IDAHO

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2017 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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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

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

The Idaho Transportation Department (ITD) continues to work on enhancing the Highway Safety Improvement Program (HSIP) for all public roadways in Idaho. ITD uses data from the Highway Safety Corridor Analysis (HSCA) to identify high priority corridors. ITD has started using the Transportation Economic Development Impact System (TREDIS) to evaluate HSIP eligibility for all projects nominated for FY20 and beyond. At the local level, work continues by the Idaho Local Highway Technical Advisory Council (LHTAC) to plan and prioritize highway safety projects at the local level. LHTAC continues to enhance their process based on the fatal and serious injuries to determine what jurisdiction have priority for HSIP funding.

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.

ITD and LHTAC use benefit-cost ratio analysis to determine funding of HSIP projects. Any project selected has to follow a data-driven criteria that shows what safety concern is being addressed, how it ties into the State Highway Safety Plan, and expected outcomes from the project.

Where is HSIP staff located within the State DOT?

Other-Division of Engineering Services

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

The program is managed within the Division of Engineering Services, while data analysis is performed and performance measures maintained in the Division of Engineering Products and Plans.

How are HSIP funds allocated in a State?

Central Office via Statewide Competitive Application Process

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

HSIP funds are split between state and local roads. ITD administers funding for state-owned roads, while Local Highway Technical Advisory Council (LHTAC) administers funding for local roads.

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

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

Determine Funding Split (ITD & LHTAC)

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

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

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

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

Describe coordination with internal partners.

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

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

All project evaluations are based upon the information that has been entered in PSS and the Office of Transportation Information System (OTIS). The projects are prioritized by the Economics Office and Transportation Systems using the TREDIS process. TREDIS calculates benefits in safety and mobility as a

result of a project, including economic value that can be realized related to transportation and the mobility it affords to the citizens and businesses of the state of Idaho.

Identify which external partners are involved with HSIP planning.

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

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

Describe coordination with external partners.

Once the funding split has been decided. LHTAC will solicit local agencies for projects based on a data driven approach. LHTAC evaluates each of the projects and the selected projects are sent on to ITD. ITD will evaluate the projects to ensure they fit within the scope of the SHSP and then make the final approval.

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?

Yes

Describe other aspects of HSIP Administration on which the State would like to elaborate.

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

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

Program Methodology

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:
Idaho HSIP Standard Planning Process August 2017.pdf

Select the programs that are administered under the HSIP.

HSIP (no subprograms)

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

ITD does not have any subprograms designated within the HSIP. However we do utilize other tools within the HSIP.

Program: HSIP (no subprograms)

Date of Program Methodology: 7/1/2015

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]

Other-state competes with all projects while local uses funding set-aside approach

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

Crashes	Exposure	Roadway
All crashes	Traffic Volume	Functional classification
Fatal and serious injury crashes only		

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

Crash frequency
Crash rate
Other-High Accident Location (HAL) List
Other-HSCA

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

How are projects under this program advanced for implementation?

Competitive application process
selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C : 1

Enter additional comments here to clarify your response for this question or add supporting information.
HAL and HSCA documentation is attached for further information.

What percentage of HSIP funds address systemic improvements?

30

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

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

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

The majority of the local road projects are a systemic approach. The local highway districts will identify a location with at least one fatality or serious injury and then implement a project at that location and possibly other locations with similar characteristics.

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

Engineering Study
Road Safety Assessment
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
Other-Highway Safety Corridor Analysis process

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

We use a variety of tools to identify possibly countermeasures. Our Highway Safety Corridor Analysis provides corridors that are a high priority. Individuals planning projects in these corridors utilized engineering studies, the CMF clearinghouse, recommendations from RSA's and the shared successes of other projects with similar characteristics.

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.

Our two main processes used to identify possible areas for projects are based on methodology from the HSM. The first, High Accident Location (HAL) uses a weighted score of frequency, rate and severity to determine locations. Our Highway Safety Corridor Analysis (HSCA) process uses weights to determine priority corridors. Both documents are attached.

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.

Federal 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)	$19,882,000	$15,167,709	76.29%
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	$19,882,000	$15,167,709	76.29%

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

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

18%

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

18%

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

Through FY19 LHTAC received approximately $3.9M for Local HSIP projects. For funding FY20 and beyond, ITD and LHTAC will review the data together to determine the appropriate funding split based on the total number of

Fatal (K) plus Serious Injury (A) crashes. The percentage of K+A Crashes on local roads will equal the funding split between ITD and LHTAC. The current approved funding split for FY20 and FY21 is 50%.

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

2%

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

2%

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

A small percentage of funding is set aside for local road safety audits.

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.

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

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

No

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**
STP-7343, CHERRY LN; N LINDER TO N MERIDIAN	Lighting	Continuous roadway lighting			$462112	$481000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	18,000		County Highway Agency	Systemic	Lane Departure	
SMA-7563, OVERLAND RD & VISTA AVE LIGHTING,	Lighting	Continuous roadway lighting			$143184	$143184	HSIP (23 U.S.C. 148)	Urban Minor Arterial	21,000		County Highway Agency	Systemic	Lane Departure	
STP-7073, COLE RD; SPECTRUM TO CENTURY WAY	Access management	Change in access - close or restrict existing access	0.26	Miles	$251599	$251599	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	28,000		County Highway Agency	Spot	Intersections	
LOCAL, FY17 DURABLE PAVEMENT MARKINGS, BO	Roadway delineation	Roadway delineation - other			$120731	$120731	HSIP (23 U.S.C. 148)	varies	0		County Highway Agency	Systemic	Lane Departure	
STC-4771, CAVENDISH HWY SIGNS & DELINEATO	Roadway signs and traffic control	Curve-related warning signs and flashers	14.3	Miles	$41000	$41000	HSIP (23 U.S.C. 148)	Rural Major Collector	500		County Highway Agency	Systemic	Lane Departure	
LOCAL, SIGNING & DELINEATION, EASTSIDE HD	Roadway signs and traffic control	Curve-related warning signs and flashers	7	Locations	$48000	$48000	HSIP (23 U.S.C. 148)	varies	0		Other Local Agency	Systemic	Lane Departure	
STC-4717, GREENCREEK RD SIGNS & BEACONS, GR	Roadway signs and traffic control	Roadway signs (including post) - new or updated	2	Numbers	$41000	$41000	HSIP (23 U.S.C. 148)	Rural Major Collector	620		Other Local Agency	Spot	Intersections	
OFFSYS, INTERSECTION & SIGN IMPROVEMENTS,	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$52000	$52000	HSIP (23 U.S.C. 148)	varies	0		Other Local Agency	Systemic	Intersections	
STC-4715, CLEAR CR RD GUARDRAIL, IDAHO CO	Roadside	Barrier- metal	11.5	Miles	$308259	$308259	HSIP (23 U.S.C. 148)	Rural Major Collector	170		County Highway Agency	Spot	Lane Departure	
STC-7117, 9TH ST; BONNEVILLE/ PED XINGS, IDAH	Pedestrians and bicyclists	Modify existing crosswalk	0.29	Miles	$176237	$176237	HSIP (23 U.S.C. 148)	Rural Major Collector	3,000		City of Municipal Highway Agency	Systemic	Pedestrians	
STP-7316, INT HOLMES AVE & ELVA ST, IDAHO FA	Pedestrians and bicyclists	Pedestrian signal	2	Locations	$4637790	$4637790	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	14,000		City of Municipal Highway Agency	Spot	Pedestrians	
OFFSYS, INTERSECTION & SIGN IMPROVEMENTS, J	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$32000	$32000	HSIP (23 U.S.C. 148)	Urban Local Road or Street	0		Other Local Agency	Systemic	Intersections	

													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**
LOCAL, INTERSECTION SIGN & MARKING UPGRAD	Roadway signs and traffic control	Roadway signs and traffic control - other	4	Locations	$46000	$46000	HSIP (23 U.S.C. 148)	Urban Local Road or Street	0		City of Municipal Highway Agency	Systemic	Intersections	
LOCAL, FY17 LHTAC PRE-PROJECT PLANNING	Non-infrastructure	Transportation safety planning			$200000	$200000	HSIP (23 U.S.C. 148)	not applicable	0		LHTAC	Other	planning	
STC-3805, SIMCO RD DELINEATORS, MOUNTAIN H	Roadway delineation	Improve retroreflectivity	20	Miles	$41867	$41867	HSIP (23 U.S.C. 148)	Rural Major Collector	800		City of Municipal Highway Agency	Systemic	Lane Departure	
NHS-3761, NORTHSIDE BLVD SIGNAL, NR NAMPA	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	2	Locations	$434000	$434000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	5,500		City of Municipal Highway Agency	Spot	Intersections	
SH 45, 12TH AVE S; SHERMAN TO DEWEY BEACON	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	3	Locations	$391220	$391220	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	0		City of Municipal Highway Agency	Systemic	Pedestrians	
SH 45, 12TH AVE S; 10TH ST S TO 12TH ST S, NAM	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	3	Locations	$294564	$294564	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	0		City of Municipal Highway Agency	Systemic	Pedestrians	
STC-4771, SOUTHWICK & COYOTE GRADE GRDRL,	Roadside	Barrier- metal	0.293	Miles	$252958	$252958	HSIP (23 U.S.C. 148)	Rural Major Collector	430		County Highway Agency	Spot	Lane Departure	
OFFSYS, RIVER RD; BEDROCK RD TO RAILROAD AV	Roadway	Roadway - other			$62165	$62165	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0		County Highway Agency	Spot	Lane Departure	
SMA-7071, POLE LINE RD; ALAMEDA TO QUINN, P	Roadway	Roadway - other	1	Miles	$60679	$60679	HSIP (23 U.S.C. 148)	Urban Minor Arterial	10,000		City of Municipal Highway Agency	Spot	Lane Departure	
OFFSYS, BYU CROSSWALKS, REXBURG	Pedestrians and bicyclists	Modify existing crosswalk	12	Crosswalks	$57000	$57000	HSIP (23 U.S.C. 148)	Urban Local Road or Street	0		City of Municipal Highway Agency	Systemic	Pedestrians	
STC-5711, ST JOE RV RD; DURABLE PV MARKINGS,	Roadway delineation	Longitudinal pavement markings - new	22.37	Miles	$587499	$587499	HSIP (23 U.S.C. 148)	Rural Major Collector	610		County Highway Agency	Systemic	Lane Departure	
STC-4792, GENESEE-JULIAETTA RD IMPRV, S LATA	Roadside	Barrier - concrete	3	Locations	$290000	$290000	HSIP (23 U.S.C. 148)	Rural Major Collector	700		Other Local Agency	Systemic	Lane Departure	
SH 55, INT KARCHER RD & LAKE AVE, CANYON CO	Intersection traffic control	Intersection traffic control - other	1	Locations	$3215717	$3215717	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	15,000	55	State Highway Agency	Spot	Intersections	

