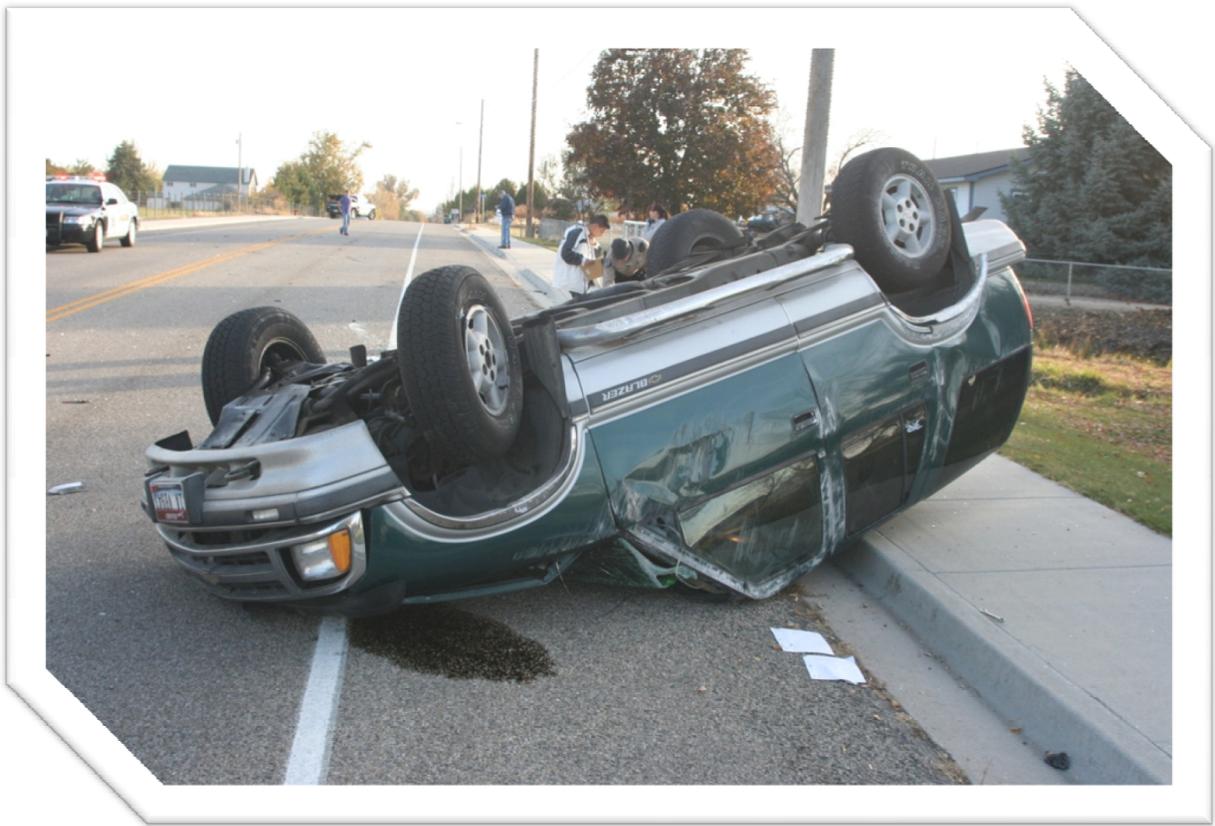


Idaho Traffic Crashes

2012



Idaho Transportation Department
Office of Highway Safety

IDAHO TRAFFIC CRASHES

2012

Prepared by the Idaho Office of Highway Safety

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Introduction

Idaho Traffic Crashes 2012 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 2012 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. In general, these focus areas align with Idaho's Strategic Highway Safety Plan.

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 that are excluded include those that do not occur on a public roadway, occur on a roadway on private property, or are intentional acts.

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.

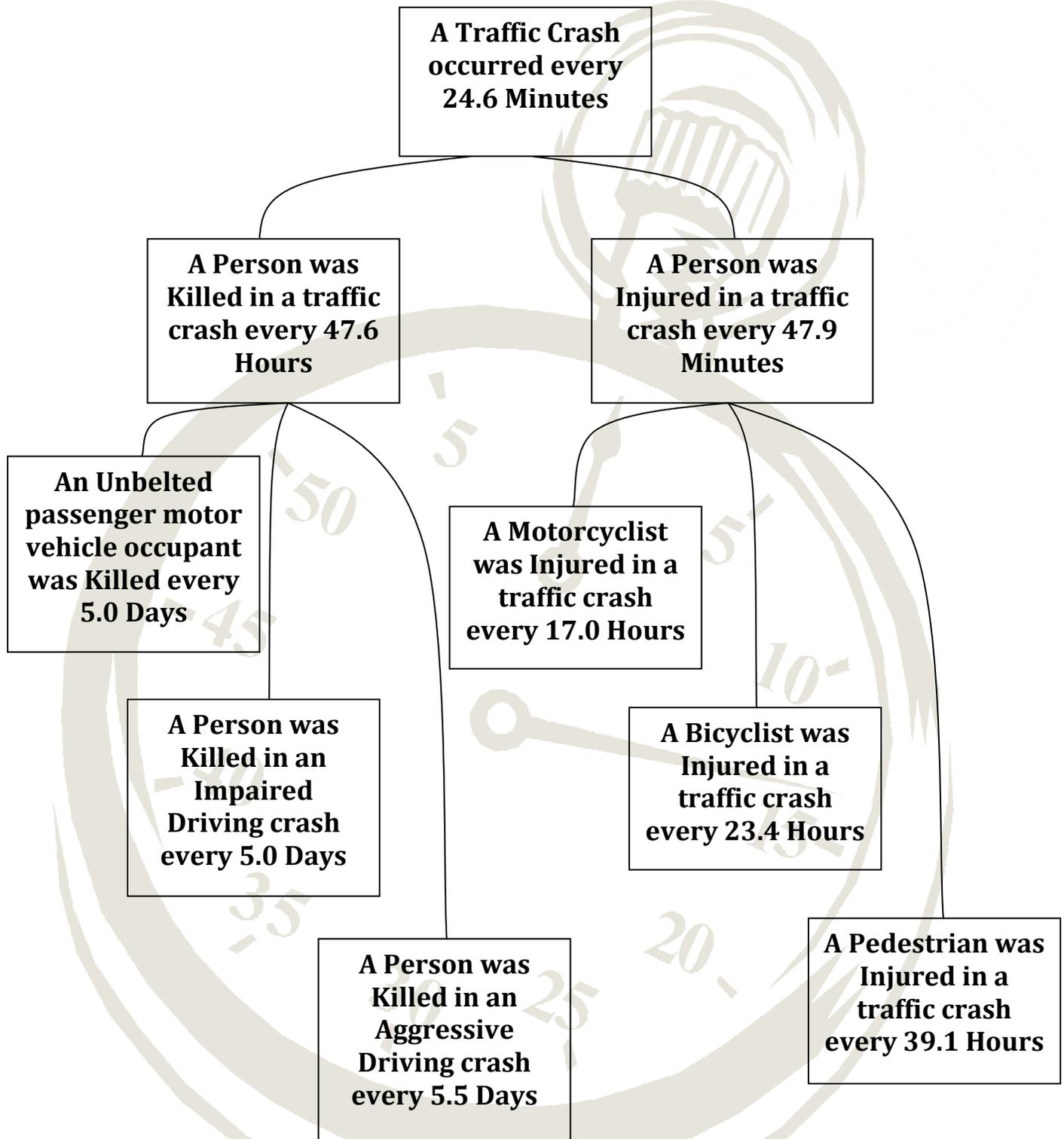
If you have any questions or suggestions concerning *Idaho Traffic Crashes 2012*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

Executive Summary

A summary of findings for 2012 are listed below:

- The number of motor vehicle crashes increased by 2.7 percent, from 20,833 in 2011 to 21,402 in 2012. The number of fatalities resulting from motor vehicle crashes increased from 167 in 2011 to 184 in 2012, a 10.2 percent increase. The number of fatal crashes increased 152 in 2011 to 169 in 2012. The number of serious injuries decreased from 1,293 in 2011 to 1,287 in 2012, a 0.5 percent decrease.
- Idaho's fatality rate per 100 million vehicle miles traveled was 1.16 in 2012, up from 1.08 in 2011.
- While 64 percent of all motor vehicle crashes occurred on urban roadways, 81 percent of the fatal motor vehicle crashes occurred on rural roadways in 2012.
- Fatalities resulting from impaired driving crashes increased in 2012 by 11 percent and 40 percent of all fatalities resulted from impaired driving, which is consistent with most other recent years. Of the 73 persons killed in impaired driving crashes, 92 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 remained virtually unchanged at 79 percent in 2012. While the observed rate was 79 percent, only 43 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 37 of the 73 unbelted motor vehicle occupants may have been saved.
- Aggressive driving was a contributing factor in 54 percent of the motor vehicle crashes and 66 people were killed in aggressive driving crashes in 2012.
- Distracted driving was a factor in 23 percent of the motor vehicle crashes on 2012 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 2012, youthful drivers were 2.6 times as likely as all other drivers to be involved in a fatal or injury crash. However, there were only 14 people killed in crashes involving youthful drivers in 2012.
- There were 13 pedestrians and 2 bicyclists killed in motor vehicle crashes in 2012.
- The number of motorcyclists killed in motor vehicle crashes increased from 17 in 2011 to 22 in 2012. Just over half (52 percent) of fatal motorcycle crashes in 2012 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 decreased by 36 percent in 2012, while the number of injury crashes involving commercial motor vehicles increased by 6 percent. There were 15 people killed and 673 people injured in commercial motor vehicle crashes in 2012.

Idaho's Traffic Crash Clock: 2012



SECTION I

GENERAL CRASH INFORMATION



Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2008 through 2012. The total number of traffic crashes in 2012 increased by 2.7% from 2011. Fatal crashes increased by 11.2%, and injury crashes increased by 1.8%. Total fatalities increased by 10.2% from the previous year, while the number of injuries increased by 1.1%. The number of property damage crashes increased by 3.1%.

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Total Crashes	25,002	22,992	22,555	20,833	21,402	2.7%	-5.9%
Fatal Crashes	212	199	185	152	169	11.2%	-10.3%
Persons Killed (Fatalities)	232	226	209	167	184	10.2%	-10.1%
Injury Crashes	8,227	7,861	7,939	7,492	7,630	1.8%	-3.0%
Persons Injured	11,995	11,393	11,725	10,866	10,988	1.1%	-3.1%
Property-Damage-Only Crashes (>\$1,500 after 2005)	16,563	14,932	14,431	13,189	13,603	3.1%	-7.3%
Idaho Population (thousands)	1,524	1,546	1,560	1,585	1,596	0.7%	1.3%
Licensed Drivers (thousands)	1,038	1,055	1,070	1,084	1,093	0.8%	1.7%
Vehicle Miles of Travel (millions)	15,281	15,430	15,555	15,416	15,838	2.7%	0.3%
Urban VMT (millions)	6,359	6,431	6,528	6,462	6,638	2.7%	0.5%
Rural VMT (millions)	8,922	8,999	9,028	8,954	9,200	2.7%	0.1%
Registered Vehicles (thousands)	1,453	1,401	1,413	1,417	1,555	9.8%	-0.8%

There were 17 more fatal crashes in 2012 than in 2011, and 17 more people killed. Most (140) of the fatal crashes (91.1%) resulted in just one fatality; there were 15 fatal crashes (8.9%) that resulted in two fatalities. There were no fatal crashes resulting in more than 2 fatalities in 2012.

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 2012, the number of licensed drivers increased by 0.8%, the population grew by 0.7%, and the number of registered motor vehicles increased by 9.8%.

The statewide AVMT increased by 2.7% in 2012. Commercial vehicles accounted for 17% of the statewide AVMT in 2012.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2008-2012.

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Fatality Rate	1.52	1.46	1.34	1.08	1.16	7.2%	-10.4%
Injury Rate	78.49	73.84	75.38	70.48	69.38	-1.6%	-3.4%

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.: 2003-2012**

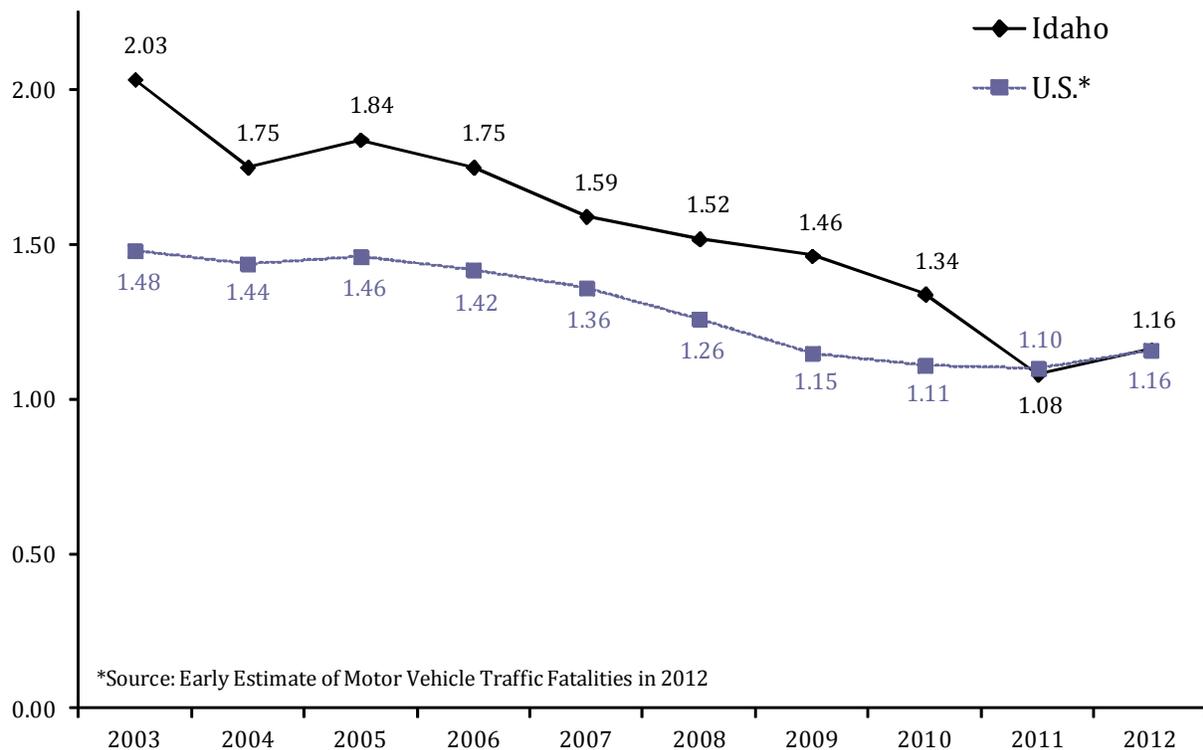
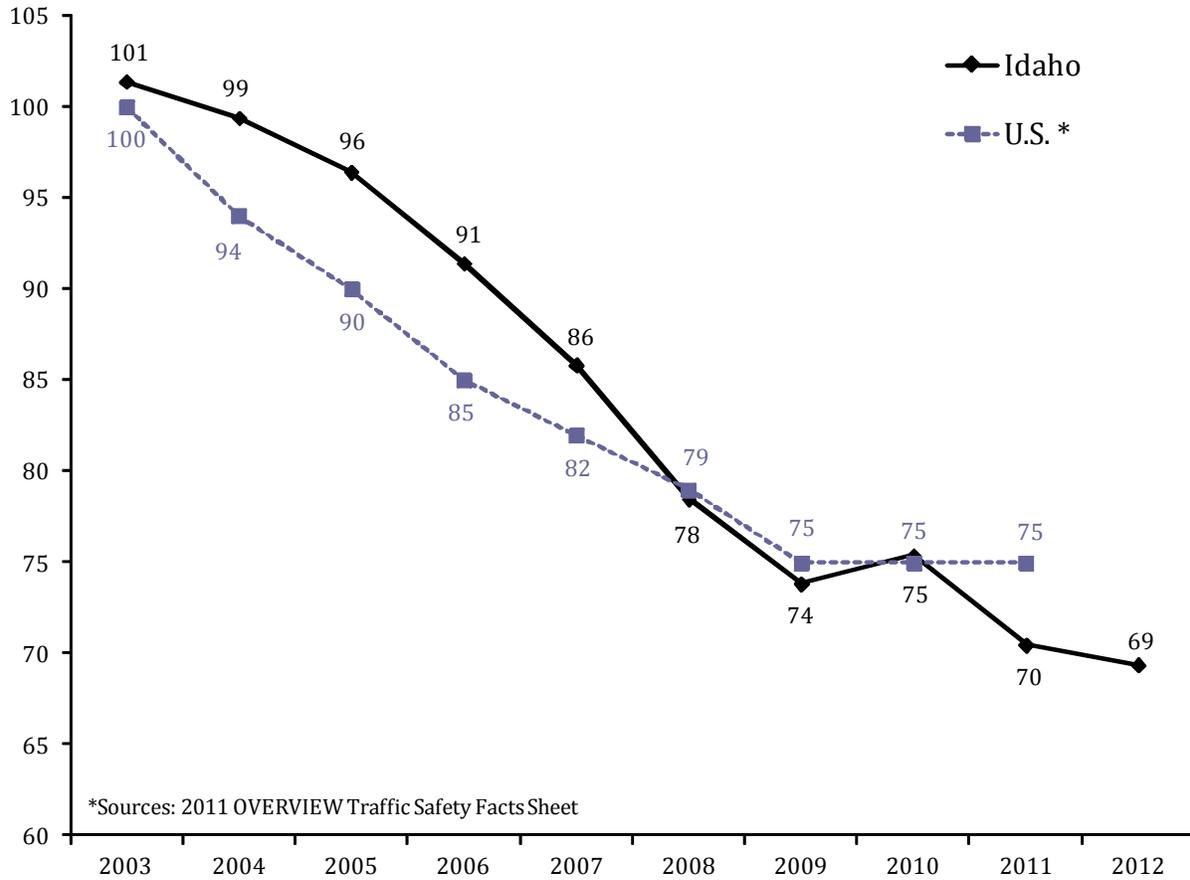


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2003-2012



The 2012 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 2008 through 2012. The number of fatalities increased to 184 in 2012.

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Fatalities	232	226	209	167	184	10.2%	-10.1%
Serious Injuries	1,503	1,399	1,396	1,293	1,287	-0.5%	-4.8%
Visible Injuries	3,396	3,353	3,565	3,354	3,428	2.2%	-0.3%
Possible Injuries	7,096	6,641	6,764	6,219	6,273	0.9%	-4.2%
No Injuries	48,865	45,465	44,239	40,920	42,620	4.2%	-5.7%
Unknown / Missing	775	725	818	706	333	-52.8%	-2.4%
Total Persons in Crashes	61,867	57,809	56,991	53,899	54,125	0.4%	-4.5%

In 2012, there were 7 serious injuries for every person killed in motor vehicle crashes. On average, four people were killed or seriously injured every day in 2012. There was 1 person killed every 48 hours and 1 person injured every 48 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2012. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)¹ 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 2012 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2012 was over \$2.3 billion.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	184	\$6,295,406	\$1,158,354,665
Serious Injuries	1,287	\$313,516	\$403,495,729
Visible Injuries	3,428	\$87,814	\$301,027,171
Possible Injuries	6,273	\$58,209	\$365,142,397
Property Damage Only	13,603	\$6,739	\$91,669,697
Total Estimate of Economic Cost			\$2,319,689,659

The cost of traffic crashes in 2012 amounts to \$1,454 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"² 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.

Table 5							
Estimated Source of Payment for Each Motor Vehicle Crash Cost Component²							
	Federal	State	Total Government	Insurer	Other	Self	Total
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%
Percentage of Total Costs	6.41%	2.70%	9.11%	50.26%	14.48%	26.15%	100.00%

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.²

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 2.6 times as likely to result in a fatality as multiple-vehicle crashes were in 2012. 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.

Type of Crash	Single Vehicle		Multiple Vehicles	
	Crashes	Injuries	Crashes	Injuries
Fatal	93	103	76	81
Serious Injury	410	494	631	793
Visible Injury	831	1,061	1,744	2,367
Possible Injury	1,030	1,474	2,984	4,799
Property Damage	4,568		9,035	
Total	6,932	3,132	14,470	8,040

In 2012, single-vehicle crashes represented only 32% of all crashes, yet accounted for 55% of all fatal crashes. Of the 93 fatal single-vehicle crashes, 85 (91%) occurred on rural roadways.

