



IOWA

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2018 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

Table of Contents

Table of Contents	2
Disclaimer	3
Executive Summary	4
Introduction.....	5
Program Structure	5
Program Administration.....	5
Program Methodology	7
Project Implementation.....	10
Funds Programmed	10
General Listing of Projects	12
Safety Performance	14
General Highway Safety Trends.....	14
Safety Performance Targets.....	27
Applicability of Special Rules	29
Evaluation	31
Program Effectiveness	31
Effectiveness of Groupings or Similar Types of Improvements	31
Year 2017.....	32
Project Effectiveness.....	36
Compliance Assessment	37

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.”

Executive Summary

The state's HSIP funds are distributed amongst three different pots: statewide, secondary, and districts. Statewide projects are identified by central office staff based on research/study results, and can involve a mixture of hot-spot and systemic improvements. Secondary projects are identified by county engineers, based on their judgment or the results of a safety study, such as their Local Road Safety Plan. District projects are identified by the districts, based on their judgment or the results of a safety study, such as their District Road Safety Plan. All projects are selected for funding by central office staff, however secondary projects consider input from a selection committee. District and secondary projects are typically designed in-house, but the majority of statewide projects are designed by an outside consultant. All projects are tracked by central office staff, including crashes, costs, and construction dates. Crashes for 3 to 5 years pre-construction are compared 3 to 5 years of post-construction crashes, and a benefit-cost analysis is conducted for all projects.

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 Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The state's HSIP funds are distributed amongst three different pots: statewide, secondary, and districts. Statewide projects are identified by central office staff based on research/study results, and can involve a mixture of hot-spot and systemic improvements. Secondary projects are identified by county engineers, based on their judgment or the results of a safety study, such as their Local Road Safety Plan. District projects are identified by the districts, based on their judgment or the results of a safety study, such as their District Road Safety Plan. All projects are selected for funding by central office staff, however secondary projects consider input from a selection committee. District and secondary projects are typically designed in-house, but the majority of statewide projects are designed by an outside consultant. All projects are tracked by central office staff, including crashes, costs, and construction dates. Crashes for 3 to 5 years pre-construction are compared 3 to 5 years of post-construction crashes, and a benefit-cost analysis is conducted for all projects.

Where is HSIP staff located within the State DOT?

Operations

Enter additional comments here to clarify your response for this question or add supporting information.

HSIP staff are located in the Office of Traffic & Safety, which is located in the Operations Bureau of the Iowa DOT's Highway Division.

How are HSIP funds allocated in a State?

Formula via Districts/Regions

Enter additional comments here to clarify your response for this question or add supporting information.

HSIP-Secondary, the state's replacement program for HRRR, receives a \$2 million set-aside off the top. Beginning with the adoption of a new HSIP manual in 2017, twenty percent of the remaining funds are allocated to statewide initiatives spearheaded by central office staff. The remaining 80 percent of funds are

2018 Iowa Highway Safety Improvement Program allocated to each of the six districts based on the relative proportion of serious injury and fatal crashes occurring in that district.

Describe how local and tribal roads are addressed as part of HSIP.

Iowa's HSIP addresses local roads through the HSIP-Secondary program. This program was established in 2013 as a \$2 million yearly set-aside out of Iowa's HSIP to address safety issues on the secondary (county-owned) roadway system. This program is focused on providing funding for projects that incorporate systemic, low-cost safety improvements, typically costing less than \$10,000 per mile. Typical countermeasures include rumble strips, grooved-in pavement markings, paved shoulders, improved signage, and guardrail updates.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

Other-Districts

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with internal partners.

Iowa DOT districts are typically charged with developing and overseeing HSIP projects, so they are consulted early and often in the HSIP planning process. HSIP projects are chosen that align with SHSP emphasis areas, typically intersections and lane departures. A large majority of funding goes toward addressing lane departure crashes through shoulder improvements, most commonly shoulder paving. District Road Safety Plans have been completed, so the districts are beginning to utilize the project recommendations that resulted from the data-driven, risk-based plans, either by submitting these as HSIP candidate projects, or by addressing locations with their own forces.

Identify which external partners are involved with HSIP planning.

Other-None.

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with external partners.

None.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

No

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

To upload a copy of the State processes, attach files below.

File Name:

[HSIP Manual FINAL FY 19.pdf](#)

Select the programs that are administered under the HSIP.

Local Safety

Enter additional comments here to clarify your response for this question or add supporting information.

"Local Safety" refers to the HSIP-Secondary Program.

Program: Local Safety

Date of Program Methodology: 2/26/2013

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes

Exposure

Roadway

All crashes

Volume

Horizontal curvature
Functional classification
Roadside features
Other-County roads

What project identification methodology was used for this program? [Check all that apply]

Other-Collaboration with county engineers

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

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

County engineers identify projects for potential funding based on their knowledge of their system's performance, or from their Local Road Safety Plan.

How are projects under this program advanced for implementation?

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

Available funding : 1

Cost Effectiveness : 2

What percentage of HSIP funds address systemic improvements?

61

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Cable Median Barriers

Rumble Strips

Pavement/Shoulder Widening

Install/Improve Pavement Marking and/or Delineation

Upgrade Guard Rails

Clear Zone Improvements

Safety Edge

Enter additional comments here to clarify your response for this question or add supporting information.

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study

Crash data analysis

SHSP/Local road safety plan

Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State HSIP consider connected vehicles and ITS technologies?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

Iowa is in the early stages of implementing the HSM. The foundation for increased usage is being laid by calibrating the SPFs in HSM to local conditions. The SPFs will be used to screen the system for locations that could benefit from a safety improvement. Although the state has been using CMFs for years, the number of CMFs available on the CMF clearinghouse has grown exponentially, yet there remains many countermeasures for which a good CMF does not exist - especially for those countermeasures that typically occur simultaneously (such as paving shoulders and adding rumble strips). Therefore, the need for state-specific CMFs was identified, and a consultant has been brought on board to aid in selecting appropriate CMFs and values. In addition, the consultant will be developing a state-specific framework for conducting safety evaluations consistent with HSM methods, via a spreadsheet tool. It is envisioned that this tool will exist in different forms in order to accommodate evaluations at different points during the project development timeline.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$41,023,650	\$39,251,633	95.68%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
Penalty Funds (23 U.S.C. 154)	\$0	\$0	0%
Penalty Funds (23 U.S.C. 164)	\$0	\$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$0	\$0	0%
State and Local Funds	\$0	\$0	0%
Totals	\$41,023,650	\$39,251,633	95.68%

Enter additional comments here to clarify your response for this question or add supporting information.

Three projects that were scheduled to be let in FY 2018 were delayed, and moved to the next fiscal year.

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

\$2,144,250

How much funding is obligated to local or tribal safety projects?

\$1,799,419

Enter additional comments here to clarify your response for this question or add supporting information.

Lettings for 2 out of the 8 local projects were delayed, and moved to the next fiscal year.

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

0%

2018 Iowa Highway Safety Improvement Program

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

0%

Enter additional comments here to clarify your response for this question or add supporting information.

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

\$0

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

\$0

Enter additional comments here to clarify your response for this question or add supporting information.

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

Impediments to fully obligating programmed HSIP funds include proper estimating and long development timelines. Initial cost estimates tend to be high in order to account for project uncertainties and to avoid having to ask for more money at a later time. Project development timelines can be affected by multiple external forces including coordination, clearances, and unforeseen circumstances. Our goal is to work with project sponsors and project managers to improve the accuracy of cost estimates and to minimize time delays in order to obligate HSIP funds to the fullest extent.

Does the State want to elaborate on any other aspects of it's progress in implementing HSIP projects?

