

IDAHO: 2021-2025



-->Strategic Highway Safety Plan



**Your Safety • Your Mobility
Your Economic Opportunity**

2021-2025 IDAHO STRATEGIC HIGHWAY SAFETY PLAN

Approved:  Date: 8/5/2021

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Background

In 2005, Congress passed legislation requiring states to develop Strategic Highway Safety Plans (SHSPs). Idaho's inaugural SHSP was developed at the 2005 Governor's Highway Safety Summit. The SHSP was updated in 2010 and 2013 to reflect new crash data and associated safety trends, and to incorporate accomplishments and revised strategies.

In 2015, Idaho embarked on an update of its 2016-2020 SHSP. Since 2020, work has been done to complete the latest version of the 2021-2025 SHSP. The SHSP is a data-driven, comprehensive, collaborative plan. It helps Idaho identify and prioritize the most pressing road safety needs, and develop strategies with the greatest potential to save lives and reduce injuries.

The SHSP integrates the "4 E's" of safety – engineering, education, enforcement, and emergency medical services. It establishes statewide goals, emphasis areas, and performance measures, and describes strategies to reduce or eliminate fatalities and serious injuries. The Idaho Office of Highway Safety (OHS), Idaho Transportation Department (ITD) leads the update and compiles the SHSP. The process of developing the plan involves active, robust engagement of Federal, other state, local and private stakeholders.

This report summarizes the collaborative process used to develop prioritized strategies for the 2021-2025 SHSP update.

Definition

The SHSP helps coordinate goals 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:

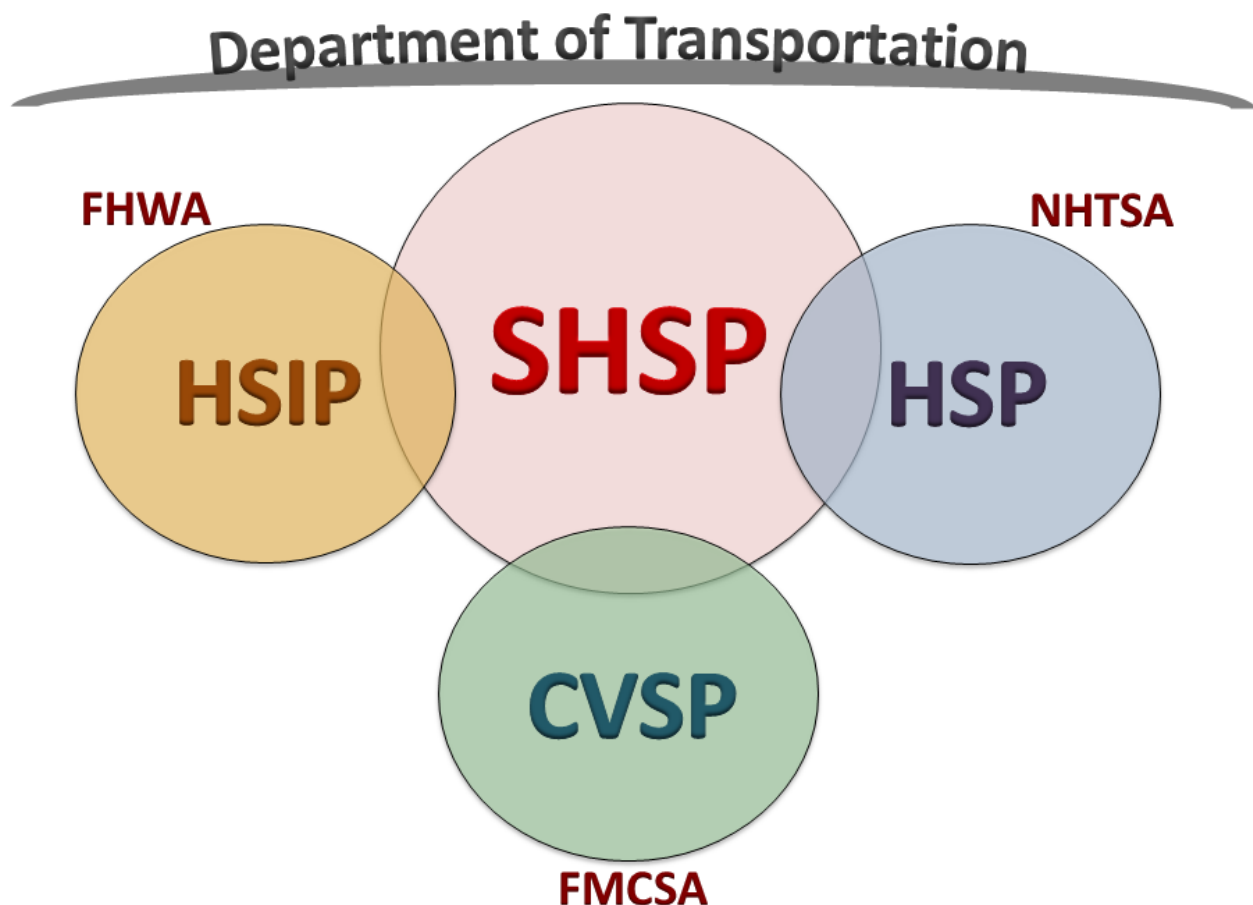
- Establishes common statewide goals and priorities,
- Strengthens existing partnerships,
- Builds new safety coalitions,
- Promotes data, knowledge, and resource sharing,
- Avoids redundant activities and leverages existing resources, such as funding, personnel, and leadership,
- Incorporates behavioral and infrastructure strategies to more effectively reduce highway fatalities and serious injuries on all public roads.