Of the 76 multiple-vehicle fatal crashes, 13 involved a pedestrian, 2 involved a bicyclist, 2 involved a train, and the other 59 (78%) involved two or more motor vehicles. Of the 63 fatal multiple-vehicle crashes, 52 (or 68%) 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 just over 22% of single-vehicle crashes. Speed also contributed to 5% of all multiple-vehicle crashes. Fail to Maintain Lane was the second most prevalent contributing circumstance for single-vehicle crashes at just under 22%

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle crashes and the fourth most prevalent for single-vehicle crashes. Inattention/distraction contributed to more than 1 out of every 5 multiple vehicle crashes and just more than 1 out of every 10 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 9% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes - Contributing Circumstances: 2012

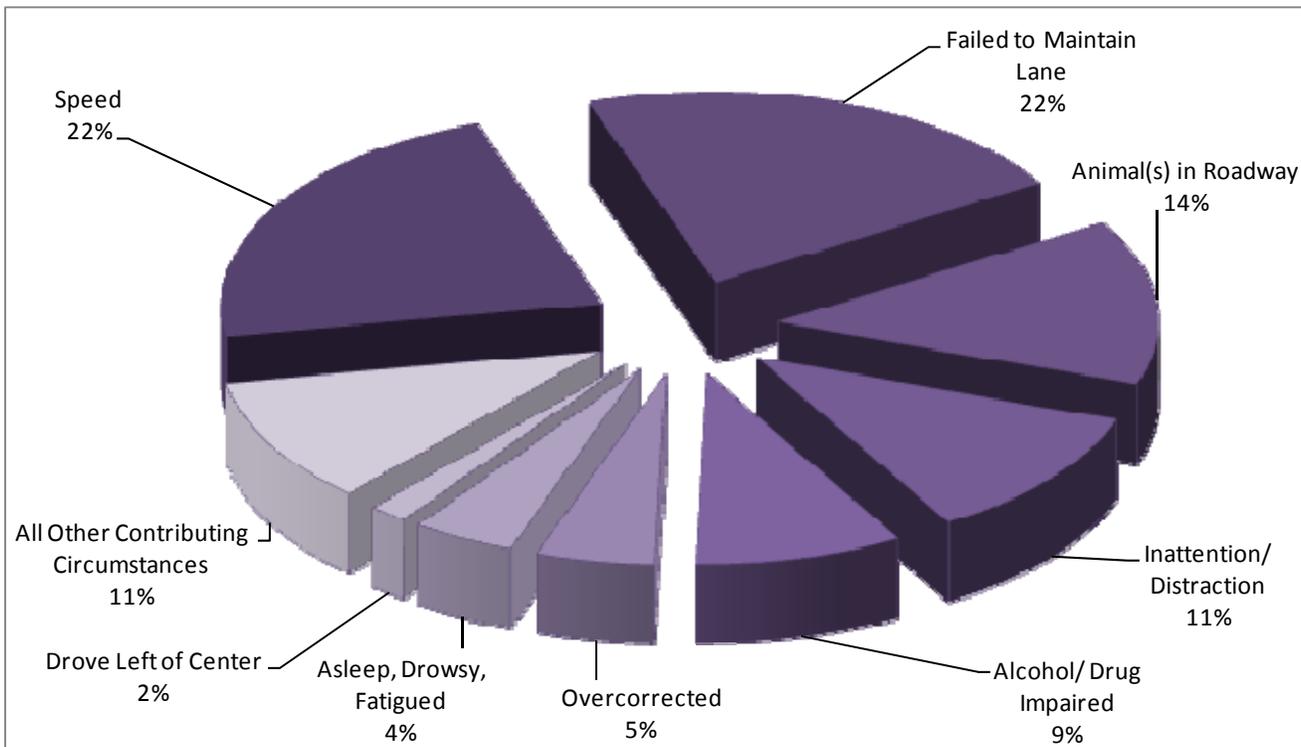


Figure 4
Multiple-Vehicle Crashes - Contributing Circumstances: 2012

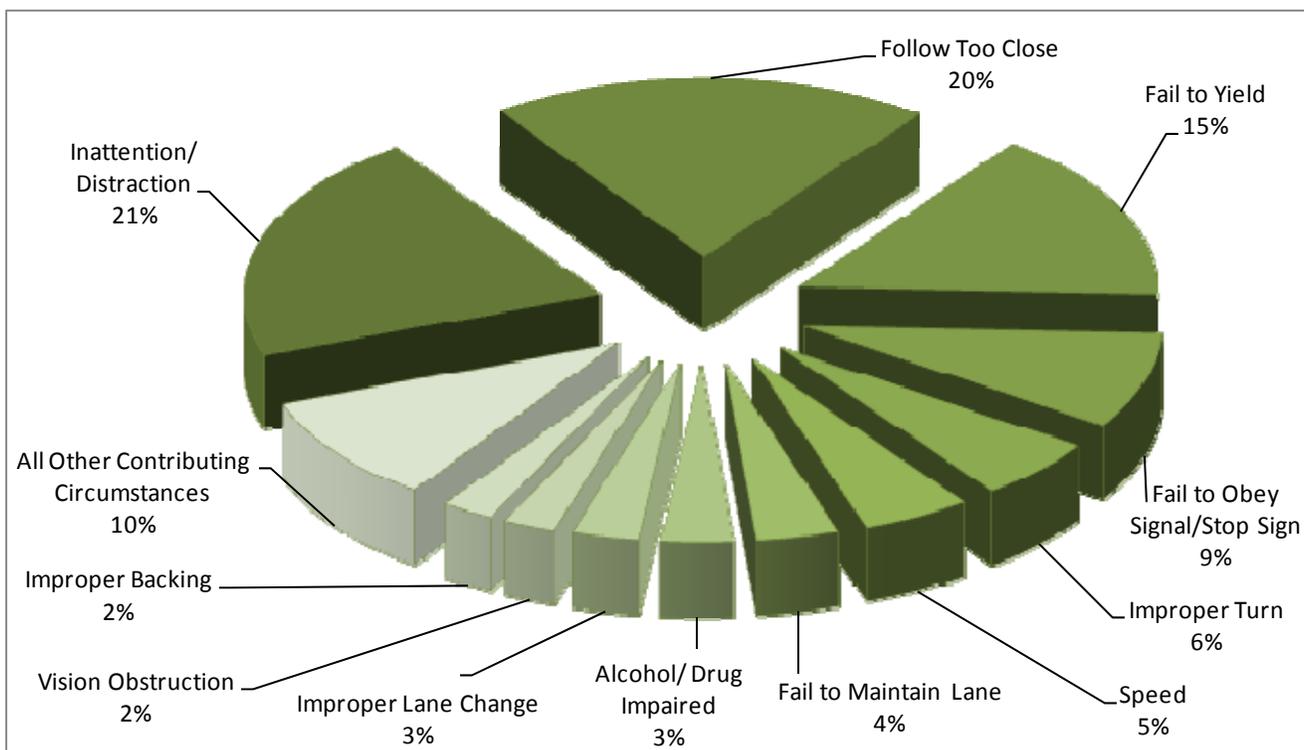


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7	
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles : 2012	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (64.5%)	Head On (16.4%)
Tree (9.7%)	Angle (15.2%)
Immersion (6.5%)	Pedestrian (15.2%)
Ditch (3.2%)	Rear-End (14.6%)
Utility Pole / Light Support (3.2%)	Side Swiped Opposite (8.2%)
Wild Animal (2.2%)	Angle - Turning (7.6%)
Embankment (2.2%)	Head On - Turning (4.1%)
Other Fixed Object (2.2%)	Side Swiped - Same Direction (2.9%)
BridgeRail (1.1%)	Overturn (2.3%)
Building Wall (1.1%)	Parked Vehicle (2.3%)
Fence (1.1%)	Pedalcycle (2.3%)
Fire/Explosion (1.1%)	Railroad Train (2.3%)
Guardrail End (1.1%)	Same Direction - Turning (2.3%)
Other (1.1%)	Backed Into (1.2%)
	Concrete Traffic Barrier (0.6%)
	Fire / Explosion (0.6%)
	Non-Contact Unit (0.6%)
	Thrown or Falling Object (0.6%)

*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 2012, there were 171 units involved in the 76 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 64% of the single vehicle fatalities and 36% of all fatalities in 2012.

Of the 51 passenger motor vehicle occupants killed in single-vehicle rollovers, 13 (or 25%) were wearing seat belts or were in a child safety seat. Of the 38 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 30 (or 79%) 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 trucks³. By these estimates, 23 of the 38 unbelted passenger motor vehicle occupants may have survived if they had been wearing their seat belt.

Crashes and Injuries by Month

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

	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Injuries	Serious Injuries	Visible Injuries	Possible Injuries
January	11	560	1,857	13	70	250	488
February	8	497	1,588	8	102	210	416
March	14	552	1,639	15	68	250	446
April	12	559	1,446	14	79	238	474
May	15	645	1,630	17	124	281	509
June	14	644	1,633	15	121	306	498
July	26	677	1,767	27	145	335	545
August	18	733	1,860	20	143	340	566
September	13	655	1,718	15	101	276	553
October	12	708	1,979	13	119	310	581
November	15	685	1,975	15	112	324	567
December	11	715	2,310	12	103	308	630
Totals	169	7,630	21,402	184	1,287	3,428	6,273

In 2012, July and August had the highest number of fatal crashes. October, November, 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: 2012

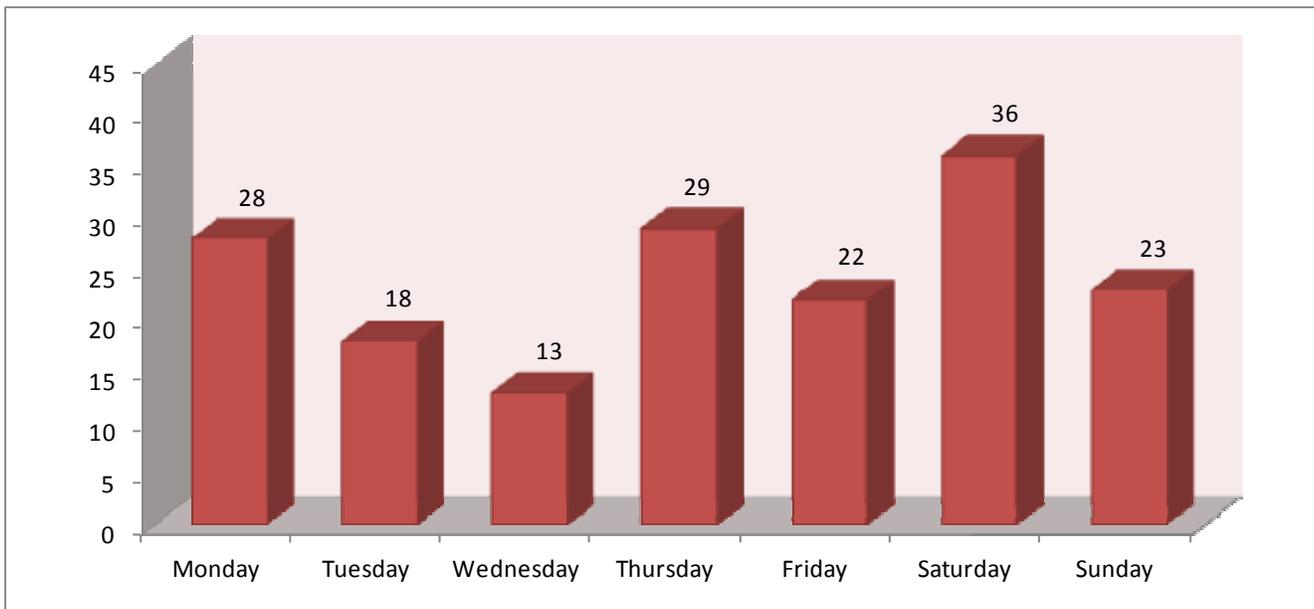
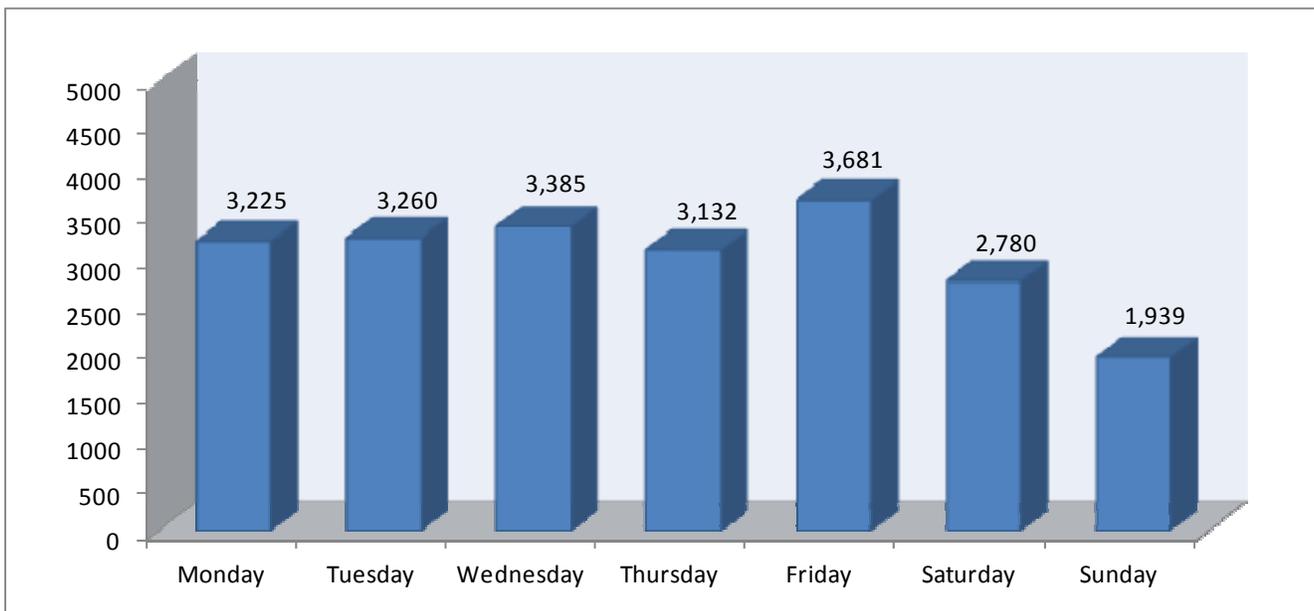


Figure 6
Total Crashes by Day of the Week: 2012



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: 2012

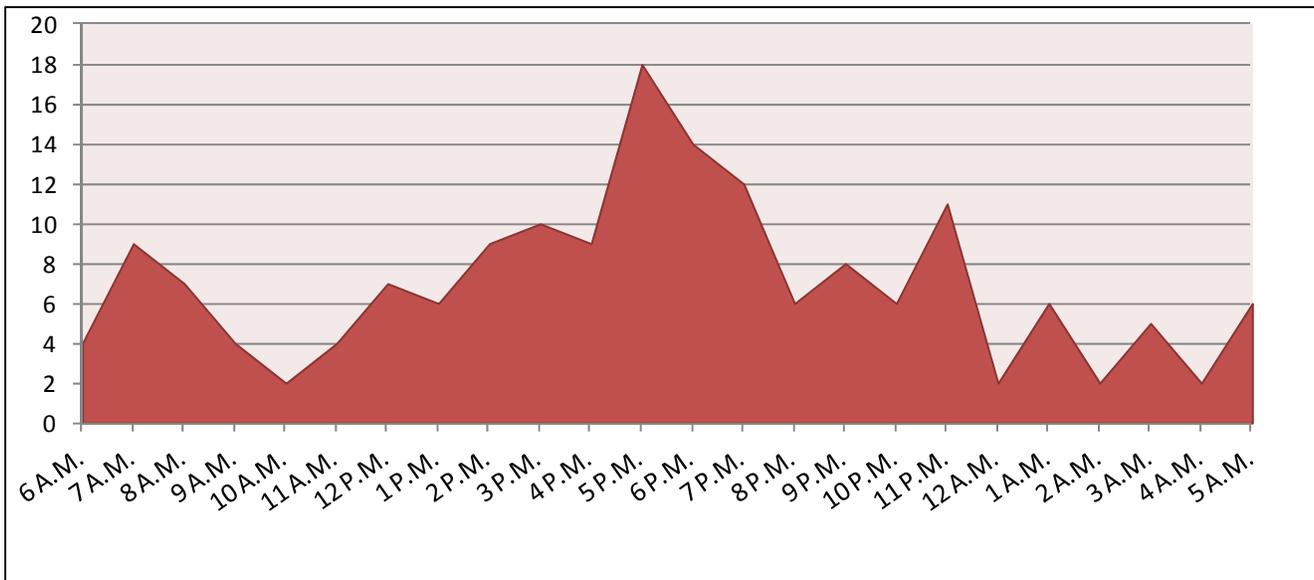
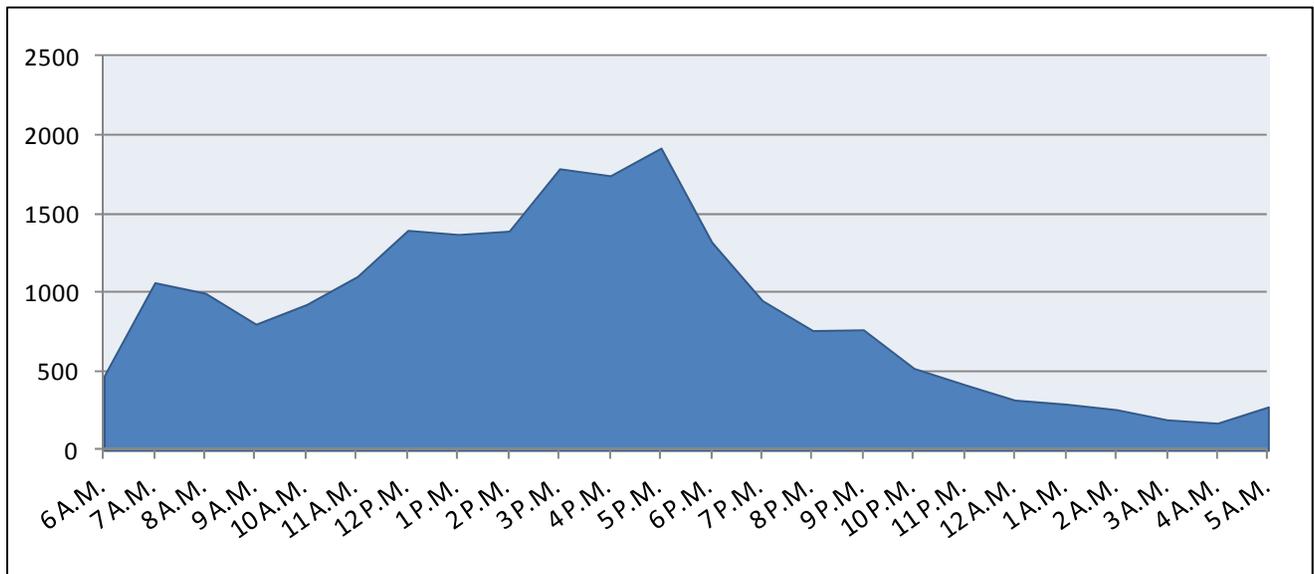


Figure 8
Total Crashes by Time of Day: 2012



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.

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Fatal Crashes	212	199	185	152	169	11.2%	-10.3%
Urban	49	44	42	30	32	6.7%	-14.4%
Rural	163	155	143	122	137	12.3%	-9.1%
Injury Crashes:	8,227	7,861	7,939	7,492	7,630	1.8%	-3.0%
Urban	5,053	4,838	4,919	4,762	4,963	4.2%	-1.9%
Rural	3,174	3,023	3,020	2,730	2,667	-2.3%	-4.8%
Total Crashes:	25,002	22,992	22,555	20,833	21,402	2.7%	-5.9%
Urban	15,362	14,215	13,780	12,993	13,705	5.5%	-5.4%
Rural	9,640	8,777	8,775	7,840	7,697	-1.8%	-6.5%

In 2012, 81% of fatal crashes occurred on rural roads, whereas 36% of all crashes occurred on rural roads. In Idaho in 2012, 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.³

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Fatal Crash Rate	1.39	1.29	1.19	0.99	1.07	8.2%	-10.6%
Urban Fatal Crash Rate	0.77	0.68	0.64	0.46	0.48	3.8%	-15.0%
Rural Fatal Crash Rate	1.83	1.72	1.58	1.36	1.49	9.3%	-9.2%
Injury Crash Rate	53.84	50.95	51.04	48.60	48.17	-0.9%	-3.3%
Urban Injury Crash Rate	79.46	75.23	75.36	73.69	74.76	1.5%	-2.5%
Rural Injury Crash Rate	35.57	33.59	33.45	30.49	28.99	-4.9%	-4.9%
Total Crash Rate	163.61	149.01	145.00	135.14	135.13	0.0%	-6.1%
Urban Total Crash Rate	241.58	221.05	211.10	201.07	206.45	2.7%	-5.9%
Rural Total Crash Rate	108.04	97.53	97.20	87.56	83.66	-4.4%	-6.7%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2008-2012, 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.

