

# Idaho Traffic Crashes

# 2011

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Idaho Transportation Department  
Office of Highway Safety



# **IDAHO TRAFFIC CRASHES**

## **2011**

Prepared by the Idaho Office of Highway Safety

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# Table of Contents

	<u>Page</u>
<b>INTRODUCTION .....</b>	<b>1</b>
<b>EXPLANATION OF DATA .....</b>	<b>1</b>
<b>EXECUTIVE SUMMARY.....</b>	<b>3</b>
<b>IDAHO'S TRAFFIC CRASH CLOCK: 2011 .....</b>	<b>5</b>
<b>STATEWIDE CRASH CATEGORIES .....</b>	<b>9</b>
<b>FATALITY AND INJURY RATES.....</b>	<b>10</b>
<b>INJURY SEVERITY .....</b>	<b>12</b>
<b>ECONOMIC COST OF CRASHES.....</b>	<b>12</b>
<b>CRASHES BY NUMBER OF UNITS INVOLVED.....</b>	<b>14</b>
<b>CRASHES AND INJURIES BY MONTH.....</b>	<b>17</b>
<b>CRASHES BY DAY OF THE WEEK .....</b>	<b>18</b>
<b>CRASHES BY TIME OF DAY .....</b>	<b>19</b>
<b>CRASHES BY ROADWAY CLASSIFICATION.....</b>	<b>20</b>
<b>CRASHES BY IDAHO COUNTIES AND CITIES .....</b>	<b>22</b>
<b>DRIVER AGE DISTRIBUTION.....</b>	<b>29</b>
<b>DRIVER AGE AND CRASH INVOLVEMENT .....</b>	<b>30</b>
<b>DRIVER GENDER INFORMATION .....</b>	<b>31</b>
<b>CRASH INVOLVEMENT BY DRIVER AGE AND GENDER .....</b>	<b>32</b>
<b>CONTRIBUTING CIRCUMSTANCES IN CRASHES.....</b>	<b>33</b>
<b>TRAFFIC VIOLATIONS AND DRIVER'S LICENSE SUSPENSIONS.....</b>	<b>34</b>
<b>IMPAIRED DRIVING .....</b>	<b>39</b>
ECONOMIC COSTS OF IMPAIRED DRIVING CRASHES.....	40
VICTIMS OF FATAL CRASHES INVOLVING IMPAIRED DRIVERS.....	40
IMPAIRED DRIVING BY AGE .....	41
IMPAIRED DRIVING BY COUNTIES AND CITIES .....	42
<b>SAFETY RESTRAINT USAGE .....</b>	<b>46</b>
OBSERVATIONAL SEAT BELT SURVEY RESULTS .....	47
SELF-REPORTED SEAT BELT USAGE RESULTS.....	49
COSTS OF INJURIES BY SAFETY RESTRAINT USE.....	49
LOCAL SAFETY RESTRAINT USAGE .....	50
CHILD SAFETY SEAT USAGE BY AGE GROUPS .....	52
CHILD SAFETY SEAT – SELF-REPORTED USAGE.....	53
<b>AGGRESSIVE DRIVING.....</b>	<b>54</b>
INVOLVEMENT IN AGGRESSIVE DRIVING CRASHES BY DRIVER AGE.....	55
<b>DISTRACTED DRIVING.....</b>	<b>56</b>
<b>YOUTHFUL DRIVERS .....</b>	<b>57</b>
<b>EMERGENCY MEDICAL SERVICES .....</b>	<b>58</b>
<b>PEDESTRIANS IN CRASHES.....</b>	<b>59</b>
<b>BICYCLISTS IN CRASHES.....</b>	<b>60</b>

**MOTORCYCLISTS IN CRASHES.....61**

**COMMERCIAL MOTOR VEHICLES IN CRASHES .....62**

**MOTOR VEHICLE CRASHES IN WORK ZONES .....66**

**GLOSSARY OF TERMS.....68**

**REFERENCES AND NOTES .....70**

**APPENDIX A: MAPS OF FATAL CRASH LOCATIONS IN 2011 .....71**

**APPENDIX B: MAPS OF CRASHES WITH WILD ANIMALS IN 2011 .....81**

**APPENDIX C: STATE HIGHWAY SYSTEM CRASH DATA .....85**

**APPENDIX D: FIVE-YEAR CRASH HISTORY ..... 101**

**APPENDIX E: 25 YEAR HISTORY ..... 107**

**FATALITIES & FATALITY RATE ..... 107**

## **Introduction**

*Idaho Traffic Crashes 2011* provides an annual description of motor vehicle crash characteristics for crashes that have occurred on public roads within the State of Idaho. This document is used by state and local transportation, law enforcement, health, and other agencies charged with the responsibility of coping with the increasing costs of traffic crashes. Agencies use the data to identify traffic safety problems and target areas for the development of crash reduction and injury prevention programs.

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 involves the study of relationships between crashes and the population, licensed drivers, registered vehicles, vehicle miles traveled, and characteristics of specific subgroups that may contribute to crashes.

This document is divided into two major sections: a statewide crash summary and a breakdown of crashes by identified problem areas. Maps displaying the approximate location of each fatal crash by transportation district are found in Appendix A. Precise locations of fatal crashes cannot be determined from the maps. Appendix B is a map of crashes with wild animals. Information regarding crashes on the State Highway System is available in Appendix C. A five-year fatal and injury crash history is contained in three tables in Appendix D. A twenty-five year history of fatalities and the fatality rate per 100 million annual vehicle miles traveled is provided in Appendix E.

*Idaho Traffic Crashes 2011* is organized to reflect the adoption of focus areas by the Idaho Traffic Safety Commission for the Highway Safety Grant Programs. The focus areas include: Impaired Driving, Safety Restraint Usage, Youthful Drivers, Aggressive Driving, Distracted Driving, Emergency Medical Services, Pedestrians, Bicyclists, and Motorcyclists.

## **Explanation of Data**

The source for crash information is the Idaho Transportation Department State Crash Database. The database consists of crash reports completed by all law enforcement agencies in Idaho. All law enforcement agencies use a standard crash report, as designated in Idaho Code 49-1307. The resulting numbers are conservative since the database consists of only crashes investigated by law enforcement officers. Prior to 2006, only crashes resulting in injury or death of any person, or damage to the property of any one person in excess of \$750 were included. The law was amended in 2006 to crashes resulting in excess of \$1,500 property damage to any one person. Crashes resulting in injury or death remained unchanged. Crashes occurring on private property and any intentional acts are excluded.

When examining any of the statistics herein, it is important to distinguish between the three different levels of crash data: the crash level, the vehicle level, and the person level. For example, location, date, time, severity, and weather conditions are specific to the entire crash; vehicle type, extent of deformity, contributing circumstances, and events are specific to each vehicle in the crash; and lastly, age, gender, injury type, and restraint use are specific to each person involved in the crash. Each crash must involve at least one motor vehicle and each vehicle contains any number of people, including zero. Each crash is classified by the most severe injury that resulted from the crash. Therefore, each fatal crash resulted in at least one fatality but may have also produced any number and combination of additional fatalities and injuries.

The Division of Motor Vehicles and the Economics and Research Section (Idaho Transportation Department) provide information on licensed drivers, registered motor vehicles, driver's license suspensions, and driver's license convictions. The Traffic Survey Section (Idaho Transportation Department) provides the annual vehicle miles of travel. The Bureau of Criminal Identification (Idaho State Police) provides information regarding DUI arrests. Other sources of information that support this document are referenced.

Current year data is compared to data from the prior year to identify simple percentage changes either upward or downward. The average change over the prior four years is given to provide an additional perspective.

If you have any questions or suggestions concerning *Idaho Traffic Crashes 2011*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

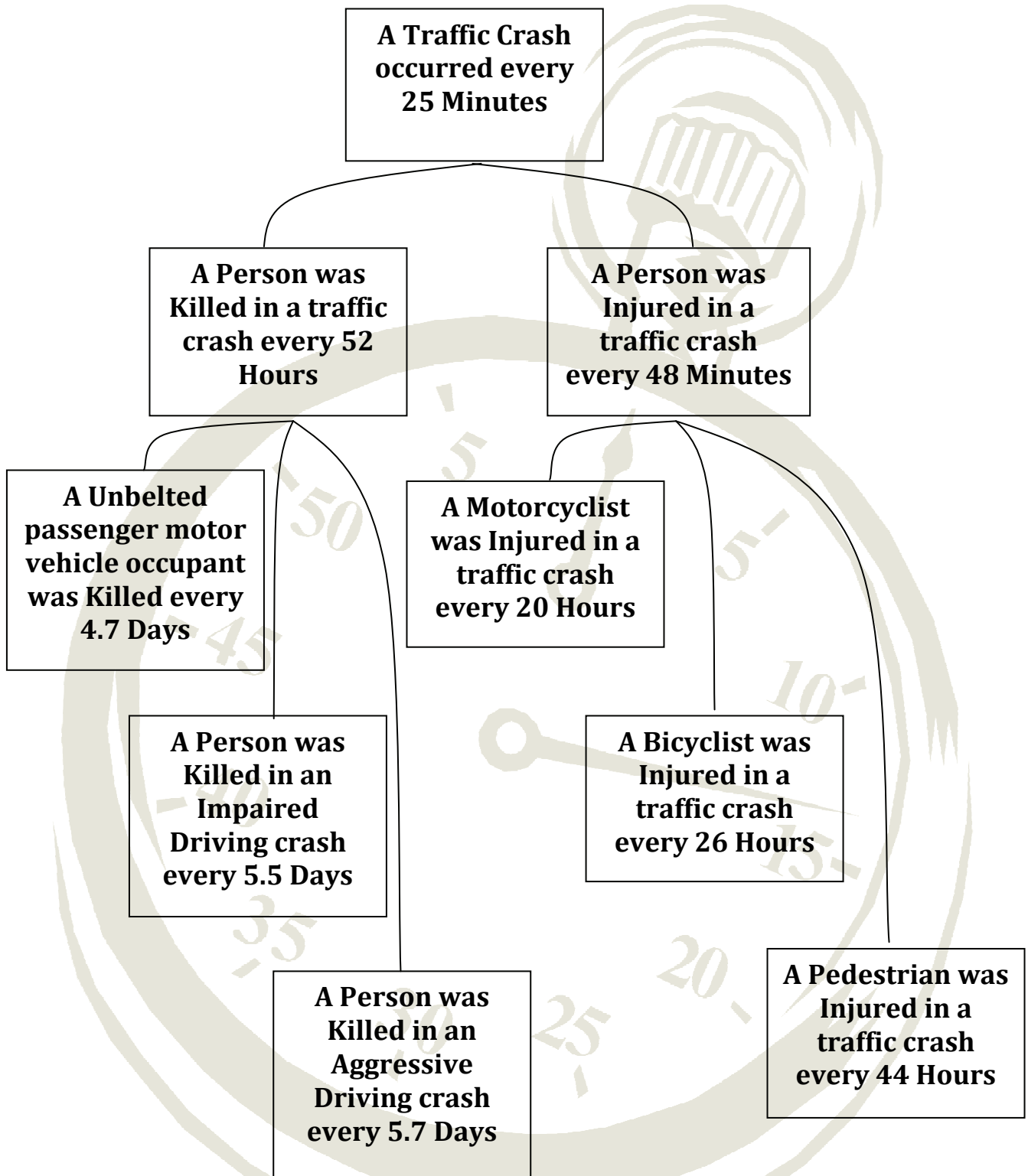
## Executive Summary

A summary of findings for 2011 are listed below:

- The number of motor vehicle crashes decreased by 7.6 percent, from 22,555 in 2010 to 20,833 in 2011. The number of fatalities resulting from motor vehicle crashes decreased from 209 in 2010 to 167 in 2011, a 20 percent decrease. The number of fatal crashes decreased from 185 in 2010 to 152 in 2011. The number of serious injuries decreased from 1,396 in 2010 to 1,293 in 2011, a 7.4% decrease.
- Idaho's fatality rate per 100 million vehicle miles traveled was 1.08 in 2011, down from 1.34 in 2010.
- While 62 percent of all motor vehicle crashes occurred on urban roadways, 80 percent of the fatal motor vehicle crashes occurred on rural roadways in 2011.
- After increasing in 2010, fatalities resulting from impaired driving crashes decreased in 2011 by 31%. However, 40 percent of all fatalities resulted from impaired driving, which is consistent with most other recent years. Of the 66 persons killed in impaired driving crashes, 95 percent were either the impaired driver, a person riding with an impaired driver, and impaired bicyclist, or an impaired pedestrian.
- Idaho's observed seat belt use increased from 78 percent in 2010 to 79 percent in 2011. While the observed rate was 79 percent, only 32 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 39 of the 77 unbelted motor vehicle occupants may have been saved.
- Aggressive driving was a contributing factor in 49 percent of the motor vehicle crashes and 64 people were killed in aggressive driving crashes in 2011.
- Distracted driving was a factor in 24 percent of the motor vehicle crashes on 2011 and 41 people were killed in distracted driving crashes.
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2011, youthful drivers were 2.6 times as likely as all other drivers to be involved in a fatal or injury crash. There were 34 people killed in crashes involving youthful drivers.
- There were 10 pedestrians and no bicyclists killed in motor vehicle crashes in 2011.
- The number of motorcyclists killed in motor vehicle crashes decreased from 28 in 2010 to 17 in 2011. Almost two-thirds (65 percent) of fatal motorcycle crashes in 2011 involved just the motorcycle, while more than one-third (35 percent) of fatal motorcycle crashes involved an impaired driver.
- Fatal crashes involving commercial motor vehicles increased by 57 percent in 2011, while the number of injury crashes involving commercial motor vehicles increased by 11 percent. There were 26 people killed and 651 people injured in commercial motor vehicle crashes in 2011.



# Idaho's Traffic Crash Clock: 2011







# SECTION I

## GENERAL CRASH INFORMATION





## Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2007 through 2011. The total number of traffic crashes in 2011 decreased by 7.6% from 2010. Fatal crashes decreased by 17.8%, and injury crashes increased by 5.6%. Total fatalities decreased 20.1% from the previous year, while the number of injuries decreased by 7.3%. The number of property damage crashes decreased by 8.6%.

<b>Table 1</b> <b>Idaho Traffic Crash Data and Measures of Exposure: 2007-2011</b>							
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011</b>	<b>Avg. Change 2007-2010</b>
Total Crashes	26,452	25,002	22,992	22,555	20,833	-7.6%	-5.1%
Fatal Crashes	218	212	199	185	152	-17.8%	-5.3%
Persons Killed (Fatalities)	252	232	226	209	167	-20.1%	-6.0%
Injury Crashes	9,234	8,227	7,861	7,939	7,492	-5.6%	-4.8%
Persons Injured	13,594	11,995	11,393	11,725	10,866	-7.3%	-4.6%
Property-Damage-Only Crashes ( >\$1,500 after 2005)	17,000	16,563	14,932	14,431	13,189	-8.6%	-5.3%
Idaho Population (thousands)	1,499	1,524	1,546	1,560	1,585	1.6%	1.3%
Licensed Drivers (thousands)	1,028	1,038	1,055	1,070	1,084	1.4%	1.8%
Vehicle Miles of Travel (millions)	15,837	15,281	15,430	15,555	15,416	-0.9%	-0.6%
Urban VMT (millions)	6,467	6,359	6,431	6,528	6,462	-1.0%	0.3%
Rural VMT (millions)	9,371	8,922	8,999	9,028	8,954	-0.8%	-1.2%
Registered Vehicles (thousands)	1,594	1,453	1,401	1,413	1,417	0.3%	-3.9%

There were 33 fewer fatal crashes in 2011 than in 2010, and 42 fewer people killed. Most (140) of the fatal crashes (92.1%) resulted in just one fatality; there were 10 fatal crashes (6.6%) that resulted in two fatalities; 1 fatal crash resulted in three fatalities; and 1 fatal crash resulted in four fatalities.

Changes in the number of crashes can often be correlated with changes in state population, the number of drivers, number of registered vehicles, and the statewide Annual Vehicle Miles of Travel (AVMT). In 2011, the number of licensed drivers increased by 1.4%, the population grew by 1.6%, and the number of registered motor vehicles increased by 0.3%.

The statewide AVMT decreased by 0.9% in 2011. This is only the third time ever that AVMT has decreased. Commercial vehicles accounted for 17% of the statewide AVMT in 2011.



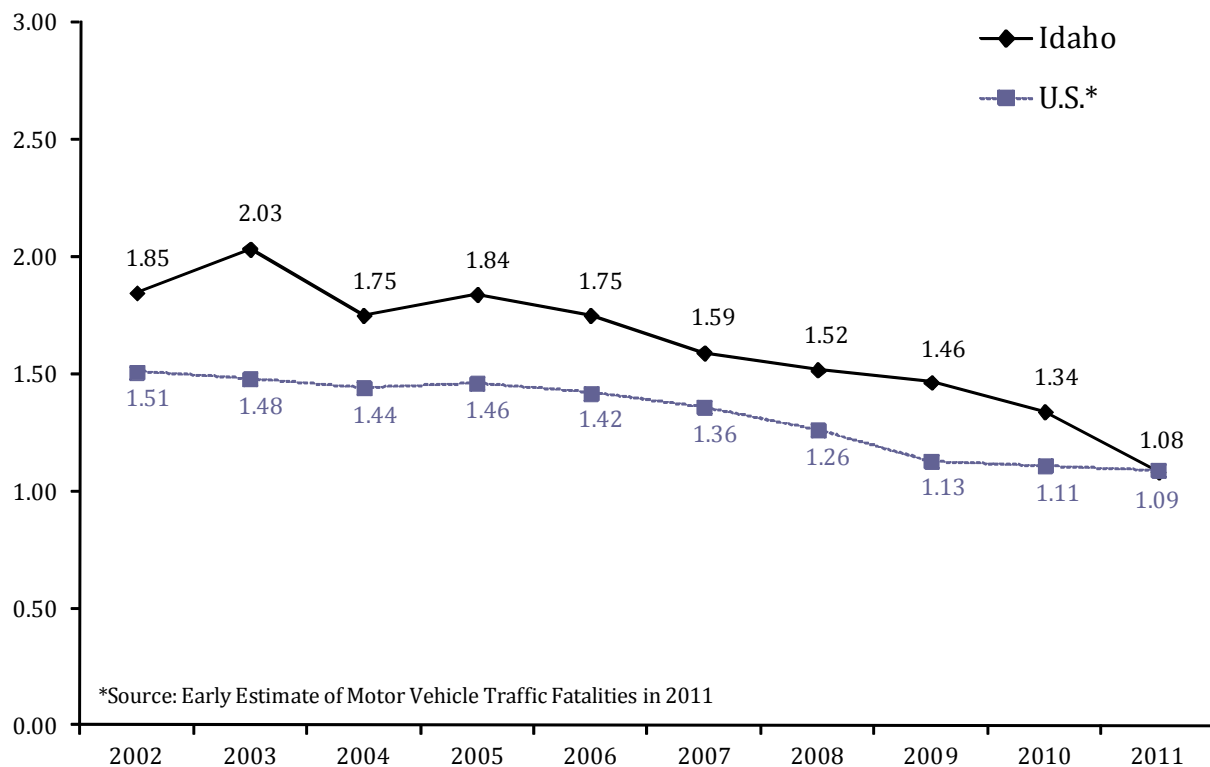
## Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2007-2011.

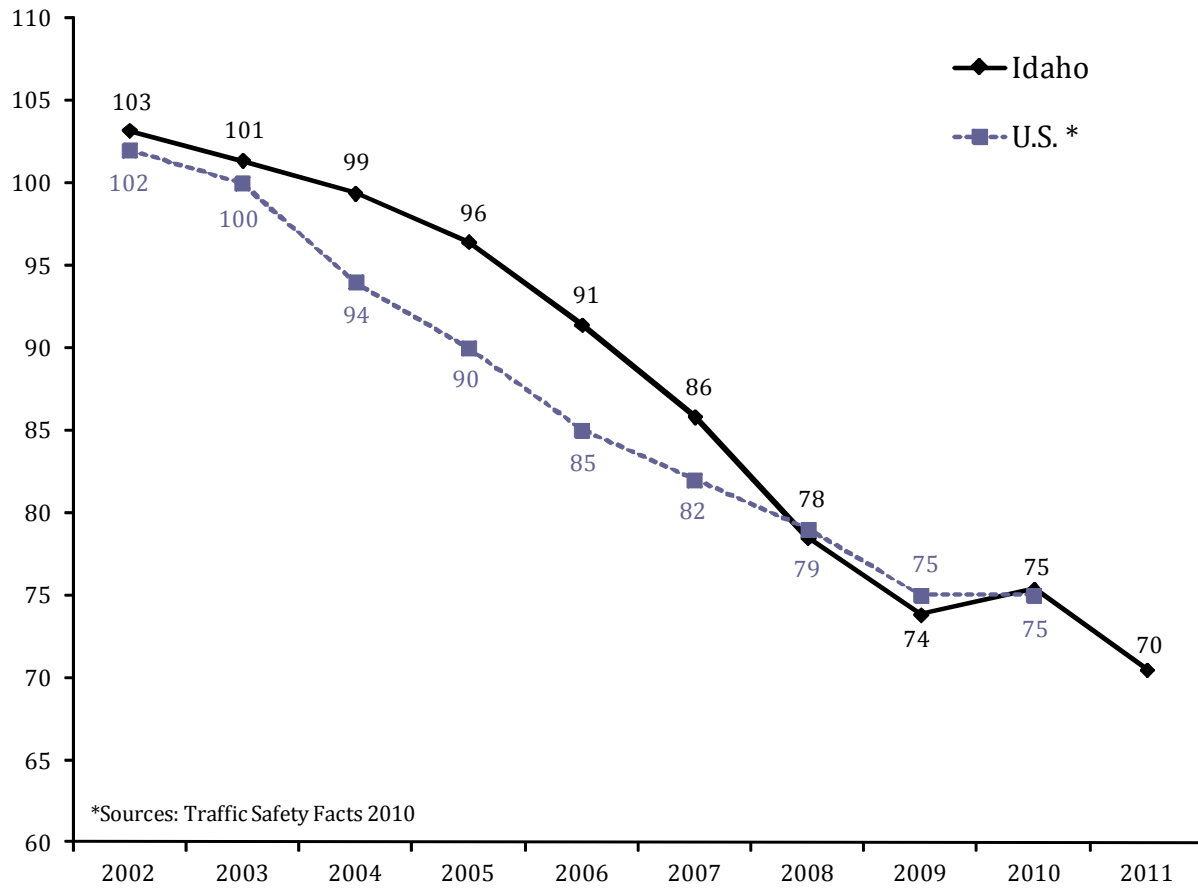
<b>Table 2</b> <b>Fatality and Injury Rates per 100 Million AVMT: 2007-2011</b>							
	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Fatality Rate	1.59	1.52	1.46	1.34	1.08	-19.4%	-5.5%
Injury Rate	85.84	78.49	73.84	75.38	70.48	-6.5%	-4.1%

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho.

**Figure 1**  
**Fatality Rates per 100 Million Annual Vehicle Miles of Travel**  
**For Idaho and the U.S.: 2002-2011**



**Figure 2**  
**Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2002-2011**



The 2011 U.S. injury rates were not available at the time of publication.

Fatality and injury rates have varied over the past decade, but have generally decreased. Factors such as vehicle safety features, limited access highways, engineering improvements, occupant restraint usage, demographic changes and reduction in driving under the influence tend to reduce fatalities and injuries. Increases in AVMT, licensed drivers, registered vehicles, changes in reporting, and higher average speeds tend to increase the number of fatalities and injuries.

## Injury Severity

Table 3 presents the injury severity distribution among persons involved in crashes from 2007 through 2011. The number of fatalities decreased to 167 in 2011.

<b>Table 3</b> <b>Injury Severity of Persons Involved in Traffic Crashes: 2007-2011</b>							
	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Fatalities	252	232	226	209	167	-20.1%	-6.0%
Serious Injuries	1,806	1,503	1,399	1,396	1,293	-7.4%	-8.0%
Visible Injuries	4,049	3,396	3,353	3,565	3,354	-5.9%	-3.7%
Possible Injuries	7,739	7,096	6,641	6,764	6,219	-8.1%	-4.3%
No Injuries	52,932	48,865	45,465	44,239	40,920	-7.5%	-5.8%
Unknown / Missing	797	775	725	818	1,946	137.9%	1.2%
Total Persons in Crashes	67,575	61,867	57,809	56,991	53,899	-5.4%	-5.5%

In 2011, there were 8 serious injuries for every person killed in motor vehicle crashes. On average, four people were killed or seriously injured every day in 2011. There was 1 person killed every 52 hours and 1 person injured every 48 minutes.

## Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2011. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)<sup>1</sup> in February 2008. Each injury type cost was established by determining the percentage the injury cost was in relation to the cost of a fatality. This was a substantial increase over the previous cost estimate adjusted for inflation. The 2011 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2011 was nearly \$2.2 billion.

<b>Table 4</b> <b>Economic Cost of Idaho Crashes: 2011 Estimates</b>			
Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	167	\$6,193,565	\$1,034,325,370
Serious Injuries	1,293	\$308,445	\$398,819,052
Visible Injuries	3,354	\$86,394	\$289,764,327
Possible Injuries	6,219	\$57,267	\$356,143,079
Property Damage Only	13,189	\$6,630	\$87,441,972
<b>Total Estimate of Economic Cost</b>			<b>\$2,166,493,801</b>

The cost of traffic crashes in 2011 amounts to \$1,367 for every person in Idaho.

In addition to the FHWA's study, the National Highway Traffic Safety Administration (NHTSA) also did a study on the costs of crashes. The NHTSA study not only concentrated on the costs of crashes, but also who pays the costs. Table 5 is a combination of Table 22 and Table 23 from the NHTSA study, "The Economic Impact of Motor Vehicle Crashes, 2000"<sup>2</sup> and shows the source of payment distribution of crash costs for each component of the costs. The total percentage for each source of payment is also included at the bottom.

<b>Table 5</b> <b>Estimated Source of Payment for Each Motor Vehicle Crash Cost Component<sup>2</sup></b>							
	<b>Federal</b>	<b>State</b>	<b>Total Government</b>	<b>Insurer</b>	<b>Other</b>	<b>Self</b>	<b>Total</b>
Medical	14.40%	9.76%	24.16%	54.85%	6.36%	14.62%	100.00%
Emergency Service	3.87%	75.75%	79.62%	14.74%	1.71%	3.93%	100.00%
Market Productivity	16.20%	3.06%	19.26%	41.09%	1.55%	38.10%	100.00%
Household Productivity	0.00%	0.00%	0.00%	41.09%	1.55%	57.36%	100.00%
Insurance Administration	0.89%	0.51%	1.40%	98.60%	0.00%	0.00%	100.00%
Workplace Costs	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Legal / Court	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Travel Delay	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Property Damage	0.00%	0.00%	0.00%	65.00%	0.00%	35.00%	100.00%
<b>Percentage of Total Costs</b>	<b>6.41%</b>	<b>2.70%</b>	<b>9.11%</b>	<b>50.26%</b>	<b>14.48%</b>	<b>26.15%</b>	<b>100.00%</b>

The most significant point from the above table is that society at large picks up nearly 75% of all crash costs incurred by individual motor vehicle crash victims. These costs are passed on to the general public through insurance premiums, taxes, direct out-of-pocket payments for goods and services, and increased charges for medical care.<sup>2</sup>

## Crashes by Number of Units Involved

While crashes involving a single vehicle occur less frequently than crashes involving multiple vehicles, the resulting injuries are often more severe. Single-vehicle crashes were 2.9 times as likely to result in a fatality as multiple-vehicle crashes were in 2011. Table 6 shows the number of crashes and injuries involving both single and multiple vehicles by the severity of the crash and injury. Multiple-vehicle crashes include crashes between more than one motorized vehicle and crashes between a motor vehicle and a pedestrian, bicyclist, train, or equestrian.

<b>Table 6</b> <b>Crashes and Injuries by Number of Vehicles Involved: 2011</b>				
<b>Type of Crash</b>	<b>Single Vehicle</b>		<b>Multiple Vehicles</b>	
	<b>Crashes</b>	<b>Injuries</b>	<b>Crashes</b>	<b>Injuries</b>
Fatal	89	98	63	69
Serious Injury	437	532	610	761
Visible Injury	871	1,116	1,612	2,238
Possible Injury	1,023	1,473	2,939	4,746
Property Damage	4,449		8,740	
<b>Total</b>	<b>6,869</b>	<b>3,219</b>	<b>13,964</b>	<b>7,814</b>

In 2011, single-vehicle crashes represented only 33% of all crashes, yet accounted for 59% of all fatal crashes. Of the 89 fatal single-vehicle crashes, 75 (84%) occurred on rural roadways.

Of the 63 multiple-vehicle fatal crashes, 11 involved a pedestrian, 1 involved a train and the other 51 (81%) involved two or more motor vehicles. Of the 63 fatal multiple-vehicle crashes, 47 (or 75%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle crashes. The “all other contributing circumstances” category combines the remaining contributing circumstances, i.e., contributing circumstances with percentages less than 2%. Contributing circumstances of none, not applicable and unknown were excluded from the total in the percentage calculation.