In addition, the SHSP articulates priorities that have been established by a diversity of safety stakeholders, thereby helping to assure these priorities represent the shared interests of multiple partners and enhancing their likelihood of successful funding.

Plan Linkage

The SHSP links to several other highway safety plans, as illustrated in the graphic below. The Highway Safety Improvement Program (HSIP), a core Federal aid program administered by the Federal Highway Administration (FHWA), requires that states update and regularly evaluate SHSPs.

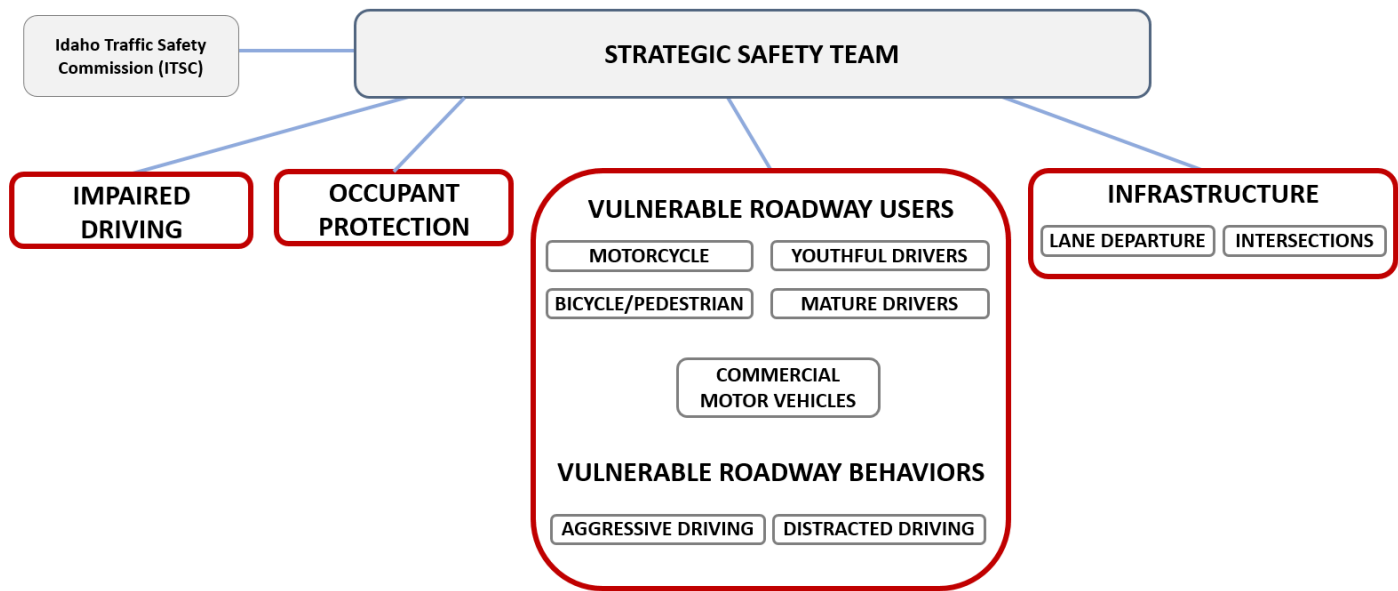
Other federal aid programs under the Department of Transportation must also tie their programs to the SHSP. These programs include the Highway Safety Plan (HSP), funded through the National Highway Traffic Safety Administration (NHTSA), and the Commercial Motor Vehicle Safety Plan (CVSP), funded through the Federal Motor Carrier Safety Administration (FMCSA). Because the data is shared between the plans, the plans are able to have the same core goals/targets.



Organizational Structure

The organizational structure of the Idaho SHSP is illustrated in the graphic below:

2021-2025 SHSP ORGANIZATIONAL STRUCTURE



Strategic Safety Team

The Strategic Safety Team oversees development of the updated SHSP. The Strategic Safety Team includes safety leaders from ITD, FHWA and NHTSA, and provides SHSP oversight in partnership with the Idaho Traffic Safety Commission (ITSC). The Team helps set overall direction for SHSP activities, reviewing Focus Area strategies and helping define which SHSP issues take priority.