													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**
SH 55, INT MIDWAY RD, NR NAMPA	Intersection traffic control	Intersection traffic control - other	1	Locations	$3141301	$3141301	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	15,000	55	State Highway Agency	Spot	Intersections	
SH 8, MILL RD TURNBAY, LATAH CO	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified	1	Locations	$885952	$885952	HSIP (23 U.S.C. 148)	Urban Minor Arterial	4,900	55	State Highway Agency	Spot	Intersections	
SH 72, JCT US 30, PAYETTE CO	Intersection geometry	Intersection geometry - other	1	Locations	$564869	$564869	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,600	55	State Highway Agency	Spot	Intersections	
STATE, FY17 D4 ISP WORKZONE PATROL	Speed management	Speed management - other			$60000	$60000	HSIP (23 U.S.C. 148)	varies	0		State Highway Agency	Spot	Work Zones	
US 93, 200 SOUTH RD, JEROME CO	Roadway	Roadway - other	2.06	Miles	$7370000	$7370000	HSIP (23 U.S.C. 148)	Rural Minor Collector	8,100	55	State Highway Agency	Spot	Lane Departure	
SH 55, INT FARMWAY RD & KARCHER RD, CANYO	Intersection geometry	Intersection geometry - other	1	Locations	$1218745	$1218745	HSIP (23 U.S.C. 148)	Urban Minor Arterial	10,000	55	State Highway Agency	Spot	Intersections	
STATE, FY17 HWY TRAFFIC SAFETY DATA	Non-infrastructure	Data/traffic records			$1800000	$1800000	HSIP (23 U.S.C. 148)	not applicable	0		State Highway Agency	Other	Data	
US 20, INT FARMWAY RD & CHINDEN BLVD, CANY	Intersection geometry	Intersection geometrics - modify skew angle	1	Locations	$989968	$989968	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	7,500	65	State Highway Agency	Spot	Intersections	
SH 16, INT BEACON LIGHT RD	Intersection traffic control	Intersection traffic control - other	1	Locations	$2569000	$2569000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	8,300	65	State Highway Agency	Spot	Intersections	
US 95, ELMIRA RD TURNBAY, BONNER CO	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Locations	$865000	$865000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	7,000	60	State Highway Agency	Spot	Intersections	
SH 6, FLANNIGAN CR, N & S SH 9 TURNBAYS	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Locations	$1190000	$1190000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,500	50	State Highway Agency	Spot	Intersections	
SH 48, 4000E/4100E INTERSECTIONS IMP	Intersection traffic control	Intersection traffic control - other	1	Locations	$770000	$770000	HSIP (23 U.S.C. 148)	Urban Major Collector	4,400	45	State Highway Agency	Spot	Intersections	
US 20, CAT CR SUMMIT TO BENNETT MT RD	Shoulder treatments	Widen shoulder - paved or other	1.173	Miles	$1207000	$1207000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,700	65	State Highway Agency	Systemic	Lane Departure	
US 95, CULDESAC CANYON PASSING LANE. PHASE	Roadway	Roadway widening - add lane(s) along segment	2.5	Miles	$5008000	$5008000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	370	65	State Highway Agency	Spot	Lane Departure	

													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**
US 95, JCT SH 6 TURNBAY, LATAH CO	Intersection geometry	Intersection geometry - other	0.715	Miles	$1400000	$1400000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	6,000	45	State Highway Agency	Spot	Intersections	
SH 13, CURVE IMPROVEMENT, NR KOOSKIA	Roadway	Roadway widening - curve	0.4	Miles	$1444400	$1444400	HSIP (23 U.S.C. 148)	Rural Minor Collector	2,200	55	State Highway Agency	Spot	Lane Departure	
US 95, RIVERSIDE NB PASSING LANE	Roadway	Install / remove / modify passing zone	1	Miles	$1678000	$1678000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,300	60	State Highway Agency	Spot	Lane Departure	
US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	Roadway	Roadway widening - add lane(s) along segment	1	Miles	$8475000	$8475000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	23,500	55	State Highway Agency	Spot	Lane Departure	
US 12, VALLEY VIEW DRIVE TURNBAY, IDAHO CO	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Locations	$830000	$830000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Other	4,000	55	State Highway Agency	Spot	Intersections	
SMA-7406, 17TH ST CURB MEDIANS, IDAHO FALLS	Access management	Change in access - miscellaneous/unspecified	2.204	Miles	$216000	$216000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	25,000		State Highway Agency	Spot	Intersections	
US 95, GRANGEVILLE TRUCK ROUTE BYPASS RD T	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified	1	Locations	$804000	$804000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	4,300	45	State Highway Agency	Spot	Intersections	
I 84, HAMMETT HILL PASSING LANE	Roadway	Roadway widening - add lane(s) along segment	2.5	Miles	$5750000	$5750000	HSIP (23 U.S.C. 148)	Rural Principal Arterial - Interstate	16,500	80	State Highway Agency	Spot	Lane Departure	
SH 41, LANCASTER RD TO BOEKEL RD, RATHDRUM	Roadway	Roadway - other	1	Miles	$5050000	$5050000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	10,000	55	State Highway Agency	Systemic	Lane Departure	
SH 74, JCT SH-74/US-93	Intersection geometry	Intersection geometrics - modify skew angle	1	Locations	$735000	$735000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	1,100	55	State Highway Agency	Spot	Intersections	
OFFSYS, SIGN IMPROVEMENTS AT 4 CURVES, WE	Roadway signs and traffic control	Curve-related warning signs and flashers	4	Locations	$19000	$19000	HSIP (23 U.S.C. 148)	Rural Local Road or Street	0		City of Municipal Highway Agency	Systemic	Lane Departure	

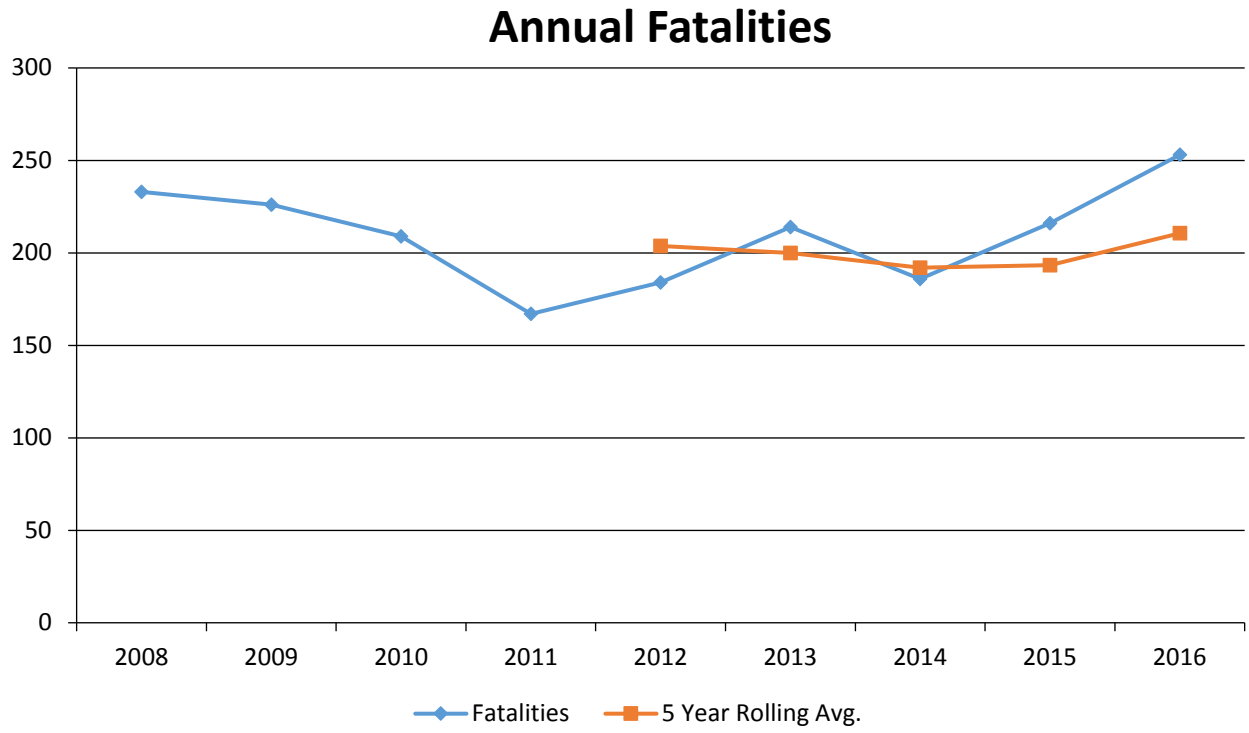
Enter additional comments here to clarify your response for this question or add supporting information.

