

# US-95 Corridor Safety Workshop

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PUBLIC INVOLVEMENT SUMMARY

January 30, 2026

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## Executive Summary

In January 2025, transportation and safety agencies hosted a public workshop in Bonners Ferry to better understand community safety concerns along the U.S. Highway 95 corridor between Ponderay and Canada.

The purpose of this workshop wasn't to discover whether or not safety concerns exist. It was to understand which concerns matter most to the community, where they occur, and how residents experience them. This information helps agencies prioritize resources and tailor solutions to local needs.

While the results of this feedback may not be surprising, it is still important. This information confirms that community concerns match crash data trends and agency observations. Public input helps verify that agencies are focusing on the right issues.

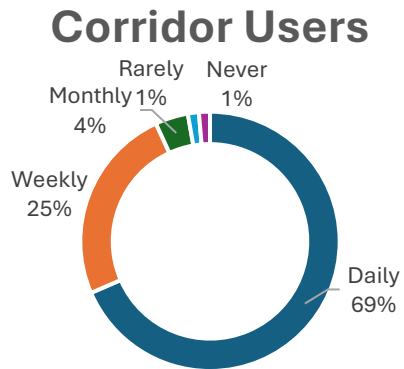
A total of 272 people participated in the workshop with 125 people attending in person, an additional 147 experiencing the information online and 71 surveys were completed as a result of the event.

Overall, participants from both the in-person workshop and the online meeting expressed high concern about corridor safety, with 87% reporting they are very concerned. Most respondents drive the corridor daily and identified driver behavior, roadway design, and traffic growth as the biggest contributors to safety issues.

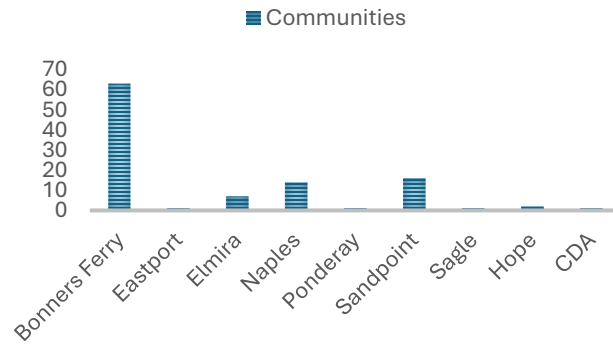
Community input is a critical part of transportation planning. This workshop helped confirm priorities, identify specific safety locations, and better understand local driving conditions. Feedback from this workshop will directly inform future safety planning, engineering priorities, and enforcement coordination along the corridor.



## Who Participated?



## COMMUNITIES



Survey completion rate:

**26%**

Most participants live within the corridor communities, especially Bonners Ferry, Sandpoint, and Naples.

Nearly 7 in 10 respondents drive the corridor daily, meaning feedback largely reflects regular users with firsthand experience.

## Awareness & Confidence

Before attending, only 6% of participants said they were very aware of corridor safety efforts. After the workshop, a majority of participants reported increased understanding and moderate confidence in agency coordination.

This suggests public workshops like this play an important role in helping residents understand ongoing safety work.

2. Prior to attending this workshop, how aware were you of current and planned safety improvements/efforts along the US-95 corridor?

Very aware

Somewhat aware

Not aware at all

Other: \_\_\_\_\_

## Overall Safety Concern

Concern levels were consistently high across all user groups, indicating strong public interest in safety improvements.

Most survey participants expressed concern about safety along the US-95 corridor between Ponderay and Canada.

**87%** of participants reported they are very concerned about safety on US-95

Eighty-seven percent reported being **very concerned**, and another 10%

were **somewhat concerned**, meaning nearly all respondents indicated at least some level of concern.

While this result may seem expected, it is meaningful because it confirms that public perception aligns with known safety challenges along the corridor. When community feedback matches crash data and agency observations, it reinforces that current safety efforts are focused on the right priorities.

This finding is especially significant because most respondents are frequent corridor users, about 70% reported traveling it daily. This suggests the feedback reflects real, repeated experience rather than occasional impressions.

## Top Safety Concerns from Citizens

### What this question measured


This question asked residents to describe any safety challenges they experience along the corridor. Responses could relate to roadway design, traffic conditions, enforcement, environment, or driver behavior.

In other words, this section reflects people's overall sense of risk, not just what other drivers are doing.

### Summary of feedback

Residents most often described unsafe conditions as the result of multiple factors happening at the same time, especially driver behavior interacting with roadway limitations.

#### Most-mentioned concerns:

- 
- Unsafe passing
  - Speeding
  - Aggressive/reckless driving
  - Lack of passing lanes
  - Dangerous turning movements
  - Traffic congestion
  - Slow drivers causing backups
  - Truck and commercial vehicle traffic



**Less frequent but still meaningful concerns included:**

Visibility issues, wildlife crossings, seasonal weather conditions, road maintenance, and distracted drivers.

## Priority Safety Focus Areas

Participants were asked to rank the factors they felt most affect safety along the corridor, focusing on the “3 E’s” of traffic safety: Engineering, Enforcement, and Education.

**Key findings:**

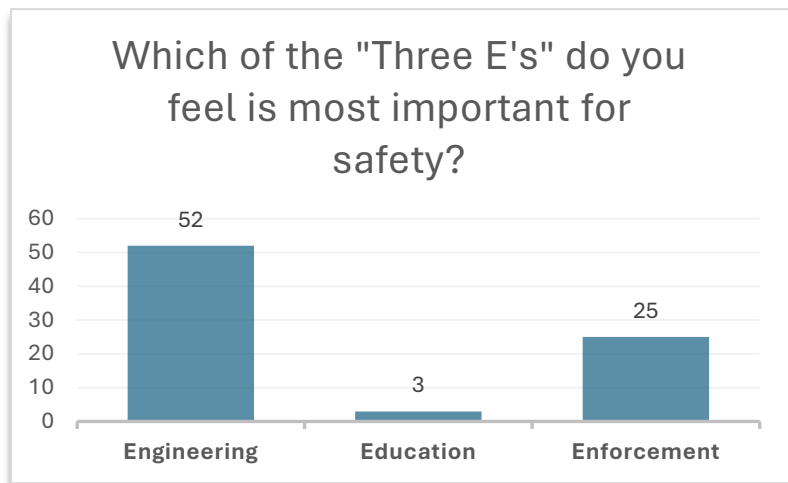
- An overwhelming majority of responses indicated that roadway design and engineering are the most critical factors in improving safety.
- However, the largest volume of qualitative feedback focused on other drivers’ behaviors behind the wheel including aggressive or reckless driving, speeding, and being distracted.

**What does this mean?**

While the public clearly values physical improvements to the roadway, their comments underscore that driver behavior is often seen as the most visible safety concern. This highlights the important role of “E”nforcement in addressing risky driving and “E”ducation in promoting safe behaviors; both complementing and enhancing the impact of engineering improvements.

Education campaigns ranked lower in priority, suggesting that messaging alone is insufficient, but when

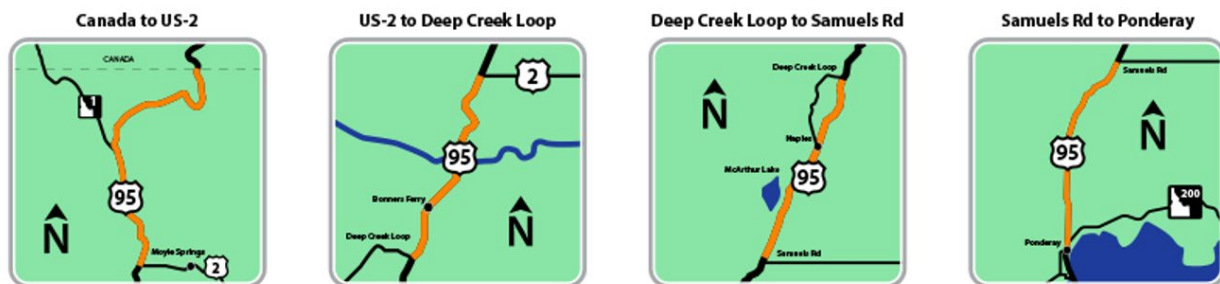
combined with engineering and enforcement strategies, it can reinforce positive behaviors and support long-term safety improvements.



