IDAHO

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 ANNUAL REPORT

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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. 407 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 Infrastructure Investment and Jobs Act (IIJA). 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 for infrastructure projects. ITD also dedicates some HSIP funds to behavioral programs, ranging from grants to messaging for Highway Safety. 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 infrastructure HSIP projects. The Office of Highway Safety, a section of ITD, utilizes some HSIP funds for grants and behavioral program messaging. 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
- Other-Behavioral Program via Office of Highway Safety

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 FY23 and FY24 is 50% after $1,000,000 has been allocated to the Office of Highway Safety for behavioral and enforcement programs.

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

- Districts/Regions
- Operations

- Planning
- Other-Office of Highway Safety

Describe coordination with internal partners.

ITD's Office of Highway safety produces the Highway Safety Corridor Analysis (HSCA) on an annual basis. Currently the High Crash Location (HAL) report is being rebuilt after the change in the LRS.

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 BIL (Bipartisan Infrastructure Law) eligibility requirements to be considered for funding. Additionally, ITD has proportioned part of the HSIP funds for the Office of Highway Safety to utilize for behavioral and grant opportunities. 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 ProjectWise and the Office of Transportation Information System (OTIS). Infrastructure 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. The OHS project distributes funds to public service messaging and grant opportunities.

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?

- Other-Enhance Crosswalks

What process is used to identify potential countermeasures?

- Crash data analysis
- 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 rates to determine priority corridors.

LHTAC uses the HSM method of calculating benefit-cost for all projects. This is the only scoring criteria for the applications.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$23,400,000	$25,043,355	107.02%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$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	$23,400,000	$25,043,355	107.02%

The amount over the programmed funds is prior year obligations carried forward.

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

45%

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

45%

HSIP funds are initially removed for behavioral programs ($1,000,000 annually), and then the remaining amount is split 50-50 between local and state projects.

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

1%

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

1%

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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
19377 - US 12, LOCHSA RANGR STATION TO HOLLY CR TURNOUT, IDAHO CO	Roadway	Roadway widening - add lane(s) along segment	1	Miles	$100100	$100100	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,000	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
19526 - US 95, JCT SH 6 TURNBAY, LATAH CO	Intersection geometry	Intersection geometry - other	2	Locations	$209995	$209995	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	720	55	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
19861 - SH 13, CURVE IMPROVEMENT, NR KOOSKIA	Roadway	Roadway widening - curve	0.4	Miles	$21000	$21000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,200	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
20032 - US 95, CULDESAC CANYON PASSING LN, PH 3, NEZ PERCE CO	Roadway	Roadway widening - add lane(s) along segment	0.14	Miles	$605041	$605041	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,500	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
20109 - STC-7664, 6TH ST PED IMPRV, MOSCOW	Pedestrians and bicyclists	Modify existing crosswalk	1	Intersections	$16000	$16000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	SHSP Emphasis Area
20411 - US 26, ANTELOPE FLATS PASSING LANE, BONNEVILLE CO	Roadway	Roadway widening - add lane(s) along segment	2.7	Miles	$8000	$8000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,000	65	State Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
20424 - SH 39, THOMAS TO COLLINS SIDING RD, BLACKFOOT	Intersection traffic control	Modify control – new traffic signal	1	Locations	$190000	$190000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Intersections	SHSP Emphasis Area
20442 - I 90, SH 41 INTERCHANGE, KOOTENAI CO	Interchange design	Interchange design - other	0.7	Miles	$250000	$250000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	60,000	65	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
20453 - SH 200, MCGHEE TO KOOTENAI ST, BONNER CO	Intersection geometry	Add/modify auxiliary lanes	3	Miles	$46200	$46200	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,800	45	State Highway Agency	Spot	Intersections	SHSP Emphasis Area

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20483 - SH 8, 3RD ST SAFETY IMPRV PH 1, MOSCOW	Pedestrians and bicyclists	Modify existing crosswalk	0.2	Miles	$43500	$43500	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	23,000	45	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
20539 - US 26, INTERSECTION IMPROVEMENTS 45TH & 55TH, IDAHO FALLS	Intersection traffic control	Modify control – new traffic signal	2	Locations	$330000	$330000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	SHSP Emphasis Area
20575 - SH 53, HAUSER LAKE RD TO N BRUSS RD, KOOTENAI CO	Roadway	Roadway widening - travel lanes	2.7	Miles	$2090000	$2090000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,000	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
20613 - SMA-8383, INT LONE STAR & MIDDLETON RD	Intersection geometry	Intersection geometry - other	1	Locations	$289	$289	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	SHSP Emphasis Area
20641 - SH 53, INT N RAMSEY RD, KOOTENAI CO	Intersection traffic control	Modify traffic signal –other	1	Intersections	$345000	$345000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,500	55	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
20658 - US 2, MOYIE SPRINGS TURN BAYS, BOUNDARY CO	Intersection geometry	Intersection geometry - other	0.9	Miles	$1665371	$1665371	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,680	55	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
21923 - US 26, JCT HITT ROAD (25TH E), BONNEVILLE CO	Intersection geometry	Intersection geometry - other	1	Intersections	$4150000	$4150000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	SHSP Emphasis Area
21938 - US 95, IRONWOOD TO SH53 SIGNAL UPGRADES, KOOTENAI CO	Miscellaneous	Miscellaneous - other	1	Locations	$100000	$100000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Intersections	SHSP Emphasis Area
21939 - SH 53, WA STATE LINE TO HAUSER LAKE RD, KOOTENAI CO	Roadway	Roadway widening - add lane(s) along segment	1.8	Miles	$110000	$110000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,300	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
21994 - OFFSYS, GUARDRAIL UPGRADE, NR BONNERS FERRY	Roadside	Roadside - other	1	Locations	$44933	$44933	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Lane Departure	SHSP Emphasis Area

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21996 - OFFSYS, OLD AHSAHKA GRADE, CLEARWATER CO	Intersection geometry	Intersection geometry - other	1	Locations	$88026	$88026	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency		Intersections	SHSP Emphasis Area
21997 - SH 8, 3RD ST SAFETY IMPRV PH2, MOSCOW	Pedestrians and bicyclists	Modify existing crosswalk	0.2	Miles	$35500	$35500	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	23,000	45	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
22005 - SMA-7406, INT 17TH ST & ROLLANDET, IDAHO FALLS	Access management	Access management - other	1	Locations	$78514	$78514	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
22079 - LOCAL, FY23 LHTAC PLANNING & SCOPING	Miscellaneous	Transportation safety planning	1	Planning	$50000	$50000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Other Local Agency	Planning	Planning	SHSP Emphasis Area
22397 - LOCAL, GUARDRAIL IMPROVEMENTS, LAKES HD	Roadside	Barrier - other	3	Locations	$218507	$218507	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Other Local Agency	Spot	Roadway Departure	SHSP Emphasis Area
22399 - LOCAL, SILVER VALLEY RD SAFETY IMPROVEMENTS, SHOSHONE CO	Miscellaneous	Miscellaneous - other	1	Locations	$98544	$98544	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
22401 - STC-5705, BENEWAH CR RD SAFETY IMPROV, BENEWAH CO	Roadside	Barrier - other	2	Locations	$14067	$14067	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
22404 - OFFSYS, LAKE RD SAFETY IMPROVEMENTS, GRANGEVILLE HD	Roadway	Roadway widening - curve	2.26	Miles	$148443	$148443	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		Other Local Agency	Spot	Roadway Departure	SHSP Emphasis Area
22405 - LOCAL, DITTO CR & RESERVOIR RD, MT HOME HD	Roadway	Roadway - other	1	Locations	$205438	$205438	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Other Local Agency	Spot	Lane Departure	SHSP Emphasis Area
22408 - STC-2730, 3000 E & FOOTHILL RD CURVE, TWIN FALLS HD	Intersection traffic control	Intersection traffic control - other	1	Locations	$1654023	$1654023	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Other Local Agency	Spot	Intersections	SHSP Emphasis Area