Table 11
Crash Rates for Local and State System Roadways: 2008-2012

Roadway Information	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Local Roads:							
VMT (100 millions)	71.4	71.2	72.1	71.1	74.0	4.1%	-0.1%
Fatal Crashes	84	76	79	72	74	2.8%	-4.8%
Injury Crashes	5,240	4,539	4,978	4,272	4,491	5.1%	-6.0%
Total Crashes	16,079	13,502	14,238	12,011	12,606	5.0%	-8.7%
Fatal Crash Rate	1.2	1.1	1.1	1.0	1.0	-1.3%	-4.7%
Injury Crash Rate	73.4	63.8	69.1	60.1	60.7	1.0%	-5.9%
Total Crash Rate	225.2	189.7	197.6	169.0	170.3	0.8%	-8.7%
U.S. and State Highways:							
VMT (100 millions)	48.0	48.3	48.7	48.2	48.4	0.3%	0.2%
Fatal Crashes	90	97	79	63	71	12.7%	-10.3%
Injury Crashes	2,283	2,566	2,288	2,593	2,519	-2.9%	5.0%
Total Crashes	6,537	7,205	6,189	6,897	6,882	-0.2%	2.5%
Fatal Crash Rate	1.9	2.0	1.6	1.3	1.5	12.4%	-10.5%
Injury Crash Rate	47.5	53.2	46.9	53.7	52.1	-3.1%	4.9%
Total Crash Rate	136.1	149.2	127.0	143.0	142.2	-0.5%	2.4%
Interstate Highways:							
VMT (100 millions)	33.4	34.8	34.8	34.8	36.0	3.2%	1.4%
Fatal Crashes	38	26	27	17	24	41.2%	-21.6%
Injury Crashes	704	756	673	627	620	-1.1%	-3.5%
Total Crashes	2,386	2,285	2,128	1,925	1,914	-0.6%	-6.9%
Fatal Crash Rate	1.1	0.7	0.8	0.5	0.7	36.7%	-22.5%
Injury Crash Rate	21.1	21.7	19.4	18.0	17.2	-4.2%	-5.0%
Total Crash Rate	71.5	65.6	61.2	55.3	53.2	-3.7%	-8.2%
Statewide Totals:							
VMT (100 millions)	152.8	154.3	155.6	154.2	158.4	2.7%	0.3%
Fatal Crashes	212	199	185	152	169	11.2%	-10.3%
Injury Crashes	8,227	7,861	7,939	7,492	7,630	1.8%	-3.0%
Total Crashes	25,002	22,992	22,555	20,833	21,402	2.7%	-5.9%
Fatal Crash Rate	1.4	1.3	1.2	1.0	1.1	8.2%	-10.6%
Injury Crash Rate	53.8	50.9	51.0	48.6	48.2	-0.9%	-3.3%
Total Crash Rate	163.6	149.0	145.0	135.1	135.1	0.0%	-6.1%

Crashes by Idaho Counties and Cities

Table 12									
Crash History of Idaho Counties: 2010-2012									
County	Fatal Crashes			Injury Crashes			Total Crashes		
	2010	2011	2012	2010	2011	2012	2010	2011	2012
Ada	15	9	16	2,127	2,036	2,156	5,379	5,123	5,460
Adams	1	3	1	21	18	21	54	45	46
Bannock	9	5	7	470	448	441	1,616	1,479	1,453
Bear Lake	1	1	2	35	25	26	100	89	116
Benewah	3	1	1	65	53	55	174	170	172
Bingham	8	4	11	221	157	172	781	538	550
Blaine	4	2	0	46	65	62	199	212	195
Boise	5	3	5	51	73	57	144	171	140
Bonner	7	7	10	195	158	147	577	487	456
Bonneville	7	9	10	539	462	468	1,573	1,431	1,430
Boundary	1	3	1	40	55	47	161	171	165
Butte	0	1	0	21	20	9	61	71	57
Camas	0	0	0	5	5	2	22	30	5
Canyon	16	9	13	867	848	903	2,351	2,125	2,360
Caribou	4	0	3	40	41	57	101	107	130
Cassia	5	5	7	155	134	123	490	452	455
Clark	2	2	2	18	13	11	93	61	38
Clearwater	1	2	2	37	14	12	121	52	54
Custer	3	1	3	32	23	21	59	53	72
Elmore	8	6	7	158	172	161	372	374	346
Franklin	1	1	0	55	43	39	174	136	126
Fremont	6	2	2	56	69	57	248	258	199
Gem	0	0	1	63	45	55	131	123	134
Gooding	2	3	6	83	84	74	241	215	209
Idaho	9	4	7	96	109	103	235	280	261
Jefferson	2	1	3	73	65	62	298	249	197
Jerome	10	1	6	135	146	142	411	388	388
Kootenai	13	9	9	744	754	805	2,022	2,059	2,134
Latah	5	9	5	171	164	161	536	480	483
Lemhi	3	1	2	45	33	34	139	118	111
Lewis	3	1	0	12	24	23	58	52	52
Lincoln	2	1	2	20	22	11	70	57	35
Madison	3	2	0	124	127	122	505	436	518
Minidoka	4	4	3	85	85	80	237	223	255
Nez Perce	3	9	4	251	222	197	733	734	668
Oneida	2	1	3	39	22	30	131	96	109
Owyhee	0	5	1	46	41	48	134	117	137
Payette	1	1	3	98	79	81	237	192	194
Power	3	4	3	71	54	49	199	142	143
Shoshone	2	5	0	61	49	52	189	176	160
Teton	2	0	1	25	22	15	97	74	69
Twin Falls	6	9	7	336	333	345	791	718	825
Valley	3	3	0	62	48	74	187	183	229
Washington	0	3	0	45	32	20	124	86	66
TOTALS	185	152	169	7,939	7,492	7,630	22,555	20,833	21,402

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2010-2012 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2011

Table 13									
Crash History of Idaho Cities: 2010-2012									
City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2010	2011	2012	2010	2011	2012	2010	2011	2012
40,000 and over									
Boise	7	5	4	1,189	1,133	1,271	3,238	3,028	3,270
Caldwell	4	1	1	161	165	198	443	375	485
Coeur d'Alene	1	1	0	280	321	347	789	827	908
Idaho Falls	3	1	1	306	283	265	903	867	830
Meridian	2	0	4	538	538	538	1,144	1,115	1,201
Nampa	2	1	4	444	443	485	1,243	1,164	1,314
Pocatello	2	4	2	321	315	316	1,133	1,076	1,049
Twin Falls	1	0	0	194	201	208	382	372	438
15,000 - 39,999									
Eagle	2	1	0	66	60	66	198	213	226
Kuna	0	0	1	18	17	19	58	55	65
Lewiston	0	5	1	156	139	127	496	496	455
Moscow	0	1	1	71	88	67	263	240	206
Post Falls	2	3	0	112	101	111	300	266	263
Rexburg	0	0	0	79	84	77	317	294	314
5,000 - 14,999									
Ammon	0	0	0	35	27	42	110	102	125
Blackfoot	0	0	1	62	37	46	265	168	195
Burley	0	0	0	63	47	43	205	195	203
Chubbuck	0	0	0	72	54	51	199	175	156
Emmett	0	0	0	25	17	20	52	42	50
Garden City	1	0	0	89	100	86	195	234	212
Hailey	0	0	0	8	16	11	50	62	49
Hayden	1	0	0	48	57	53	144	152	141
Jerome	1	0	0	31	33	30	120	120	90
Middleton	1	0	0	10	7	7	34	28	22
Mountain Home	1	0	0	35	38	32	88	85	87
Payette	0	0	0	17	11	16	50	35	39
Preston	1	1	0	11	14	14	42	40	47
Rathdrum	0	0	0	18	12	25	34	35	47
Rupert	1	0	0	11	5	8	30	26	17
Sandpoint	0	0	0	22	26	29	92	97	118
Star	0	0	0	5	1	9	19	10	19
Weiser	0	0	0	12	6	7	37	29	22

Table 13 (Continued)
Crash History of Idaho Cities: 2010-2012

City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2010	2011	2012	2010	2011	2012	2010	2011	2012
2,000 - 4,999									
Aberdeen	0	0	0	1	2	3	5	16	12
American Falls	0	0	1	10	14	6	41	39	37
Bellevue	0	0	0	2	2	0	8	4	8
Bonnars Ferry	0	0	0	5	5	7	24	19	21
Buhl	0	0	0	7	2	5	24	11	23
Dalton Gardens	0	0	0	7	5	6	18	26	18
Filer	0	0	0	3	0	2	10	1	8
Fruitland	0	0	0	12	12	11	31	30	31
Gooding	0	0	0	1	11	5	27	36	23
Grangeville	0	0	0	4	4	2	22	8	3
Heyburn	0	0	0	14	16	13	29	31	46
Homedale	0	0	0	4	4	4	18	12	9
Kellogg	0	0	0	7	6	3	24	22	21
Ketchum	0	0	0	4	8	12	36	33	39
Kimberly	0	0	0	5	4	1	6	13	5
Malad	0	0	0	3	1	1	16	10	7
McCall	0	1	0	5	9	9	27	33	33
Montpelier	0	0	0	7	5	3	9	16	24
Orofino	0	0	0	8	8	6	30	24	40
Parma	0	0	0	1	3	0	7	3	5
Rigby	0	1	0	17	17	15	80	72	53
St. Anthony	0	0	0	8	10	8	45	36	25
St. Maries	0	0	0	7	5	8	34	25	37
Salmon	0	0	0	10	4	6	41	25	29
Shelley	0	0	0	8	4	7	26	22	18
Soda Springs	0	0	0	2	1	4	13	21	13
Wendell	0	0	0	6	4	3	22	22	15

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 2012 U. S. Census Bureau estimates for counties.

Table 14							
Fatal and Injury Crash Rates by County - 2012							
	2012 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
50,000 and over							
Ada	409.1	5,460	16	2,156	18	2,987	5.3
Bannock	83.8	1,453	7	441	7	611	5.3
Bonneville	106.7	1,430	10	468	10	654	4.5
Canyon	193.9	2,360	13	903	13	1,333	4.7
Kootenai	142.4	2,134	9	805	10	1,142	5.7
Twin Falls	78.6	825	7	345	7	517	4.5
Mean Crash Rate							5.1

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2012

	2012 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
20,000 - 49,999							
Bingham	45.5	550	11	172	12	268	4.0
Blaine	21.1	195	0	62	0	89	2.9
Bonner	40.5	456	10	147	10	203	3.9
Cassia	23.2	455	7	123	7	178	5.6
Elmore	26.2	346	7	161	7	254	6.4
Jefferson	26.7	197	3	62	3	104	2.4
Jerome	22.5	388	6	142	6	221	6.6
Latah	38.2	483	5	161	6	221	4.3
Madison	37.5	518	0	122	0	187	3.3
Minidoka	20.0	255	3	80	3	121	4.1
Nez Perce	39.5	668	4	197	4	243	5.1
Payette	22.6	194	3	81	5	117	3.7
Mean Crash Rate							4.3
10,000 - 19,999							
Boundary	10.8	165	1	47	1	64	4.4
Franklin	12.8	126	0	39	0	67	3.1
Fremont	13.0	199	2	57	2	92	4.6
Gem	16.7	134	1	55	1	92	3.4
Gooding	15.3	209	6	74	9	118	5.2
Idaho	16.3	261	7	103	7	155	6.7
Owyhee	11.4	137	1	48	1	67	4.3
Shoshone	12.7	160	0	52	0	90	4.1
Teton	10.1	69	1	15	1	22	1.6
Washington	10.1	66	0	20	0	27	2.0
Mean Crash Rate							4.1
5,000 - 9,999							
Bear Lake	5.9	116	2	26	3	44	4.7
Benewah	9.1	172	1	55	1	77	6.1
Boise	6.8	140	5	57	6	83	9.1
Caribou	6.8	130	3	57	3	96	8.8
Clearwater	8.6	54	2	12	2	15	1.6
Lemhi	7.8	111	2	34	2	46	4.6
Lincoln	5.3	35	2	11	3	18	2.5
Power	7.8	143	3	49	4	87	6.7
Valley	9.5	229	0	74	0	99	7.8
Mean Crash Rate							5.8

Table 14 (Continued)							
Fatal and Injury Crash Rates by County - 2012							
	2012 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
0 - 4,999							
Adams	3.9	46	1	21	1	31	5.6
Butte	2.7	57	0	9	0	10	3.3
Camas	1.1	5	0	2	0	7	1.9
Clark	0.9	38	2	11	3	18	15.0
Custer	4.3	72	3	21	3	28	5.5
Lewis	3.9	52	0	23	0	33	5.9
Oneida	4.2	109	3	30	3	52	7.8
Mean Crash Rate							6.0
Statewide Totals	1,595.7	21,402	169	7,630	184	10,988	4.9

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 2011. Population estimates by city for 2012 were not available at the time of publication.

Table 15							
Fatal and Injury Crash Rates by City - 2012							
	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	
40,000 and over							
Boise	210.1	3,270	4	1,271	5	1,721	6.1
Caldwell	46.9	485	1	198	1	289	4.2
Coeur d'Alene	45.0	908	0	347	0	478	7.7
Idaho Falls	57.6	830	1	265	1	351	4.6
Meridian	76.8	1,201	4	538	5	783	7.1
Nampa	82.8	1,314	4	485	4	700	5.9
Pocatello	54.8	1,049	2	316	2	400	5.8
Twin Falls	44.6	438	0	208	0	300	4.7
Mean Crash Rate							5.9

Table 15 (Continued)
Fatal and Injury Crash Rate by City - 2012

	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	
15,000 - 39,999							
Eagle	20.3	226	0	66	0	86	3.2
Kuna	15.5	65	1	19	1	20	1.3
Lewiston	32.1	455	1	127	1	154	4.0
Moscow	24.1	206	1	67	1	88	2.8
Post Falls	28.1	263	0	111	0	159	3.9
Rexburg	25.7	314	0	77	0	121	3.0
Mean Crash Rate							3.2
5,000 - 14,999							
Ammon	14.0	125	0	42	0	64	3.0
Blackfoot	12.0	195	1	46	1	64	3.9
Burley	10.4	203	0	43	0	58	4.1
Chubbuck	14.1	156	0	51	0	87	3.6
Emmett	6.5	50	0	20	0	31	3.1
Garden City	11.2	212	0	86	0	104	7.7
Hailey	7.9	49	0	11	0	13	1.4
Hayden	13.6	141	0	53	0	81	3.9
Jerome	11.0	90	0	30	0	40	2.7
Middleton	5.6	22	0	7	0	9	1.2
Mountain Home	13.8	87	0	32	0	49	2.3
Payette	7.5	39	0	16	0	24	2.1
Preston	5.2	47	0	14	0	25	2.7
Rathdrum	7.0	47	0	25	0	35	3.6
Rupert	5.6	17	0	8	0	11	1.4
Sandpoint	7.4	118	0	29	0	32	3.9
Star	5.9	19	0	9	0	11	1.5
Weiser	5.5	22	0	7	0	10	1.3
Mean Crash Rate							3.2

Table 15 (Continued)
Fatal and Injury Crash Rate by City - 2012

	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	
2,000 - 4,999							
Aberdeen	2.0	12	0	3	0	5	1.5
American Falls	4.4	37	1	6	1	11	1.6
Bellevue	2.3	8	0	0	0	0	0.0
Bonnars Ferry	2.5	21	0	7	0	14	2.8
Buhl	4.2	23	0	5	0	11	1.2
Dalton Gardens	2.4	18	0	6	0	7	2.5
Filer	2.5	8	0	2	0	3	0.8
Fruitland	4.7	31	0	11	0	16	2.3
Gooding	3.6	23	0	5	0	6	1.4
Grangeville	3.2	3	0	2	0	4	0.6
Heyburn	3.1	46	0	13	0	20	4.2
Homedale	2.6	9	0	4	0	4	1.5
Kellogg	2.1	21	0	3	0	6	1.4
Ketchum	2.7	39	0	12	0	16	4.5
Kimberly	3.3	5	0	1	0	1	0.3
Malad	2.1	7	0	1	0	1	0.5
McCall	2.9	33	0	9	0	13	3.1
Montpelier	2.6	24	0	3	0	3	1.2
Orofino	3.1	40	0	6	0	6	1.9
Parma	2.0	5	0	0	0	0	0.0
Rigby	4.0	53	0	15	0	25	3.8
St. Anthony	3.5	25	0	8	0	9	2.3
St. Maries	2.4	37	0	8	0	9	3.4
Salmon	3.1	29	0	6	0	6	1.9
Shelley	4.4	18	0	7	0	9	1.6
Soda Springs	3.0	13	0	4	0	9	1.3
Wendell	2.8	15	0	3	0	5	1.1
Mean Crash Rate							1.9

Driver Age Distribution

Table 16 shows the changes in the number of licensed drivers in Idaho since 2000. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 2000, there has been a considerable increase in the number and proportion of drivers over the age of 54.

Age	2000	2010	2012	Change 2000-2012	Change 2010-2012
15* (%)	9,406 1.1%	2,592 0.2%	2,880 0.3%	-69.4%	11.1%
16-24 (%)	156,485 17.5%	153,891 14.4%	155,703 14.2%	-0.5%	1.2%
25-34 (%)	154,133 17.3%	191,583 17.9%	192,252 17.6%	24.7%	0.3%
35-44 (%)	178,401 20.0%	177,226 16.6%	180,000 16.5%	0.9%	1.6%
45-54 (%)	167,821 18.8%	195,441 18.3%	190,019 17.4%	13.2%	-2.8%
55-64 (%)	106,190 11.9%	177,521 16.6%	184,849 16.9%	74.1%	4.1%
65+ (%)	120,516 13.5%	171,288 16.0%	187,274 17.1%	55.4%	9.3%
TOTALS	892,952	1,069,542	1,092,977	22.4%	2.2%

**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.*

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

Age	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	2,880	0.3%	352	1.0%	3.8	127	1.0%	3.6
16	9,989	0.9%	942	2.7%	2.9	324	2.5%	2.7
17	14,561	1.3%	1,275	3.6%	2.7	437	3.3%	2.5
18	16,213	1.5%	1,351	3.9%	2.6	468	3.5%	2.4
19	18,451	1.7%	1,291	3.7%	2.2	475	3.6%	2.1
20	19,500	1.8%	1,196	3.4%	1.9	429	3.2%	1.8
21	17,987	1.6%	1,135	3.2%	2.0	407	3.1%	1.9
22	19,327	1.8%	1,008	2.9%	1.6	369	2.8%	1.6
23	19,759	1.8%	893	2.5%	1.4	334	2.5%	1.4
24	19,916	1.8%	834	2.4%	1.3	299	2.3%	1.2
25-34	192,252	17.6%	6,903	19.7%	1.1	2,625	19.9%	1.1
35-44	180,000	16.5%	5,460	15.6%	0.9	2,041	15.4%	0.9
45-54	190,019	17.4%	4,966	14.2%	0.8	1,960	14.8%	0.9
55-64	184,849	16.9%	3,948	11.3%	0.7	1,566	11.9%	0.7
65-74	119,649	10.9%	2,223	6.3%	0.6	847	6.4%	0.6
75+	67,625	6.2%	1,229	3.5%	0.6	482	3.6%	0.6
Not Stated or Other			47	0.1%		24	0.2%	
TOTALS	1,092,977		35,053			13,214		

** 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.*

Drivers, ages 19 and under, were involved in 2.4 times as many fatal or injury traffic crashes as expected. This age group comprised 5.7% 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.