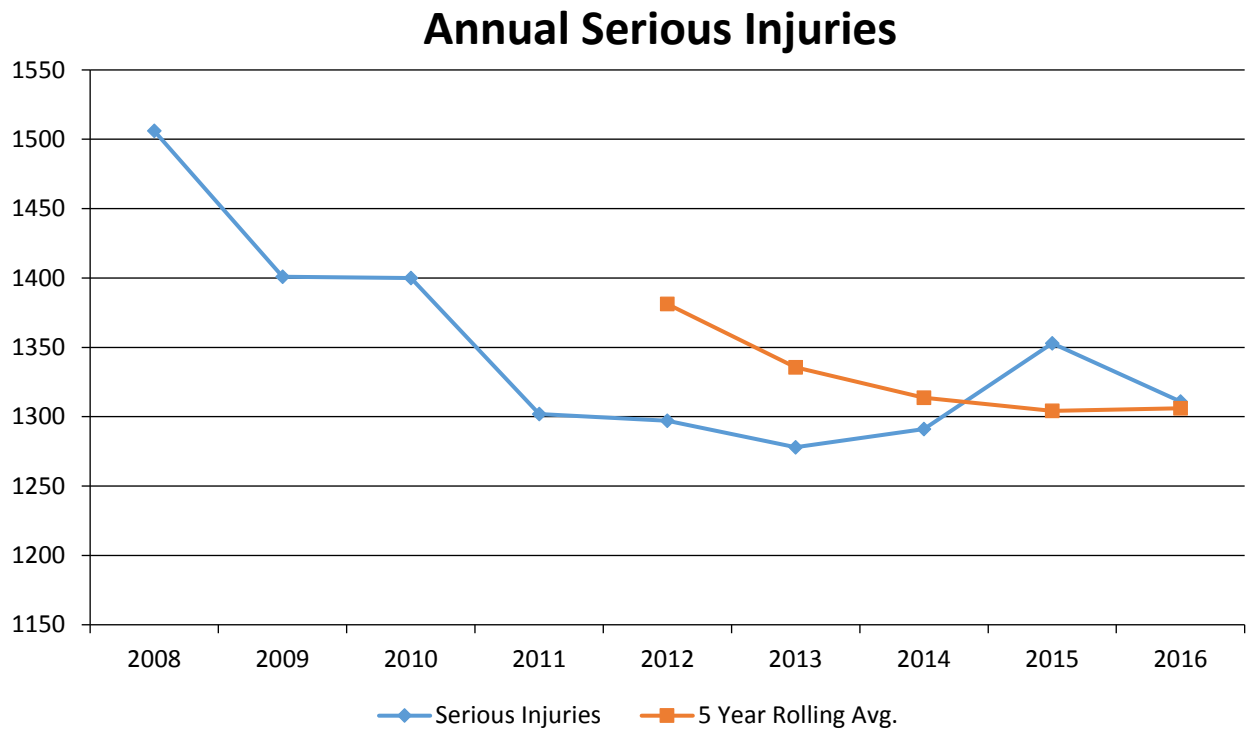
Safety Performance

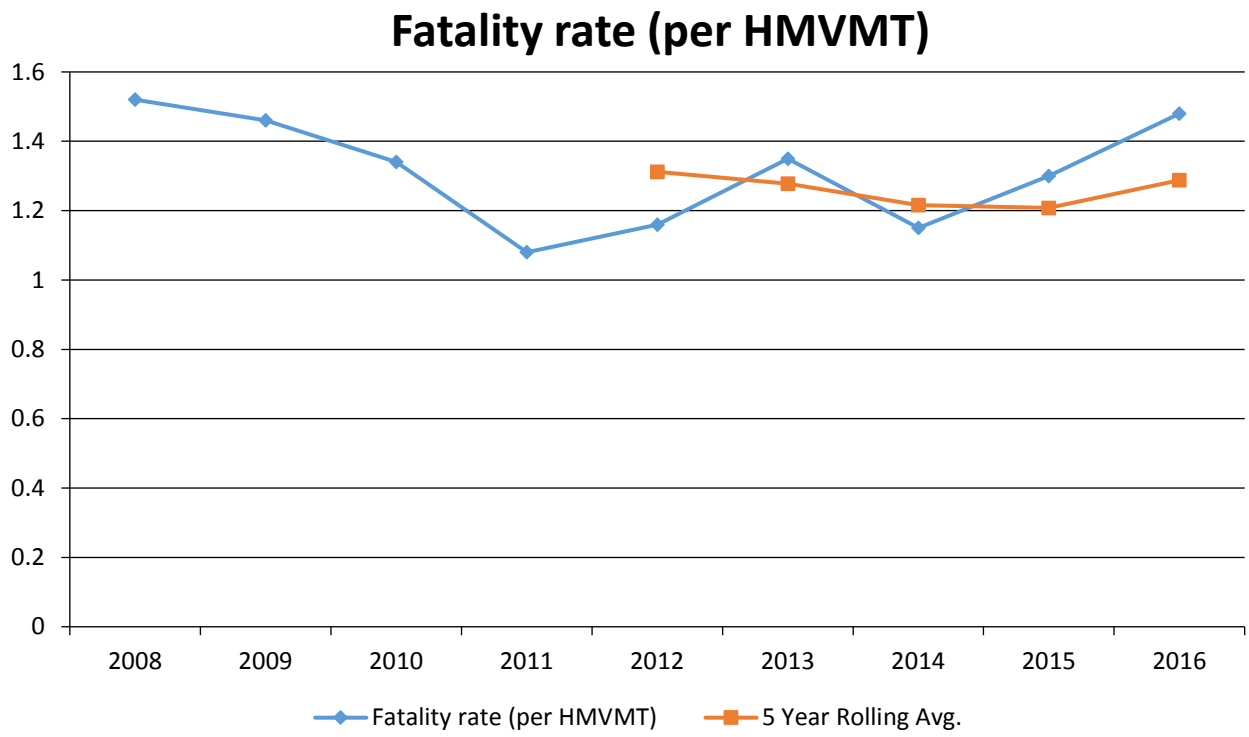
General Highway Safety Trends

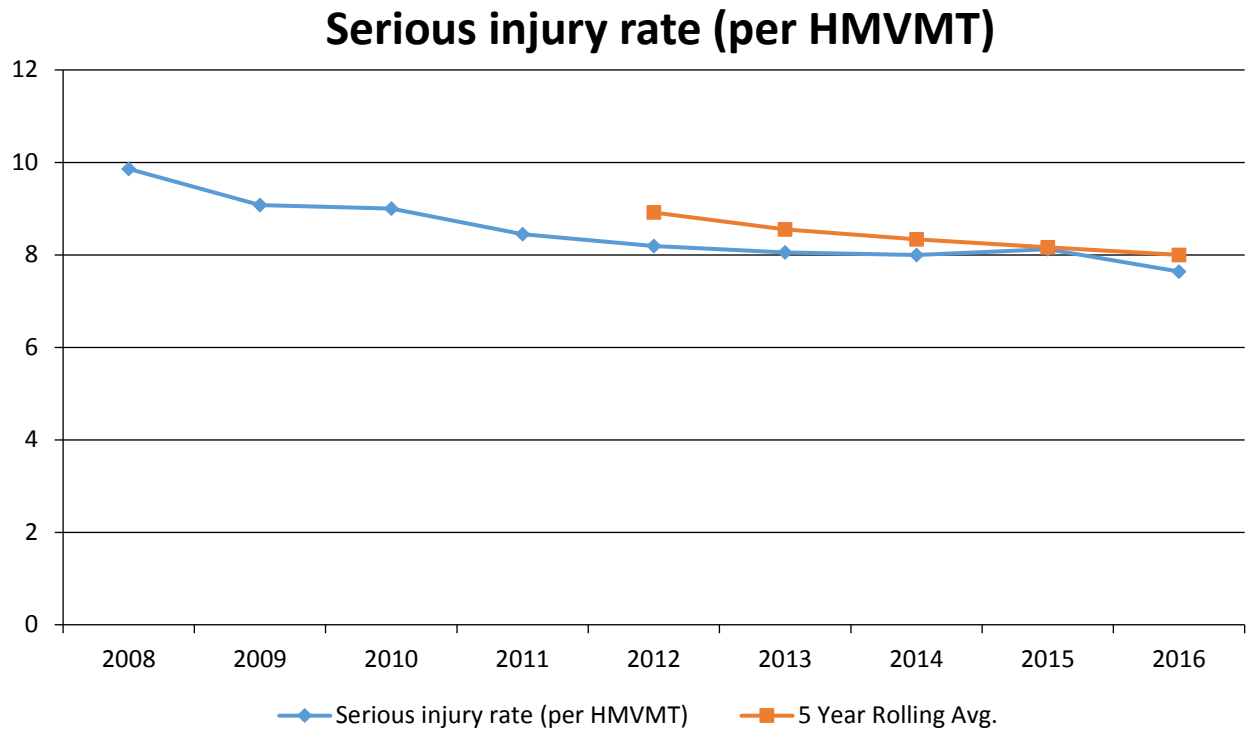
Present data showing the general highway safety trends in the State for the past five years.

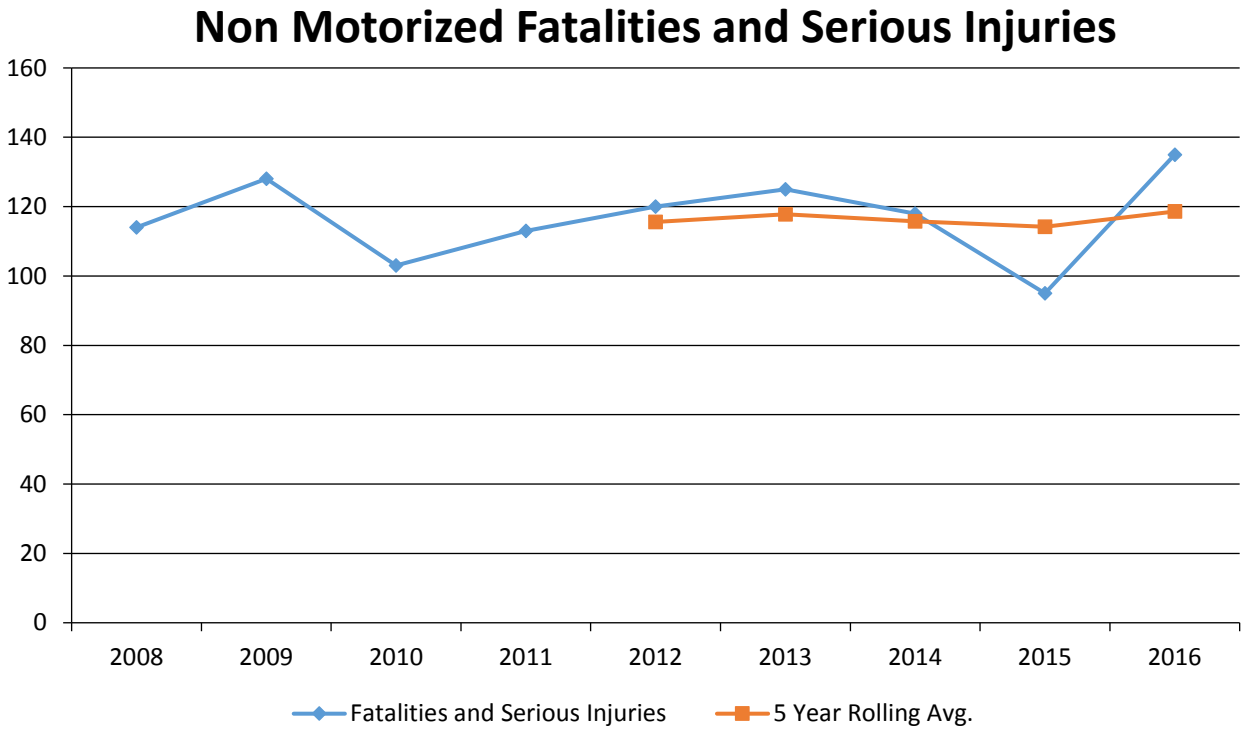
PERFORMANCE MEASURES	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	233	226	209	167	184	214	186	216	253
Serious Injuries	1,506	1,401	1,400	1,302	1,297	1,278	1,291	1,353	1,311
Fatality rate (per HMVMT)	1.520	1.460	1.340	1.080	1.160	1.350	1.150	1.300	1.480
Serious injury rate (per HMVMT)	9.860	9.080	9.000	8.450	8.190	8.050	8.000	8.120	7.640
Number non-motorized fatalities	13	17	14	11	15	18	16	8	24
Number of non-motorized serious injuries	101	111	89	102	105	107	102	87	111