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22410 - STC-2847, OLD HWY 81 SAFETY IMPROV, RAFT RIVER HD	Roadway signs and traffic control	Roadway signs and traffic control - other	0.4	Miles	$4000	$4000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Spot	Roadway Departure	SHSP Emphasis Area
22411 - SMA-7231, S 5TH AVE SAFETY IMPROV, POCATELLO	Miscellaneous	Miscellaneous - other	0.07	Miles	$16365	$16365	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
22413 - STC-6760, W 5200 S SAFETY IMPROVEMENTS, MADISON CO	Shoulder treatments	Shoulder treatments - other	0.21	Miles	$251107	$251107	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
22414 - LOCAL, SIGNING SAFETY UPGRADES, ASHTON	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	City	$5916	$5916	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
22416 - LOCAL, 17TH ST, 1ST ST & LINCOLN RD X-WALKS, IDAHO FALLS	Pedestrians and bicyclists	Install new crosswalk	2	Intersections	$70451	$70451	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	Pedestrians	SHSP Emphasis Area
22456 - SH 46, INT E 2000 S, GOODING CO	Intersection traffic control	Intersection traffic control - other	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Intersections	SHSP Emphasis Area
22687 - US 30, YELLOWSTONE TO GARRETT CORRIDOR, POCATELLO	Intersection geometry	Intersection geometry - other	1	Intersections	$450000	$450000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,000	35	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
22871 - LOCAL, FLASHING LED SIGN IMPROVEMENTS, OSBURN	Intersection traffic control	Intersection flashers –sign-mounted or overhead	6	Locations	$59000	$59000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
22874 - LOCAL, RECTANGULAR RAPID FLASHING BEACONS, CDA	Miscellaneous	Miscellaneous - other	7	Locations	$892000	$892000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
22875 - SMA-7218, LANCASTER & HUETTER ROUNDABOUT, LAKES HD	Roadway	Roadway - other	0.19	Miles	$80000	$80000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area

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22876 - LOCAL, CLEAR ZONE SAFETY IMPV, BONNER CO	Shoulder treatments	Shoulder treatments - other	1	Locations	$999481	$999481	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		County Highway Agency	Systemic	Lane Departure	SHSP Emphasis Area
22877 - LOCAL, SIGNING & GUARDRAIL, CLEARWATER CO	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Locations	$782871	$782871	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		County Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22882 - OFFSYS, INT 3800 N & US93, FILER HD	Roadway	Pavement surface - other	0.57	Miles	$1361073	$1361073	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		City or Municipal Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22883 - LOCAL, PEDESTRIAN CROSSINGS, POCATELLO	Pedestrians and bicyclists	Pedestrians and bicyclists – other	12	Intersections	$64861	$64861	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
22885 - STC-6731, COUNTY LN RD SIGNING, JEFFERSON CO	Roadway signs and traffic control	Roadway signs and traffic control - other	12	Intersections	$105000	$105000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		County Highway Agency	Spot	Intersections	SHSP Emphasis Area
22886 - LOCAL, RAISED CURB MEDIANS, IDAHO FALLS	Intersection geometry	Intersection geometry - other	3	Locations	$346448	$346448	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
23213 - US 95, RODEO DR TO ESTES RD, MOSCOW	Shoulder treatments	Shoulder treatments - other	2.4	Miles	$123440	$123440	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
23282 - LOCAL, CURVE & RDWY SAFETY IMPRV, BENEWAH CO	Roadway signs and traffic control	Curve-related warning signs and flashers	4	Locations	$66000	$66000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
23283 - LOCAL, LANE DEPARTURE CORRECTIVE MEASURES, LAKES HD	Roadway delineation	Roadway delineation - other	10	Locations	$124000	$124000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
23284 - LOCAL, RDWY & GUARDRAIL IMPRV, LAKES HD	Roadside	Barrier - other	5	Locations	$12000	$12000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
23285 - STC-5742, S GREENSFERRY RD GUARDRAIL, WORLEY HD	Roadway delineation	Roadway delineation - other	3	Locations	$150000	$150000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
23286 - LOCAL, STOP CONTROL SAFETY IMPRV, BONNER CO	Intersection traffic control	Modify traffic signal –other	1	Intersections	$86418	$86418	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
23288 - STC-5757, HILL ST CROSSWALK & STOP SIGN, KELLOGG	Pedestrians and bicyclists	Modify existing crosswalk	2	Intersections	$31000	$31000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
23290 - STC-4755, WAHA & LAPWAI RD CURVES, NEZ PERCE CO	Roadway	Roadway - other	1	Locations	$148000	$148000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
23291 - STC-4713, WOODLAND RD SAFETY IMPRV, IDAHO CO	Roadway	Roadway - other	0.265	Miles	$39000	$39000	HSIP (23 U.S.C. 148)	Rural	Major Collector	2,300		County Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
23292 - LOCAL, SIGNING IMPROVEMENTS, GEM HD	Intersection traffic control	Intersection traffic control - other	18	Locations	$36000	$36000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Other Local Agency	Systemic	Roadway Departure	SHSP Emphasis Area
23293 - LOCAL, PEDESTRIAN ROAD SAFETY AUDIT, NAMPA	Miscellaneous	Road safety audits	1	Locations	$15000	$15000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Systemic	Lane Departure	SHSP Emphasis Area
23295 - STC-2841, BIRCH CR RD SAFETY IMPRV, OAKLEY HD	Alignment	Horizontal and vertical alignment	0.5	Miles	$184000	$184000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Spot	Lane Departure	SHSP Emphasis Area
23296 - LOCAL, CURVE WARNING SIGNS, HILLSDALE HD	Roadway signs and traffic control	Curve-related warning signs and flashers	0	Miles	$55000	$55000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Spot	Lane Departure	SHSP Emphasis Area
23297 - LOCAL, FLASHING STOP SIGNS, BINGHAM CO	Intersection traffic control	Modify control – new traffic signal	1	Locations	$37000	$37000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Intersections	SHSP Emphasis Area