## Safety Hot Spots

Community input highlighted specific locations, both specific sites and longer sections, along the corridor where safety concerns are most concentrated. These hotspots represent areas where multiple participants repeatedly mentioned the same concerns and near-misses, indicating strong public agreement about priority areas.

Feedback was organized by the four corridor segments shown below. While concerns were raised across the entire length of US-95, responses were not evenly distributed. One segment in particular stood out significantly, with roughly two thirds of all location-specific feedback pointing to the stretch between Deep Creek Loop and Samuels Road. That concentration of concern, combined with the specific locations and issues described, paints a clear picture of where community members feel the greatest need for attention.



### Canada to US-2

About 6% of all location-specific feedback referenced this northernmost segment. While it carries the lowest traffic volumes on the corridor, the comments received were notably detailed and location specific, suggesting strong familiarity with problem areas from the residents who did weigh in.

The Three Mile Junction area generated the most feedback in this segment, with concerns focused on the mix of high speed through traffic, multiple commercial approaches, and frequent turning movements concentrated in a short stretch. Swift Lane, David Thompson Drive, and Tobe Way were each mentioned as specific access points where turning conflicts are common.

### US-2 to Deep Creek Loop

Roughly 16% of location specific feedback referenced this segment, which includes the Bonners Ferry community and the stretch of highway running south toward Deep Creek Loop. Concerns were spread across several locations rather than concentrating around one hot spot.

The Kootenai River Bridge approaches were cited by more than one respondent. The Three Mile Junction area was also mentioned as a busy and complex intersection. Bonners Ferry city streets, particularly Ash Street, were noted for driver confusion around lane use. Twenty Mile Road and the general Sandpoint to Bonners Ferry stretch were each mentioned, and the Bonners Ferry city limits area generated concerns related to speed and access.

## Deep Creek Loop to Samuels Road

About two thirds, roughly 66%, of all location feedback pointed to this segment, making it by far the most concerning stretch of the corridor in the eyes of the community. Concerns were not limited to one or two spots but extended broadly across this section, with respondents describing dangerous conditions at multiple intersections and along extended stretches between communities.

School House Road was the single most mentioned location in the entire survey. A future intersection improvement project is currently in design and set for construction 2032. Trail Creek Road, directly opposite School House Road at the same four-way intersection, was also specifically mentioned, highlighting the complexity of that crossing from multiple approaches.

Elmira Road generated the second highest number of mentions corridor wide, with respondents describing dangerous turning conditions and limited sight distance. The Naples area, including the narrow bridge and access point challenges, was also heavily cited. McArthur Lake drew significant feedback as well, with comments focused on the approaches north and south of the bridge rather than the bridge itself. Mountain Meadows Road, Kootenai Trail Road, and the general Samuels to McArthur Lake stretch each generated multiple mentions, reinforcing that safety concerns in this segment are widespread rather than isolated.

## Samuels Road to Ponderay

Approximately 12% of feedback referenced this southernmost segment of the corridor. Pack River Road generated several mentions related to access and turning conflicts, and the general Sandpoint to Naples stretch was referenced by a small number of respondents describing concerns about the corridor as a whole in this area.

A small number of comments referred to locations south of Ponderay or outside the official workshop corridor boundaries. While those fall outside the scope of this study, they are noted here to acknowledge that safety concerns along US-95 do not end at the corridor boundaries.

# What's Working Well?

While much of the feedback focused on concerns and a desire for improvement, participants also identified areas where existing infrastructure or recent projects have enhanced safety along the corridor.



Recognizing what's working helps agencies to understand the benefit of their efforts and identify areas where effective improvements can be duplicated.

## Key improvements noted by the community:

- **Existing passing lanes**- drivers appreciate places where opportunities exist for safe passing and expressed a desire for additional lanes.
- **Existing turn lanes**- drivers recognize the value of refuge provided by turning lanes, especially for left turning movements to allow through-traffic to flow more freely.
- **McArthur Lake improvements**- drivers noted the benefit and increased efficiency of the new bridge at McArthur Lake, both for drivers and for the safe crossing of wildlife.
- **Roadway/roadside maintenance**: tree removal, vegetation clearing, pothole repair and general upkeep is noticed and valued by highway users.

**“The curve at McArthur Lake is greatly improved. I also like the wildlife corridor there”**

## Public Input on Safety Strategies

Workshop participants were asked to rank 10 safety strategy focus areas in order of most to least importance with regard to it's impact on

improving safety. This section captures those perspectives on strategic actions within engineering, education and enforcement.

Safety Focus Area	Ranked Importance	Averaged Score
Driver behavior	High	3/10
Intersections/turning	High	4/10
Roadway design/maintenance	High	4/10
Law enforcement	Medium	5/10
Commercial Traffic	Medium	5/10
Winter driving	Medium	5/10
Lighting/visibility	Medium	5/10
Wildlife issues	Low	6/10
Public awareness campaigns	Low	8/10
Pedestrian/cyclist safety	Low	8/10

In this table, 1 represents the highest, or most important, perceived level of impact on safety, and 10 represents the least.

The results reveal a clear pattern: the community prioritizes strategies that directly influence driver behaviors and reduce vehicle conflicts on the roadway while still recognizing the importance of enforcement and education efforts.

## Additional safety ideas from the public

After ranking the 10 focus areas, participants were asked for any additional strategy focus areas that should also be considered.

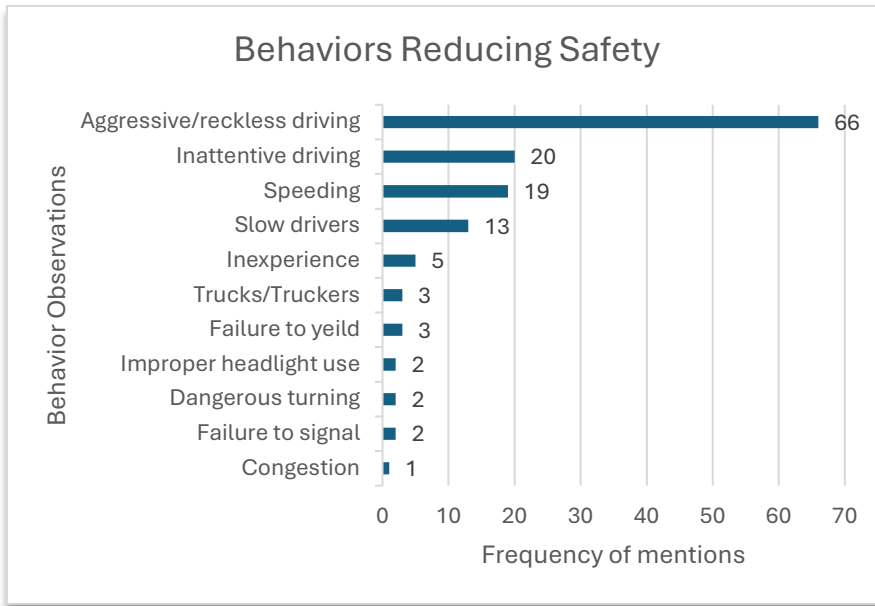
While many responses reinforced the original focus areas, several new themes emerged that were not explicitly included in the ranking question including:

- **Signage and driver information systems:** Participants emphasized the importance of clear, visible signs that communicate roadway rules and safety enhancement behaviors such as turning on headlights or advising of upcoming condition changes.
- **Roadside distraction and visibility management:** Some participants raised concerns for roadway-adjacent distractions such as large signs that draw attention away from driving. There was also a call for tree and vegetation removal for better visibility at intersections and approaches.
- **Width improvements:** Some respondents pointed to narrow shoulders and bridges as a source of potential safety concerns and requested evaluation for widening to allow more space for vehicles and traffic volumes.
- **Vehicle conditions and safety compliance.** A small number of responses mentioned concerns about poorly maintained vehicles, unsafe loads, and other mechanical issues that create hazards for other drivers.
- **Highway access and development:** A few comments highlighted potential safety considerations associated with increasing urban development, access points to the highway and turning movements for traffic.

## Observed Driver Behaviors Contributing to Safety Concerns

Participants were asked what driver behaviors they most often observe that make the corridor feel most unsafe or uncomfortable. Responses focused overwhelmingly on risky driving behavior and decisions with several clear patterns emerging.