The Team reports to the ITD Director, who ultimately approves the final updated SHSP before submission to the FHWA.

--- → Leadership and Organization

Strategic Safety Team members include:

- Sue Higgins, Idaho Transportation Department – Committee Chair
- Damon Allen, ITD Division of Highways
- Jesse Barrus, ITD Division of Highways
- Randall Danner, ITD Human Resources
- Denise Dinnauer, Idaho Office of Highway Safety
- Jessica Garrison, ITD Human Resources
- Mari Hembeck, National Highway Traffic Safety Administration
- Lance Johnson, Federal Highway Administration
- Bill Kotowski, Idaho Office of Highway Safety
- Lisa Losness, Idaho Office of Highway Safety
- Gary Luke, ITD Legal
- Shauna Miller, ITD Office of Public Transportation
- Margaret Pridmore, ITD Division of Highways
- Aubrie Spence, ITD Office of Communication
- Tim Steffen, ITD Division of Aeronautics
- Scott Stokes, ITD Chief Deputy
- John Tomlinson, Idaho Office of Highway Safety

Idaho Traffic Safety Commission (ITSC)

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

Idaho Traffic Safety Commission members include:

- Scott Stokes, ITD Chief Deputy – ITSC Chair
- Sunshine Beer, Idaho **STAR** Motorcycle Safety Program (STAR)
- Mayor Brian Blad, City of Pocatello
- Stacey Carson, Idaho Hospital Association
- Senator Lori Den Hartog, Idaho Senate
- Lt. Colonel Sheldon Kelley, Idaho State Police
- Danielle Taylor, Idaho State Department of Education
- Kevin Kuther, Local Highway Technical Assistance Council
- Louis Marshall, Bonner County Prosecutor's Office
- Representative Joe Palmer, Idaho House of Representatives
- Sheriff Craig T. Rowland, Bingham County Sheriff's Office
- John Tomlinson, Idaho Office of Highway Safety
- Chief Jeff Wilson, Orofino Police Department

--- ➔ Leadership and Organization

Focus Area Groups

Stakeholder groups formulate strategies for each of the 11 Focus Areas, using updated crash and safety data, existing strategies, and other information. Focus Area Groups may also develop action plans that help implement SHSP strategies, depending on time and interest.

Participants include Idaho's traffic safety partners in education, enforcement, engineering, emergency response and policy, as appropriate. Focus Area Groups will typically have a leader, with facilitation and note-taking support as needed. Some Focus Area Groups may be comprised of existing Task Forces or Advisory Groups. Here is the list of Idaho's Focus Area Groups:

1. Impaired Driving
2. Occupant Protection
3. Vulnerable Roadway Users
 - a. Motorcycle
 - b. People who Walk or Bicycle
 - c. Youthful Drivers
 - d. Mature Drivers
4. Vulnerable Roadway Behaviors
 - a. Aggressive Driving
 - b. Distracted Driving
5. Infrastructure
 - a. Lane Departure
 - b. Intersections

-----➤ Problem Identification

Identification of Focus Areas

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’s eight highway safety priority program areas:

1. Alcohol/Drugs and Impaired Driving
2. Occupant Protection/Seat Belts
3. Occupant Protection/Child Passenger Safety
4. Pedestrian and Bicycle Safety
5. Traffic Records; Emergency Medical Services
6. Aggressive Driving
7. Motorcycle Safety
8. Teen Drivers

In addition to these priority program areas, Distracted Driving has become a major concern nationwide. These eight 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.

Where possible, data on the costs and number of crashes, and the number of deaths and injuries, were developed and compared. 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 seatbelt use. Population data from the Census Bureau, ITD’s Economics and Research Section/Violation and License Suspension data, and arrest information from the Bureau of Criminal Identification. Idaho State Police (ISP) was also used in the problem identification.

Ultimately, Idaho’s most critical driver behavior related traffic safety problems were identified.

The Focus Areas were selected on the basis of the severity of the problem, economic costs and other supportable conclusions.

Priority Strategy Development

The heart of the SHSP update is the Focus Area strategies: incremental steps that safety partners will take to achieve a goal established for the Focus Area. Recognizing that busy stakeholders could get bogged down if the strategy development process were too complex, the SHSP team instead developed a straightforward method for the groups' work, including the following elements:

- **5-10 Strategies:** OHS recognized that asking each Focus Area Group to develop a short list of strategies acknowledged the desire to see tangible accomplishments.
- **Criteria:** The SHSP team outlined four simple criteria for developing strategies. This helped with quick evaluation of potential strategies, and was a benchmark for participants to use as rationale for adopting a given strategy. The four criteria included (in no particular order):
 1. Have we been doing it, and would we like to continue because it has been proven effective?
 2. Is it considered a best practice from another state, or does it align with Idaho-specific recommendations (for example, Standardized Field Sobriety Testing [SFST], Traffic Injury Research Foundation [TIRF] or safety assessments)?
 3. Is it represented in an existing safety plan (for example, the Idaho Impaired Driving Strategic Plan, or the Highway Safety Plan)?
 4. Is the strategy included in the Crash Modification Factors Clearinghouse, Highway Safety Manual, Countermeasures that Work, or part of another research-proven project?