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
23298 - SMA-7401, FLANDRO DR SAFETY IMPRV, POCATELLO	Pedestrians and bicyclists	ADA curb ramps	2	Locations	$45000	$45000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	SHSP Emphasis Area
23299 - SMA-7551, MERIDIAN RD SAFETY IMPRV, BLACKFOOT	Intersection geometry	Intersection geometry - other	1	Intersections	$71000	$71000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
23301 - OFFSYS, E 500 N RD SAFETY IMPRV, FREMONT CO	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	1.8	Miles	$220000	$220000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		County Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
23600 - SH 46, LITTLE CITY OF ROCKS TO SCHOOLER CR, GOODING CO	Alignment	Horizontal curve realignment	1	Miles	$321000	$321000	HSIP (23 U.S.C. 148)	Rural	Major Collector	570		State Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
23602 - SH 25, SH25 & SH27 TRAFFIC SIGNAL UPGRADE, MINIDOKA CO	Intersection geometry	Modify lane assignment	1	Locations	$42880	$42880	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,400		State Highway Agency	Spot	Intersections	SHSP Emphasis Area
23603 - SH 74, SH 74 & AIRPORT RD, TWIN FALLS	Advanced technology and ITS	Dynamic message signs	1	Locations	$105550	$105550	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Intersections	SHSP Emphasis Area
23650 - US 95, RAPID RV BR TO RIGGINS, IDAHO CO	Roadway	Roadway - other	3.19	Miles	$571200	$571200	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
23651 - US 12, VALLEY VIEW DR TO KOOSKIA WIDENING, IDAHO CO	Roadway	Roadway widening - travel lanes	4.3	Miles	$406100	$406100	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
23652 - SH 128, DOWN RV RD INTERSECTION IMPROVEMENT, LEWISTON	Intersection geometry	Intersection geometry - other	1	Intersections	$344000	$344000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	SHSP Emphasis Area
23653 - US 95, SHEEP CREEK REST AREA	Intersection geometry	Intersection geometry - other	1	Intersections	$295500	$295500	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Intersections	SHSP Emphasis Area

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
TURNBAY, IDAHO CO															
23654 - US 95, CROOKS HILL, LATAH CO	Roadway	Roadway - other	2.55	Miles	$516600	$516600	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,700		State Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
23655 - US 95, WESTLAKE RD TURNBAYS, LEWIS CO	Intersection geometry	Modify lane assignment	1	Intersections	$194500	$194500	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Intersections	SHSP Emphasis Area
23880 - STC-5769, SPIRIT LAKE CUTOFF CURVES	Alignment	Horizontal and vertical alignment	7.63	Miles	$293000	$293000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		City or Municipal Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
23881 - SMA-7334, GUN CLUB RD, LAPWAI RD TO STEWART AVE	Roadside	Barrier - other	1.78	Miles	$322000	$322000	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		County Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area
23883 - SMA-8323, 2ND ST S, SAFETY IMPROVEMENTS	Lighting	Lighting - other	19	Locations	$649000	$649000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
23884 - LOCAL, SIGNING SAFETY IMPROVEMENTS (GS)	Intersection traffic control	Intersection signing –other	10	Locations	$84000	$84000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
23885 - LOCAL, DURABLE PAVEMENT MARKINGS, PH 2 (GS)	Pedestrians and bicyclists	Modify existing crosswalk	10	Intersections	$12000	$12000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
23886 - LOCAL, 3200 N SAFETY IMPROVEMENTS	Roadway	Roadway widening - travel lanes	1.8	Miles	$220000	$220000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Spot	Roadway Departure	SHSP Emphasis Area
23887 - NHS-7816, INT 2ND W & 5TH S RRFB	Intersection traffic control	Intersection flashers –sign-mounted or overhead	1	Intersections	$48000	$48000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
23888 - LOCAL, MORGAN CREEK RD, SAFETY IMPROVEMENTS	Roadway	Roadway widening - travel lanes	1	Miles	$219000	$219000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area

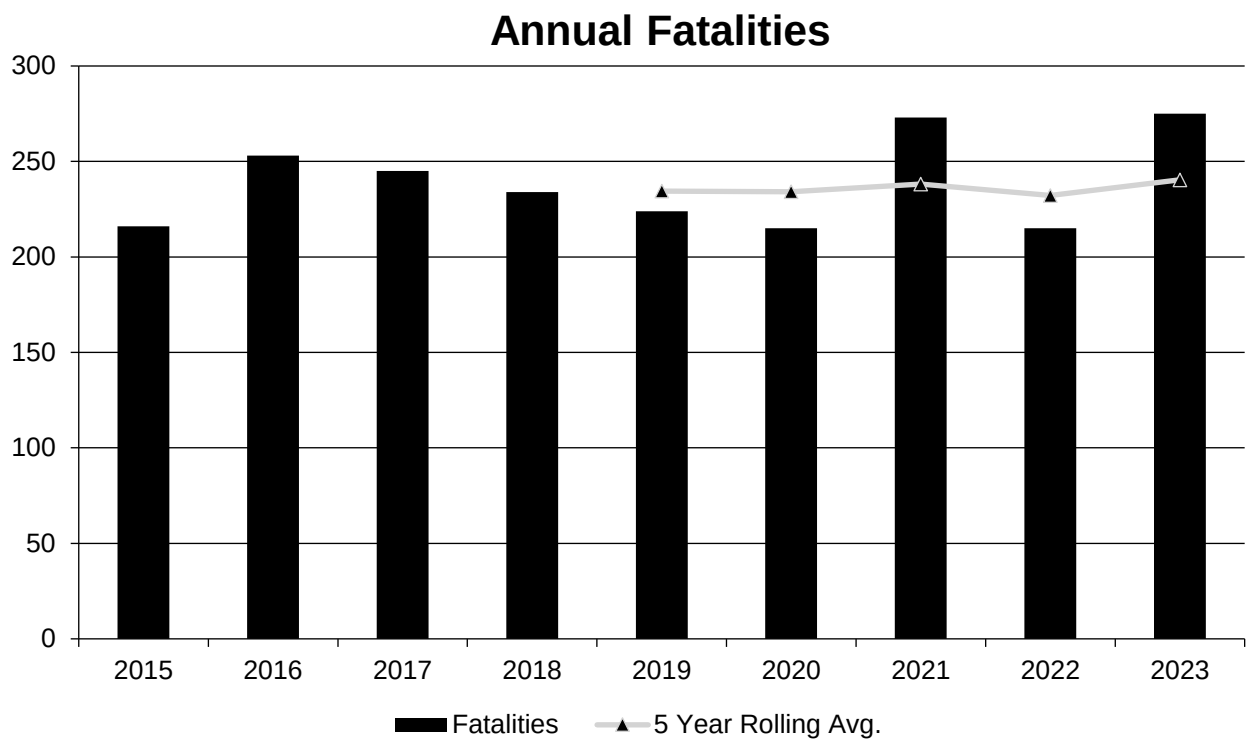
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
23889 - STC-7316, 5TH E (HOLMES AVE) & 49TH S SIGNAL	Intersection traffic control	Modify control – new traffic signal	1	Intersections	$289000	$289000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		County Highway Agency	Spot	Intersections	SHSP Emphasis Area
24345 - LOCAL, CENTERLINE RUMBLE STRIP SAFETY IMPRV, ONEIDA CO	Roadway	Rumble strips – other	2	Locations	$112103	$112103	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Roadway Departure	SHSP Emphasis Area

