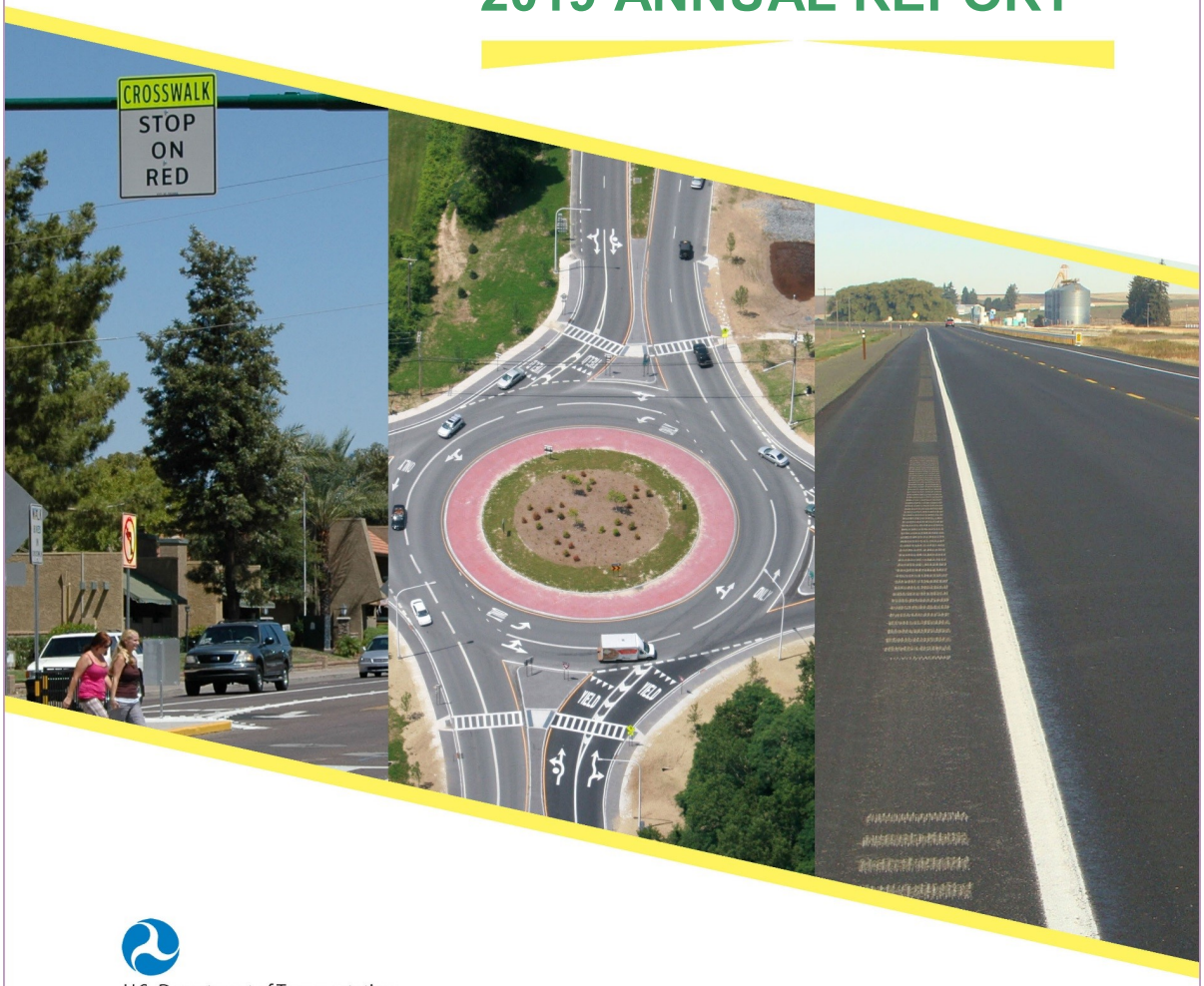
IDAHO

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2019 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

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

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

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

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

Where is HSIP staff located within the State DOT?

Other-Division of 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
- Other-Office of Highway Safety
- Other-Transportation Planning
- Other-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 Higheay Safety Plan?

· Pinpoint safety problems either through a site analysis or systematic approach;

· Identify counter measures to address those problems;

· Priortize projects for implementation; and

· Evaluate projects to determine their effectiveness

3. How does the project eliminate death and serious injury?

· Address identified safety issues within a highway wsafety corridor or a spot location such as an intersection or High Accident Location (HAL) or does it incorporate a system-wide approach such as rumble strips.

· Each district has a corridor map outlining safety corridors (also known as the Highway Safety Corridor Analysis (HSCA)). Make sure to review these maps for pertinent system-wide safety corridor analysis.

All project evaluations are based upon the information that has been entered in PSS and the Office of Transportation Information System (OTIS). The projects are prioritized by the Economics Office and Transportation Systems using the TREDIS process. TREDIS calculates benefits in safety and mobility as a result of a project, including economic value that can be realized related to transportation and the mobility it affords to the citizens and businesses of the state of Idaho.

Identify which external partners are involved with HSIP planning.

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

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
FileName:
Idaho HSIP Standard Planning Process August 2017.pdf

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	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Traffic Volume	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
- Traffic Control Device Rehabilitation

This is based on the projects obligated and included in this submittal.

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

This may be addressed in the long range transportation plan when it is released in the near future.

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)	$29,509,000	$18,769,285	63.61%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$1,391,491	$1,391,491	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	$30,900,491	$20,160,776	65.24%

This has been corrected. I misread the obligations report I received.

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

12%

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

10%

FY18 programmed and obligated funds were programmed in prior years. Also, the 50% split was mentioned starting in FY20 per Question #6.

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

0%

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

0%

Two road safety audits were performed by the Local Highway Technical Advisory Council for approximately $82,000 total.

