

2026-2030
**Strategic
Highway
Safety Plan**



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Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
ACS	American Community Survey
AVMT	Annual vehicle miles traveled
B/C	Benefit-cost
CISM	Critical Incident Stress Management
CMV	Commercial motor vehicle
DMV	Department of Motor Vehicles
DOT	Department of Transportation
DUI	Driving under the influence
EMS	Emergency medical services
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GIS	Geographic Information Systems
HSCA	Highway Safety Corridor Analysis
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
HVE	High-visibility enforcement
ISP	Idaho State Police
ITD	Idaho Transportation Department
ITIP	Idaho Transportation Investment Program
ITS	Intelligent Transportation System
ITSC	Idaho Traffic Safety Commission
LHTAC	Local Highway Technical Assistance Council
MPO	Metropolitan planning organization
NHTSA	National Highway Traffic Safety Administration
OHS	Office of Highway Safety
PMV	Passenger motor vehicle
RRFB	Rectangular Rapid Flashing Beacon
RSA	Road Safety Audit
SADD	Students Against Destructive Decisions
SHS	State Highway System

SHSP	Strategic Highway Safety Plan
SNOW	Safely Navigate Our Winter
SPF	Safety Performance Functions
STAR	Skills Training Advantage for Riders
THSP	Triennial Highway Safety Plan
TIM	Traffic Incident Management
TREDIS	Transportation Economic Development Impact System
WebCARS	Web Crash Analysis Reporting System



Executive Summary

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Protecting All on Idaho Roads

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The Idaho Transportation Department's (ITD) mission is safety, mobility, and economic opportunity on Idaho's roadways. Every fatal or serious injury crash changes lives forever – affecting victims, families, friends, and entire communities. The consequences reach far beyond the roadway.

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At ITD, our goal is clear: building a future where everyone arrives safely. This Strategic Highway Safety Plan (SHSP) is Idaho's commitment to act with urgency to reduce fatalities and serious injuries on all public roads by aligning partners around the state's most significant safety challenges.

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Achieving better outcomes requires a coordinated effort among transportation agencies, law enforcement, emergency responders, public health, local governments, schools, employers, community organizations, and the traveling public. This collaboration is reinforced through the Office of Highway Safety's (OHS) Shift Idaho outreach campaigns, which encourage Idahoans to drive mindfully.

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Using a comprehensive framework, ITD's Approach to Roadway Safety organizes goals and strategies by:

- **Engineering infrastructure and operational solutions**
- **Enhancing emergency response and safety planning**
- **Educating on safe behaviors and partnering with law enforcement**
- **Engaging communities**
- **Encouraging safe vehicle use**

Within this framework, ITD has identified eight emphasis areas for the 2026-2030 SHSP:

- **Intersections**
- **Lane Departures**
- **Work Zones**
- **Rural Roads**
- **Shift Challenging Roadway Behaviors**
- **Local Roads**
- **Teen Drivers**
- **Commercial Motor Vehicles**

Over the next five years, ITD will continue building on its strong partnerships with local communities, agencies, and organizations, pairing evidence-based interventions with outreach to emphasize that everyone plays a role in keeping Idaho's roads safe. ITD will align funding with proven strategies and work with partners statewide to expand the reach and impact of traffic safety efforts across Idaho.

Together, we will use this plan to drive measurable, life-saving progress and ensure everyone can travel safely on Idaho's roadways.

Approved: _____

Alberto Gonzalez, Director
Idaho Transportation Department

Date: _____

8/4/2022



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Overview

SHSP Purpose

Idaho's Strategic Highway Safety Plan (SHSP) is the state's primary, data-driven action plan for reducing traffic fatalities and serious injuries on all public roads. It identifies Idaho's most significant crash challenges, aligns partners on shared priorities, and guides the selection of proven strategies to prevent crashes and reduce injury severity.

The SHSP works through a continuous improvement cycle: The Idaho Transportation Department (ITD) and its partners analyze crash and roadway data to identify overrepresented crash types and populations, set measurable goals, select evidence-based strategies and countermeasures, and track performance over time using consistent measures, such as 5-year averages and rates.

Implementation is carried out through coordinated programs and funding. Infrastructure improvements are primarily delivered through the Highway Safety Improvement Program (HSIP), behavioral strategies are advanced through the Office of Highway Safety (OHS) and the Triennial Highway Safety Plan (THSP), and local roadway safety efforts are supported in partnership with the Local Highway Technical Assistance Council (LHTAC) and local agencies. Progress is reviewed regularly, and strategies are adjusted as needed to ensure Idaho's safety investments remain focused, effective, and accountable.

Guiding Priorities, Funding, and Partnerships

An SHSP is the primary statewide, data-driven road safety strategy that Departments of Transportation (DOTs) use to coordinate and prioritize actions to reduce deaths and serious injuries.

ITD utilizes its SHSP in several practical ways:

- **Sets statewide safety priorities and emphasis areas:**

ITD uses the SHSP to identify the biggest contributors to fatal and serious injury crashes in Idaho and to align partners on shared focus areas. For ITD, this includes lane departures, intersections, and speed.

- **Guides investment and project selection:**

The SHSP helps ITD target the limited safety dollars toward strategies and locations with the greatest expected benefit. It informs how ITD scopes and invests in safety projects.

- **Supports federal safety funding decisions and compliance:**

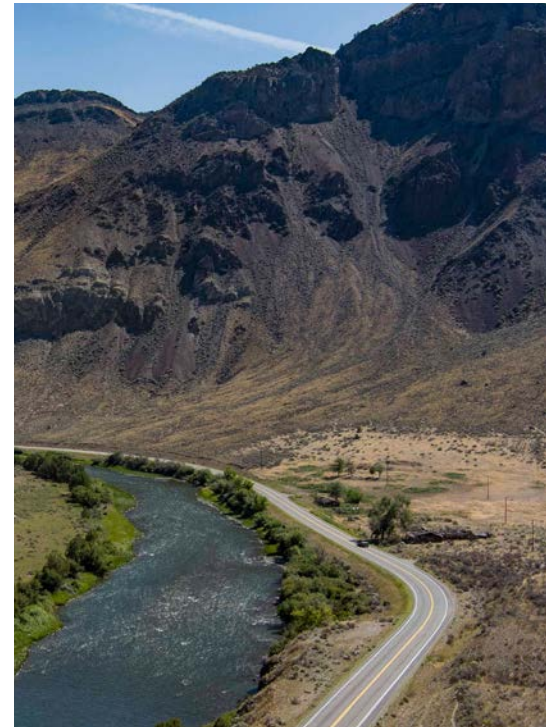
SHSPs are required under federal law and are closely tied to HSIP funding. ITD uses the SHSP to justify HSIP priorities, document a strategic approach, and demonstrate that projects align with statewide safety goals.

- **Coordinates partners beyond ITD:**

Because many key countermeasures involve behavior and enforcement, ITD uses the SHSP to collaborate with the Idaho OHS, local highway agencies, law enforcement, public health, metropolitan planning organizations (MPOs), and tribes to align engineering, education, and enforcement efforts.

- **Tracks performance and updates strategies:**

Crash and roadway data are used to monitor trends (fatalities/serious injuries, crash types, locations), evaluate whether strategies are working, and update the SHSP periodically so it stays responsive to emerging issues.

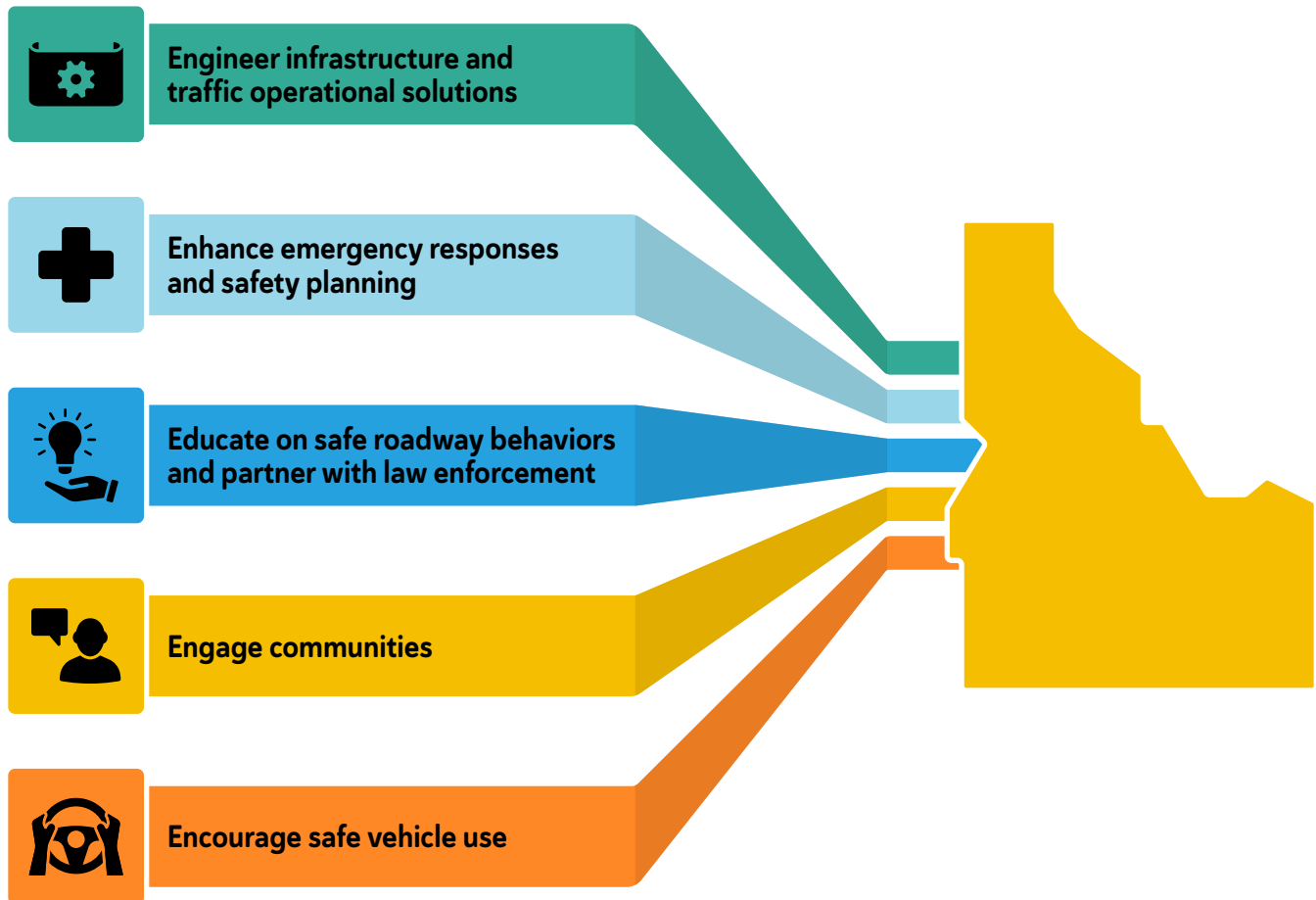


Approach to Highway Safety

Improving highway safety starts with a clear, data-driven understanding of the circumstances of fatal and serious injury crashes. The SHSP does this by analyzing crashes and then organizing coordinated actions that reduce both the likelihood of a crash and the severity of outcomes when crashes occur. This method is multidisciplinary and shared across transportation agencies, safety partners, and the public. The SHSP addresses safety across the entire roadway system – state highways and local roads, rural and urban communities, and all modes of travel.

ITD has identified a holistic framework to approach highway safety that tackles roadway injuries and deaths on Idaho roads. The organization of this approach encompasses HSIP program areas and strategies and is influenced by both the Safe System Approach and the 4 E's of transportation safety: engineering, education, enforcement, and emergency medical services (EMS). More information on Safe System and the 4 E's are provided in [Appendix A](#).

Idaho's Framework



SHSP Update Process

ITD utilized the following process to identify emphasis areas, strategies, and countermeasures:



Emphasis Areas

Emphasis areas are data-driven priority topics designed to reduce traffic fatalities and serious injuries on all public roads. They represent critical safety needs, including behavioral, infrastructure, and vulnerable user issues tailored to Idaho's specific roadway crashes.

Strategies

Strategies are coordinated, data-driven tactics that translate SHSP emphasis areas into actionable steps to reduce fatal and serious-injury crashes on Idaho's state and local roadways by lowering both crash likelihood and crash severity.

Countermeasures

Countermeasures function as the practical "solution options" that may be selected to address the identified safety concerns. Countermeasures are shaped by data, noteworthy practices, stakeholder input, and grounded in ITD's Approach to Highway Safety.