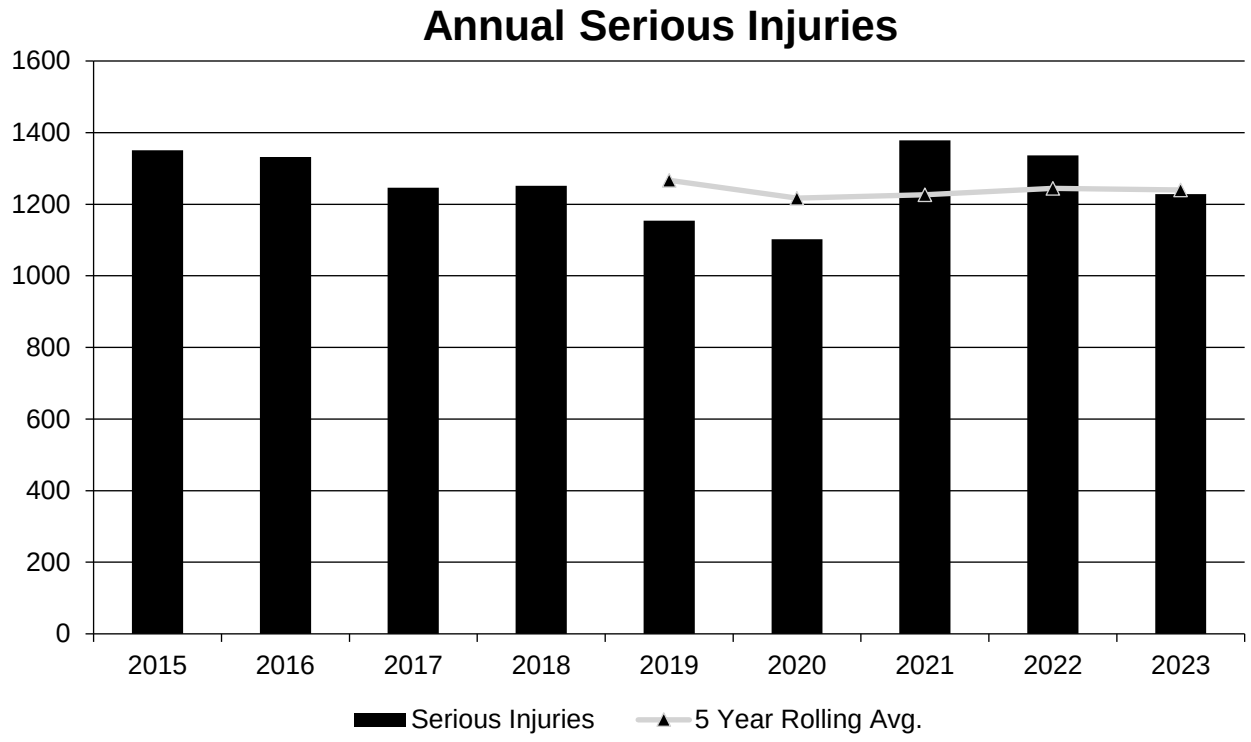
Safety Performance

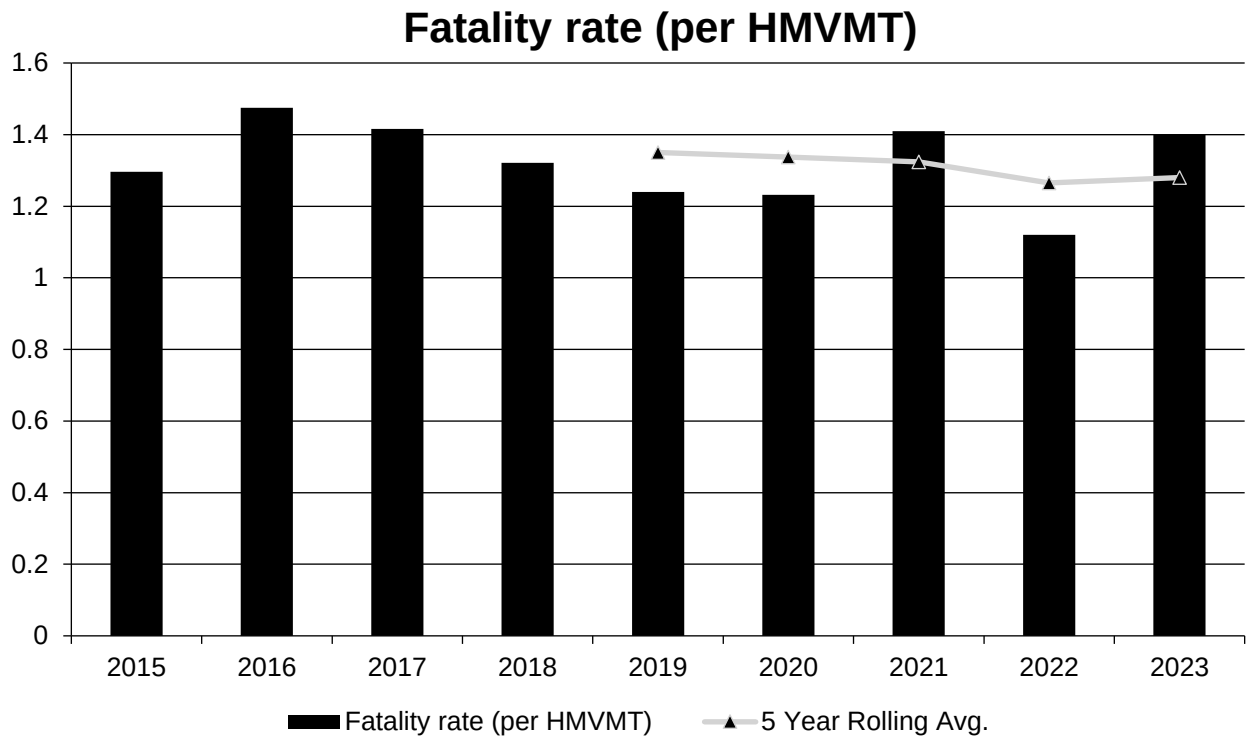
General Highway Safety Trends

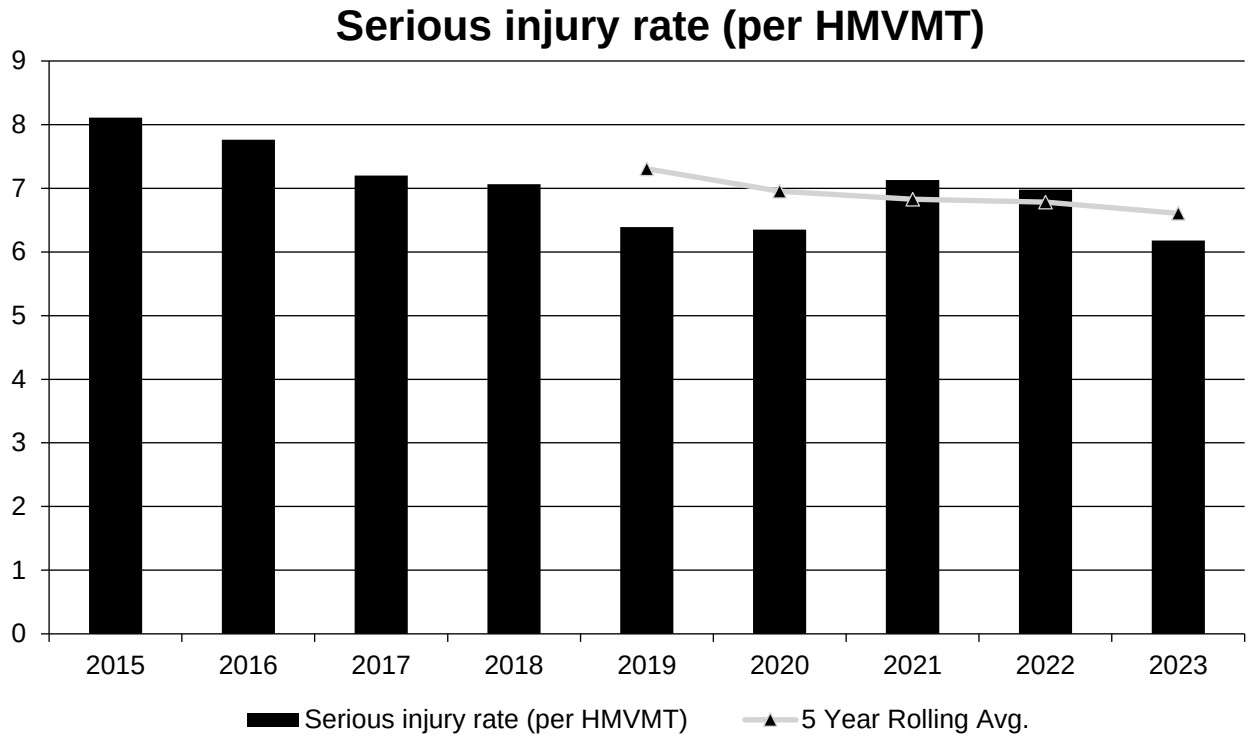
Present data showing the general highway safety trends in the State for the past five years.