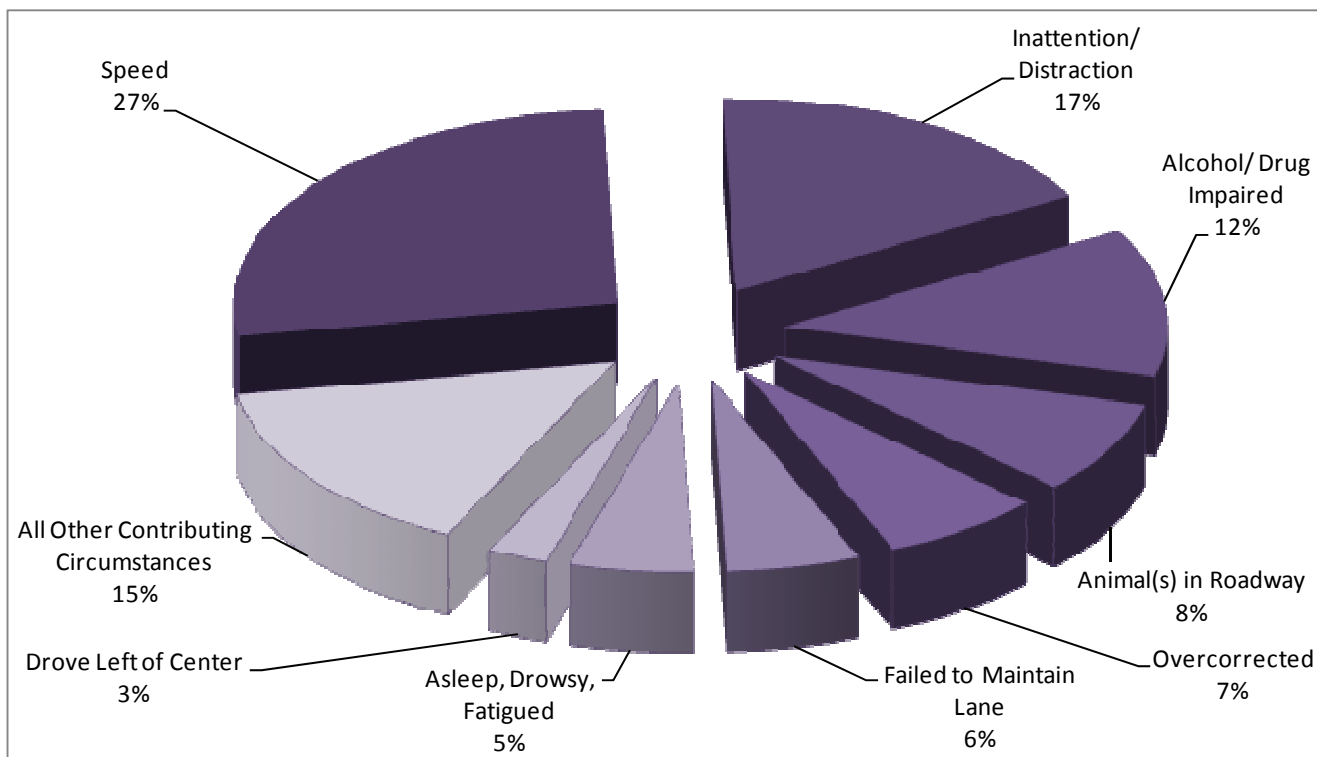
Speed played the biggest role in single-vehicle crashes, contributing to more than one-quarter of single-vehicle crashes. Speed also contributed to 5% of all multiple-vehicle crashes.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle crashes and the second most prevalent for single-vehicle crashes. Inattention/distraction contributed to nearly 1 out of every 4 multiple vehicle crashes and just more than 1 out of every 6 single vehicle crashes. Following too close was the second most prevalent contributing circumstance for multiple vehicle crashes, contributing to 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 12% of single vehicle crashes and 3% of multiple vehicle crashes.



**Figure 3**  
**Single-Vehicle Crashes – Contributing Circumstances: 2011**



**Figure 4**  
**Multiple-Vehicle Crashes – Contributing Circumstances: 2011**

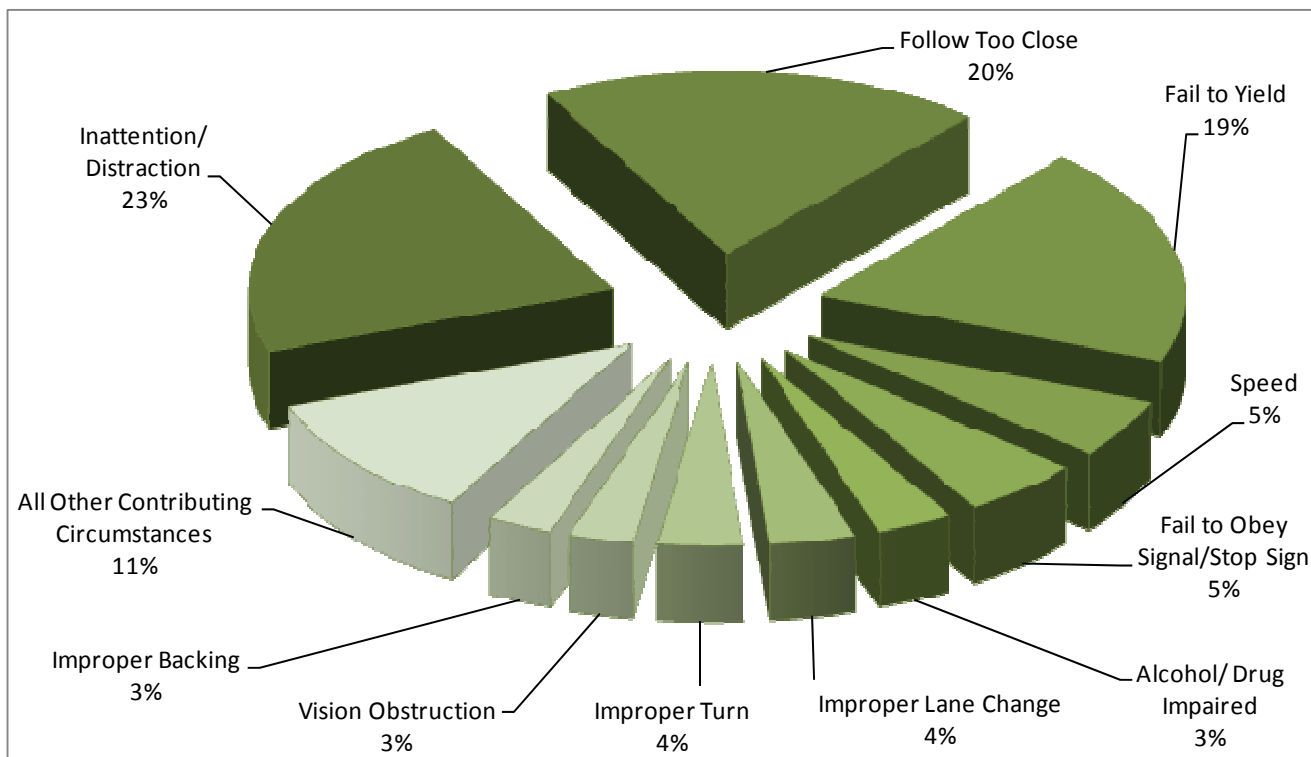


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

<b>Table 7</b> <b>Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles : 2011</b>	
<b>Single-Vehicle Crashes</b>	<b>Multiple-Vehicle Crashes*</b>
Overturn (52.8%)	Angle (21.1%)
Tree (12.4%)	Pedestrian (14.8%)
Immersion (5.6%)	Head On (13.4%)
Embankment (4.5%)	Side Swiped Opposite (12.0%)
Guardrail Face (3.4%)	Rear-End (10.6%)
Utility Pole / Light Support (3.4%)	Same Direction - Turning (5.6%)
Bridge/Peir Abutment (2.2%)	Head On - Turning (4.2%)
Culvert (2.2%)	Angle - Turning (3.5%)
Fell, Pushed, Jumped (2.2%)	Side Swiped - Same Direction (3.5%)
Fire/Explosion (2.2%)	Overturn (2.8%)
Building Wall (1.1%)	Animal - Wild (2.1%)
Concrete Traffic Barrier (1.1%)	Parked Vehicle (2.1%)
Fence (1.1%)	Railroad Train (1.4%)
Other Object - Fixed (1.1%)	Concrete Traffic Barrier (0.7%)
Other Object - Not Fixed (1.1%)	Non-Contact Unit (0.7%)
Other Post, Pole or Support (1.1%)	Tree (0.7%)
Thrown or Falling Object (1.1%)	Utility/Light Support (0.7%)
Traffic Sign Support (1.1%)	
<p>*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single crash may not have the same most harmful event. In 2011, there were 142 units involved in the 63 fatal multiple vehicle crashes.</p>	

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 53% of the single vehicle fatalities and 31% of all fatalities in 2011.

Of the 45 passenger motor vehicle occupants killed in single-vehicle rollovers, 8 (or 18%) were wearing seat belts or were in a child safety seat. Of the 34 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 29 (or 85%) were totally or partially ejected from their vehicle.

Seat belts are estimated to be more effective in preventing fatalities in rollover crashes. Seat belt use reduces fatalities by 74% in rollover crashes involving passenger cars and by 80% in rollover crashes involving light trucks<sup>3</sup>.

## Crashes and Injuries by Month

Table 8 shows the number of crashes and injuries by severity for each month.

<b>Table 8</b> <b>Severity of Crashes and Type of Injury by Month: 2011</b>							
	<b>Fatal Crashes</b>	<b>Injury Crashes</b>	<b>Total Crashes</b>	<b>Fatal Injuries</b>	<b>Serious Injuries</b>	<b>Visible Injuries</b>	<b>Possible Injuries</b>
January	6	602	1,943	6	98	246	508
February	3	564	1,781	3	89	252	446
March	7	531	1,541	8	81	208	468
April	14	499	1,373	14	76	222	447
May	9	580	1,522	12	92	266	468
June	15	671	1,602	18	128	322	561
July	14	721	1,771	16	150	379	562
August	12	720	1,820	12	128	330	606
September	25	736	1,889	27	123	352	549
October	18	643	1,804	19	126	252	545
November	18	598	1,864	19	93	264	515
December	11	627	1,923	13	109	261	544
<b>Totals</b>	<b>152</b>	<b>7,492</b>	<b>20,833</b>	<b>167</b>	<b>1,293</b>	<b>3,354</b>	<b>6,219</b>

In 2011, September, October, and November had the highest number of fatal crashes. January and December had the highest number of total crashes. Crashes occurring in the winter months are more likely to be attributed to severe weather such as ice and snow; however, these crashes tend to be less severe as people generally slow down and are more cautious when driving in adverse weather conditions.

## Crashes by Day of the Week

Figures 5 and 6 show the number of fatal and total crashes by day of the week.

Figure 5  
**Fatal Crashes by Day of the Week: 2011**

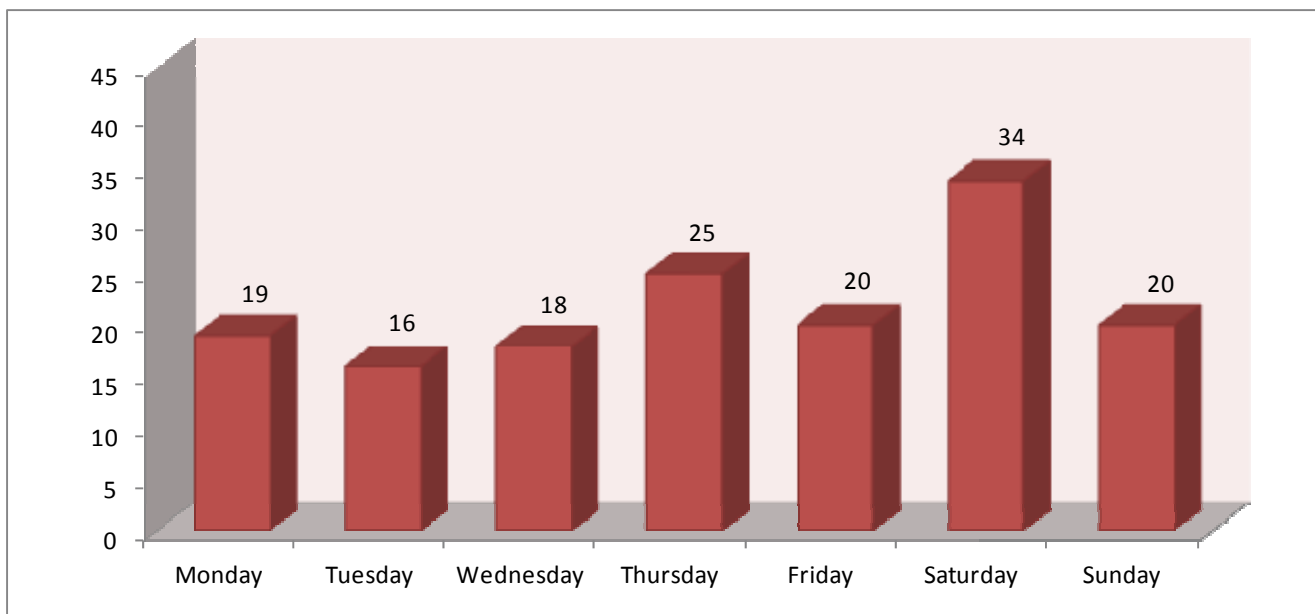
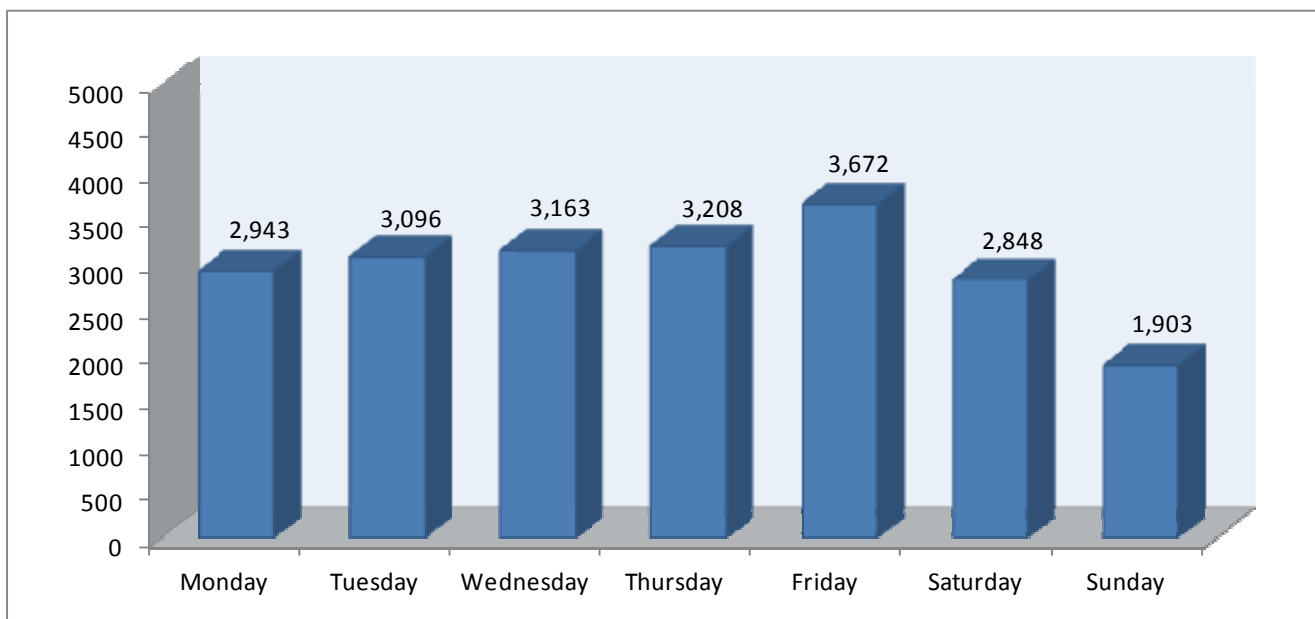


Figure 6  
**Total Crashes by Day of the Week: 2011**



## Crashes by Time of Day

Figures 7 and 8 show the number of fatal and total crashes by the time of day.

Figure 7  
**Fatal Crashes by Time of Day: 2011**

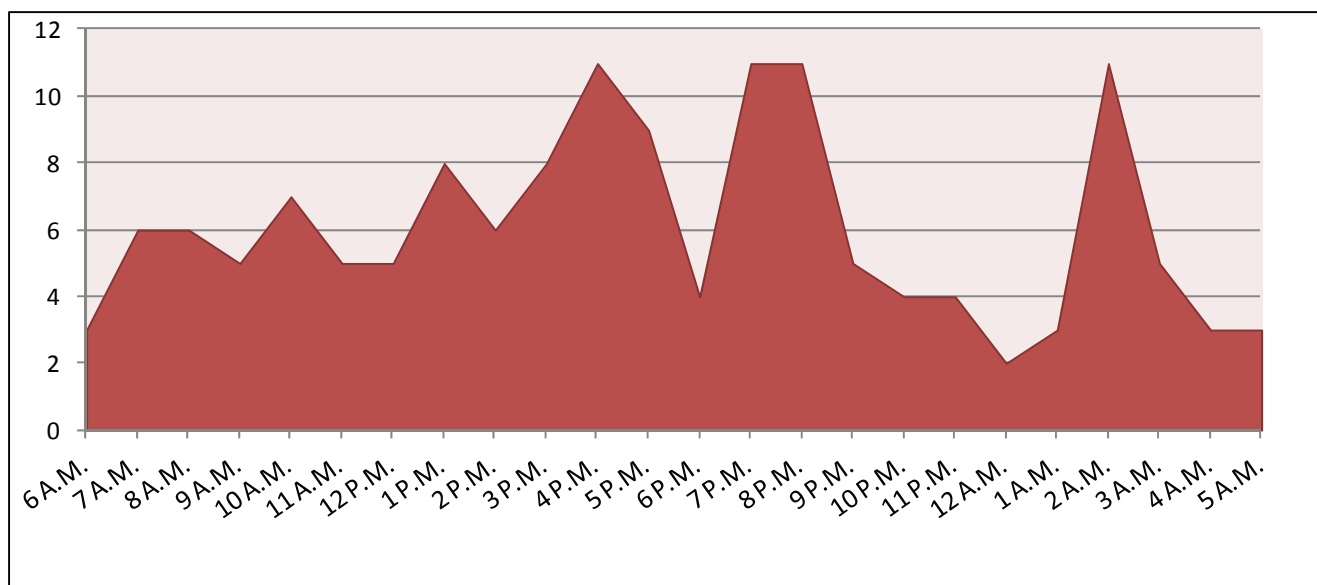
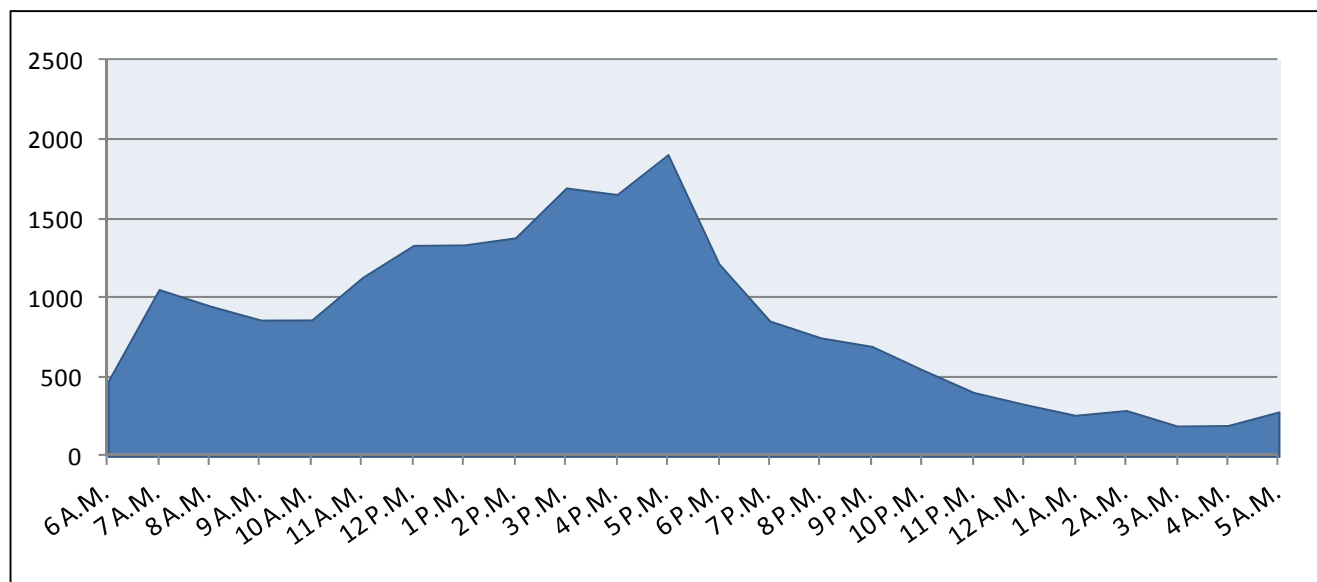


Figure 8  
**Total Crashes by Time of Day: 2011**



## Crashes by Roadway Classification

Table 9 compares the number of fatal, injury, and total crashes by urban and rural classification. Urban roadways are defined as those within the 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.

<b>Table 9</b> <b>Comparison of Crashes by Roadway Classification: 2007-2011</b>							
	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Fatal Crashes	218	212	199	185	152	-17.8%	-5.3%
Urban	47	49	44	42	30	-28.6%	-3.5%
Rural	171	163	155	143	122	-14.7%	-5.8%
Injury Crashes:	9,234	8,227	7,861	7,939	7,492	-5.6%	-4.8%
Urban	5,764	5,053	4,838	4,919	4,762	-3.2%	-5.0%
Rural	3,470	3,174	3,023	3,020	2,730	-9.6%	-4.5%
Total Crashes:	26,452	25,002	22,992	22,555	20,833	-7.6%	-5.1%
Urban	16,693	15,362	14,215	13,780	12,993	-5.7%	-6.2%
Rural	9,759	9,640	8,777	8,775	7,840	-10.7%	-3.4%

In 2011, 80% of fatal crashes occurred on rural roads, whereas 38% of all crashes occurred on rural roads. In Idaho in 2011, 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.<sup>3</sup>

<b>Table 10</b> <b>Comparison of Crash Rates per 100 Million AVMT by Roadway Classification: 2007-2011</b>							
	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Fatal Crash Rate	1.38	1.39	1.29	1.19	0.99	-17.1%	-4.7%
Urban Fatal Crash Rate	0.73	0.77	0.68	0.64	0.46	-27.8%	-3.7%
Rural Fatal Crash Rate	1.82	1.83	1.72	1.58	1.36	-14.0%	-4.5%
Injury Crash Rate	58.31	53.84	50.95	51.04	48.60	-4.8%	-4.3%
Urban Injury Crash Rate	89.14	79.46	75.23	75.36	73.69	-2.2%	-5.3%
Rural Injury Crash Rate	37.03	35.57	33.59	33.45	30.49	-8.9%	-3.3%
Total Crash Rate	167.03	163.61	149.01	145.00	135.14	-6.8%	-4.6%
Urban Total Crash Rate	258.14	241.58	221.05	211.10	201.07	-4.8%	-6.5%
Rural Total Crash Rate	104.15	108.04	97.53	97.20	87.56	-9.9%	-2.1%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2007-2011, and the number of crashes and crash rates statewide. Crash rates are lower than the statewide fatality and injury rates shown in Table 2 because multiple fatalities or injuries may result from a single crash.

<b>Table 11</b> <b>Crash Rates for Local and State System Roadways: 2007-2011</b>							
<b>Roadway Information</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011</b>	<b>Avg. Change 2007-2010</b>
<b>Local Roads:</b>							
VMT (100 millions)	72.7	71.4	71.2	72.1	71.1	-1.3%	-0.3%
Fatal Crashes	88	84	76	79	72	-8.9%	-3.4%
Injury Crashes	5,824	5,240	4,539	4,978	4,272	-14.2%	-4.6%
Total Crashes	16,950	16,079	13,502	14,238	12,011	-15.6%	-5.2%
Fatal Crash Rate	1.2	1.2	1.1	1.1	1.0	-7.6%	-3.1%
Injury Crash Rate	80.1	73.4	63.8	69.1	60.1	-13.0%	-4.4%
Total Crash Rate	233.1	225.2	189.7	197.6	169.0	-14.5%	-5.0%
<b>U.S. and State Highways:</b>							
VMT (100 millions)	49.9	48.0	48.3	48.7	48.2	-1.0%	-0.7%
Fatal Crashes	88	90	97	79	63	-20.3%	-2.8%
Injury Crashes	2,635	2,283	2,566	2,288	2,593	13.3%	-3.9%
Total Crashes	7,090	6,537	7,205	6,189	6,897	11.4%	-3.9%
Fatal Crash Rate	1.8	1.9	2.0	1.6	1.3	-19.4%	-2.0%
Injury Crash Rate	52.8	47.5	53.2	46.9	53.7	14.5%	-3.3%
Total Crash Rate	142.2	136.1	149.2	127.0	143.0	12.6%	-3.2%
<b>Interstate Highways:</b>							
VMT (100 millions)	35.8	33.4	34.8	34.8	34.8	0.2%	-0.9%
Fatal Crashes	42	38	26	27	17	-37.0%	-12.4%
Injury Crashes	775	704	756	673	627	-6.8%	-4.3%
Total Crashes	2,412	2,386	2,285	2,128	1,925	-9.5%	-4.1%
Fatal Crash Rate	1.2	1.1	0.7	0.8	0.5	-37.2%	-11.1%
Injury Crash Rate	21.7	21.1	21.7	19.4	18.0	-7.0%	-3.5%
Total Crash Rate	67.4	71.5	65.6	61.2	55.3	-9.7%	-3.0%
<b>Statewide Totals:</b>							
VMT (100 millions)	158.4	152.8	154.3	155.6	154.2	-0.9%	-0.6%
Fatal Crashes	218	212	199	185	152	-17.8%	-5.3%
Injury Crashes	9,234	8,227	7,861	7,939	7,492	-5.6%	-4.8%
Total Crashes	26,452	25,002	22,992	22,555	20,833	-7.6%	-5.1%
Fatal Crash Rate	1.4	1.4	1.3	1.2	1.0	-17.1%	-4.7%
Injury Crash Rate	58.3	53.8	50.9	51.0	48.6	-4.8%	-4.3%
Total Crash Rate	167.0	163.6	149.0	145.0	135.1	-6.8%	-4.6%

## Crashes by Idaho Counties and Cities

<b>Table 12</b> <b>Crash History of Idaho Counties: 2009-2011</b>									
County	Fatal Crashes			Injury Crashes			Total Crashes		
	2009	2010	2011	2009	2010	2011	2009	2010	2011
Ada	16	15	9	1,938	2,127	2,036	5,246	5,379	5,123
Adams	4	1	3	23	21	18	55	54	45
Bannock	6	9	5	445	470	448	1,582	1,616	1,479
Bear Lake	3	1	1	35	35	25	104	100	89
Benewah	4	3	1	56	65	53	183	174	170
Bingham	8	8	4	210	221	157	707	781	538
Blaine	3	4	2	83	46	65	266	199	212
Boise	8	5	3	74	51	73	168	144	171
Bonner	6	7	7	175	195	158	593	577	487
Bonneville	9	7	9	555	539	462	1,613	1,573	1,431
Boundary	3	1	3	53	40	55	172	161	171
Butte	2	0	1	22	21	20	73	61	71
Camas	0	0	0	6	5	5	21	22	30
Canyon	13	16	9	936	867	848	2,483	2,351	2,125
Caribou	3	4	0	41	40	41	86	101	107
Cassia	6	5	5	134	155	134	550	490	452
Clark	1	2	2	14	18	13	56	93	61
Clearwater	2	1	2	40	37	14	124	121	52
Custer	2	3	1	23	32	23	65	59	53
Elmore	8	8	6	165	158	172	458	372	374
Franklin	4	1	1	67	55	43	202	174	136
Fremont	4	6	2	62	56	69	261	248	258
Gem	4	0	0	53	63	45	142	131	123
Gooding	2	2	3	71	83	84	211	241	215
Idaho	2	9	4	62	96	109	165	235	280
Jefferson	1	2	1	76	73	65	252	298	249
Jerome	9	10	1	136	135	146	377	411	388
Kootenai	8	13	9	761	744	754	2,129	2,022	2,059
Latah	1	5	9	152	171	164	543	536	480
Lemhi	6	3	1	47	45	33	120	139	118
Lewis	1	3	1	27	12	24	68	58	52
Lincoln	2	2	1	17	20	22	68	70	57
Madison	4	3	2	151	124	127	535	505	436
Minidoka	3	4	4	88	85	85	247	237	223
Nez Perce	8	3	9	234	251	222	809	733	734
Oneida	2	2	1	37	39	22	115	131	96
Owyhee	4	0	5	46	46	41	128	134	117
Payette	6	1	1	96	98	79	242	237	192
Power	4	3	4	59	71	54	197	199	142
Shoshone	2	2	5	64	61	49	203	189	176
Teton	1	2	0	35	25	22	114	97	74
Twin Falls	11	6	9	384	336	333	906	791	718
Valley	1	3	3	65	62	48	222	187	183
Washington	2	0	3	43	45	32	131	124	86
<b>TOTALS</b>	<b>199</b>	<b>185</b>	<b>152</b>	<b>7,861</b>	<b>7,939</b>	<b>7,492</b>	<b>22,992</b>	<b>22,555</b>	<b>20,833</b>



Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2009-2011 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2010

<b>Table 13</b>									
<b>Crash History of Idaho Cities: 2009-2011</b>									
<b>City by Population Size</b>	<b>Fatal Crashes</b>			<b>Injury Crashes</b>			<b>Total Crashes</b>		
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>40,000 and over</b>									
Boise	8	7	5	1,104	1,189	1,133	3,103	3,238	3,028
Caldwell	4	4	1	171	161	165	520	443	375
Coeur d'Alene	1	1	1	335	280	321	896	789	827
Idaho Falls	2	3	1	331	306	283	953	903	867
Meridian	3	2	0	415	538	538	1,051	1,144	1,115
Nampa	1	2	1	453	444	443	1,235	1,243	1,164
Pocatello	1	2	4	316	321	315	1,112	1,133	1,076
Twin Falls	3	1	0	225	194	201	478	382	372
<b>15,000 - 39,999</b>									
Eagle	0	2	1	68	66	60	193	198	213
Kuna	1	0	0	29	18	17	68	58	55
Lewiston	0	0	5	161	156	139	598	496	496
Moscow	0	0	1	67	71	88	283	263	240
Post Falls	1	2	3	107	112	101	278	300	266
Rexburg	0	0	0	84	79	84	328	317	294
<b>5,000 - 14,999</b>									
Ammon	0	0	0	29	35	27	93	110	102
Blackfoot	1	0	0	47	62	37	226	265	168
Burley	0	0	0	46	63	47	254	205	195
Chubbuck	1	0	0	53	72	54	186	199	175
Emmett	2	0	0	21	25	17	50	52	42
Garden City	0	1	0	70	89	100	196	195	234
Hailey	1	0	0	15	8	16	84	50	62
Hayden	0	1	0	63	48	57	168	144	152
Jerome	2	1	0	35	31	33	134	120	120
Middleton	0	1	0	5	10	7	24	34	28
Mountain Home	0	1	0	25	35	38	118	88	85
Payette	0	0	0	12	17	11	46	50	35
Preston	1	1	1	25	11	14	70	42	40
Rathdrum	0	0	0	16	18	12	43	34	35
Rupert	0	1	0	7	11	5	29	30	26
Sandpoint	1	0	0	27	22	26	95	92	97
Star	0	0	0	4	5	1	13	19	10
Weiser	0	0	0	8	12	6	45	37	29

**Table 13 (Continued)**  
**Crash History of Idaho Cities: 2009-2011**

City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2009	2010	2011	2009	2010	2011	2009	2010	2011
<b>2,000 - 4,999</b>									
American Falls	0	0	0	7	10	14	48	41	39
Bellevue	0	0	0	2	2	2	14	8	4
Bonn timers Ferry	0	0	0	11	5	5	32	24	19
Buhl	0	0	0	9	7	2	34	24	11
Dalton Gardens	0	0	0	7	7	5	21	18	26
Filer	0	0	0	0	3	0	3	10	1
Fruitland	0	0	0	20	12	12	41	31	30
Gooding	0	0	0	3	1	11	15	27	36
Grangeville	0	0	0	5	4	4	19	22	8
Heyburn	0	0	0	11	14	16	30	29	31
Homedale	0	0	0	2	4	4	13	18	12
Kellogg	0	0	0	6	7	6	27	24	22
Ketchum	0	0	0	12	4	8	45	36	33
Kimberly	0	0	0	4	5	4	12	6	13
Malad	0	0	0	2	3	1	15	16	10
McCall	1	0	1	6	5	9	42	27	33
Montpelier	0	0	0	5	7	5	23	9	16
Orofino	0	0	0	13	8	8	44	30	24
Rigby	0	0	1	16	17	17	61	80	72
St. Anthony	0	0	0	6	8	10	39	45	36
St. Maries	0	0	0	6	7	5	30	34	25
Salmon	0	0	0	11	10	4	32	41	25
Shelley	0	0	0	6	8	4	24	26	22
Soda Springs	1	0	0	10	2	1	26	13	21
Wendell	0	0	0	5	6	4	17	22	22

Table 14 lists fatal and injury crash data and crash rates for the 44 counties in Idaho by population groupings. Population figures are based on 2011 U. S. Census Bureau estimates for counties.

