



Background

The Nampa SS4A Demonstration Grant – Executive Summary provides a high-level overview of the City of Nampa’s proposed response to USDOT’s Safe Streets and Road for All (SS4A) Grant Program. Anywhere from \$100,000 to \$10 million will be awarded to selected applications. The SS4A program was established to provide grants to eligible public sector agencies to conduct planning studies, demonstration efforts, and largescale implementation projects technology to improve safety. The City of Nampa will pursue a Demonstration grant in coordination with COMPASS’s Comprehensive Safety Action Plan (CSAP). The Demonstration will inform the CSAP on how technology can be used to identify safety issues, mitigate these issues, and to what level the mitigation was successful in improving safety.

Nampa Need Statement

The Nampa community has been experiencing many road safety incidents and near misses between vulnerable road users (pedestrians and bicyclists) and vehicles along the 12th Avenue corridor. The vehicle-centric state route is 5 lanes with approximately half mile spacing between signalized intersections and High-Intensity Activated crossWalk (HAWK) beacons. The surrounding community is fast growing with mixed-use developments, low-income housing, community services, multiple schools with heavy foot traffic, and public spaces along this corridor. Drivers along the corridor can miss pedestrian presence and tend to run red lights, creating safety issues at marked crossing points.

Nampa Vulnerable User Identification and Safety (VIS) Project Objectives

- The Nampa VIS Project seeks to:
1. Demonstrate effectiveness of several safety measures through before/after implementations
 2. Improve active mode visibility and awareness at signalized crossings
 3. Reduce near-miss and vehicle-to-pedestrian/bicycle collisions
 4. Implement multimodal detection technology and advanced timing strategies to improve intersection safety and efficiency
 5. Identify hot spots and prioritize safety countermeasures
 6. Provide data and insight to COMPASS’s CSAP which could lead to the regional adoption of safety strategies and technology



The table below provides a matrix of issues that the City of Nampa would like to address. The table also includes safety countermeasures that could be demonstrated by the City along with measures of effectiveness.

Issue to be Addressed	Countermeasures to Pilot	Measures of Effectiveness
Multimodal count and classification data	Install vehicle, bicycle, and pedestrian detection and counting technology	Accuracy of counts based on traditional count methods
Red-light running	All-red extension for vehicle clearance Tattle tale lights/targeted enforcement	Number of vehicles in intersection during all-red indication
Pedestrian safety associated with flashing yellow arrow operations	Near-miss analysis with normal flashing yellow arrow operations Near-miss analysis with restricted flashing yellow arrow Near-miss analysis with partially restricted flashing yellow arrow	Number of near-miss incidents between vehicles/pedestrians, Left turn vehicle queue lengths
Variable pedestrian crossing time and demand	Pedestrian indication extension All-red extension for pedestrian clearance HAWK signal coordination with adjacent signalized intersections	Number of near-miss incidents between vehicles/pedestrians Number of hard breaking incidents
Pedestrian visibility	Turn lane pedestrian indicator signage Blank-out signs Right turn overlap red arrow	Number of near-miss incidents between vehicles/pedestrians