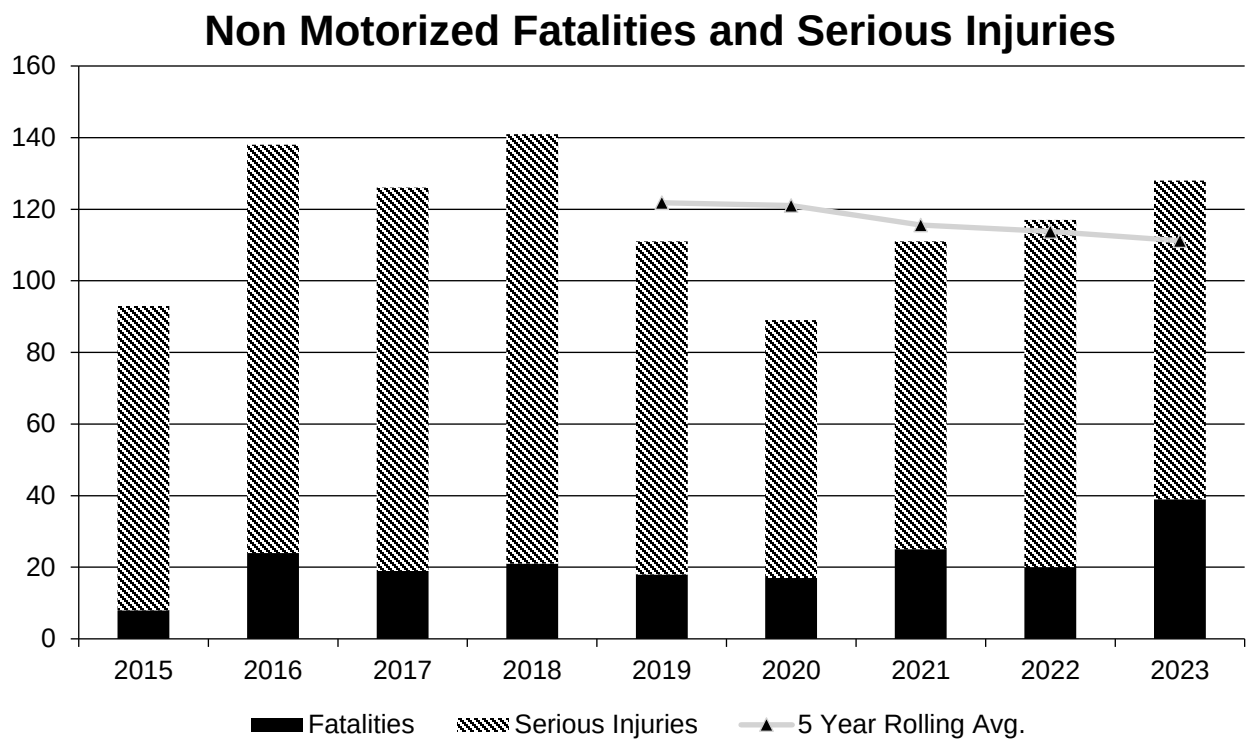
PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	216	253	245	234	224	215	273	215	275
Serious Injuries	1,351	1,332	1,246	1,251	1,154	1,102	1,378	1,336	1,228
Fatality rate (per HMVMT)	1.296	1.475	1.416	1.321	1.240	1.232	1.410	1.120	1.400
Serious injury rate (per HMVMT)	8.108	7.765	7.202	7.064	6.391	6.348	7.130	6.980	6.180
Number non-motorized fatalities	8	24	19	21	18	17	25	20	39
Number of non-motorized serious injuries	85	114	107	120	93	72	86	97	89


Annual Fatalities
300
250
200
150
100
50
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1600
1400
1200
1000
800
600
400
200
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
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
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
9
8
7
6
5
4
3
2
1
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

State Motor Vehicle Crash Database

FARS takes over a year and half to make the data available. Our crash date is generally complete by the middle of the following year. We generally have no differences between FARS and our state database.

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

Year 2023

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	24.2	98.4	0.84	3.41
Rural Principal Arterial (RPA) - Other Freeways and Expressways	3.6	11.6	1.08	3.5
Rural Principal Arterial (RPA) - Other	51.8	167.6	2.14	6.94
Rural Minor Arterial	31.2	101.6	2.57	8.38
Rural Minor Collector	6.6	37	4.98	27.9
Rural Major Collector	36	158.6	2.64	10.31
Rural Local Road or Street	22.4	110	1	4.89
Urban Principal Arterial (UPA) - Interstate	9.4	52.6	0.53	2.99
Urban Principal Arterial (UPA) - Other Freeways and Expressways	1.8	8	0.94	4.19
Urban Principal Arterial (UPA) - Other	22.2	215.6	0.98	9.48
Urban Minor Arterial	16.4	141	0.89	7.67
Urban Minor Collector	0.4	2.6	7.69	50
Urban Major Collector	9.4	81.8	1.24	10.77
Urban Local Road or Street	4.4	51.6	0.94	4.19

Year 2023

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	150.8	598.6	1.44	5.72
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency	89	639.4	1.07	7.76
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

The Urban and Rural Minor Collector have high rates. This is mostly due to the fact that it has very low volume with a few crashes.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2025 Targets *

Number of Fatalities:238.0

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

The primary focus of the highway safety program has been, and will continue to be, the elimination of traffic related fatalities, serious injuries, and economic losses. The results of the problem identification process are used by the Office of Highway Safety (OHS) to assure that resources are directed to areas most appropriate for achieving the primary target and showing the greatest return on investment. Performance measures and targets are consistent with both NHTSA requirements and the Strategic Highway Safety Plan (SHSP) targets and are aligned with the Highway Safety Improvement Plan (HSIP).

The SHSP helps coordinate targets and highway safety programs across the state. The collaborative process of developing and implementing the SHSP helps safety partners work together to reduce fatalities and serious injuries on Idaho roadways. The SHSP links to all other highway safety plans. The HSIP, a core Federal aid program administered by the Federal Highway Administration (FHWA), requires that states update and regularly evaluate SHSPs. Other federal aid programs under the Department of Transportation must also tie their programs to the SHSP. These programs include the HSP and the Commercial Motor Vehicle Safety Program (CVSP), funded through the Federal Motor Carrier Safety Administration (FMCSA). The shared data between the plans enables the plans to have the same core targets.

