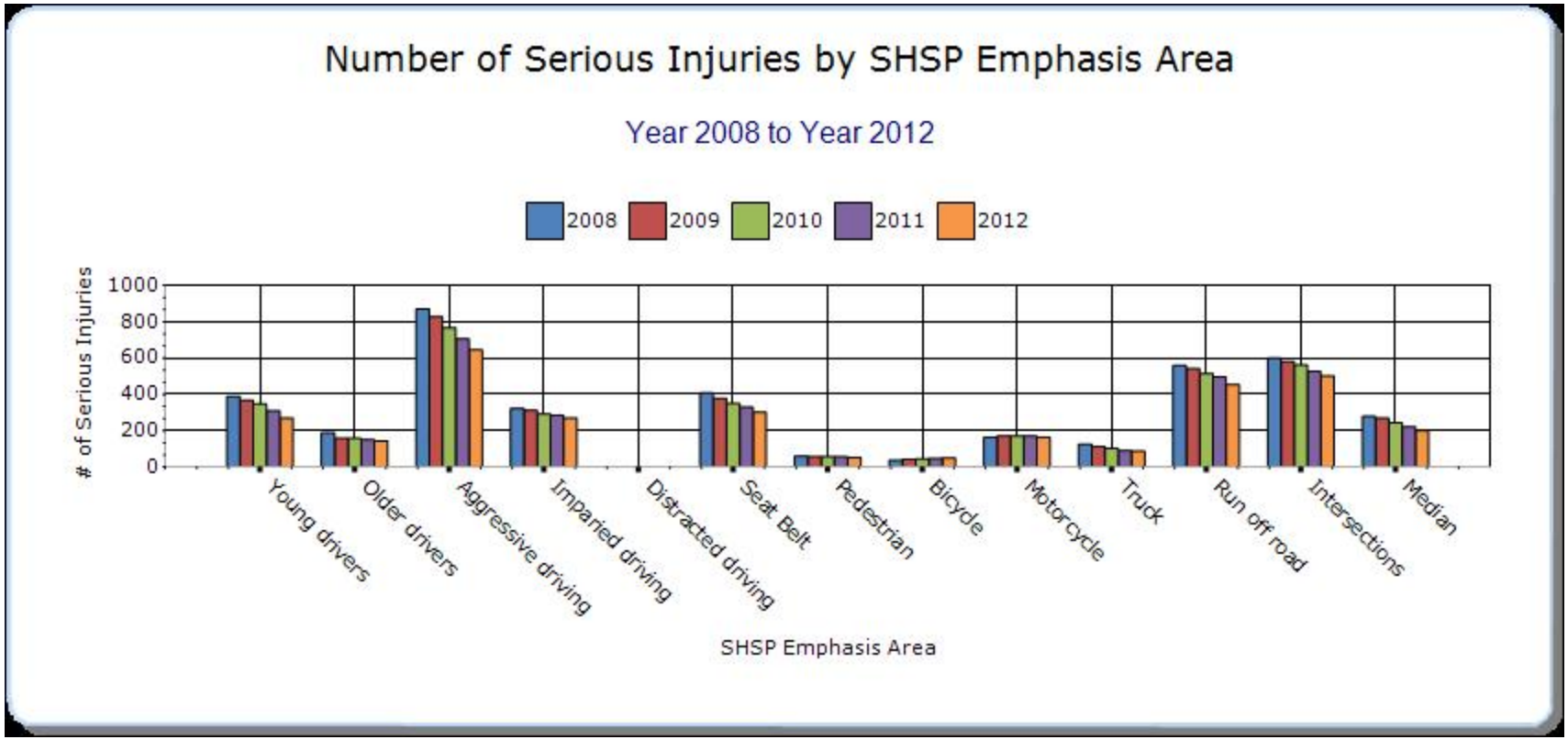
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

