Highway Safety Improvement Program

Data Driven Decisions

Idaho
Highway Safety Improvement Program
2015 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 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

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.

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-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.

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

☐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: Other-No Changes

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

There is nothing to elaborate on at this time.

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)	13753265	84 %	11673422	93 %
HRRRP (SAFETEA-LU)	1711929	10 %	0	0 %
HRRR Special Rule				
Penalty Transfer - Section 154				
Penalty Transfer – Section 164				
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)				
State and Local Funds				

Other HSIP Safetea-Lu Extension	871841	5 %	837199.33	7 %
Totals	16337035	100%	12510621.33	100%

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

$3,310,166.00

How much funding is obligated to local safety projects?

$3,310,166.00

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

$1,000,000.00

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

$1,000,000.00

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

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

We currently do not have an established process for predicting benefits on projects. In the future, ITD plans to use TREDIS to calculate benefits on projects before they go into the HSIP program. The project data will be analyzed and approved before it is time to obligate funds.

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

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 assisted method. The Highway Safety Corridor Analysis process can take time and resources that are not always available to produce the lists of possible projects to be evaluated. ITD continues 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.

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
SH 5, 4TH ST TO JCT SH 3, ST MARIES	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	250000	1699000	HSIP (Section 148)	Rural Minor Arterial	5507	25	State Highway Agency	Intersections	
SH 41, JCT SH 53 TO JCT US 2, SPIRIT LAKE	Alignment Vertical alignment or elevation change	0	27000	1507000	HSIP (Section 148)	Rural Minor Arterial	0	0	State Highway Agency	Roadway Departure	
I 84, FY15 D3 PAVEMENT STRIPING	Roadway delineation Longitudinal pavement markings - remarking	0	311656	318272	HSIP (Section 148)	variable	0	0	State Highway Agency	Lane Departure	
STATE, FY15 D3 SIGN UPGRADES	Roadway signs and traffic control Sign sheeting - upgrade or replacement	0	158928	198928	HSIP (Section 148)	variable	0	0	State Highway Agency	intersections and lane departure	
I 84, FY15 D4 PAVEMENT	Roadway delineation Longitudinal pavement	0	377335	389335	HSIP (Sectio	variable	0	0	State Highway	Lane Departure	

STRIPING	markings - remarking				n 148)				Agency		
STATE, FY15 D4 GUARDRAIL UPGRADE	Roadside Barrier- metal	0	215257	304257	HSIP (Section 148)	variable	0	0	State Highway Agency	Roadway Departure	
STATE, FY15 D5 PAVEMENT STRIPING	Roadway delineation Longitudinal pavement markings - remarking	0	659730	699730	HSIP (Section 148)	variable	0	0	State Highway Agency	Lane Departure	
I 15, FY15 D6 PAVEMENT STRIPING	Roadway delineation Longitudinal pavement markings - remarking	0	355111	360111	HSIP (Section 148)	variable	0	0	State Highway Agency	Lane Departure	
STATE, FY15 BEHAVORIAL SAFETY	Non-infrastructure Non-infrastructure - other	0	1000000	1000000	HSIP (Section 148)	variable	0	0	State Highway Agency	Impaired, Aggressive, Seatbelt, Youth, Distracted	
US 95, FREEZE RD & BEPLATE RD TURN BAYS, LATAH CO	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	1161100	1391100	HSIP (Section 148)	Rural Principal Arterial - Other	3129	60	State Highway Agency	Intersections	
STATE, FY15 D3 GUARDRAIL	Roadside Barrier- metal	0	153132	193132	HSIP (Sectio	variable	0	0	State Highway	Roadway Departure	

UPGRADE					n 148)				Agency		
US 20, JCT SH 75, TIMMERMAN STUDY	Non-infrastructure Transportation safety planning	0	244157	468427	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	State Highway Agency	intersection	
SH 39, TREGO RD, LEFT TURN LANE EB, BINGHAM CO	Intersection geometry Auxiliary lanes - add left-turn lane	0	10000	399000	HSIP (Section 148)	Urban Principal Arterial - Other	0	0	State Highway Agency	Intersections	
I 90, FY16 D1 GUARDRAIL REPLACEMENT	Roadside Barrier- metal	0	574672	600000	HSIP (Section 148)	variable	0	0	State Highway Agency	Roadway Departure	
STC-4771, CAVENDISH HWY SAFETY IMPR, CLEARWATER CO	Roadside Barrier- metal	0	374000	434000	HSIP (Section 148)	Rural Major Collector	430	0	County Highway Agency	Roadway Departure	
STATE, FY16 D3 GUARDRAIL UPGRADE	Roadside Barrier - other	0	30905	897905	HSIP (Section 148)	variable	0	0	State Highway Agency	Roadway Departure	
SH 55, INT KARCHER RD	Intersection geometry Intersection geometrics -	0	31830	40727	HSIP (Sectio	Rural Principal	15356	55	State Highway	Intersecti	

& INDIANA AVE, CANYON CO	miscellaneous/other/unspecified		0	33	n 148)	Arterial - Other			Agency	ons	
SH 8, MILL RD TURNBAY, LATAH CO	Intersection geometry Auxiliary lanes - miscellaneous/other/unspecified	0	50000	597802	HSIP (Section 148)	Rural Minor Arterial	5202	45	State Highway Agency	Intersections	
US 93, 400 S ROAD, JEROME CO	Roadway Roadway - other	0	422000	754000	HSIP (Section 148)	Rural Principal Arterial - Other	6760	55	State Highway Agency	Lane Departure	
US 95, LAKE RD & GREEN CR RD TURNBAYS, IDAHO CO	Intersection geometry Auxiliary lanes - miscellaneous/other/unspecified	0	35000	300107	HSIP (Section 148)	Rural Principal Arterial - Other	3000	65	State Highway Agency	Intersections	
STC-2722, 4100 N SAFETY IMPR, BUHL HD	Roadway Roadway widening - travel lanes	0	108273	131273	HSIP (Section 148)	Rural Major Collector	1301	0	Other Local Agency	Lane Departure	
STATE, COMMERCIAL WGT/SAFETY COMPLIANCE STATION, PH	Non-infrastructure Non-infrastructure - other	0	868450	1218450	HSIP (Section 148)	Rural Principal Arterial - Other	0	0	State Highway Agency	Commercial	

3											
STATE, FY15 D5 TURNBAYS	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	1428559	1718559	HSIP (Section 148)	variable	0	0	State Highway Agency	Intersections	
SH 53, N PLEASANTVIEW RD TURNBAYS, HAUSER	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	399886	419886	HSIP (Section 148)	Rural Principal Arterial - Other	8471	55	State Highway Agency	Intersections	
I 90, GOVERNMENT WAY UPASS, COEUR D'ALENE	Roadway Roadway widening - travel lanes	0	100000	762500	HSIP (Section 148)	Urban Principal Arterial - Interstate	32249	65	State Highway Agency	Lane Departure	
LOCAL, BONNER CO SAFETY EDGELINE MARKINGS	Roadway delineation Roadway delineation - other	0	165595	167595	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency	Lane Departure	
LOCAL, POST FALLS SIGNAL TIMING	Intersection traffic control Modify traffic signal timing - general retiming	0	36000	36000	HSIP (Section 148)	Urban Local Road or Street	0	0	City of Municipal Highway Agency	Intersections	

SMA-7555, INT MULLAN AVE & IDAHO ST, POST FALLS	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	84609	84609	HSIP (Section 148)	Urban Minor Arterial	16000	0	City of Municipal Highway Agency	Intersections	
STC-5790, BOTTLE BAY RD SAFETY AUDIT, BONNER CO	Non-infrastructure Road safety audits	0	33000	33000	HSIP (Section 148)	Rural Minor Collector	1386	0	County Highway Agency	intersections and lane departure	
STC-5745, E FERNAN LAKE RD SAFETY IMPROVEMENTS	Roadway delineation Longitudinal pavement markings - new	0	60000	249000	HSIP (Section 148)	Rural Minor Collector	447.2805	0	Other Local Agency	Lane Departure	
SH 6, OLD POTLATCH MILL RD TO PRINCETON FLATS	Roadway Roadway widening - travel lanes	0	100000	174000	HSIP (Section 148)	Rural Major Collector	2541	0	State Highway Agency	Lane Departure	
SMA-7384, SIGNALIZED INT SAFETY IMPROVEMENTS, LEWISTON	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	86966	87966	HSIP (Section 148)	Urban Minor Arterial	16000	0	City of Municipal Highway Agency	Intersections	

OFFSYS, WEBB RIDGE RD; WEBB RD TO FLAT IRON RD	Roadway Roadway widening - travel lanes	0	67000	204000	HSIP (Section 148)	Urban Local Road or Street	0	0	County Highway Agency	Lane Departure	
OFFSYS, DENT BRIDGE RD, CLEARWATER CO	Roadside Barrier- metal	0	245602	305602	HSIP (Section 148)	variable	0	0	County Highway Agency	Roadway Departure	
SMA-7384, INT THAIN RD AND GRELLE AVE, LEWISTON	Intersection traffic control Intersection traffic control - other	0	440000	476000	HSIP (Section 148)	Urban Minor Arterial	10000	0	City of Municipal Highway Agency	Intersections	
SH 72, JCT US 30, PAYETTE CO	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	160000	696000	HSIP (Section 148)	Rural Minor Arterial	2550	55	State Highway Agency	Intersections	
LOCAL, ACHD SIGNAL TIMING PLAN UPDATE ON 9 CORRIDORS	Intersection traffic control Modify traffic signal timing - general retiming	0	192000	193000	HSIP (Section 148)	variable	0	0	Other Local Agency	Intersections	
LOCAL, HIGH ACCIDENT WARNING	Roadway signs and traffic control Roadway signs	0	178946	213946	HSIP (Sectio	variable	0	0	Other Local	intersections and	

SIGNS, CANYON HD #4	and traffic control - other				n 148)				Agency	lane departure	
SMA-8353, 16TH AVE SIGNAL TIMING, NAMPA	Intersection traffic control Modify traffic signal timing - general retiming	0	256794	256794	HSIP (Section 148)	Urban Minor Arterial	14152	0	City of Municipal Highway Agency	Intersections	
SMA-8323, GREENHURST RD SIGNALS, NAMPA	Intersection traffic control Intersection traffic control - other	0	59000	398000	HSIP (Section 148)	Urban Minor Arterial	10696	0	City of Municipal Highway Agency	Intersections	
US 93, 200 NORTH RD, JEROME CO	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	5000	684000	HSIP (Section 148)	Rural Principal Arterial - Other	5142	65	State Highway Agency	Intersections	
US 30, E 4000 NORTH RD, TWIN FALLS CO	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	54000	590000	HSIP (Section 148)	Rural Minor Arterial	5344	60	State Highway Agency	Intersections	
STATE, FY18 D4 SIGNAL UPGRADES	Intersection traffic control Modify traffic signal - miscellaneous/other/unspecified	0	5000	866730	HSIP (Section 148)	variable	0	0	State Highway Agency	Intersections	

SMA 36, US 30 & 3900N FLASHING BEACONS, TWIN FALLS CO	Intersection traffic control Intersection flashers - add miscellaneous/other/unspecified	0	33000	34000	HSIP (Section 148)	Rural Minor Arterial	1226	0	Other Local Agency	Intersections	
STC-2810, GANNETT PICABO RD SAFETY AUDIT, BLAINE CO	Non-infrastructure Road safety audits	0	41869	42869	HSIP (Section 148)	Rural Major Collector	1226	0	County Highway Agency	Intersections	
STC-2755, 200 N RD; 500 W TO US 93, JEROME CO	Roadway signs and traffic control Roadway signs and traffic control - other	0	17000	17000	HSIP (Section 148)	Rural Major Collector	328	0	Other Local Agency	intersections and lane departure	
STC-2713, 3700 N RD INTERSECTIONS; US 93 TO KIMBERLY	Roadway signs and traffic control Roadway signs and traffic control - other	0	18000	18000	HSIP (Section 148)	variable	0	0	Other Local Agency	Intersections	
I 15 B, E ALAMEDA RD & YELLOWSTONE AVE	Access management Median crossover - unspecified	0	50000	1312000	HSIP (Section 148)	Rural Principal Arterial - Other	23936	35	State Highway Agency	intersection	

MEDIANS											
US 91, INT HANSEN LN, BLACKFOOT	Intersection geometry Auxiliary lanes - miscellaneous/other/unspecified	0	65000	693000	HSIP (Section 148)	Rural Principal Arterial - Other	4000	55	State Highway Agency	Intersections	
STC-1701, HOLBROOK - STONE RD DELINEATORS, ONEIDA CO	Roadway delineation Longitudinal pavement markings - remarking	0	7000	7000	HSIP (Section 148)	Rural Major Collector	110	0	Other Local Agency	Lane Departure	
OFFSYS, OLD HWY 191; UTAH LN TO DEVIL CR, ONEIDA CO	Roadway delineation Longitudinal pavement markings - new	0	29000	29000	HSIP (Section 148)	Rural Minor Collector	0	0	Other Local Agency	Lane Departure	
STP-7151, INT BENTON ST & 2ND AVE, POCATELLO	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	190000	213000	HSIP (Section 148)	Urban Principal Arterial - Other	15000	0	City of Municipal Highway Agency	Intersections	
STC-1846, CINDER BUTTE CURVES ROAD EDGE, BINGHAM CO	Roadway Pavement surface - miscellaneous	0	25000	236000	HSIP (Section 148)	Rural Major Collector	407	0	County Highway Agency	Lane Departure	

