Highway Safety Improvement Program

Data Driven Decisions

Idaho
Highway Safety Improvement Program
2016 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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2. Executive Summary

Highway safety is one of the primary objectives of the Idaho Transportation Department (ITD). The Highway Safety Improvement Program (HSIP) is comprised of projects proposed by the ITD Districts and the Local Highway Technical Assistance Council (LHTAC). They are selected based upon highway safety data and align with the Strategic Highway Safety Plan (SHSP) fulfilling the requirements defined by the Fixing America's Surface Transportation Act (FAST). The SHSP outlines strategies to reduce traffic fatalities and serious injuries through projects specified in the HSIP, providing a standard way to evaluate progress on a regular basis.

The Idaho Transportation Department (ITD) continues to work on enhancing the Highway Safety Improvement Program (HSIP) for all public roadways in Idaho. ITD uses data from the Highway Safety Corridor Analysis (HSCA) to identify high priority corridors. ITD has started using the Transportation Economic Development Impact System (TREDIS) to evaluate HSIP eligibility for all projects nominated for FY20 and beyond. 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 contributions 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

3. How are Highway Safety Improvement Program funds administered in the State?

Central

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

The Local Highway Technical Assistance Council works with ITD to address the safety of the Idaho local roads. LHTAC also uses the HSIP funding from the FHWA. These funds are dedicated for use on local safety projects. LHTAC provides a recommended project list. The projects are reviewed and approved by the FHWA using PSS.

Determine Funding Split (ITD & LHTAC)

Through FY19 LHTAC received approximately $3.9M for Local HSIP projects. For funding FY20 and beyond, ITD and LHTAC will review the data together to determine the appropriate funding split based on the total number of Fatal (K) plus Serious Injury (A) crashes. The percentage of K+A Crashes on local roads will equal the funding split between ITD and LHTAC. The current approved funding split for FY20 and FY21 is 50%.

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

Other-Office of Highway Safety
Other-Transportation Planning
Other-ITD District Offices
Other-Transportation Systems

6. Briefly describe coordination with internal partners.

ITD's Office of Highway safety produces the Highway Safety Corridor Analysis (HSCA) and the High Crash Location (HAL) reports on an annual basis.
Each district uses these reports and other tools to develop potential projects. Once a project is proposed, the districts put together a Project Charter that meets FAST eligibility requirements to be considered for funding. An acceptable charter must include a Project Objective Statement (POS) and a Scope of Work clearly identified to support HSIP funds. It also must include a timeline with realistic start and finish dates. Most importantly the charter must include an appropriate HSIP justification that addresses the following:

1. How is the project safety-driven?
   - Base Answers upon the Strategic Highway Safety Plan.
   - Site statistics and results such as the basis of crash experience, crash potential, crash rate, or other data-supported means.
2. How does the project align with and help implement the strategies found in the Strategic Higheay Safety Plan?
   - Pinpoint safety problems either through a site analysis or systematic approach;
   - Identify counter measures to address those problems;
   - Priortize projects for implementation; and
   - Evaluate projects to determine their effectiveness
3. How does the project eliminate death and serious injury?
   - Address identified safety issues within a highway wsafety corridor or a spot location such as an intersection or High Accident Location (HAL) or does it incorporate a system-wide approach such as rumble strips.
   - Each district has a corridor map outlining safety corridors (also known as the Highway Safety Corridor Analysis (HSCA)). Make sure to review these maps for pertinent system-wide safety corridor analysis.

All project evaluations are based upon the information that has been entered in PSS and the Office of Transportation Information System (OTIS). The projects are prioritized by the Economics Office and Transportation Systems using the TREDIS process. TREDIS calculates benefits in safety and mobility as a result of a project, including economic value that can be realized related to transportation and the mobility it affords to the citizens and businesses of the state of Idaho.

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

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

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

Other-ITD has started using the Transportation Economic Deployment Impact System to evaluate HSIP eligibility for all projects nominated for FY20 and beyond. The emphasis will be on projects that reduce fatal and serious injury crashes.

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

Below is an excerpt from Idaho's HSIP Standard Planning Process document.

The foundation of consistency within the HSIP process is completing a project charter for each project. The charter contains information that can be used to consistently compare projects against each other and provide details needed for analysis in TREDIS. Another important aspect of the HSIP program is specified justification which is necessary for the Federal Highway Administration – Idaho (FHWA-ID) to assess the funding eligibility of the proposed projects. The project must be focused on reduction of fatalities and serious injuries.

Program Methodology

10. Select the programs that are administered under HSIP.

Local Safety

Other-Highway Safety Corridor

11. Program: Local Safety

Date of Program Methodology: 1/1/2014

What data types were used in the program methodology?

Crashes	*Exposure*	*Roadway*
Fatal and serious injury crashes only		

What project identification methodology was used for this program?

Crash frequency

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

Yes

If yes, are local road projects identified using the same methodology as state roads?

No

If no, describe the methodology used to identify local road projects as part of this program.

They look for areas that have multiple fatal and serious injury crashes and have the local agencies apply for funding

How are highway safety improvement projects advanced for implementation?

Competitive application process

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).
Rank of Priority Consideration

Ranking based on B/C	1
Available funding	2

11. 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	Volume	

What project identification methodology was used for this program?
Crash frequency
Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?
No

How are highway safety improvement projects advanced for implementation?
Competitive application process
selection committee

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).
Rank of Priority Consideration

Ranking based on B/C	1

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

30%

Highway safety improvement program funds are used to address which of the following systemic improvements?

Rumble Strips

Install/Improve Signing
Install/Improve Pavement Marking and/or Delineation
Upgrade Guard Rails
Add/Upgrade/Modify/Remove Traffic Signal

13. What process is used to identify potential countermeasures?

Engineering Study
Road Safety Assessment
Other-Highway Safety Corridor Analysis process

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

Other-No real changes since last reporting period

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

This past year, ITD modified the worksheet created by LHTAC and has used it for submitting projects. It allows the districts to include the CMF's and construction costs as well as the crash data. A benefit/cost ratio is automatically determined for the safety aspect of the project. I think that having the districts fill out the worksheet made them more conscientious of how the various project types can impact safety.

Progress in Implementing Projects

Funds Programmed

16. Reporting period for Highway Safety Improvement Program funding.

Federal Fiscal Year

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

Funding Category	Programmed*	Obligated

	Amount	Percentage	Amount	Percentage
HSIP (Section 148)	$18,902,686.00	100 %	$13,634,610.78	100 %
Totals	$18,902,686.00	100%	$13,634,610.78	100%

18. How much funding is programmed to local (non-state owned and operated) safety projects?
$4,066,335.00
How much funding is obligated to local safety projects?
$3,582,625.00

19. How much funding is programmed to non-infrastructure safety projects?
$0.00
How much funding is obligated to non-infrastructure safety projects?
$388.00

20. How much funding was transferred in to the HSIP from other core program areas during the reporting period?
$0.00
How much funding was transferred out of the HSIP to other core program areas during the reporting period?
$0.00

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

At this time there are no impediments to obligating HSIP funds.

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

The collaboration at ITD with the various departments is making the HSIP a more effective safety program as well as estimating the overall impact of projects on both safety and mobility. The local agencies are now implementing projects and will continue to receive money from the HSIP for their safety projects. These projects have ranged from specific intersections or segments to a more systemic approach. Targeting both the State system and the local roads will help improve safety throughout Idaho.

General Listing of Projects

23. List the projects obligated using HSIP funds for 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
US 95, WINDFALL PASS CURVE, BENEWAH CO	Alignment Horizontal curve realignment	0.5 Miles	750000	2574000	HSIP (Section 148)	Rural Principal Arterial - Other	3015	60	State Highway Agency	Lane Departure	
SH 41, JCT SH 53 TO JCT US 2, SPIRIT LAKE	Alignment Alignment - other	31.158 Miles	1015540	1469540	HSIP (Section 148)	Rural Minor Arterial	4013	0	State Highway Agency	Lane Departure	
SH 5, ST MARIES RV RR UNDERPASS, BENEWAH CO	Alignment Alignment - other	0.0789999999999988 Miles	1306261	1637117	HSIP (Section 148)	Rural Minor Arterial	2200	45	State Highway Agency	Lane Departure	
STC-1846, CINDER BUTTE CURVES ROAD EDGE, BINGHAM C	Roadway Roadway - other	2.785 Miles	118696	175696	HSIP (Section 148)	Rural Major Collector	420	0	County Highway Agency	Roadway Departure	

SMA-7276, SOUTH BLVD CORRIDOR RRFB LIGHT, IDAHO F	Pedestrians and bicyclists Pedestrian signal	1.953 Miles	132249	162249	HSIP (Section 148)	Urban Minor Arterial	7620	0	City of Municipal Highway Agency	Pedestrians	
US 12, 18TH ST TO CLEARWATER RV BR, LEWISTON	Roadway Pavement surface - miscellaneous	0.449 Miles	400000	2752940	HSIP (Section 148)	Urban Principal Arterial - Other	18597	35	State Highway Agency	Lane Departure	
SMA-7563, OVERLAND RD & VISTA AVE LIGHTING, ACHD	Lighting Lighting - other	0.0620000000000012 Miles	47300	156300	HSIP (Section 148)	Urban Minor Arterial	9400	0	County Highway Agency	Intersections	
US 93, 200 SOUTH RD, JEROME CO	Intersection geometry Intersection geometry - other	2.069 Miles	75000	6870000	HSIP (Section 148)	Rural Principal Arterial - Other	8060	55	State Highway Agency	Intersections	
STC-7117, 9TH ST; BONNEVILLE / PED XINGS, IDAHO FAL	Pedestrians and bicyclists Crosswalk	0.29 Miles	38000	193000	HSIP (Section 148)	Urban Major Collector	3100	0	City of Municipal Highway Agency	Intersections	
SH 16, INT BEACON LIGHT RD	Intersection traffic control Intersection traffic control - other	0 Miles	50000	1569000	HSIP (Section 148)	Rural Principal Arterial - Other	8057	65	State Highway Agency	Intersections	
SMA-7555, INT MULLAN	Intersection geometry Intersection geometrics	0 Miles	56499	141108	HSIP (Secti	Urban Minor	16000	0	City of Municip	Intersections	

AVE & IDAHO ST, POST FALLS	- miscellaneous/other/unspecified				on 148)	Arterial			al Highway Agency		
STP-7073, COLE RD; SPECTRUM TO CENTURY WAY MEDIANS	Intersection geometry Intersection geometry - other	0.26 Miles	60000	247000	HSIP (Section 148)	Urban Principal Arterial - Other	28000	0	County Highway Agency	Intersections	
STP-7316, INT HOLMES AVE & ELVA ST, IDAHO FALLS	Intersection geometry Intersection geometry - other	0	92000	465000	HSIP (Section 148)	Urban Principal Arterial - Other	12500	0	City of Municipal Highway Agency	Intersections	
SMA-7274, INT HANKINS & ADDISON AVE SIGNAL, TWIN F	Intersection geometry Intersection geometry - other	0	97000	574000	HSIP (Section 148)	Urban Minor Arterial	3400	0	City of Municipal Highway Agency	Intersections	
SH 39, INT SHEEP TRAIL RD, BINGHAM CO	Intersection geometry Intersection geometry - other	0	100000	1235000	HSIP (Section 148)	Rural Minor Arterial	1683	60	State Highway Agency	Intersections	
SMA-7166, LOMAX & F ST FLASHING STOP SIGNS, IDAHO	Intersection geometry Intersection geometry - other	0.967 Miles	127488	150488	HSIP (Section 148)	Urban Minor Arterial	6050	0	State Highway Agency	Intersections	
US 93, 500	Intersection geometry	0	18800	91124	HSIP	Rural	114	55	State	Intersecti	

SOUTH RD, JEROME CO	Intersection geometry - other		0	0	(Section 148)	Principal Arterial - Other	46		Highway Agency	ons	
US 20, INT SH 47 IMPROVEMENTS	Intersection geometry Intersection geometry - other	0	200000	1000000	HSIP (Section 148)	Rural Principal Arterial - Other	4689	45	State Highway Agency	Intersections	
STC-7571, MERKLEY & TANNER LN INT IMPROVEMENTS	Intersection geometry Intersection geometry - other	0	229441	284441	HSIP (Section 148)	Urban Major Collector	1700	0	State Highway Agency	Intersections	
SH 55, INT KARCHER RD & INDIANA AVE, CANYON CO	Intersection geometry Intersection geometry - other	0	2284011	3947841	HSIP (Section 148)	Urban Principal Arterial - Other	13361	55	State Highway Agency	Intersections	
STC-4715, CLEAR CR RD GUARDRAIL, IDAHO CO	Roadside Barrier- metal	11.507 Miles	50000	309000	HSIP (Section 148)	Rural Major Collector	284	0	County Highway Agency	Roadway Departure	
US 20, CAT CR SUMMIT TO BENNETT MT RD	Roadside Barrier- metal	1.173 Miles	61000	1207000	HSIP (Section 148)	Rural Principal Arterial - Other	1596	65	State Highway Agency	Roadway Departure	
STC-5829, RIVERVIEW DR GUARDRAIL INSTALLATION, POS	Roadside Barrier- metal	4.79 Miles	102000	448000	HSIP (Section 148)	Rural Major Collector	2380	0	City of Municipal Highway Agency	Roadway Departure	
STC-5810,	Roadside Barrier- metal	3.10000000000	10578	13278	HSIP	Rural	480	0	County	Roadway	

