Highway Safety Improvement Program

Data Driven Decisions

Idaho
Highway Safety Improvement Program
2014 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."

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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 had recently developed a planning and prioritization tool, the Highway Safety Corridor Analysis (HSCA), examines and prioritizes safety on a corridor approach. This process uses key concepts from the Highway Safety Manual and has been used to select projects for the 2015 STIP. Automation of many of the steps in the HSCA tool is now being develop to enhance the effectiveness of the too. 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 continues to enhance their process based on the fatal and serious injuries to determine what jurisdiction have priority for HSIP funding.

Finally, ITD continues the use of HSIP 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.

Currently local roads are being addressed by the following resolution that was implemented by ITD in August of 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.

About 40% of the HSIP funding is designated for the local roads. The local highway technical assistance council (LHTAC) is currently evaluating the local road system and soliciting bids from local highway districts for projects. Additional money was transferred to the HSIP program thru the 164 penalty transfer. None of this 5.5 million was used for local roads so the actual % for 2014 was 21%.

Item #3 in the policy discusses having a team to evaluate and balance the HSIP. This team was briefly in existence but now has been changed. The new procedure is addressed in Chief Operations Officer Memo 2. The following information is directly from the memo:

- Projects must be consistent with the strategies in the SHSP
- Projects align with the project criteria outlined in MAP-21
- Projects must be safety data utilized.

Projects are required to correct or improve highway safety in an identified highway safety corridor, specific location or address highway safety problem utilizing a systematic approach. The Districts and

the Local Highway Technical Assistance Council (LHTAC) are responsible to scope and develop safety projects for insertion into the HSIP. Projects will be combined by the Office of Transportation Investment (OTI) for review and final acceptance by the Division of Highways. A copy of the memo is attached for reference.

Item #5 in the policy addresses establishing a program to help the LHTAC collect volume data. Although there has been some informal discussion on this, nothing formal has been done at this time.

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.

Program Features:
The primary features of the HSIP include the requirement for a comprehensive, data utilized, SHSP that defines State safety goals and describes a program of strategies to improve safety. To obligate HSIP funds Idaho has developed and implemented a Strategic Highway Safety Plan (SHSP) that outlines strategies to address identified safety problems, and evaluate the progress on a regular basis.

Idaho has updated the SHSP and the latest verson was approved by the Idaho Transportation Board and signed by Director Ness on April 10, 2013. This meets the requirements of MAP-21. Work has started with FHWA (pilot project) on evaluating the SHSP and this project should be completed by the end of 2014.

HSIP Project Identification:
Idaho generated Chief Operations Officer Memo 2 to the attention of the District Engineers for the purpose to outline management of the HSIP. The primary instruction is:
1. Projects must be consistent with the strategies in the SHSP
2. Projects align with the project criteria outlined in MAP-21
3. Projects must be safety data utilized.

Projects are required to correct or improve highway safety in an identified highway safety corridor, specific location or address highways safety problems utilizing a systemic approach. The Districts and the Local Highway Technical Assistance Council (LHTAC) are responsible to scope and develop safety projects for insertion into the HSIP. Projects will be combined by the Office of Transportation Investment (OTI) for review and final acceptance by the Division of Highways. A copy of the memo is attached for reference.

HSIP Management:
The Office of Highway Safety will review the defined highway safety corridors after previous years crash data is published to update and again in late spring to balance the program prior to submission to OTI for inclusion into the STIP.

See attachments for COO #2

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-no changes since last year

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 crashes only	☐ Population	☐ Functional classification

☐ 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
- ☐ Other

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

20

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: Other-Highway Safety Corridor Analysis process

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:

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

Our Highway Safety Corridor Analysis (HSCA) program was utilized during this fiscal year. Numerous districts used the information from the output of the process to program projects into the STIP. A few of the districts are hoping to continue to use the list for future projects and other districts are ready for a new list. We are currently working on automating as much of the system as possible so the lists can be produced in a more timely manner.

The HSCA uses rates and frequency of fatal and serious injuries to determine priority areas. Once the priority areas are selected, countermeasures are determined for each of the road section. A cost/benefit analysis of the priority areas is then used to determine which projects would have the best benefit.

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)	20247817	79 %	12355063	69 %
HRRRP (SAFETEA-LU)				
HRRR Special Rule				
Penalty Transfer - Section 154				
Penalty Transfer – Section 164	5462183	21 %	5462183	31 %
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)				
State and Local Funds				

Totals	25710000	100%	17817246	100%

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

$4,185,000.00

How much funding is obligated to local safety projects?

$3,869,181.00

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

$1,000,000.00

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

$581,882.00

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

$5,400,000.00

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

$7,939,711.00

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

ITD is currently obligating the funds for both state system and local system projects. One minor impediment is ensuring that data is available for analysis to ensure the projects are chosen using a data driven method. The Highway Safety Corridor Analysis process can take time and resources are not always available to produce the lists of possible projects to be evaluated. ITD is currently working on automating as much of our HSCA process as possible to help reduce the time needed. In the past, money has been transferred out of the HSIP into other programs. This will not be a problem in future years as the Districts and LHTAC will review the projects currently in the ITIP and take credit for work items that would qualify for HSIP funding.

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

I've copied a letter that was sent to the FHWA Division Adminstrator-Idaho Division that discusses some future changes in Idaho's HSIP process.

April 18, 2014

Mr. Peter Hartman

Division Administrator – Idaho Division

Federal Highway Administration

3050 Lake Harbor Lane, #126

Boise, ID 83703

Re: Highway Safety Improvement Program

Dear Mr. Hartman:

Highway safety remains as one of the primary objectives of the Idaho Transportation Department. Plans are now underway to populate the Highway Safety Improvement Program (HSIP) with projects selected by the Districts and the Local Highway Technical Assistance Council (LHTAC) that utilizes highway safety data, aligns with the SHSP and fulfills the requirements of MAP-21. By meeting this objective, there will be no need in the future to transfer HSIP funds to other highway programs. For program years FY 15 to FY 18, the Districts and LHTAC will review the projects currently in Idaho Transportation Improvement Program (ITIP) to take credit for work items that would qualify for Highway Safety Improvement Program (HSIP) funding. The Department also will take advantage of opportunities to program or advance HSIP projects in FY 15 to FY 18 as these opportunities arise. For projects in FY 19 and beyond, the process illustrated in Figure 1 will be utilized.

Program Features:

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HSIP Management:

The Office of Highway Safety will review the defined highway safety corridors after previous years crash data is published to update and again in late spring to balance the program prior to submission to OTI for inclusion into the STIP.

At its April meeting, the Idaho Transportation Board approved the creation of the Strategic Initiatives Program beginning in Fiscal Year 2019. A copy of the presentation is included with this letter. This program is the receptacle for all projects which address safety, mobility and economic opportunity. HSIP and other safety projects will be programmed in this area. There is a set aside or minimum guarantee to each district of $1 million per fiscal year, and an additional $13 or more in funds will be made available on a competitive basis that provides the best return on investment for safety, mobility and economic opportunity. Using planning and evaluation tools such as the Transportation Economic Development Impact System (TREDIS) and Investment Corridor Analysis Planning System (ICAPS) management systems, we factor reduction in fatalities and serious injuries as over 50% of the criteria for project selection and weight to ensure that we are providing adequate importance to the safety component of project selection.

If you would like to discuss this matter further, please contact me at 334-8802.

Sincerely,

Dave Jones, P.E.

Chief Engineer

Cc: Brent Jennings, P.E.

Highway Safety Manager

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
SMA-7535, UPRIVER DR & W RIVER VIEW SAFETY AUDIT	Non-infrastructure Road safety audits	0	31000	33000	HSIP (Section 148)	Rural Local Road or Street	0	0	Other Local Agency	Intersections	
I 90, WA ST LN TO MT/ID ST LN, KOOTENAI CO	Lighting Lighting - other	0	880000	880000	HSIP (Section 148)	Urban Principal Arterial - Interstate	0	0	State Highway Agency	Lane Departure	
STATE, FY14 D3 SIGN UPGRADES	Roadway signs and traffic control Sign sheeting - upgrade or replacement	0	191000	206000	HSIP (Section 148)	various	0	0	State Highway Agency	Roadway Departure	
STATE, FY14 D3 RWIS (3 LOCATIONS)	Advanced technology and ITS Advanced technology and ITS - other	0	289000	311000	HSIP (Section 148)	various	0	0	State Highway Agency	Data	
SH 55, EAGLE RD; I 84 TO FRANKLIN	Roadway Roadway widening - travel lanes	0	1099000	1187000	HSIP (Sectio	Urban Principal Arterial -	0	0	State Highway	Roadway Departure	

SB, MERIDIAN					n 148)	Other			Agency		
SMA-7943, HOMEDALE RD INT IMPR, CALDWELL	Miscellaneous	0	69000	74000	HSIP (Section 148)	Rural Minor Arterial	0	0	Other Local Agency	Intersections	
LOCAL, SIGNAL TIMING IMPR, ACHD	Intersection traffic control Modify traffic signal - add additional signal heads	0	185000	200000	HSIP (Section 148)	various	0	0	County Highway Agency	Intersections	
US 26, JCT SH 46 TRAFFIC SIGNAL, GOODING	Intersection traffic control Modify traffic signal - miscellaneous/other/unspecified	0	856000	856000	HSIP (Section 148)	Rural Principal Arterial and Rural Major Collector	0	0	Other Local Agency	Intersections	
US 30, 3400 E RD TURN LANE, TWIN FALLS CO	Intersection geometry Auxiliary lanes - add left-turn lane	0	0	305000	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Intersections	
STATE, FY14 D4 DISTWIDE GUARD RAIL UPGRADE	Roadside Barrier- metal	0	7000	175000	HSIP (Section 148)	various	0	0	State Highway Agency	Roadway Departure	

STATE, FY14 D4 DISTWIDE SIGNAL UPGRADES	Intersection traffic control Modify traffic signal - miscellaneous/other/unspecified	0	0	320000	HSIP (Section 148)	various	0	0	State Highway Agency	Intersections	
STC-2754, GOLF COURSE RD SAFETY IMPR, JEROME HD	Miscellaneous	0	114000	123000	HSIP (Section 148)	Rural Major Collector	0	0	Other Local Agency	Lane Departure	
STC-2715, 4100 N INT IMPR, FILER HD	Miscellaneous	0	11000	11000	HSIP (Section 148)	Rural Major Collector	0	0	Other Local Agency	Intersections	
STC-2752, 3900 N INT IMPR, TWIN FALLS HD	Miscellaneous	0	37000	39000	HSIP (Section 148)	Rural Major Collector	0	0	Other Local Agency	Intersections	
SMA 7042, FALLS AVE INT IMPR, TWIN FALLS	Miscellaneous	0	9000	9000	HSIP (Section 148)	Rural Minor Arterial	0	0	Other Local Agency	Intersections	
SMA-7122, ADDISON AVE & CARRIAGE	Miscellaneous	0	412000	445000	HSIP (Section 148)	Urban Major Collector and Minor	0	0	Other Local Agency	Intersections	

LN, TWIN FALLS						Arterial					
STATE, FY14 D4 ISP WORKZONE PATROL	Non-infrastructure Enforcement	0	39000	42000	HSIP (Section 148)	various	0	0	State Highway Agency	Work Zones	
US 91, YELLOWSTONE AVE & PEARL ST, POCATELLO		0	512000	553000	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Lane Departure	
I 15B, INT 5TH AVE & CARTER SIGNAL, POCATELLO	Roadway signs and traffic control Roadway signs and traffic control - other	0	483000	522000	HSIP (Section 148)	Urban Principal Arterial-other, Minor Arterial	0	0	State Highway Agency	Intersections	
STATE, FY13/14 D5 & D6 PAVEMENT STRIPING	Roadway delineation Longitudinal pavement markings - remarking	0	571000	571000	HSIP (Section 148)	various	0	0	State Highway Agency	Roadway Departure	
SH 39, THOMAS RD, LEFT TURN LANE WB,	Intersection geometry Auxiliary lanes - add left-turn lane	0	555000	599000	HSIP (Section 148)	Rural Minor Arterial	0	0	State Highway Agency	Intersections	

BINGHAM CO											
LOCAL, SIGNAGE IMPR, POWER CO HD	Roadway signs and traffic control Sign sheeting - upgrade or replacement	0	66000	66000	HSIP (Section 148)	Rural and Urban Local Roads	0	0	Other Local Agency	Roadway Departure	
SH 33, VICTOR MAIN ST IMPROVEMENTS	Roadway delineation Longitudinal pavement markings - remarking	0	1265000	1365000	HSIP (Section 148)	Urban Minor Arterial	0	0	State Highway Agency	Intersections	
STATE, FY14 D6 DURABLE PAVEMENT MARKINGS	Roadway delineation Longitudinal pavement markings - remarking	0	404000	437000	HSIP (Section 148)	various	0	0	State Highway Agency	Lane Departure	
I 15, FY14 D6 CONTROLLED ACCESS FENCING	Animal-related	0	670000	726000	HSIP (Section 148)	Rural Principal Arterial - Interstate	0	0	State Highway Agency	Animal (Lane Departure)	
I 15, FY15 D6 CONTROLLED ACCESS FENCING	Animal-related	0	287000	311000	HSIP (Section 148)	Rural Principal Arterial - Interstate	0	0	State Highway Agency	Animal (Lane Departure)	
STATE, FY14 D6 SIGN	Roadway signs and traffic control Sign sheeting -	0	0	158000	HSIP (Sectio	various	0	0	State Highway	Lane Departure	

