Traffic and Safety Updates and Programs

Local Systems Bureau Update Meetings

IOWA | DOT

Larry Grant
State Safety Planner
Traffic Operations and Safety Bureau

January 2026

IOWA | DOT WHAT DRIVES YOU

2025 Iowa Traffic Fatality Count for Thursday, 01/08/2026

A fatality is considered "crash-related" when death occurs within 30 days (720 hours) of a crash. Because fatal crashes can involve complex investigations, this can delay the official report of fatalities. The numbers for the most recent months are preliminary and can change considerably.

Number of fatalities reported on this day by year

2025	259
2024	357
2023	379
2022	336
2021	356
2020	343

Comparison to previous 5 years (2020-2024)	Count	% change
Decrease from Last Year	-98	-27.45%
Decrease from Low Year of Last 5 yrs.	-77	-22.92%
Decrease from High Year of Last 5 yrs.	-120	-31.66%
Decrease from 5 Year Average	-95	-26.84%
Average fatalities year to date for this day (2020-2024)		354

Monthly Fatality Count (2020-2024) figures are end-of-year totals)

MONTH	2025	2024	2023	2022	2021	2020
January	17	15	26	17	16	24
February	17	17	20	22	14	17
March	17	26	26	28	18	14
April	20	19	26	22	28	17
May	24	29	34	38	44	21
June	26	32	38	21	33	24
July	28	39	42	41	34	44
August	36	44	47	33	41	53
September	23	39	28	33	38	41
October	25	40	28	33	34	25
November	16	21	30	26	29	26
December	10	36	34	22	27	37
TOTAL	259	357	379	336	356	343

By Select Vehicle & Crash Location (2020-2024 are end-of-year totals)

TYPE	2025	2024	2023	2022	2021	2020
Motorcycle	38	64	64	49	68	65
Bicycle	4	4	5	4	11	10
Pedestrian	29	31	30	17	32	30
ATV/UTV	10	20	12	12	4	9
Urban	73	128	116	103	113	101
Rural	186	229	263	233	243	242

Fatalities' Seat Belt Usage - Year to Date	
Belt usage may change as additional information is received	
89 With belt	48.90%
73 Without belt	40.11%
20 Unknown	10.99%
77 Not applicable (Motorcycle, Pedestrian, etc.)	
259 Total Fatalities	

Comments	County	Type*
No New Fatalities		

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https://iowadot.gov/mvd/stats/daily.pdf

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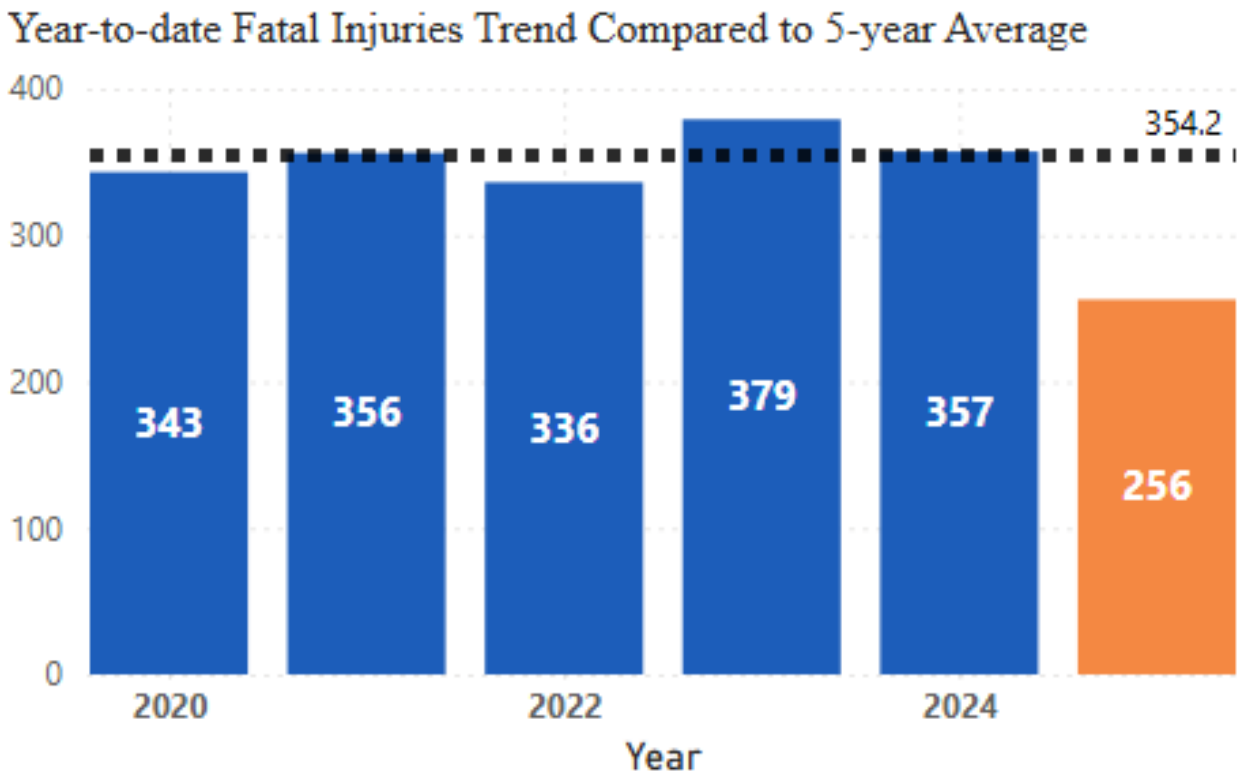
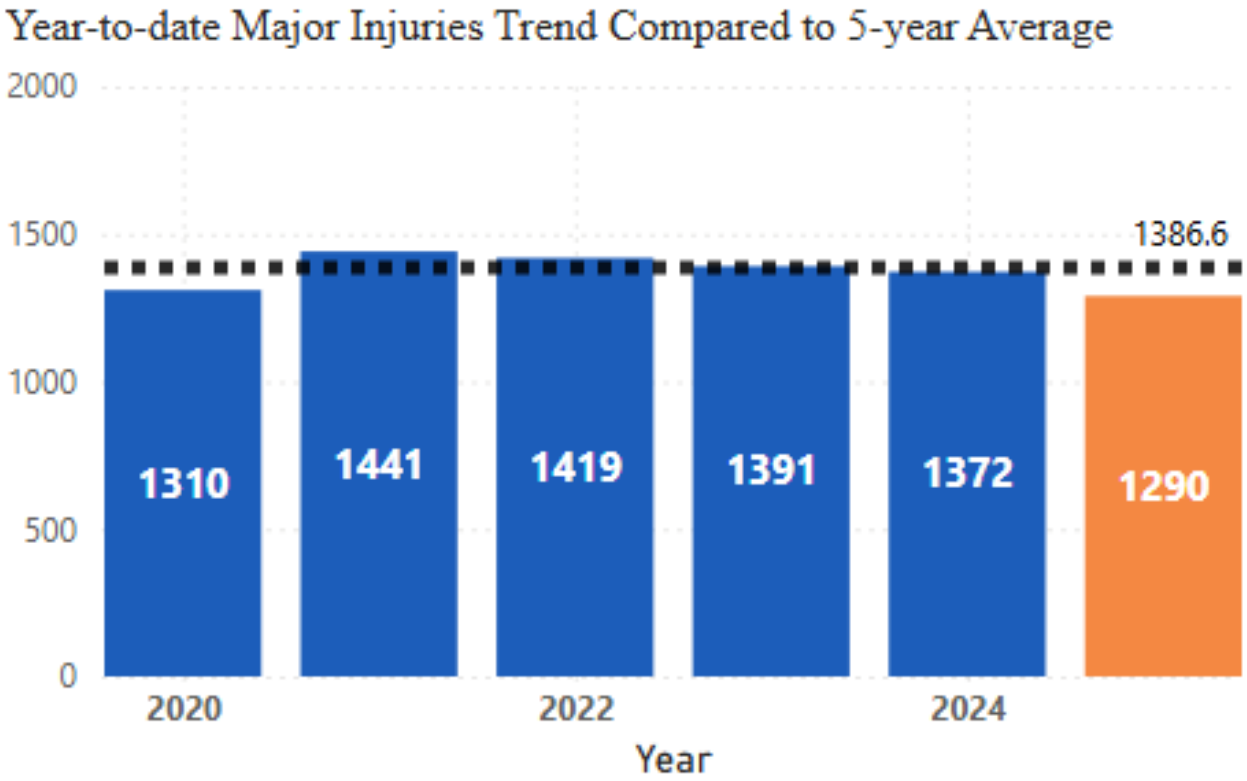
Statewide Fatalities & Major Injuries Year-to-Date

