IDAHO

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2022 ANNUAL REPORT

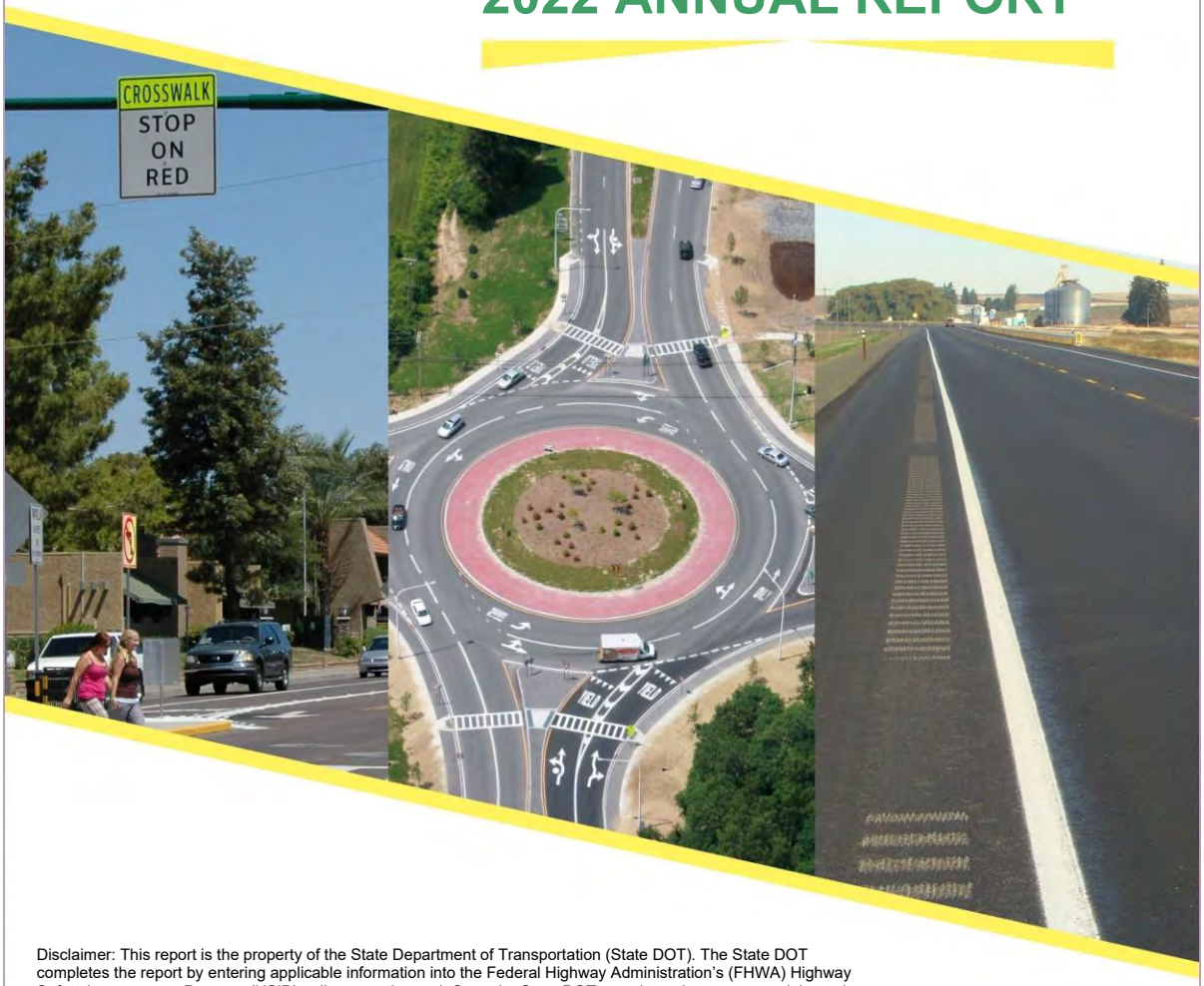

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Photo source: Federal Highway Administration

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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 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

HSIP crosses multiple areas, including Traffic Operations and Asset Management, with inputs from the Office of Highway Safety.

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 FY22 and FY23 is 50%.

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) and the High Crash Location (HAL) reports on an annual basis.

Each district uses these reports and other tools to develop potential projects. Once a project is proposed, the districts put together a Project Charter that meets FAST eligibility requirements to be considered for funding. An acceptable charter must include a Project Objective Statement (POS) and a Scope of Work clearly identified to support HSIP funds. It also must include a timeline with realistic start and finish dates. Most importantly the charter must include an appropriate HSIP justification that addresses the following:

1. How is the project safety-driven?

· Base Answers upon the Strategic Highway Safety Plan.

· Site statistics and results such as the basis of crash experience, crash potential, crash rate, or other data-supported means.

2. How does the project align with and help implement the strategies found in the Strategic Highway Safety Plan?

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

· Identify counter measures to address those problems;

· Prioritize projects for implementation; and

· Evaluate projects to determine their effectiveness

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

· Address identified safety issues within a highway 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

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?

- Clear Zone Improvements
- Pavement/Shoulder Widening

The vast majority of projects are spot selection, based on crashes that have occurred at a particular location. However, some projects may be extended to address other areas of the same configuration. This is most likely to happen on the local system.

Most HSIP projects are addressing a specific location (spot). Occasionally, a project addresses a series of sections, including a spot but extending to additional configurations (making it systemic). In 2021, there were 2 systemic local highway district projects that totaled $129,000.

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

We tend to use a variety of data driven processes. We have easy access to all crash data and the research analyst and engineers are able to work together. We also have a Road Safety Assessment program for both the local and the State system which has led to multiple projects based on the recommendations from the RSA.

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.

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

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$14,723,000	$18,082,403	122.82%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$14,723,000	$18,082,403	122.82%

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

31%

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

23%

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

$50,000

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

$50,000

LHTAC will usually schedule and obligate $50,000 for HSIP planning activities each year.