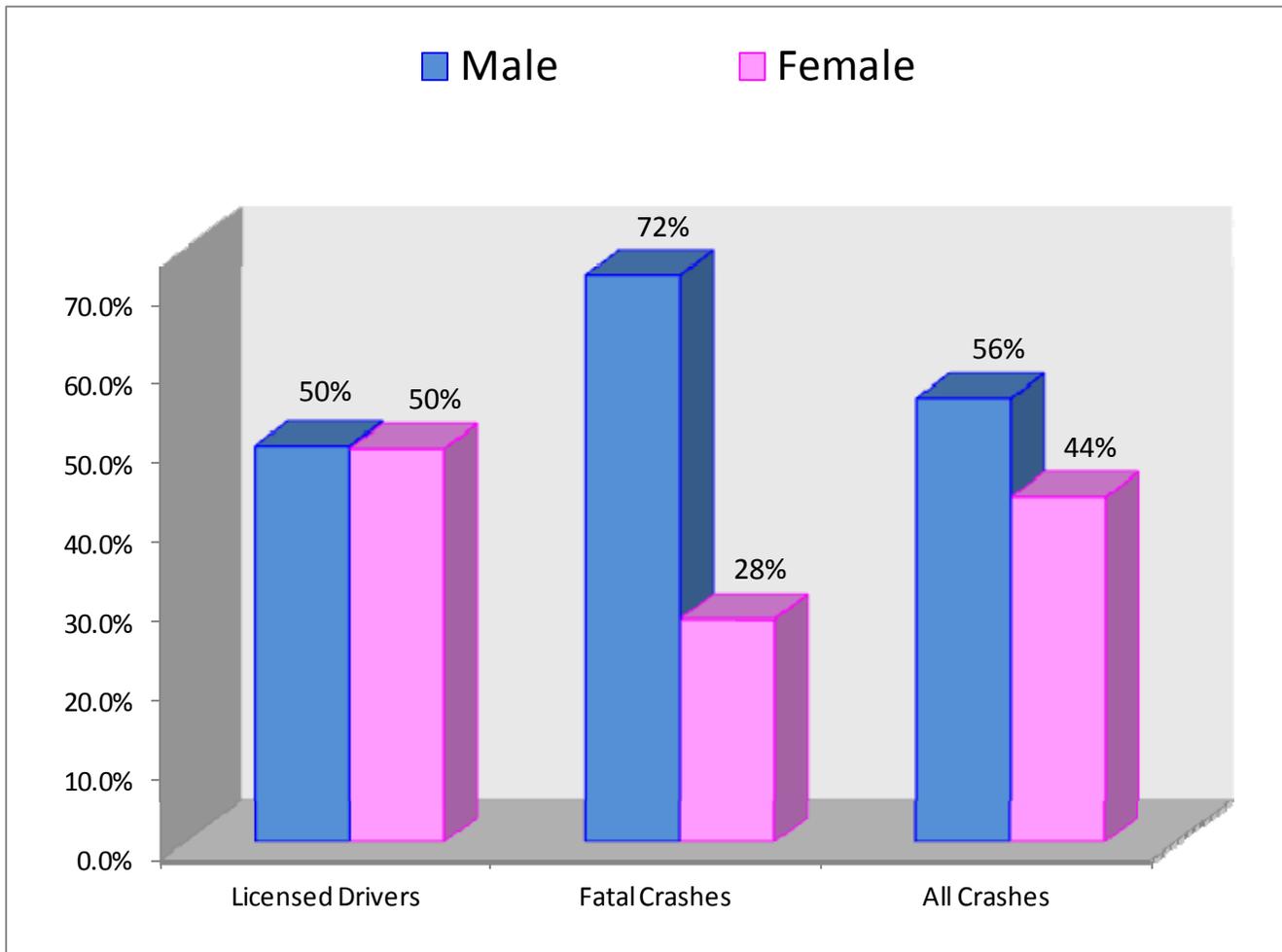
Drivers that were 26 years old in 2012 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

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 72% of the drivers in fatal crashes.

Figure 9
Comparison by Gender for Driver Licensure, and Crash Involvement: 2012



In 2012, males were 1.3 times more likely than females to be involved in any crash and were 2.5 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), 15 year-old male drivers were involved in 3.2 times as many fatal and injury crashes as expected, while female 15 year-old drivers were involved in 4.0 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2012

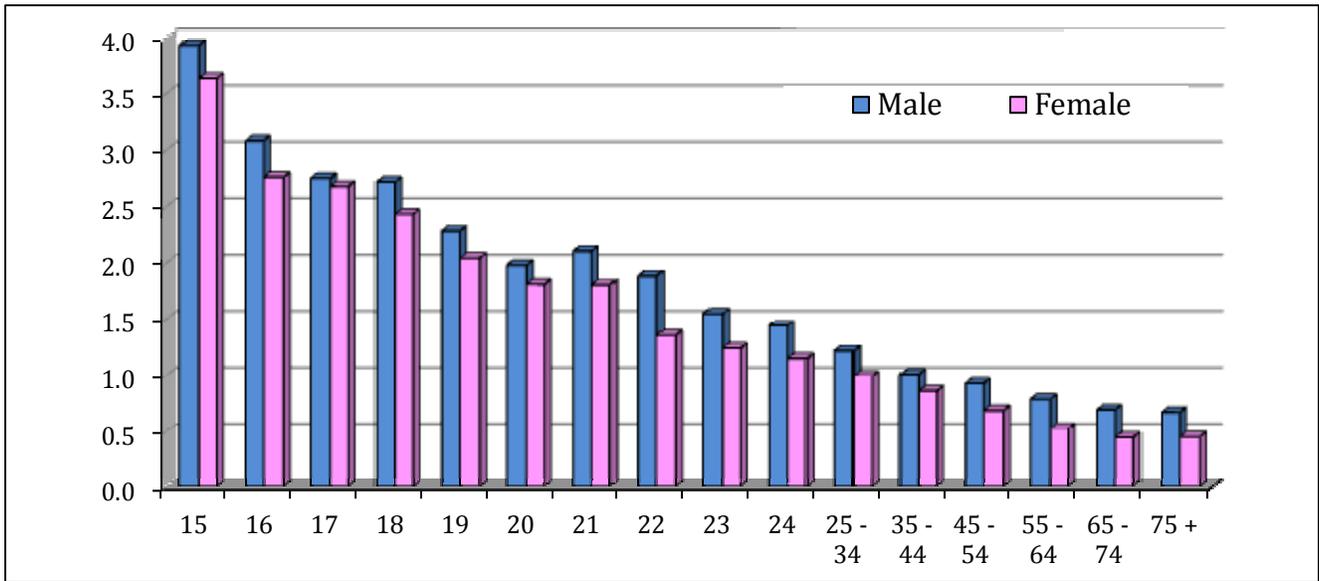
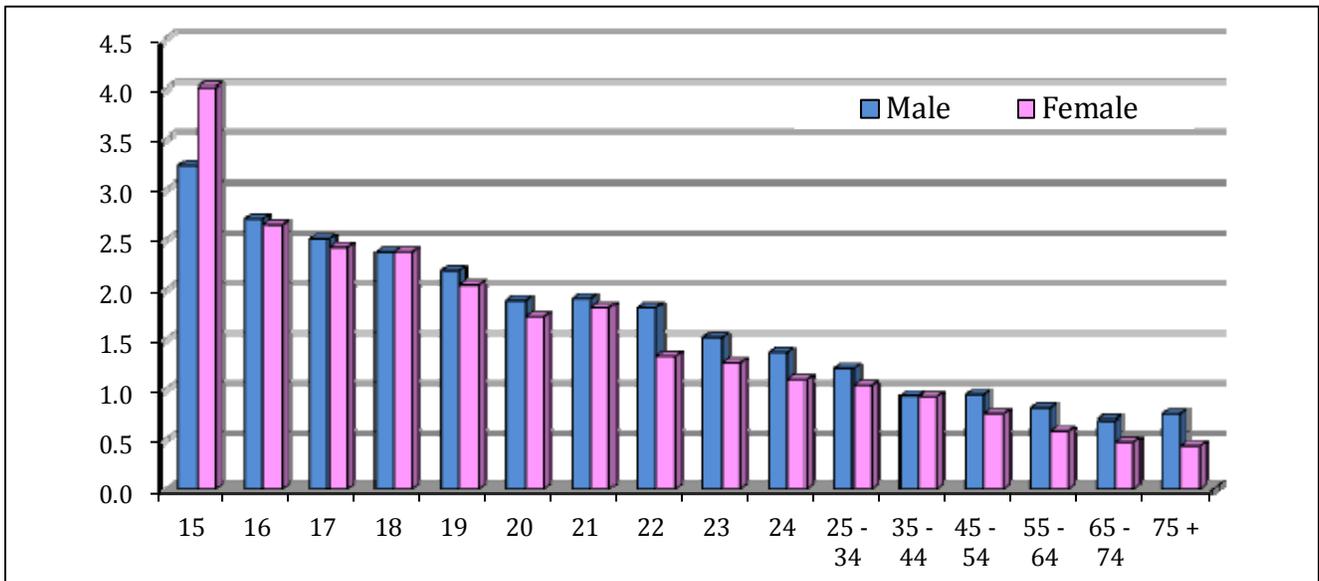


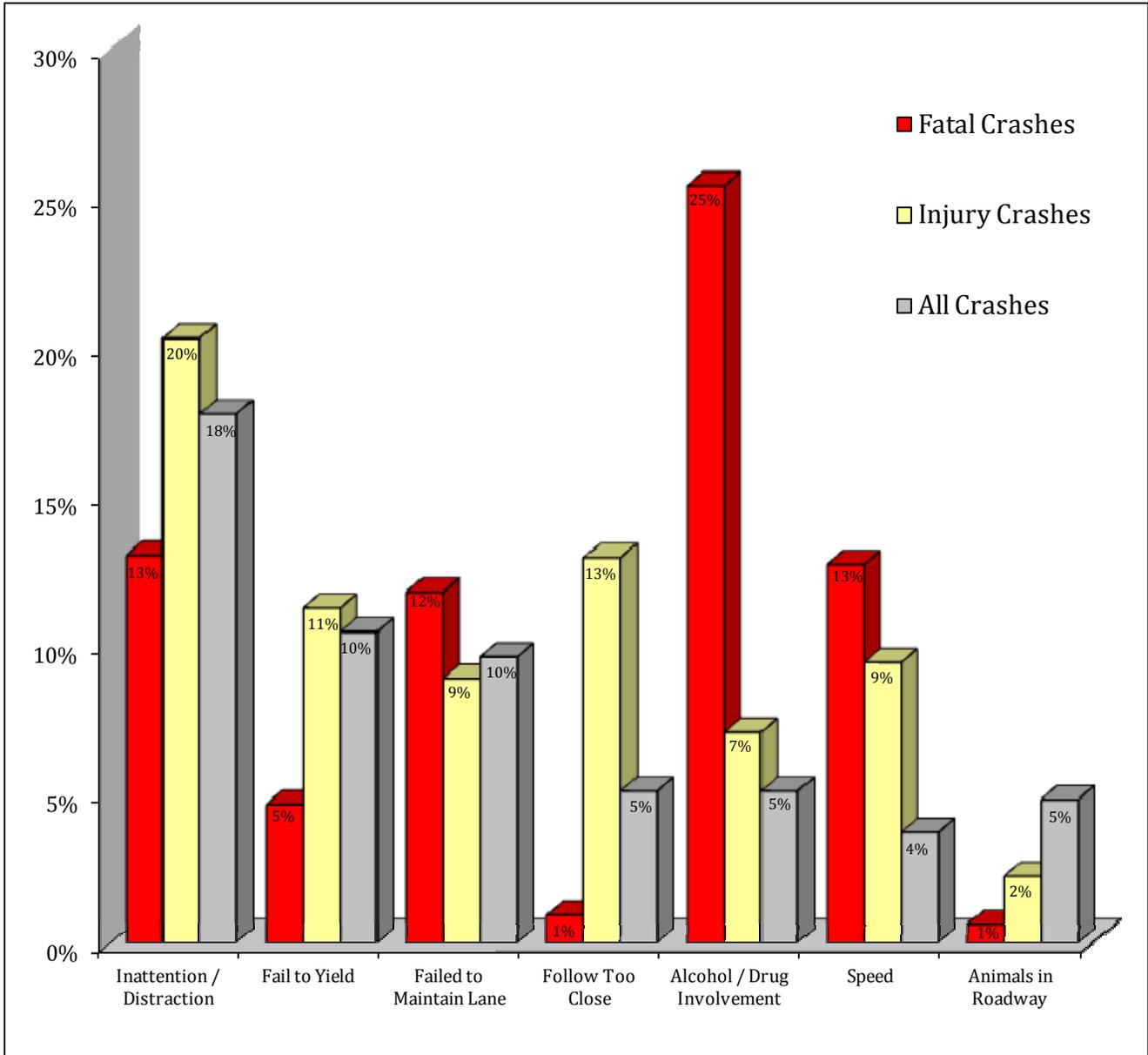
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2012



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 2012



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2012 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.

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	75,996	46.0%
2. Safety Restraint Violations	29,194	17.7%
3. Insurance Violations	12,934	7.8%
4. Failure to Obey Traffic Control Devices	10,902	6.6%
5. Driving Under the Influence	8,697	5.3%
6. Driving Without Privileges - Suspended License	6,066	3.7%
7. Following Too Close	4,466	2.7%
8. Reckless or Inattentive Driving	3,175	1.9%
9. Failure to Yield Right of Way	2,769	1.7%
10. Child Safety Seat Violations	1,621	1.0%
All Other	9,553	5.8%
TOTAL	165,373	

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 groups for selected traffic violations. The five violations shown comprise 62% of all violations for 2012. 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.

Age	Licensed Drivers	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	2,880	8.2	2.5	0.1	0.5	1.7
16-19	59,214	14.6	2.5	0.7	0.8	1.5
20-24	96,489	12.2	1.7	1.7	0.7	0.9
25-34	192,252	9.0	1.2	1.4	0.4	0.5
35-44	180,000	7.9	1.0	1.0	0.2	0.3
45-54	190,019	5.9	0.8	0.8	0.2	0.3
55-64	184,849	4.0	0.5	0.3	0.1	0.2
65-74	119,649	2.7	0.4	0.1	0.1	0.1
75+	67,625	1.6	0.4	0.0	0.1	0.1
Mean		6.9	1.0	0.8	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 Economic and Research Section of the Division of Administration within the Idaho Transportation Department and comes directly from driver's license records.

Table 20
Driver's License Suspensions by Violation Type: 2012

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	23,220	35.0%
Failure to Pay Fine	14,967	22.6%
Administrative License Suspension (ALS)*	9,155	13.8%
Driving Under the Influence	7,515	11.3%
Family Responsibility Law	2,856	4.3%
Driving Without Privileges	2,386	3.6%
Underage Consumption or Possession of Alcohol	1,608	2.4%
Reckless/Inattentive Driving	659	1.0%
Recurrence of Violation (Under 17 Years Old)	445	0.7%
Points	399	0.6%
Refused Evidentiary BAC Test	306	0.5%
All Others	2,757	4.2%
TOTALS	66,273	100.0%

**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 58% 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.

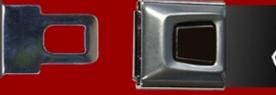
SECTION II

Idaho Focus Areas



8 out of 10 Idahoans buckle up.

Do you?



TOWARD ZERO DEATHS

Idaho Transportation Department



WHAT ARE YOU DRINKING?

RIGHT CHOICE: RIDE SOBER



TOWARD ZERO DEATHS



IDAHO STAR

BELLS TRAINING ADVANTAGE FOR RIDERS



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.

Table 21							
Impaired Driving Crashes: 2008-2012							
	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Impaired Driving Crashes	1,783	1,579	1,593	1,456	1,454	-0.1%	-6.4%
Fatalities	96	74	96	66	73	10.6%	-8.1%
Serious Injuries	285	269	273	277	241	-13.0%	-0.9%
Visible Injuries	433	461	447	400	399	-0.2%	-2.4%
Possible Injuries	569	474	475	474	535	12.9%	-5.6%
Impaired Driving Crashes as a % of All Crashes	7.1%	6.9%	7.1%	7.0%	6.8%	-2.8%	-0.6%
Impaired Driving Fatalities as a % of All Fatalities	41.4%	32.7%	45.9%	39.5%	39.7%	0.4%	1.8%
Impaired Driving Injuries as a % of All Injuries	10.7%	10.6%	10.2%	10.6%	10.7%	1.0%	-0.4%
All Fatal and Injury Crashes	8,439	8,060	8,124	7,644	7,799	2.0%	-3.2%
Impaired Fatal/Injury Crashes	955	885	903	822	843	2.6%	-4.8%
% Impaired Driving	11.3%	11.0%	11.1%	10.8%	10.8%	0.5%	-1.7%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.49	2.22	2.37	2.22	1.98	-10.9%	-3.4%
Annual DUI Arrests by Agency*							
Idaho State Police	1,977	2,441	2,003	1,846	1,659	-10.1%	-0.8%
Local Agencies	10,195	9,886	8,723	7,840	7,482	-4.6%	-8.3%
Total Arrests	12,172	12,327	10,726	9,686	9,141	-5.6%	-7.1%
DUI Enforcement Rate**	1.17	1.17	1.00	0.89	0.84	-6.4%	-8.5%

*Source: Idaho State Police, Bureau of Criminal Identification

**DUI Arrests per 100 Licensed Drivers per Year.

In 2012, impaired driving crashes decreased by 0.1% and fatalities resulting from impaired driving crashes increased by 11%. 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 19% 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 5% in 2012 from the prior year and ISP DUI arrests decreased by 10%. Overall, DUI arrests decreased by 6% from 2011 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2012. The estimated cost of Idaho impaired driving crashes in 2012 was more than \$605 million dollars. This estimate represents more than 26% of the total cost of Idaho crashes (as shown in Table 4).

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	73	\$6,295,406	\$459,564,622
Serious Injuries	241	\$313,516	\$75,557,475
Visible Injuries	399	\$87,814	\$35,037,877
Possible Injuries	535	\$58,209	\$31,141,588
Property Damage Only	611	\$6,739	\$4,117,488
Total Estimate of Economic Cost			\$605,419,050

Victims of Fatal Crashes Involving Impaired Drivers

Table 23 shows a breakout of impaired driving fatalities. Of the 73 people killed in impaired driving crashes, 67 (or 92%) were impaired drivers, impaired pedestrians, impaired bicyclists, or passengers of a motor vehicle riding with an impaired driver.

Impaired Status*	Passenger Vehicles		Motorcycle	Pedestrian	ATV	
	Driver	Passenger	Driver		Driver	Passenger
Impaired	36	13	8	5	4	1
Not Impaired	1	4	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 19 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 13% of the impaired drivers involved in crashes were under 21 years of age.

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	2,880	0.3%	9	0.1%	3	0.2%
16	9,989	0.9%	28	0.3%	7	0.5%
17	14,561	1.3%	78	0.9%	22	1.5%
18	16,213	1.5%			38	2.7%
19	18,451	1.7%	416*	4.6%	60	4.2%
20	19,500	1.8%			51	3.6%
21	17,987	1.6%			80	5.6%
22	19,327	1.8%			59	4.1%
23	19,759	1.8%			52	3.7%
24	19,916	1.8%	1,803**	19.7%	50	3.5%
25-29	94,756	8.7%	1,498	16.4%	226	15.9%
30-34	97,496	8.9%	1,224	13.4%	178	12.5%
35-39	89,486	8.2%	912	10.0%	134	9.4%
40-44	90,514	8.3%	873	9.6%	122	8.6%
45-49	89,717	8.2%	756	8.3%	94	6.6%
50-54	100,302	9.2%	692	7.6%	104	7.3%
55-59	97,591	8.9%	440	4.8%	71	5.0%
60+	274,532	25.1%	360	3.9%	70	4.9%
Missing or Unknown			49	0.5%	0	0.0%
TOTALS	1,092,977		9,141		1,422	

* 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 2012 U.S. Census estimates for counties.