<b>Table 14</b> <b>Fatal and Injury Crash Rates by County - 2011</b>							
	2011	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
	Population (in 1,000s)	Total	Fatal	Injury	Killed	Injured	
<b>50,000 and over</b>							
Ada	400.8	5,123	9	2,036	9	2,894	5.1
Bannock	83.7	1,479	5	448	6	649	5.4
Bonneville	105.8	1,431	9	462	9	666	4.5
Canyon	191.7	2,125	9	848	12	1,226	4.5
Kootenai	141.1	2,059	9	754	9	1,089	5.4
Twin Falls	78.0	718	9	333	9	481	4.4
<b>Mean Crash Rate</b>							<b>4.9</b>

**Table 14 (Continued)**  
**Fatal and Injury Crash Rates by County - 2011**

2011 Population (in 1,000s)		Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
<b>20,000 - 49,999</b>							
Bingham	46.0	538	4	157	5	239	3.5
Blaine	21.2	212	2	65	2	88	3.2
Bonner	40.8	487	7	158	7	205	4.0
Cassia	23.2	452	5	134	6	208	6.0
Elmore	26.3	374	6	172	7	263	6.8
Jefferson	26.3	249	1	65	1	95	2.5
Jerome	22.7	388	1	146	1	209	6.5
Latah	37.7	480	9	164	10	229	4.6
Madison	37.9	436	2	127	2	186	3.4
Minidoka	20.2	223	4	85	4	129	4.4
Nez Perce	39.5	734	9	222	10	320	5.8
Payette	22.6	192	1	79	1	127	3.5
<b>Mean Crash Rate</b>							<b>4.5</b>
<b>10,000 - 19,999</b>							
Boundary	10.8	171	3	55	3	103	5.4
Franklin	12.9	136	1	43	1	74	3.4
Fremont	13.1	258	2	69	2	92	5.4
Gem	16.7	123	0	45	0	61	2.7
Gooding	15.5	215	3	84	3	125	5.6
Idaho	16.4	280	4	109	5	158	6.9
Owyhee	11.4	117	5	41	5	55	4.0
Shoshone	12.7	176	5	49	5	74	4.3
Teton	10.2	74	0	22	0	35	2.2
Washington	10.3	86	3	32	3	46	3.4
<b>Mean Crash Rate</b>							<b>4.4</b>
<b>5,000 - 9,999</b>							
Bear Lake	6.0	89	1	25	1	35	4.3
Benewah	9.2	170	1	53	2	67	5.9
Boise	7.0	171	3	73	3	107	10.8
Caribou	6.9	107	0	41	0	75	6.0
Clearwater	8.7	52	2	14	2	24	1.8
Lemhi	8.0	118	1	33	1	43	4.3
Lincoln	5.2	57	1	22	1	26	4.4
Power	7.8	142	4	54	7	93	7.5
Valley	9.6	183	3	48	3	80	5.3
<b>Mean Crash Rate</b>							<b>5.5</b>

<b>Table 14 (Continued)</b> <b>Fatal and Injury Crash Rates by County - 2011</b>							
	<b>2011 Population (in 1,000s)</b>	<b>Number of Crashes</b>			<b>Number of Persons</b>		<b>Fatal and Injury Crash Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>0 - 4,999</b>							
Adams	4.0	45	3	18	4	28	5.3
Butte	2.8	71	1	20	1	23	7.4
Camas	1.1	30	0	5	0	9	4.4
Clark	0.9	61	2	13	2	26	15.8
Custer	4.3	53	1	23	1	34	5.5
Lewis	3.8	52	1	24	1	35	6.5
Oneida	4.2	96	1	22	1	35	5.5
<b>Mean Crash Rate</b>							<b>6.3</b>
<b>Statewide Totals</b>	<b>1,585.0</b>	<b>20,833</b>	<b>152</b>	<b>7,492</b>	<b>167</b>	<b>10,866</b>	<b>4.8</b>

Table 15 lists fatal and injury crash data and rates for Idaho cities with populations over 2,000 by population groupings. Population figures are from the U. S. Census Bureau estimates for cities for 2010. Population estimates by city for 2011 were not available at the time of publication.

<b>Table 15</b> <b>Fatal and Injury Crash Rates by City - 2011</b>							
	<b>2010 Population (in 1,000s)</b>	<b>Number of Crashes</b>			<b>Number of Persons</b>		<b>Fatal and Injury Crash Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>40,000 and over</b>							
Boise	205.7	3,028	5	1,133	5	1,562	5.5
Caldwell	46.2	375	1	165	1	243	3.6
Coeur d'Alene	44.1	827	1	321	1	465	7.3
Idaho Falls	56.8	867	1	283	1	370	5.0
Meridian	75.1	1,115	0	538	0	798	7.2
Nampa	81.6	1,164	1	443	1	608	5.4
Pocatello	54.3	1,076	4	315	5	437	5.9
Twin Falls	44.1	372	0	201	0	287	4.6
<b>Mean Crash Rate</b>							<b>5.6</b>

<b>Table 15 (Continued)</b> <b>Fatal and Injury Crash Rate by City - 2011</b>							
	<b>2010 Population (in 1,000s)</b>	<b>Number of Crashes</b>			<b>Number of Persons</b>		<b>Fatal and Injury Crash Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>15,000 - 39,999</b>							
Eagle	19.9	213	1	60	1	91	3.1
Kuna	15.2	55	0	17	0	20	1.1
Lewiston	31.9	496	5	139	5	212	4.5
Moscow	23.8	240	1	88	1	119	3.7
Post Falls	27.6	266	3	101	3	137	3.8
Rexburg	25.5	294	0	84	0	116	3.3
<b>Mean Crash Rate</b>							<b>3.5</b>
<b>5,000 - 14,999</b>							
Ammon	13.8	102	0	27	0	46	2.0
Blackfoot	11.9	168	0	37	0	55	3.1
Burley	10.3	195	0	47	0	64	4.5
Chubbuck	13.9	175	0	54	0	77	3.9
Emmett	6.6	42	0	17	0	23	2.6
Garden City	11.0	234	0	100	0	137	9.1
Hailey	8.0	62	0	16	0	19	2.0
Hayden	13.3	152	0	57	0	84	4.3
Jerome	10.9	120	0	33	0	42	3.0
Middleton	5.5	28	0	7	0	9	1.3
Mountain Home	14.2	85	0	38	0	52	2.7
Payette	7.4	35	0	11	0	19	1.5
Preston	5.2	40	1	14	1	31	2.9
Rathdrum	6.8	35	0	12	0	16	1.8
Rupert	5.6	26	0	5	0	8	0.9
Sandpoint	7.4	97	0	26	0	32	3.5
Star	5.8	10	0	1	0	1	0.2
Weiser	5.5	29	0	6	0	10	1.1
<b>Mean Crash Rate</b>							<b>3.1</b>

<b>Table 15 (Continued)</b> <b>Fatal and Injury Crash Rate by City - 2011</b>							
	<b>2010 Population (in 1,000s)</b>	<b>Number of Crashes</b>			<b>Number of Persons</b>		<b>Fatal and Injury Crash Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>2,000 - 4,999</b>							
American Falls	4.5	39	0	14	0	24	3.1
Bellevue	2.3	4	0	2	0	2	0.9
Bonnars Ferry	2.5	19	0	5	0	5	2.0
Buhl	4.1	11	0	2	0	3	0.5
Dalton Gardens	2.3	26	0	5	0	6	2.1
Filer	2.5	1	0	0	0	0	0.0
Fruitland	4.7	30	0	12	0	14	2.6
Gooding	3.6	36	0	11	0	15	3.1
Grangeville	3.1	8	0	4	0	4	1.3
Heyburn	3.1	31	0	16	0	29	5.2
Homedale	2.6	12	0	4	0	6	1.5
Kellogg	2.1	22	0	6	0	7	2.8
Ketchum	2.7	33	0	8	0	12	3.0
Kimberly	3.3	13	0	4	0	4	1.2
Malad	2.1	10	0	1	0	1	0.5
McCall	3.0	33	1	9	1	10	3.3
Montpelier	2.6	16	0	5	0	6	1.9
Orofino	3.1	24	0	8	0	13	2.5
Rigby	3.9	72	1	17	1	30	4.6
St. Anthony	3.5	36	0	10	0	12	2.8
St. Maries	2.4	25	0	5	0	5	2.1
Salmon	3.1	25	0	4	0	4	1.3
Shelley	4.4	22	0	4	0	5	0.9
Soda Springs	3.1	21	0	1	0	1	0.3
Wendell	2.8	22	0	4	0	5	1.4
<b>Mean Crash Rate</b>							<b>2.1</b>

## Driver Age Distribution

Table 16 shows the changes in the number of licensed drivers in Idaho since 1990. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1990, there has been a considerable increase in the number and proportion of drivers over the age of 45.

<b>Table 16</b> <b>Age Distribution of Licensed Drivers: 1990, 2000, 2011</b>					
<b>Age</b>	<b>1990</b>	<b>2000</b>	<b>2011</b>	<b>Change 1990-2011</b>	<b>Change 2000-2011</b>
15*	3,478	9,406	2,946	-15.3%	-68.7%
(%)	0.5%	1.1%	0.3%		
16-24	123,114	156,485	155,561	26.4%	-0.6%
(%)	17.4%	17.5%	14.4%		
25-34	151,625	154,133	193,117	27.4%	25.3%
(%)	21.4%	17.3%	17.8%		
35-44	153,976	178,401	178,614	16.0%	0.1%
(%)	21.8%	20.0%	16.5%		
45-54	100,258	167,821	192,760	92.3%	14.9%
(%)	14.2%	18.8%	17.8%		
55-64	76,255	106,190	181,929	138.6%	71.3%
(%)	10.8%	11.9%	16.8%		
65+	98,967	120,516	179,065	80.9%	48.6%
(%)	14.0%	13.5%	16.5%		
TOTALS	707,673	892,952	1,083,992	53.2%	21.4%
<i>*On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old.  On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.</i>					

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 6 months after completing a driver's training course; during the 6 month period, the permittee must accumulate 50 hours of supervised driving time with a licensed driver 21 years of age or older and 10 of the hours must be at night. All occupants of the vehicle must be properly restrained. If the permittee is convicted of any traffic violation or is found in violation of any of the restrictions of the supervised instruction permit, the permit is canceled and the 6 month period starts over from the date a supervised driving permit is reissued. The conditions of the supervised driving permit apply to everyone under 17 years of age that is attempting to obtain a driver's license. Once a class D license is obtained, driving is restricted to daylight hours for persons under 16 years of age. An amendment, taking effect July 1, 2003, allows 15 year old drivers to drive at night, as long as another licensed driver over the age of 21 is present. Another amendment, taking effect July 1, 2007, increased the number of months for the supervised driving period to 6 months and restricted the number of passengers not related to the driver to no more than one for drivers under the age of 17.

## Driver Age and Crash Involvement

<b>Table 17</b> <b>Driver Age as a Factor in Crashes: 2011</b>								
Age	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	2,946	0.3%	327	0.9%	3.5	100	0.8%	2.8
16	9,801	0.9%	870	2.5%	2.8	322	2.5%	2.7
17	14,560	1.3%	1,203	3.5%	2.6	429	3.3%	2.5
18	16,448	1.5%	1,324	3.8%	2.5	472	3.6%	2.4
19	18,919	1.7%	1,288	3.7%	2.1	482	3.7%	2.1
20	19,675	1.8%	1,081	3.1%	1.7	397	3.1%	1.7
21	17,853	1.6%	1,038	3.0%	1.8	403	3.1%	1.9
22	19,107	1.8%	925	2.7%	1.5	373	2.9%	1.6
23	19,491	1.8%	911	2.6%	1.5	336	2.6%	1.4
24	19,707	1.8%	797	2.3%	1.3	278	2.1%	1.2
25-34	193,117	17.8%	6,753	19.5%	1.1	2,547	19.6%	1.1
35-44	178,614	16.5%	5,324	15.4%	0.9	2,062	15.8%	1.0
45-54	192,760	17.8%	4,879	14.1%	0.8	1,859	14.3%	0.8
55-64	181,929	16.8%	3,924	11.3%	0.7	1,495	11.5%	0.7
65-74	112,156	10.3%	2,013	5.8%	0.6	778	6.0%	0.6
75+	66,909	6.2%	1,235	3.6%	0.6	495	3.8%	0.6
Not Stated or Other			730	2.1%		182	1.4%	
<b>TOTALS</b>	<b>1,083,992</b>		<b>34,622</b>			<b>13,010</b>		
<i>* Involvement is calculated by dividing the percent of drivers in Crashes by the percent of licensed drivers.  Over-representation occurs when the value is greater than 1.0.</i>								

Drivers, ages 19 and under, were involved in 2.4 times as many fatal or injury traffic crashes as expected. This age group comprised 5.8% of all licensed drivers and accounted for 13.9% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many crashes as expected.

Drivers that were 25 years old in 2011 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

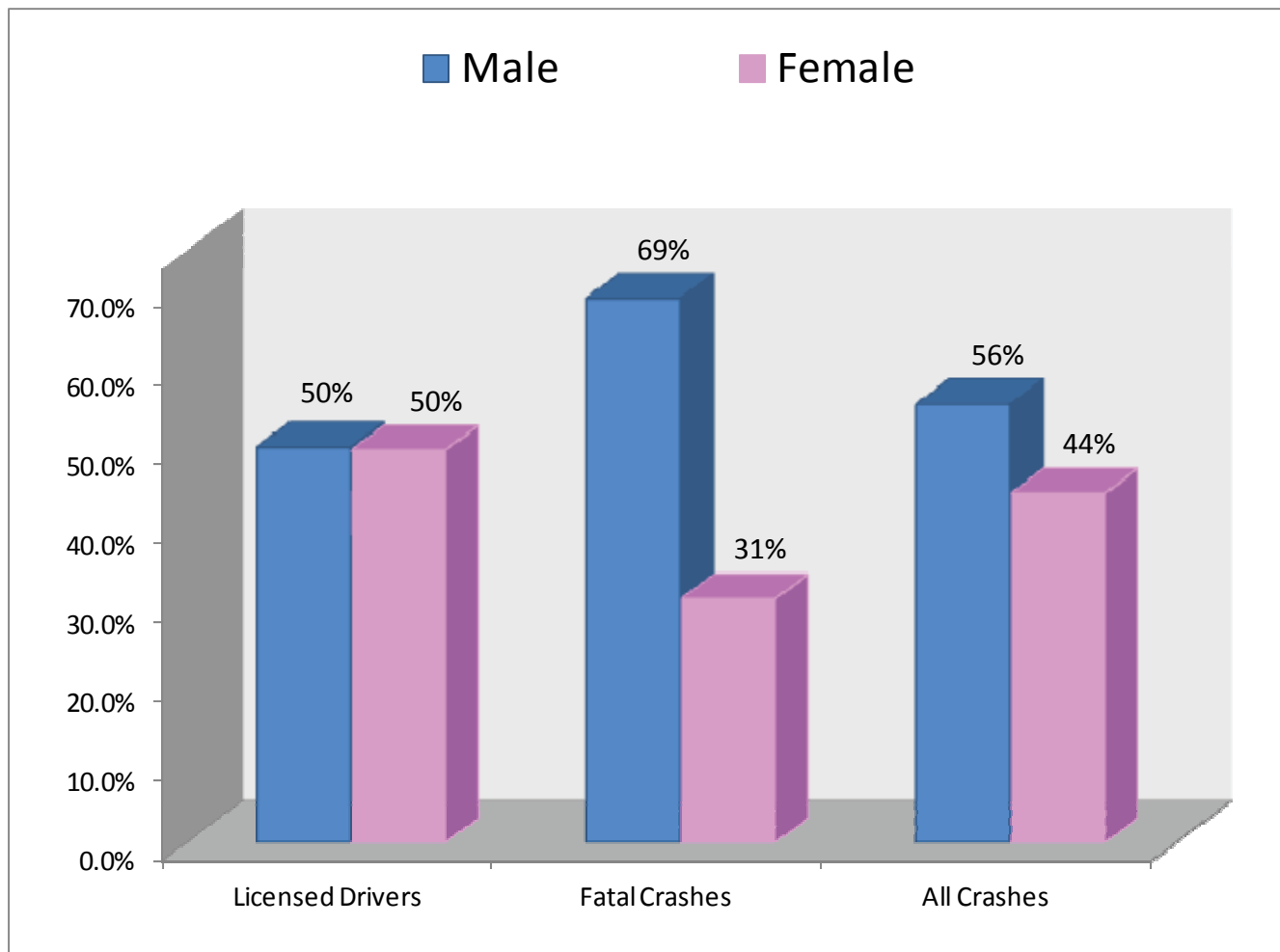
While the number of young drivers in crashes has decreased, the number of young licensed drivers has decreased by larger percentages or by the same percentage. Meaning, young drivers are still over-involved in crashes and the GDL has not had the desired effect of reducing the involvement of young drivers in crashes.



## Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all crashes, and the percentage of drivers involved in fatal crashes. Males comprise just over 50% of the licensed drivers, but accounted for 56% of the drivers in all crashes and 69% of the drivers in fatal crashes.

Figure 9  
Comparison by Gender for Driver Licensure, and Crash Involvement: 2011



In 2011, males were 1.2 times more likely than females to be involved in any crash and were 2.2 times as likely as females to be involved in a fatal crash.

## Crash Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all crashes and Figure 11 shows driver involvement by age and gender for fatal and injury crashes. Figure 11 corresponds with the involvement numbers in Table 17 and shows how the involvement numbers breakdown by gender. For example (in Figure 11), 16 year-old male drivers were involved in 2.5 times as many crashes as expected, while female 16 year-old drivers were involved in 3.0 times as many crashes as expected.

Figure 10  
Involvement by Driver Age and Gender in All Crashes: 2011

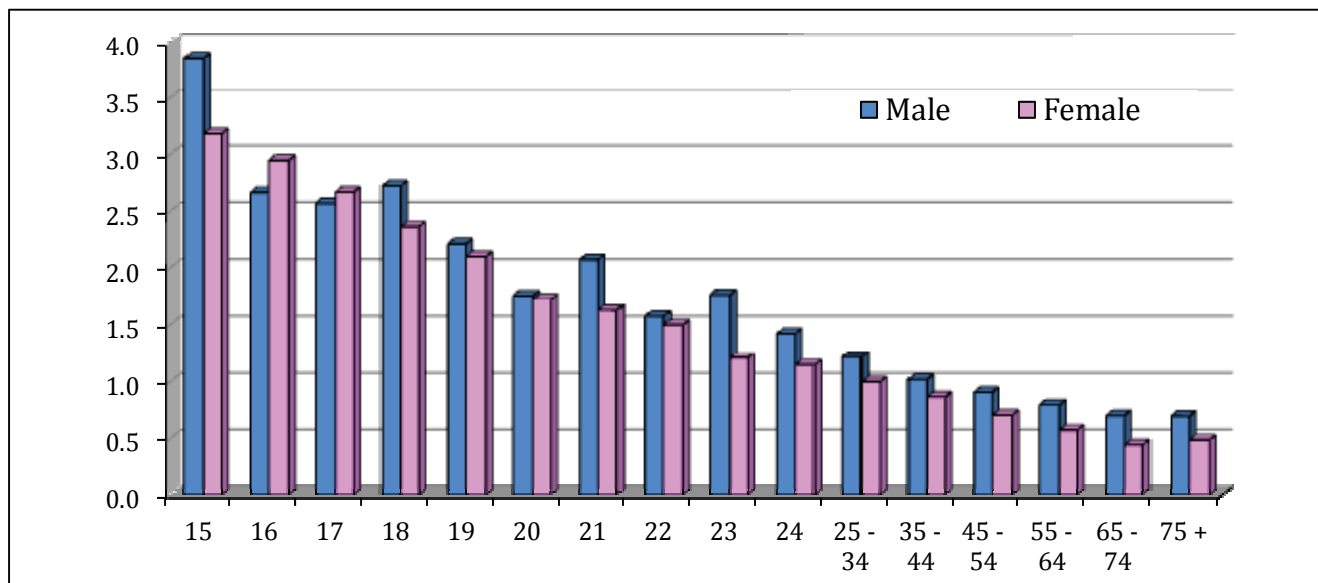
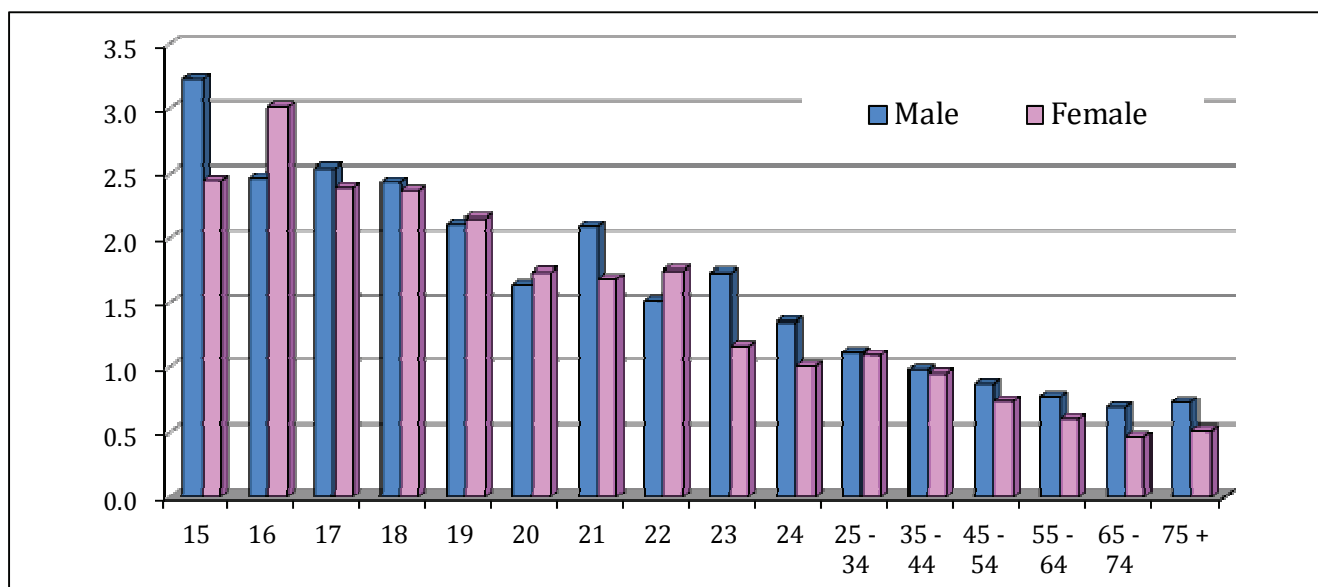


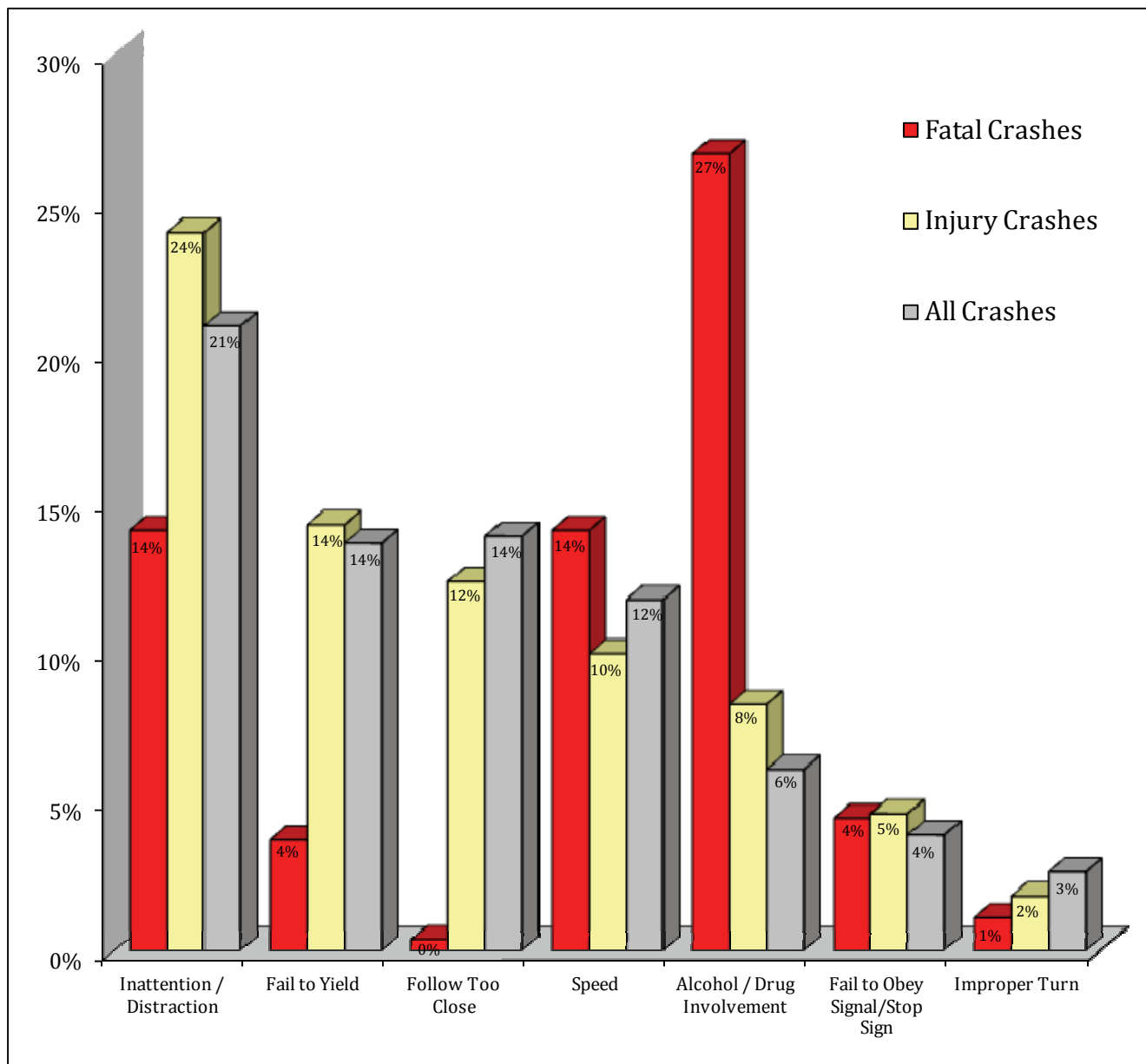
Figure 11  
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2011



## Contributing Circumstances in Crashes

Figure 12 portrays the seven most prevalent contributing circumstances recorded for fatal crashes, injury crashes, and all crashes. For every vehicle involved in a crash, the investigating officer may indicate up to three circumstances that may have contributed to the occurrence of the crash.

Figure 12  
Top Seven Primary Contributing Circumstances Cited for Traffic Crashes in 2011



## Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2011 are presented in Table 18. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

<b>Table 18</b> <b>Top Ten Traffic Violations for Idaho Drivers: 2011</b>		
<b>Violation Type</b>	<b>Number</b>	<b>% of Total</b>
1. Basic Rule / Speeding Violations	79,627	47.1%
2. Safety Restraint Violations	28,113	16.6%
3. Insurance Violations	12,823	7.6%
4. Driving Under the Influence	9,310	5.5%
5. Failure to Stop at Traffic Control Devices	11,171	6.6%
6. Driving Without Privileges - Suspended License	5,785	3.4%
7. Following Too Close	4,346	2.6%
8. Reckless or Inattentive Driving	3,367	2.0%
9. Failure to Yield Right of Way	2,682	1.6%
10. Child Safety Seat Violations	1,682	1.0%
All Other	10,139	6.0%
<b>TOTAL</b>	<b>169,045</b>	

Safety restraint violations are considered secondary violations. Both child safety seat and safety restraint violations are non-moving traffic infractions and are not part of the driving record. Data for these two violations is obtained directly from the judicial system. The remaining violations are moving traffic infractions and data is obtained from driving records.