STP-7316, INT HOLMES AVE & 1ST ST, IDAHO FALLS	Intersection geometry Auxiliary lanes - miscellaneous/other/unspecified	0	64000	434000	HSIP (Section 148)	Urban Principal Arterial - Other	12500	0	City of Municipal Highway Agency	Intersections	
SMA-7406, 17TH ST SAFETY AUDIT, IDAHO FALLS	Non-infrastructure Road safety audits	0	83000	83000	HSIP (Section 148)	Urban Minor Collector	26187	0	City of Municipal Highway Agency	intersections and lane departure	
OFFSYS, S BATES RD WARNING SIGNS	Roadway signs and traffic control Roadway signs and traffic control - other	0	15000	15000	HSIP (Section 148)	Rural Local Road or Street	0	0	County Highway Agency	intersections and lane departure	
OFFSYS, SNAKE RV RD GUARDRAIL, MADISON CO	Roadside Barrier - concrete	0	82710	85710	HSIP (Section 148)	variable	0	0	County Highway Agency	Roadway Departure	
STP-7343, CHERRY LN; N LINDER TO N MERIDIAN RD LIGHTING	Lighting Continuous roadway lighting	0	74000	514000	HSIP (Section 148)	Rural Principal Arterial - Other	20517	0	Other Local Agency	Lane Departure	
OFFSYS, E CANYON RD GUARDRAIL,	Roadside Barrier- metal	0	48000	323000	HSIP (Section 148)	Rural Minor Collector	572	0	Other Local Agency	Roadway Departure	

EASTSIDE HD #3											
STC-7571, MERKLEY & TANNER LN INT IMPROVEMENTS	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	55000	203000	HSIP (Section 148)	Urban Minor Collector	1700	0	County Highway Agency	Intersections	
US 93, 200 SOUTH RD, JEROME CO	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	500000	729500	HSIP (Section 148)	Rural Principal Arterial - Other	6208	55	State Highway Agency	Intersections	
I 15, OSGOOD RAMP EXT, BONNEVILLE CO	Interchange design Extend existing lane on ramp	0	100000	700000	HSIP (Section 148)	Rural Principal Arterial - Interstate	5000	75	State Highway Agency	Lane Departure	
SMA-7276, SOUTH BLVD CORRIDOR RRFB LIGHT, IDAHO FALLS	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	0	30000	148000	HSIP (Section 148)	Urban Minor Arterial	7625	0	City of Municipal Highway Agency	Pedestrians	
STC-5810, COW CR RD GUARDRAIL, BOUNDARY	Roadside Barrier- metal	0	27000	121000	HSIP (Section 148)	Rural Major Collector	465	0	County Highway Agency	Roadway Departure	

CO											
SH 16, INT BEACON LIGHT RD	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	119000	111900	HSIP (Section 148)	Rural Principal Arterial - Other	7992	65	State Highway Agency	Intersections	
STC-4771, SOUTHWICK & COYOTE GRADE GRDRL, NEZ PERCE CO	Roadside Barrier- metal	0	150000	338000	HSIP (Section 148)	Rural Major Collector	430	0	County Highway Agency	Roadway Departure	
US 95, ELMIRA RD TURNBAY, BONNER CO	Intersection geometry Auxiliary lanes - miscellaneous/other/unspecified	0	60000	625000	HSIP (Section 148)	Rural Principal Arterial - Other	1600	65	State Highway Agency	Intersections	
SH 25, INT BASE LINE RD, MINIDOKA CO	Intersection geometry Intersection geometrics - miscellaneous/other/unspecified	0	63318	330318	HSIP (Section 148)	Rural Major Collector	1727	55	State Highway Agency	Intersections	
SH 6, FLANNIGAN CR, N SH-9 & S SH-9 TURNBAYS	Intersection geometry Auxiliary lanes - miscellaneous/other/unspecified	0	40000	112000	HSIP (Section 148)	variable	0	0	State Highway Agency	Intersections	

SMA-7086, INT BELLIN & GRANDVIEW ELEVATION, IDAHO FALLS	Alignment Vertical alignment or elevation change	0	47000	123000	HSIP (Section 148)	Urban Minor Arterial	5000	0	City of Municipal Highway Agency	Lane Departure	
US 95, WINDFALL PASS CURVE, BENEWAH CO	Alignment Horizontal and vertical alignment	0	200000	388500	HSIP (Section 148)	Rural Principal Arterial - Other	2815	60	State Highway Agency	Lane Departure	
STC-4715, CLEAR CR RD GUARDRAIL, IDAHO CO	Roadside Barrier- metal	0	51000	310000	HSIP (Section 148)	Rural Major Collector	93	0	County Highway Agency	Roadway Departure	
SH 48, 4000E/4100E INTERSECTIONS IMP	Intersection geometry Auxiliary lanes - miscellaneous/other/unspecified	0	100000	600000	HSIP (Section 148)	Rural Major Collector	3864	55	State Highway Agency	Intersections	
SMA-7166, LOMAX & F ST FLASHING STOP SIGNS, IDAHO FALLS	Intersection traffic control Intersection flashers - add stop sign-mounted	0	23000	149000	HSIP (Section 148)	Urban Minor Arterial and Urban Collector	5490	0	City of Municipal Highway Agency	Intersections	
US 30, N 400 TO PARKE	Intersection geometry Intersection geometrics -	0	471000	641300	HSIP (Sectio	Rural Minor	3248	65	State Highway	Intersections	

AVE, BURLEY	miscellaneous/other/unspecified				n 148)	Arterial			Agency		
STC-2765, BOB BARTON RD & 100S RD SFTY IMP, JEROME HD	Miscellaneous	0	4000	55000	HSIP (Section 148)	Rural Major Collector	1674	0	Other Local Agency	Intersections	
STC-7874, N POLK ST SAFETY IMPR PHASE 2, MOSCOW	Pedestrians and bicyclists Install sidewalk	0	145603	145603	HSIP (Section 148)	Urban Minor Collector	1800	0	City of Municipal Highway Agency	Pedestrians	

Progress in Achieving Safety Performance Targets

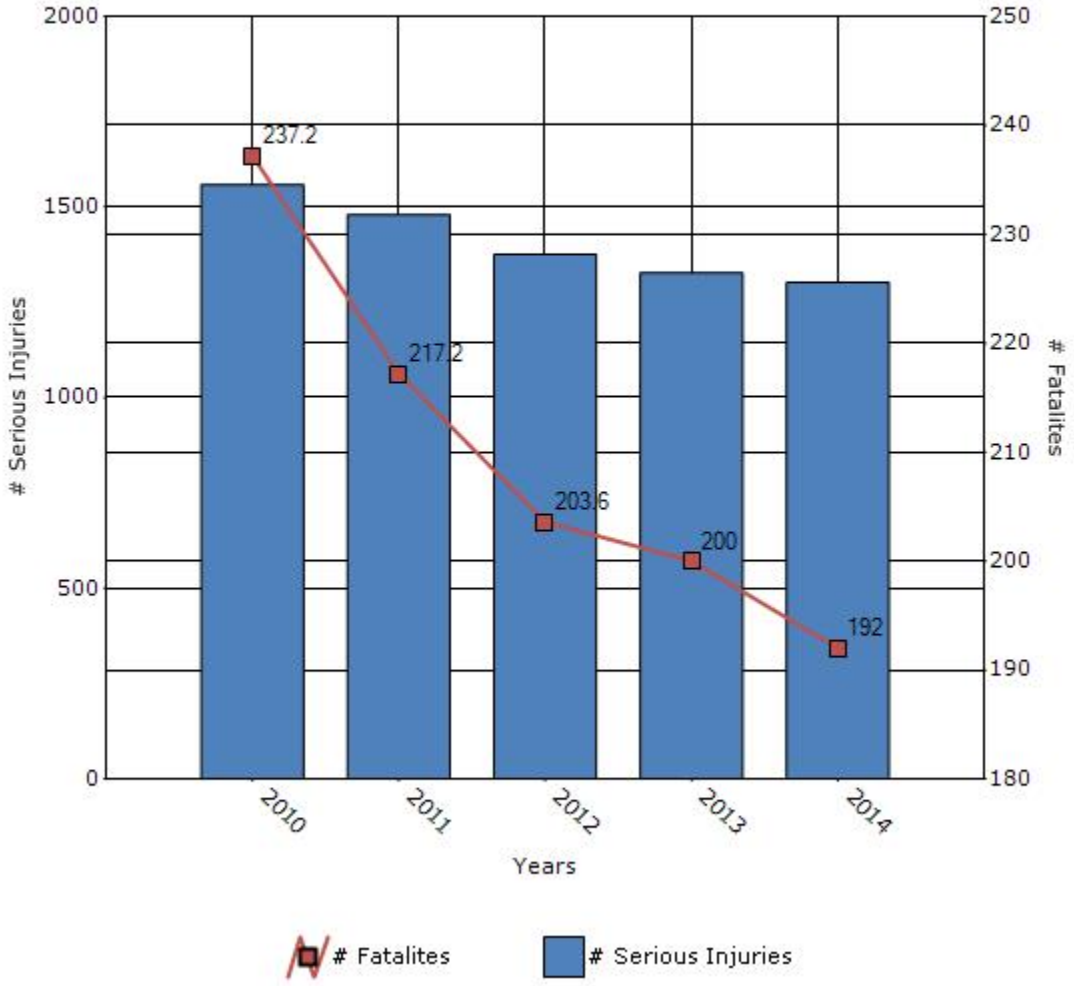
Overview of General Safety Trends

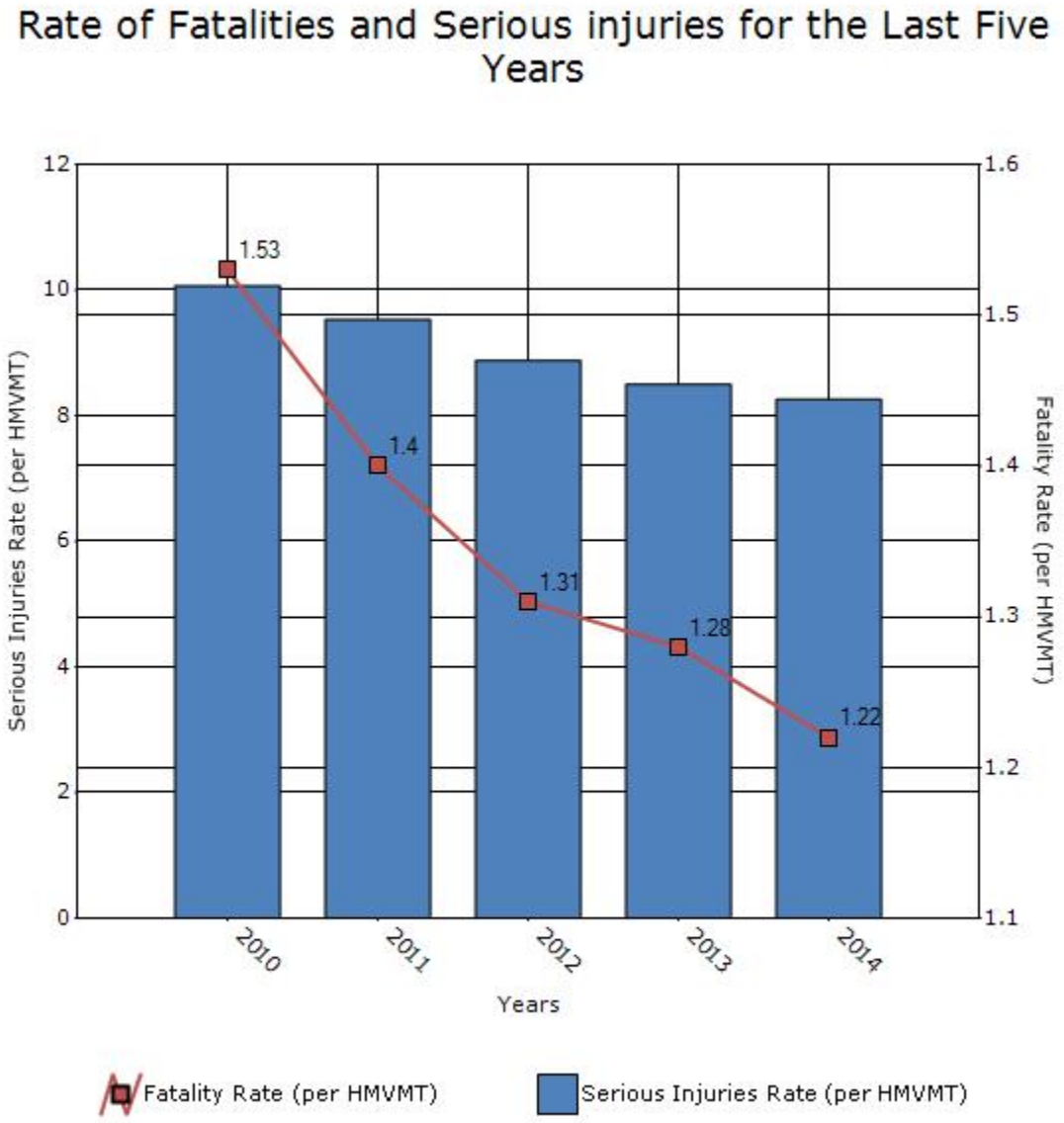
Present data showing the general highway safety trends in the state for the past five years.

