



IDAHO

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2020 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. 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 Highways

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process

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

The Local Highway Technical Assistance Council (LHTAC) 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 FY21 and FY22 is 50%.

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

- Districts/Regions
- Planning
- Other-Office of Highway Safety

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I'm going to enter the internal partners here as well because the software does not seem to be retaining some of the information for "other":

Districts/Regions
Transportation Planning
Office of Highway Safety
Highway Data

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 Highway Safety Plan?

- Pinpoint safety problems either through a site analysis or systematic approach;
- Identify counter measures to address those problems;
- Prioritize 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 safety 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

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.

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

Select the programs that are administered under the HSIP.

- HSIP (no subprograms)

Program: HSIP (no subprograms)

Date of Program Methodology:7/1/2015

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

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

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Traffic
- Volume

Roadway

- Functional classification

What project identification methodology was used for this program?

- 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

What percentage of HSIP funds address systemic improvements?

1

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

- Add/Upgrade/Modify/Remove Traffic Signal

What process is used to identify potential countermeasures?

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

Not at this time.

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.

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

After Idaho was notified that we triggered the HRRR rule, we went back and double checked that projects fell into the functional classifications for the high risk rural roads. With Idaho being a largely rural state, we have many projects that are on rural roads. We really didn't have to adjust anything to our methodology to ensure we have projects on high risk rural roads.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

ITD follows the state fiscal year, as that is how we program and manage our projects.

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$25,668,000	\$10,446,757	40.7%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$3,227,000	\$3,227,000	100%
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	\$28,895,000	\$13,673,757	47.32%

Right now, trying to review funds outside of HSIP is not feasible. However, we will be working towards finding a solution that might be able to provide this in next year's submittal.

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

17%

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

83%

The majority of our local funds are part of the high risk rural roads program.

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

0%

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

0%

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%

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.

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
US 12; 18th St. to Clearwater Rv. Bridge	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	\$3421620	\$3421620	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,000	35	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
SH 6 / Sh 9 Turnbays	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	\$707056	\$707056	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,500	55	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
US 30, N 400 TO PARKE AVE, BURLEY	Lighting	Continuous roadway lighting	0.55	Miles	\$775000	\$775000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,000	45	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
US 93 / 100 South Rd	Roadway	Roadway widening - add lane(s) along segment	2	Miles	\$250000	\$250000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,900	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
US 95 / Culedsac Canyon Passing Lane 2	Roadway	Roadway - other	7.2	Miles	\$207810	\$207810	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,400	65	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
US 20, INT SH 47 IMPROVEMENTS, ASHTON	Intersection traffic control	Intersection traffic control - other	1	Intersections	\$50000	\$50000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,300	45	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
US 12 - Lochsa Ranger Station to Holly Creek	Roadway	Roadway - other	7	Miles	\$390000	\$390000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	540	50	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
US 93, 300 S. Rd, Jerome	Roadway	Roadway - other	1.1	Miles	\$150000	\$150000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,900	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
US 95, Culedsac Canyon Passing Lane 3	Roadway	Roadway widening - add lane(s) along segment	2.3	Miles	\$10800	\$10800	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,500	65	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
US 95, Grangeville Truck Bypass	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Intersections	\$118000	\$118000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,500	65	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