This information is provided by the Economics and Research Section of the Division of Administration within the Idaho Transportation Department and comes directly from driver's license records.

Table 19 is a breakdown by age for selected traffic violations. The five violations shown comprise 64% of all violations for 2011. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

<b>Table 19</b> <b>Selected Traffic Violation Rates for Idaho Licensed Drivers: 2011</b> <b>(Per 100 Licensed Drivers)</b>						
<b>Age</b>	<b>Licensed Drivers</b>	<b>Basic Rule/Speed</b>	<b>Fail to Stop at Stop Sign and Signals</b>	<b>DUI Idaho Residents</b>	<b>Reckless or Inattentive</b>	<b>Following Too Close</b>
15	2,946	9.2	2.1	0.1	0.5	1.6
16-19	59,728	14.9	2.6	0.7	0.9	1.5
20-24	95,833	12.3	1.7	1.9	0.7	0.8
25-34	193,117	9.2	1.3	1.5	0.4	0.5
35-44	178,614	7.9	1.0	1.0	0.3	0.3
45-54	192,760	6.0	0.8	0.8	0.2	0.2
55-64	181,929	4.2	0.6	0.4	0.1	0.2
65-74	112,156	2.8	0.5	0.1	0.1	0.1
75+	66,909	1.5	0.5	0.0	0.1	0.2
Mean		7.0	1.0	0.9	0.3	0.4

Younger drivers, especially those 19 years of age and younger, had violation rates well above the mean in areas shown to be major contributing factors in crashes, i.e., speeding, inattention, following too close, and failing to stop at stop signs and signals. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Drivers Services Section of the Division of Motor Vehicles within the Idaho Transportation Department and comes directly from driver's license records.

**Table 20**  
**Driver's License Suspensions by Violation Type: 2011**

<b>Violation</b>	<b>Number</b>	<b>% of All Suspensions</b>
Failure to Maintain Insurance	23,864	32.7%
Failure to Pay Fine	15,927	21.9%
Administrative License Suspension (ALS)*	9,420	12.9%
Driving Under the Influence	8,272	11.3%
Driving Without Privileges	4,833	6.6%
Family Responsibility Law	3,014	4.1%
Underage Consumption or Possession of Alcohol	1,824	2.5%
Recurrence of Violation (Under 17 Years Old)	475	0.7%
Reckless/Inattentive Driving	684	0.9%
Points	388	0.5%
Refused Evidentiary BAC Test	322	0.4%
All Others	3,866	5.3%
<b>TOTALS</b>	<b>72,889</b>	<b>100.0%</b>

*\*On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.*

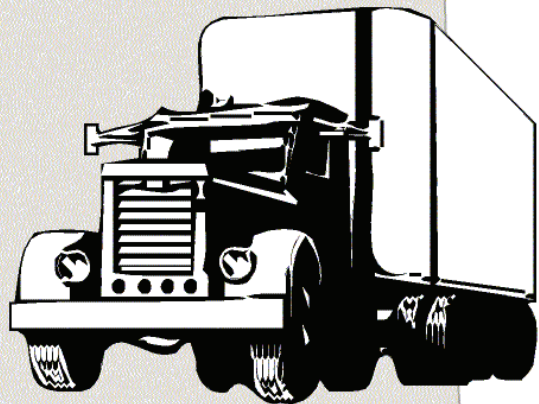
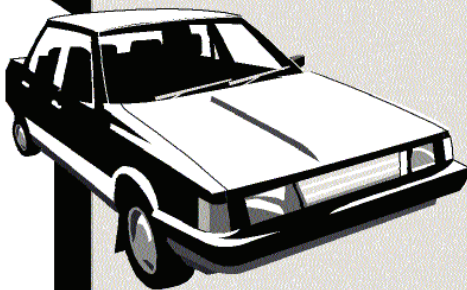
The two largest categories of driver's license suspensions are failure to maintain insurance and failure to pay a traffic fine. These two suspensions account for 55% of all license suspensions. Driving under the influence accounted for 11% of all license suspensions.

A suspension for Recurrence of Violation is a result of the Graduated Drivers License law. If a driver under 17 years of age receives 2 traffic citations for any moving violation, their license is suspended for 30 days. Any subsequent violation results in a 60 day suspension.

The Economics and Research Section of the Idaho Transportation Department provides the information concerning driver's license suspensions.

## SECTION II

### Idaho Focus Areas







## Impaired Driving

An impaired driving crash is identified by information provided on the crash report. A law enforcement officer determines whether the driver was alcohol or drug impaired or whether alcohol or drugs contributed to the crash, regardless of whether a Blood Alcohol Content (BAC) test was given or not. Crashes where a sober driver collided with an impaired pedestrian or bicyclist are also included.

<b>Table 21</b> <b>Impaired Driving Crashes: 2007-2011</b>							
	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Impaired Driving Crashes	1,936	1,783	1,579	1,593	1,456	-8.6%	-6.2%
Fatalities	101	96	74	96	66	-31.3%	0.6%
Serious Injuries	309	285	269	273	277	1.5%	-4.0%
Visible Injuries	568	433	461	447	400	-10.5%	-6.8%
Possible Injuries	628	569	474	475	474	-0.2%	-8.6%
Impaired Driving Crashes as a % of All Crashes	7.7%	7.8%	7.0%	7.1%	7.0%	-1.0%	-2.9%
Impaired Driving Fatalities as a % of All Fatalities	43.5%	42.5%	35.4%	45.9%	39.5%	-14.0%	3.6%
Impaired Driving Injuries as a % of All Injuries	12.5%	11.3%	10.3%	10.2%	10.6%	3.9%	-6.6%
All Fatal and Injury Crashes	8,439	8,060	8,124	8,124	7,644	-5.9%	-1.2%
Impaired Fatal/Injury Crashes	1,057	955	885	903	822	-9.0%	-5.0%
% Impaired Driving	12.5%	11.8%	10.9%	11.1%	10.8%	-3.3%	-3.8%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.68	2.47	2.21	2.37	2.22	-6.2%	-3.7%
Annual DUI Arrests by Agency*							
Idaho State Police	1,654	1,977	2,441	2,003	1,846	-7.8%	8.4%
Local Agencies	9,997	10,195	9,886	8,723	7,840	-10.1%	-4.3%
Total Arrests	11,651	12,172	12,327	10,726	9,686	-9.7%	-2.4%
DUI Enforcement Rate**	1.12	1.15	1.15	1.00	0.89	-10.9%	-3.4%

\*Source: Idaho State Police, Bureau of Criminal Identification

\*\*DUI Arrests per 100 Licensed Drivers per Year.

In 2011, impaired driving crashes decreased by almost 9% and fatalities resulting from impaired driving crashes decreased by 31%. Nearly 11% of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. Just fewer than 40% of all fatalities were the result of an impaired driving crash. Only 14% of the passenger motor vehicle occupants killed in impaired driving

crashes were wearing a seatbelt.

Table 21 also presents a five-year summary of annual DUI arrests by the Idaho State Police (ISP) and local agencies. Local agency DUI arrests were down 10% in 2011 from the prior year and ISP DUI arrests decreased by 8%. Overall, DUI arrests decreased by 10% from 2010 levels.

## Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2011. The estimated cost of Idaho impaired driving crashes in 2011 was more than \$560 million dollars. This estimate represents almost 26% of the total cost of Idaho crashes (as shown in Table 4).

<b>Table 22</b> <b>Economic Costs of Impaired Driving Crashes: 2011 Estimates</b>			
<b>Incident Description</b>	<b>Total Occurrences</b>	<b>Cost Per Occurrence</b>	<b>Cost Per Category</b>
Fatalities	66	\$6,193,565	\$408,775,296
Serious Injuries	277	\$308,445	\$85,439,194
Visible Injuries	400	\$86,394	\$34,557,463
Possible Injuries	474	\$57,267	\$27,144,528
Property Damage Only	634	\$6,630	\$4,203,367
<b>Total Estimate of Economic Cost</b>			<b>\$560,119,848</b>

## Victims of Fatal Crashes Involving Impaired Drivers

Table 23 shows a breakout of impaired driving fatalities. Of the 66 people killed in impaired driving crashes, 63 (or 95%) were impaired drivers, impaired pedestrians, impaired bicyclists, or passengers of a motor vehicle riding with an impaired driver.

<b>Table 23</b> <b>Persons Killed in Impaired Driving Crashes: 2011</b> <b>by Vehicle Type, Seating Position, and Impaired Status</b>							
<b>Impaired Status*</b>	<b>Passenger Vehicles</b>			<b>Motorcycle</b>		<b>Pedestrian</b>	<b>ATV</b>
	<b>Driver</b>	<b>Passenger</b>	<b>Unknown</b>	<b>Driver</b>	<b>Passenger</b>		
Impaired	35	16	1	6	0	2	3
Not Impaired	0	2	0	1	0	0	0

\* For drivers, bicyclists, and pedestrians, impaired status implies whether the person killed was impaired or not. For passengers, it implies whether the passenger killed was riding with an impaired driver.

## Impaired Driving by Age

Table 24 shows the number and percent of licensed drivers, DUI arrests, and impaired drivers in crashes by age. Drivers, ages 17 to 39, are over-represented in impaired driving crashes. Drivers, ages 18 to 23 year-old, are the most over-represented ages. They are involved in more than twice as many impaired driving crashes as you would expect them to be. Nearly 14% of the impaired drivers involved in crashes were under 21 years of age.

<b>Table 24</b> <b>DUI Arrests and Impaired Driving Crashes by Driver Age: 2011</b>						
Age	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	3	0.0%	1	0.1%
15	2,946	0.3%	6	0.1%	2	0.1%
16	9,801	0.9%	32	0.3%	11	0.8%
17	14,560	1.3%	81	0.8%	27	1.9%
18	16,448	1.5%			48	3.4%
19	18,919	1.7%	477*	4.9%	51	3.6%
20	19,675	1.8%			56	3.9%
21	17,853	1.6%			79	5.6%
22	19,107	1.8%			52	3.7%
23	19,491	1.8%			65	4.6%
24	19,707	1.8%	1,847**	19.1%	46	3.2%
25-29	96,236	8.9%	1,609	16.6%	203	14.3%
30-34	96,881	8.9%	1,274	13.2%	162	11.4%
35-39	88,045	8.1%	970	10.0%	140	9.9%
40-44	90,569	8.4%	902	9.3%	99	7.0%
45-49	92,446	8.5%	851	8.8%	114	8.0%
50-54	100,314	9.3%	785	8.1%	115	8.1%
55-59	96,367	8.9%	442	4.6%	72	5.1%
60+	264,627	24.4%	361	3.7%	73	5.1%
Missing or Unknown			46	0.5%	5	0.4%
TOTALS	1,083,992		9,686		1,421	

\* 18-19 year old drivers combined

\*\* 20-24 year old drivers combined

## Impaired Driving by Counties and Cities

Table 25 presents information on impaired driving crashes for Idaho counties by population groupings. Population numbers are based on 2011 U.S. Census estimates for counties.

<b>Table 25</b> <b>Impaired Driving Crashes by County: 2011</b>							
	<b>2011 Population (in 1,000s)</b>	<b>Number of Crashes</b>			<b>Number of Persons</b>		<b>Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>50,000 and over</b>							
Ada	400.8	319	3	173	3	157	0.4
Bannock	83.7	106	1	47	2	52	0.6
Bonneville	105.8	99	2	50	2	58	0.5
Canyon	191.7	130	2	72	3	87	0.4
Kootenai	141.1	167	3	81	3	89	0.6
Twin Falls	78.0	83	7	44	7	49	0.7
<b>Mean Crash Rate</b>							<b>0.5</b>
<b>20,000 - 49,999</b>							
Bingham	46.0	38	2	12	2	19	0.3
Blaine	21.2	15	1	8	1	12	0.4
Bonner	40.8	47	6	27	5	37	0.8
Cassia	23.2	21	0	12	0	12	0.5
Elmore	26.3	25	3	18	3	26	0.8
Jefferson	26.3	9	0	7	0	7	0.3
Jerome	22.7	24	0	12	0	16	0.5
Latah	37.7	35	4	9	5	20	0.3
Madison	37.9	11	0	5	0	8	0.1
Minidoka	20.2	15	0	12	0	13	0.6
Nez Perce	39.5	44	3	19	3	27	0.6
Payette	22.6	23	1	12	1	14	0.6
<b>Mean Crash Rate</b>							<b>0.5</b>
<b>10,000 - 19,999</b>							
Boundary	10.8	16	2	10	2	13	1.1
Franklin	12.9	5	0	2	0	2	0.2
Fremont	13.1	10	0	5	0	6	0.4
Gem	16.7	13	0	7	0	7	0.4
Gooding	15.5	25	1	18	1	32	1.2
Idaho	16.4	18	2	11	2	15	0.8
Owyhee	11.4	12	3	6	3	13	0.8
Shoshone	12.7	17	3	11	3	17	1.1
Teton	10.2	5	0	5	0	7	0.5
Washington	10.3	10	1	6	0	9	0.7
<b>Mean Crash Rate</b>							<b>0.7</b>

<b>Table 25 (Continued)</b> <b>Impaired Driving Crashes by County: 2011</b>							
	<b>2011 Population (in 1,000s)</b>	<b>Number of Crashes</b>			<b>Number of Persons</b>		<b>Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>5,000 - 9,999</b>							
Bear Lake	6.0	8	1	3	1	5	0.7
Benewah	9.2	12	0	6	0	7	0.7
Boise	7.0	19	1	11	1	21	1.7
Caribou	6.9	6	0	5	0	9	0.7
Clearwater	8.7	5	1	3	1	6	0.5
Lemhi	8.0	15	1	7	1	8	1.0
Lincoln	5.2	4	0	4	0	4	0.8
Power	7.8	16	4	9	7	18	1.7
Valley	9.6	10	1	1	0	3	0.2
<b>Mean Crash Rate</b>							<b>0.8</b>
<b>0 - 4,999</b>							
Adams	4.0	3	0	3	0	5	0.8
Butte	2.8	3	0	2	0	2	0.7
Camas	1.1	2	0	1	0	1	0.9
Clark	0.9	1	0	1	0	1	1.1
Custer	4.3	5	1	3	1	5	0.9
Lewis	3.8	2	0	1	0	1	0.3
Oneida	4.2	3	0	1	0	1	0.2
<b>Mean Crash Rate</b>							<b>0.6</b>
<b>Statewide Totals</b>	<b>1,585.0</b>	<b>1,456</b>	<b>60</b>	<b>762</b>	<b>63</b>	<b>921</b>	<b>0.5</b>

Table 26 presents information on impaired driving crashes for cities with populations exceeding 2,000 people by population groupings. Population figures are from the U. S. Census Bureau's estimates for cities for 2010. Population estimates by city for 2011 were not available at the time of publication.

<b>Table 26</b> <b>Impaired Driving Crashes by City: 2011</b>							
	<b>2010 Population (in 1,000s)</b>	<b>Number of Crashes</b>			<b>Number of Persons</b>		<b>Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>40,000 and over</b>							
Boise	205.7	181	2	99	2	141	0.5
Caldwell	46.2	22	0	15	0	26	0.3
Coeur d'Alene	44.1	65	1	27	1	43	0.6
Idaho Falls	56.8	52	0	24	0	31	0.4
Meridian	75.1	48	0	21	0	28	0.3
Nampa	81.6	62	0	30	0	38	0.4
Pocatello	54.3	81	1	34	2	50	0.6
Twin Falls	44.1	30	0	13	0	16	0.3
<b>Mean Crash Rate</b>							<b>0.5</b>

**Table 26 (Continued)**  
**Impaired Driving Crashes by City: 2011**

		2010			Number of Persons		Impaired Driving
		Population	Number of Crashes			Injured	Fatal and Injury
		(in 1,000s)	Total	Fatal	Injury	Killed	Crash Rate Per
							1,000 Population
<b>15,000 - 39,999</b>							
Eagle	19.9	17	1	9	1	10	0.5
Kuna	15.2	5	0	2	0	2	0.1
Lewiston	31.9	27	1	9	1	11	0.3
Moscow	23.8	16	0	1	0	1	0.0
Post Falls	27.6	20	1	13	1	17	0.5
Rexburg	25.5	2	0	1	0	1	0.0
<b>Mean Crash Rate</b>							<b>0.1</b>
<b>5,000 - 14,999</b>							
Ammon	13.8	5	0	3	0	5	0.2
Blackfoot	11.9	8	0	1	0	1	0.1
Burley	10.3	9	0	5	0	5	0.5
Chubbuck	13.9	12	0	4	0	4	0.3
Emmett	6.6	4	0	3	0	3	0.5
Garden City	11.0	10	0	9	0	12	0.8
Hailey	8.0	1	0	0	0	0	0.0
Hayden	13.3	6	0	1	0	2	0.1
Jerome	10.9	9	0	2	0	3	0.2
Middleton	5.5	2	0	1	0	3	0.2
Mountain Home	14.2	7	0	4	0	6	0.3
Payette	7.4	4	0	1	0	1	0.1
Preston	5.2	0	0	0	0	0	0.0
Rathdrum	6.8	1	0	0	0	0	
Rupert	5.6	1	0	0	0	0	0.0
Sandpoint	7.4	4	0	3	0	4	0.4
Star	5.8	0	0	0	0	0	0.0
Weiser	5.5	6	0	4	0	5	0.7
<b>Mean Crash Rate</b>							<b>0.3</b>

**Table 26 (Continued)**  
**Impaired Driving Crashes by City: 2011**

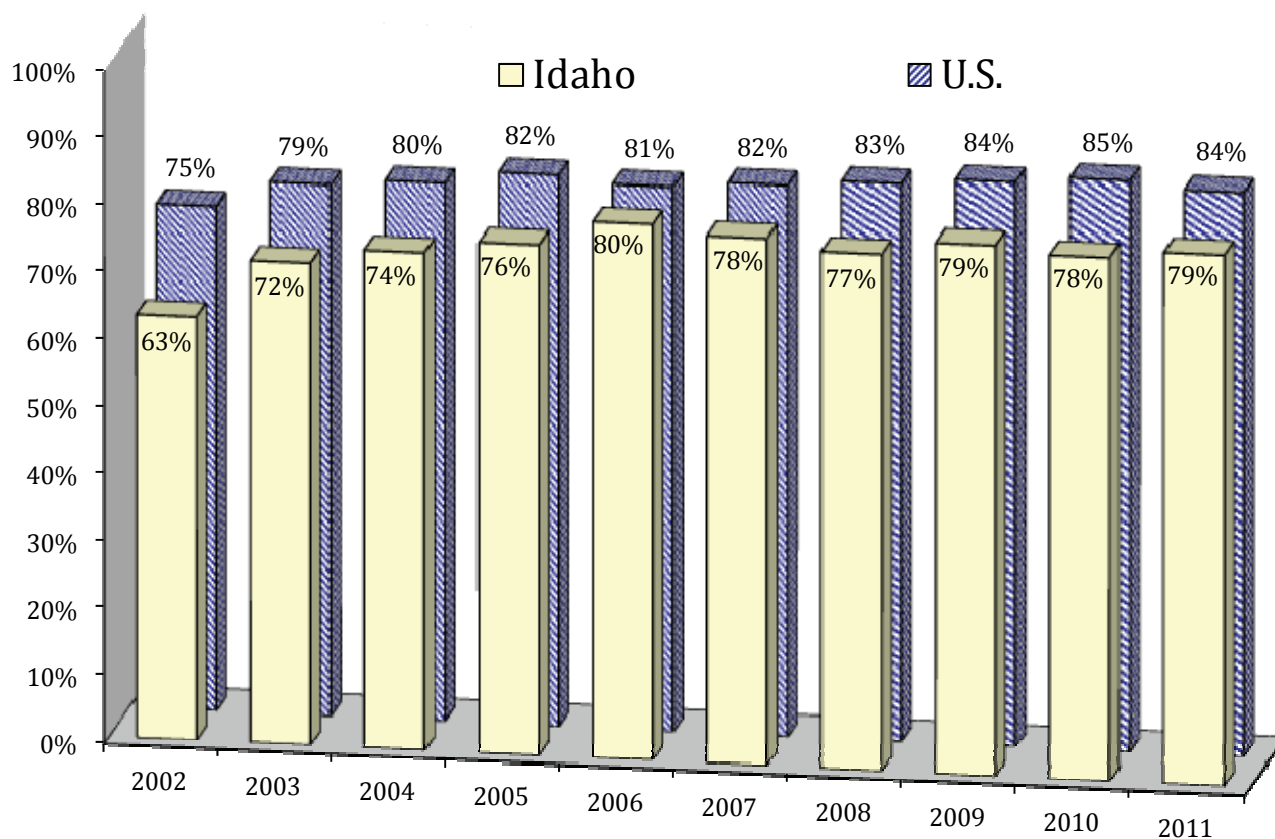
	2010 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
<b>2,000 - 4,999</b>							
American Falls	4.5	3	0	2	0	2	0.4
Bellevue	2.3	0	0	0	0	0	0.0
Bonnars Ferry	2.5	3	0	0	0	0	0.0
Buhl	4.1	1	0	1	0	1	0.2
Dalton Gardens	2.3	2	0	1	0	1	0.4
Filer	2.5	0	0	0	0	0	0.0
Fruitland	4.7	2	0	1	0	2	0.2
Gooding	3.6	1	0	0	0	0	0.0
Grangeville	3.1	0	0	0	0	0	0.0
Heyburn	3.1	3	0	2	0	2	0.6
Homedale	2.6	1	0	0	0	0	0.0
Kellogg	2.1	1	0	1	0	1	0.5
Ketchum	2.7	2	0	1	0	1	0.4
Kimberly	3.3	1	0	1	0	1	0.3
Malad	2.1	0	0	0	0	0	0.0
McCall	3.0	1	0	0	0	0	0.0
Montpelier	2.6	3	0	1	0	1	0.4
Orofino	3.1	2	0	2	0	3	0.6
Rigby	3.9	1	0	1	0	1	0.3
St. Anthony	3.5	4	0	2	0	3	0.6
St. Maries	2.4	2	0	0	0	0	0.0
Salmon	3.1	4	0	0	0	0	0.0
Shelley	4.4	0	0	0	0	0	0.0
Soda Springs	3.1	0	0	0	0	0	0.0
Wendell	2.8	2	0	1	0	1	0.4
<b>Mean Crash Rate</b>							<b>0.2</b>

## Safety Restraint Usage

Idaho's seat belt use law, effective July 1, 1986, requires seat belt use for front seat passengers and drivers, regardless of residency, in vehicles with a gross vehicle weight of 8,000 pounds or less that were manufactured with safety belts. The law is a "secondary" law and can only be enforced when someone is stopped for another traffic violation. The law was updated July 1, 2003. It now covers all seating positions and has enhanced penalties for drivers less than 18 years of age. Drivers and occupants, 18 years of age and older, receive separate tickets.

Figure 13 depicts observed seat belt use by year for both Idaho and the U.S. The figures are the observed rates for persons in passenger cars, pickups, sport utility vehicles, and vans, which make up 92% of the vehicles involved in motor vehicle crashes. The U.S. usage rate comes from the National Occupant Protection Use Survey (NOPUS) and the mini NOPUS, which are done alternately every year.

Figure 13  
Observed Seat Belt Usage – Idaho vs. U.S.: 2002 - 2011



The methodology for national seat belt surveys differs from that of Idaho and does not include any observation sites in Idaho.



## Observational Seat Belt Survey Results

Table 27 shows the observed shoulder harness seat belt use by county.

<b>Table 27</b> <b>Observed Seat Belt Use by County: 2007-2011</b>							
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011</b>	<b>Avg. Change 2007-2010</b>
Ada	90.5%	91.1%	94.0%	96.9%	95.5%	-1.5%	2.3%
Bannock	65.1%	66.0%	66.7%	65.5%	62.2%	-5.1%	0.2%
Bingham	54.8%	50.5%	58.0%	54.2%	55.0%	1.5%	0.2%
Blaine	66.9%	72.7%	69.9%	79.1%	71.4%	-9.7%	6.0%
Bonner	89.8%	86.2%	71.1%	74.0%	66.9%	-9.5%	-5.8%
Bonneville	60.9%	58.7%	65.0%	65.2%	67.3%	3.1%	2.5%
Canyon	82.9%	86.3%	87.7%	90.2%	92.7%	2.7%	2.9%
Cassia	68.1%	61.9%	65.6%	60.7%	56.5%	-6.9%	-3.5%
Elmore	72.8%	71.3%	72.2%	72.3%	72.8%	0.7%	-0.2%
Kootenai	86.3%	78.1%	82.2%	70.2%	75.8%	8.1%	-6.3%
Latah	76.7%	81.8%	80.3%	84.7%	81.0%	-4.4%	3.4%
Madison	59.0%	60.7%	68.8%	63.2%	68.6%	8.7%	2.7%
Minidoka	66.7%	75.2%	66.1%	67.3%	66.1%	-1.8%	0.8%
Nez Perce	84.6%	86.9%	84.0%	89.0%	88.6%	-0.5%	1.8%
Payette	83.4%	82.1%	88.5%	91.3%	92.6%	1.4%	3.2%
Twin Falls	71.1%	73.7%	75.5%	76.6%	69.1%	-9.7%	2.5%
<b>Statewide</b>	<b>78.5%</b>	<b>76.9%</b>	<b>79.2%</b>	<b>77.9%</b>	<b>79.1%</b>	<b>1.5%</b>	<b>-0.2%</b>

The Office of Highway Safety evaluates compliance rates through analysis of crash data and statewide observational surveys of seat belt use. Observational surveys are conducted by observing shoulder harness use or non-use. The observational survey is a representative sample of the state and does not include all counties.

Table 28 shows the observed seat belt use for the Idaho Transportation Department (ITD) districts<sup>4</sup> by vehicle type. District 3 (south-western Idaho) had the highest overall usage at 93.4%, while district 5 (south-eastern Idaho) had the overall lowest usage at 60.6%.

<b>Table 28</b> <b>Idaho Safety Belt Observation Survey: 2011 – Usage by Vehicle Type</b>				
<b>ITD District</b>	<b>Passenger Cars</b>	<b>Vans and Sport Utility Vehicles</b>	<b>Pickup Trucks</b>	<b>All Vehicles</b>
<b>1</b>	72.7%	76.7%	66.2%	71.7%
<b>2</b>	89.5%	91.0%	76.1%	86.2%
<b>3</b>	94.3%	94.4%	90.4%	93.4%
<b>4</b>	71.8%	76.7%	51.7%	66.7%
<b>5</b>	62.5%	68.6%	47.3%	60.6%
<b>6</b>	71.0%	72.6%	55.0%	68.0%
<b>Statewide</b>	<b>81.0%</b>	<b>83.4%</b>	<b>71.2%</b>	<b>79.1%</b>

Usage rates for the occupants of pickup trucks continue to be lower than usage rates for other types of passenger vehicles. The usage rate for pickup truck occupants in 2011 ranged from a high of 90.4% in District 3 (south-western Idaho) to a low of 47.3% in District 5 (south-eastern Idaho).

Seat belt usage varied by the type of roadway the vehicles were traveling on. It ranged from a high of 97.5% on urban interstates to a low of 44.8% on rural minor collectors (although there is only one site with this functional class and it has a very low amount of traffic).

There was no statistically significant difference between urban and rural sites. Usage on urban roadways was 81.0%, while usage on rural roadways was 74.4%. There was also no statistically significant difference between major and minor roadways. Usage on major roadways was 83.6% while usage on minor roadways was 76.6%. Major roads were defined as interstates and principal arterials. Minor roads were comprised of the rest of the roadway functional classifications.

## Self-Reported Seat Belt Usage Results

Table 29 shows the self-reported seat belt use for people, ages 7 and older, in passenger cars, pickups, sport utility vehicles, and vans that were killed or seriously injured. The child passenger safety seat law was upgraded in 2005 to include children age 6 and younger. Research has indicated there is a tendency for persons involved in crashes to falsely report compliance with the seat belt law and thus, self-reported use tends to overstate actual use<sup>5</sup>. Seat belt use by severely or fatally injured occupants can be more directly assessed by law enforcement officers or emergency medical personnel, and is therefore, more reliable.

<b>Table 29</b> <b>Self-Reported Seat Belt Use : 2007-2011</b> <b>Age 7 and Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans</b>							
<b>Injury Type</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011</b>	<b>Avg. Change 2007-2010</b>
Fatalities -Restraints Used	34.8%	32.9%	41.0%	46.7%	31.7%	-32.1%	11.1%
Serious Injuries -Restraint Used	66.1%	64.6%	65.9%	65.4%	66.2%	1.2%	-0.3%

Of the 123 passenger motor vehicle occupants killed in 2011, only 39 were using seat belts. The National Highway Traffic Safety Administration estimates seat belts are 50% effective in preventing fatalities and serious injuries. By this estimate, there were 39 lives were saved in 2011 by seat belt usage and an additional 39 lives (half of those killed and unbelted) could have been saved if everyone had buckled up.

## Costs of Injuries by Safety Restraint Use

<b>Table 30</b> <b>2011 Costs of Injuries</b> <b>Persons Using Safety Restraints versus Persons Not Using Safety Restraints</b> <b>Age 7 &amp; Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans</b>						
<b>Injury Type</b>	<b>Safety Restraints</b>			<b>Costs of Injuries</b>		
	<b>Used</b>	<b>Not Used</b>	<b>Unknown</b>	<b>Used</b>	<b>Not Used</b>	<b>Unknown</b>
Fatality	39	77	7	\$241,549,039	\$476,904,512	\$43,354,956
Serious Injury	637	278	47	\$196,479,301	\$85,747,638	\$14,496,903
Visible Injury	2,152	417	150	\$185,919,151	\$36,026,155	\$12,959,049
Possible Injury	4,657	503	286	\$266,692,124	\$28,805,269	\$16,378,344
<b>Total</b>				<b>\$890,639,615</b>	<b>\$627,483,575</b>	<b>\$87,189,251</b>

Self-reported seat belt use can be biased because of the penalties involved for not wearing a seat belt (meaning people misrepresent their belt use to avoid a ticket). The number of people using seat belts is higher for the less severe injury categories because of this bias, but also because seat belts lessen the severity of injuries sustained in crashes. Had the occupants that were seriously injured and belted not been wearing a seat belt, they may have been killed.