Performance Measures*	2010	2011	2012	2013	2014
Number of fatalities	237.2	217.2	203.6	200	192
Number of serious injuries	1558.6	1479.4	1375.6	1327.4	1302.2
Fatality rate (per HMVMT)	1.53	1.4	1.31	1.28	1.22
Serious injury rate (per HMVMT)	10.07	9.53	8.88	8.5	8.26

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

Number of Fatalities and Serious injuries for the Last Five Years



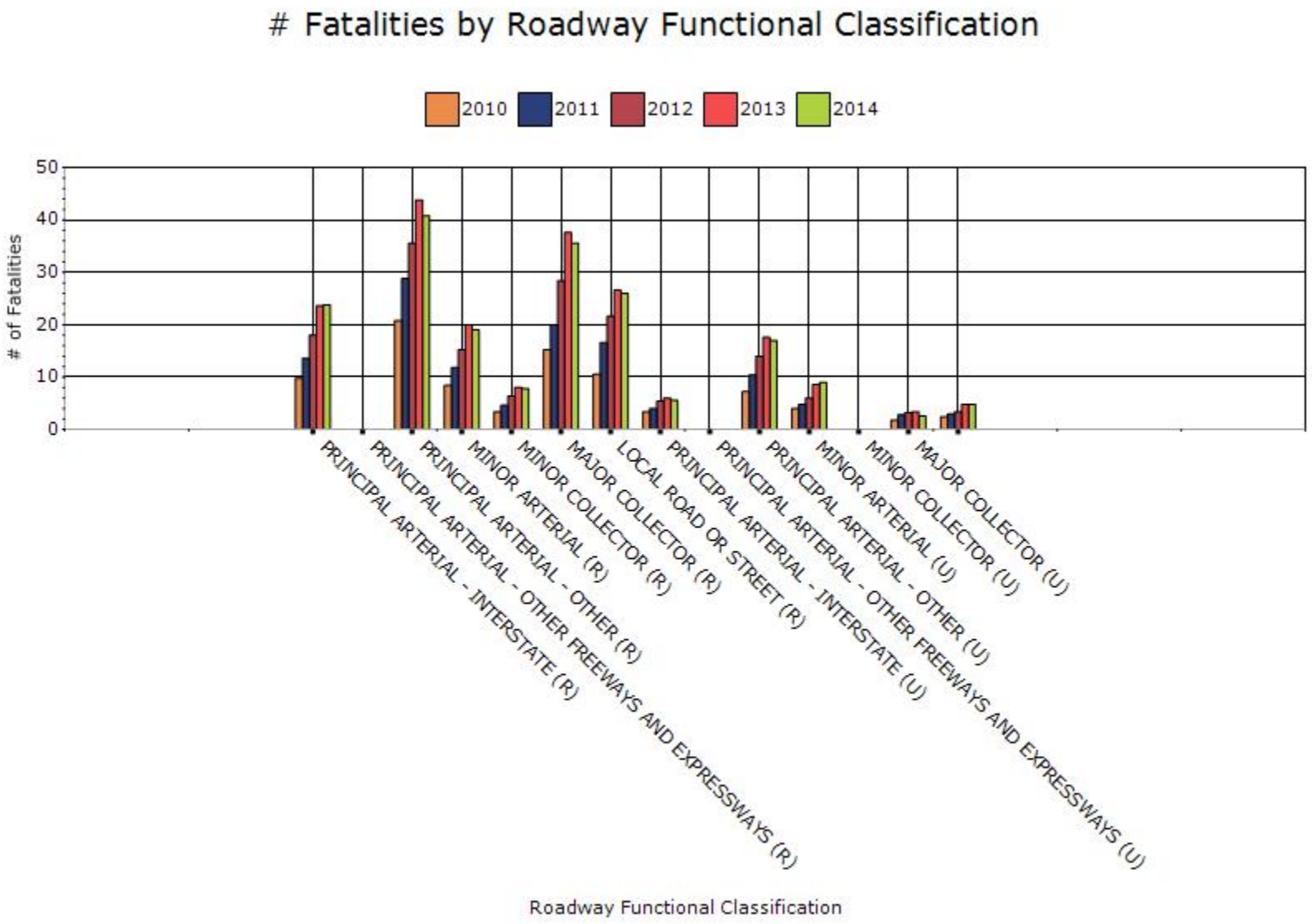

Rate of Fatalities and Serious injuries for the Last Five Years
Serious Injuries Rate (per HMVMT)
Fatality Rate (per HMVMT)
Years
1.53
1.4
1.31
1.28
1.22
2010
2011
2012
2013
2014
Fatality Rate (per HMVMT)
Serious Injuries Rate (per HMVMT)

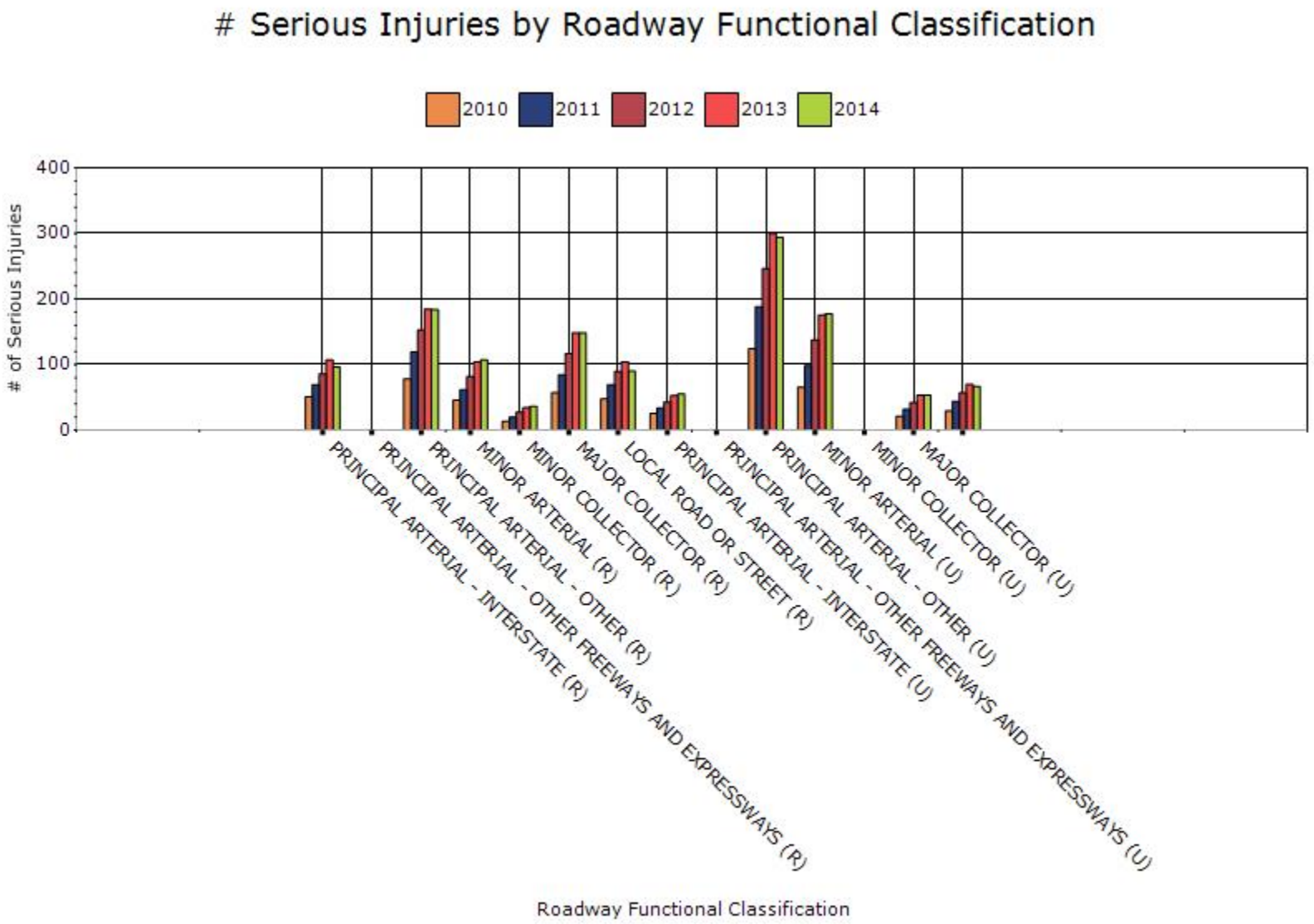
To the maximum extent possible, present performance measure* data by functional classification and ownership.

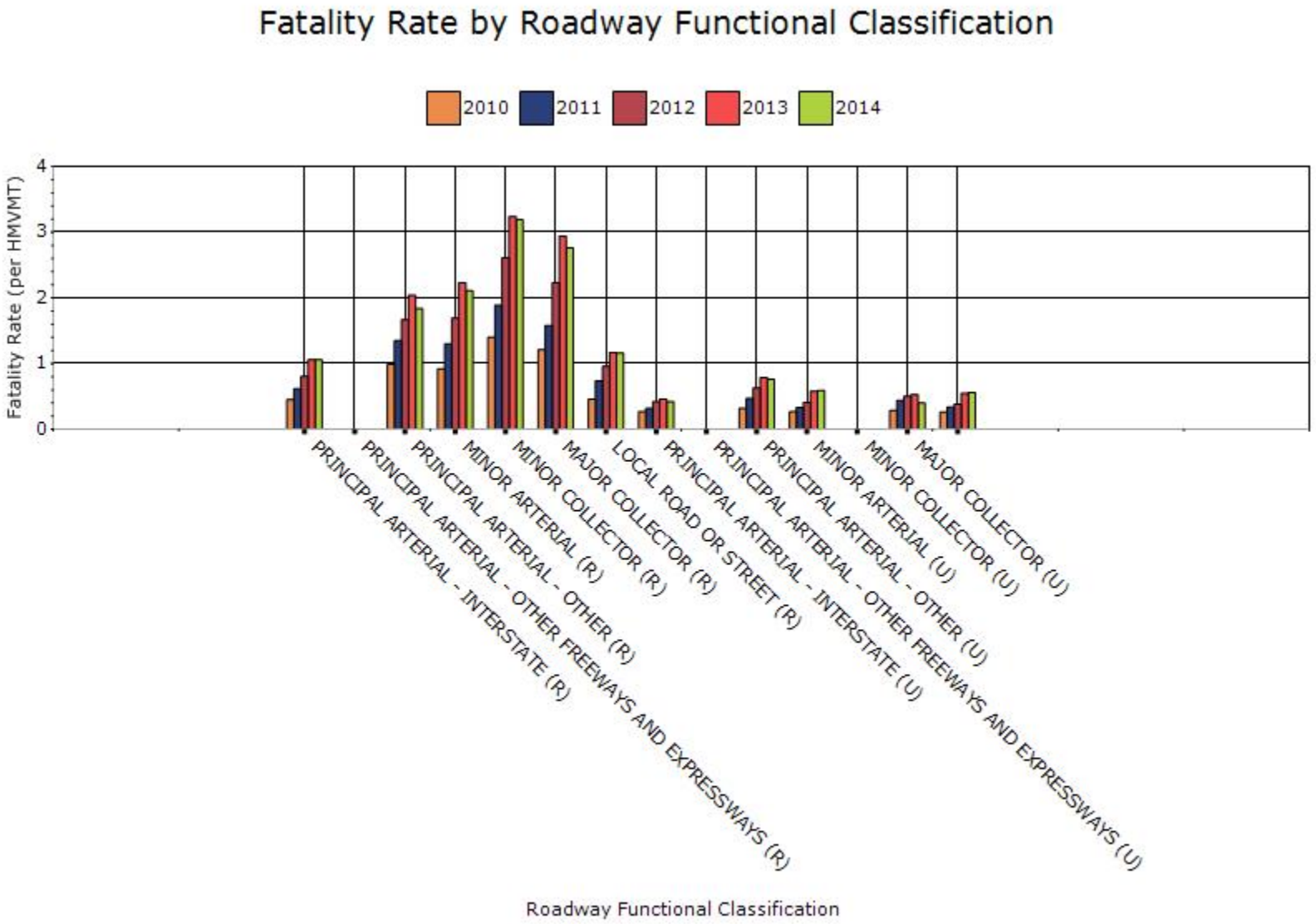
Year - 2014

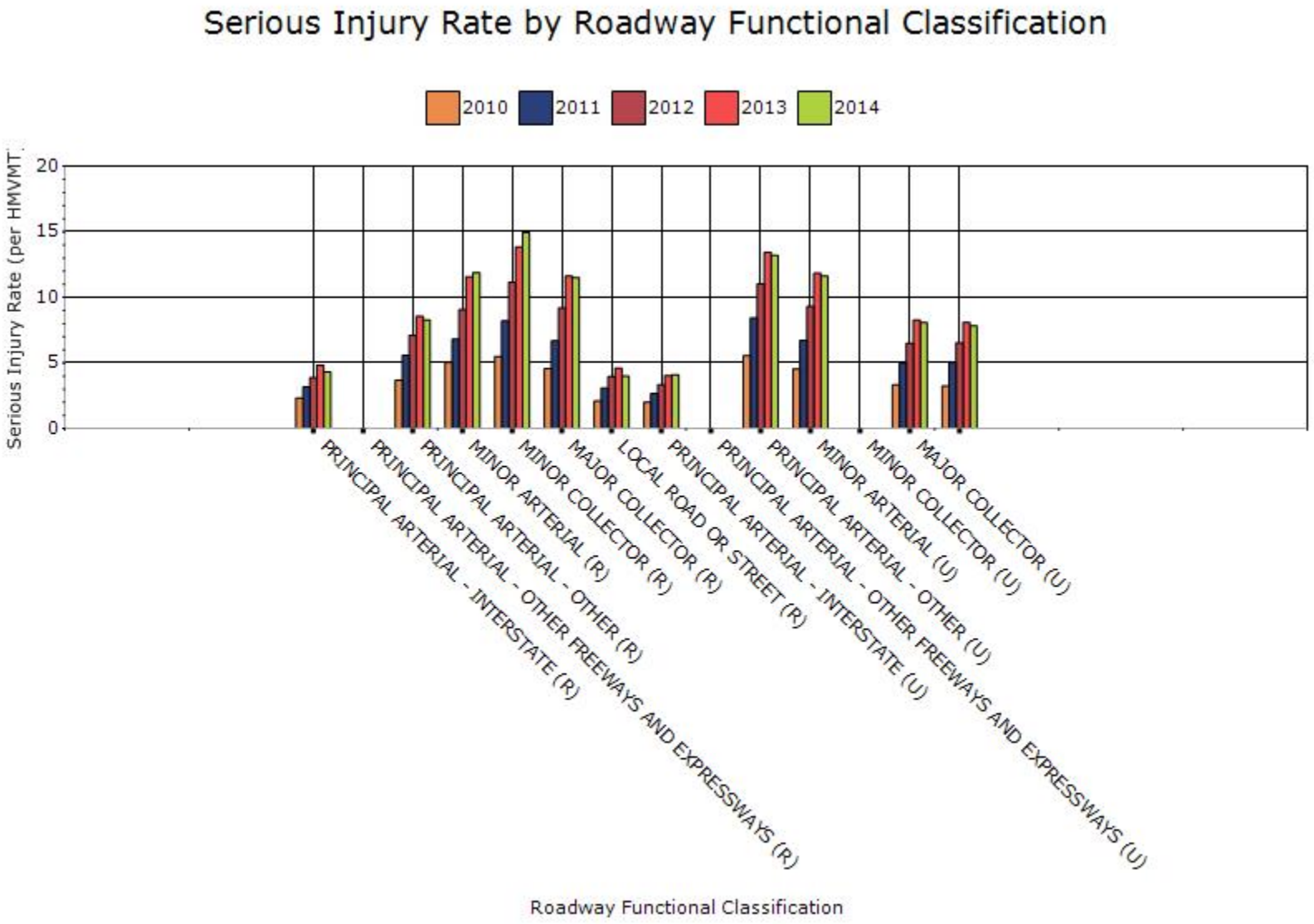
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	23.8	96.8	1.06	4.32
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	40.8	183.6	1.84	8.28
RURAL MINOR ARTERIAL	19	107.2	2.11	11.89
RURAL MINOR COLLECTOR	7.8	36.4	3.19	14.96
RURAL MAJOR COLLECTOR	35.6	148.6	2.76	11.51
RURAL LOCAL ROAD OR STREET	26	90	1.16	4
URBAN PRINCIPAL	5.6	55.4	0.42	4.11

