IDAHO

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2023 ANNUAL REPORT

Disclaimer: This report is the property of the State Department of Transportation (State DOT). The State DOT completes the report by entering applicable information into the Federal Highway Administration's (FHWA) Highway Safety Improvement Program (HSIP) online reporting tool. Once the State DOT completes the report pertaining to its State, it coordinates with its respective FHWA Division Office to ensure the report meets all legislative and regulatory requirements. FHWA's Headquarters Office of Safety then downloads the State's finalized report and posts it to the website (https://highways.dot.gov/safety/hsip/reporting) as required by law (23 U.S.C. 148(h)(3)(A)).

Photo source: Federal Highway Administration

Table of Contents

Disclaimer

Protection of Data from Discovery Admission into Evidence

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

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

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

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

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

ITD and LHTAC use benefit-cost ratio analysis to determine funding of infrastructure HSIP projects. The Office of Highway Safety, a section of ITD, utilizes some HSIP funds for grants and behavioral program messaging. Any project selected has to follow a data-driven criteria that shows what safety concern is being addressed, how it ties into the State Highway Safety Plan, and expected outcomes from the project.

Where is HSIP staff located within the State DOT?

Other-Division of Highways

How are HSIP funds allocated in a State?

- Central Office via Statewide Competitive Application Process
- Other-Behavioral Program via Office of Highway Safety

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

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

Determine Funding Split (ITD & LHTAC)

For funding FY20 and beyond, ITD and LHTAC will review the data together to determine the appropriate funding split based on the total number of Fatal (K) plus Serious Injury (A) crashes. The percentage of K+A Crashes on local roads will equal the funding split between ITD and LHTAC. The current approved funding split for 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) on an annual basis. Currently the High Crash Location (HAL) report is being rebuilt after the change in the LRS.

Each district uses these reports and other tools to develop potential projects. Once a project is proposed, the districts put together a Project Charter that meets BIL (Bipartisan Infrastructure Law) eligibility requirements to be considered for funding. Additionally, ITD has proportioned part of the HSIP funds for the Office of Highway Safety to utilize for behavioral and grant opportunities. An acceptable charter must include a Project Objective Statement (POS) and a Scope of Work clearly identified to support HSIP funds. It also must include a timeline with realistic start and finish dates. Most importantly the charter must include an appropriate HSIP justification that addresses the following:

1. How is the project safety-driven?

· Base Answers upon the Strategic Highway Safety Plan.

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

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

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

· Identify counter measures to address those problems;

· Prioritize projects for implementation; and

· Evaluate projects to determine their effectiveness

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

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

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

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

Identify which external partners are involved with HSIP planning.

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

Describe coordination with external partners.

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

Describe HSIP program administration practices that have changed since the last reporting period.

The behavioral component to HSIP has been added. However, the same components to show the activity selection is data driven are required the same as infrastructure projects.

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

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

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

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

Select the programs that are administered under the HSIP.

- HSIP (no subprograms)

Program: HSIP (no subprograms)

Date of Program Methodology:7/1/2015

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

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

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic

Roadway

- Functional classification

- Fatal and serious injury crashes only
- Volume

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?

3

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

- Install/Improve Signing

What process is used to identify potential countermeasures?

- Crash data analysis

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

Does the State HSIP consider connected vehicles and ITS technologies?

No

Not at this time.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

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

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

Describe program methodology practices that have changed since the last reporting period.

HSIP behavioral programs have been added to the program, but the methodology of activity selections remains in that the same questions showing the activities are data driven must be included in the justification.

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)	$19,956,392	$29,543,801	148.04%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$1,294,798	$1,294,798	100%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$21,251,190	$30,838,599	145.11%

Obligations may include carryover apportionments (available but not obligated from prior years).

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

$10,625,959

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

$10,625,959

LHTAC obligates 100% of its share of the programmed funds each year.

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

1%

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

1%

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

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

General Listing of Projects

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

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
19134 - US 93, 100 SOUTH RD, JEROME CO	Roadway	Roadway widening - add lane(s) along segment	2	Miles	$8726571	$8726571	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,000	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
19377 - US 12, LOCHSA RANGR STATION TO HOLLY CR TURNOUT, IDAHO CO	Roadway	Roadway widening - add lane(s) along segment	1	Locations	$97237	$97237	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	720	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
19526 - US 95, JCT SH 6 TURNBAY, LATAH CO	Intersection geometry	Intersection geometry - other	2	Locations	$3646517	$3646517	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,000	55	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
19861 - SH 13, CURVE IMPROVEMENT, NR KOOSKIA	Roadway	Roadway widening - curve	0.4	Miles	$260706	$260706	HSIP (23 U.S.C. 148)	Rural	Major Collector	3,200	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
19943 - US 93, 300 SOUTH RD, JEROME CO	Roadway	Roadway - other	1	Miles	$203263	$203263	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	7,600	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
20266 - SH 44, INT SH 16 TO LINDER RD, ADA CO	Intersection traffic control	Intersection traffic control - other	1	Intersections	$41995	$41995	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	19,500	55	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
20379 - US 26, CLARK HILL REST AREA TURN LNS, BONNEVILLE CO	Intersection traffic control	Intersection traffic control - other	1	Intersections	$2525120	$2525120	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,000	65	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
20411 - US 26, ANTELOPE FLATS PASSING LANE, BONNEVILLE CO	Roadway	Roadway widening - add lane(s) along segment	2.7	Miles	$4722796	$4722796	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,000	65	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
20442 - I 90, SH 41 INTERCHANGE, KOOTENAI CO	Interchange design	Interchange design - other	0.7	Miles	$828661	$828661	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	$128181	$128181	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,800	45	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
20575 - SH 53, HAUSER LAKE RD TO N BRUSS RD, KOOTENAI CO	Roadway	Roadway widening - add lane(s) along segment	2.7	Miles	$1932069	$1932069	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,000	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
20641 - SH 53, INT N RAMSEY RD, KOOTENAI CO	Intersection traffic control	Modify traffic signal –other	1	Intersections	$295038	$295038	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,500	55	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
21951 - US 93, 3250 N TO 3800 N, TWIN FALLS CO	Roadway	Rumble strips – other	5.01	Miles	$218362	$218362	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	5,000	55	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
21994 - OFFSYS, GUARDRAIL UPGRADE, NR BONNERS FERRY	Roadside	Roadside - other		Locations	$296500	$296500	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Lane Departure	shsp emphasis area
22005 - SMA-7406, INT 17TH ST & ROLLANDET, IDAHO FALLS	Access management	Access management - other	1	Locations	$664712	$664712	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
22396 - LOCAL, INTERSECTION SAFETY IMPROVEMENTS, KELLOGG	Intersection traffic control	Intersection traffic control - other	3	Locations	$49080	$49080	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
22397 - LOCAL, GUARDRAIL IMPROVEMENTS, LAKES HD	Roadside	Barrier - other	3	Locations	$1687000	$1687000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Other Local Agency	Spot	Lane Departure	SHSP Emphasis Area
22399 - LOCAL, SILVER VALLEY RD SAFETY IMPROVEMENTS, SHOSHONE CO	Miscellaneous	Miscellaneous - other	1	Corridor	$553000	$553000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22401 - STC-5705, BENEWAH CR RD SAFETY IMPROV, BENEWAH CO	Roadside	Barrier - other	2	Locations	$295000	$295000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22402 - OFFSYS, PUBLIC AVE CORRIDOR SAFETY IMPROVEMENTS, MOSCOW	Roadway	Roadway - other	0.4	Miles	$70000	$70000	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		City or Municipal Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22404 - OFFSYS, LAKE RD SAFETY IMPROVEMENTS, GRANGEVILLE HD	Roadway	Roadway widening - curve	2.26	Miles	$1272436	$1272436	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		Other Local Agency	Spot	Lane Departure	SHSP Emphasis Area
22405 - LOCAL, DITTO CR & RESERVOIR RD, MT HOME HD	Roadway	Roadway - other	1	Locations	$1266000	$1266000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		Other Local Agency	Spot	Lane Departure	SHSP Emphasis Area

