FFY 2021

Idaho Highway Safety Plan

Office of Highway Safety
Idaho Transportation Department
FFY 2021

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EXECUTIVE SUMMARY

According to the Highway Safety Act of 1966, 23 USC Chapter 4, Section 402, each state shall have a highway safety program approved by the Secretary, designed to eliminate traffic crashes, deaths, injuries, property damage and economic losses resulting from traffic crashes on Idaho roadways. In order to secure funding each state must submit a Highway Safety Plan (HSP) to the National Highway Traffic Safety Administration (NHTSA). The HSP must be a set of clear and measurable highway safety targets, descriptions of the process used in determination of the highway safety problems, and the activities on how projects will address the highway safety problems. This Idaho HSP for Federal Fiscal Year (FFY) 2021 serves as the State of Idaho's application to NHTSA for federal funds available under Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Fixing America's Surface Transportation (FAST) Act.

Mission Statement

To eliminate traffic deaths, serious injuries, and economic losses from motor vehicle crashes through funding programs and activities that promote safe travel on Idaho's transportation systems, and through data utilizing reliable crash statistics.

Vision

To be a leader in promoting safety on all of Idaho's roadways in an efficient and effective manner.

Primary Target

Target the 5-year average number of traffic deaths to 247 or fewer by 2021.

Establishing Targets and Performance Measures

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

The SHSP helps coordinate targets and highway safety programs across the state. The collaborative process of developing and implementing the SHSP helps safety partners work together to reduce fatalities and serious injuries on Idaho roadways.

The SHSP links to all other highway safety plans. The HSIP, a core Federal aid program administered by the Federal Highway Administration (FHWA), requires that states update and regularly evaluate SHSPs. Other federal aid programs under the Department of Transportation must also tie their programs to the SHSP. These programs include the HSP and the Commercial Motor Vehicle Safety Program (CVSP), funded

through the Federal Motor Carrier Safety Administration (FMCSA). The shared data between the plans enables the plans to have the same core targets.

The targets are determined by examining the trend of past data to determine likely future performance. The OHS tries to set targets that are reasonable. An updated set of targets with the most current values were presented to and approved by the Idaho Traffic Safety Commission (ITSC) at the October 2019 meeting.

Primary Performance Measures, Benchmarks and Strategy

Targets are set and performance is measured using five-year averages and five-year rates. For example, the 2014-2018 benchmark is comprised of five years of crash data and exposure data for the years 2014 through 2018. NHTSA has instituted a set of eleven core outcome performance measures (C1 through C11) and one core behavioral performance measure (B1) for which the States shall set targets and report progress. There are three additional activity measures (A1 through A3) for which the states are required to report progress on. For more information, see "Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025), link:
http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811025.pdf

In addition, states are required to have performance measures for state specific focus areas that fall outside of the core measures. In Idaho these focus areas and corresponding measures include Distracted Driving (I1), Mature Drivers (I2), Commercial Motor Vehicles (I3), Run-Off-Road (I4), Head-On/Side-Swipe Opposite (I5), and Intersections (I6).

The data to be used in determining targets for the required performance measures (C1, and C3 through C11) is provided to every State by the National Center for Statistics and Analysis (NCSA) and can be found at the State Traffic Safety Information website:
https://cdan.nhtsa.gov/STSI.htm#.

The other performance measures are calculated using the yearly observed seat belt use rate (B1) which is determined from the observational seat belt survey and the state crash data (C2, and I1 through I5). The targets were presented to the ITSC in the October Performance Planning meeting and are the same targets and performance measures presented in the Idaho Strategic Highway Safety Plan.

Targets are set and performance will be measured using five-year averages and five-year rates. For example, the 5-Year Average Number of Fatalities is comprised of the sum of the number of fatalities over 5 years divided by 5 (for the 2014-2018 Benchmark, that would be for the years 2014 through 2018). The 5-Year Fatality Rate is the sum of the number of fatalities over the 5 year period divided by the sum of the annual vehicle miles of travel over the same 5 year period. Averaging the rates over the 5 year period is mathematically incorrect, the rates are weighted values and averaging them negates the weights (i.e. each year is not equal because the Annual Vehicle Miles Traveled (AVMT) changes).

While using 5-year averages and rates smooth the trend lines by reducing the effect a randomly high or low year has on the 5-year value, the trend lags behind when consistent changes are occurring. The number of fatalities really started decreasing in 2008 and between 2010 and 2015 were much lower

(ranging from 167 to 214) than they had been in the past (usually around 270 prior to 2008). While there were no changes to Idaho's highway safety programs or spending amounts from 2008-2015 when the decreases were taking place, the nation was experiencing an economic recession. In the past few years, as the economy has improved, the number of traffic fatalities has increased. As such, we are seeing an increasing trend in our performance measures. Idaho's targets will reflect that increasing trend and seek to keep values from increasing back anywhere near to prior values.

ORGANIZATION and STAFFING

The Office of Highway Safety (OHS), which is in the Highways Construction and Operations Division of the Idaho Transportation Department (ITD), has a deep concern for the welfare of the traveling public, and believe our main purpose is to save lives through creative, highly visible, innovative, and effective highway safety programs for all modes of transportation. We are committed to our critical role within the State of Idaho, and the rest of the nation, to ensure safe travel on Idaho's roadways. As stewards, we have a responsibility to make a positive impact on peoples' lives.

ITD Director Brian W. Ness is the Governor's Highway Safety Representative for Idaho. John Tomlinson is the Highway Safety Manager for Idaho's OHS.

The Highway Safety Manager manages staff consisting of two research analyst principals, five grant contract officers who manage the highway safety grants, one law enforcement trainer and four and a half crash analysts. The financial specialist and administrative staff are not directly managed by the highway safety manager.

The continuation and expansion of state and local partnerships is essential to our success. The primary mission is to identify existing and emerging traffic safety trends through statistically-based problem identification efforts, to efficiently provide decision makers with accurate data for use in determining where the most effective highway safety investment is made. This includes the task to develop and implement highway safety programs that save lives and prevent injuries, and to provide appropriate safety funds that empower communities to address critical local traffic safety issues.

As highway safety professionals, we are committed to teamwork, integrity and maintaining a positive working environment. In our highway safety partnerships, we respond, cooperate, and provide accurate and timely service. We are a leader in a coordinated statewide effort to eliminate death and serious injury on all of Idaho's roadways.

Idaho Transportation Department
Organizational Chart
Highways Construction and Operations Division – Office of Highway

Office of Highway Safety Program Team

John Tomlinson	Highway Safety Manager
Steve Rich	Research Analyst Principal-Annual Traffic Crash report, Seat Belt Survey
Kelly Campbell	Research Analyst Principal-Traffic Records/Roadway Safety Program, TRCC, E-Citation
Denise Dinnauer	Bicycle/Pedestrian Program, Year-Long Grants, Materials Management
Bill Kotowski	Paid media, Communications, Social Media, Website, Quick Notes, Highway Safety Summit, LELs, Community Outreach, Motorcycle
Lisa Losness	Impaired Driving Program, TSRP, SIDC, Highway Safety Planning, Financial and Compliance Speicalist
Josephine Middleton	Distracted Driving Program, Aggressive Driving Program, Mobilizations, Equipment, Mini-grants
Tabitha Smith	Alive @ 25, Motorcycle, Occupant Protection and Child Passenger Safety Programs, Seat Belt Survey
Carrie Akers	FARS(Fatality Analysis Reporting System) Analyst and Crash Analyst
Patti Fanckboner	Crash Analyst and Backup FARS Analyst
Leslie De La Cruz	Crash Analyst
Adam Miller	Crash Analyst
Julie Whistler	Crash Analyst
Jill Young	ITD Financial Specialist
Kirstin Weldin	Program Planning and Development Specialist

PLANNING PROCESS

The Office of Highway Safety (OHS) administers the Federal Highway Safety Grant Program, which is funded by formula through the transportation act titled Fixing America's Surface Transportation Act (FAST Act), and the Highway Safety Act of 1966. The goal of the program is to eliminate deaths, injuries, and economic losses resulting from traffic crashes on all Idaho roadways by implementing programs designed to address driver behaviors. The purpose of the program is to provide funding, at the state and community level, for a highway safety program addressing Idaho's own unique circumstances and particular highway safety needs.

Process Descriptions

A "traffic safety problem" is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in crash experience than normal expectations. Problem identification is a data driven process that involves the study of relationships between traffic crashes and the population, licensed drivers, registered vehicles, and vehicle miles traveled, as well as characteristics of specific subgroups that may contribute to crashes.

The process used to identify traffic safety problems began by evaluating Idaho's experience in each of the NHTSA eight highway safety priority areas [Alcohol/Drugs and Impaired Driving; Occupant Protection (Safety and Child Restraints); Pedestrian and Bicycle Safety; Traffic Records; Emergency Medical Services; Aggressive Driving; Motorcycle Safety; Teen Drivers]. In addition to these priority program areas, Distracted Driving has become a major concern nationwide. These program areas were determined by NHTSA to be most effective in eliminating motor vehicle crashes, injuries, and deaths. Consideration for other potential traffic safety problem areas came from analysis of the Idaho crash data and coordination with the Idaho SHSP. The SHSP is a statewide coordinated plan that provides a comprehensive framework for eliminating highway fatalities and serious injuries on all public roads.

Comparison data was developed, where possible, on costs of crashes, the number of crashes, and the number of deaths and injuries. Crash data, from the Idaho State Collision Database, was analyzed to determine problem areas as well as helmet use for motorcycles and bicycles, child safety restraint use, and seat-belt use. Population data from the Census Bureau, Violation and License Suspension data from the Economics and Research Section, Idaho Transportation Department and arrest information from the Bureau of Criminal Identification, and the Idaho State Police (ISP) was also used in the problem identification.

The focus areas were selected on the basis of the severity of the problem, economic costs, and availability of grantee agencies to conduct successful programs, and other supportable conclusions drawn from the traffic safety problem identification process.

Each October, the problem identification analysis is presented to the ITSC to identify the recommended focus areas. The ITSC votes to accept the Idaho focus areas anticipated to be programmed for the next year.

Project Selection and Development

The annual project selection process begins by notifying state and local public agencies involved in traffic-related activities of the availability of grant funds. A Grant Application notice, reflecting the focus areas considered for funding, is released in January. The Grant Application notice invites applicants to submit grant applications by the end of February.

Analysis of the crash data for all counties and cities with a population of 2,000 people or greater is used to solicit agencies for grants, evaluate grant applications, and solicit participation in the mobilizations. This analysis is done for each focus area and includes the number of fatal and injury crashes over the last three years and the 3-year fatal and injury crash rate per 100,000 population. Fatal and serious injury crashes are also used if the number of crashes is large enough to provide guidance of areas that may have a more severe crash problem.

Once the application period has closed, potential projects are sorted according to the focus area that most closely fits the project. OHS evaluates each project's potential to eliminate death and injury from motor vehicle crashes. For a new application (i.e., those which are not continuation grants from prior years), the applications are reviewed and scored based on the relevance of the application narrative/funding request and the overall merit of the project (i.e., whether the project implementation is part of SHSP strategies an effective countermeasure and whether the problem presented is data driven or supported by research or other relevant documentation). Funding decisions are based on agency need, supporting planned activity, performance evaluation and budget. Project Applications that fail to meet the selection criteria will not be recommended for the HSP.

In Idaho, the project selection process for NHTSA - funded grants is guided by data analysis supporting the effective countermeasures for specific emphasis areas. In the case of a few established proven effective countermeasures, innovative countermeasures are utilized on those areas that demonstrate evidence of potential success. Sources that guide Idaho's HSP project selection include:

- **Countermeasures That Work (CTW)**, A Highway Safety Countermeasure Guide for State Highway Safety Offices – USDOT
- **Written plan/reports** such as the SHSP, Impaired Driving Advisory Committee (IDAC), Seat Belt Committee and Traffic Records published document, emphasis areas or program specific assessment reports
- **Uniform Guidelines** for State Highway Safety Programs (USDOT)
- **Highway Safety related research recommendations** from trusted sources such as the Transportation Research Board, and the NCHRP Report 500 series.
- **Funding recommendations** for the individual projects are incorporated into the HSP and are presented to the ITSC in the spring meeting, for acceptance. The HSP is then presented to the Idaho Transportation Board for approval and sent to NHTSA for final approval. A flow chart depicting the entire process is contained on page nine.
- **Strategic Highway Safety Plan**: Besides seeking guidance and approval from ITSC, OHS coordinates SHSP team meetings for guidance in implementing programs funded with NHTSA funds, Section 402 and 405 funds.
- **Grant Applicant prior performance evaluation**

Linking with the Strategic Highway Safety Plan

As required by FAST ACT, the states must submit a HSP with programs that are supported by data driven strategies. Idaho has adopted this concept through the implementation of its "Toward Zero Deaths" vision within Idaho's safety community. Through the SHSP Idaho's safety community uses the pillars of safety, which are:

- **Data- Driven Decisions:** To make effective and efficient use of limited resources, invest in safety programs based on need as demonstrated by data. Return on this investment is maximized by thoroughly studying crash data and other pertinent data, including industry best practices.

- **Culture Change:** Safety advocates work toward a change in mindset, countering the belief that traffic deaths are just part of life, promoting that every life counts, and that it is no longer acceptable to make poor and irresponsible choices when behind the wheel in Idaho.

- **Commitment:** Idaho stays the course, leaving no stone unturned in the effort to save lives and keep families whole.

- **Partnerships:** Partnerships multiply the message and commitment. The SHSP draws on the strengths and resources of many safety partners and advocates.

- **Evaluation:** The process of reviewing, measuring and evaluating progress allows Idaho to see where change is possible for improvement in the future and to assure that proper investments are made.

To support the overall safety target, the SHSP is a fundamental guiding document that along with the HSP, link the program area problem identification data, performance targets, identified countermeasure strategies and allocation of funds to planned activities The SHSP and participants integrate the four E's (engineering, education, enforcement, and emergency response) to meet Idaho's target in eliminating highway fatalities and serious injuries on all public roads. The collaborative process of developing and implementing the SHSP brings together and draws on the strengths and resources of Idaho's safety partners. This process also helps coordinate targets and highway safety programs across the state.

The SHSP is comprised of three Emphasis Areas and associated with eleven Focus Areas.