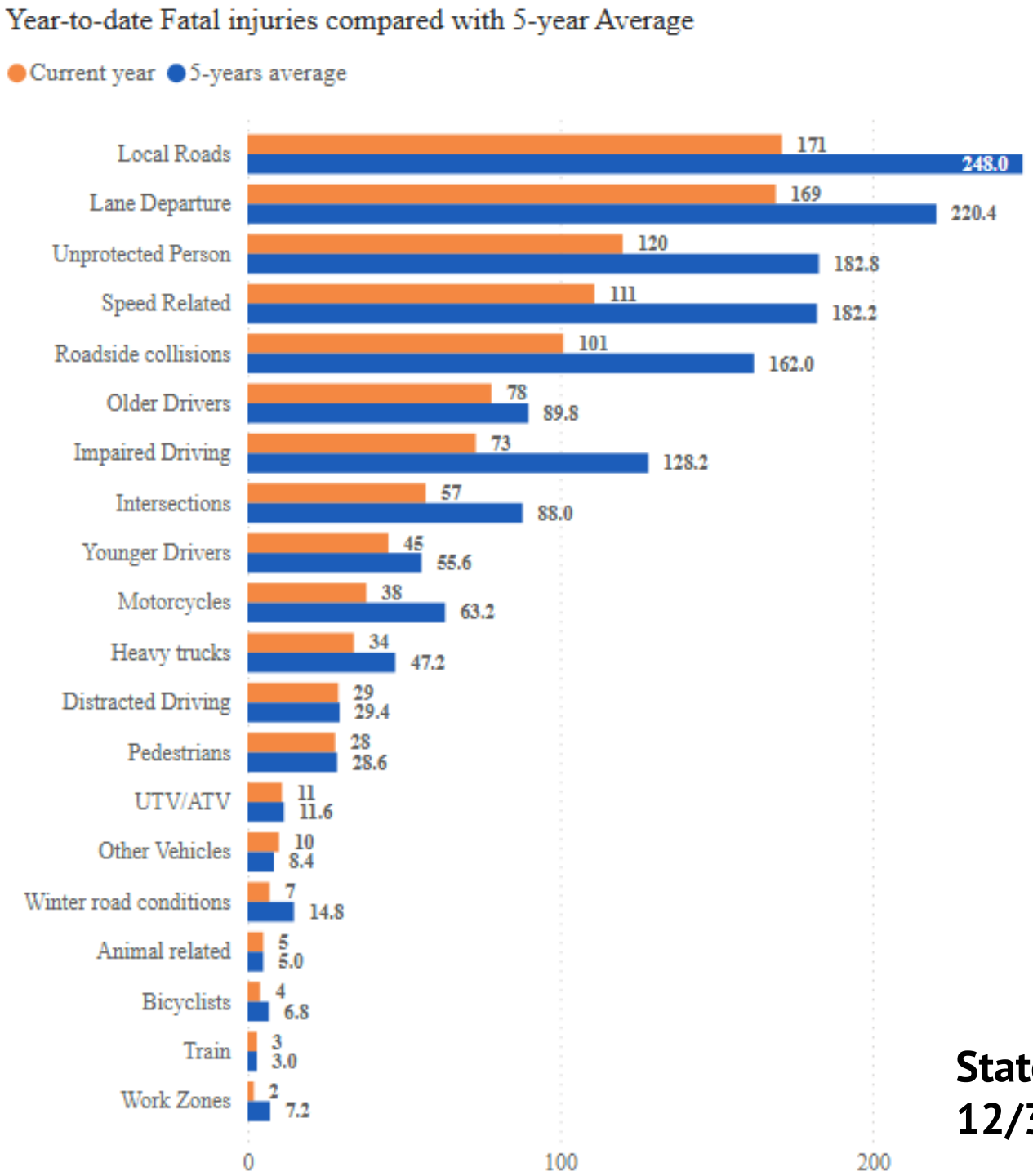


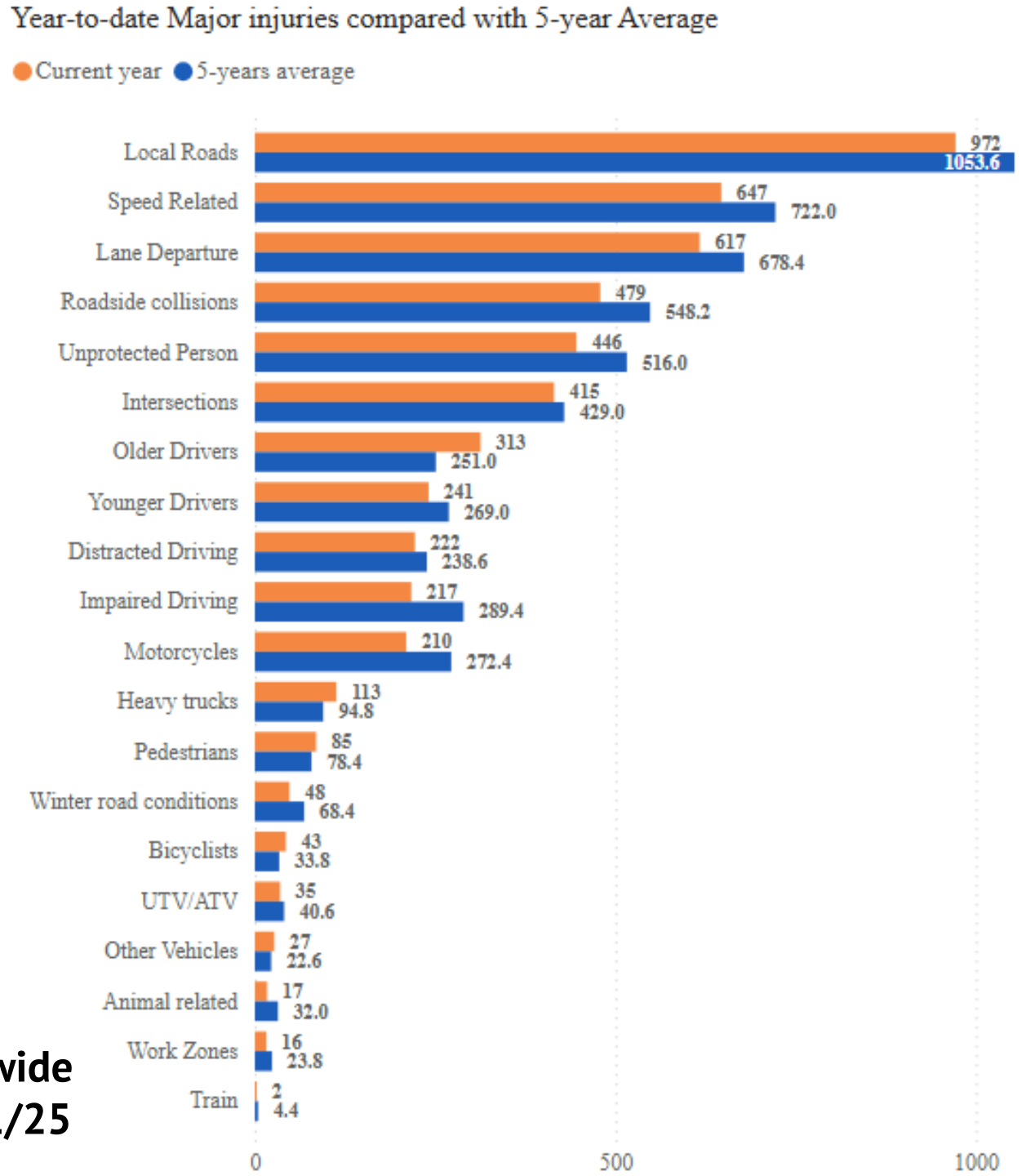


Difference from 5 Year Average	
-98.2	-27.7%

12/31/25

Difference from 5 Year Average	
-96.6	-7.0%





Statewide
12/31/25

Fatalities & Major Injuries by Road Classification Decrease/Increase Year-to-Date