Aggressive and reckless driving were the most frequently mentioned behaviors. Many noted drivers attempting to pass slower vehicles, or multiple vehicles at once, in locations with



short passing opportunities or limited visibility due to hills, curves, or within no-passing zones.

This suggests impatience and risk-taking play a major role in the corridor's perceived safety issues.

Participants also described a range of inattentive behaviors including distracted driving (especially cell phone use),

failure to signal, failure to yield and a lack of awareness about safe vehicle operation that increase risks for all drivers.

The large number of references specifically to speeding, and also to slow moving vehicles, suggest increased safety risks due to the varying speeds between vehicles traveling the corridor. Large differences in speed increase frustration between drivers and create conditions that encourage risky passing attempts.

## Workshop Effectiveness: Understanding Safety Issues and Agency Collaboration

Participants were asked to rate how effective the workshop was in improving their understanding of transportation safety challenges and how multiple agencies coordinate to address them.

**73%** of participants felt the workshop was very or somewhat effective.

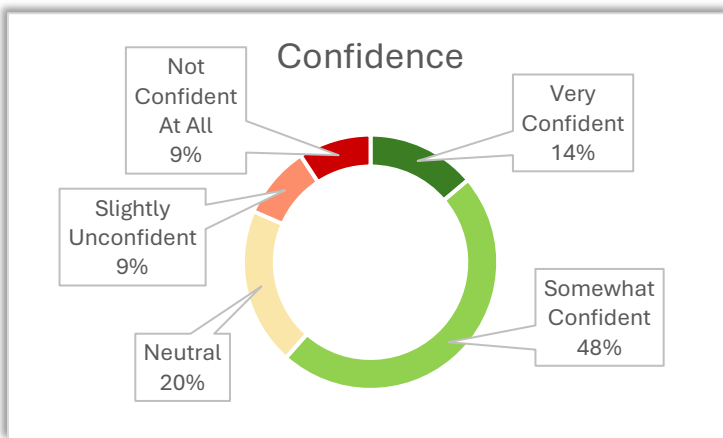
Overall, the response was encouraging. Nearly three-quarters of respondents (73%) said the workshop was very or somewhat effective in building their understanding. Specifically, 28% rated it very effective and 45% rated it somewhat effective. Another 15% were neutral, while a smaller number found it somewhat or very ineffective (6% and 4%, respectively). A handful of respondents indicated they did not attend the workshop or view the materials online.

These results suggest the workshop format, presenting information across engineering, enforcement, and education, resonated with the community. For those who came in with limited awareness of ongoing safety efforts (the majority, as noted earlier), the workshop appears to have meaningfully filled that gap.

At the same time, the roughly 10% who found the workshop ineffective, combined with written feedback about wanting more concrete project information and better facilitation, points to opportunities to strengthen future events. Those suggestions are captured in the workshop improvement section of this report.

## Agency Confidence Following the Workshop

Participants were also asked how confident they felt after attending the workshop that



agencies have coordinated plans in place to improve safety along the corridor.

Responses were cautiously optimistic. Roughly six in ten respondents (62%) indicated they were very or somewhat confident in agency coordination, with 14% reporting they were very confident and 48% somewhat confident.

Another 20% were neutral, and about one in five respondents expressed some degree of lacking confidence, split between slightly unconfident (9%) and not confident at all (9%).

While the majority response leans positive, the notable share of neutral and unconfident respondents is worth acknowledging. It suggests that for a meaningful portion of the community, seeing coordinated action and tangible follow-through will matter more than the workshop itself in building long-term trust. This makes the agency commitments section of this report especially important.

## What Would Make Future Workshops Even Better?

Participants were asked what changes would make future community workshops more useful. Many people said they enjoyed the event and appreciated the chance to share their thoughts, but several helpful suggestions also came through.

Participants were asked what changes would make future community workshops more useful. While feedback about the overall format was positive, several constructive themes came through.

The most common request was for more information about specific projects and plans. It is worth clarifying that the ITIP projects shown at the workshop represent the full picture of formally programmed construction projects on this corridor over the next seven years.

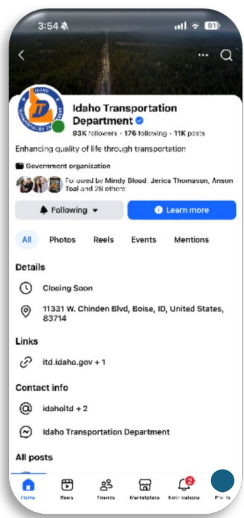
Smaller scale improvements handled by ITD operations crews can happen separately on shorter timelines, and may be added to the schedule as they are identified and resources become available.

Several participants suggested that future workshops include a formal presentation from agency representatives rather than a purely open house format. That feedback is noted and will be considered in planning future engagement events.

Some participants suggested making future workshops more focused on smaller sections of the corridor, so that residents most directly affected by a specific stretch could provide more targeted feedback. A few suggested inviting community members who have been personally impacted by crashes, feeling that firsthand accounts would add urgency to the conversation.

— *"I was hoping for more possible project plans but I think you're gathering info and public feedback"*

The interactive map where participants could place sticky notes to identify problem locations was a highlight for many. A small number of people noted that facilitators should do a better job listening and responding directly to questions rather than redirecting to materials already on display.



## How Does the Community Stay Informed?

Getting the right information to the right people is only possible if agencies know where their community is already looking. The survey asked participants how they currently stay informed about transportation projects, road conditions, and construction activity, and what the best way would be to reach them for future public involvement opportunities.

Social media was the most common answer, mentioned by nearly half of all respondents. Email updates came in a close second, with about the same number of people indicating they rely on those for news and updates. Local news, including newspapers and community pages like 9B News on

Facebook, was also frequently mentioned. Smaller numbers of respondents pointed to Idaho 511, official agency websites, and Nixle alerts through law enforcement.

When asked about the best way to reach them for future involvement opportunities, social media and email updates were again the top two preferences, each selected by roughly half of respondents. About a third preferred ads or stories in the local newspaper, and postcards or mailers were preferred by about one in five.

The message for agencies is clear. Reaching this community effectively means showing up on social media and maintaining an active email list. Print and mail still have a role and will not be overlooked, particularly for residents who may not be online, but digital channels should be the primary focus for future outreach efforts.

## Preferred ways to share information

Knowing how people want to be reached is just as valuable as knowing where they already look for information. The survey asked respondents to identify the best way for agencies to reach them about future public involvement opportunities related to transportation and safety in their community.

The responses reinforced what the previous question suggested. Social media and email updates were the clear front runners, with roughly half of all respondents selecting those methods. Local newspaper ads and stories came in third, preferred by about one in three respondents. Postcards and mailers were the least preferred option, chosen by about one in five, though that still represents a meaningful portion of the community worth reaching through traditional channels.

Together, these two questions paint a useful picture for agencies. The community is reachable, engaged, and willing to stay informed. Meeting them where they already are, primarily online, will be key to keeping that connection strong as safety work along the corridor moves forward.

## Final Thoughts

The last question of the survey gave participants an open space to share anything else they wanted agencies to know. Responses were optional and varied widely, but a few clear themes came through.

Gratitude was the most common response. Many people simply said thank you, noting that the workshop was well run and that staff were approachable and easy to talk to. While positive feedback is encouraging, it also reflects something more practical. People showed

up because they care about this corridor, and they appreciated being given an opportunity to be heard.

Several respondents used their final comments to push for longer term infrastructure solutions, particularly a continuous four lane highway from Granite Hill to Canada. Concerns about future roadside development and highway access points also came up, as did questions about what potential future widening could mean for properties and owners located close to the highway.

A handful of comments were more direct about the stakes. One participant noted they had never lived somewhere with so many accidents and deaths on a single road and urged agencies to take the feedback seriously. That kind of comment is a useful reminder that for many corridor users this is not an abstract planning exercise, but a daily reality.

## **What This Means: Agency Commitments & Next Steps**

Community input is most powerful when it confirms what agencies suspect and fills in the details they cannot get from data alone. The safety challenges community members described, aggressive driving, unsafe passing, lack of turning and passing lanes, dangerous intersections, are consistent with what agencies already observe through crash data, field experience, and ongoing planning efforts. That alignment is actually a good thing. It means the community and the agencies responsible for this corridor are looking at the same problems and largely agree on where attention is needed most.