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
URBAN PRINCIPAL ARTERIAL - OTHER	17	294.2	0.76	13.21
URBAN MINOR ARTERIAL	9	177.8	0.59	11.64
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	2.6	53.2	0.4	8.1
URBAN LOCAL ROAD OR STREET	4.8	66.6	0.56	7.84


Fatalities by Roadway Functional Classification
2010
2011
2012
2013
2014
# of Fatalities
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

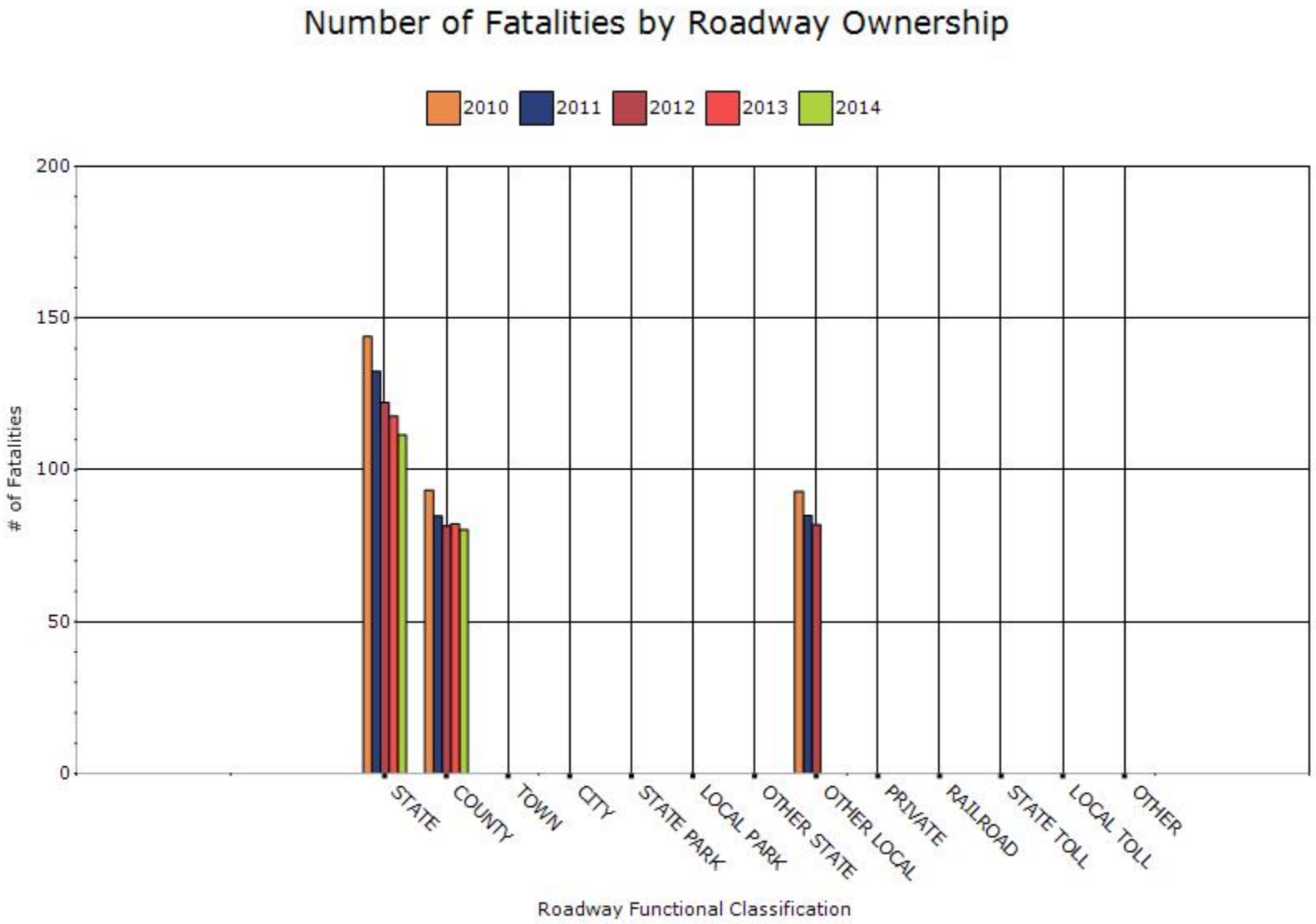

Serious Injuries by Roadway Functional Classification
2010
2011
2012
2013
2014
# of Serious Injuries
400
300
200
100
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD OR STREET (R)
PRINCIPAL ARTERIAL - INTERSTATE (U)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (U)
PRINCIPAL ARTERIAL - OTHER (U)
MINOR ARTERIAL (U)
MINOR COLLECTOR (U)
MAJOR COLLECTOR (U)
Roadway Functional Classification

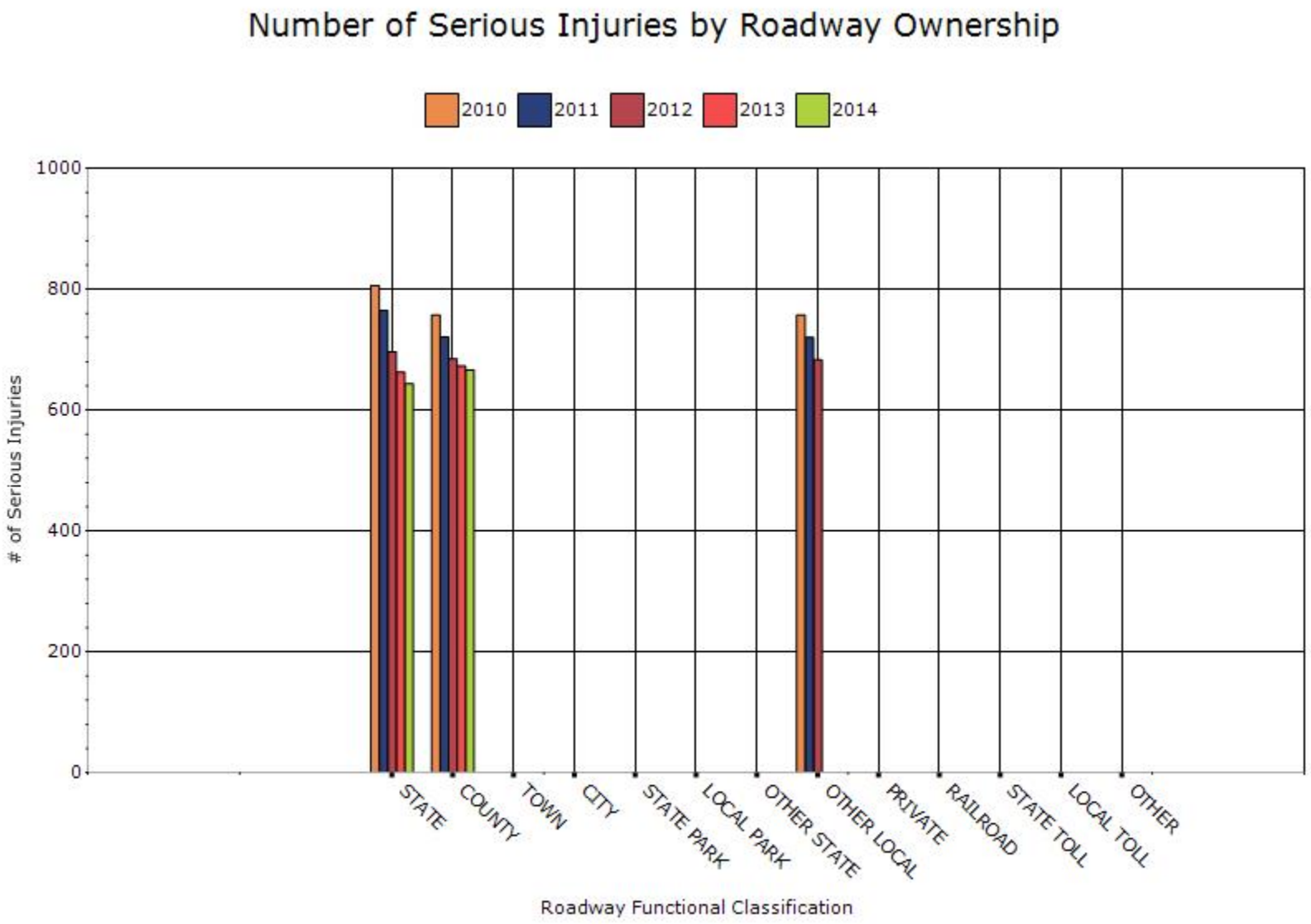

Fatality Rate by Roadway Functional Classification
2010
2011
2012
2013
2014
Fatality Rate (per HMVMT)
0
1
2
3
4
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (R)
LOCAL ROAD 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

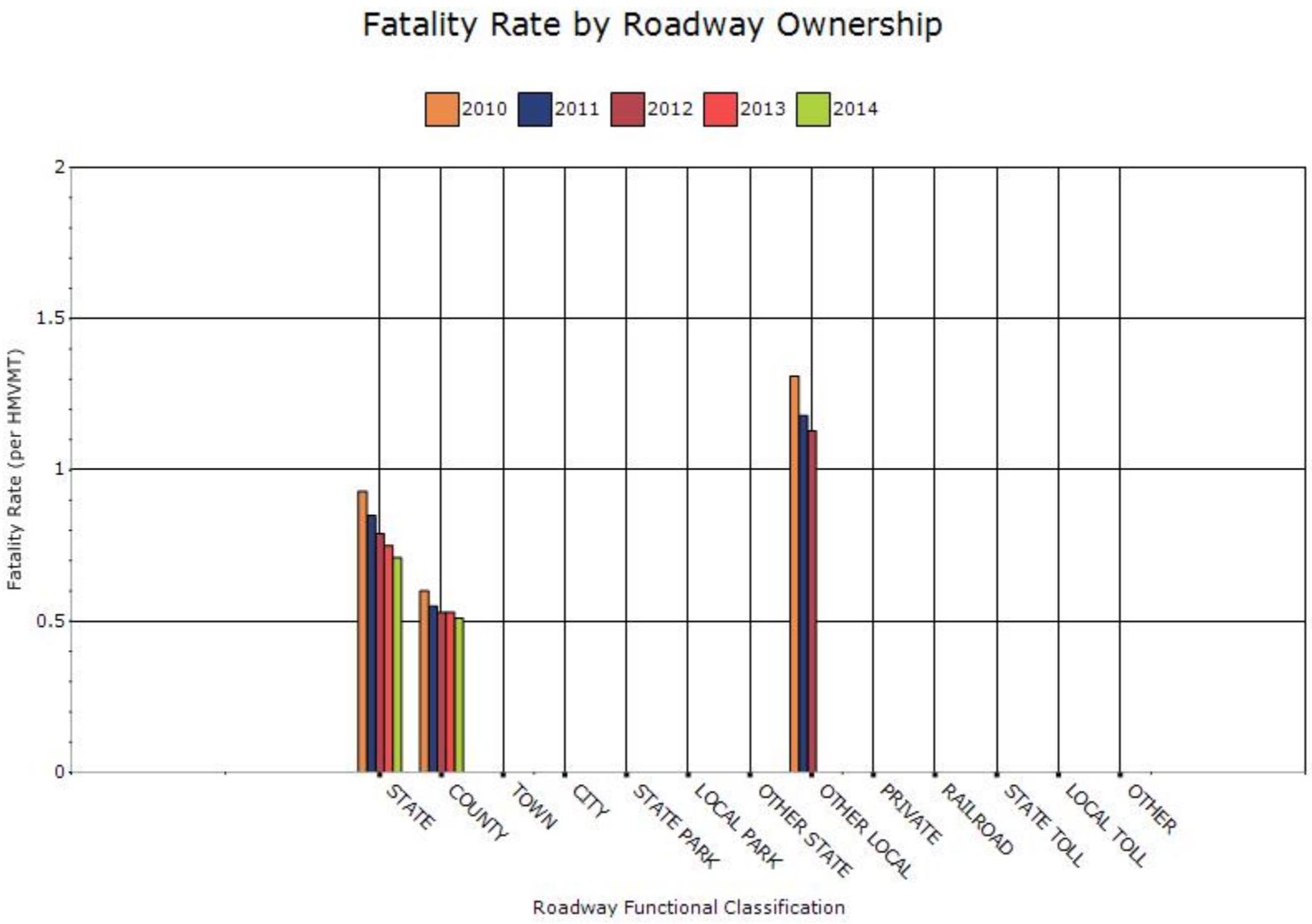

Serious Injury Rate by Roadway Functional Classification
2010
2011
2012
2013
2014
Serious Injury Rate (per HMVMT)
20
15
10
5
0
PRINCIPAL ARTERIAL - INTERSTATE (R)
PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS (R)
PRINCIPAL ARTERIAL - OTHER (R)
MINOR ARTERIAL (R)
MINOR COLLECTOR (R)
MAJOR COLLECTOR (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