Annual Fatalities
300
250
200
150
100
50
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1550
1500
1450
1400
1350
1300
1250
1200
1150
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
12
10
8
6
4
2
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



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

Describe fatality data source.

State Motor Vehicle Crash Database

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

We have chosen to use the state crash database for a fatality source. This is mainly because the information is available a lot sooner. We generally do not have much of a difference between what is reported to FARS and what is in our database.

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

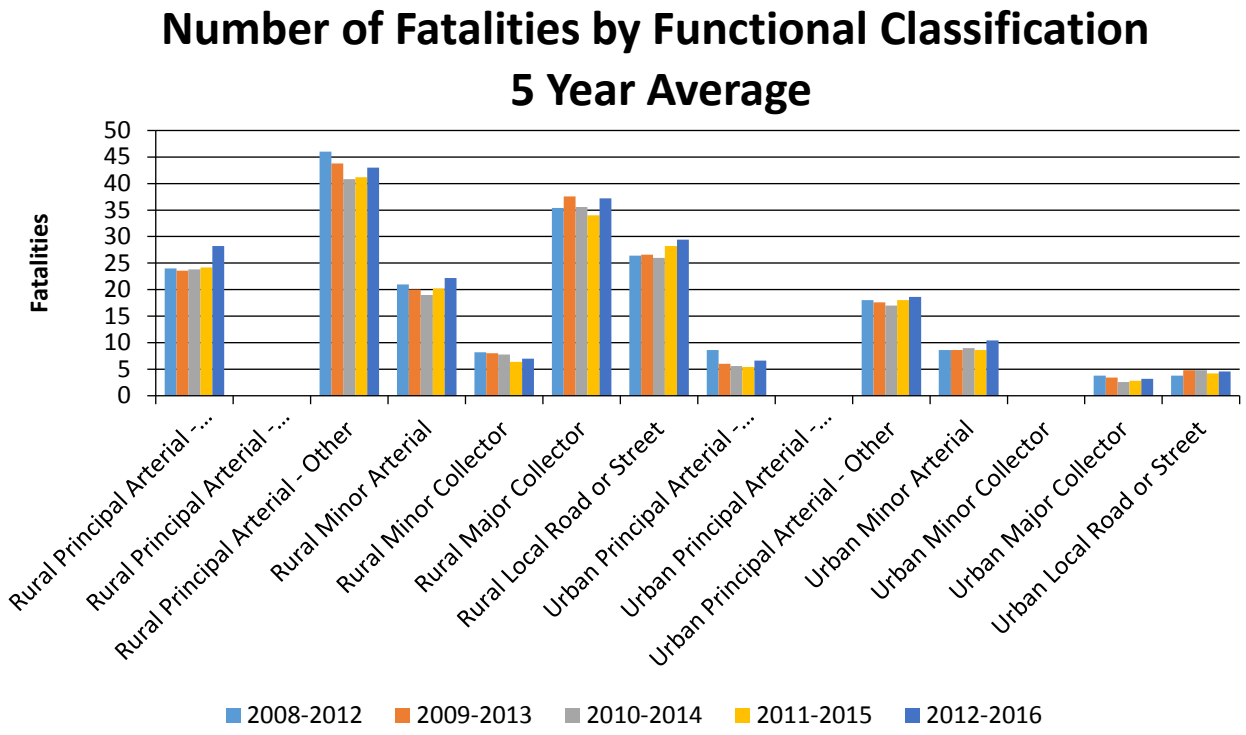
Year 2016

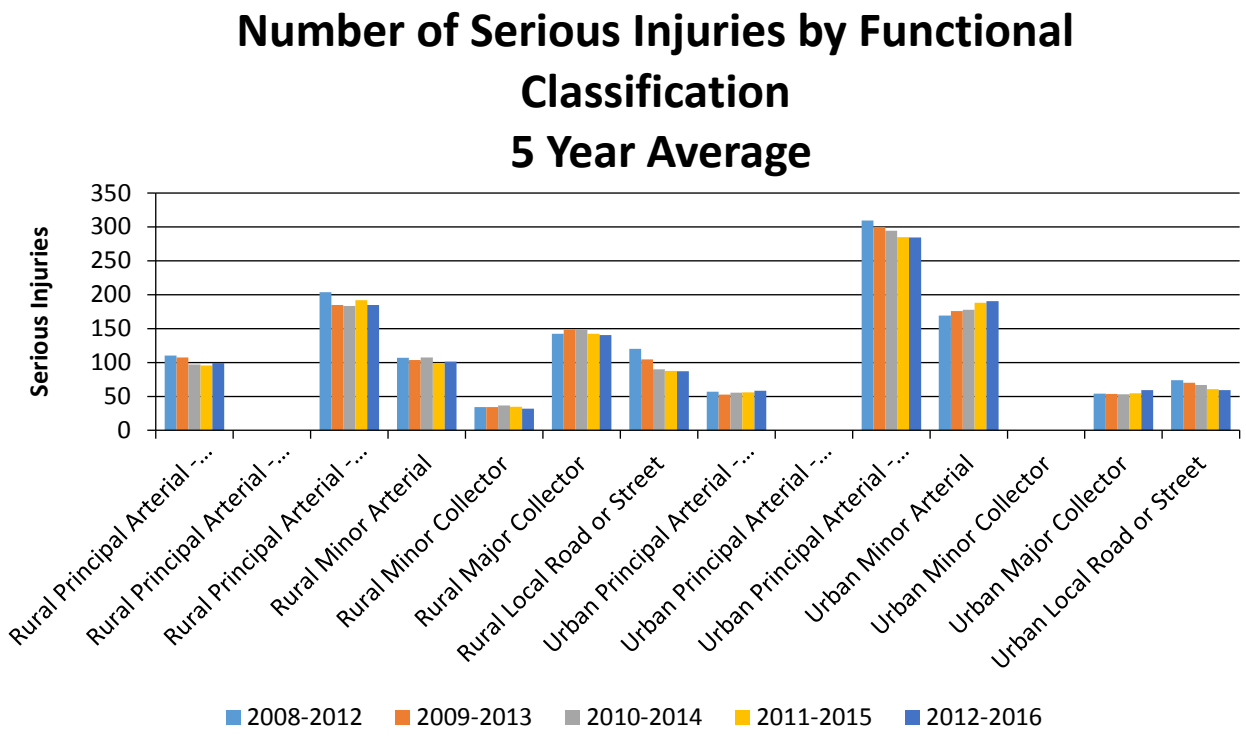
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial - Interstate	28.2	99.2	1.18	4.16
Rural Principal Arterial - Other Freeways and Expressways	0	0	0	0

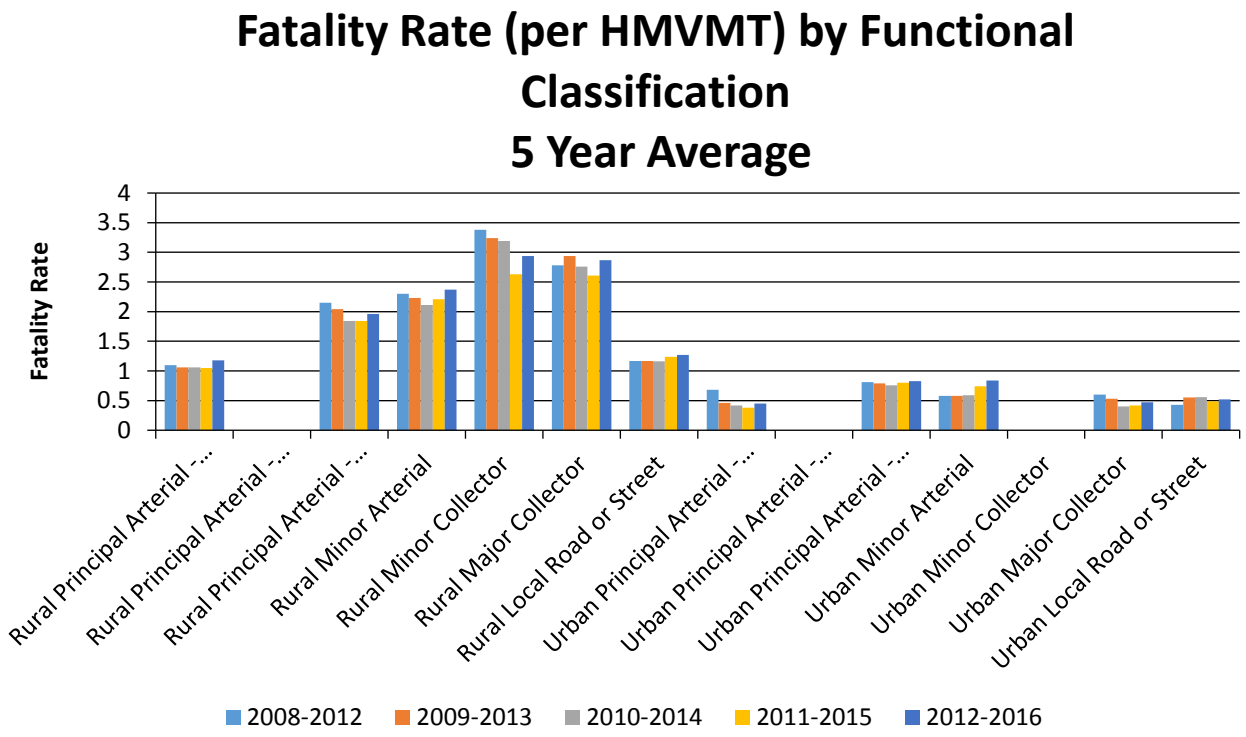
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial - Other	43	185	1.96	8.38
Rural Minor Arterial	22.2	101.2	2.37	10.9
Rural Minor Collector	7	31.8	2.94	13.38
Rural Major Collector	37.2	140.2	2.87	10.79
Rural Local Road or Street	29.4	87.2	1.27	3.75
Urban Principal Arterial - Interstate	6.6	58.4	0.45	4.01
Urban Principal Arterial - Other Freeways and Expressways	0	0	0	0
Urban Principal Arterial - Other	18.6	284.4	0.83	12.73
Urban Minor Arterial	10.4	190.4	0.84	15.47
Urban Minor Collector	0	0	0	0
Urban Major Collector	3.2	59.4	0.47	8.82
Urban Local Road or Street	4.6	59	0.52	6.67