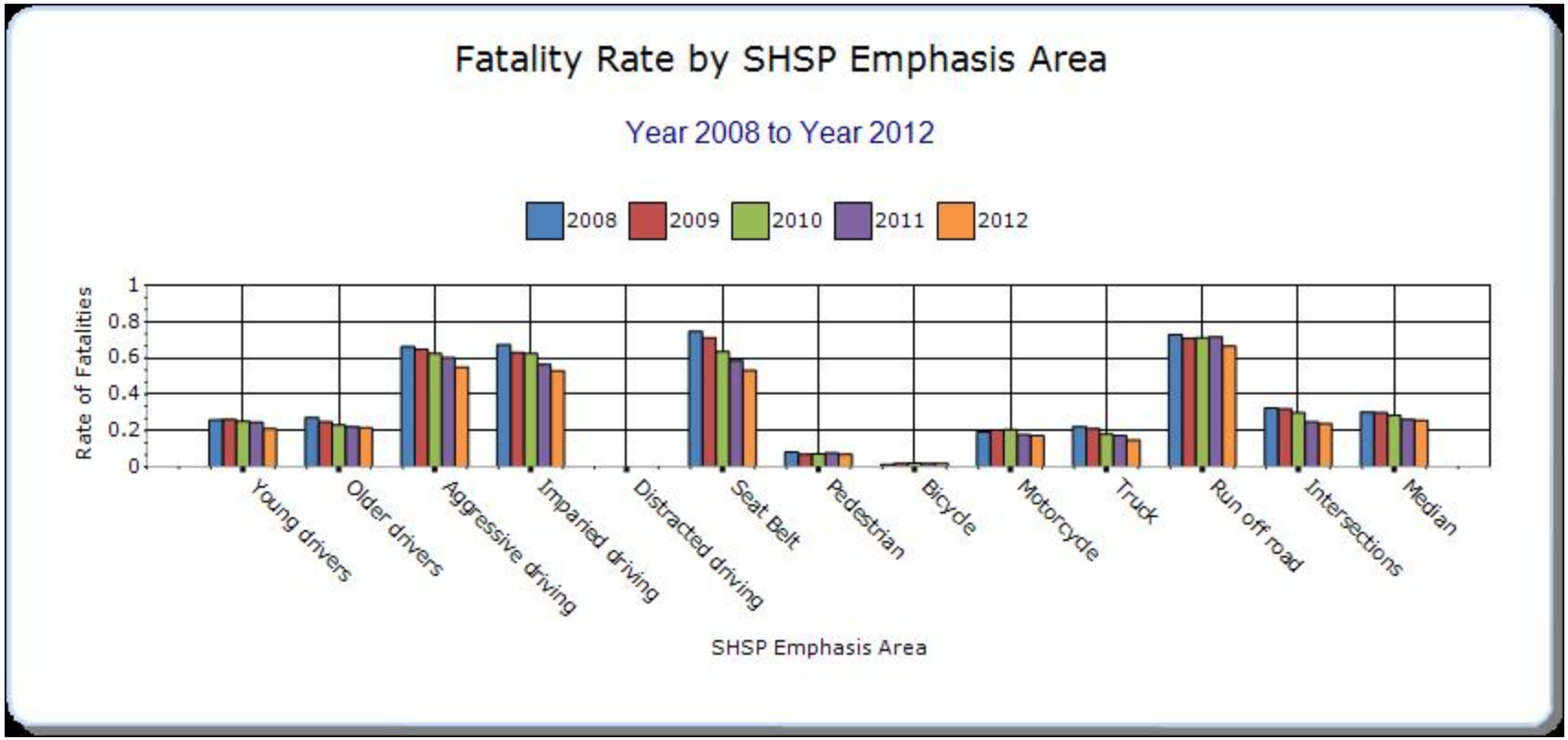
Year - 2012

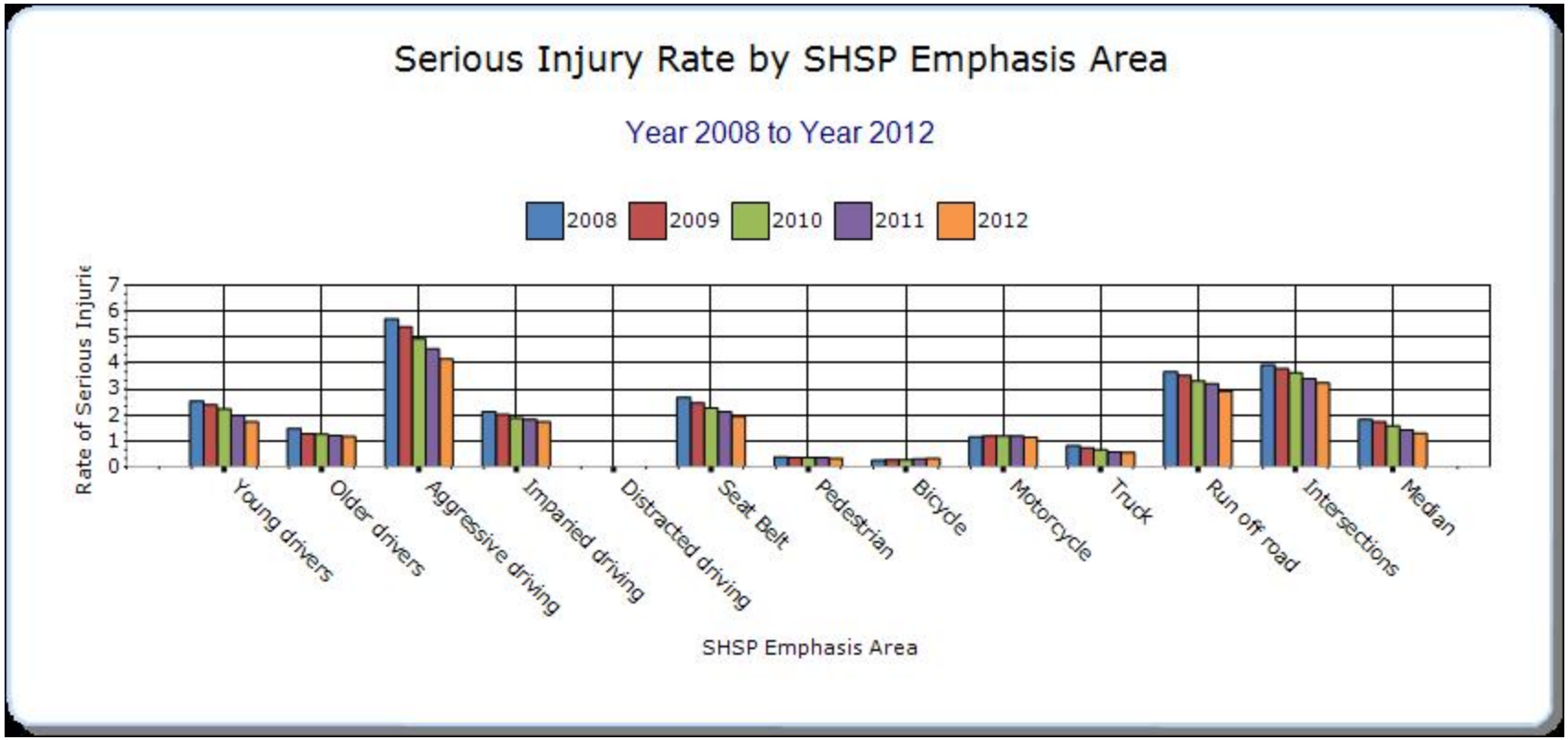
HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Instituting graduated licensing for younger drivers		**32.2**	**269.6**	**0.21**	**1.74**	**0**	**0**	**0**
Sustaining proficiency in older drivers		33.8	143.4	0.216	1.168	0	0	0
Curbing aggressive driving		84.8	645	0.55	4.162	0	0	0
Reducing impaired driving		82	270	0.528	1.742	0	0	0
Keeping drivers alert		0	0	0	0	0	0	0
Increasing seat belt use and improving airbag effectiveness		82.4	301.4	0.532	1.946	0	0	0
Making walking and street crossing easier		11.2	52.2	0.07	0.334	0	0	0
Ensuring safer bicycle travel		3	50	0.02	0.324	0	0	0

Improving motorcycle safety and increasing motorcycle awareness		26.4	161.6	0.172	1.134	0	0	0
Making truck travel safer		22.6	86.8	0.148	0.558	0	0	0
Keeping vehicles in the roadway		103.2	453.8	0.666	2.93	0	0	0
Improving the design and operation of highway intersections		36.8	501.6	0.238	3.24	0	0	0
Reducing head-on and across-median crashes		39.4	201	0.256	1.298	0	0	0


Number of Fatalities by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Fatalities
140
120
100
80
60
40
20
0
Young drivers
Older drivers
Aggressive driving
Impaired driving
Distracted driving
Seat Belt
Pedestrian
Bicycle
Motorcycle
Truck
Run off road
Intersections
Median
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Serious Injuries
1000
800
600
400
200
0
Young drivers
Older drivers
Aggressive driving
Impaired driving
Distracted driving
Seat Belt
Pedestrian
Bicycle
Motorcycle
Truck
Run off road
Intersections
Median
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Fatalities
1
0.8
0.6
0.4
0.2
0
Young drivers
Older drivers
Aggressive driving
Impaired driving
Distracted driving
Seat Belt
Pedestrian
Bicycle
Motorcycle
Truck
Run off road
Intersections
Median
SHSP Emphasis Area