Table 25							
Impaired Driving Crashes by County: 2012							
	2012 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	
50,000 and over							
Ada	409.1	323	7	164	8	261	0.4
Bannock	83.8	107	5	50	5	77	0.7
Bonneville	106.7	91	4	47	4	56	0.5
Canyon	193.9	127	4	78	4	123	0.4
Kootenai	142.4	157	3	79	3	104	0.6
Twin Falls	78.6	60	4	41	4	59	0.6
Mean Crash Rate							0.5
20,000 - 49,999							
Bingham	45.5	47	7	25	8	51	0.7
Blaine	21.1	17	0	8	0	11	0.4
Bonner	40.5	45	4	26	4	38	0.7
Cassia	23.2	24	0	7	0	9	0.3
Elmore	26.2	31	5	14	5	16	0.7
Jefferson	26.7	10	2	4	2	10	0.2
Jerome	22.5	36	2	20	2	25	1.0
Latah	38.2	32	2	16	2	25	0.5
Madison	37.5	9	0	6	0	14	0.2
Minidoka	20.0	14	0	10	0	15	0.5
Nez Perce	39.5	80	1	35	1	49	0.9
Payette	22.6	12	0	5	0	8	0.2
Mean Crash Rate							0.5
10,000 - 19,999							
Boundary	10.8	7	1	3	1	6	0.4
Franklin	12.8	4	0	2	0	3	0.2
Fremont	13.0	5	0	3	0	3	0.2
Gem	16.7	7	1	4	1	8	0.3
Gooding	15.3	15	2	9	3	17	0.7
Idaho	16.3	33	4	23	4	37	1.7
Owyhee	11.4	10	0	7	0	8	0.6
Shoshone	12.7	18	0	10	0	13	0.8
Teton	10.1	5	1	1	1	1	0.2
Washington	10.1	9	0	3	0	6	0.3
Mean Crash Rate							0.6

Table 25 (Continued)
Impaired Driving Crashes by County: 2012

	2012 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	
5,000 - 9,999							
Bear Lake	5.9	6	1	4	1	6	0.8
Benewah	9.1	15	0	11	0	17	1.2
Boise	6.8	13	1	7	1	14	1.2
Caribou	6.8	13	3	7	3	12	1.5
Clearwater	8.6	4	0	2	0	2	0.2
Lemhi	7.8	7	0	4	0	4	0.5
Lincoln	5.3	2	0	1	0	1	0.2
Power	7.8	15	1	11	2	25	1.5
Valley	9.5	16	0	9	0	11	0.9
Mean Crash Rate							0.9
0 - 4,999							
Adams	3.9	5	0	4	0	6	1.0
Butte	2.7	2	0	2	0	3	0.7
Camas	1.1	0	0	0	0	0	0.0
Clark	0.9	3	1	2	2	4	3.5
Custer	4.3	8	2	4	2	8	1.4
Lewis	3.9	5	0	4	0	5	1.0
Oneida	4.2	5	0	3	0	4	0.7
Mean Crash Rate							1.0
Statewide Totals	1,595.7	1,454	68	775	73	1,175	0.5

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 2011. Population estimates by city for 2012 were not available at the time of publication.

Table 26
Impaired Driving Crashes by City: 2012

	2011 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	
40,000 and over							
Boise	210.1	188	2	93	3	140	0.5
Caldwell	46.9	37	0	27	0	42	0.6
Coeur d'Alene	45.0	65	0	24	0	32	0.5
Idaho Falls	57.6	44	1	21	1	26	0.4
Meridian	76.8	59	2	34	2	67	0.5
Nampa	82.8	53	0	30	0	52	0.4
Pocatello	54.8	74	1	34	1	44	0.6
Twin Falls	44.6	28	0	19	0	24	0.4
Mean Crash Rate							0.5

Table 26 (Continued)
Impaired Driving Crashes by City: 2012

	2011 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	
15,000 - 39,999							
Eagle	20.3	13	0	4	0	5	0.2
Kuna	15.5	2	0	0	0	0	0.0
Lewiston	32.1	55	0	19	0	24	0.6
Moscow	24.1	9	0	4	0	7	0.2
Post Falls	28.1	16	0	10	0	11	0.4
Rexburg	25.7	4	0	1	0	4	0.0
Mean Crash Rate							0.1
5,000 - 14,999							
Ammon	14.0	6	0	2	0	2	0.1
Blackfoot	12.0	13	1	6	1	11	0.6
Burley	10.4	10	0	3	0	5	0.3
Chubbuck	14.1	11	0	4	0	9	0.3
Emmett	6.5	2	0	1	0	1	0.2
Garden City	11.2	10	0	6	0	7	0.5
Hailey	7.9	4	0	2	0	2	0.3
Hayden	13.6	5	0	2	0	3	0.1
Jerome	11.0	4	0	3	0	3	0.3
Middleton	5.6	1	0	1	0	1	0.2
Mountain Home	13.8	13	0	6	0	6	0.4
Payette	7.5	2	0	1	0	2	0.1
Preston	5.2	0	0	0	0	0	0.0
Rathdrum	7.0	6	0	3	0	3	0.0
Rupert	5.6	0	0	0	0	0	0.0
Sandpoint	7.4	14	0	7	0	8	1.0
Star	5.9	1	0	1	0	1	0.2
Weiser	5.5	4	0	1	0	1	0.2
Mean Crash Rate							0.3

Table 26 (Continued)
Impaired Driving Crashes by City: 2012

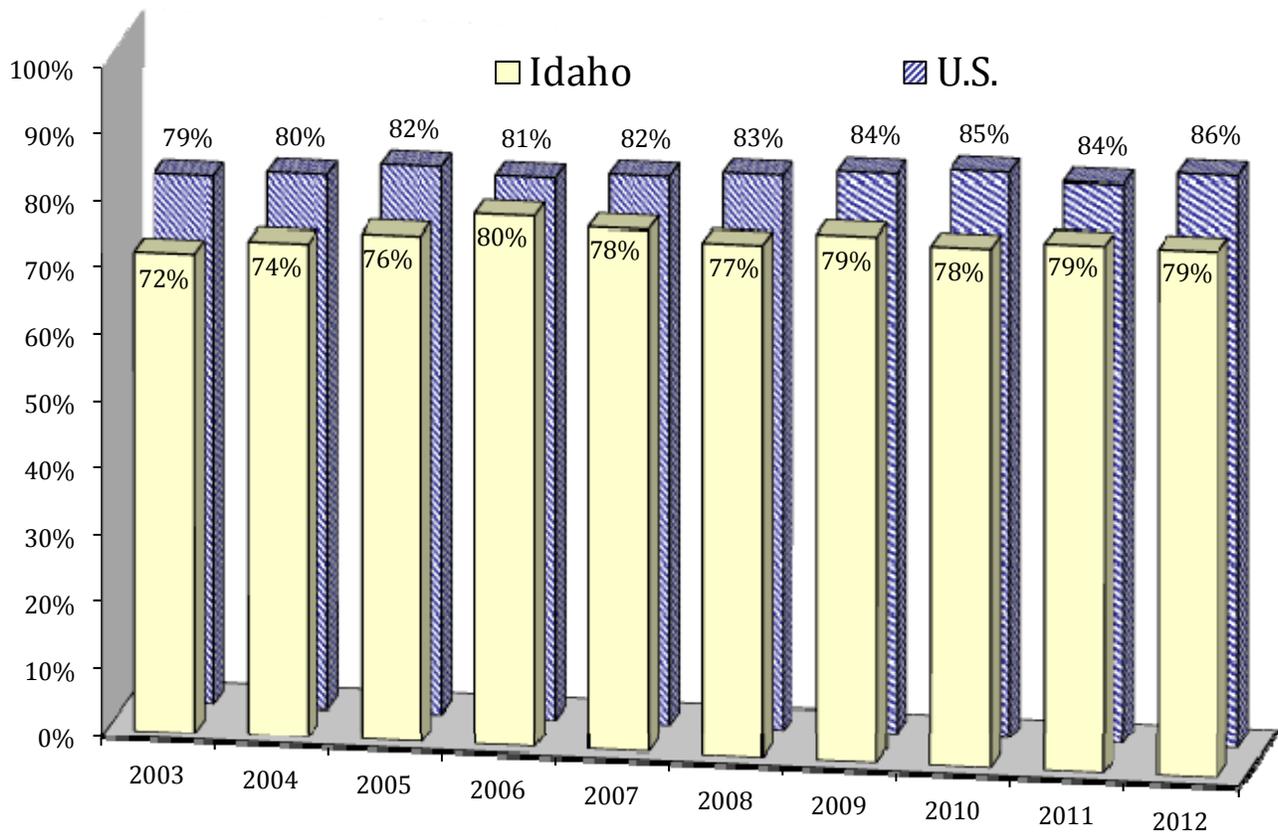
	2011 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
Aberdeen	2.0	0	0	0	0	0	0.0
American Falls	4.4	4	0	1	0	3	0.2
Bellevue	2.3	0	0	0	0	0	0.0
Bonnars Ferry	2.5	1	0	0	0	0	0.0
Buhl	4.2	0	0	0	0	0	0.0
Dalton Gardens	2.4	2	0	2	0	3	0.8
Filer	2.5	0	0	0	0	0	0.0
Fruitland	4.7	0	0	0	0	0	0.0
Gooding	3.6	1	0	0	0	0	0.0
Grangeville	3.2	1	0	1	0	3	0.3
Heyburn	3.1	3	0	1	0	2	0.3
Homedale	2.6	2	0	2	0	2	0.8
Kellogg	2.1	1	0	0	0	0	0.0
Ketchum	2.7	2	0	2	0	2	0.7
Kimberly	3.3	0	0	0	0	0	0.0
Malad	2.1	2	0	1	0	1	0.5
McCall	2.9	4	0	3	0	3	1.0
Montpelier	2.6	1	0	0	0	0	0.0
Orofino	3.1	3	0	1	0	1	0.3
Parma	2.0	0	0	0	0	0	0.0
Rigby	4.0	2	0	0	0	0	0.0
St. Anthony	3.5	2	0	1	0	1	0.3
St. Maries	2.4	3	0	2	0	3	0.8
Salmon	3.1	3	0	2	0	2	0.6
Shelley	4.4	0	0	0	0	0	0.0
Soda Springs	3.0	1	0	0	0	0	0.0
Wendell	2.8	1	0	1	0	1	0.4
Mean Crash Rate							0.3

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.: 2003 - 2012



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.

Table 27							
Observed Seat Belt Use by County: 2008-2012							
	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Ada	91.1%	94.0%	96.9%	95.5%	94.7%	-0.8%	1.6%
Bannock	66.0%	66.7%	65.5%	62.2%	67.2%	8.0%	-1.9%
Bingham	50.5%	58.0%	54.2%	55.0%	57.0%	3.7%	3.2%
Blaine	72.7%	69.9%	79.1%	71.4%	71.2%	-0.3%	-0.1%
Bonner	86.2%	71.1%	74.0%	66.9%	71.0%	6.1%	-7.7%
Bonneville	58.7%	65.0%	65.2%	67.3%	67.3%	0.0%	4.7%
Canyon	86.3%	87.7%	90.2%	92.7%	94.2%	1.7%	2.4%
Cassia	61.9%	65.6%	60.7%	56.5%	57.8%	2.3%	-2.8%
Elmore	71.3%	72.2%	72.3%	72.8%	76.4%	4.9%	0.7%
Kootenai	78.1%	82.2%	70.2%	75.8%	72.3%	-4.7%	-0.4%
Latah	81.8%	80.3%	84.7%	81.0%	85.4%	5.3%	-0.2%
Madison	60.7%	68.8%	63.2%	68.6%	74.4%	8.4%	4.6%
Minidoka	75.2%	66.1%	67.3%	66.1%	60.5%	-8.6%	-4.0%
Nez Perce	86.9%	84.0%	89.0%	88.6%	86.5%	-2.4%	0.7%
Payette	82.1%	88.5%	91.3%	92.6%	92.4%	-0.3%	4.2%
Twin Falls	73.7%	75.5%	76.6%	69.1%	73.6%	6.4%	-1.9%
Statewide	76.9%	79.2%	77.9%	79.1%	79.0%	-0.1%	1.0%

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) districts⁴ by vehicle type. District 3 (south-western Idaho) had the highest overall usage at 93.1%, while district 5 (south-eastern Idaho) had the overall lowest usage at 64.3%.

ITD District	Passenger Cars	Vans and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	70.4%	74.8%	70.6%	71.8%
2	89.8%	92.1%	75.9%	86.1%
3	94.3%	93.5%	90.1%	93.1%
4	71.6%	78.7%	50.9%	66.0%
5	66.1%	72.1%	50.4%	64.3%
6	75.3%	76.6%	54.5%	70.9%
Statewide	81.3%	82.9%	70.8%	79.0%

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 2012 ranged from a high of 90.1% in District 3 (south-western Idaho) to a low of 50.4% 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 98.5% on urban interstates to a low of 46.3% 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 80.1%, while usage on rural roadways was 76.4%. 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 76.7%. 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 use⁵. 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.

Injury Type	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Fatalities -Restraints Used	32.9%	41.0%	46.7%	31.7%	43.0%	35.5%	2.1%
Serious Injuries -Restraint Used	64.6%	65.9%	65.4%	66.2%	65.8%	-0.6%	0.9%

Of the 135 passenger motor vehicle occupants over the age of 7 killed in 2012, only 58 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 58 lives saved in 2012 by seat belt usage and an additional 37 lives (half of those killed and unbelted) could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Injury Type	Safety Restraints			Costs of Injuries		
	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	58	73	4	\$365,133,536	\$459,564,622	\$25,181,623
Serious Injury	619	261	61	\$194,066,710	\$81,827,805	\$19,124,506
Visible Injury	2,114	385	176	\$185,639,276	\$33,808,477	\$15,455,304
Possible Injury	4,675	521	318	\$272,125,093	\$30,326,668	\$18,510,327
Total				\$1,016,964,615	\$605,527,573	\$78,271,760

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 2008 through 2012. 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. Values of “---” indicate there were no fatal or serious injury crashes.

County by Population	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
50,000 and over							
Ada	85.4%	83.9%	85.1%	87.9%	87.8%	0.0%	1.0%
Bannock	53.4%	64.2%	72.6%	72.9%	62.4%	-14.4%	11.2%
Bonneville	65.8%	72.4%	64.1%	63.5%	75.3%	18.5%	-0.7%
Canyon	78.4%	80.1%	76.4%	81.2%	82.7%	1.8%	1.3%
Kootenai	77.8%	82.0%	77.3%	81.1%	77.8%	-4.0%	1.5%
Twin Falls	76.3%	76.4%	82.1%	76.3%	79.2%	3.9%	0.2%
20,000 - 49,999							
Bingham	51.6%	54.6%	47.7%	62.7%	41.4%	-34.0%	8.2%
Blaine	47.4%	29.3%	52.4%	70.6%	42.9%	-39.3%	25.2%
Bonner	74.0%	84.7%	83.3%	64.9%	62.9%	-3.2%	-3.1%
Cassia	60.9%	60.0%	61.4%	76.5%	53.3%	-30.3%	8.4%
Elmore	69.1%	74.4%	67.7%	62.7%	57.8%	-7.9%	-2.9%
Jefferson	25.0%	60.0%	57.9%	53.3%	48.1%	-9.7%	42.9%
Jerome	60.6%	56.4%	74.3%	69.8%	71.9%	3.1%	6.2%
Latah	81.6%	70.0%	75.0%	60.7%	77.6%	27.9%	-8.7%
Madison	74.6%	55.6%	56.5%	43.3%	63.2%	45.7%	-15.7%
Minidoka	53.9%	61.5%	60.6%	73.7%	72.7%	-1.3%	11.4%
Nez Perce	81.4%	58.8%	76.1%	82.9%	74.1%	-10.5%	3.5%
Payette	66.1%	63.5%	75.0%	71.4%	74.1%	3.7%	3.1%
10,000 - 19,999							
Boundary	77.8%	40.0%	70.6%	61.1%	72.7%	19.0%	4.8%
Franklin	60.9%	58.8%	68.4%	88.9%	69.2%	-22.1%	14.3%
Fremont	63.8%	63.6%	52.9%	69.2%	79.3%	14.6%	4.6%
Gem	77.3%	68.0%	76.0%	64.3%	95.0%	47.8%	-5.2%
Gooding	53.9%	65.0%	52.9%	39.6%	62.5%	57.7%	-7.7%
Idaho	42.9%	45.2%	58.1%	60.5%	50.0%	-17.4%	12.7%
Owyhee	25.0%	42.9%	52.4%	18.2%	55.6%	205.6%	9.5%
Shoshone	54.6%	66.7%	80.0%	50.0%	60.0%	20.0%	1.6%
Teton	90.9%	40.0%	50.0%	---	50.0%	---	-15.5%
Washington	91.7%	56.3%	68.8%	64.7%	84.6%	30.8%	-7.4%

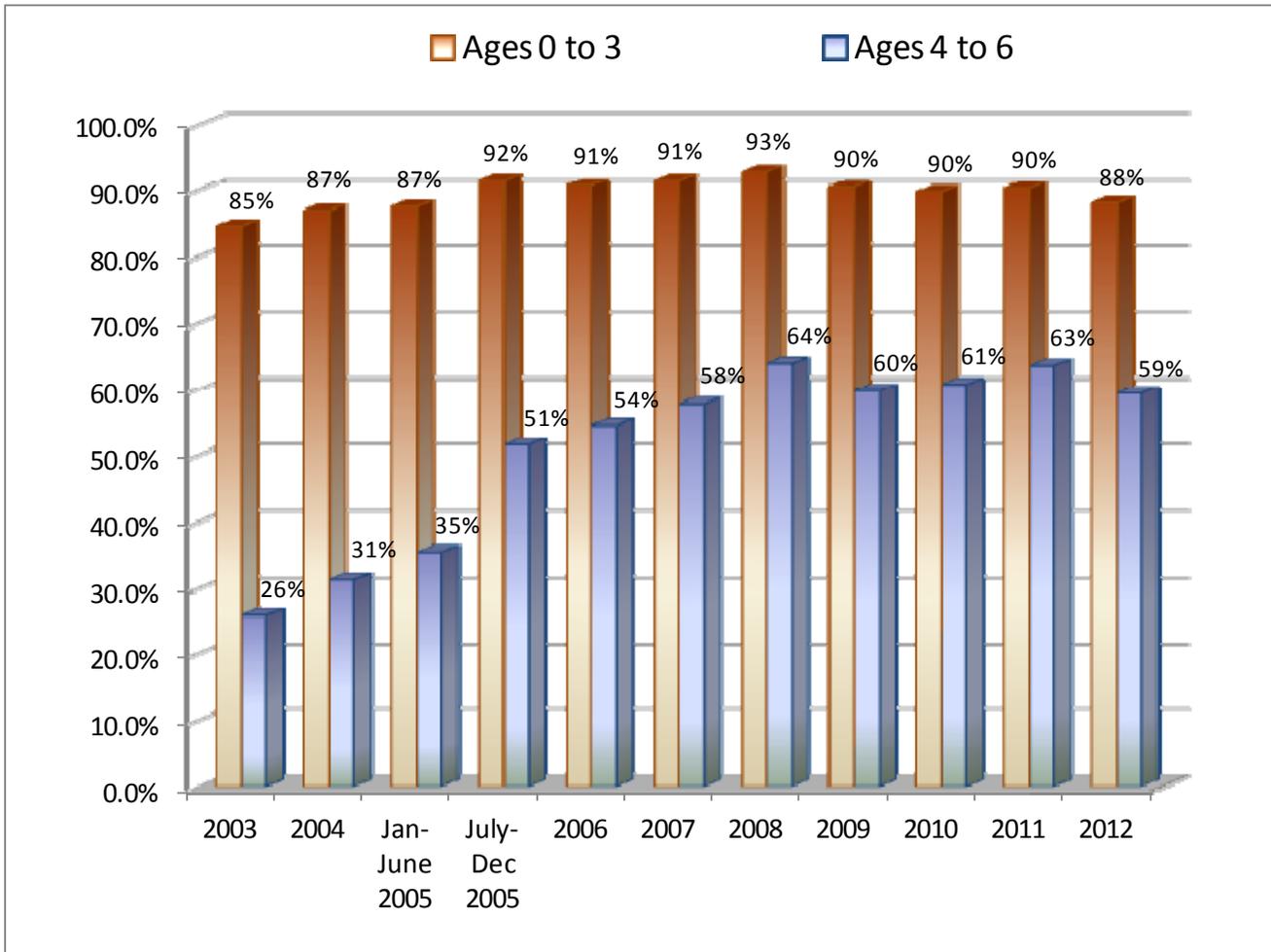
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2008-2012
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
5,000 - 9,999							
Bear Lake	53.3%	31.3%	72.2%	66.7%	55.0%	-17.5%	27.3%
Benewah	28.6%	9.5%	32.1%	85.7%	52.6%	-38.6%	112.5%
Boise	75.5%	62.3%	69.2%	76.3%	45.5%	-40.4%	1.3%
Caribou	60.0%	80.0%	33.3%	100.0%	50.0%	-50.0%	58.3%
Clearwater	36.4%	41.7%	44.4%	10.0%	100.0%	900.0%	-18.7%
Lemhi	80.0%	50.0%	73.3%	40.0%	30.0%	-25.0%	-12.1%
Lincoln	53.3%	50.0%	54.6%	44.4%	16.7%	-62.5%	-5.2%
Power	55.0%	30.8%	38.2%	34.3%	50.0%	45.8%	-10.0%
Valley	81.8%	50.0%	36.7%	64.7%	77.3%	19.4%	3.6%
0 - 4,999							
Adams	50.0%	85.7%	100.0%	100.0%	28.6%	-71.4%	29.4%
Butte	69.2%	90.0%	50.0%	0.0%	---	---	-38.1%
Camas	0.0%	72.7%	---	0.0%	0.0%	0.0%	0.0%
Clark	88.2%	72.7%	84.6%	50.0%	66.7%	33.3%	-14.0%
Custer	38.9%	75.0%	12.5%	44.4%	18.2%	-59.1%	88.4%
Lewis	50.0%	60.0%	92.3%	70.0%	66.7%	-4.8%	16.6%
Oneida	42.9%	44.4%	55.6%	66.7%	50.0%	-25.0%	16.2%
Statewide Average	71.8%	71.7%	73.1%	74.4%	74.6%	0.2%	1.2%

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: 2003 - 2012



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 (88%), while only 59% 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 2008 to 2012.