These countermeasures span infrastructure, behavioral, and operational interventions. They could include physical roadway improvements, speed management, signal timing, education and community outreach, enforcement, technology, and emergency response. The countermeasures are screened and prioritized using established resources and methods such as FHWA Proven Safety Countermeasures, and NHTSA Countermeasures That Work. An implementation structure assigns deployment timeframes (short-, mid-, and long-term) and tracks effectiveness through performance measures and transparent annual reporting.

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Highway Safety Plan Alignment

Performance measures and targets are aligned across the SHSP, THSP, and HSIP.

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The SHSP is a statewide, long-term safety plan that sets multidisciplinary priorities and coordinates strategies to address key safety issues. It links to other highway safety plans and supports collaboration among safety partners to reduce fatalities and serious injuries on Idaho roadways.

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The THSP is a statewide, data-driven plan that is updated every three years to guide strategies for reducing traffic fatalities and serious injuries, emphasizing behavioral safety programs. It sets priority safety issues, identifies proven countermeasures, and helps agencies coordinate programs and funding toward measurable safety goals.

The HSIP, a core federal aid program administered by the FHWA, requires states to update and regularly evaluate SHSPs.

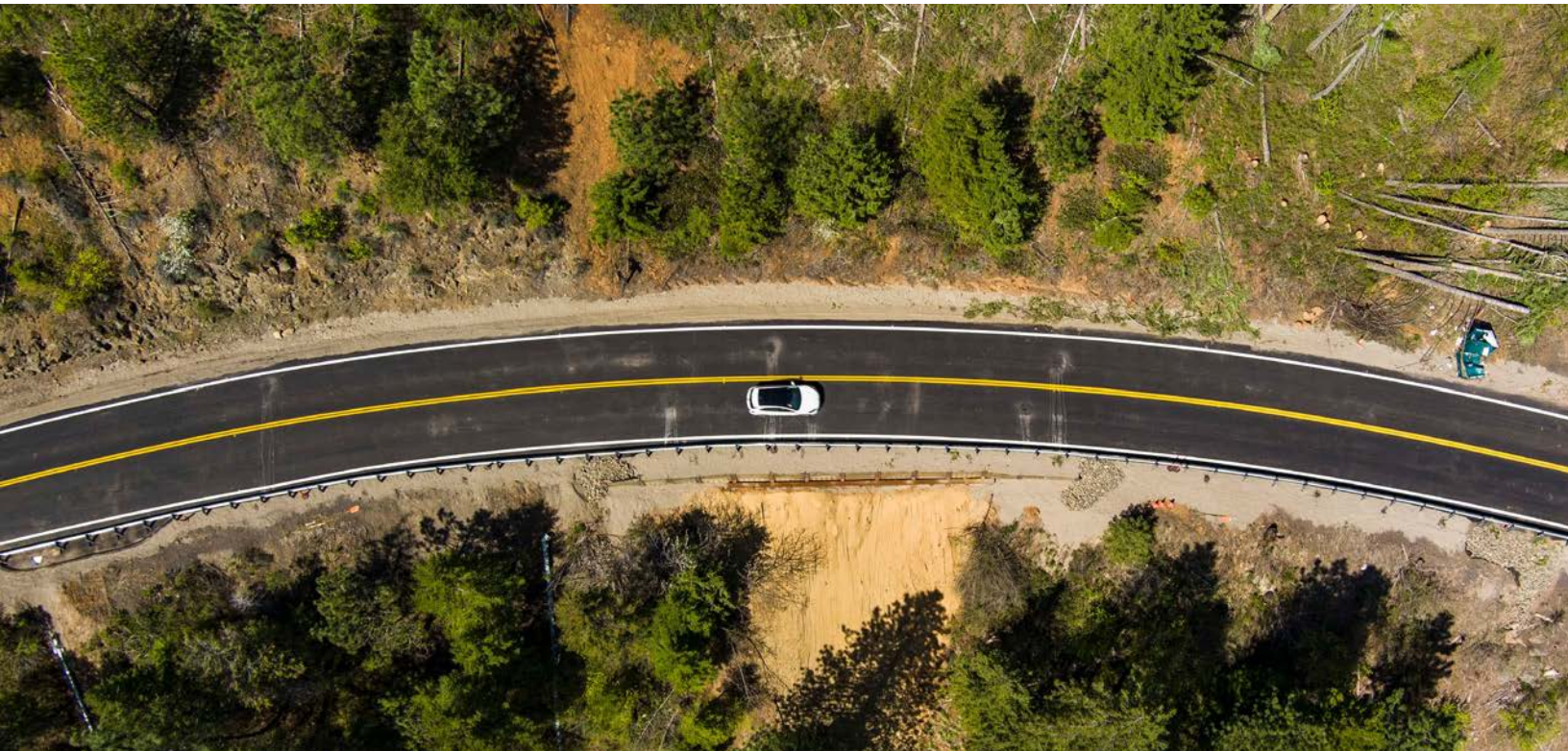
SHSP



Performance Measures and Targets

THSP

HSIP



Federal Alignment: NHTSA and FHWA

NHTSA recently released a behavioral safety action plan organized around eight core pathways to reduce roadway fatalities and serious injuries. In July 2025, the Federal Highway Administration (FHWA) launched the SAFE ROADS (Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies) initiative to encourage data-driven safety improvements on high-risk arterial roadways. Idaho's updated SHSP emphasis areas, strategies and partner roles align closely with these federal roadway safety initiatives. ITD and safety partners will use the SAFE ROADS identified areas of arterial concerns and NHTSA pathways as an organizing lens during implementation and annual reporting to strengthen coordination across the SHSP, THSP and HSIP to:

NHTSA's Eight Core Pathways:

- Reengage Law Enforcement
- Expand Prehospital Blood
- Leverage State Highway Safety Offices
- Mobilize a National Partnership Strategy
- Reduce Excessive Speeding
- Increase Occupant Protection Use
- Eliminate Distracted Driving
- Prevent Impaired Driving

FHWA's SAFE ROADS Goals:

- Get back to basics – use data-driven decisions and target safety and mobility investments.
- Empower local governments to simplify and improve roadway environments.
- Make roads safer and easier to navigate for pedestrians, vehicle operators, and automated vehicles alike.



SHSP Organization

Strategic Safety Team

The Strategic Safety Team oversees development of the updated SHSP, including defining which issues take priority, setting overall direction for activities, and reviewing emphasis area strategies. In partnership with the Idaho Traffic Safety Commission (ITSC), the team also provides SHSP oversight for implementation and evaluation.

The team reports to the ITD Director, who ultimately approves the final updated SHSP before submission to FHWA. Strategic Safety Team members include a selection of safety leaders:

- **ITD Administration**
 - Mollie McCarty, Chief External Affairs Officer
- **ITD Headquarters**
 - James Wotring, Safety and Compliance Officer
 - Travis Hire, Emergency Manager and Traffic Incident Management Coordinator
 - Gary Luke, ITD Legal
 - Britt Rosenthal, ITD Office of Communication
- **ITD Highways**
 - Jesse Barrus, Strategic Safety Team Chair
 - Ryan Hawkins, District Engineer
 - Margaret Pridmore, Roadway Data Manager
- **ITD DMV**
 - Lisa McClellan, DMV Administrator
- **ITD Aeronautics**
 - Steve Dunkin, Aeronautics Division
- **OHS**
 - Bill Kotowski, Program Supervisor
 - Josephine Middleton, Manager
 - Jillian Garrigues, Community Engagement Coordinator
 - Kelly Campbell, Principal Research Analyst
- **Stakeholders**
 - Sunshine Beer, Idaho Skills Training Advantage for Riders (STAR) Motorcycle Safety Program
 - Tabitha Smith, Drivers Education Coordinator

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Idaho Traffic Safety Commission

The ITSC is an advisory board that reviews traffic safety issues, promotes local and state cooperation, recommends programs for federal aid, and supports crash prevention. The commission consists of 13 members, selected from state and local law enforcement, motorcycle training, education, and city government, as well as the chairs of the Idaho Senate Transportation Committee and the House Transportation and Defense Committee. The ITSC provides SHSP feedback based on its perspectives within the safety community. ITSC members include:

- **ITD**
 - Alberto Gonzalez, Director
 - Josephine Middleton, Highway Safety Manager
- **Law Enforcement**
 - Lt. Colonel Fritz Zweigart, Idaho State Police
 - Chief Rex Ingram, Caldwell Police Department
 - Sheriff Tony Manu, Bannock County
- **Prosecutor/Legal**
 - Louis Marshall, Bonner County Prosecutor
- **Medical Services**
 - Stacey Carson, VP Operations, Idaho Hospital Association
- **Local Roadways**
 - Kevin Kuther, LHTAC Safety Manager
- **Education**
 - Sunshine Beer, Idaho STAR
 - Tabitha Smith, Driver Education Coordinator, Idaho State Department of Education
- **City Government**
 - Vacant
- **Idaho Senate and House**
 - Senator Doug Okuniewicz, Idaho Senator
 - Representative Joe Palmer, Idaho House Representative

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ITD's Vision, Mission, and Focus Areas



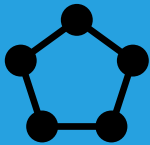
Vision: To enhance quality of life through transportation.

Transportation is vital to achieving a high quality of life that is synonymous with living in Idaho. This statement is the WHY behind everything that we do.



Mission: Your Safety. Your Mobility. Your Economic Opportunity.

Our mission statement is what drives us every single day and describes WHAT we do.



Five Focus Areas: Employee Safety. Ideal Workplace. Innovation. Invest with Purpose. External Outreach.

These five priority areas are the HOW in guiding us toward achieving our vision and mission.



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Idaho Traffic Safety Summary

A Data-Driven, Measurable Process

Idaho's SHSP is built on the principle that the most effective safety investments start with a clear understanding of where, how, and why fatal and serious injury crashes occur. With Idaho's rapid growth, changing travel patterns, and increasing demands on the transportation system, the SHSP relies on a data-driven and measurable process that allows ITD and its partners to focus on the most serious crash problems and adjust strategies as conditions change.

This section describes the analytical approach used to develop the SHSP and to monitor progress during implementation. ITD uses statewide crash, roadway, enforcement, and emergency response data – paired with proven safety research – to identify overrepresented crash types, implement strategies, and evaluate results.

Idaho's Growth and Changing Demographics

Idaho's rapid growth, especially around the Treasure Valley and other expanding cities, is changing who lives in the state and putting new pressure on transportation. More residents and longer commutes are increasing congestion in some areas. These shifts are driving demand for greater roadway infrastructure. As the state grows, Hispanic/Latino communities have expanded to 14% of the state's population, compared to 12.5% a decade ago. Idaho's age profile is also changing, with some places seeing an influx of working-age families while others attract retirees; the 65+ age bracket now represents 17.7% of Idaho's population, compared to roughly 15% a decade ago. The following data supports these conclusions, utilizing the Decennial Census 2020 unless noted otherwise.