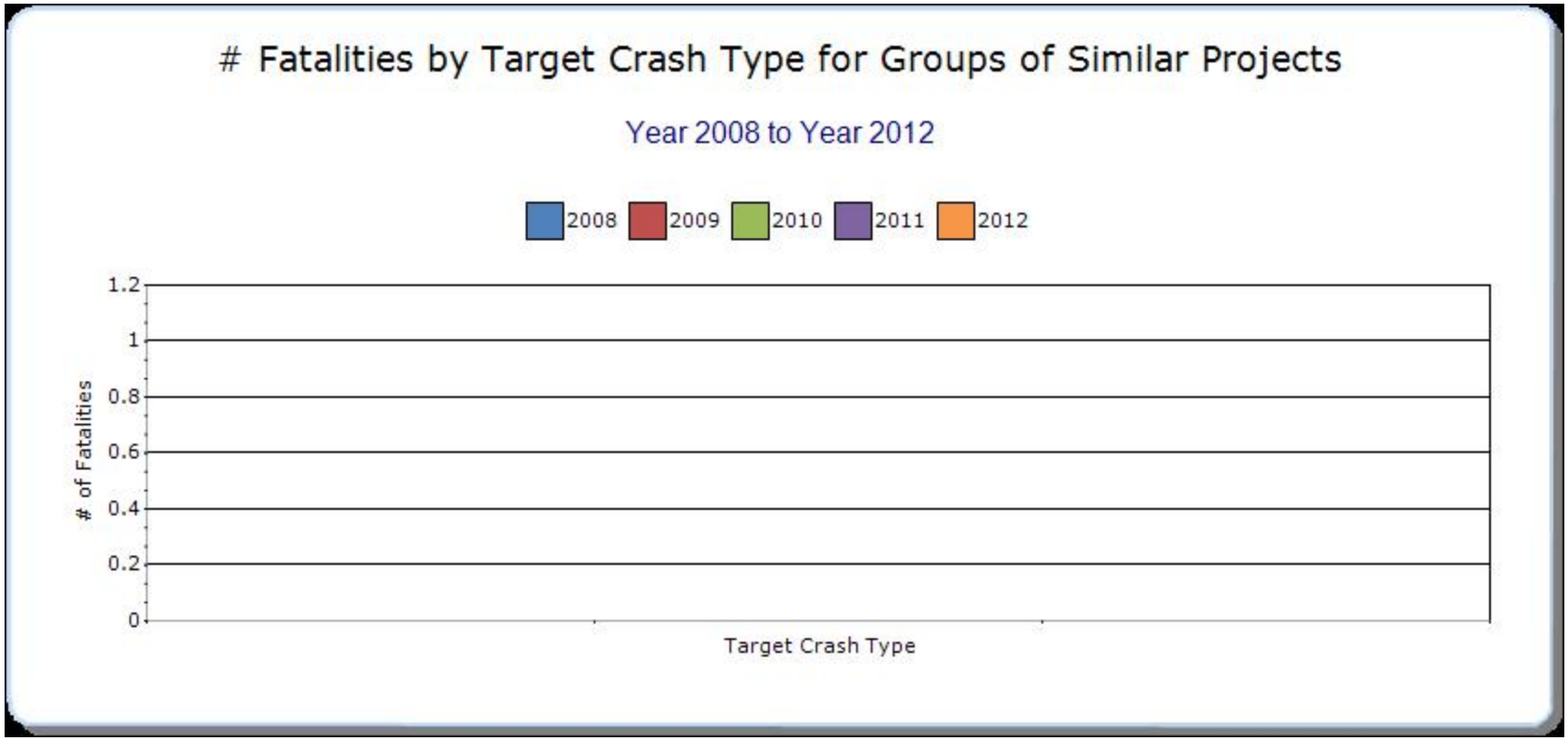

Serious Injury Rate by SHSP Emphasis Area
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Serious Injurie
7
6
5
4
3
2
1
0
Young drivers
Older drivers
Aggressive driving
Impaired driving
Distracted driving
Seat Belt
Pedestrian
Bicyde
Motorcycle
Truck
Run off road
Intersections
Median
SHSP Emphasis Area