Injury Type	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Fatalities							
Restrained	3	1	3	2	1	-50.0%	33.3%
Unrestrained	2	3	1	2	1	-50.0%	27.8%
Serious Injuries							
Restrained	15	12	10	10	7	-30.0%	-12.2%
Unrestrained	10	13	13	7	6	-14.3%	-5.4%
Visible Injuries							
Restrained	46	54	65	47	44	-6.4%	3.4%
Unrestrained	16	21	32	22	36	63.6%	17.5%
Possible Injuries							
Restrained	254	175	193	173	179	3.5%	-10.4%
Unrestrained	65	54	67	51	59	15.7%	-5.6%
No Injuries							
Restrained	2,334	2,168	2,193	2,019	1,913	-5.3%	-4.6%
Unrestrained	502	564	580	454	592	30.4%	-2.2%
Total Restrained	2,653	2,411	2,465	2,251	2,144	-4.8%	-5.2%
Total Unrestrained	597	655	695	536	694	29.5%	-2.4%
% of Children Restrained	81.6%	78.6%	78.0%	80.8%	75.5%	-6.5%	-0.3%

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 2 lives in 2012. Additionally, 16 serious injuries were prevented and 4 of the 6 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 2008 through 2012 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.

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Total Aggressive Driving Crashes	13,570	12,044	11,815	10,266	11,442	11.5%	-8.8%
Fatalities	100	105	88	64	66	3.1%	-12.8%
Serious Injuries	746	638	637	573	629	9.8%	-8.2%
Visible Injuries	1,867	1,778	1,929	1,726	1,944	12.6%	-2.3%
Possible Injuries	4,326	3,920	3,986	3,546	3,964	11.8%	-6.2%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Fail to Yield Right of Way	268	274	292	238	233	-2.1%	-3.2%
Driving Too Fast for Conditions	334	264	218	174	215	23.6%	-19.5%
Exceeded Posted Speed	103	91	94	65	63	-3.1%	-13.1%
Following Too Close	92	85	88	79	93	17.7%	-4.8%
Fail to Obey Stop Sign	47	38	29	65	100	53.8%	27.1%
Fail to Obey Signal	48	35	47	59	63	6.8%	10.9%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	5.54	4.82	4.66	4.13	4.39	6.2%	-9.2%
<i>* Three contributing circumstances possible per unit involved in each crash</i>							

In 2012, aggressive driving was a contributing factor in 53% of all crashes in Idaho. While 73% of all aggressive driving crashes occur in urban areas, 77% of the fatal aggressive driving crashes occur in rural areas.

Only 20% of all aggressive driving crashes involved a single vehicle, while 53% of fatal aggressive driving crashes involved only one vehicle. Of the 34 fatal aggressive driving crashes that involved a single vehicle, 30 (or 88%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was under \$1.1 billion dollars in 2012. This represents 46% 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 4.4 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 2.1 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 (34%) of the drivers involved in aggressive driving crashes.

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%	15	0.1%		9	0.2%	
15	2,880	0.3%	183	1.6%	6.1	67	1.5%	5.7
16	9,989	0.9%	465	4.1%	4.4	161	3.6%	4.0
17	14,561	1.3%	574	5.0%	3.8	189	4.3%	3.2
18	16,213	1.5%	618	5.4%	3.6	213	4.8%	3.2
19	18,451	1.7%	561	4.9%	2.9	198	4.5%	2.6
20	19,500	1.8%	490	4.3%	2.4	184	4.1%	2.3
21	17,987	1.6%	434	3.8%	2.3	149	3.4%	2.0
22	19,327	1.8%	371	3.2%	1.8	137	3.1%	1.7
23	19,759	1.8%	334	2.9%	1.6	124	2.8%	1.5
24	19,916	1.8%	306	2.7%	1.5	108	2.4%	1.3
25-34	192,252	17.6%	2,184	19.1%	1.1	876	19.7%	1.1
35-44	180,000	16.5%	1,477	12.9%	0.8	574	12.9%	0.8
45-54	190,019	17.4%	1,338	11.7%	0.7	567	12.8%	0.7
55-64	184,849	16.9%	1,022	8.9%	0.5	434	9.8%	0.6
65-74	119,649	10.9%	613	5.3%	0.5	256	5.8%	0.5
75+	67,625	6.2%	474	4.1%	0.7	200	4.5%	0.7
Not Stated or Other			0	0.0%		0	0.0%	
TOTALS	1,092,977		11,459			4,446		

** 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.*

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).

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Total Distracted Driving Crashes	6,723	6,136	5,882	4,925	4,890	-0.7%	-9.7%
Fatalities	72	60	60	41	41	0.0%	-16.1%
Serious Injuries	527	490	517	372	422	13.4%	-9.9%
Visible Injuries	1,152	1,153	1,256	1,064	1,005	-5.5%	-2.1%
Possible Injuries	2,413	2,284	2,316	1,906	1,792	-6.0%	-7.2%
Distracted Driving Crashes as a % of All Crashes	26.9%	26.7%	26.1%	23.6%	22.8%	-3.4%	-4.1%
Distracted Driving Fatalities as a % of All Fatalities	31.0%	26.5%	28.7%	24.6%	22.3%	-9.2%	-6.9%
Distracted Driving Injuries as a % of All Injuries	34.1%	34.5%	34.9%	30.8%	29.3%	-4.7%	-3.2%
All Fatal and Injury Crashes	8,060	8,124	8,124	7,644	7,799	2.0%	-1.7%
Distracted Fatal/Injury Crashes	2,781	2,647	2,673	2,248	2,153	-4.2%	-6.6%
% Distracted Driving	34.5%	32.6%	32.9%	29.4%	27.6%	-6.1%	-5.1%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	3.92	3.56	3.71	2.68	2.92	9.1%	-10.9%

Distracted driving crashes made up 23% of all crashes in 2012 and were responsible for 22% of all fatalities. While 71% of all distracted driving crashes occurred on urban roadways, 84% of the fatal distracted driving crashes occurred on rural roadways.

While only 21% of all distracted driving crashes involved a single vehicle, 38% of fatal distracted driving crashes involved a single vehicle.

The economic cost of crashes involving distracted driving was more than \$601.4 million dollars in 2012. This represents 26% of the total costs of Idaho crashes (as shown in Table 4).

Figures 15 and 16 on the following page show what the distractions were for crashes where the officer indicated Distracted in or on Vehicle as a contributing circumstance. There were 10 fatal and 828 total crashes that involved Distracted in or on Vehicle. Inattention makes up a larger portion of the distracted driving crashes. Of course, both Inattention and Distracted in or on Vehicle could be contributing circumstances in a single crash.

Figure 15
Percentage of Fatal Distracted In or On Vehicle Crashes by Type of Distraction: 2012

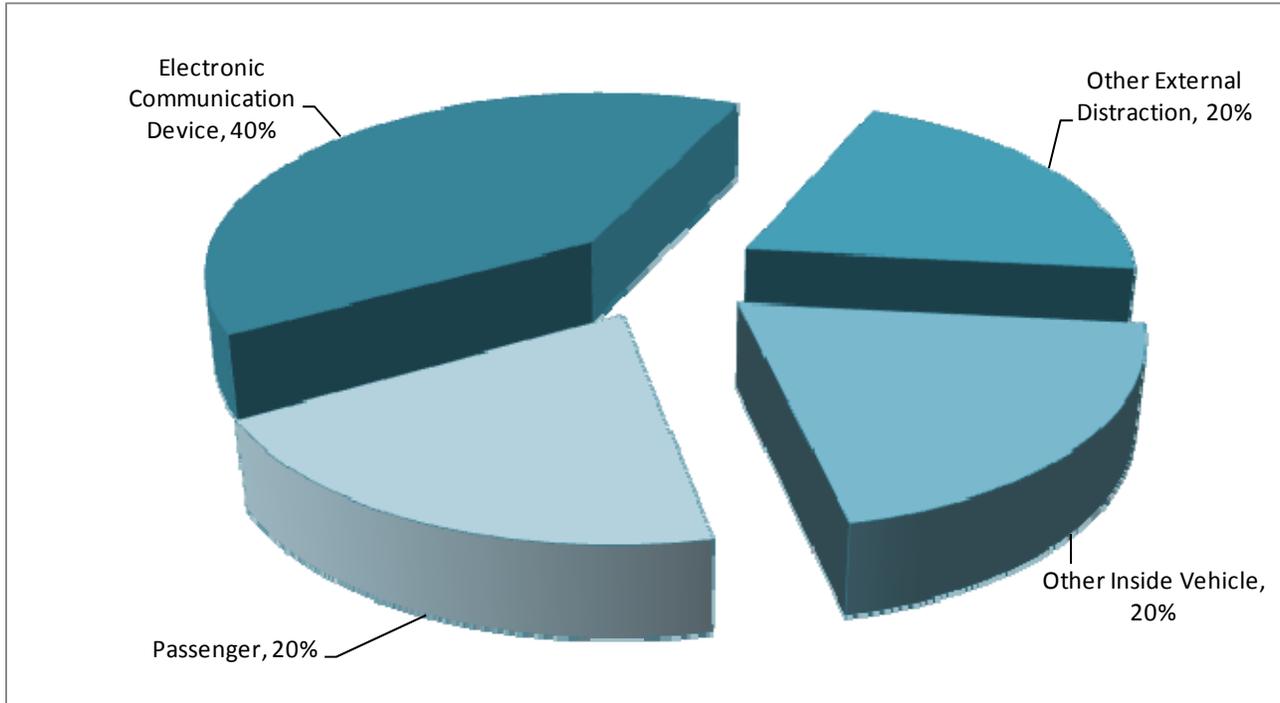
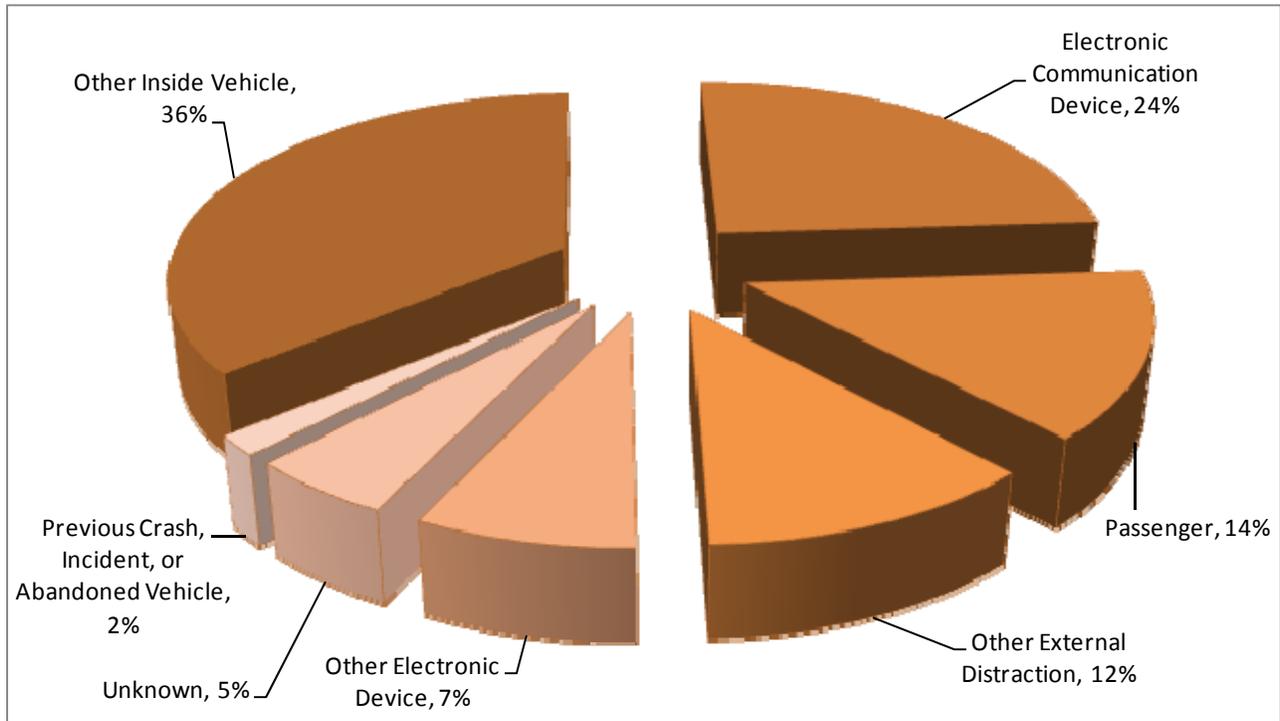


Figure 16
Percentage of Total Distracted In or On Vehicle Crashes by Type of Distraction: 2012



Youthful Drivers

Table 36 shows the crashes involving youthful drivers. Youthful drivers are drivers ages 15 to 19. In 2012, more than one out of every five crashes involved a youthful driver. In 2012, youthful drivers were involved in 2.6 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.

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Total Crashes	5,909	5,393	5,177	4,648	4,796	3.2%	-7.7%
Fatalities	39	43	31	34	14	-58.8%	-2.7%
Serious Injuries	348	283	274	211	230	9.0%	-15.0%
Visible Injuries	881	791	927	784	782	-0.3%	-2.8%
Possible Injuries	1,919	1,769	1,719	1,541	1,541	0.0%	-7.0%
Drivers 15-19 in Fatal & Serious Injury Crashes	296	274	225	201	211	5.0%	-12.0%
% of all Drivers in Fatal & Serious Injury Crashes	13.8%	12.8%	11.4%	10.7%	11.2%	4.8%	-8.1%
Licensed Drivers 15-19	63,451	62,912	62,467	62,674	62,094	-0.9%	-0.4%
% of Total Licensed Drivers	6.1%	6.0%	5.8%	5.8%	5.7%	-1.7%	-1.8%
Driver Involvement Rate*	2.26	2.15	1.94	1.85	1.98	6.7%	-6.4%
Teen Drivers in Fatal Crashes	36	37	27	28	12	-57.1%	-6.8%
Impaired Teen Drivers in Fatal Crashes	10	9	6	8	3	-62.5%	-3.3%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	27.8%	24.3%	22.2%	28.6%	25.0%	-12.5%	2.5%

**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.*

The 14 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 14 people killed in youthful driver crashes, 7 were the youthful drivers. Of 7 youthful drivers killed, 6 (86%) were wearing seat belts.

Additionally, there were 7 teen passengers killed in motor vehicle crashes (4 of the 7 were killed in crashes involving youthful drivers). Of the 7 teen passenger motor vehicle passengers killed in crashes, 3 (43%) were wearing seat belts.

While 72% of all crashes involving youthful drivers occurred in urban areas, 83% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2012, the economic cost of crashes involving youthful drivers was nearly \$339.5 million dollars. This represents 15% 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.

Table 37							
Emergency Medical Services Response to Crashes: 2008-2012							
	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Total Crashes	25,002	22,992	22,555	20,833	21,402	2.7%	-5.9%
Fatal & Injury Crashes							
With EMS Response	5,826	5,570	5,613	5,140	5,150	0.2%	-4.0%
% with EMS Response	69.0%	69.1%	69.1%	67.2%	66.0%	-1.8%	-0.9%
Persons Killed or Injured in Crashes	12,227	11,619	11,934	11,033	11,172	1.3%	-3.3%
Transported from Rural Areas	2,761	2,584	2,649	2,236	2,214	-1.0%	-6.5%
Transported from Urban Areas	2,480	2,445	2,397	2,258	2,288	1.3%	-3.1%
Total Transported by EMS	5,241	5,029	5,046	4,494	4,502	0.2%	-4.9%
% of Killed/Injured Transported	42.9%	43.3%	42.3%	40.7%	40.3%	-1.1%	-1.7%
Trapped and Extricated	495	556	518	457	439	-3.9%	-2.1%
Fatal/Serious Injuries Transported by Helicopter	173	156	177	149	147	-1.3%	-4.1%

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 2008 to 2012. Crashes involving pedestrians increased by 6% in 2012 while the number of pedestrians killed in motor vehicle crashes increased by 30%. Of all pedestrians involved in crashes in 2012, 98% received some degree of injury. Of the pedestrians killed in motor vehicle crashes in 2012, 1 was 1 year of age, 1 was 5 years of age, and the other 11 were 33 years of age or older. Impaired pedestrians were involved in 8% of all pedestrian crashes and 38% of fatal pedestrian crashes.

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Pedestrian Crashes	212	201	195	216	229	6.0%	0.9%
Fatalities	11	10	10	10	13	30.0%	-3.0%
Serious Injuries	50	56	41	55	53	-3.6%	6.5%
Visible Injuries	93	79	86	80	102	27.5%	-4.4%
Possible Injuries	73	63	73	66	69	4.5%	-2.5%
Pedestrians in Crashes	230	214	212	226	242	7.1%	-0.4%
Pedestrian Fatal and Serious Injuries	61	66	51	65	66	1.5%	4.3%
% of All Fatal and Serious Injuries	3.5%	4.1%	3.2%	4.5%	4.5%	0.8%	11.3%
Impaired Fatal and Serious Injuries*	9	12	7	9	9	0.0%	6.7%
% of Ped Fatal & Serious Injuries	14.8%	18.2%	13.7%	13.8%	13.6%	-1.5%	-0.1%
Pedestrians in Fatal & Injury Crashes by Age							
0 to 3	4	4	5	3	9	200.0%	-5.0%
4 to 14	48	44	55	34	45	32.4%	-7.2%
15 to 19	32	44	37	34	44	29.4%	4.5%
20 to 24	26	30	19	21	34	61.9%	-3.6%
25 to 34	28	29	27	26	26	0.0%	-2.3%
35 to 44	20	16	17	18	14	-22.2%	-2.6%
45 to 54	30	15	23	29	31	6.9%	9.8%
55 to 64	15	17	17	22	14	-36.4%	14.2%
65 and Older	24	12	11	22	18	-18.2%	13.9%
Missing/Unknown Age	3	2	0	2	1	-50.0%	-11.1%
<i>* Implies the pedestrian was impaired, the sobriety of the driver that struck the pedestrian is not taken into account.</i>							

In 2012, the economic cost of crashes involving pedestrians was \$111.5 million dollars. This represents 5% of the total cost of Idaho crashes (as shown in Table 4).

Bicyclists in Crashes

Table 39 gives information about bicyclists in crashes from 2008 to 2012. The number of bicycle crashes increased by 12.4% in 2012 and there were 2 bicyclists killed. Of the bicyclists involved in crashes in 2012, 94% received some degree of injury. Of all bicyclists involved in crashes in 2012, 18% were between the ages of 4 and 14.