No

2018 Iowa Highway Safety Improvement Program

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HSIPX-000-S(895)--3L-00	Intersection traffic control	Intersection flashers - remove existing	14	Intersections	\$383798	\$426442	HSIP (23 U.S.C. 148)	No Functional System	0	0	Varies	Systematic	Intersections	Traffic Signal Modifications
HSIPX-000-S(896)--3L-00	Intersection traffic control	Intersection flashers - remove existing	15	Intersections	\$270574	\$300638	HSIP (23 U.S.C. 148)	No Functional System	0	0	Varies	Systematic	Intersections	Traffic Signal Modifications
HSIPX-000-S(897)--3L-00	Intersection traffic control	Intersection flashers - remove existing	18	Intersections	\$392251	\$435834	HSIP (23 U.S.C. 148)	No Functional System	0	0	Varies	Systematic	Intersections	Traffic Signal Modifications
HSIPX-002-5(48)-3L-27	Shoulder treatments	Pave existing shoulders	9.6	Miles	\$4235410	\$5194007	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,850	55	State Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIPX-006-6(54)-3L-48	Shoulder treatments	Pave existing shoulders	2.7	Miles	\$444376	\$493751	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other Freeways and Expressways	3,550	55	State Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIPX-006-7(88)-3L-52	Shoulder treatments	Pave existing shoulders	2.9	Miles	\$1072487	\$1240556	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	9,000	55	State Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIPX-013-1(66)-3L-57	Shoulder treatments	Pave existing shoulders	7.4	Miles	\$1746657	\$1948605	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,540	55	State Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIPX-014-4(66)-3L-50	Roadway	Rumble strips - center	8.6	Miles	\$26598	\$29553	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,230	55	State Highway Agency	Systemic	Lane Departure	Rumble Strips
HSIPX-022-4(78)-3L-70	Shoulder treatments	Pave existing shoulders	14.9	Miles	\$1724469	\$1923726	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,000	55	State Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIPX-030-3(51)-3L-37	Roadway	Rumble strips - center	30.5	Miles	\$70214	\$78015	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,560	55	State Highway Agency	Systemic	Lane Departure	Rumble Strips
HSIPX-034-1(95)-3L-65	Shoulder treatments	Pave existing shoulders	8.6	Miles	\$1126049	\$1251166	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,830	55	State Highway Agency	Systemic	Lane Departure	Rumble Strips
IHSIPX-035-5(106)--08-40	Roadside	Barrier - cable	8.7	Miles	\$1079786	\$1199762	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Interstate	20,000	70	State Highway Agency	Systemic	Lane Departure	Median Cable Barrier
HSIPX-048-1(32)-3L-73	Shoulder treatments	Pave existing shoulders	14.3	Miles	\$2038532	\$2265035	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,850	55	State Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIPX-051-1(17)-3L-03	Shoulder treatments	Pave existing shoulders	7.4	Miles	\$1081388	\$1201542	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,690	55	State Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIPX-058-1(92)-3L-07	Interchange design	Convert at-grade intersection to interchange	1	Interchanges	\$14250000	\$24180312	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	24,200	55	State Highway Agency	Spot	Intersections	Multilane Urban Intersection Improvements

2018 Iowa Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	RELATIONSHIP TO SHSP	
													EMPHASIS AREA	STRATEGY
HSIPX-063-5(49)-3L-86	Shoulder treatments	Pave existing shoulders	18.3	Miles	\$2472774	\$3025093	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,300	55	State Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIPX-063-9(25)-3L-45	Shoulder treatments	Pave existing shoulders	5.4	Miles	\$1048855	\$1165394	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,270	55	State Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIPX-071-5(76)-3L-14	Shoulder treatments	Pave existing shoulders	6.6	Miles	\$1055887	\$1173208	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	2,820	55	State Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIPX-144-1(7)--3L-25	Shoulder treatments	Pave existing shoulders	7.9	Miles	\$1928105	\$2404466	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,130	55	State Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIPX-151-1(32)-3L-48	Shoulder treatments	Pave existing shoulders	7.4	Miles	\$1004004	\$1115560	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	4,540	55	State Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIP-S-C025(110)--6C-25	Shoulder treatments	Pave existing shoulders	3	Miles	\$266837	\$296486	HSIP (23 U.S.C. 148)	Rural Major Collector	290	55	County Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIP-S-C026(103)--6C-26	Shoulder treatments	Pave existing shoulders	2.1	Miles	\$156476	\$173862	HSIP (23 U.S.C. 148)	Rural Major Collector	1,150	55	County Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIP-S-C026(104)--6C-26	Roadway delineation	Roadway delineation - other	14.8	Miles	\$122254	\$135838	HSIP (23 U.S.C. 148)	Rural Major Collector	740	55	County Highway Agency	Spot	Lane Departure	Delineation
HSIP-S-C026(105)--6C-26	Shoulder treatments	Pave existing shoulders	4	Miles	\$386633	\$429593	HSIP (23 U.S.C. 148)	Rural Major Collector	470	55	County Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIP-S-C033(130)--6C-33	Roadway delineation	Roadway delineation - other	49.5	Miles	\$280800	\$350485	HSIP (23 U.S.C. 148)	Rural Minor Collector	0	55	County Highway Agency	Spot	Lane Departure	Delineation
HSIP-S-C054(111)--6C-54	Roadside	Removal of roadside objects (trees, poles, etc.)	5.3	Miles	\$39452	\$82740	HSIP (23 U.S.C. 148)	Rural Major Collector	800	55	County Highway Agency	Spot	Lane Departure	Shoulder Treatments
HSIP-S-C054(112)--6C-54	Shoulder treatments	Pave existing shoulders	6.4	Miles	\$483770	\$537522	HSIP (23 U.S.C. 148)	Rural Major Collector	900	55	County Highway Agency	Spot	Lane Departure	Clear Zone Improvements
HSIP-S-C063(129)--6C-63	Roadside	Barrier- metal	4	Locations	\$63197	\$70219	HSIP (23 U.S.C. 148)	Rural Major Collector	1,720	55	County Highway Agency	Spot	Lane Departure	Clear Zone Improvements

Enter additional comments here to clarify your response for this question or add supporting information.