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%

Funds are generally not transferred into HSIP from other core program areas. It's possible that other funds are used in a project besides HSIP, but they're generally not transferred from other funding sources.

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
12995 US 12, Greer Rd to Kamiah, Rockfall Mitigation	Miscellaneous	Miscellaneous - other	4	Miles	$100000	$100000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,100	55	State Highway Agency	Spot	Rockslide Mitigation	SHSP Emphasis Area
19134 US 93, 100 South Rd, Jerome County	Roadway	Roadway widening - add lane(s) along segment	2	Miles	$150000	$150000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,000	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
19861 SH 13, Curve Improvement, NR Kooskia	Roadway	Roadway widening - curve	0.4	Miles	$200000	$200000	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,200	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
19941 US 95, Riverside NB Passing Ln, Latah Co	Roadway	Install / remove / modify passing zone	1	Miles	$2364540	$2364540	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,200	60	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
19943 US 93, 300 South Rd., Jerome	Roadway	Roadway - other	1	Miles	$400000	$400000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,600	55	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
20032 US 95, Culdesac Canyon Passing Ln, Ph 3, Nez Perce	Roadway	Roadway widening - add lane(s) along segment	2.3	Miles	$50000	$50000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	2,900	65	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
20090 US 95, Grangeville Truck Route Bypass Rd	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$50000	$50000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,200	35	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
20109 STC-7664, 6th St. Ped Improvement, Moscow	Pedestrians and bicyclists	Modify existing crosswalk	1	Intersections	$329998	$329998	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Pedestrians	SHSP Emphasis Area
20147 Local, FY21 LHTAC Planning and Scoping	Miscellaneous	Transportation safety planning	1	Planning	$50000	$50000	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0		LHTAC	Planning	Planning	SHSP Emphasis Area
20430 STC-7821, Int N Middleton Rd & Cornell St	Intersection traffic control	Modify control – Modern Roundabout	1	Intersections	$498000	$498000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal 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	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
20442 I 90, SH 41 IC, Kootenai Co	Interchange design	Interchange design - other	0.7	Miles	$3950000	$3950000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	60,000	70	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	$200000	$200000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,800	45	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
20483 SH 8, 3rd St Safety Improvement Ph 1, Moscow	Pedestrians and bicyclists	Modify existing crosswalk	0.2	Miles	$432423	$432423	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	23,000	45	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
20575 SH 53, Hauser Lake Rd to N Bruss Rd	Roadway	Roadway widening - travel lanes	2.7	Miles	$1405000	$1405000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,000	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
20641 SH 53, Int N Ramsey Rd, Kootenai Co	Intersection traffic control	Modify traffic signal –other	1	Intersections	$681000	$681000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,500	55	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
20695 SH 53, N Latah St to MP 9.3, Rathdrum	Roadway	Roadway widening - travel lanes	2.1	Miles	$875000	$875000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	13,000	35	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
21937 SH 41, Diagonal Rd Turnbays, Rathdrum	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$90000	$90000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	7,000	60	State Highway Agency	Spot	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	$100000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	6,300	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
21991 SMA-7045, Int Prairie Ave & Idaho Rd	Intersection geometry	Add/modify auxiliary lanes	1	Intersections	$876298	$876298	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	45	Other Local Agency	Spot	Intersections	SHSP Emphasis Area
21993 I 90S, Sherman Ave & Lakeside Ave, Coeur d'Alene	Intersection traffic control	Modify traffic signal – add additional signal heads	2	Intersections	$1301053	$1301053	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	8,700	35	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
21997 SH 8, 3rd St Safety Improvement Ph 1, Moscow	Pedestrians and bicyclists	Modify existing crosswalk	0.2	Miles	$317688	$317688	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	23,000	45	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	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
21998 SMA-7384, Int 21st St & 19th Ave Lewiston	Intersection geometry	Intersection geometry - other	1	Intersections	$1018000	$1018000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
21999 STP-8463, Greenhurst Rd; Sunnybrook to CA, Nampa	Roadway	Roadway - other	0.4	Miles	$1068903	$1068903	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	15,000	35	City or Municipal Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22006 Local, Path Connection Plan, Idaho Falls	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1	Locations	$360000	$360000	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
22398 Local, McGhee Rd, Ped Improvements, Ponderay	Pedestrians and bicyclists	Install sidewalk	0.7	Miles	$57000	$57000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		Other Local Agency	Spot	Pedestrians	SHSP Emphasis Area
22402 Offsys, Public Ave Corridor Safety Improvement, Moscow	Roadway	Roadway - other	0.4	Miles	$128000	$128000	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		City or Municipal Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22403 SMA-7334, Gun Club Corridor Safety Audit, Nez Perce County	Miscellaneous	Road safety audits	1	Locations	$50000	$50000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,400	35	City or Municipal Highway Agency	Spot	Road Safety Audit	SHSP Emphasis Area
22405 Local, Ditto Cr & Reservoir Rd, Mt Home HD	Roadway	Roadway - other	1	Locations	$94500	$94500	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Other Local Agency	Spot	Lane Departure	SHSP Emphasis Area
22409 STC-7082, Filer Ave Safety Audit, Twin Falls	Miscellaneous	Road safety audits	11.3	Miles	$50000	$50000	HSIP (23 U.S.C. 148)	Urban	Major Collector	7,500	35	City or Municipal Highway Agency	Spot	Road Safety Audit	SHSP Emphasis Area
22412 Local, Traffic Signal Heads, Rexburg	Intersection traffic control	Modify traffic signal – add backplates with retroreflective borders		Intersections	$90000	$94500	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systematic	Intersections	SHSP Emphasis Area