Signal Head Visibility Improvement, Idaho Falls	Intersection traffic control	Modify traffic signal - miscellaneous/other/unspecified		Intersections	\$274000	\$274000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	Intersections	SHSP Emphasis Area
STC-7664, 6TH ST PED IMPRV, MOSCOW	Pedestrians and bicyclists	Modify existing crosswalk	8	Intersections	\$32529.94	\$32529.94	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,000	25	City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SH 41, Lancaster to Boekel, Rathdrum	Roadway	Roadway widening - travel lanes	1	Miles	\$150000	\$150000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,500	45	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ADA County HD	Lighting	Continuous roadway lighting	0.55	Miles	\$295054	\$295054	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,000	30	Other Local Agency	Spot	Lane Departure	SHSP Emphasis Area
US 20, PHYLLIS CANAL BR TO SH-16	Roadway	Roadway widening - travel lanes	1.5	Miles	\$100000	\$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,000	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
US 26, Clark Hill Rest Area Turn Lanes	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	\$35000	\$35000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,400	65	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
US 26, Antelope Flats Passing Lane	Roadway	Roadway widening - add lane(s) along segment	2.7	Miles	\$35000	\$35000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,900	65	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
I 90, SH 41 IC	Interchange design	Interchange design - other	0.7	Miles	\$1000000	\$1000000	HSIP (23 U.S.C. 148)	Urban	Principal Interstate	60,000	65	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
SH 200, McGhee to Kootenai St	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	0.45	Miles	\$60000	\$60000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,000	45	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
US 26, MORELAND RD TO MP 303.5, Blackfoot	Roadway	Roadway widening - travel lanes	1.95	Miles	\$200000	\$200000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,700	65	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
SH 8, 3RD ST SAFETY IMPRV	Pedestrians and bicyclists	Modify existing crosswalk	0.2	Miles	\$61000	\$61000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	23,000	45	City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
SH 53, Hauser Lake Rd to N Bruss Rd	Roadway	Roadway - other	2.7	Miles	\$10000	\$10000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,000	55	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
US 93, HOLLISTER NCL TO 3250 N, TWIN FALLS CO	Roadway	Rumble strips - edge or shoulder	7.01	Miles	\$100000	\$100000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,700	60	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
SMA-8383, INT LONE STAR & MIDDLETON RD	Intersection traffic control	Intersection traffic control - other	1	Intersections	\$14277	\$14277	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,500	35	City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SH 53, INT N Ramsey Rd	Intersection traffic control	Intersection traffic control - other	1	Intersections	\$10000	\$10000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,900	55	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
I 90, Cedars to Dudley Rd	Roadway	Roadway widening - travel lanes	3.85	Miles	\$100000	\$100000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	9,600	65	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
US 2, Moyie Springs Turn Bays	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	\$151600	\$151600	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,000		State Highway Agency	Spot	Intersections	SHSP Emphasis Area
SH 53, N Latah St to MP 9.3, Rathdrum	Roadway	Roadway widening - add lane(s) along segment	0.91	Miles	\$200000	\$200000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,000	35	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
US 91, YELLOWSTONE AVE; BRENEMAN TO KNUD	Roadway	Roadway - other	0.1	Miles	\$65000	\$65000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,000	35	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
SH 75, JCT US 20 RURAL CONFLICT WARNING SYST	Intersection traffic control	Intersection flashers - add miscellaneous/other/unspecified	1	Intersections	\$20000	\$20000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	3,100	55	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
SH 41, DIAGONAL RD TURNBAYS, RATHDRUM	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	\$110000	\$110000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,000	45	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
US 95, IRONWOOD TO SH53 SIGNAL UPGRADES	Intersection traffic control	Intersection traffic control - other	8.5	Miles	\$50000	\$50000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	18,000	35	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
SH 53, WA STATE LINE TO HAUSER LAKE RD,	Roadway	Roadway widening - travel lanes	1.8	Miles	\$220000	\$220000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,500	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
SH 41, FY25 SELTICE WAY TO MULLAN, POST FALL	Roadway	Roadway - other	0.1	Miles	\$250000	\$250000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	22,500	25	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
US 93, 3250 N TO 3800 N, TWIN FALLS CO	Roadway	Rumble strips - unspecified or other	5	Miles	\$325000	\$325000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,000	60	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
SMA-7045, INT PRAIRIE AVE & IDAHO RD, POST FA	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	\$157000	\$157000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	8,600	45	State Highway Agency	Spot	Intersections	SHSP Emphasis Area