Fatalities
Primary Roads

Difference from 5 Year Average	
-37.8	-25.7%

Major Injuries
Primary Roads

Difference from 5 Year Average	
-28.8	-5.8%

Secondary Roads

Difference from 5 Year Average	
-28.6	-21.2%

Secondary Roads

Difference from 5 Year Average	
-54.6	-11.6%

Municipal Roads

Difference from 5 Year Average	
-31.0	-43.1%

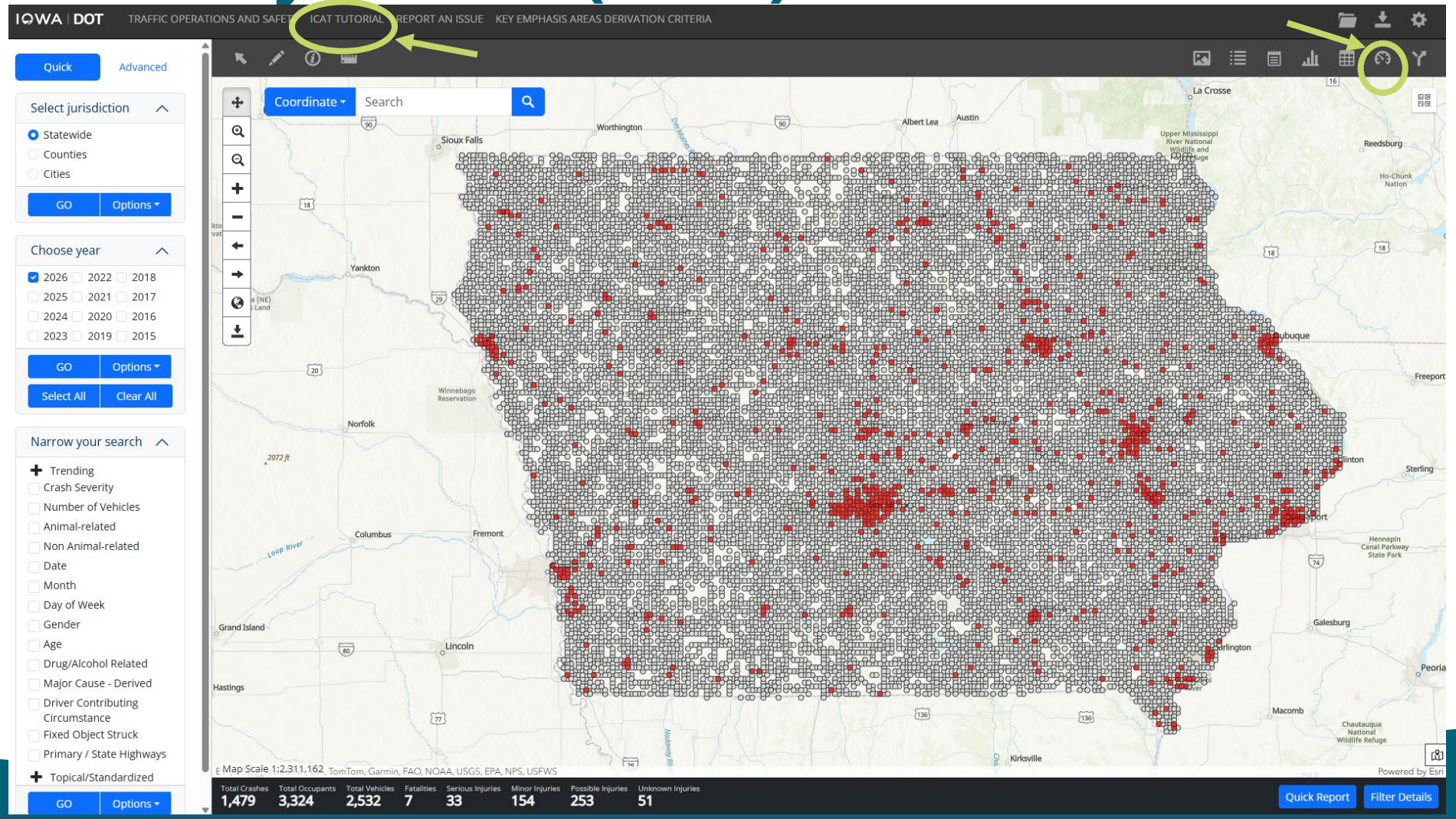
Municipal Roads

Difference from 5 Year Average	
-16.0	-3.8%

12/31/25

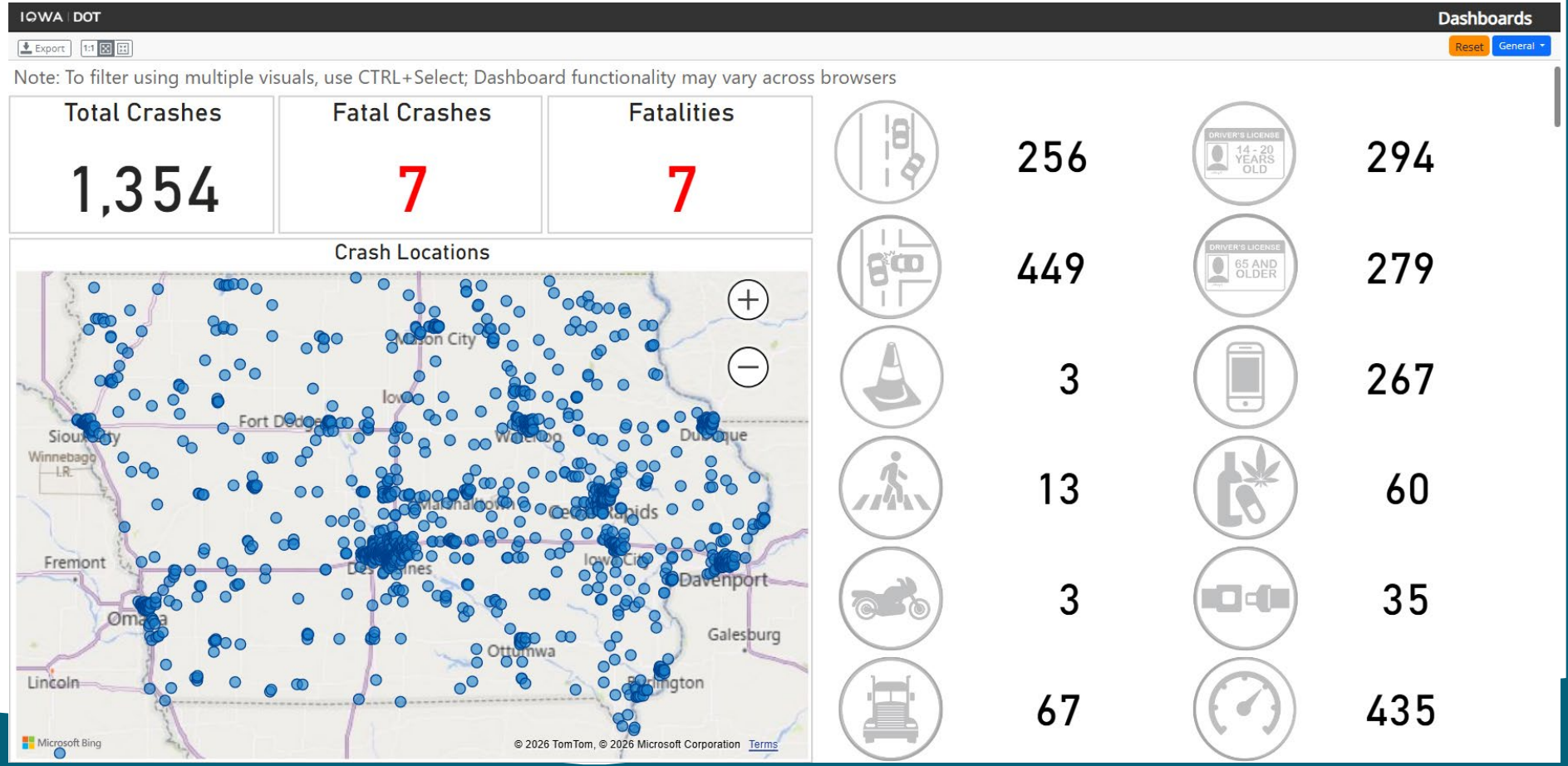
Iowa Crash Analysis Tool (ICAT)

- Filter by your jurisdiction, additional criteria
- Updated Daily!
- Tutorials
- Collision Diagrams
- Reports
- ***Dashboards…***
- icat.iowadot.gov



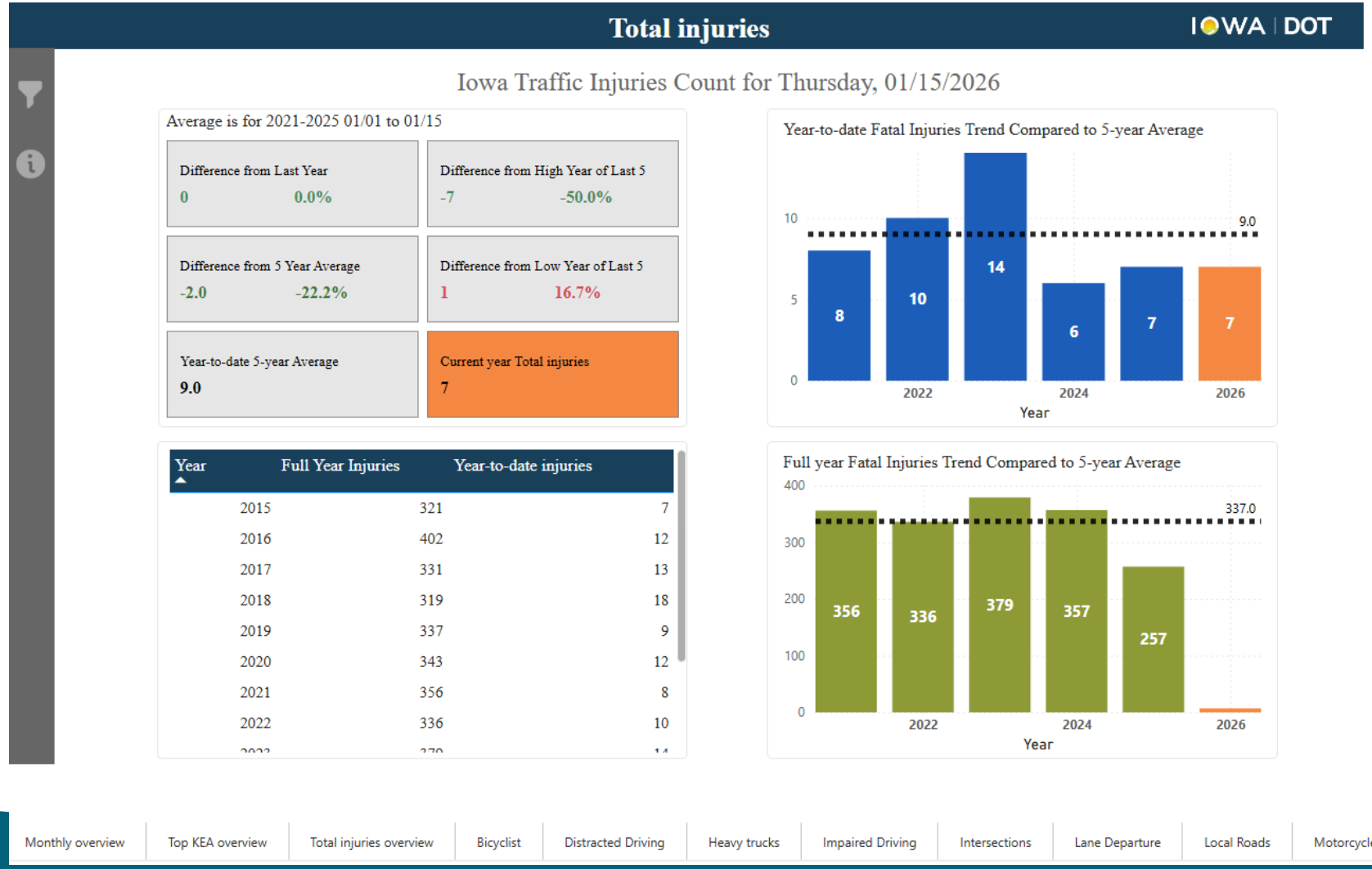
Iowa Crash Analysis Tool (ICAT) - Dashboards