Focus Area Group participants met to discuss the strategies in the previous SHSP, to see what had been accomplished and what still needed to be focused on. The groups then met to decide whether to make changes or not to the strategies. Overwhelmingly, it was determined to keep many of the strategies the same or similar to the ones in the previous SHSP. There were some new strategies identified, that will help us as we work Toward Zero Deaths.

After all the Focus Area Groups decided on the strategies that were going to be included in this current SHSP, an email was sent out to all stakeholders and partners to review and provide comments. Several people made suggested edits to the strategies, and then OHS staff made those revisions for this final draft.

Toward Zero Deaths

Vision

Continue to move **Toward Zero Deaths** on all roadways in Idaho.

Mission

Provide the safest transportation system possible.

Goals by 2025

(Based on a 5-year avg.)

Primary

- Reduce number of traffic deaths to 230 or fewer.

Secondary

- Reduce the fatality rate to 1.26 per 100 million annual vehicle miles traveled.
- Reduce the number of serious injuries to 1,219 or fewer.
- Reduce the serious injury rate to 6.60 per 100 million annual vehicle miles traveled.

STRATEGIES

- A-1** Support statewide high visibility enforcement campaigns and mini grants for aggressive driving using enforcement and crash data to focus on areas for enhanced enforcement.
- A-2** Undertake communication campaigns using media sources to educate the public about aggressive driving and associated dangers.
- A-3** Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about aggressive driving and the associated dangers.
- A-4** Evaluate the effectiveness of current aggressive driving laws, provide relevant data to inform decision-making, and make recommendations for improvements.
- A-5** Include enforcement and emergency response considerations when planning and implementing highway construction projects.



Goal

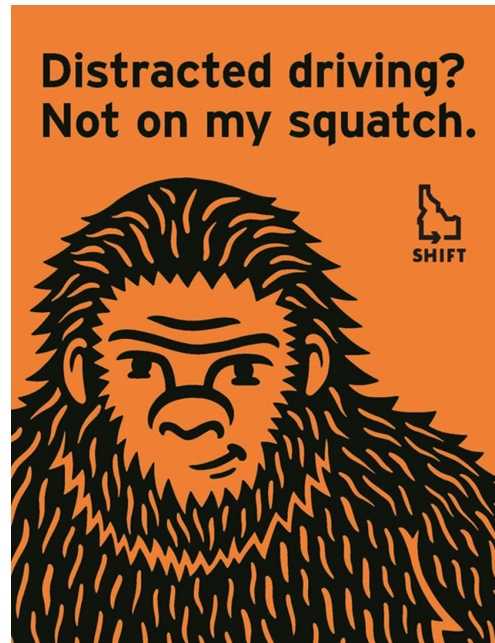
Reduce the 5-year average number of fatalities involving speeding to 53 or fewer by 2025.

Definition

Aggressive driving is when an individual commits a combination of moving traffic offenses so as to endanger other persons or property.

STRATEGIES

- D-1** Continue communication campaigns using all media sources to educate the public and promote the shift to engaged driving.
- D-2** Continue to work with safety partners, and look for new partnerships with the goal in mind of changing behavior toward engaged driving.
- D-3** Continue to work with law enforcement agencies on educating drivers of the hands free law, and how to drive engaged.
- D-4** Continue multi-agency statewide high visibility enforcement campaigns.
- D-5** Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about the dangers of distracted driving.
- D-6** Improve the crash and citation data collection and reporting process at all levels.



Goal

Reduce the 5-year average number of distracted driving fatalities to 44 or fewer by 2025.

Definition

Inattention that occurs when drivers divert their attention away from the driving task to focus on another activity instead. The distracting tasks can affect drivers in different ways, and can be categorized into the following types:

- **Visual distraction:** Tasks that require the driver to look away from the roadway to visually obtain information
- **Manual distraction:** Tasks that require the driver to take a hand off the steering wheel
- **Cognitive distraction:** Tasks that are defined as the mental workload associated with a task that involves thinking about something other than the driving task.