What this feedback does provide is something equally valuable. It puts real voices and specific locations behind the data. It tells agencies not just that a problem exists, but where people feel it most, how it affects their daily lives, and what they believe would make the biggest difference. That kind of detail helps move from general awareness to targeted action.

An interesting pattern emerged when looking across several questions. When asked which of the Three E's, engineering, enforcement, and education, had the biggest impact on safety, most respondents pointed to engineering and roadway design. Yet when asked to describe the safety challenges they actually experience on the corridor every day, an overwhelming majority of responses focused on driver behavior. Speeding, aggressive passing, tailgating, distracted driving, and general disregard for traffic laws dominated the open-ended responses. The strategy rankings told a similar story, with driver behavior finishing as the top priority by a wide margin.

These findings are not as contradictory as they might seem. Most drivers naturally connect physical road conditions to their sense of safety, and roadway design does play a

significant role in reducing crash risk. What the data also tells us, though, is that physical improvements can only go so far when unsafe driving behavior is at the root of many of the problems people described.

It is worth noting that education ranked last in perceived impact among the Three E's, with only 7% of respondents identifying it as the most important factor. That is a common response. Most people do not instinctively think of safety campaigns or driver education as a solution when they are frustrated by the behaviors they see on the road every day. However, education is consistently one of the most effective tools available for producing lasting change in driver behavior.

Enforcement produces more instant results, but those tend to be short lived. Drivers who modify their behavior in response to a visible patrol presence often revert once that presence is gone. Road improvements reduce risk but cannot change the decisions a driver makes in the moment. Education addresses the root of the problem. When drivers understand *why* a behavior is dangerous, they are more likely to change it in a meaningful and lasting way, creating safe driving habits rather than simply reacting to consequences. That kind of durable behavior change is difficult to achieve quickly, but it produces the most significant long-term improvements to corridor safety.

Each agency involved in this workshop plays a different role in that equation, and each has taken this feedback and identified specific ways to act on it. The following sections outline what ITD, ISP, and OHS heard from the community and what they are committing to do with it.

## Idaho Transportation Department

ITD's role in corridor safety spans daily maintenance, seasonal operations, and long-range project planning. Much of this work happens quietly in the background, and one goal of this workshop was to help the community understand the full scope of what is already happening on their behalf.

### Work Already Underway

ITD's local operations crews recently replaced delineators and reflectors along the corridor to improve nighttime visibility and painted new turn arrows at the McArthur Lake Road intersection. This spring and summer crews have planned significant vegetation and hazard tree removal from Bonners Ferry, south to Naples, and will smooth the settled bridge approach transitions at McArthur Lake to address the bumps drivers have noticed.

As they do every year, ITD crews will also repaint highway lane lines across the corridor this spring and summer, covering hundreds of lane miles across the district. This annual re-

striping endeavor also applies a thin layer of engineered reflective glass beads over every painted line, designed to maximize visibility both day and night and to hold up as long as possible against the wear of traffic and snowplow blades.

## Ideas Sparked by Community Feedback

Several improvements are now being evaluated as a direct result of workshop feedback. ITD is exploring access changes at Samuels Road, including a possible right-in, right-out configuration at one of the store’s approaches to reduce left turn conflicts.

Targeted signage is being considered in shaded corridor sections encouraging headlights on for safety, and keep right signage is being evaluated where passing lanes exist. ITD also has two mobile speed feedback trailers available and will coordinate with ISP on strategic deployment locations along the corridor.

## Projects in the Pipeline

ITD has several larger projects already programmed for this corridor through the Idaho Transportation Investment Program, or ITIP, which is the agency’s seven-year planning process for scheduling major safety and preservation work statewide.

# Idaho Transportation Investment Program ITIP

ITIP projects are selected through ITD’s 7-year planning process and evaluated for safety, preservation, and operational needs across both North Idaho, and the state as a whole.

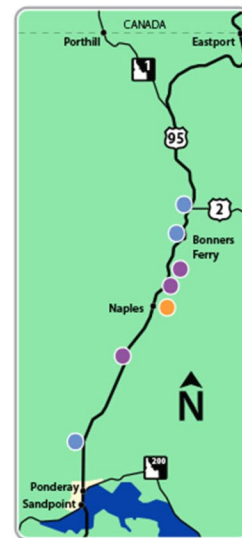
Decisions about funding and timing are guided by traffic and crash data, roadway condition, and safety concerns to ensure limited statewide resources are used where, and when, they are needed most.

Planned US-95 ITIP Projects		
Construction Year	US-95 Location	Category
2028	Deep Creek Loop to Brown Creek Road	Pavement Preservation
2029	Kootenai River Bridge to 3-Mile Junction	Pavement Preservation
2029	Meadowlark Lane to Colburn Culver Road	Pavement Preservation
2030	Kootenai Trail Road	Targeted Safety Improvements
2030	Mountain Meadows Road	Targeted Safety Improvements
2030	Elmira Road	Targeted Safety Improvements
2032	School House Road	Intersection Improvement

**Pavement Preservation Projects:** Surface treatments to extend the life of the pavement and improve ride quality.

**Intersection Improvement Projects:** Safety and traffic flow improvements such as turn bays, roadway realignment, illumination, and updated signs or striping.

**Targeted Safety Improvements:** Location-specific safety upgrades like turn bays, lighting, or minor widening.



School House Road deserves specific mention. It was the single most cited safety hotspot in community feedback, and an intersection improvement project is already programmed there for 2032. That alignment between community concern and agency planning is exactly what this workshop was designed to identify and confirm.

## **Staying Connected**

ITD commits to keeping this community informed about ongoing work along the corridor through proactive updates via news stories, emails and social media posts throughout the year.

## **Idaho State Police**

ISP plays a critical role in corridor safety through traffic enforcement, crash response, and public safety presence along US-95. Troopers are often the most visible reminder to drivers that the rules of the road are being watched and enforced, and their work directly addresses the driver behavior concerns that dominated community feedback from this workshop.

## **Feedback in Action**

Agency leaders with the state police found the workshop feedback genuinely valuable, particularly the specific locations and behaviors community members identified. That information has already been shared directly with resident troopers, sergeants, and supervisors for their review, and it is informing how ISP thinks about where and how to deploy resources along the corridor.

Sergeants are actively working to organize targeted enforcement emphasis patrols focused on the specific locations, behaviors, and time periods identified through community feedback. Rather than general presence patrols, these efforts will be more deliberate, targeting the intersections, passing zones, and stretches of highway that community members flagged most often, during the peak travel times and seasons when risk is highest.

## **Inter-Agency Partnerships**

One of the most meaningful outcomes of this workshop was the show of support from other law enforcement agencies across the entire corridor. Representatives from local and county law enforcement agencies stretching from Ponderay to the Canadian border attended the workshop, signaling broad agreement that safety on this corridor is a shared priority that no single agency can address alone.

ISP recognizes that staffing and resource limitations are a reality for every agency involved. No single department can maintain a continuous presence across the full length of the corridor. But by sharing the location and behavior specific intelligence gathered through this workshop, ISP and its partner agencies can coordinate more strategically, filling gaps in coverage and presenting a more consistent and visible enforcement presence across the corridor as a whole.

## Idaho Office of Highway Safety

The Office of Highway Safety plays a key role in reducing crashes and saving lives through education, outreach, and data-driven safety campaigns. While OHS does not build roads or make traffic stops, the work they do to inform and educate drivers directly supports the efforts of every other agency at the table.

### What We Heard

Workshop participants had a lot to say about driver behavior, and much of that feedback points directly to OHS's area of focus. Requests for better driver education, concerns about inexperienced drivers, and frustration with risky behavior on the corridor all underscore the importance of public awareness and safety education campaigns as part of the solution.

In addition to the written survey feedback, several community members approached OHS staff directly during the workshop with a concern that does not show up in the survey data but is worth addressing here. Residents raised questions about how driving safety information, including driver education opportunities, reaches young people who are homeschooled.

Unlike traditional school students, homeschooled students in Idaho are not part of a centralized system with consistent curriculum requirements or easy points of contact for agencies trying to share safety information.

OHS acknowledges this as a real gap. While there is no simple fix, they are committed to exploring options for identifying and connecting with homeschool communities in the corridor region to make sure young drivers have access to the same safety education resources as their peers.