Population

- 2024 population: 2,001,619
- Change since 2014: +22.6% (2014 population: 1,632,248)

Resident Population Characteristics

Race and Ethnicity

- White (non-Hispanic): ~81%
- Hispanic or Latino (any race): ~13%
- Two or more races (non-Hispanic): ~3%
- American Indian/Alaska Native (non-Hispanic): ~1%
- Asian (non-Hispanic): ~1%
- Black or African American (non-Hispanic): <1%
- Native Hawaiian/other Pacific Islander (non-Hispanic): <1%

Gender

- Male: ~50%
- Female: ~50%

Age (American Community Survey [ACS] 5-year, 2024)

- Under 18: ~23%
- 18-64: ~60%
- 65 and over: ~17%

Language, English vs. non-English at home (ACS 5-year, 2024)

- Speak a language other than English at home: ~9-10%
- Most common non-English language: Spanish

Income, Poverty, and Economy (ACS 5-year, 2024):

- Median household income: ~\$70,000-\$75,000
- Poverty: ~11-12% of Idahoans live below the poverty level

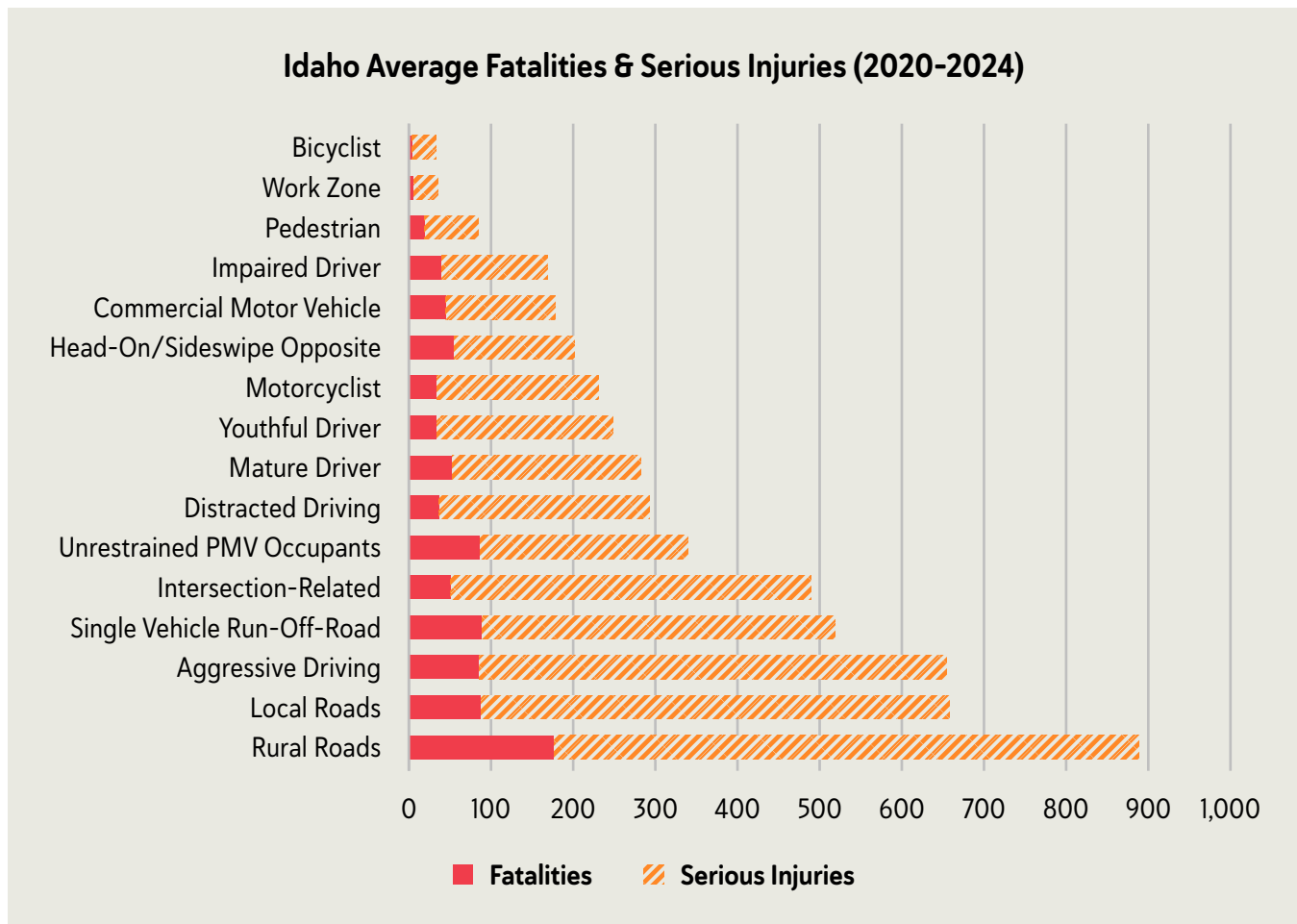
Fatality and Serious Injury Crashes

The following charts and tables describe crash types, roadway environments, and affected populations, quantifying the magnitude and severity of Idaho's most critical safety concerns. Together, they provide a data-driven snapshot of statewide roadway safety outcomes and the trends informing the 2026-2030 SHSP, guiding the selection of emphasis areas, strategies, and countermeasures.

To support clear, consistent comparisons over time, several graphs translate statewide crash records into fatality and serious injury rates, including rates per 100 million annual vehicle miles traveled (AVMT). This approach tracks progress while accounting for changes in travel volume and normal year-to-year variability. The data and visuals help distinguish short-term fluctuations from sustained patterns, showing where Idaho is improving and where risk is increasing or holding steady.

While these charts and tables focus on statewide outcomes, the intent is practical: to turn data into targeted, evidence-based actions that reduce both the likelihood of severe crashes and the severity of outcomes when crashes occur. Each fatality and serious injury represented in these data sets reflects a person and underscores the urgency of coordinated action across engineering, education, enforcement, emergency response, and community engagement.

Additional graphs for fatalities and serious injuries are available in [Appendix B](#) and in the Annual Crash Reports at <https://itd.idaho.gov/safety/>.



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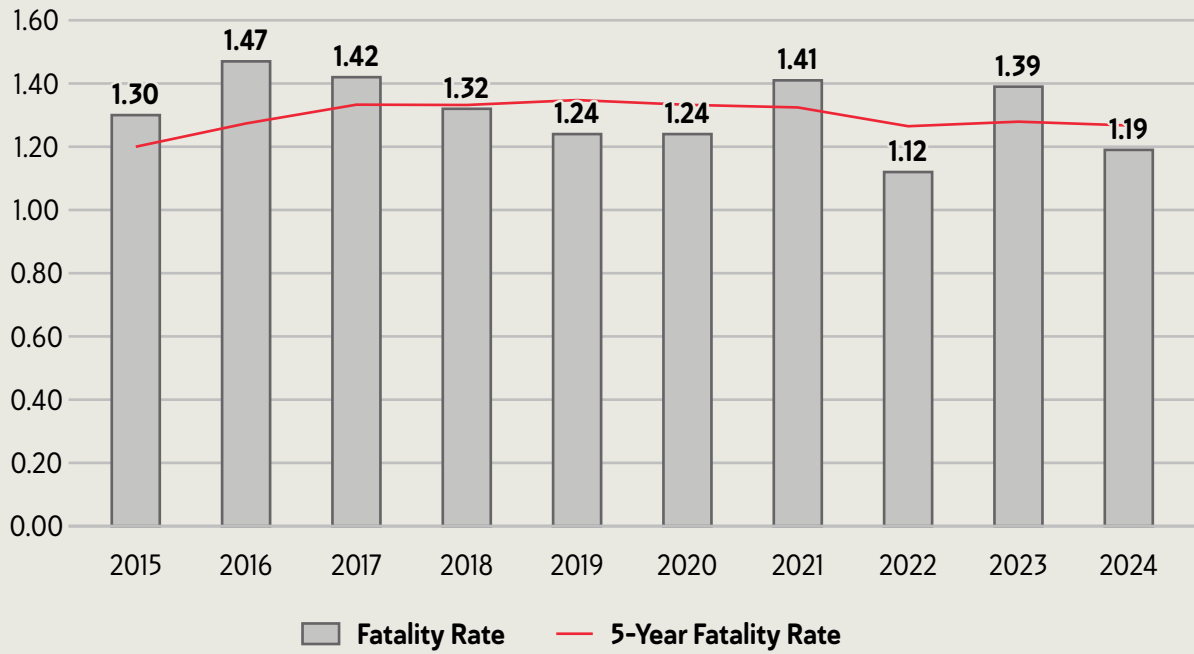
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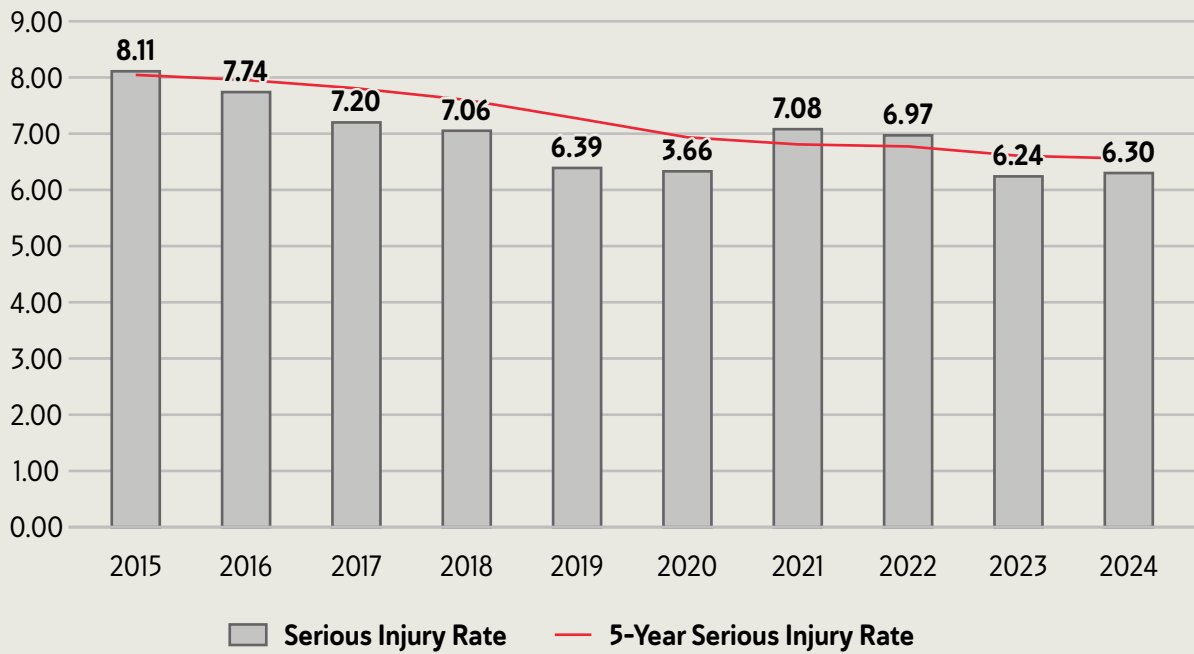
Fatality Per 100 Million Annual Vehicle Miles Traveled (AVMT)

Idaho Fatality Rate

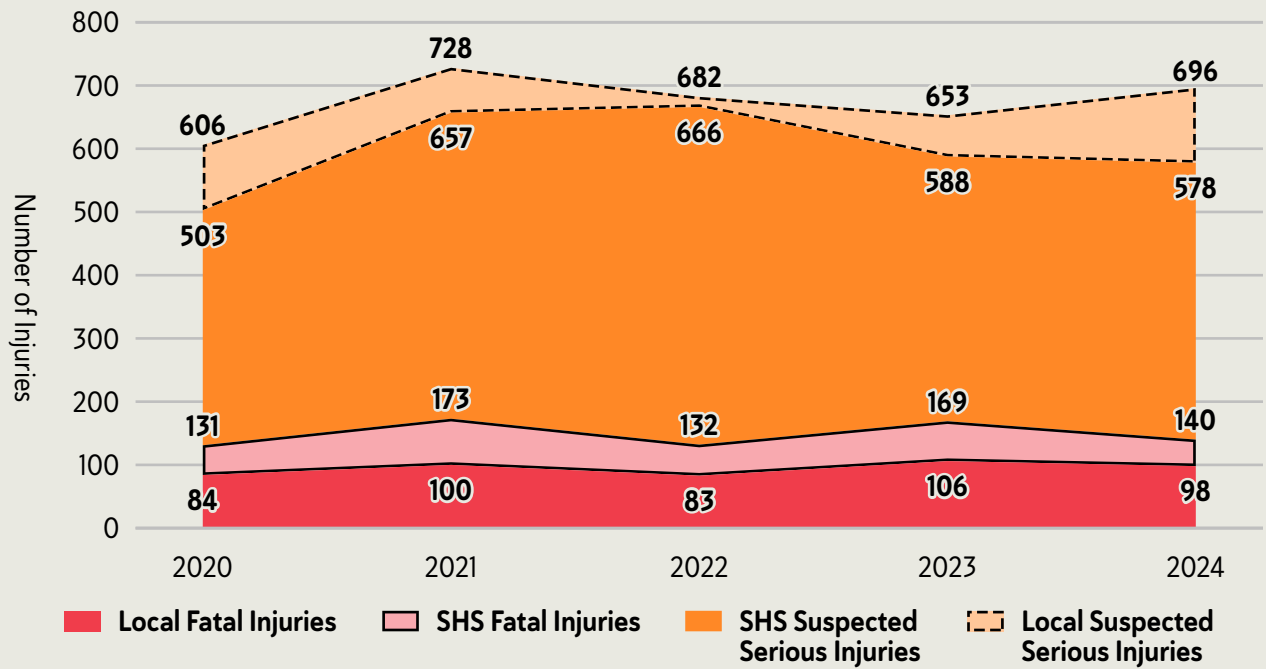


Serious Injury Per 100 Million Annual Vehicle Miles Traveled (AVMT)