UPGRADES	upgrade or replacement				n 148)				Agency		
STATE, 1 15 AND US 20 RAMP IMPROVEMENTS	Roadway Roadway - other	0	0	1067000	HSIP (Section 148)	various	0	0	State Highway Agency	Roadway Departure	
STATE, FY14 D6 ISP WORKZONE PATROL	Non-infrastructure Enforcement	0	32000	35000	HSIP (Section 148)	various	0	0	State Highway Agency	Work Zones	
STATE, FY14 CCTV STATEWIDE	Advanced technology and ITS Advanced technology and ITS - other	0	626000	675000	HSIP (Section 148)	various	0	0	State Highway Agency	Data	
STATE, FY14 BEHAVORIAL SAFETY	Non-infrastructure Educational efforts	0	95500 0	103000	HSIP (Section 148)	various	0	0	State Highway Agency	All emphasis areas	
STATE, FY14 TRAVELER INFORMATION SERVICES	Advanced technology and ITS Advanced technology and ITS - other	0	236000	255000	HSIP (Section 148)	various	0	0	State Highway Agency	All emphasis areas	
STATE, FY14 ITS OPERATIONS	Advanced technology and ITS Advanced technology and ITS - other	0	179900	194200	HSIP (Section 148)	various	0	0	State Highway Agency	All emphasis areas	
LOCAL, FY14 LHTAC PRE-	Non-infrastructure Transportation safety	0	48000	52000	HSIP (Sectio	various	0	0	Other Local	Data	

PROJECT PLANNING	planning				n 148)				Agency		
STATE, FY14 26 RWIS SITES	Advanced technology and ITS Advanced technology and ITS - other	0	61000	66000	HSIP (Section 148)	various	0	0	State Highway Agency	Data	
STATE, ECONOMICS OF CRASHES STUDY	Non-infrastructure Data/traffic records	0	93000	100000	HSIP (Section 148)	various	0	0	State Highway Agency	Data	
I 84B, INT OLD HWY 30, MOUNTAIN HOME		0	370000	395000	HSIP (Section 148)	Urban Minor Arterial	0	0	State Highway Agency	Intersections	

Progress in Achieving Safety Performance Targets

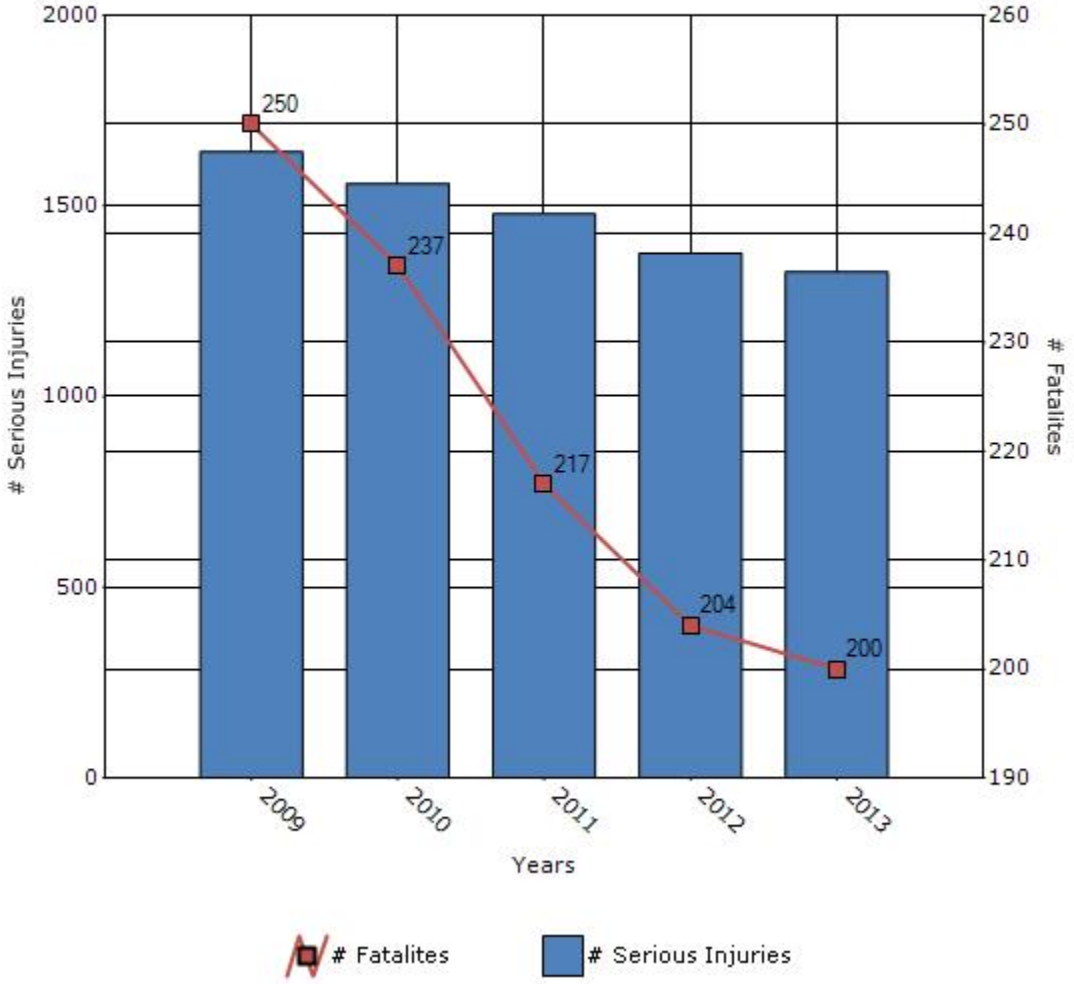
Overview of General Safety Trends

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

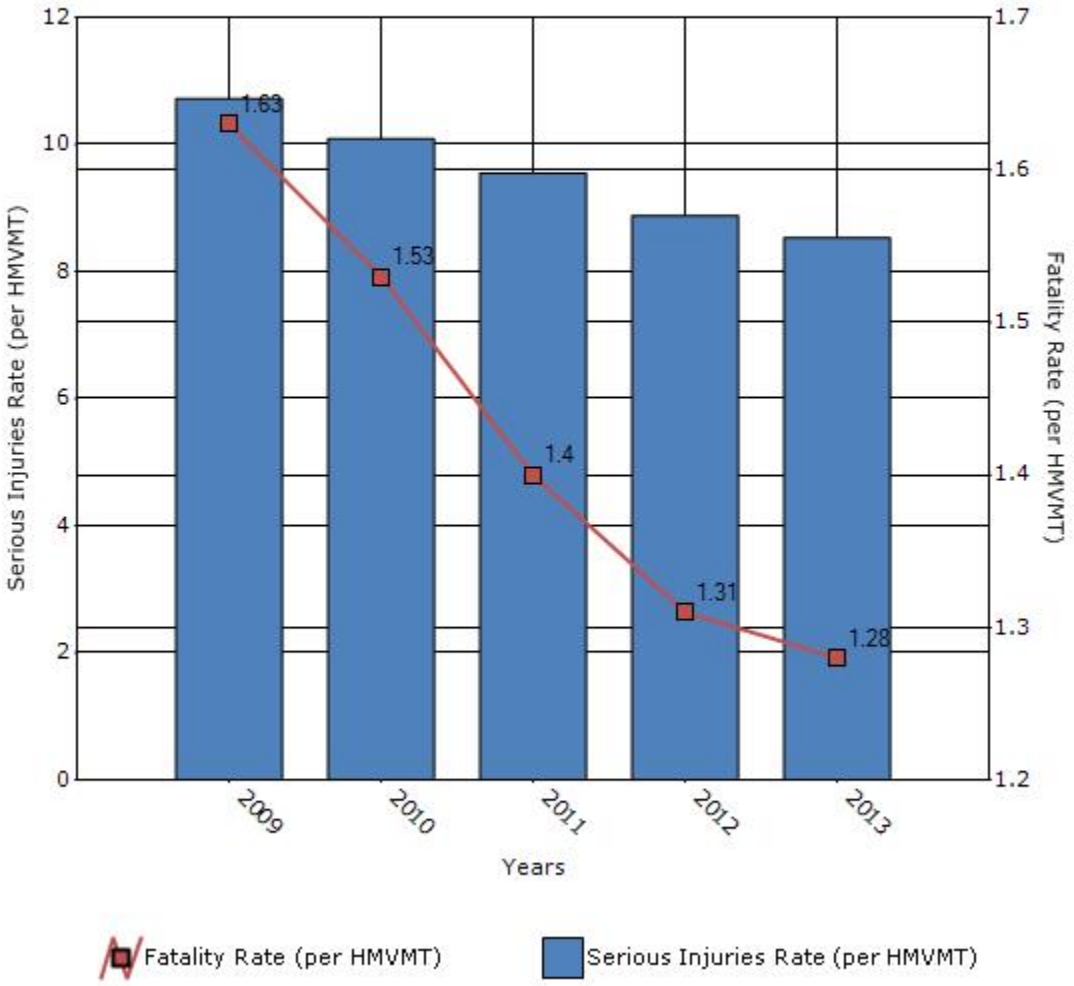
Performance Measures*	2009	2010	2011	2012	2013
Number of fatalities	250	237	217	204	200
Number of serious injuries	1642	1559	1479	1376	1327
Fatality rate (per HMVMT)	1.63	1.53	1.4	1.31	1.28
Serious injury rate (per HMVMT)	10.72	10.09	9.55	8.88	8.53