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
22406 - LOCAL, RECREATIONAL RDS SIGNING, VALLEY CO	Miscellaneous	Miscellaneous - other		Locations	$64387	$64387	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22408 - STC-2730, 3000 E & FOOTHILL RD CURVE, TWIN FALLS HD	Intersection traffic control	Intersection traffic control - other	1	Locations	$30000	$30000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Other Local Agency	Spot	Intersections	SHSP Emphasis Area
22410 - STC-2847, OLD HWY 81 SAFETY IMPROV, RAFT RIVER HD	Roadway signs and traffic control	Roadway signs and traffic control - other	0.4	Miles	$85998	$85998	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Spot	Lane Departure	SHSP Emphasis Area
22411 - SMA-7231, S 5TH AVE SAFETY IMPROV, POCATELLO	Miscellaneous	Miscellaneous - other	0.07	Miles	$319274	$319274	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22413 - STC-6760, W 5200 S SAFETY IMPROVEMENTS, MADISON CO	Shoulder treatments	Shoulder treatments - other	0.21	Miles	$713000	$713000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		County Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22414 - LOCAL, SIGNING SAFETY UPGRADES, ASHTON	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	City	$269045	$269045	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22416 - LOCAL, 17TH ST, 1ST ST & LINCOLN RD X-WALKS, IDAHO FALLS	Pedestrians and bicyclists	Install new crosswalk	2	Intersections	$268500	$268500	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	Pedestrians	SHSP Emphasis Area
22687 - US 30, YELLOWSTONE TO GARRETT CORRIDOR, POCATELLO	Intersection geometry	Intersection geometry - other	1	Intersections	$211252	$211252	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	SHSP Emphasis Area
22704 - SH 24, MINIDOKA CO LN TO KIMAMA, LINCOLN CO	Shoulder treatments	Shoulder treatments - other	2.5	Miles	$162680	$162680	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22871 - LOCAL, FLASHING LED SIGN IMPROVEMENTS, OSBURN	Intersection traffic control	Intersection flashers –sign-mounted or overhead	6	Locations	$6000	$6000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	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
22872 - LOCAL, CANYON RD & FERNAN LAKE RD GUARDRAIL, EAST SIDE HD	Shoulder treatments	Shoulder treatments - other	2	Locations	$653449	$653449	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		Other Local Agency	Spot	Lane Departure	SHSP Emphasis Area
22873 - LOCAL, DIVISION ST INTERSECTION IMP, KELLOGG	Intersection traffic control	Intersection flashers –sign-mounted or overhead	5	Locations	$49000	$49000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	Intersections	SHSP Emphasis Area
22874 - LOCAL, RECTANGULAR RAPID FLASHING BEACONS, CDA	Miscellaneous	Miscellaneous - other	7	Locations	$111000	$111000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	VRU	SHSP Emphasis Area
22875 - SMA-7218, LANCASTER & HUETTER ROUNDABOUT, LAKES HD	Roadway	Roadway - other	0.19	Miles	$234000	$234000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		City or Municipal Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22876 - LOCAL, CLEAR ZONE SAFETY IMPV, BONNER CO	Shoulder treatments	Shoulder treatments - other	1	Locations	$35000	$35000	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	$63488	$63488	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 HD	Roadway	Roadway widening - curve	0.42	Miles	$151000	$151000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		County Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
22880 - LOCAL, FLASHING LED SIGNS, TWIN FALLS HD	Intersection traffic control	Intersection flashers –sign-mounted or overhead	2	Intersections	$86000	$86000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	Intersections	SHSP Emphasis Area
22881 - LOCAL, RETROREFLECTIVE SIGNAL BACKPLATES, TWIN FALLS	Intersection traffic control	Modify control – other	3	Intersections	$54000	$54000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	Intersections	SHSP Emphasis Area
22882 - OFFSYS, INT 3800 N & US93, FILER HD	Roadway	Pavement surface - other	0.57	Miles	$164000	$164000	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	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
22883 - LOCAL, PEDESTRIAN CROSSINGS, POCATELLO	Pedestrians and bicyclists	Pedestrians and bicyclists – other	12	Intersections	$94000	$94000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	VRU	SHSP Emphasis Area
22884 - NHS-7816, INT 2ND W & 6TH S, REXBURG	Pedestrians and bicyclists	Pedestrian beacons	1	Intersections	$33000	$33000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	VRU	SHSP Emphasis Area
22885 - STC-6731, COUNTY LN RD SIGNING, JEFFERSON CO	Intersection traffic control	Intersection traffic control - other	12	Intersections	$6000	$6000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		County Highway Agency	Spot	Intersections	SHSP Emphasis Area
22886 - LOCAL, RAISED CURB MEDIANS, IDAHO FALLS	Intersection geometry	Intersection geometry - other	3	Locations	$53000	$53000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Intersections	SHSP Emphasis Area
23171 - US 91, SIPHON TO RESERVATION RD, BANNOCK CO	Intersection geometry	Intersection geometry - other	2	Miles	$250005	$250005	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	SHSP Emphasis Area
23193 - I 84, SALT LAKE IC TO 400 SOUTH, CASSIA CO	Shoulder treatments	Shoulder treatments - other	10.6	Miles	$120056	$120056	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Interstate	11,000	80	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
23194 - I 84B, Y-DELL INTERSECTION SIGNAL UPGRADE	Intersection traffic control	Intersection traffic control - other	1	Intersections	$21460	$21460	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,000	35	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
23195 - US 30, KIMBERLY RD & LOCUST ST SIGNAL UPGRADE	Intersection traffic control	Intersection traffic control - other	1	Intersections	$40000	$40000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	17,000	35	State Highway Agency	Spot	Intersections	SHSP Emphasis Area
23213 - US 95, RODEO DR TO ESTES RD, MOSCOW	Shoulder treatments	Shoulder treatments - other	2.4	Miles	$327760	$327760	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0	35	State Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
23285 - STC-5742, S GREENSFERRY RD GUARDRAIL, WORLEY HD	Roadway delineation	Roadway delineation - other	3	Locations	$182000	$182000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Spot	Lane Departure	SHSP Emphasis Area
23293 - LOCAL, PEDESTRIAN ROAD SAFETY AUDIT, NAMPA	Miscellaneous	Road safety audits	1	Locations	$66000	$66000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		City or Municipal Highway Agency	Systemic	RSA	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
23300 - STC-6768, ARCHER HWY CURVE IMPRV, MADISON CO	Roadway	Roadway widening - curve	0.7	Miles	$133000	$133000	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		Other Local Agency	Spot	Lane Departure	SHSP Emphasis Area