If you are part of a local homeschool group and would like to connect with OHS about driver education resources, please reach out at [ohsweb@itd.idaho.gov](mailto:ohsweb@itd.idaho.gov).

## Looking Ahead

### *Targeted Social Media Safety Campaigns*

One of the clearest takeaways from the survey is that this community is active on social media. Nearly half of all respondents said social media is how they stay informed, and half identified it as their preferred channel for future outreach. OHS plans to put that knowledge to work directly.

Rather than simply posting safety content and hoping the right people see it, OHS can use paid social media advertising to push targeted safety education content directly to users in this specific geographic area. Corridor residents do not need to follow an agency page or stumble across a post to receive important safety information. It will be served to them directly through their algorithm feed. This is a cost effective and modern approach to driver education that meets people where they already are.

### *Crash Data Transparency & Accurate Information*

Misinformation about crash statistics can spread quickly in close knit communities, and a few workshop participants noted that word of mouth does not always reflect the full picture. OHS wants to make sure residents have direct access to accurate, up-to-date data for the corridor.

The official Idaho [Crash Dashboard](#) is a free, publicly available online tool that provides real crash statistics and reporting for roads across Idaho, including the US-95 corridor. Residents can use it to stay informed about what is actually happening on the roads they travel every day rather than relying on secondhand accounts.

## Moving Forward Together

Public input is most valuable when agencies listen carefully, and that was the primary purpose of this workshop. The feedback collected here has confirmed priorities that were already on the radar, surfaced specific locations and behaviors that will help focus existing resources more effectively, and opened conversations within each agency about creative approaches to improving safety within the means available.

Not every concern raised can be solved quickly, and some may not have a straightforward solution at all. Resources across all three agencies are finite, and the work of improving a corridor like US-95 happens incrementally over time. What this community can count on is that the input shared here was taken seriously, that it has already influenced how each agency thinks about this corridor, and that ITD, ISP, and OHS remain committed to doing the most they can with the



resources they have.

This workshop was a starting point for an ongoing conversation that we look forward to continuing over time.



The [project webpage](#) will serve as the central location for updates and future involvement opportunities as work along the corridor progresses.

# Appendices

## Appendix A: Summary Snapshot



### US-95 CORRIDOR SAFETY WORKSHOP: Summary Snapshot

Nearly 275 people participated, both in person and online, to tell us where the corridor feels most dangerous and why. Here's what we're doing about it.

272

Community members participated

87%

Felt very concerned about corridor safety

71

Surveys were completed with detailed feedback

#### WHAT WE HEARD MOST

##### Driver behavior is the top concern

Aggressive driving, unsafe passing, speeding, and distracted driving were named most often as near-daily experiences.

##### People want visible action

Roadway improvements matter for the long term, but targeted enforcement of existing laws is seen as the most urgent near-term need.

##### Specific places = Specific problems

About 66% of feedback about locations pointed to the section of US-95 between Deep Creek Loop and Samuels Road, including Elmira Road, School House Road and McArthur Lake as some of the top concerns

##### Turning feels dangerous

Many residents described anxiety around turning on and off the highway without dedicated turn lanes, particularly at busy intersections where high-speed through traffic leaves little room for error.

#### WHAT EACH AGENCY IS COMMITTED TO

##### ITD

- Vegetation and hazard tree removal along the corridor
- Additional signage being evaluated, specifically "lights on for safety"
- Evaluating access changes near Samuels Road.
- Strategic use of mobile speed feedback trailers for education and enforcement.
- Installing digital speed feedback signs at McArthur Lake bridge.
- Actively pursuing opportunities for additional turnbays.

##### Idaho State Police

- Workshop feedback was shared directly with sergeants and resident troopers
- Targeted patrols are being organized around specific locations & behaviors the community identified
- Partnering with local law enforcement agencies to enhance coverage and presence
- Recently approved legislative funding will help to hire and retain officers to fill vacant positions, especially resident troopers.

##### Office of Highway Safety

- Exploring funding and resources to help sustain ISP's targeted enforcement efforts
- Planning geographically targeted social media safety campaigns aimed directly at corridor drivers
- Continue to provide accurate, publicly available, crash data on the Idaho Crash Dashboard — a free online tool for everyone in the community
- Support local efforts to promote young-driver safety awareness through programs like Alive at 25

ITD is committed to keeping the community informed of ongoing updates, projects and information about the US-95 corridor. The best way to stay informed is:

- The project website at [itd.idaho.gov/projects](http://itd.idaho.gov/projects) | US-95 Corridor Safety Workshop
- Registering for email updates
- Following us on social media

## Appendix B: Excel Public Outreach Summary Tracker

Public feedback collected through workshop surveys was compiled in a multi-tab spreadsheet to document responses and identify common themes.

The primary worksheet includes a column for each survey question. All written comments and responses were transcribed and logged to ensure each piece of feedback was captured and considered.

Additional worksheets break out individual questions and group responses by common themes. These tabs include tabulations used to summarize feedback trends and support the key findings presented in this report.

Due to the size and format of the dataset, the full survey data tracker is provided electronically at <https://itd.idaho.gov/wp-content/uploads/2026/04/US-95-Corridor-Safety-Workshop-Feedback-Summary-Tracker-Public.xlsx>

US-95 Corridor Safety Workshop Feedback Summary Tracker																	
1		2				3						4				5	
Did you attend workshop/online?		Prior to workshop, how aware were you of current/planned safety improvements/efforts along the US-95 corridor?				How often do you drive/travel all, or part, of this corridor?						I travel this corridor primarily as a:				How concerned	
Yes	No	Very Aware	Somewhat Aware	Not aware at all	Other:	Daily	Weekly	Monthly	Rarely	Never	Other	Driver	Passenger	Pedestrian/Cyclist	Other	Very concerned	Some concern
	x			x		x						x				x	
x			x			x						x				x	
x			x				x					x					
x			x			x						x				x	
x			x								x (3-4 times per week)	x				x	
x			x			x						x				x	
	x			x		x						x					
x				x			x					x					
x			x				x					x					



# WELCOME

TO THE

## US-95 Corridor Safety Workshop

*Improving safety together!*



Scan QR for online comments.

Thank you for joining us today. This is an open-house style event meant to spark meaningful conversation about safety along U.S. Highway 95 from Ponderay to the Canadian border. Feel free to explore the displays, ask questions, and share your experiences with our experts.

Your input will help guide future safety improvements in your community.


YOUR SAFETY ●●●▶ YOUR MOBILITY ●●●▶ YOUR ECONOMIC OPPORTUNITY


# Purpose


**This workshop is part of an ongoing effort to better understand safety concerns along US-95 and to strengthen communication between the community and the agencies responsible for the corridor.**


**By sharing information and listening to local experiences, we can work together to identify practical, data-driven ways to improve safety over time.**


## **This workshop aims to:**

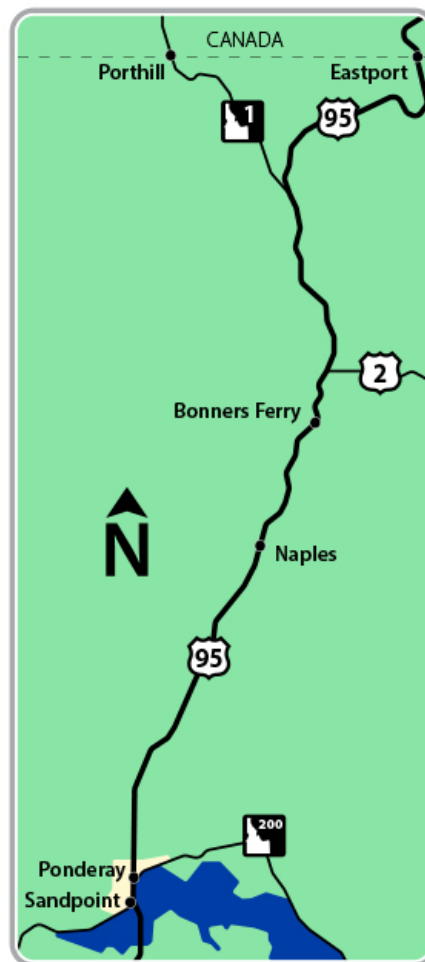
 Share what the Idaho Transportation Department, Idaho State Police, and the Office of Highway Safety are already doing to address safety through the corridor.