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Bicycle Crashes	344	363	345	346	389	12.4%	0.3%
Fatalities	2	7	4	0	2	100.0%	35.7%
Serious Injuries	50	55	43	45	51	13.3%	-2.4%
Visible Injuries	146	157	167	174	206	18.4%	6.0%
Possible Injuries	143	140	121	117	117	0.0%	-6.3%
Bicyclists in Crashes	352	364	349	349	399	14.3%	-0.2%
Bicycle Fatal and Serious Injuries	52	62	47	45	53	17.8%	-3.1%
% of All Fatal and Serious Injuries	3.0%	3.8%	2.9%	3.1%	3.6%	16.9%	3.1%
Bicyclists in Crashes Wearing Helmets	58	56	63	83	97	16.9%	13.6%
% of Bicyclists Wearing Helmets	16.5%	15.4%	18.1%	23.8%	24.3%	2.2%	14.1%
Impaired Fatal and Serious Injuries*	3	2	4	2	2	0.0%	5.6%
% of Bicycle Fatal & Serious Injuries	5.8%	3.2%	8.5%	4.4%	3.8%	-15.1%	24.0%
Bicyclists in Fatal & Injury Crashes by Age							
0 to 3	3	0	0	1	2	100.0%	0.0%
4 to 14	74	69	64	75	70	-6.7%	1.1%
15 to 19	76	76	64	70	67	-4.3%	-2.1%
20 to 24	52	61	54	51	61	19.6%	0.1%
25 to 34	49	49	64	59	67	13.6%	7.6%
35 to 44	40	36	31	31	38	22.6%	-8.0%
45 to 54	26	30	37	31	36	16.1%	7.5%
55 to 64	17	27	23	16	27	68.8%	4.5%
65 and Older	7	10	6	7	13	85.7%	6.5%
Missing/Unknown Age	8	6	6	1	0	-100.0%	-36.1%

** 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, 44% of bicyclists 35 years of age and older involved in crashes were wearing helmets while only 17% of bicyclists under age 35 were wearing helmets.

In 2012, the economic cost of crashes involving bicyclists was \$53.6 million dollars. This represents 2% 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 2008 to 2012. The number of motorcycle crashes increased in 2012 by 11% and motorcycle fatalities increased 29%. Of all motorcyclists involved in crashes in 2012, 87% received some degree of injury. Of all motorcycle crashes, 9% involved impaired motorcyclists, while 35% of fatal motorcycle crashes involved impaired motorcyclists. Nearly half (48%) of all motorcycle crashes were single-vehicle crashes and 52% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2012, 73% were over the age of 40.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet, 81% of those riders involved in crashes in 2012 were wearing a helmet.

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Motorcycle Crashes	678	571	528	489	545	11.5%	-10.2%
Fatalities	29	34	28	17	22	29.4%	-13.2%
Serious Injuries	192	182	185	153	158	3.3%	-7.0%
Visible Injuries	281	214	209	192	253	31.8%	-11.4%
Possible Injuries	180	146	101	104	105	1.0%	-15.6%
Motorcyclists in Crashes	773	660	615	549	621	13.1%	-10.7%
Registered Motorcycles*	62,673	54,568	54,283	56,643	62,964	11.2%	-3.0%
Motorcyclists Wearing Helmets	423	318	332	299	351	17.4%	-10.1%
% Motorcyclists Wearing Helmets	54.7%	48.2%	54.0%	54.5%	56.5%	3.8%	0.3%
Motorcycle Drivers in Crashes by Age							
0 to 14	8	5	3	2	5	150.0%	-36.9%
15 to 20	77	43	39	27	40	48.1%	-28.1%
21 to 24	71	55	51	50	52	4.0%	-10.6%
25 to 34	127	111	95	92	109	18.5%	-10.1%
35 to 44	115	105	86	95	94	-1.1%	-5.4%
45 to 54	167	132	131	106	110	3.8%	-13.6%
55 to 64	105	104	93	93	94	1.1%	-3.8%
65 and up	24	29	44	24	47	95.8%	9.0%
Missing/Unknown	6	4	3	3	0	-100.0%	-19.4%
* Obtained from Economics and Research Section, Idaho Transportation Department - Units Registered by Registration Type							

In 2012, the economic cost of crashes involving motorcyclists was \$216.8 million dollars. This represents 9% 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 2008 through 2012. 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.

	2008	2009	2010	2010	2012	Change 2011-2012	Avg. Change 2008-2011
Fatal Crashes	30	23	14	22	14	-36.4%	-1.8%
Injury Crashes	443	348	378	421	447	6.2%	-0.5%
Total Crashes	1,838	1,355	1,433	1,535	1,521	-0.9%	-4.5%
Commercial VMT (100 millions)	27.4	26.8	27.2	26.9	27.4	1.8%	-0.5%
Fatal Crash Rate	1.1	0.9	0.5	0.8	0.5	-37.5%	-1.0%
Injury Crash Rate	16.2	13.0	13.9	15.6	16.3	4.3%	-0.1%
Total Crash Rate	67.2	50.6	52.6	57.0	55.5	-2.6%	-4.1%

Table 42 presents the location of CMV crashes by severity and roadway type. While 57% of all CMV crashes occurred on rural roadways, 93% of fatal CMV crashes took place on rural roadways.

The largest percentage of all CMV crashes (48%) occurred on local roads, while the largest percentage of fatal CMV crashes (64%) took place on US and State highways.

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Urban	1	7.1%	37	8.3%	88	8.3%	126	8.3%
Rural	2	14.3%	63	14.1%	130	12.3%	195	12.8%
U.S. or State Highway								
Urban	0	0.0%	54	12.1%	144	13.6%	198	13.0%
Rural	9	64.3%	104	23.3%	225	21.2%	338	22.2%
Local								
Urban	0	0.0%	107	23.9%	294	27.7%	401	26.4%
Rural	2	14.3%	82	18.3%	179	16.9%	263	17.3%
Total	14	0.9%	447	29.4%	1,060	69.7%	1,521	

Table 43 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2008 to 2012.

Table 43							
Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2008-2012							
	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Bus							
Fatal Crashes	0	3	0	1	0	-100.0%	33.3%
Injury Crashes	32	31	43	32	23	-28.1%	3.3%
Property Damage Crashes	122	117	91	75	66	-12.0%	-14.6%
Single Unit Truck							
Fatal Crashes	10	8	3	8	3	-62.5%	28.1%
Injury Crashes	151	126	119	116	120	3.4%	-8.2%
Property Damage Crashes	432	320	319	291	237	-18.6%	-11.7%
Single Unit Truck with Trailer							
Fatal Crashes	2	1	0	0	0	0.0%	-50.0%
Injury Crashes	43	27	20	14	12	-14.3%	-31.0%
Property Damage Crashes	120	81	69	44	36	-18.2%	-27.8%
Truck Tractor Only (Bobtail)							
Fatal Crashes	0	0	2	0	0	0.0%	0.0%
Injury Crashes	6	7	9	10	10	0.0%	18.8%
Property Damage Crashes	18	14	13	16	28	75.0%	-2.1%
Semi with Single-Trailer Configurations							
Fatal Crashes	16	8	8	8	7	-12.5%	-16.7%
Injury Crashes	189	142	158	161	192	19.3%	-3.9%
Property Damage Crashes	592	409	492	503	471	-6.4%	-2.8%
Semi with Double-Trailer Configurations							
Fatal Crashes	2	2	1	3	3	0.0%	50.0%
Injury Crashes	32	19	34	31	34	9.7%	9.8%
Property Damage Crashes	103	59	72	91	78	-14.3%	1.9%
Semi with Triple-Trailer Configurations							
Fatal Crashes	1	1	0	0	0	0.0%	-33.3%
Injury Crashes	2	2	3	4	2	-50.0%	27.8%
Property Damage Crashes	10	6	5	9	3	-66.7%	7.8%

*** 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: 2008-2012

Vehicle Type	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Passenger Cars	19,974	18,462	17,918	17,102	17,600	2.9%	-5.0%
%	46.9%	47.2%	46.6%	46.9%	46.7%	-0.3%	0.0%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	19,554	18,266	18,098	16,474	17,124	3.9%	-5.5%
%	45.9%	46.7%	47.1%	45.2%	45.5%	0.7%	-0.5%
Medium Trucks*	776	568	543	478	416	-13.0%	-14.4%
%	1.8%	1.5%	1.4%	1.3%	1.1%	-15.7%	-10.1%
Large Trucks**	998	693	813	859	863	0.5%	-2.5%
%	2.3%	1.8%	2.1%	2.4%	2.3%	-2.7%	2.1%
Buses	156	151	134	110	89	-19.1%	-10.8%
%	0.4%	0.4%	0.3%	0.3%	0.2%	-21.6%	-5.9%
Motorcycles	707	590	549	500	563	12.6%	-10.8%
%	1.7%	1.5%	1.4%	1.4%	1.5%	9.0%	-6.2%
All Other***	440	406	385	963	1,019	5.8%	45.7%
%	1.0%	1.0%	1.0%	2.6%	2.7%	2.5%	53.5%
TOTALS	42,605	39,136	38,440	36,486	37,674	3.3%	-5.0%

*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 2012, there were 4,315 people involved in CMV crashes. Occupants of passenger vehicles comprised 48% of the people involved in CMV crashes. Of the 15 fatalities that occurred in CMV crashes, 87% were occupants of passenger cars, pickups, vans, or other vehicles while 13% were occupants of CMV's.

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	2	3	8	2	15
% of Fatalities	13.3%	20.0%	53.3%	13.3%	0.3%
Serious Injuries	23	40	43	5	111
% of Serious Injuries	20.7%	36.0%	38.7%	4.5%	2.6%
Visible Injuries	56	62	82	7	207
% of Visible Injuries	27.1%	30.0%	39.6%	3.4%	4.8%
Possible Injuries	100	105	142	8	355
% of Possible Injuries	28.2%	29.6%	40.0%	2.3%	8.2%
Non-Injury	2,042	568	999	18	3,627
% of Non- Injury	56.3%	15.7%	27.5%	0.5%	84.1%
Column Totals	2,223	778	1,274	40	4,315
(% OF TOTAL)	51.5%	18.0%	29.5%	0.9%	

**SUV is an acronym for Sport Utility Vehicles.*

***Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.*

In 2012, the economic cost of crashes involving commercial motor vehicles was \$175.2 million dollars. This represents 8% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Work Zone Crashes	279	378	517	441	342	-22.4%	19.2%
Fatalities	7	3	1	3	1	-66.7%	25.4%
Serious Injuries	27	13	43	35	23	-34.3%	53.4%
Visible Injuries	54	53	64	79	34	-57.0%	14.1%
Possible Injuries	108	110	162	128	104	-18.8%	9.4%
% All Crashes	1.1%	1.6%	2.3%	2.1%	1.6%	-24.5%	26.4%
Workers Injured	2	1	0	2	1	-50.0%	16.7%

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.

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. In 2012, a construction worker was injured when backed over by a construction vehicle in a closed construction zone in Idaho County.

Single-vehicle crashes comprised 31% of the crashes in work zones in 2012. Overturn (28%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Other Object - Not Fixed (12%), Concrete Traffic Barrier (10%), and Wild Animal (7%). Rear End (56%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (10%).

Table 47 shows work zone crashes by road type.

Table 47									
Work Zone Crashes by Roadway Type: 2012									
	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes		
Interstate									
Urban	0	0.0%	9	7.8%	27	12.0%	36	10.5%	
Rural	0	0.0%	13	11.2%	29	12.9%	42	12.3%	
U.S. or State Highway									
Urban	0	0.0%	22	19.0%	48	21.3%	70	20.5%	
Rural	1	100.0%	31	26.7%	48	21.3%	80	23.4%	
Local									
Urban	0	0.0%	32	27.6%	68	30.2%	100	29.2%	
Rural	0	0.0%	9	7.8%	5	2.2%	14	4.1%	
Total	1	0.3%	116	33.9%	225	65.8%	342		

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

Table 48				
Crashes in Work Zones by Transportation District: 2012				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	1	17	32	50
District 2	0	7	13	20
District 3	0	56	99	155
District 4	0	17	27	44
District 5	0	12	38	50
District 6	0	7	16	23
Statewide	1	116	225	342

In 2012, the economic cost of crashes in work zones was \$24.1 million dollars. This represents 1% 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

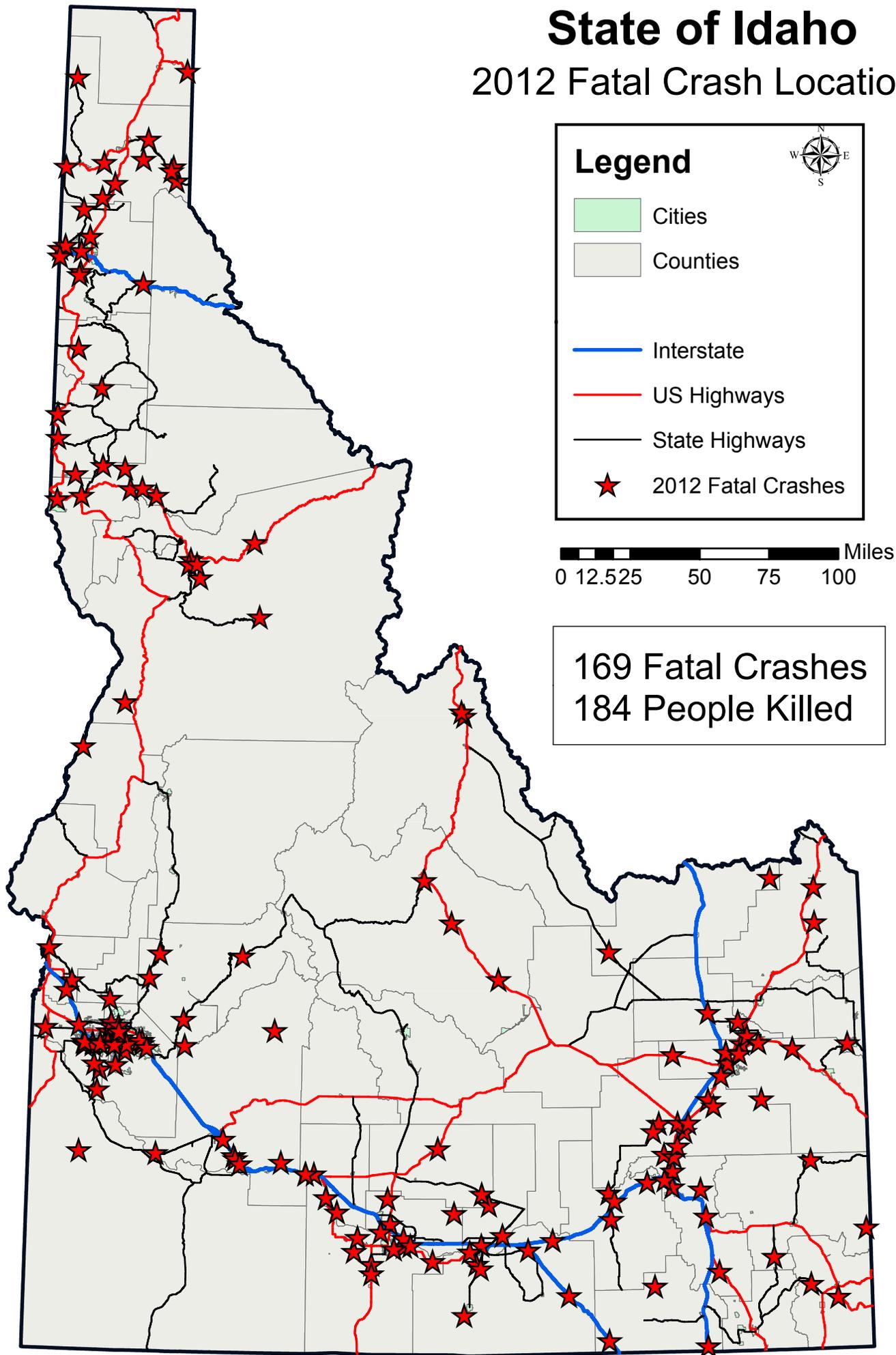
1. U.S. Department of Transportation, Federal Highway Administration, Memorandum: Treatment of the Economic Value of a Statistical Life in Departmental Analyses, March 19, 2008.
2. Blincoe, L.J., et al, The Economic Cost of Motor Vehicle Crashes, 2000, May, 2002. Washington, DC: U.S. Department of Transportation, 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 2012