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	$65000	$65000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	29,000	35	State Highway Agency	Spot	Intersections	Intersections
US 30; E 4000 North Rd	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$758645	$758645	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	5,300	60	State Highway Agency	Spot	Intersections	Intersections
US 20 Int Farmway Rd.	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$370366	$370366	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,800	65	State Highway Agency	Spot	Intersections	Intersections
SH 16 Int Beacon Light Rd.	Intersection traffic control	Intersection traffic control - other	1	Intersections	$764992	$764992	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,500		State Highway Agency	Spot	Intersections	Intersections
US 95 / Elmira Rd Turnbay	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$478371	$478371	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,500	65	State Highway Agency	Spot	Intersections	Intersections
SH 6 / Sh 9 Turnbays	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$210000	$210000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,500	55	State Highway Agency	Spot	Intersections	Intersections
US 95, Windfall Pass Curve	Alignment	Horizontal curve realignment			$3523206	$3523206	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,400	60	State Highway Agency	Spot	Roadway Departure	Roadway Departures
US 93 / 100 South Rd	Roadway	Roadway widening - add lane(s) along segment	2	Miles	$400000	$400000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	8,900	55	State Highway Agency	Spot	Roadway Departure	Roadway Departures and Intersections
US 95 / Culdesac Canyon Passing Lane	Roadway	Roadway - other	7.2	Miles	$250000	$250000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,400	65	State Highway Agency	Spot	Roadway Departure	Roadway Departures
US 12 - Lochsa Ranger Station to Holly Creek	Roadway	Roadway - other	7	Miles	$320000	$320000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	540	50	State Highway Agency	Spot	Roadway Departure	Roadway Departures
Hankins and Addison	Intersection traffic control	Intersection traffic control - other	1	Intersections	$481827	$481827	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	9,400		City or Municipal Highway Agency	Spot	Intersections	Intersections
SH 3 Curve, Kooskia	Roadway	Roadway - other	1	Locations	$110000	$110000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,300	55	State Highway Agency	Spot	Roadway Departure	Roadway Departures

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
Signing and Delineation, Worley	Roadway signs and traffic control	Curve-related warning signs and flashers	1	Locations	$58000	$58000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Other Local Agency	Spot	Roadway Departure	Roadway Departures
Gannet Rd. Sign Improvement, Blaine County	Intersection traffic control	Intersection signing - add basic advance warning		Intersections	$60000	$60000	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,500		County Highway Agency	Spot	Roadway Departure	Roadway Departures
US 95, Riverside NB Passing Lane	Roadway	Roadway widening - add lane(s) along segment	1	Miles	$155000	$155000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,000	45	State Highway Agency	Spot	Roadway Departure	Roadway Departures
US 93, 300 S. Rd, Jerome	Roadway	Roadway - other	1.1	Miles	$700000	$700000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	8,900	55	State Highway Agency	Spot	Roadway Departure	Roadway Departures and Intersections
US 12, Valley View Dr. Turnbay	Intersection geometry	Auxiliary lanes - add left-turn lane	0.32	Miles	$1246841	$1246841	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,100	55	State Highway Agency	Spot	Intersections	Intersections
US 95, Culdesac Canyon Passing Lane	Roadway	Roadway widening - add lane(s) along segment	2.3	Miles	$630000	$630000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,500	65	State Highway Agency	Spot	Roadway Departure	Roadway Departures
Hillsdale Curve Immprovement	Roadway signs and traffic control	Curve-related warning signs and flashers			$39000	$39000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Other Local Agency	Spot	Lane Departure	Lane Departure
US 20 - Chester to Ashton	Roadway	Roadway - other	11.18	Miles	$700000	$700000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,800	65	State Highway Agency	Spot	Lane Departure	Lane Departure
Signal Head Visibility Improvement, Idaho Falls	Intersection traffic control	Modify traffic signal - miscellaneous/other/unspecified		Intersections	$26000	$26000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	Intersections	Intersections
17 St. Curb Medians, Idaho Falls	Roadway	Roadway - other			$162028.93	$162028.93	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	27,000		City or Municipal Highway Agency	Spot	Lane Departure	Lane Departure
US 95, Grangeville Truck Bypass	Intersection geometry	Auxiliary lanes - add right-turn lane	1	Intersections	$45000	$45000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,500	65	State Highway Agency	Spot	Intersections	Intersections
6th St. Pedestrian Improvement, Moscow	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			$22000	$22000	HSIP (23 U.S.C. 148)	Urban	Major Collector	5,000		City or Municipal Highway Agency	Spot	Pedestrians	Pedestrians

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 20, Median Cable Barrier	Roadway	Roadway - other	20.7	Miles	$10000	$10000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	23,000	70	State Highway Agency	Spot	Roadway Departure	Roadway Departure
SH 41, Lancaster to Boekel, Rathdrum	Roadway	Roadway widening - travel lanes	1	Miles	$250000	$250000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,500	45	State Highway Agency	Spot	Roadway Departure	Roadway Departures
SH 55 INT Florida Ave, Caldwell	Intersection geometry	Auxiliary lanes - miscellaneous/other/unspecified	1	Intersections	$55000	$55000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,000	55	State Highway Agency	Spot	Intersections	Intersections
STC-5705 RSA, Benewah County	Non-infrastructure	Road safety audits	19.866	Miles	$41000	$41000	HSIP (23 U.S.C. 148)	Rural	Major Collector	180		County Highway Agency	Systemic	Data	RSA
Intersection Safety, Golden Gate	Intersection traffic control	Intersection traffic control - other	62	Intersections	$39000	$39000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Other Local Agency	Systemic	Intersections	Intersections
State St. Lighting, 16th to 23rd	Lighting	Lighting - other	0.549	Miles	$71000	$71000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,000	35	Other Local Agency	Spot	Lane Departure	Lane Departure
US 20, Star Rd. to SH-16	Roadway	Roadway widening - travel lanes	1	Miles	$150000	$150000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,500	55	State Highway Agency	Spot	Lane Departure	Lane Departure
US 26, Clark Hill Rest Area Turn Lanes	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$150000	$150000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,400	65	State Highway Agency	Spot	Intersections	Intersections
US 95 Culdesac Canyon Passing Lane, Ph 4	Roadway	Roadway widening - add lane(s) along segment	2.62	Miles	$230000	$230000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	25,000	65	State Highway Agency	Spot	Roadway Departure	Roadway Departure
US 26, Antelope Flats Passing Lane	Roadway	Roadway widening - add lane(s) along segment	2.7	Miles	$150000	$150000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	3,900	65	State Highway Agency	Spot	Roadway Departure	Roadway Departure
SH 21, Technology Way to Surprise Way	Shoulder treatments	Widen shoulder - paved or other	2.236	Miles	$750000	$750000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,100		State Highway Agency	Spot	Lane Departure	Lane Departures and Intersections
I 90, SH 41 IC	Interchange design	Interchange design - other	0.7	Miles	$2000000	$2000000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	60,000	65	State Highway Agency	Spot	Lane Departure	Lane Departure
SH 200, McGhee to Kootenai St	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	0.45	Miles	$180000	$180000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	10,000	45	State Highway Agency	Spot	Intersections	Lane Departures