 Provide accurate information on traffic trends, driver behavior, and corridor challenges.

 Explain how decisions are made, including how projects are identified, evaluated, prioritized, and funded.

 Gather input to guide future safety strategies, partnerships, and roadway improvements.

 Build trust, strengthen relationships, and promote transparency between ITD, ISP, and the community.

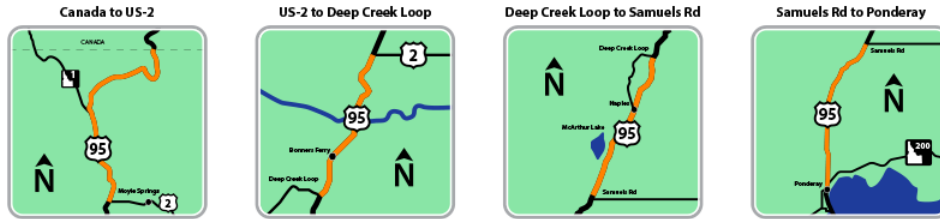


# Traffic Volume & Growth

This board shows past, present and future projected traffic volumes on US-95 from Ponderay to Canada.

Over the past several years, traffic volumes along US-95 have changed gradually in most locations. Looking ahead, traffic modeling helps ITD understand how we can expect these small, steady increases to add up over time, allowing the department to plan and prioritize safety improvements for the future.

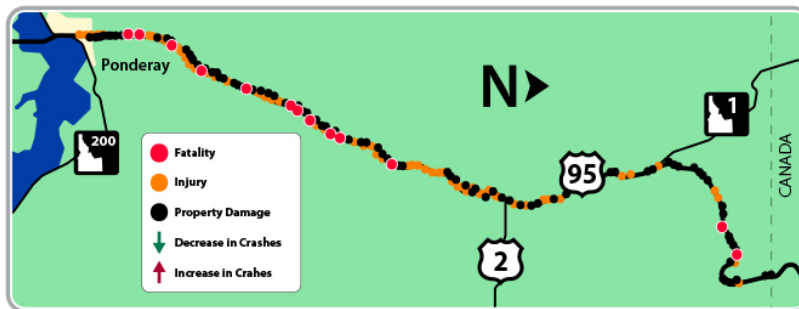
The corridor is divided into four sections to highlight how traffic and growth varies by location.



Year	Canada to US-2		US-2 to Deep Creek Loop		Deep Creek Loop to Samuels Rd		Samuels Rd to Ponderay	
	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle
2019	1,938	506	10,222	1,132	6,882	973	8,495	946
2025	1,960	600	10,730	1,000	6,730	990	10,660	1,240
Projected 2045	2,860	1,070	15,730	1,770	9,750	1,760	16,010	2,300

These future projected traffic volumes reflect gradual growth over the next 20 years and are based on expected land use, population forecasts, and regional travel trends.

# Crashes By The Numbers



### EXPLORE THE DATA

Did you know ITD has an online Crash Dashboard that puts crash data in the hands of the public by allowing users to customize reports by location, timeframe, severity, contributing factors and more?



Scan the QR code to visit the Crash Dashboard

Corridor Crash Trends						
Crash Type	2020	2021	2022	2023	2024	*2025
Fatality	4	2 ↓	1 ↓	1	2 ↑	3 ↑
Injury	28	26 ↓	36 ↑	37 ↑	31 ↓	32 ↑
Property Damage	69	81 ↑	120 ↑	87 ↓	91 ↑	94 ↑

\*2025 crash statistics are not yet finalized through the Idaho Office of Highway Safety; all 2025 numbers are preliminary.

# 3 E's OF SAFETY

Roadway safety is built on three connected strategies that work together to reduce crashes and save lives.

## ENGINEERING

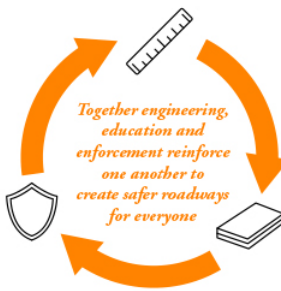
Designs, builds and modifies the roadway itself to create safe driving conditions considering driver behavior, weather and wildlife. Examples include:

- Safety and capacity improvement projects
- Road alignment/realignment
- Intersection improvements
- Traffic signals, signage and pavement markings
- Guardrails, sidewalks and rumble strips
- Provides a foundation that supports effective enforcement and education programs.

## ENFORCEMENT

Encourages safe driving behaviors so roadways function as designed.

- Includes things like speed enforcement, visibility patrols, work-zone compliance
  - Targeted patrols and data-driven safety programs
  - Works best alongside engineering and education.
- Clear road design and informed drivers make safe behavior easier to follow and enforce.

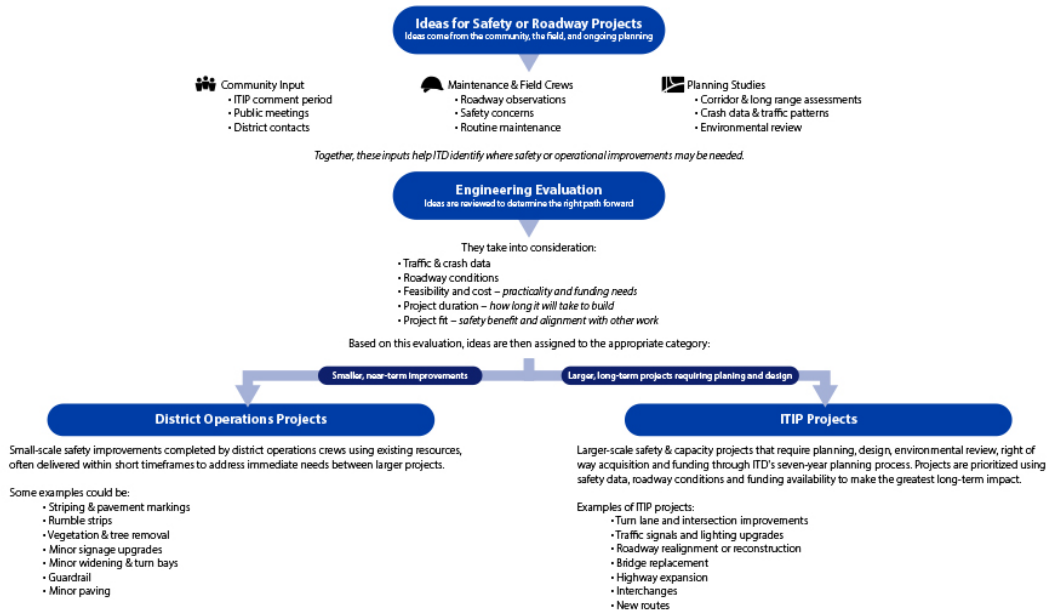


## EDUCATION

Helps drivers make safe decisions and understand how roads and rules work together.

- Includes things like driver education, refresher resources, and public safety and awareness campaigns
- Supports engineering and enforcement by improving understanding and voluntary compliance.

# How Ideas Become Projects



# Idaho Transportation Investment Program ITIP

ITIP projects are selected through ITD's 7-year planning process and evaluated for safety, preservation, and operational needs across both North Idaho, and the state as a whole.

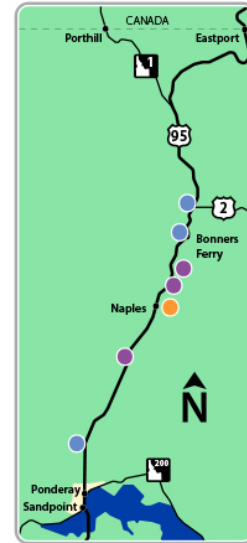
Decisions about funding and timing are guided by traffic and crash data, roadway condition, and safety concerns to ensure limited statewide resources are used where, and when, they are needed most.