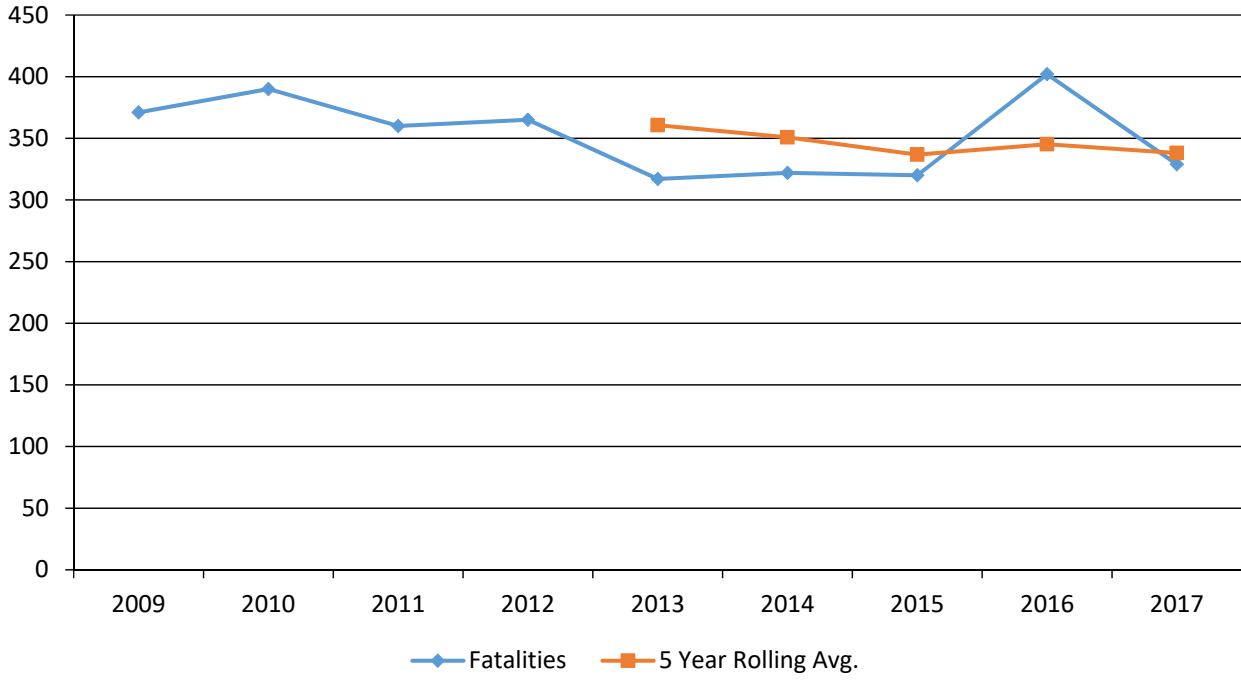
Safety Performance

General Highway Safety Trends

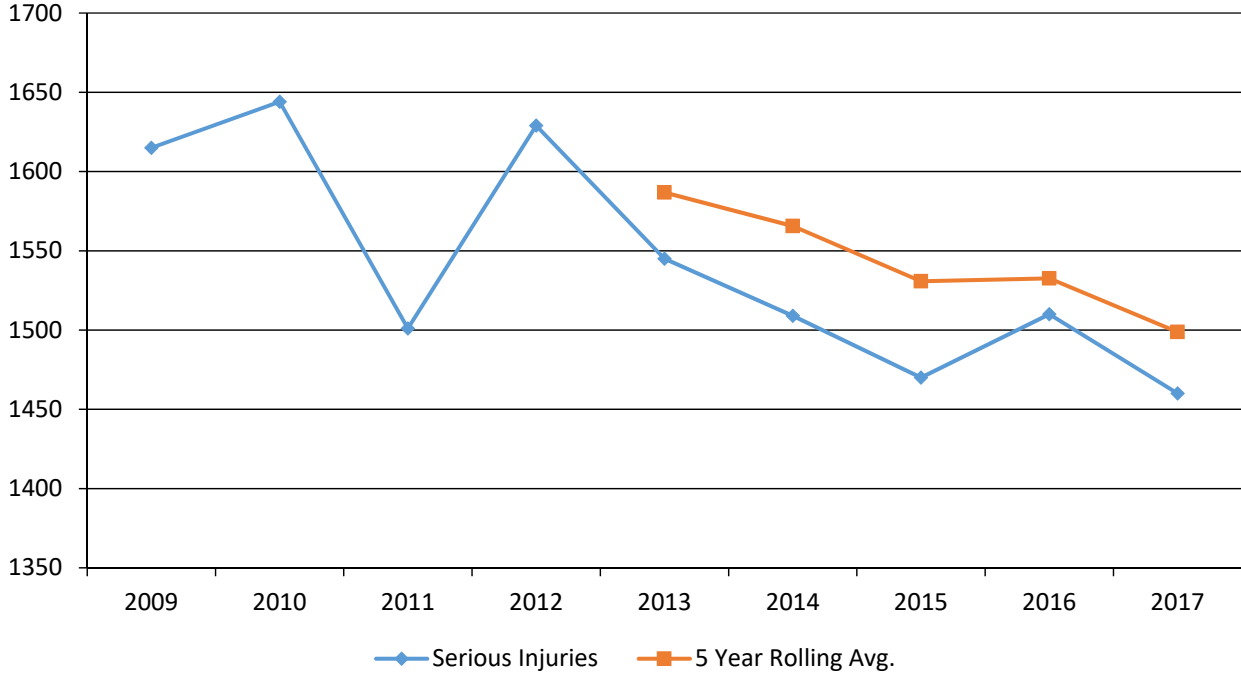
Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	371	390	360	365	317	322	320	402	329
Serious Injuries	1,615	1,644	1,501	1,629	1,545	1,509	1,470	1,510	1,460
Fatality rate (per HMVMT)	1.186	1.235	1.146	1.156	1.005	0.996	0.967	1.210	0.975
Serious injury rate (per HMVMT)	5.161	5.206	4.779	5.158	4.898	4.667	4.440	4.540	4.326
Number non-motorized fatalities	25	28	31	25	23	25	32	31	29
Number of non-motorized serious injuries	123	126	126	124	115	101	121	134	121