The targets are determined by examining the trend of past data to determine likely future performance. The OHS tries to set targets that are reasonable. Targets are set and performance is measured using five-year averages and five-year rates. For example, the 2018-2022 benchmark is comprised of five years of crash data and exposure data for the years 2018 through 2022. The data used to determine the target for number of fatalities is provided by the National Center for Statistics and Analysis (NCSA) and can be found at the State Traffic Safety Information website. (no changes from last year as the targets are set for the three years (FFY 24-26)

Number of Serious Injuries:1224.0

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

The primary focus of the highway safety program has been, and will continue to be, the elimination of traffic related fatalities, serious injuries, and economic losses. The results of the problem identification process are used by the Office of Highway Safety (OHS) to assure that resources are directed to areas most appropriate for achieving the primary target and showing the greatest return on investment. Performance measures and targets are consistent with both NHTSA requirements and the Strategic Highway Safety Plan (SHSP) targets and are aligned with the Highway Safety Improvement Plan (HSIP).

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The targets are determined by examining the trend of past data to determine likely future performance. The OHS tries to set targets that are reasonable. Targets are set and performance is measured using five-year averages and five-year rates. For example, the 2018-2022 benchmark is comprised of five years of crash data and exposure data for the years 2018 through 2022. The data used to determine the target for number of serious injuries is from the Idaho crash database. (no changes from last year as the targets are set for the three years (FFY 24-26))

Fatality Rate:1.320

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

The primary focus of the highway safety program has been, and will continue to be, the elimination of traffic related fatalities, serious injuries, and economic losses. The results of the problem identification process are used by the Office of Highway Safety (OHS) to assure that resources are directed to areas most appropriate for achieving the primary target and showing the greatest return on investment. Performance measures and targets are consistent with both NHTSA requirements and the Strategic Highway Safety Plan (SHSP) targets and are aligned with the Highway Safety Improvement Plan (HSIP).

The SHSP helps coordinate targets and highway safety programs across the state. The collaborative process of developing and implementing the SHSP helps safety partners work together to reduce fatalities and serious injuries on Idaho roadways. The SHSP links to all other highway safety plans. The HSIP, a core Federal aid program administered by the Federal Highway Administration (FHWA), requires that states update and regularly evaluate SHSPs. Other federal aid programs under the Department of Transportation must also tie their programs to the SHSP. These programs include the HSP and the Commercial Motor Vehicle Safety Program (CVSP), funded through the Federal Motor Carrier Safety Administration (FMCSA). The shared data between the plans enables the plans to have the same core targets.

The targets are determined by examining the trend of past data to determine likely future performance. The OHS tries to set targets that are reasonable. Targets are set and performance is measured using five-year averages and five-year rates. The 5-Year Fatality Rate is the sum of the number of fatalities over the 5-year period divided by the sum of the annual vehicle miles of travel over the same 5-year period. Averaging the rates over the 5-year period is mathematically incorrect, the rates are weighted values and averaging them negates the weights (i.e. each year is not equal because the Annual Vehicle Miles Traveled (AVMT) changes). The data used to determine the target for number of fatalities in the rate is provided by the National Center for Statistics and Analysis (NCSA) and can be found at the State Traffic Safety Information website. The AVMT values are provided by Idaho's roadway data program. (no changes from last year as the targets are set for the three years (FFY 24-26))

Serious Injury Rate:6.820

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

The primary focus of the highway safety program has been, and will continue to be, the elimination of traffic related fatalities, serious injuries, and economic losses. The results of the problem identification process are used by the Office of Highway Safety (OHS) to assure that resources are directed to areas most appropriate for achieving the primary target and showing the greatest return on investment. Performance measures and targets are consistent with both NHTSA requirements and the Strategic Highway Safety Plan (SHSP) targets and are aligned with the Highway Safety Improvement Plan (HSIP).

The SHSP helps coordinate targets and highway safety programs across the state. The collaborative process of developing and implementing the SHSP helps safety partners work together to reduce fatalities and serious injuries on Idaho roadways. The SHSP links to all other highway safety plans. The HSIP, a core Federal aid program administered by the Federal Highway Administration (FHWA), requires that states update and regularly evaluate SHSPs. Other federal aid programs under the Department of Transportation must also tie their programs to the SHSP. These programs include the HSP and the Commercial Motor Vehicle Safety Program (CVSP), funded through the Federal Motor Carrier Safety Administration (FMCSA). The shared data between the plans enables the plans to have the same core targets.

The targets are determined by examining the trend of past data to determine likely future performance. The

OHS tries to set targets that are reasonable. Targets are set and performance is measured using five-year averages and five-year rates. the 5-Year Serious Injury Rate is the sum of the number of serious injuries over the 5-year period divided by the sum of the annual vehicle miles of travel over the same 5-year period. Averaging the rates over the 5-year period is mathematically incorrect, the rates are weighted values and averaging them negates the weights (i.e. each year is not equal because the Annual Vehicle Miles Traveled. (no changes from last year as the targets are set for the three years (FFY 24-26))

Total Number of Non-Motorized Fatalities and Serious Injuries:116.0

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

The primary focus of the highway safety program has been, and will continue to be, the elimination of traffic related fatalities, serious injuries, and economic losses. The results of the problem identification process are used by the Office of Highway Safety (OHS) to assure that resources are directed to areas most appropriate for achieving the primary target and showing the greatest return on investment. Performance measures and targets are consistent with both NHTSA requirements and the Strategic Highway Safety Plan (SHSP) targets and are aligned with the Highway Safety Improvement Plan (HSIP).

The SHSP helps coordinate targets and highway safety programs across the state. The collaborative process of developing and implementing the SHSP helps safety partners work together to reduce fatalities and serious injuries on Idaho roadways. The SHSP links to all other highway safety plans. Data used to establish the target for non-motorized fatal and serious injuries is from the Idaho Crash Database.

While using 5-year averages and rates flatten the trend lines by reducing the effect a randomly high or low year has on the 5-year value, the trend lags behind when consistent changes are occurring. The number of fatalities began decreasing in 2008 and between 2010 and 2015 were much lower (ranging from 167 to 214) than they had been in the past (usually around 270 prior to 2008). While there were no changes to Idaho's highway safety programs or spending amounts from 2008-2015 when the decreases were taking place, the nation was experiencing an economic recession. In the past few years, as the economy has improved, the number of traffic fatalities has increased. As such, we are seeing an increasing trend in our performance measures. Idaho's targets will reflect that increasing trend and seek to keep values from increasing back anywhere near to prior values. (no changes from last year as the targets are set for the three years (FFY 24-26))

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

The analyst who sets the safety performance targets presented their methodology to the MPO's in a meeting on July 27th. Currently all of the MPO's have decided to accept the States safety performance targets.

Does the State want to report additional optional targets?

No

We have no additional targets at this time.

Describe progress toward meeting the State's 2023 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	244.0	240.4
Number of Serious Injuries	1279.0	1239.6
Fatality Rate	1.350	1.280
Serious Injury Rate	7.220	6.606
Non-Motorized Fatalities and Serious Injuries	125.0	111.2

Idaho has met all it's targets this year.

Applicability of Special Rules

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

No

See attached message on HRRR rules

Does the VRU Safety Special Rule apply to the State for this reporting period?

No

See attached document with special rules summary for Idaho.

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	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	50	34	46	29	38	40	39
Number of Older Driver and Pedestrian Serious Injuries	126	127	133	97	147	140	126

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

Hoping to move toward looking at the economic effectiveness of projects in the future but not sure we would have enough crashes or sites to determine this.

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

Currently Idaho seems to be going up and then down and then up again. The trend is not really showing a consistent direction.