Groups of similar project types

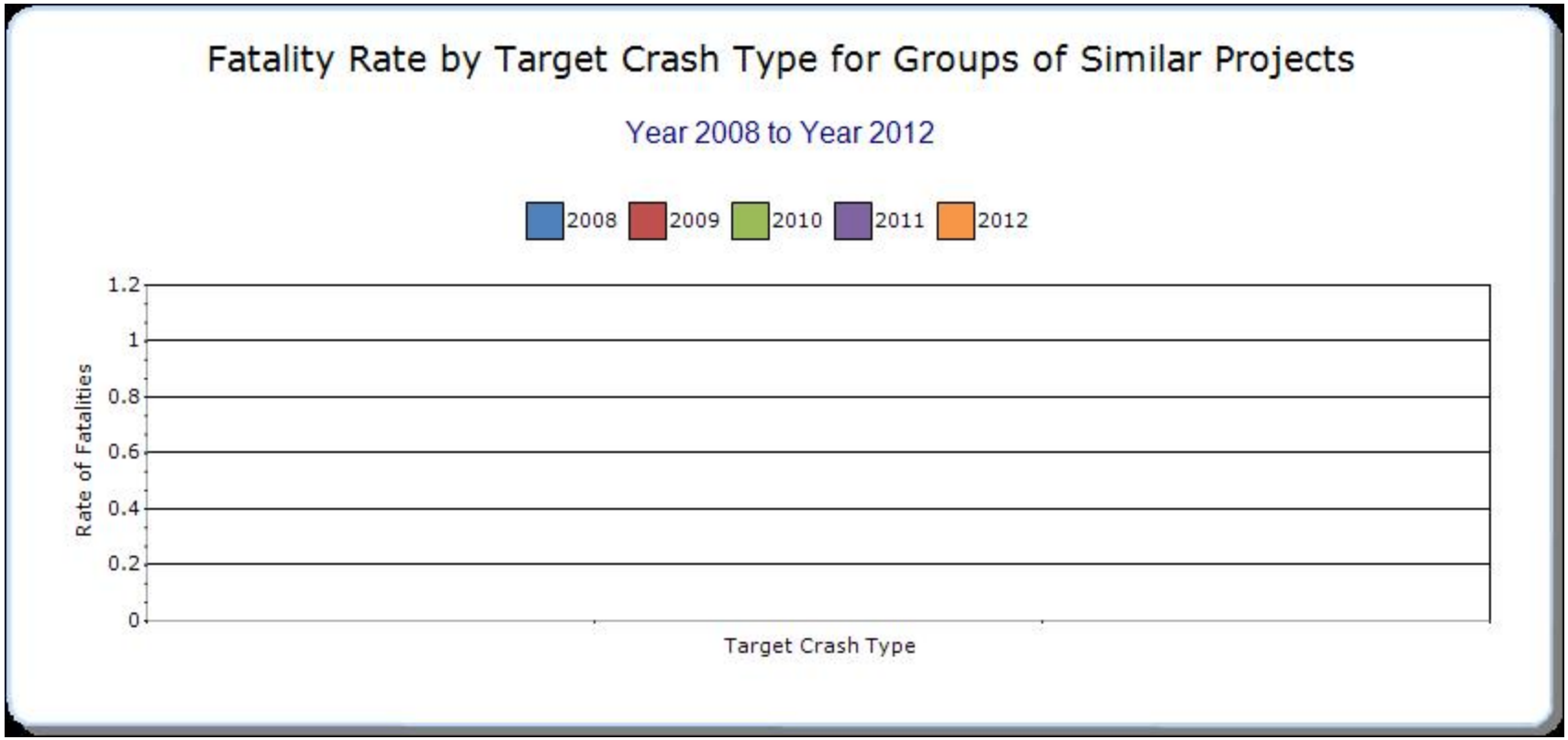
Present the overall effectiveness of groups of similar types of projects.

Year - 2012

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
The program was just implemented and there is no data available yet.		0	0	0	0	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
# of Fatalities
Target Crash Type


#Serious Injuries by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
# of Serious Injuries
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Fatalities
Target Crash Type