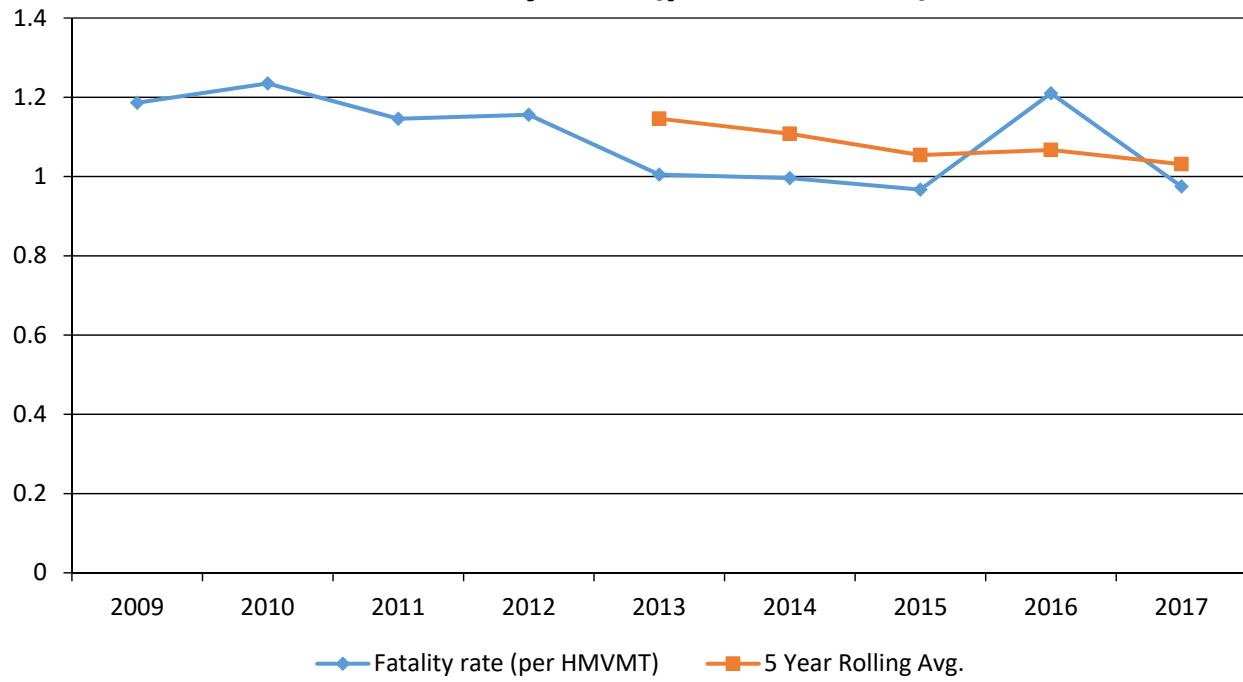
Annual Fatalities



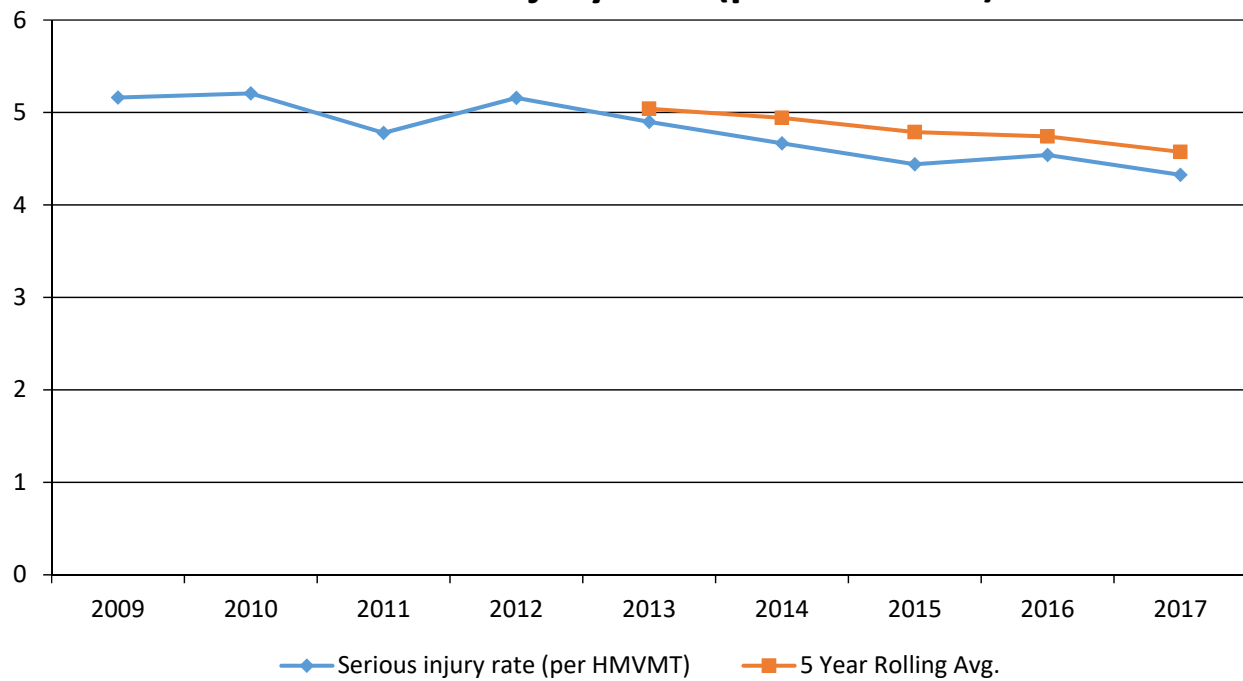
Annual Serious Injuries



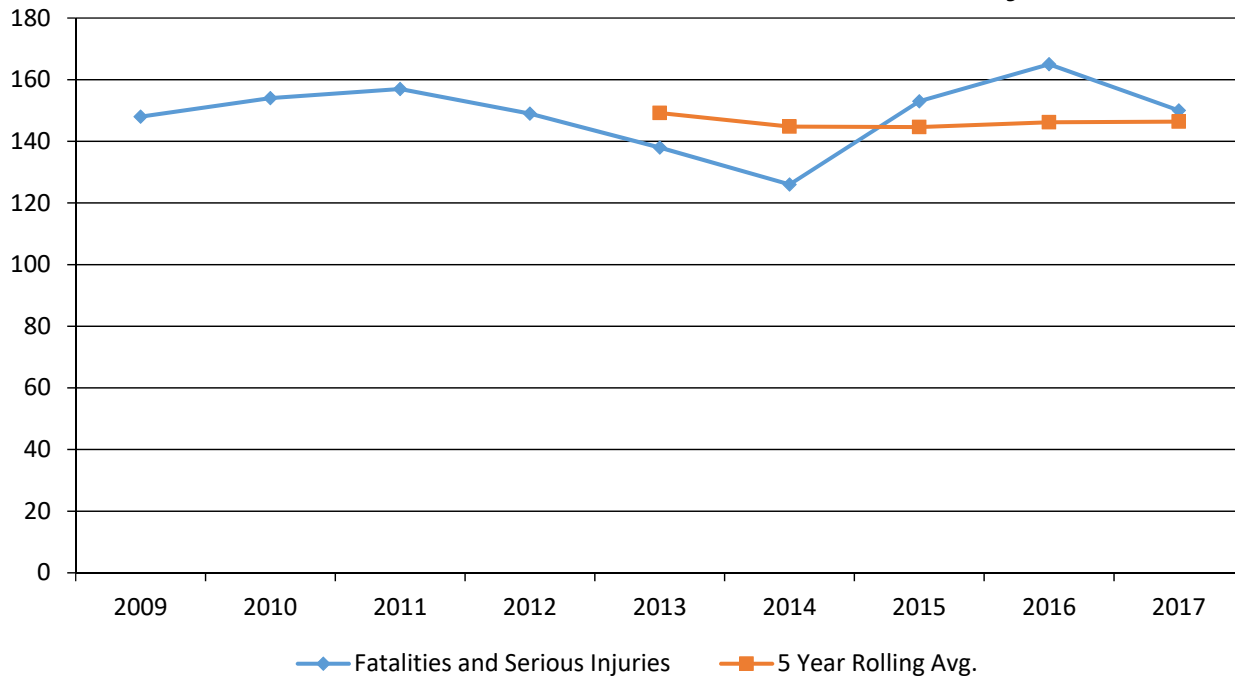
Fatality rate (per HMVMT)



Serious injury rate (per HMVMT)



Non Motorized Fatalities and Serious Injuries



Enter additional comments here to clarify your response for this question or add supporting information.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

To the maximum extent possible, present this data by functional classification and ownership.

Year 2017

Functional 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 (RPA) - Interstate	26.2	80.2	0.49	1.51
Rural Principal Arterial (RPA) - Other Freeways and Expressways	26.2	82.4	0.49	1.55
Rural Principal Arterial (RPA) - Other	30.8	101	0.58	1.9
Rural Minor Arterial	44	145.4	1.76	5.84
Rural Minor Collector	34.2	132.2	4.54	17.55
Rural Major Collector	74.8	296.2	2.43	9.62

2018 Iowa Highway Safety Improvement Program

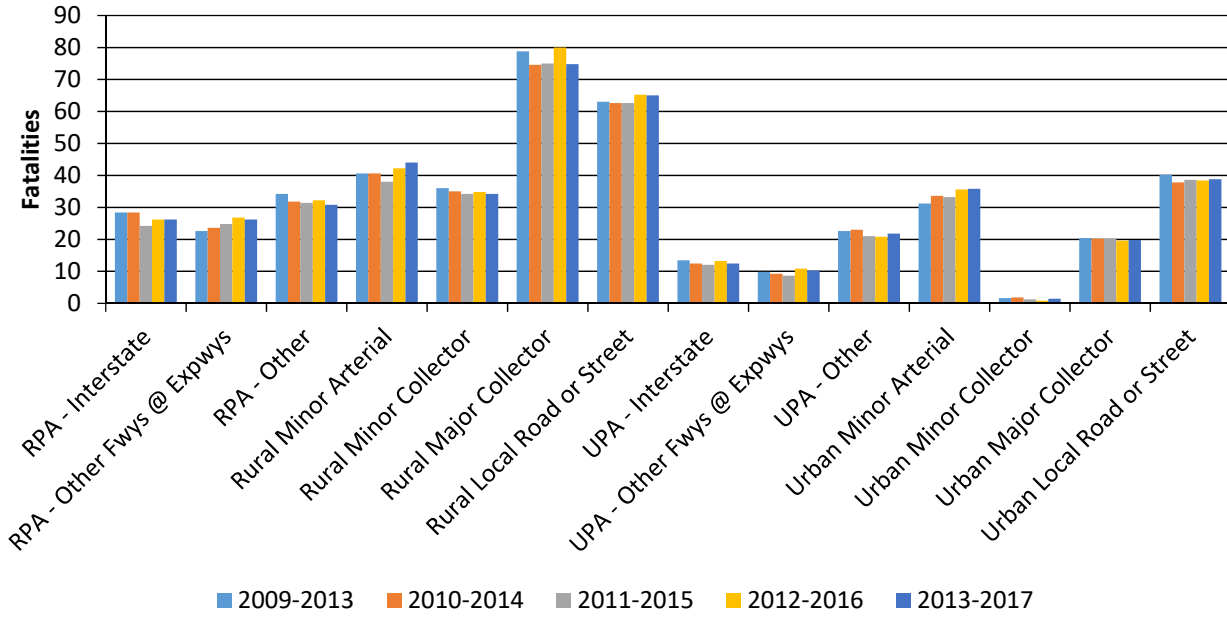
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	65	245.4	6.85	25.86
Urban Principal Arterial (UPA) - Interstate	12.4	52.2	0.43	1.82
Urban Principal Arterial (UPA) - Other Freeways and Expressways	10.2	50.2	0.35	1.75
Urban Principal Arterial (UPA) - Other	21.8	131.8	0.76	4.59
Urban Minor Arterial	35.8	235.2	0.98	6.47
Urban Minor Collector	1.4	5.6	2.06	8.08
Urban Major Collector	19.8	131.6	1.41	9.35
Urban Local Road or Street	38.8	285	1.55	11.36

2018 Iowa Highway Safety Improvement Program

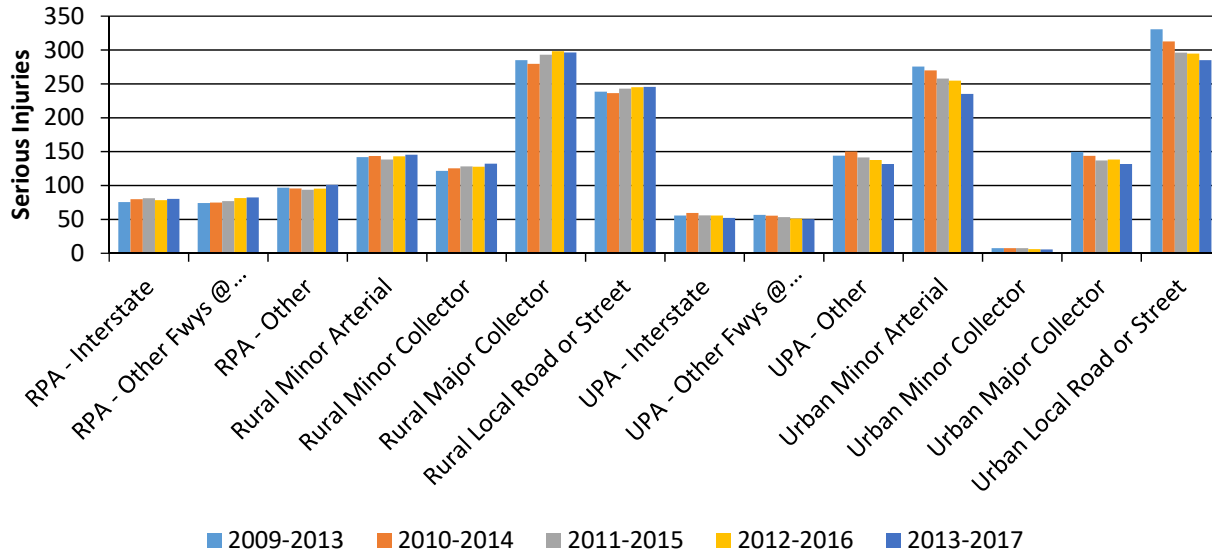
Year 2017

Roadways	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)
State Highway Agency	169.6	690.8	0.51	2.09
County Highway Agency	120.6	466.2	0.63	2.43
Town or Township Highway Agency				
City of Municipal Highway Agency	47.6	342	0.34	2.46
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, University)				
Indian Tribe Nation				