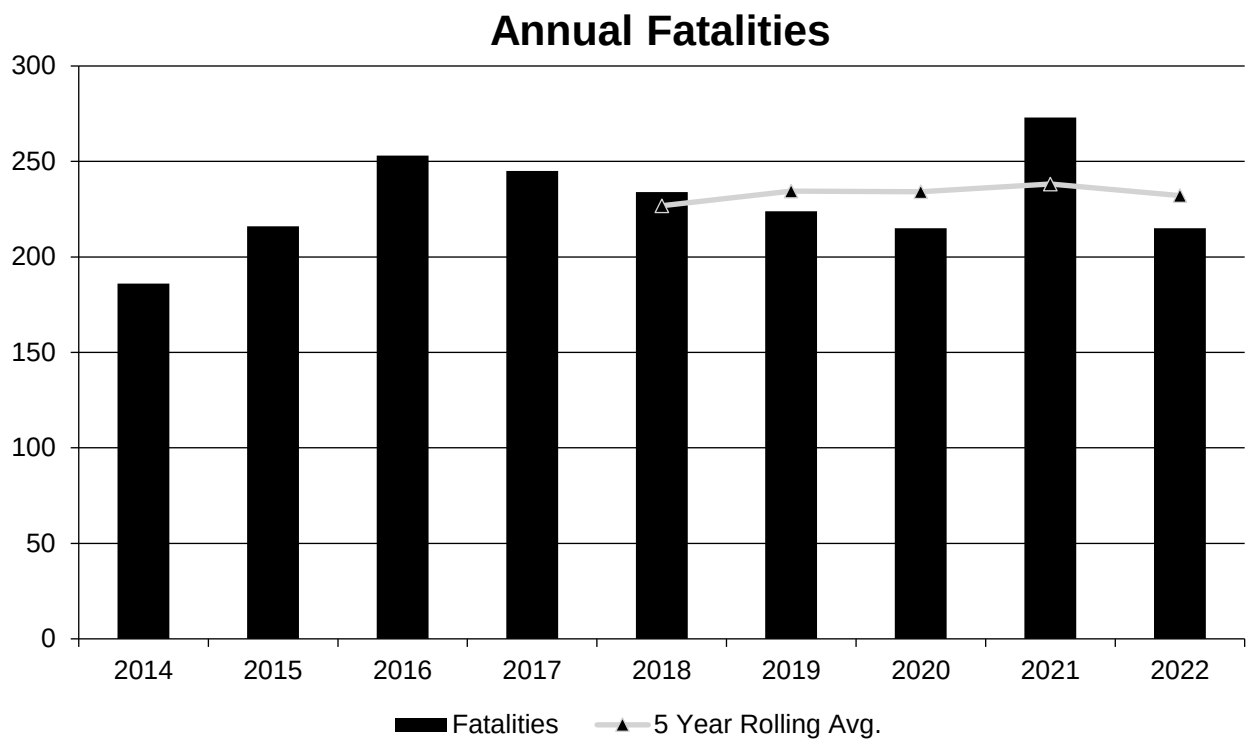
The costs associated with the project include the matching funds. Furthermore, as prior year HSIP funds are released from completed projects, they are carried forward into existing or additional projects in the current year. For this reason, the amount of dollars obligated is higher than the amount programmed.