COW CR RD GUARDRAIL, BOUNDARY CO		001 Miles	9	9	(Section 148)	Major Collector			Highway Agency	Departure	
OFFSYS, E CANYON RD GUARDRAIL, EASTSIDE HD #3	Roadside Barrier- metal	8.722 Miles	196547	244547	HSIP (Section 148)	Rural Minor Collector	382	0	Other Local Agency	Roadway Departure	
STATE, FY18 D5 GUARDRAIL; POCATELLO TO INKOM	Roadside Barrier- metal	0	1293636	1303636	HSIP (Section 148)	variable functional classifications	0	0	State Highway Agency	Roadway Departure	
STATE, FY16 D3 GUARDRAIL UPGRADE	Roadside Barrier- metal	0	2098800	2260610	HSIP (Section 148)	variable functional classifications	0	0	State Highway Agency	Roadway Departure	
SH 6, OLD POTLATCH MILL RD TO PRINCETON FLATS	Roadway Roadway widening - travel lanes	1.77 Miles	125000	1805000	HSIP (Section 148)	Rural Major Collector	1996	55	State Highway Agency	Lane Departure	
OFFSYS, RIVER RD; BEDROCK RD TO RAILROAD AVE, NEZ	Roadway Roadway widening - travel lanes	0	31000	69000	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency	Lane Departure	
STC-6820, CEDRON RD SHOULDER WIDENING,	Shoulder treatments Widen shoulder - paved or other	3.5 Miles	50000	391000	HSIP (Section 148)	Rural Major Collector	299	0	Other Local Agency	Roadway Departure	

TETON CO											
OFFSYS, WEBB RIDGE RD; WEBB RD TO FLAT IRON RD	Roadway Roadway widening - travel lanes	0	59381	150601	HSIP (Section 148)	Rural Local Road or Street	0	0	Other State Agency	Lane Departure	
US 95, CULDESAC CANYON PASSING LANE. PHASE 2	Roadway Install / remove / modify passing zone	2.5 Miles	60000	4608000	HSIP (Section 148)	Rural Principal Arterial - Other	3400	65	State Highway Agency	Lane Departure	
OFFSYS, BYU CROSSWALKS, REXBURG	Pedestrians and bicyclists Crosswalk	0	5000	57000	HSIP (Section 148)	Rural Local Road or Street	0	0	City of Municipal Highway Agency	Lane Departure	
LOCAL, FY17 DURABLE PAVEMENT MARKINGS, BONNER CO	Roadway delineation Improve retroreflectivity	0	5000	127000	HSIP (Section 148)	variable functional classifications	0	0	County Highway Agency	Lane Departure	
STC-5711, ST JOE RV RD; DURABLE PV MARKINGS, SHOSH	Roadway delineation Improve retroreflectivity	22.374 Miles	52000	356000	HSIP (Section 148)	Rural Major Collector	434	0	County Highway Agency	Lane Departure	
SH 45, 12TH AVE S; SHERMAN TO DEWEY BEACONS,	Miscellaneous	0.143999999999998 Miles	57000	291000	HSIP (Section 148)	Urban Principal Arterial - Other	23794	35	State Highway Agency	Lane Departure	

NAMPA											
SH 45, 12TH AVE S; 10TH ST S TO 12TH ST S, NAMPA	Miscellaneous	0.142000000000003 Miles	57000	291000	HSIP (Section 148)	Urban Principal Arterial - Other	25096	35	State Highway Agency	Lane Departure	
LOCAL, DURABLE PAVEMENT MARKINGS, BONNER CO	Roadway delineation Improve retroreflectivity	0	140293	140293	HSIP (Section 148)	variable functional classifications	0	0	County Highway Agency	Lane Departure	
STC-5745, E FERNAN LAKE RD SAFETY IMPROVEMENTS	Roadway delineation Roadway delineation - other	5.295 Miles	228966	290966	HSIP (Section 148)	Rural Minor Collector	552	0	Other Local Agency	Lane Departure	
I 15, FY15/16 D6 PAVEMENT STRIPING	Roadway delineation Roadway delineation - other	84.84 Miles	330000	1050222	HSIP (Section 148)	Rural Principal Arterial - Interstate	5622	75	State Highway Agency	Lane Departure	
LOCAL, FY16 LHTAC PRE-PROJECT PLANNING	Miscellaneous	0	35000	200000	HSIP (Section 148)	variable functional classifications	0	0	Other Local Agency	Data	
STC-5742, COUGAR GULCH RD SAFETY AUDIT, WORLEY HD	Miscellaneous	5.661 Miles	37711	37711	HSIP (Section 148)	Rural Major Collector	510	0	Other Local Agency	Data	
US 20, JCT SH 75,	Miscellaneous	0	134000	134000	HSIP (Secti	Rural Principal	1221	65	State Highwa	Intersections	

TIMMERMAN STUDY					on 148)	Arterial - Other			y Agency		
I 90, GOVERNMENT WAY UPASS, COEUR D'ALENE	Miscellaneous	0.300000000000001 Miles	100000	862500	HSIP (Section 148)	Urban Principal Arterial - Interstate	33642	65	State Highway Agency	Lane Departure	
STC-6764, 500 N RD SAFETY AUDIT, FREMONT CO	Miscellaneous	2.43299999999999 Miles	37000	37000	HSIP (Section 148)	Rural Major Collector	0	0	Other Local Agency	Data	
STC-2765, BOB BARTON RD & 100S RD SFTY IMP, JEROME	Miscellaneous	5.394 Miles	52622	56622	HSIP (Section 148)	Rural Major Collector	1655	0	Other Local Agency	Intersections	
STC-7116, N CAPITAL AVE & ELM ST SAFETY AUDIT, ID	Miscellaneous	1.031 Miles	53000	53000	HSIP (Section 148)	Urban Major Collector	7739	0	County Highway Agency	Intersections	
OFFSYS, EUREKA RIDGE AREA SAFETY IMP, CLEARWATER	Miscellaneous	0	78000	78000	HSIP (Section 148)	variable functional classifications	0	0	Other Local Agency	Lane Departure	
STC-3805, SIMCO RD	Roadway delineation Roadway delineation -	10.085 Miles	3000	33000	HSIP (Secti	Rural Major	730	0	City of Municip	Roadway Departur	

DELINEATORS, MOUNTAIN HOME HD	other				on 148)	Collector			al Highway Agency	e	
OFFSYS, INTERSECTION & SIGN IMPROVEMENTS, HILLSDAL	Roadway signs and traffic control Roadway signs and traffic control - other	0	5000	52000	HSIP (Section 148)	Rural Local Road or Street	0	0	Other Local Agency	Intersections	
STC-4717, GREENCREEK RD SIGNS & BEACONS, GREENCREE	Roadway signs and traffic control Roadway signs and traffic control - other	3.241 Miles	5000	41000	HSIP (Section 148)	Rural Major Collector	620	0	Other Local Agency	Lane Departure	
OFFSYS, SIGN IMPROVEMENTS AT 4 CURVES, WENDELL HD	Roadway signs and traffic control Roadway signs and traffic control - other	0	5000	19000	HSIP (Section 148)	Rural Local Road or Street	0	0	Other Local Agency	Roadway Departure	
STC-4771, CAVENDISH HWY SIGNS & DELINEATORS, CLEA	Roadway signs and traffic control Roadway signs and traffic control - other	14.341 Miles	5000	41000	HSIP (Section 148)	Rural Major Collector	430	0	County Highway Agency	Intersections	
LOCAL, INTERSECTION SIGN & MARKING UPGRADES, KELLO	Roadway signs and traffic control Roadway signs and traffic control - other	0	5000	46000	HSIP (Section 148)	Rural Local Road or Street	0	0	City of Municipal Highway Agency	Intersections	

OFFSYS, INTERSECTION & SIGN IMPROVEMENTS, JEROME H	Roadway signs and traffic control Roadway signs and traffic control - other	0	5000	32000	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency	Intersections	
LOCAL, SIGNING & DELINEATION, EASTSIDE HD	Roadway signs and traffic control Roadway signs and traffic control - other	0	5000	48000	HSIP (Section 148)	Rural Local Road or Street	0	0	Other Local Agency	Roadway Departure	
STATE, FY16 D4 SIGN UPGRADES	Roadway signs and traffic control Roadway signs and traffic control - other	0	74692	124152	HSIP (Section 148)	variable functional classifications	0	0	State Highway Agency	Lane Departure	
OFFSYS, CANYON CR RD SHOULDERS & SIGNING, MTN HOME	Roadway signs and traffic control Roadway signs and traffic control - other	1 Miles	235004	337336	HSIP (Section 148)	Rural Minor Collector	80	0	City of Municipal Highway Agency	Roadway Departure	
STC-4804, ROBINSON PK RD SIGNS & ELEVATION, N LATA	Roadway signs and traffic control Roadway signs and traffic control - other	3.8 Miles	466921	466921	HSIP (Section 148)	Rural Major Collector	645	0	Other Local Agency	Roadway Departure	
SMA-7086, INT BELLIN & GRANDVIEW ELEVATION, IDAHO	Shoulder treatments Shoulder treatments - other	0	107138	154138	HSIP (Section 148)	Urban Minor Arterial	5000	0	City of Municipal Highway Agency	variable functional classifications	

NHS-3761, NORTHSIDE BLVD SIGNAL, NR NAMPA	Intersection traffic control Intersection traffic control - other	4.62 Miles	43000	291000	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	Other Local Agency	Intersections	
SH 55, INT MIDWAY RD, NR NAMPA	Intersection traffic control Intersection traffic control - other	0.639999999999999 Miles	155000	5095000	HSIP (Section 148)	Urban Principal Arterial - Other	13361	55	State Highway Agency	Intersections	
SMA-8323, GREENHURST RD SIGNALS, NAMPA	Intersection traffic control Intersection traffic control - other	1.505 Miles	345547	404547	HSIP (Section 148)	Urban Minor Arterial	10696	0	City of Municipal Highway Agency	Intersections	
STATE, FY16 D6 SIGNALS UPGRADE	Intersection traffic control Intersection traffic control - other	0	2160118	2210118	HSIP (Section 148)	variable functional classifications	0	0	State Highway Agency	Intersections	
US 95, JCT SH 6 TURNBAY, LATAH CO	Roadway Roadway - other	0.714999999999975 Miles	60000	1210000	HSIP (Section 148)	Rural Principal Arterial - Other	4444	60	State Highway Agency	Lane Departure	
SMA-7071, POLE LINE RD; ALAMEDA TO QUINN, POCATELL	Roadway Roadway - other	0.988 Miles	60000	292000	HSIP (Section 148)	Urban Minor Arterial	13967	0	City of Municipal Highway Agency	Lane Departure	
US 20, INTERSECTION IMPROVEME	Roadway Roadway - other	0	90000	710000	HSIP (Section 148)	Urban Principal Arterial - Other	10935	55	State Highway Agency	Intersections	

NTS											
US 95, ELMIRA RD TURNBAY, BONNER CO	Roadway Roadway - other	0.300000000000011 Miles	100000	725000	HSIP (Section 148)	Rural Principal Arterial - Other	7000	60	State Highway Agency	Intersections	
SH 6, FLANNIGAN CR, N & S SH 9 TURNBAYS	Roadway Roadway - other	0.211 Miles	140000	1190000	HSIP (Section 148)	Rural Major Collector	3941	35	State Highway Agency	Intersections	
US 91, INT HANSEN LN, BLACKFOOT	Roadway Roadway - other	0	142000	834000	HSIP (Section 148)	Urban Principal Arterial - Other	4000	55	State Highway Agency	Intersections	
SH 39, TREGO RD, LEFT TURN LANE EB, BINGHAM CO	Roadway Roadway - other	0	325205	656650	HSIP (Section 148)	Urban Principal Arterial - Other	5906	55	State Highway Agency	Intersections	
STP-7316, INT HOLMES AVE & 1ST ST, IDAHO FALLS	Roadway Roadway - other	0	388743	452743	HSIP (Section 148)	Urban Principal Arterial - Other	12000	0	City of Municipal Highway Agency	Intersections	
SH 5, 4TH ST TO JCT SH 3, ST MARIES	Roadway Roadway - other	0.140000000000001 Miles	108088	2318118	HSIP (Section 148)	Rural Minor Arterial	5499	25	State Highway Agency	Intersections	