High Risk Behavior Emphasis Area	Severe Crash Types Emphasis Area	Vulnerable Roadway User Emphasis Area
Aggressive Driving	Commercial Motor	Bicycle & Pedestrian
Distracted Driving	Vehicles	Mature Drivers
Impaired Driving	Intersections	Motorcycle
Occupant Protection	Lane Departure	Young Drivers

Timeline: Annual Highway Safety Planning Calendar

MONTH	ACTIVITIES
SEPTEMBER	Traffic safety problem identification
OCTOBER	OHS planning sessions and ITSC planning meeting and action
DECEMBER	Grant application notice is disseminated
JANUARY	Grant application period begins
FEBRUARY	Grant application period ends
MARCH	Draft Highway Safety Plan to be completed in April Clarify project proposals
APRIL	Prioritize and develop draft language for the HSP ITSC acceptance of Highway Safety Plan
MAY	Initial presentation and submission of Highway Safety Plan to ITD Board
JUNE	ITD Board approval
JULY	July 1: Submission of HSP to NHTSA
OCTOBER	Implementation of projects

Evidence-Based Traffic Safety Enforcement Program

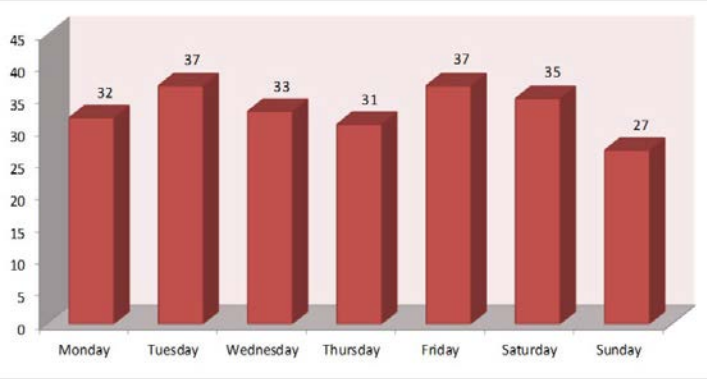
Idaho state and local law enforcement (LE) agencies are the greatest advocates for highway safety. Our LE partners are instrumental in helping Idaho achieve our targets. Traffic enforcement mobilizations are a format for the Idaho OHS to fund HVE's during specified emphasis periods, special events, or corridor enforcement in support of the OHS HSP focus areas.

Executing an effective HVE requires enforcement efforts targeted to the appropriate behavioral areas and locations coupled with meaningful media and public education outreach. The OHS's evidence based traffic safety enforcement program outlines a three step strategy to ensure effectiveness: Data Analysis, Resource Allocation, and Project Oversight. The strategy starts with an annual analysis of serious injury and fatality data to identify problems and ultimately allocate funding to projects through the annual grants process. This in depth analysis produces the HSP and Performance Report, which in turn drives the allocation of resources to the areas of greatest need. Following analysis and resource allocation, the ITD-OHS staff works closely with law enforcement agencies to ensure enforcement efforts are carried out successfully. These efforts, or the statewide traffic enforcement mobilizations, support the national mobilization efforts.

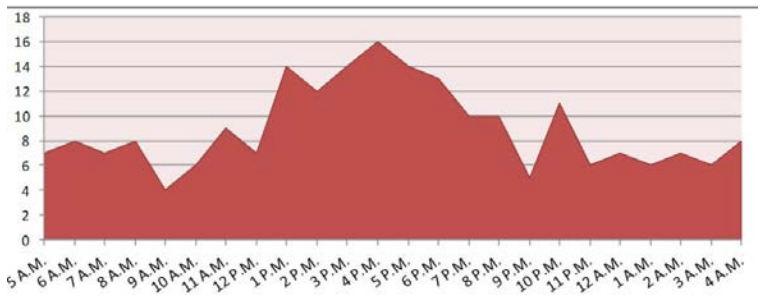
Idaho's Law Enforcement Liaison's (LEL), which are represented by six officers, one from each of the six

Idaho Transportation Districts have provided leadership for the evidence based traffic safety mobilization enforcement statewide. The primary objective of the LEL program is to increase participation and effectiveness of Idaho's law enforcement agencies and officers in statewide mobilizations, serving also as oversight and purveyors of HVE best practices. The result is an evidence- based traffic safety HVE project designed to address the areas and locations at highest risk and with the greatest potential for improvement. Data analysis is constantly updated and evaluated providing for continuous and timely revisions to enforcement deployment and resource allocation.

Fatal Crashes by Day of the Week: 2018



Fatal Crashes by Time of Day: 2018



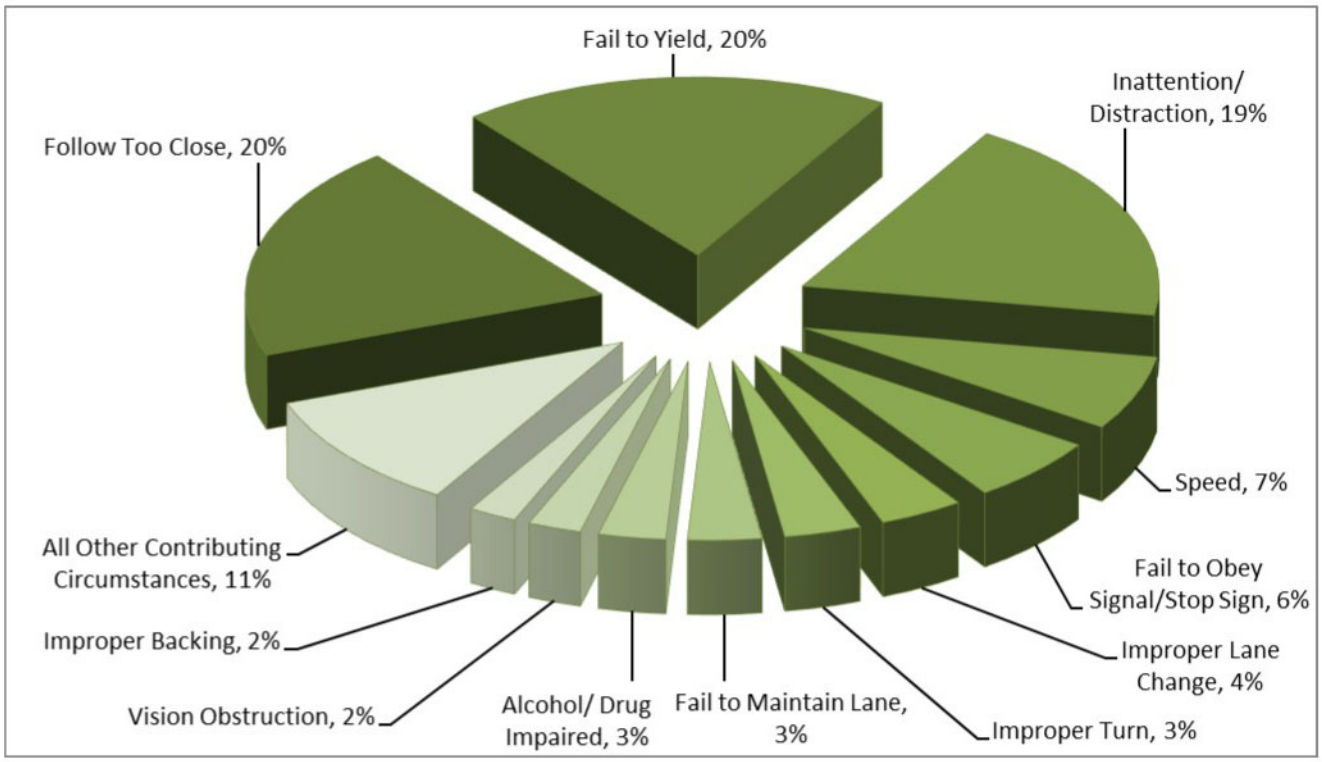
Comparison of Crashes by Roadway Classification: 2014-2018

	2014	2015	2016	2017	2018
Fatal Crashes	175	198	232	224	215
Urban	40	43	50	54	59
Rural	135	155	182	170	156
Injury Crashes:	8,217	9,050	9,327	8,818	9,083
Urban	5,399	5,898	6,209	5,957	6,118
Rural	2,818	3,152	3,118	2,861	2,965
Total Crashes:	22,134	24,018	25,328	25,851	24,031
Urban	14,670	15,422	16,492	17,153	16,217
Rural	7,464	8,596	8,836	8,698	7,814

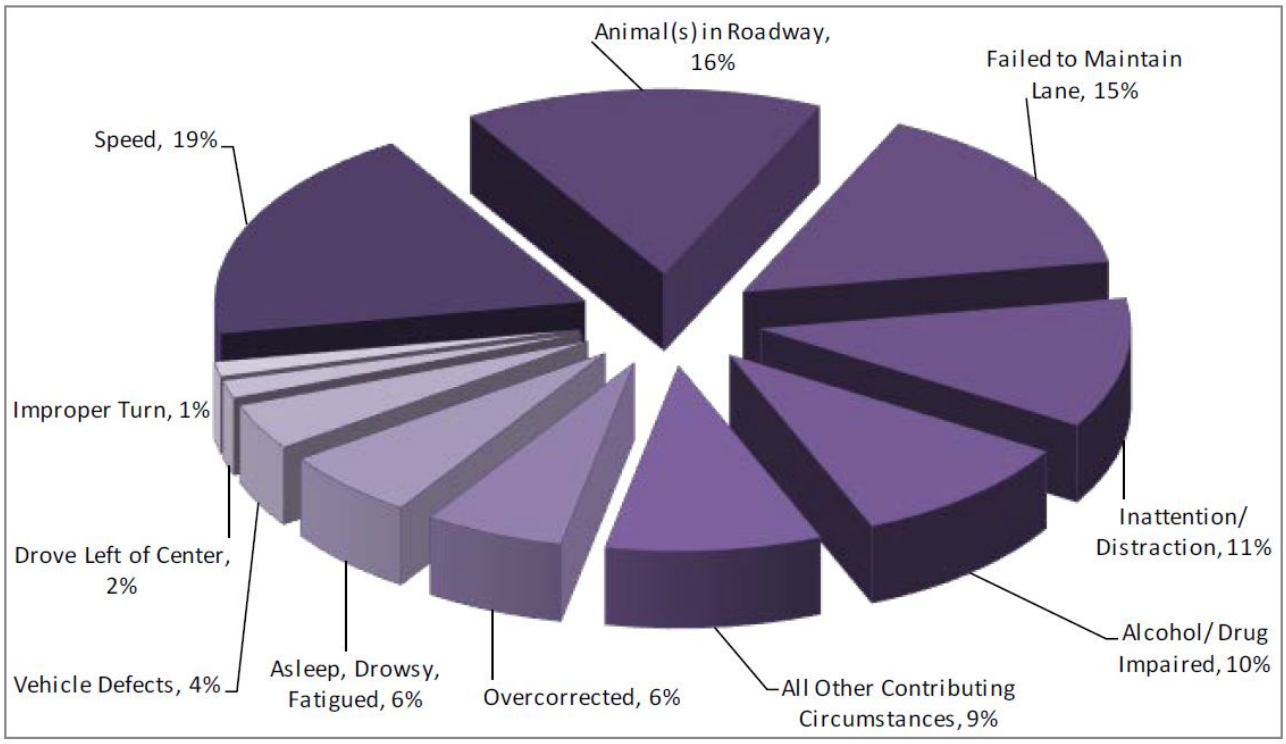
Urban roadways are defined as those within city limits of cities with 5,000 people or more. Urban roadways tend to carry higher volumes of traffic at lower speeds, while rural roads carry lower traffic volumes at higher speeds.

In 2018, 73% of fatal crashes occurred on rural roads, whereas 33% of all crashes occurred on rural roads. In Idaho in 2018, 89% of the total road mileage was classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.

Multiple-Vehicle Crashes – Contributing Circumstances: 2018



Single-Vehicle Crashes – Contributing Circumstances: 2018



High Visibility Enforcement (HVE)/ Traffic Safety Mobilizations

The Target of each mobilization is to establish project requirements with law enforcement agencies to align with the SHSP and to eliminate deaths, serious injuries and economic loss. Agencies taking part in the mobilizations enter into an agreement with the OHS to perform dedicated patrol for traffic enforcement during the time and dates established. For the impaired driving mobilizations, the OHS encourages participants to conduct enforcement during time frames that are data driven; often during nighttime hours. Funding for the campaigns are allocated to agencies that meet the criteria based on traffic crash data and agency past performance.

As part of the agreement, the law enforcement agencies publicize the enforcement effort with local media contacts to increase the awareness of enforcement and provide results before, during, and after mobilizations. Enforcement efforts are coupled with paid and earned media and public education outreach designed to inform the public of the increased enforcement. Idaho closely mirrors the NHTSA timeline model for media. The OHS works closely with their media experts to reach out to the demographics established through data. Outreach efforts include the use of public service announcements (TV, radio, outdoor, and internet marketing), social media, variable message boards, and earned media events.

Upon completion of each mobilization each participating agency is responsible for reporting their performance. During the seat belt mobilization, pre- and post- surveys are conducted. Additionally a performance report is submitted. The performance is monitored by the Program Managers to assist with making any adjustments to countermeasures or planned activities.

Although formal seat belt use surveys are performed annually through the OHS, the recipient of highway safety funds for a seat belt mobilization is required to gauge performance by conducting a pre- and post-seat belt survey. The OHS Program Managers can use this information as an indicator in evaluating and monitoring performance. The OHS conducts the following targeted HVE/Mobilizations:

- **Impaired Driving Mobilizations:** December - January (to coincide with NHTSA Impaired Driving campaign), June-July (to coincide with July 4th), and August – September (to coincide with NHTSA Impaired Driving campaign, Labor Day weekend).
- **Aggressive Driving:** During the summer, traffic crash fatalities frequency is over-represented. The Aggressive Driving mobilization focusing on speed is conducted during the summer months, and driving too fast for conditions mobilization takes place during the winter.
- **Seat Belt Mobilizations:** November-buckle up, May-Click It Don't Risk It (to coincide with NHTSA national campaign).
- **Distracted Driving:** April-phone in hand/ ticket in the other, to coincide with National Distracted Driving month in April.

FFY 2021 HVE Mobilization Schedule	
Seatbelts - November	Nov. 16 - 29, 2020
Impaired Driving - Holidays	Dec. 11, 2020 - Jan. 3, 2021
Aggressive Driving – Winter	Feb. 1 - 15, 2021
Distracted Driving - April	Apr. 19 - 30, 2021
Seatbelts - May	May 17 - 30, 2021
Impaired Driving - 4th of July	July 1 - July 15, 2021
Aggressive Driving - Summer	July 23 - Aug. 8, 2021
Impaired Driving - Labor Day	Aug. 12 - Sept. 2, 2021

Law Enforcement / Adjudication Process

To complete evidence based traffic enforcement, Idaho is growing increasingly stronger in its adjudication process. There is a strong data driven partnership between the judiciary and law enforcement: prosecutors, Idaho Supreme Court, Administrative Licensing Suspension (ITD), Alcohol Beverage Control, Idaho State Police and local law enforcement statewide.

Idaho's Traffic Safety Resource Prosecutor (TSRP) has served as a liaison between prosecutors, judiciary, law enforcement, and other stakeholders in the fight against impaired driving. Prior to the start of this program, the communication between law enforcement and prosecutors was in need of stronger relationships and communication. The TSRP provides training and technical assistance to law enforcement officers and prosecutors, delivering critical support to enhance successful prosecution of traffic safety violations.

STRATEGIC PARTNERS and STAKEHOLDERS

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 fifteen members from state and local law enforcement, Emergency Management Services and user groups. By statute, the chairs of the Idaho Senate Transportation Committee and the House Transportation and Defense Committee are on the ITSC. The ITSC has input throughout the development process of our Highway Safety Plan. The OHS maintains contact primarily through meetings, regular email and our Highway Safety Quick Notes.