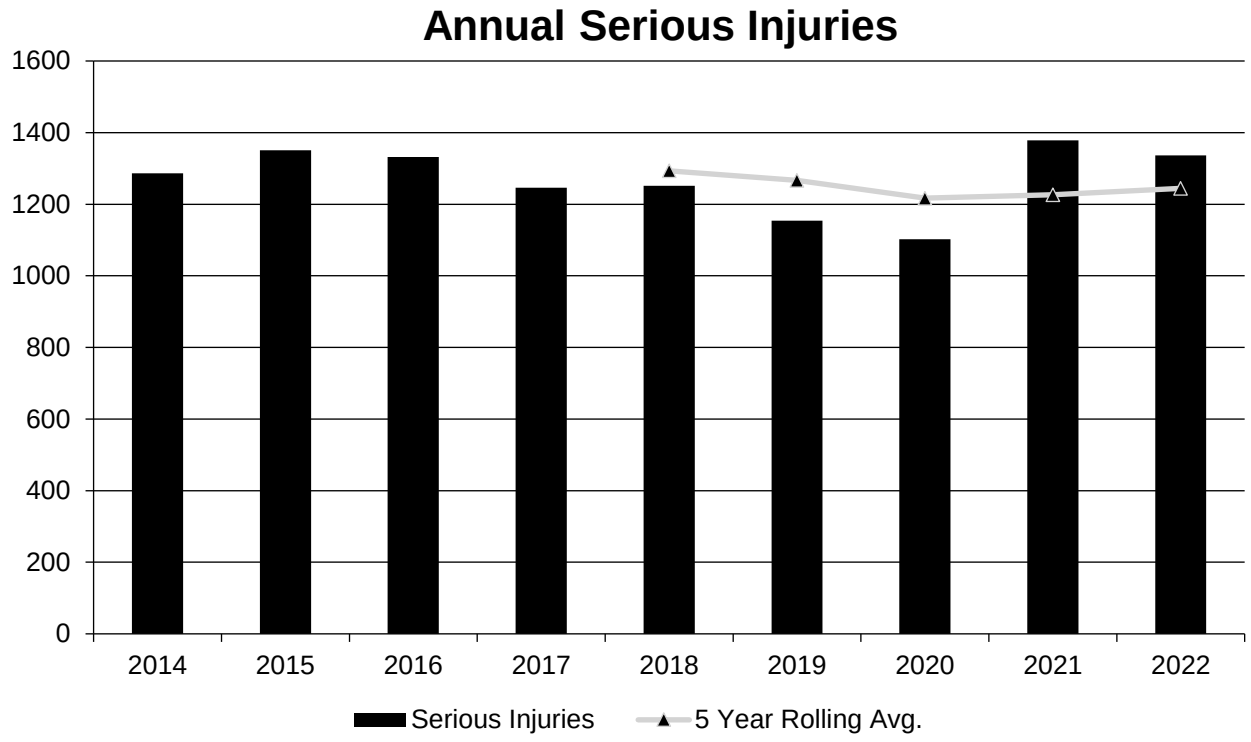
Safety Performance

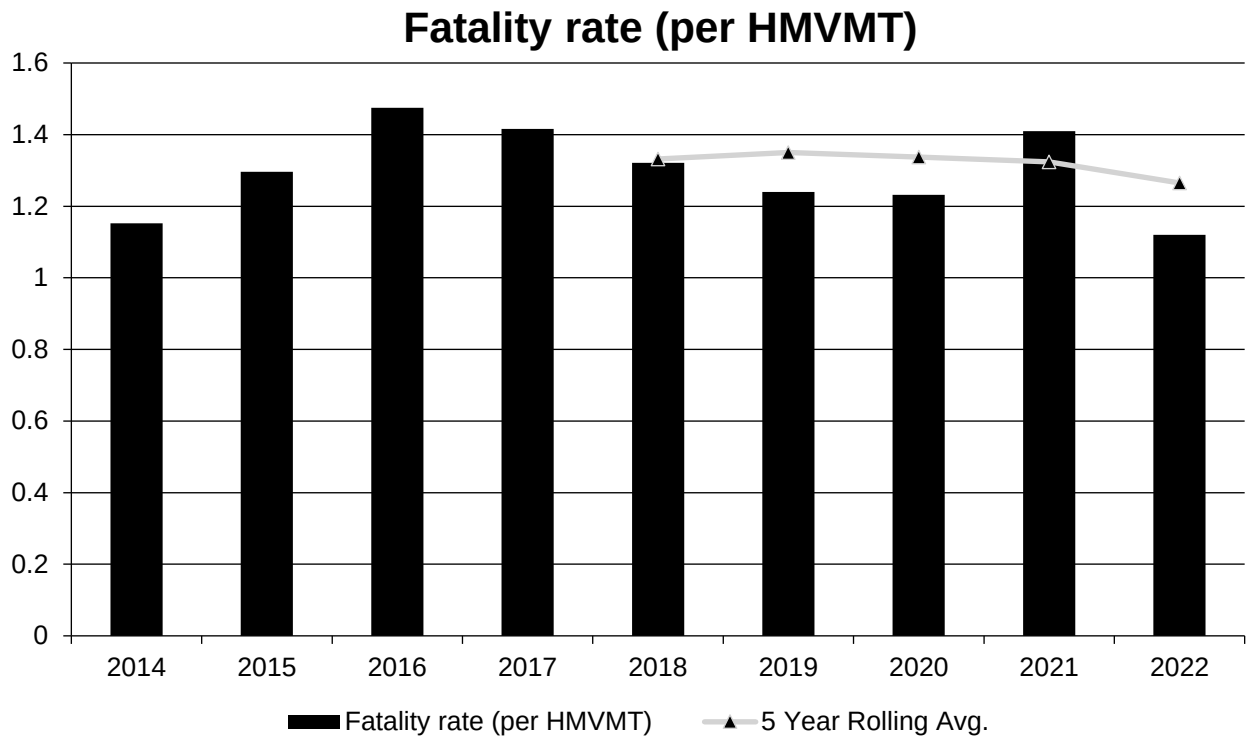
General Highway Safety Trends

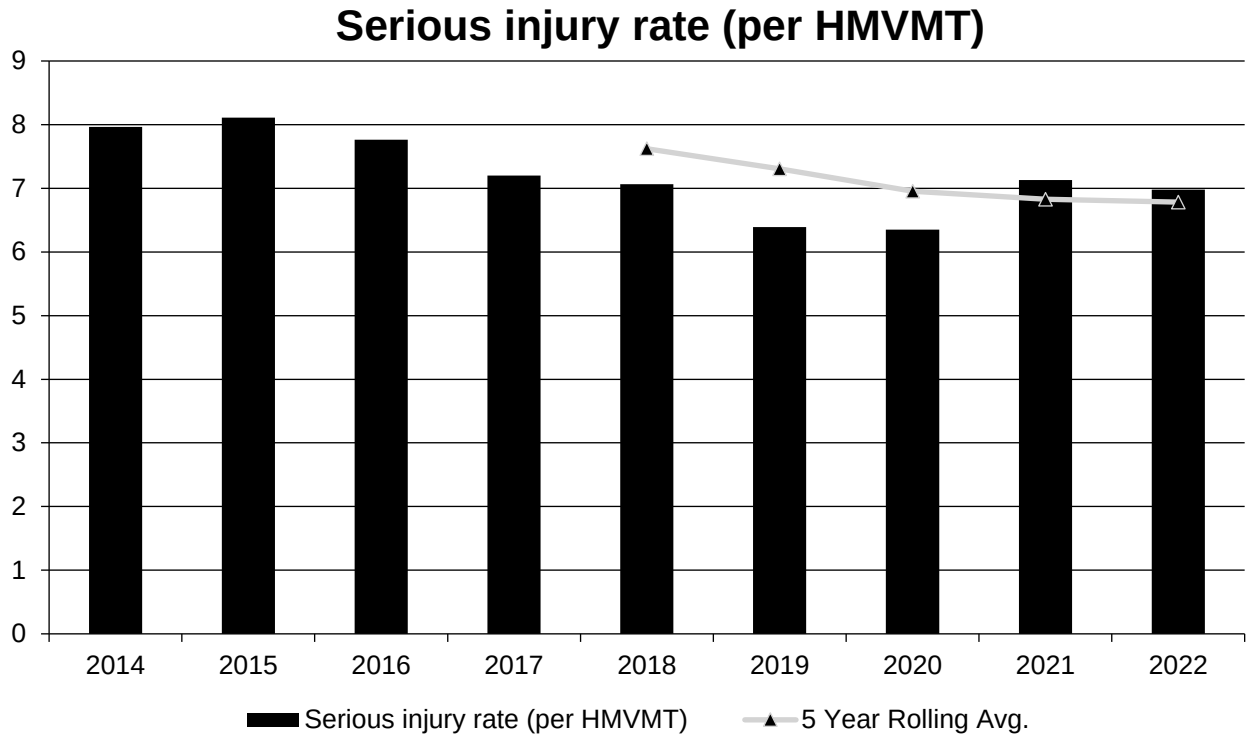
Present data showing the general highway safety trends in the State for the past five years.

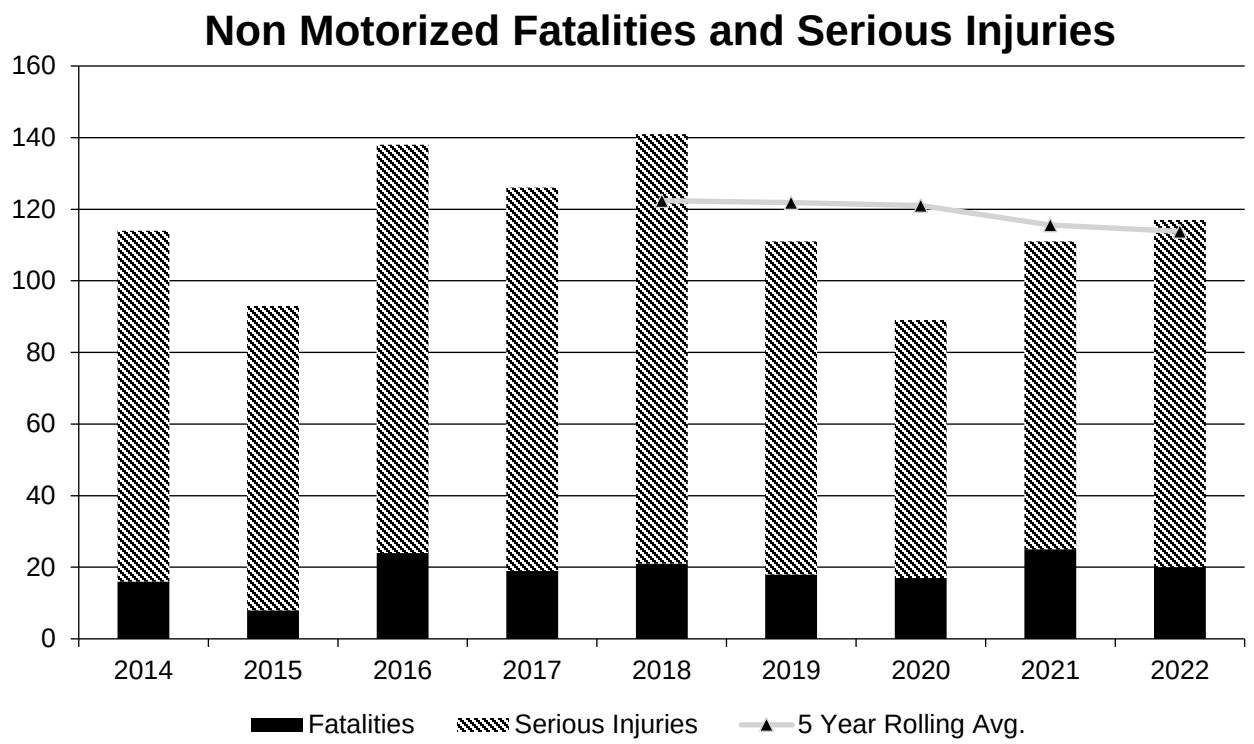
PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatalities	186	216	253	245	234	224	215	273	215
Serious Injuries	1,286	1,351	1,332	1,246	1,251	1,154	1,102	1,378	1,336
Fatality rate (per HMVMT)	1.152	1.296	1.475	1.416	1.321	1.240	1.232	1.410	1.120
Serious injury rate (per HMVMT)	7.965	8.108	7.765	7.202	7.064	6.391	6.348	7.130	6.980
Number non-motorized fatalities	16	8	24	19	21	18	17	25	20
Number of non-motorized serious injuries	98	85	114	107	120	93	72	86	97


Annual Fatalities
300
250
200
150
100
50
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1600
1400
1200
1000
800
600
400
200
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
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
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
9
8
7
6
5
4
3
2
1
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
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 2022

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	26.2	98	0.88	3.45
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	52.4	174	2.26	7.45
Rural Minor Arterial	27.2	96.4	2.31	8.18
Rural Minor Collector		30.6	3.9	17.97
Rural Major Collector	33.2	146.8	2.24	9.85

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	23.4	109.4	1.05	4.93
Urban Principal Arterial (UPA) - Interstate	10	53.8	0.57	3.12
Urban Principal Arterial (UPA) - Other Freeways and Expressways				
Urban Principal Arterial (UPA) - Other	22	236.2	0.98	10.58
Urban Minor Arterial	15.2	151	0.84	8.33
Urban Minor Collector				
Urban Major Collector	7	73.6	0.92	9.78
Urban Local Road or Street	5.2	57.4	0.5	5.55

Year 2022

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	145.8	600	1.41	5.81
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	86.2	644.2	1.08	8.04
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 2024 Targets *

Number of Fatalities:238.0

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

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

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

The targets are determined by examining the trend of past data to determine likely future performance. The OHS tries to set targets that are reasonable. Targets are set and performance is measured using five-year averages and five-year rates. For example, the 2018-2022 benchmark is comprised of five years of crash data and exposure data for the years 2018 through 2022. The data used to determine the target for number of fatalities is provided by the National Center for Statistics and Analysis (NCSA) and can be found at the State Traffic Safety Information website.