Impaired Driving

STRATEGIES

- I-1 Continue the education, support and training of prosecutors, law enforcement and the judiciary to improve the investigation, prosecution and adjudication of impaired driving cases. This includes, but is not limited to, continued support of the Idaho Traffic Safety Resource Prosecutor (TSRP) and the Idaho State Impaired Driving Coordinator (SIDC).
- I-2 Strengthen the use of DUI Courts that operate in compliance with the Idaho Adult Court Standards and Guidelines for Effectiveness and Evaluation, through broadened training opportunities for court system providers (including judiciary, prosecutors, law enforcement officers) and expanded opportunities for client offenders to enter the DUI Court process.
- I-3 Evaluate the effectiveness of current DUI laws, provide relevant data to inform decision-making, and make recommendations for improvements.
- I-4 Work with agencies, organizations and other stakeholders statewide to prevent underage drinking, provide education and over-service alcohol server training.
- I-5 Support impaired driving high-visibility enforcement campaigns, including DUI task forces.
- I-6 Support enforcement measures that effectively address drug impaired driving.
- I-7 Fund and support highway safety public media campaigns to run in conjunction with high-visibility statewide impaired mobilizations and during high use events/holidays.
- I-8 Work with agencies, organizations and stakeholders statewide to reach out to mature drivers regarding the dangers of driving while using prescription medicine.

Be here tomorrow.

**Make a plan
to get home
safely.**



Goal

Reduce the 5-year average number of fatalities involving drivers with a Blood Alcohol Content (BAC) of 0.08 or greater to 68 or fewer by 2025.

Definition

Driving while impaired can refer 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.

Occupant Protection

STRATEGIES

- OP-1** Work with highway safety partners to help improve or strengthen current occupant protection laws.
- OP-2** Support and increase participation in statewide high visibility enforcement campaigns for proper occupant protection use, and encourage sustained law enforcement participation year round.
- OP-3** Use a variety of media sources with an emphasis on social media to target rural areas of the state.
- OP-4** Develop programs, including education and scholarship programs as well as media campaigns, to specifically address and engage young drivers.
- OP-5** Work with public and private employers to develop effective occupant protection policies.



Goals:

Reduce the 5-year average number of unrestrained personal motor vehicle (PMV) fatalities to 95 or fewer by 2025.

Increase the yearly observed seat belt use rate to 88.0% or greater by 2025.

Definition

Idaho's seat belt use law requires seat belt use for all seating positions and has enhanced penalties for drivers younger than 18 years of age. Drivers and occupants, 18 years of age and older, receive separate tickets.

STRATEGIES

- BP-1** Partner with organizations who advocate for walkers and bicyclists to design a transportation system that applies Safe Systems principles. Embrace and expand the use of proven Safe Systems practices, and still be willing to try to evaluate new or non-traditional approaches.
- BP-2** Include construction and maintenance of appropriate facilities for all users (including bicycle, pedestrian, multi-modal, transit, etc.) on all projects as appropriate.
- BP-3** Identify and evaluate the effectiveness of current laws, policies and design standards affecting bicycles, pedestrians and motorists, provide relevant data to inform decision-making, and make recommendations for improvements.
- BP-4** Support and partner with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about motorist, bicycle and pedestrian behavior, safety, and mobility.
- BP-5** Continue to enhance drivers' education and testing to incorporate safe operation and awareness of all modes of transportation, including bicycles and pedestrians.
- BP-6** Improve bicycle-pedestrian crash data collection, including health data and data about non-vehicle-involved crashes, through technological and medical partnerships.
- BP-7** Work with law enforcement to help enforce bicycle and pedestrian laws for the drivers, pedalcyclists, and pedestrians.



Goals:

Reduce the 5-year average number of fatalities involving people who bicycle to four or fewer by 2025.

Reduce the 5-year average number of fatalities involving people who walk to 18 or fewer by 2025.

Definition

Bicyclists and other cyclists include riders of two-wheel non-motorized vehicles, tricycles, and unicycles powered solely by pedals, also known as pedalcyclists.

A pedestrian is a person on foot, walking, running, jogging, hiking, sitting or lying down who is involved in a motor vehicle traffic crash where at least one vehicle was in transport and the crash originated on a public traffic way.

STRATEGIES

- MD-1** Facilitate the efforts of programs such as AAA Roadwise Review, CarFit, We Need to Talk, and other driving assessment tools, and provide information about alternatives to driving if warranted.
- MD-2** Identify and/or establish broad-based statewide coalitions that address mature driving issues, and help support their programs.
- MD-3** Working with health care professionals, senior advocacy groups and other stakeholders, educate and advocate for coordination of medical appointments, available alternative transportation, and other safety and cost-savings measures for seniors and families facing transportation challenges (public transportation, 211, etc.).
- MD-4** Evaluate the effectiveness of current laws affecting the medical review process, provide relevant data to inform decision-making, and make recommendations for improvement.
- MD-5** Educate health care professionals, law enforcement, drivers' examiners and family members about Idaho's laws regarding the medical review process.
- MD-6** Develop a process to gather more data from emergency responders that reflects the number of crashes that result from visual, cognitive, and/or physical impairment, and the reason for the trip that resulted in the crash.
- MD-7** Maintain, expand, and improve roadway visibility features (e.g., evaluating sign placement, improving roadway markings, and increasing size and visibility of roadway regulation signage).