- icat.iowadot.gov



Injuries Trend Dashboard

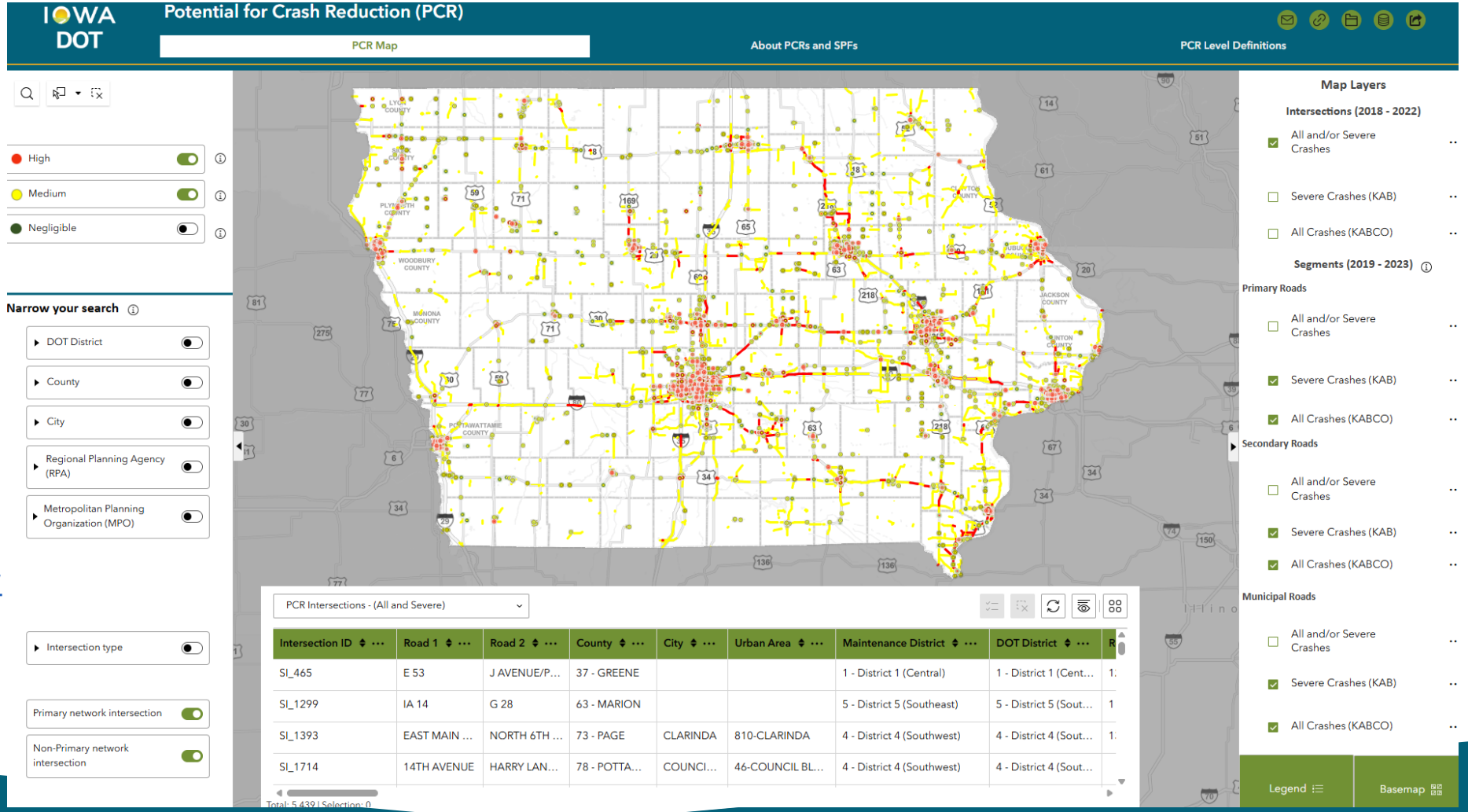
- Filter by your Jurisdiction, additional criteria
- apps.iowadot.gov/TrafficSafetyPowerBI/injuriesTrend
  - https://iowadot.gov/modes-travel/roads-highways/highway-safety-features/safety-dashboards



Year	Full Year Injuries	Year-to-date injuries
2015	321	7
2016	402	12
2017	331	13
2018	319	18
2019	337	9
2020	343	12
2021	356	8
2022	336	10

Potential for Crash Reduction (PCR)

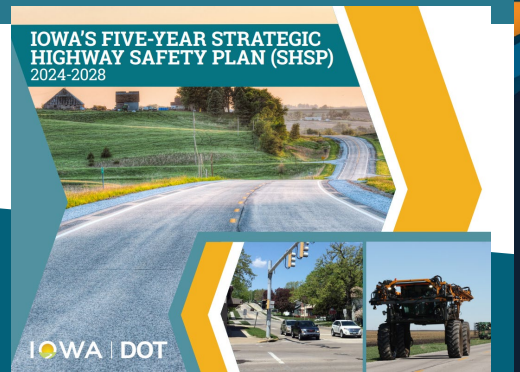
- Filter by your jurisdiction, additional criteria
- Compare performance with other intersections/ segments in *Categories* and *Statewide*
- pcr.iowadot.gov

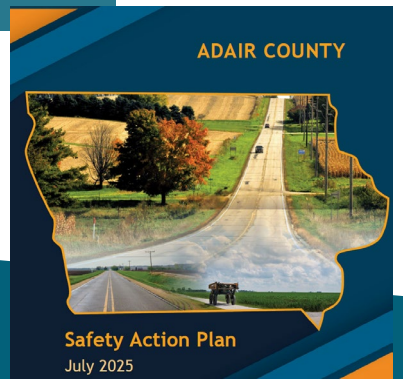


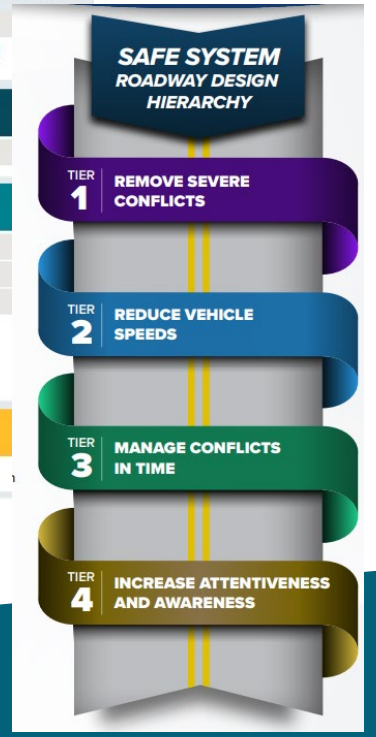
Safety Planning

- Iowa DOT – Strategic Highway Safety Plan
  - Statewide Stakeholder group
  - Data/Tools
- Counties/Cities/MPOs/RPAs
  - SS4A Safety Action Plans, other plans
- DOT Objective to Support for Local Safety Planning/Funding/Implementation