*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

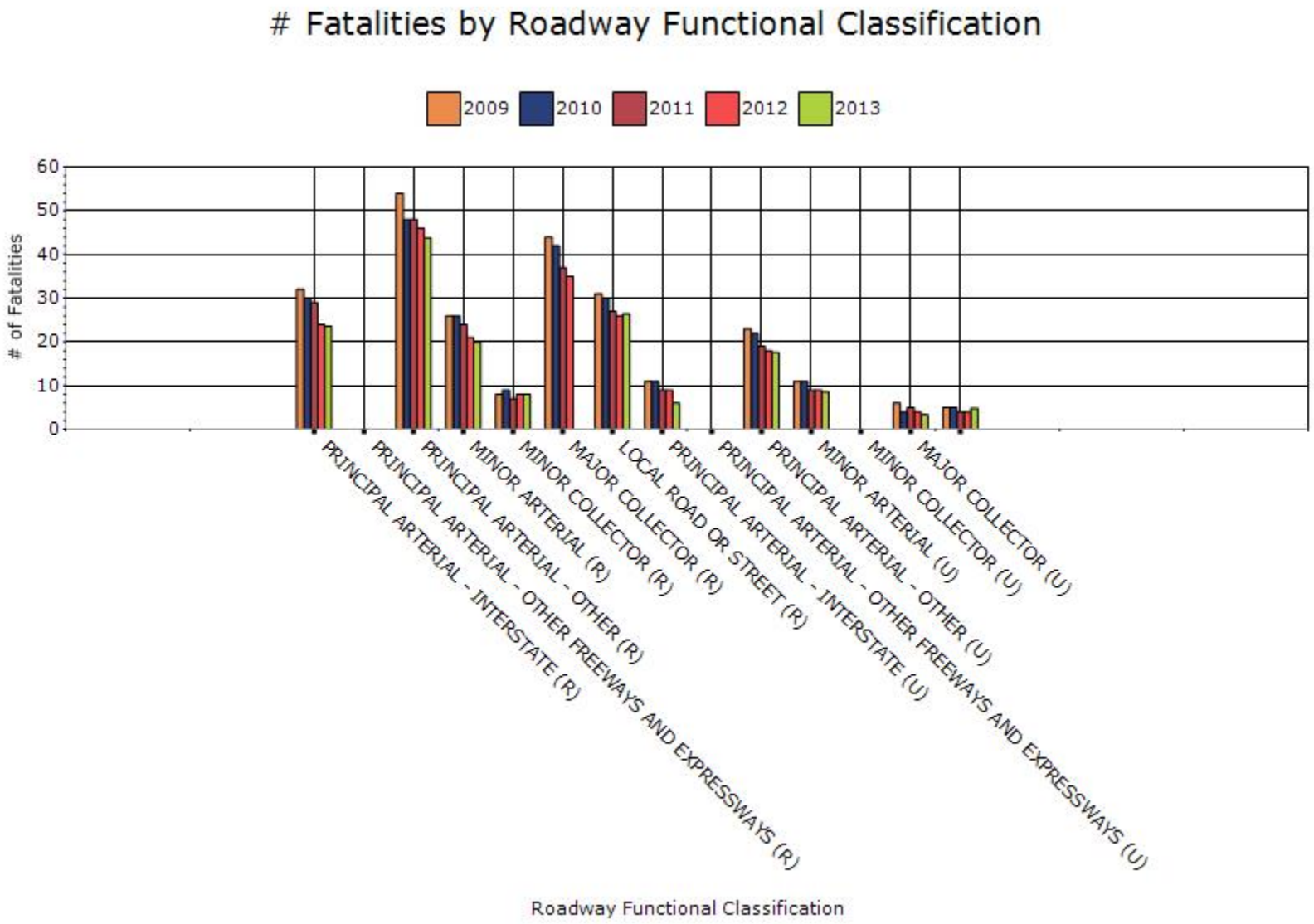


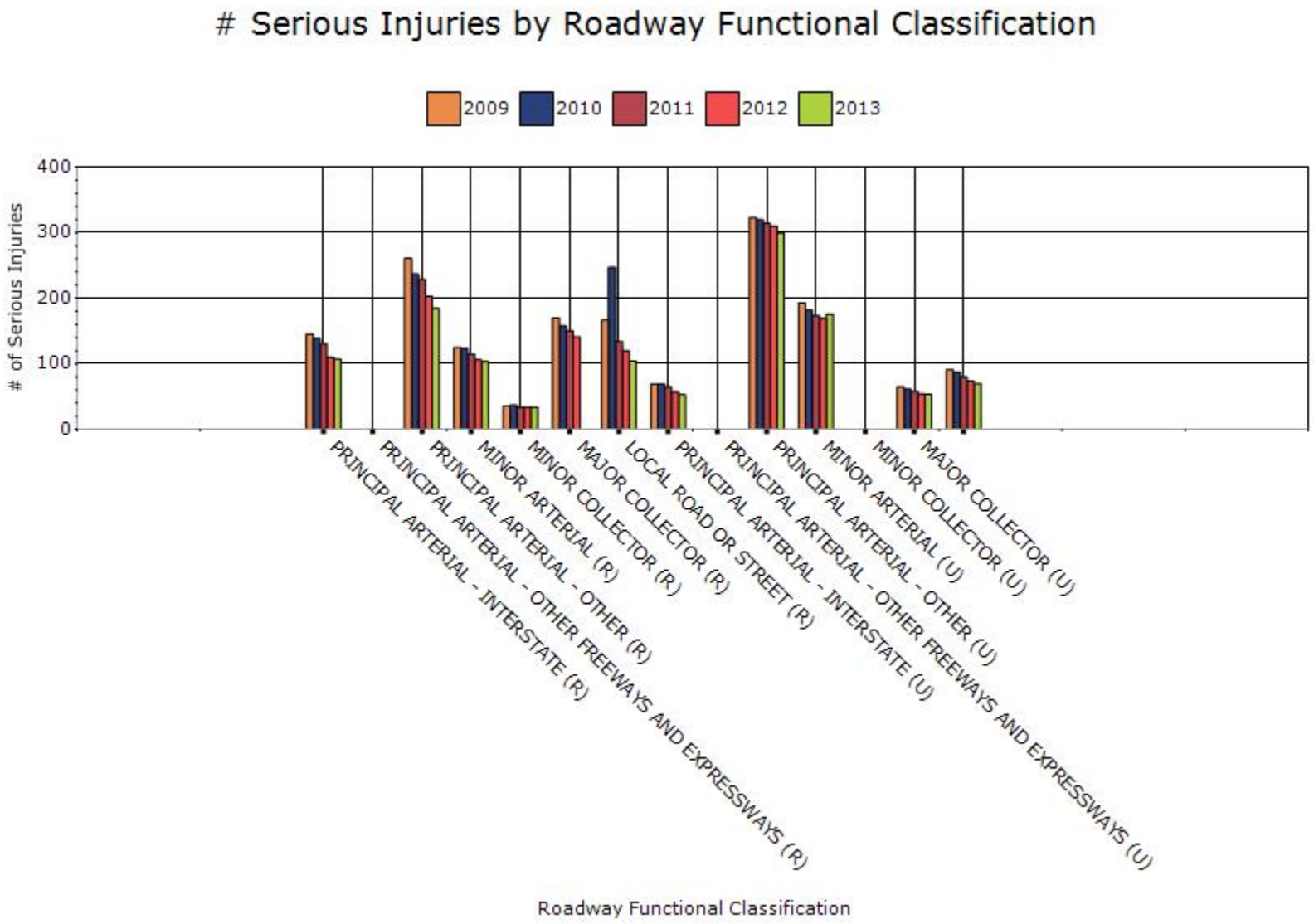
To the maximum extent possible, present performance measure* data by functional classification and ownership.

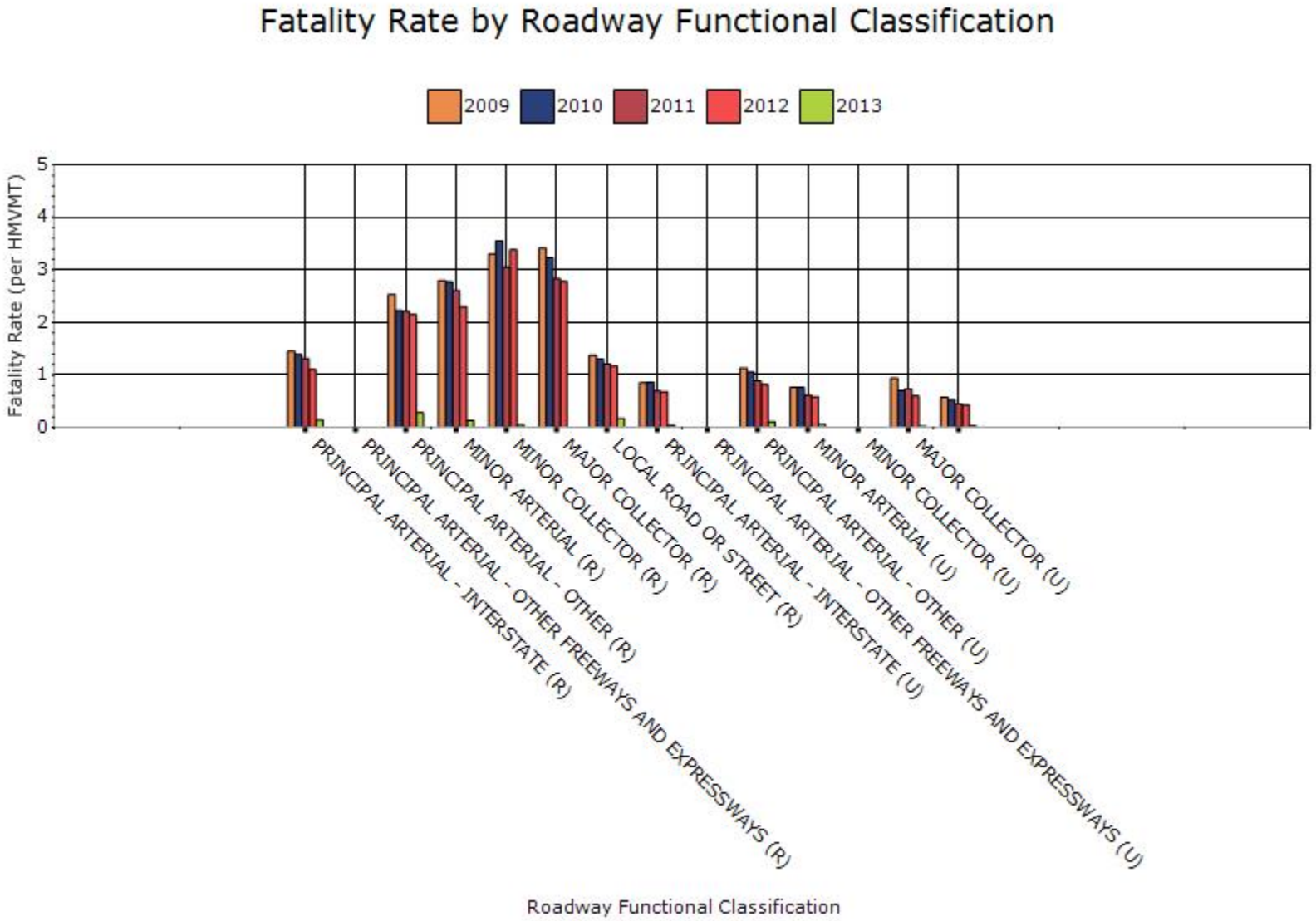
Year - 2013

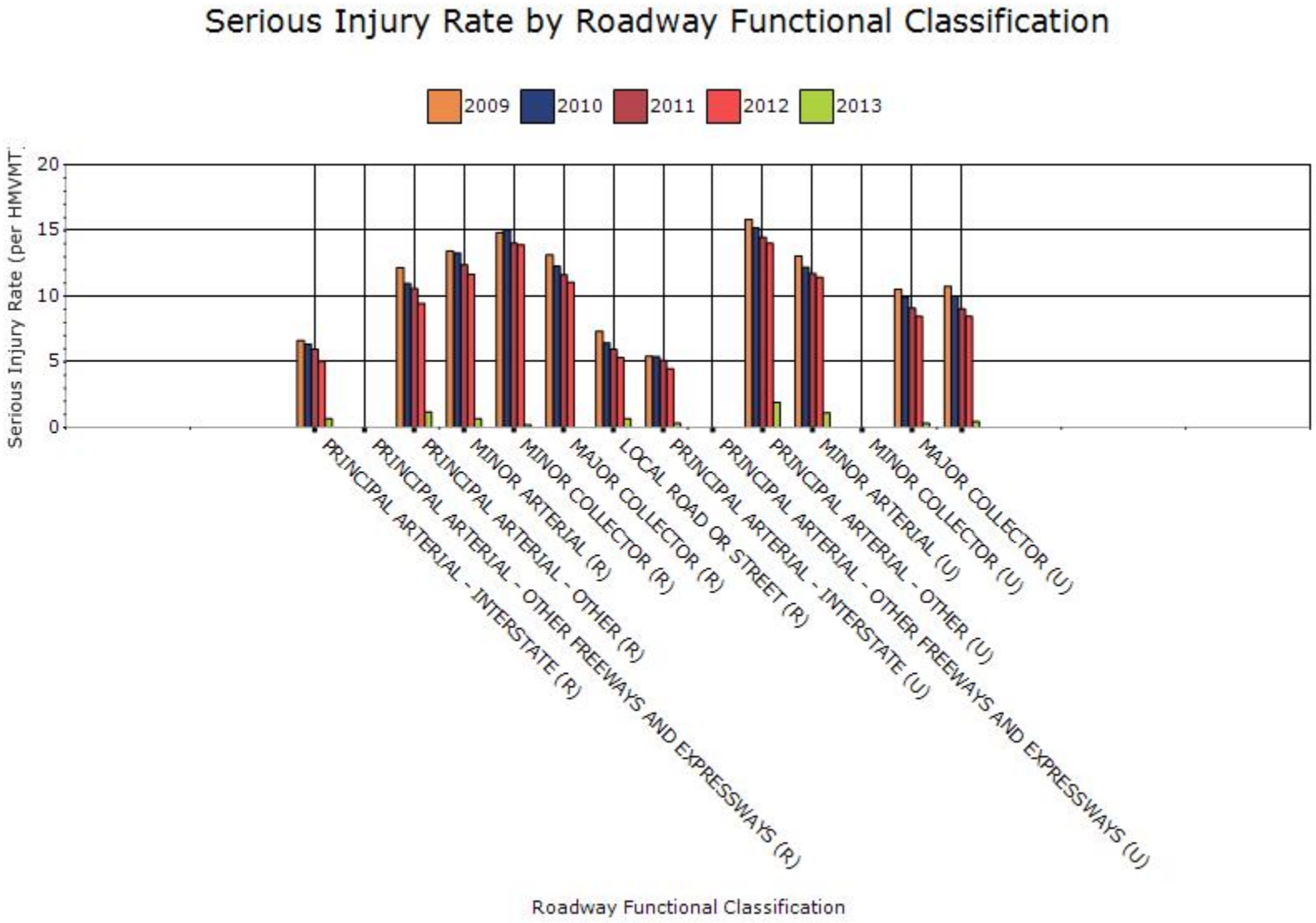
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	23.6	107.2	0.15	0.69
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	43.8	184.2	0.28	1.18
RURAL MINOR ARTERIAL	20	103.6	0.13	0.67
RURAL MINOR COLLECTOR	8	33.6	0.05	0.22
RURAL MAJOR COLLECTOR	0	0	0	0
RURAL LOCAL ROAD OR STREET	26.4	104.4	0.17	0.67
URBAN PRINCIPAL	6	52.6	0.04	0.34

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
URBAN PRINCIPAL ARTERIAL - OTHER	17.6	299.8	0.11	1.93
URBAN MINOR ARTERIAL	8.6	175.8	0.06	1.13
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	3.4	53.2	0.02	0.34
URBAN LOCAL ROAD OR STREET	4.8	70	0.03	0.45


Fatalities by Roadway Functional Classification
2009
2010
2011
2012
2013
# 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)
Roadway Functional Classification