Planned US-95 ITIP Projects		
Construction Year	US-95 Location	Category
2028	Deep Creek Loop to Brown Creek Road	Pavement Preservation
2029	Kootenai River Bridge to 3-Mile Junction	Pavement Preservation
2029	Meadowlark Lane to Colburn Culver Road	Pavement Preservation
2030	Kootenai Trail Road	Targeted Safety Improvements
2030	Mountain Meadows Road	Targeted Safety Improvements
2030	Elmira Road	Targeted Safety Improvements
2032	School House Road	Intersection Improvement

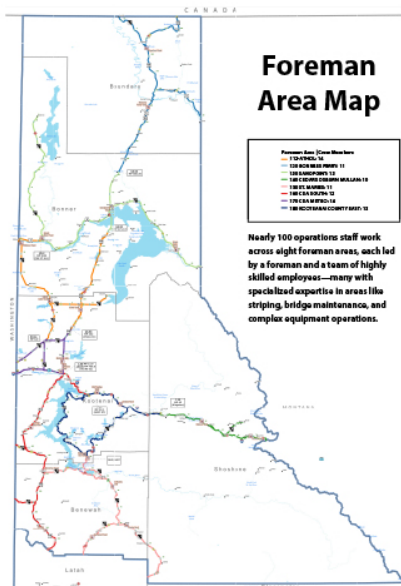
**Pavement Preservation Projects:** Surface treatments to extend the life of the pavement and improve ride quality.

**Intersection Improvement Projects:** Safety and traffic flow improvements such as turn bays, roadway realignment, illumination, and updated signs or striping.

**Targeted Safety Improvements:** Location-specific safety upgrades like turn bays, lighting, or minor widening.



## Meet Our Operations Crews



**These are the men and women of ITD's district operations crews**—nearly 100 people divided into eight foreman areas across the region—assigned to specific locations to focus on the roads, safety needs, and maintenance challenges in their communities. They work year-round to keep over 1,400 miles of North Idaho roads safe, open, and in good condition.

From daily upkeep to emergency response, their work touches every mile of highway across the Panhandle.

**In 2025 they:**

- Installed or replaced 6,475 delineators
- Removed 4,513 hazard trees
- Laid over 11,000 tons of asphalt
- Striped nearly 2,000 lane miles
- Mowed over 12,000 acres of roadside





# Year Round Operations

ITD's maintenance crews respond to issues as they happen, from crashes to weather events, but they also plan their work strategically throughout the year.

By focusing on different types of work in each season, crews can prioritize safety, make the best use of weather conditions, and keep roads in good shape year-round.

This seasonal approach helps crews stay ready for emergencies while also tackling planned maintenance that keeps US-95 safer for everyone.



- SPRING**
- Debris and hazard tree removal
  - Highway trash cleanup
  - Shoulder and drainage maintenance
  - Pavement inspections and minor repairs
  - Preparing roads for summer construction and higher traffic



- SUMMER**
- Pavement preservation: patching, overlays, mill/inlays
  - Painting and striping roads with high-performance beads
  - Vegetation control along corridors
  - Routine inspections and small-scale safety improvements



- FALL**
- Preparing for winter operations (equipment checks, salt stockpiles)
  - Clearing leaves and debris from roadways and drainage
  - Pre-winter hazard identification and removal
  - Reviewing lessons from the past year to adjust maintenance plans



- WINTER**
- 24/7 snow plowing and sanding/salting roads
  - Blue salt was introduced to this section of the corridor last year and has proven to be more effective and less impactful to the environment.
  - Teaching winter driving education
  - Emergency response to crashes or hazards
  - Monitoring road conditions for ice and snow buildup
  - Tree removal

# Idaho State Police – District 1

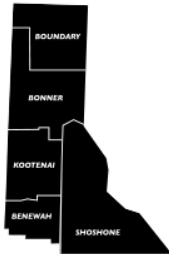
District 1 spans 7,750 square miles across the Idaho Panhandle, with troopers patrolling 1,472 lane miles across Benewah, Bonner, Boundary, Kootenai, and Shoshone counties. Operations are coordinated from the central office in Coeur d'Alene. Troopers and specialized teams handle a wide range of operations including traffic patrol, crash investigations, major criminal and drug enforcement, Alcohol & Beverage Control, commercial vehicle enforcement, and supporting the regional forensics lab. They also coordinate public safety programs and safety initiatives in partnership with local agencies.

While District 1 covers many important operations, traffic patrol is the primary daily activity - responding to crashes, investigating incidents, and keeping roads safe. That's why understanding the most common causes of crashes is such a critical part of our work.

### Most Common Causes of Crashes:

- Speed
- Following too close
- Inattention
- Reckless driving
- Impaired driving

North Idaho District 1  
>>>>>>>>



### Safety in Action

These are some of the ways District 1 troopers are actively keeping North Idaho roads and communities safe every day.

#### Impaired Driving Enforcement

- North Idaho DUI Task Force member
- Dedicated ISP DUI enforcement team
- Coordination with local agencies
- High-visibility patrols during holidays & high risk periods

#### Proactive Education

- High School mock-DUI program
- Winter driving classes
- School drug/safety presentations

#### Construction Zone Safety

- Dedicated work zone patrols ITD-funded overtime incentive program focused on speed and safety enforcement.
- Focused on protecting road crews and drivers and reducing work zone crashes.

# Serving More with Less Staffing & Rural Coverage

District 1 is experiencing record growth with more residents, more visitors, and more traffic on our roadways. Yet staffing levels for ISP have remained largely unchanged. Nearly 1 in 4 trooper positions is currently vacant, leaving fewer personnel available for patrol, crash response, and enforcement, especially in rural communities.

## Patrol Staffing Snapshot:

- Authorized patrol positions: 33
- Filled positions: 24
- Vacant positions: 9
- Vacancy rate: 37.5%

## What Are Resident Troopers?

Some areas of District 1 are served by resident troopers — officers who live and work within a specific community, often far from the regional headquarters. These positions help maintain a consistent local presence and quicker response times in remote or rural areas.

## Resident Trooper Locations:

Location	Approved Position	Vacancies
Bonnets Ferry	1	0
Sandpoint	3	1
Priest River	1	0
Plummer	1	0
St. Maries	1	1
Silver Valley	3	3

Resident Trooper Vacancy Rate - 50%

**Even with these challenges troopers in District 1 continue to adapt, covering more miles and supporting residents, travelers, and local law enforcement across the district.**

## Why Vacancies Matter in Rural Areas

**When resident positions are vacant, communities can feel the impact:**

- Slower response times for crashes, investigations, and public safety incidents.
- Reduced support for local law enforcement agencies, particularly smaller sheriff or city departments that rely on troopers for backup, specialized enforcement, or coverage in rural areas.
- Increased travel times for troopers responding from CDA, limiting proactive patrols and visibility in the community.

# Commercial Vehicle Enforcement

Commercial vehicles are an essential part of regional travel, commerce, and the economy as a whole. While many residents experience US-95 as a local road used for daily trips, it also serves as a critical north-south commerce route in the national transportation network, connecting Canada, Idaho, and destinations far beyond the region.

Because US-95 functions as both a local roadway and a major freight corridor, ensuring commercial vehicles operate safely and responsibly is a top priority for law enforcement.



## Dedicated Enforcement in 2025

### Saturation Patrols:

3 conducted at Bonnets Ferry Port of Entry to target high-volume commercial vehicle traffic and ensure safety.

### Inspections:

729 commercial vehicles checked for compliance with state and federal safety rules, including driver hours and status, load securement and vehicle condition.

### Enforcement Results

Driver Out-of-Service Violations: 12 drivers temporarily removed from duty for violations such as exceeding driving hours or operating while fatigued.

Vehicle Out-of-Service Violations: 150 unsafe trucks prohibited from traveling until issues were resolved.

Total Violations Issued: 1,169

**Because of their size and weight, commercial vehicles have far greater potential for harm in a crash. These enforcement efforts reduce risk by promoting responsible operations, helping protect both the traveling public and the regional economy.**

# Idaho Ports Of Entry

## QUICK FACT

POE inspections apply to ALL commercial vehicles, whether traveling from out of state, in state, or across international borders.

### What They Do:

POE officers help keep Idaho roads safe and highways efficient by ensuring commercial vehicles comply with state and federal rules.

### What they don't do:

POE officers are not border patrol. They don't enforce immigration laws, monitor border crossings, or handle general criminal or traffic enforcement. Their focus is on keeping commercial vehicles safe and compliant.