The following members represent the ITSC:

Idaho Transportation Department
- L. Scott Stokes, Chief Deputy
- John Tomlinson, Highway Safety Manager

Law Enforcement
- Lt. Colonel Sheldon Kelley, Idaho State Police
- Chief Jeff Wilson, Orofino Police Department
- Craig T. Rowland, Bingham County Sheriff

Prosecutor/Legal
- Louis Marshall, Bonner County Prosecutor

Medical Services
- Stacey Carson, VP Operations, Idaho Hospital Association

Education
- Sunshine Beer, Idaho STAR (Skills Training Advantage for Riders)
- Emily Kormylo, Driver Education Coordinator, Idaho State Department of Education

City Government
- Brian Blad, Pocatello Mayor

Idaho Senate & House
- Senator Bert Brackett, Idaho Senate Representative
- Representative Joe Palmer, Idaho House Representative

PERFORMANCE PLAN

Performance Measures: Targets and Actual Values

The following table presents the targets and actual values for each performance measure in a simple, one-page format

		Benchmark 2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022
Primary Target							
C1	5-Year Ave Fatalities - Targets		230	243	249	247	245
	Actual Values	223	227				
Secondary Targets							
C2	5-Year Ave Serious Injuries - Targets		1,292	1,290	1,287	1,285	1,283
	Actual Values	1,293	1,290				
C3	5-Year Fatality Rate - Targets		1.35	1.40	1.41	1.38	1.36
	Actual Values	1.34	1.33				
FHWA-1	5-Year Serious Injury Rate - Targets		7.59	7.43	7.30	7.21	7.13
	Actual Values	7.74	7.59				
Aggressive Driving							
C6	5-Year Ave Speeding Fatalities - Targets		53	56	59	60	63
	Actual Values	50	49				
Distracted Driving							
I1	5-Year Ave Distracted Fatalities - Targets		49	53	53	53	54
	Actual Values	47	48				
Safety Restraint Use in Passenger Motor Vehicles (PMV)							
C4	5-Year Ave Unrestrained PMV Fatalities - Targets		95	103	106	106	105
	Actual Values	94	90				
B1	Yearly Observed Seat Belt Use - Targets		81.8%	82.1%	82.4%	82.7%	83.0%
	Actual Values	81.2%	85.4%				
Impaired Driving							
C5	5-Year Ave Driver BAC>=0.08 Fatalities - Targets		67	71	72	72	73
	Actual Values	63	64				
Vulnerable Users (Bike, Pedestrian, Mature)							
C11	5-Year Ave Bicyclist Fatalities - Targets		3	3	3	3	3
	Actual Values	3	3				
C10	5-Year Ave Pedestrian Fatalities - Targets		14	14	15	14	14
	Actual Values	14	15				
I2	5-Year Ave Drivers >=65 in Fatal Crashes - Targets		51	53	52	50	48
	Actual Values	49	50				
FHWA-2	5-Year Ave Non-Motorist Fatalities & Serious Injures		120	120	120	120	120
	Actual Values	117	122				
Youthful Driver							
C9	5-Year Ave Drivers <=20 in Fatal Crashes - Targets		32	33	32	32	31
	Actual Values	32	34				
Motorcycle (MC)							
C7	5-Year Ave Motorcycle Fatalities - Targets		28	29	29	29	29
	Actual Values	26	28				
C8	5-Year Ave Unhelmeted MC Fatalities - Targets		15	16	17	16	16
	Actual Values	15	17				
Commercial Motor Vehicle (CMV)							
I3	5-Year Ave CMV Fatalities - Targets		35	38	39	39	38
	Actual Values	34	37				
Lane Departure							
I4	5-Year Ave Single Vehicle Run-Off-Road Fatalities - Targets		112	115	116	115	114
	Actual Values	110	107				
I5	5-Year Ave Head-On/SS Opposite Fatalities - Targets		37	39	42	44	42
	Actual Values	35	35				
Intersections							
I6	5-Year Ave Intersection-Related Fatalities - Targets		43	46	47	46	46
	Actual Values	42	45				
Items for Reporting							
		2017	2018	2019	2020	2021	2022
	Yearly Total Fatality Rate	1.42	1.32				
	Yearly Urban Fatality Rate	0.84	0.85				
	Yearly Rural Fatality Rate	1.84	1.67				
			FFY2018	FFY2019	FFY2020	FFY2021	FFY2022
A1	Seat Belt Citations Issued during Grant Funded Activities		4,732				
A2	DUI Arrests made during Grant Funded Activities		545				
A3	Speeding Citations Issued during Grant Funded Activities		11,093				

2021 Performance Plan

Performance Measure Name	Target Period	Start Target Year	Target end Year	Target Value
C-1) Number of traffic fatalities	5 Year	2017	2021	247
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2017	2021	1285
C-3) Fatality Rate, VMT	5 Year	2017	2021	1.38
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat position (FARS)	5 Year	2017	2021	106
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	5 Year	2017	2021	72
C-6) Number of speeding-related fatalities	5 Year	2017	2021	60
C-7) Number of motorcyclist fatalities	5 Year	2017	2021	29
C-8) Number of unhelmeted motorcyclist fatalities	5 Year	2017	2021	16
C-9) Number of driver age 20 or younger involved in fatal crashes	5 Year	2017	2021	32
C-10) Number of pedestrian fatalities	5 Year	2017	2021	14
C-11) Number of bicyclist fatalities	5 Year	2017	2021	3
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2017	2021	82.7
I-1) Distracted Driving fatalities	5 Year	2017	2021	53
I-2) Drivers age 65 or older involved in fatal crashes	5 Year	2017	2021	50
I-3) Reduce CMV fatalities	5 Year	2017	2021	39
I-4) Number of single vehicle run off road fatalities	5 Year	2017	2021	115
I-5) Number of Head-on-side-Swipe-Opposite direction fatalities	5 Year	2017	2021	44
I-6) Number of intersection-related fatalities	5 Year	2017	2021	46

Performance Report

Progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities	Not Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met
C-3) Fatality Rate, VMT	Not Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat position (FARS)	Not Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	Not Met
C-6) Number of speeding-related fatalities	Met
C-7) Number of motorcyclist fatalities	Not Met
C-8) Number of unhelmeted motorcyclist fatalities	Not Met
C-9) Number of driver age 20 or younger involved in fatal crashes	Not Met
C-10) Number of pedestrian fatalities	Not Met
C-11) Number of bicyclist fatalities	Not Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
I-1) Distracted Driving fatalities	Not Met
I-2) Drivers age 65 or older involved in fatal crashes	Not Met
I-3) Reduce CMV fatalities	Not Met
I-4) Number of single vehicle run off road fatalities	Not Met
I-5) Number of Head-on-side-Swipe-Opposite direction fatalities	Not Met
I-6) Number of intersection-related fatalities	Not Met

For a complete description regarding how targets are set, refer to pages 4-5 "Primary Performance Measures, Benchmarks and Strategy". The last set of complete crash data is 2017 therefore the 5-year average number of fatalities is estimated using a trend line. Because of the considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2020 plan. Following the economic downturn in 2008, Idaho experienced a number of years with unprecedented low numbers of traffic fatalities. This was due almost entirely to the economic conditions as there were no changes to our programs, funding levels, or any significant projects that were implemented. As the economy has improved, we are seeing an increase in the number of fatalities, resulting in an increasing trend. Idaho's targets are set in relation to the trend line, which in this case, is an increasing trend line. Even if the targets may be increasing or flat, the targets are set lower than the trend.

C1 – 5-Year Average Number of Fatalities

Progress: Not Met

The target in the FFY 2018 HSP for the number of fatalities was 230 (2014-2018 5-year average), while the actual 5-year average number of fatalities was 227. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of fatalities for 2015-2019 is 243.

C2 – 5-Year Average Number of Serious Injuries

Progress: Not Met

The target in the FFY 2018 HSP for the number of serious injuries was 1,292 (2014-2018 5-year average), while the actual 5-year average number of serious injuries was 1,290. Because of considerable variability in the number of serious injuries over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of serious injuries for 2015-2019 is 1,290.

C3 – 5-Year Fatality Rate per 100 million Annual Vehicle Miles Traveled (AVMT)

Progress: Not Met

The target in the FFY 2018 HSP for the 5-year fatality rate was 1.35 (2014-2018), while the actual 5-year fatality rate was 1.33. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year fatality rate for 2015-2019 is 1.40.

C4 – 5-Year Average Number of Unrestrained Passenger Motor Vehicle Occupants Killed

Progress: Not Met

The target in the FFY 2018 HSP for the number of unrestrained passenger motor vehicle occupants killed was 95 (2014-2018 5-year average), while the actual 5-year average number of unrestrained passenger motor vehicle occupants killed was 90. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. This trend line was indicating a decreasing trend however, recent data has proved it to be an increasing trend. The target for the 5-year average number of unrestrained passenger motor vehicle occupants killed for 2015-2019 is 103.

C5 – 5-Year Average Number of Fatalities Involving a Driver with a BAC greater than or equal to 0.08

Progress: Not Met

The target in the FFY 2018 HSP for the number of fatalities involving a driver with a BAC greater than or equal to 0.08 was 67 (2014-2018 5-year average), while the actual 5-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 was 64. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. This trend line was indicating a decreasing trend however, more recently the data has trended up and has proved there to be an increasing trend. The target for the 5-year average number of fatalities involving a driver with a BAC greater than or equal to 0.08 for 2015-2019 is 71.

C6 – 5-Year Average Number of Fatalities Resulting from Crashes Involving Speeding

Progress: Met

The target in the FFY 2018 HSP for the number of fatalities resulting from crashes involving speeding was 53 (2014-2018 5-year average), while the actual 5-year average number of fatalities resulting from crashes involving speeding was 49. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. This trend line is indicating an increasing trend. The target for the 5-year average number of fatalities resulting from crashes involving speeding for 2015-2019 is 56.

C7 – 5-Year Average Number of Motorcyclists Killed

Progress: Not Met

The target in the FFY 2018 HSP for the number of motorcyclists killed was 28 (2014-2018 5-year average), while the actual 5-year average number of motorcyclists killed was 28. The trend line is indicating an increasing trend. The target for the 5-year average number of motorcyclists killed for 2015-2019 is 29.

C8 – 5-Year Average Number of Motorcyclists Killed Not Wearing Helmets

Progress: Not Met

The target in the FFY 2018 HSP for the number of motorcyclists that were not wearing helmets killed was 15 (2014-2018 5-year average), while the actual 5-year average number of motorcyclists killed that were not wearing helmets was 17. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of motorcyclists killed that were not wearing helmets for 2015-2019 is 16.

C9 – 5-Year Average Number of Drivers, 20 Years Old and Younger, Involved in Fatal Crashes

Progress: Not Met

The target in the FFY 2018 HSP for the number of drivers, 20 years old and younger, involved in fatal crashes was 32 (2014-2018 5-year average), while the actual 5-year average number of drivers, 20 years old and younger, involved in fatal crashes was 34. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. Most trend lines are indicating an increasing trend and the targets have been set to be lower than the increasing trend. The target for the 5-year average number of drivers, 20 years old and younger, involved in fatal crashes for 2015-2019 is 33.

C10 – 5-Year Average Number of Pedestrian Fatalities

Progress: Not Met

The target in the FFY 2018 HSP for the number of pedestrians killed by motor vehicles was 14 (2014-2018 5-year average), while the actual 5-year average number of pedestrians killed by motor vehicles was 15. The target for the 5-year average number of pedestrians killed by motor vehicles for 2015-2019 is 14.

C11 – 5-Year Average Number of Bicyclist Fatalities

Progress: Not Met

The target in the FFY 2018 HSP for the number of bicyclists killed by motor vehicles was 3 (2014-2018 5-year average), while the actual 5-year average number of bicyclists killed by motor vehicles was 3. The target for the 5-year average number of bicyclists killed by motor vehicles for 2015-2019 remains as 3.

B1 – Yearly Observed Seat Belt Use Rate

Progress: Met

The target in the FFY 2018 HSP for the yearly observed seat belt use rate was 83.0%, while the actual yearly observed seat belt use rate was 81.8.4%. The target for the yearly observed seat belt use rate for 2021 is 82.1%.

I1 – 5-Year Average Number of Fatalities Resulting from Distracted Driving

Progress: Not Met

The target in the FFY 2018 HSP for the number of fatalities resulting from distracted driving was 49 (2014-2018 5-year average), while the actual 5-year average number of fatalities resulting from distracted driving was 48. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. Most trend lines are indicating an increasing trend. The target for the 5-year average number of crashes resulting from distracted driving for 2015-2019 is 53.

I2 – 5-Year Average Number of Fatal Crashes Resulting from Drivers >=65

Progress: Not Met

The target in the FFY 2018 HSP for the number of fatal crashes resulting from drivers equal to or older than 65 years of age was 51 (2013-2017 5-year average), while the actual 5-year average number of fatalities resulting from drivers equal to or older than 65 years old was 50. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. Most trend lines are indicating an increasing trend. The target for the 5-year average number of resulting from distracted driving for 2015-2019 is 53.

I3 – 5-Year Average Number of Fatalities Resulting from Commercial Vehicle Crashes

Progress: Not Met

The target in the FFY 2018 HSP for the number of fatalities resulting from commercial motor vehicle crashes was 35 (2014-2018 5-year average), while the actual 5-year average number of fatalities resulting from commercial motor vehicle crashes was 37. The target has been evaluated and for the FFY 2021 plan and the target for the 5-year average number of resulting from commercial motor vehicle crashes for 2015-2019 is 38.

I4 – 5-Year Average Number of Fatalities Resulting from Single-Vehicle Run Off the Road Crashes

Progress: Not Met

The target in the FFY 2018 HSP for the number of fatalities resulting from single-vehicle run off the road crashes was 112 (2014-2018 5-year average), while the actual 5-year average number of fatalities resulting from single-vehicle run off the road crashes was 107. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. The target for the 5-year average number of resulting from single-vehicle run off the road crashes for 2015-2019 is 115.

I5 – 5-Year Average Number of Fatalities Resulting from Head-On or Sideswiped Opposite Direction Crashes

Progress: Not Met

The target in the FFY 2018 HSP for the number of fatalities resulting from head-on or sideswiped opposite direction crashes was 37 (2014-2018 5-year average), while the actual 5-year average number of fatalities resulting from head-on or sideswiped opposite direction crashes was 35. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. The current trend line indicate an increasing trend. The target for the 5-year average number of resulting from head-on or sideswiped opposite direction crashes for 2015-2019 is 39.

I6 – 5-Year Average Number of Fatalities Resulting from Intersection Related Crashes

Progress: Not Met

The target in the FFY 2018 HSP for the number of fatalities resulting from intersection-related crashes was 43 (2014-2018 5-year average), while the actual 5-year average number of fatalities resulting from intersection-related crashes was 45. Because of considerable variability in the number of fatalities over the past 10 years, the targets have been completely reevaluated and revised for the FFY 2021 plan. Most trend lines are indicating an increasing trend. The target for the 5-year average number of resulting from intersection-related crashes for 2015-2019 is 46.