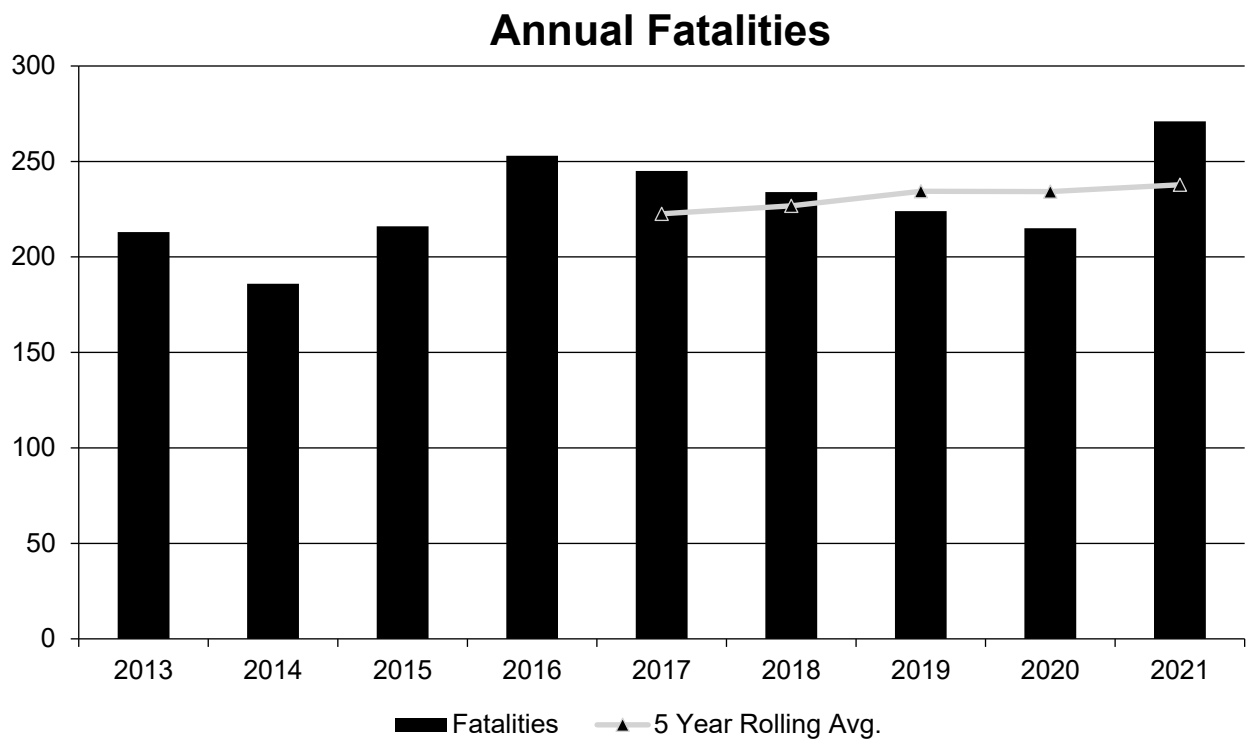
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
22415 NHS-7316, Holmes Ave Safety Audit, Idaho Falls	Miscellaneous	Road safety audits	11.2	Miles	$60000	$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,500	35	City or Municipal Highway Agency	Spot	Road Safety Audit	SHSP Emphasis Area
22416 Local, 17th St, 1st St & Lincoln Rd X-Walks, Idaho Falls	Pedestrians and bicyclists	Install new crosswalk	2	Intersections	$40000	$40000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	Pedestrians	SHSP Emphasis Area
22456 SH 46, Int # 2000 S, Gooding Co	Intersection traffic control	Intersection traffic control - other	1	Intersections	$50000	$50000	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	$100000	$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,000	35	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
22704 SH 24, Minidoka Co Ln to Kimama, Lincoln County	Shoulder treatments	Shoulder treatments - other	2.5	Miles	$120000	$120000	HSIP (23 U.S.C. 148)	Rural	Major Collector	500	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22872 Local, Canyon Rd & Fernan Lake Rd Guardrail	Shoulder treatments	Shoulder treatments - other	2	Locations	$96000	$96000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		Other Local Agency	Spot	Lane Departure	SHSP Emphasis Area
22876 Local, Clear Zone Safety Impv, Bonner Co	Shoulder treatments	Shoulder treatments - other	1	Locations	$89000	$89000	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	$58000	$58000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		County Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22878 SMA-3724, Homedale Rd. Curve Impv, Canyon	Roadway	Roadway widening - curve	0.42	Miles	$132000	$132000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	2,700	35	County Highway Agency	Spot	Lane Departure	SHSP Emphasis Area