Number of Serious Injuries:1224.0

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

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

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

The targets are determined by examining the trend of past data to determine likely future performance. The OHS tries to set targets that are reasonable. Targets are set and performance is measured using five-year averages and five-year rates. For example, the 2018-2022 benchmark is comprised of five years of crash data and exposure data for the years 2018 through 2022. The data used to determine the target for number of serious injuries is from the Idaho crash database.

Fatality Rate:1.330

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

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

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

The targets are determined by examining the trend of past data to determine likely future performance. The OHS tries to set targets that are reasonable. Targets are set and performance is measured using five-year averages and five-year rates. The 5-Year Fatality Rate is the sum of the number of fatalities over the 5-year period divided by the sum of the annual vehicle miles of travel over the same 5-year period. Averaging the rates over the 5-year period is mathematically incorrect, the rates are weighted values and averaging them negates the weights (i.e. each year is not equal because the Annual Vehicle Miles Traveled (AVMT) changes). The data used to determine the target for number of fatalities in the rate is provided by the National Center for Statistics and Analysis (NCSA) and can be found at the State Traffic Safety Information website. The AVMT values are provided by Idaho's roadway data program.

Serious Injury Rate:6.820

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

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

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

The targets are determined by examining the trend of past data to determine likely future performance. The OHS tries to set targets that are reasonable. Targets are set and performance is measured using five-year averages and five-year rates. the 5-Year Serious Injury Rate is the sum of the number of serious injuries over the 5-year period divided by the sum of the annual vehicle miles of travel over the same 5-year period. Averaging the rates over the 5-year period is mathematically incorrect, the rates are weighted values and averaging them negates the weights (i.e. each year is not equal because the Annual Vehicle Miles Traveled.

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

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

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

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

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

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. Currently none of the MPO's have decided to do their own safety performance targets. They have all written letters in support of the safety performance targets.

Does the State want to report additional optional targets?

No

We have no additional targets at this time.

Describe progress toward meeting the State's 2022 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	245.0	232.2
Number of Serious Injuries	1283.0	1244.2
Fatality Rate	1.360	1.265
Serious Injury Rate	7.130	6.783

Non-Motorized Fatalities and Serious Injuries	125.0	113.8

Idaho met all it's targets this year.

Applicability of Special Rules

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

No

Currently bicycle and pedestrian fatalities are currently 8.7% of Idaho's roadway fatalities. This is less than the 15% that triggers the VRU Safety Special Rule.

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

Yes

Idaho has triggered the HRRR special rule and was required to obligate 1.3 million toward high risk rural road projects for FY 23.

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	2016	2017	2018	2019	2020	2021	2022
Number of Older Driver and Pedestrian Fatalities	45	50	34	46	29	38	40
Number of Older Driver and Pedestrian Serious Injuries	132	126	127	133	97	147	140

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

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

Idaho saw a small decrease in fatalities and serious injuries. We are hoping this trend continues.

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

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

ITD and LHTAC obligate almost 100% of their funding each year to safety projects. The State completed at least 3 RSA's last year and the locals did additional RSAs. Training is provided on request on how to work with CMF's and safety analysis tools. ITD had a data summit where safety analysis tools were demonstrated. The Local Highway Technical Assistance Council continues to provide training through their annual Safety Fest and with classes through their T2 center.

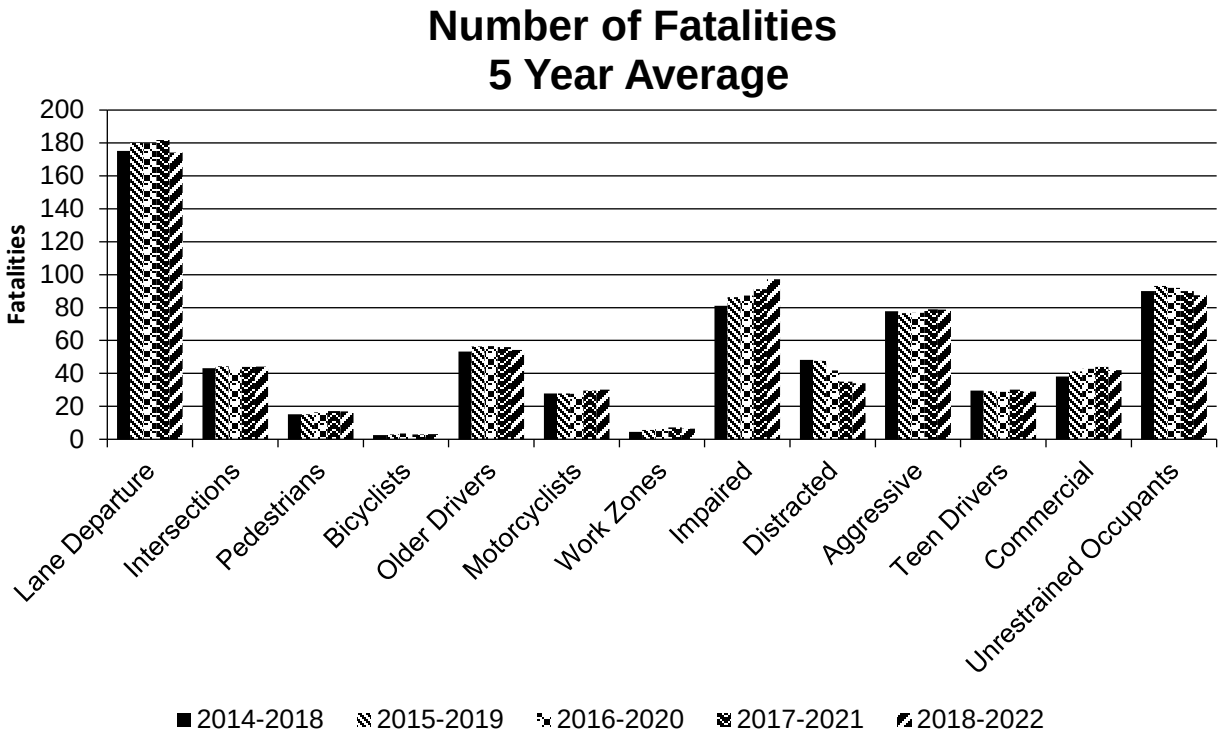
Effectiveness of Groupings or Similar Types of Improvements