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
SHERMAN AVE & LAKESIDE AVE, COEUR D'A	Intersection traffic control	Intersection traffic control - other	1	Intersections	\$155000	\$155000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,600	25	City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
SH 8, 3RD ST SAFETY IMPRV PH2, MOSCOW	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	4	Intersections	\$44000	\$44000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,500	25	City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
STP-8463, GREENHURST RD; SUNNYBROOK	Intersection traffic control	Intersection traffic control - other	0.64	Miles	\$142000	\$142000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,000	35	City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area

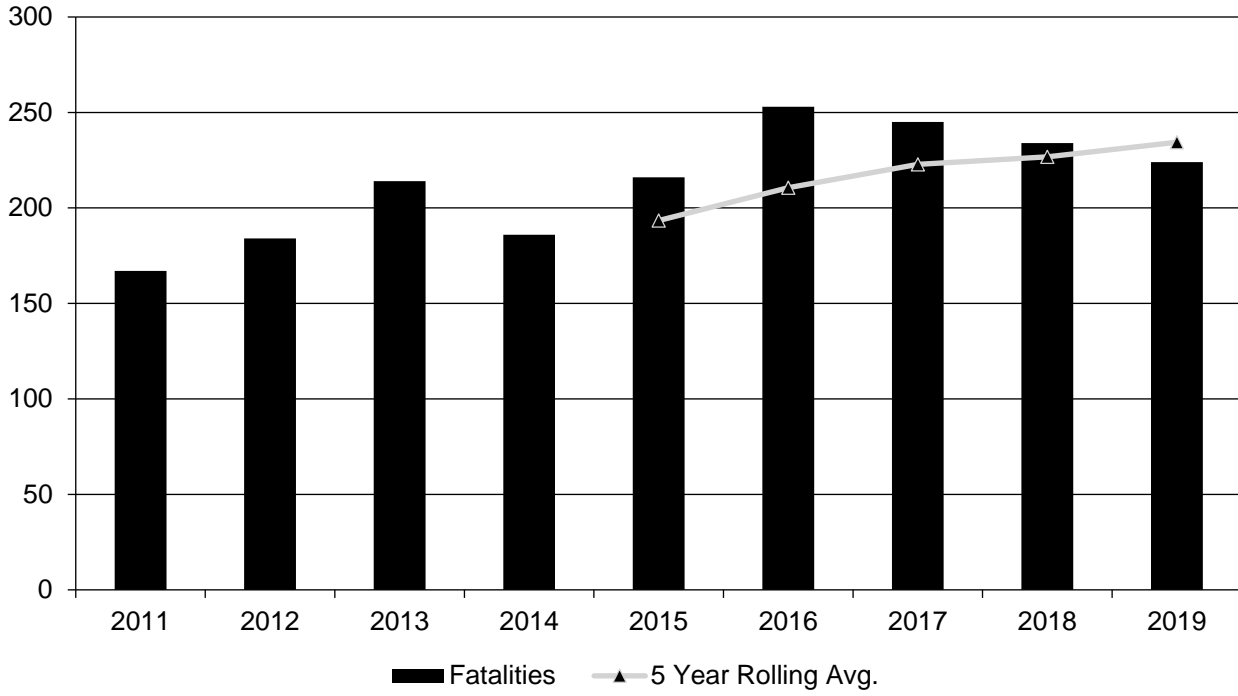
Safety Performance

General Highway Safety Trends

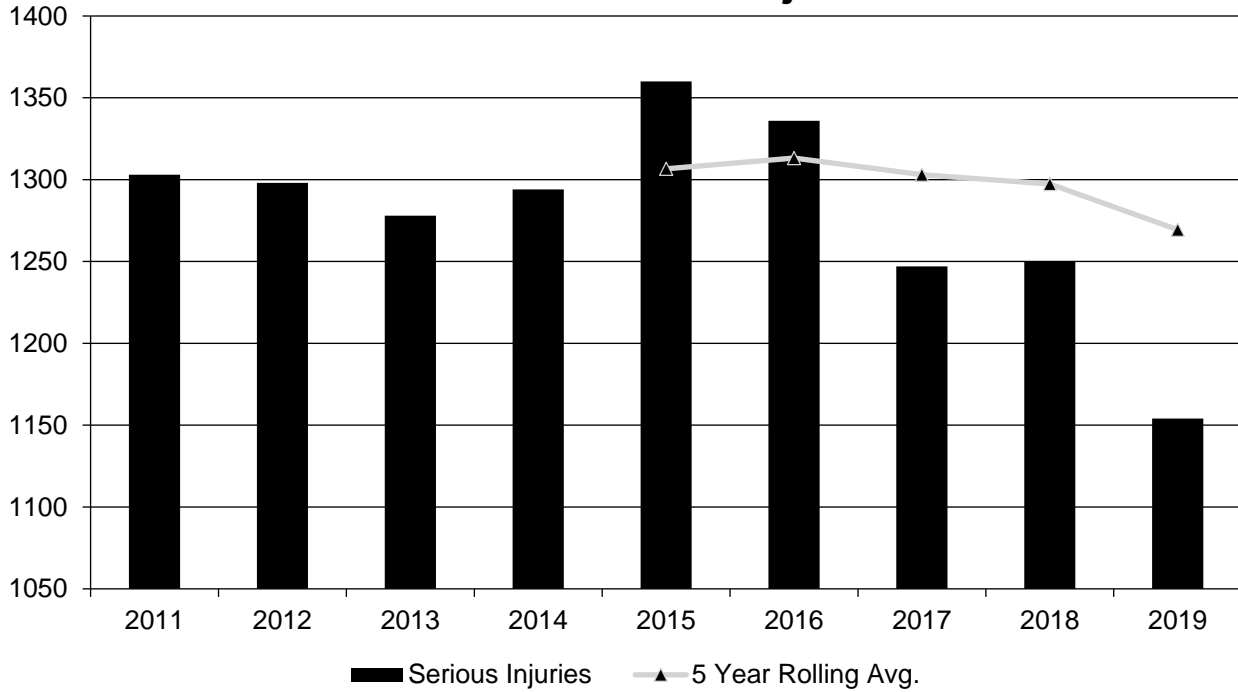
Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	167	184	214	186	216	253	245	234	224
Serious Injuries	1,303	1,298	1,278	1,294	1,360	1,336	1,247	1,250	1,154
Fatality rate (per HMVMT)	1.080	1.160	1.350	1.150	1.300	1.480	1.410	1.320	1.240
Serious injury rate (per HMVMT)	8.450	8.190	8.050	8.000	8.120	7.640	8.150	7.060	6.390
Number non-motorized fatalities	11	15	18	16	8	24	20	20	18
Number of non-motorized serious injuries	103	106	108	102	90	118	108	121	94