### Their Services Include:

- Provide vehicle registrations, permits, and information on commercial driver licensing requirements
- Providing up-to-date road condition and construction information
- Checking livestock papers, brands, and other agricultural commodities
- Conducting safety inspections on all commercial vehicles
- Supporting the Idaho State Tax Commission and coordinating with other state agencies
- Monitoring traffic flow to ensure compliance with safety and weight regulations
- Serving as a resource to the trucking industry

### Working with Law Enforcement:

POE officers collaborate with law enforcement to flag unsafe or non-compliant vehicles. However, their mission is regulatory rather than criminal enforcement.



Ports of Entry		
	Location	Phone Number
Huetter	I-90, milepost 8.14 2 miles west - Coeur d'Alene	(208) 769 - 1551
Bonners Ferry	US-95, milepost 510.6 Junction of US-95/US-12	(208) 267 - 2486



# Education & Prevention

**SHIFT Idaho is a statewide traffic safety program led by the Idaho Transportation Department and the Office of Highway Safety.**

### Its goal is simple:

Reduce crashes and save lives on Idaho roads.

Every year, people in Idaho are seriously injured or killed in crashes that are often preventable. SHIFT Idaho focuses on the everyday choices that make the biggest difference, especially for teens and new drivers, who are at higher risk.

### SHIFTing our Focus

SHIFT Idaho promotes safe driving habits that protect drivers, passengers, and everyone sharing the road.

### Safety campaign focus areas include:

- Paying attention and avoiding distractions
- Driving at safe speeds
- Wearing seat belts every trip
- Never driving impaired by alcohol or drugs

**Changing these behaviors are proven to reduce serious injuries and deaths on the road.**



# How SHIFT Idaho Works

## SHIFT Idaho is part of a larger safety network that connects national, state, and local resources.

Through the Office of Highway Safety, Idaho receives traffic safety funding, tools, and research from national partners like the National Highway Traffic Safety Administration. These resources help support safety programs across the state and bring help where communities need it most.

### Turning Data Into Action

Crash data and traffic trends help identify where and why serious crashes are happening, which can help OHS identify ways they can support positive change.

### When a community is seeing higher risks such as:

- Teen Impaired driving
- Speed-related crashes
- Low seat belt use

OHS and SHIFT Idaho help bring extra support to those areas.

### Resources

That support can include:

- Targeted education in schools and communities
- Partnerships with local law enforcement and youth programs
- Focused safety campaigns on issues like impaired driving or winter travel

This allows each community to receive the type of help it needs most based on real data and local conditions.



# Driver Education

## Preparing Teens for Idaho Roads

Driver education is one of the most important tools Idaho has to help young drivers build safe habits before they are on the road alone.

Idaho's driver education system is overseen by the Idaho Department of Education and designed to teach essential skills while giving families flexible options, especially in rural communities.

## Driver Education Options in Idaho

There are three approved ways for teens to complete driver education:

- **Public School Programs**
  - Offered through local school districts with in-classroom learning and behind-the-wheel instruction.
- **Approved Online Programs**
  - Self-paced, state-approved curriculum allows flexible scheduling. Students are required to complete behind-the-wheel instruction with a certified instructor.
- **Parent-Taught Driver Education**
  - Allowed by state law and required to follow the same state-approved curriculum and driving requirements.

No matter the option, students must meet Idaho's learning and driving requirements before getting their permit or a license.

## Improving What Teens Learn

Last year ITD partnered with the Idaho Department of Education to strengthen driver education curriculum, enhancing lessons focused on winter driving and work zone safety. These updates help teens better understand real-world situations and the driving conditions they will face in their communities.

### Public Drivers Education Schools

**Boundary County**  
Bonners Ferry Drivers Ed

**West Bonner County**  
Buckle Up Driving School

**Lake Pend Oreille**  
Parhandle Driving School



In 2024, ITD and ISP in District 1 set the tone for a statewide winter driving class campaign, helping hundreds of Idahoans gain the skills and confidence to stay safe on wintry roads. Participation has doubled in just one year, with more than 2,700 Idahoans statewide now learning to be safer winter drivers—especially teens and new residents. Partnerships with local realtor groups and the DMV help ensure those moving to the area get connected to these free courses each year.

# Police Partnerships

The Office of Highway Safety works side by side with local law enforcement to make roads safer by providing funding, training, and tools that help police focus on high-risk areas to proactively prevent crashes.

## Statewide Safety Mobilizations

OHS helps fund extra enforcement patrols during high-risk times such as holidays or community events.

These activities often include overtime patrols focused on behaviors that lead to serious crashes:

- Impaired driving
- Speeding and aggressive driving
- Distracted driving
- Not wearing seat belts

By focusing resources when and where crashes are most likely, OHS helps keep more roads and communities safe.

## North Idaho DUI Task Force

A multi-agency effort taking a region-wide approach to tackling impaired driving.

- Includes 15 regional law enforcement agencies across all five northern counties
- Attended 26 community events over the past two years
- Focused on education, prevention, high-visibility enforcement, and community outreach

**NORTH IDAHO  
DUI TASK FORCE**



**Impact: From 2019–2024, while statewide DUI fatalities rose, District 1 saw a decrease, largely due to task force efforts supported by OHS.**

# Youth & Community Partnerships

OHS also supports programs that keep young people safe both on and off the road:

## Resources For Teens

- Idaho Drug Free Youth – Annual sponsorship promoting healthy choices.
- Alliance for Highway Safety: Choices Matter – Powerful keynote speakers and real-life survivors show teens how their choices can have lifelong consequences.
- Students Against Destructive Decisions (SADD) – Peer-led programs that promote safe, smart choices and help teens look out for one another on and off the road.
- Alive at 25 – A defensive driving program that teaches responsibility and safe decision-making. Often used as a second-chance option for traffic tickets or permit requirements.

These programs complement enforcement efforts by teaching teens decision-making skills, responsibility, and awareness that reduce crashes and keep communities safe.

## Road Safety Audits

A multi-agency approach to review a specific roadway, corridor, or intersection to identify safety risks and potential solutions.

### Naples- June 2025

- US-95, from Deep Creek Road to Schoolhouse Road
- US-95, Schoolhouse Road, Trail Creek Road Intersection
- US-95, Schoolhouse Road to Mountain Meadow Road

**Outcome: The audit helped identify safety concerns and guide recommendations on short, mid, and long-term improvements to US-95 corridor and local road intersections, keeping travel safer for the community.**





# We want to hear from you!

Over the next two weeks, you can share your thoughts, ideas, and concerns about safety and improvements along the US-95 Corridor. Your input will help us understand community priorities and inform future planning. Leave your feedback by filling out a paper comment form, or scan the QR code and fill out the comment form online.



**Thank you for your participation!**

*The public comment period for submitting feedback will be open through February 13.*

# Resources & What's Next

- All feedback will be carefully reviewed and considered.
- A 'Frequently Asked Questions' summary will be posted to the project website after the comment period.
- While we value every idea, not all suggestions can be implemented. Our goal is to consider your input as we make decisions and plan improvements for the future.



ITD District 1: 208-772-1200  
itd.idaho.gov



District Office: 208-209-8620  
isp.idaho.gov  
Report Drunk Drivers: \*ISP (\*477)



ITD OHS: 208-334-8112  
shift-idaho.org



## Idaho 511 - KNOW BEFORE YOU GO

Idaho 511 is the state's official traveler information system, designed to help drivers make safer, more informed decisions before and during their trips.

Available 24/7, Idaho 511 provides real-time updates on:

- Road conditions and closures
- Construction and traffic impacts
- Weather-related hazards
- Winter driving conditions
- Live traffic cameras on key routes

### HOW TO USE IT

Visit [511.idaho.gov](http://511.idaho.gov), download the 511 app, or dial 511 on your phone to check conditions statewide or customize notifications for routes you travel most.

Conditions can change quickly, especially during winter weather, construction season, or major travel weekends.

Idaho 511 helps drivers plan ahead, avoid surprises, and choose the safest route for their trip. A few minutes of checking 511 can prevent delays, reduce stress, and help everyone arrive to their destinations safely.



ITD's Crash Dashboard is an interactive public tool for exploring crash data by location, timeframe, severity and more. Visit the dashboard at: [itd.aastowaresafety.net/itd-safety-dashboards#/.](http://itd.aastowaresafety.net/itd-safety-dashboards#/)