Progress in Achieving Safety Performance Targets

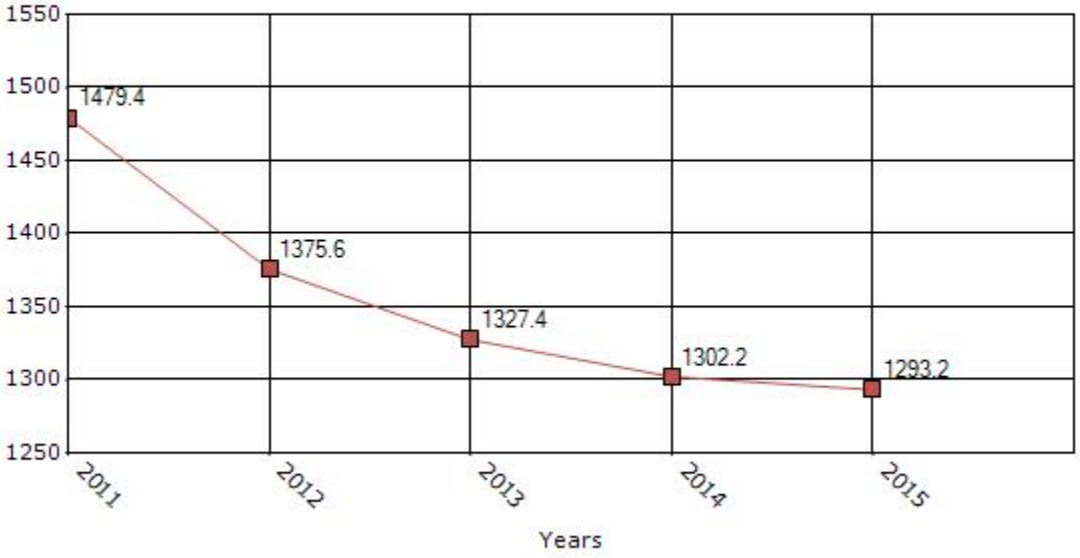
Overview of General Safety Trends

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

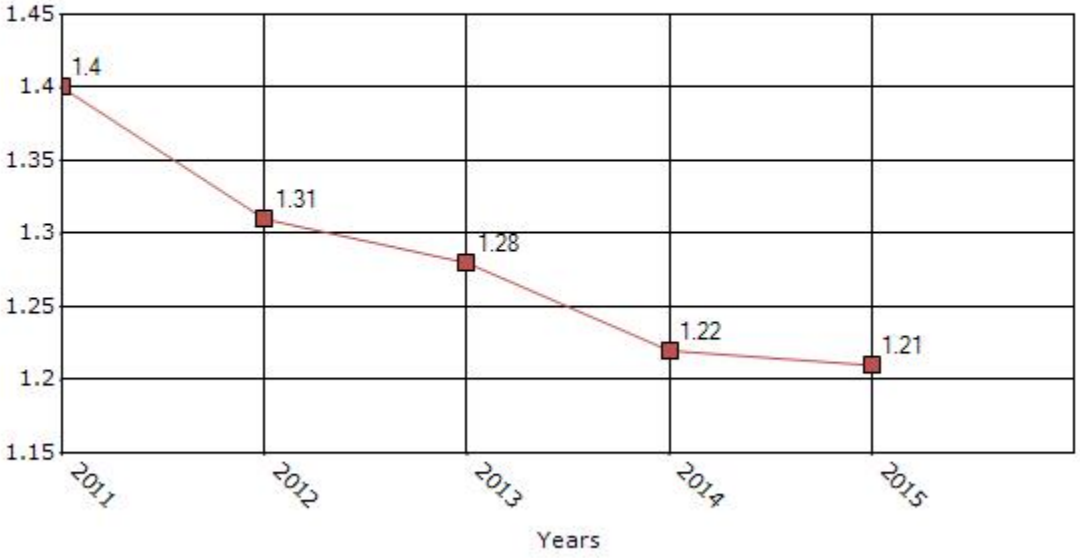
Performance Measures*	2011 (5-yr avg)	2012 (5-yr avg)	2013 (5-yr avg)	2014 (5-yr avg)	2015 (5-yr avg)
Number of fatalities	217.2	203.6	200	192	193.4
Number of serious injuries	1479.4	1375.6	1327.4	1302.2	1293.2
Fatality rate (per HMVMT)	1.4	1.31	1.28	1.22	1.21
Serious injury rate (per HMVMT)	10.07	9.53	8.88	8.5	8.31

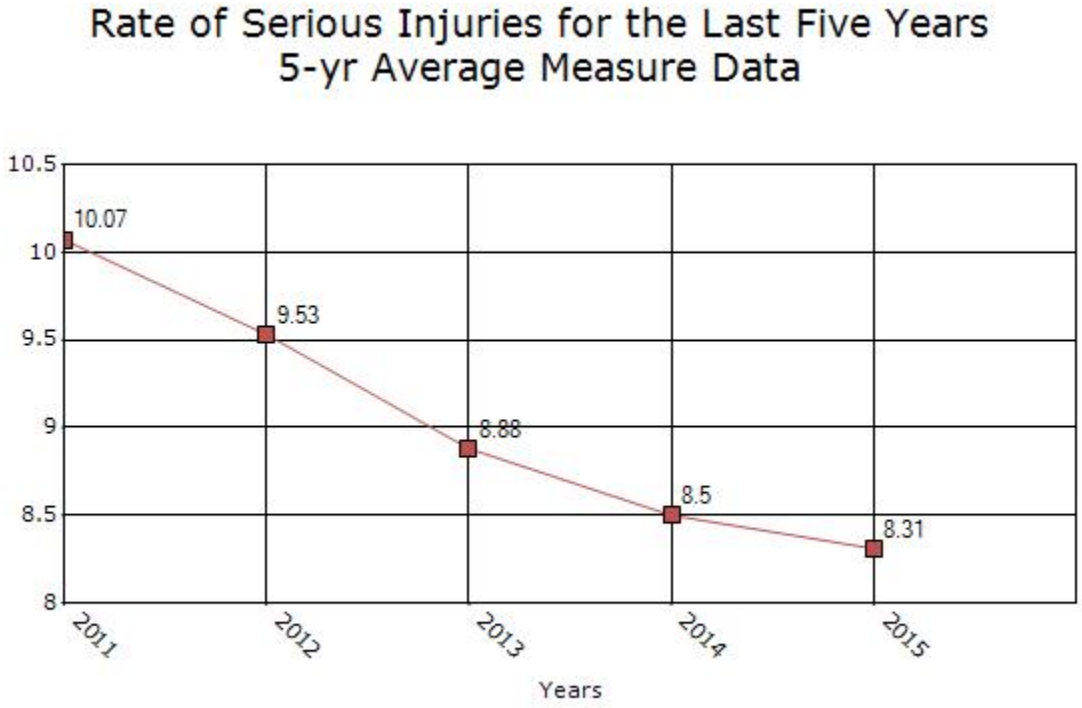
*Performance measure data is presented using a five-year rolling average.

Number of Serious Injuries for the Last Five Years
5-yr Average Measure Data



Rate of Fatalities for the Last Five Years
5-yr Average Measure Data

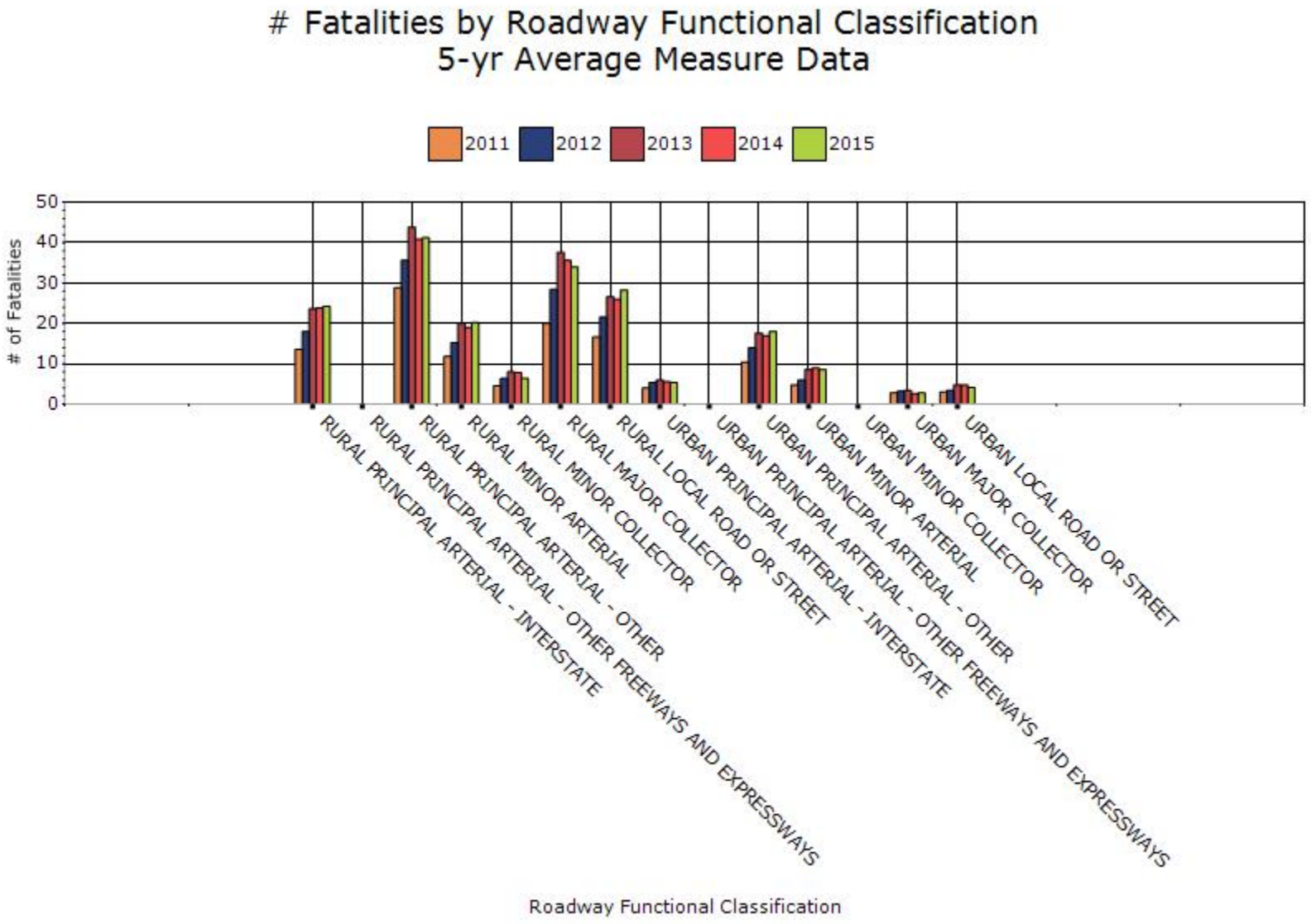


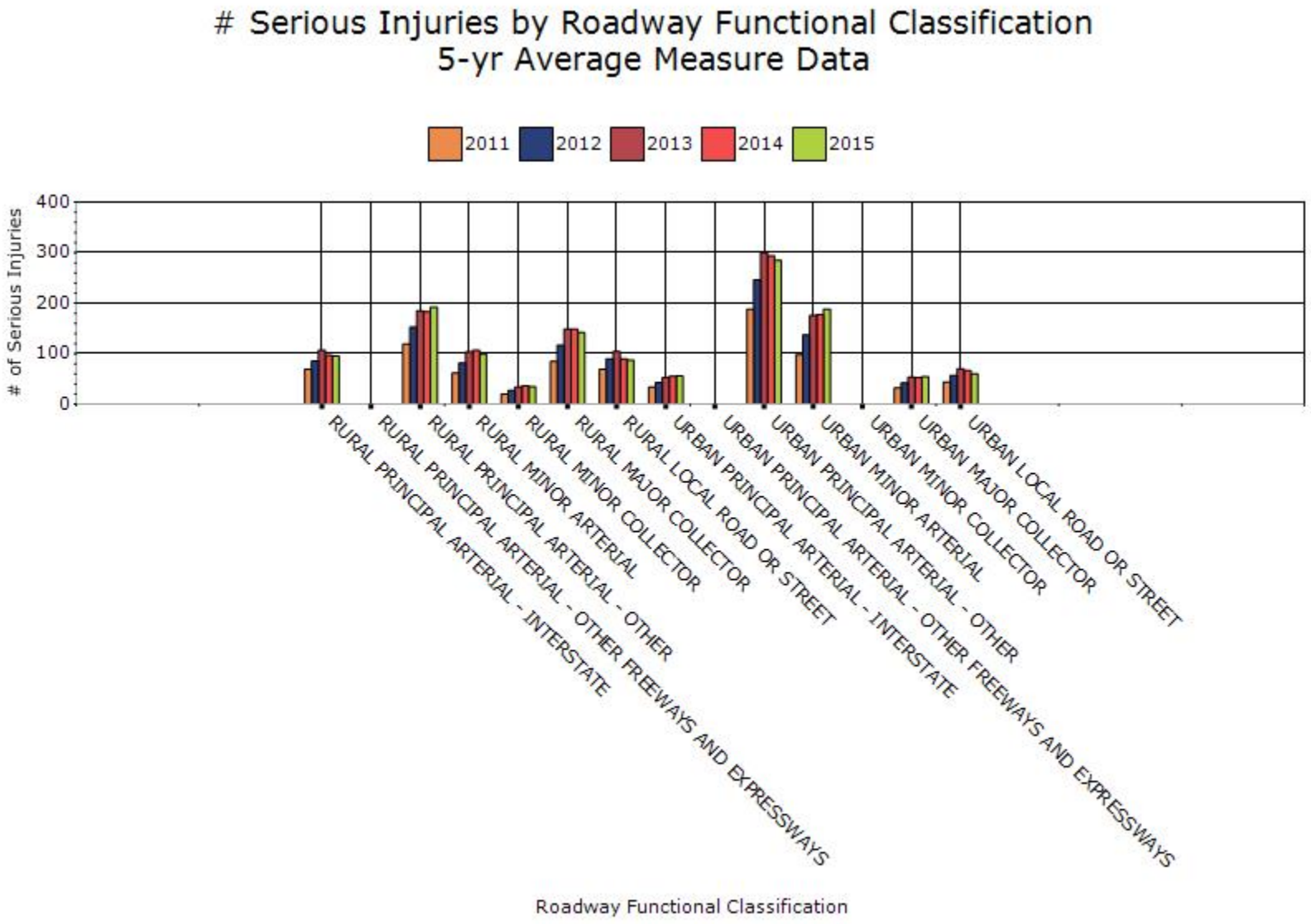

Rate of Serious Injuries for the Last Five Years
5-yr Average Measure Data
10.5
10
9.5
9
8.5
8
10.07
9.53
8.88
8.5
8.31
2011
2012
2013
2014
2015
Years