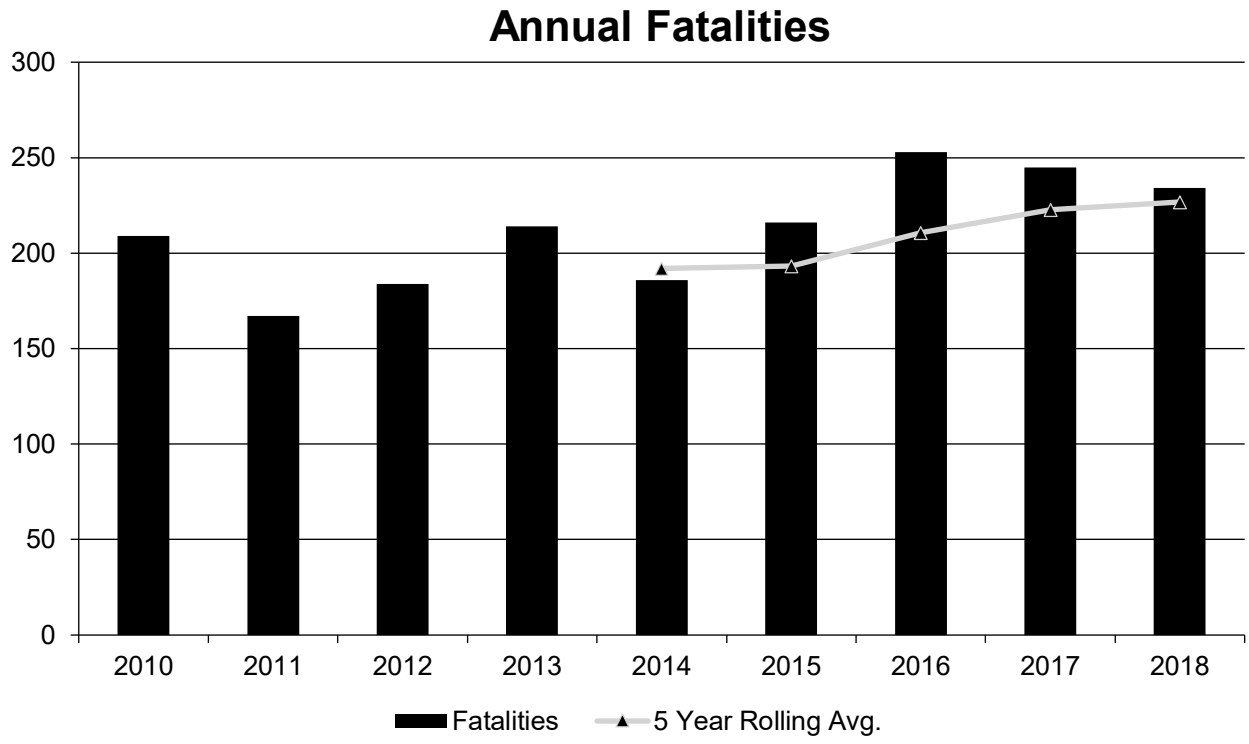
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															and Intersections
I 15, Exit 113 Roundabout	Intersection traffic control	Modify control - traffic signal to roundabout	1	Intersections	$500000	$500000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	2,800		State Highway Agency	Spot	Intersections	Intersections
ADA ramps, thermoplastic xwalks, Idaho Falls	Pedestrians and bicyclists	Modify existing crosswalk	60	Intersections	$15000	$15000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	Pedestrians	Pedestrians
SH 53, Hauser Lake Rd to N Bruss Rd	Roadway	Roadway - other	2.7	Miles	$1300000	$1300000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,000	55	State Highway Agency	Spot	Intersections	Intersections
Broadford Rd Safety Audit	Non-infrastructure	Road safety audits	1	Locations	$41000	$41000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	640		County Highway Agency	Systemic	Data	RSA
US 20, Sheep Falls to Pinehaven Passing Lanes	Roadway	Roadway widening - add lane(s) along segment	8.5	Miles	$700000	$700000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,800	65	State Highway Agency	Spot	Lane Departure	Lane Departure
US 20, SH 16 to Linder	Roadway	Roadway widening - add lane(s) along segment	3	Miles	$150000	$150000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,000	55	State Highway Agency	Spot	Lane Departure	Lane Departure and Intersections
SH 53, INT N Ramsey Rd	Intersection traffic control	Intersection traffic control - other	1	Intersections	$190000	$190000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,900	55	State Highway Agency	Spot	Intersections	Intersections
I 90, Cedars to Dudley Rd	Roadway	Roadway widening - travel lanes	3.85	Miles	$180000	$180000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	9,600	65	State Highway Agency	Spot	Roadway Departure	Roadway Departures
US 2, Moyie Springs Turn Bays	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Intersections	$125000	$125000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	5,000		State Highway Agency	Spot	Intersections	Intersections
US 95, McArthur Lake	Alignment	Horizontal and vertical alignment	0.7	Miles	$850000	$850000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	6,700	60	State Highway Agency	Spot	Lane Departure	Lane Departures
Dynamic Speed Limit Signs, Lapwai	Speed management	Speed management - other		Locations	$5000	$5000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,300	65	City or Municipal Highway Agency	Spot	Lane Departure	Lane Departures
SH 53, N Latah St to MP 9.3, Rathdrum	Roadway	Roadway widening - add lane(s) along segment	0.91	Miles	$280000	$280000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,000	35	State Highway Agency	Spot	Lane Departure	Lane Departures