> The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

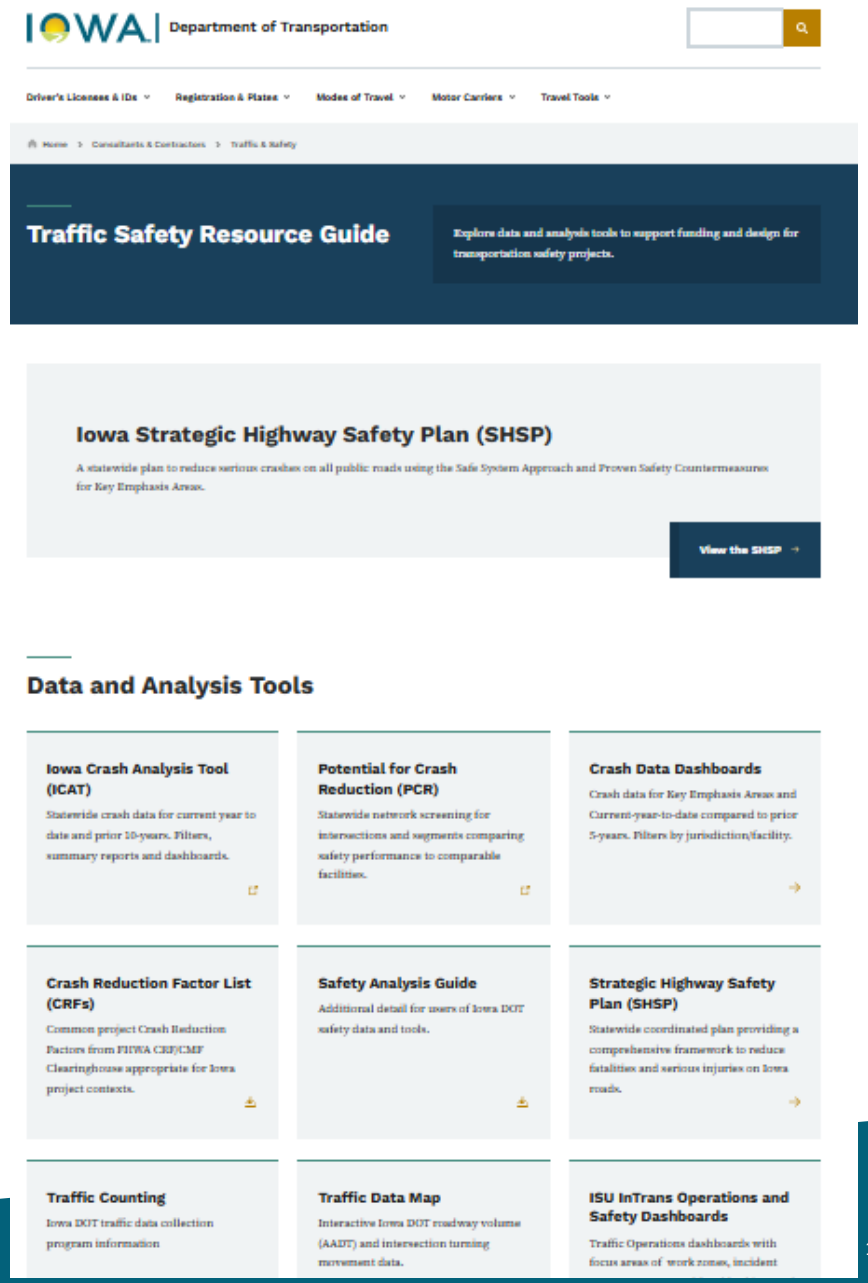






Traffic Safety Resource Guide

- Consolidate information/links in one place
  - https://iowadot.gov/traffic-safety-resource-guide
    - **Data & Analysis Tools**
    - **Safety Programs & Funding**
      - *Local Safety Funding Program Comparisons – **PDF***
    - **Outreach, Education, Agency Training**
    - Traffic Engineering Resources
    - Design and Standards
    - Speed Management
    - DOT Bureaus
    - Research and External Partners



Iowa DOT Local Safety Funding Program Comparisons

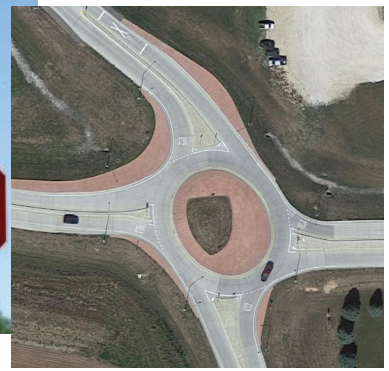
Funding Program	Traffic Safety Improvement Program TSIP Site-Specific and Traffic Control Device (TCD)	Highway Safety Improvement Program – Local HSIP-Local (SWAP Program funds)	Urban/County-State Traffic Engineering Programs U-STEP and C-STEP	Traffic Engineering Assistance Program TEAP
Program Focus	Safety funds for improvements at locations with existing safety issues. More reactive; crash history, benefit-cost required for Site-Specific.	Safety funds for low-/medium-cost systemic improvements. May be reactive or more proactive/systemic/risk-based.	Locally led improvements at or along Primary routes.	Consultant traffic and safety study for existing concern. Common types include intersection, corridor, school/pedestrian, etc. Roundabout concept/plan reviews.
Program Funding Details	$7-8M/Year (TCD: $500k total)	$5M/Year	Ongoing	Up to 150 hours of consultant time per project
Eligibility	LPAs, DOT Districts	LPAs	Joint DOT District + LPA	LPAs – counties and smaller cities (typically population <35k)
Funding Details	Site-Specific – $500k Max Potential project cost/quantity "Division' for eligible safety costs Traffic Control Device (TCD) – Materials only	Typical maximum award $500k-$800k Potential project cost/quantity "Division' for eligible safety costs	U-STEP/C-STEP Spot – $200k max U-STEP Linear– $400k max C-STEP 'Linear' varies – See links	TEAP funds a Study of existing traffic/safety problem by a DOT On-Call Consultant TEAP study can provide basis for future TSIP, HSIP-Local, or U-STEP/C-STEP applications
Funds by Reimbursement?	Yes	Yes	Yes	N/A
Required Local Responsibility and/or 'Local Match'?	Design/Admin/Inspect No Local Match Required (up to maximum reimbursable amount) Potential project cost/quantity "Division' TCD – Construction/Labor (Materials only)	Design/Admin/Inspect No Local Match Required (up to maximum reimbursable amount) Potential project cost/quantity "Division'	Design/Admin/Inspect U-STEP Spot/Linear, C-STEP Spot DOT District 55% / Local Match 45% C-STEP 'Linear' varies – See links	None – Larger scope studies may use TEAP + Local Funds Some local agency Data Collection may be requested
Letting?	DOT or Local	DOT (See Swap Policy I.M. 1.150)	DOT or Local	N/A
Application or Letter of	DOT Traffic Operations and Safety Bureau	DOT Traffic Operations and Safety Bureau	DOT District Engineer	LPA Letter of request to DOT District Engineer

Traffic Safety Improvement Program (TSIP) (1/3)

- Established by Legislature
- "½% Program" – 0.5% of Road Use Tax Fund
- $7-8M/year
- Reactive vs Proactive Focus
  - Crash History
  - Benefit-Cost Ratio

TSIP Categories

- Traffic Control Devices (TCD) – $500k total
- Studies & Outreach – $500k total
- "Site-Specific" – balance…~$7M/year
  - $500k max per project



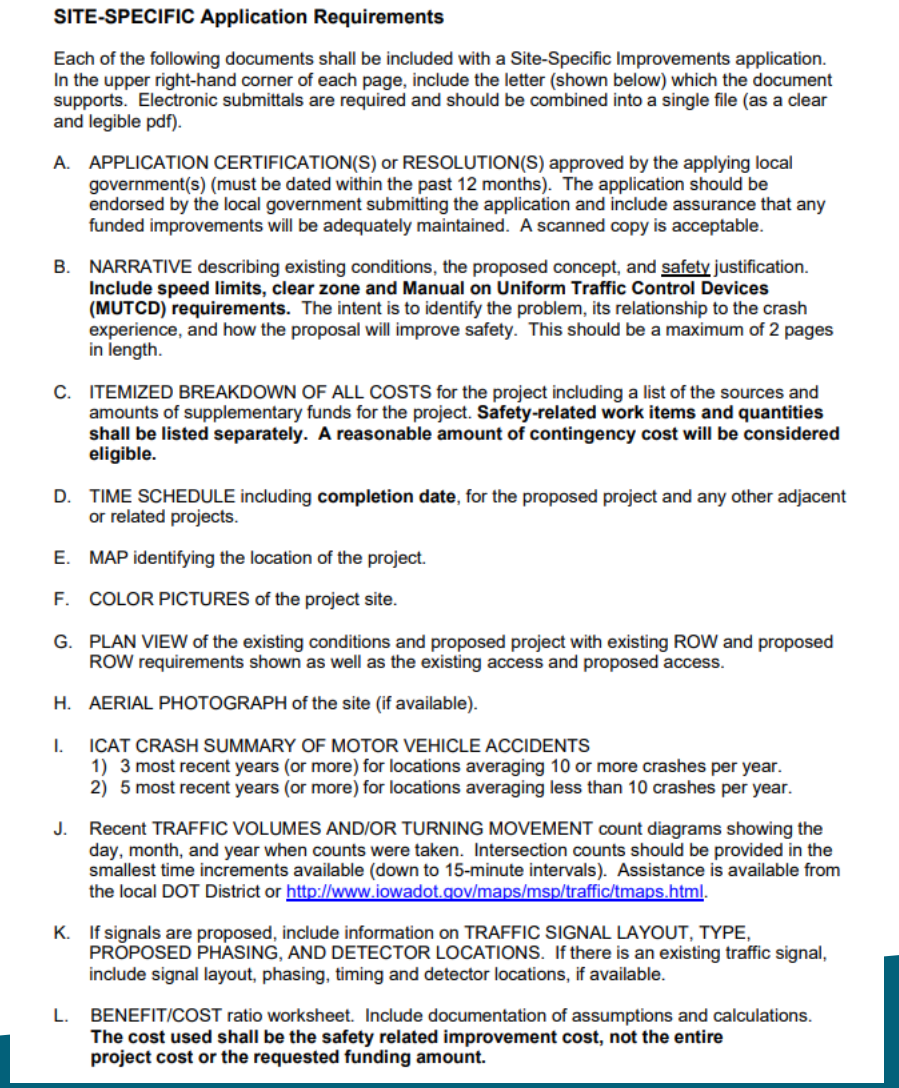
FY 2025 Traffic Safety Improvement Program