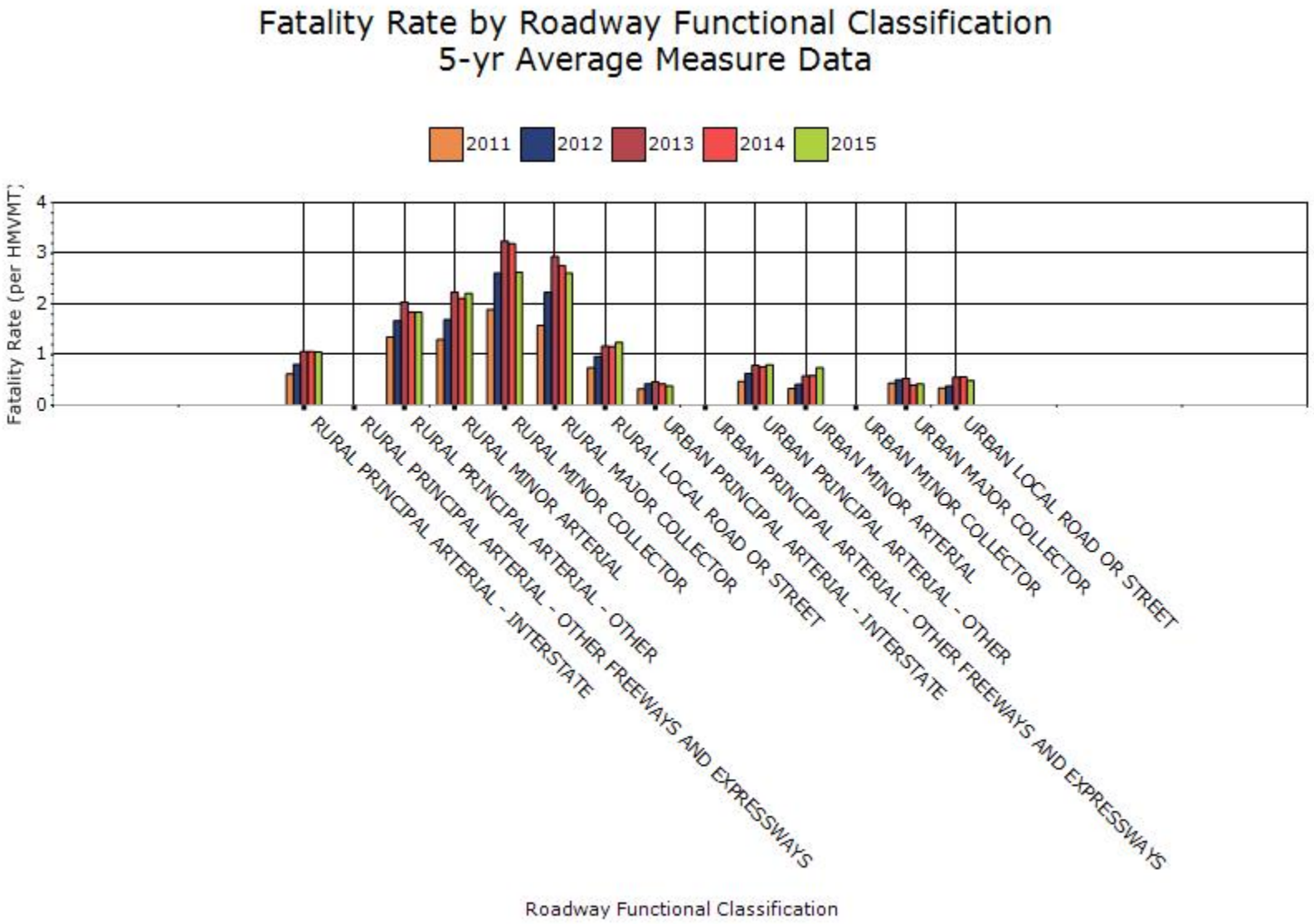
25. To the maximum extent possible, present performance measure data by functional classification and ownership.

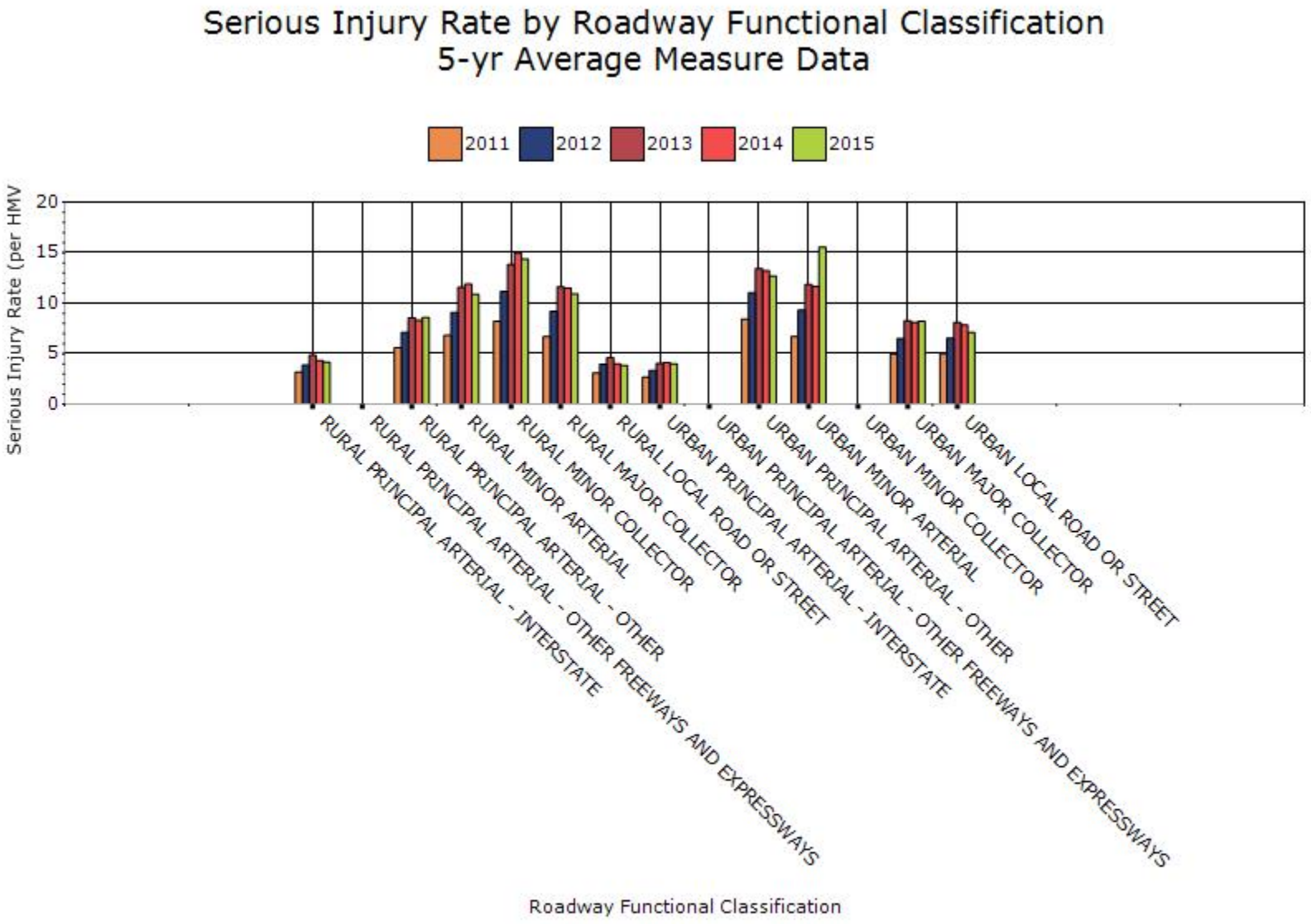
Year - 2015

Function Classification	Number of fatalities (5-yr avg)	Number of serious injuries (5-yr avg)	Fatality rate (per HMVMT) (5-yr avg)	Serious injury rate (per HMVMT) (5-yr avg)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	24.2	95.8	1.05	4.16
RURAL PRINCIPAL ARTERIAL - OTHER	41.2	191.8	1.84	8.59
RURAL MINOR ARTERIAL	20.2	99.2	2.21	10.89
RURAL MINOR COLLECTOR	6.4	34.6	2.63	14.38
RURAL MAJOR COLLECTOR	34	142.2	2.61	10.93
RURAL LOCAL ROAD OR STREET	28.2	87.4	1.24	3.85
URBAN PRINCIPAL ARTERIAL - INTERSTATE	5.4	55.8	0.38	3.99
URBAN PRINCIPAL ARTERIAL - OTHER	18	285	0.8	12.69
URBAN MINOR ARTERIAL	8.6	188	0.74	15.54
URBAN MAJOR COLLECTOR	2.8	54.6	0.42	8.21
URBAN LOCAL ROAD OR STREET	4.2	60.6	0.49	7.11


Fatalities by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Fatalities
50
40
30
20
10
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
Roadway Functional Classification

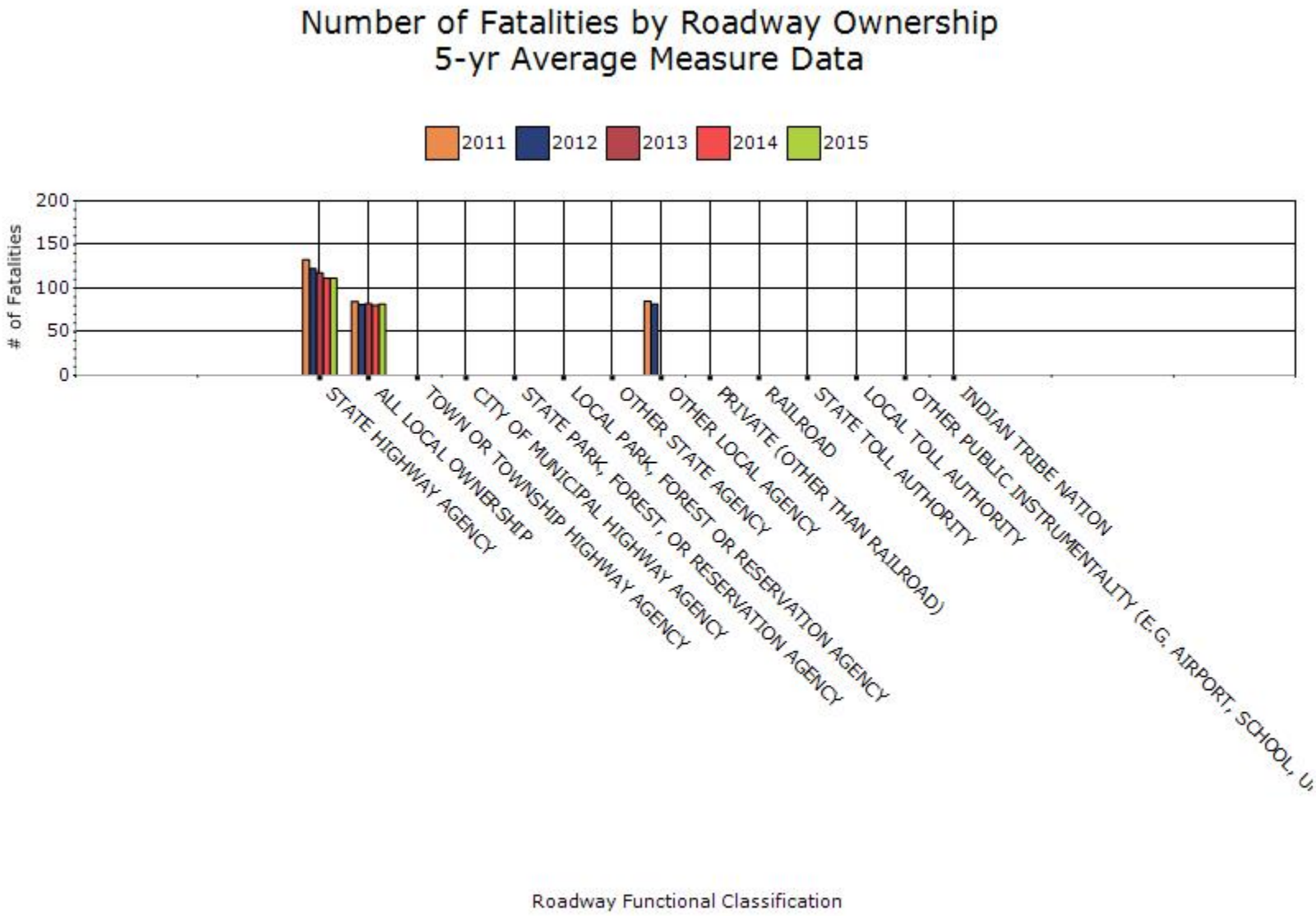

Serious Injuries by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Serious Injuries
400
300
200
100
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
Roadway Functional Classification