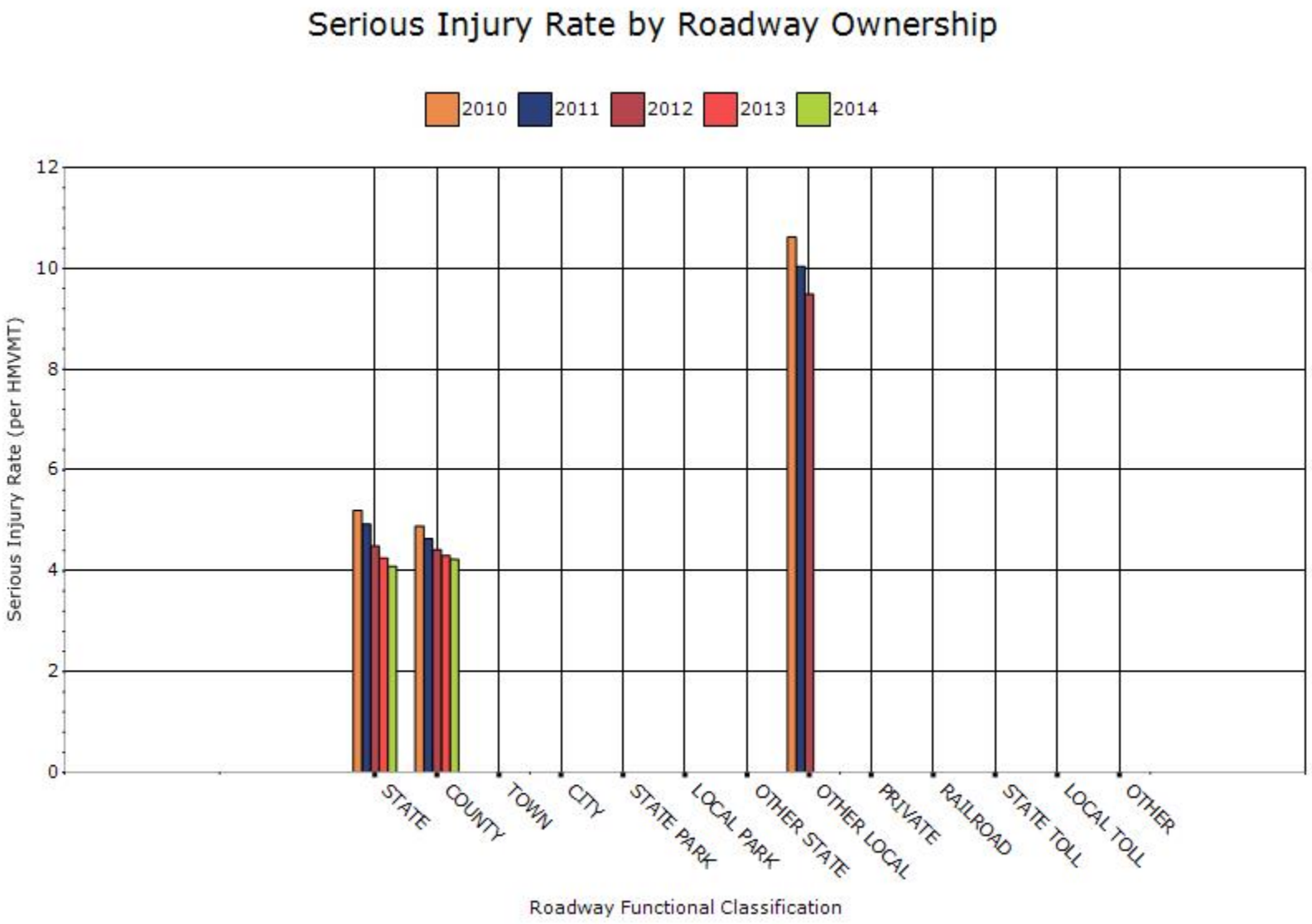
Year - 2014

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	111.6	643.8	0.71	4.09
ALL LOCAL OWNERSHIP	80.4	666.4	0.51	4.23
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	0	0	0	0
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
2010
2011
2012
2013
2014
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
2010
2011
2012
2013
2014
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
2010
2011
2012
2013
2014
Fatality Rate (per HMVMT)
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
2010
2011
2012
2013
2014
Serious Injury Rate (per HMVMT)
0
2
4
6
8
10
12
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.

Safety continues to be a priority in Idaho and our five year average fatality rate continues to decline. HSIP has played a part in this through both infrastructure safety enhancements and through behavioral programs.

Application of Special Rules

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

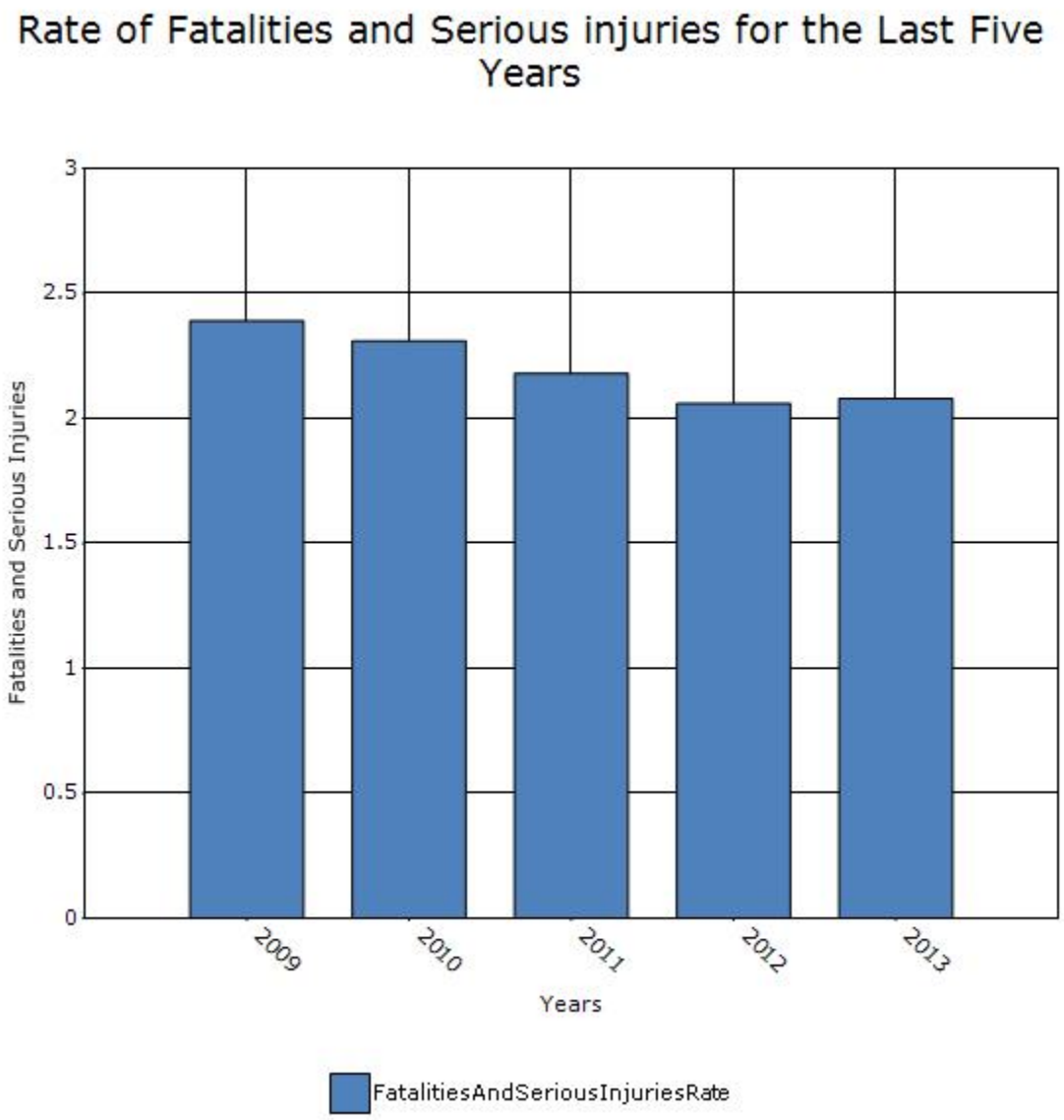
Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	0.37	0.34	0.33	0.31	0.31
Serious injury rate (per capita)	2.03	1.97	1.86	1.76	1.77
Fatality and serious injury rate (per capita)	2.39	2.31	2.18	2.06	2.08

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

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

Calculate Rate for 2009

2.
    1. (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) + (F+SI 2007 Drivers and Pedestrians 65 years of age and older/2007 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-More awareness of the importance of safety projects and using 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. ITD continues working towards automating portions of

the HSCA process so the analysis is available sooner. ITD has started using TREDIS to estimate B/C ratios and evaluate projects nominated for FY20 and beyond. ITD is researching systemic approaches to safety analysis of projects.