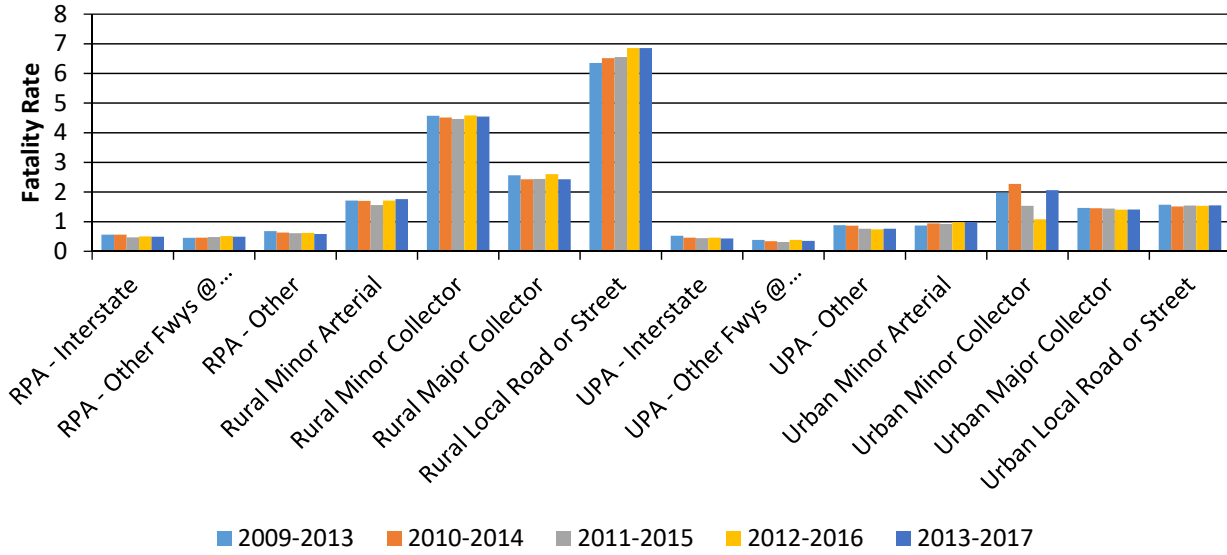
Number of Fatalities by Functional Classification 5 Year Average



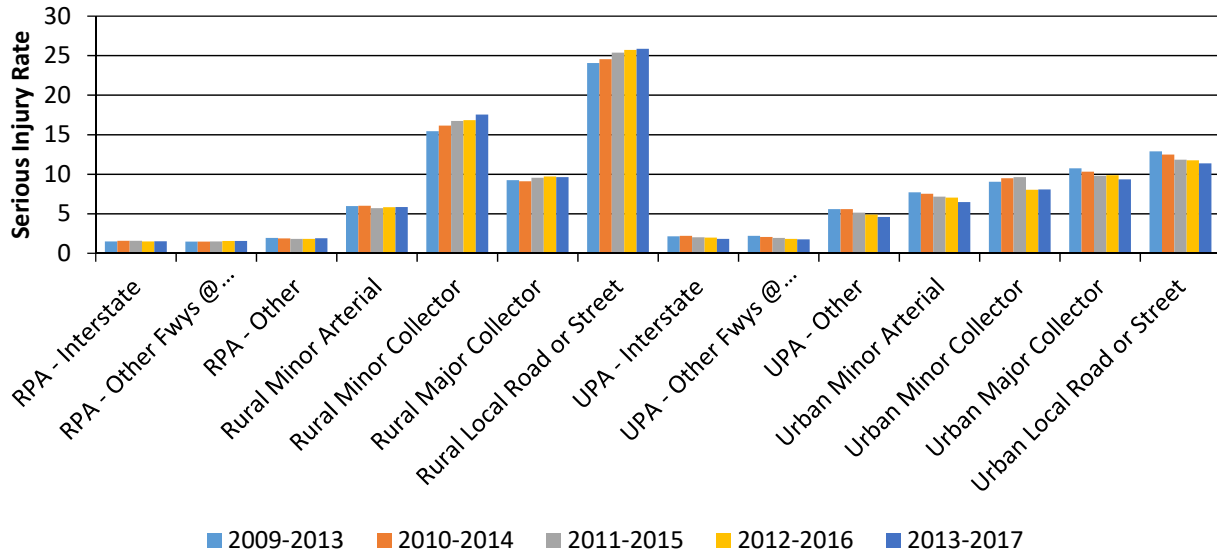
Number of Serious Injuries by Functional Classification 5 Year Average



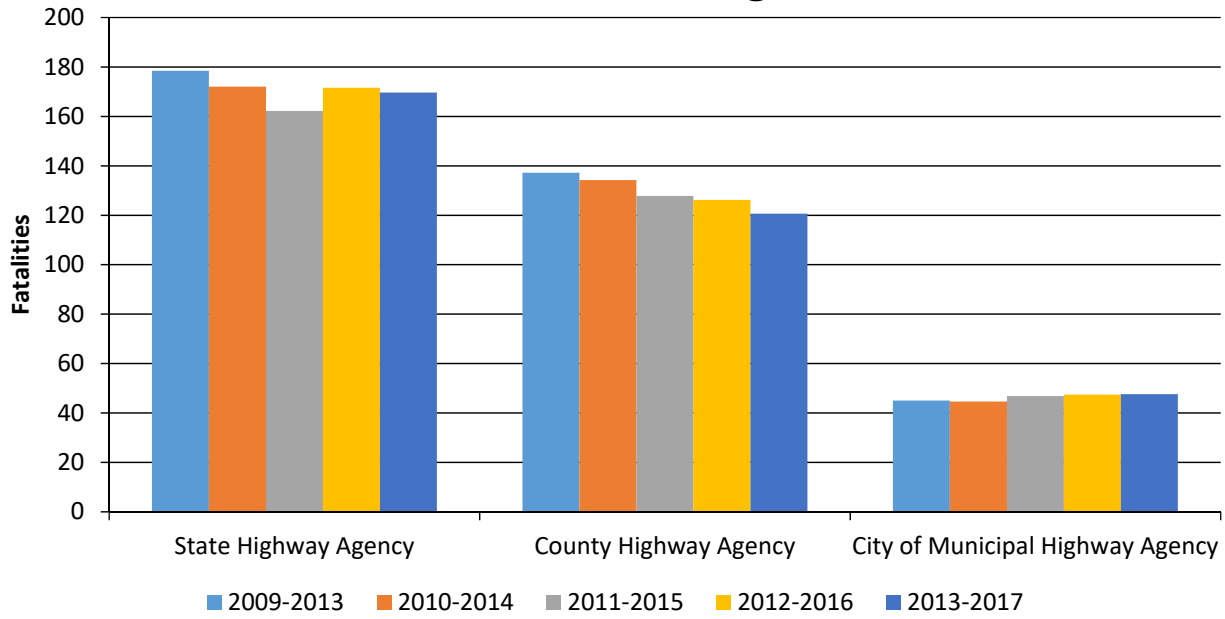
Fatality Rate (per HMVMT) by Functional Classification 5 Year Average



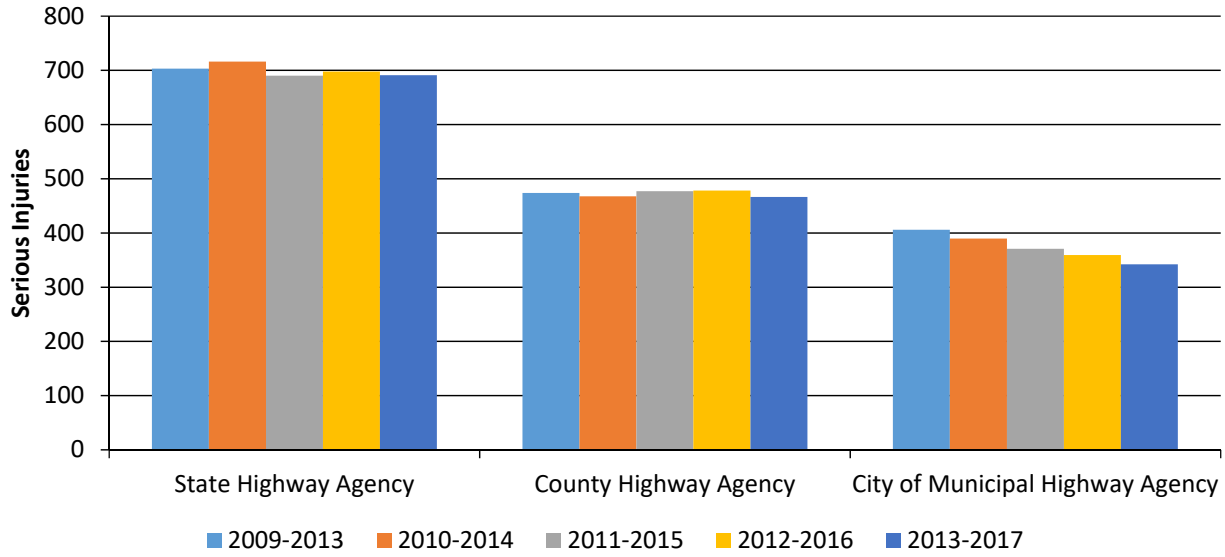
Serious Injury Rate (per HMVMT) by Functional Classification 5 Year Average