## Local Safety Restraint Usage

Table 31 presents self-reported restraint use rates for all motor vehicle occupants, 7 years old and older, involved in fatal and serious injury crashes for each county, for 2007 through 2011. Crash data provides an analysis of the restraint use at the local level. This information is self-reported to the investigating officer after a crash. The self-reported use is for all occupants, regardless of injury type, involved in fatal and serious injury crashes.

<b>Table 31</b> <b>Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2007-2011</b> <b>in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans</b>							
<b>County by Population</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011</b>	<b>Avg. Change 2007-2010</b>
<b>50,000 and over</b>							
Ada	83.8%	85.4%	83.9%	85.1%	87.9%	3.3%	0.5%
Bannock	73.6%	53.4%	64.2%	72.6%	72.9%	0.4%	1.9%
Bonneville	69.4%	65.8%	72.4%	64.1%	63.5%	-0.9%	-2.2%
Canyon	82.2%	78.4%	80.1%	76.4%	81.2%	6.3%	-2.3%
Kootenai	79.2%	77.8%	82.0%	77.3%	81.1%	4.8%	-0.7%
Twin Falls	71.2%	76.3%	76.4%	82.1%	76.3%	-7.1%	4.9%
<b>20,000 - 49,999</b>							
Bingham	49.5%	51.6%	54.6%	47.7%	62.7%	31.4%	-0.9%
Blaine	40.0%	47.4%	29.3%	52.4%	70.6%	34.8%	19.7%
Bonner	72.7%	74.0%	84.7%	83.3%	64.9%	-22.1%	4.9%
Cassia	55.1%	60.9%	60.0%	61.4%	76.5%	24.5%	3.8%
Elmore	70.1%	69.1%	74.4%	67.7%	62.7%	-7.3%	-1.0%
Jefferson	57.7%	25.0%	60.0%	57.9%	53.3%	-7.9%	26.6%
Jerome	63.1%	60.6%	56.4%	74.3%	69.8%	-6.1%	7.0%
Latah	77.3%	81.6%	70.0%	75.0%	60.7%	-19.1%	-0.5%
Madison	42.1%	74.6%	55.6%	56.5%	43.3%	-23.3%	17.8%
Minidoka	56.7%	53.9%	61.5%	60.6%	73.7%	21.6%	2.6%
Nez Perce	70.8%	81.4%	58.8%	76.1%	82.9%	8.9%	5.5%
Payette	51.2%	66.1%	63.5%	75.0%	71.4%	-4.8%	14.5%
<b>10,000 - 19,999</b>							
Boundary	69.4%	77.8%	40.0%	70.6%	61.1%	-13.4%	13.3%
Franklin	55.3%	60.9%	58.8%	68.4%	88.9%	29.9%	7.7%
Fremont	93.8%	63.8%	63.6%	52.9%	69.2%	30.8%	-16.3%
Gem	69.7%	77.3%	68.0%	76.0%	64.3%	-15.4%	3.5%
Gooding	57.1%	53.9%	65.0%	52.9%	39.6%	-25.2%	-1.2%
Idaho	35.5%	42.9%	45.2%	58.1%	60.5%	4.2%	18.2%
Owyhee	16.3%	25.0%	42.9%	52.4%	18.2%	-65.3%	49.1%
Shoshone	65.0%	54.6%	66.7%	80.0%	50.0%	-37.5%	8.7%
Teton	50.0%	90.9%	40.0%	50.0%	----	----	16.9%
Washington	78.6%	91.7%	56.3%	68.8%	64.7%	-5.9%	0.1%

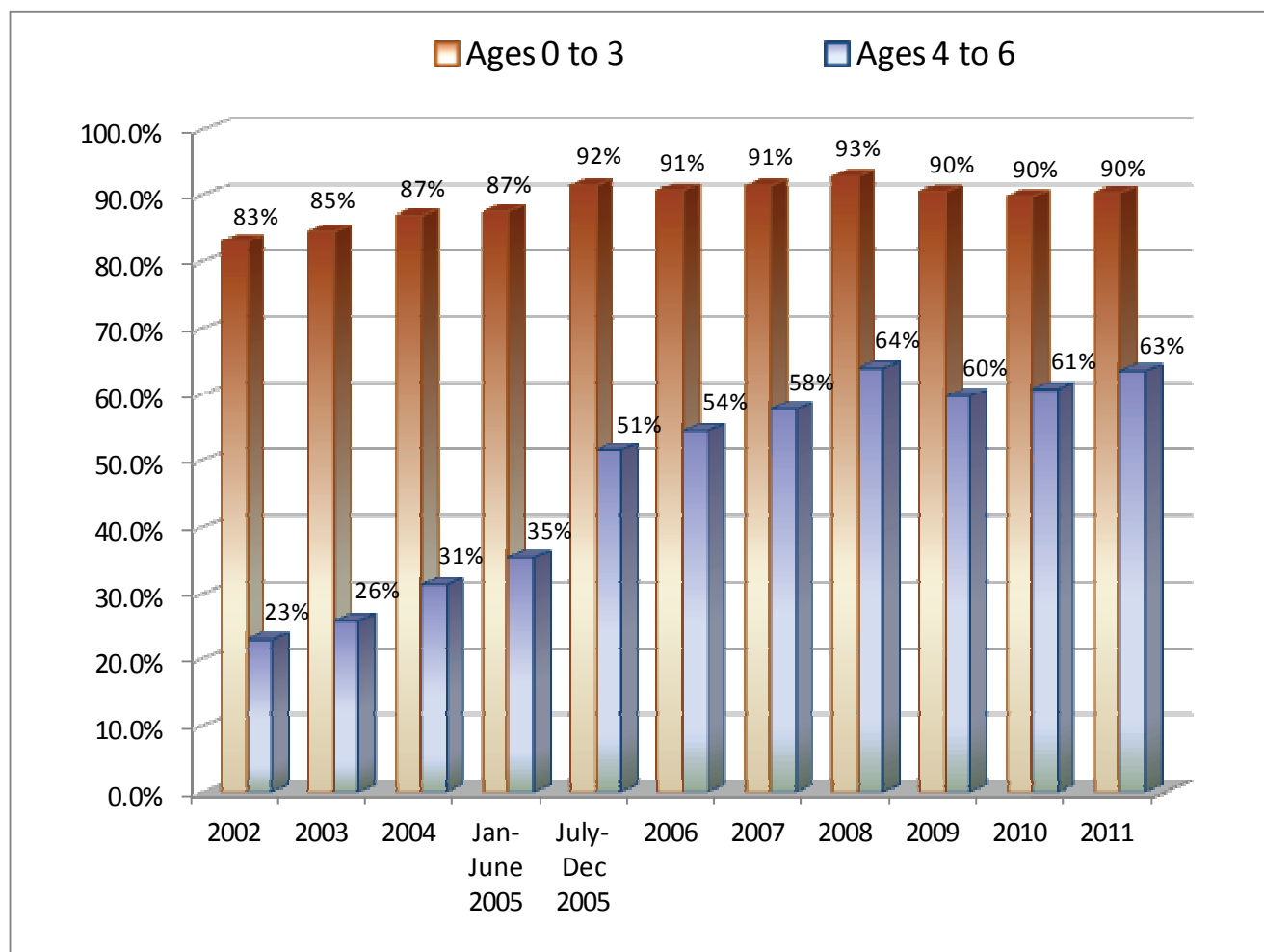
**Table 31 (Continued)**  
**Self-Reported Restraint Use in Fatal and Serious Injury Crashes by County: 2007-2011**  
**in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans**

<b>County by Population</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011</b>	<b>Avg. Change 2007-2010</b>
<b>5,000 - 9,999</b>							
Bear Lake	65.0%	53.3%	31.3%	72.2%	66.7%	-7.7%	23.9%
Benewah	68.2%	28.6%	9.5%	32.1%	85.7%	166.7%	37.6%
Boise	77.6%	75.5%	62.3%	69.2%	76.3%	10.2%	-3.0%
Caribou	0.0%	60.0%	80.0%	33.3%	100.0%	60.0%	25.0%
Clearwater	33.3%	36.4%	41.7%	44.4%	10.0%	-77.5%	10.1%
Lemhi	63.2%	80.0%	50.0%	73.3%	40.0%	-45.5%	11.9%
Lincoln	44.4%	53.3%	50.0%	54.6%	44.4%	-18.5%	7.6%
Power	41.7%	55.0%	30.8%	38.2%	34.3%	-10.3%	4.1%
Valley	81.4%	81.8%	50.0%	36.7%	64.7%	76.5%	-21.7%
<b>0 - 4,999</b>							
Adams	38.5%	50.0%	85.7%	100.0%	100.0%	0.0%	39.4%
Butte	60.0%	69.2%	90.0%	50.0%	0.0%	-100.0%	0.3%
Camas	0.0%	0.0%	72.7%	---	0.0%	---	---
Clark	83.3%	88.2%	72.7%	84.6%	50.0%	-40.9%	1.6%
Custer	40.0%	38.9%	75.0%	12.5%	44.4%	255.6%	2.2%
Lewis	66.7%	50.0%	60.0%	92.3%	70.0%	-24.2%	16.3%
Oneida	70.8%	42.9%	44.4%	55.6%	66.7%	20.0%	-3.6%
<b>Statewide Average</b>	<b>72.3%</b>	<b>71.8%</b>	<b>71.7%</b>	<b>73.1%</b>	<b>74.4%</b>	<b>1.8%</b>	<b>0.4%</b>

## Child Safety Seat Usage by Age Groups

The child safety seat law was upgraded in 2005 to include all children under the age of 7 years old. The law took effect July 1, 2005. Prior to that, Idaho Code required every child, under the age of four, and weighing less than 40 pounds be restrained in a car safety seat that meets the federal standards when traveling in a non-commercial motor vehicle manufactured with seat belts after January 1, 1966.

Figure 14  
Child Safety Seat Usage by Age Group in Crashes: 2001 - 2010



The change in the child safety seat law increased usage among the 4 to 6 year old age group by 16 percentage points in the last half of 2005. Increased publicity of the law change also seemed to have an effect on the 0 to 3 year old age group, increasing child safety seat usage by 5 percentage points.

Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (90%), while only 63% place their toddlers (ages 4-6) in child safety seats or booster seats, even though they are too small for seat belts to fit them correctly.

## Child Safety Seat – Self-Reported Usage

Table 32 shows self-reported child safety seat use for children in passenger cars, pickups, sport utility vehicles, and vans from 2007 to 2011.

<b>Table 32</b> <b>Self-Reported Child Safety Seat Use by Injury Type: 2007-2011</b> <b>Under Age 7</b> <b>in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans</b>							
<b>Injury Type</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011</b>	<b>Avg. Change 2007-2010</b>
Fatalities							
Restrained	4	3	1	3	2	-33.3%	36.1%
Unrestrained	2	2	3	1	2	100.0%	44.4%
Serious Injuries							
Restrained	15	15	12	10	10	0.0%	-12.2%
Unrestrained	10	10	13	13	7	-46.2%	10.0%
Visible Injuries							
Restrained	44	46	54	65	47	-27.7%	14.1%
Unrestrained	40	16	21	32	22	-31.3%	7.9%
Possible Injuries							
Restrained	199	254	175	193	173	-10.4%	2.3%
Unrestrained	77	65	54	67	51	-23.9%	-2.8%
No Injuries							
Restrained	2,522	2,334	2,168	2,193	2,019	-7.9%	-4.5%
Unrestrained	649	502	564	580	454	-21.7%	-2.5%
Total Restrained	2,785	2,653	2,411	2,465	2,251	-8.7%	-3.9%
Total Unrestrained	788	597	655	695	536	-22.9%	-2.8%
% of Children Restrained	77.9%	81.6%	78.6%	78.0%	80.8%	3.5%	0.1%

The National Highway Traffic Safety Administration (NHTSA) estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate we can deduce that a child safety seats saved 4 lives in 2011. Additionally, 22 serious injuries were prevented and 5 of the 7 unrestrained serious injuries may have been prevented if they had all been properly restrained.

## Aggressive Driving

Table 33 shows information about crashes in Idaho from 2007 through 2011 involving aggressive driving. Aggressive driving behaviors include: failure to yield right of way, fail to obey stop sign, exceeded posted speed, driving too fast for conditions, following too close, and fail to obey signal. Aggressive driving is not to be confused with road rage, which is a deliberate and violent act against another driver and is a criminal offense.

An officer may indicate up to three contributing circumstances for each vehicle in a crash. Thus the total number of fatalities and injuries attributed to these behaviors in the top portion of the table do not equal the sum of the fatalities and injuries attributed to individual behaviors in the bottom of the table.

<b>Table 33</b> <b>Aggressive Driving Crashes: 2007-2011</b>							
	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Total Aggressive Driving Crashes	14,364	13,570	12,044	11,815	10,266	-13.1%	-6.2%
Fatalities	108	100	105	88	64	-27.3%	-6.2%
Serious Injuries	928	746	638	637	573	-10.0%	-11.4%
Visible Injuries	2,283	1,867	1,778	1,929	1,726	-10.5%	-4.8%
Possible Injuries	4,784	4,326	3,920	3,986	3,546	-11.0%	-5.8%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Fail to Yield Right of Way	371	268	274	292	238	-18.5%	-6.3%
Driving Too Fast for Conditions	366	334	264	218	174	-20.2%	-15.7%
Exceeded Posted Speed	135	103	91	94	65	-30.9%	-10.7%
Following Too Close	134	92	85	88	79	-10.2%	-11.8%
Fail to Obey Stop Sign	59	47	38	29	65	124.1%	-21.1%
Fail to Obey Signal	38	48	35	47	59	25.5%	11.2%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	6.78	5.54	4.82	4.66	4.13	-11.3%	-11.5%
* Three contributing circumstances possible per unit involved in each crash							

In 2011, aggressive driving was a contributing factor in 49% of all crashes in Idaho. While 72% of all aggressive driving crashes occur in urban areas, 83% of the fatal aggressive driving crashes occur in rural areas.

Only 20% of all aggressive driving crashes involved a single vehicle, while 47% of fatal aggressive driving crashes involved only one vehicle. Of the 28 fatal aggressive driving crashes that involved a single vehicle, 23 (or 82%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was over \$967 million dollars in 2011. This represents 45% of the total costs of Idaho crashes (as shown in Table 4).



## Involvement in Aggressive Driving Crashes by Driver Age

Table 34 shows the involvement in aggressive driving crashes by driver age. Drivers ages 19 and younger were 4.2 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 2.0 times as likely as all other drivers to be involved in aggressive driving crashes. (Note: the odds ratios above compare the involvement of a group of drivers to the involvement of all other drivers combined) Drivers under the age of 25 represent more than one-third (37%) of the drivers involved in aggressive driving crashes.

<b>Table 34</b> <b>Involvement in Aggressive Driving Crashes by Drivers Age: 2011</b>								
Age	Licensed Drivers		Drivers in All Aggressive Driving Crashes			Drivers in Fatal and Injury Aggressive Driving Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
0-14	0	0.0%	20	0.2%		12	0.3%	
15	2,946	0.3%	149	1.4%	5.2	48	1.2%	4.4
16	9,801	0.9%	402	3.8%	4.3	162	4.0%	4.5
17	14,560	1.3%	535	5.1%	3.8	197	4.9%	3.7
18	16,448	1.5%	552	5.3%	3.5	190	4.7%	3.1
19	18,919	1.7%	485	4.6%	2.7	158	3.9%	2.3
20	19,675	1.8%	416	4.0%	2.2	172	4.3%	2.4
21	17,853	1.6%	372	3.6%	2.2	143	3.6%	2.2
22	19,107	1.8%	348	3.3%	1.9	137	3.4%	1.9
23	19,491	1.8%	334	3.2%	1.8	123	3.1%	1.7
24	19,707	1.8%	246	2.4%	1.3	77	1.9%	1.1
25-34	193,117	17.8%	1,981	19.0%	1.1	730	18.2%	1.0
35-44	178,614	16.5%	1,358	13.0%	0.8	530	13.2%	0.8
45-54	192,760	17.8%	1,190	11.4%	0.6	469	11.7%	0.7
55-64	181,929	16.8%	911	8.7%	0.5	384	9.6%	0.6
65-74	112,156	10.3%	538	5.1%	0.5	223	5.6%	0.5
75+	66,909	6.2%	467	4.5%	0.7	207	5.2%	0.8
Not Stated or Other			143	1.4%		50	1.2%	
<b>TOTALS</b>	<b>1,083,992</b>		<b>10,447</b>			<b>4,012</b>		
<i>* Involvement is calculated by dividing the percent of Crashes by the percent of licensed drivers.  Over-representation occurs when the value is greater than 1.0.</i>								

## Distracted Driving

Distracted driving crashes are those where 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 National Highway Traffic Safety Administration 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).

<b>Table 35</b> <b>Distracted Driving Crashes: 2007-2011</b>							
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011</b>	<b>Avg. Change 2007-2010</b>
Total Distracted Driving Crashes	7,568	6,723	6,136	5,882	4,925	-16.3%	-8.0%
Fatalities	79	72	60	60	41	-31.7%	-8.5%
Serious Injuries	680	527	490	517	372	-28.0%	-8.0%
Visible Injuries	1,492	1,152	1,153	1,256	1,064	-15.3%	-4.6%
Possible Injuries	2,822	2,413	2,284	2,316	1,906	-17.7%	-6.1%
Distracted Driving Crashes as a % of All Crashes	30.3%	29.2%	27.2%	26.1%	23.6%	-9.3%	-4.8%
Distracted Driving Fatalities as a % of All Fatalities	34.1%	31.9%	28.7%	28.7%	24.6%	-14.5%	-5.4%
Distracted Driving Injuries as a % of All Injuries	41.6%	35.9%	33.5%	34.9%	30.8%	-11.8%	-5.5%
All Fatal and Injury Crashes	8,439	8,060	8,124	8,124	7,644	-5.9%	-1.2%
Distracted Fatal/Injury Crashes	3,342	2,781	2,647	2,673	2,248	-15.9%	-6.9%
% Distracted Driving	39.6%	34.5%	32.6%	32.9%	29.4%	-10.6%	-5.8%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	4.97	3.88	3.54	3.71	2.68	-27.8%	-8.6%

Distracted driving crashes made up 24% of all crashes in 2011 and were responsible for 25% of all fatalities. While 69% of all distracted driving crashes occurred on urban roadways, 75% of the fatal distracted driving crashes occurred on rural roadways.

While only 25% of all distracted driving crashes involved a single vehicle, 47% of fatal distracted driving crashes involved a single vehicle.

The economic cost of crashes involving distracted driving was nearly \$587.5 million dollars in 2011. This represents 27% of the total costs of Idaho crashes (as shown in Table 4).

## Youthful Drivers

Table 36 shows the crashes involving youthful drivers. Youthful drivers are drivers ages 15 to 19. In 2011, more than one out of every five crashes involved a youthful driver. In 2011, youthful drivers were involved in 2.5 times as many crashes as you would expect them to be and were 2.8 times as likely as all other drivers to be involved in a crash.

<b>Table 36</b> <b>Crashes Involving Youthful Drivers (15 to 19 Years Old): 2007-2011</b>							
	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Total Crashes	6,734	5,909	5,393	5,177	4,648	-10.2%	-8.3%
Fatalities	42	39	43	31	34	9.7%	-8.3%
Serious Injuries	426	348	283	274	211	-23.0%	-13.4%
Visible Injuries	1,127	881	791	927	784	-15.4%	-5.0%
Possible Injuries	2,234	1,919	1,769	1,719	1,541	-10.4%	-8.2%
Drivers 15-19 in Fatal & Serious Injury Crashes	374	296	274	225	201	-10.7%	-15.4%
% of all Drivers in Fatal & Serious Injury Crashes	14.9%	13.8%	12.8%	11.4%	10.7%	-5.6%	-8.6%
Licensed Drivers 15-19	65,173	63,451	62,912	62,467	62,674	0.3%	-1.4%
% of Total Licensed Drivers	6.3%	6.1%	6.0%	5.8%	5.8%	-1.0%	-2.4%
Driver Involvement Rate*	2.37	2.26	2.15	1.94	1.85	-4.7%	-6.3%
Teen Drivers in Fatal Crashes	36	36	37	27	28	3.7%	-8.1%
Impaired Teen Drivers in Fatal Crashes	9	10	9	6	8	33.3%	-10.7%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	25.0%	27.8%	24.3%	22.2%	28.6%	28.6%	-3.3%
<i>*The Driver Involvement Rate is the percent of drivers involved in fatal and serious injury Crashes divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.</i>							

The 34 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 34 people killed in youthful driver crashes, 18 were the youthful drivers. Only 5 of the 17 youthful passenger motor vehicle drivers killed (29%) were wearing seat belts. One of the youthful drivers killed was a motorcyclist.

Additionally, there were 9 teen passengers killed in motor vehicle crashes (6 of the 9 were killed in crashes involving youthful drivers). Of the 9 teen passenger motor vehicle passengers killed in crashes, 4 (44%) were wearing seat belts.

While 69% of all crashes involving youthful drivers occurred in urban areas, 78% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2011, the economic cost of crashes involving youthful drivers was \$451.4 million dollars. This represents 21% of the total cost of crashes (as shown in Table 4).

## Emergency Medical Services

Table 37 shows Emergency Medical Services (EMS) response to crashes in Idaho. EMS response to crashes indicates the number of crashes where an EMS unit responded and transported persons to medical facilities.

<b>Table 37</b> <b>Emergency Medical Services Response to Crashes: 2007-2011</b>							
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011</b>	<b>Avg. Change 2007-2010</b>
Total Crashes	26,452	25,002	22,992	22,555	20,833	-7.6%	-5.1%
Fatal & Injury Crashes							
With EMS Response	6,471	5,826	5,570	5,613	5,140	-8.4%	-4.5%
% with EMS Response	76.7%	69.0%	69.1%	69.1%	67.2%	-2.7%	-3.3%
Persons Killed or Injured in Crashes	13,846	12,227	11,619	11,934	11,033	-7.5%	-4.7%
Transported from Rural Areas	3,110	2,761	2,584	2,649	2,236	-15.6%	-5.0%
Transported from Urban Areas	2,871	2,480	2,445	2,397	2,258	-5.8%	-5.7%
Total Transported by EMS	5,981	5,241	5,029	5,046	4,494	-10.9%	-5.4%
% of Killed/Injured Transported	43.2%	42.9%	43.3%	42.3%	40.7%	-3.7%	-0.7%
Trapped and Extricated	566	495	556	518	457	-11.8%	-2.4%
Fatal/Serious Injuries Transported by Helicopter	233	173	156	177	149	-15.8%	-7.4%

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

## Pedestrians in Crashes

Table 38 gives information about pedestrians in crashes from 2007 to 2011. Crashes involving pedestrians increased by almost 11% in 2011 while the number of pedestrians killed in motor vehicle crashes remained unchanged. Of all pedestrians involved in crashes in 2011, 93% received some degree of injury. Of the pedestrians killed in motor vehicle crashes in 2011, 1 was 8 years of age, 1 was 22 years of age, and the other 8 were 34 years of age or older. Impaired pedestrians were involved in 7% of all pedestrian crashes and 18% of fatal pedestrian crashes.

<b>Table 38</b> <b>Pedestrians in Crashes: 2007-2011</b>							
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011</b>	<b>Avg. Change 2007-2010</b>
Pedestrian Crashes	244	212	201	195	216	10.8%	-7.1%
Fatalities	17	11	10	10	10	0.0%	-14.8%
Serious Injuries	65	50	56	41	55	34.1%	-12.6%
Visible Injuries	90	93	79	86	80	-7.0%	-1.0%
Possible Injuries	83	73	63	73	66	-9.6%	-3.3%
Pedestrians in Crashes	259	230	214	212	226	6.6%	-6.4%
Pedestrian Fatal and Serious Injuries	82	61	66	51	65	27.5%	-13.4%
% of All Fatal and Serious Injuries	4.7%	3.5%	4.1%	3.2%	4.5%	40.1%	-10.6%
Impaired Fatal and Serious Injuries*	14	9	12	7	9	28.6%	-14.7%
% of Ped Fatal & Serious Injuries	17.1%	14.8%	18.2%	13.7%	13.8%	0.9%	-5.0%
Pedestrians in Fatal and Injury Crashes by Age							
0 to 3	8	4	4	5	3	-40.0%	108.3%
4 to 14	52	48	44	55	34	-38.2%	3.0%
15 to 19	53	32	44	37	34	-8.1%	-6.0%
20 to 24	28	26	30	19	21	10.5%	-9.5%
25 to 34	29	28	29	27	26	-3.7%	-2.3%
35 to 44	21	20	16	17	18	5.9%	-6.2%
45 to 54	22	30	15	23	29	26.1%	13.2%
55 to 64	21	15	17	17	22	29.4%	-5.1%
65 and Older	18	24	12	11	22	100.0%	-8.3%
Missing/Unknown Age	6	3	2	0	2	#DIV/0!	-61.1%
* Implies the pedestrian was impaired, the sobriety of the driver that struck the pedestrian is not taken into account.							

In 2011, the economic cost of crashes involving pedestrians was \$89.6 million dollars. This represents 4% of the total cost of Idaho crashes (as shown in Table 4).

## Bicyclists in Crashes

Table 39 gives information about bicyclists in crashes from 2007 to 2011. The number of bicycle crashes remained virtually unchanged in 2011, however, there were no bicyclists killed. This is one of the few areas that crashes haven't been decreasing over the past three years. This may be a result of more people using alternate forms of transportation. Of the bicyclists involved in crashes in 2011, 96% received some degree of injury. Of all bicyclists involved in crashes in 2011, 22% were between the ages of 4 and 14.

<b>Table 39</b> <b>Bicyclists in Crashes: 2007-2011</b>							
	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Bicycle Crashes	321	344	363	345	346	0.3%	2.6%
Fatalities	2	2	7	4	0	-100.0%	69.0%
Serious Injuries	35	50	55	43	45	4.7%	10.3%
Visible Injuries	161	146	157	167	174	4.2%	1.5%
Possible Injuries	124	143	140	121	117	-3.3%	-0.1%
Bicyclists in Crashes	333	352	364	349	349	0.0%	1.7%
Bicycle Fatal and Serious Injuries	37	52	62	47	45	-4.3%	11.9%
% of All Fatal and Serious Injuries	2.1%	3.0%	3.8%	2.9%	3.1%	5.3%	14.9%
Bicyclists in Crashes Wearing Helmets	58	58	56	63	83	31.7%	3.0%
% of Bicyclists Wearing Helmets	17.4%	16.5%	15.4%	18.1%	23.8%	31.7%	1.8%
Impaired Fatal and Serious Injuries*	3	3	2	4	2	-50.0%	33.3%
% of Bicycle Fatal & Serious Injuries	8.1%	5.8%	3.2%	8.5%	4.4%	-47.8%	22.4%
Bicyclists in Fatal & Injury Crashes by Age							
0 to 3	1	3	0	0	1	0.0%	#DIV/0!
4 to 14	87	74	69	64	75	17.2%	-9.6%
15 to 19	78	76	76	64	70	9.4%	-6.1%
20 to 24	43	52	61	54	51	-5.6%	8.9%
25 to 34	43	49	49	64	59	-7.8%	14.9%
35 to 44	29	40	36	31	31	0.0%	4.7%
45 to 54	30	26	30	37	31	-16.2%	8.5%
55 to 64	11	17	27	23	16	-30.4%	32.9%
65 and Older	5	7	10	6	7	16.7%	14.3%
Missing/Unknown Age	6	8	6	6	1	-83.3%	2.8%
* Implies the bicyclist was impaired, the sobriety of the driver that struck the bicyclist is not taken into account.							

The percentage of bicyclists involved in crashes that were wearing helmets continues to remain very low at 24%. However, 42% of bicyclists 35 years of age and older involved in crashes were wearing helmets while only 18% of bicyclists under age 35 were wearing helmets.

In 2011, the economic cost of crashes involving bicyclists was \$35.7 million dollars. This represents 3% of the total cost of Idaho crashes (as shown in Table 4).

## Motorcyclists in Crashes

Table 40 shows data for motorcyclists involved in crashes from 2007 to 2011. The number of motorcycle crashes decreased in 2011 by 7% and motorcycle fatalities decreased 39%. Of all motorcyclists involved in crashes in 2011, 85% received some degree of injury. Of all motorcycle crashes, 10% involved impaired motorcyclists, while 35% of fatal motorcycle crashes involved impaired motorcyclists. Nearly half (49%) of all motorcycle crashes were single-vehicle crashes and 65% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2011, 65% were over the age of 40.

While Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet, 55% of those riders involved in crashes in 2011 were wearing a helmet.

<b>Table 40</b> <b>Motorcyclists in Crashes: 2007-2011</b>							
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011</b>	<b>Avg. Change 2007-2010</b>
Motorcycle Crashes	615	678	571	528	489	-7.4%	-4.4%
Fatalities	29	29	34	28	17	-39.3%	-0.1%
Serious Injuries	194	192	182	185	153	-17.3%	-1.5%
Visible Injuries	271	281	214	209	192	-8.1%	-7.5%
Possible Injuries	123	180	146	101	104	3.0%	-1.1%
Motorcyclists in Crashes	718	773	660	615	549	-10.7%	-4.6%
Registered Motorcycles*	45,752	62,673	54,568	54,283	56,643	4.3%	7.8%
Motorcyclists Wearing Helmets	343	423	318	332	299	-9.9%	1.0%
% Motorcyclists Wearing Helmets	47.8%	54.7%	48.2%	54.0%	54.5%	0.9%	4.9%
Motorcycle Drivers in Crashes by Age							
0 to 14	6	8	5	3	2	-33.3%	-14.7%
15 to 20	60	77	43	39	27	-30.8%	-8.4%
21 to 24	62	71	55	51	50	-2.0%	-5.1%
25 to 34	124	127	111	95	92	-3.2%	-8.2%
35 to 44	118	115	105	86	95	10.5%	-9.8%
45 to 54	135	167	132	131	106	-19.1%	0.7%
55 to 64	100	105	104	93	93	0.0%	-2.2%
65 and up	24	24	29	44	24	-45.5%	24.2%
Missing/Unknown	5	6	4	3	3	0.0%	-12.8%
* Obtained from Economics and Research Section, Idaho Transportation Department - Units Registered by Registration Type							

In 2011, the economic cost of crashes involving motorcyclists was \$384.5 million dollars. This represents 8% of the total cost of Idaho crashes (as shown in Table 4).