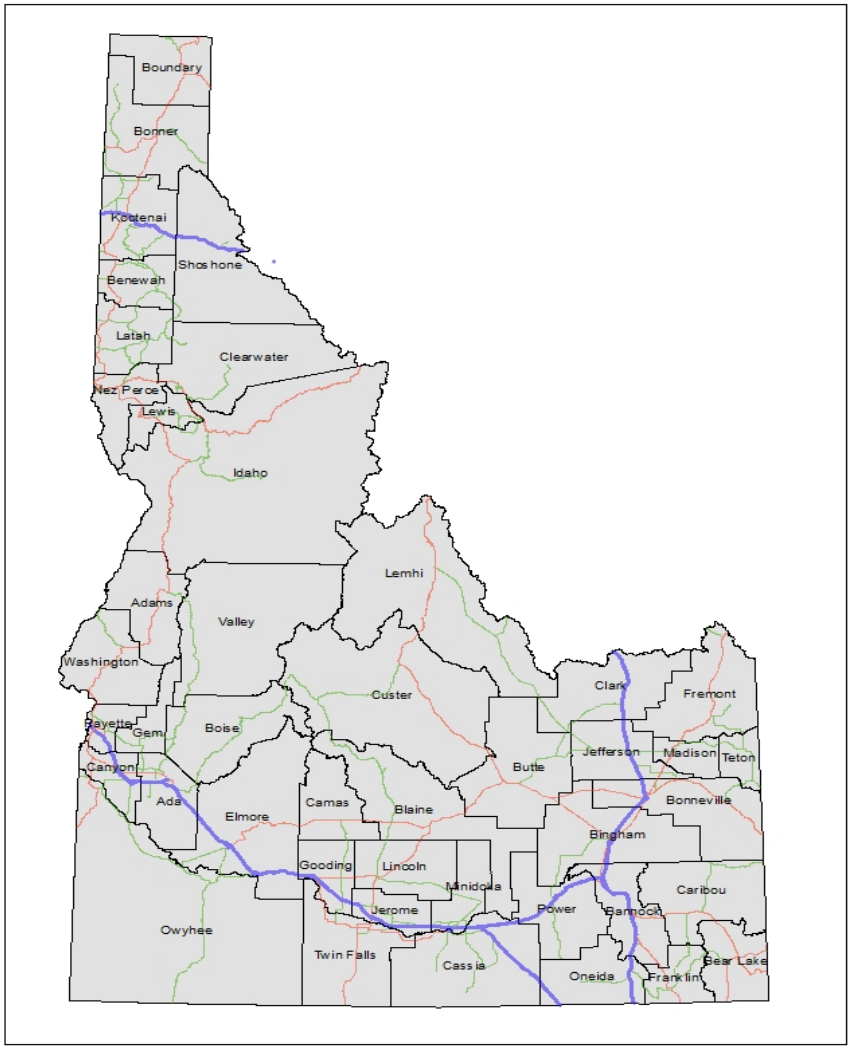
Targets for the FFY 2018 and FFY 2019 Highway Safety Plans were set in 2016 when the most recent available data was from 2014. This was at a time that fatalities were significantly decreasing due to the economic downturn. Since that time, the economy has improved and fatalities have increased resulting in most of the targets not being met.

IDENTIFICATION REPORT

State Demographics

Idaho is geographically located in the Pacific Northwest. Idaho is the 11th largest State the nation in land area, but the 38th largest in population. Idaho consists of 82,750.9 square miles of land and is comprised of 44 Counties ranging in size from 407.5 square miles (Payette County) to 8,485.2 square miles (Idaho County). Two counties, Idaho County (8,485.2 square miles) and Owyhee County (7,678.4 square miles) encompass 19.5% of the State, although they only represent just 1.7 percent of the statewide population. Just over 63% of Idaho is federally owned land, primarily consisting of national forests, wilderness areas, and BLM land.

The United States Census Bureau estimates the population of Idaho in 2019 was 1,790,777. Idaho is a rural State, nearly two-thirds (65%) of the population resides in just 6 of the 44 counties: Ada (434,211), Canyon (207,478), Kootenai (150,346), Bonneville (110,089), Bannock (83,744), and Twin Falls (82,375).



Idaho

Problem

Identification

Report

FY 2021

Prepared by the Office of Highway Safety

Prepared by: Office of Highway Safety, Idaho Transportation Department.

Statewide

The Problem

- In 2018, 234 people were killed and 13,301 people were injured in traffic crashes.
- The fatality rate was 1.32 fatalities per 100 million Annual Vehicle Miles of Travel (AVMT) in Idaho in 2018. The US fatality rate was estimated to be 1.14 fatalities per 100 million AVMT in 2018.
- Motor vehicle crashes cost Idahoans nearly $4.2 billion in 2018. Fatal and serious injuries represented 71 percent of these costs.

Idaho Crash Data and Measures of Exposure, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Total Crashes	22,134	24,018	25,328	25,851	24,031	2.2%
Fatal Crashes	175	198	232	224	215	5.7%
Total Deaths	186	216	253	245	234	6.4%
Injury Crashes	8,217	9,050	9,327	8,818	9,083	2.7%
Total Injured	11,768	13,207	13,664	12,969	13,301	3.3%
Property-Damage-Only Crashes (Severity >$1,500)	13,742	14,770	15,769	16,809	14,733	2.1%
Idaho Population (thousands)[1]	1,634	1,655	1,683	1,717	1,754	1.8%
Licensed Drivers (thousands)[2]	1128	1,144	1,165	1,208	1,255	2.7%
Vehicle Miles Of Travel (millions)[2]	16,145	16,662	17,152	17,301	17,709	2.3%
Registered Vehicles (thousands)[3]	1,480	1,489	1,491	1,575	1,634	2.5%

Sources: 1: U.S. Census Bureau, 2: Economics and Research Section, Idaho Transpotation Department
3: Traffic Survey and Analysis Section, Idaho Transportation Department

Economic Costs* of Idaho Crashes, 2018

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	234	$10,019,679	$2,344,604,837
Suspected Serious Injuries	1,250	$479,191	$598,989,298
Suspected Minor Injuries	3,984	$130,517	$519,978,280
Possible Injuries	8,067	$66,646	$537,633,231
No Injuries	46,662	$3,376	$157,541,689
Total Estimate of Economic Cost			$4,158,747,336

*Economic Costs include: property damage, lost earnings, lost household production, medical, emergency services, travel delay, vocational rehabilitation, workplace, administrative, legal, pain and lost quality of life. Based on estimates released by the Federal Highway Administration and updated to reflect 2018 dollars.

Statewide – (Continued)

Fatal and Injury Crash Involvement by Age of Driver, 2018

Age of Driver	# of Drivers in F&I Crashes	% of Drivers in F&I Crashes	# of Licensed Drivers	% of Total Drivers	Fatal & Injury Crash Involvement*
15-19	2,240	13%	69,727	6%	2.4
20-24	2,154	13%	104,851	8%	1.5
25-34	3,348	20%	210,775	17%	1.2
35-44	2,685	16%	207,102	16%	1.0
45-54	2,230	13%	189,343	15%	0.9
55-64	1,925	12%	208,888	17%	0.7
65 & Older	1,874	11%	264,502	21%	0.5
Missing	242	1%			
Total	16,698		1,255,188		

*Representation is percent of drivers in fatal and injury collisions divided by percent of licensed drivers.
Over representation occurs when the value is greater than 1.0.

Location of Idaho Crashes, 2014-2018

Roadway Information	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Local:						
AVMT (100 millions)[1]	74.5	75.8	77.3	76.6	77.2	0.9%
Fatal Crash Rate	1.0	1.1	1.2	1.2	1.0	1.4%
Injury Crash Rate	64.7	68.7	68.8	64.7	67.6	1.2%
Total Crash Rate	185.9	191.2	195.0	199.1	183.6	-0.2%
State System (Non-Interstate):						
AVMT (100 millions)[1]	49.5	51.1	52.1	53.1	55.0	2.7%
Fatal Crash Rate	1.5	1.6	1.8	1.7	1.7	3.5%
Injury Crash Rate	50.4	56.5	57.6	53.4	53.2	1.6%
Total Crash Rate	133.4	149.2	154.6	154.5	138.6	1.3%
Interstate:						
AVMT (100 millions)[1]	37.4	39.7	42.1	43.2	44.8	4.6%
Fatal Crash Rate	0.7	0.9	1.1	0.9	0.9	8.7%
Injury Crash Rate	24.2	24.1	23.9	23.6	20.8	-3.5%
Total Crash Rate	44.8	47.9	52.4	55.1	49.5	2.8%
Statewide Totals:						
AVMT (100 millions)[1]	161.5	166.6	171.5	173.0	177.1	2.3%
Fatal Crash Rate	1.1	1.2	1.4	1.3	1.2	3.2%
Injury Crash Rate	50.9	54.3	54.4	51.0	51.3	0.3%
Total Crash Rate	137.1	144.1	147.7	149.4	135.7	-0.1%

Source: 1: Traffic Survey and Analysis Section, Idaho Transportation Department

Aggressive Driving

The Definition

- Aggressive driving behaviors include: Failure to Yield Right of Way, Driving Too Fast for Conditions, Exceeding the Posted Speed, Passed Stop Sign, Disregarded Signal, and Following Too Close.

- Aggressive driving crashes are those where an officer indicates that at least one aggressive driving behavior contributed to the collision. Up to three contributing circumstances are possible for each vehicle in a collision, thus the total number of crashes attributed to these behaviors is less than the sum of the individual components.

The Problem

- Aggressive driving was a factor in 50 percent of all crashes and 32 percent of all fatalities in 2018.

- Drivers, ages 19 and younger, were 4.0 times as likely to be involved in an aggressive driving collision as all other drivers in 2018.

- Aggressive driving crashes cost Idahoans nearly $1.7 billion in 2018. This represented 40 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Total Aggressive Driving Crashes	12,366	12,383	12,793	13,149	11,985	-0.7%
Fatalities	72	77	83	82	75	1.2%
Suspected Serious Injuries	649	637	612	582	516	-5.5%
Suspected Minor Injuries	2,077	2,282	2,164	2,064	2,166	1.3%
Possible Injuries	4,356	4,652	4,706	4,627	4,596	1.4%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Driving Too Fast for Conditions	229	276	266	259	261	3.8%
Fail to Yield Right of Way	205	171	174	148	113	-13.4%
Exceeded Posted Speed	124	115	93	95	71	-12.4%
Passed Stop Sign	102	92	89	75	82	-4.9%
Disregarded Signal	60	50	67	61	63	2.9%
Following Too Close	58	49	69	78	69	6.7%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.47	4.29	4.05	3.84	3.34	-7.0%
** Three contributing circumstances possible per unit involved in each collision*						

Distracted Driving

The Definition

- Distracted driving crashes are those where an officer indicates that Inattention or Distracted – in/on Vehicle was a contributing circumstance in the crash.

The Problem

- In 2018, 48 fatalities resulted from distracted driving crashes. This represents 21 percent of all fatalities. Of the 36 passenger vehicle occupants killed in distracted driving crashes, 11 (31 percent) were wearing a seat belt. The other fatalities resulting from distracted driving in 2018 were 4 motorcyclists, 4 pedestrians, 3 commercial vehicle occupants, and an ATV rider.

- In 2018, drivers under the age of 25 comprised 37 percent of the drivers involved in all distracted driving crashes and 33 percent of the drivers involved in fatal distracted driving crashes, while they only comprised 14 percent of the licensed drivers.

- Distracted driving crashes cost Idahoans just over $950 million in 2018. This represents 23 percent of the total economic cost of crashes.

Distracted Driving Crashes in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Distracted Driving Crashes	4,781	5,470	4,973	4,808	4,750	0.2%
Fatalities	39	51	64	39	48	10.1%
Suspected Serious Injuries	364	425	367	318	343	-0.6%
Suspected Minor Injuries	1,033	1,285	1,193	989	1,028	1.0%
Possible Injuries	1,846	2,211	2,121	2,020	2,081	3.5%
Distracted Driving Crashes as a % of All Crashes	21.6%	22.8%	19.6%	18.6%	19.8%	-1.8%
Distracted Driving Fatalities as a % of All Fatalities	21.0%	23.6%	25.3%	15.9%	20.5%	2.9%
Distracted Driving Injuries as a % of All Injuries	27.6%	29.7%	26.9%	25.7%	26.0%	-1.3%
All Fatal and Injury Crashes	8,392	9,248	9,559	9,042	9,298	2.7%
Distracted Fatal/Injury Crashes	2,182	2,568	2,355	2,151	2,244	1.3%
% DistractedDriving	26.0%	27.8%	24.6%	23.8%	24.1%	-1.6%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.50	2.86	2.51	2.06	2.21	-2.1%

Safety Restraints

The Problem

- In 2018, 85 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2018, seat belt usage varied by region around the state from a high of 92 percent in District 3 (Southwestern Idaho) to a low of 70 percent in District 4 (South-Central Idaho).
- Only 37 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2018. Seat belts are estimated to be 50 percent effective in preventing fatal and serious injuries. By this estimate, we can deduce that 56 lives were saved in Idaho in 2018 because they were wearing a seat belt and an additional 41 lives could have been saved if everyone had worn their seat belt.
- There was 1 child under the age of 7 killed (unrestrained) and 14 with suspected serious injuries (12 were restrained) while riding in passenger vehicles in 2018. Child safety seats are estimated to be 69 percent effective in reducing fatalities and serious injuries. By this estimate, if all of the children under 7 had been properly restrained, an additional life may have been saved. Furthermore, 27 serious injuries were prevented and 1 of the serious injuries may have been prevented if they had all been properly restrained.
- Unrestrained passenger motor vehicle occupants cost Idahoans over $1.0 billion in 2018. This represents 25 percent of the total economic cost of crashes.

Occupant Protection in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Observational Seat Belt Survey						
District 1	76%	74%	77%	76%	85%	2.9%
District 2	80%	79%	78%	84%	87%	2.2%
District 3	91%	89%	90%	89%	92%	0.3%
District 4	67%	58%	66%	73%	70%	1.9%
District 5	80%	87%	86%	89%	72%	-2.1%
District 6	71%	66%	67%	74%	75%	1.7%
Statewide Average	**80%**	**81%**	**83%**	**81%**	**85%**	1.6%
Seat Belt Use - Age 4 and Older*						
Cars, Pickups, Vans and SUV's						
In Fatal Crashes	44.3%	37.6%	34.6%	34.7%	36.8%	-4.1%
In Suspected Serious Injury Crashes	64.2%	66.8%	69.3%	65.4%	65.3%	0.5%
Self Reported Child Restraint Use*						
in Cars, Pickups, Vans and SUV's	80.4%	80.3%	96.4%	79.8%	80.6%	0.9%

*The child restraint law was modified in 2005 to include children under the age of 7. As of 2005, seat belt use is for persons age 7 and older and child restraint use if or children 6 and younger.

Impaired Driving

Definition

- Impaired driving crashes are those where the investigating officer has indicated the driver of a motor vehicle, a pedestrian, or a bicyclist was alcohol and/or drug impaired or where alcohol and/or drug impairment was listed as a contributing circumstance to the crash.

The Problem

- In 2018, 78 fatalities resulted from impaired driving crashes. This represents 33 percent of all fatalities. Only 10 (or 21 percent) of the 48 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt. Additionally, there were 15 motorcyclists, 12 pedestrians, 1 commercial vehicle occupant, and 2 ATV occupants in impaired driving crashes.

- Of the 78 people killed in impaired driving crashes in 2018, 66 (or 85%) were impaired drivers or operators, persons riding with an impaired driver, or impaired pedestrians.

- Eleven percent of the impaired drivers involved in crashes were under the age of 21 in 2018, even though they are too young to legally purchase alcohol.

- Impaired driving crashes cost Idahoans nearly $967 million in 2018. This represents 23 percent of the total economic cost of crashes.