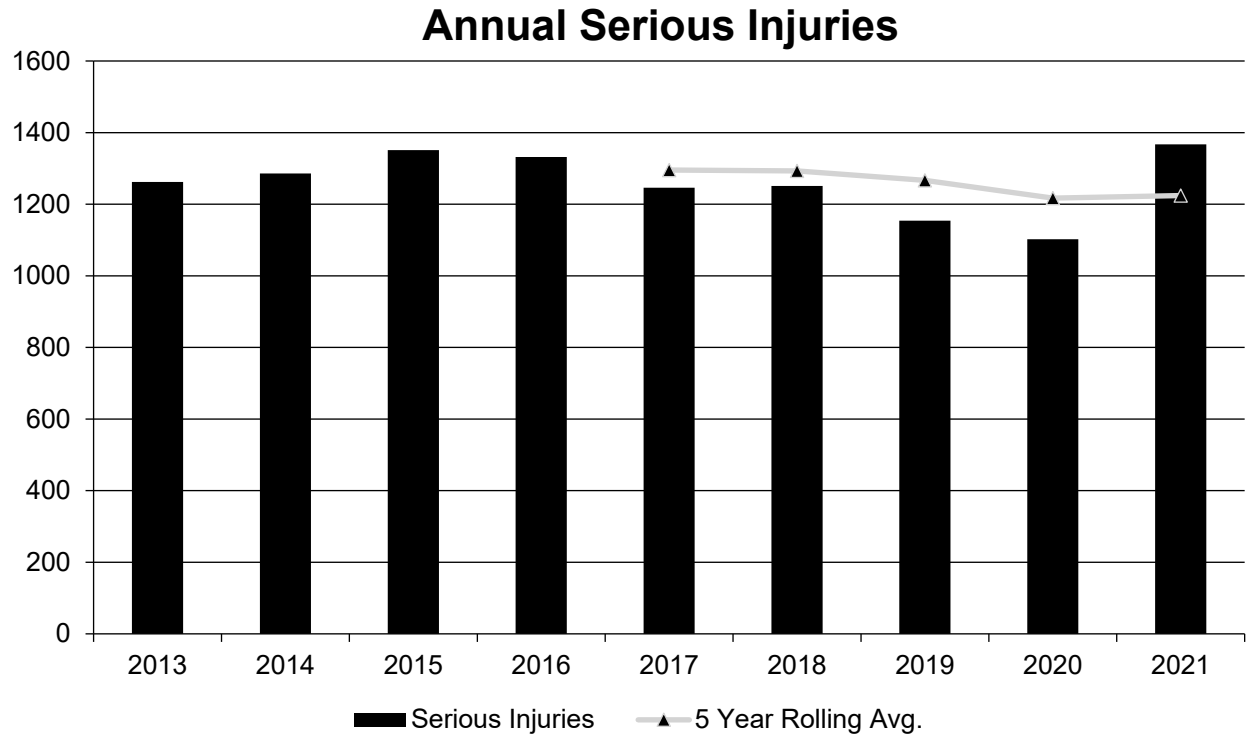
Safety Performance

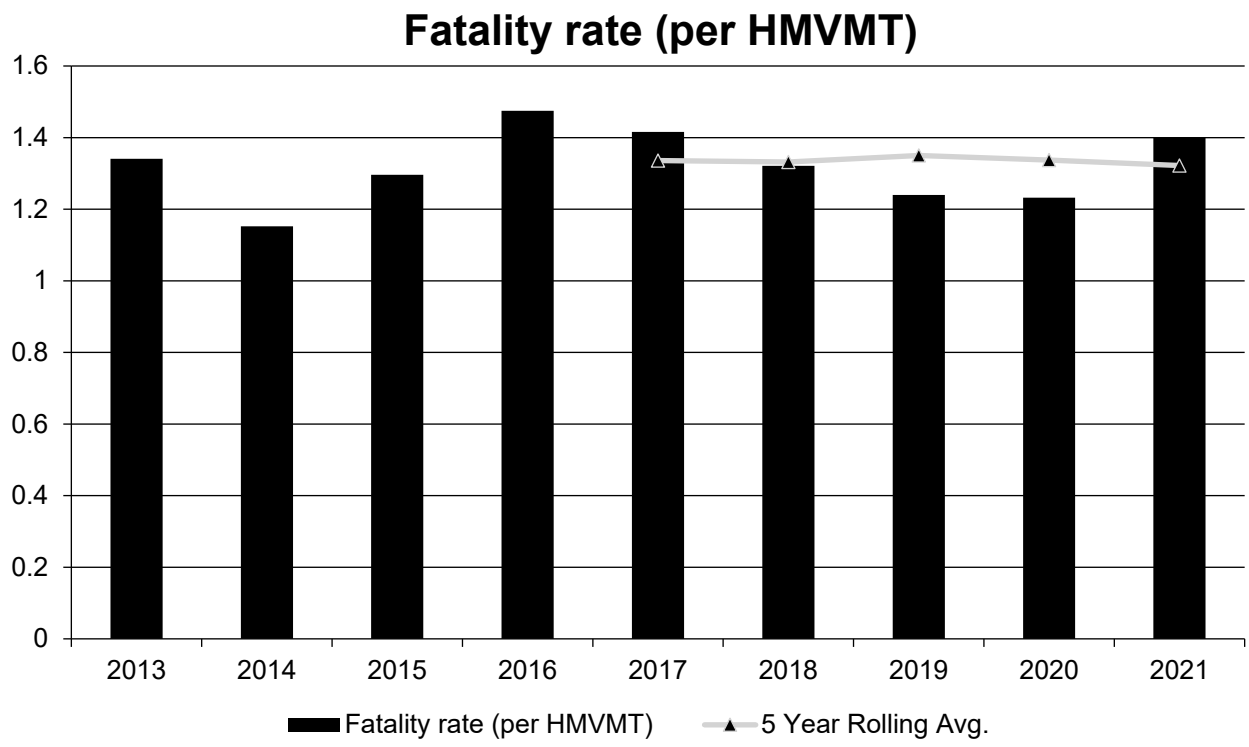
General Highway Safety Trends

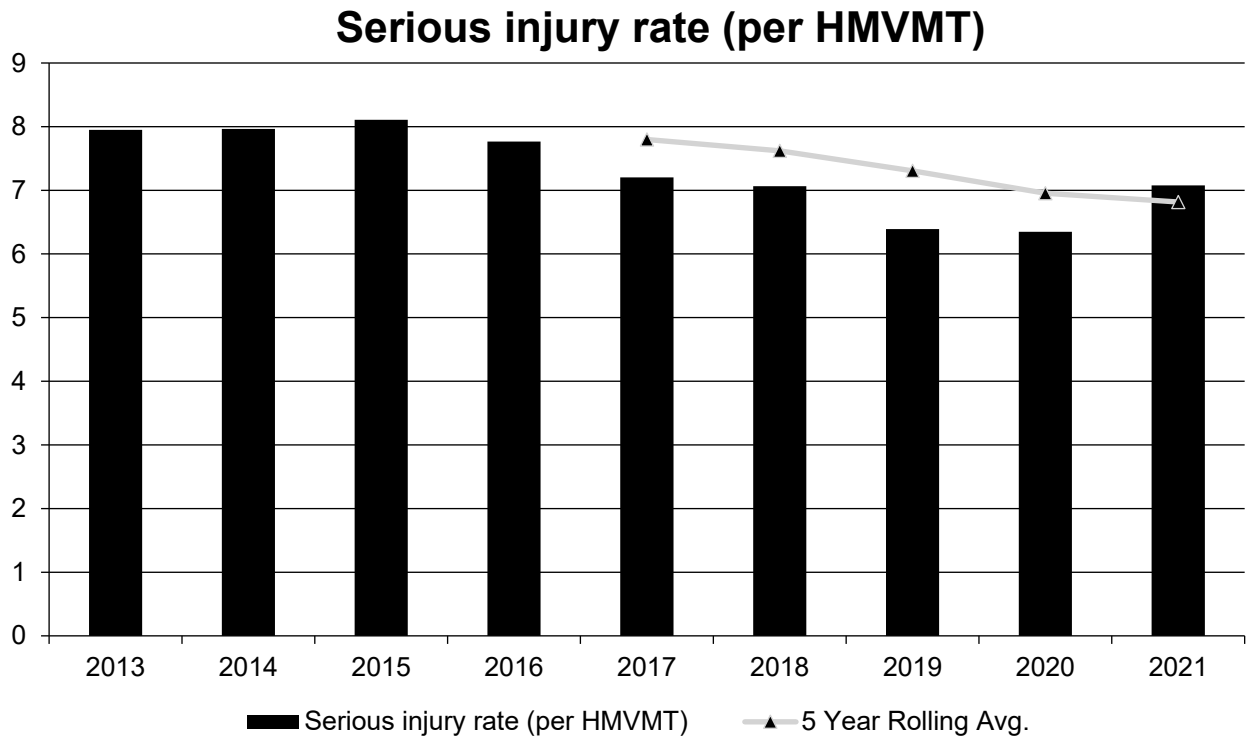
Present data showing the general highway safety trends in the State for the past five years.

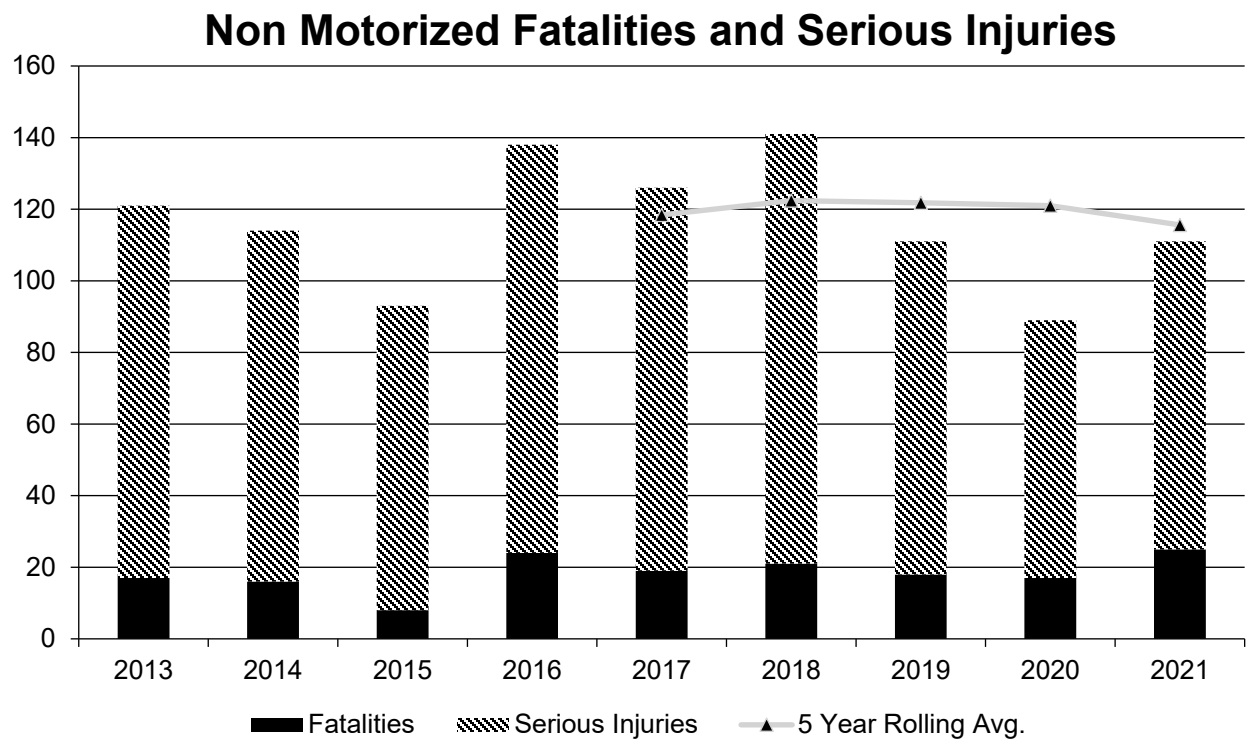
PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities	213	186	216	253	245	234	224	215	271
Serious Injuries	1,262	1,286	1,351	1,332	1,246	1,251	1,154	1,102	1,367
Fatality rate (per HMVMT)	1.341	1.152	1.296	1.475	1.416	1.321	1.240	1.232	1.400
Serious injury rate (per HMVMT)	7.949	7.965	8.108	7.765	7.202	7.064	6.391	6.348	7.076
Number non-motorized fatalities	17	16	8	24	19	21	18	17	25
Number of non-motorized serious injuries	104	98	85	114	107	120	93	72	86


Annual Fatalities
300
250
200
150
100
50
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1600
1400
1200
1000
800
600
400
200
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
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
2013
2014
2015
2016
2017
2018
2019
2020
2021
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
9
8
7
6
5
4
3
2
1
0
2013
2014
2015
2016
2017
2018
2019
2020
2021
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