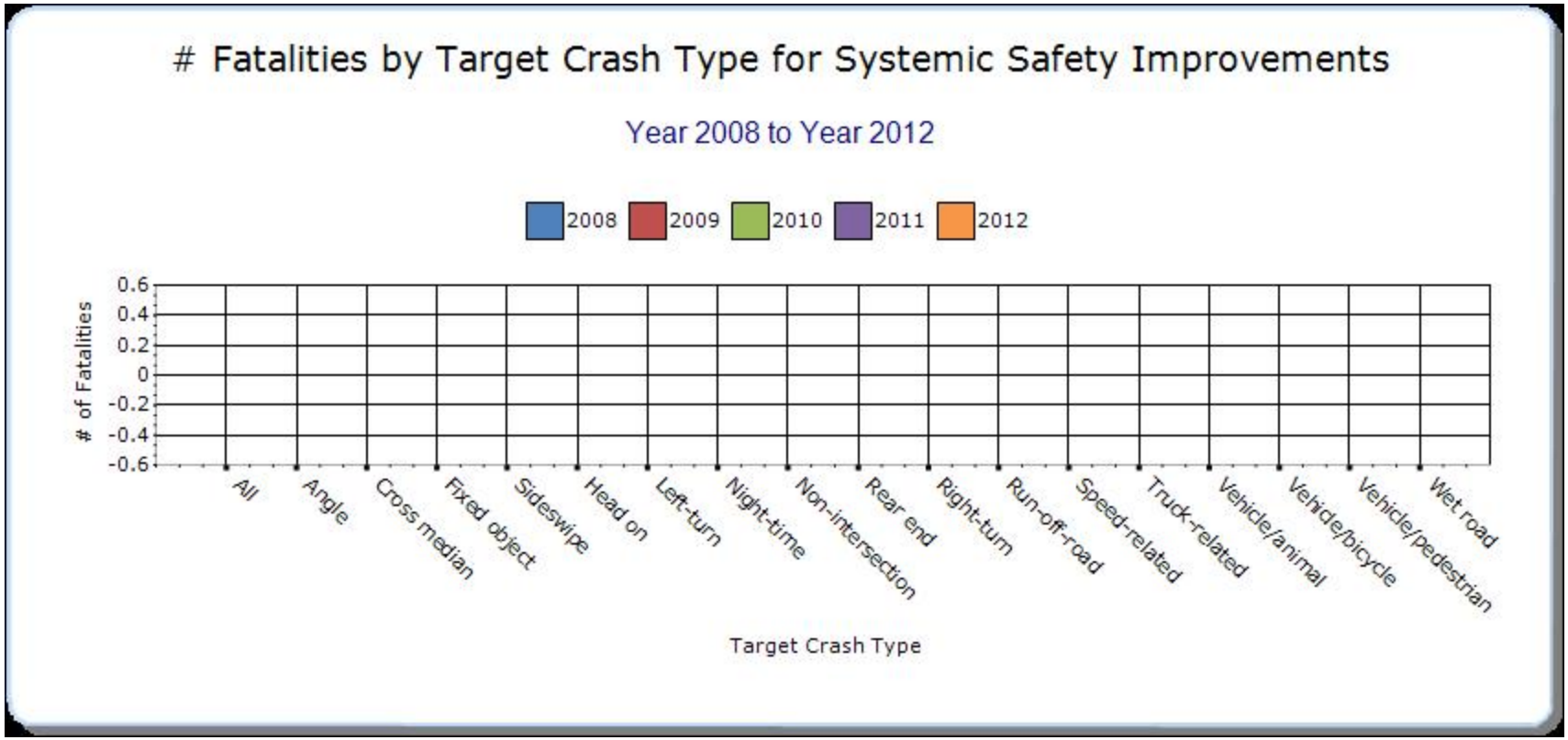

Serious Injury Rate by Target Crash Type for Groups of Similar Projects
Year 2008 to Year 2012
2008
2009
2010
2011
2012
1.2
1
0.8
0.6
0.4
0.2
0
Rate of Serious Injuries
Target Crash Type