## Commercial Motor Vehicles in Crashes

Table 41 shows Commercial Motor Vehicle (CMV) crashes for 2007 through 2011. For the purposes of crash reporting, CMV's 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 category also includes pickups with dual rear wheels and smaller vehicles that are carrying hazardous materials.

<b>Table 41</b> <b>Commercial Motor Vehicle Crash Rates : 2007-2011</b>							
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Fatal Crashes	28	30	23	14	22	57.1%	-18.4%
Injury Crashes	518	443	348	378	421	11.4%	-9.1%
Total Crashes	1,878	1,838	1,355	1,433	1,535	7.1%	-7.6%
Commercial VMT (100 millions)	29.6	27.4	26.8	27.2	26.9	-1.1%	-2.6%
Fatal Crash Rate	0.9	1.1	0.9	0.5	0.8	58.9%	-15.3%
Injury Crash Rate	17.5	16.2	13.0	13.9	15.6	12.6%	-6.8%
Total Crash Rate	63.5	67.2	50.6	52.6	57.0	8.3%	-5.0%

Table 42 presents the location of CMV crashes by severity and roadway type. While 56% of all CMV crashes occurred on rural roadways, 86% of fatal CMV crashes took place on rural roadways.

The largest percentage of all CMV crashes (42%) occurred on local roads, while the largest percentage of fatal CMV crashes (59%) took place on US and State highways.

<b>Table 42</b> <b>Location of Commercial Motor Vehicle Crashes by Roadway Type: 2011</b>								
	<b>Fatal</b>		<b>Injury</b>		<b>Property Damage</b>		<b>All Crashes</b>	
Interstate								
Rural	2	9.1%	67	15.9%	152	13.9%	221	14.4%
Urban	1	4.5%	31	7.4%	91	8.3%	123	8.0%
U.S. or State Highway								
Rural	13	59.1%	118	28.0%	254	23.3%	385	25.1%
Urban	0	0.0%	31	7.4%	129	11.8%	160	10.4%
Local								
Rural	4	18.2%	67	15.9%	182	16.7%	253	16.5%
Urban	2	9.1%	107	25.4%	284	26.0%	393	25.6%
<b>Total</b>	<b>22</b>	<b>1.4%</b>	<b>421</b>	<b>27.4%</b>	<b>1,092</b>	<b>71.1%</b>	<b>1,535</b>	



Table 43 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2007 to 2011.

<b>Table 43</b> <b>Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2007-2011</b>							
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
<b>Bus</b>							
Fatal Crashes	0	0	3	0	1	100.0%	33.3%
Injury Crashes	39	32	31	43	32	-25.6%	5.9%
Property Damage Crashes	103	122	117	91	75	-17.6%	-2.6%
<b>Single Unit Truck</b>							
Fatal Crashes	10	10	8	3	8	166.7%	-27.5%
Injury Crashes	171	151	126	119	116	-2.5%	-11.3%
Property Damage Crashes	450	432	320	319	291	-8.8%	-10.1%
<b>Single Unit Truck with Trailer</b>							
Fatal Crashes	1	2	1	0	0	0.0%	-16.7%
Injury Crashes	41	43	27	20	14	-30.0%	-19.4%
Property Damage Crashes	137	120	81	69	44	-36.2%	-19.9%
<b>Truck Tractor Only (Bobtail)</b>							
Fatal Crashes	1	0	0	2	0	-100.0%	33.3%
Injury Crashes	10	6	7	9	10	11.1%	1.7%
Property Damage Crashes	21	18	14	13	16	23.1%	-14.6%
<b>Semi with Single-Trailer Configurations</b>							
Fatal Crashes	16	16	8	8	8	0.0%	-16.7%
Injury Crashes	237	189	142	158	161	1.9%	-11.3%
Property Damage Crashes	527	592	409	492	503	2.2%	0.6%
<b>Semi with Double-Trailer Configurations</b>							
Fatal Crashes	0	2	2	1	3	200.0%	-16.7%
Injury Crashes	32	32	19	34	31	-8.8%	12.8%
Property Damage Crashes	110	103	59	72	91	26.4%	-9.0%
<b>Semi with Triple-Trailer Configurations</b>							
Fatal Crashes	1	1	1	0	0	0.0%	-33.3%
Injury Crashes	1	2	2	3	4	33.3%	50.0%
Property Damage Crashes	11	10	6	5	9	80.0%	-21.9%

**\*\* Crashes between vehicle types are not mutually exclusive. In other words, a crash involving a bus and a single unit truck would be represented in both categories**

Table 44 shows different vehicle types as a percent of all vehicles in crashes excluding pedestrians, bicyclists, and non-motor vehicles.

**Table 44**  
**Vehicles in All Crashes by Vehicle Type: 2007-2011**

<b>Vehicle Type</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011</b>	<b>Avg. Change 2007-2010</b>
Passenger Cars	21,897	19,974	18,462	17,918	17,102	-4.6%	-6.4%
%	47.7%	46.9%	47.2%	46.6%	46.9%	0.6%	-0.8%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	21,010	19,554	18,266	18,098	16,474	-9.0%	-4.8%
%	45.8%	45.9%	46.7%	47.1%	45.2%	-4.1%	0.9%
Medium Trucks*	828	776	568	543	478	-12.0%	-12.5%
%	1.8%	1.8%	1.5%	1.4%	1.3%	-7.3%	-7.4%
Large Trucks**	994	998	693	813	859	5.7%	-4.3%
%	2.2%	2.3%	1.8%	2.1%	2.4%	11.3%	1.0%
Buses	144	156	151	134	110	-17.9%	-2.0%
%	0.3%	0.4%	0.4%	0.3%	0.3%	-13.5%	4.1%
Motorcycles	640	707	590	549	500	-8.9%	-4.3%
%	1.4%	1.7%	1.5%	1.4%	1.4%	-4.0%	1.5%
All Other***	352	440	406	385	963	150.1%	4.0%
%	0.8%	1.0%	1.0%	1.0%	2.6%	163.5%	10.5%
TOTALS	45,865	42,605	39,136	38,440	36,486	-5.1%	-5.7%

\*Medium trucks are single unit trucks with more than 2 tires per axle or more than 2 axles.

\*\*Large trucks include bobtail tractors and tractor-semitrailer combinations.

\*\*\*Includes Farm Equipment, Recreational Vehicles, Construction , ATVs, Trains, Snowmobiles, Other, and Unknown or Missing data.

Table 45 presents injury severity comparisons by vehicle type for all persons in CMV crashes. In 2011, there were 4,260 people involved in CMV crashes. Occupants of passenger vehicles comprised 44% of the people involved in CMV crashes. Of the 26 fatalities that occurred in CMV crashes, 69% were occupants of passenger cars, pickups, vans, or other vehicles while 19% were occupants of CMV's.

<b>Table 45</b> <b>Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2011</b>					
<b>Injury Severity</b>	<b>Commercial Motor Vehicle</b>	<b>Car</b>	<b>Pickup, Van and SUVs*</b>	<b>All Other**</b>	<b>Totals</b>
Fatalities	5	14	4	3	26
% of Fatalities	19.2%	53.8%	15.4%	11.5%	0.6%
Serious Injuries	25	42	22	6	95
% of Serious Injuries	26.3%	44.2%	23.2%	6.3%	2.2%
Visible Injuries	57	59	73	7	196
% of Visible Injuries	29.1%	30.1%	37.2%	3.6%	4.6%
Possible Injuries	115	91	147	7	360
% of Possible Injuries	31.9%	25.3%	40.8%	1.9%	8.5%
Non-Injury	2,142	560	847	34	3,583
% of Non- Injury	59.8%	15.6%	23.6%	0.9%	84.1%
Unknown	0	0	0	0	0
% of Unknown	0.0%	0.0%	0.0%	0.0%	0.0%
Column Totals	2,344	766	1,093	57	4,260
(% OF TOTAL)	55.0%	18.0%	25.7%	1.3%	
<i>*SUV is an acronym for Sport Utility Vehicles.</i> <i>**Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.</i>					

In 2011, the economic cost of crashes involving commercial motor vehicles was \$235.1 million dollars. This represents 11% of the total cost of Idaho crashes (as shown in Table 4).

## Motor Vehicle Crashes in Work Zones

**Table 46**  
**Crashes in Work Zones: 2007-2011**

	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Work Zone Crashes	297	279	378	517	441	-14.7%	22.1%
Fatalities	2	7	3	1	3	200.0%	42.1%
Serious Injuries	20	27	13	43	35	-18.6%	71.3%
Visible Injuries	46	54	53	64	79	23.4%	12.1%
Possible Injuries	68	108	110	162	128	-21.0%	36.0%
% All Crashes	1.2%	1.1%	1.6%	2.3%	2.1%	-7.6%	26.9%
Workers Injured	3	2	1	0	2	100.0%	-61.1%

Workers on the roadway are especially vulnerable since their attention is focused on the task at hand rather than on the traffic passing by. While most crashes occurring in work zones do not involve a worker, there have been a few crashes that have involved workers.

There were 3 workers visibly injured in 2007; a flagger was struck in Bonner County, a flagger was struck in Canyon County, and a flagger was struck in Elmore County. In 2008, a flagger was struck by a car ignoring the flagger's instructions and an electrical worker was struck by a semi trailer that was making a right hand turn. In 2009, a flagger was struck in Kootenai County in a hit and run crash. In 2011, a worker was struck by the passenger mirror by a hit and run vehicle while moving traffic cones in Kootenai County and a worker was backed over by a cement truck in Canyon County.

Single-vehicle crashes comprised 20% of the crashes in work zones in 2011. Overturn (30%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Concrete Traffic Barrier (13%), Other Object - Not Fixed (9%), and Embankment (9%). Rear End (68%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (13%).

Table 47 shows work zone crashes by road type.

<b>Table 47</b> <b>Work Zone Crashes by Roadway Type: 2011</b>								
	<b>Fatal Crashes</b>		<b>Injury Crashes</b>		<b>Property Damage Crashes</b>		<b>All Crashes</b>	
Interstate								
Rural	1	33.3%	19	12.6%	35	12.2%	55	12.5%
Urban	0	0.0%	43	28.5%	103	35.9%	146	33.1%
U.S. or State Highway								
Rural	2	66.7%	39	25.8%	59	20.6%	100	22.7%
Urban	0	0.0%	21	13.9%	36	12.5%	57	12.9%
Local								
Rural	0	0.0%	7	4.6%	5	1.7%	12	2.7%
Urban	0	0.0%	22	14.6%	49	17.1%	71	16.1%
<b>Total</b>	<b>3</b>	<b>0.7%</b>	<b>151</b>	<b>34.2%</b>	<b>287</b>	<b>65.1%</b>	<b>441</b>	

Table 48 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

<b>Table 48</b> <b>Crashes in Work Zones by Transportation District: 2011</b>				
	<b>Fatal Crashes</b>	<b>Injury Crashes</b>	<b>Property Damage Crashes</b>	<b>Total Crashes</b>
District 1	1	24	21	46
District 2	1	7	13	21
District 3	0	73	165	238
District 4	1	21	32	54
District 5	0	19	35	54
District 6	0	7	21	28
<b>Statewide</b>	<b>3</b>	<b>151</b>	<b>287</b>	<b>441</b>

In 2011, the economic cost of crashes in work zones was \$45.4 million dollars. This represents just over 2% of the total cost of Idaho crashes (as shown in Table 4).

## Glossary of Terms

The following terms are used throughout this report and are provided to clarify the meaning of the data.

**BICYCLE (PEDACYCLE):** Every vehicle propelled exclusively by human power upon which any person may ride, having two tandem wheels, except scooters and similar devices.

**CHILD SAFETY SEAT:** A car safety seat that meets the requirements of Federal Motor Vehicle Standard 213. As of July 1, 2005, every child under the age of seven that is transported in a motor vehicle must be properly restrained in such a seat.

**CRASH (TRAFFIC):** An unintended event that causes a death, injury, or damage and involves a motor vehicle on a public roadway.

**DRIVER (OPERATOR):** Every person who is in actual physical control of a motor vehicle upon a highway.

**FATAL CRASH:** Any motor vehicle crash that resulted in the death of one or more persons due to injuries received from the crash within 30 days of the crash.

**FATALITY:** An individual involved in a motor vehicle crash who died within 30 days of the crash as a result of injuries sustained in the crash.

**HEAVY TRUCK:** A motor vehicle exceeding 8,000 pounds gross weight; has two or more wheels per axle or has more than two axles; and is designed, used, or maintained primarily for the transportation of property.

**IMPAIRED DRIVING CRASH:** Any crash in which an officer indicated on the crash report that alcohol or drugs were used, or were a contributing factor in the crash.

**INJURY:** Bodily harm to a person as a result of a motor vehicle crash.

### **INJURY SEVERITY:**

**Fatal Injury (Death) -** Any injury that results in the death of a person within 30 days of the crash in which the injury was sustained.

**Serious Injury (Incapacitating Injury) -** Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.

**Visible Injury (Non-incapacitating, Evident Injury) -** Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred.

**Possible Injury -** Any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating, evident injury.

**LICENSED DRIVER:** A person who is licensed by a State to operate a motor vehicle on public highways. In Idaho, a person who has reached the age of 15 years, and who has successfully completed an approved driver's training course, may apply for a class "D" license. Driving privileges are restricted to daylight hours only until the age of 16.

**LOCAL ROAD:** Any road other than an Interstate, U.S., or State Highway.

**MOTOR VEHICLE:** Every motorized vehicle which is self-propelled or propelled by electric power obtained from overhead trolley wires but not operated upon rails except motorized wheelchairs.

## Glossary of Terms (Continued)

**OCCUPANT:** A person who is in or on a motor vehicle.

**PASSENGER:** Any occupant of a vehicle other than its driver.

**PEDESTRIAN:** Any person afoot and any person operating a wheelchair or motorized wheelchair.

**PROPERTY DAMAGE ONLY:** Any crash in which there was property damage of \$751 or more to any one person but no injuries or fatalities prior to 2006. The threshold was increased to \$1,501 or more in 2006 and later.

**RURAL:** All areas, incorporated and unincorporated, with a population of less than 5,000 people.

**SEAT BELT:** A device designed to hold the occupant of a motor vehicle in the seat of a vehicle that was manufactured with safety belts in compliance with Federal Motor Vehicle safety standard number 208. Each occupant of a motor vehicle which has a gross vehicle weight of not more than 8,000 pounds, and so manufactured, shall have a seat belt properly fastened about his body at all times when the vehicle is in motion.

**STATE HIGHWAY SYSTEM:** Includes all Interstate, U.S. and State highways (i.e. I-84, US 95, SH 75)

**TRACTOR/BOBTAIL:** A motor vehicle designed and used primarily for drawing other vehicles but not so constructed as to carry a load other than part of the weight of the vehicle and load so drawn.

**URBAN:** Any incorporated area with a population of 5,000 or more.

**VEHICLE:** Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices used exclusively upon stationary rails or tracks.

**VIOLATION:** A conviction of a misdemeanor charge involving a moving traffic violation, or an admission or judicial determination of the commission of an infraction involving a moving traffic infraction, except bicycle infractions.

## References and Notes

1. U.S. Department of Transportation, Federal Highway Administration, Memorandum: Treatment of the Economic Value of a Statistical Life in Departmental Analyses, March 19, 2008.
2. Blincoe, L.J., et al, The Economic Cost of Motor Vehicle Crashes, 2000, May, 2002. Washington, DC: U.S. Department of Transportation, National Highway Traffic Safety Administration, DOT HS 809 446.
3. Kahane, Charels J., Fatality Reduction by Safety Belts for Front-Seat Occupants of Cars and Light Trucks, December 2000, Washington D.C.: U.S Department of Transportation, National Highway Traffic Safety Administration, DOT HS 809 199.
4. Haddon and S. Baker, "Injury Control", Chapter 8, Preventive and Community Medicine, Edited by C. Clark and B. MacMahon, Title Brown and Co., New York, 1987.
5. Highway District boundaries: District I - North Idaho (Boundary, Bonner, Kootenai, Benewah, and Shoshone Counties), District II - North Central Idaho (Latah, Nez Perce, Lewis, Clearwater, and Idaho Counties), District III - Southwest Idaho (Adams, Valley, Washington, Payette, Gem, Boise, Canyon, Ada, Owyhee, and Elmore Counties), District IV - South Central Idaho (Camas, Blaine, Gooding, Lincoln, Minidoka, Jerome, Twin Falls, and Cassia Counties), District V - Southeast Idaho (Bingham, Power, Bannock, Caribou, Oneida, Franklin, and Bear Lake Counties) and District VI - Eastern Idaho ( Lemhi, Custer, Butte, Clark, Fremont, Jefferson, Madison, Teton, and Bonneville Counties).
6. Dean, J. Michael, Reading, James C., and Nechodom, Patricia J., Overreporting and Measured Effectiveness of Seat Belts in Motor Vehicle Crashes in Utah, Transportation Research Record 1485, Transportation Research Board, National Research Council, National Academy Press, 1995.



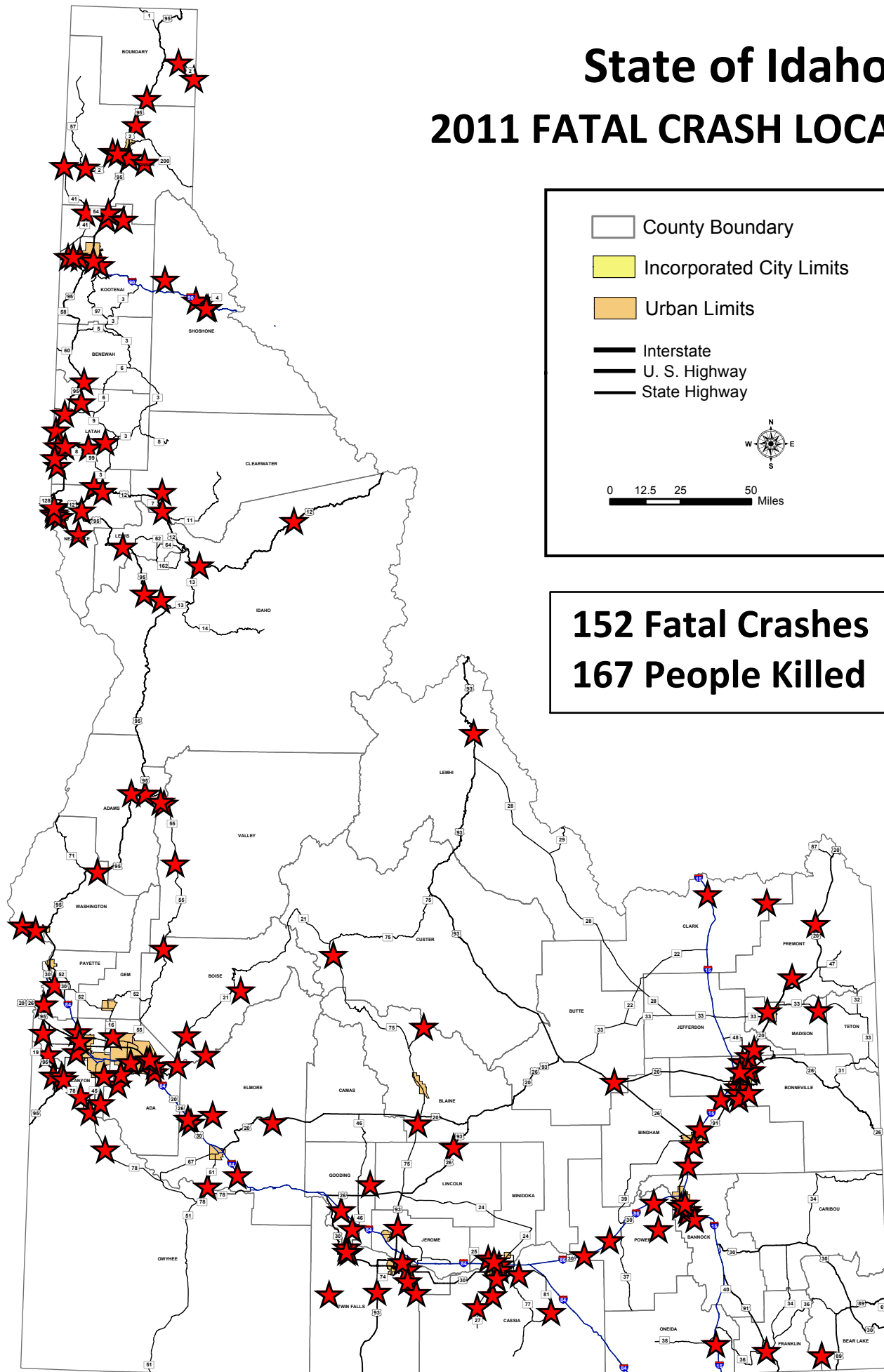
# **APPENDIX A: Maps of Fatal Crash Locations in 2011**

Each spot indicates the location of a fatal crash. The number of fatalities for each transportation district is also given. The maps are intended to give general locations of fatal crashes; the precise location cannot be determined from maps. For precise locations or for the number of crashes on a given roadway, please contact the Office of Highway Safety.



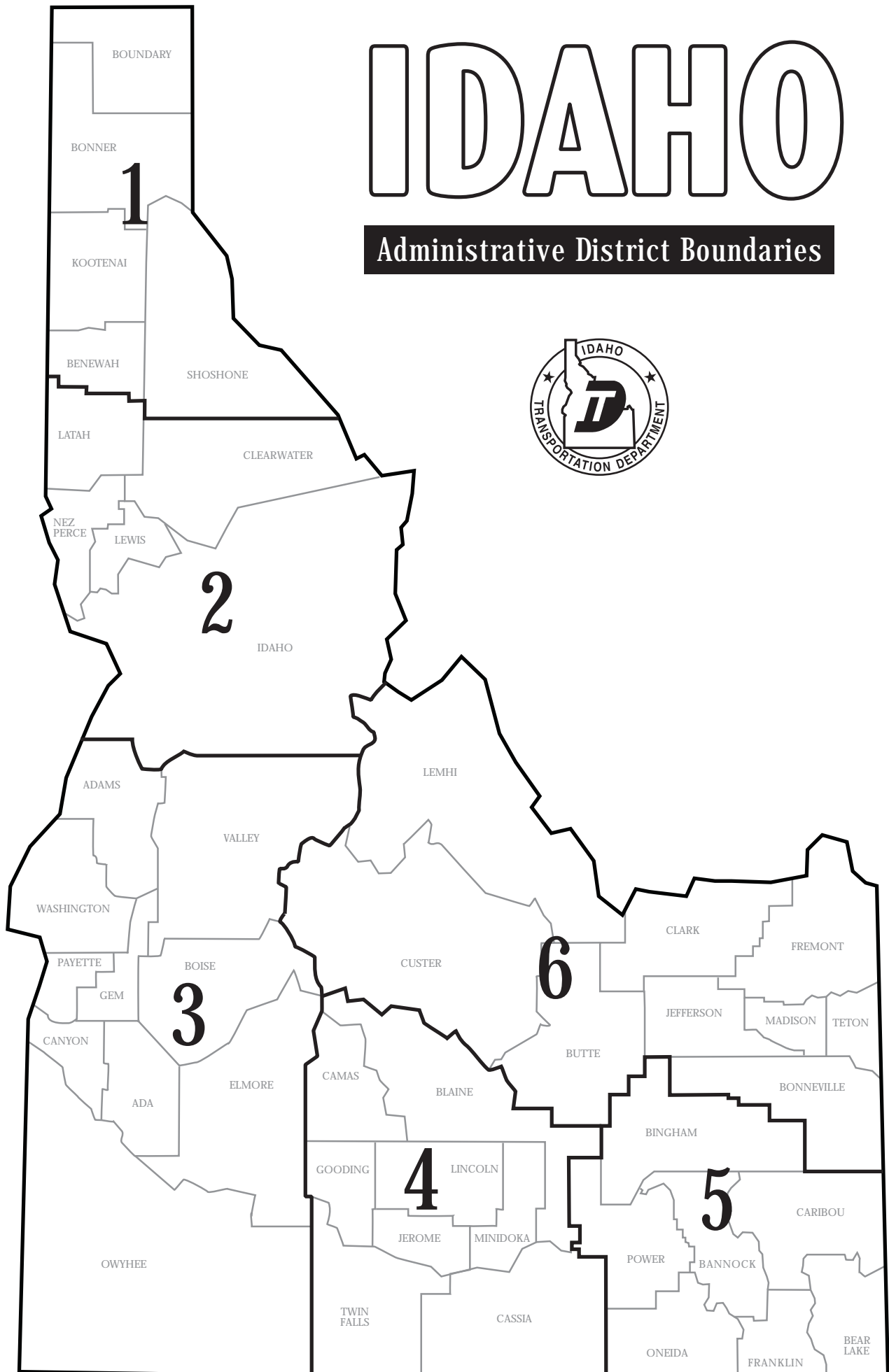
# State of Idaho

## 2011 FATAL CRASH LOCATIONS



# IDAHO

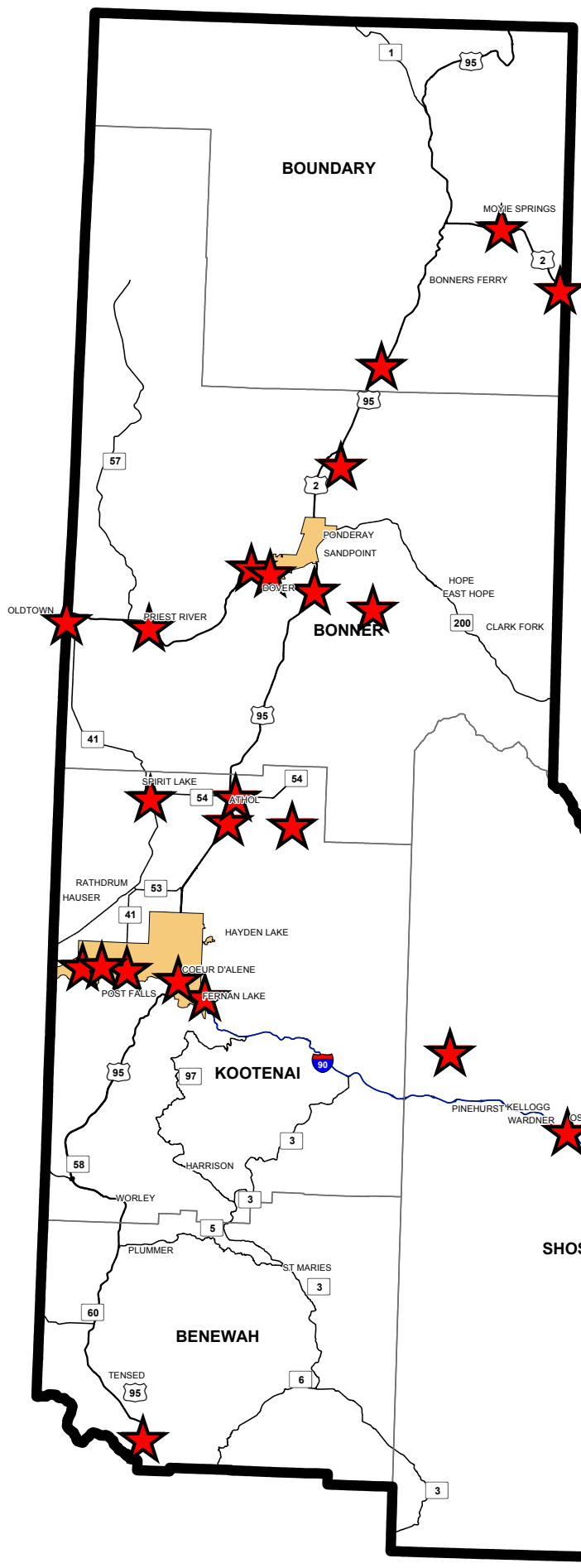
## Administrative District Boundaries



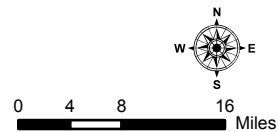
# State of Idaho

## DISTRICT ONE

### 2011 FATAL CRASH LOCATIONS



- County Boundary
- Incorporated City Limits
- Urban Limits
- Interstate
- U. S. Highway
- State Highway