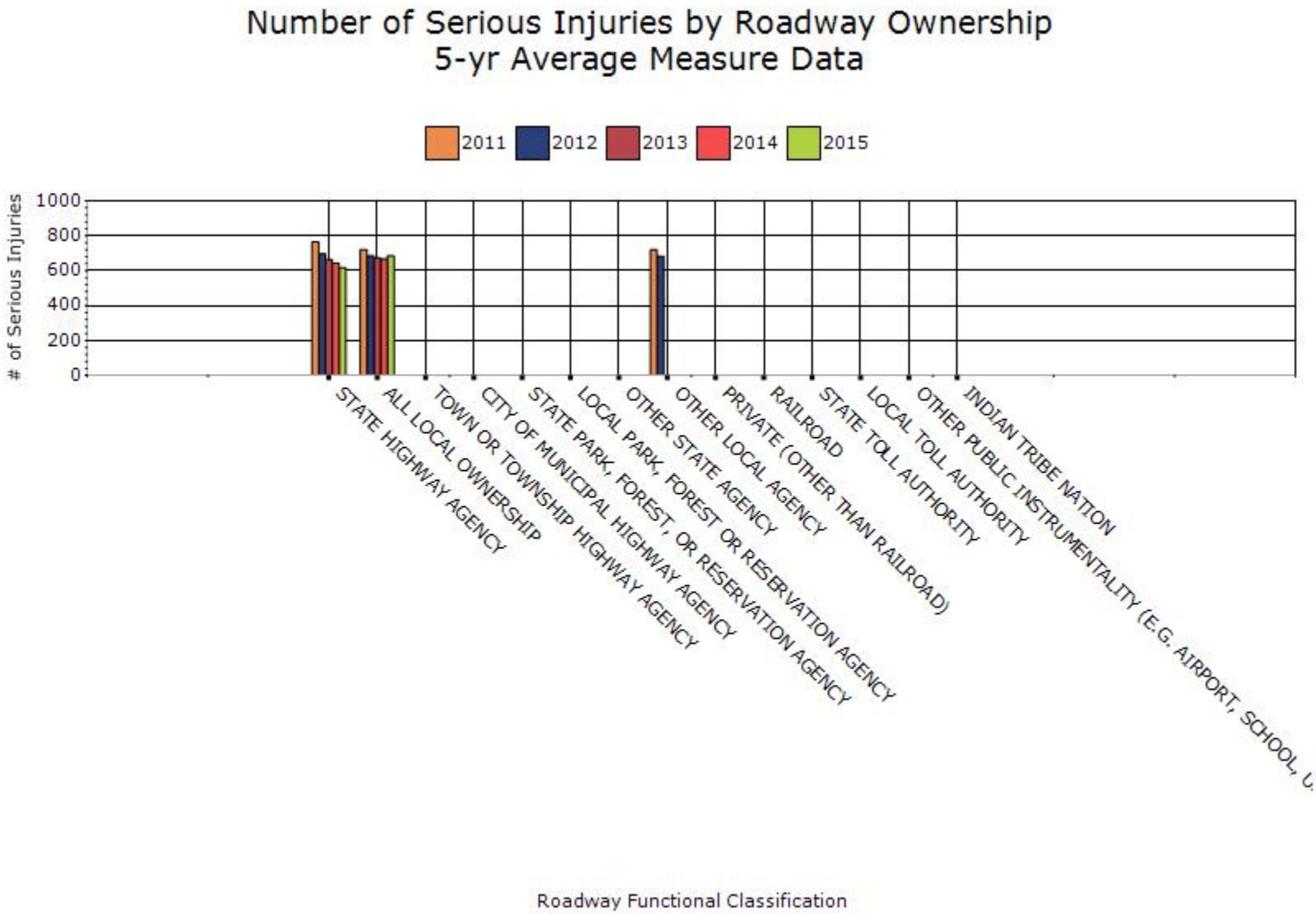

Fatality Rate by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
Fatality Rate (per HMVMT)
0
1
2
3
4
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
Roadway Functional Classification

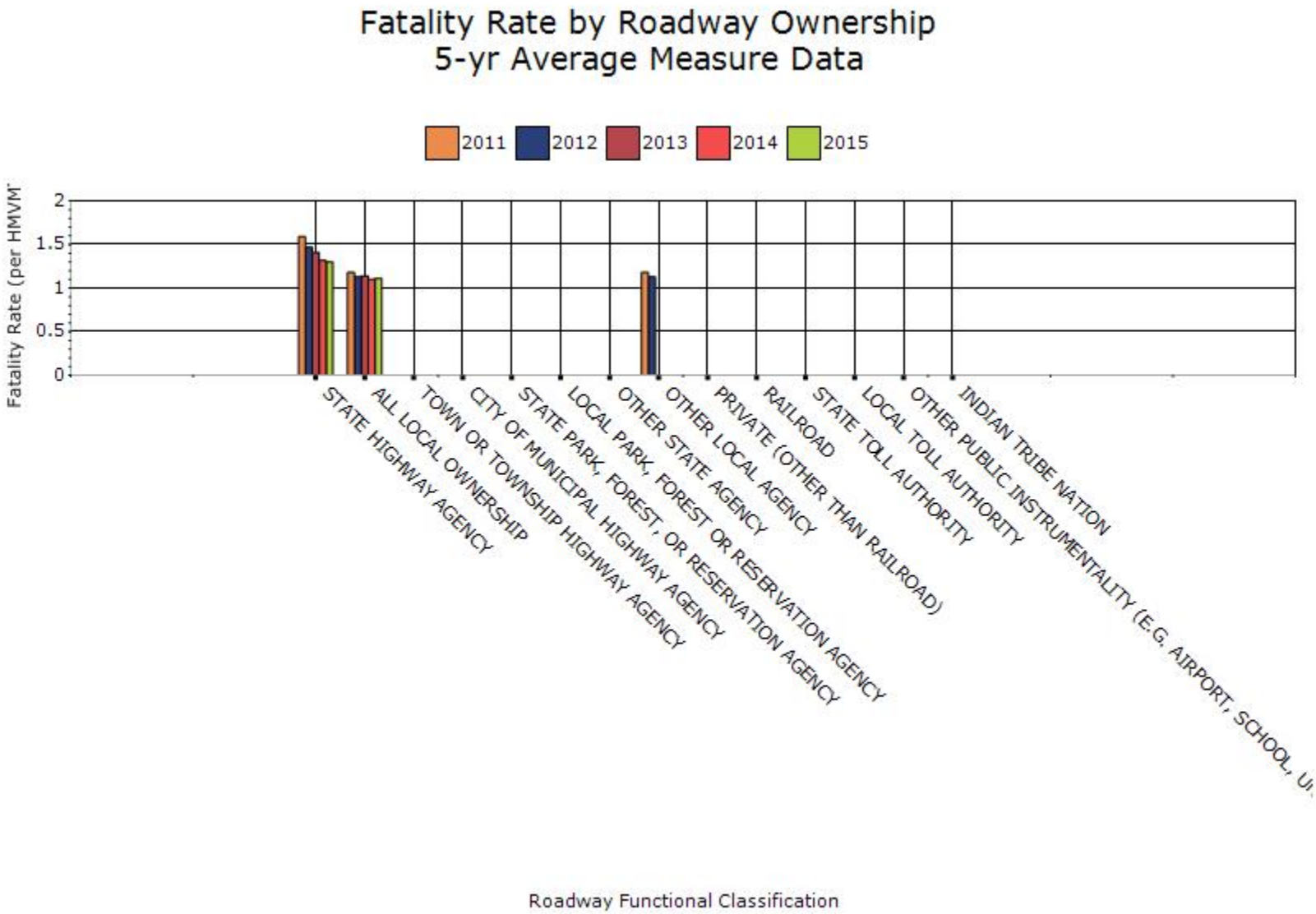

Serious Injury Rate by Roadway Functional Classification
5-yr Average Measure Data
2011
2012
2013
2014
2015
Serious Injury Rate (per HMV
20
15
10
5
0
RURAL PRINCIPAL ARTERIAL - INTERSTATE
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
RURAL PRINCIPAL ARTERIAL - OTHER
RURAL MINOR ARTERIAL
RURAL MINOR COLLECTOR
RURAL MAJOR COLLECTOR
RURAL LOCAL ROAD OR STREET
URBAN PRINCIPAL ARTERIAL - INTERSTATE
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS
URBAN PRINCIPAL ARTERIAL - OTHER
URBAN MINOR ARTERIAL
URBAN MINOR COLLECTOR
URBAN MAJOR COLLECTOR
URBAN LOCAL ROAD OR STREET
Roadway Functional Classification

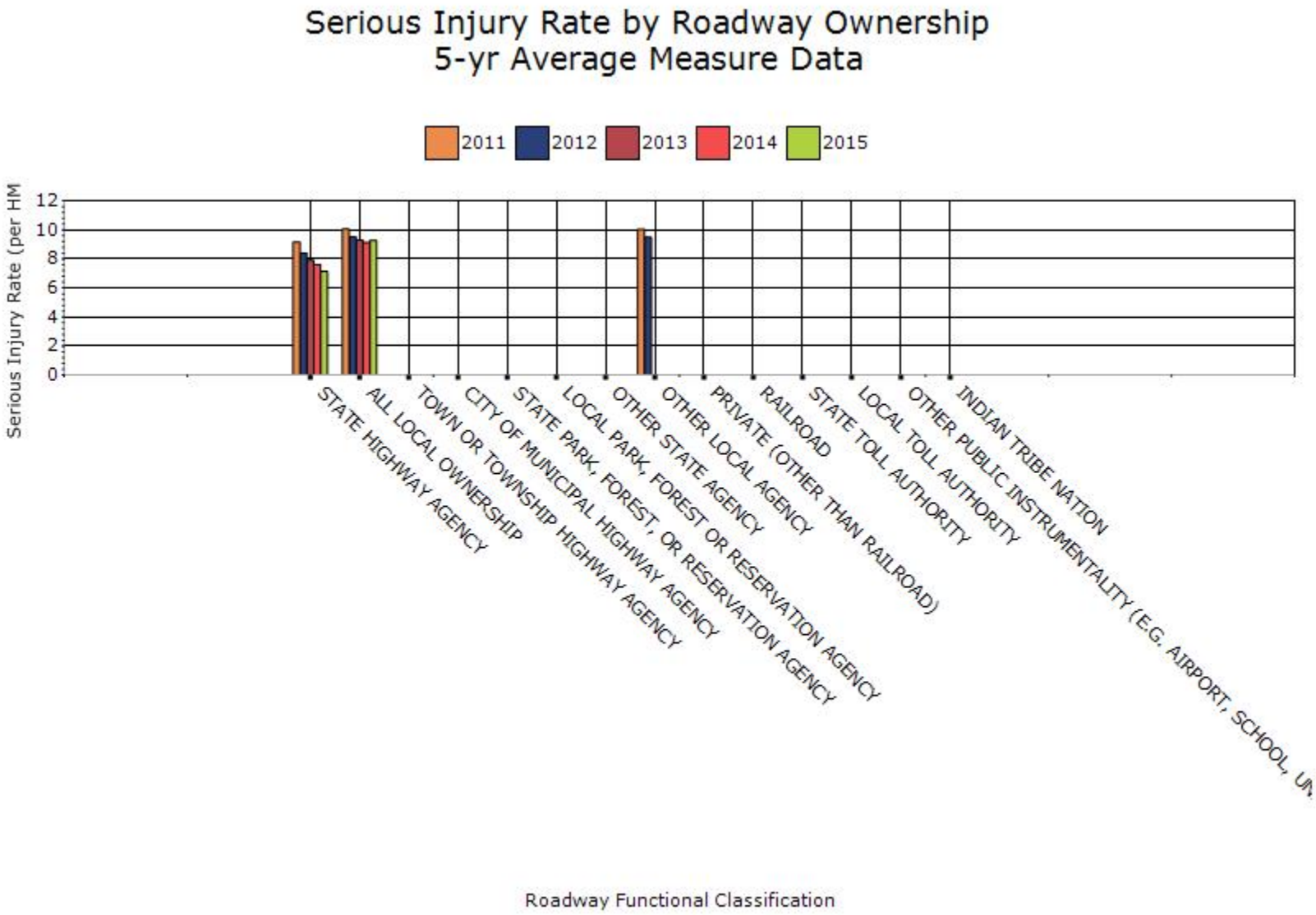
Year - 2015

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	111.6	616.2	1.3	7.16
ALL LOCAL OWNERSHIP	81.8	684.2	1.11	9.27


Number of Fatalities by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Fatalities
200
150
100
50
0
STATE HIGHWAY AGENCY
ALL LOCAL OWNERSHIP
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
STATE PARK, FOREST, OR RESERVATION AGENCY
LOCAL PARK, FOREST OR RESERVATION AGENCY
OTHER STATE AGENCY
OTHER LOCAL AGENCY
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, U
INDIAN TRIBE NATION
Roadway Functional Classification


Number of Serious Injuries by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
# of Serious Injuries
1000
800
600
400
200
0
STATE HIGHWAY AGENCY
ALL LOCAL OWNERSHIP
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
STATE PARK, FOREST, OR RESERVATION AGENCY
LOCAL PARK, FOREST OR RESERVATION AGENCY
OTHER STATE AGENCY
OTHER LOCAL AGENCY
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, U
INDIAN TRIBE NATION
Roadway Functional Classification


Fatality Rate by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
Fatality Rate (per HMVM
2
1.5
1
0.5
0
STATE HIGHWAY AGENCY
ALL LOCAL OWNERSHIP
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
STATE PARK, FOREST, OR RESERVATION AGENCY
LOCAL PARK, FOREST OR RESERVATION AGENCY
OTHER STATE AGENCY
OTHER LOCAL AGENCY
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, U
INDIAN TRIBE NATION
Roadway Functional Classification


Serious Injury Rate by Roadway Ownership
5-yr Average Measure Data
2011
2012
2013
2014
2015
Serious Injury Rate (per HM
12
10
8
6
4
2
0
STATE HIGHWAY AGENCY
ALL LOCAL OWNERSHIP
TOWN OR TOWNSHIP HIGHWAY AGENCY
CITY OF MUNICIPAL HIGHWAY AGENCY
STATE PARK, FOREST, OR RESERVATION AGENCY
LOCAL PARK, FOREST OR RESERVATION AGENCY
OTHER STATE AGENCY
OTHER LOCAL AGENCY
PRIVATE (OTHER THAN RAILROAD)
RAILROAD
STATE TOLL AUTHORITY
LOCAL TOLL AUTHORITY
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UN
INDIAN TRIBE NATION
Roadway Functional Classification

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

Like many states, Idaho is experiencing a slight increase in fatalities and serious injuries. I am sure, in part, it is due to low gas prices and an improved economy. Idaho continues to look for new ways to enhance safety on the roadways through engineering and through changes in behavior.