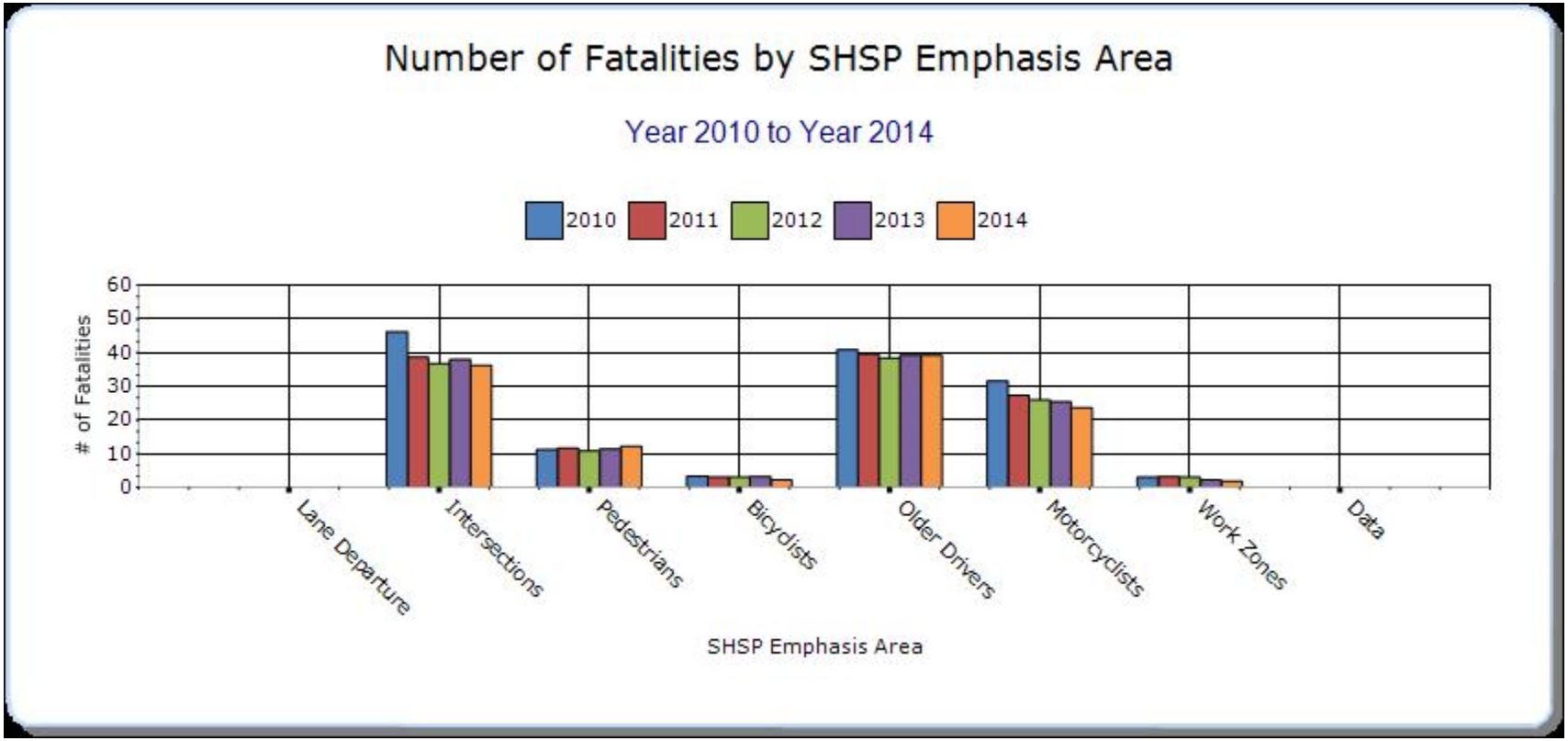
SHSP Emphasis Areas

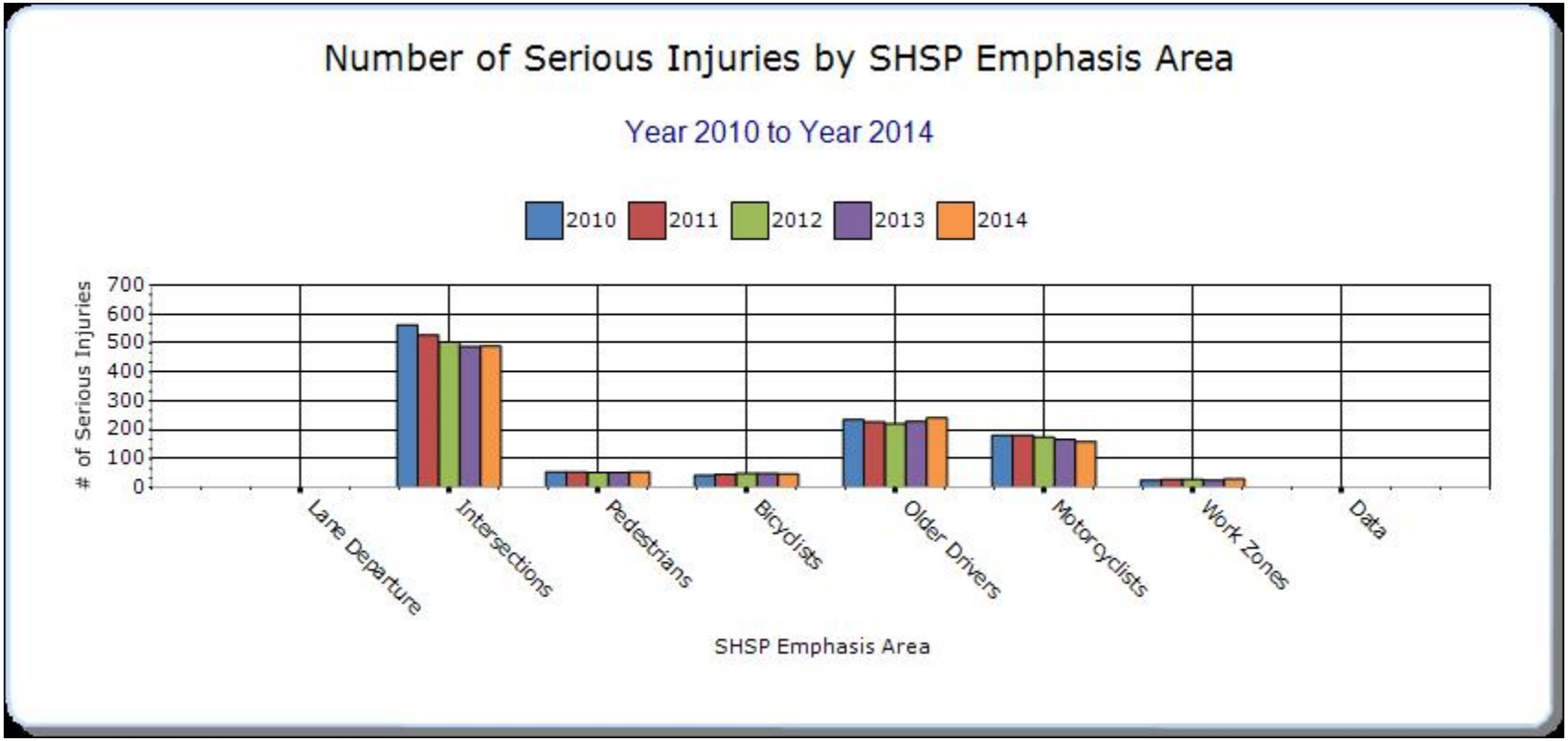
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

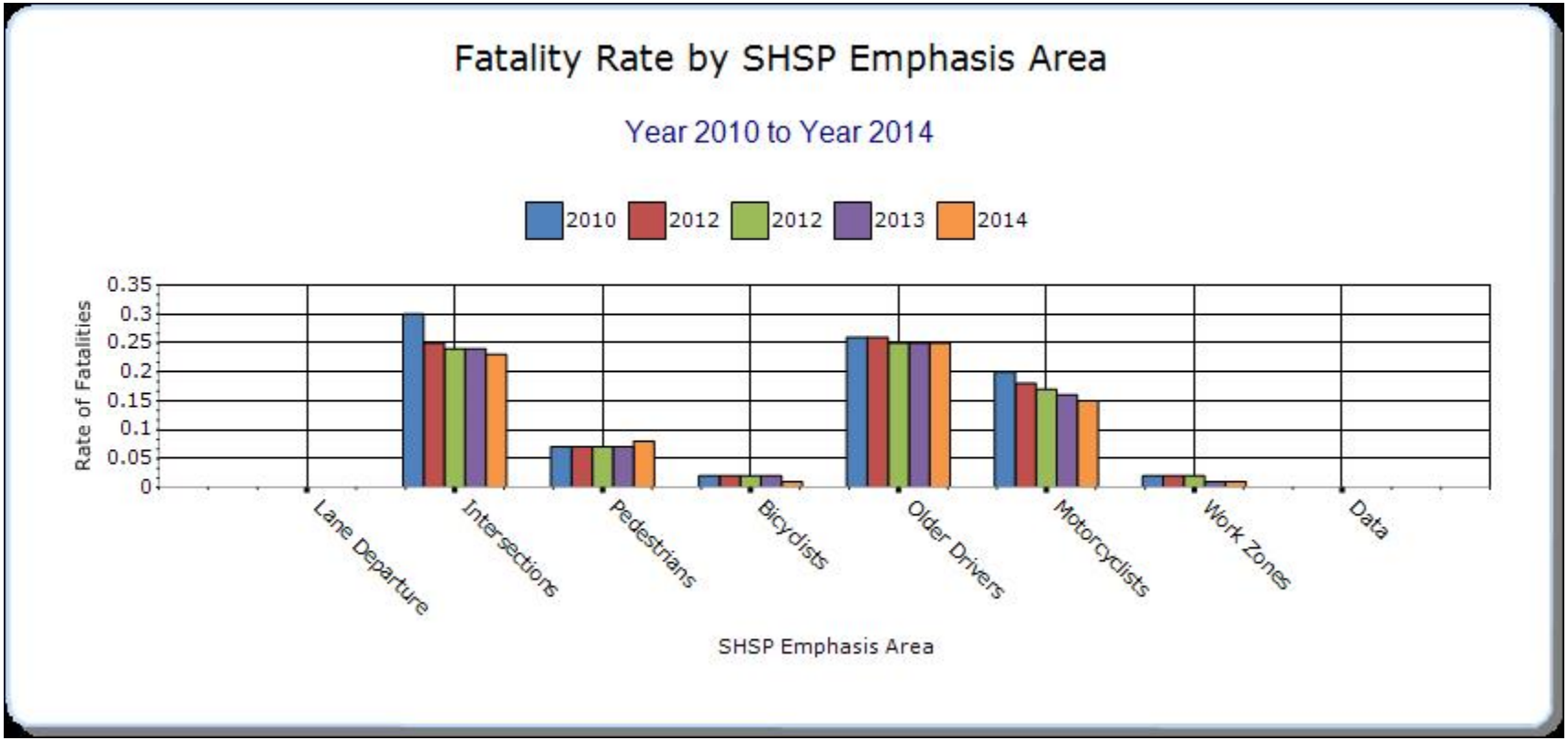
Year - 2013

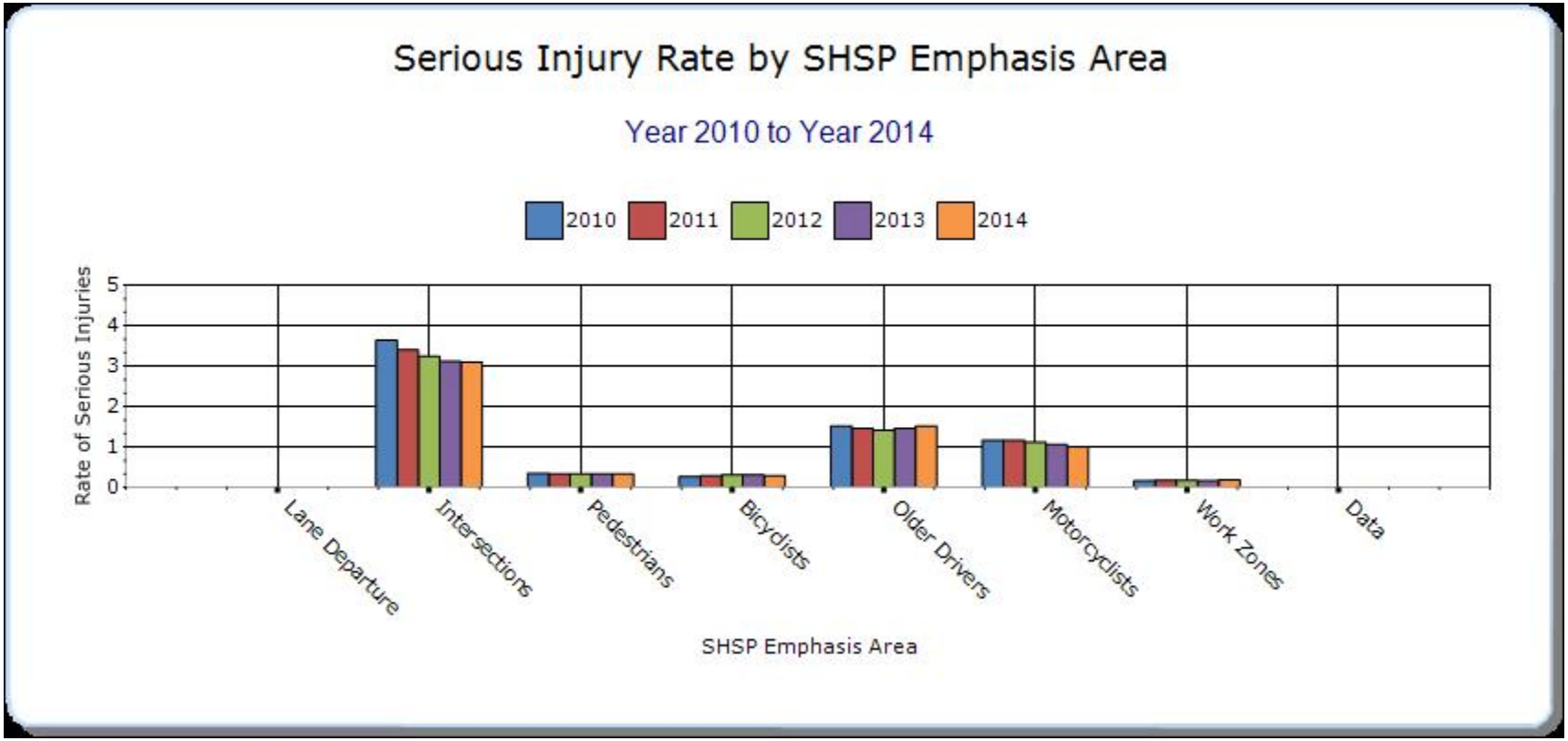
HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Intersections	All	38	487.8	0.24	3.12	0	0	0
Pedestrians	Vehicle/pedestrian	11.4	51.6	0.07	0.33	0	0	0
Bicyclists	Vehicle/bicycle	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 2010 to Year 2014
2010
2011
2012
2013
2014
# 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 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
0.35
0.3
0.25
0.2
0.15
0.1
0.05
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

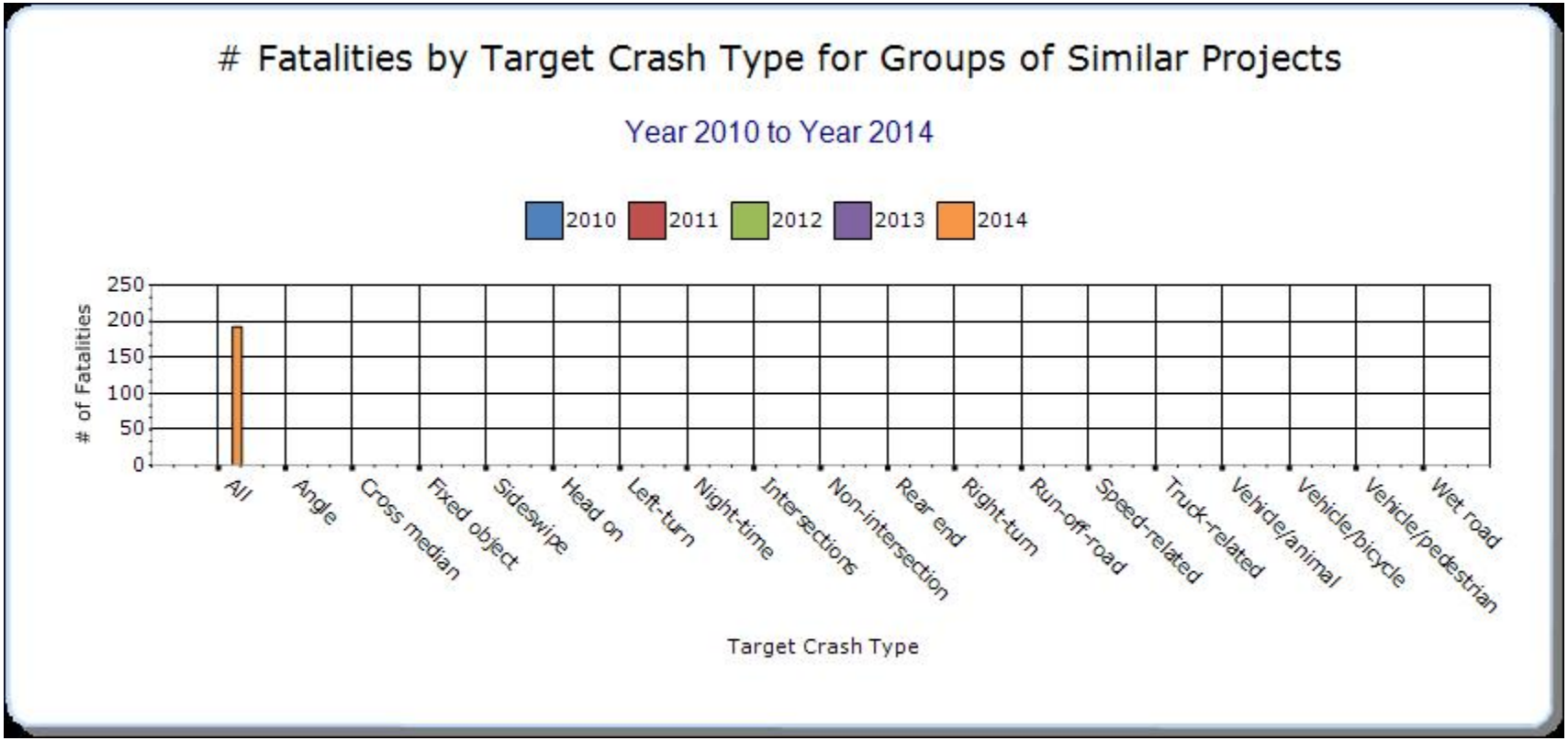

Serious Injury Rate by SHSP Emphasis Area
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injuries
5
4
3
2
1
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Data
SHSP Emphasis Area