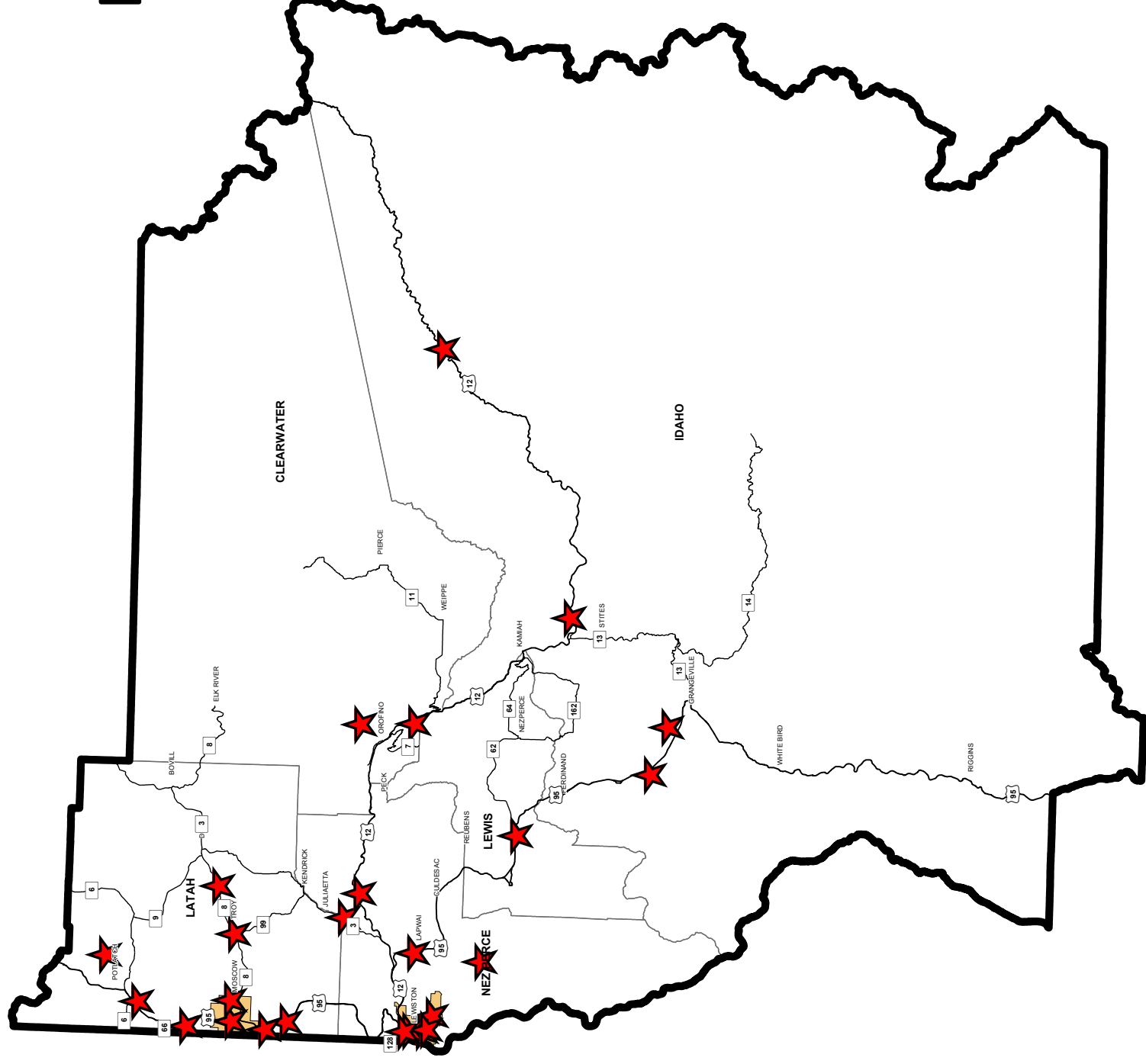


**25 Fatal Crashes**  
**26 People Killed**



May 2012

**State of Idaho**  
**DISTRICT TWO**  
**2011 FATAL**  
**CRASH LOCATIONS**



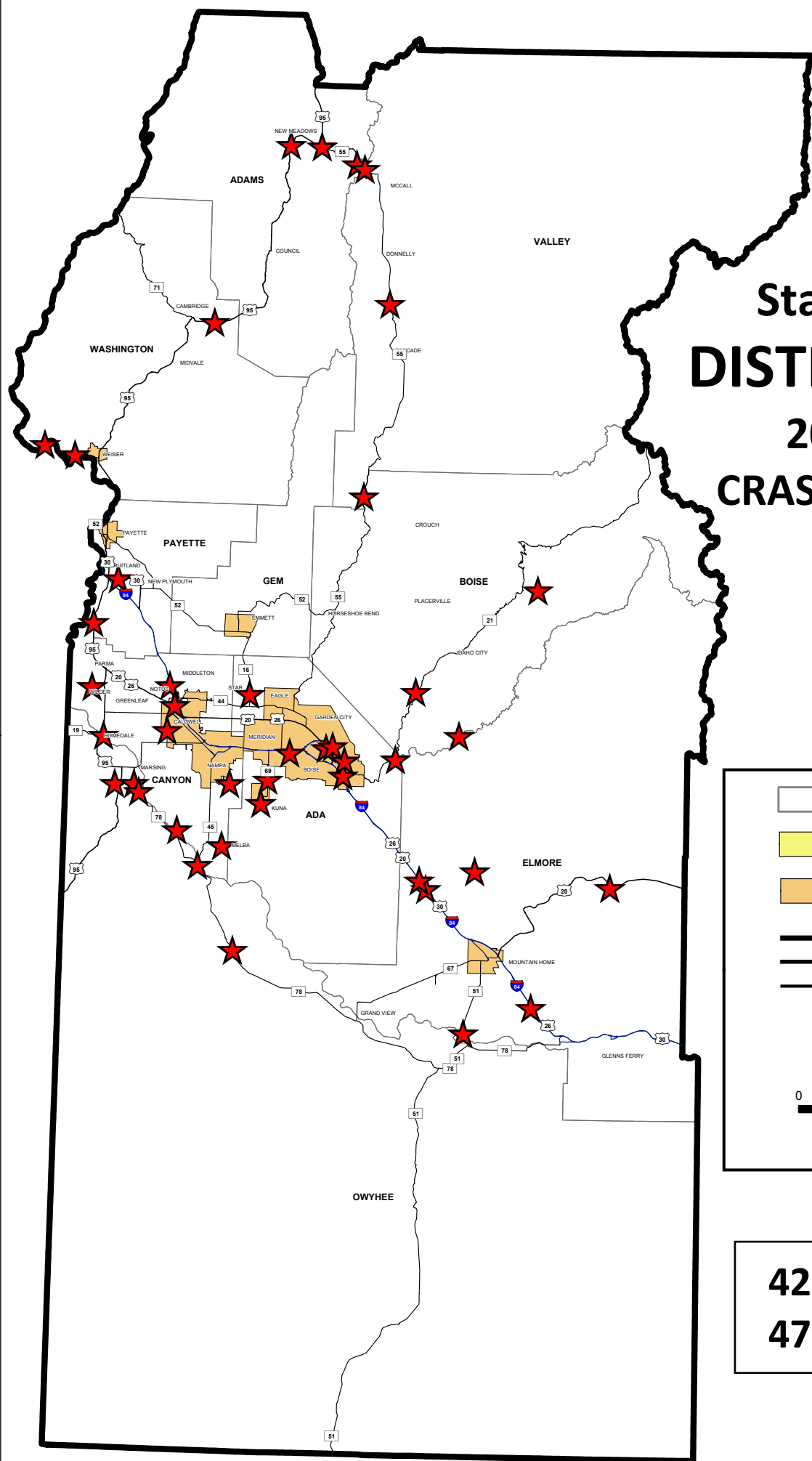
**25 Fatal Crashes**  
**28 People Killed**





May 2012

# State of Idaho DISTRICT THREE 2011 FATAL CRASH LOCATIONS



- County Boundary
- Incorporated City Limits
- Urban Limits
- Interstate
- U. S. Highway
- State Highway



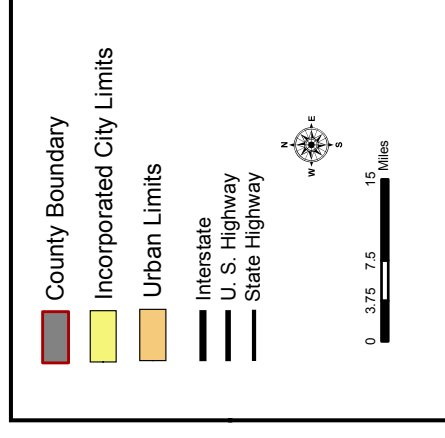
0 4.5 9 18 Miles

**42 Fatal Crashes  
47 People Killed**

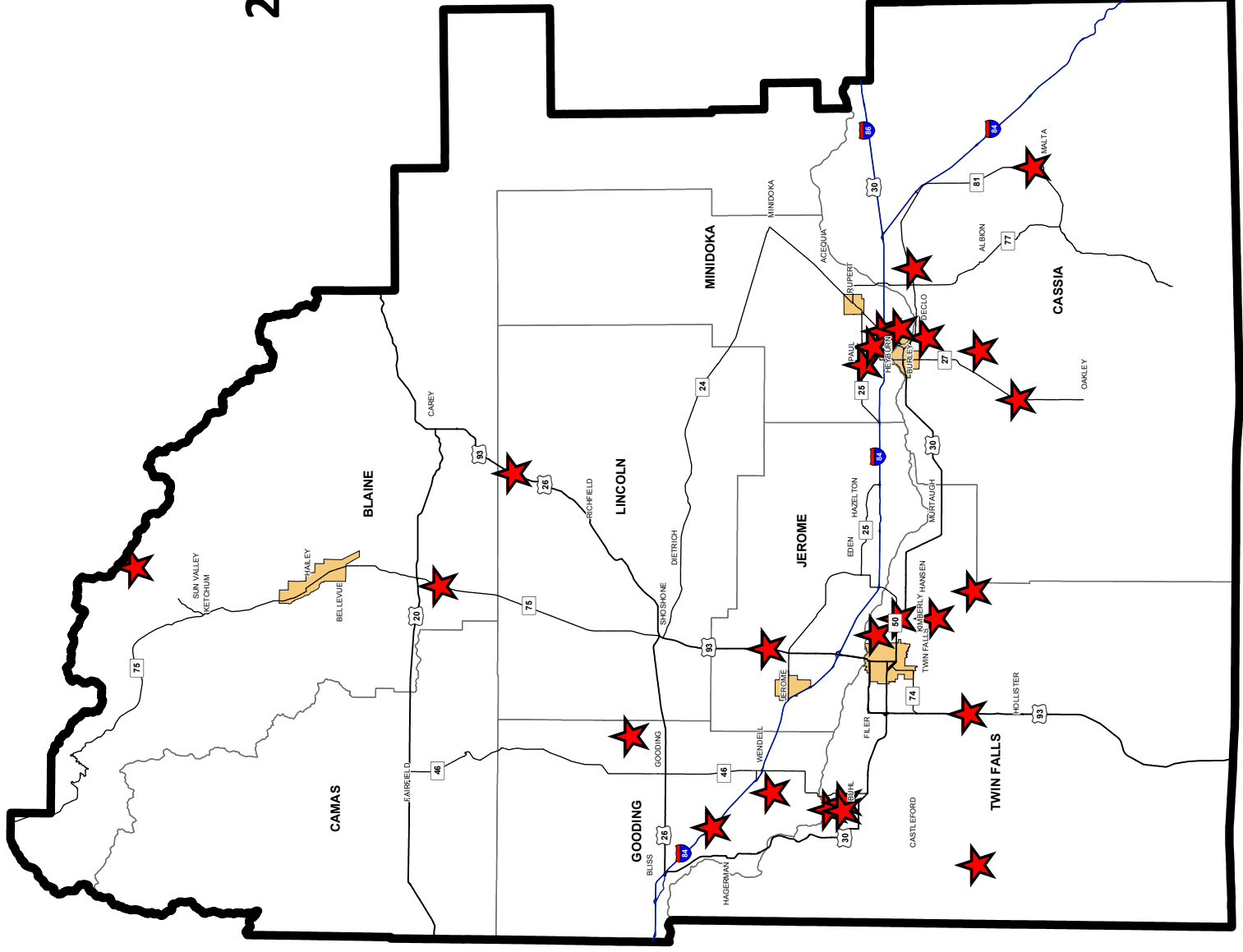
# State of Idaho

## DISTRICT FOUR

### 2011 FATAL CRASH LOCATIONS



25 Fatal Crashes  
26 People Killed

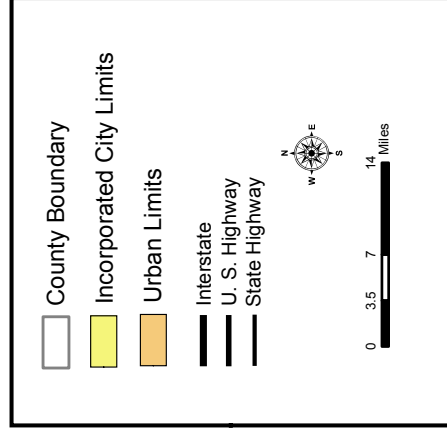




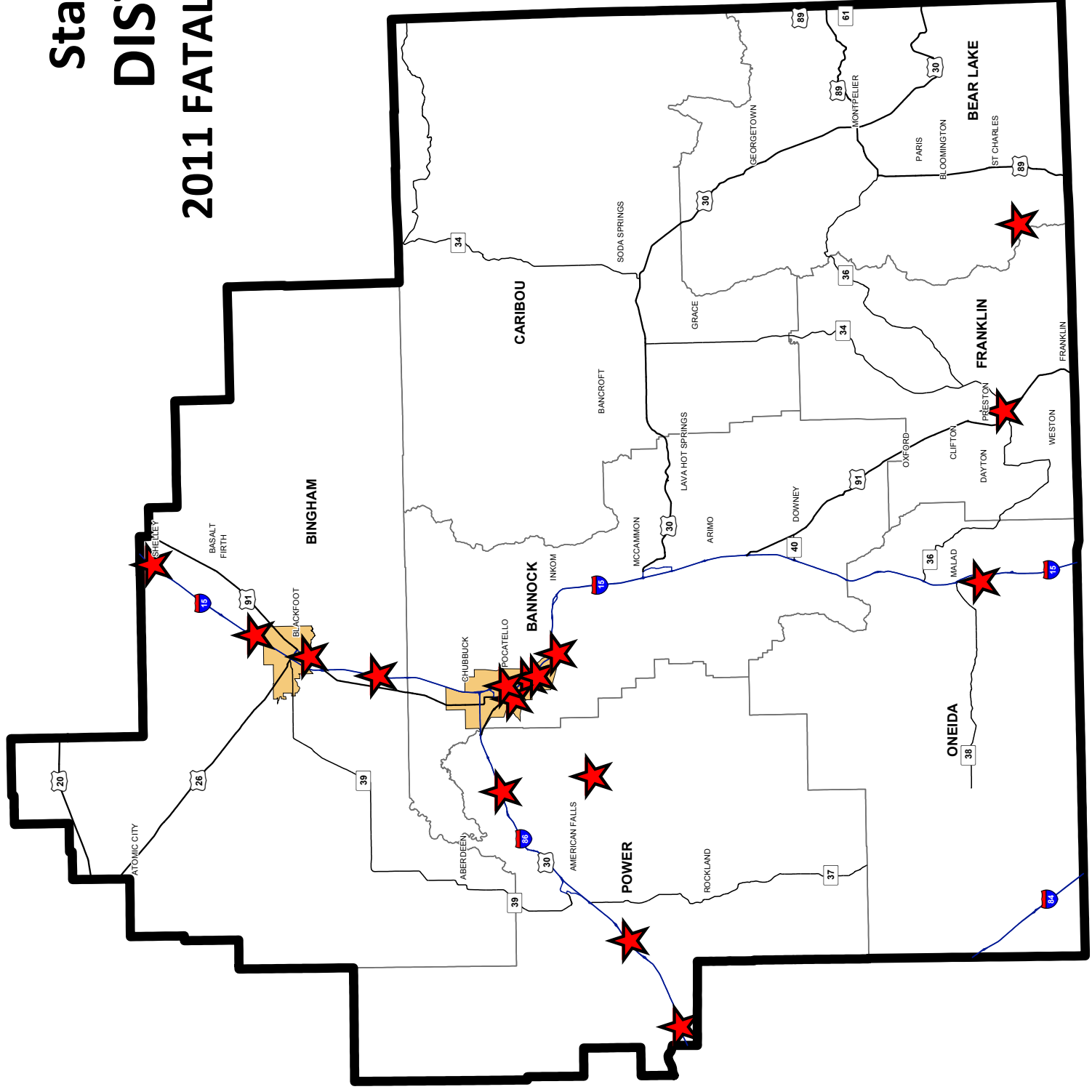
# State of Idaho

## DISTRICT FIVE

### 2011 FATAL CRASH LOCATIONS



**16 Fatal Crashes**  
**21 People Killed**



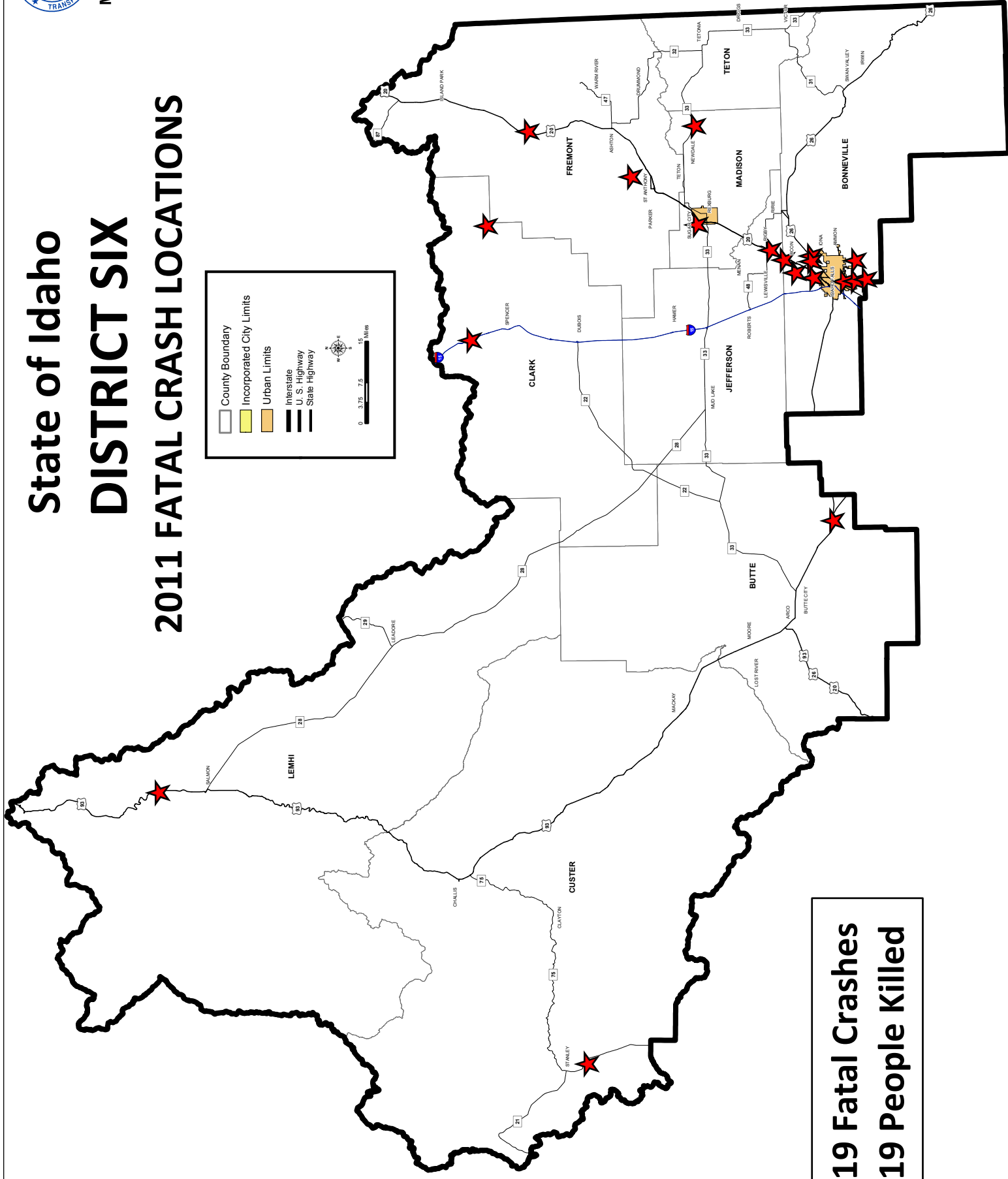


May 2012

# State of Idaho

## DISTRICT SIX

### 2011 FATAL CRASH LOCATIONS



**19 Fatal Crashes**  
**19 People Killed**

# **APPENDIX B: Maps of Crashes with Wild Animals in 2011**

Each spot indicates the location of a crash with an animal by severity of the crash. The maps are intended to give general locations of crashes; the precise location cannot be determined from maps. For precise locations or for the number of crashes on a given roadway, please contact the Office of Highway Safety.












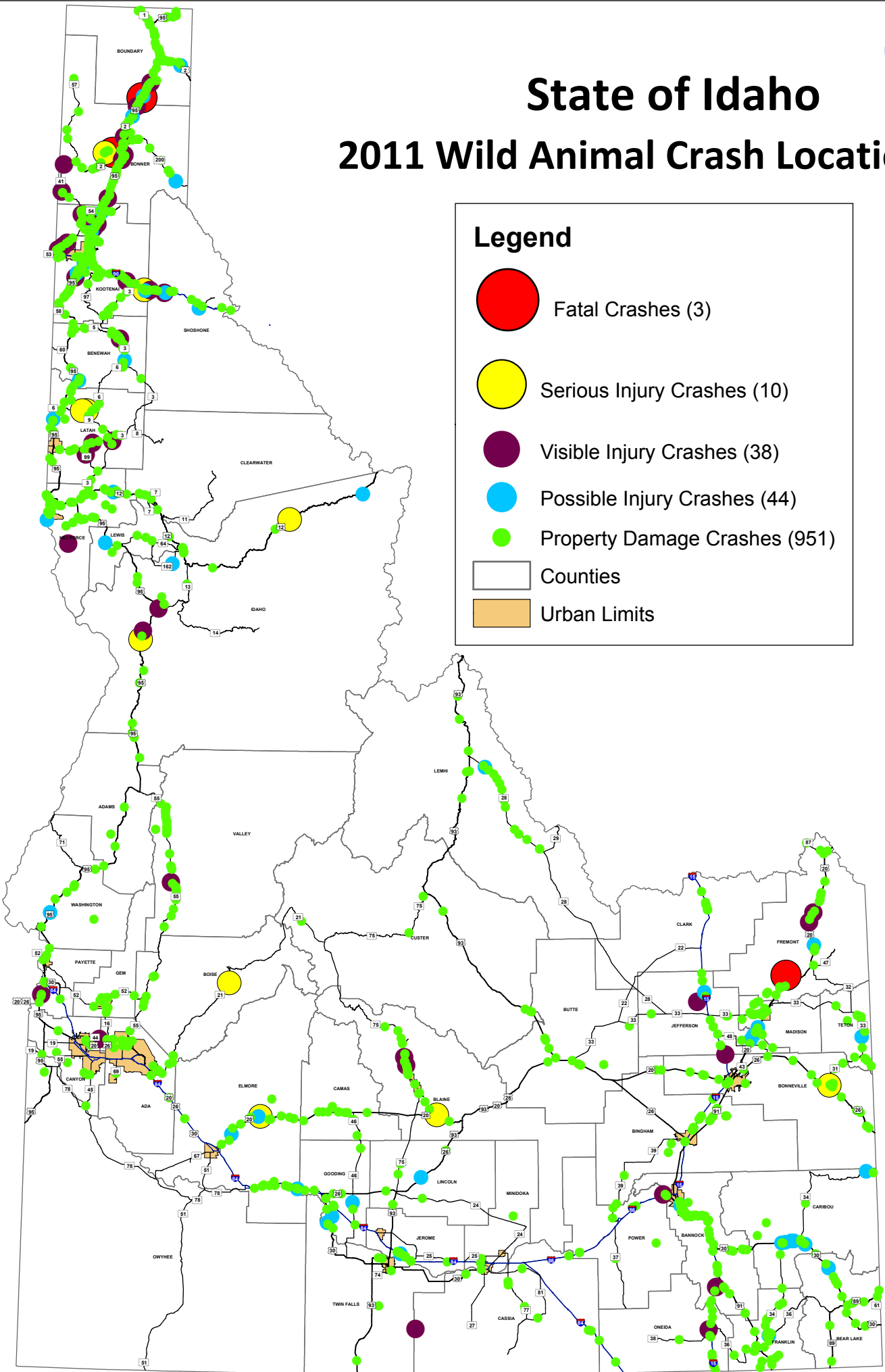
May 2012

# State of Idaho

## 2011 Wild Animal Crash Locations

### Legend

-  Fatal Crashes (3)
-  Serious Injury Crashes (10)
-  Visible Injury Crashes (38)
-  Possible Injury Crashes (44)
-  Property Damage Crashes (951)
-  Counties
-  Urban Limits





# **APPENDIX C: State Highway System Crash Data**

The Idaho Transportation Department is responsible for building and maintaining the State Highway System. The State Highway System includes the Interstate highways, US highways, and State highways. All other roads fall under the jurisdiction of counties, cities, or local highway districts.





# Crash Information for Selected Routes on the State Highway System: 2002-2011

Rates are per 100 Million Vehicle Miles Traveled

<b>I-15</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	6	12	11	9	10	7	6	5	8	3
Fatalities	6	12	12	11	11	8	6	5	8	4
Total Crashes	497	515	652	582	501	522	579	483	638	386
Average Daily Traffic	9,960	10,060	9,990	9,990	10,130	10,550	10,700	10,020	10,020	10,590
Fatal Crash Rate	0.85	1.68	1.53	1.26	1.38	0.93	0.70	1.12	1.12	0.40
Total Crash Rate	70.75	72.28	90.59	81.43	69.13	69.16	67.38	89.00	89.00	50.95

<b>I-84</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	20	30	32	23	21	29	23	16	15	4
Fatalities	22	32	39	25	23	35	28	18	22	5
Total Crashes	1,143	1,138	1,439	1,265	1,103	1,319	1,198	1,112	1,051	873
Average Daily Traffic	18,780	18,940	19,420	19,420	20,080	20,580	19,740	18,990	18,990	19,810
Fatal Crash Rate	1.06	1.59	1.68	1.18	1.04	1.40	0.84	0.79	0.79	0.20
Total Crash Rate	60.36	60.23	75.51	64.74	54.60	63.70	58.20	55.01	55.01	43.80

<b>I-86</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	5	8	4	2	4	2	2	1	2	3
Fatalities	6	10	5	2	4	2	2	1	3	6
Total Crashes	142	144	212	151	127	97	144	125	118	72
Average Daily Traffic	8,000	8,020	7,950	7,950	8,050	8,140	8,170	7,860	7,860	8,190
Fatal Crash Rate	2.69	4.36	2.17	1.10	2.17	1.07	0.55	1.11	1.11	1.60
Total Crash Rate	76.42	78.46	115.23	82.80	68.77	51.95	69.32	65.44	65.44	38.32

<b>I-90</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	2	0	4	2	1	4	6	2	2	7
Fatalities	3	0	4	3	1	6	7	3	2	7
Total Crashes	491	443	418	345	401	435	412	305	295	312
Average Daily Traffic	17,212	17,438	17,760	17,760	18,080	18,208	17,532	17,476	17,476	17,476
Fatal Crash Rate	0.43	0.00	0.85	0.42	0.21	0.82	0.42	0.42	0.42	1.49
Total Crash Rate	106.52	95.50	88.94	72.08	82.29	88.64	64.71	62.59	62.59	66.20

## Crash Information for Selected Routes on the State Highway System: 2002-2011

Rates are per 100 Million Vehicle Miles Traveled

<b>I-184</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	1	0	0	0	1	1	0	0
Fatalities	0	0	1	0	0	0	1	1	0	0
Total Crashes	52	69	58	32	47	39	53	38	26	34
Average Daily Traffic	52,670	52,870	52,940	52,940	54,620	57,450	55,480	55,820	55,820	56,600
Fatal Crash Rate	0.00	0.00	1.43	0.00	0.00	0.00	1.36	0.00	0.00	0.00
Total Crash Rate	72.52	99.15	83.03	45.75	65.12	51.38	51.52	35.25	35.25	45.46

<b>US 2</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	0	1	1	1	2	1	0	4
Fatalities	0	0	0	1	1	1	2	1	0	4
Total Crashes	60	84	95	96	94	69	88	86	65	73
Average Daily Traffic	4,274	4,207	4,318	4,318	4,315	4,629	4,512	4,503	4,503	4,452
Fatal Crash Rate	0.00	0.00	0.00	1.43	1.43	1.33	1.37	0.00	0.00	5.55
Total Crash Rate	86.27	121.42	139.50	137.35	134.58	92.09	117.97	89.17	89.17	101.31

<b>US 12</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	3	7	1	9	3	2	5	3	3	3
Fatalities	3	7	1	10	4	2	7	4	3	4
Total Crashes	201	205	222	223	186	184	128	150	160	168
Average Daily Traffic	2,145	2,081	2,029	2,029	2,007	1,998	1,929	1,901	1,901	1,990
Fatal Crash Rate	2.28	5.30	0.78	7.20	2.43	1.62	2.56	2.56	2.56	2.45
Total Crash Rate	152.83	155.13	173.22	178.39	150.44	149.49	128.11	136.65	136.65	137.05

<b>US 20</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	14	7	11	5	10	7	7	6	8	4
Fatalities	19	7	14	6	10	8	7	6	10	4
Total Crashes	950	973	1,011	1,034	931	948	883	761	835	786
Average Daily Traffic	5,523	5,629	5,790	5,790	5,836	5,748	5,971	5,960	5,960	5,767
Fatal Crash Rate	2.27	1.12	1.73	0.76	1.51	1.04	0.89	1.18	1.18	0.62
Total Crash Rate	153.71	155.51	158.56	157.65	140.83	130.56	112.72	123.68	123.68	121.89

## Crash Information for Selected Routes on the State Highway System: 2002-2011

Rates are per 100 Million Vehicle Miles Traveled

<b>US 26</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	7	4	1	2	2	3	3	4	0	1
Fatalities	7	9	1	3	3	3	3	4	0	1
Total Crashes	204	197	198	196	171	208	226	191	173	126
Average Daily Traffic	2,948	2,975	3,071	3,071	3,154	3,295	3,209	3,161	3,161	2,906
Fatal Crash Rate	5.17	2.89	0.72	1.39	1.35	1.94	2.69	0.00	0.00	0.73
Total Crash Rate	150.81	142.29	141.73	135.90	115.45	134.42	128.66	116.53	116.53	91.96

<b>US 30</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	5	8	9	4	5	1	7	3	2	2
Fatalities	6	9	9	5	5	1	7	3	3	2
Total Crashes	353	330	347	308	255	285	278	278	250	249
Average Daily Traffic	3,876	3,831	3,816	3,816	3,626	3,722	3,615	3,651	3,651	3,569
Fatal Crash Rate	1.83	2.93	3.34	1.49	1.96	0.38	1.17	0.78	0.78	0.80
Total Crash Rate	129.03	121.05	128.79	114.77	99.99	108.89	108.27	97.36	97.36	99.20

<b>US 89</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	1	0	1	1	0	0	2	1	0	0
Fatalities	1	0	1	1	0	0	2	4	0	0
Total Crashes	32	31	38	33	35	29	43	37	38	34
Average Daily Traffic	1,632	1,640	1,640	1,640	1,659	1,815	1,598	1,591	1,591	1,509
Fatal Crash Rate	4.09	0.00	3.82	3.82	0.00	0.00	3.94	0.00	0.00	0.00
Total Crash Rate	130.98	118.93	145.07	125.99	132.09	100.05	145.63	149.57	149.57	141.09