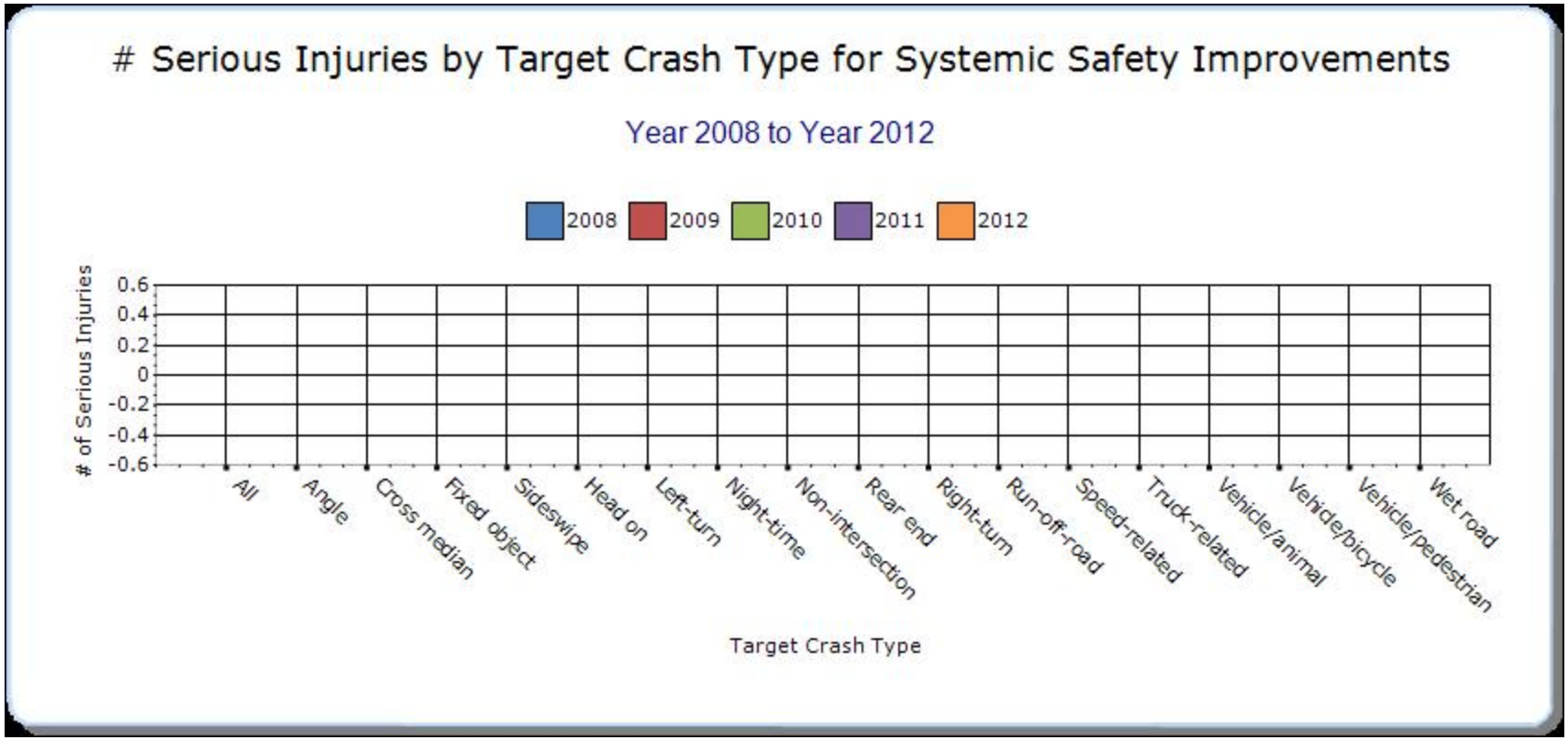
Systemic Treatments

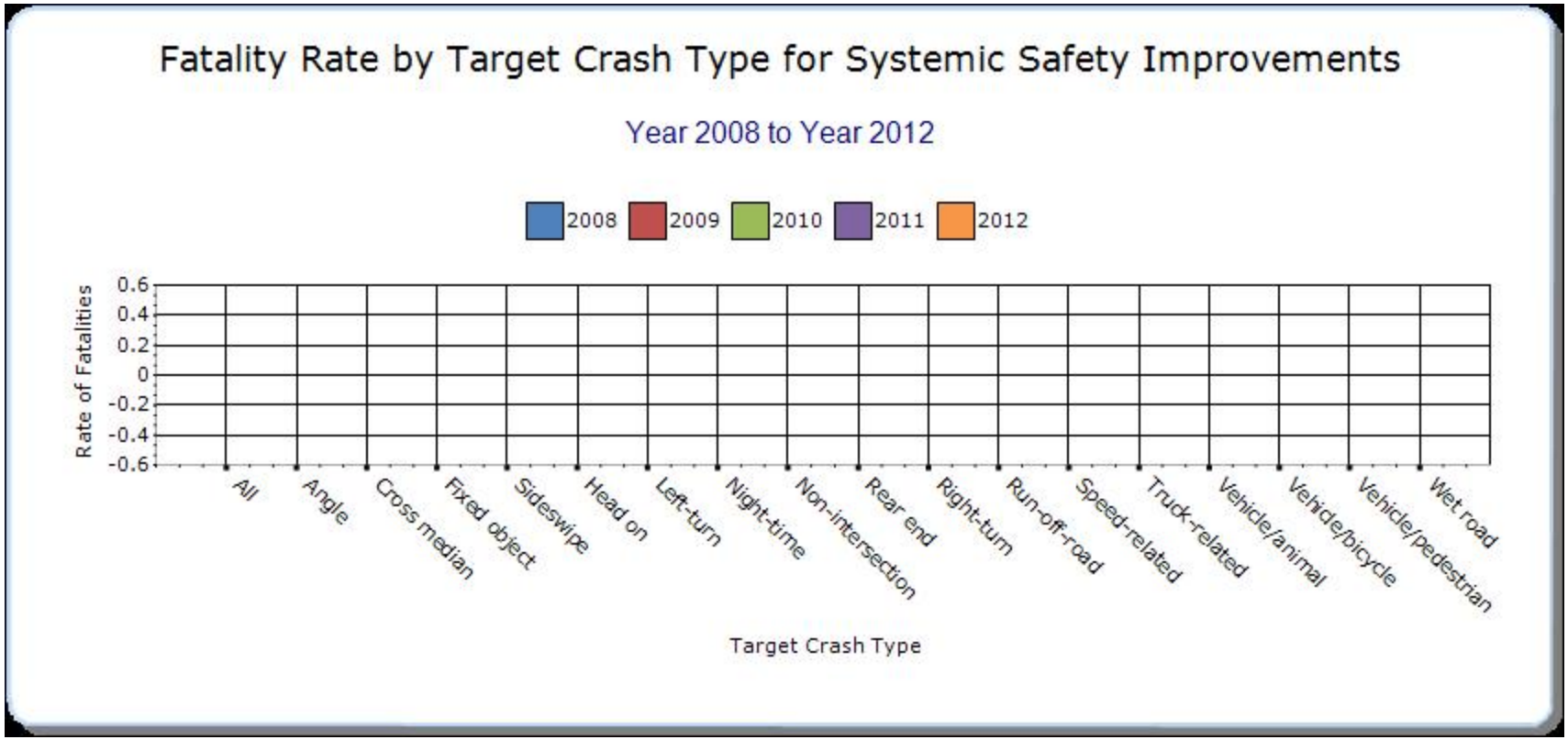
Present the overall effectiveness of systemic treatments..