Impaired Driving in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Impaired Driving Crashes	1,378	1,367	1,535	1,529	1,456	1.6%
Fatalities	72	87	88	80	78	2.6%
Suspected Serious Injuries	227	219	223	218	212	-1.7%
Suspected Minor Injuries	383	350	397	338	334	-2.8%
Possible Injuries	443	477	482	489	523	4.3%
Impaired Driving Crashes as a % of All Crashes	6.2%	5.7%	6.1%	5.9%	6.1%	-0.5%
Impaired Driving Fatalities as a % of All Fatalities	38.7%	40.3%	34.8%	32.7%	33.3%	-3.4%
Impaired Driving Injuries as a % of All Injuries	8.9%	7.9%	8.1%	8.1%	8.0%	-2.5%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	1.85	1.84	1.81	1.72	1.64	-3.0%
Annual DUI Arrests by Agency*						
Idaho State Police	1,197	1,089	1,305	1,400	1,518	6.6%
Local Agencies	6,248	6,298	6,015	5,927	6,412	0.8%
Total Arrests	7,445	7,387	7,320	7,327	7,930	1.7%
DUI Arrests per 100 Licensed Drivers	0.66	0.65	0.63	0.61	0.63	-1.0%

*Source: Bureau of Criminal Identification, Idaho State Police

Youthful Drivers

The Problem

- Drivers, ages 15 to 19, represented just fewer than 6 percent of licensed drivers in Idaho in 2018, yet they represented 11 percent of the drivers involved in fatal and serious injury crashes.

- In 2018, drivers ages 15 to 19 constituted 7 percent of the impaired drivers involved in crashes, despite the fact they were too young to legally consume alcohol.

- National and international research indicates youthful drivers are more likely to be in single-vehicle crashes, to make one or more driver errors, to speed, to carry more passengers than other age groups, to drive older and smaller cars that are less protective, and are less likely to wear seat belts.

- Of the 36 people killed in crashes with youthful drivers, 14 were the youthful drivers themselves. Of the 12 youthful drivers killed that were in passenger motor vehicles, 8 were wearing a seat belt. The other 2 drivers were motorcycle drivers.

- Crashes involving youthful drivers cost Idahoans nearly $771 million in 2018. This represents 19 percent of the total economic cost of crashes.

Crashes involving Young Drivers in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Total Crashes Involving Drivers 15-19	4,668	5,374	5,622	5,464	5,244	3.2%
Fatalities	20	34	27	31	36	20.1%
Suspected Serious Injuries	198	270	238	225	230	5.3%
Suspected Minor Injuries	812	997	1,011	886	976	5.5%
Possible Injuries	1,547	1,903	1,986	1,795	1,991	7.2%
Drivers 15-19 in Fatal & Serious Injury Crashes	182	232	232	206	213	4.9%
% of all Drivers involved in Fatal and Serious Injury Crashes	9.4%	12.0%	12.0%	10.7%	11.1%	5.0%
Licensed Drivers 15-19	62,895	65,264	65,940	71,523	69,727	2.7%
% of Total Licensed Drivers	5.6%	5.7%	5.7%	5.9%	5.6%	0.0%
Fatal & Injury Crash Involvement*	1.69	2.11	2.13	1.81	1.99	5.2%
Drivers 15-19 - Fatal Crashes	19	32	25	27	29	15.5%
Impaired Drivers 15-19 - Fatal Crashes	4	7	4	2	2	-4.5%
% of Youthful Drivers that were Impaired in Fatal Crashes	21.1%	21.9%	16.0%	7.4%	6.9%	-20.9%

** Fatal & Injury Crash Involvement is the percent of fatal and injury crashes divided by the percent of licensed drivers.*
Over-representation occurs when the value is greater than 1.0., Under-Representation when the value is less than 1.

Mature Drivers

The Problem

- Mature drivers, drivers age 65 and older, were involved in 4,380 crashes in 2018. This represents 18 percent of the total number of crashes. Fatalities resulting from crashes involving mature drivers represented 20 percent of the total number of fatalities in 2018. Of the 47 people killed in crashes with mature drivers, 32 (68 percent) were the mature drivers themselves.

- Mature drivers are under-represented in fatal and injury crashes. Mature drivers represent 21 percent of licensed drivers, but represent 12 percent of drivers involved in fatal and injury crashes.

- National research indicates drivers and passengers over the age of 75 are more likely than younger persons to sustain injuries or death in traffic crashes due to their physical fragility.

- Crashes involving drivers, age 65 and older, cost Idahoans nearly $793 million in 2018. This represents 19 percent of the total economic cost of crashes.

Crashes Involving Mature Drivers in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Total Mature Driver Crashes	3,682	3,992	4,214	4,526	4,380	4.5%
Fatalities	46	42	51	71	47	4.5%
Suspected Serious Injuries	263	269	287	245	255	-0.4%
Suspected Minor Injuries	642	719	784	758	739	3.8%
Possible Injuries	1,176	1,372	1,476	1,600	1,547	7.3%
Mature Drivers in Fatal & Injury Crashes	1,536	1,711	1,833	1,861	1,874	5.2%
% of All Drivers in Fatal & Injury Crashes	11.1%	10.4%	10.8%	11.5%	11.6%	1.3%
Licensed Drivers 65 & Older	207,824	216,423	226,067	242,833	264,502	6.2%
% of Total Licensed Drivers	18.4%	18.9%	19.4%	20.1%	21.1%	3.4%
Involvement* of Drivers 65 & Older in Fatal and Injury Crashes	0.60	0.55	0.56	0.57	0.55	-2.1%
Mature Drivers-Fatal Crashes	43	41	53	65	44	3.7%
Mature Drivers-Impaired Fatal Crashes	2	3	1	5	1	75.8%
% Fatal Impaired Crashes	6.7%	7.3%	1.9%	7.7%	2.3%	43.2%

** Representation (or Involvement) is percent of fatal and injury crashes divided by percent of licensed drivers.*
Over-representation occurs when the value is greater than 1.0., Under-Representation when the value is less than 1.

Motorcycles

The Problem

- In 2018, motorcycle crashes represented 2 percent of the total number of crashes, yet accounted for 12 percent of the total number of fatalities and suspected serious injuries.
- Just over half of all motorcycle crashes (51 percent) and nearly half of fatal motorcycle crashes (42 percent) involved just the motorcycle (no other vehicles were involved) in 2018.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet. In 2018, 14 of the 20 (70 percent) motorcycle drivers and passengers, under the age of 18 and involved in crashes, were wearing helmets.
- The National Highway Traffic Safety Administration estimates helmets are 37 percent effective in preventing motorcycle fatalities. In 2018, only 56 percent of motorcyclists killed in crashes were wearing helmets.
- Motorcycle crashes cost Idahoans nearly $486 million in 2018. This represents 12 percent of the total economic cost of crashes.

Motorcycle Crashes in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Motorcycle Crashes	510	546	528	507	510	0.1%
Fatalities	25	28	22	26	38	13.7%
Suspected Serious Injuries	146	174	164	139	143	0.3%
Suspected Minor Injuries	207	225	223	230	194	-1.2%
Possible Injuries	87	131	123	123	145	15.6%
Motorcyclists in Crashes	562	611	591	574	563	0.2%
Registered Motorcycles	60,160	51,219	55,865	55,806	59,688	0.3%
Motorcyclists Wearing Helmets	328	347	329	341	319	-0.5%
% Motorcyclists Wearing Helmets	58.4%	56.8%	55.7%	59.4%	56.7%	-0.6%

Pedestrians and Bicyclists

The Problem

- In 2018, 19 pedestrians and 2 bicyclists were killed in traffic crashes. The 19 pedestrians killed represented 8 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 16 percent of the fatalities and injuries sustained in pedestrian crashes and 20 percent of the fatalities and injuries sustained in bicycle crashes.
- Crashes involving pedestrians and bicyclists cost Idahoans over $312 million in 2018. This represents 8 percent of the total economic cost of crashes.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Pedestrian Crashes	232	207	236	219	244	1.9%
Fatalities	14	8	18	17	19	22.1%
Suspected Serious Injuries	55	51	66	79	71	7.9%
Suspected Minor Injuries	87	103	102	75	88	2.1%
Possible Injuries	78	66	80	78	83	2.4%
Pedestrians in Crashes	245	224	249	247	253	1.1%
Pedestrian Fatal and Serious Injuries	69	59	81	95	89	8.4%
% of All Fatal and Serious Injuries	4.7%	3.8%	5.1%	6.4%	6.0%	8.5%
Impaired Pedestrian F&SI	7	6	17	14	16	41.4%
% of Pedestrian F&SI - Impaired	10.1%	10.2%	21.0%	14.7%	18.0%	24.7%
Bicycle Crashes	296	286	319	223	302	3.4%
Fatalities	2	0	6	3	2	-20.8%
Suspected Serious Injuries	41	36	52	29	50	15.1%
Suspected Minor Injuries	152	149	158	128	132	-2.9%
Possible Injuries	100	101	109	62	110	10.8%
Bicyclists in Crashes	305	353	322	224	302	2.8%
Bicycle Fatal and Serious Injuries	43	36	57	31	52	16.0%
% of All Fatal and Serious Injuries	2.9%	2.3%	3.6%	2.1%	3.5%	15.2%
Bicyclists Wearing Helmets in Collisions	82	63	76	45	69	2.5%
% of Bicyclists Wearing Helmets	26.9%	17.8%	23.6%	20.1%	22.8%	-0.6%
Impaired Bicyclist F&SI	2	0	2	5	1	17.5%
% of Bicycle F&SI - Impaired	4.7%	0.0%	3.5%	16.1%	1.9%	67.9%

Crash Response (Emergency Medical Services)

The Problem

- The availability and quality of services provided by local EMS agencies may mean the difference between life and death for someone injured in a traffic crash. Improved post-crash victim care reduces the severity of trauma incurred by crash victims. The sooner someone receives appropriate medical care, the better the chances of recovery. This care is especially critical in rural areas because of the time it takes to transport a victim to a hospital.

Crash Response (EMS) in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Total Crashes	22,134	24,018	25,328	25,851	24,031	2.2%
EMS Response to Fatal & Injury Crashes	5,602	6,142	6,476	6,024	6,213	2.8%
% of Fatal & Injury Crashes	66.8%	66.4%	67.7%	66.6%	66.8%	0.0%
Persons Injured in Crashes	11,954	13,423	13,917	13,214	13,535	3.3%
Injured Transported from Rural Areas	2,278	2,589	2,755	2,561	2,565	3.3%
Injured Transported from Urban Areas	2,288	2,321	2,503	2,273	2,288	0.2%
Total Injured Transported by EMS	4,566	4,910	5,258	4,834	4,853	1.7%
% of Injured Transported	38.2%	36.6%	37.8%	36.6%	35.9%	-1.5%
Trapped and Extricated	459	504	491	480	523	3.5%
Fatal and Suspected Serious Injuries Transported by Helicopter	110	173	178	154	155	11.8%

Commercial Motor Vehicles

Definition

- Commercial motor vehicles are buses, truck tractors, truck-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 8,000 pounds gross vehicle weight that are primarily used for the transportation of property.

The Problem

- In 2018, 51 people died in crashes with commercial motor vehicles. This represents 22 percent of all motor vehicle fatalities in Idaho. Of the persons killed in crashes with commercial motor vehicles, 53 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.

- In 2018, 47 percent of all crashes and 74 percent of fatal crashes involving commercial motor vehicles occurred on rural roadways. Rural roadways are defined as any roadway located outside the city limits of cities with a population of 5,000 or more.

- Local roadways had the most commercial motor vehicle crashes at 48 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 58 percent.

- Commercial motor vehicles crashes cost Idahoans nearly $673 million in 2018. This represents 16 percent of the total economic cost of crashes.

Commercial Motor Vehicle Crashes in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Total CMV Crashes	1,613	1,768	2,009	2,468	2,286	9.7%
Fatalities	25	34	37	44	51	19.9%
Suspected Serious Injuries	114	125	137	123	120	1.6%
Suspected Minor Injuries	248	249	284	361	382	11.8%
Possible Injuries	436	498	512	645	557	7.3%
Commercial AVMT (millions)	2,859	2,933	3,080	3,154	3,205	2.9%
% of Total AVMT	17.7%	17.6%	18.0%	18.2%	18.1%	0.6%
Fatalities per 100 Million CAVMT	0.87	1.16	1.20	1.39	1.59	16.6%
Injuries per 100 Million CAVMT	27.91	29.73	30.29	35.79	33.04	4.7%

Drowsy Driving Crashes

The Problem

- In 2018, 10 fatalities resulted from drowsy driving crashes. This represents 3 percent of all fatalities. Of the 9 passenger vehicle occupants killed and 1 commercial vehicle driver killed in drowsy driving crashes, 4 were properly restrained.

- In 2018, 73 percent of the drowsy driving crashes involved a single vehicle, while 80 percent of the fatal drowsy driving crashes involved a single vehicle.

- In 2018, only 5 percent of the drowsy driving crashes also involved impaired driving.

- In 2018, 25 percent of the drowsy driving crashes occurred between 5 AM and 10 AM, while 28 percent occurred between 1 PM and 6 PM and 21 percent occurred between 12 AM and 5 AM.

- Drowsy driving crashes cost Idahoans nearly $161 million in 2018. This represents 4 percent of the total economic cost of crashes.

Drowsy Driving Crashes in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Total Drowsy Driving Crashes	569	650	700	648	636	3.2%
Fatalities	4	17	9	8	10	73.0%
Suspected Serious Injuries	52	64	57	67	57	3.7%
Suspected Minor Injuries	150	161	169	157	143	-0.9%
Possible Injuries	189	209	247	247	206	3.0%

Single-Vehicle Run-Off-Road Crashes

The Problem

- In 2018, 15 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (74 percent) occurred on rural roadways.

- Single-vehicle run-off-road crashes resulted in 39 percent of all fatalities in Idaho. Aggressive driving was a factor in 26 percent of the 86 fatal single-vehicle run-off-road crashes and impaired driving was a factor in 38 percent of the 86 fatal single-vehicle run-off-road crashes.

- Overturning was attributed as the most harmful event in 60 percent of the fatal single-vehicle run off road crashes. Rollovers were responsible for 66 percent of the single-vehicle run-off road fatalities and more than one-quarter (26 percent) of all fatalities in 2018. Of the 67 passenger motor vehicle occupants killed in single-vehicle run-off-road rollovers, 57 (85 percent) were not wearing a seat belt.

- Single-vehicle run-off-road crashes cost Idahoans nearly $1.3 billion in 2018. This represents 30 percent of the total economic cost of crashes.

Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Run-Off-Road Crashes	4,545	4,412	4,338	4,153	3,624	-5.4%
Fatalities	102	110	125	106	92	-1.7%
Suspected Serious Injuries	339	405	361	331	307	-1.7%
Suspected Minor Injuries	954	943	920	790	775	-4.9%
Possible Injuries	1,220	1,214	1,284	1,243	1,118	-2.0%
Most Harmful Events of Fatal and Serious Injury Ran Off Road Crashes						
Overturn	223	270	249	217	211	-0.6%
Ditch/Embankment	25	33	29	31	33	8.3%
Tree	35	43	49	35	35	2.1%
Poles/Posts	15	21	13	26	20	19.7%
Fence/Building/ Wall	19	12	9	7	13	0.4%
Guardrail, Traffic Barrier	11	10	7	18	9	17.0%
Other Fixed Object	8	6	11	9	3	-6.6%
Immersion	5	4	4	10	7	25.0%
Culvert	2	3	1	3	0	20.8%
Bridge Rail/Abutment/End	5	3	3	1	5	73.3%
All Other Most Harmful Events	28	27	28	14	16	-8.9%

Intersection Crashes

The Problem

- In 2018, 45 percent of all crashes occurred at or were related to an intersection, while 25 percent of fatal crashes occurred at or were related to an intersection.