Goal

Reduce the 5-year average number of fatalities involving drivers 65 years of age or older to 53 or fewer by 2025.

Definition

Mature drivers are age 65 or older and make up 16% of all licensed drivers.

STRATEGIES

- M-1** Continue motorcycle rider skills training.
- M-2** Continue to work with stakeholders to develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about making smarter choices to mitigate the risks and rewards of riding motorcycles.
- M-3** Continue to foster partnerships between the motorcycle community and multi-agency stakeholders (e.g., law enforcement, EMS, military, etc.).
- M-4** Increase the percentage of properly licensed riders by encouraging motorcycle riders to complete and pass the State endorsement skills test and/or a motorcycle-training course.
- M-5** Partner with ITD's Office of Highway Safety to target aggressive and impaired riders as part of statewide rider awareness and enforcement campaigns.
- M-6** Undertake communication campaigns using media sources to educate the public about the importance of motorcycle awareness and safe operation.
- M-7** Evaluate the effectiveness of current motorcycle laws, provide relevant data to inform decision-making, and make recommendations for improvements.
- M-8** Encourage collection of key data elements, such as riding gear.
- M-9** Increase focus on cross-referencing of crash data with training data.



Goals

Reduce the 5-year average number of fatalities involving motorcycle riders/drivers to 28 or fewer by 2025.

Reduce the 5-year average number of unhelmeted motorcycle fatalities to 16 or fewer by 2025.

Definition

A motorcycle is a motor vehicle having a seat or saddle for the use of the rider designed to travel on not more than three wheels in contact with the ground, but excluding a tractor and moped. Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet.

STRATEGIES

- Y-1** Develop and implement statewide, community-based, grassroots, and peer-to-peer outreach efforts to raise awareness about the challenges of youthful driving and the importance of safe passenger behavior.
- Y-2** Evaluate *Alive at 25* or similar defensive driver awareness training courses. Based on results, recommend expansion of the program, or implementation of another program, to increase participation across Idaho.
- Y-3** Evaluate the effectiveness of current youthful driving laws and provide relevant data for decision-making. As part of this process, develop new ways of measuring effectiveness for seat belt use, distracted driving, GDL and/or other factors.
- Y-4** Develop educational outreach opportunities for post-high school drivers, ages 17 to 20.
- Y-5** Maintain a standard and uniform education curriculum for driver education programs. Encourage parents to attend a class and/or accompany their teen driver during the driver education class and road practice.
- Y-6** Increase the effectiveness of existing Graduated Driver's License (GDL) laws by expanding and improving training about the laws, including their purposes and how they currently function.
- Y-7** Research and use appropriate assessment and evaluation tools for Idaho driver education trends. A District-by-District statistical analysis about why youth do not participate in driver education might be an example.



Goal

Reduce the 5-year average number of fatalities involving drivers age 20 or younger to 28 or fewer by 2025.

Definition

Youthful driver crashes are those where the driver is 15 through 20 years old.

STRATEGIES

CMV-1 Analyze CMV crash data using WebCARS, MCMIS, and A&I Online to identify high crash and other priority areas where increased traffic enforcement or public outreach could be effective, determine where improvements could be made, and seek additional data analysis tools to help save lives.

CMV-2 Continue high-visibility enforcement campaigns for unsafe or illegal driving practices that affect or are affected by CMVs, including non CMV traffic enforcement in high crash, work zone, and priority areas, including in rural road areas.

CMV-3 Continue working with ITD, the Idaho Trucking Association, and other stakeholders to provide public outreach to commercial and non-commercial drivers about safe driving behaviors, through the use of presentations and social media.

CMV-4 Evaluate the effectiveness of current laws and policies affecting or affected by CMVs, provide relevant data to inform decision-making, and make recommendations for improvements.



Goal

Reduce the 5-year average number of fatalities involving commercial motor vehicles (CMVs) to 45 or fewer by 2025.

Definition

For the purpose of crash reporting, commercial motor vehicles are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 10,000 pounds gross vehicle weight. This also includes pickups with dual rear wheels and smaller vehicles that are carrying hazardous materials.

STRATEGIES

- INT-1** Provide education and outreach to the public about intersection safety.
- INT-2** Conduct high-visibility enforcement campaigns focusing on aggressive and/or distracted driving at intersections.
- INT-3** Evaluate intersections and implement innovative engineering designs to reduce the severity of crashes.
- INT-4** Provide educational resources and collaborate with safety stakeholders.
- INT-5** Develop a traffic incident management (TIM) plan.
- INT-6** Develop a monitoring system to share the effectiveness of intersection-safety strategies.
- INT-7** Implement a data-driven intersection improvement program.
- INT-8** Evaluate intersections and implement traffic control measures to increase driver awareness.