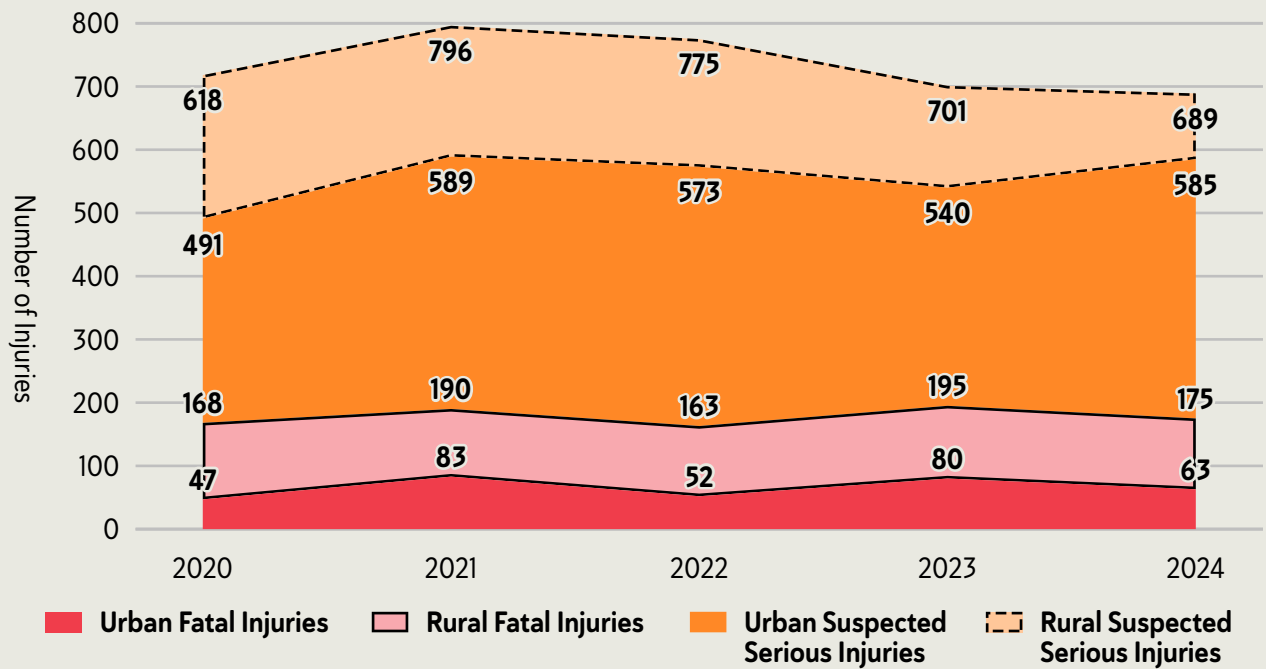
Idaho Serious Injury Rate



Fatalities and Serious Injuries by State Highway System (SHS) and Local Roads 2020-2024



Fatalities and Serious Injuries by Urban/Rural Locations 2020-2024



Fatality and Serious Injury Goals

The SHSP establishes statewide performance goals focused on reducing overall traffic deaths and serious injuries. Specifically, by 2029, it aims to reduce:

5-Year
Average Number of
Fatalities to
243
or lower

5-Year Average
Number of Serious
Injuries to
1,259
or lower

5-Year Fatality
Rate (Per 100
Million AVMT) to
1.27
or lower

5-Year Serious
Injury Rate (Per 100
Million AVMT) to
6.47
or lower

Data Sources

This section summarizes the data sources used to quantify and compare fatal and serious injury crashes and to estimate associated economic impacts. To ensure consistency and transparency, we drew from a combination of national and state crash databases, roadway and traffic datasets, safety analysis tools, and program performance measures. Together, these sources provide the foundation for trend analysis, network screening, countermeasure evaluation, and rate-based comparisons across geographies and time periods.

- **AASHTOWare Safety:** Software designed to meet the specific needs of state and local transportation agencies for highway safety purposes, assisting with network screening and diagnosis, countermeasure selection, cost benefit analysis, and project prioritization. It includes tools to analyze safety trends, segments, and intersections.
- **Alation:** Alation serves as an enterprise data catalog, giving visibility into data ownership, metadata, and governance standards so teams can confidently use trusted, well-managed data to drive business decisions.
- **Behavioral program and communications metrics:** Campaign reach and engagement, pre-/post-outreach surveys, and observed seat belt use.
- **Commercial motor vehicle (CMV) safety data systems** (for CMV-related analysis)
- **Department of Motor Vehicles (DMV):** Driver and vehicle information.
- **EMS/trauma and post-crash care data:** Provides EMS response times.
- **Enforcement activity data:** High-visibility enforcement (HVE) deployments and mobilization citations/warnings by violation type and geography.
- **Fatality Analysis Reporting System (FARS):** NHTSA's nationwide database of all fatal motor vehicle crashes, providing detailed, standardized records for analysis and safety research.
- **FHWA:** Statistical publications representing state and national trends.
- **Federal Motor Carrier Safety Administration (FMCSA):** Statistical publications representing state and national trends.
- **Idaho State Collision Database:** State crash records.
- **Idaho Traffic Safety Grant software:** Supports data analysis.
- **Inrix:** Analytics that provide travel times.
- **iPlan and Esri Roads and Highways:** Roadway assets and roadway features, such as Annual Average Daily Traffic (AADT), functional class, lane/shoulder width, intersection control, geometric (curvature/grade), lighting, and roadside features.

- **Idaho State Police (ISP) data/inputs:** Supports problem identification and analysis, including impaired driving statistics.
- **LHTAC:** Collaboration with LHTAC.
- **Local road and MPO safety inputs:** Local road safety audits, systemic screening results, local project pipelines.
- **NHTSA:** Statistical publications representing state and national trends.
- **Transportation Economic Development Impact System (TREDIS):** An economic analysis modeling tool that is used for benefit/cost analysis.
- **U.S. Census Bureau population data:** Utilized for population categorization and rate calculations.
- **Web Crash Analysis Reporting System (WebCARS):** System used for crash analysis/reporting and grant management and documentation.

Additional details on ITD traffic records data and future data collection may be found in [Appendix C](#).

Methods

This SHSP update uses a data-driven process to identify Idaho's highest-priority fatal and serious injury crash problems and select emphasis areas for 2026-2030. Analyses use the most recent multiyear crash period available (typically a 5-year window) and rely on Idaho's state crash database, supplemented by FARS for standardized fatal crash detail and by exposure data (e.g., VMT/AADT and population) to support rate-based comparisons. Performance tracking generally uses 5-year averages and average rates to reduce year-to-year volatility.

Key definitions, including K (fatality) and A (serious injury), are applied consistently throughout the plan, consistent with crash reporting guidance: intersection-related, lane departure, work zone, rural, and CMV crashes as defined by crash record fields and standard roadway safety conventions. Emphasis areas were selected based on **(1)** magnitude and severity of K+A outcomes, **(2)** trend direction and emerging risks, **(3)** overrepresentation by crash type/roadway/user group (including rate-based comparisons where feasible), **(4)** distribution across state and local public roads, and **(5)** stakeholder input from partner outreach.

HSIP Special Rules Determinations

There are three HSIP special rules under 23 U.S.C. 148(g) that apply to a state DOT under specific circumstances:

- **High-Risk Rural Roads** - Per 23 U.S.C. 148(g)(1), this special rule is triggered if the fatality rate on rural roads increased over the most recent 2-year period, which compares the 5-year averages for calendar year 2018-2022 with calendar year 2020-2024.
- **Older Drivers and Pedestrians** - Per 23 U.S.C. 148(g)(2), this special rule is triggered if the rate per capita of traffic fatalities and serious injuries for drivers and pedestrians aged 65 and over in a state increased over the most recent 2-year period, which compares the 5-year averages for calendar year 2018-2022 with calendar year 2020-2024.
- **Vulnerable Road User Safety** - Per 23 U.S.C. 148(g)(3), this special rule is triggered if the total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state, which is based on annual data for calendar year 2024.

In the calendar year 2024 Target Assessment and HSIP Special Rule Determination, the High-Risk Rural Roads special rule was triggered, requiring Idaho to obligate in fiscal year 2027 for projects on high-risk rural roads an amount equal to at least 200% of the fiscal year 2009 high-risk rural roads set-aside in the amount of \$1,294,798. A Rural Roads emphasis area is included in this plan that will correlate with this special rule determination.



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Stakeholder Engagement

Stakeholder Outreach

Stakeholder outreach for the SHSP update was conducted through a combination of targeted interviews and broad-based engagement to ensure the plan reflects on-the-ground needs and implementation realities. The project team interviewed ITD district personnel and coordinated with relevant departments and partner agencies as needed to gather input on priority safety issues, effective countermeasures, and delivery constraints. This section describes the outreach activities, audiences, and key themes of the feedback.

Activities and Audiences

Outreach included presentations at highway safety summits and at the ITD Program Delivery Conference to share preliminary findings and solicit feedback. Three regional workshops were held to engage stakeholders across the state, with participation from approximately 100 attendees at the North Idaho Workshop, 146 attendees at the Central Idaho Workshop, and 100 attendees at the East Idaho Workshop. In addition, the team hosted an informational booth at a conference attended by 524 ITD employees, providing another opportunity to discuss the SHSP, answer questions, and collect input from staff involved in planning, design, construction, operations, and maintenance. Partners invited to participate in interviews, workshops, and the conference included:

- **Commercial vehicle, freight, and industry partners**
 - Commercial vehicle/freight partners
 - Agriculture and farm equipment partners
- **Community organizations and advocacy groups**
 - Pedestrian/bicycle safety groups, senior centers, community coalitions, and other community-based organizations
- **Education partners**
 - Idaho Department of Education
 - Schools, driver education providers, and youth organizations, including Students Against Destructive Decisions (SADD) and Alive at 25
- **Emergency response and preparedness**
 - Emergency management and preparedness partners
 - EMS agencies
 - Fire departments
 - Emergency communications/911 dispatch partners
 - Traffic Incident Management (TIM) partners, which includes multi-agency incident response
- **Highway districts**
- **Law enforcement partners**
 - ISP, including traffic enforcement and commercial vehicle enforcement
 - Local law enforcement agencies for city police and county sheriffs, including rural law enforcement partners
- **LHTAC**
- **Local road owners/local highway agencies**, including cities, counties, highway districts, and public works departments
- **Public health, medical and injury prevention**
 - Hospitals
 - Injury prevention partners
 - Idaho Department of Health and Welfare, including public health, injury prevention, and data
- **Planning organizations**, such as MPOs and other regional planning partners
- **Regional representation**
 - Representatives of organizations in each of the six ITD Districts that can influence safety on Idaho's roads
- **State leadership stakeholders** such as the **Idaho Transportation Board**
- **Tribal governments/tribal transportation and safety partners**
- **Universities and research partners** used for analysis, evaluation, and Road Safety Audits (RSAs)

Key Themes

Feedback gathered through the interviews, workshops, and conference engagement revealed several recurring themes related to the SHSP emphasis areas, strategies and countermeasures. While perspectives varied by district and discipline, the following themes summarize the most common topics shared throughout the outreach process:

Roadway and Infrastructure Safety

- Focus on intersection and lane departure improvements, including rural areas.
- Interest in practical, cost-effective safety improvements that can be implemented on local and rural roadways.
- Ongoing concerns regarding work zone safety, including speeding and worker protection.

Driver Behavior and Enforcement

- Increasing behavior issues, including aggressive driving – particularly speeding – and seat belt use.
- Continued concerns regarding distracted, impaired, and drowsy driving.
- Interest in expanding enforcement and HVE efforts to address priority safety issues.

Education, Outreach, and Culture Change

- Desire for stronger driver education and early intervention efforts, particularly for teens and young drivers.
- Recognition that education, outreach, and partnerships are critical to changing roadway user behavior.
- Challenges associated with rapid growth in some communities.

Vulnerable Road User Safety

- Emerging safety issues of electric micromobility options, such as e-bikes, e-motorcycles, e-scooters, and e-skateboards.
- Growing emphasis on pedestrian, bicycle, and other vulnerable road user safety.

Commercial and Agricultural Vehicle Safety

- Need to address commercial vehicle and agricultural vehicle interactions on Idaho roadways.



4

Emphasis Areas, Strategies, and Countermeasures

Organization

Chapter 4 lays out the core of Idaho's 2026-2030 SHSP, where statewide safety priorities become clear, implementable actions. Guided by ITD's Approach to Roadway Safety, the emphasis areas in this chapter reflect a collaborative approach to prevent deaths and serious injuries on Idaho roads. This approach recognizes that safer outcomes depend on coordinated work across multiple disciplines:

- Engineering improvements to infrastructure and operations
- Strong emergency response and safety planning
- Education and enforcement partnerships that support safer choices
- Community engagement that reaches people where they live and travel
- Actions that encourage safe vehicle use

Emphasis Areas

In this chapter, ITD safety programs and emphasis areas are organized using ITD's Approach to Roadway Safety categories. Each emphasis area includes a goal – a specific, measurable statement of the safety outcome Idaho intends to achieve over the 2026-2030 period. Goals are focused on reducing fatalities and serious injuries (K and A) and are tracked using 5-year average rates to reduce year-to-year volatility and better reflect underlying trends. These measures are aligned with Idaho's performance management approach across ITD SHSP, HSIP, and THSP plans to ensure that infrastructure investments and behavioral safety programs are working toward consistent statewide outcomes.