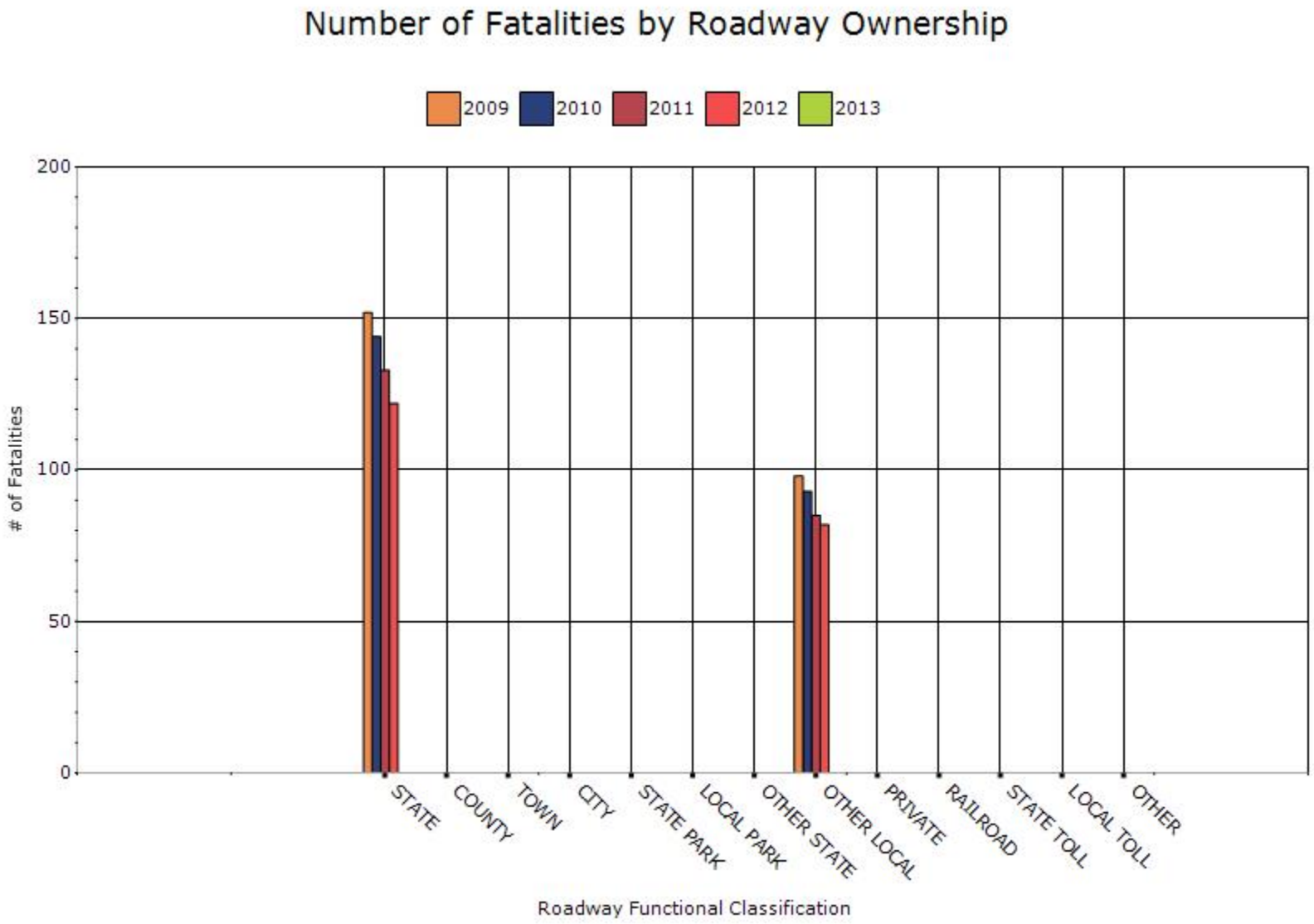

Serious Injuries by Roadway Functional Classification
2009
2010
2011
2012
2013
400
300
200
100
0
# of Serious Injuries
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
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)
Roadway Functional Classification

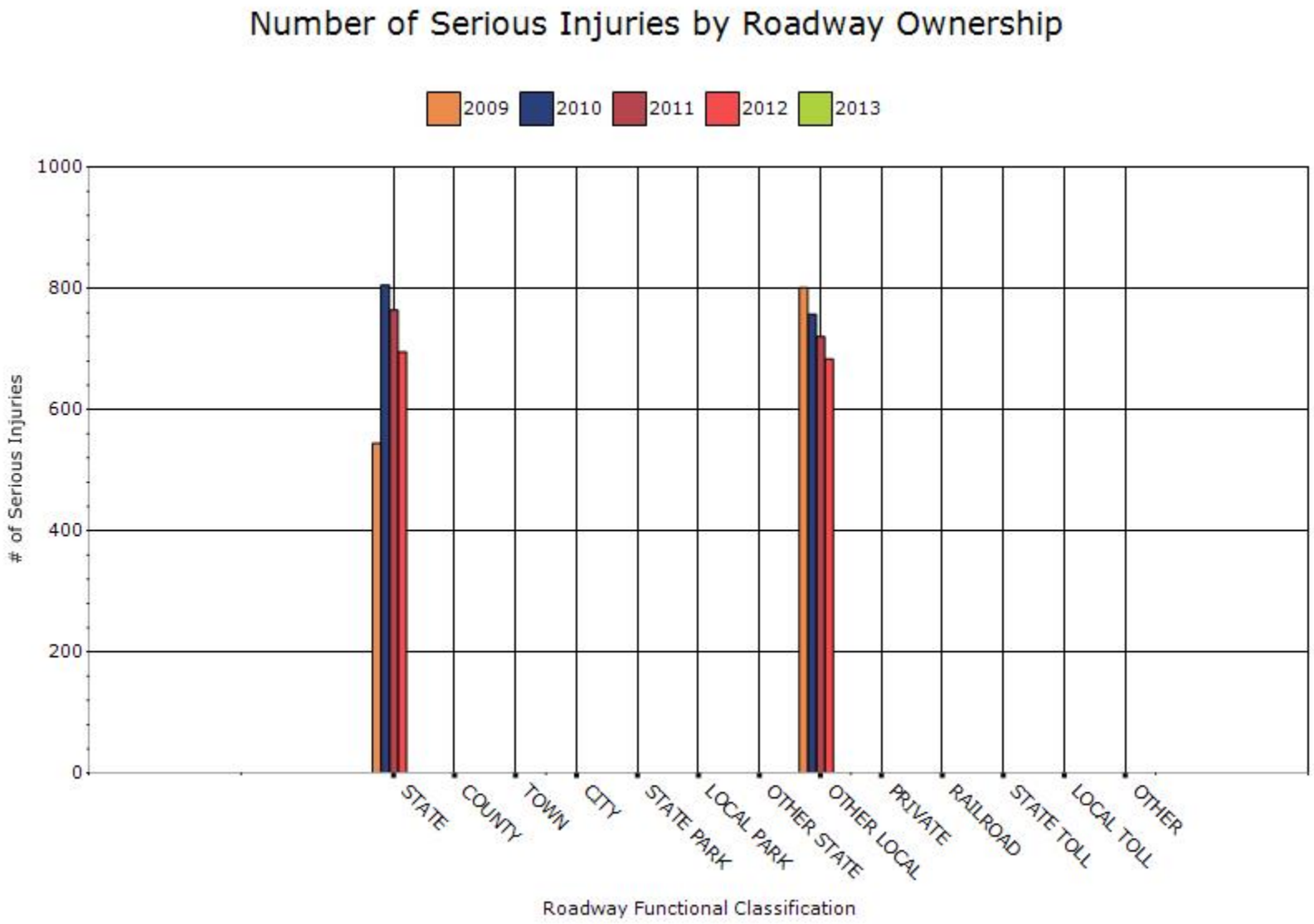

Fatality Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Fatality Rate (per HMVMT)
0
1
2
3
4
5
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL 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)
Roadway Functional Classification

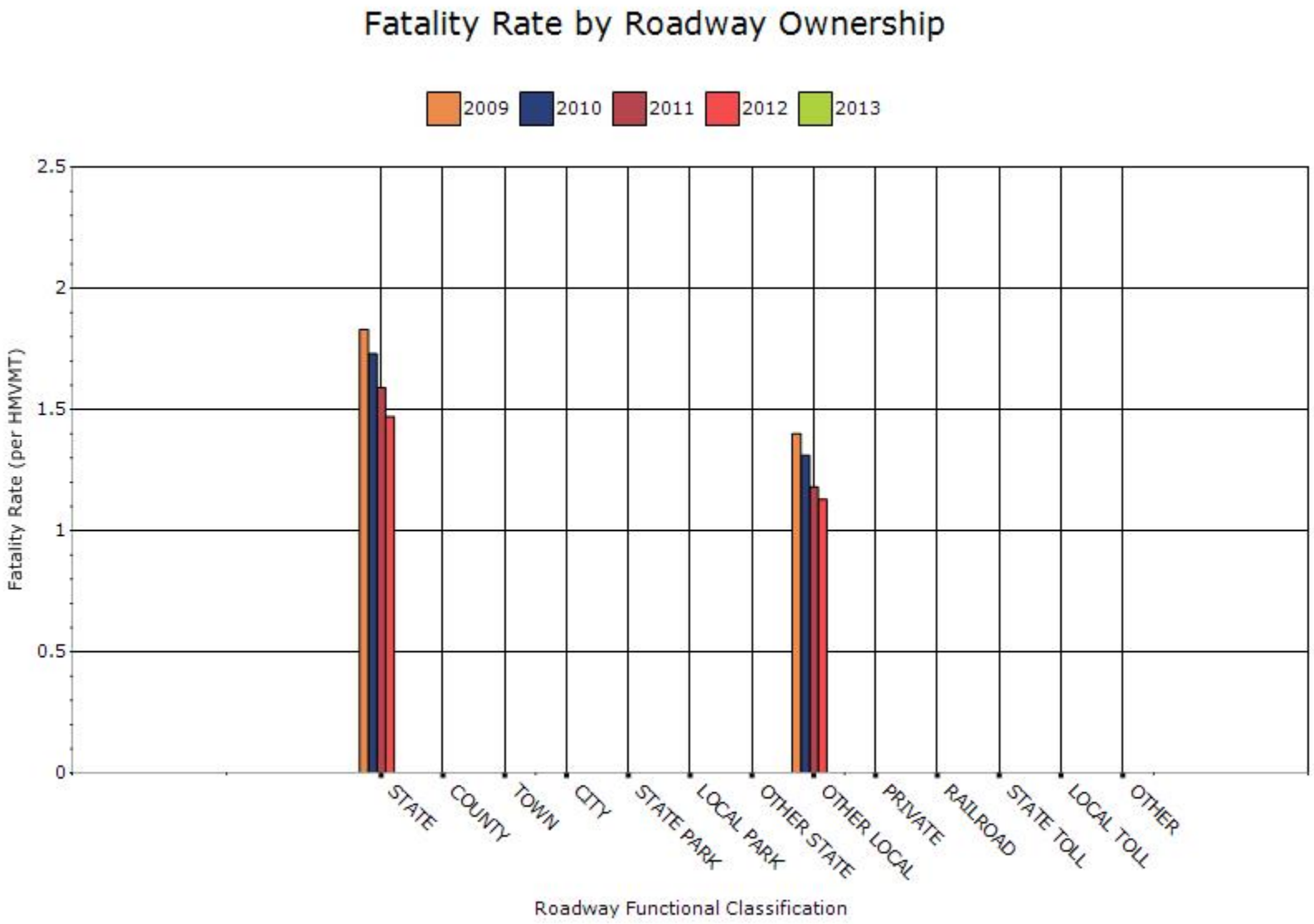

Serious Injury Rate by Roadway Functional Classification
2009
2010
2011
2012
2013
Serious Injury Rate (per HMVMT)
20
15
10
5
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (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)
Roadway Functional Classification