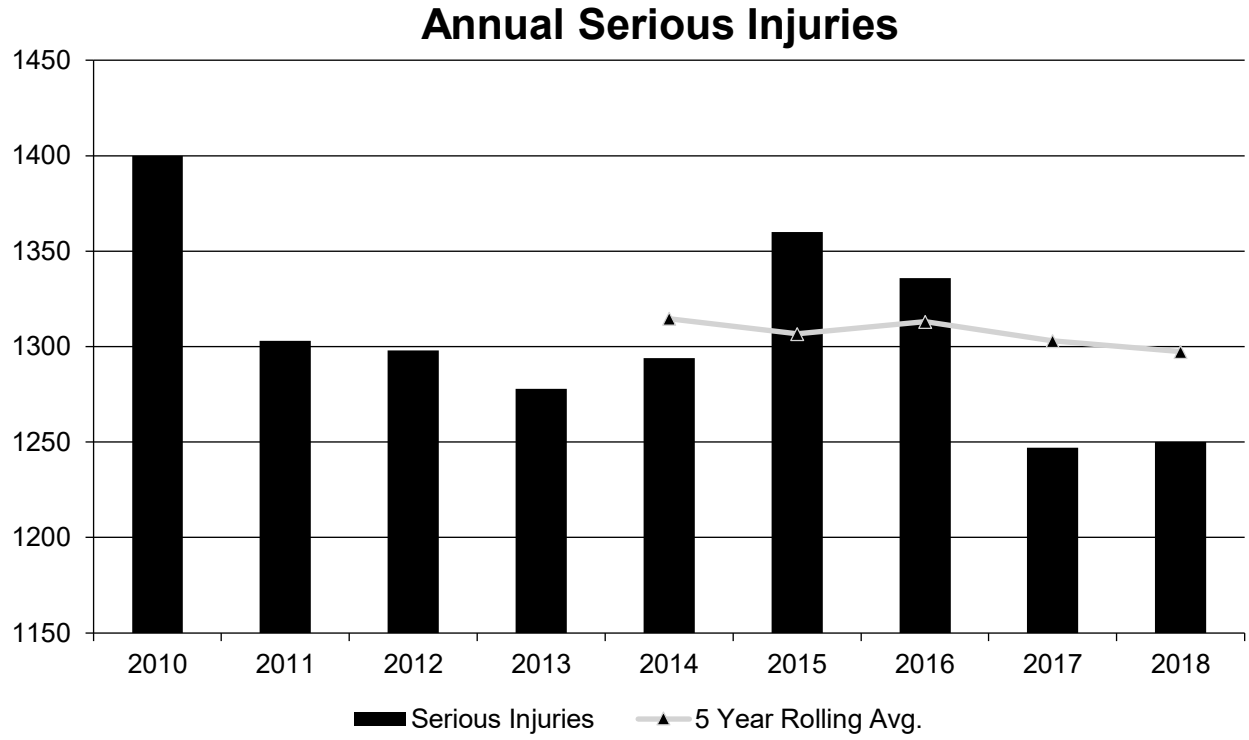
Safety Performance

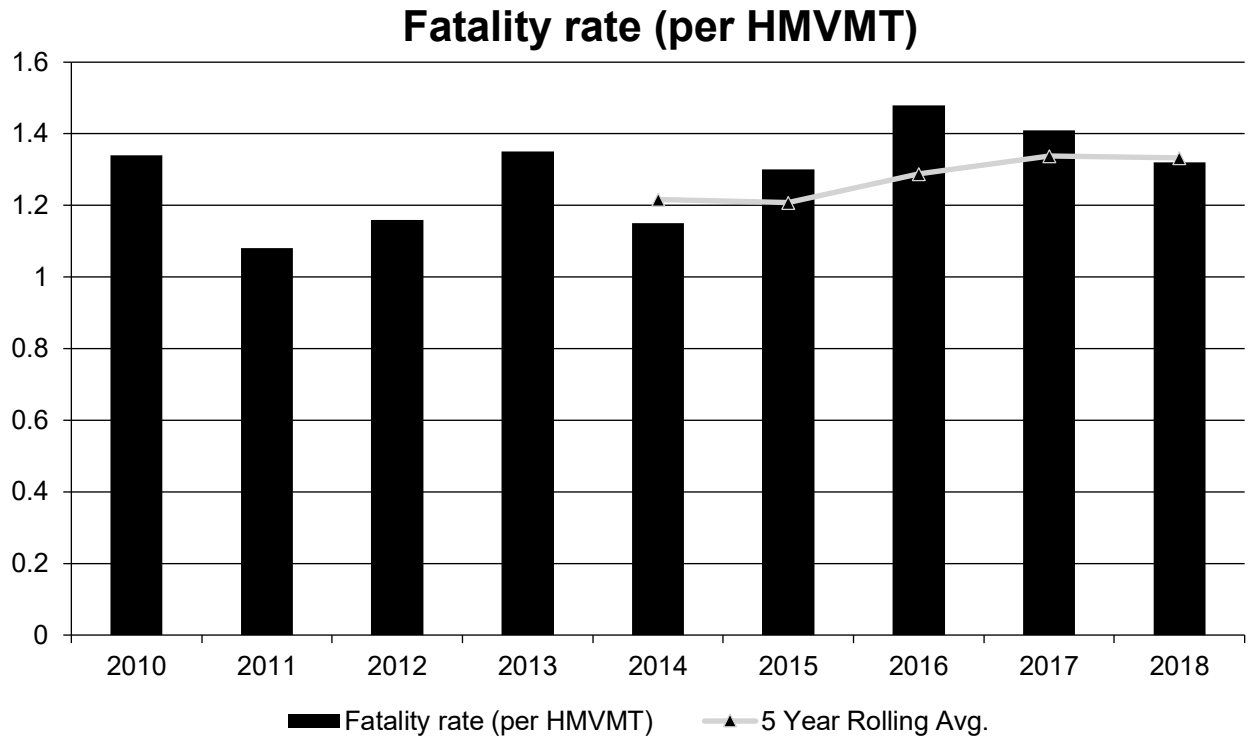
General Highway Safety Trends

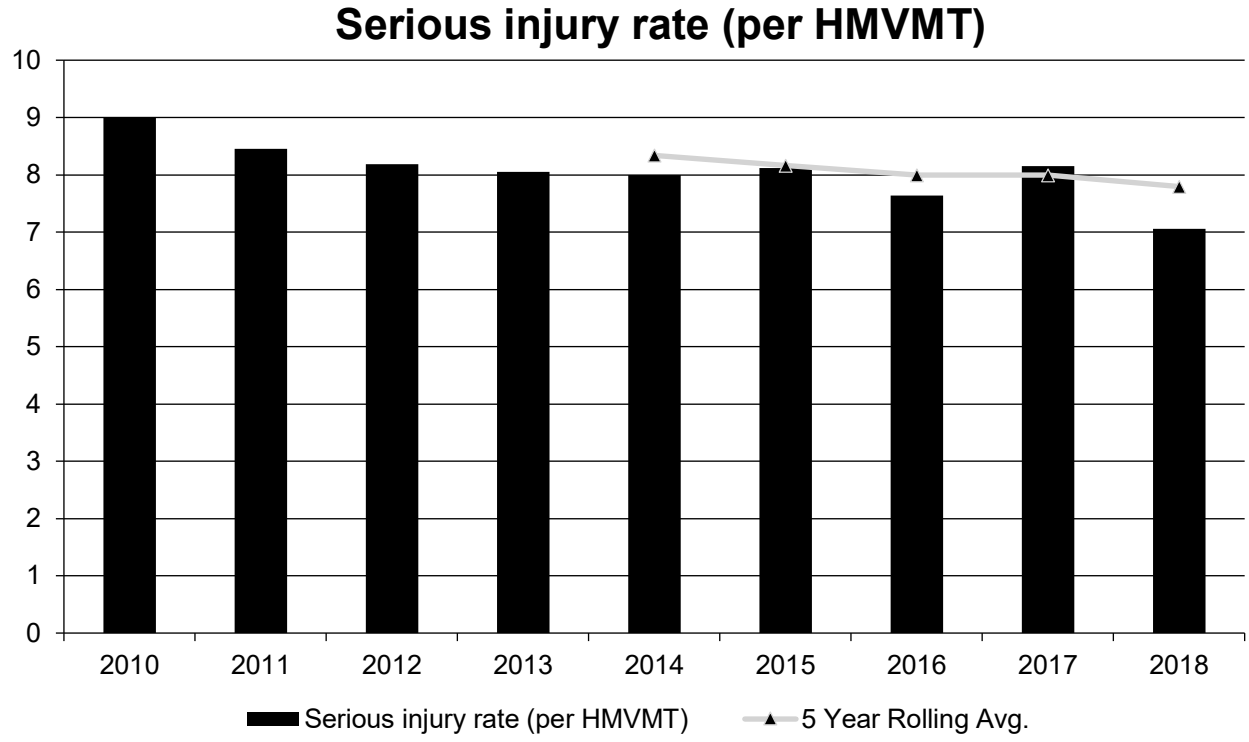
Present data showing the general highway safety trends in the State for the past five years.

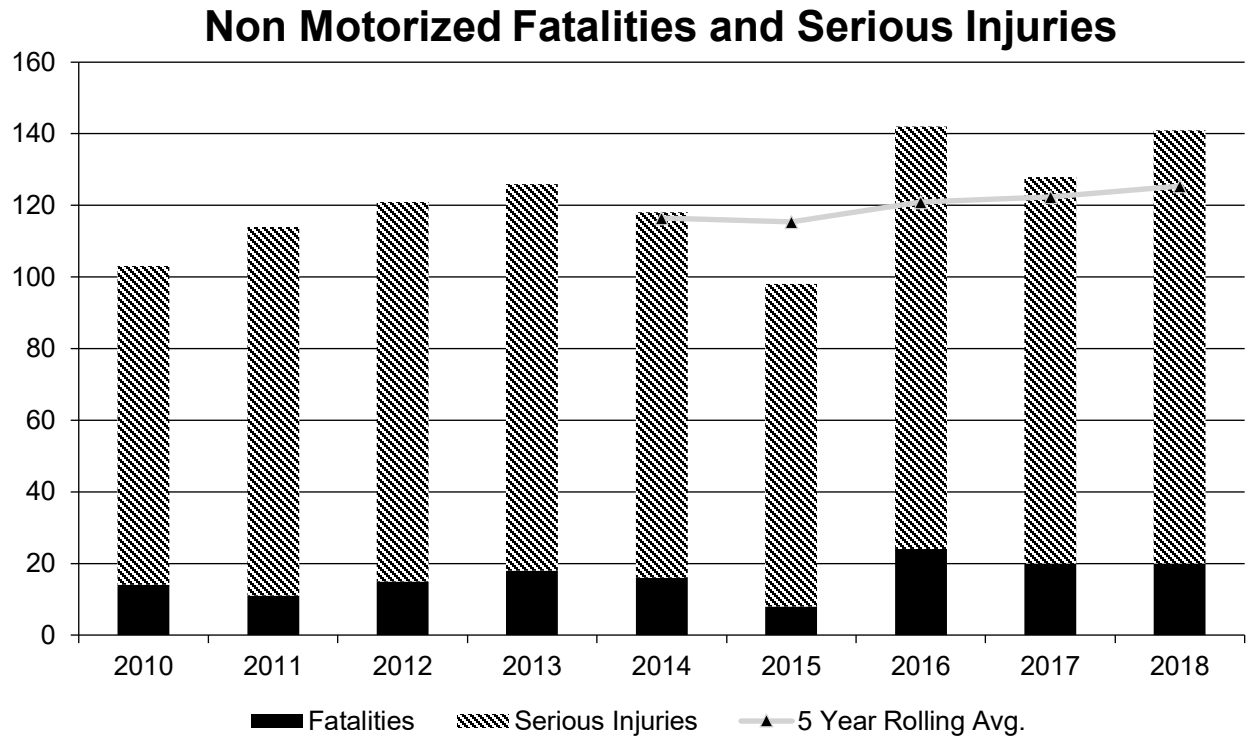
PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities	209	167	184	214	186	216	253	245	234
Serious Injuries	1,400	1,303	1,298	1,278	1,294	1,360	1,336	1,247	1,250
Fatality rate (per HMVMT)	1.340	1.080	1.160	1.350	1.150	1.300	1.480	1.410	1.320
Serious injury rate (per HMVMT)	9.000	8.450	8.190	8.050	8.000	8.120	7.640	8.150	7.060
Number non-motorized fatalities	14	11	15	18	16	8	24	20	20
Number of non-motorized serious injuries	89	103	106	108	102	90	118	108	121


Annual Fatalities
300
250
200
150
100
50
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1450
1400
1350
1300
1250
1200
1150
2010
2011
2012
2013
2014
2015
2016
2017
2018
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
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
10
9
8
7
6
5
4
3
2
1
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



I made a few minor tweaks to the older data.

Describe fatality data source.