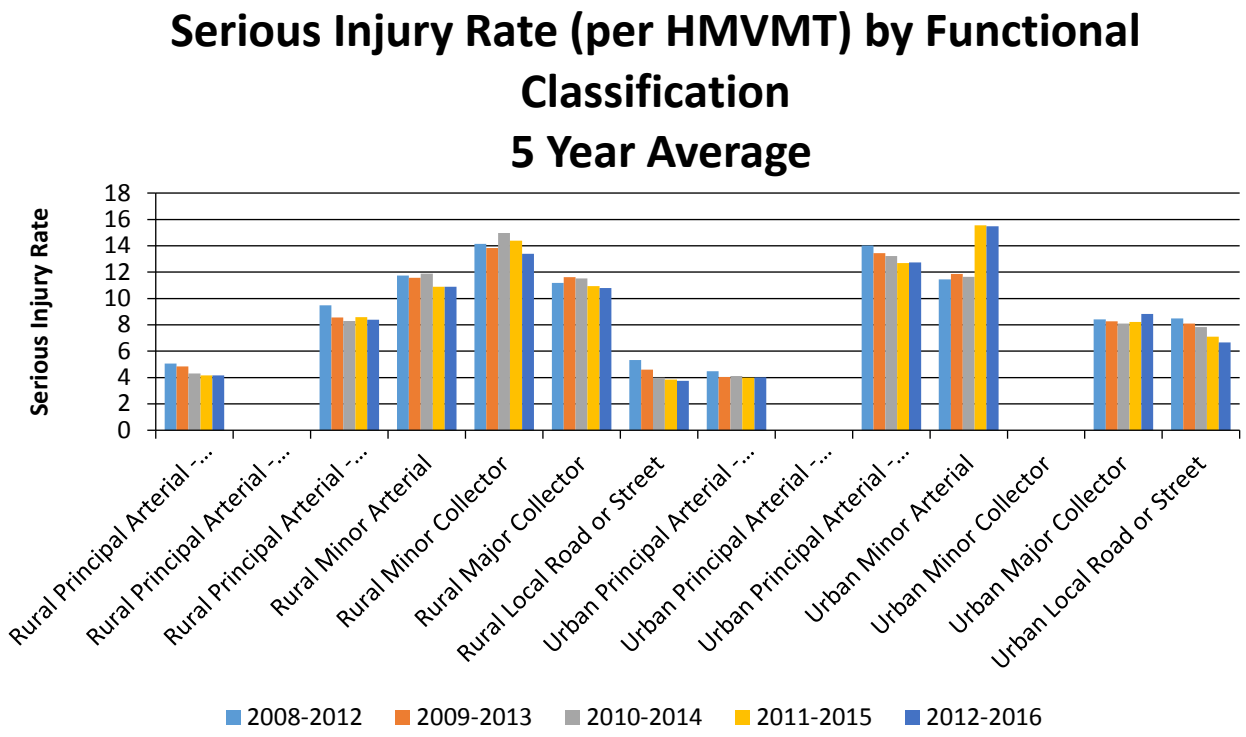
Year 2016

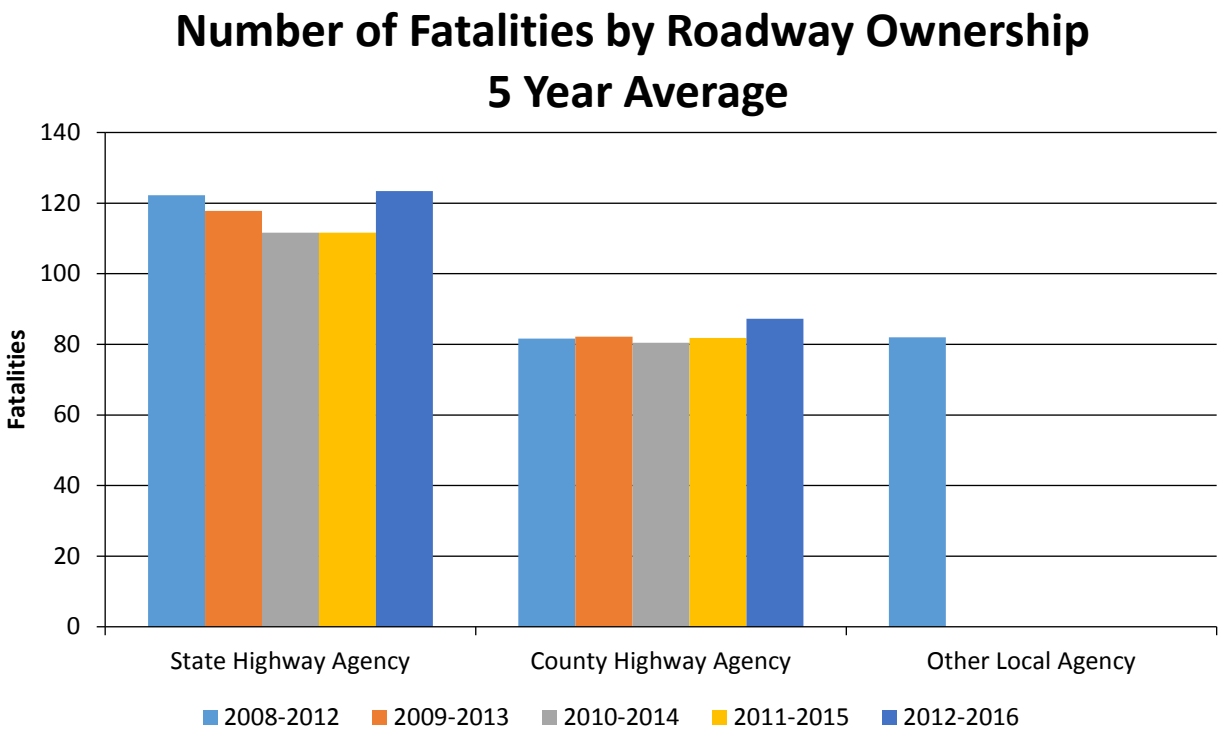
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	123.4	609.2	1.39	6.9
County Highway Agency	87.2	693	1.16	9.23
Town or Township Highway Agency				
City of Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

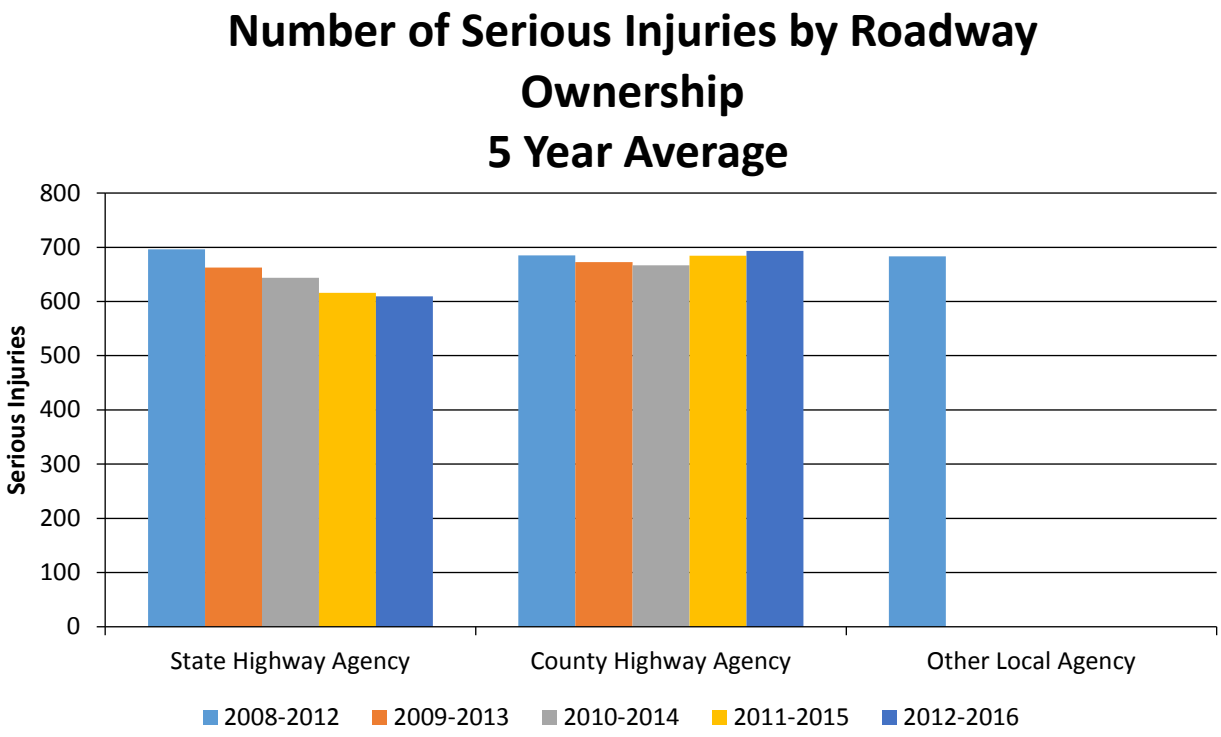

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
50
45
40
35
30
25
20
15
10
5
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