Application of Special Rules

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

Older Driver Performance Measures	2010 (5-yr avg)	2011 (5-yr avg)	2012 (5-yr avg)	2013 (5-yr avg)	2014 (5-yr avg)
Fatality rate (per capita)	0.2	0.17	0.13	0.12	0.12
Serious injury rate (per capita)	0.68	0.57	0.48	0.46	0.46
Fatality and serious injury rate (per capita)	0.88	0.74	0.61	0.59	0.58

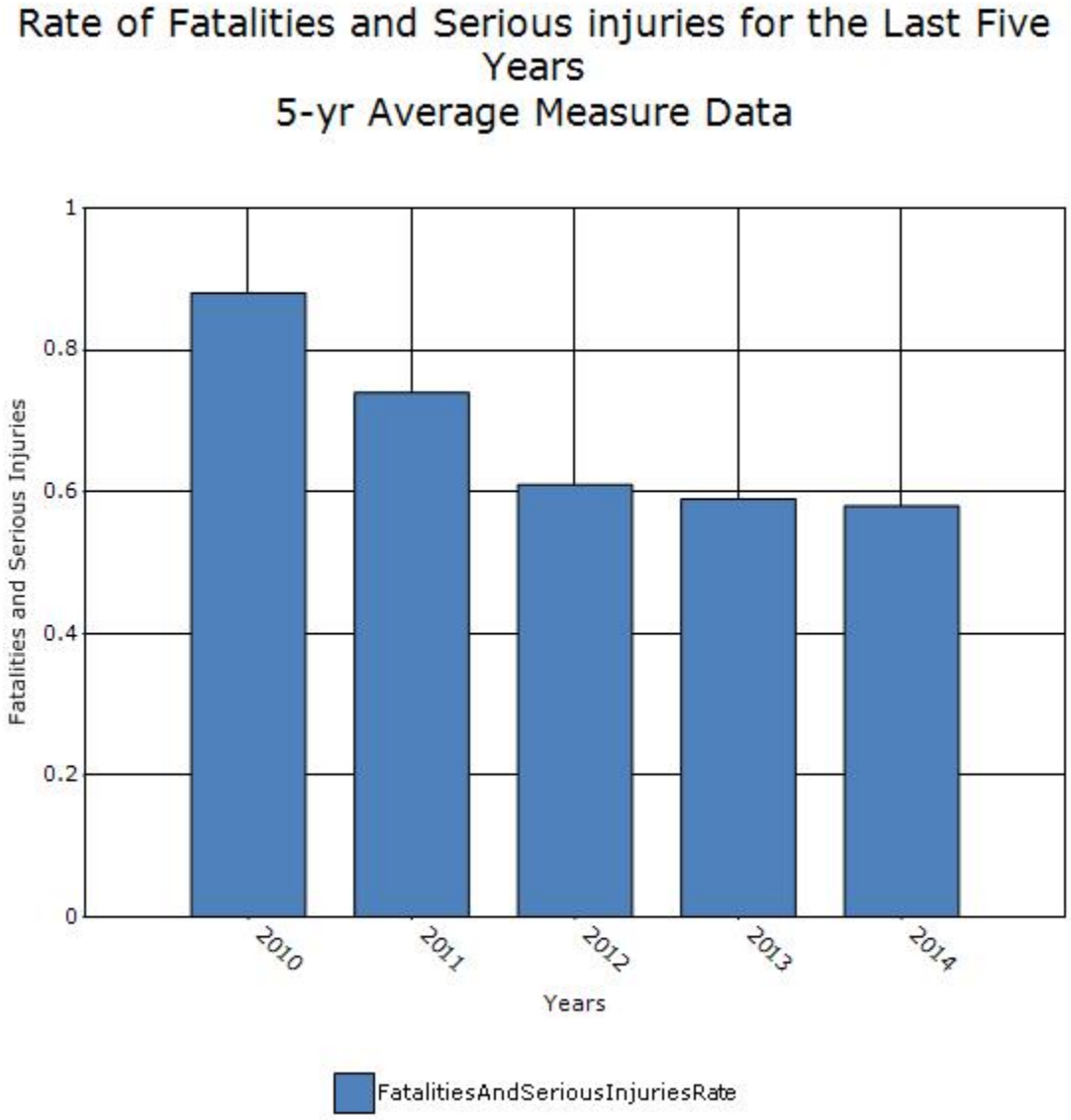
*Performance measure data is presented using a five-year rolling average.

2014

(F+SI 2014 Drivers and Pedestrians 65 years of age and older/2014 Population Figure)+ (F+SI 2013 Drivers and Pedestrians 65 years of age and older/2013 Population Figure*) + (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) / 5

2012

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



28. Does the older driver special rule apply to your state?

No

Assessment of the Effectiveness of the Improvements (Program Evaluation)

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

Other-More collaboration between internal partners and projects moving forward at the local level

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

Other-We have been improving on our benefit/cost ratio worksheet and improving the ease of which the districts submit projects.

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

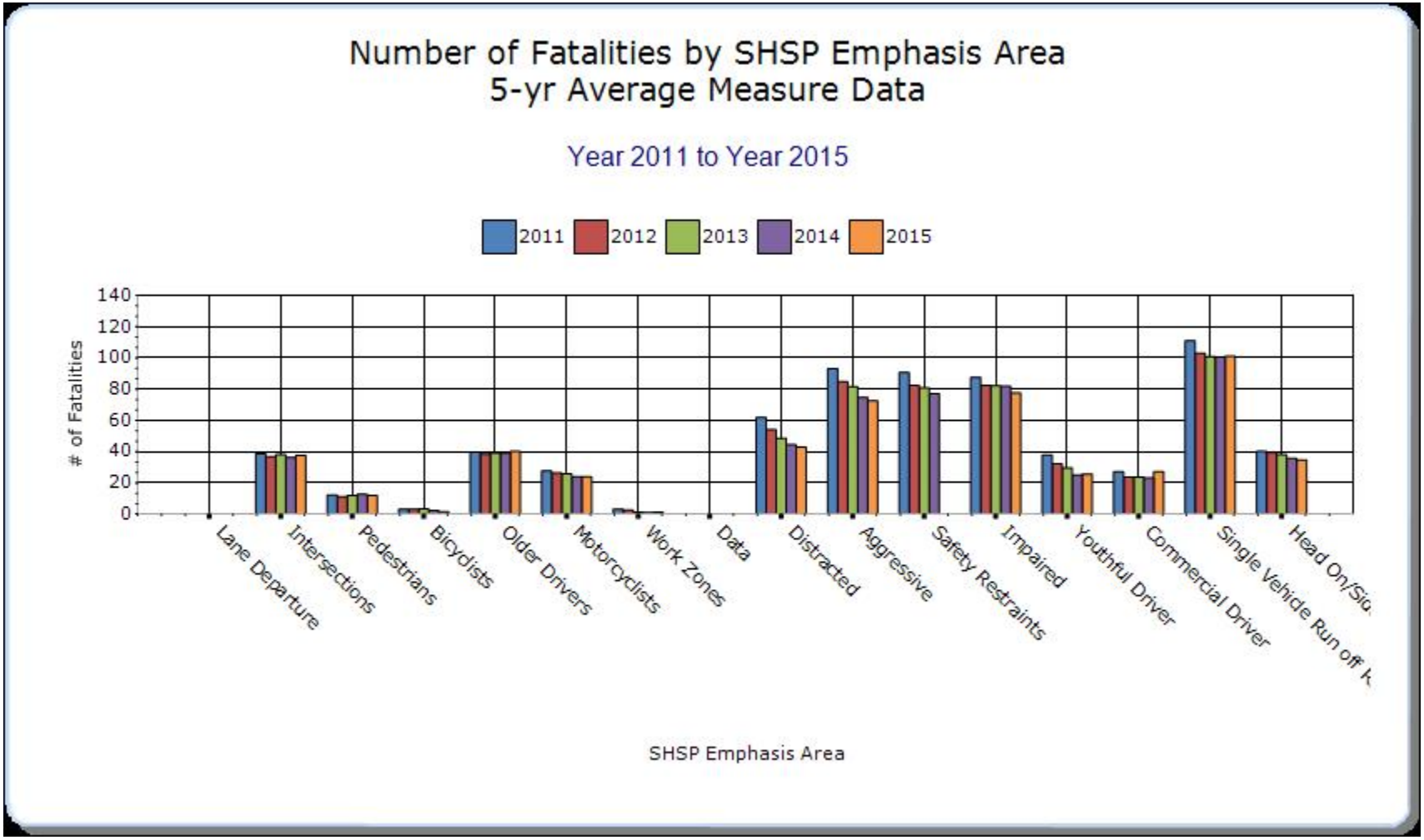
We haven't had any significant program changes. We have been tweaking our process a bit to enhance efficiency. We have a draft of our HSIP planning process a guide to the HSIP. We are also working towards a better evaluation method of those projects previously completed using HSIP funding.