State Motor Vehicle Crash Database

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

Year 2021

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	25.8	96.6	0.93	3.48
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	55.6	171	2.48	7.61
Rural Minor Arterial	26	90.6	2.29	8
Rural Minor Collector		22	2.78	12.32
Rural Major Collector	33.8	134.4	2.39	9.39

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	26.4	104.8	1.19	4.73
Urban Principal Arterial (UPA) - Interstate	11.6	62.4	0.68	3.68
Urban Principal Arterial (UPA) - Other Freeways and Expressways				
Urban Principal Arterial (UPA) - Other	23	253.6	1.04	11.51
Urban Minor Arterial	14.2	153.8	0.8	8.67
Urban Minor Collector				
Urban Major Collector	6.6	65.2	0.88	8.86
Urban Local Road or Street	5.6	58.2	0.55	5.76

Year 2021

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	147.8	587	1.46	5.82
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	89.8	637.2	1.14	8.1
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2023 Targets *

Number of Fatalities:244.0

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 2016-2020 benchmark is comprised of five years of crash data and exposure data for the years 2016 through 2020. 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.

Number of Serious Injuries:1279.0

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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Fatality Rate:1.350

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. 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.

Serious Injury Rate:7.220

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. 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

(AVMT) changes). The data used to determine the target for number of serious injuries for the rate is from the Idaho crash databases. The AVMT values are provided by Idaho's roadway data program.

Total Number of Non-Motorized Fatalities and Serious Injuries:125.0

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.

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. All five MPO's have sent letters indicating that they support the State's targets. see attachments for letters

Does the State want to report additional optional targets?

No

We have not additional targets at this time.

Describe progress toward meeting the State’s 2021 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	247.0	237.8
Number of Serious Injuries	1285.0	1224.0
Fatality Rate	1.380	1.322
Serious Injury Rate	7.210	6.816

Non-Motorized Fatalities and Serious Injuries	120.0	115.6

We met all of our targets for 2021.

Applicability of Special Rules

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

Yes

Idaho was notified in April that it had triggered the HRRR Special Rule and must obligate $1,294,798 to high risk rural roads projects.

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	2015	2016	2017	2018	2019	2020	2021
Number of Older Driver and Pedestrian Fatalities	33	45	50	34	46	29	38
Number of Older Driver and Pedestrian Serious Injuries	123	132	126	127	133	97	147

No additional comments

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.

We have had an increase in fatalities and serious injuries with 2021 being the highest number of fatalities we have had in 15 years. However, the State has seen a 4% growth in population and licensed drivers, an 11% growth in AVMT and a 13% growth in licensed drivers which would partially account for the increase in fatalities and serious injuries. The pandemic also seemed to evoke an increase in risky behavior leading to more severe crashes.

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

- # RSAs completed
- Increased awareness of safety and data-driven process
- Increased focus on local road safety

The State completed at least 4 RSA's last year. Training is provided on request on how to work with CMF's and safety analysis tools. The Local Highway Technical Assistance Council continues to provide training through their annual Safety Fest and with classes through their T2 center.

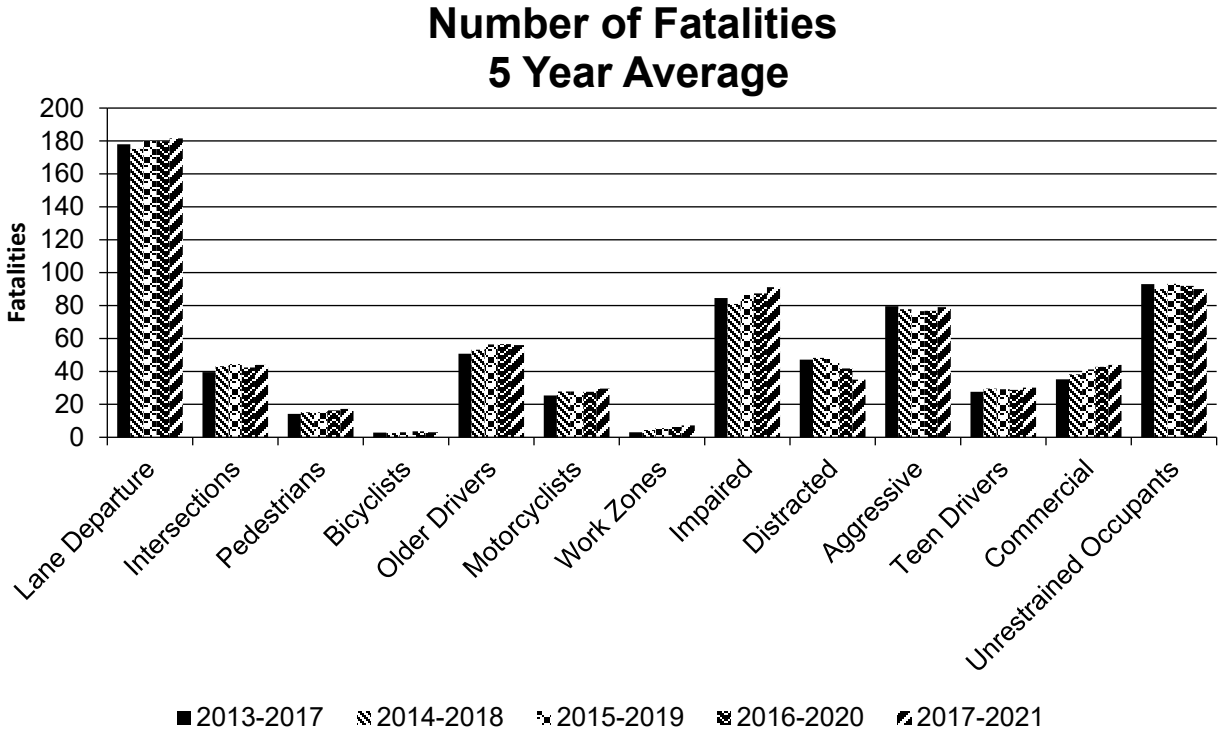
Effectiveness of Groupings or Similar Types of Improvements