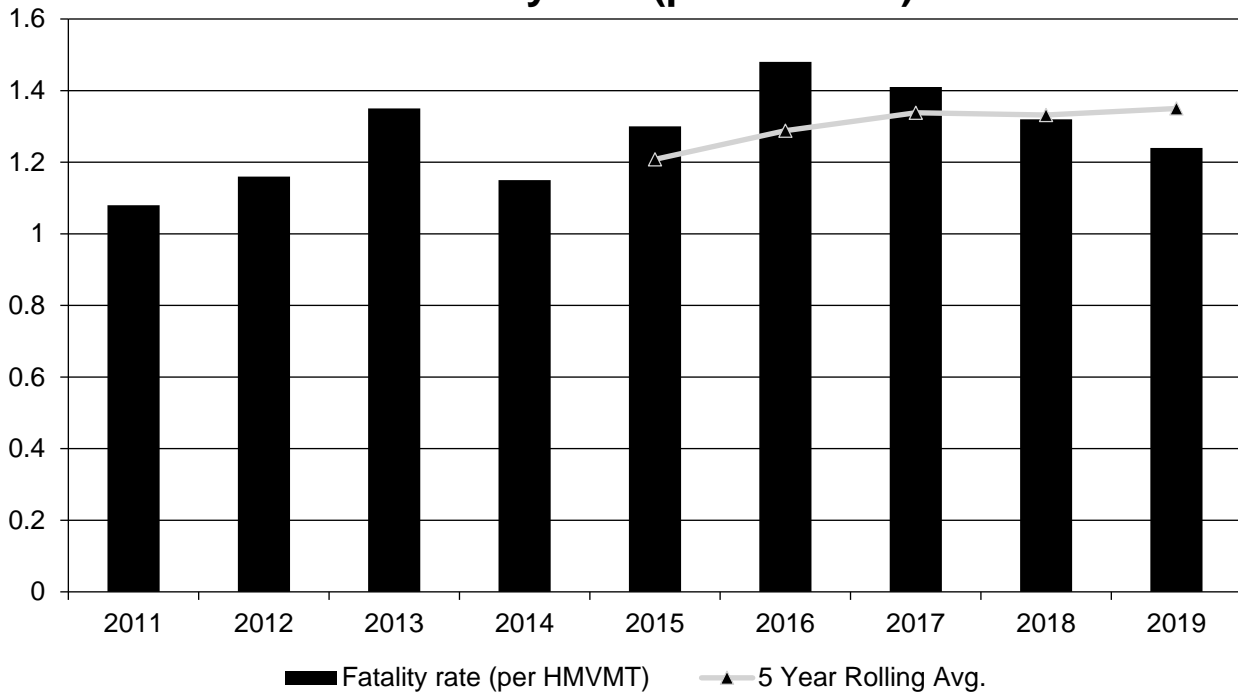
Annual Fatalities



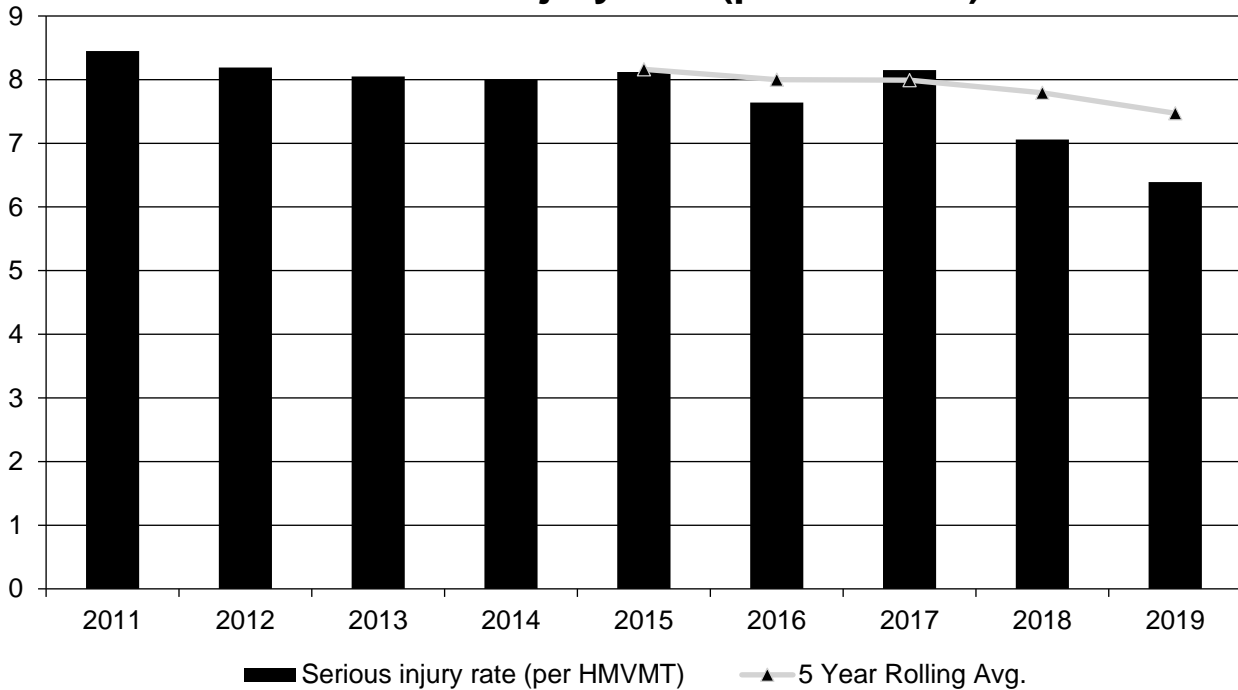
Annual Serious Injuries



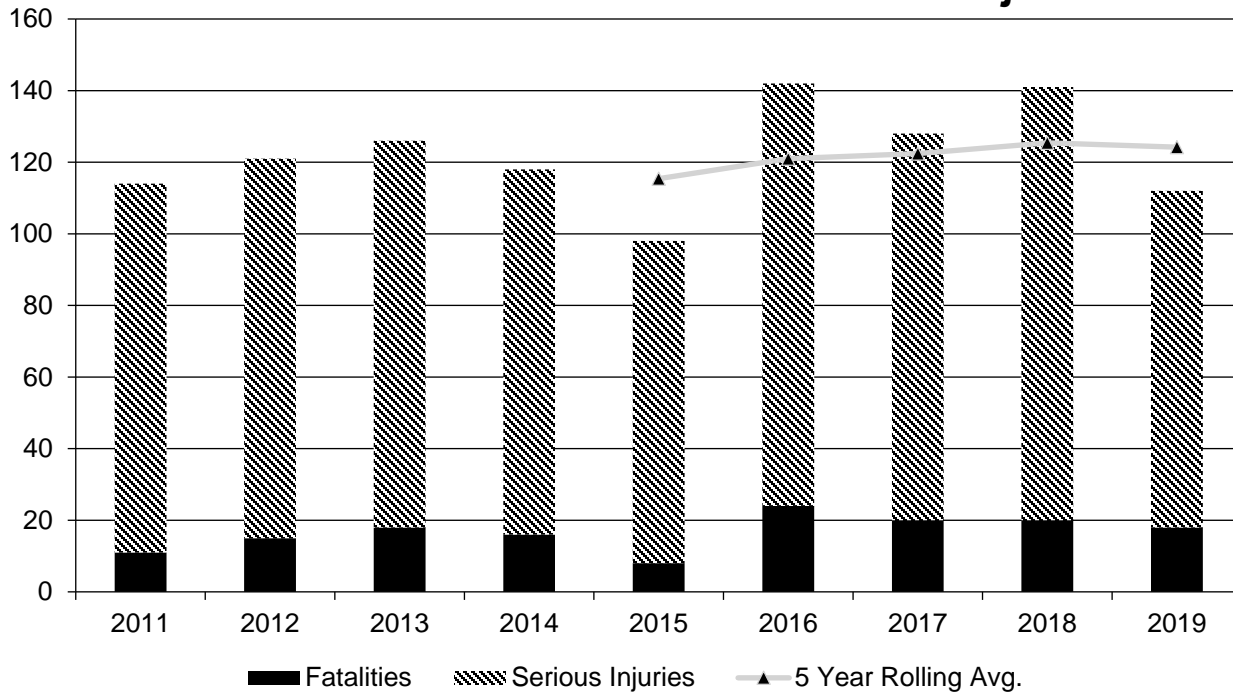
Fatality rate (per HMVMT)



Serious injury rate (per HMVMT)



Non Motorized Fatalities and Serious Injuries



Describe fatality data source.

State Motor Vehicle Crash Database

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

Year 2019

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	30	103.8	1.13	3.92
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0.8	3	0.19	0.71
Rural Principal Arterial (RPA) - Other	51.4	182.2	2.42	8.52
Rural Minor Arterial	25	88.4	2.42	8.57
Rural Minor Collector	4.8	17.6	2.18	7.93
Rural Major Collector	33.8	117	2.55	8.8

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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	32.8	96.8	1.44	4.26
Urban Principal Arterial (UPA) - Interstate	11.4	68	0.7	4.21
Urban Principal Arterial (UPA) - Other Freeways and Expressways	0.2	2.2	0.1	1.1
Urban Principal Arterial (UPA) - Other	23.6	290.2	1.07	13.14
Urban Minor Arterial	12.2	172.8	0.71	10.07
Urban Minor Collector	0	0	0	0
Urban Major Collector	4	64.6	0.56	9.08
Urban Local Road or Street	4.4	60.2	0.44	6.09

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Year 2019

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	141.8	610.2	1.49	6.42
County Highway Agency	0	0	0	0
Town or Township Highway Agency	0	0	0	0
City or Municipal Highway Agency	0	0	0	0
State Park, Forest, or Reservation Agency	0	0	0	0
Local Park, Forest or Reservation Agency	0	0	0	0
Other State Agency	0	0	0	0
Other Local Agency	92.6	656.6	1.21	8.58
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

We have recently changed our LRS and so there may be some slight changes from the previous years due to that change.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:247.0

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

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The target was established using trend analysis. It supports the SHSP goal of reducing fatalities on Idaho roadways.

Number of Serious Injuries:1285.0

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

Goals are set and performance will be measured using five-year averages and five-year rates. Regression analysis in EXCEL was used to set targets. In some instances the Analyst who develops the performance measures may adjust the values based on additional information. All goals are based off of goals set for the emphasis areas within our SHSP.

Fatality Rate:1.380

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.

Serious Injury Rate:7.210

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

Goals are set and performance will be measured using five-year averages and five-year rates. Regression analysis in EXCEL was used to set targets. In some instances the Analyst who develops the performance measures may adjust the values based on additional information. All goals are based off of goals set for the emphasis areas within our SHSP.

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 has 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.