Goal

Reduce the 5-year average number of intersection related fatalities to 47 or fewer by 2025.

Definition

A crash involving roadway users at or related to a public road intersection.

STRATEGIES

- L-1** Support the continued use of engineering and roadway visibility features to minimize fatalities and serious injuries from lane departure crashes.
- L-2** Locate and make available existing resources related to engineering practices, countermeasures and research that have proven effective in reducing fatalities and serious injuries associated with lane departure.
- L-3** Develop and implement statewide, community-based, grassroots, and peer-to-peer education and outreach efforts to raise awareness about features designed to reduce lane departure incidents (e.g., rumble strips) and recovery measures from run-off-road events.
- L-4** Support the delivery of the annual HSIP funding applications related to severe crash types.
- L-5** When planning lane departure projects/programs, use accurate, standardized and timely data, consistent data systems, and robust statistical analysis.
- L-6** Develop a program by which multiple agencies can share resources to help undertake safety projects on ALL Idaho roads.
- L-7** Develop rapport with other focus groups.



Goals

Reduce the 5-year average number of single vehicle run-off road fatalities to 102 or fewer by 2025.

Reduce the 5-year average number of head-on/side swipe opposite fatalities to 56 or fewer by 2025.

Definition

A lane departure crash is defined as a non-intersection-related crash, which occurs after a vehicle crosses an edge line, a centerline, or otherwise leaves the anticipated travel lane. Lane departure crash incidents primarily include single-vehicle run-off-road, head-on, and sideswipe crashes.

Evaluation Purpose

A proactive evaluation process is critical in ensuring a successful roadway safety program. Through evaluation, we will analyze our SHSP process and performance and determine whether current activities deserve enhancement, revision, or replacement.

Evaluation will also help:

- Determine progress in meeting our SHSP safety goals and objectives,
- Validate emphasis areas and strategies, or reveal the need to revise them,
- Uncover challenges in prioritizing or implementing programs and strategies,
- Identify opportunities for greater efficiencies and improvements to the SHSP, and
- Demonstrate Idaho's SHSP contribution to roadway safety.

More simply put, SHSP evaluation will help answer:

- What are we trying to do,
- How well are we doing it, and
- How can we improve?

Evaluation Objectives

Process Evaluation

Process evaluation is the examination of SHSP management processes. Conducting a process evaluation provides insight into a variety of SHSP program management elements, such as organizational structure; coordination; the use of data in determining emphasis areas, goals, objectives, strategies, and actions; and the alignment of agency priorities. The results identify successful practices; alert SHSP leaders, managers, and stakeholders to potential needs, weaknesses, and threats; and, provide insights for overcoming those challenges and improving the process.

Performance Evaluation

The purpose of performance evaluation is to determine how effective the SHSP has been in meeting its goals and objectives. Performance evaluation also assesses the implementation of SHSP strategies (output evaluation). This can provide insight or an indication as to why or why not we are meeting our goals and objectives.

Outcome Evaluation

Outcome evaluation measures the degree to which SHSP goals and objectives are being met, such as whether there is a reduction in fatalities and serious injuries, improvement in road user safety attitudes and behaviors, etc. In other words, it can help answer the question, "Are we doing the right things?"

Output Evaluation

Output evaluation is defined as determining the extent to which SHSP strategies and actions are implemented and outputs are produced; in other words, it measures progress and productivity.

An annual SHSP evaluation will be conducted using data based on a 5-year average, along with input from each of the Focus Area Groups. The evaluation will be submitted to the Strategic Safety Team for review and subsequently posted on the ITD website.

Attachment 1: Acronyms and Definitions

4E's	Engineering, Education, Enforcement and Emergency Medical Services
BAC	Blood Alcohol Content – measure of alcohol in the blood as a percentage calculated in grams per 100 mL of blood. A BAC of 0.08 means your blood is 0.08% alcohol by volume.
CDL	Commercial Driver's License - Driving a Commercial Motor Vehicle (CMV) requires a higher level of knowledge, experience, skills, and physical abilities than that required to drive a non-commercial vehicle. In order to obtain a Commercial Driver's License (CDL), an applicant must pass both skills and knowledge testing geared to these higher standards. Additionally CDL holders are held to a higher standard when operating any type of motor vehicle on public roads. Serious traffic violations committed by a CDL holder can affect their ability to maintain their CDL certification
CMF	Crash Modification Factor – a factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site.
CMV	Commercial Motor Vehicle – a vehicle having a gross vehicle weight rating of 10,001 pounds or more; designed to transport more than 15 passengers, including the driver; or transporting hazardous materials in quantities requiring the vehicle to be placarded.
CVSP	Commercial Vehicle Safety Plan – each state is required to have an approved State Commercial Vehicle Safety Plan per the FMCSA in order to qualify for MCSAP grant funding.
DMV	Department of M otor V ehicles
DUI	Driving Under the Influence – the act or crime of driving a vehicle while affected by alcohol or drugs.
EMS	Emergency Medical Services – a system that provides emergency medical care. Once emergency service is activated by an incident that causes serious illness or injury, the focus of EMS is emergency medical care for the patient.
FFY	Federal Fiscal Year - October 1 st through September 30 th annually.
FHWA	The Federal Highway Administration (FHWA) - an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system.