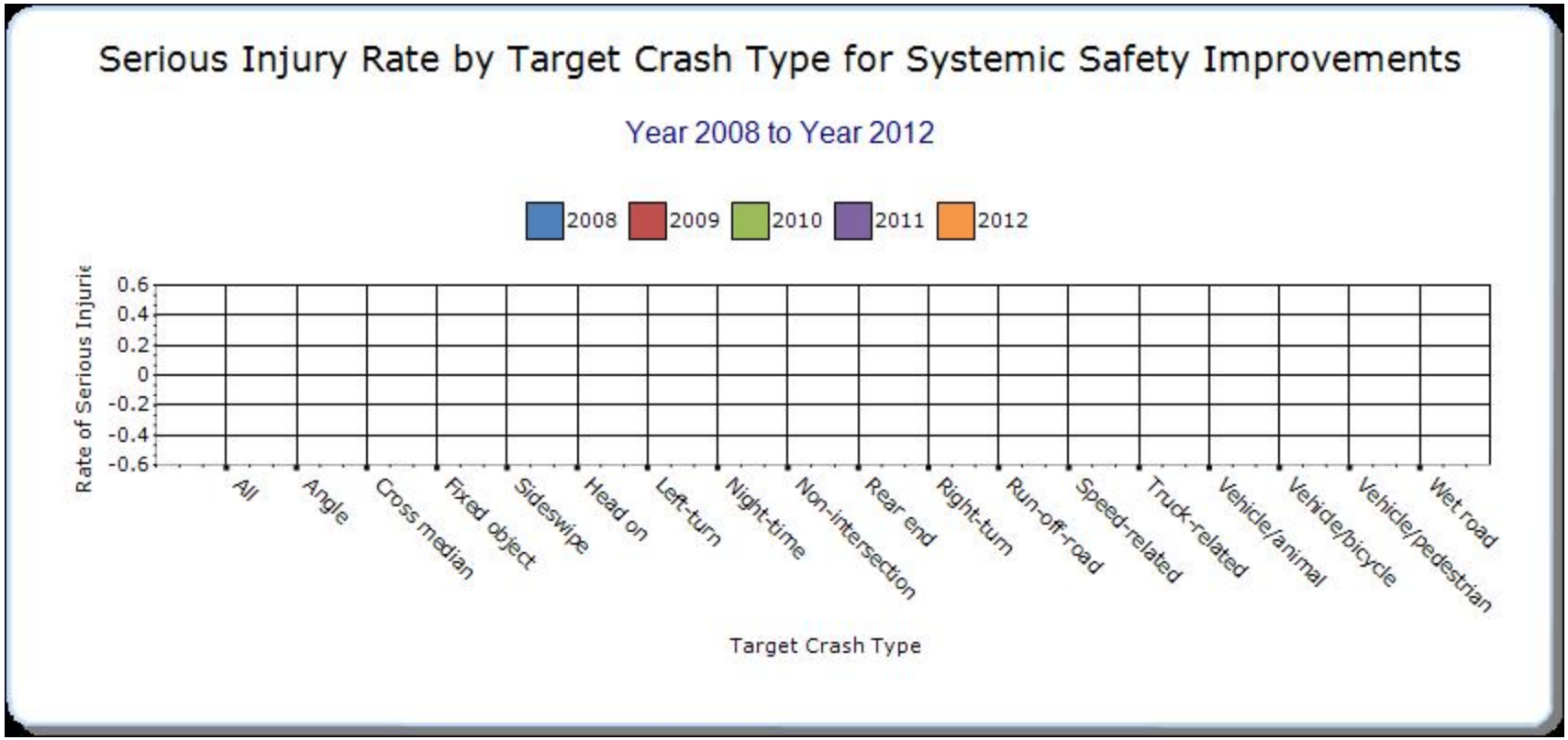
Year - 2012

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Install/Improve Pavement Marking and/or Delineation		**203.6**	**1375.6**	**1.324**	**9.034**	**0**	**0**	**0**
Add/Upgrade/Modify/Remove Traffic Signal		36.8	501.6	0.238	3.24	0	0	0
Install/Improve Signing		203.6	1375.6	1.324	9.034	0	0	0
Upgrade Guard Rails		203.6	1375.6	1.324	9.034	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
# of Serious Injuries
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Fatalities
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type


Serious Injury Rate by Target Crash Type for Systemic Safety Improvements
Year 2008 to Year 2012
2008
2009
2010
2011
2012
Rate of Serious Injurie
0.6
0.4
0.2
0
-0.2
-0.4
-0.6
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)
Statewide				670	3899	23271	48360	76200	506	3168	19998	41416	65088	

Optional Attachments

Sections	Files Attached

Glossary

5 year rolling average means the average of five individual, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT means hundred million vehicle miles traveled.

Non-infrastructure projects are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP) means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systemic safety improvement means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.