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

ITD and the MPOs had a meeting in June where the methodology that ITD uses to set the targets was shared. The majority of the MPO's do not have access to volume data and therefore cannot determine rates for their areas. All five MPO's have indicated that they are going with our targets for this year.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State’s 2019 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	187.0	234.4
Number of Serious Injuries	1230.0	1269.4
Fatality Rate	1.120	1.350
Serious Injury Rate	7.360	7.472
Non-Motorized Fatalities and Serious Injuries	120.0	124.2

We have not met our performance measures that we put in place for 2019. One of the issues is that we had multiple years with an increase instead of a decrease. The other issue is that the goal was set using our lowest year ever which was significantly lower than our past three years. Now that the low year is no longer part of the five year average, that average has jumped up quite a bit. We have redone our goals for 2021 and hope that we will be able to meet future goals.

Applicability of Special Rules

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

Yes

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	2013	2014	2015	2016	2017	2018	2019
Number of Older Driver and Pedestrian Fatalities	24	34	33	45	50	34	46
Number of Older Driver and Pedestrian Serious Injuries	88	110	123	132	126	127	135

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

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

Idaho has seen a decrease in fatalities the past three years. The 5 year average has not decreased in the past few years due to having a really low year part of the earlier values and the highest year in a decade being part of the more recent values. The rate is showing a similar trend. Serious injuries have been decreasing over the past four years both in numbers and in rates. In the future we are hoping to better evaluate each project on a individual basis which will provide a more accurate picture of the HSIP effectiveness.

LHTAC, our Local Highway Technical Advisory Council, put together a report on the effectiveness of their projects over the past few years. It showed a dramatic decrease in fatalities and serious injuries on their projects.

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
- Increased focus on local road safety

Idaho has begun working on Local Road Safety Plans (LRSP) with four counties. There have been a couple meetings working on establishing these plans. Our Local Highway Technical Advisory Council and FHWA has been very active in helping the locals develop these plans.

Idaho continues to increase awareness of safety issues. We currently have a seatbelt campaign that utilizes pro football player Leighton Vander Esch. Vander Esch is an Idaho native from rural Idaho and is helping bring the message to remember to buckle up. The campaign is Rules to LVE by and has multiple commercials that have been created with Vander Esch talking about various Idaho activities and always ends with him talking about how Idahoans always buckle up. It has been a positive campaign.

Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

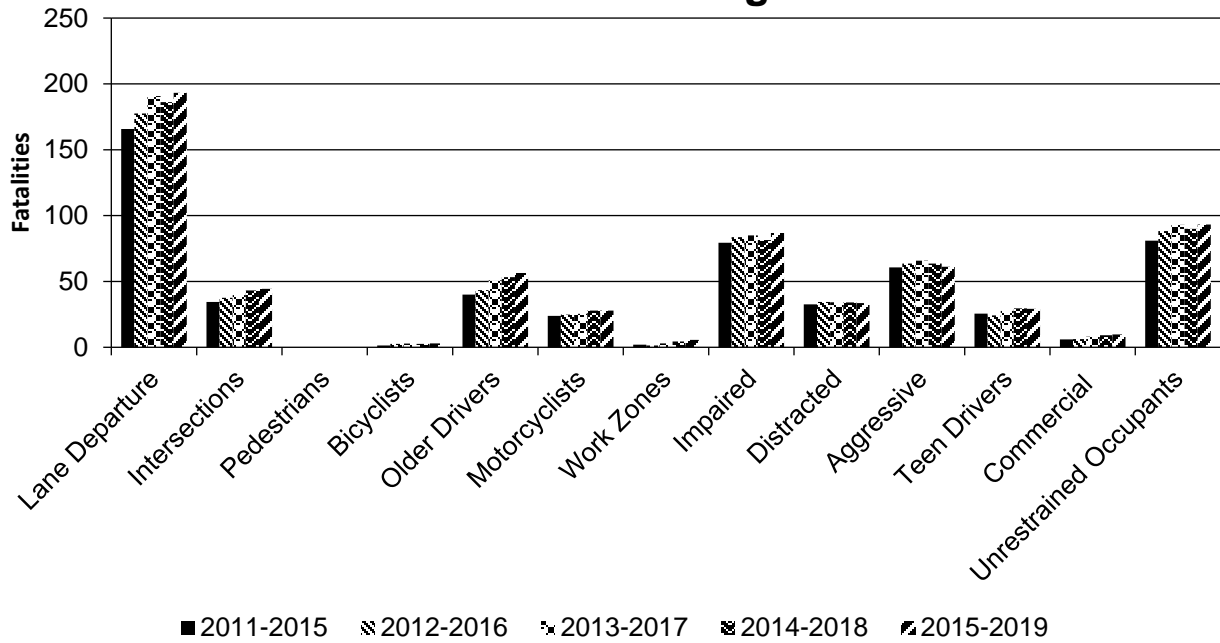
Year 2019

SHSP Emphasis Area	Targeted Crash Type	Number 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)
Lane Departure	Run off Road/Head On	193.2	651	1.11	3.75
Intersections	Intersections	44.4	485.4	0.25	2.8