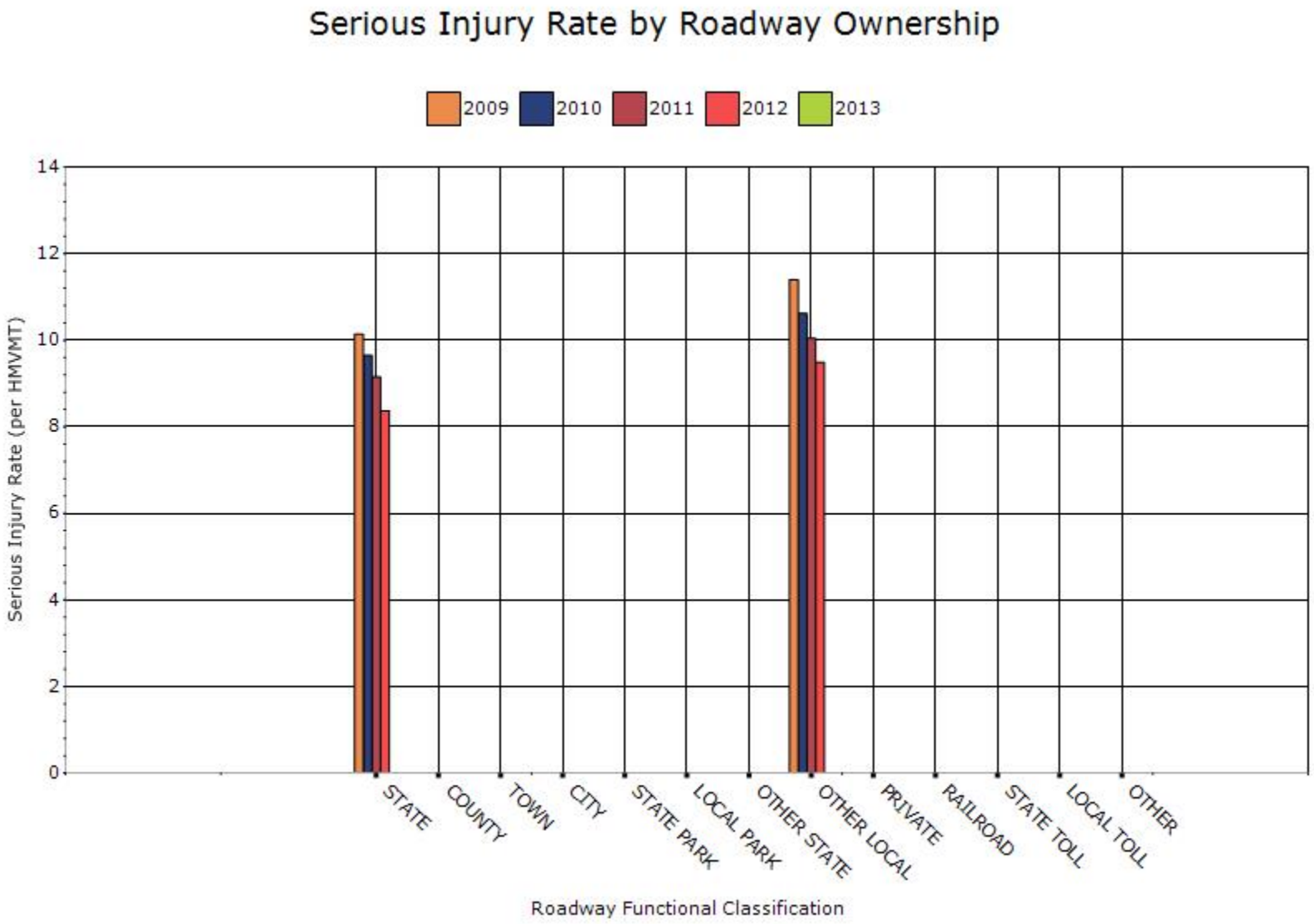
Year - 2012

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


Number of Fatalities by Roadway Ownership
2009
2010
2011
2012
2013
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
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
2009
2010
2011
2012
2013
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
Roadway Functional Classification


Fatality Rate by Roadway Ownership
2009
2010
2011
2012
2013
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
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
2009
2010
2011
2012
2013
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
Roadway Functional Classification

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

The five year average for fatalities has continued to decrease although we have had an increase in fatalities this year compared to last year.

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	2009	2010	2011	2012	2013
Fatality rate (per capita)	0.39	0.36	0.34	0.32	0.27
Serious injury rate (per capita)	1.94	1.89	1.79	1.69	1.36
Fatality and serious injury rate (per capita)	2.26	2.25	2.13	2.02	1.63

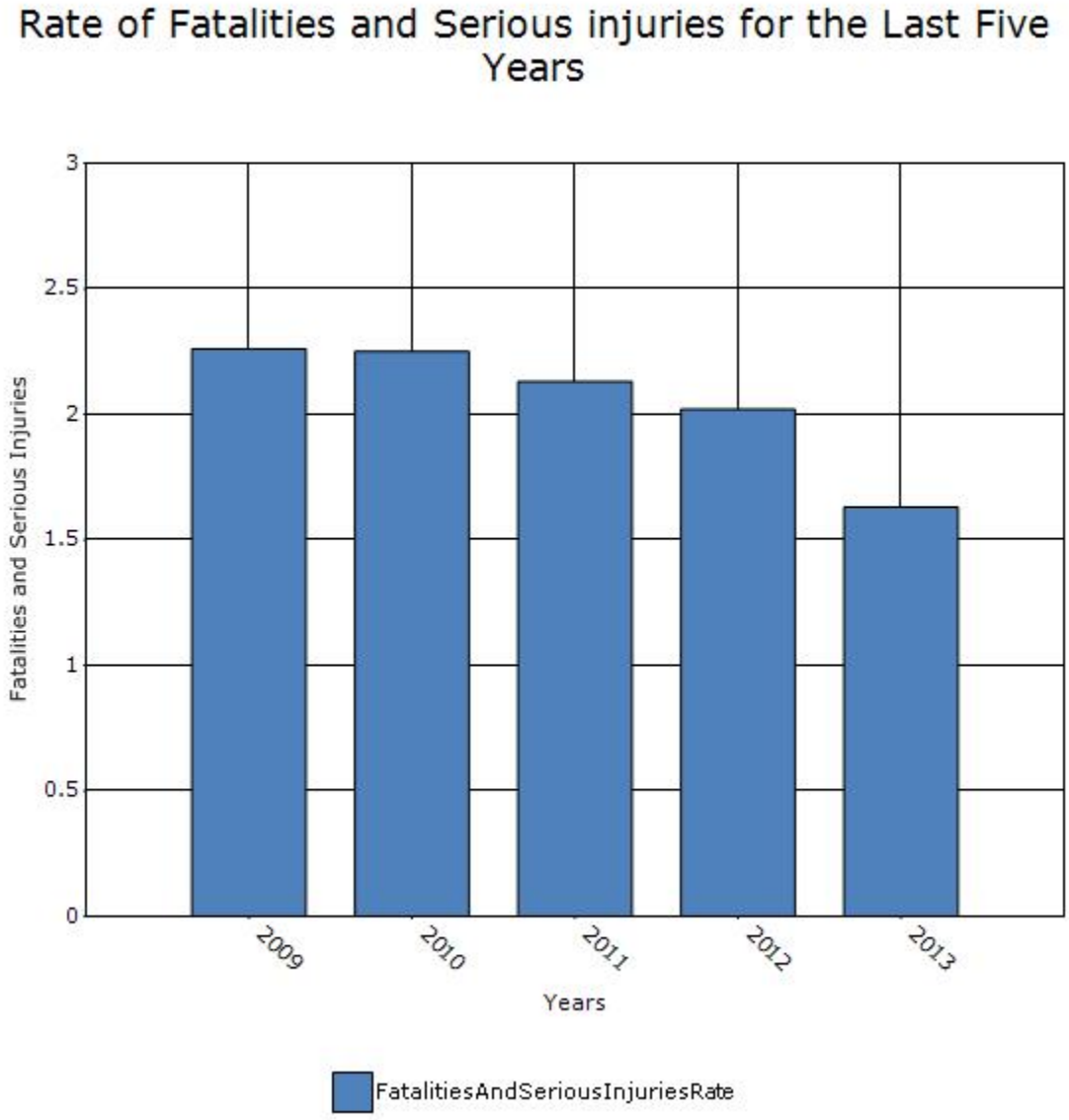
*Performance measure data is presented using a five-year rolling average.

Calculate Rate for 2012

1. (F+SI 2012 Drivers and Pedestrians 65 years of age and older/2012 Population Figure) + (F+SI 2011 Drivers and Pedestrians 65 years of age and older/2011 Population Figure*) + (F+SI 2010 Drivers and Pedestrians 65 years of age and older /2010 Population Figure) + (F+SI 2009 Drivers and Pedestrians 65 years of age and older/2009 Population Figure) + (F+SI 2008 Drivers and Pedestrians 65 years of age and older/2008 Population Figure) / 5

Calculate Rate for 2010

2. (F+SI 2010 Drivers and Pedestrians 65 years of age and older /2010 Population Figure) + (F+SI 2009 Drivers and Pedestrians 65 years of age and older/2009 Population Figure) + (F+SI 2008 Drivers and Pedestrians 65 years of age and older/2008 Population Figure) + (F+SI 2007 Drivers and Pedestrians 65 years of age and older/2007 Population Figure) + (F+SI 2006 Drivers and Pedestrians 65 years of age and older/2006 Population Figure)/5



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: Other-The continued push to select projects based on a data driven approach.

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:

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

Idaho continues to enhance the Highway Safety Corridor Analysis (HSCA) program to ensure data used for the selection of safety projects is up to date. Currently Idaho is working towards automating portions

of the HSCA process so the analysis is available sooner. Also policies have been changed to ensure HSIP money is not transferred out of the program. This information was include in question #29.