Site-Specific Projects Recommended for Award

Project Name	Sponsor	Total Project Cost	Requested Amount	Recommended Amount
W35 – edge treatments	Buchanan County	$4,285,097	$500,000	$500,000
US 69 – turn lanes/raised median	City of Ankeny	$8,751,000	$500,000	$500,000
1st Ave W and I-380 SB Ramp – turn lanes/reconstruction	City of Cedar Rapids	$1,104,000	$495,000	$440,000
53rd St and Utica Ridge Rd – turn lanes	City of Davenport	$973,279	$500,000	$500,000
6th Ave and Day St – retroreflective backplates/add	City of Des Moines	$2,700,000	$500,000	$500,000
D14 and P56 – roundabout	Webster County	$1,206,700	$500,000	$500,000
S70 – edge treatments	Appanoose County	$653,102	$500,000	$500,000
C17 – edge treatments	Clayton County	$726,579	$500,000	$500,000
Ellis Rd – guardrail	City of Cedar Rapids	$630,087	$500,000	$450,000
41st St and Beaver Ave – realignment	City of Des Moines	$775,000	$500,000	$450,000
W Fulliam Ave and N Houser St – roundabout	City of Muscatine	$314,956	$314,956	$314,956
Countywide – destination lighting	Jackson County	$326,700	$326,700	$148,500
X64 – widen lanes/edge treatments	Jones County	$3,750,000	$500,000	$500,000
Statewide – vulnerable road user countermeasures	Traffic and Safety Bureau	$250,000	$250,000	$250,000
W38 – lane widening/edge treatments	Washington County	$2,932,331	$500,000	$500,000
Viking Rd and Prairie Pkwy - roundabout	City of Cedar Falls	$3,023,000	$500,000	$290,000
S Main St and Summitt St – reconstruction	City of Maquoketa	$531,950	$500,000	$290,000
				$7,133,456

Traffic Safety Improvement Program (TSIP) (2/3)

- Application
  - August 2026 (FY 28)
  - More in-depth
    - https://iowadot.gov/consultants-contractors/traffic-safety/programs/traffic-safety-improvement-program-tsip
- Narrative, Cost, Schedule, Map
- Plan/Concepts, Pictures, Traffic Data
- Crash Data (ICAT), Potential for Crash Reduction (PCR)
- Crash Reduction Factors
- Benefit/Cost Worksheet



SITE-SPECIFIC Application Requirements

Each of the following documents shall be included with a Site-Specific Improvements application. In the upper right-hand corner of each page, include the letter (shown below) which the document supports. Electronic submittals are required and should be combined into a single file (as a clear and legible pdf).

A. APPLICATION CERTIFICATION(S) or RESOLUTION(S) approved by the applying local government(s) (must be dated within the past 12 months). The application should be endorsed by the local government submitting the application and include assurance that any funded improvements will be adequately maintained. A scanned copy is acceptable.

B. NARRATIVE describing existing conditions, the proposed concept, and safety justification. **Include speed limits, clear zone and Manual on Uniform Traffic Control Devices (MUTCD) requirements.** The intent is to identify the problem, its relationship to the crash experience, and how the proposal will improve safety. This should be a maximum of 2 pages in length.

C. ITEMIZED BREAKDOWN OF ALL COSTS for the project including a list of the sources and amounts of supplementary funds for the project. **Safety-related work items and quantities shall be listed separately. A reasonable amount of contingency cost will be considered eligible.**

D. TIME SCHEDULE including **completion date**, for the proposed project and any other adjacent or related projects.

E. MAP identifying the location of the project.

F. COLOR PICTURES of the project site.

G. PLAN VIEW of the existing conditions and proposed project with existing ROW and proposed ROW requirements shown as well as the existing access and proposed access.

H. AERIAL PHOTOGRAPH of the site (if available).

I. ICAT CRASH SUMMARY OF MOTOR VEHICLE ACCIDENTS
1) 3 most recent years (or more) for locations averaging 10 or more crashes per year.
2) 5 most recent years (or more) for locations averaging less than 10 crashes per year.

J. Recent TRAFFIC VOLUMES AND/OR TURNING MOVEMENT count diagrams showing the day, month, and year when counts were taken. Intersection counts should be provided in the smallest time increments available (down to 15-minute intervals). Assistance is available from the local DOT District or http://www.iowadot.gov/maps/msp/traffic/tmaps.html.

K. If signals are proposed, include information on TRAFFIC SIGNAL LAYOUT, TYPE, PROPOSED PHASING, AND DETECTOR LOCATIONS. If there is an existing traffic signal, include signal layout, phasing, timing and detector locations, if available.

L. BENEFIT/COST ratio worksheet. Include documentation of assumptions and calculations. **The cost used shall be the safety related improvement cost, not the entire project cost or the requested funding amount.**

Traffic Safety Improvement Program (TSIP) (3/3)

- Crash Reduction Factors
  - Intersections, Segments, Curves, etc.
- Benefit/Cost Worksheet
  - Crash costs by Crash Severity
    - Fatal and Severe Injury
      - Values update each year

PLANNING-LEVEL CRF LIST Version 1.0

CRF #	Existing Facility Type	Countermeasure Type	Countermeasure Name	Intersection or Roadway Type	Prior Condition	Area Type	Crash Type	Crash Severity	CRF Value
RS-01	Road Segment	Signs and Markings	Install 4-inch Edgeline Pavement Markings	2-lane	No Edgelines	Rural	All	All	10
RS-02	Road Segment	Signs and Markings	Install 6-inch Edgeline Pavement Markings	2-lane	4-inch Edgelines	Rural	All	All	7
RS-10	Road Segment	Rumble Strips	Install Centerline Rumble Strips	Undivided	No Centerline Rumble Strips	Rural	All	All	10
RS-11	Road Segment	Rumble Strips	Install Edgeline Rumble Strips or Shoulder Rumble Strips	-	No Edgeline Rumble Strips or Shoulder Rumble Strips	Rural	All	All	15
RS-12	Road Segment	Rumble Strips	Install Centerline Rumble Strips and Edgeline/Shoulder Rumble Strips	Undivided	No Rumble Strips	Rural	All	All	20
RS-20	Road Segment	Barriers	Install Cable Median Barrier	Freeway and Expressway	No Cable Median Barrier	All	All	Fatal and Serious Injury (K,A)	40
RS-20A	Road Segment	Barriers	Install Cable Median Barrier	Freeway and Expressway	No Cable Median Barrier	All	All	Minor Injury, Possible Injury, and PDO (B,C,O)	-60 (an increase)
RS-30	Road Segment	Shoulder Treatments	Add or Widen Paved Shoulder (to no greater than 10 feet)	2-lane	Unpaved Shoulder or Partially Paved Shoulder	Rural	All	All	1% reduction per foot widened (max 10%)
RS-31	Road Segment	Shoulder Treatments	Install Safety Edge	-	No Safety Edge	Rural	All	All	6
RS-35	Road Segment	Lanes	Convert to 3-lane Roadway with Two-Way Left-Turn Lane	Undivided	4-lane	All	All	All	30
RS-36	Road Segment	Lanes	Add Two-Way Left-Turn Lane	Undivided	2-lane	All	All	All	25

IOWA DOT **Safety Benefit-Cost Ratio L**

County:	Clayton	Prepared By:	Casey Stickfort
Location:	Clayton Road	Date Prepared:	8/6/2023
Proposed Improvements:	Paved Shoulders, Rumble Strips, 6" Painted Edge Lines and Safety Edge		
Estimated Improvement Cost:	$ 652,205		
Inflation on Crash Costs:	4%	Annual Maintenance:	2%
Discount Rate:	4%	(% of Improvement Cost)	
Estimated Service Life:	20	Annual Maintenance Cost:	$ 13,044
Method Choice:	CRF Method	The Crash Reduction Factor (CRF) Method applies one to three CRFs to historical crashes to estimate reductions in future crashes. Crash Modification Factors (CMFs) can be converted to CRFs. For additional information, click the "Learn More" button.	

Crash Reduction Factor (CRF) Method

Traffic Growth Factor:	1%
Number of CRFs:	3
Years of Crash History:	5

Combined CRF (Dominant Common Residuals Method) Iowa DOT's preferred methodology for combining CRFs is Dominant Common Residuals, since it is more conservative than the other options.