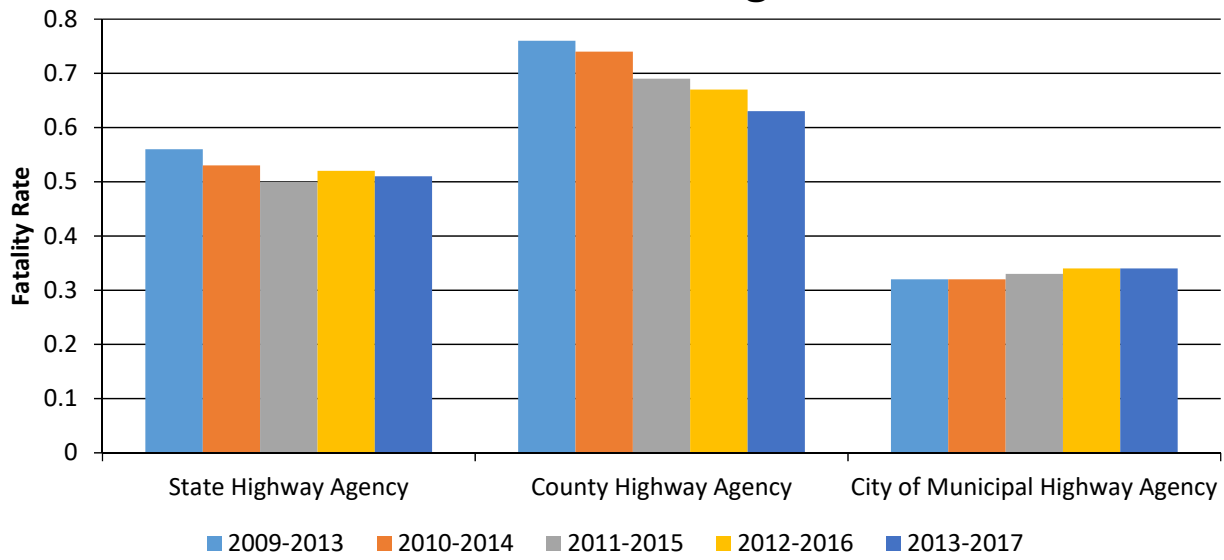
Number of Fatalities by Roadway Ownership 5 Year Average



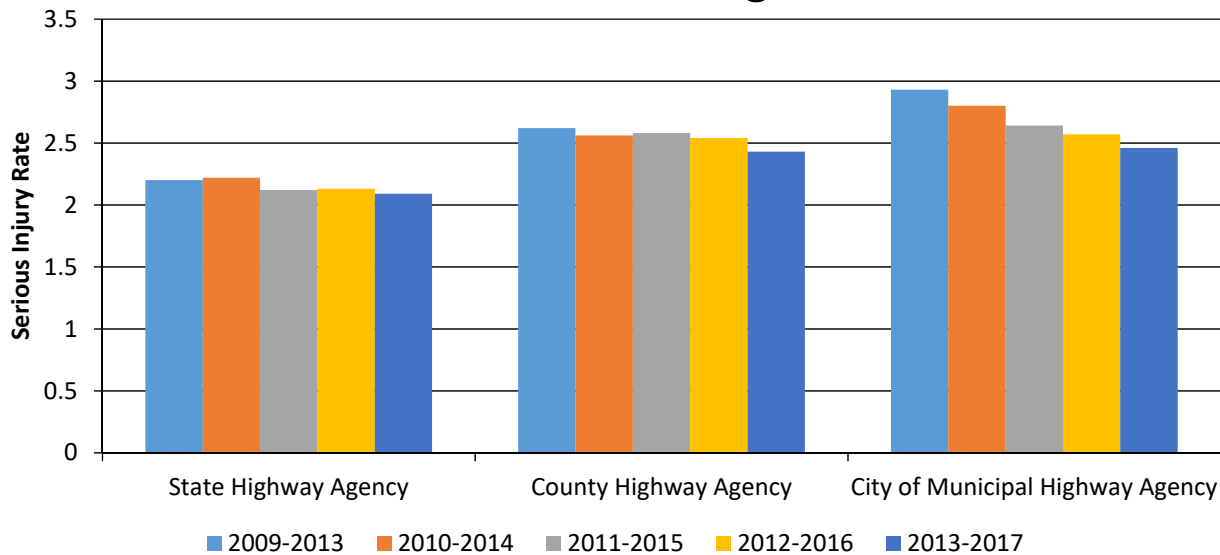
Number of Serious Injuries by Roadway Ownership 5 Year Average



Fatality Rate (per HMVMT) by Roadway Ownership 5 Year Average



Serious Injury Rate (per HMVMT) by Roadway Ownership Ownership 5 Year Average



Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

No

Safety Performance Targets Safety Performance Targets

Calendar Year 2019 Targets *

Number of Fatalities 353.6

Describe the basis for established target, including how it supports SHSP goals.

A simple trend analysis of historical fatality data was performed. An integrated moving average model was run to estimate how much risk would be associated with each set of predictions. Our working group settled on using a 75% confidence level. This means we are at least 75% confident the actual 5-year rolling average will be less than the target. A slight error in the process that was used last year was discovered and corrected for this year. This change had a very minor impact on the actual targets selected.

2018 Iowa Highway Safety Improvement Program

Number of Serious Injuries 1483.7

Describe the basis for established target, including how it supports SHSP goals.

A simple trend analysis of historical serious injury data was performed. An integrated moving average model was run to estimate how much risk would be associated with each set of predictions. Our working group settled on using a 75% confidence level. This means we are at least 75% confident the actual 5-year rolling average will be less than the target. A slight error in the process that was used last year was discovered and corrected for this year. This change had a very minor impact on the actual targets selected.

Fatality Rate 1.047

Describe the basis for established target, including how it supports SHSP goals.

A simple trend analysis of historical fatality data was performed. An integrated moving average model was run to estimate how much risk would be associated with each set of predictions. Our working group settled on using a 75% confidence level. This means we are at least 75% confident the actual 5-year rolling average will be less than the target. This target supports the SHSP goal of continuing to reduce the fatality rate to 1.000 per HVMVT by 2020. A slight error in the process that was used last year was discovered and corrected for this year. This change had a very minor impact on the actual targets selected.

Serious Injury Rate 4.391

Describe the basis for established target, including how it supports SHSP goals.

A simple trend analysis of historical serious injury data was performed. An integrated moving average model was run to estimate how much risk would be associated with each set of predictions. Our working group settled on using a 75% confidence level. This means we are at least 75% confident the actual 5-year rolling average will be less than the target. This target supports the SHSP goal of continuing to reduce the serious injury rate to 4.300 per HVMVT by 2020. A slight error in the process that was used last year was discovered and corrected for this year. This change had a very minor impact on the actual targets selected.

Total Number of Non-Motorized Fatalities and Serious Injuries 149.8

Describe the basis for established target, including how it supports SHSP goals.

A simple trend analysis of historical non-motorized fatality and serious injury data was performed. An integrated moving average model was run to estimate how much risk would be associated with each set of predictions. Our working group settled on using a 75% confidence level. This means we are at least 75% confident the actual 5-year rolling average will be less than the target. A slight error in the process that was used

2018 Iowa Highway Safety Improvement Program

last year was discovered and corrected for this year. This change had a very minor impact on the actual targets selected.

Enter additional comments here to clarify your response for this question or add supporting information.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

The DOT's safety target working group established the methodology for setting the performance targets, using essentially the same process as last year. The chosen targets and a description of the methodology were shared with representatives from the Governor's Traffic Safety Bureau for comment. None were received. The chosen targets were then shared with the MPOs on March 21, 2018 as part of a quarterly meeting presentation. The following day, a draft safety memo outlining the chosen targets and methodology was sent to all MPOs in the state. A final version of the memo was sent out on May 22, 2018 with a request for comments by June 4, 2018. No substantive comments regarding the targets or the methodology were received during the comment period.