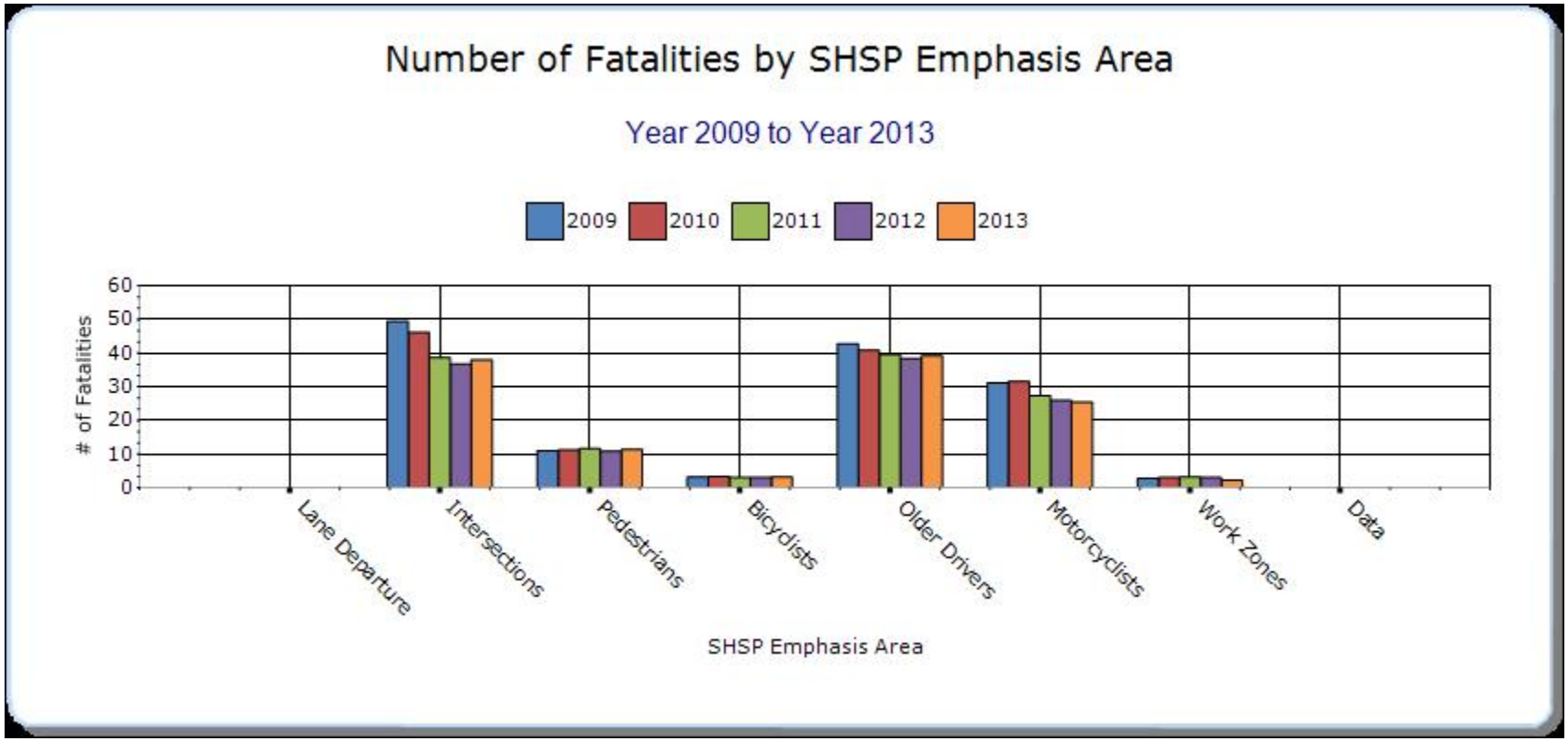
SHSP Emphasis Areas

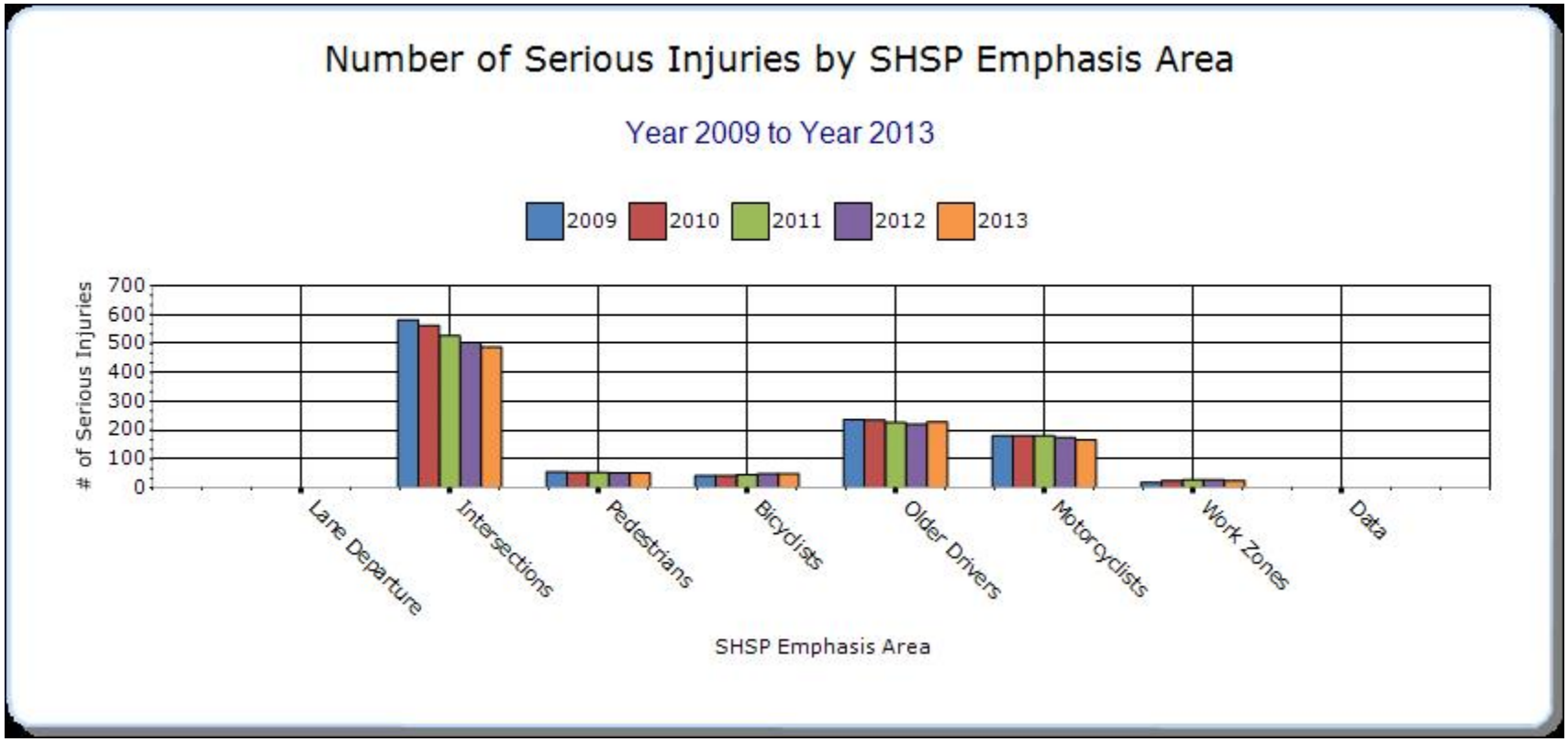
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

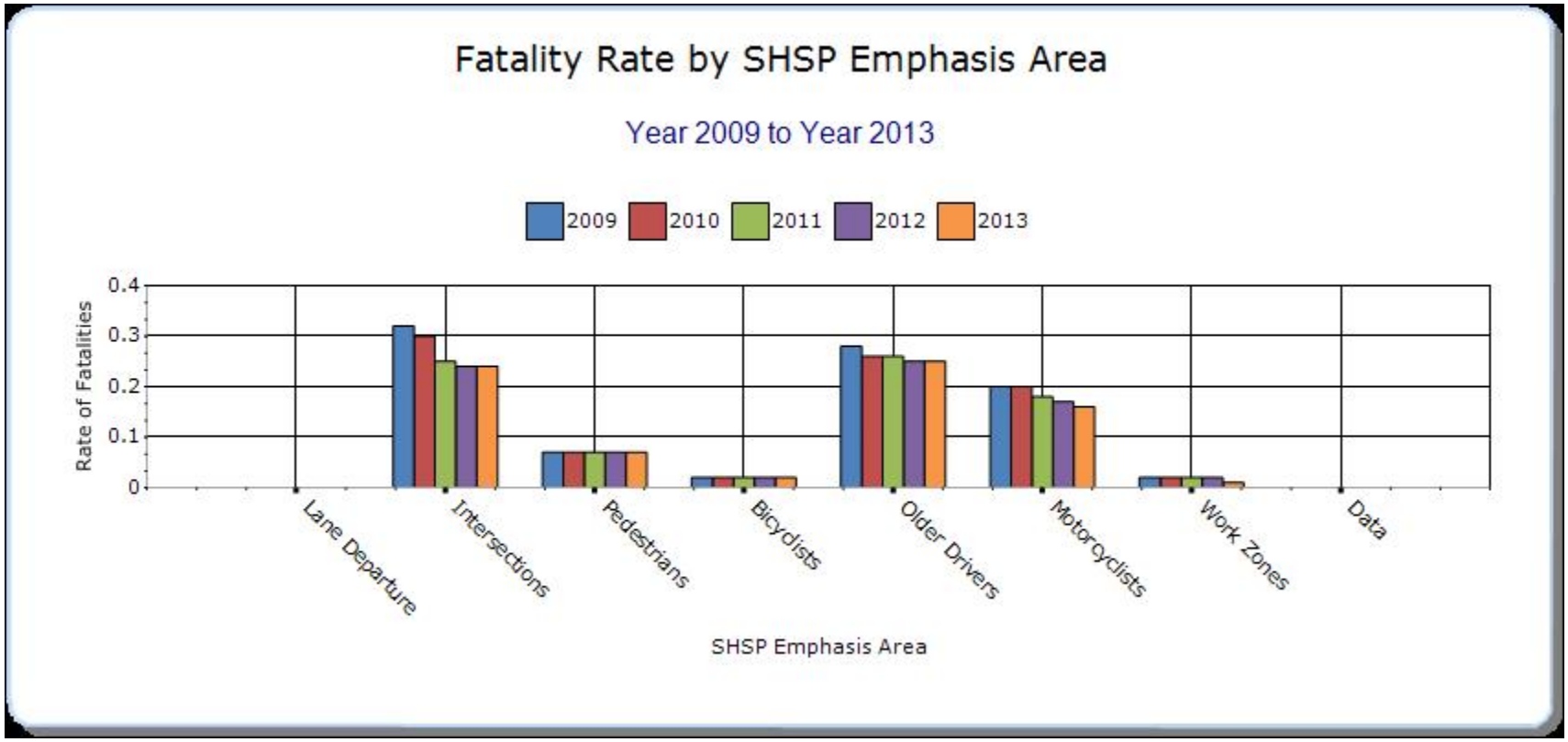
Year - 2013

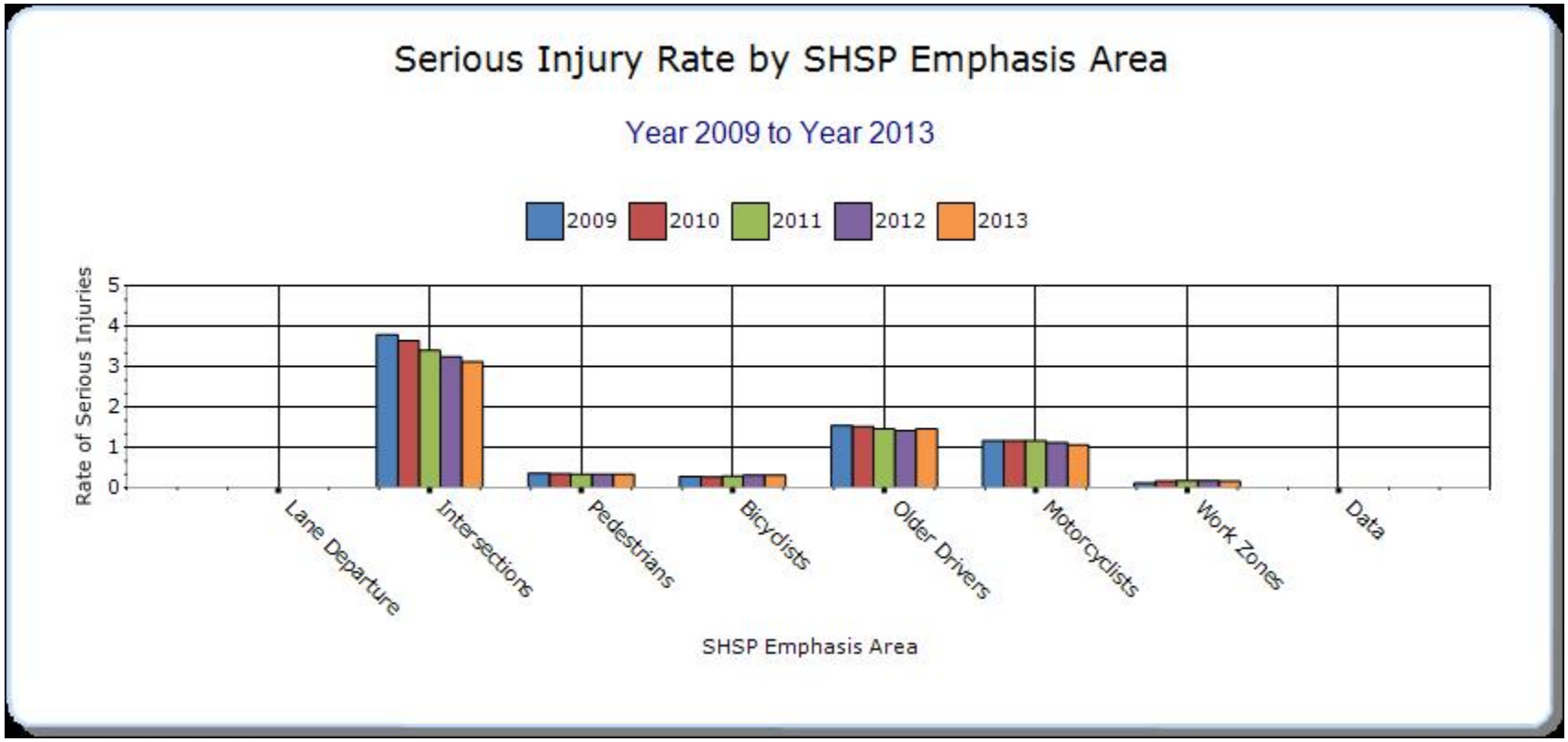
HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Intersections	All	38	487.8	0.24	3.12	0	0	0
Pedestrians	Vehicle/pedestrian	11.4	51.6	0.07	0.33	0	0	0
Bicyclists	Vehicle/bicycle	3.2	49	0.02	0.31	0	0	0
Older Drivers	All	39.2	227.8	0.25	1.46	0	0	0
Motorcyclists	Vehicle/Motorcycle	25.4	165.6	0.16	1.06	0	0	0
Work Zones	work zone crashes	2.2	25.2	0.01	0.16	0	0	0
Distracted	All	81.6	622.8	0.52	3.99	0	0	0
Aggressive	All	48.6	428.6	0.31	2.75	0	0	0
Safety Restraints	All	80.8	286.2	0.52	1.83	0	0	0
Impaired	All	81.8	258.2	0.52	1.65	0	0	0
Youthful Driver	All	29.6	242.8	0.19	1.56	0	0	0
Commercial Driver	Truck-related	22.6	90.8	0.14	0.58	0	0	0

Single Vehicle Run off Road	Run-off-road	100.8	431.8	0.65	2.77	0	0	0
Head On/Side Swipe Opposite	Head On/Side Swipe Opposite	38	208	0.24	1.33	0	0	0




Number of Serious Injuries by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
700
600
500
400
300
200
100
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
0.4
0.3
0.2
0.1
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