State Motor Vehicle Crash Database

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

Year 2018

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	29.2	101.8	1.13	3.96
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	50.6	189.2	2.35	8.71
Rural Minor Arterial	23.4	94	2.34	8.89
Rural Minor Collector	6.2	25.4	2.79	11.34
Rural Major Collector	32.2	117.8	2.46	8.98

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	85.2	1.41	3.74
Urban Principal Arterial (UPA) - Interstate	10.8	66.2	0.67	4.24
Urban Principal Arterial (UPA) - Other Freeways and Expressways				
Urban Principal Arterial (UPA) - Other	21.6	293.2	0.98	13.35
Urban Minor Arterial	11.8	177.2	0.89	14.07
Urban Minor Collector				
Urban Major Collector	3.4	61.4	0.49	8.81
Urban Local Road or Street	4.8	59	0.54	6.31

Year 2018

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	135.2	600.6	1.45	6.46
County Highway Agency	91.4	677.2	1.19	8.82
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				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Provide additional discussion related to general highway safety trends.

We had to readjust our goals last year because of an uptick of crashes and having our lowest year ever drop out of the calculation.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2020 Targets *

Number of Fatalities:249.0

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

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

Number of Serious Injuries:1287.0

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

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

Fatality Rate:1.410

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:7.300

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.

The values that are submitted by NHTSA from the HSP are incorrect. Idaho is working with their regional office in order to make the corrections. The values that were inputted by Idaho for the HSIP are the correct values.

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

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.

With the way the new system is set up printing the HSP is not easy. We can provide you with a copy but it is super redundant and hard to follow. Lisa is making you a copy. Just wanted to give you a heads up on it not being super straight forward.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2018 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.

We have not met four of the five performance measures that we put in place for 2018. 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 did meet our non motorist fatal and serious injury measure.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?
No

It was the year before that we triggered.

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	2012	2013	2014	2015	2016	2017	2018
Number of Older Driver and Pedestrian Fatalities	23	24	34	33	45	50	34
Number of Older Driver and Pedestrian Serious Injuries	110	88	110	123	132	122	126

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.

Unfortunately our fatality numbers have been on a increase instead of a decrease. Although the past 2 years have seen a decrease in fatalities, our five year average has gone up. This is partially due to the fact that our 2011 number has dropped out and this was the year we had a record low, almost 100 people less than where we currently are at.

Serious injuries, however, have been decreasing slightly.

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

We have had a lot of success with our most recent campaign. We have taken the message to social media as well as to many venues such as baseball games and hockey games. This really has increased the awareness of the public to what our issues are.

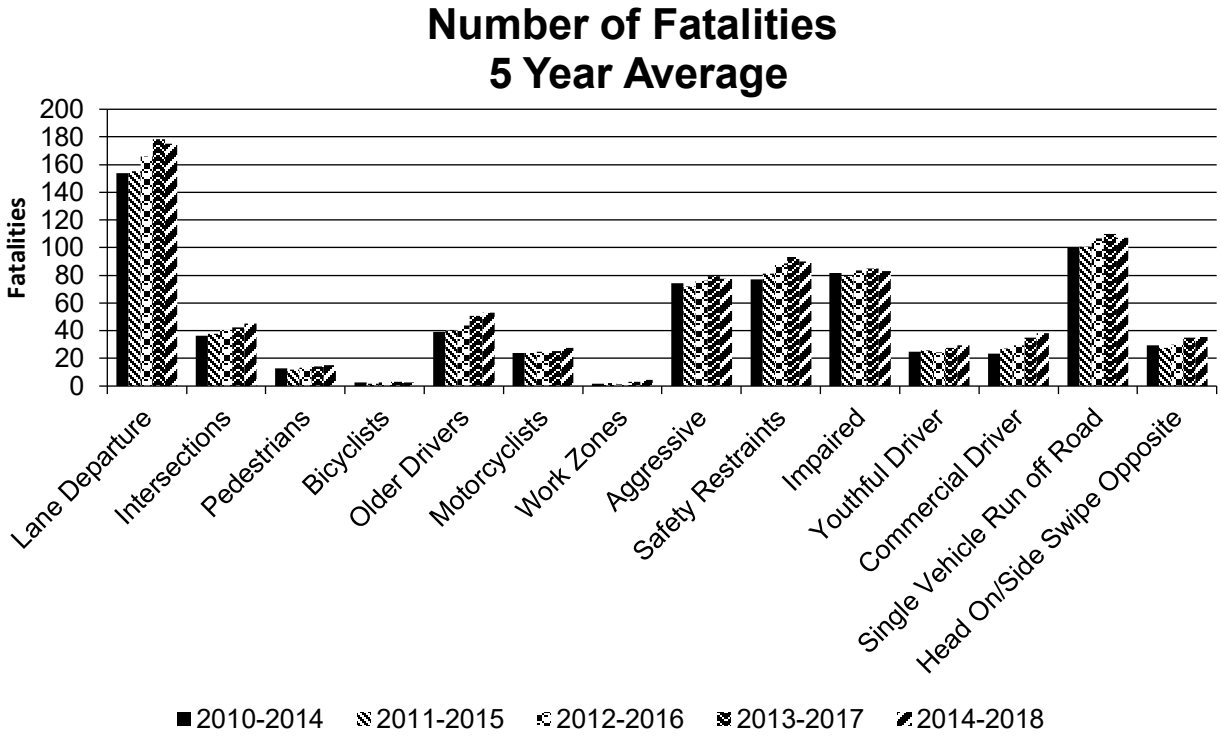
Effectiveness of Groupings or Similar Types of Improvements