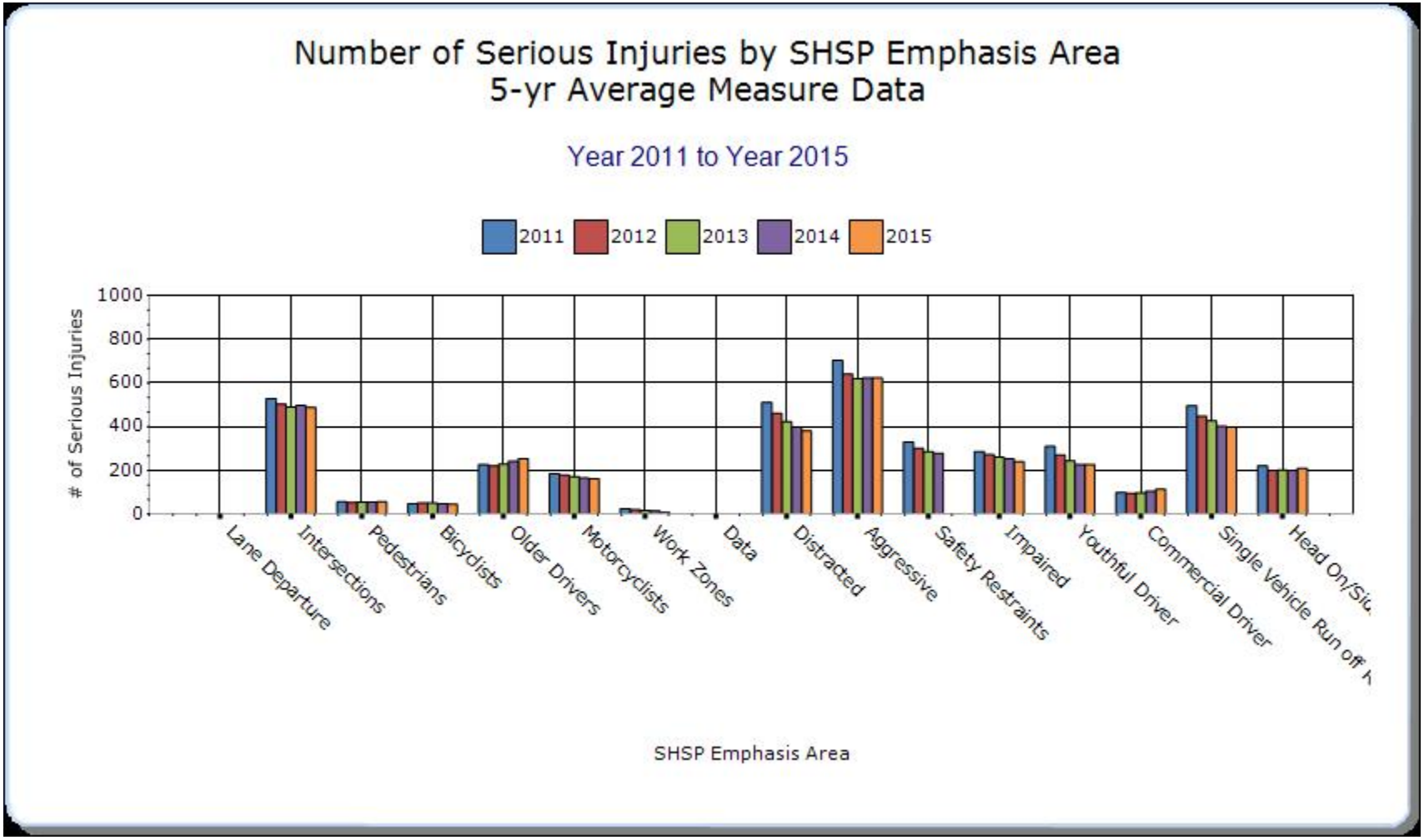
SHSP Emphasis Areas

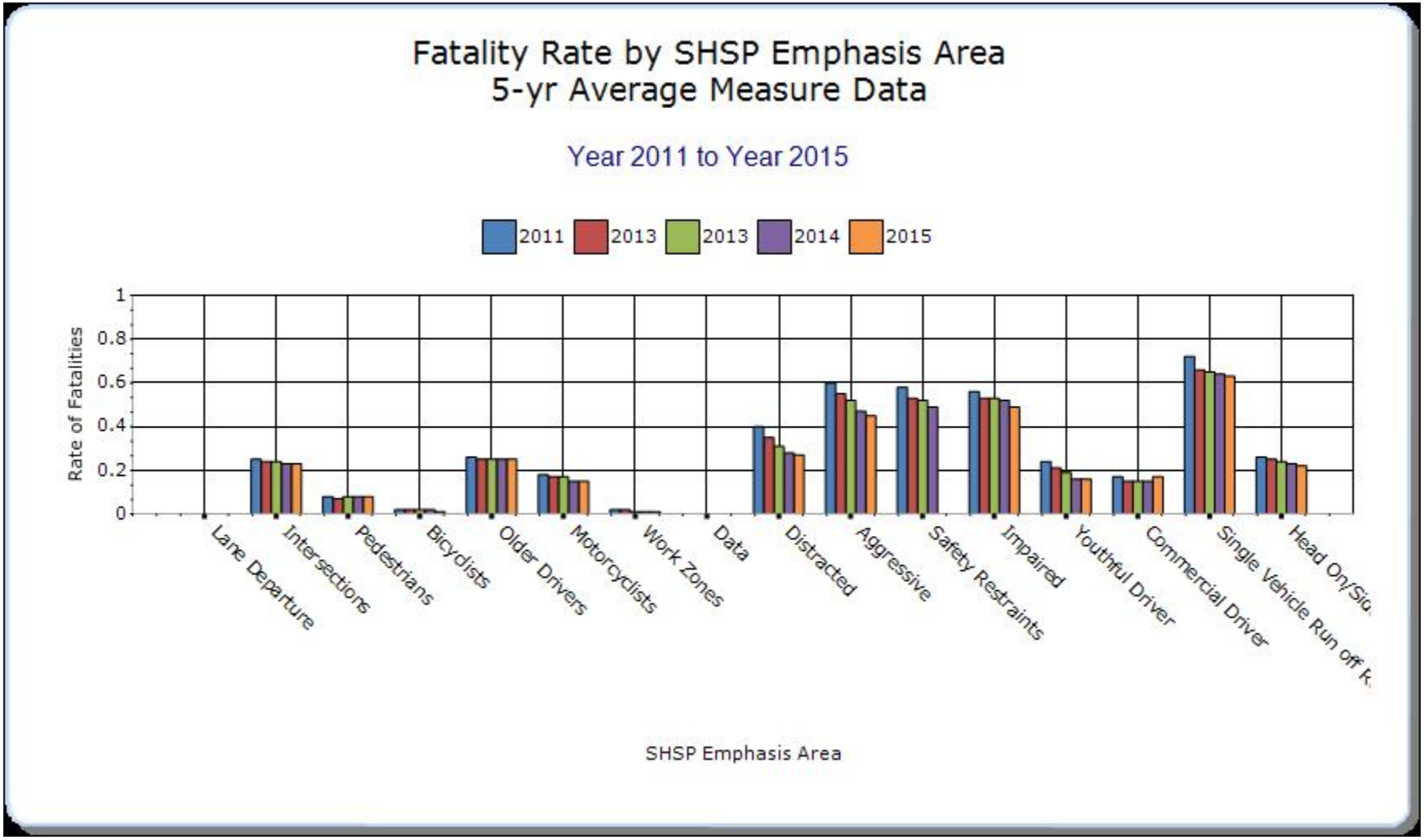
32. Present and describe trends in SHSP emphasis area performance measures.

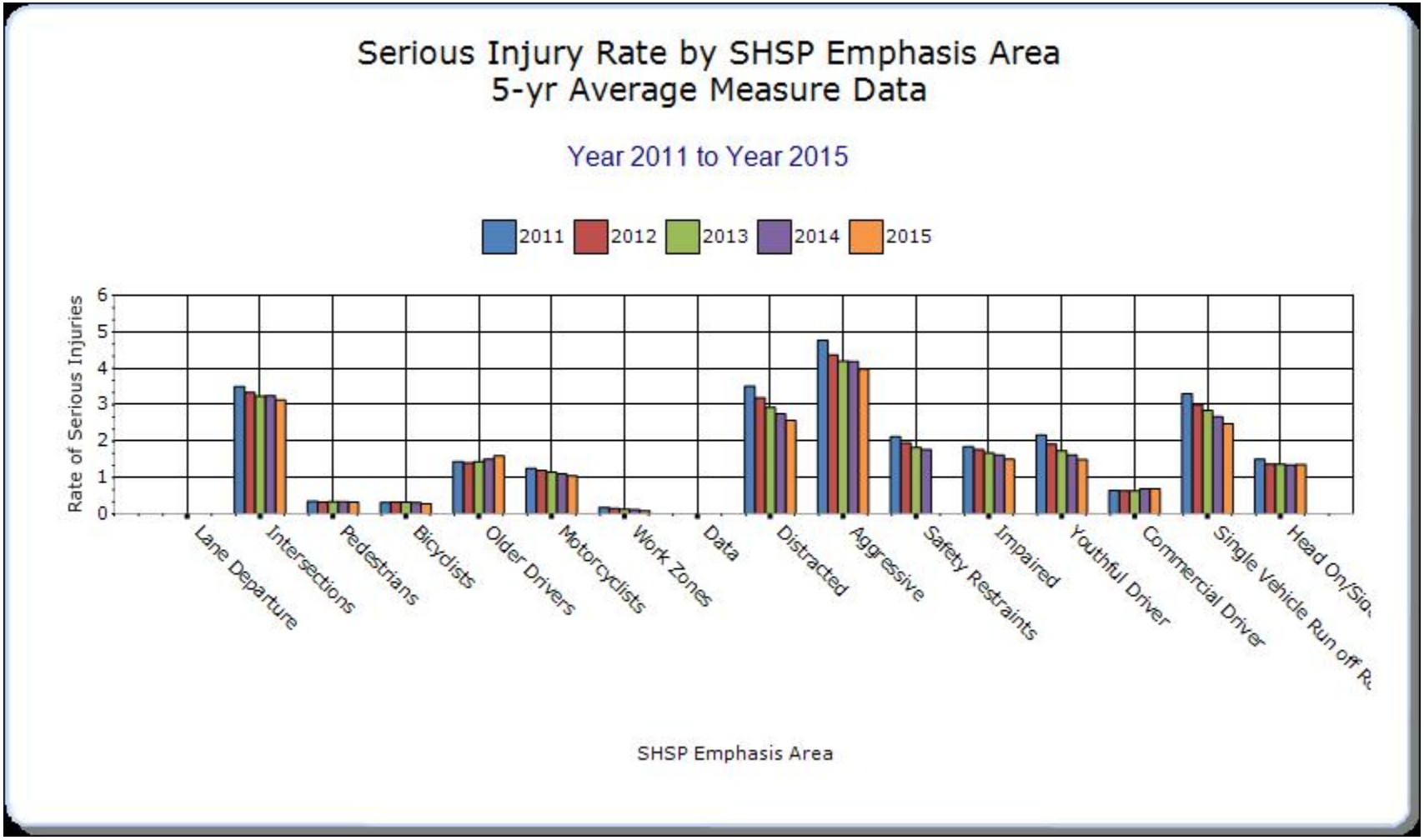
Year - 2015

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities (5-yr avg)	Number of serious injuries (5-yr avg)	Fatality rate (per HMVMT) (5-yr avg)	Serious injury rate (per HMVMT) (5-yr avg)	Other-1 (5-yr avg)	Other-2 (5-yr avg)	Other-3 (5-yr avg)
Intersections		37.6	487.6	0.23	3.13			
Pedestrians		12	56	0.08	0.33			
Bicyclists		1.6	45.2	0.01	0.28			
Older Drivers		40.2	253.2	0.25	1.6			
Motorcyclists		23.8	161.4	0.15	1.05			
Work Zones		1.2	6.6	0.01	0.09			
Distracted		42.8	380.2	0.27	2.57			
Aggressive		72.6	623	0.45	3.98			
Impaired		77.6	240.2	0.49	1.5			
Youthful Driver		25.6	226.2	0.16	1.49			
Commercial Driver		27.2	113.2	0.17	0.69			
Single Vehicle Run off Road		101	398	0.63	2.48			
Head On/Side Swipe Opposite		34.6	208.8	0.22	1.36			


Number of Fatalities by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2012
2013
2014
2015
# of Fatalities
140
120
100
80
60
40
20
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
Distracted
Aggressive
Safety Restraints
Impaired
Youthful Driver
Commercial Driver
Single Vehicle Run off
Head On/Sid
SHSP Emphasis Area


Number of Serious Injuries by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2012
2013
2014
2015
# of Serious Injuries
1000
800
600
400
200
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
Distracted
Aggressive
Safety Restraints
Impaired
Youthful Driver
Commercial Driver
Single Vehicle Run off
Head On/Sid
SHSP Emphasis Area


Fatality Rate by SHSP Emphasis Area
5-yr Average Measure Data
Year 2011 to Year 2015
2011
2013
2013
2014
2015
Rate of Fatalities
1
0.8
0.6
0.4
0.2
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
Distracted
Aggressive
Safety Restraints
Impaired
Youthful Driver
Commercial Driver
Single Vehicle Run off R
Head On/Sid
SHSP Emphasis Area



Groups of similar project types

33. Present the overall effectiveness of HSIP subprograms.

Year - 2015

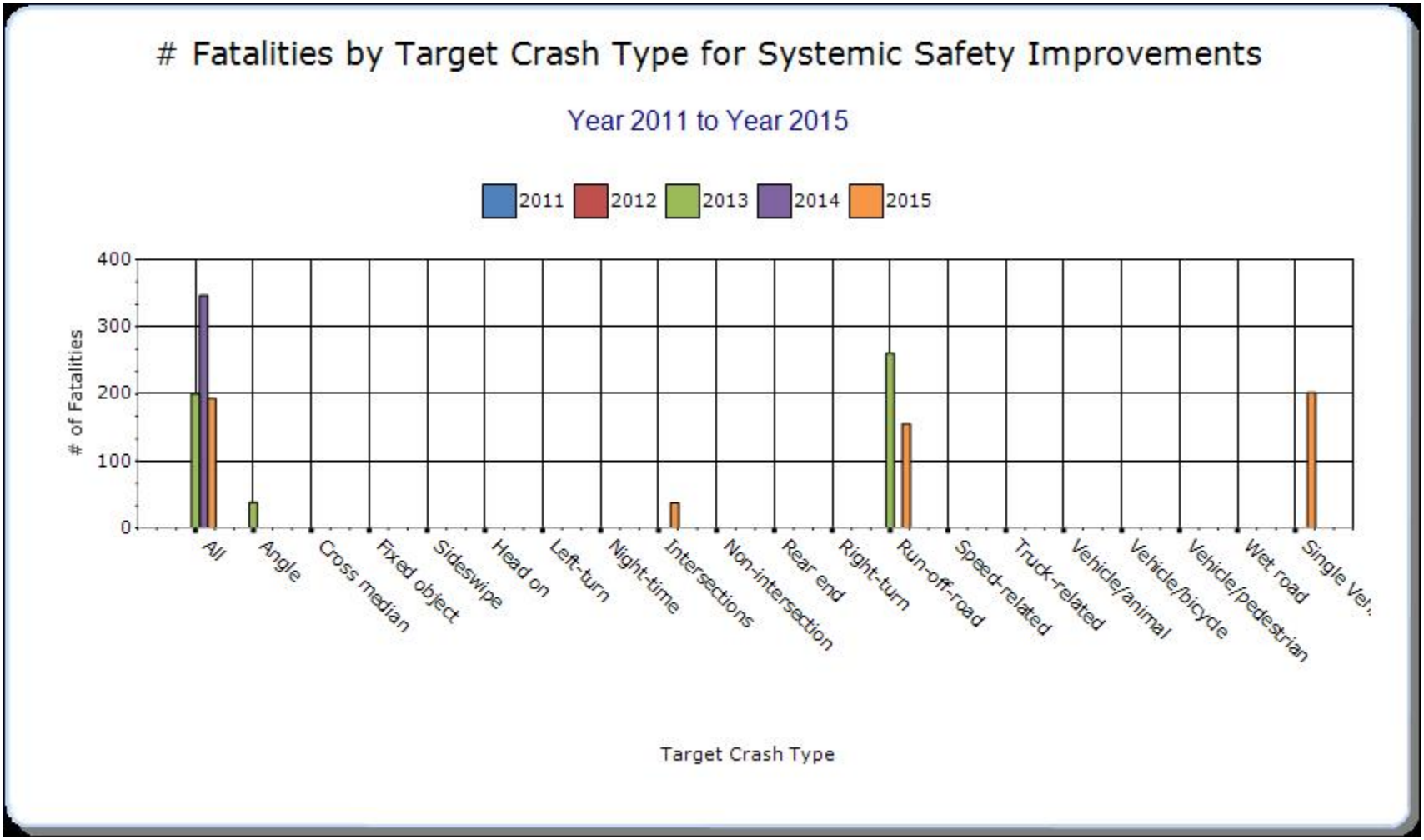
HSIP Sub-program Types	Target Crash Type	Number of fatalities (5-yr avg)	Number of serious injuries (5-yr avg)	Fatality rate (per HMVMT) (5-yr avg)	Serious injury rate (per HMVMT) (5-yr avg)	Other-1 (5-yr avg)	Other-2 (5-yr avg)	Other-3 (5-yr avg)
Other-Highway Safety Corridor		112	637.6	1.3	7.17			