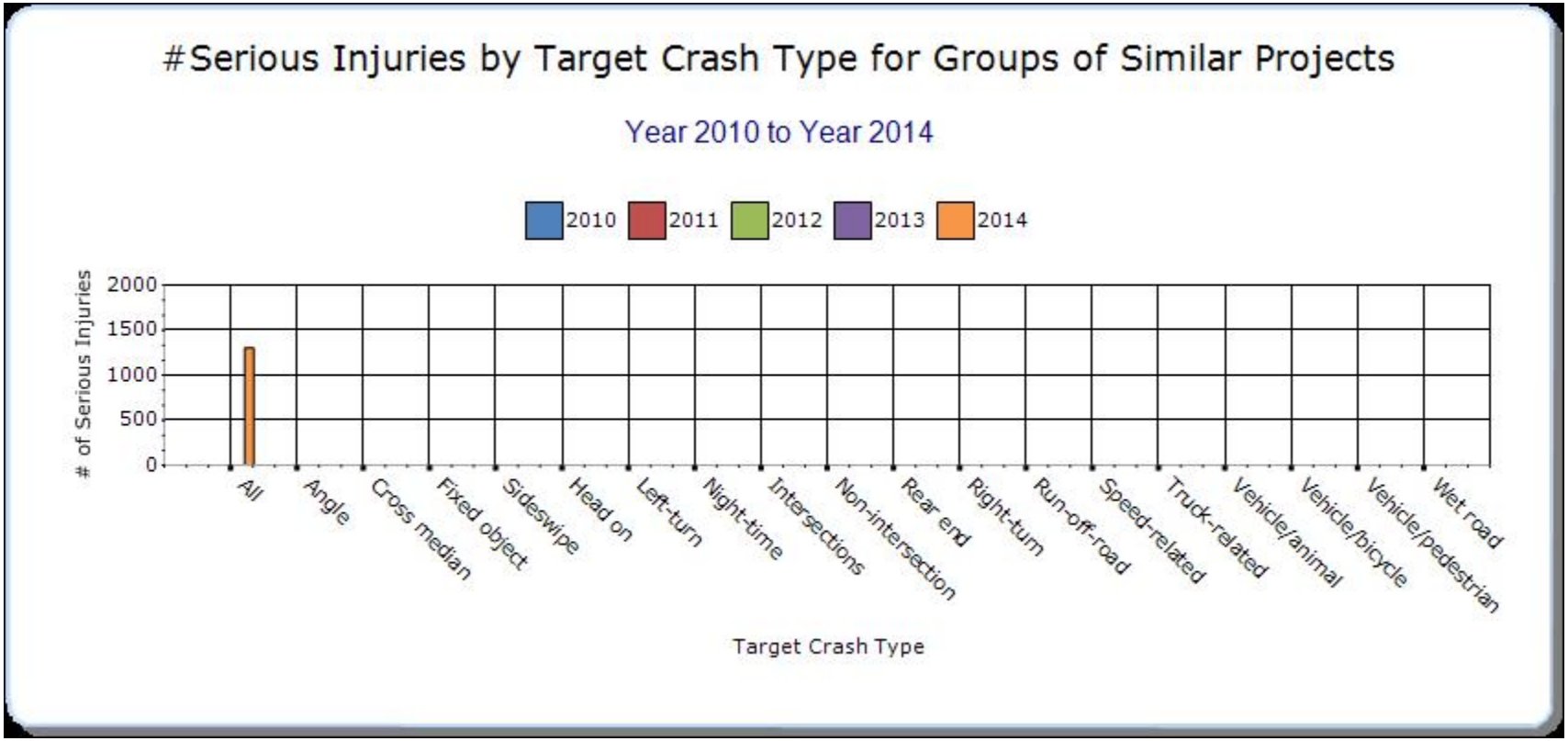
Groups of similar project types

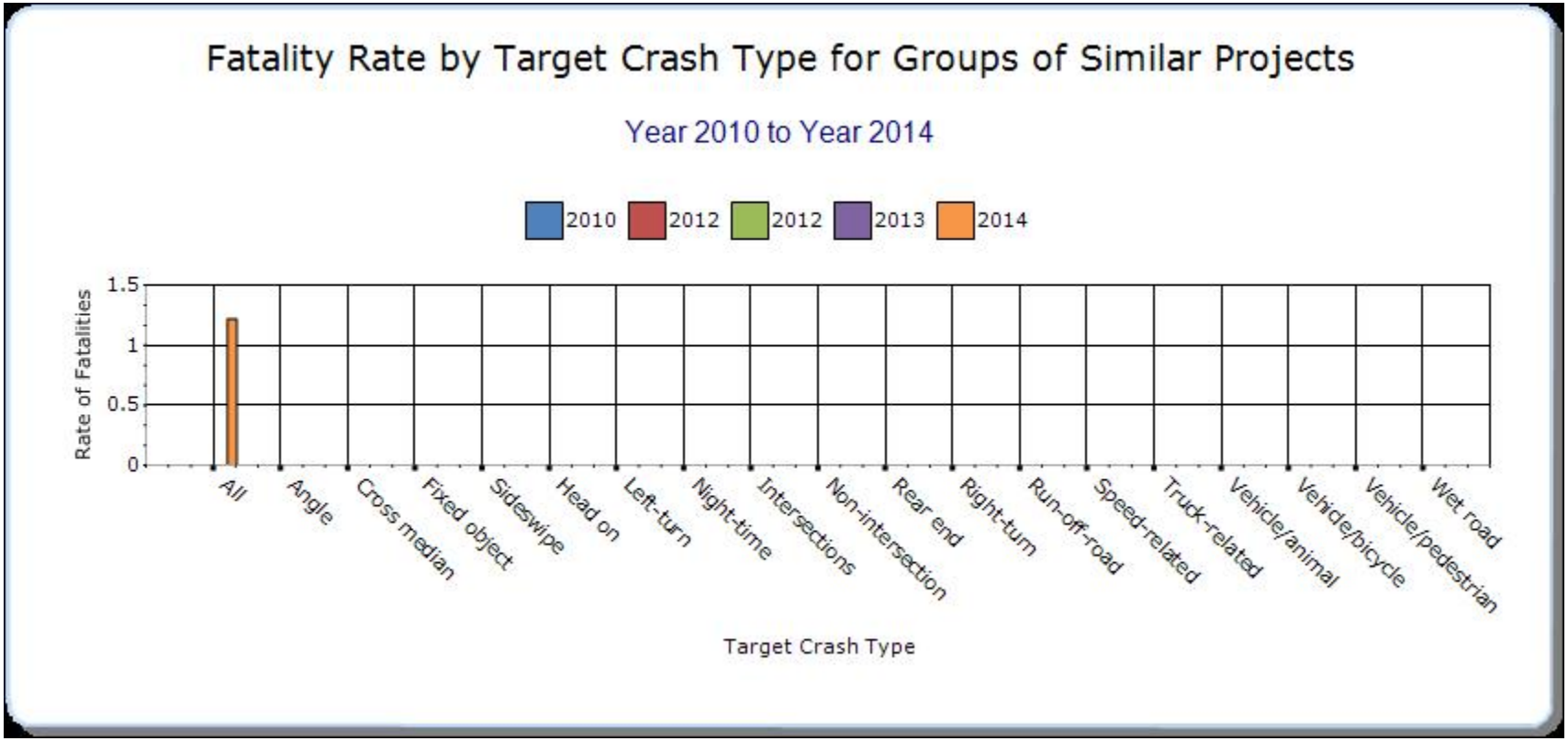
Present the overall effectiveness of groups of similar types of projects.

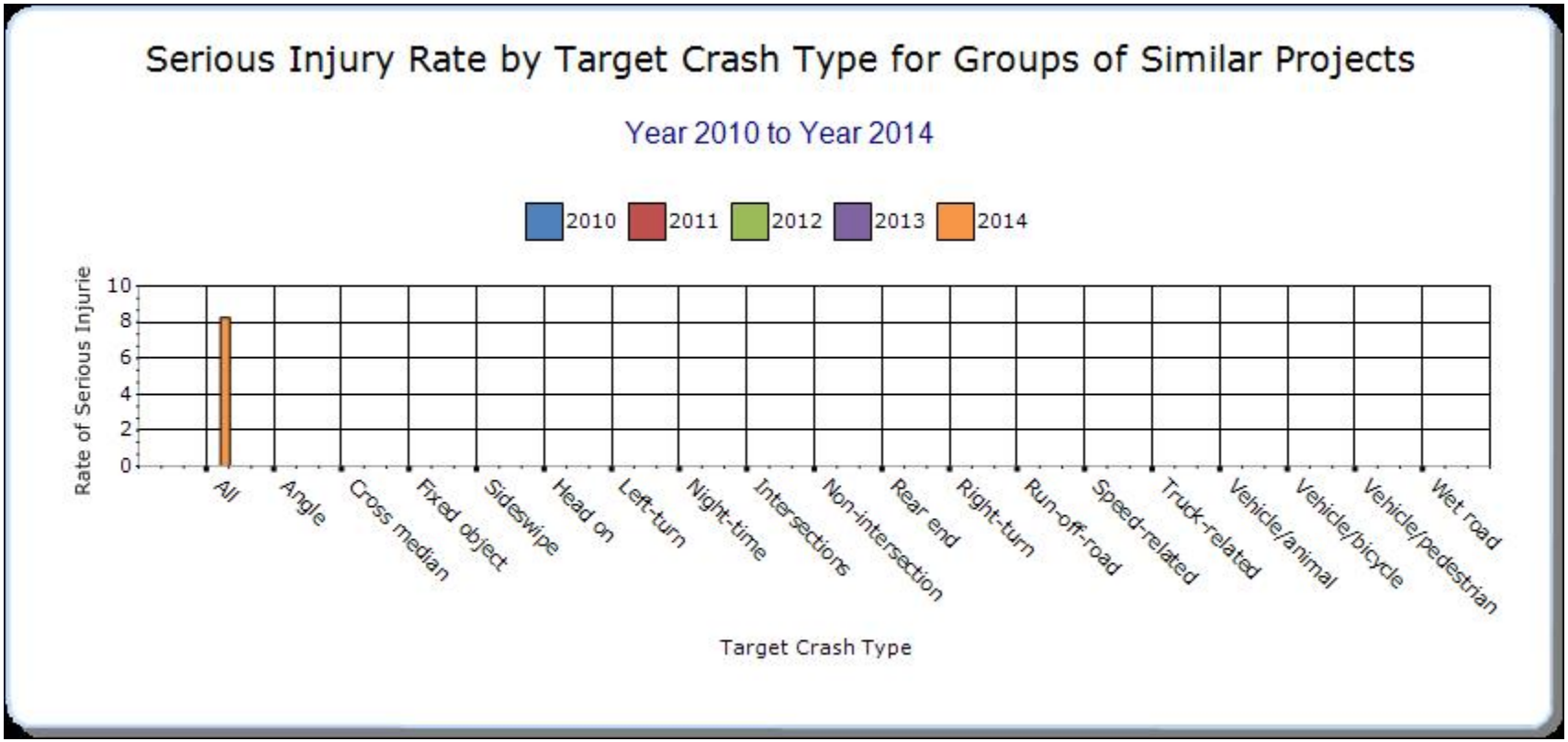
Year - 2014

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	All	192	1302.2	1.22	8.26	0	0	0


Fatalities by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
250
200
150
100
50
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 Injuries by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
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
Target Crash Type


Fatality Rate by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2012
2012
2013
2014
Rate of Fatalities
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

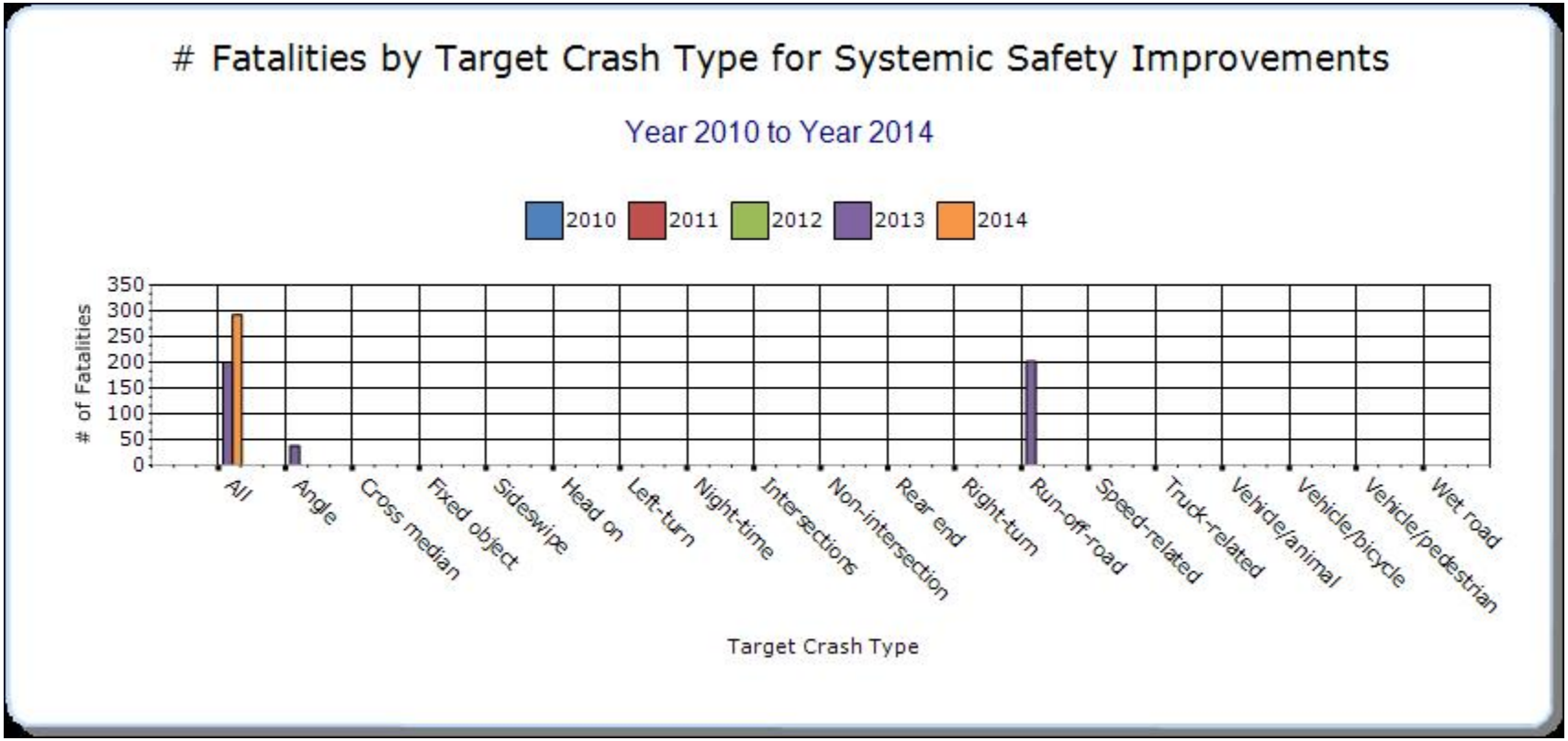

Serious Injury Rate by Target Crash Type for Groups of Similar Projects
Year 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
10
8
6
4
2
0
All
Angle
Cross median
Fixed object
Sideswipe
Head on
Left-turn
Night-time
Intersections
Non-intersection
Rear end
Right-turn
Run-off-road
Speed-related
Truck-related
Vehicle/animal
Vehicle/bicycle
Vehicle/pedestrian
Wet road
Target Crash Type