<b>US 91</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	3	5	3	5	2	2	0	2	2	1
Fatalities	4	5	3	6	2	3	0	2	4	1
Total Crashes	244	305	307	300	204	300	291	300	331	273
Average Daily Traffic	4,124	4,791	4,173	4,173	4,178	4,454	4,527	4,516	4,516	4,466
Fatal Crash Rate	2.38	3.96	2.05	3.91	1.56	1.43	1.41	1.41	1.41	0.71
Total Crash Rate	193.50	241.53	209.30	234.79	159.47	214.35	211.51	233.37	233.37	194.80

**Crash Information for Selected Routes on the State Highway System: 2002-2011**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>US 93</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	8	14	7	13	8	6	7	8	8	4
Fatalities	9	17	7	17	8	9	7	8	9	4
Total Crashes	511	420	447	419	401	333	330	353	326	320
Average Daily Traffic	2,102	2,108	2,102	2,102	2,015	2,133	2,078	2,101	2,101	1,797
Fatal Crash Rate	2.47	4.30	2.14	3.99	2.56	1.82	2.43	2.43	2.43	1.45
Total Crash Rate	157.85	129.04	136.90	128.69	128.50	100.80	107.22	97.19	97.19	115.79

<b>US 95</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	21	23	26	20	11	14	17	24	14	13
Fatalities	25	26	28	23	12	15	19	31	15	16
Total Crashes	1,251	1,334	1,289	1,330	1,161	1,270	1,167	1,117	1,118	1,045
Average Daily Traffic	4,457	4,511	4,641	4,641	4,717	4,961	4,736	4,764	4,764	4,815
Fatal Crash Rate	2.61	2.82	3.16	2.32	1.21	1.44	2.56	1.49	1.49	1.37
Total Crash Rate	155.48	163.49	156.65	154.08	127.22	130.90	119.26	119.37	119.37	110.28

<b>SH 3</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	2	0	2	1	1	1	2	1	1	1
Fatalities	3	0	2	1	1	1	2	1	1	1
Total Crashes	93	116	111	99	95	100	78	91	93	100
Average Daily Traffic	1,458	1,500	1,510	1,510	1,503	1,550	1,482	1,495	1,495	1,476
Fatal Crash Rate	3.37	0.00	3.38	1.68	1.69	1.64	1.70	1.70	1.70	1.73
Total Crash Rate	156.60	201.99	187.34	165.90	160.25	164.12	154.84	158.24	158.24	172.98

<b>SH 6</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	2	0	0	1	1	2	0	0	1	0
Fatalities	3	0	0	1	1	2	0	0	1	0
Total Crashes	20	32	27	23	28	27	19	33	23	24
Average Daily Traffic	1,125	1,125	1,125	1,125	1,125	1,125	1,125	1,126	1,126	1,141
Fatal Crash Rate	12.32	0.00	0.00	6.17	6.17	12.34	0.00	6.16	6.16	0.00
Total Crash Rate	123.24	197.38	166.54	141.87	172.71	166.54	203.34	141.72	141.72	146.01

**Crash Information for Selected Routes on the State Highway System: 2002-2011**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 8</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	2	0	0	0	0	1	1	0	1	1
Fatalities	2	0	0	0	0	1	1	0	1	1
Total Crashes	125	126	104	127	93	136	123	97	114	109
Average Daily Traffic	2,789	2,772	2,778	2,778	2,856	2,619	2,631	2,631	2,631	2,522
Fatal Crash Rate	10.05	0.00	0.00	0.00	0.00	1.97	0.00	1.96	1.96	2.04
Total Crash Rate	628.40	631.20	541.68	661.48	468.64	267.51	189.94	223.23	223.23	222.64

<b>SH 11</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	1	0	0	0	1	0	0	1	0	0
Fatalities	1	0	0	0	1	0	0	1	0	0
Total Crashes	19	25	26	24	14	31	20	14	14	4
Average Daily Traffic	990	990	990	990	990	990	790	790	790	790
Fatal Crash Rate	6.19	0.00	0.00	0.00	6.51	0.00	8.15	0.00	0.00	0.00
Total Crash Rate	117.66	162.64	169.14	156.13	91.08	201.67	114.13	114.13	114.13	32.61

<b>SH 13</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	1	0	0	1	2	0	1	0
Fatalities	0	0	1	0	0	1	2	0	1	0
Total Crashes	26	25	27	20	20	28	16	11	28	16
Average Daily Traffic	1,460	1,520	1,490	1,490	1,510	1,540	1,270	1,350	1,350	1,330
Fatal Crash Rate	0.00	0.00	6.83	0.00	0.00	6.74	0.00	7.69	7.69	0.00
Total Crash Rate	183.62	177.77	184.41	139.35	137.51	188.76	84.59	215.32	215.32	124.89

<b>SH 14</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	0	1	1	1	0	0	0	0
Fatalities	0	0	0	1	1	1	0	0	0	0
Total Crashes	6	9	8	8	6	8	3	4	5	7
Average Daily Traffic	520	520	510	510	460	460	470	340	340	340
Fatal Crash Rate	0.00	0.00	0.00	10.85	12.03	12.03	0.00	0.00	0.00	0.00
Total Crash Rate	63.84	95.77	85.12	86.79	72.17	96.23	65.10	81.37	81.37	113.92

**Crash Information for Selected Routes on the State Highway System: 2002-2011**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 16</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	2	1	0	1	0	2	0	1
Fatalities	0	0	2	1	0	1	0	2	0	1
Total Crashes	48	39	56	37	39	42	32	40	34	32
Average Daily Traffic	8,300	8,170	8,300	8,300	8,590	8,530	7,860	7,900	7,900	7,840
Fatal Crash Rate	0.00	0.00	4.82	2.37	0.00	2.31	4.98	0.00	0.00	2.51
Total Crash Rate	115.01	92.43	134.84	87.69	89.31	96.86	99.61	84.66	84.66	80.29

<b>SH 19</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	1	1	1	0	0	2	1	0	2	0
Fatalities	1	1	1	0	0	2	1	0	2	0
Total Crashes	47	47	38	33	40	43	39	34	43	32
Average Daily Traffic	4,661	4,691	4,749	4,749	5,363	5,571	5,378	5,293	5,293	5,205
Fatal Crash Rate	3.58	3.65	3.62	0.00	0.00	6.10	0.00	6.42	6.42	0.00
Total Crash Rate	168.26	171.42	137.71	118.14	126.80	131.22	109.21	138.12	138.12	104.52

<b>SH 21</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	4	1	5	1	1	5	1	3	2	3
Fatalities	5	1	5	1	1	5	1	3	2	3
Total Crashes	88	81	86	89	72	77	77	71	69	54
Average Daily Traffic	1,166	1,191	1,154	1,154	1,156	1,138	1,118	1,113	1,113	1,006
Fatal Crash Rate	7.49	1.86	9.11	1.88	1.88	9.54	5.85	3.90	3.90	6.47
Total Crash Rate	164.87	150.79	156.76	167.45	135.23	146.94	138.49	134.59	134.59	116.51

<b>SH 22</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	0	0	1	0	0	0	0	0
Fatalities	0	0	0	0	1	0	0	0	0	0
Total Crashes	1	4	4	5	2	4	6	5	6	1
Average Daily Traffic	270	260	260	260	250	340	310	300	300	300
Fatal Crash Rate	0.00	0.00	0.00	0.00	24.94	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	23.10	92.38	95.93	119.92	49.89	73.36	103.93	124.71	124.71	20.79

**Crash Information for Selected Routes on the State Highway System: 2002-2011**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 24</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	2	2	2	1	0	2	1	3	1
Fatalities	0	2	2	2	1	0	2	1	4	1
Total Crashes	65	51	55	43	37	43	40	28	34	32
Average Daily Traffic	1,480	1,493	1,476	1,476	1,423	1,448	1,392	1,392	1,392	1,388
Fatal Crash Rate	0.00	5.51	5.46	5.52	2.87	0.00	2.93	8.78	8.78	2.94
Total Crash Rate	181.37	140.52	150.18	118.78	106.04	121.03	81.98	99.55	99.55	93.99

<b>SH 25</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	2	1	0	2	0	0	0	1
Fatalities	0	0	3	1	0	2	0	0	0	1
Total Crashes	42	50	52	63	48	48	59	39	35	52
Average Daily Traffic	2,050	2,103	2,113	2,113	2,139	2,139	2,035	2,059	2,059	2,004
Fatal Crash Rate	0.00	0.00	5.26	2.62	0.00	5.17	0.00	0.00	0.00	2.76
Total Crash Rate	112.44	134.83	136.70	164.78	124.05	124.02	104.68	93.94	93.94	143.41

<b>SH 27</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	0	1	2	0	0	2	1	1
Fatalities	0	0	0	1	2	0	0	2	1	1
Total Crashes	67	84	49	49	49	76	55	51	54	42
Average Daily Traffic	2,557	2,565	2,547	2,547	2,547	2,952	2,842	2,842	2,842	2,797
Fatal Crash Rate	0.00	0.00	0.00	4.43	8.87	0.00	7.95	3.97	3.97	4.04
Total Crash Rate	297.13	370.92	215.69	217.21	217.21	290.73	202.63	214.55	214.55	169.55

<b>SH 28</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	2	2	1	0	2	0	1	0	0	0
Fatalities	2	2	1	0	2	0	2	0	0	0
Total Crashes	42	27	29	27	32	34	48	42	40	38
Average Daily Traffic	750	760	800	800	780	780	700	660	660	660
Fatal Crash Rate	6.23	6.06	2.99	0.00	5.83	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	130.82	81.85	86.76	76.74	93.28	99.11	144.69	137.80	137.80	130.91

**Crash Information for Selected Routes on the State Highway System: 2002-2011**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 33</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	2	3	6	2	3	1	1	2	2	1
Fatalities	2	3	6	2	3	1	1	2	3	1
Total Crashes	269	295	292	277	266	287	251	179	216	201
Average Daily Traffic	2,234	2,253	2,281	2,281	2,334	2,524	2,538	2,589	2,589	2,572
Fatal Crash Rate	1.80	2.63	5.21	1.72	2.52	0.78	1.51	1.51	1.51	0.76
Total Crash Rate	242.75	258.49	253.71	237.79	223.18	222.63	135.38	163.36	163.36	153.03

<b>SH 34</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	1	1	0	1	1	1	5	1	0
Fatalities	0	1	1	0	2	1	1	5	1	0
Total Crashes	62	69	65	41	54	66	46	58	61	59
Average Daily Traffic	914	914	918	918	923	977	341	928	928	922
Fatal Crash Rate	0.00	3.04	3.04	0.00	3.01	2.84	14.97	2.99	2.99	0.00
Total Crash Rate	188.28	209.54	197.39	123.92	162.37	187.42	173.66	182.64	182.64	177.58

<b>SH 36</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	2	0	1	0	0	2	1	1	1	0
Fatalities	2	0	1	0	0	2	1	1	1	0
Total Crashes	55	53	60	53	38	50	38	39	45	34
Average Daily Traffic	674	669	649	649	639	670	614	619	619	619
Fatal Crash Rate	12.31	0.00	6.11	0.00	0.00	12.20	6.60	6.60	6.60	0.00
Total Crash Rate	338.39	321.25	366.43	333.59	243.02	305.00	257.53	297.15	297.15	224.52

<b>SH 37</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	0	0	3	0	1	0	0	0
Fatalities	0	0	0	0	3	0	1	0	0	0
Total Crashes	2	7	6	9	9	3	4	5	7	7
Average Daily Traffic	360	360	360	360	360	400	400	400	400	400
Fatal Crash Rate	0.00	0.00	0.00	0.00	73.10	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	47.42	170.58	146.21	219.31	219.31	65.79	109.66	153.52	153.52	153.52



**Crash Information for Selected Routes on the State Highway System: 2002-2011**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 39</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	1	1	1	1	2	2	1	0	1	0
Fatalities	1	1	1	1	2	2	1	0	1	0
Total Crashes	76	74	97	90	54	67	52	74	52	58
Average Daily Traffic	2,524	2,543	2,532	2,532	2,523	2,461	2,310	2,339	2,339	2,339
Fatal Crash Rate	2.11	2.09	2.07	2.08	4.18	4.28	0.00	2.24	2.24	0.00
Total Crash Rate	160.00	154.51	201.01	187.25	112.77	143.35	165.62	111.90	111.90	129.81

<b>SH 41</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	1	2	1	0	0	3	1	0	2	2
Fatalities	1	2	1	0	0	4	1	0	2	2
Total Crashes	146	140	155	162	179	146	135	153	128	125
Average Daily Traffic	5,712	5,822	5,920	5,920	5,928	6,415	6,617	6,618	6,618	6,377
Fatal Crash Rate	1.24	2.45	1.20	0.00	0.00	3.27	0.00	2.12	2.12	2.20
Total Crash Rate	180.36	171.53	186.31	191.52	211.33	159.27	161.80	135.37	135.37	137.19

<b>SH 44</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	1	2	2	3	0	1	0	2	0
Fatalities	0	1	2	2	5	0	1	0	2	0
Total Crashes	200	203	228	287	253	285	217	216	222	211
Average Daily Traffic	13,706	13,567	14,324	14,324	15,027	15,158	15,318	15,337	15,337	15,281
Fatal Crash Rate	0.00	0.86	1.75	1.65	2.36	0.00	0.00	1.55	1.55	0.00
Total Crash Rate	191.03	175.30	198.95	237.23	199.40	222.80	166.88	171.52	171.52	163.41

<b>SH 45</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	3	3	0	1	2	0	1	2	0
Fatalities	0	3	3	0	1	2	0	1	2	0
Total Crashes	130	179	168	170	148	147	133	131	137	101
Average Daily Traffic	5,718	6,057	6,416	6,416	6,643	7,519	7,519	7,360	7,360	7,360
Fatal Crash Rate	0.00	7.96	7.52	0.00	2.28	4.04	2.06	4.12	4.12	0.00
Total Crash Rate	346.18	475.00	420.88	402.09	338.09	296.66	270.10	282.47	282.47	208.24

**Crash Information for Selected Routes on the State Highway System: 2002-2011**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 46</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	1	1	0	0	0	1	0	0	1	0
Fatalities	1	1	0	0	0	1	0	0	1	0
Total Crashes	32	46	60	50	31	32	34	29	34	21
Average Daily Traffic	2,111	2,123	2,152	2,152	2,112	2,112	2,347	2,321	2,321	2,086
Fatal Crash Rate	3.00	3.01	0.00	0.00	0.00	3.01	0.00	2.74	2.74	0.00
Total Crash Rate	96.07	138.66	179.84	147.86	93.39	96.40	79.50	93.21	93.21	47.72

<b>SH 48</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	1	1	1	0	2	1	0	0	0
Fatalities	0	2	1	1	0	3	1	0	0	0
Total Crashes	14	19	19	46	27	36	32	27	39	38
Average Daily Traffic	1,960	1,960	1,960	1,960	2,090	2,090	2,270	2,290	2,290	2,290
Fatal Crash Rate	0.00	5.73	5.73	5.73	0.00	10.74	0.00	0.00	0.00	0.00
Total Crash Rate	81.84	108.81	108.81	263.43	145.00	193.34	132.34	191.16	191.16	186.25

<b>SH 51</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	1	3	2	3	3	1	1	2	0	1
Fatalities	1	4	2	3	4	1	1	3	0	1
Total Crashes	54	40	66	77	63	45	43	71	44	50
Average Daily Traffic	820	824	825	825	822	814	821	799	799	799
Fatal Crash Rate	3.70	10.95	7.31	10.95	10.94	3.64	7.40	0.00	0.00	3.70
Total Crash Rate	199.97	145.97	241.20	281.03	229.78	163.58	262.82	162.88	162.88	185.09

<b>SH 52</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	0	2	2	2	1	3	0	0
Fatalities	0	0	0	2	2	6	1	4	0	0
Total Crashes	79	86	81	84	61	55	77	53	55	62
Average Daily Traffic	2,090	2,060	2,130	2,130	2,180	2,300	2,150	2,150	2,150	2,150
Fatal Crash Rate	0.00	0.00	0.00	4.75	4.64	4.40	7.06	0.00	0.00	0.00
Total Crash Rate	187.74	208.28	199.03	199.62	141.64	121.04	124.78	129.49	129.49	145.97

**Crash Information for Selected Routes on the State Highway System: 2002-2011**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 53</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	1	0	1	0	0	0	1	0
Fatalities	0	0	1	0	2	0	0	0	1	0
Total Crashes	51	45	54	59	57	45	54	50	40	48
Average Daily Traffic	6,370	6,585	6,925	6,925	6,925	7,970	7,860	8,149	8,149	7,823
Fatal Crash Rate	0.00	0.00	2.96	0.00	2.82	0.00	0.00	2.39	2.39	0.00
Total Crash Rate	151.49	137.85	160.02	166.24	160.61	110.18	119.60	95.68	95.68	119.60

<b>SH 54</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	1	0	0	1	0	0	0	1	0	1
Fatalities	1	0	0	2	0	0	0	1	0	1
Total Crashes	19	12	20	25	22	20	23	16	10	20
Average Daily Traffic	2,270	2,440	2,520	2,520	2,600	2,830	2,740	2,640	2,640	2,220
Fatal Crash Rate	9.60	0.00	0.00	7.01	0.00	0.00	6.72	0.00	0.00	7.99
Total Crash Rate	182.40	93.38	144.79	175.24	149.47	124.84	107.54	67.21	67.21	159.86

<b>SH 55</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	2	3	2	10	7	3	9	9	7	5
Fatalities	2	4	2	14	9	4	10	9	7	6
Total Crashes	611	657	783	790	728	765	662	641	659	693
Average Daily Traffic	6,077	6,182	6,466	6,466	7,016	7,114	6,316	6,322	6,322	6,248
Fatal Crash Rate	0.69	1.01	0.66	3.16	2.04	0.86	2.89	2.25	2.25	1.62
Total Crash Rate	211.27	220.52	258.40	249.35	211.71	218.36	205.85	211.63	211.63	225.20

<b>SH 57</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	1	0	0	2	0	0	0	2	0
Fatalities	0	1	0	0	2	0	0	0	2	0
Total Crashes	28	23	27	30	33	14	17	17	31	13
Average Daily Traffic	1,380	1,370	1,370	1,370	1,380	1,380	1,400	1,560	1,560	1,540
Fatal Crash Rate	0.00	5.33	0.00	0.00	10.67	0.00	0.00	9.43	9.43	0.00
Total Crash Rate	150.40	122.65	145.03	161.14	175.97	74.66	80.19	146.23	146.23	62.12

**Crash Information for Selected Routes on the State Highway System: 2002-2011**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 67</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	1	2	0	0	0	0	0	0	0	0
Fatalities	1	2	0	0	0	0	0	0	0	0
Total Crashes	34	23	27	19	6	6	8	11	7	6
Average Daily Traffic	4,367	4,367	4,419	4,419	11,000	7,200	7,200	8,000	8,000	8,000
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	0.00	0.00	0.00	0.00	25.52	34.02	42.10	26.79	26.79	22.96

<b>SH 69</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	0	1	2	3	1	0	0	1
Fatalities	0	0	0	1	2	3	1	0	0	1
Total Crashes	62	88	94	102	117	89	67	65	48	52
Average Daily Traffic	12,985	14,554	14,358	14,358	16,463	16,581	17,133	16,290	16,290	15,448
Fatal Crash Rate	0.00	0.00	0.00	2.37	4.13	6.14	0.00	0.00	0.00	2.21
Total Crash Rate	190.46	230.13	219.33	241.24	241.33	182.27	136.44	100.76	100.76	115.10

<b>SH 71</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	0	0	0	0	1	0	0	0
Fatalities	0	0	0	0	0	0	1	0	0	0
Total Crashes	9	5	5	7	6	5	6	6	1	3
Average Daily Traffic	300	310	410	410	350	350	360	350	350	380
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	295.95	158.94	153.81	162.81	163.48	136.23	163.48	27.25	27.25	75.29

<b>SH 75</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	4	8	3	5	4	5	4	3	1	1
Fatalities	5	11	3	7	4	5	5	5	1	1
Total Crashes	161	185	235	160	175	198	197	127	151	138
Average Daily Traffic	2,820	2,890	3,030	3,030	3,110	3,120	2,690	2,770	2,770	2,770
Fatal Crash Rate	2.29	4.55	1.67	2.65	2.06	2.57	1.74	0.58	0.58	0.58
Total Crash Rate	91.98	105.31	130.54	84.77	90.33	101.88	73.60	87.51	87.51	79.98

# Crash Information for Selected Routes on the State Highway System: 2002-2011

Rates are per 100 Million Vehicle Miles Traveled

<b>SH 77</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	1	0	0	0	0	0	0	1	1	0
Fatalities	1	0	0	0	0	0	0	1	1	0
Total Crashes	24	24	24	22	23	18	12	21	18	14
Average Daily Traffic	690	700	760	760	740	830	850	850	850	930
Fatal Crash Rate	12.94	0.00	0.00	0.00	0.00	0.00	10.51	10.51	10.51	0.00
Total Crash Rate	310.65	310.65	306.21	258.53	277.59	193.69	220.65	189.13	189.13	134.45

<b>SH 78</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	1	1	5	0	1	2	1	0	0	3
Fatalities	1	1	5	0	1	2	1	0	0	3
Total Crashes	45	26	36	36	34	42	34	29	29	29
Average Daily Traffic	638	648	746	746	725	776	850	854	854	854
Fatal Crash Rate	4.86	4.67	22.97	0.00	4.11	7.68	0.00	0.00	0.00	10.46
Total Crash Rate	218.50	121.34	165.42	143.73	139.73	161.22	101.12	101.12	101.12	101.12

<b>SH 81</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	3	0	0	0	0	0	0	0	0	2
Fatalities	4	0	0	0	0	0	0	0	0	3
Total Crashes	44	19	39	21	21	25	28	27	22	24
Average Daily Traffic	1,220	1,230	1,230	1,230	1,230	1,420	1,310	1,360	1,360	1,400
Fatal Crash Rate	19.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.52
Total Crash Rate	283.83	125.57	255.66	137.66	137.66	141.96	160.08	130.43	130.43	138.23

<b>SH 87</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	0	1	0	0	0	0	0	0
Fatalities	0	0	0	1	0	0	0	0	0	0
Total Crashes	17	21	32	32	6	4	2	7	6	11
Average Daily Traffic	750	790	800	800	990	1,200	930	1,060	1,060	1,060
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	191.49	214.47	310.26	306.11	99.99	64.51	198.10	169.80	169.80	311.30

**Crash Information for Selected Routes on the State Highway System: 2002-2011**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 97</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	0	1	0	0	0	1	0	0
Fatalities	0	0	0	1	0	0	0	1	0	0
Total Crashes	17	21	32	32	22	31	25	28	20	23
Average Daily Traffic	750	790	800	800	930	1,100	1,030	1,030	1,030	1,030
Fatal Crash Rate	0.00	0.00	0.00	9.57	0.00	0.00	7.44	0.00	0.00	0.00
Total Crash Rate	191.49	214.47	310.26	306.11	181.19	215.86	208.36	148.83	148.83	171.15

<b>SH 162</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	0	0	0	1	0	0	1	0
Fatalities	0	0	0	0	0	1	0	0	1	0
Total Crashes	17	14	11	11	10	8	9	9	12	12
Average Daily Traffic	769	779	779	779	779	740	1,015	1,015	1,015	750
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	15.88	0.00	11.57	11.57	0.00
Total Crash Rate	273.67	213.79	165.84	165.84	150.77	127.07	104.12	138.83	138.83	187.92

<b>SH 167</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	1	3	2	3	1	0	0	1	0	0
Fatalities	1	4	2	3	1	0	0	1	0	0
Total Crashes	54	40	66	77	10	15	21	13	7	1
Average Daily Traffic	820	824	825	825	1,379	1,379	1,407	1,125	1,125	1,158
Fatal Crash Rate	2.86	5.30	0.00	0.00	0.00	0.00	15.02	0.00	0.00	0.00
Total Crash Rate	97.12	60.94	71.54	49.75	180.18	252.25	195.23	105.12	105.12	14.60

<b>SH 200</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Fatal Crashes	0	0	0	0	2	1	2	1	1	0
Fatalities	0	0	0	0	2	2	2	1	1	0
Total Crashes	54	53	62	52	56	46	62	62	49	61
Average Daily Traffic	3,230	3,260	3,350	3,350	3,350	3,470	3,220	3,110	3,110	3,090
Fatal Crash Rate	0.00	0.00	0.00	0.00	4.90	2.37	2.64	2.64	2.64	0.00
Total Crash Rate	136.38	134.69	156.11	127.41	137.21	108.81	163.64	129.33	129.33	162.74

## **APPENDIX D: Five-Year Crash History**





## Appendix D: Idaho Fatal and Injury Crash Data, Five-Year History

<b>Table D-1</b>						
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Change 2010-2011 Avg. Change 2007-2010</b>
Fatal Crashes	218	212	199	185	152	-17.8% -5.3%
Injury Crashes	9,234	8,227	7,861	7,939	7,492	-5.6% -4.8%
Total Crashes	26,452	25,002	22,992	22,555	20,833	-7.6% -5.1%
Total Persons - Fatal & Injury Crashes	26,189	22,702	22,468	22,939	20,892	-8.9% -4.1%
Drivers	16,142	14,060	13,573	13,780	12,922	-6.2% -4.9%
Passengers	8,911	7,686	7,857	8,136	7,240	-11.0% -2.7%
Total Fatalities	252	232	226	209	167	-20.1% -6.0%
Fatality Rate per 100 Million AVMT	1.6	1.5	1.5	1.3	1.1	-19.4% -5.5%
Total Injuries	13,594	11,995	11,393	11,725	10,866	-7.3% -4.6%
Injury Rate per 100 Million AVMT	85.8	78.5	73.8	75.4	70.5	-6.5% -4.1%
Impaired Drivers - Fatal/Injury Crashes	1,037	937	863	889	796	-10.5% -4.8%
% of All Drivers-Fatal/Injury Crashes	6.4%	6.7%	6.4%	6.5%	6.2%	-4.5% 0.2%
Alcohol/Drug Test Given - Fatal/Injury Crashes	780	746	706	733	681	-7.1% -2.0%
% of Impaired Drivers Given Test - F&I Crashes	75.2%	79.6%	81.8%	82.5%	85.6%	3.8% 3.1%

## Appendix D: Idaho Fatal and Injury Crash Data, Five-Year History

Table D-2						
	2007	2008	2009	2010	2011	Change 2010-2011 Avg. Change 2007-2010
Total Units - Fatal/Injury Crashes	16,941	14,854	14,335	14,514	13,801	-4.9%
Passenger Cars - Fatal/Injury Crashes	7,752	6,794	6,522	6,562	6,412	-2.3%
% of Vehicles	45.8%	45.7%	45.5%	45.2%	46.5%	2.8%
Pickups, Sport Utility Vehicles, Vans, and PU's with Campers - Fatal/Injury Crashes	7,332	6,211	6,206	6,373	5,866	-8.0%
% of Vehicles	43.3%	41.8%	43.3%	43.9%	42.5%	-3.2%
Commercial Motor Vehicles - Fatal/Injury Crashes	579	504	387	407	396	-2.7%
% of Vehicles	3.4%	3.4%	2.7%	2.8%	2.9%	2.3%
Motorcycles - Fatal/Injury Crashes	565	641	528	484	440	-9.1%
% of Vehicles	3.3%	4.3%	3.7%	3.3%	3.2%	-4.4%
Bicycles - Fatal/Injury Crashes	322	338	359	338	339	0.3%
% of Vehicles	1.9%	2.3%	2.5%	2.3%	2.5%	5.5%
Pedestrians - Fatal/Injury Crashes	258	230	211	211	221	4.7%
% of Vehicles	1.5%	1.5%	1.5%	1.5%	1.6%	10.2%
All Terrain Vehicles - Fatal/Injury Crashes	50	59	62	74	57	-23.0%
% of Vehicles	0.3%	0.4%	0.4%	0.5%	0.4%	-19.0%
Motor Homes - Fatal/Injury Crashes	15	13	9	12	7	-41.7%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-38.7%
Farm Equipment - Fatal/Injury Crashes	22	18	17	15	23	53.3%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.2%	61.3%
Trains - Fatal/Injury Crashes	9	7	5	5	2	-60.0%
% of Vehicles	0.1%	0.0%	0.0%	0.0%	0.0%	-57.9%

## Appendix D: Idaho Fatal and Injury Crash Data, Five-Year History

Table D-3						
	2007	2008	2009	2010	2011	Avg. Change 2007-2010
Roadside Obstacles- Fatal/Injury Crashes	2,261	1,994	1,889	1,843	1,820	-1.2%
% of Crashes	22.2%	19.4%	19.6%	19.1%	23.8%	-4.6%
Roadway Defects- Fatal/Injury Crashes	214	207	210	187	186	-4.3%
% of Crashes	2.5%	2.4%	2.6%	2.3%	2.4%	-2.7%
Vehicle Defects- Fatal/Injury Crashes	178	173	167	168	205	-1.9%
% of Vehicles	1.2%	1.2%	1.2%	1.2%	1.5%	-0.8%
Self-Reported Restraint Use*- Fatal/Injury Crashes	18,642	15,914	15,732	16,001	14,692	-4.7%
% Usage	84.4%	84.3%	83.9%	83.4%	84.7%	-0.4%
Self-Reported Child Restraint Use**						
Fatal/Injury Crashes	1,090	995	1,032	1,068	965	-0.5%
% Usage	75.5%	80.2%	77.4%	78.2%	79.0%	1.3%
Helmet Use- Fatal/Injury Crashes	310	386	291	300	265	1.0%
% of Motorcycle Operators	48.1%	54.4%	48.7%	54.3%	54.6%	4.7%
Emergency Medical Service Response to Fatal/Injury Crashes	6,471	5,826	5,570	5,613	5,140	-4.5%
% of Fatal & Injury Crashes	76.7%	69.0%	69.1%	69.1%	67.2%	-2.7%
* All Persons 7 years or older (4 or older before 2005) in passenger cars, pickups, sport utility vehicles, and vans.						
** All persons 0-6 years old (0-3 before 2005) in passenger cars, pickups, sport utility vehicles, and vans using a child safety seat.						



# **APPENDIX E: 25 Year History**

## **Fatalities & Fatality Rate**