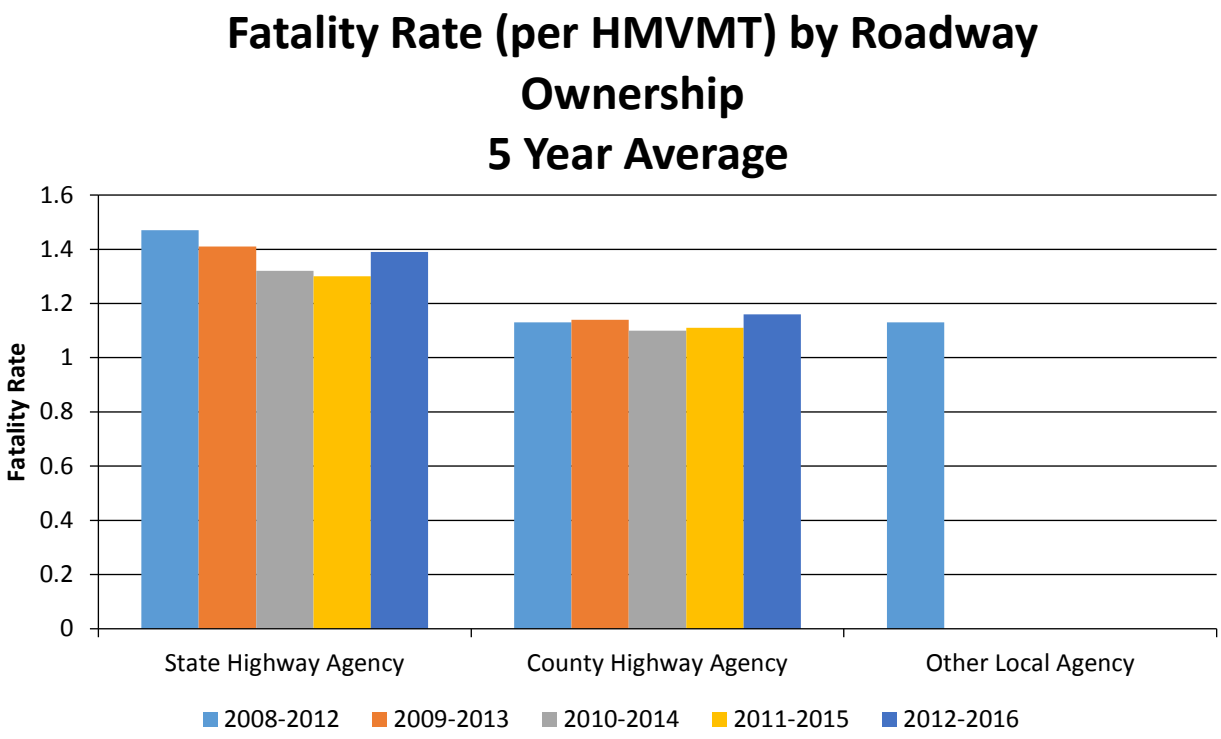

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
350
300
250
200
150
100
50
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

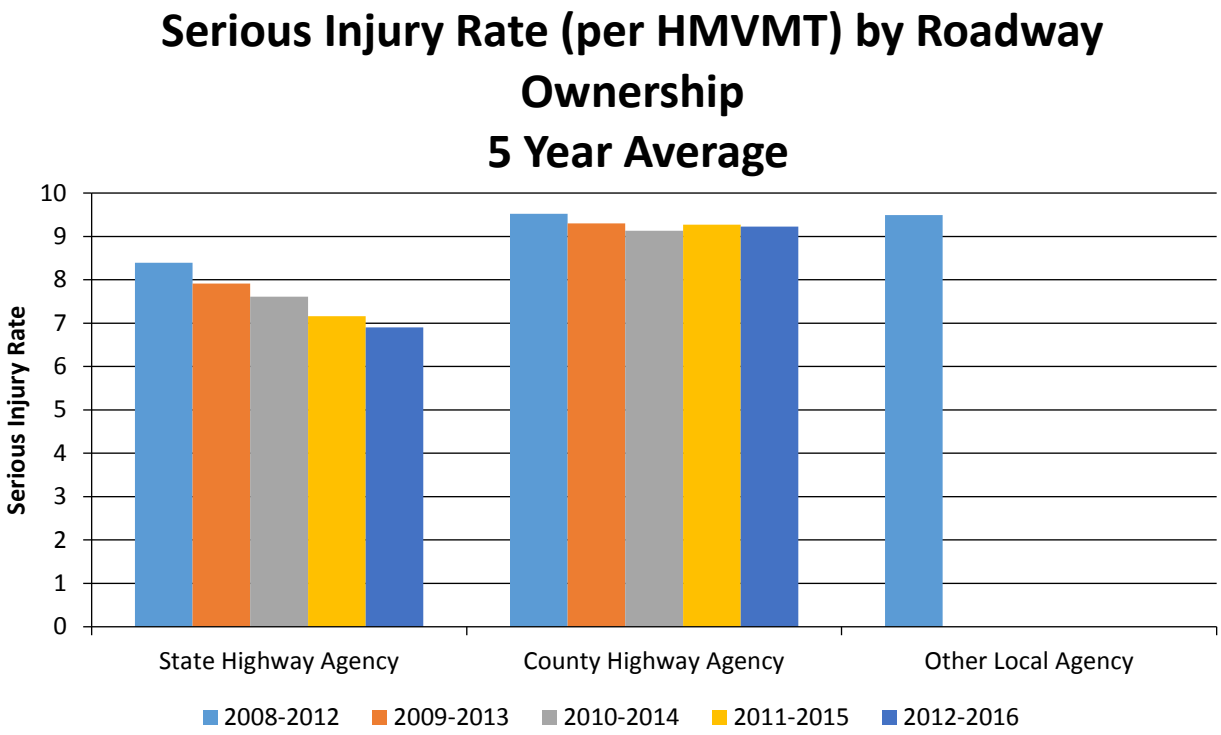

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
4
3.5
3
2.5
2
1.5
1
0.5
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
18
16
14
12
10
8
6
4
2
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
140
120
100
80
60
40
20
0
State Highway Agency
County Highway Agency
Other Local Agency
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
800
700
600
500
400
300
200
100
0
State Highway Agency
County Highway Agency
Other Local Agency
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
State Highway Agency
County Highway Agency
Other Local Agency
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016



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 2018 Targets *

Number of Fatalities	188.0

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

The target was established using trend analysis. It supports the SHSP goal of reducing fatalities on Idaho roadways. On page 11 of the Idaho SHSP it shows that our primary goal is to reduce the number of traffic deaths to 185 or fewer by the year 2020. The table showing the 5 year average total fatalities shows 188 for the year of 2018.

Number of Serious Injuries	1239.0

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

The target was established using trend analysis. It supports the SHSP goal of reducing serious injuries on Idaho roadways. On page 11 of the Idaho SHSP it shows that our secondary goal is to reduce the number of serious injuries due to traffic crashes to 1221 or fewer by 2020.

Fatality Rate	1.140

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

The target was established using trend analysis. It supports the SHSP goal of reducing the fatality rate in Idaho. On page 11 of the Idaho SHSP it shows that our secondary goal is to reduce the rate of traffic deaths to 1.1 per 100 million miles traveled by 2020. The table showing the 5 year fatality rate shows 1.14 for the year of 2018.

Serious Injury Rate	7.490

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

The target was established using trend analysis. It supports the SHSP goal of reducing the rate of serious injuries in Idaho. On page 11 of the Idaho SHSP it shows that our secondary goal is to reduce the rate of serious injury crashes to 7.27 per 100 million annual vehicle miles traveled by 2020.

Total Number of Non-Motorized Fatalities and Serious Injuries	120.0

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

Although trend analysis was use on setting this target, the analyst who provided these values also relied on his years of working with data. The numbers for Idaho are so low that there is a lot of variability in the data, therefore the value isn't strictly based on the trend analysis. The value supports the SHSP goal of reducing non motorized fatalities and serious injuries in Idaho. Idaho's SHSP hase a section on vulnerable roadway users with Bicycle and Pedestrian being one sub group in that category. The goals are to reduce the 5 year average of bicycle involved fatal crashes to 2 bicyclist or fewer and to reduce the five year average of pedestrian involved fatal crashes to 10 or fewer pedestrians by 2020. The SHSP does not include a goal value of serious injuries but the strategies are related to reducing the number of crashes of bicyclists and pedestrians.

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

A copy of the SHSP has been attached for verification.

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

Idaho recently hosted two workshops on developing performance measures. These workshops were run by FHWA staff and were attended by ITD staff and members from all five of Idaho's MPO's plus the Local Highway Technical Assistance Council (LHTAC). The first workshop, State Safety Target Setting Coordination was held on February 21, 2017 and the second workshop took place in April. The method that is used by ITD to set measures was shown and discussed. The majority of the MPO's do not have access to volume data and therefore cannot determine rates for their areas. The MPO's are currently deciding if they want to set their own performance measures or use the one established by ITD. As it stands the majority of the MPO's are going with the State's target. The largest MPO has not indicated what their preference is.

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?

Yes

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

Depending on the methodology used, Idaho may trigger the HRRR special rule.