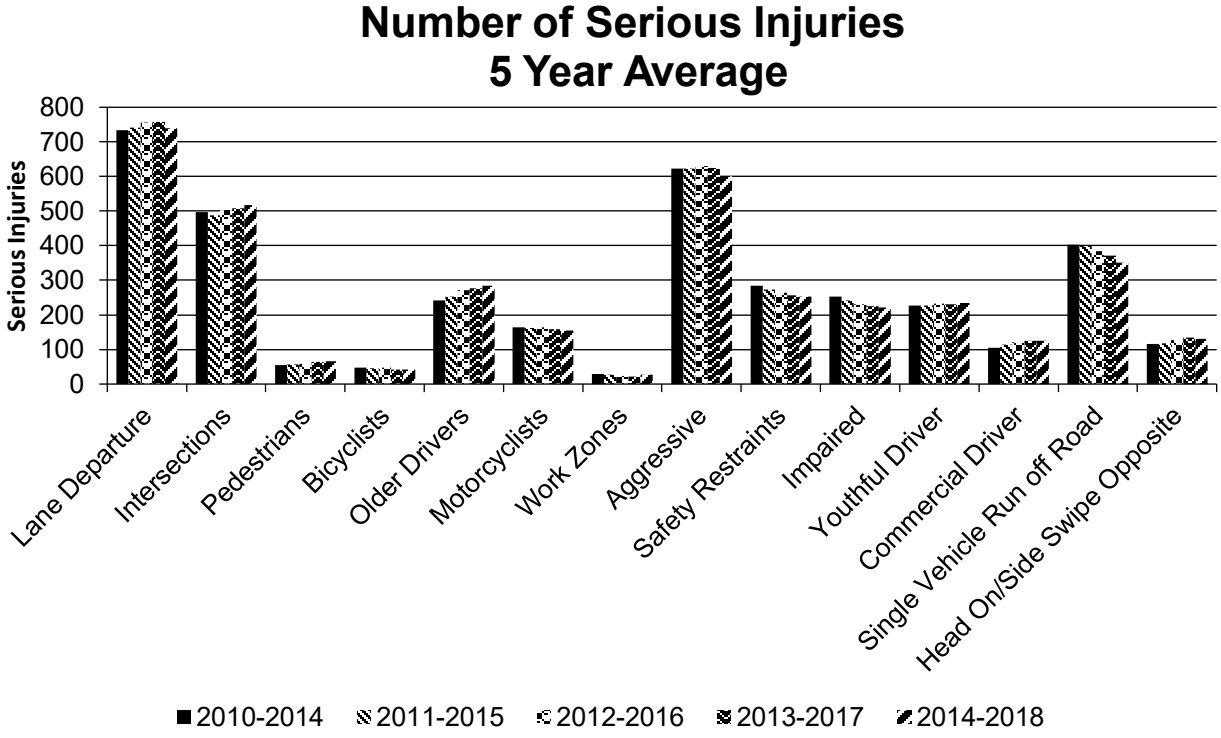
Present and describe trends in SHSP emphasis area performance measures.