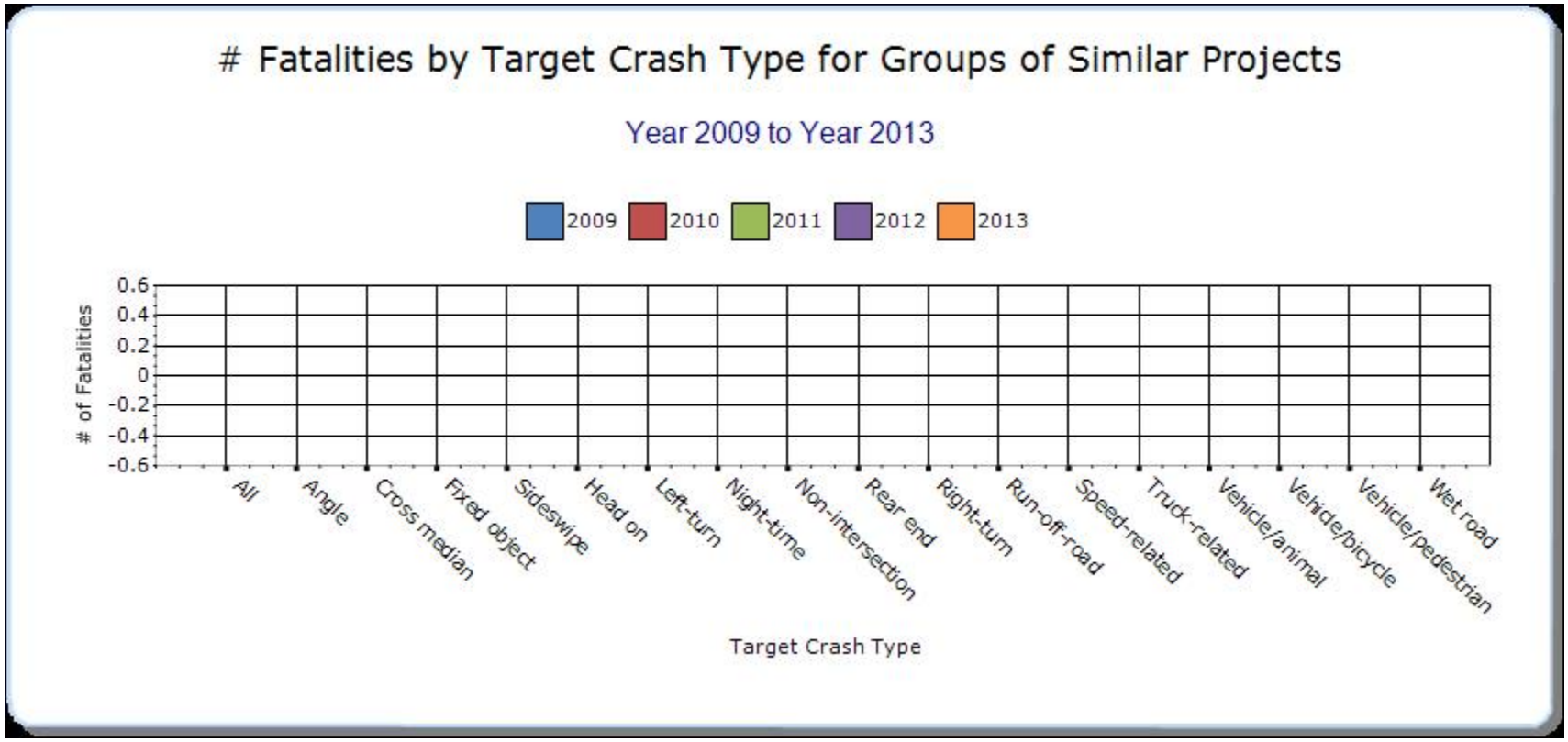

Serious Injury Rate by SHSP Emphasis Area
Year 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injuries
0
1
2
3
4
5
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

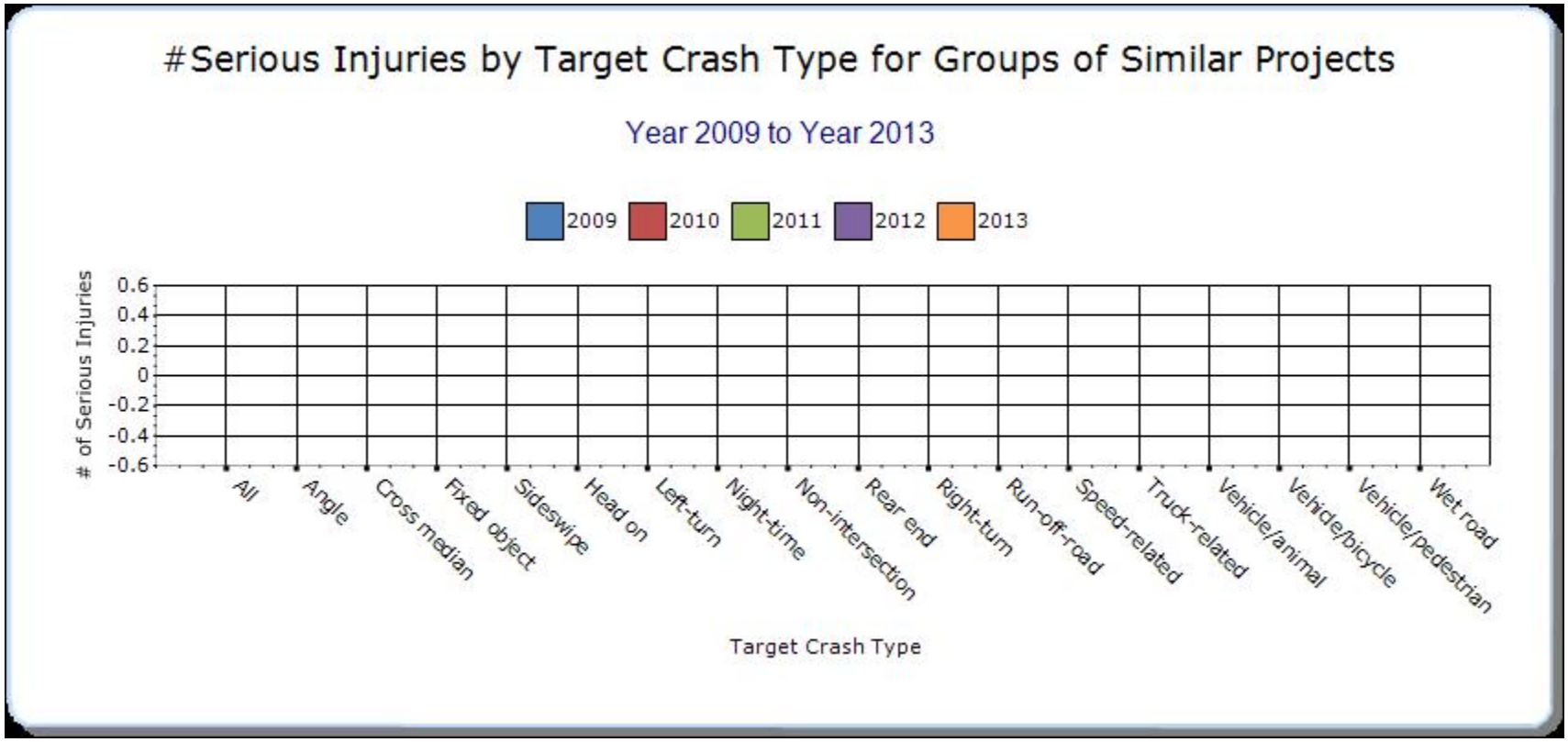
Groups of similar project types

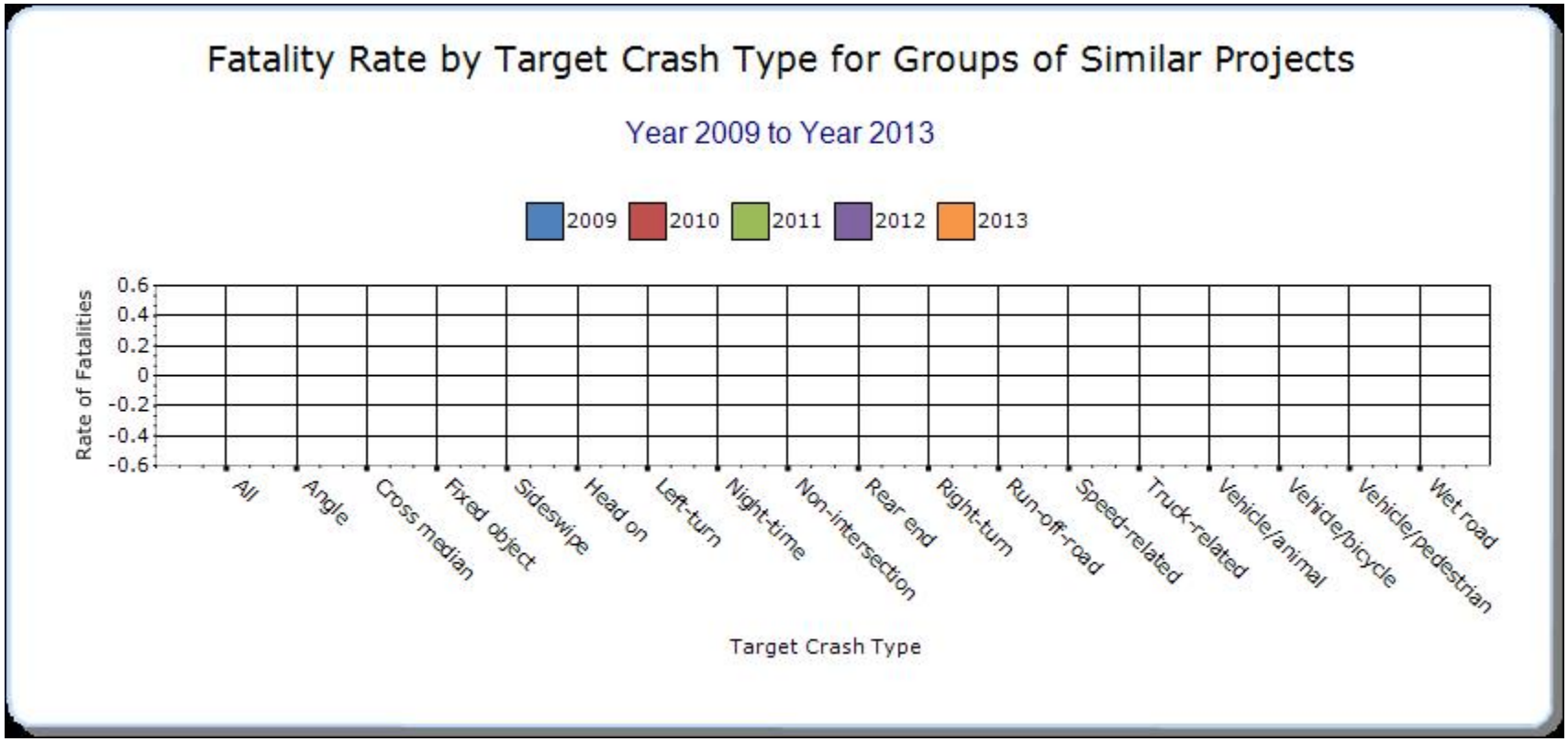
Present the overall effectiveness of groups of similar types of projects.

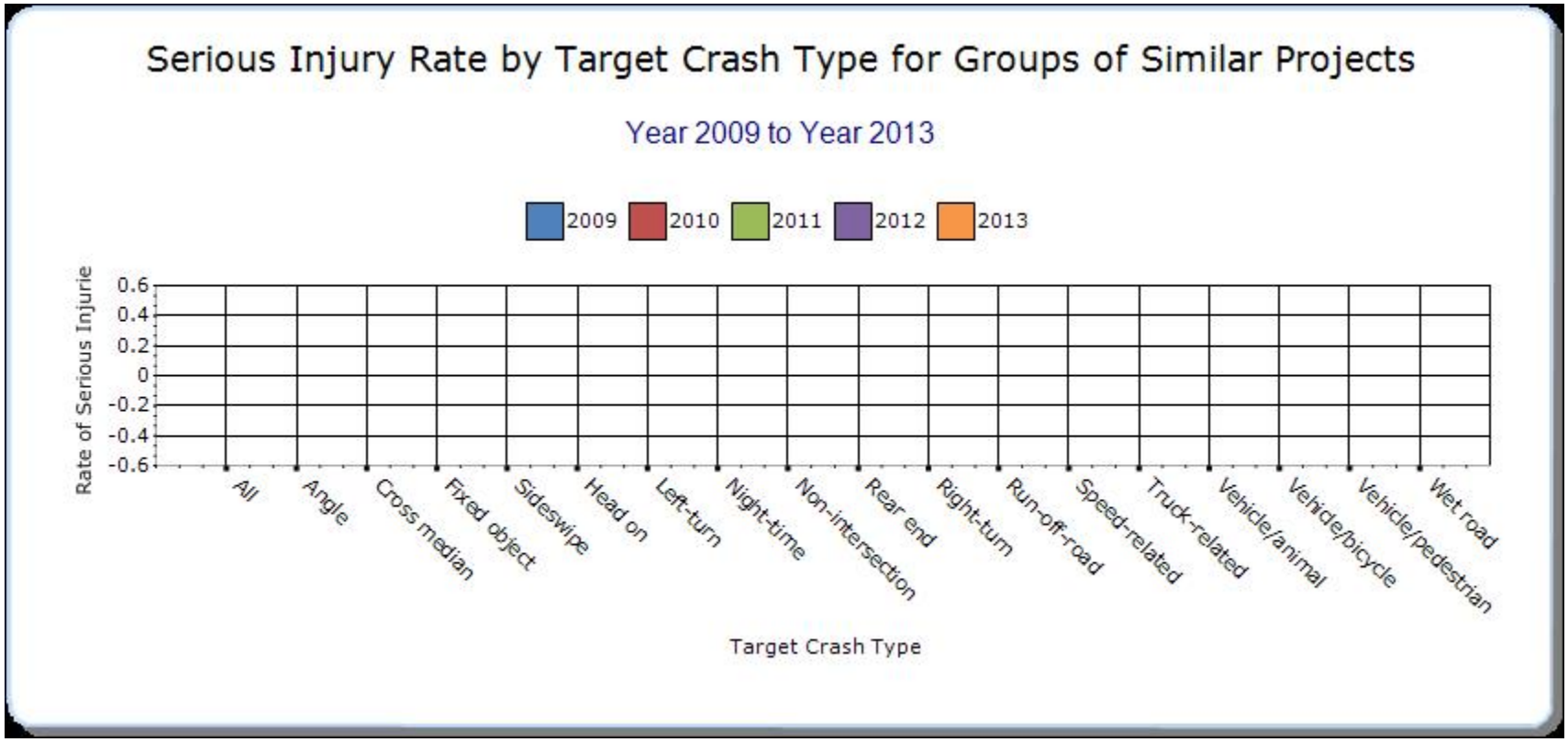
Year - 2013

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
Other-Highway Safety Corridor		200	1327	1.28	8.5	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# 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 Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# 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 Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
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 Groups of Similar Projects
Year 2009 to Year 2013
2009
2010
2011
2012
2013
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