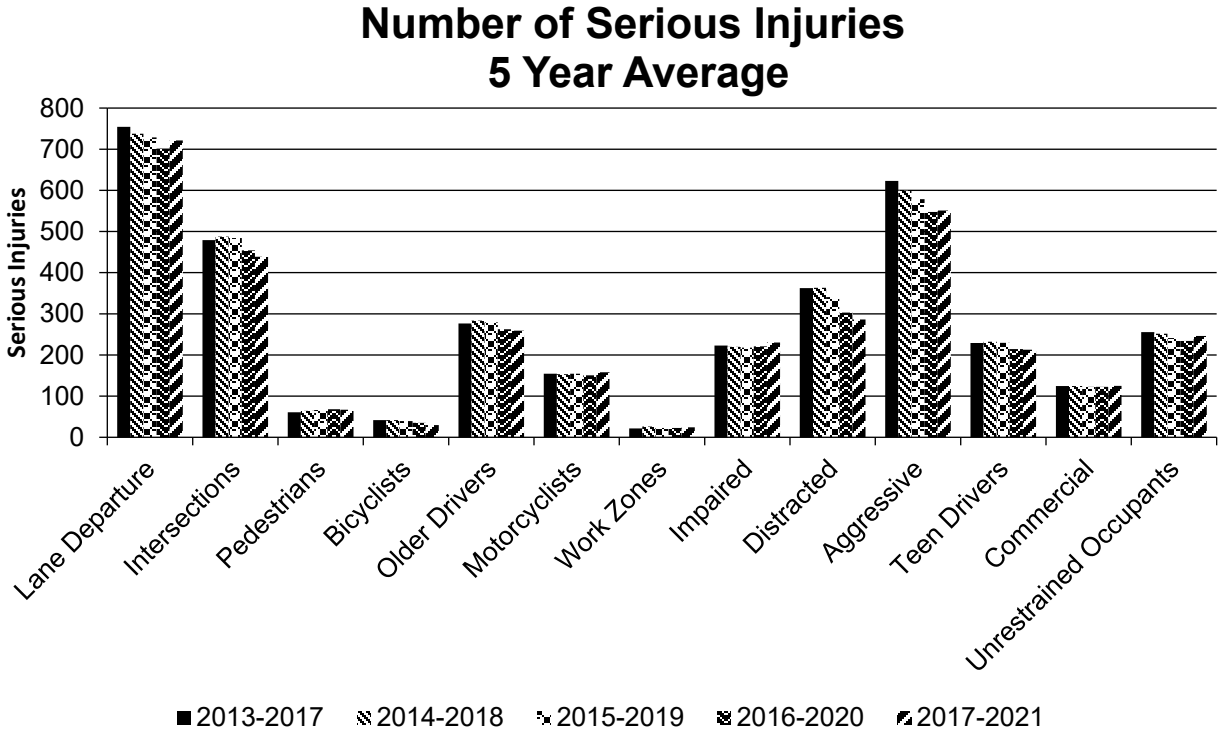
Present and describe trends in SHSP emphasis area performance measures.