Each emphasis area section in Chapter 4 is organized to support quick navigation and consistent decision-making and includes **(1)** a brief problem summary, **(2)** the emphasis area goal, **(3)** strategies, and **(4)** countermeasures. The countermeasures are grounded in proven practices and are intended to support practical decision-making, helping ITD and its partners move from problem identification to project and program delivery.

Appropriate strategies will be engineered and implemented through the Idaho Transportation Investment Program (ITIP), HSIP (infrastructure improvements delivered as systemic and spot projects), the THSP/OHS (behavioral safety programs), and local delivery partners (including LHTAC and city and county agencies) to clarify roles and responsibilities for turning priorities into action.

As these strategies are advanced, implementation may be supported through available funding sources, including eligible federal and state safety funds. Where appropriate, funding may also be used for eligible safety tools and technology (such as safety software and data cataloging) that strengthen the ability to identify risk, select effective countermeasures, support deployment, and evaluate results over time. Further details on implementation are in [Chapter 5](#).



Engineer Infrastructure and Traffic Operational Solutions

Infrastructure and traffic operational safety projects focus on data-driven improvements that reduce crash likelihood and severity on Idaho's public roadways by applying proven engineering and operational countermeasures. These projects address roadway design, traffic control, and operations to support safer travel for all roadway users. Emphasis areas include Intersections, Lane Departures, and Work Zones.

Project Areas

Infrastructure

- Intersections
- Lane Departures
- Safety and Capacity Projects

Traffic Operations

- Traffic Controls
- Work Zones
- Wrong Way Entry



Emphasis Area: Intersections

Intersection crashes are a major source of severe outcomes because they concentrate conflicting movements (turning, crossing, and merging) and often involve failure to yield, inattention, or speed. Idaho's SHSP prioritizes identifying intersections with higher-than-expected crash rates and counts, applying proven engineering and operational treatments (e.g., improved signing/markings, lighting, geometry changes, and access management), supported by tools like RSAs and targeted outreach.

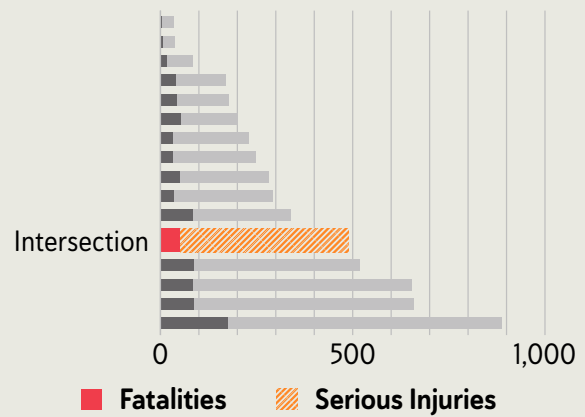
Goal: 5-year average of intersection-related fatalities at 51.4 or lower by 2029

Intersections Strategy 1: Analyze intersections with higher-than-expected crash rates and/or risks based on the occurrence of serious injury or fatalities to consider treatments or improvements.

Countermeasures to consider:

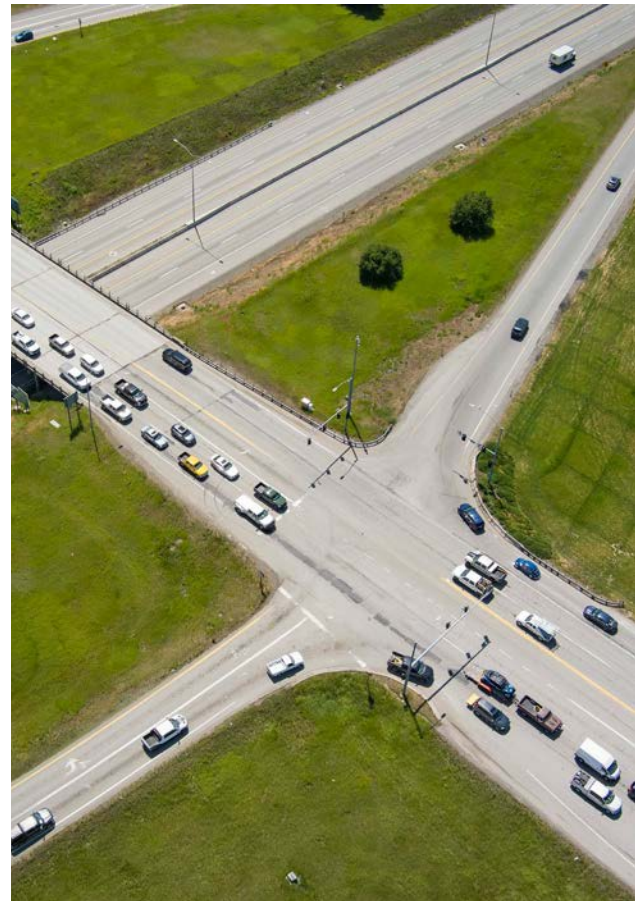
- Access management
- Expansion of prehospital blood transfusion programs
- Extraction equipment
- High-visibility pavement markings, signage (Intelligent Transportation System [ITS] included), crosswalks, and Rectangular Rapid Flashing Beacons (RRFBs)
- Intersection geometry and/or stop-controlled intersection methodology
- Outreach campaigns on priority roadway safety topics, including engaged driving
- RSAs
- Safer vehicle use and crash analysis through technology
- Street lighting
- Sidewalks
- Transverse rumble strips

Idaho Average Fatalities
& Serious Injuries (2020-2024)



51.4
5-Year Average
Intersection
Fatalities

441.4
5-Year Average
Intersection
Serious Injuries



Emphasis Area: Lane Departures

Lane departure crashes – run-off-road and head-on/ opposite-direction sideswipes – tend to be especially severe, particularly at higher rural speeds. This emphasis area focuses on keeping vehicles in their lane and reducing the consequences when they leave it through countermeasures such as rumble strips, wider shoulders, improved delineation/signing, barriers, passing lanes, and targeted geometric and traffic control improvements.

Goal: 5-year average fatalities by 2029:

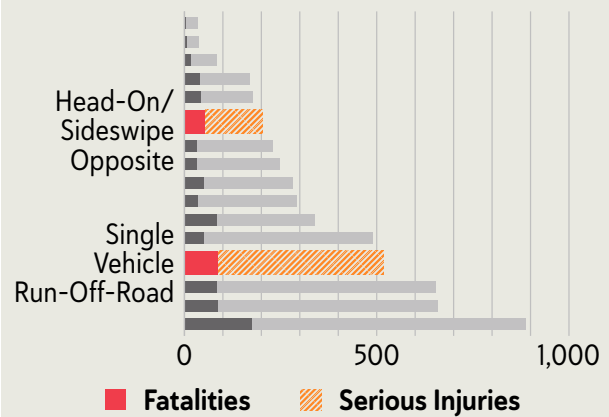
- **Single-Vehicle Run-Off-Road at 89.6 or lower**
- **Head-On/Sideswipe Opposite-Direction at 55.6 or lower**

Lane Departures Strategy 1: Keep vehicles in their lane and minimize the consequences of leaving the road.

Countermeasures to consider:

- Education classes, including winter driving classes such as Safely Navigate Our Winter (SNOW)
- Expansion of prehospital blood transfusion programs
- Extraction equipment
- Improved signage (includes high visibility, ITS)
- Passing lanes
- Roadway geometry improvements
- Safety barriers, installed and maintained
- Street lighting
- Support EMS and TIM responses
- Rumble strips
- Traffic controls
 - Reflectivity of paint and signs
 - Roadside lane delineation
- Wider, paved shoulders, as appropriate

Idaho Average Fatalities
& Serious Injuries (2020-2024)



55.6

5-Year
Average Head-On/
Sideswipe Opposite
Fatalities

147.6

5-Year Average
Head-On/
Sideswipe Opposite
Serious Injuries

89.6

5-Year Average
Single Vehicle
Run-Off-Road
Fatalities

432.6

5-Year Average
Single Vehicle
Run-Off-Road
Serious Injuries



Emphasis Area: Work Zones

Work zones may create temporary, complex driving environments where speed, distraction, and rear-end conflicts are common, putting both workers and travelers at risk. The SHSP emphasis is to increase safety for workers and the public through work zone design and traffic control including positive guidance/protection and queue detection, training for staff, contractors, and community education.

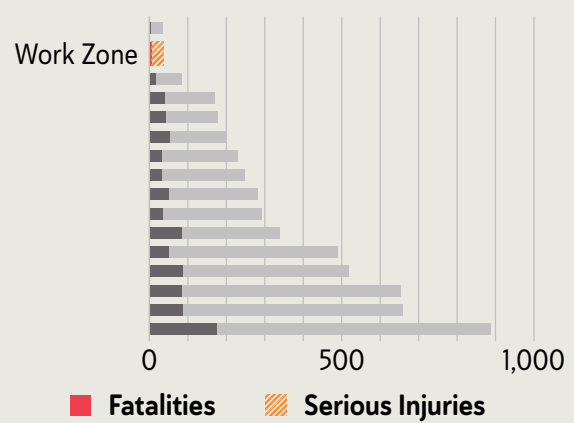
Goal: 5-year average of work zone fatalities at 6.4 or lower by 2029

Work Zones Strategy 1: Increase safety for workers and the public.

Countermeasures to consider:

- Deploy support devices that address rear-end crashes
- Engage communities to raise awareness, including education on the types of work zones
- Ensure traffic control devices are clean and reflective in new or near new condition
- Evaluation of safety elements in work zones
- Positive direction, which physically guides or channels traffic including barricades, cones, and temporary rumble strips
- Positive protection, which provides physical barriers, including median and truck barriers
- Queue detection and electronic signage
- Reduce exposure of workers to the hazard, including the use of automated devices
- Train staff and contractors, including operations crew, to promote a safe work environment
- Use temporary traffic controls to reduce hazards

Idaho Average Fatalities & Serious Injuries (2020-2024)



6.4

5-Year Average
Work Zone
Fatalities

29.4

5-Year Average
Work Zone
Serious Injuries



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Enhance Emergency Responses and Safety Planning

Emergency response and safety planning projects focus on reducing the severity of crash outcomes through coordinated emergency response, Traffic Incident Management (TIM), post-crash care, and safety planning efforts. Data, technology, and statewide partnerships support informed decision-making and continuous improvement to strengthen roadway systems and improve responses when crashes occur. ITD will focus on the Rural Roads emphasis area.

Project Areas

Emergency Responses

- Critical Incident Stress Management (CISM)
- Post-Crash Care
- Rural Roads
- Traffic Incident Management

Safety Planning

- After-Action Reviews
- Data Management
 - Crash Data
 - Geographic Information Systems (GIS)
 - Roadway Data



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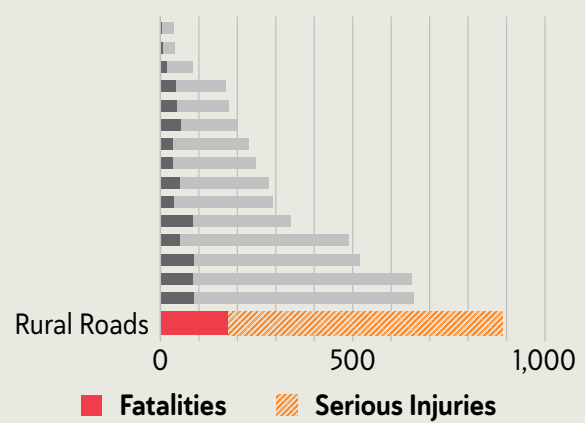
Emphasis Area: Rural Roads

Rural roads account for a disproportionate share of fatal crashes in Idaho: In 2024, 74% of fatal crashes occurred on rural roadways even though most total crashes occurred in urban areas. This emphasis area combines **(1)** education/enforcement to address risky behaviors common in severe rural crashes (seat belt nonuse, impaired and aggressive driving, speed), **(2)** roadway departure prevention and mitigation strategies tailored to rural conditions, and **(3)** strengthening post-crash care and emergency response in remote areas.

For this emphasis area, rural roads are defined as roadways in areas with populations under 5,000.

Goal: 5-year average of rural road fatalities at 178.0 or lower by 2029

Idaho Average Fatalities
& Serious Injuries (2020-2024)



178.2

5-Year Average
Rural Road
Fatalities

716

5-Year Average
Rural Road
Serious Injuries

Rural Roads Strategy 1: Support best practices for post-crash emergency care.