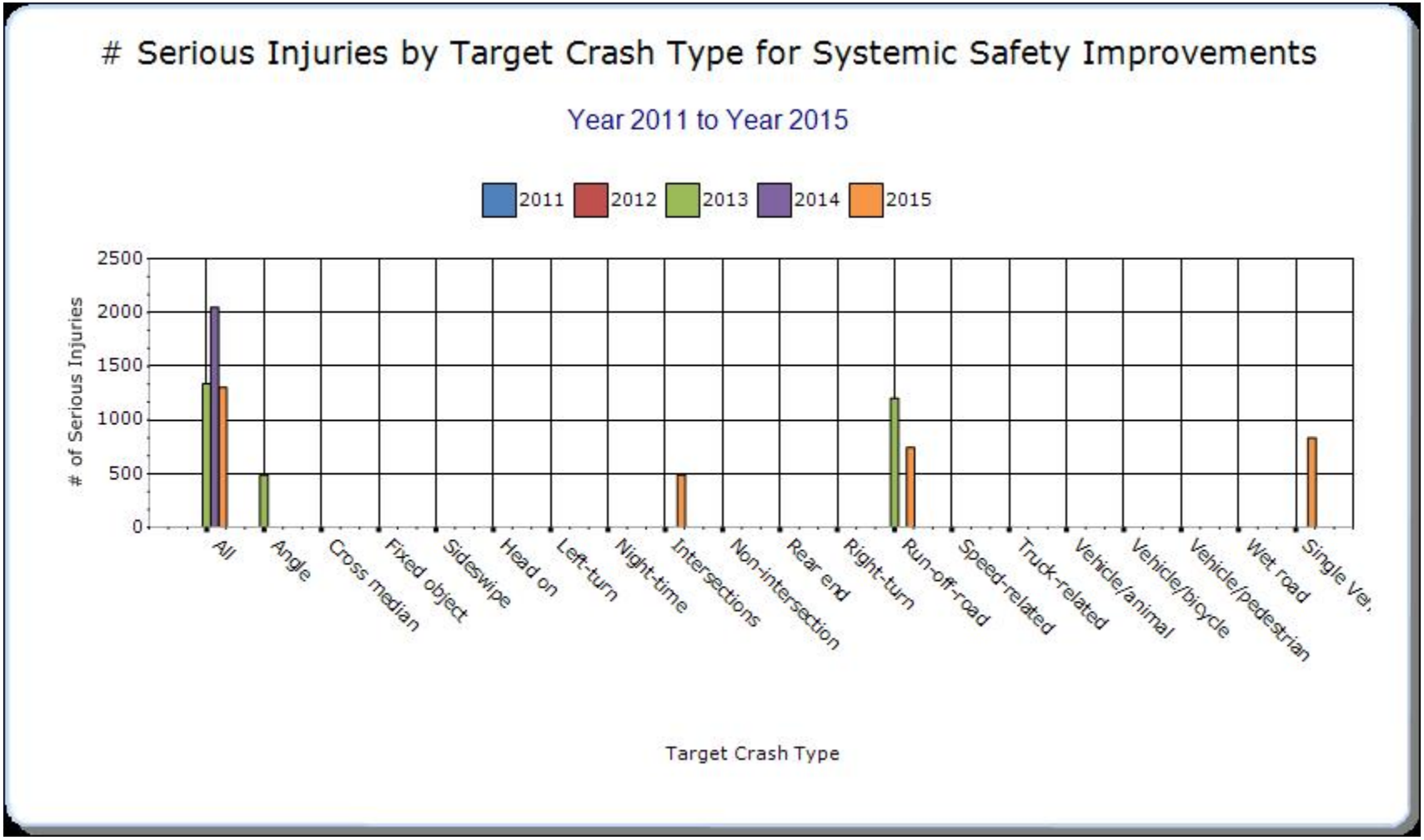
Systemic Treatments

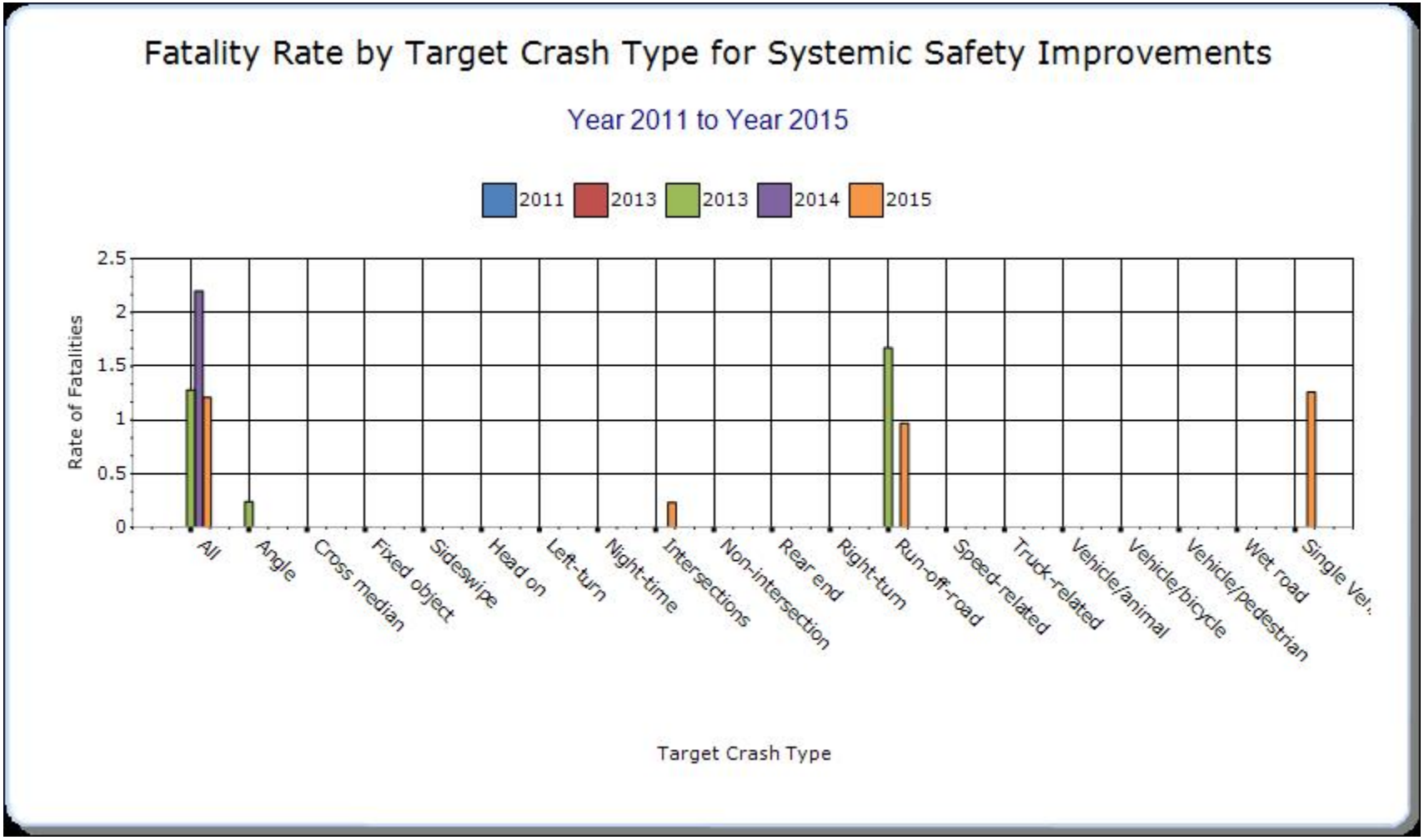
34. Present the overall effectiveness of systemic treatments.

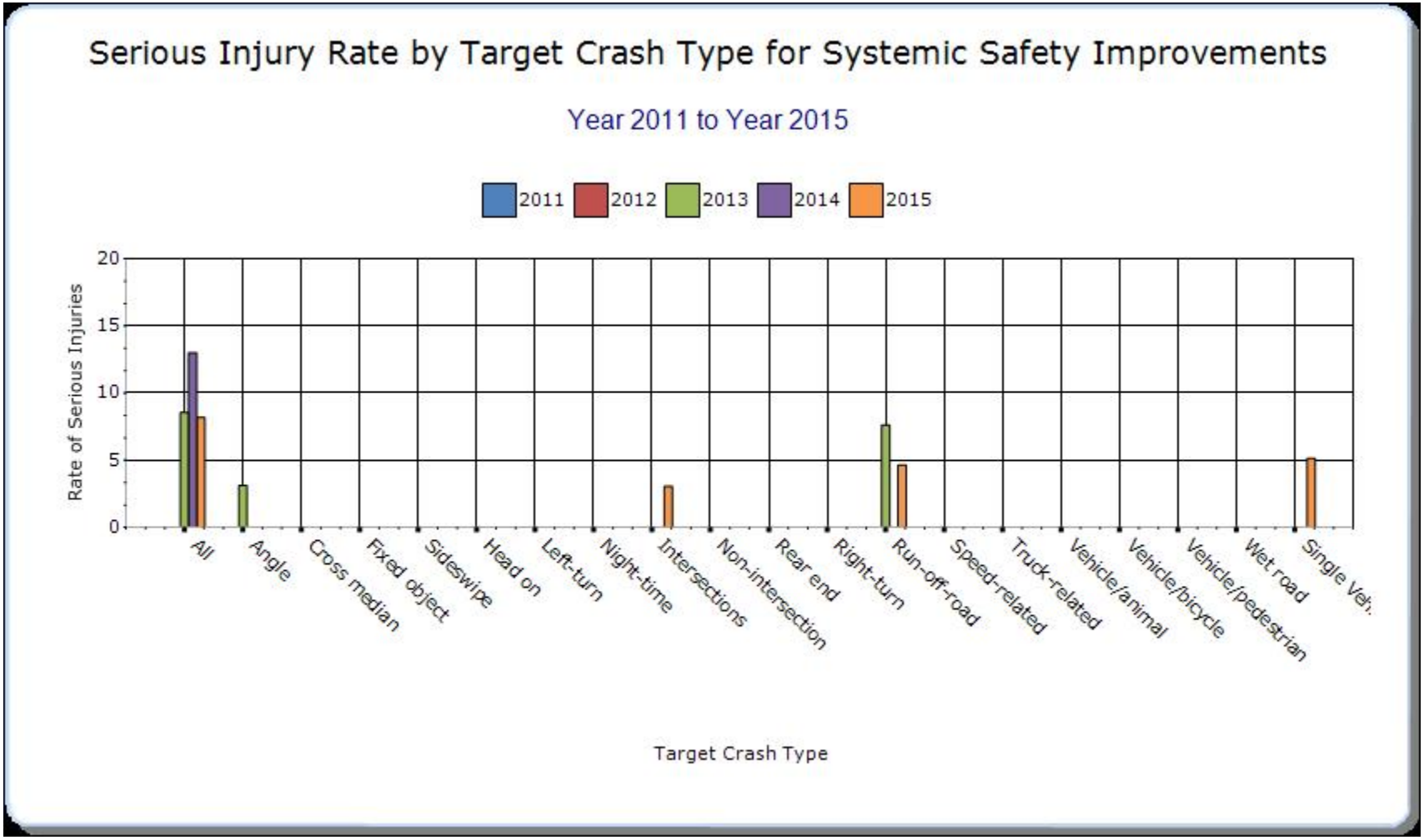
Year - 2015

Systemic improvement	Target Crash Type	Number of fatalities (5-yr avg)	Number of serious injuries (5-yr avg)	Fatality rate (per HMVMT) (5-yr avg)	Serious injury rate (per HMVMT) (5-yr avg)	Other-1 (5-yr avg)	Other-2 (5-yr avg)	Other-3 (5-yr avg)
Install/Improve Signing	All	193.4	1303.8	1.21	8.17			
Add/Upgrade/Modify/Remove Traffic Signal	Intersections	37.6	487.6	0.23	3.05			
Upgrade Guard Rails	Single Vehicle Run Off Road	101.2	424	0.63	2.57			
Rumble Strips	Single Vehicle Run Off Road	101.2	410	0.63	2.57			
Install/Improve Pavement Marking and/or Delineation	Run-off-road	155.8	742.6	0.97	4.64			


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2011 to Year 2015
2011
2012
2013
2014
2015
400
300
200
100
0
# of Fatalities
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Single Ve
Target Crash Type


Serious Injuries by Target Crash Type for Systemic Safety Improvements
Year 2011 to Year 2015
2011
2012
2013
2014
2015
# of Serious Injuries
2500
2000
1500
1000
500
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Single Ve
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2011 to Year 2015
2011
2013
2013
2014
2015
Rate of Fatalities
2.5
2
1.5
1
0.5
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
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 2011 to Year 2015
2011
2012
2013
2014
2015
Rate of Serious Injuries
20
15
10
5
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Single Veh
Target Crash Type

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

Idaho is continuing to move forward on improving the HSIP program. With a stronger focus on ensuring projects are safety related and have a higher cost/benefit ratio will improve the effectiveness of the overall program.

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.
Systematic refers to an approach where an agency deploys countermeasures at all locations across a system.
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.