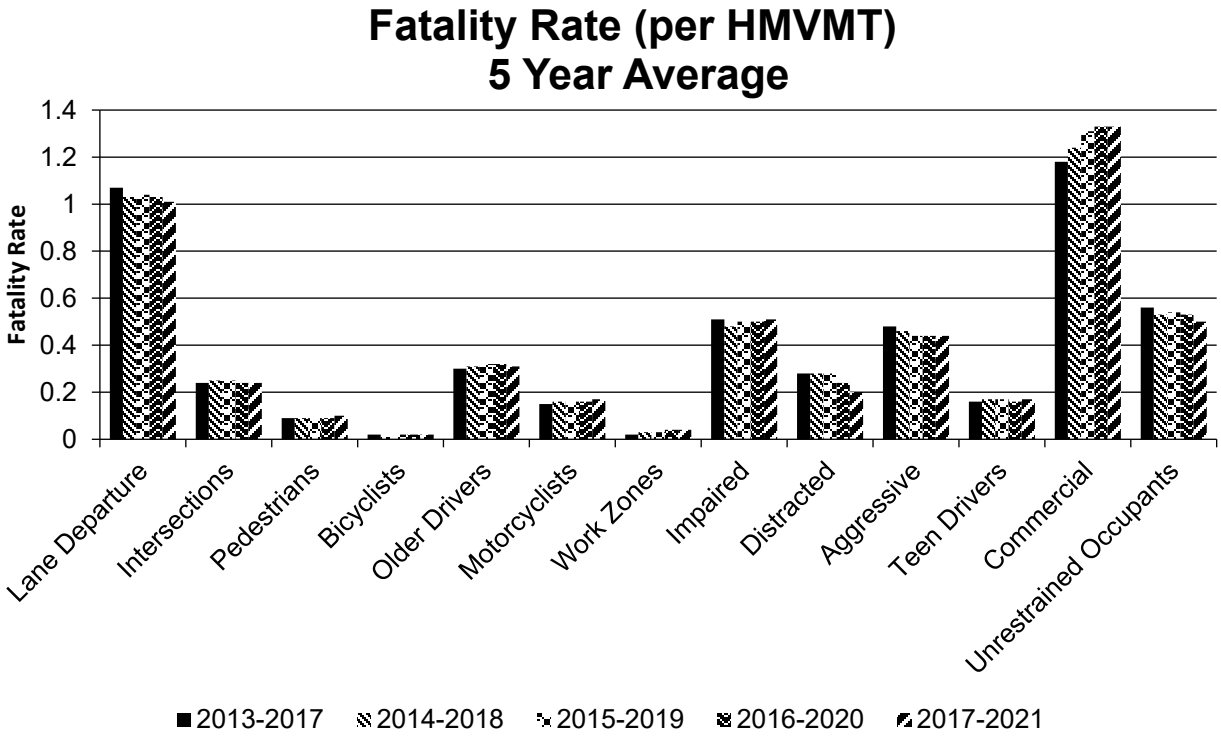
Year 2021

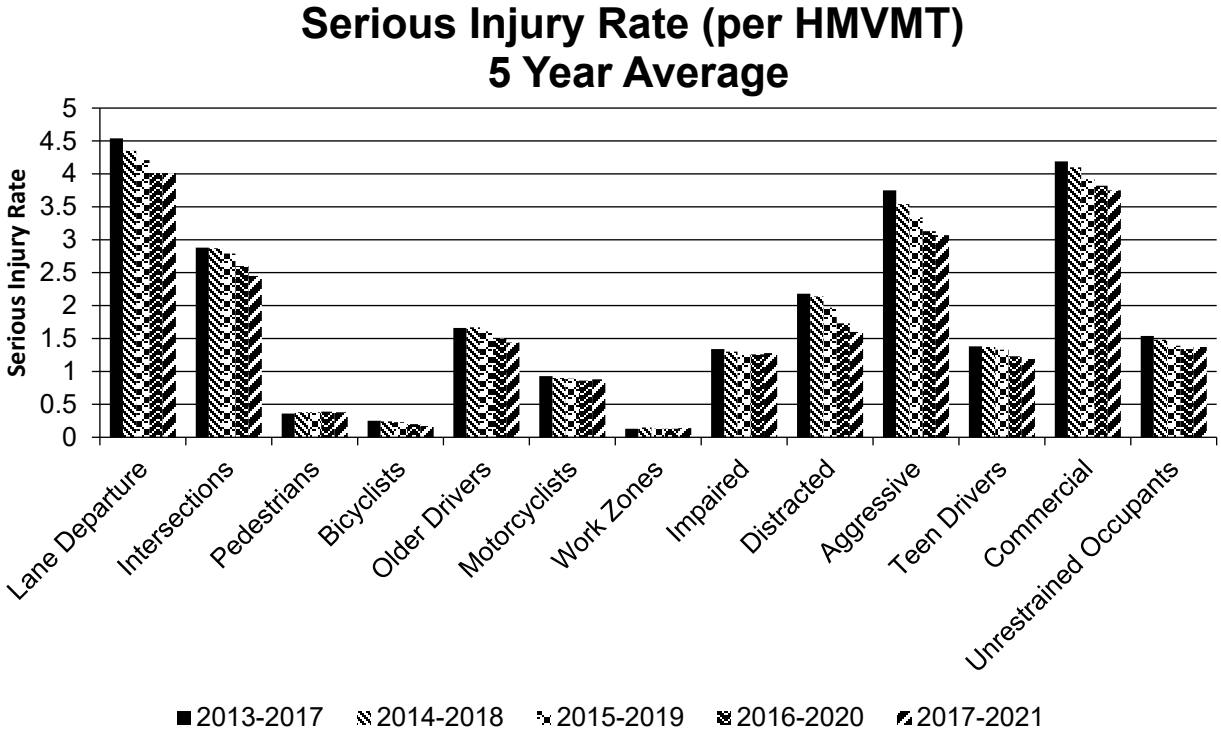
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		181.6	721.2	1.01	4.01
Intersections		44	438.8	0.24	2.45
Pedestrians		17.2	67	0.1	0.38
Bicyclists		3	29.8	0.02	0.17
Older Drivers		56	259.2	0.31	1.44
Motorcyclists		29.6	157.8	0.17	0.88

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)
Work Zones		7.2	24.4	0.04	0.14
Impaired		91.2	230.2	0.51	1.28
Distracted		35	286.4	0.2	1.6
Aggressive		79	551	0.44	3.07
Teen Drivers		30.2	212.6	0.17	1.19
Commercial		44	124.8	1.33	3.75
Unrestrained Occupants		90	246.2	0.5	1.37


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
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021


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
Impaired
Distracted
Aggressive
Teen Drivers
Commercial
Unrestrained Occupants
2013-2017
2014-2018
2015-2019
2016-2020
2017-2021





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

No

We are still working with the University of Idaho to determine the best way to evaluate our projects. Currently we either have the issue of not enough information on the dates for the projects or we don't have enough data for the countermeasures themselves.

Project Effectiveness

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

Still working on our Evaluation project with the University of Idaho.

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 it's next SHSP update?

2026

SHSP attached

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								

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
	Functional Class (19) [19]	100	100					100	100	100	100
	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]										

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
	Location Identifier for Roadway at Beginning of Ramp Terminal (197) [187]					100	100				
	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]

Not much has changed in terms of local road data. However, collecting missing ramp AADTs has taken on a priority, and should be at 100% by the end of FFY24. Also, there is a research project to estimate AADTs on all public roads that is currently underway. Finally, ITD is building a data schema to house MIRE data items in ESRI Roads and Highways.

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.

There are several strong initiatives in place. First, in anticipation of MIRE requirements, the MIRE schema is being established in Roads and Highways. Second, there is an effort to develop estimates on all roads in Idaho, which will meet one of the most extensive needs. Third, intersection identification will be addressed to fill in some of the "gaps", and the LHTAC will be consulted to develop a means of filling in local road inventory. This will require engaging MPOs and some of the larger cities and urban areas.

Optional Attachments

Program Structure:

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

Safety Performance:

KMPO Safety Performance Measure Decision FFY2022.docx
BMPO Safety Performance Measure Decision Feb 2022.pdf
BTPO Safety Performance Measure Decision Feb 2022.pdf
COMPASS Safety Performance Measure Decision Feb 2022.pdf
LCVMPO Safety Performance Measure Decision Feb 2022.pdf
Evaluation:

Compliance Assessment:

2021-2025 SHSP FINAL.pdf

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.