Countermeasures to consider:

- Collection of data
- Encourage use of the revised TIM plan
 - Emergency responder training and landing zones
- Expansion of prehospital blood transfusion programs
- Extraction equipment

Rural Roads Strategy 2: Educate and engage rural communities to reduce crashes associated with unsafe roadway behaviors, including lack of seat belt usage and impaired and aggressive driving.

Countermeasures to consider:

- Address speed, especially in counties with rising crash rates
- Conduct public awareness campaigns
- Support HVE campaigns, including communication campaigns for low seat belt use groups
- Support mature drivers

- Support partners who work to reduce recidivism and alcohol- and drug-related impaired crashes
- Support local community outreach efforts

Rural Roads Strategy 3: Keep vehicles in their lane and minimize the consequences of leaving the road. Reference the Lane Departures Emphasis Area for countermeasures and see below for additional items.

Countermeasures to consider:

- Clear zone management to implement landscaping best practices
 - Mow and grade unpaved shoulders
 - Tree removal as needed for visibility
- Install dynamic speed display
- Widen shoulders or install rumble strips, where appropriate
- Wildlife and open range mitigations

Rural Roads Strategy 4: Analyze intersections with higher-than-expected crash rates and risks to consider treatments or improvements. Reference the Intersections Emphasis Area for countermeasures.

Educate on Safe Roadway Behaviors and Partner with Law Enforcement

Behavioral safety projects focus on addressing behavioral factors that contribute to fatal and serious injury crashes through education, outreach, and enforcement. Led by the Office of Highway Safety (OHS), Shift Idaho campaigns and partner outreach encourage Idahoans to make safer choices and be more mindful drivers. ITD and OHS also collaborate with law enforcement to support enforcement efforts and community traffic safety education and engagement. ITD will focus on the Shift Challenging Roadway Behaviors emphasis area.

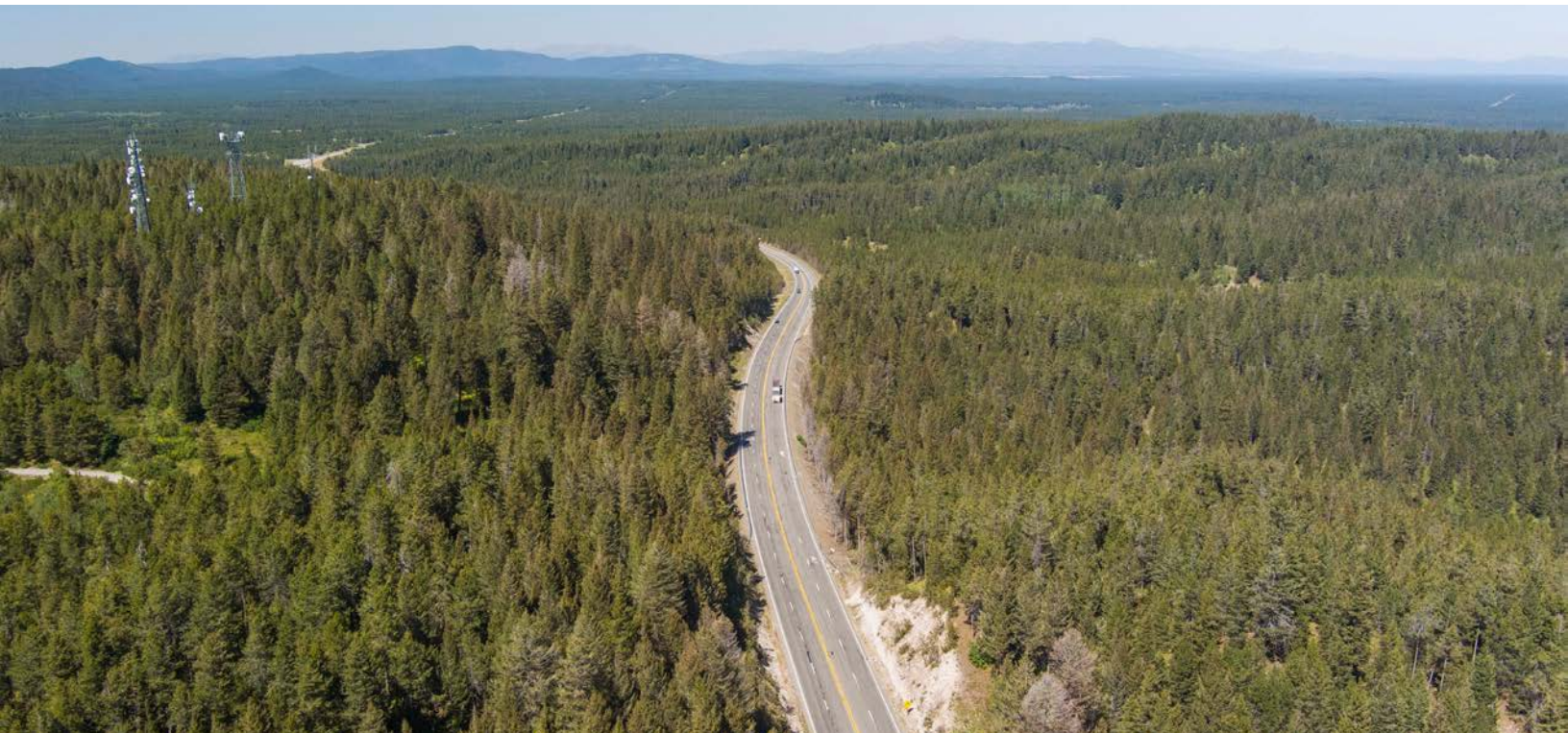
Project Areas

Education

- Challenging Roadway Behaviors
 - Aggressive Driving
 - Distracted Driving
 - Impaired Driving
 - Occupant Protection
- Infrastructure and Traffic Operations
 - Intersections
 - Lane Departures
 - Work Zones
 - Wrong Way Entry

Enforcement

- Law Enforcement Partnerships
- Mobilizations



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Emphasis Area: Shift Challenging Roadway Behaviors

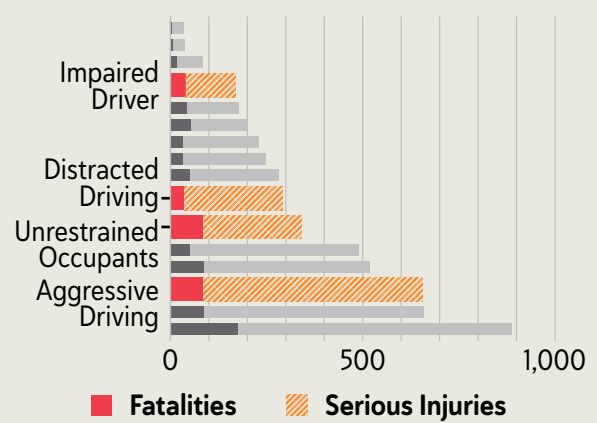
This emphasis area targets the behavioral factors most associated with fatal and serious injury outcomes – impaired and distracted driving, seat belt nonuse, and speeding (a component of aggressive driving) – using coordinated education through Shift Idaho campaigns, HVE, and complementary engineering/speed management tools. More information about Shift Idaho may be found at www.shift-idaho.org.

Goal: 5-year average fatalities by 2029:

- Drivers with blood alcohol content ≥ 0.08 in fatal crashes at 40.6 or lower
- Distracted driving fatalities at 37.2 or lower
- Unrestrained passenger motor vehicle (PMV) occupant fatalities at 83.0 or lower
- Speeding-related fatalities at 46.2 or lower



Idaho Average Fatalities & Serious Injuries (2020-2024)



40.6

5-Year Average
Impaired
Fatalities

129.8

5-Year Average
Impaired
Serious Injuries

37.2

5-Year Average
Distracted Driving
Fatalities

257.4

5-Year Average
Distracted Driving
Serious Injuries

87.2

5-Year Average
Unrestrained
PMV Occupants
Fatalities

255

5-Year Average
Unrestrained
PMV Occupants
Serious Injuries

86.2

5-Year Average
Aggressive Driving
Fatalities

573

5-Year Average
Aggressive Driving
Serious Injuries

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**Shift Challenging Roadway Behaviors Strategy 1:**

Educate and engage communities through the Shift Idaho marketing and media program.

Countermeasures to consider:

- Community education and outreach
 - Promote the hands-free law
- Utilize the behavioral Traffic Safety Cooperative Research Program

Shift Challenging Roadway Behaviors Strategy 2:

Support high visibility and enhanced traffic enforcement.

Countermeasures to consider:

- Educate through marketing and media
- Engage communities and partners

Shift Challenging Roadway Behaviors Strategy 3:

Tackle aggressive driving and use engineering design, speed management, and technology to reduce speeds.

Countermeasures to consider:

- Dynamic speed displays
- Implement traffic controls
- Roadway geometry improvements
- Variable speed limits

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Engage Communities

Community engagement projects build partnerships with local agencies, schools, organizations, and the public to expand the reach and effectiveness of roadway safety efforts. Through partners across Idaho, ITD and OHS deliver community-based education and outreach across cities and counties that support safer travel for pedestrians, bicyclists, teens, and mature drivers. Emphasis areas include Local Roads and Teen Drivers.

Project Areas

Education

- Mature Drivers
- Motorcycle Riders
- Pedestrians and Bicycles
 - Motorized and Nonmotorized
- Winter Driving
- Teen Drivers

Internal and External Partnerships

- Driver's Education
- ITD District Safety Teams
- Local Highways, Cities, and Counties
- Public
- Safety Partners



Emphasis Area: Local Roads

Because a large share of crashes occurs on locally owned roads, this emphasis area focuses on helping cities, counties, and highway districts implement effective safety improvements and access HSIP resources. It emphasizes coordination with local stakeholders, local RSAs, and practical countermeasures, especially for pedestrian and bicycle safety. Local roadways are considered by administration level and are not necessarily classification-based.

Goal: 5-year average fatalities by 2029:

- Local road fatalities at 88.2 or lower
- Bicyclist fatalities at 4.0 or lower
- Pedestrian fatalities at 19.4 or lower

Local Roads Strategy 1: Support local safety efforts.

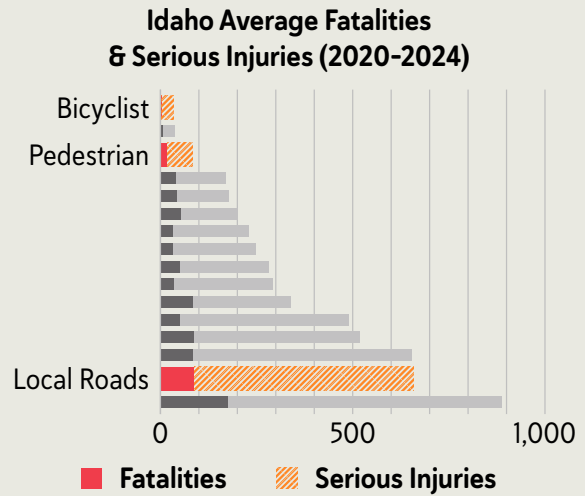
Countermeasures to consider:

- Coordinate with local stakeholders
- Coordinate with local RSAs
- Educate on the process of accessing HSIP funds

Local Roads Strategy 2: Support pedestrian and bicycle safety.

Countermeasures to consider:

- Consider traffic control measures, including signal timing and pedestrian phasing, as appropriate
- Education campaigns, including e-bike and e-motorcycle safety
- Roadway geometry improvements, including pedestrian safety features



88.2

5-Year Average
Local Roads
Fatalities

574.4

5-Year Average
Local Roads
Serious Injuries

4

5-Year
Average Bicyclist
Fatalities

29.2

5-Year Average
Bicyclist
Serious Injuries

19.4

5-Year Average
Pedestrian
Fatalities

65.4

5-Year Average
Pedestrian
Serious Injuries



Emphasis Area: Teen Drivers

Teen drivers, or youthful drivers under the age of 20, are overrepresented in serious crashes due to inexperience, risk-taking, and distraction. This emphasis area supports driver education and proven youth-focused programs.

Goal: 5-year average number of drivers age ≤20 involved in fatal crashes at 36.4 or lower by 2029

Teen Drivers Strategy 1: Support Driver's Education programs.