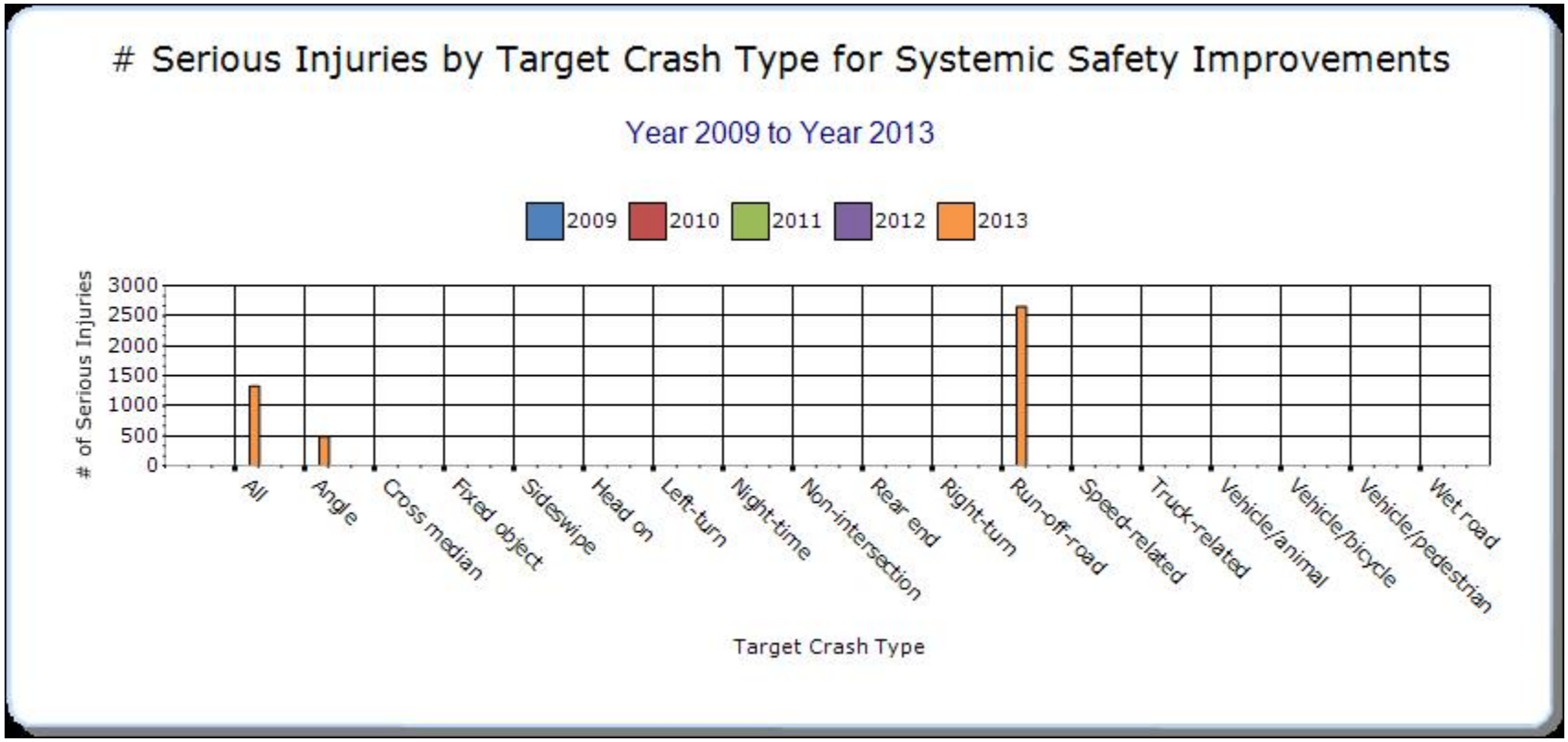
Systemic Treatments

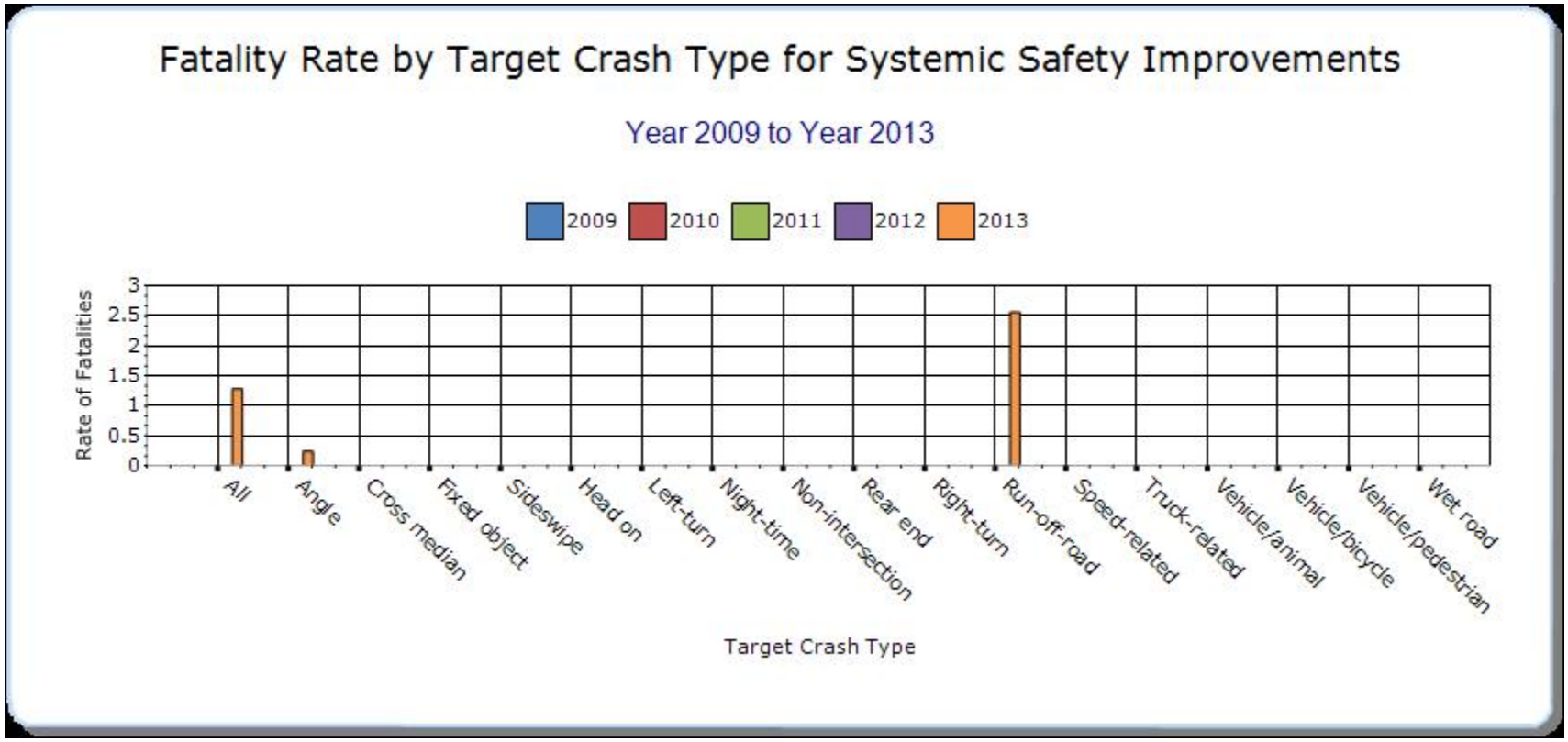
Present the overall effectiveness of systemic treatments.

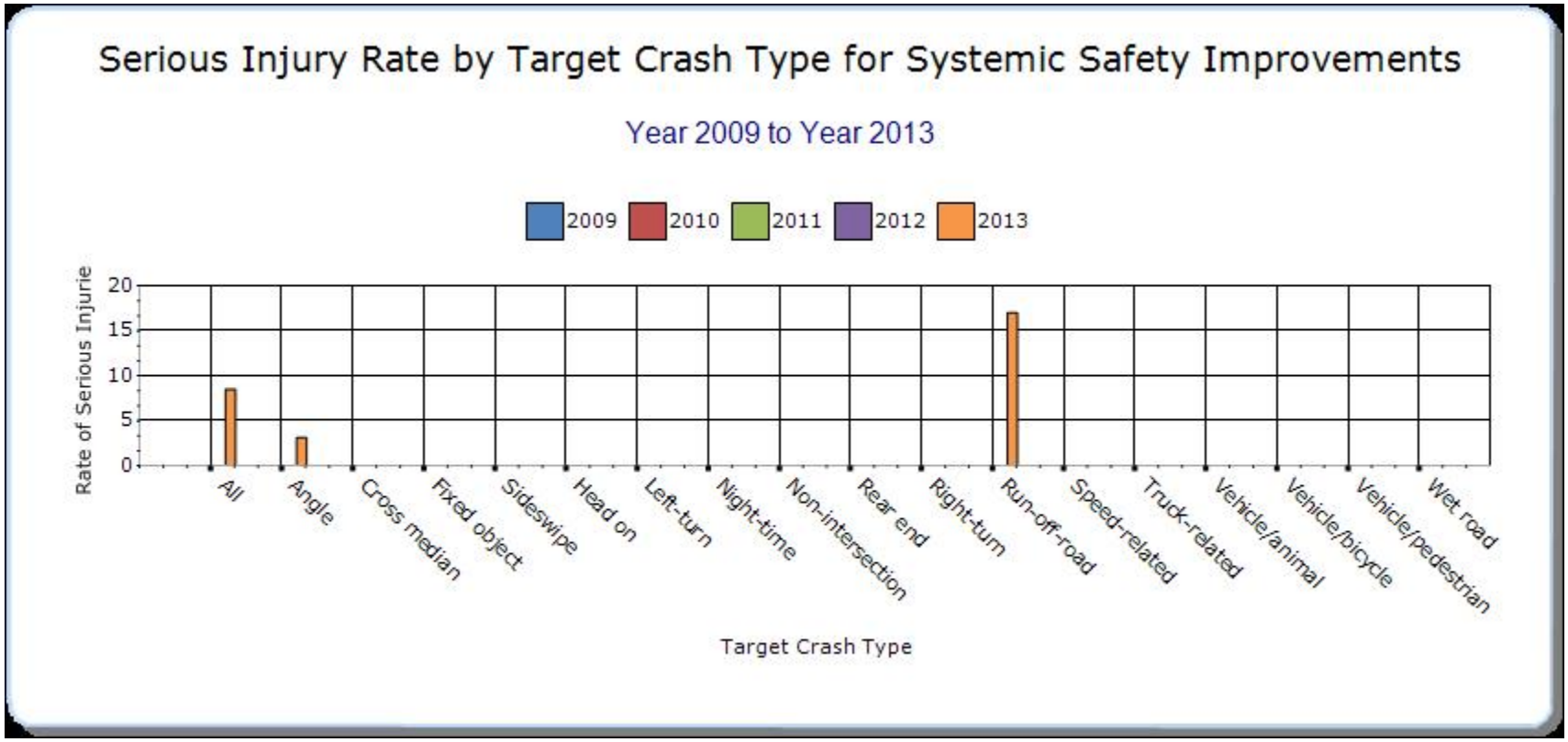
Year - 2013

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
Upgrade Guard Rails	Run-off-road	200	1327	1.28	8.5	0	0	0
Install/Improve Pavement Marking and/or Delineation	Run-off-road	200	1327	1.28	8.5	0	0	0
Add/Upgrade/Modify/Remove Traffic Signal	Angle	38	488	0.24	3.12	0	0	0
Install/Improve Signing	All	200	1327	1.28	8.5	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2009 to Year 2013
2009
2010
2011
2012
2013
# of Fatalities
500
400
300
200
100
0
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 2009 to Year 2013
2009
2010
2011
2012
2013
# of Serious Injuries
3000
2500
2000
1500
1000
500
0
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 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Fatalities
3
2.5
2
1.5
1
0.5
0
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 2009 to Year 2013
2009
2010
2011
2012
2013
Rate of Serious Injurie
20
15
10
5
0
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.

Safety continues to be a a priority for Idaho. The HSIP increased awareness that the use of low cost measures can enhance the safety of the roadways.

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	all roadways	Roadway	Roadway - other	667	4298	30815	138569	174349	564	3842	29356	127591	161353	

Optional Attachments

Sections	Files Attached
Program Structure: Program Administration	COO Memo No 2 - 12 23 13 - HSIP Instructions Signed Final.pdf

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.