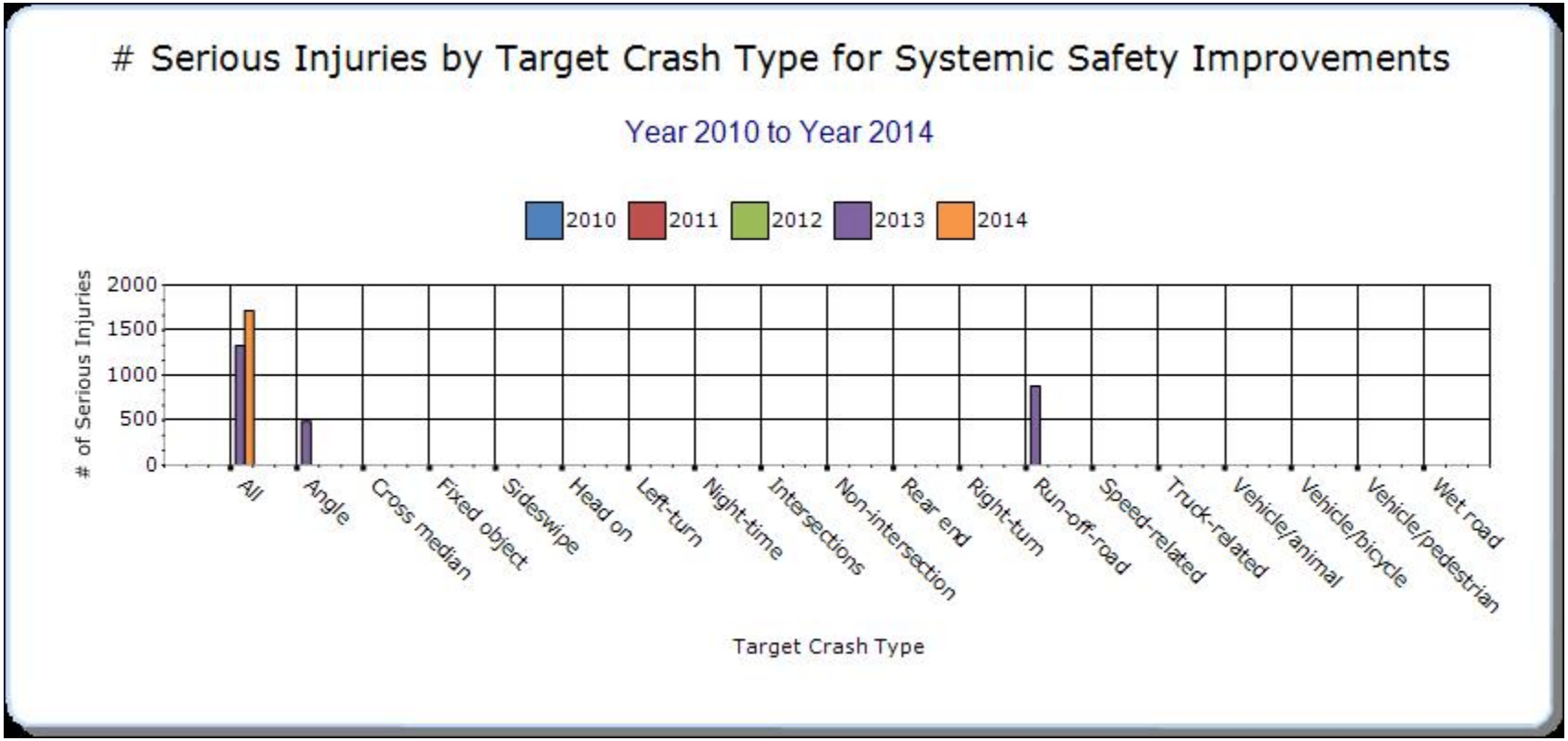
Systemic Treatments

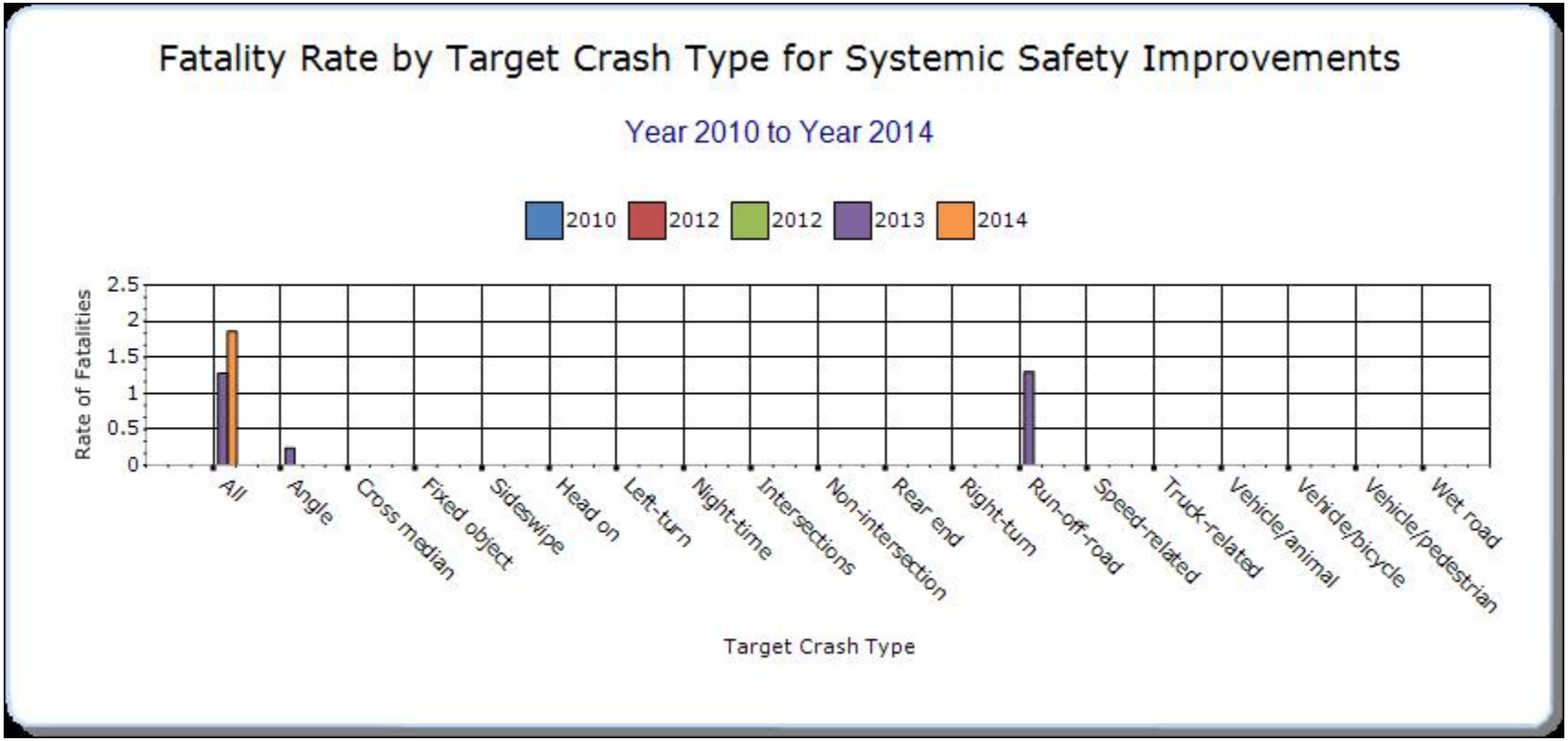
Present the overall effectiveness of systemic treatments.

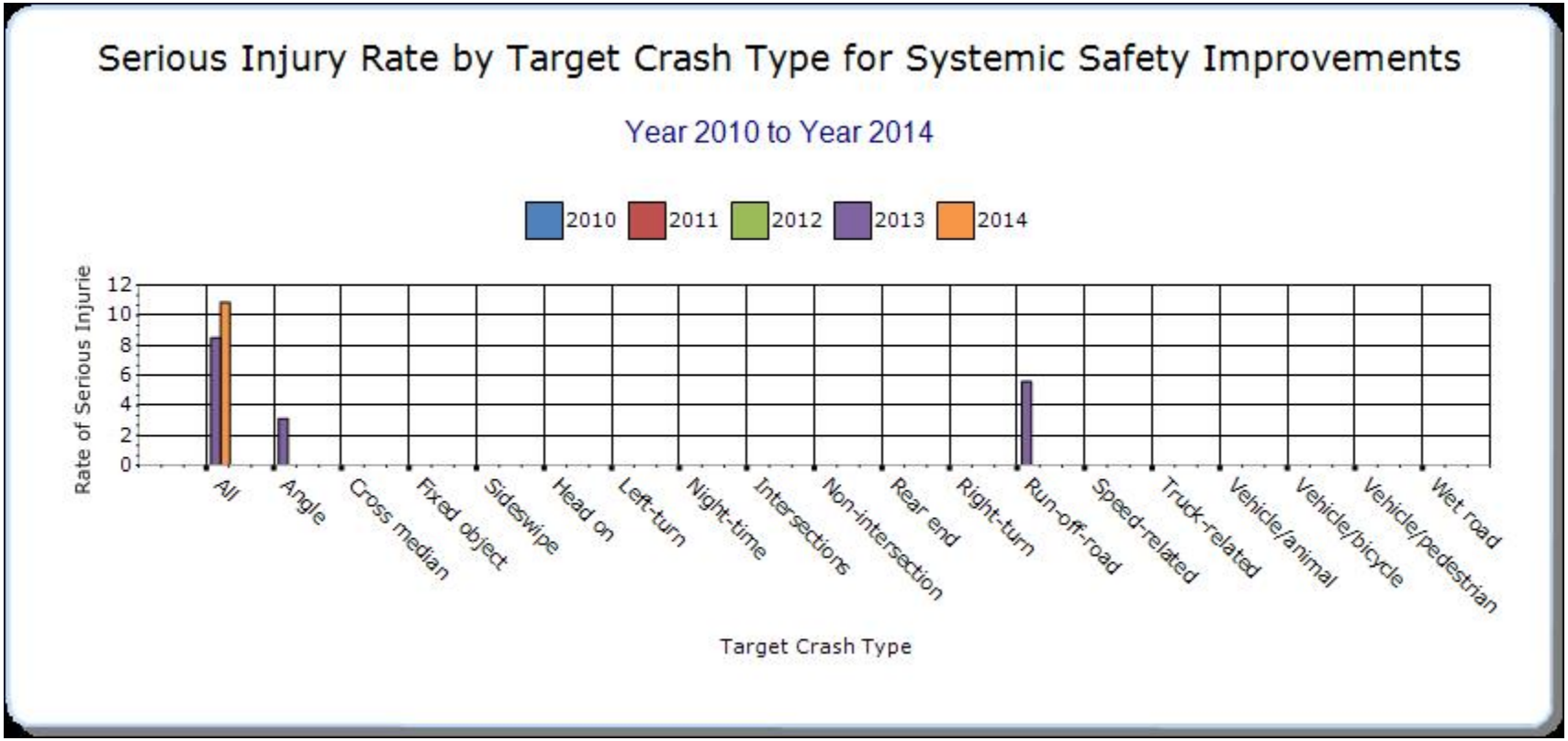
Year - 2014

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		100.8	414.4	0.64	2.6	0	0	0
Install/Improve Pavement Marking and/or Delineation	All	100.8	414.4	0.64	2.6	0	0	0
Add/Upgrade/Modify/Remove Traffic Signal		36.2	494	0.23	3.13	0	0	0
Install/Improve Signing	All	192	1302.2	1.22	8.26	0	0	0


Fatalities by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Fatalities
350
300
250
200
150
100
50
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 Injuries by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2011
2012
2013
2014
# of Serious Injuries
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
Target Crash Type


Fatality Rate by Target Crash Type for Systemic Safety Improvements
Year 2010 to Year 2014
2010
2012
2012
2013
2014
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 2010 to Year 2014
2010
2011
2012
2013
2014
Rate of Serious Injurie
12
10
8
6
4
2
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

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

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

Project Evaluation

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-All Injuries	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-All Injuries	Aft-PDO	Aft-Total	Evaluation Results (Benefit/ Cost Ratio)

Optional Attachments

Sections	Files Attached

Glossary

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

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

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

HMVMT means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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