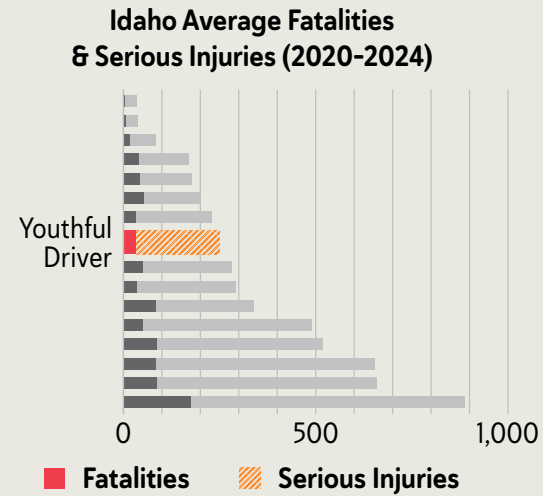
Countermeasures to consider:

- Support programs, including those that assist parents/guardians of young drivers

Teen Drivers Strategy 2: Promote training and support opportunities.

Countermeasures to consider:

- Support programs that address teen driving, such as:
 - Alive at 25
 - SADD
 - SNOW
 - Alliance for Highway Safety teen traffic safety activations



34
5-Year Average
Youthful Driver
Fatalities

216.2
5-Year Average
Youthful Driver
Serious Injuries



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Encourage Safe Vehicle Use

Safe vehicle use projects focus on promoting safe vehicle operation and supporting technologies and practices that reduce crash risk and severity. Through partnerships, education, and vehicle-focused safety initiatives, these programs help improve safety for all roadway users, including commercial drivers, agricultural operators, fleet owners and operators. ITD will focus on the Commercial Motor Vehicles emphasis area.

Project Areas

Commercial Motor Vehicles

Emerging Technology

Fleet

- Workplace Safety
- ITD Snowplows
- Incident Response Vehicles



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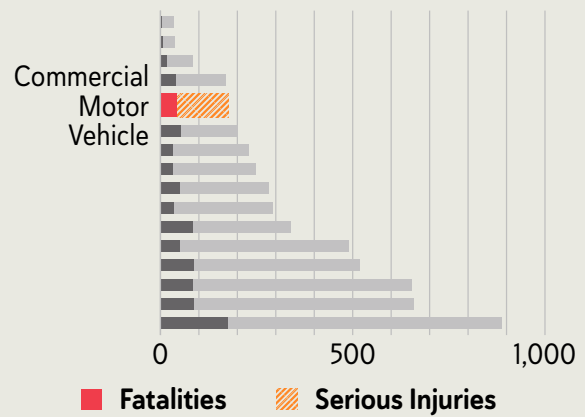
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Emphasis Area: Commercial Motor Vehicles

CMV crashes can be especially severe due to vehicle size, stopping distance, and high-speed rural travel; in 2024, fatal CMV crashes were predominantly rural (88%). This emphasis area supports commercial vehicle safety through ISP enforcement, technology enhancements (including weigh stations), and promotion of safe operating practices for trucking and farm equipment interactions, along with tools like 511 and rest area availability to reduce fatigue and improve trip planning.

Goal: 5-year average of CMV fatalities at 45.6 or lower by 2029

Idaho Average Fatalities
& Serious Injuries (2020-2024)



45.6
5-Year Average
Commercial
Motor Vehicle
Fatalities

133.6
5-Year Average
Commercial
Motor Vehicle
Serious Injuries

Commercial Motor Vehicles Strategy 1: Support ISP's enforcement of commercial vehicle safety.

Countermeasures to consider:

- Support high-visibility CMV campaigns, enforcement, and targeted emphasis patrols

Commercial Motor Vehicles Strategy 2: Consider technology enhancements.

Countermeasures to consider:

- Include weigh stations
- Install tire anomaly systems
- Use available and emerging data systems and analysis tools to support CMV safety decision-making

Commercial Motor Vehicles Strategy 3: Promote safe vehicle best practices for commercial motor vehicles and farm equipment.

Countermeasures to consider:

- Encourage the use of 511 by commercial drivers
- Promote work zone safety awareness and safety for commercial and noncommercial drivers
- Provide and publicize rest areas, including more truck parking
- Support training and education opportunities, including outreach for commercial and noncommercial drivers





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Project Prioritization and Implementation Plan

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Performance Measures

Idaho will monitor progress toward reducing fatalities and serious injuries using performance measures that align across Idaho's SHSP, HSIP, and THSP. This alignment ensures that infrastructure investments, behavioral safety programs, and partner activities are working toward the same statewide outcomes.

Idaho will track, at minimum, the federal safety performance measures used for HSIP reporting and target setting, including:

1. Number of fatalities
2. Number of serious injuries
3. Fatality rate per 100 million vehicle miles traveled
4. Serious injury rate per 100 million vehicle miles traveled
5. Nonmotorized fatalities and serious injuries

Consistent with federal practice, Idaho will use multiyear 5-year averages and rates to reduce volatility and better reflect underlying trends.

Implementation Framework: Turning Priorities Into Action

Implementation of the SHSP is designed to move from statewide priorities to funded, deliverable actions that reduce fatal and serious injury crashes on all public roads. Idaho's implementation approach is grounded in federal SHSP/HSIP requirements and is operationalized through the HSIP's data-driven project selection process, coordinated partner programming, and ongoing performance monitoring.

The SHSP serves as Idaho's statewide, multidisciplinary safety blueprint. The HSIP is the primary infrastructure funding mechanism used to implement SHSP priorities through engineering countermeasures. Behavioral strategies (education and enforcement) are coordinated through the OHS and THSP, while local road safety implementation is advanced in partnership with the LHTAC and local agencies.

Strategy and Countermeasure Identification and Prioritization Methods

Idaho's SHSP strategies and countermeasures are selected and prioritized using nationally recognized research and analytical methods. This evidence base ensures that implementation focuses on interventions with documented effectiveness in reducing fatalities and serious injuries.

Key evidence resources include the Highway Safety Manual, Highway Safety Manual Second Edition, CMF Clearinghouse, usRAP, National Cooperative Highway Research Program, and other data-driven safety analysis tools.

Idaho also relies on statewide and local data systems and analytical tools to ensure strategies are tailored to Idaho conditions, including crash databases, roadway inventory, traffic volumes, and safety analysis tools (e.g., AASHTOWare Safety [Safety Analysis Tool module] and related screening methods). Please reference the [Data Sources](#) section for more details.

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Funding and Program Alignment

HSIP is a core federal aid program administered by FHWA and is the primary source of infrastructure safety funding used to implement SHSP priorities. Idaho's HSIP Annual Report documents that HSIP projects are selected based on highway safety data and must align with the SHSP, consistent with 23 U.S.C. 148 and Infrastructure Investment and Jobs Act requirements.

HSIP funding performance. Idaho's HSIP Annual Report documents strong obligation performance. For the 2024 reporting year, Idaho programmed approximately **\$23.4 million** in HSIP funds and obligated approximately **\$25.04 million** (reflecting prior-year carryover obligations). Idaho reported no impediments to obligating HSIP funds and indicated that ITD and LHTAC obligate nearly all available HSIP funding annually.

Behavioral safety set-aside and state/local split. Idaho's HSIP implementation includes a defined approach to balancing infrastructure and behavioral investments and ensuring local road needs are addressed:

- Idaho removes **\$1.5 million annually** from HSIP funds for OHS behavioral and enforcement programs (non-infrastructure).
- After this set-aside, remaining HSIP funds are split between ITD (state system) and LHTAC (local system). The continued recommendation is a **50/50** split between local and state projects.
- Idaho and LHTAC review crash data together to inform the split, considering the share of **fatal and serious injury (K+A)** crashes occurring on local roads.

This structure supports SHSP implementation across jurisdictions and reinforces the SHSP emphasis area focused on both state and local roadway systems.



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Project Identification

Idaho implements SHSP strategies through a balanced portfolio of **spot** (location-specific), **corridors**, and **systemic** (risk-based, network-wide) safety improvements. This approach allows Idaho to address both:

- Locations with concentrated fatal and serious injury crashes
- Broader roadway risk patterns where severe crashes are likely, even if crash history is limited

Spot Safety Improvements (Location-specific)

Spot projects focus on intersections, segments, or corridors with a demonstrated pattern of fatal and serious injury crashes. Idaho identifies candidate locations using crash frequency and severity, crash rates, and engineering judgment. Candidate locations may be validated through engineering review and, where appropriate, RSAs to confirm contributing factors and select targeted countermeasures.

Spot projects are particularly important for emphasis areas such as Intersections and Lane Departures, where concentrated severe crashes often indicate a correctable design or operational issue. Typical spot countermeasures include intersection reconfiguration, turn lane additions, signal/stop control enhancements, barrier upgrades, lighting, and geometric improvements.

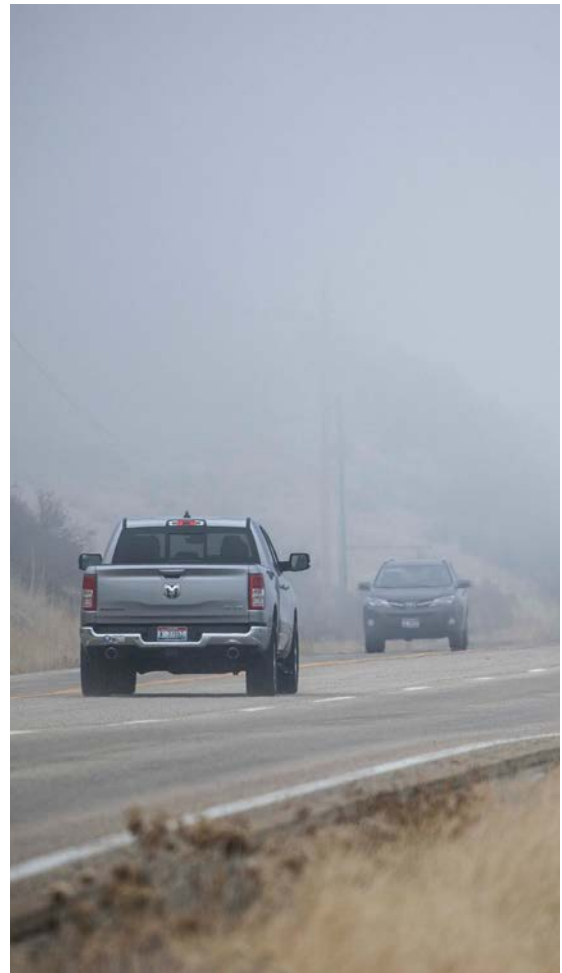
Corridors

Corridor projects focus on longer stretches of roadway, such as a highway route or series of connected segments, where fatal and serious injury crashes are concentrated or where risk factors are consistently present. In Idaho's HSIP, candidate corridors are identified using the Highway Safety Corridor Analysis (HSCA), which uses crash rates to determine priority corridors, and districts use HSCA outputs (along with other tools) to develop project concepts. Corridor projects may include a coordinated package of improvements along the corridor to address the documented safety problem and reduce fatalities and serious injuries, consistent with SHSP strategies and HSIP eligibility requirements.

Systemic Safety Improvements (Network-wide)

Systemic projects deploy proven countermeasures broadly across roadway networks that share risk factors associated with severe crashes. Idaho identifies systemic opportunities by combining crash history with roadway inventory and risk factors such as functional class, traffic control, lane/shoulder width, curvature/grade, roadside hazards, speeds, lighting, and pedestrian activity.

Systemic implementation emphasizes low- to moderate-cost, scalable treatments with documented effectiveness, such as rumble strips, enhanced signing and markings, etc. Systemic projects are especially valuable on rural and local road networks, where severe crashes may be dispersed but risk is consistently elevated.



Prioritization and Selection: How Idaho Chooses Projects

Idaho's HSIP Annual Report documents a structured, transparent process for prioritizing and selecting HSIP projects. This process ensures that projects are safety-driven, cost-effective, and aligned with SHSP emphasis areas.

Step 1: Screen and identify corridors and locations.

Idaho uses multiple screening tools and analytical products to identify candidate projects, including:

- **Advanced Network Screening:** Utilizes Safety Performance Functions (SPF) developed using Idaho data and/or surrounding state data
- **Crash type and severity screening, corridor studies, and RSAs**
- **Local agency applications supported by LHTAC screening and benefit-cost (B/C) evaluation**

Step 2: Develop projects and document safety justification (Project Charter/local application).

For ITD-sponsored projects, districts develop a **Project Charter** that standardizes project documentation and ensures federal eligibility. The HSIP Annual Report indicates that an acceptable charter includes:

- A Project Objective Statement and defined scope
- A realistic timeline
- A clear HSIP justification demonstrating that the project:
 1. Is safety-driven and supported by data (crash experience, crash potential, crash rate, or other data-supported means)
 2. Aligns with SHSP strategies (problem identification, countermeasure selection, prioritization, evaluation)
 3. Addresses fatal and serious injury outcomes through a spot, corridor, or systemic approach

Local projects follow a parallel process through LHTAC's application and evaluation procedures, with ITD providing final review to confirm SHSP alignment.