FMCSA	Federal Motor Carrier Safety Administration - The Federal Motor Carrier Safety Administration is an agency in the United States Department of Transportation that regulates the trucking industry in the United States. The primary mission of the FMCSA is to reduce crashes, injuries and fatalities involving large trucks and buses
GDL	Graduated Driver's License - designed to ease beginning drivers into the traffic environment under controlled conditions to help reduce the number of teen driver traffic convictions and collisions. CONDITIONS. All applicants for an Idaho driver's license who are under the age of 17 must:
HRRR	High Risk Rural Road – any roadway functionally classified as a rural major or minor collector or rural local road.
HSP	Highway Safety Plan - prepared annually to include all approved grant funded traffic safety activities
HSIP	Highway Safety Improvement Plan - a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
ISP	Idaho State Police – statewide law enforcement agency for the State of Idaho.
ITD	Idaho Transportation Department – Idaho governmental organization responsible for state transportation infrastructure. This includes ongoing operations and maintenance as well as planning for future needs of the state and its citizens.
ITSC	Idaho Traffic Safety Commission - established by state code to provide local input, direction and review to OHS, and provide recommendations for highway safety mitigation and activities
LEL	Law Enforcement Liaison – serves as a vital link and conduit between the OHS and Idaho's law enforcement community.
LHTAC	Local Highway Technical Assistance Council – Connects local highway jurisdictions in Idaho with available resources for maintenance and construction of Idaho's local highway system in the most efficient and effective manner possible.
MCMIS	Motor Carrier Management Information System – an information system that captures data from field offices.

MCSAP	Motor Carrier Safety Assistance Program – Federal grant program that provides financial assistance to States to reduce the number of severity of crashes and hazardous incidents involving CMV's.
MPH	Miles Per Hour – customary unit of speed expressing the number of miles traveled in one hour.
NHTSA	National Highway Traffic Safety Administration – Responsible for keeping people safe on America's roadways. Through enforcing vehicle performance standards and partnerships with state and local governments, NHTSA reduces deaths, injuries and economic losses from motor vehicle crashes.
OHS	Idaho Transportation Department – Office of Highway Safety - administers the Federal Highway Safety Grant Program, which is funded by formula, through the FAST-ACT, Fixing America's Surface Transportation Act. The goal of the program is to eliminate death and serious injuries resulting from motor vehicle crashes by implementing programs designed to address and change driver behavior. The purpose of the program is to provide grant funding at the state and community level for a highway safety program that addresses Idaho's own unique circumstances and particular highway safety needs. Any use of funds must support data-driven state traffic safety goals and highway safety countermeasures.
PMV	Personal Motor Vehicle – a vehicle other than a motorcycle, intended to transport passengers and designed to seat no more than one person including the driver.
POST	Police Officer Standards Training – Foundation of knowledge and practical skills necessary to be a law enforcement or peace officer in the state of Idaho.
PSA	Public Service Announcement – a short informational clip that is meant to raise the audience's awareness about an important issue.
SFST	Standard Field Sobriety Test – tests used by law enforcement to determine if a person suspected of impaired driving is intoxicated with alcohol or other drugs.
SHSP:	Strategic Highway Safety Plan - a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. An SHSP identifies a State's key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries.
SIDC	State Impaired Driving Coordinator - Providing training and resources needed for the law enforcement personnel in Idaho to properly identify drug and alcohol impairment while operating motor vehicles on state roadways.

STAR	Skills Training Advantage for Riders – Idaho STAR Motorcycle Safety Program which promotes safety for riders of Idaho training and education.
TIM	Traffic Incident Management – planned and coordinated multi-disciplinary process to detect, respond to and clear traffic incidents and restore traffic flow as safety and as quickly as possible.
TRCC	Traffic Records Coordinating Committee
TSRP	Traffic Safety Resource Prosecutor – current or former prosecutor who provides training, education and technical support to traffic crimes prosecutors and law enforcement agencies throughout their state.
VMT	Vehicle Miles Traveled – a calculation as the total annual miles of vehicle traveled divided by the total population in a state or in an urbanized area. The data for this indicator comes from FHWA.
WebCars	Web Crash Analysis Reporting System – web based crash database for all Idaho reportable crashes, which are crashes that have occurred on a public street, they are not the result of an intentional act, and the damage to any one property is greater than \$1,500.