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

- # RSAs completed
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- Other-Money toward Behavioral programs

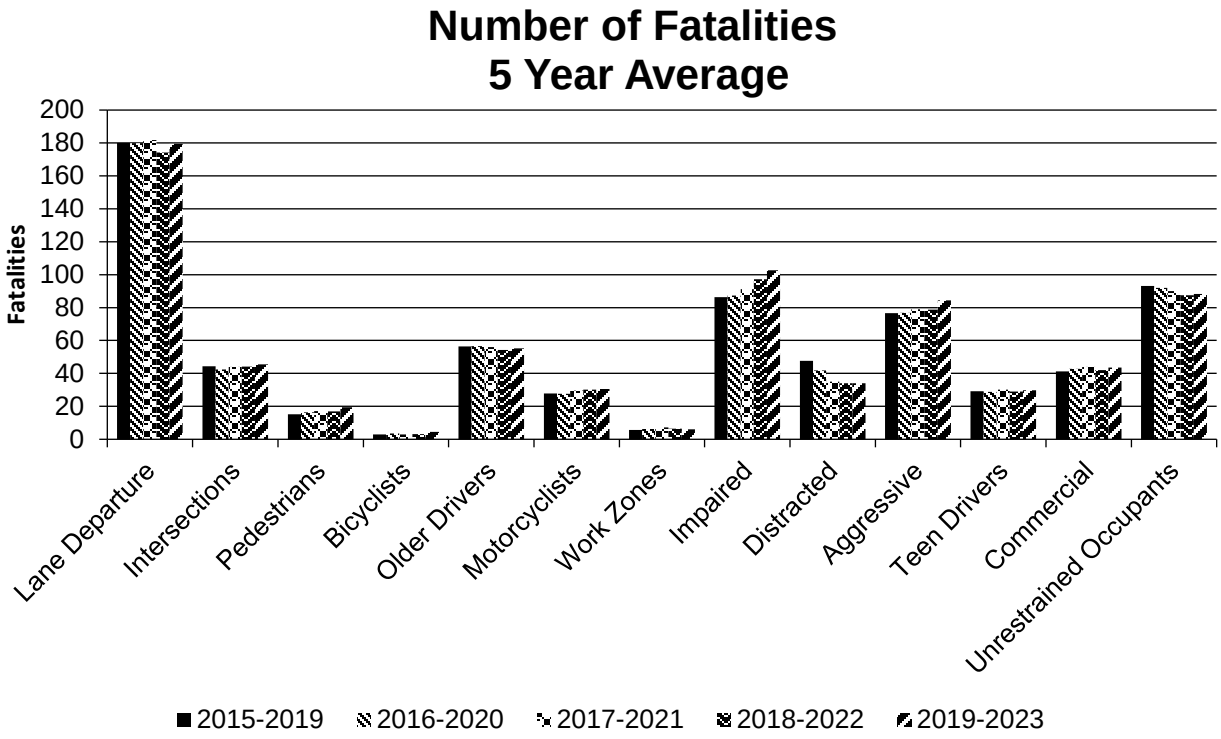
ITD and LHTAC obligate almost 100% of their funding each year to safety projects. The State completed at least 2 RSA's last year and the locals did additional RSAs. Training is provided on request on how to work with CMF's and safety analysis tools. ITD had a data summit where safety analysis tools were demonstrated. The Local Highway Technical Assistance Council continues to provide training through their annual Safety Fest and with classes through their T2 center.

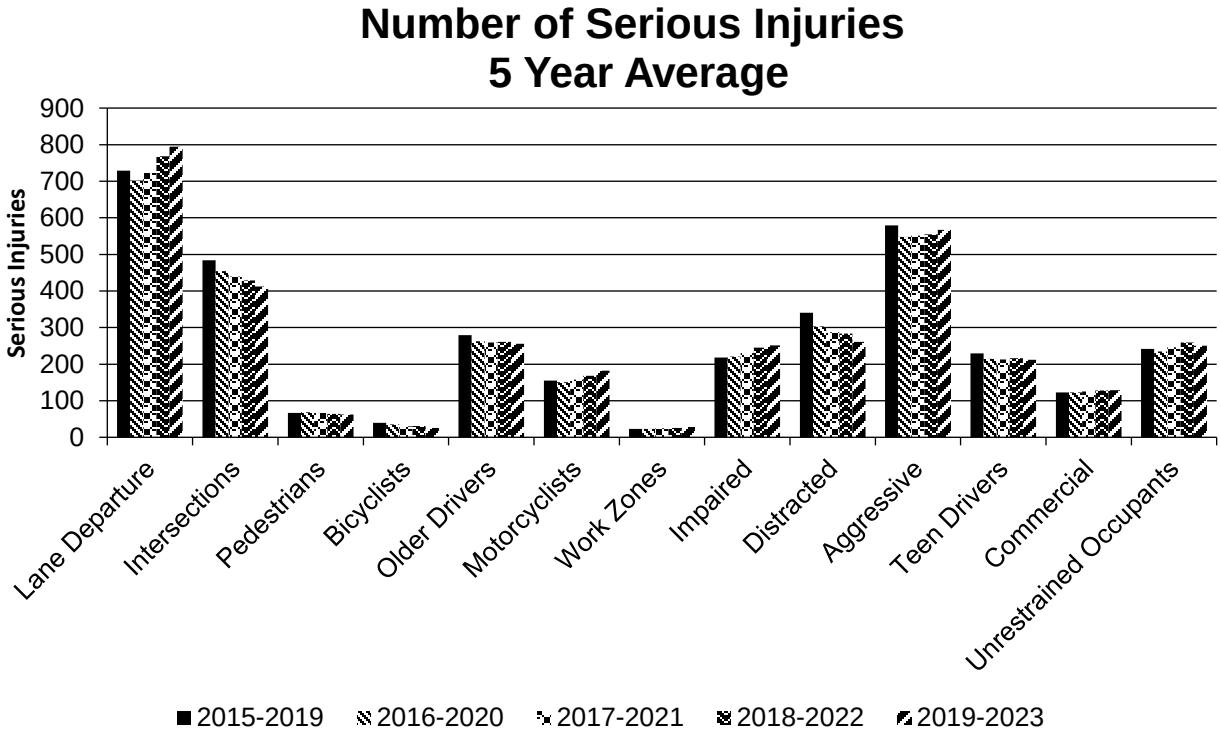
Effectiveness of Groupings or Similar Types of Improvements