Step 3: Rank projects using benefit-cost analysis and supporting tools.

Idaho prioritizes HSIP projects primarily using **B/C analysis**, consistent with HSIP guidance and Highway Safety Manual (HSM) principles. The HSIP Annual Report identifies B/C as the top prioritization criterion. This ensures that limited HSIP dollars are directed to projects expected to produce the greatest fatal and serious injury reduction per dollar invested.

For ITD nominations, Idaho uses **TREDIS** to support evaluation by estimating safety and mobility benefits and associated economic value. This strengthens consistency and transparency in comparing candidate projects.

Step 4: Program, authorize, and deliver projects.

Selected projects are programmed, authorized, and delivered through ITD's established project development process. Idaho's HSIP Annual Report indicates strong obligation performance and consistent delivery of HSIP funds, supporting timely implementation of SHSP strategies.

Evaluation and Continuous Improvement

Idaho will evaluate SHSP implementation using a combination of outcome monitoring, project and program tracking, and (where feasible) countermeasure effectiveness evaluation.

Outcome monitoring. Idaho will track statewide and emphasis area fatality and serious injury trends using averages and rates. These trends will inform annual adjustments to emphasis area actions and the balance of systemic versus spot investments.

Project and program tracking. Idaho will continue to track HSIP obligations, delivery progress, and implementation outputs such as RSAs completed and systemic deployments.

Countermeasure effectiveness evaluation. Idaho's HSIP Annual Report notes that countermeasure-level evaluations can be limited by small sample sizes and the diversity of projects. Where statistically robust evaluation is not feasible, Idaho will continue to rely on national evidence (Crash Modification Factors Clearinghouse, HSM, and proven countermeasure guidance) while expanding systemic deployments where appropriate to improve evaluation feasibility over time.

The SHSP will be rewritten at least every five years with regular iterative updates as needed to address emerging trends, special rule triggers, or major policy changes.



Reporting and Review

ITD will document progress through annual HSIP reporting and THSP performance updates. The Strategic Safety Team (and partner leadership as appropriate) will meet no less than twice per year to:

- Review the most recent fatal and serious injury trends statewide and by emphasis area.
- Identify implementation barriers (delivery constraints, emerging risks, data gaps).
- Confirm whether strategies remain aligned with proven practices and current conditions.
- Recommend adjustments to emphasis area actions, project pipelines, and partner coordination.

This recurring review cycle supports continuous improvement and ensures Idaho's safety investments remain focused on the crash types, roadway environments, and populations most associated with fatal and serious injury outcomes.



Appendix A

A

Guiding Influences: Safe System Approach and the 4 E's

Safe System Approach

A Safe System Approach incorporates the following principles:

- **Death and Serious Injuries Are Unacceptable** - Prioritize the elimination of crashes that result in death and serious injuries.
- **Humans Make Mistakes** - The transportation system can be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.
- **Humans Are Vulnerable** - It is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
- **Responsibility Is Shared** - All stakeholders – including government at all levels, industry, nonprofit/advocacy, researchers, and the general public – are vital to preventing fatalities and serious injuries on our roadways.
- **Safety Is Proactive** - Tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterward.
- **Redundancy Is Crucial** - Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.



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The 4 E's

Engineering

Focuses on the physical infrastructure of the road. This includes safe road design, traffic signs, lane markings, guardrails, and intersection improvements to make the environment safer for all users.

Enforcement

Involves local and state law enforcement agencies deterring dangerous driving behaviors. This includes implementing and penalizing violations like speeding, driving under the influence (DUI), and distracted driving.

Education

Aims to change unsafe behaviors through awareness campaigns, driver education, and community outreach. It encourages actions like buckling up, slowing down, and staying alert.

EMS and Emergency Response

Ensures timely response, medical care, and transportation for victims of traffic crashes. Rapid response times and coordinated care are critical for reducing the severity of injuries and saving lives.

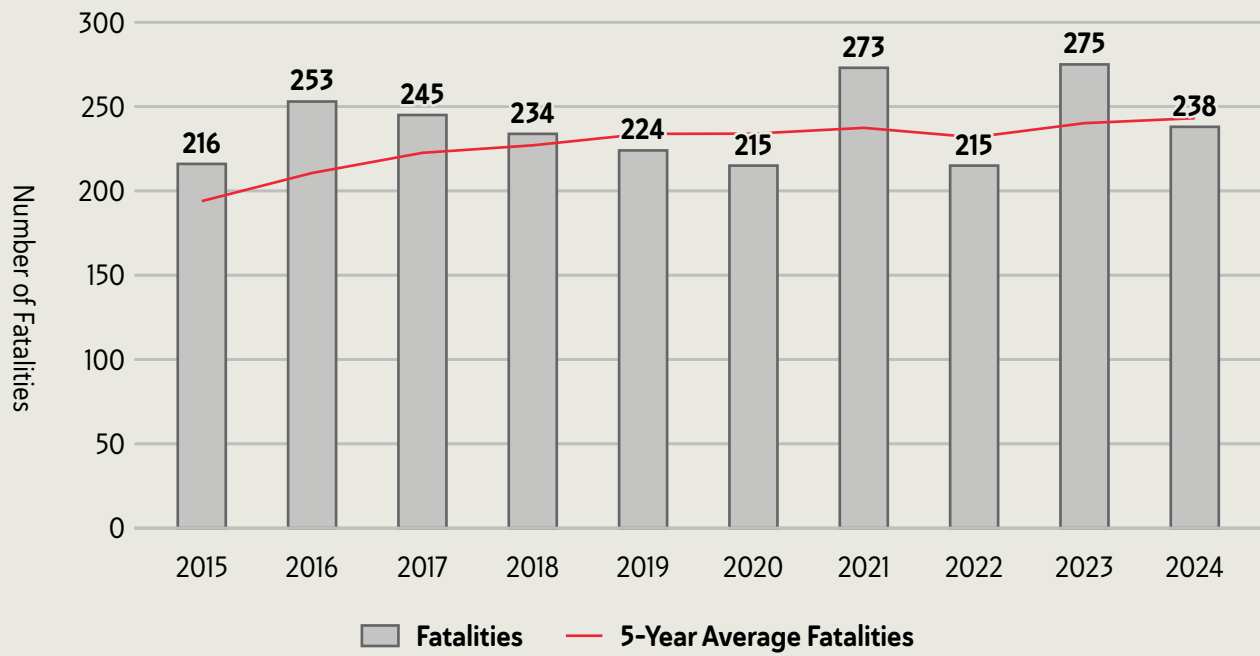




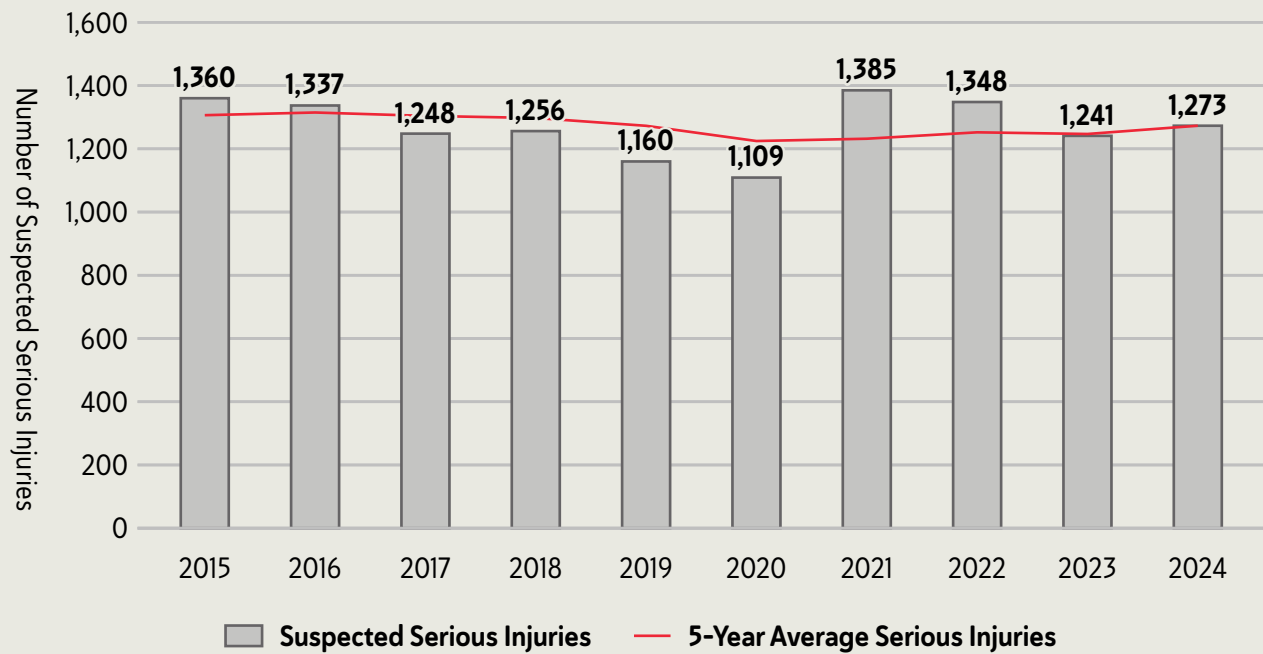
Appendix B

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Idaho Fatalities



Idaho Serious Injuries





Appendix C

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Traffic Record Data

Idaho's traffic records system areas are linked with various external state and national information sources, which include:

- American Association of Motor Vehicle Administrators (AAMVA)
- Bureau of Criminal Identification
- Federal Motor Carrier Safety Administration Commercial Vehicles Information Exchange Window (CVIEW) and Commercial Driver's License Information System (CDLIS)
- Digital Driver License System
- Digital Image Exchange Program (DIEP)
- Driver Information Resources (DIR)
- Driver Safety Measurement System (DSMS)
- EVerify/RIDE from the United States Customs and Immigration Services (USCIS)
- Grants Tracking System (GTS)
- Idaho Department of Corrections (IDOC)
- Idaho Department of Health and Welfare Idaho Child Support Enforcement System (ICES) and Vital Statistics
- Idaho Department of Juvenile Corrections
- Idaho Transportation Department (ITD)
- Idaho Organ Donor Registry
- Idaho State Police (ISP)
- Idaho State Tax Commission
- Idaho Statewide Trial Court Automated Tracking System (ISTARS)
- Idaho Supreme Court and Judicial Information Systems
- International Registration Plan (IRP)
- Motor Carrier Management Information System (MCMIS)
- Multiple Law Enforcement Agencies Statewide
- National Driver Register (NDR)/Problem Driver Pointer System (PDPS)
- National Motor Vehicle Title and Information System (NMVTIS)
- NLETS and ILETS interstate data exchange of law enforcement, criminal justice, and public safety information
- Pre-Employment Screening Program (PSP)
- Safety Measurement System (SMS)
- Selective Service
- Social Security Online Verification System (SSOLV)
- SR22/26 integration with insurance companies through AAMVAnet and Access Idaho
- Systematic Alien Verification for Entitlements (SAVE)

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Partnerships are also established with:

- Idaho Chiefs of Police Association
- Idaho Department of Health and Welfare - Bureau of Vital Records and Health Statistics
- Idaho Department of Health and Welfare - Idaho Emergency Medical Services Bureau
- Idaho Transportation Department/Division of Motor Vehicles
- Idaho Hospital Association, Idaho Trauma Registry
- Idaho Sheriffs' Association
- Idaho State Police
- Idaho Supreme Court and Judicial Information Systems
- Idaho Transportation Department - Division of Highways
- Information Technology Resource Management Council
- Local Highway Technical Assistance Council (LHTAC)

The Traffic Records Coordinating Committee is focused on publishing data sources beyond crash data. The availability of the Model Inventory of Roadway Elements (MIRE) and new traffic data system will help move in this direction. Through these system upgrades, checks and validation rules between datasets can be progressed, and data can be shared to the public, if and when appropriate.



Appendix D

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Railway-Highway Coordination

Idaho will coordinate SHSP implementation with railway-highway crossing safety needs as applicable. The HSIP Annual Report indicates that Railway-Highway Crossings Program (RHCP) funds were reported as **\$0 programmed and \$0 obligated** in the reporting year. Regardless of annual RHCP funding levels, Idaho will maintain alignment by:

- Including crossing safety needs in network screening and hazard identification where applicable.
- Evaluating crossing improvements using the same safety-driven, data-supported principles (severity focus and benefit-cost where feasible).
- Coordinating with rail partners and relevant stakeholders when crossing-related fatal and serious injury risks are identified.