	CRF 1:	CRF 2:	CRF 3:	Combined CRF
CRF Value (%)	15	7	6	**22.3**

Crash Severity	Rounded Societal Costs	Crash History (Total):	CRF (from above)	Crash History - Annual Avg	Crashes Saved Annually
Fatal (K)	$ 4,000,000	1	22.3	**0.20**	**0.04**

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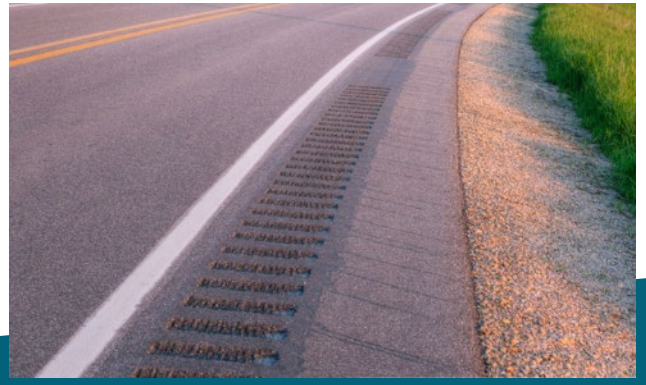
	CRF 1:	CRF 2:	CRF 3:	Combined CRF
CRF Value (%)	15	7	6	**22.3**

Crash Severity	Rounded Societal Costs	Crash History (Total):	CRF (from above)	Crash History - Annual Avg	Crashes Saved Annually
Fatal (K)	$ 4,000,000	1	22.3	**0.20**	**0.04**
Serious Injury (A)	$ 4,000,000	1	22.3	**0.20**	**0.04**
Minor Injury (B)	$ 265,000	1	22.3	**0.20**	**0.04**
Possible/Unknown Injury (C)	$ 125,000		22.3	**0.00**	**0.00**
Property Damage Only (O)	$ 20,000	10	22.3	**2.00**	**0.45**

Crash Severity	Annual Societal Benefit
Fatal (K)	**$ 178,465**
Serious Injury (A)	**$ 178,465**
Minor Injury (B)	**$ 11,823**
Possible/Unknown Injury (C)	**$ -**
Property Damage Only (O)	**$ 8,923**

Highway Safety Improvement Program (HSIP-Local)(1/2)

- Federal-aid 'Swap' (=State) Funding
- $5M/year
- Reactive vs Proactive Focus
  - Low-Cost to Medium-Cost safety features
  - Systemic Countermeasures
    - Address Risk/Crash Patterns on Segment/Multiple Sites
    - Rural – Lane Departure, Intersections
    - Urban – Lane Reconfiguration
    - Potential pedestrian crossing improvements
      - Pedestrian Hybrid Beacon or
      - Rectangular Rapid Flashing Beacon
        - …when part of a larger project (e.g. part of a 4-lane to 3-lane)

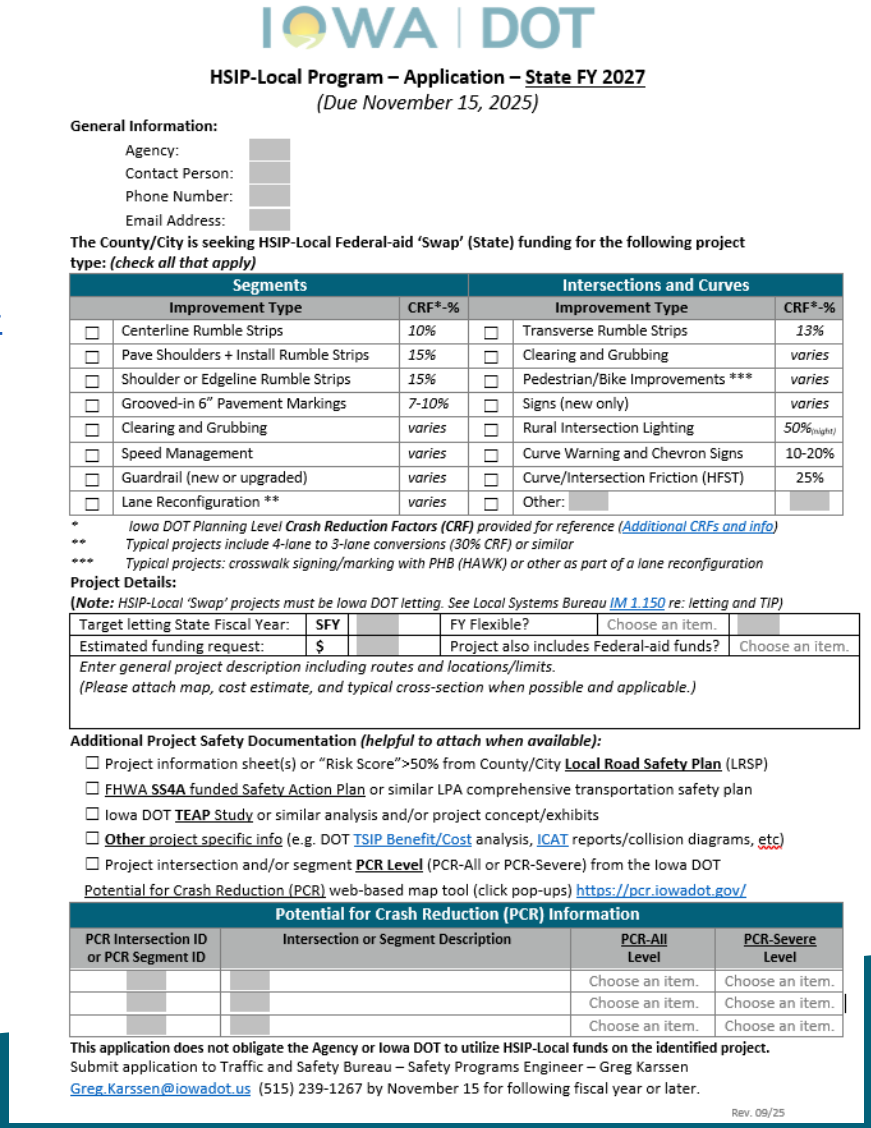


Highway Safety Improvement Program (HSIP-Local)(2/2)

- Application – November 2026 (FY 28)
  - Simpler than TSIP, but more info is always helpful
    - https://iowadot.gov/consultants-contractors/traffic-safety/traffic-safety-resource-guide/local-highway-safety-improvement-program-hsip-local

Useful Attachments/Supplemental Information

- Project Sheets from ICEA SS4A Safety Action Plan (SAP) or older DOT Local Road Safety Plans (LRSP)
- Concept from TEAP study
- TSIP Benefit-Cost Analysis
- **Project Plan Sheets/Cross Section/Cost Estimate**



IOWA | DOT

HSIP-Local Program – Application – State FY 2027

(Due November 15, 2025)

General Information:

Agency:
Contact Person:
Phone Number:
Email Address:

The County/City is seeking HSIP-Local Federal-aid 'Swap' (State) funding for the following project type: *(check all that apply)*

Segments			Intersections and Curves		
	Improvement Type	CRF*-%		Improvement Type	CRF*-%
☐	Centerline Rumble Strips	*10%*	☐	Transverse Rumble Strips	*13%*
☐	Pave Shoulders + Install Rumble Strips	*15%*	☐	Clearing and Grubbing	*varies*
☐	Shoulder or Edgeline Rumble Strips	*15%*	☐	Pedestrian/Bike Improvements ***	*varies*
☐	Grooved-in 6" Pavement Markings	*7-10%*	☐	Signs (new only)	*varies*
☐	Clearing and Grubbing	*varies*	☐	Rural Intersection Lighting	*50%(night)*
☐	Speed Management	*varies*	☐	Curve Warning and Chevron Signs	10-20%
☐	Guardrail (new or upgraded)	*varies*	☐	Curve/Intersection Friction (HFST)	25%
☐	Lane Reconfiguration **	*varies*	☐	Other:	

* *Iowa DOT Planning Level **Crash Reduction Factors (CRF)** provided for reference (Additional CRFs and info)*
** *Typical projects include 4-lane to 3-lane conversions (30% CRF) or similar*
*** *Typical projects: crosswalk signing/marking with PHB (HAWK) or other as part of a lane reconfiguration*

Project Details:

***(Note:** HSIP-Local 'Swap' projects must be Iowa DOT letting. See Local Systems Bureau IM 1.150 re: letting and TIP)*

Target letting State Fiscal Year:	SFY		FY Flexible?	Choose an item.
Estimated funding request:	$		Project also includes Federal-aid funds?	Choose an item.

Enter general project description including routes and locations/limits.
(Please attach map, cost estimate, and typical cross-section when possible and applicable.)

Additional Project Safety Documentation *(helpful to attach when available):*

☐ Project information sheet(s) or "Risk Score">50% from County/City **Local Road Safety Plan** (LRSP)
☐ FHWA **SS4A** funded Safety Action Plan or similar LPA comprehensive transportation safety plan
☐ Iowa DOT **TEAP** Study or similar analysis and/or project concept/exhibits
☐ **Other** project specific info (e.g. DOT TSIP Benefit/Cost analysis, ICAT reports/collision diagrams, etc)
☐ Project intersection and/or segment **PCR Level** (PCR-All or PCR-Severe) from the Iowa DOT Potential for Crash Reduction (PCR) web-based map tool (click pop-ups) https://pcr.iowadot.gov/

Potential for Crash Reduction (PCR) Information			
PCR Intersection ID or PCR Segment ID	Intersection or Segment Description	PCR-All Level	PCR-Severe Level
		Choose an item.	Choose an item.
		Choose an item.	Choose an item.
		Choose an item.	Choose an item.