- The majority of all intersection-related crashes (84 percent) occurred on urban roadways in 2018, while 52 percent of the fatal intersection-related crashes occurred on rural roadways.

- While total intersection related crashes were evenly split among intersections with signals (40 percent) and stop signs (40 percent) and with 16 percent at intersections with no traffic control, 67 percent of fatal intersection crashes occurred at intersections with stop signs, 22 percent at intersections with traffic signals, and 11 percent at intersections with no control.

- Of the 57 people killed in crashes at intersections, 34 were passenger motor vehicle occupants, 13 were motorcyclists, 2 were bicyclists, 6 were pedestrians, 1 was on an ATV, and 1 was a commercial motor vehicle. Of the 34 passenger motor vehicle occupants killed, 14 (41 percent) were not restrained.

- Intersection related crashes cost Idahoans nearly $1.4 billion in 2018. This represents 33 percent of the total economic cost of crashes.

Intersection–Related Crashes on Idaho Highways, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Intersection Crashes	8,876	9,753	10,965	10,931	10,754	5.1%
Fatalities	31	44	45	46	57	17.6%
Suspected Serious Injuries	499	495	545	521	519	1.1%
Suspected Minor Injuries	1,484	1,830	1,897	1,719	1,926	7.4%
Possible Injuries	3,218	3,627	4,064	3,945	4,283	7.6%
Traffic Control Device at Intersection						
Signal	3,585	3,994	4,419	4,411	4,338	5.1%
%	40%	41%	40%	40%	40%	0.0%
Stop Sign	3,565	3,946	4,433	4,385	4,349	5.3%
%	40%	40%	40%	40%	40%	0.2%
None	1,458	1,516	1,807	1,815	1,747	5.0%
%	16%	16%	16%	17%	16%	-0.2%
Yield	166	183	192	199	186	3.1%
%	2%	2%	2%	2%	2%	-1.8%
All Other	102	114	114	121	134	7.2%
%	1%	1%	1%	1%	1%	2.4%

Head-On and Side Swipe Opposite Direction Crashes

The Problem

- In 2018, just 3 percent of all crashes were a head-on or side swipe opposite direction crash, while 15 percent of fatalities were the result of a head-on or side swipe opposite direction.
- While 45 percent of all head-on and sideswipe opposite crashes occurred on rural roadways in 2018, 90 percent of the fatal head-on and sideswipe opposite crashes occurred on rural roadways.
- Drivers involved in a head-on or side swipe opposite crash were primarily just driving straight (56 percent), while another 15 percent were negotiating a curve.
- Of the 34 people killed in head on or side swipe opposite crashes, 29 were passenger motor vehicle occupants, 2 were in motorhomes, 1 was on an ATV, 1 was riding a motorcycle, and 1 was a commercial motor vehicle occupant. Of the 29 passenger motor vehicle occupants, 7 (24 percent) were not restrained.
- Head-on and side swipe opposite direction crashes cost Idahoans over $452 million in 2018. This represents 11 percent of the total economic cost of crashes.

Head-On and Side Swipe Opposite Crashes on Idaho Highways, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Head-On/Side Swipe Opposite Crashes	689	661	942	1,005	840	7.2%
Fatalities	33	28	32	50	34	5.8%
Suspected Serious Injuries	133	125	135	134	121	-2.1%
Suspected Minor Injuries	204	180	236	258	227	4.2%
Possible Injuries	292	304	374	378	339	4.5%

Work Zone Crashes

The Problem

- Work zone crashes are fairly rare, yet can often be severe when they occur. Of particular concern is the vulnerability of the workers in work zones.

- Single-vehicle crashes comprised 19 percent of the crashes in work zones in 2018. Overturn was the predominant most harmful event for single vehicle crashes, while rear end was the predominant most harmful event for multiple vehicle crashes.

- Crashes in work zones cost Idahoans nearly $148 million in 2018. This represents 4 percent of the total economic cost of crashes.

Work Zone Crashes in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Work Zone Crashes	407	444	324	453	630	15.2%
Fatalities	1	2	0	9	10	27.8%
Suspected Serious Injuries	34	27	19	16	34	11.6%
Suspected Minor Injuries	108	95	59	73	100	2.7%
Possible Injuries	204	222	96	166	197	10.9%
% All Crashes	1.8%	1.8%	1.3%	1.8%	2.6%	14.1%
Workers Injured	0	1	0	1	1	0.0%

Crashes with Trains

The Problem

- Train-vehicle crashes are rare, yet are often very severe when they occur: Of the 9 crashes in 2018, 3 resulted in an injury.
- The majority of train-vehicle crashes occur in rural areas. Rural railroad crossings typically do not have crossing arms or flashing lights to indicate an approaching train. In 2018, 67 percent of the train-vehicle crashes occurred in rural areas.
- Crashes with trains cost Idahoans over $10 million in 2018. This represents less than 1 percent of the total economic cost of crashes.

Vehicle Crashes with Trains in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Total Train Crashes	16	14	17	12	9	-11.4%
Fatalities	1	3	0	3	1	33.3%
Suspected Serious Injuries	2	0	1	4	0	50.0%
Suspected Minor Injuries	1	2	1	1	2	37.5%
Possible Injuries	3	1	5	2	0	43.3%
Location of Crashes						
Rural Roads	11	11	10	9	6	-13.1%
Urban Roads	5	3	7	3	3	9.0%

Cross Median Crashes

Definition

- Cross-median crashes are those where a vehicle crosses the raised or depressed median, separating the direction of travel, and results in a head-on or side swipe opposite crash. Cross-median crashes are a subset of head-on or sideswipe opposite crashes. Cross Median was added as an event in 2012 to better capture these types of crashes.

The Problem

- Cross-median crashes are extremely rare, yet are often very severe when they occur. Of the 65 cross-median crashes in 2018, 32 (49 percent) resulted in an injury.

- Cross-median crashes cost Idahoans just over $37 million in 2018. This represents just less than 1 percent of the total economic cost of crashes.

Cross-Median Crashes in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Cross Median Crashes	49	54	56	66	65	7.6%
Fatalities	5	1	4	4	3	48.8%
Suspected Serious Injuries	8	17	8	16	8	27.4%
Suspected Minor Injuries	28	18	19	13	16	-9.7%
Possible Injuries	17	21	19	22	14	-1.6%

School Bus Crashes

The Problem

- School bus crashes are rare, but when they occur they have the potential of producing many injuries. Typically, the occupants of vehicles that collided with the school buses sustain most of the severe injuries and fatalities.
- In 2018, 89 percent of the school bus occupants on buses involved in crashes sustained no injuries.
- Crashes with school buses cost Idahoans nearly $11 million in 2018. This represents less than 1 percent of the total economic cost of crashes.

School Bus Crashes in Idaho, 2014-2018

	2014	2015	2016	2017	2018	Avg. Yearly Change 2014-2018
Total School Bus Crashes	81	89	78	108	115	10.6%
Fatalities	0	1	0	0	0	0.0%
Suspected Serious Injuries	1	6	0	12	5	110.4%
Suspected Minor Injuries	15	10	20	55	43	55.0%
Possible Injuries	25	35	21	88	35	64.7%

HIGHWAY SAFETY PROJECTS for FFY 2021 by PROGRAM AREA

The statewide safety partners work to achieve Idaho's safety targets through the use of proven countermeasure activities that address crashes and fatalities in the safety focus areas. The following section shows what activities will take place in fiscal year 2021. The information is presented by Program Area.

Each Program Area section contains the following information:

- **Program Area Description:** Description and definition of the program area.

- **Problem Identification:** Description of the problem using state crash and demographic data that provides justification for including the program area and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Idaho.

- **Primary Performance Measure:** Targets for total annual crashes; major injuries and fatalities by focus area groups are set in this plan based on 5-year averages.

- **Primary Countermeasure Strategies:** Strategies will be implemented in the next year by the Idaho Office of Highway Safety and Idaho's safety partners. The countermeasures are proven effective nationally, have been successful in Idaho and are appropriate given the data in the problem identification report and resources available.

    - **Planned activities**: identified by a unique identifier
    - **Planned Activity Name**
    - **Activity Description**
    - **Intended Subrecipients**
    - **Countermeasure Strategy**
    - **Funding Source**

The following Program Areas have been identified in this HSP.

- Community Traffic Safety Program
- Distracted Driving
- Impaired Driving (Drug and Alcohol)
- Motorcycle Safety
- Non-motorized (Pedestrians and Bicyclist)
- Occupant Protection (Adult and Child Passenger Safety)
- Planning and Administration
- Police Traffic Services
- Traffic Records

Community Traffic Safety Program

Community Traffic Safety Programs serve as the cornerstone for all community interaction and education. This structure allows for a variety of educational outreach opportunities to those areas or populations within the State of Idaho that the OHS finds challenging to reach. With such a small staff, it is vitally important for the OHS program team to use all of the collaborative, outreach and partnering opportunities available. Projects that fall under the umbrella of Community Traffic Safety Program are set up to address very specific initiatives and targets.

Communications are initiated by the OHS in conjunction with the traffic mobilizations using the proven NHTSA timeline formula as executed through NHTSA's Traffic Safety Marketing. Press releases promoting enforcement activities, highway safety awareness, and community events are coordinated through the ITD communications department. The OHS also initiates and coordinates public service announcements, interview opportunities, and press conferences. The OHS maintains a Twitter, Facebook, and Instagram accounts. The ITD maintains a website and YouTube channel that includes numerous traffic safety videos and our media buy videos.

Outreach also includes education, training and liaison activities dedicated to law enforcement. Law enforcement outreach is conducted to encourage effective participation in the high visibility enforcement campaigns. Training provides up to date information regarding highway safety research, best practices and awareness.

Problem Identification: See page 25-26 Statewide Problem Identification

Primary Performance Measure:

- Reduce the 5-year average number of fatalities to 247 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Law Enforcement Training
- Law Enforcement Outreach Liaison
- Mass Media Campaigns
- Behavioral Safety Education

Planned Activities:

Planned Activity	20021CP
Planned Activity Name	**Community Traffic Program Area Management**
Activity Description	Funding will provide development and support to implement and manage the community traffic projects.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Funding	$70,000
Match	$0
Local Benefit	$0

Planned Activity	SCP2101
Planned Activity Name	**Highway Safety Summit**
Activity Description	Conduct the annual Highway Safety Summit in April 2021. The Summit will include training and educational opportunities for highway safety partners and stakeholders.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Law Enforcement Training
Funding Source	FAST Act NHTSA 402
Funding	$75,000
Match	$0
Local Benefit	$0

Planned Activity	SCP2102
Planned Activity Name	**Law Enforcement Liaison Program**
Activity Description	Support one Law Enforcement Liaison (LEL) for each of the 6 transportation districts in Idaho. LEL promotes and encourages law enforcement HVE participation, and offers assistance and expertise to communities.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Law Enforcement Outreach Liaison
Funding Source	FAST Act NHTSA 402
Funding	$60,000
Match	$10,000
Local Benefit	$10,000

Planned Activity	SPM2101
Planned Activity Name	**Paid Media**
Activity Description	Support education and outreach efforts which are a vital component of statewide traffic efforts. Efforts will target specific demographics based on the focus of the media. Efforts will include outreach to businesses, schools and the public to raise awareness of traffic safety laws, resources and training. Media campaigns will standardize messaging among safety partners and support high visibility enforcement efforts.
Intended Subrecipients	Media Firm
Countermeasure Strategy	Mass Media Campaigns
Funding Source	FAST Act NHTSA 402
Funding	$350,000
Match	$0
Local Benefit	$0

Planned Activity	SPM2102
Planned Activity Name	**Public Opinion Poll**
Activity Description	Provide funding for survey to evaluate the effectiveness of paid media communication tools, marketing strategies and data about preferences regarding legislation and regulations.
Intended Subrecipients	Media Firm
Countermeasure Strategy	Behavioral Safety Education
Funding Source	FAST Act NHTSA 402
Funding	$50,000
Match	$0
Local Benefit	$0

Distracted Driving

Distracted driving crashes are those where an investigating law enforcement officer indicates that either inattention or a distraction in or on the vehicle was a contributing factor in the crash. Distraction is defined by the NHTSA as a specific type of inattention that occurs when drivers divert their attention away from the task of driving to focus on another activity. Distraction is categorized into the three following types: visual (taking your eyes off the road), manual (taking your hands off the wheel), and cognitive (taking your mind off the road).

During the 2020 Idaho legislative session, a hands free law was passed which makes enforcing distracted driving viable. The new law goes into effect July 1, 2020.

Problem Identification: See page 28, Distracted Driving

Primary Performance Measure:

- Reduce the 5-year average number of distracted driving fatalities to 53 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Behavioral Safety Education
- High Visibility Cellphone/Text Messaging Enforcement

Planned Activities:

Planned Activity	S0021DD
Planned Activity Name	**Distracted Driving Program Area Management**
Activity Description	Funding will provide development and support to implement and manage the distracted driving program.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Funding	$20,000
Match	$0
Local Benefit	$0

Planned Activity	SDD2101
Planned Activity Name	**Distracted Driving Statewide Services**
Activity Description	Provide support and resources for education and outreach that support and promote safe driving free from distractions.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Behavioral Safety Education
Funding Source	FAST Act NHTSA 402
Funding	$50,000
Match	$12,500
Local Benefit	$25,000

Planned Activity	SDD2102
Planned Activity Name	**Distracted Driving HVE Mini-Grants**
Activity Description	Distracted driving high visibility enforcement for new hands-free law.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Cellphone/Text Messaging Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$75,000
Match	$18,750
Local Benefit	$75,000

Planned Activity	SDD2103
Planned Activity Name	**HVE – Distracted Driving, Nat'l DD Awareness Month**
Activity Description	Statewide distracted driving high visibility enforcement mobilization to eliminate distracted driving related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Cellphone/Text Messaging Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$100,000
Match	$25,000
Local Benefit	$100,000

Impaired Driving (Drug and Alcohol)

Driving while impaired refers to operating a motor vehicle while under the influence of alcohol, drugs, or both. Impaired driving crashes are those where the investigating officer has indicated the driver of a motor vehicle, a pedestrian, or a bicyclist was alcohol and/or drug impaired or where alcohol and/or drug impairment was listed as a contributing circumstance to the crash.