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

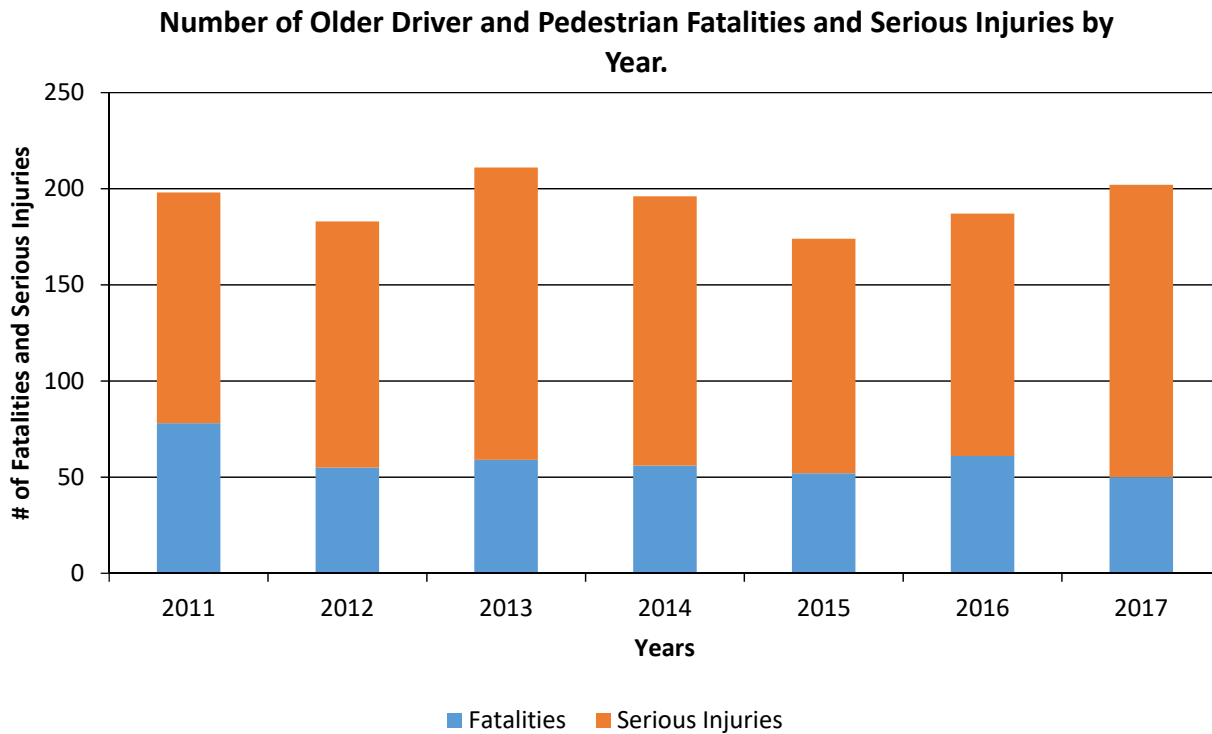
Does the HRRR special rule apply to the State for this reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017
Number of Older Driver and Pedestrian Fatalities	78	55	59	56	52	61	50
Number of Older Driver and Pedestrian Serious Injuries	120	128	152	140	122	126	152



Enter additional comments here to clarify your response for this question or add supporting information.

Historical data (2011-2016) provided in this year's report for number of fatalities and serious injuries differs from what was provided in previous years' reports. An error in the selection methodology was discovered and fixed, which resulted in the more accurate counts provided here.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Benefit/Cost Ratio

Enter additional comments here to clarify your response for this question or add supporting information.

Crash data for the project area is collected for a minimum of three, to a maximum of five, years before and after the project was completed. Crash data for the year of construction is ignored.

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

Overall since fiscal year 2001, the state's HSIP expenditures have resulted in a benefit-cost ratio of approximately 6 to 1. Some of the highest B-C ratios resulted from roadway signs, lighting, and roadside improvements.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

Policy change
Increased awareness of safety and data-driven process
Increased focus on local road safety
HSIP Obligations

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any significant programmatic changes that have occurred since the last reporting period?

No

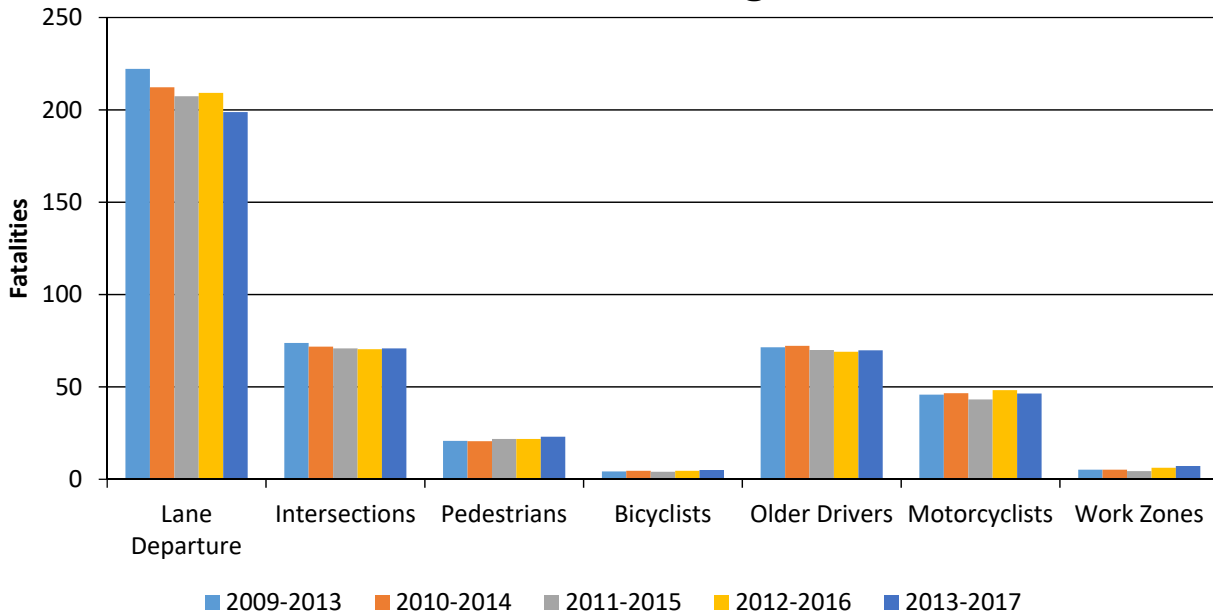
Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

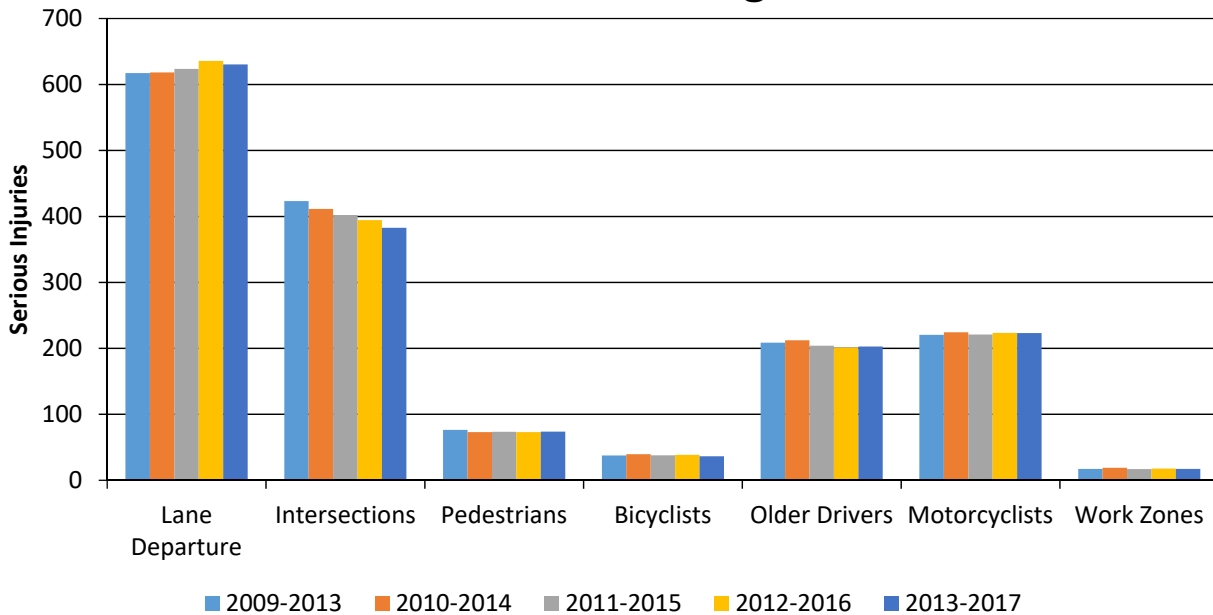
Year 2017

SHSP Emphasis Area	Targeted 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	Other 2	Other 3
Lane Departure		198.8	630.4	0.6	1.9	0	0	0
Intersections		70.8	382.6	0.21	1.15	0	0	0
Pedestrians		23	73.6	0.07	0.22	0	0	0
Bicyclists		5	36.2	0.01	0.11	0	0	0
Older Drivers		69.8	202.6	0.21	0.61	0	0	0
Motorcyclists		46.4	223	0.14	0.67	0	0	0
Work Zones		7.2	17.2	0.02	0.05	0	0	0