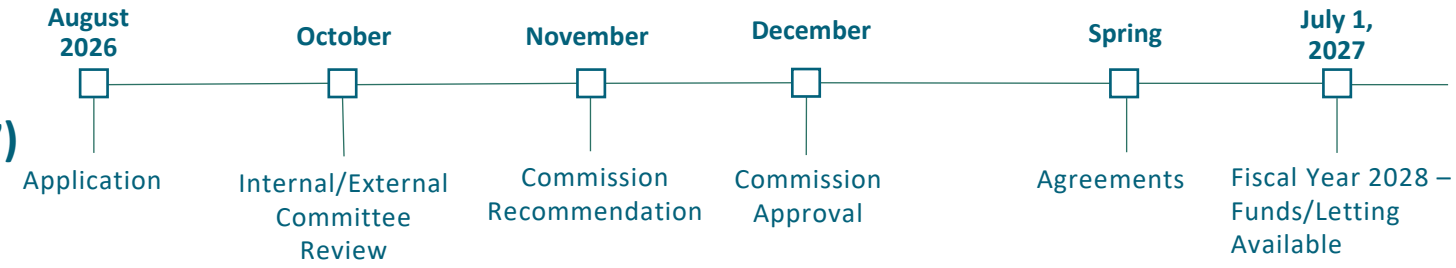
This application does not obligate the Agency or Iowa DOT to utilize HSIP-Local funds on the identified project.
Submit application to Traffic and Safety Bureau – Safety Programs Engineer – Greg Karssen
Greg.Karssen@iowadot.us (515) 239-1267 by November 15 for following fiscal year or later.

Rev. 09/25

Timeline for TSIP and HSIP-Local

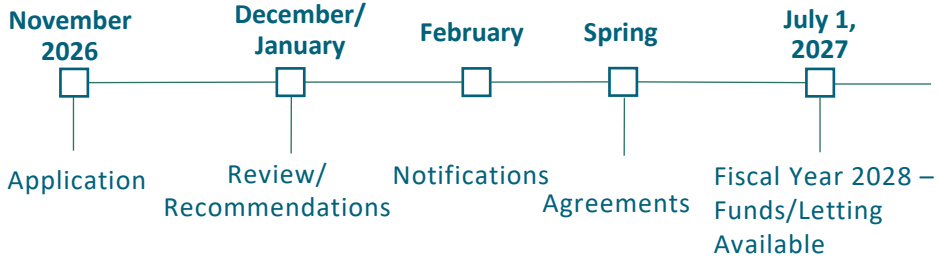
TSIP Process

FY28 (2026/27)



HSIP-Local Process

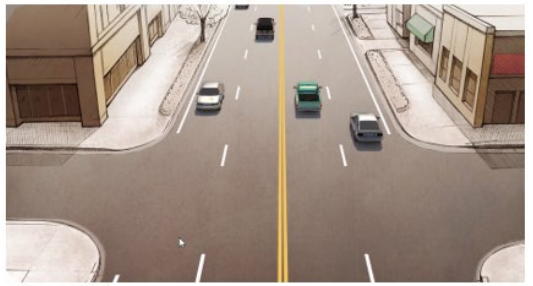
FY28 (2026/27)



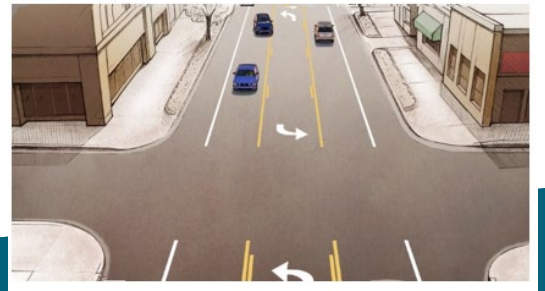
TEAP (Traffic Engineering Assistance Program)

- Provides traffic engineering expertise to conduct traffic and safety studies
  - Up to 150 hrs of consultant time
  - Address An Existing Traffic/Safety Problem
    - High crash locations
    - School pedestrians / crossings
- Counties and smaller cities (without a staff traffic engineer)
  - Does not need to be on State/Primary route
- Data Collection/Analysis/Report/Concept/Cost Estimates
  - Often form basis for a TSIP or HSIP-Local application
- Application: Submit letter of request to District Engineer
  - https://iowadot.gov/consultants-contractors/traffic-safety/programs/iowa-traffic-engineering-assistance-program-teap

Coralville roundabout



4-lane to 3-lane Conversion

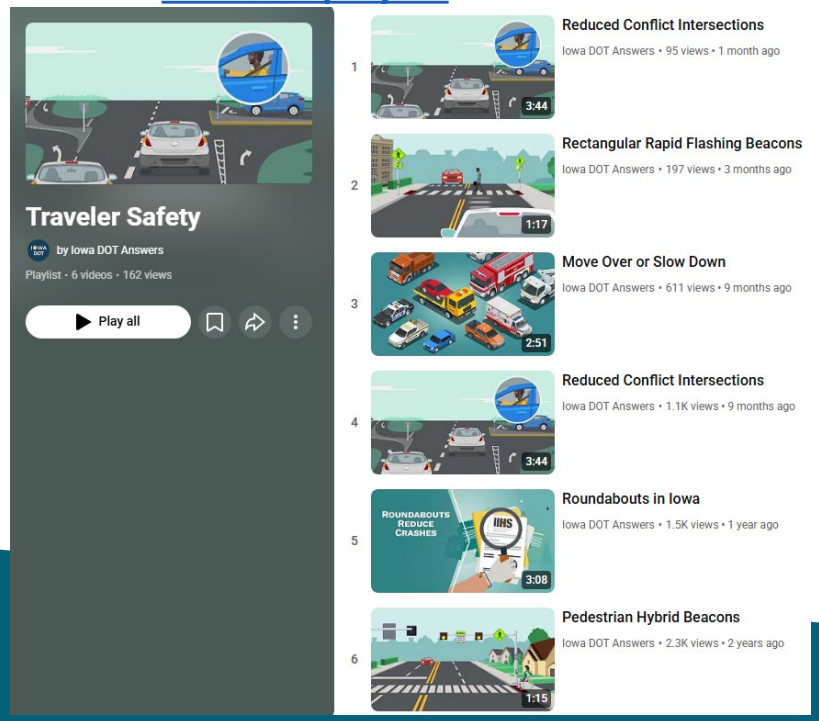


Speed Feedback Sign Program

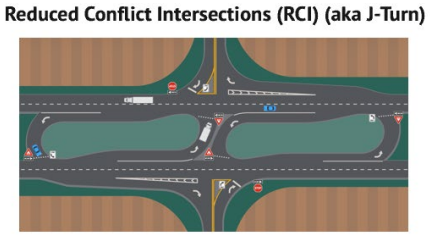
- Free to Communities
  - (a) on Primary Route
  - (b) targeting Population between 750-15,000…smaller may apply
    - Contact District Traffic Tech
- DOT Installs Pole (Contractor) and Sign/Solar panel (Maintenance Staff)
  - City Assumes Ownership/Responsibility
  - Transferable 5-year warranty – sign, panel, battery
  - Contacts: DOT District Traffic Tech
- LPAs can order the signs+solar assembly from same Contract (lower cost, longer warranty).
  - ~$2,500 12-inch, $4,000 18-inch
  - https://iowadot.gov/traffic/Speed-Feedback-Signs

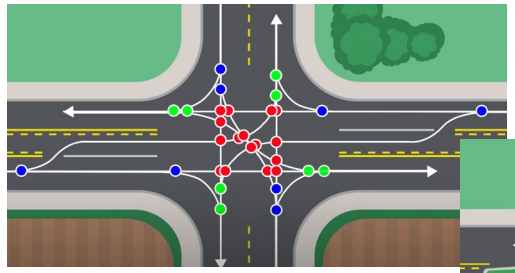
Public Outreach & Education

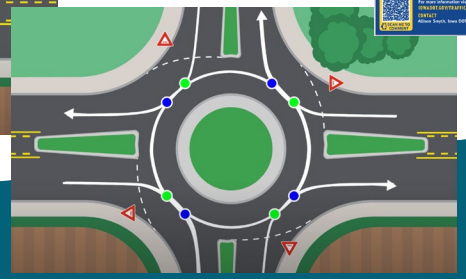
- Videos
  - Public Meetings, Social Media
    - *Coming Soon:* Roadway Departure (shoulders/rumble strips/curves). Inclement Weather
    - YouTube playlist



- Other Public Meeting Materials
  - Posters/Flyers/Displays can be shared/modified







https://iowadot.gov/consultants-contractors/traffic-safety

Questions?

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Traffic Operations & Safety Bureau

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Jan.Laaser-Webb@iowadot.us

iowadot.gov

Larry Grant

State Safety Planner

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