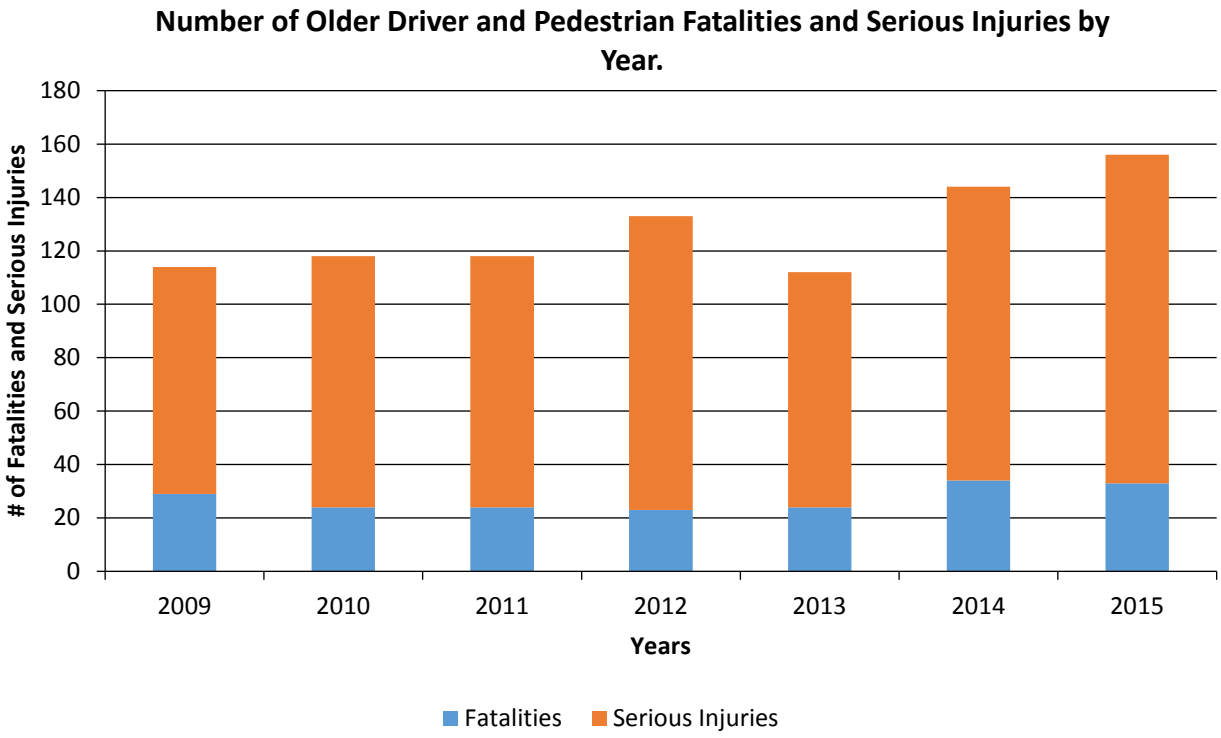
If using just the straight annual rate Idaho shows an increase in rate for 2015 and 2016.

However if we use a 5 year average, as done for all the performance measures, we only show an increase in 2016.

There is a spreadsheet attached showing the data and rates.

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

PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015
Number of Older Driver and Pedestrian Fatalities	29	24	24	23	24	34	33
Number of Older Driver and Pedestrian Serious Injuries	85	94	94	110	88	110	123



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

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Change in fatalities and serious injuries

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

The state looks at the overall measures of serious and fatal injury rates in determining effectiveness on a state-wide basis. However, ITD has begun exploring reviewing projects and analyzing before-and-after serious and fatal injury rates.

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

Using five year rates, Idaho had seen a decline in the fatality rates until this year. This past year we had the highest year we have had in 10 years and has caused a slight increase in our rates. Last year's rate was 1.21 fatalities per 100 million miles traveled. This year we are at 1.29 fatalities per 100 million miles traveled.

Our five year rate for serious injury crashes is continuing to decrease. Last year the rate was 8.16 serious injuries per 100 million miles traveled and this year it is 8.0 serious injuries per 100 million miles traveled.

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

Increased awareness of safety and data-driven process

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

Every year Idaho works to enhance our HSIP program. Once we started using a benefit cost ratio as our prioritization tool, those individuals planning projects have increased their knowledge of possible safety enhancements to their plans. We have increased overall awareness of safety in general.

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

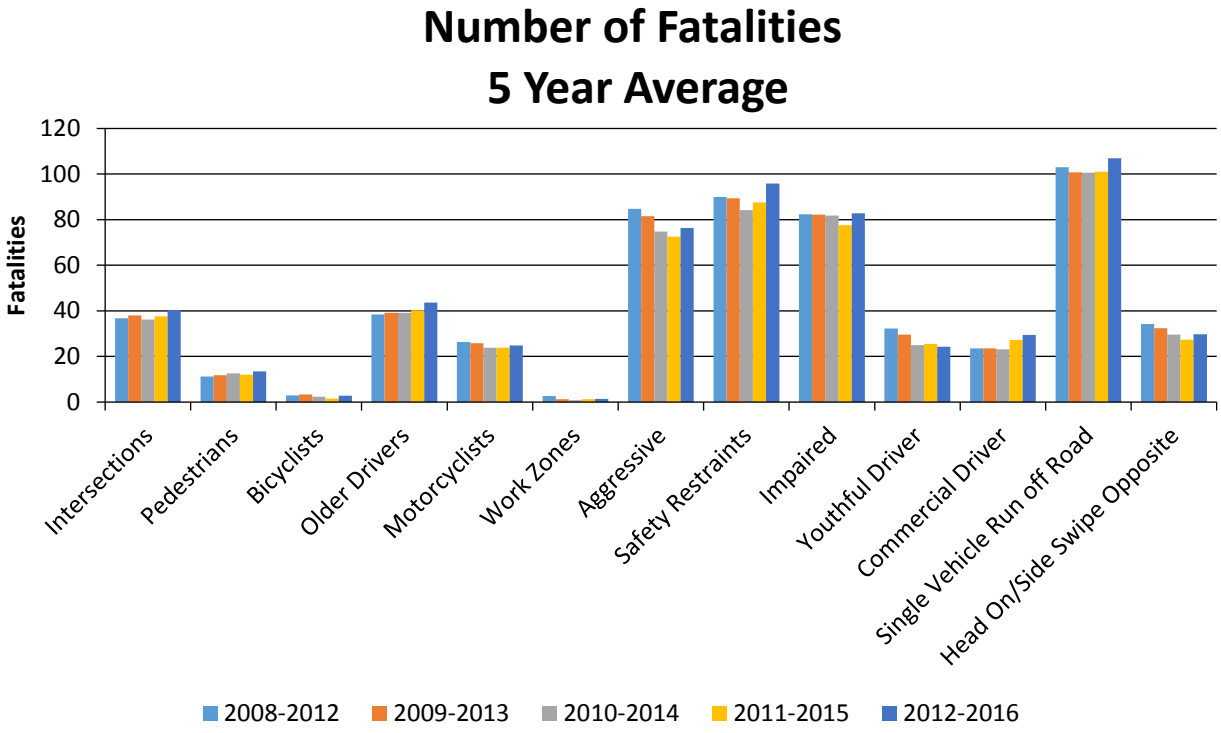
No

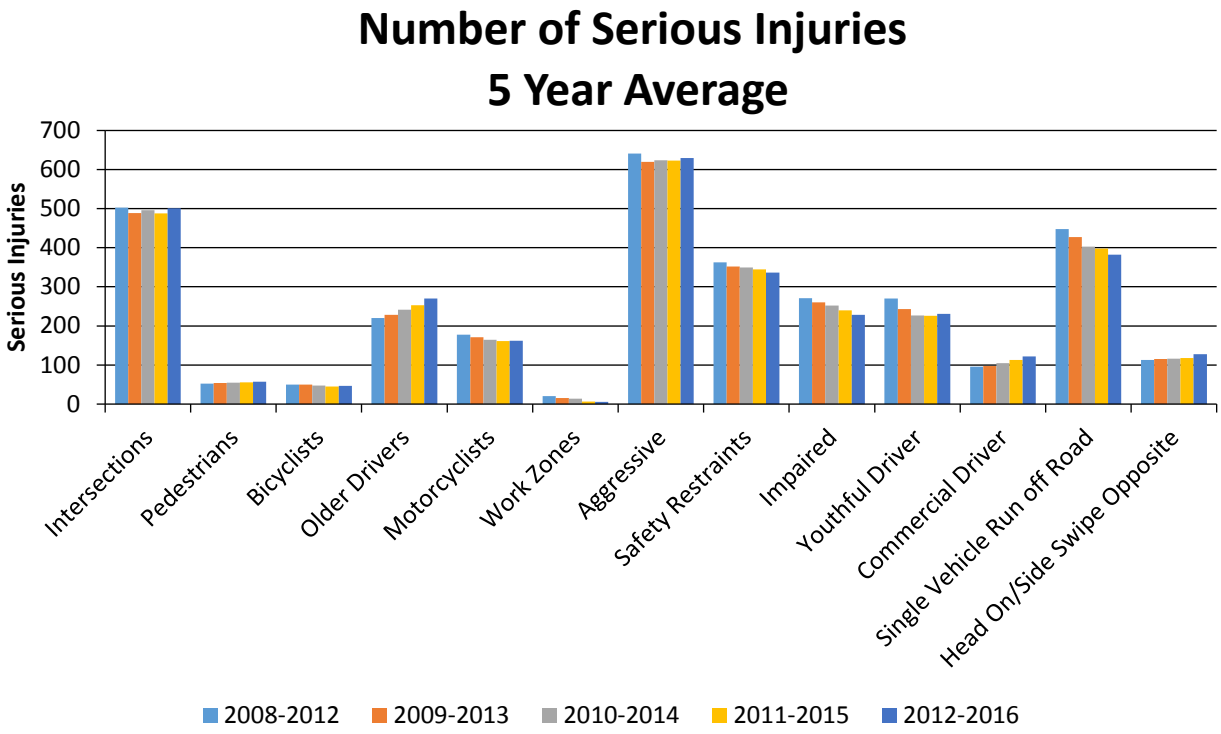
Effectiveness of Groupings or Similar Types of Improvements