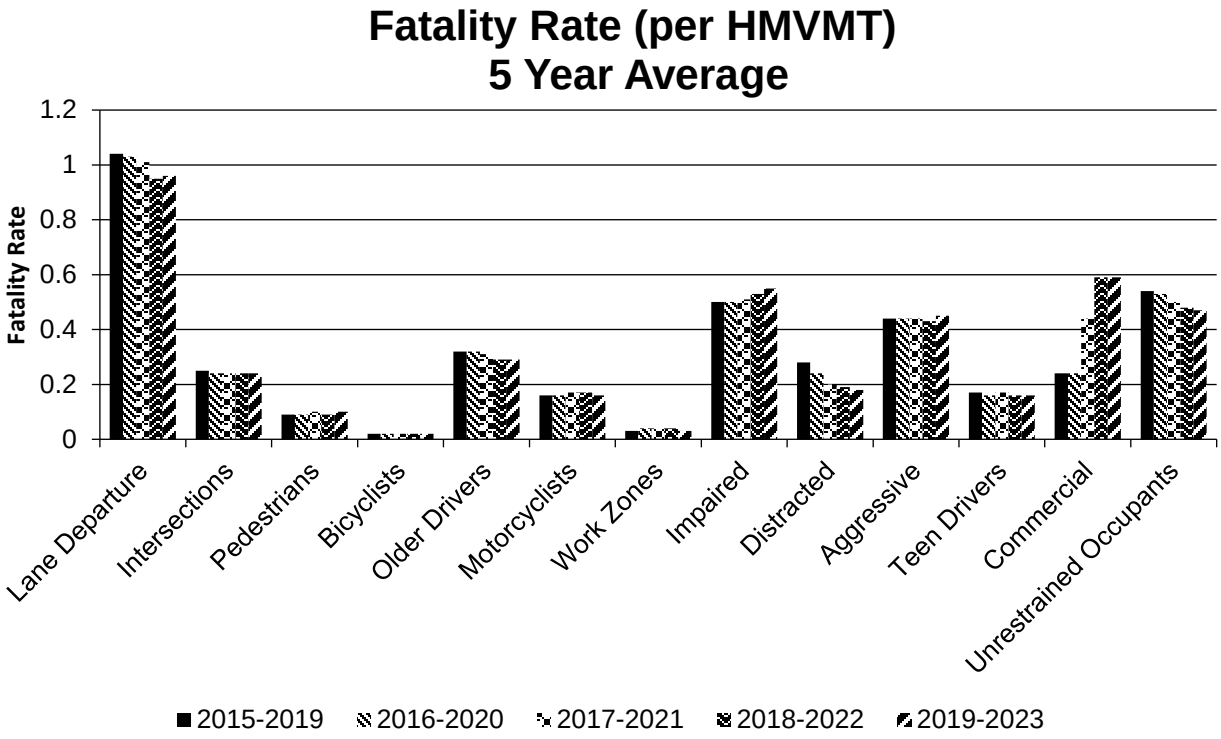
Present and describe trends in SHSP emphasis area performance measures.

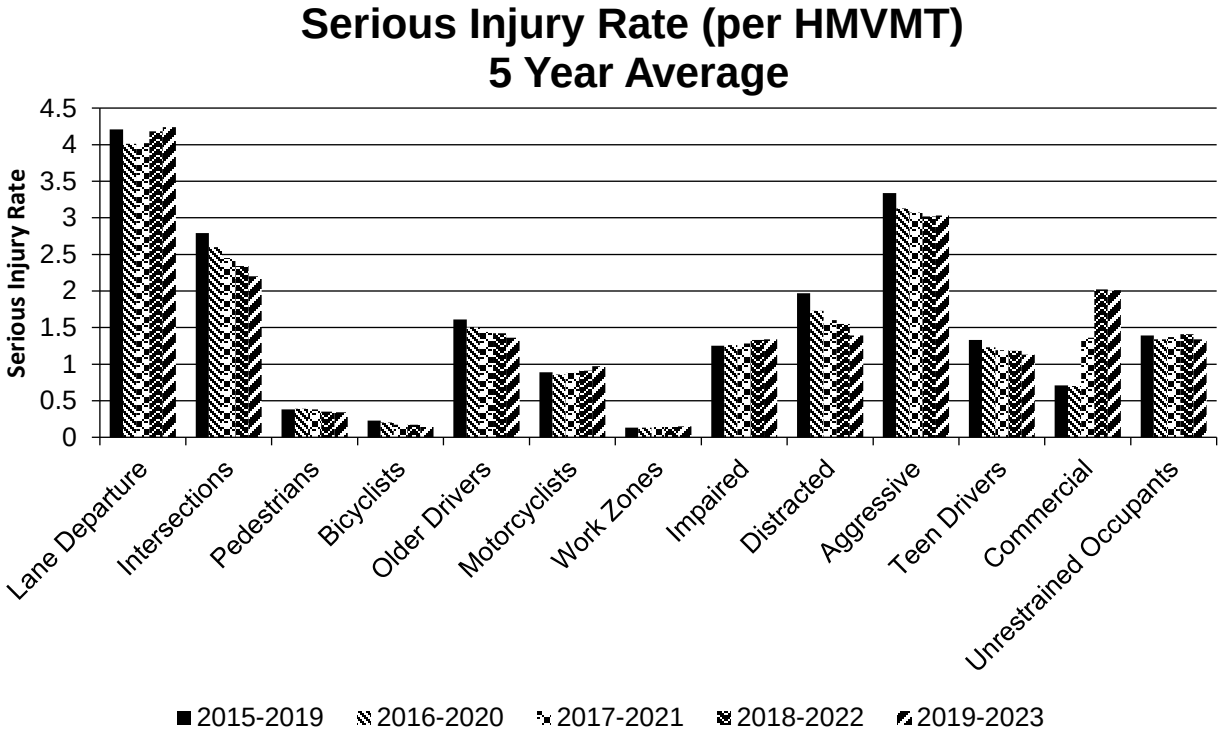
Year 2023

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)
Lane Departure		179.4	794.2	0.96	4.24
Intersections		45.6	412.2	0.24	2.2
Pedestrians		19.4	62.6	0.1	0.34
Bicyclists		4.4	25.8	0.02	0.14
Older Drivers		55.2	255.2	0.29	1.36
Motorcyclists		30.6	181.8	0.16	0.97
Work Zones		6	27.8	0.03	0.15
Impaired		102.6	251.6	0.55	1.34
Distracted		34	260.4	0.18	1.39
Aggressive		84.4	567.2	0.45	3.03
Teen Drivers		29.8	212.2	0.16	1.13
Commercial		43.6	128.6	0.59	2.01
Unrestrained Occupants		88.2	250.2	0.47	1.34


Number of Fatalities
5 Year Average
Fatalities
200
180
160
140
120
100
80
60
40
20
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Impaired
Distracted
Aggressive
Teen Drivers
Commercial
Unrestrained Occupants
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Number of Serious Injuries
5 Year Average
Serious Injuries
900
800
700
600
500
400
300
200
100
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Impaired
Distracted
Aggressive
Teen Drivers
Commercial
Unrestrained Occupants
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023





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

No

We do not have enough projects for each countermeasure type to do an effective evaluation.

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?

08/05/2021

What are the years being covered by the current SHSP?

From: 2021 To: 2025

When does the State anticipate completing its next SHSP update?

2026

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

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					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				

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]					80					
	Year of Ramp AADT (192) [182]					80					
	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**	**78.18**	**63.64**	**100.00**	**73.44**	**100.00**	**100.00**

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

There is an effort underway to stand up the framework (which means building the feature class layers) inside Roads and Highways at ITD. This effort will also provide recommendations on approaches to take in order to fill the schema.

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.

Currently there is a project to establish the MIRE and HPMS framework within ITD's geospatial environment. Once the backbone (namely the LRS enabled feature classes) are complete, the process to add data will occur. There is also another project that is ongoing that is anticipated to be done in 2025 that will estimate AADTs on every non-federal aid public road in Idaho.

Optional Attachments

Program Structure:

Idaho HSIP Standard Planning Process August 2017.pdf
Project Implementation:

Safety Performance:

BMPO Statewide Safety Targets.pdf
BTPO_2024_ITD_Safety_Targets.pdf
FFY 2024 HSIP Statewide Safety Performance Targets - signed.pdf
LC MPO Safety Performance Measure Decision FFY2024.pdf
2025 AGA Final Revised 8-15-24.docx
Idaho CY2022 Safety Target Assessment and HSIP Special Rules Determination.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.