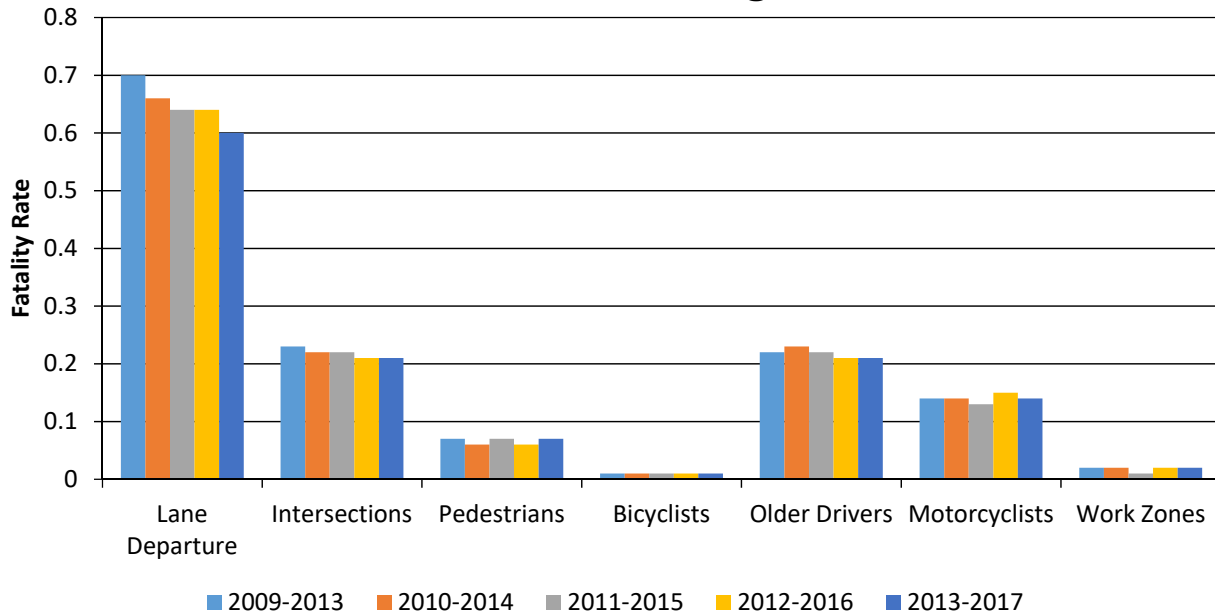
Number of Fatalities 5 Year Average



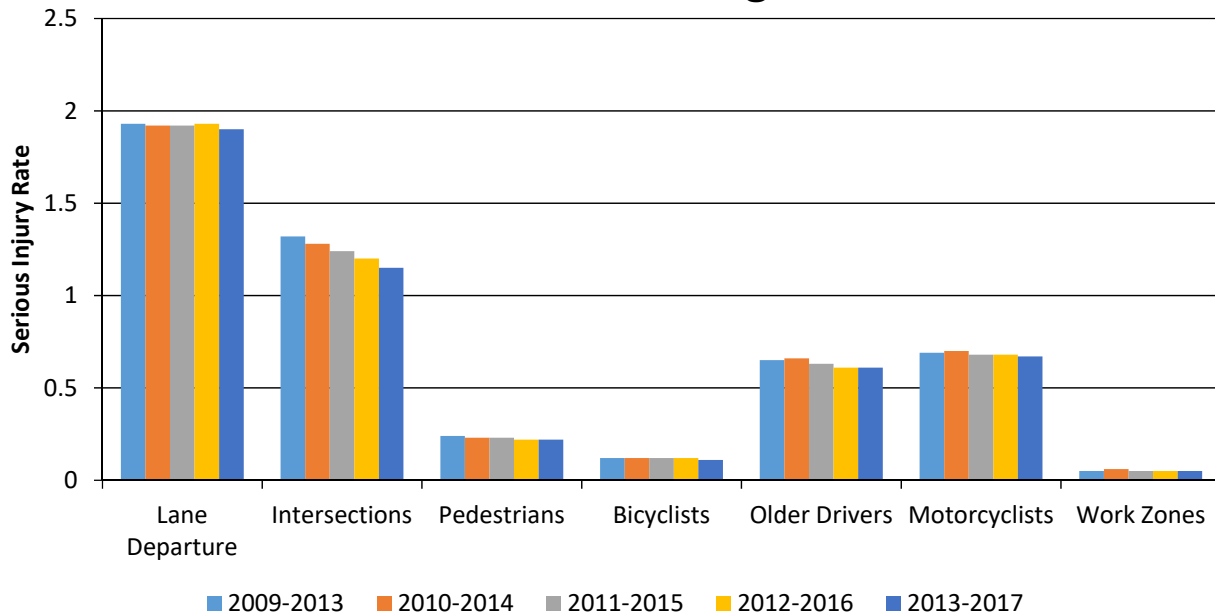
Number of Serious Injuries 5 Year Average



Fatality Rate (per HMVMT) 5 Year Average



Serious Injury Rate (per HMVMT) 5 Year Average



Enter additional comments here to clarify your response for this question or add supporting information.

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

Yes

Please provide the following summary information for each countermeasure effectiveness evaluation.

CounterMeasures:	Median Cable Barrier
Description:	Interstate median cable barrier in Iowa
Target Crash Type:	Other (define)
Number of Installations:	
Number of Installations:	
Miles Treated:	330
Years Before:	
Years After:	
Methodology:	Regression cross-section Reduces fatal crashes by 62% Reduces major injury crashes by 31% Reduces minor injury crashes by 26%
Results:	Increases possible injury crashes by 11% Increases PDO crashes by 108% Overall benefit/cost ratio = 16.1 : 1
File Name:	Iowa median cable barrier eval w cvr.pdf

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Optional														

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

Compliance Assessment

What date was the State’s current SHSP approved by the Governor or designated State representative?

11/30/2016

What are the years being covered by the current SHSP?

From: 2017 To: 2018

When does the State anticipate completing it’s next SHSP update?

2018

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	100		
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	100	100								
Access Control (22)	100	100								

2018 Iowa Highway Safety Improvement Program

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	100		
Average Annual Daily Traffic (79)	100	100					100	100		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			100	100						
Intersection/Junction Traffic Control (131)			100	100						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					100	100				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					100	100				
Roadway Type at End Ramp Terminal (199)					100	100				

2018 Iowa Highway Safety Improvement Program

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Interchange Type (182)					100	100				
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

*Based on Functional Classification

Enter additional comments here to clarify your response for this question or add supporting information.

It is understood that individual data elements may not be 100% accurate at all times due to reporting lags.

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

No actions required - state is already compliant.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Suspected serious/incapacitating	Yes	N/A	Yes	N/A	Yes
Crash Report Form Instruction Manual	Suspected serious/incapacitating	Yes	any injury, other than a fatal injury, that prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred. This includes	Yes	severe lacerations (exposure of underlying tissues/muscle/organs or resulting in significant loss of blood); broken or distorted limbs (arm or leg); skull, chest injuries or abdominal injuries other than bruises or minor lacerations; crush injuries; significant burns (second and third degree burns over 10 percent or more of the body); unconsciousness at or when taken from the crash scene; and unable to leave the crash scene without assistance (paralysis). This does not include momentary unconsciousness.	Yes
Crash Database	Suspected serious/incapacitating	Yes	N/A	Yes	N/A	Yes
Crash Database Data Dictionary	Suspected serious/incapacitating	Yes	any injury, other than a fatal injury, that prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred. This includes	Yes	severe lacerations (exposure of underlying tissues/muscle/organs or resulting in significant loss of blood); broken or distorted limbs (arm or leg); skull, chest injuries or abdominal	Yes

2018 Iowa Highway Safety Improvement Program

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
					injuries other than bruises or minor lacerations; crush injuries; significant burns (second and third degree burns over 10 percent or more of the body); unconsciousness at or when taken from the crash scene; and unable to leave the crash scene without assistance (paralysis). This does not include momentary unconsciousness.	

Enter additional comments here to clarify your response for this question or add supporting information.

The above form was filled out conservatively last year, noting that many of the items did not follow MMUCC 4th Edition verbatim. Iowa questioned the "verbatim" requirement in the response's comments section, asking for clarification from FHWA on whether the state was indeed non-compliant. Hearing no response on this subject over the last year, the state assumes its assertion to be true - that they are considered to be generally compliant with MMUCC 4th Edition. Therefore, the responses in the forms this year were changed to "compliant," though no changes have been made to Iowa's crash report form, crash report form instruction manual, crash database, or crash database data dictionary to address the "verbatim" requirement.

Did the State conduct an HSIP program assessment during the reporting period?

No

When does the State plan to complete it's next HSIP program assessment.

2020

Enter additional comments here to clarify your response for this question or add supporting information.

Optional Attachments

Program Structure:

[HSIP Manual FINAL FY 19.pdf](#)

Project Implementation:

Safety Performance:

Evaluation:

[Iowa median cable barrier eval w cvr.pdf](#)

Compliance Assessment:

Glossary

5 year rolling average	means the average of five individuals, 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.