Problem Identification: See page 30, Impaired Driving

Primary Performance Measure:

- Reduce the 5-year average number of fatalities involving drivers with a Blood Alcohol Content (BAC) of 0.08 or greater to 72 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Communication Campaign
- Alcohol Impairment, Detection, Enforcement and Sanctions
- Traffic Safety Resource Prosecutor
- Drug Recognition Expert
- Zero-Tolerance Law Enforcement
- High Visibility Enforcement
- Communication and Outreach

Planned Activities:

Planned Activity	SAL2101
Planned Activity Name	**Impaired Driving Statewide Services (402)**
Activity Description	The funding will be used to provide education, training and outreach to law enforcement, judicial, probation and prosecutorial professionals regarding the enforcement and adjudication of Idaho DUI laws. I will also be used to create materials to support the education, training and outreach efforts.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Communication & Outreach: Supporting Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$50,000
Match	$12,500
Local Benefit	$20,000

Planned Activity	S0021AL
Planned Activity Name	**Impaired Driving Program Area Management (402)**
Activity Description	Funding will provide development and support to implement and manage impaired driving projects.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402

Funding	$27,000
Match	$0
Local Benefit	$0

Planned Activity	S2199ID
Planned Activity Name	**(405d) Impaired Driving Program Area Management**
Activity Description	Funding will provide development and support to implement and manage impaired driving projects.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	Fast Act 405d Impaired Driving
Funding	$70,000
Match	$0
Local Benefit	$0

Planned Activity	SID2101
Planned Activity Name	**Impaired Driving Statewide Services (405d)**
Activity Description	Funding impaired driving targeted enforcement mini-grants for special events and the tools to support enforcement efforts. Funding will support the Impaired Driving Task Force including their efforts to implement strategies for educating Idahoans on the dangers and effects of impaired driving.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Alcohol Impairment: Detection, Enforcement and Sanctions
Funding Source	Fast Act 405d Impaired Driving
Funding	$200,000
Match	$0
Local Benefit	$0

Planned Activity	SID2102
Planned Activity Name	**Traffic Safety Resource Prosecutor (TSRP)**
Activity Description	Fund a Traffic Safety Resource Prosecutor for Idaho to provide legal research, guidance, technical assistance and training as it relates to successful prosecution of traffic laws.
Intended Subrecipients	Idaho Prosecuting Attorneys Association
Countermeasure Strategy	Traffic Safety Resource Prosecutor
Funding Source	Fast Act 405d Impaired Driving
Funding	$310,000
Match	$0
Local Benefit	$0

Planned Activity	SID2103
Planned Activity Name	**State Impaired Driving Coordinator (SIDC)**
Activity Description	Provide training, disseminate information and resources, and manage the operation of the DRE, DEC, ARIDE, SFST and LEPP programs for Idaho.
Intended Subrecipients	Idaho State Police
Countermeasure Strategy	Drug Recognition Expert (DRE) Training
Funding Source	Fast Act 405d Impaired Driving
Funding	$275,000
Match	$0
Local Benefit	$0

Planned Activity	SID2104
Planned Activity Name	**Coeur d'Alene PD DUI Step Program Activities – Year 3**
Activity Description	Year 3 of a project to target impaired driving in Coeur d'Alene through sustained enforcement, public education, and outreach.
Intended Subrecipients	Coeur d'Alene Police Department
Countermeasure Strategy	Zero-Tolerance Law Enforcement
Funding Source	Fast Act 405d Impaired Driving
Funding	$33,400
Match	$0
Local Benefit	$0

Planned Activity	SID2105
Planned Activity Name	**Mothers Against Drunk Driving (MADD) Court Monitoring**
Activity Description	Support a court monitor program for impaired driving cases in Canyon County.
Intended Subrecipients	Mothers Against Drunk Driving
Countermeasure Strategy	Alcohol Impairment: Detection, Enforcement and Sanctions
Funding Source	Fast Act 405d Impaired Driving
Funding	$35,700
Match	$0
Local Benefit	$0

Planned Activity	SID21EA
Planned Activity Name	**HVE – Impaired Driving Dec/Jan Mobilization**
Activity Description	Statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Enforcement
Funding Source	Fast Act 405d Impaired Driving
Funding	$200,000
Match	$0
Local Benefit	$0

Planned Activity	SID21EB
Planned Activity Name	**HVE – Impaired Driving 4th of July Mobilization**
Activity Description	Statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Enforcement
Funding Source	Fast Act 405d Impaired Driving
Funding	$150,000
Match	$0
Local Benefit	$0

Planned Activity	SID21EC
Planned Activity Name	**HVE – Impaired Driving Labor Day Mobilization**
Activity Description	Statewide impaired driving high visibility enforcement mobilization to eliminate impaired driving related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Enforcement
Funding Source	Fast Act 405d Impaired Driving
Funding	$150,000
Match	$0
Local Benefit	$0

Planned Activity	SID21PM
Planned Activity Name	**Impaired Driving Paid Media**
Activity Description	Purchase paid media to support the high visibility impaired driving enforcement mobilization efforts.
Intended Subrecipients	Media Firm
Countermeasure Strategy	Communications & Outreach: Supporting Enforcement
Funding Source	Fast Act 405d Impaired Driving
Funding	$300,000
Match	$0
Local Benefit	$0

Planned Activity	SID21MA
Planned Activity Name	**(405d) Match**
Activity Description	405d Match - this activity tracks all 405d match. Match for 405d projects is 25 percent.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	
Funding Source	Fast Act 405d Impaired Driving
Funding	$0
Match	$450,000
Local Benefit	$0

Motorcycle Safety

The number of motorcycle crashes increased slightly in 2018 by 1%, but the number of motorcycle fatalities increased 46%. Of all motorcyclists involved in crashes in 2018, 86% received some degree of injury. Of all motorcycle crashes, 9% involved impaired motorcyclists, while 32% of fatal motorcycle crashes involved impaired motorcyclists. Roughly four out of every ten motorcycle crashes (42%) were single-vehicle crashes and 51% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2018, 76% were 35 years of age or older.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet; 70% of those riders involved in crashes in 2018 were wearing a helmet. Only 56% of riders 18 and older involved in crashes were wearing helmets.

Problem Identification: See page 33, Motorcycles

Primary Performance Measure:

- Reduce the 5-year average number of motorcycle fatalities to 29 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Communication Campaign
- Motorcycle Rider Training

Planned Activities:

Planned Activity	S0021MC
Planned Activity Name	**Motorcycle Program Area Management**
Activity Description	Funding will provide development and support to implement and manage the motorcycle projects.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Funding	$17,000
Match	$0
Local Benefit	$0

Planned Activity	SMA2102
Planned Activity Name	**Motorcycle Awareness Paid Media**
Activity Description	Media campaign reminding motor vehicle drivers to be aware of motorcycle riders.
Intended Subrecipients	Media Firm
Countermeasure Strategy	Communication Campaign
Funding Source	FAST Act 405f Motorcycle program
Funding	$60,000
Match	$0
Local Benefit	$0

Planned Activity	SMC2101
Planned Activity Name	**Motorcycle Safety Statewide Services**
Activity Description	Working with motorcycle safety partners to provide education, outreach and projects that support and promote motorcycle safety and awareness.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Motorcycle Rider Training
Funding Source	FAST Act NHTSA 402
Funding	$16,000
Match	$4,000
Local Benefit	$6,400

Planned Activity	SMC2102
Planned Activity Name	**Motorcycle Safety Training and Education**
Activity Description	Training and education efforts with our motorcycle safety partners to provide education, outreach, and project support to promote motorcycle safety.
Intended Subrecipients	Office of Highway Safety
Countermeasure Strategy	Motorcycle Rider Training
Funding Source	FAST Act NHTSA 402
Funding	$2,000
Match	$500
Local Benefit	$800

Planned Activity	SMA21MA
Planned Activity Name	**405f Match**
Activity Description	405f Match - this activity tracks all 405f match.
Intended Subrecipients	
Countermeasure Strategy	Match
Funding Source	FAST Act 405f Motorcycle program
Funding	$0
Match	$15,000
Local Benefit	$0

Non-Motorized (Pedestrians and Bicyclist)

Crashes involving pedestrians increased by 11% in 2018, and the number of pedestrians killed in motor vehicle crashes increased by 12%. Of all pedestrians involved in crashes in 2018, 97% received some degree of injury.

The number of bicycle crashes increased by 35% in 2018 and there were two bicyclists killed. Of the bicyclists involved in crashes in 2018, 96% received some degree of injury. Of all bicyclists involved in crashes in 2018, 20% were between the ages of 4 and 14.

Problem Identification: See page 34, Pedestrians and Bicyclists

Primary Performance Measure:

- Reduce the 5-year average number of bicyclist fatalities to 3 or fewer.
- Reduce the 5-year average number of pedestrian fatalities to 14 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Bike/Ped Communication Campaign
- Behavioral Safety Education

Planned Activities:

Planned Activity	S0021PS
Planned Activity Name	**Bicycle and Pedestrian Safety Program Area Management**
Activity Description	Funding will provide development and support to implement and manage the bicycle and pedestrian safety projects.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Funding	$20,000
Match	$0
Local Benefit	$0

Planned Activity	SPS2101
Planned Activity Name	**Bicycle and Pedestrian Statewide Services**
Activity Description	Provide support and resources for education and outreach that support and promote bicycle and pedestrian safety. Funding will provide development and support to implement and manage the bicycle and pedestrian safety projects.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Bike/Ped Communication Campaign
Funding Source	FAST Act NHTSA 402
Funding	$50,000
Match	$12,500
Local Benefit	$0

Planned Activity	SPS2102
Planned Activity Name	**Idaho Smart Growth**
Activity Description	Implement community based bicycle and pedestrian crash course training program through a coalition based grassroots outreach initiative. Funding will provide development and support to implement and manage the bicycle and pedestrian safety projects.
Intended Subrecipients	Idaho Smart Growth
Countermeasure Strategy	Behavioral Safety Education
Funding Source	FAST Act NHTSA 402
Funding	$58,000
Match	$14,500
Local Benefit	$23,200

Occupant Protection
(Adult and Child Passenger Safety)

Occupant protection in a vehicle includes the proper use of seat belts, car seats, and air bags. These are all factors that keep a vehicle occupant safe in the event of a crash, thus preventing fatalities and injuries and reducing injury severity. Idaho law requires every occupant to utilize the proper restraints and safety devices in all seating positions in the vehicle. However, Idaho consistently experiences a percentage higher than the national percentage (50%) of unrestrained passenger vehicle occupants seriously injured and fatally injured each year.

Problem Identification: See page 29 Safety Restraints

Primary Performance Measure:

- Reduce the 5-year average number of unrestrained Passenger Motor Vehicle (PMV) fatalities to 106 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Communications and Outreach: Strategies for Child Restraint Use
- Behavioral Safety Education
- Communication Campaign
- Short-term, High Visibility Seat Belt Law Enforcement

Planned Activities:

Planned Activity	S0021OP
Planned Activity Name	**Occupant Protection Program Area Management**
Activity Description	Funding will provide development and support to implement and manage the occupant protection projects.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Funding	$30,000
Match	$0
Local Benefit	$0

Planned Activity	S2199OP
Planned Activity Name	**Occupant Protection Program Area Management (405b)**
Activity Description	Funding will provide development and support to implement and manage the occupant protection projects.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act 405b OP Low

Funding	$46,000
Match	$0
Local Benefit	$0

Planned Activity	SOP2101
Planned Activity Name	**Child Passenger Safety Coordination Program**
Activity Description	Sustained coordination of a statewide child passenger safety program to include CPS technician and instructor certification training, data tracking of CPS locations, maintain network of inspection stations, and provide community awareness efforts and child passenger seats.
Intended Subrecipients	Lemhi County Sheriff's Office
Countermeasure Strategy	Communications and Outreach: Strategies for Child Restraint Use
Funding Source	FAST Act 405b OP Low
Funding	$90,000
Match	$0
Local Benefit	$0

Planned Activity	SOP2102
Planned Activity Name	**Occupant Protection Observational Survey (NOPUS)**
Activity Description	Conduct an observation seat belt survey to obtain the percentage of Idaho seat belt use.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Behavioral Safety Education
Funding Source	FAST Act 405b OP Low
Funding	$40,000
Match	$0
Local Benefit	$0

Planned Activity	SOP2103
Planned Activity Name	**Child Passenger Safety Restraints**
Activity Description	Fund the distribution of child passenger seats at child passenger check locations, on a need basis for socially or economically disadvantaged families.
Intended Subrecipients	Child Passenger Safety Technician Sites
Countermeasure Strategy	Communications and Outreach: Strategies for Child Restraint Use
Funding Source	FAST Act 405b OP Low
Funding	$14,300
Match	$0
Local Benefit	$0

Planned Activity	SOP21EA
Planned Activity Name	**HVE – Occupant Protection, Thanksgiving**
Activity Description	Statewide seat belt high visibility enforcement mobilization to reduce seat belt non-use related traffic fatalities, serious injuries and economic loss.

Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act 405b OP Low
Funding	$80,000
Match	$0
Local Benefit	$0

Planned Activity	SOP21PM
Planned Activity Name	**Occupant Protection Paid Media**
Activity Description	Purchase paid media to support the high visibility seat belt enforcement mobilization efforts.
Intended Subrecipients	Media Firm
Countermeasure Strategy	Communications and Outreach: Strategies for Low Belt Use
Funding Source	FAST Act 405b OP Low
Funding	$200,000
Match	$0
Local Benefit	$0

Planned Activity	SSB2101
Planned Activity Name	**Child Passenger Safety Statewide Program**
Activity Description	Provide occupant protection educational and outreach materials regarding the importance of CPS as well as fund the distribution of child passenger seats at child passenger check locations, on a need basis for socially or economically disadvantages families.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Communications and Outreach: Strategies for Child Restraint Use
Funding Source	FAST Act NHTSA 402
Funding	$100,000
Match	$25,000
Local Benefit	$40,000

Planned Activity	SSB2102
Planned Activity Name	**Occupant Protection Statewide Services (402)**
Activity Description	Provide occupant protection educational and outreach materials regarding the importance of occupant protection.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Communications and Outreach: Strategies for Child Restraint Use
Funding Source	FAST Act NHTSA 402
Funding	$10,000
Match	$2,500
Local Benefit	$4,000

Planned Activity	SSB21EB
Planned Activity Name	**HVE-Occupant Protection CIOT Mobilization (402)**
Activity Description	Statewide seat belt high visibility enforcement mobilization to reduce seat belt non-use related traffic fatalities, serious injuries and economic loss.

Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Short-term, High Visibility Seat Belt Law Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$150,000
Match	$37,500
Local Benefit	$150,000

Planned Activity	SOP21MA
Planned Activity Name	**Occupant Protection 405b Match**
Activity Description	405b match – this activity tracks all 405b match.
Intended Subrecipients	
Countermeasure Strategy	
Funding Source	FAST Act 405b OP Low
Funding	$0
Match	$200,000
Local Benefit	$0

Planning and Administration

Public law 89-564 (Highway Safety Act) requires that a Highway Safety Program be approved by the Federal government. To adequately perform this task and ensure the program is activated in accordance with the NHTSA/FHWA orders, directives, regulations, policies, etc., the Idaho Transportation Department is responsible for Idaho's Highway Safety Plan, Idaho Statute 40-408. Under Idaho statute, the Idaho Traffic Safety Commission (ITSC) was created and Idaho statute 40-409 stipulates the ITSC duties.