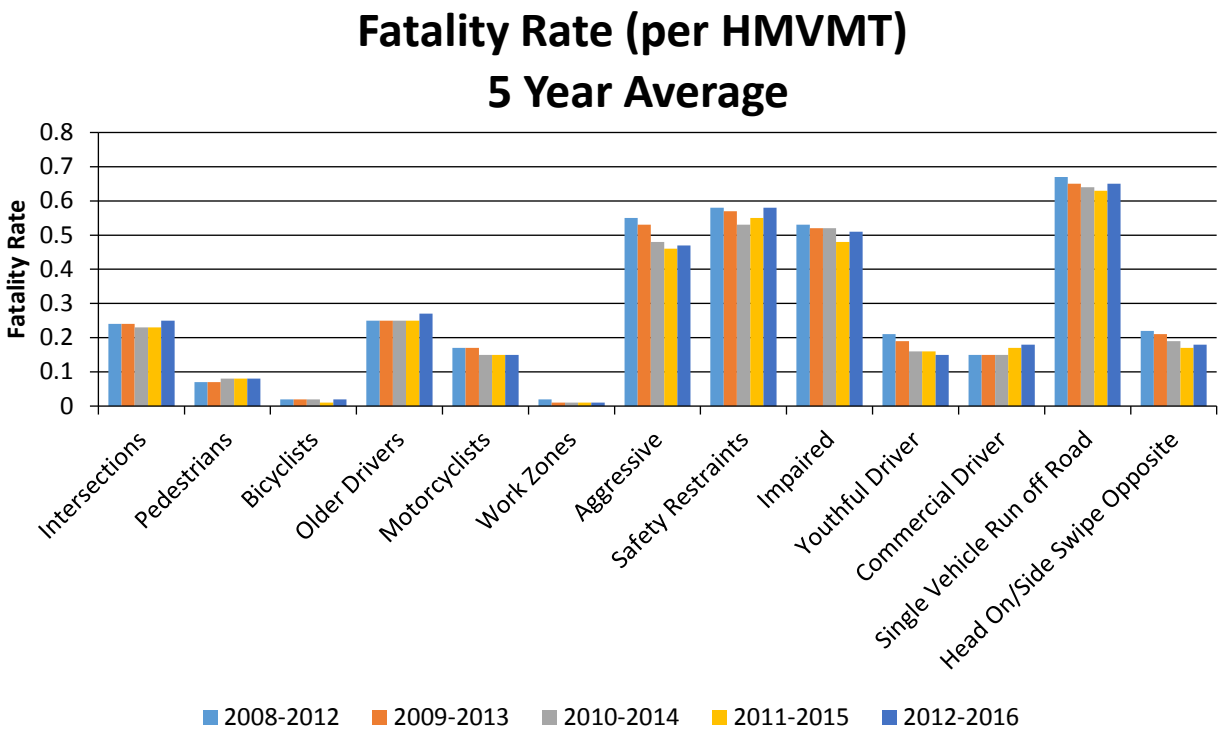
Present and describe trends in SHSP emphasis area performance measures.

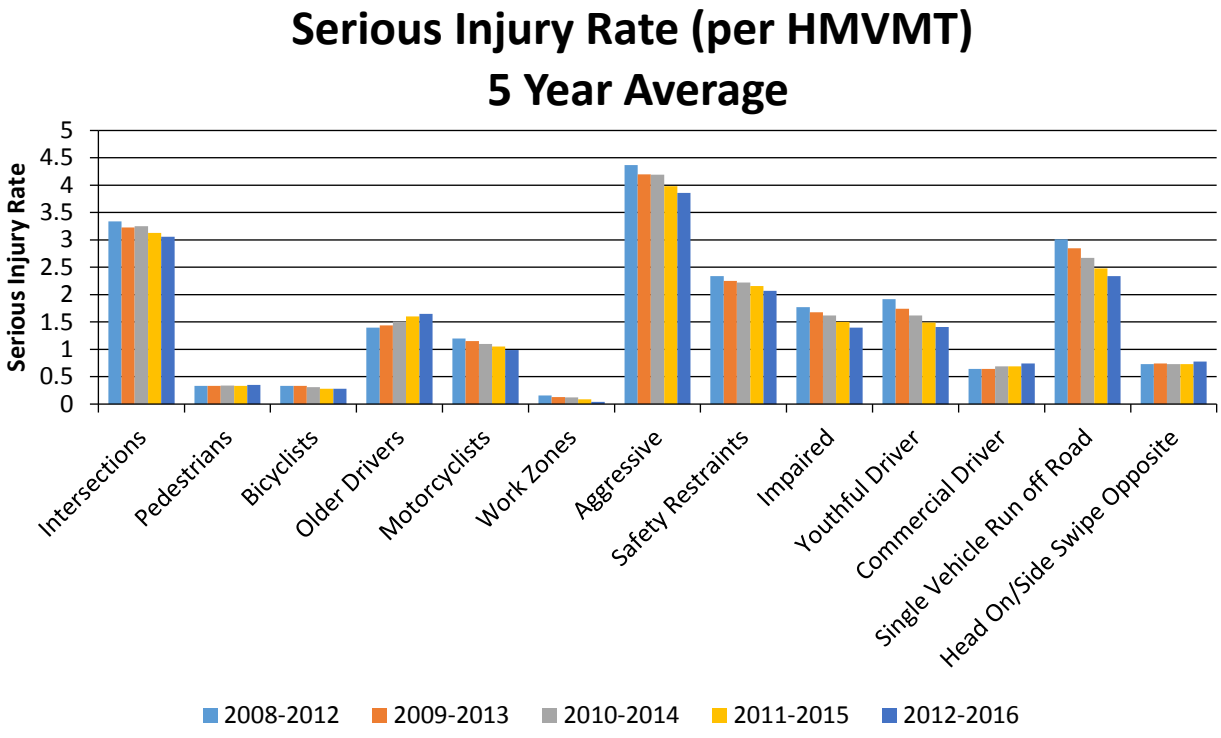
Year 2016

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
Intersections		40.4	500.6	0.25	3.06			
Pedestrians		13.4	57.6	0.08	0.35			
Bicyclists		2.8	46.4	0.02	0.28			
Older Drivers		43.6	269.8	0.27	1.65			
Motorcyclists		24.8	162	0.15	0.99			
Work Zones		1.4	6	0.01	0.04			
Aggressive		76.4	629.8	0.47	3.86			
Safety Restraints		95.8	336.2	0.58	2.07			
Impaired		82.8	228.6	0.51	1.4			
Youthful Driver		24.2	230.8	0.15	1.41			
Commercial Driver		29.4	121.6	0.18	0.74			
Single Vehicle Run off Road		107	382.2	0.65	2.34			
Head On/Side Swipe Opposite		29.8	128	0.18	0.78			


Number of Fatalities
5 Year Average
Fatalities
120
100
80
60
40
20
0
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Aggressive
Safety Restraints
Impaired
Youthful Driver
Commercial Driver
Single Vehicle Run off Road
Head On/Side Swipe Opposite
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries
5 Year Average
Serious Injuries
700
600
500
400
300
200
100
0
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Aggressive
Safety Restraints
Impaired
Youthful Driver
Commercial Driver
Single Vehicle Run off Road
Head On/Side Swipe Opposite
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016





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?

2017 Idaho Highway Safety Improvement Program

No

Enter additional comments here to clarify your response for this question or add supporting information.
Our program has not been in place long enough to be able to do an effective job of evaluation. We do not have enough projects for each type of countermeasure to do this yet.

Project Effectiveness

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

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?

Yes

Describe any other aspects of HSIP effectiveness on which the State would like to elaborate.

Two of the individuals involved with the HSIP program are hoping to attend a peer exchange that will discuss evaluation of the HSIP program. This may lead to some ideas to more effectively evaluate our success and those things we need to modify.

Compliance Assessment

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

08/04/2016

What are the years being covered by the current SHSP?

From: 2016 To: 2020

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

2020

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

The SHSP is attached in an early section.

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

	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	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	15					100	60		
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	15								

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
Access Control (22)	100	15								
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					0	0		
Average Annual Daily Traffic (79)	100	100					100	1		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION										
Unique Junction Identifier (120)			0	0						
Location Identifier for Road 1 Crossing Point (122)			0	0						
Location Identifier for Road 2 Crossing Point (123)			0	0						
Intersection/Junction Geometry (126)			0	0						
Intersection/Junction Traffic Control (131)			0	0						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			0	0						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					0	0				
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				

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 Type at End Ramp Terminal (199)					100	100				
Interchange Type (182)					0	0				
Ramp AADT (191)					75	5				
Year of Ramp AADT (192)					75	5				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**100.00**	**85.83**	**25.00**	**25.00**	**77.27**	**64.55**	**88.89**	**73.44**	**100.00**	**100.00**

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

Some data items are calculated, such as length, functional class, and type of governmental ownership. ITD is working to develop a plan to meet MAP-21 and FAST Act data availability requirements.

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.

The following excerpt in the Idaho Traffic Records Strategic Plan:

The following outlines the plan to meet the Highway Safety Improvement Program (HSIP) Model Inventory for Roadway Elements (MIRE) requirements per MAP-21 and the FAST Act:

- By June 30, 2018: Write a letter to exclude qualifying unpaved public roads.
- By December 31, 2018: Establish a set of performance measures,
- By December 31, 2019: Create a Data Business Plan to include recommendations for the MIRE FDE's.
- By December 31, 2020: Develop a schema for data standards, and
- By September 30, 2026: provide access to the FDEs on all public roads.

This plan will be reviewed annually by the TRCC and updated accordingly.

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	Incapacitating Injury	No	N/A	No	N/A	No
Crash Report Form Instruction Manual	Incapacitating Injury	No	Incapacitating: Serious-requires immediate medical attention	No	None listed	No
Crash Database	Incapacitating Injury	No	N/A	No	N/A	No

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 Database Data Dictionary	Incapacitating Injury	No	Serious-requires immediate medical attention.	No	None listed	No

Please describe the actions the State is taking to become compliant by April 15, 2019.
Idaho will work towards redefining our definition so it fits the requirements. This will mean we have to go in and change the name of our field and update all related manuals. This is in the plans to be done in the next two months as we make changes in anticipation of our e-citation program going online.

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

Idaho has used the ANSI-D16.1-2007 Manual on Classification of Motor Vehicle Accidents for our serious injury definition. However it doesn't look like the actual definition is listed in our documents.

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

Yes

Describe the purpose and outcomes of the State's HSIP program assessment.

The state and local representatives met with FHWA to perform a gap analysis to ensure compliance with MAP-21 and FAST Acts.

Optional Attachments

Program Structure:

HSCA Final Report with Appendices.pdf
High Accident Location Methodology re-write 2009.docx
Idaho HSIP Standard Planning Process August 2017.pdf

Project Implementation:

Safety Performance:

2016-2020 FINAL SHSP.pdf
HRRR data.xlsx
HSP FINAL SUBMITTED 8-4-17.pdf
Evaluation:

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.