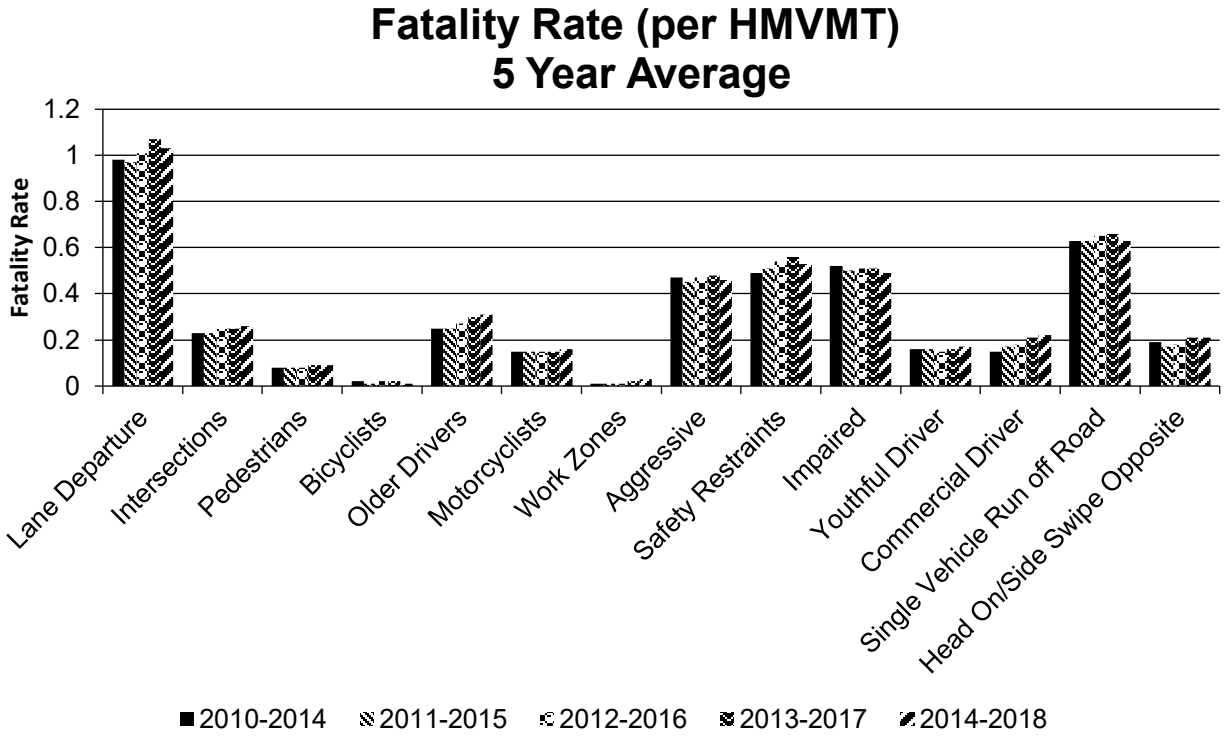
Year 2018

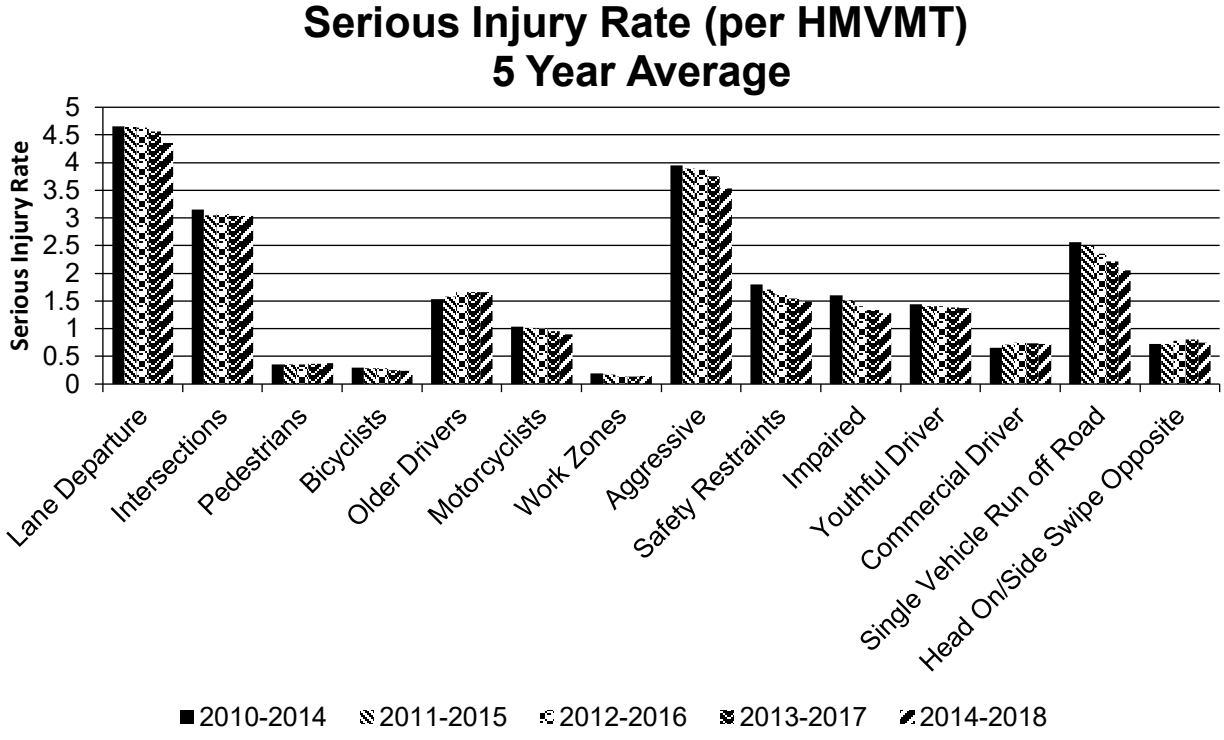
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		175.2	739.4	1.03	4.36
Intersections		45	517.6	0.26	3.04
Pedestrians		15	66	0.09	0.38
Bicyclists		2.6	41.8	0.01	0.24
Older Drivers		53.2	283.4	0.31	1.66
Motorcyclists		27.8	154	0.16	0.9
Work Zones		4.4	26.2	0.03	0.15

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)
Aggressive		77.6	601	0.46	3.53
Safety Restraints		90	252.2	0.53	1.49
Impaired		83.2	220.6	0.49	1.28
Youthful Driver		29.6	233.8	0.17	1.37
Commercial Driver		38	124.4	0.22	0.73
Single Vehicle Run off Road		107	350.4	0.63	2.05
Head On/Side Swipe Opposite		35.4	130	0.21	0.75


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
Aggressive
Safety Restraints
Impaired
Youthful Driver
Commercial Driver
Single Vehicle Run off Road
Head On/Side Swipe Opposite
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018


Number of Serious Injuries
5 Year Average
Serious Injuries
800
700
600
500
400
300
200
100
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Aggressive
Safety Restraints
Impaired
Youthful Driver
Commercial Driver
Single Vehicle Run off Road
Head On/Side Swipe Opposite
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018





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

No

We are trying to put together a plan to do this but haven't done so yet.

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

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

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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
ROADWAY SEGMENT	Segment Identifier (12)	100	100					100	100	100	100
	Route Number (8)	100	100								
	Route/Street Name (9)	100	100								
	Federal Aid/Route Type (21)	100	100								
	Rural/Urban Designation (20)	100	100					100	100		
	Surface Type (23)	100	15					100	60		
	Begin Point Segment Descriptor (10)	100	100					100	100	100	100
	End Point Segment Descriptor (11)	100	100					100	100	100	100
	Segment Length (13)	100	100								
	Direction of Inventory (18)	100	100								
	Functional Class (19)	100	100					100	100	100	100
	Median Type (54)	100	15								
	Access Control (22)	100	15								
	One/Two Way Operations (91)	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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	Number of Through Lanes (31)	100	100								
	Average Annual Daily Traffic (79)	100	100					100	1		
	AADT Year (80)	100	100								
	Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION	Unique Junction Identifier (120)										
	Location Identifier for Road 1 Crossing Point (122)										
	Location Identifier for Road 2 Crossing Point (123)										
	Intersection/Junction Geometry (126)										
	Intersection/Junction Traffic Control (131)										
	AADT for Each Intersecting Road (79)			100	100						
	AADT Year (80)			100	100						
	Unique Approach Identifier (139)										
INTERCHANGE/RAMP	Unique Interchange Identifier (178)										
	Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
	Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
	Ramp Length (187)					100	100				

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	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	Roadway Type at Beginning of Ramp Terminal (195)					100	100				
	Roadway Type at End Ramp Terminal (199)					100	100				
	Interchange Type (182)										
	Ramp AADT (191)					75					
	Year of Ramp AADT (192)					75					
	Functional Class (19)					100	100				
	Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):		**100.00**	**85.83**	**25.00**	**25.00**	**77.27**	**63.64**	**88.89**	**73.44**	**100.00**	**100.00**

*Based on Functional Classification

ITD has been working towards establishing a plan for data collection. While additional data has not been collected yet, foundational work is ongoing to explore the data structures needed to build and maintain a schema that will allow for integrated data analysis.

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.

- As part of MAP-21 and FAST Acts, states are required to “adopt and use” a subset of data items for roadway safety analysis purposes [23 USC 148(f)(2)]. These Model Inventory of Roadway Elements (MIRE) data items are referred to as the Fundamental Data Elements (FDEs) and explicitly defined in 23 USC 924.17.
- In short, states need to make available these data items for safety analysis purposes by September 2026. However, the state is not required to collect data on roads they neither own nor maintain. In fact, it is not feasible for ITD to collect data on these roads. A more robust solution would be to provide the tools to enable local agencies to make these changes against ITD’s comprehensive roadway network.
- In 2018, Idaho Transportation Department implemented a new Location Referencing System (LRS) called ESRI Roads and Highways. There are tools and processes that are part of the new LRS that would allow local agencies the ability to update data being maintained on the ITD LRS. ITD’s GIS section is currently exploring these tools and believe this to be a viable and sustainable solution.

The plan would include defining:

- Gap analysis,
- Data schema standards,
- Business and systems requirements,
- Change management needs, and
- Implementation requirements.

- To broadly summarize, ITD intends to leverage new tools that are included in our new LRS (ESRI Roads and Highways) to provide local and state agencies the ability to update their own information within the framework of these tools.

- The proposed plan would have these tools online by the end of Idaho state fiscal year 2024.

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

No

When does the State plan to complete its next HSIP program assessment.

2022

Optional Attachments

Program Structure:

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

FY18-HSIPObligations-EOY-2019-08-16.pdf
FY18-HSIPSchedule-BOY-2019-08-16.pdf
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.