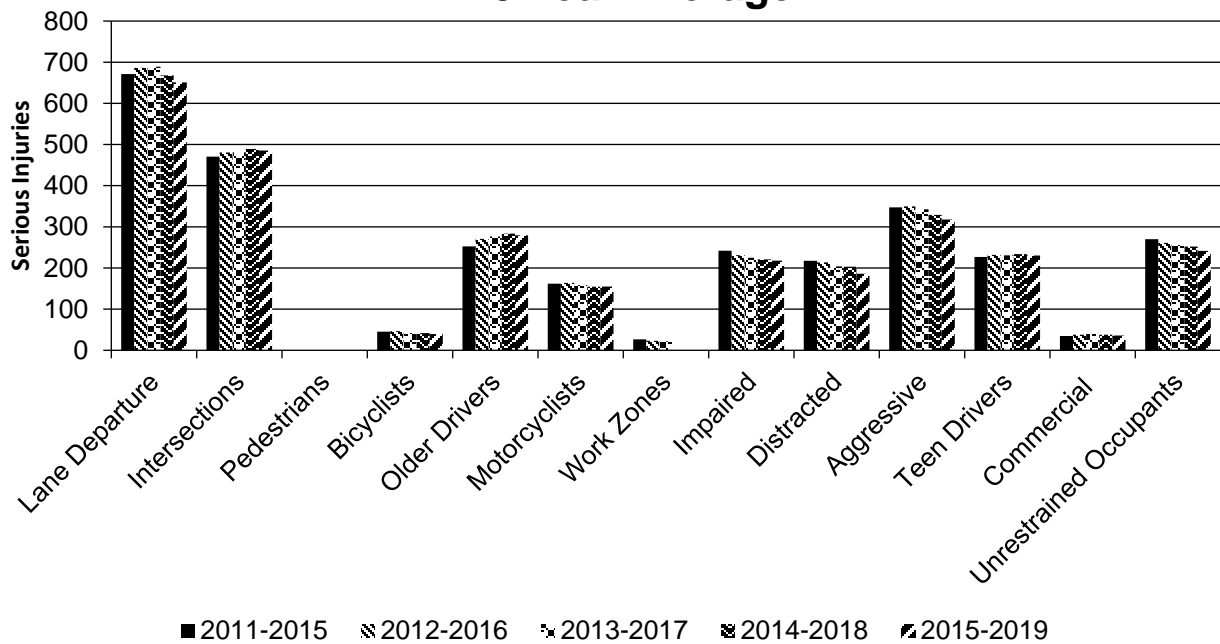
2020 Idaho Highway Safety Improvement Program

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)
Pedestrians	Vehicle/pedestrian	0	0	0	0
Bicyclists	Vehicle/bicycle	3	39.4	0.02	0.23
Older Drivers	All	56.4	279.4	0.32	1.61
Motorcyclists	Motorcycle/vehicle	27.8	155	0.16	0.9
Work Zones	work zone related	5.6		0.03	0.07
Impaired	All	86.8	217.8	0.5	1.26
Distracted	All	33.6	186	0.19	1.08
Aggressive	All	61.2	317.8	0.35	1.83
Teen Drivers	All	29.2	230.4	0.17	1.33
Commercial	Commercial Vehicle Involved	9.8	36	0.06	0.21
Unrestrained Occupants	All	93.2	241.4	0.54	1.39