Problem Identification: See the following: pages 25-26

Primary Performance Measure:

- Reduce the 5-year average number of traffic crash fatalities to 247 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management

Planned Activity	S0021PA
Planned Activity Name	**Planning and Administration**
Activity Description	Support program management to implement and manage all highway safety programs as well as travel, training, planning, coordination, and tools to support program management.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Funding	$175,000
Match	$65,747.50
Local Benefit	$0

Planned Activity	SPA2101
Planned Activity Name	**Electronic Grant Management System**
Activity Description	Electronic grant management system, software and support to aid in the managing of the highway safety grants.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	FAST Act NHTSA 402
Funding	$100,000
Match	$37,570
Local Benefit	$0

Police Traffic Services

The Office of Highway Safety (OHS) implements activities in support of national and state highway safety targets to reduce motor vehicle related fatalities and injuries. The activities include participation in national high-visibility law enforcement mobilizations, mini-grants, and sustained enforcement which, addresses impaired, aggressive, and distracted driving, and occupant protection. The sustained enforcement uses the Selective Traffic Enforcement Program (STEP) model which, combines intensive enforcement of specific traffic safety laws with extensive communication, education and outreach to inform the public about the enforcement efforts and activities.

Problem Identification: See page 27, Aggressive Driving and Statewide page 25-26

Primary Performance Measure:

- Reduce the 5-year average number of traffic crash fatalities to 247 or fewer.
- Reduce the 5-year average number of speed fatalities to 60 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- High Visibility Enforcement
- Law Enforcement Training
- Sustained Enforcement

Planned Activity	S0021PT
Planned Activity Name	**Police Traffic Services Program Area Management**
Activity Description	Funding will provide development and support to implement and manage the police traffic services projects.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Management
Funding Source	Fast Act NHTSA 402
Funding	$60,200
Match	$0
Local Benefit	$0

Planned Activity	SPT2101
Planned Activity Name	**Police Traffic Statewide Services – Mini Grants**
Activity Description	Funding to support high visibility enforcement campaign during targeted community events based on need/data, and also provide law enforcement equipment and tools that support and enhance HVE efforts.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$150,000
Match	$37,500
Local Benefit	$60,000

Planned Activity	SPT2102
Planned Activity Name	**HVE – Aggressive Driving Mini Grants**
Activity Description	Aggressive driving and speed high visibility campaign focusing enforcement at high crash locations and during times when most fatal and serious injury crashes occur.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$155,000
Match	$38,750
Local Benefit	$155,000

Planned Activity	SPT2103
Planned Activity Name	**Meridian Police Department – Enforcement**
Activity Description	Integrated high visibility enforcement on a sustained basis also providing education at each contact. DRE conference training to better enforce DUI enforcement.
Intended Subrecipients	Meridian Police Department
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$43,000
Match	$10,750
Local Benefit	$20,000

Planned Activity	SPT2104
Planned Activity Name	**Coeur d'Alene Police Department – Enforcement STEP**
Activity Description	Sustained traffic enforcement program including continuing education for law enforcement conducting the enforcement. Will also provide speed detection equipment to support enforcement efforts.
Intended Subrecipients	Coeur d'Alene Police Department
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$96,000
Match	$24,000
Local Benefit	$96,000

Planned Activity	SPT2105
Planned Activity Name	**Boise Police Department – Enforcement**
Activity Description	Integrated high visibility enforcement on a sustained basis also providing education at each contact.
Intended Subrecipients	Boise Police Department
Countermeasure Strategy	High Visibility Enforcement

Funding Source	FAST Act NHTSA 402
Funding	$225,000
Match	$56,250
Local Benefit	$225,000

Planned Activity	SPT2106
Planned Activity Name	**Nampa Police Department – Enforcement**
Activity Description	Integrated high visibility enforcement on a sustained basis. Continuing education for officers to support effective innovative enforcement measures.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$15,200
Match	$3,800
Local Benefit	$10,000

Planned Activity	SPT2107
Planned Activity Name	**Middleton Police Department – Enforcement**
Activity Description	Integrated high visibility enforcement on a sustained basis also providing education at each contact.
Intended Subrecipients	Middleton Police Department
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$72,300
Match	$18,075
Local Benefit	$72,300

Planned Activity	SPT2108
Planned Activity Name	**Police Traffic Services, Training Support & Mini Grants**
Activity Description	Support training and travel for education regarding innovation in community based traffic safety and enforcement.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Law Enforcement Training
Funding Source	FAST Act NHTSA 402
Funding	$20,000
Match	$5,000
Local Benefit	$20,000

Planned Activity	SPT2109
Planned Activity Name	**Twin Falls County Sheriff's Office - Enforcement**
Activity Description	Aggressive driving and speed high visibility campaign focusing enforcement during times when most fatal crashes occur.
Intended Subrecipients	Twin Falls County Sheriff's Office
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402

Funding	$20,000
Match	$5,000
Local Benefit	$20,000

Planned Activity	SPT2110
Planned Activity Name	**Twin Falls Police Department - Enforcement**
Activity Description	Integrated high visibility enforcement on a sustained basis also providing education at each contact.
Intended Subrecipients	Twin Falls Police Department
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$25,000
Match	$6,250
Local Benefit	$25,000

Planned Activity	SPT2111
Planned Activity Name	**Jerome County Sheriff's Office – Enforcement**
Activity Description	Integrated high visibility enforcement on a sustained basis also providing education at each contact.
Intended Subrecipients	Jerome County Sheriff's Office
Countermeasure Strategy	High Visibility Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$45,000
Match	$11,250
Local Benefit	$45,000

Planned Activity	SPT2112
Planned Activity Name	**Idaho State Police – Year-long**
Activity Description	Year-long sustained high visibility enforcement efforts in each of the 6 transportation district focusing on data driven areas of concern.
Intended Subrecipients	Idaho State Police
Countermeasure Strategy	Sustained Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$500,000
Match	$0
Local Benefit	$0

Planned Activity	SPT21EA
Planned Activity Name	**HVE – Aggressive Winter Driving Mobilization**
Activity Description	Statewide aggressive driving high visibility enforcement mobilization to reduce speed related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Sustained Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$150,000
Match	$37,500
Local Benefit	$150,000

Planned Activity	SPT21EB
Planned Activity Name	**HVE – Aggressive Summer Driving Mobilization**
Activity Description	Statewide aggressive driving high visibility enforcement mobilization to reduce speed related traffic fatalities, serious injuries and economic loss.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Sustained Enforcement
Funding Source	FAST Act NHTSA 402
Funding	$175,000
Match	$43,750
Local Benefit	$175,000

Traffic Records and Roadway Safety

A comprehensive traffic safety program for Toward Zero Deaths is based upon efficient and accurate record systems. The Office of Highway Safety process identifies highway safety problems, develops measures to address the problem, implements the measures, and evaluates the results.

Each stage of the process depends on the availability of accurate highway safety data and analysis tools.

Primary Performance Measure:

- Reduce the 5-year average number of traffic crash fatalities to 247 or fewer.

Countermeasure Strategies:

- Highway Safety Office Program Management
- Improves accuracy of a core highway safety database
- Improves timeliness of a core highway safety database

Planned Activity	S0021TR
Planned Activity Name	**Traffic Records Program Area Management**
Activity Description	Funding will provide development and support to implement and manage traffic records projects.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Highway Safety Office Program Area Management
Funding Source	FAST Act NHTSA 402
Funding	$40,000
Match	$0
Local Benefit	$0

Planned Activity	SKD2101
Planned Activity Name	**TRCC Data Improvement**
Activity Description	Implement projects within the traffic records system to address deficiencies. Implement changes and show improvement to traffic safety data within the system.
Intended Subrecipients	Transportation Agencies/Court Systems/Health and Welfare
Countermeasure Strategy	Improves Accuracy of a core highway safety database
Funding Source	FAST Act 405c Data Program
Funding	$500,000
Match	$0
Local Benefit	$0

Planned Activity	SKD2102
Planned Activity Name	**E-Citations (statewide)**
Activity Description	Implement the e-citation software platform for the statewide electronic citation system. Provide equipment and installations costs to implement the software platform.
Intended Subrecipients	Law Enforcement Agencies
Countermeasure Strategy	Improves timeliness of a core highway safety database
Funding Source	FAST Act 405c Data Program
Funding	$1,000,000
Match	$0
Local Benefit	$0

Planned Activity	STR2101
Planned Activity Name	**Traffic Records Statewide Services**
Activity Description	Funding to provide development and support to implement, manage, coordinate and improve the traffic records and roadway safety data projects in the traffic record system.
Intended Subrecipients	ITD Office of Highway Safety
Countermeasure Strategy	Improves timeliness of a core highway safety database
Funding Source	FAST Act NHTSA 402
Funding	$100,000
Match	$0
Local Benefit	$0

Planned Activity	SKD21MA
Planned Activity Name	**405c Match**
Activity Description	405c Match - this activity tracks all 405c match.
Intended Subrecipients	
Countermeasure Strategy	
Funding Source	FAST Act 405c Data Program
Funding	$0
Match	$375,000
Local Benefit	$0

FFY 2021 Funding Plan

Unique Identifier	Planned Activity Name	Estimated funding amount	402 Match	405 Match
S0021CP	Community Traffic Program Area Management	$ 70,000.00	$ -	
SCP2101	Highway Safety Summit	$ 75,000.00	$ -	
SCP2102	Law Enforcement Liaison Program	$ 60,000.00	$ 10,000.00	
SPM2101	Paid Media	$ 350,000.00	$ -	
SPM2102	Public Opinion Survey	$ 50,000.00	$ -	
S0021DD	Distracted Driving Program Area Management	$ 20,000.00	$ -	
SDD2101	Distracted Driving Statewide Services	$ 50,000.00	$ 12,500.00	
SDD2102	Distracted Driving HVE Mini-Grants	$ 75,000.00	$ 18,750.00	
SDD2103	HVE - Distracted Driving , Nat'l DD Awareness Month	$ 100,000.00	$ 25,000.00	
S0021AL	Impaired Driving Program Area Management (402)	$ 27,000.00	$ -	
S2199ID	(405d) Impaired Driving Program Area Management	$ 70,000.00		$ -
SAL2101	Impaired Driving Statewide Services (402)	$ 50,000.00	$ 12,500.00	
SID2101	Impaired Driving Statewide Services (405d)	$ 200,000.00		$ -
SID2102	Traffic Safety Resource Prosecutor (TSRP)	$ 310,000.00		$ -
SID2103	State Impaired Driving Coordinating (SIDC)	$ 275,000.00		$ -
SID2104	Coeur d'Alene PD DUI Step Program Activity - Year 3	$ 33,400.00		$ -
SID2105	Mothers Against Drunk Driving Court Monitoring	$ 35,700.00		$ -
SID21EA	HVE - Impaired Driving Dec/Jan Mobilization	$ 200,000.00		$ -
SID21EB	HVE - Impaired Driving 4th of July Mobilization	$ 150,000.00		$ -
SID21EC	HVE - Impaired Driving Labor Day Mobilization	$ 150,000.00		$ -
SID21MA	Match 405d	$ -		$450,000
SID21PM	Impaired Driving Paid Media	$ 300,000.00		$ -
S0021MC	Motorcycle Program Area Management	$ 17,000.00	$ -	
SMA2102	Motorcycle Awareness Paid Media	$ 60,000.00		$ -
SMC2101	Motorcycle Safety Statewide Services	$ 16,000.00	$ 4,000.00	
SMC2102	Motorcycle Safety Training and Education	$ 2,000.00	$ 500.00	
SMC21MA	405 c Match	$ -		$ 15,000.00
S0021PS	Bicycle and Pedestrian Safety Program Area Mgt.	$ 20,000.00	$ -	
SPS2101	Bicycle and Pedestrian Statewide Services	$ 50,000.00	$ 12,500.00	
SPS2102	Idaho Smart Growth	$ 58,000.00	$ 14,500.00	
S0021OP	Occupant Protection Program Area Management	$ 30,000.00	$ -	
S2199OP	(405b) Occupant Protection Program Area Mgt.	$ 46,000.00		$ -
SOP2101	Child Passenger Safety Coordination Program	$ 90,000.00		$ -
SOP2102	Occupant Protection Observational Survey (NOPUS)	$ 40,000.00		$ -
SOP2103	Child Passenger Safety Restraints	$ 14,300.00		$ -
SOP21EA	HVE - Occupant Protection Thanksgiving	$ 80,000.00		$ -
SOP21MA	Occupant Protection 405b Match	$ -		$ 200,000.00
SOP21PM	Occupant Protection Paid Media	$ 200,000.00		$ -
SSB2101	Child Passenger Safety Statewide Program	$ 100,000.00	$ 25,000.00	
SSB2102	Occupant Protection Statewide Services (402)	$ 10,000.00	$ 2,500.00	
SSB21EB	HVE - Occupant Protection CIOT Mobilization (402)	$ 150,000.00	$ 37,500.00	
S0021PA	Planning and Administration	$ 175,000.00	$ 65,747.50	
SLB4021	405 Local Benefit for 402	$ -	$ -	

SPA2101	Electronic Grant Management System	$ 100,000.00	$ 37,570	
S0021PT	Police Traffic Services Program Area Management	$ 60,200.00	$ -	
SPT2101	Police Traffic Statewide Services - Mini Grants	$ 150,000.00	$ 37,500.00	
SPT2102	HVE - Aggressive Driving Mini Grants	$ 155,000.00	$ 38,750.00	
SPT2103	Meridian Police Department - Enforcement	$ 43,000.00	$ 10,750.00	
SPT2104	Coeur d' Alene Police Department - Enforcement	$ 96,000.00	$ 24,000.00	
SPT2105	Boise Police Department - Enforcement	$ 225,000.00	$ 56,250.00	
SPT2106	Nampa Police Department - Enforcement	$ 15,200.00	$ 3,800.00	
SPT2107	Middleton Police Department - Enforcement	$ 72,300.00	$ 18,075.00	
SPT2108	Police Traffic Services, Training Support & Mini-Grants	$ 20,000.00	$ 5,000.00	
SPT2109	Twin Falls County Sheriff's Office - Enforcement	$ 20,000.00	$ 5,000.00	
SPT2110	Twin Fall Police Department - Enforcement	$ 25,000.00	$ 6,250.00	
SPT2111	Jerome County Sheriff's Office - Enforcement	$ 45,000.00	$ 11,250.00	
SPT2112	Idaho State Police - Year-long	$ 500,000.00	$ -	
SPT21EA	HVE - Aggressive Driving Winter Mobilization	$ 150,000.00	$ 37,500.00	
SPT21EB	HVE - Aggressive Driving Summer Mobilization	$ 175,000.00	$ 43,750.00	
S0021TR	Traffic Records Program Area Management	$ 40,000.00	$ -	
SKD2101	TRCC Data Improvement	$ 500,000.00		$ -
SKD2102	E-Citation (statewide)	$1,000,000.00		$ -
SKD21MA	405c Match	$ -		$ 375,000.00
STR2101	Traffic Records Statewide Services	$ 100,000.00	$ -	

SECTION 405 GRANT PROGRAM

For FFY 2021 Idaho is applying for the following 405-incentive grant programs:

- 405b - Occupant Protection – Attachment 1 (ID_FY21_405b)
- 405c - Traffic Safety Information System Improvements – Attachment 2 (ID_FY21_405c)
- 405d - Impaired Driving Countermeasures – Attachment 3 (ID_FY21_405d)
- 405f - Motorcyclist Safety – Attachment 4 (ID_FY21_405f)

The 405 applications and the accompanying documentation are in separate attached documents.