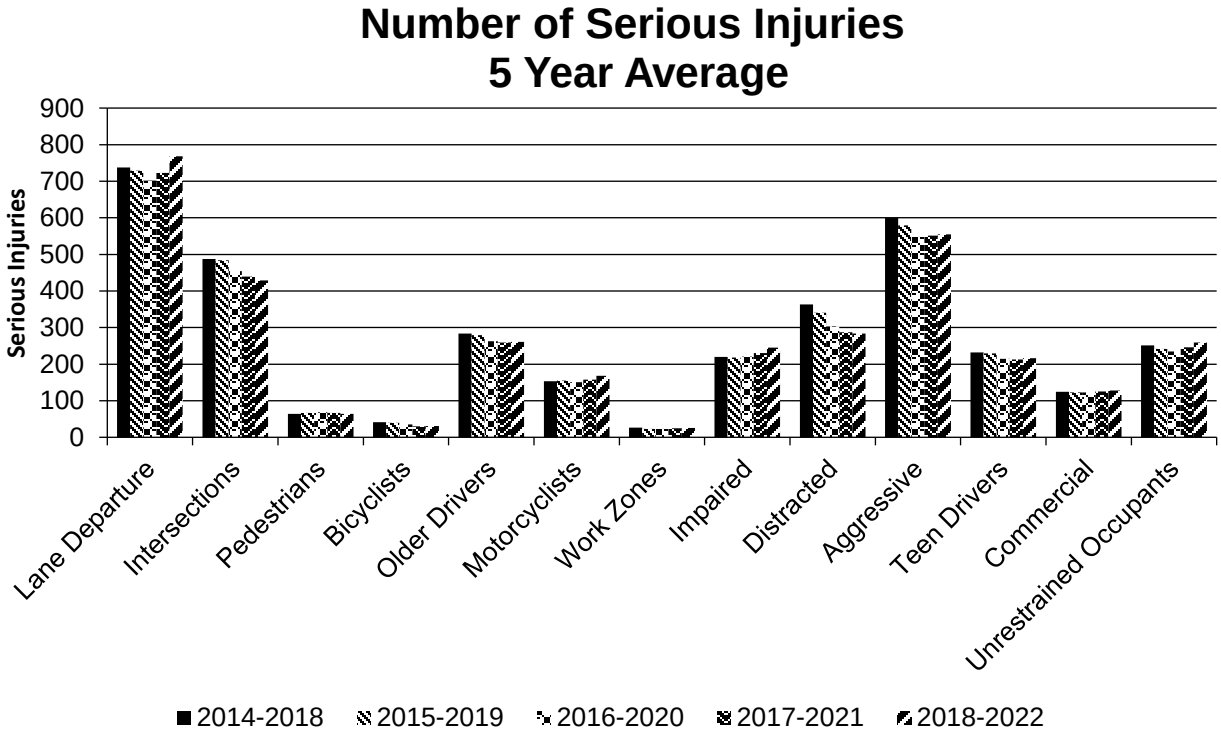
Present and describe trends in SHSP emphasis area performance measures.