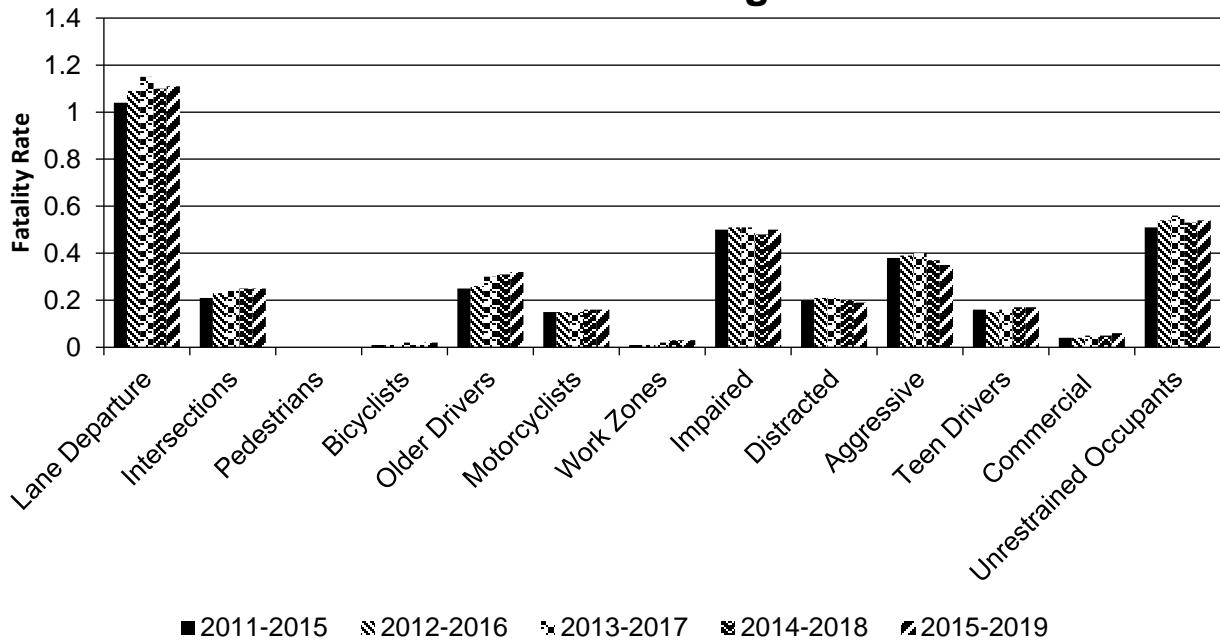
Number of Fatalities 5 Year Average



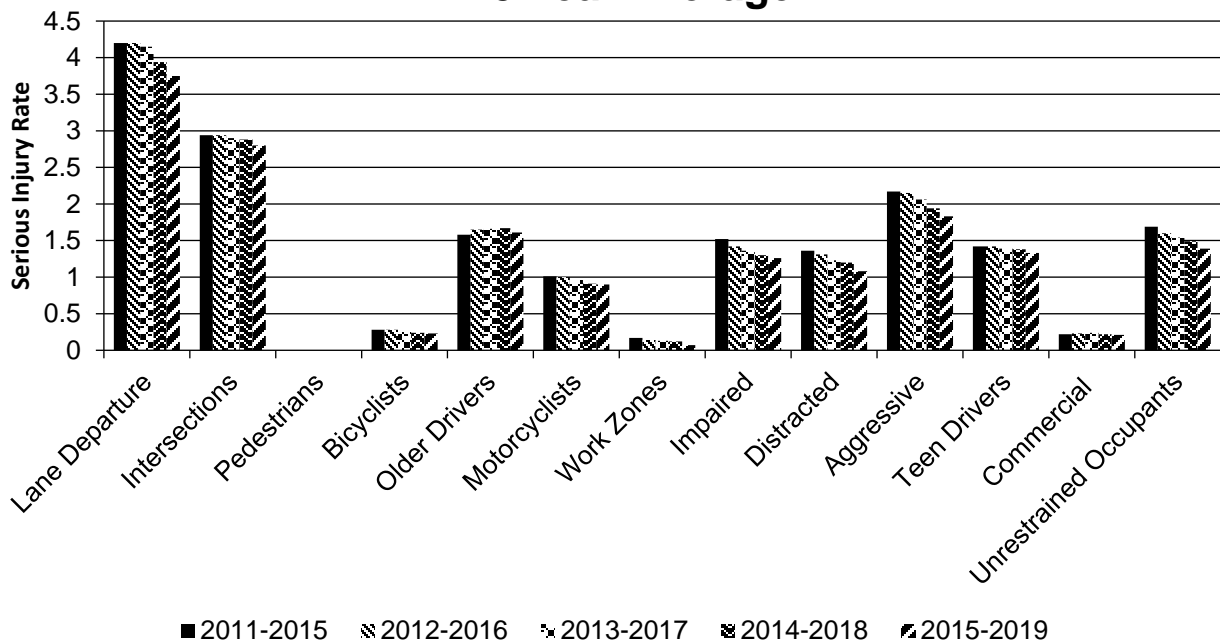
Number of Serious Injuries 5 Year Average



Fatality Rate (per HMVMT) 5 Year Average



Serious Injury Rate (per HMVMT) 5 Year Average



The emphasis areas are from the Idaho SHSP. We do break up the lane departure into Head on and single vehicle run off road but I kept them together and included the multi vehicle run off road as well.

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

No

We are currently working with University of Idaho to develop a process for evaluating projects by countermeasures.

Project Effectiveness

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

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

We have begun the early phases of updating our SHSP. We are discussing changing the way we divide up our focus areas.

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

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*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) [12]	100	100					100	100	100	100
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	15					100	60		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100	100	100
	End Point Segment Descriptor (11) [11]	100	100					100	100	100	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
Functional Class (19) [19]	100	100					100	100	100	100	

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ROAD TYPE	*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
	Median Type (54) [55]	100	15								
	Access Control (22) [23]	100	15								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100								
	Average Annual Daily Traffic (79) [81]	100	100					100	1		
	AADT Year (80) [82]	100	100								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120) [110]										
	Location Identifier for Road 1 Crossing Point (122) [112]										
	Location Identifier for Road 2 Crossing Point (123) [113]										
	Intersection/Junction Geometry (126) [116]										
	Intersection/Junction Traffic Control (131) [131]										
	AADT for Each Intersecting Road (79) [81]			100	100						
	AADT Year (80) [82]			100	100						
	Unique Approach Identifier (139) [129]										
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]										
	Location Identifier for Roadway at					100	100				

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ROAD TYPE	*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
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]										
	Ramp AADT (191) [181]					75					
	Year of Ramp AADT (192) [182]					75					
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
Totals (Average Percent Complete):		100.00	85.83	25.00	25.00	77.27	63.64	88.89	73.44	100.00	100.00

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

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.

ITD is part of the FHWA GIS Governance pooled fund study. Part of this study will help identify data governance, particularly around MIRE FDE data items. Also, the TRCC funded a gap analysis in 2020 that provided an opportunity to begin discussions with local agencies and ITD to identify gaps in data needs. Finally, VHB was hired by FHWA to provide a plan to implement the MIRE FDE requirements. That plan was delivered in August 2020.

Optional Attachments

Program Structure:

Idaho HSIP Standard Planning Process August 2017.pdf

Project Implementation:

Safety Performance:

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.