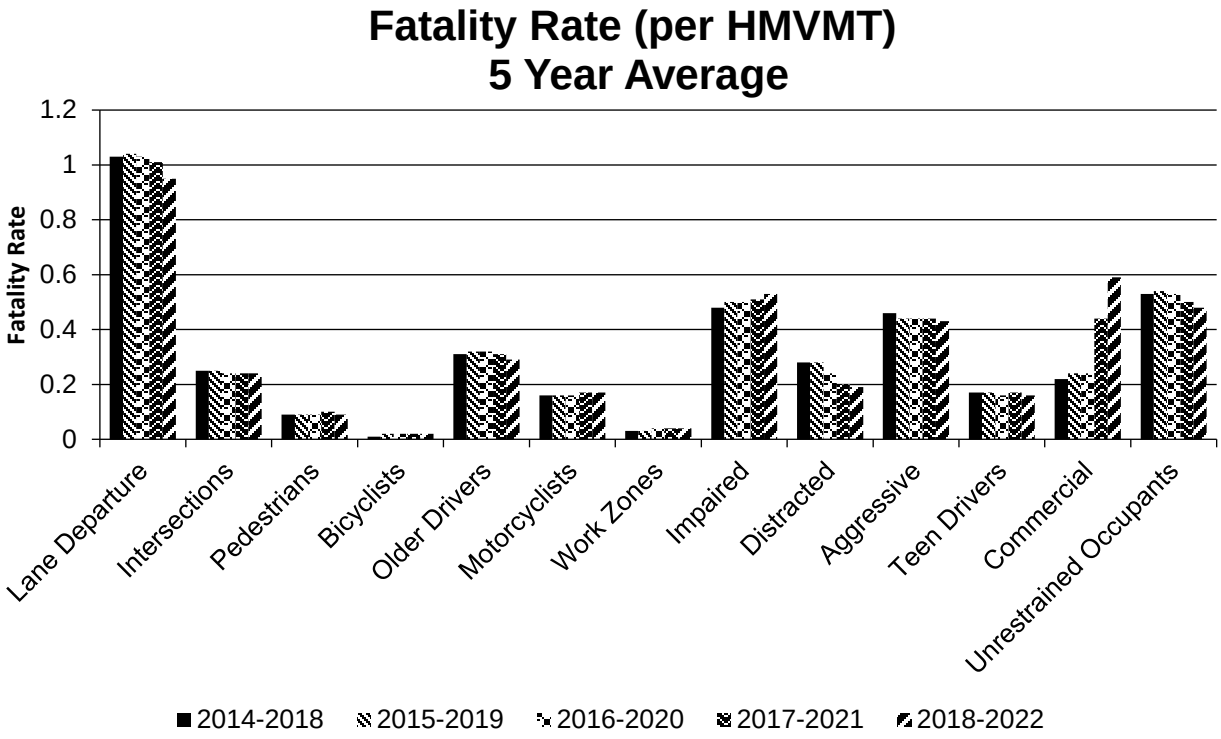
Year 2022

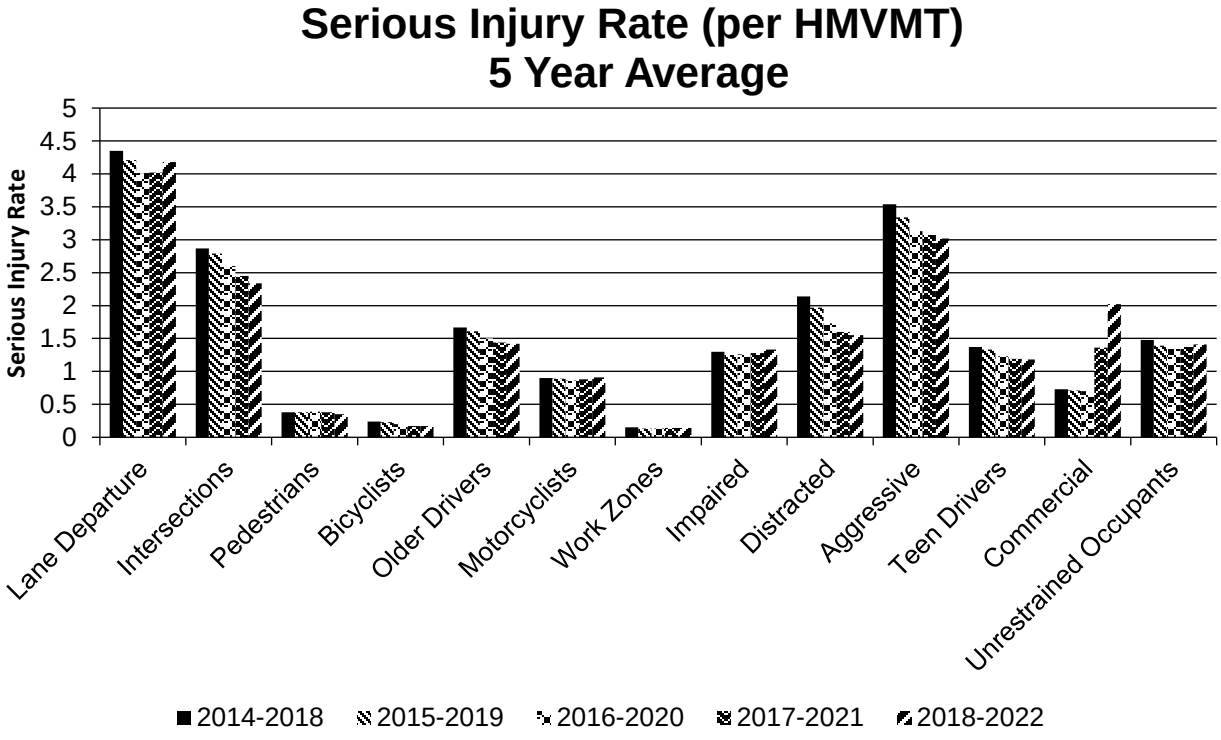
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		174.2	768.6	0.95	4.18
Intersections		44.2	429	0.24	2.34
Pedestrians		17	63.8	0.09	0.35
Bicyclists		3.2	31	0.02	0.17
Older Drivers		54.2	260.6	0.29	1.42
Motorcyclists		30.2	167.8	0.17	0.91

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		6.4	25.8	0.04	0.14
Impaired		97.2	244.8	0.53	1.33
Distracted		34	283.2	0.19	1.55
Aggressive		78.8	555	0.43	3.02
Teen Drivers		29	216.6	0.16	1.18
Commercial		42	127.4	0.59	2.02
Unrestrained Occupants		87.6	259	0.48	1.41


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
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022


Number of Serious Injuries
5 Year Average
Serious Injuries
900
800
700
600
500
400
300
200
100
0
Lane Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Impaired
Distracted
Aggressive
Teen Drivers
Commercial
Unrestrained Occupants
2014-2018
2015-2019
2016-2020
2017-2021
2018-2022





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

No

We do not have enough projects for specific countermeasures to be able to effectively evaluate those projects.

Project Effectiveness

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

Compliance Assessment

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

08/05/2021

What are the years being covered by the current SHSP?

From: 2021 To: 2025

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

2026

Currently there is some talk about updating the SHSP before 2026 but there hasn't been any indication on when that will happen.

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]

This has not changed from last year. However, we expect a significant change in the coming year. There are 3 projects going on:

1. We just completed a local road AADT estimation research project and have programmed research funds to implement the project in FFY24.
2. We will be implementing the MIRE schema in ESRI Roads and Highways with SPR funds in FFY24.
3. We will be populating the MIRE schema in FFY24 with the most current LiDAR data collection that is underway in summer of 2023.

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.

1. We just completed a local road AADT estimation research project and have programmed research funds to implement the project in FFY24.
2. We will be implementing the MIRE schema in ESRI Roads and Highways with SPR funds in FFY24.
3. We will be populating the MIRE schema in FFY24 with the most current LiDAR data collection that is underway in summer of 2023.

We will be proposing a research project to help us gain non-state highway federal aid road data compliance by September 1, 2026 in FFY24.

Optional Attachments

Program Structure:

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

Safety Performance:

BTPO_2023_ITD_Safety_Targets.pdf
COMPASS MPO FY2023 Safety Performance Measure Decision.pdf
KMPO Safety Performance Measure Decision FFY2023.pdf
LCMPO MPO Safety Performance Measure Decision Feb 2023.pdf
MPO FY2023 Safety Performance Measure Decision.pdf
MPO Safety Performance Measure Decision FFY2023.pdf
BTPO_2023_ITD_Safety_Targets.pdf
COMPASS MPO FY2023 Safety Performance Measure Decision.pdf
KMPO Safety Performance Measure Decision FFY2023.pdf
LCMPO MPO Safety Performance Measure Decision Feb 2023.pdf
MPO FY2023 Safety Performance Measure Decision.pdf
MPO Safety Performance Measure Decision FFY2023.pdf
Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.