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

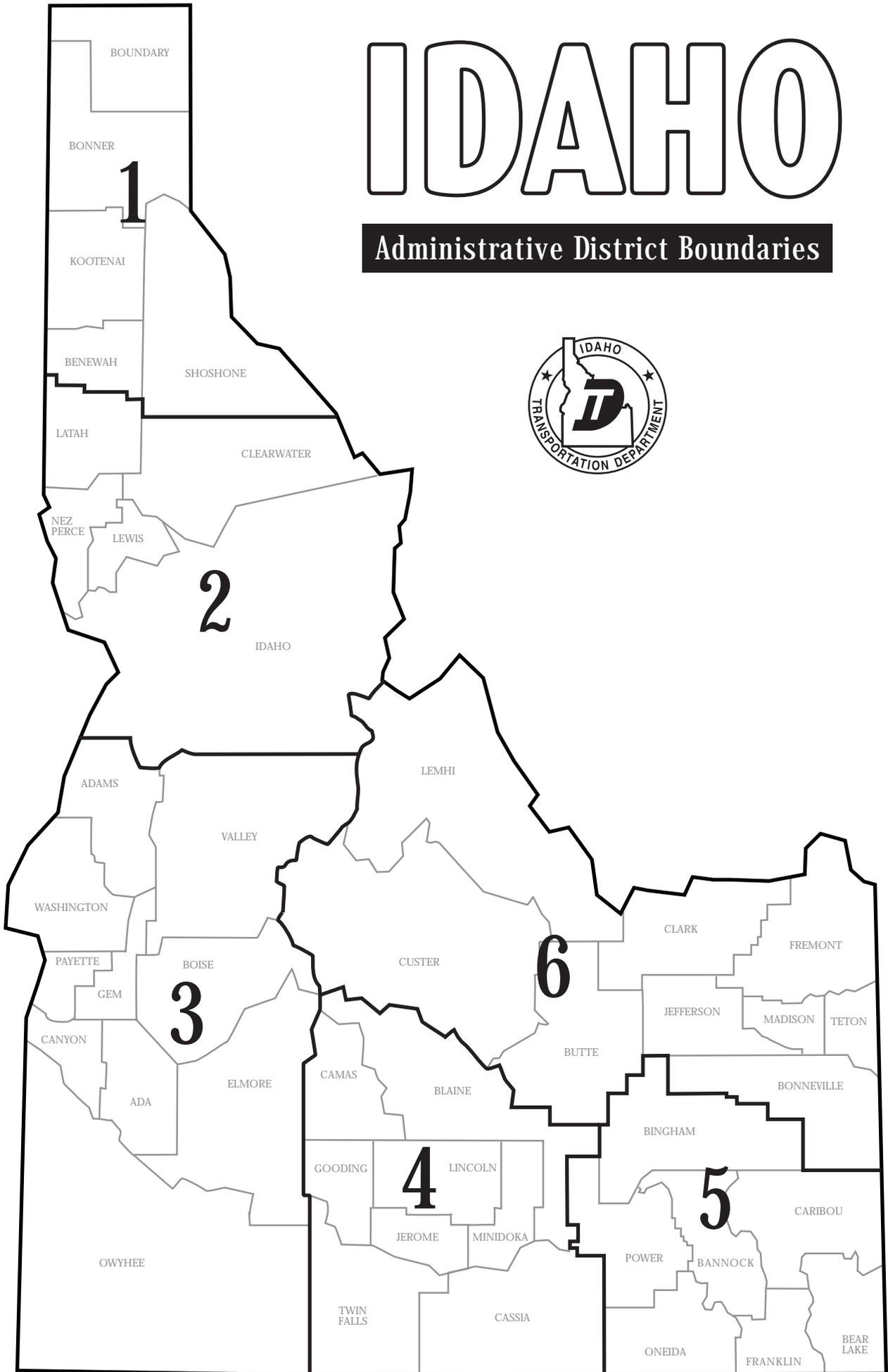
2012 Fatal Crash Locations



April 2013

IDAHO

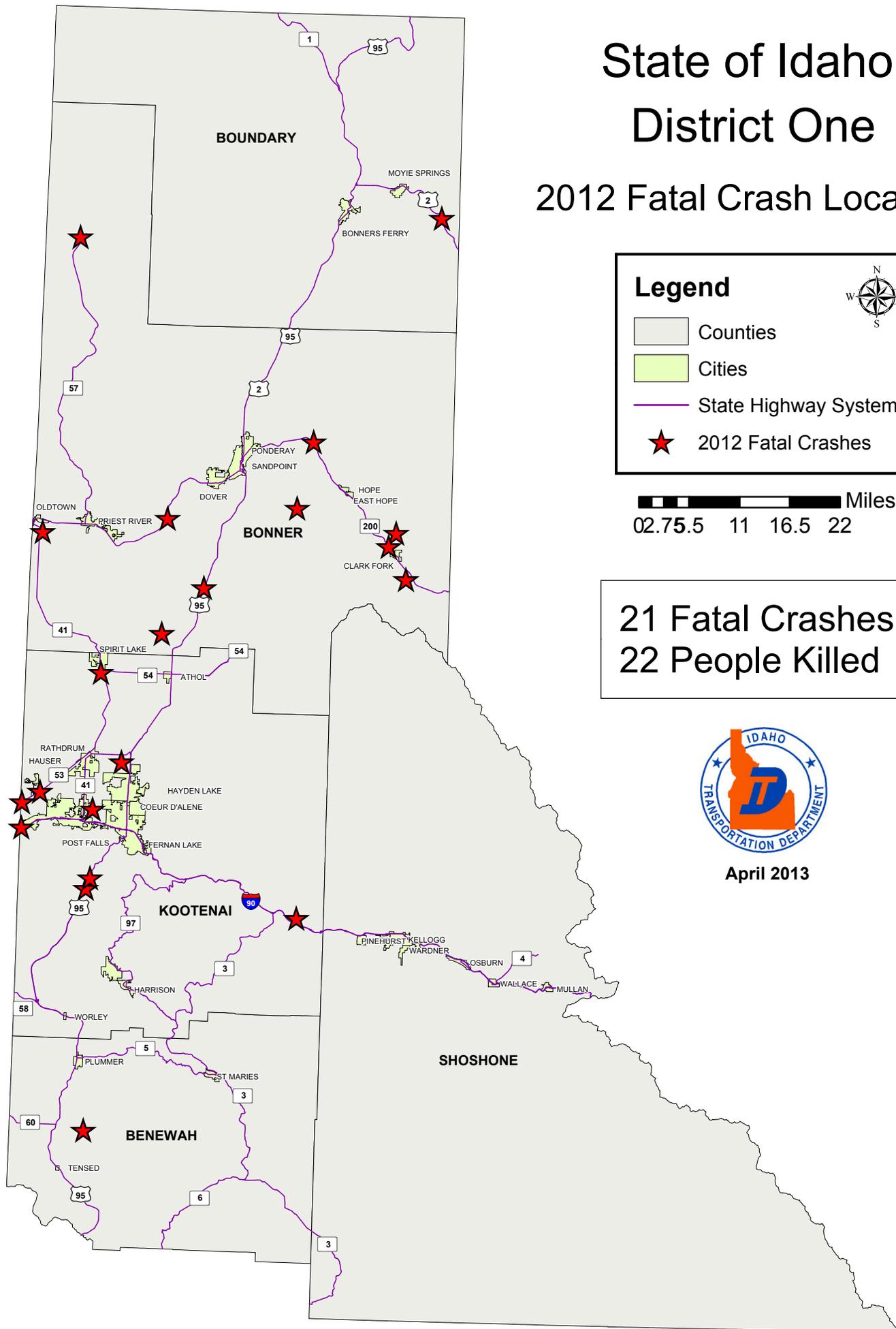
Administrative District Boundaries



State of Idaho

District One

2012 Fatal Crash Locations



Legend

-  Counties
-  Cities
-  State Highway System
-  2012 Fatal Crashes



 Miles
0 2.5 5 7.5 10 12.5 15 17.5 20 22

21 Fatal Crashes
22 People Killed

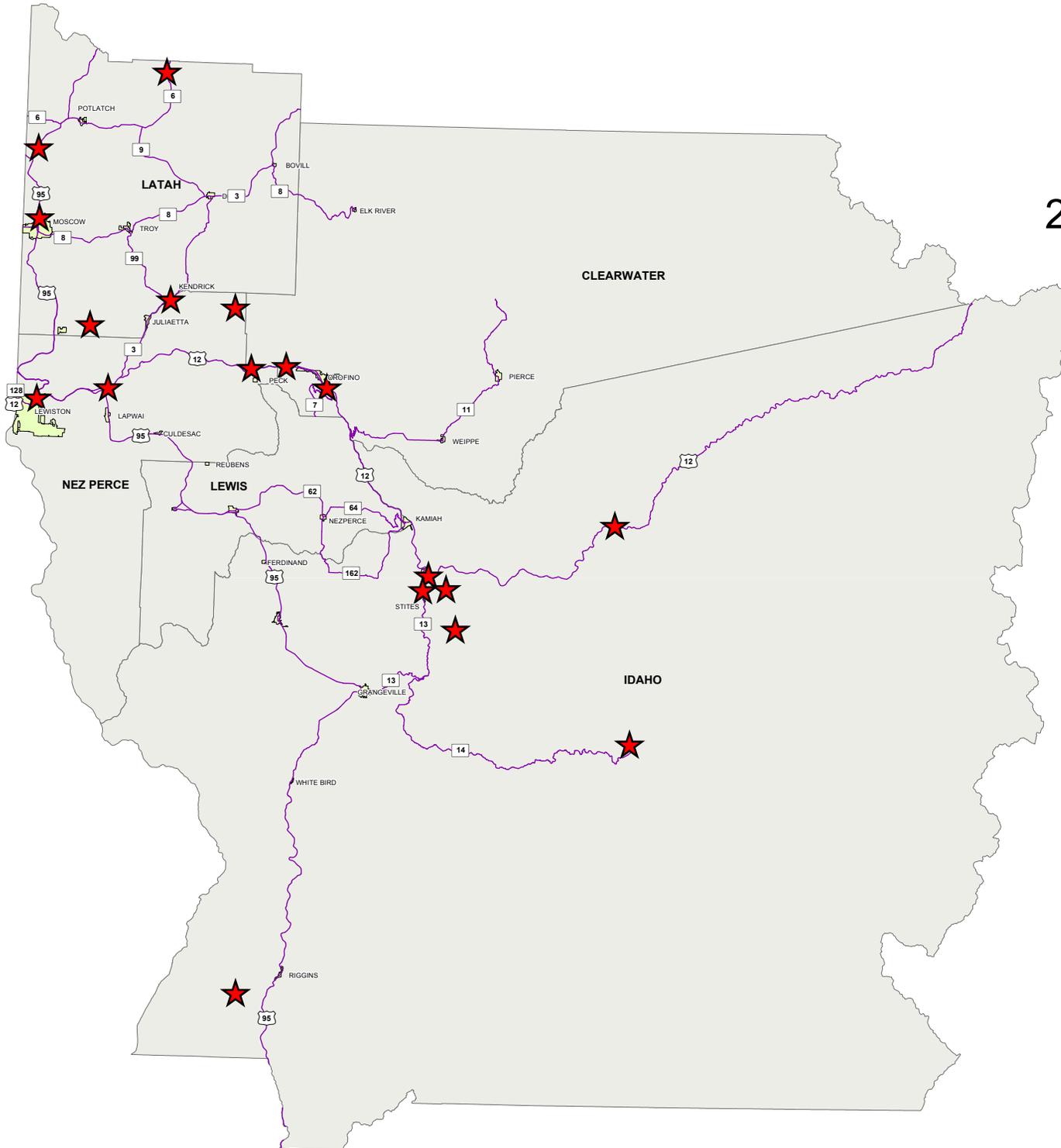


April 2013

State of Idaho

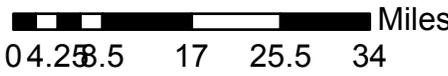
District Two

2012 Fatal Crash Locations



Legend

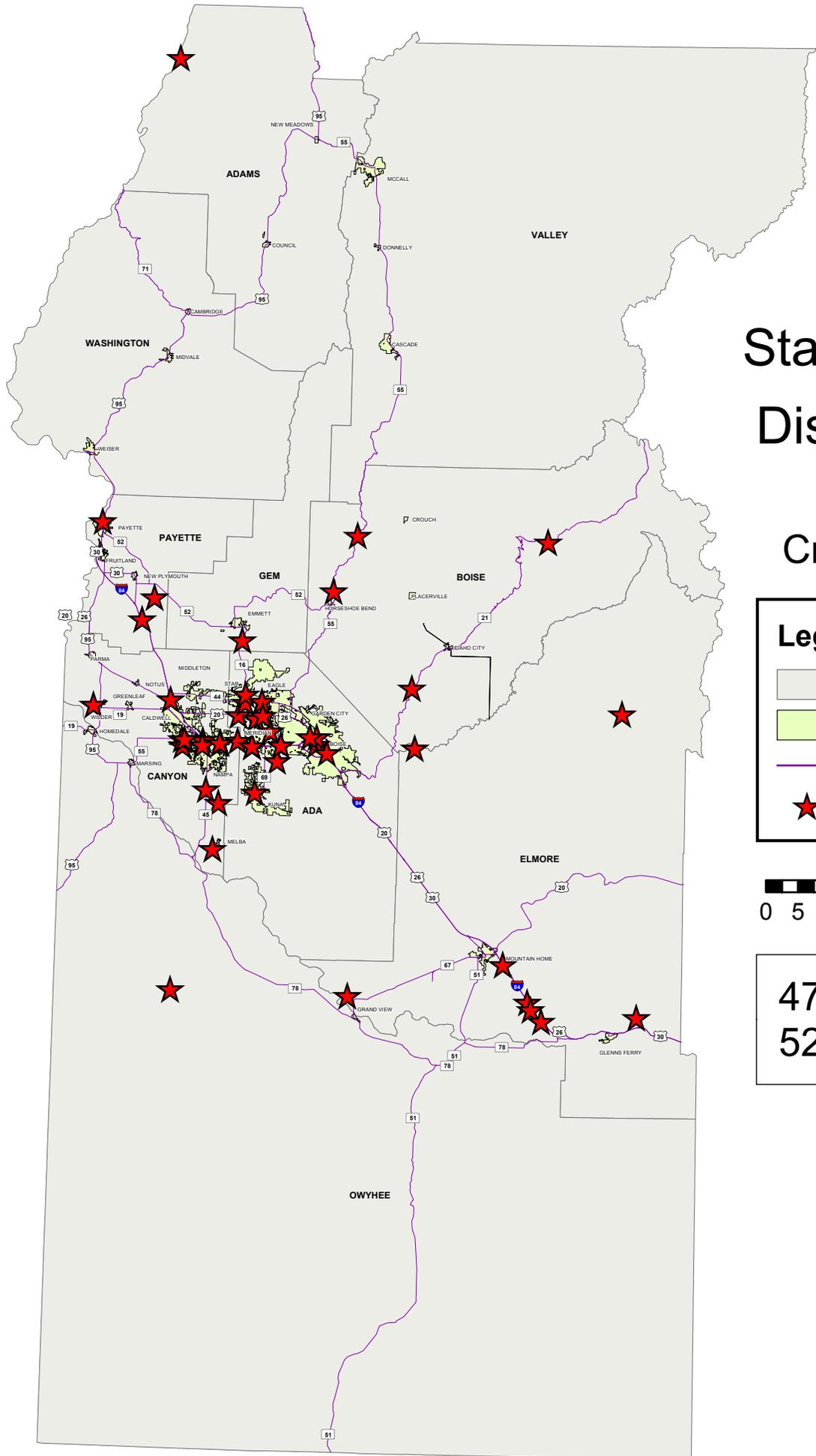
- Counties
- Cities
- State Highway System
- 2012 Fatal Crashes



18 Fatal Crashes
19 People Killed



April 2013

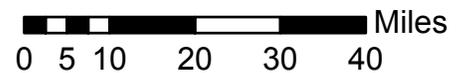


State of Idaho District Three

2012 Fatal Crash Locations

Legend

- Counties
- Cities
- State Highway System
- 2012 Fatal Crashes



**47 Fatal Crashes
52 People Killed**

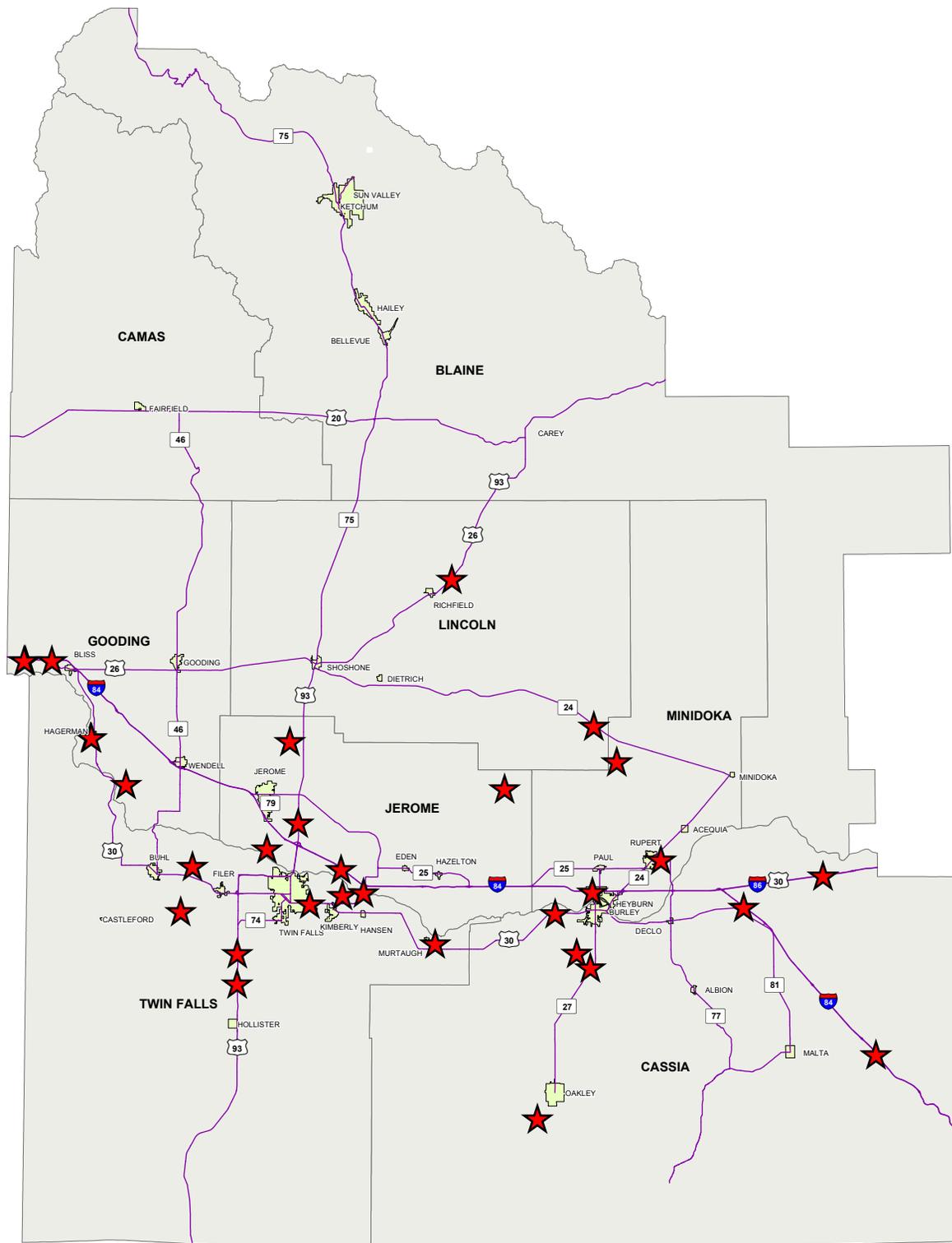


April 2013

State of Idaho

District Four

2012 Fatal Crash Locations



Legend

-  Counties
-  Cities
-  State Highway System
-  2012 Fatal Crashes




31 Fatal Crashes
35 People Killed

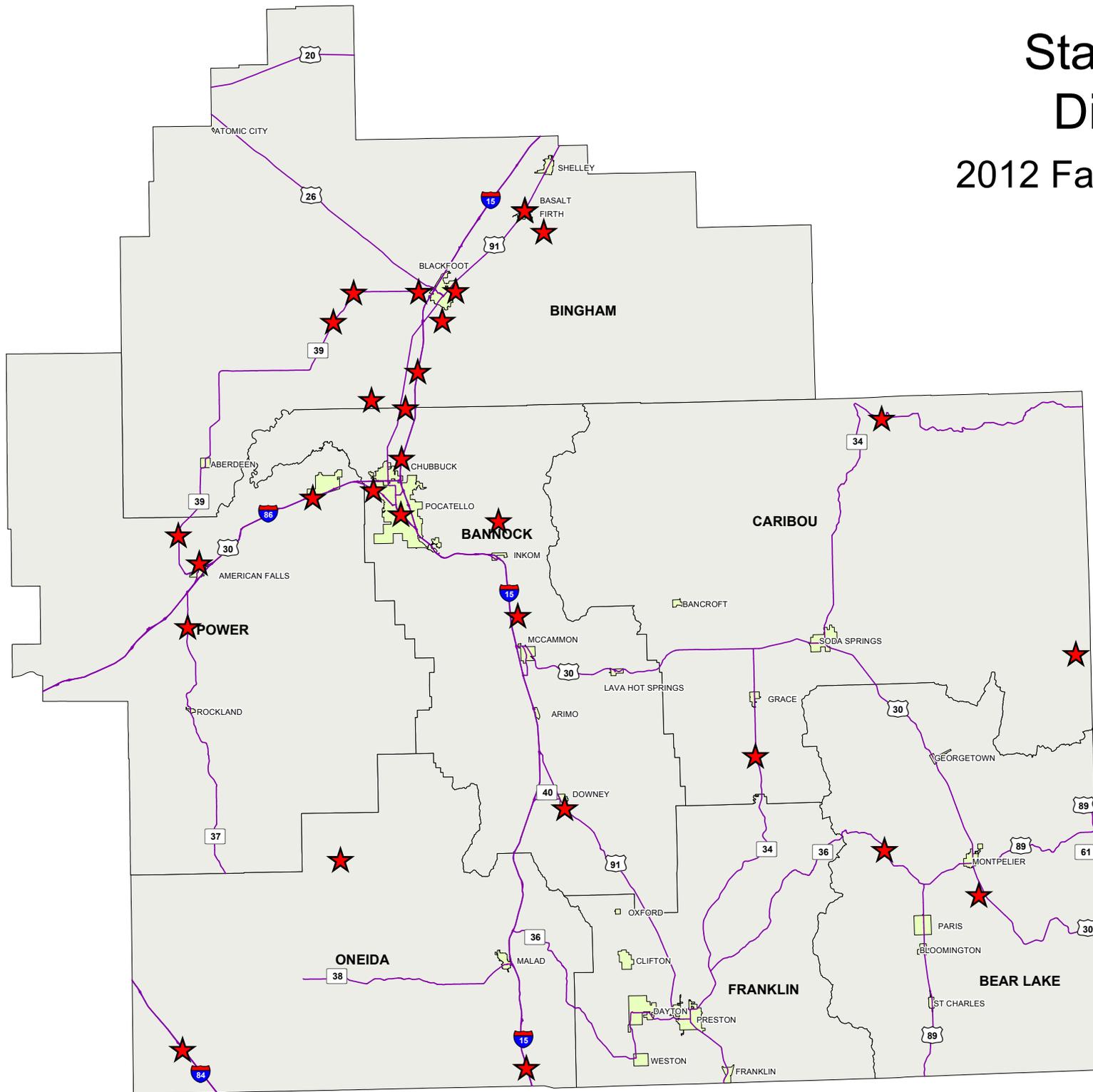


April 2013

State of Idaho

District Five

2012 Fatal Crash Locations



Legend

- Counties
- Cities
- State Highway System
- 2012 Fatal Crashes

29 Fatal Crashes
32 People Killed



April 2013

APPENDIX B: Maps of Crashes with Wild Animals in 2012

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.

State of Idaho

2012 Wild Animal Crash Locations

Legend

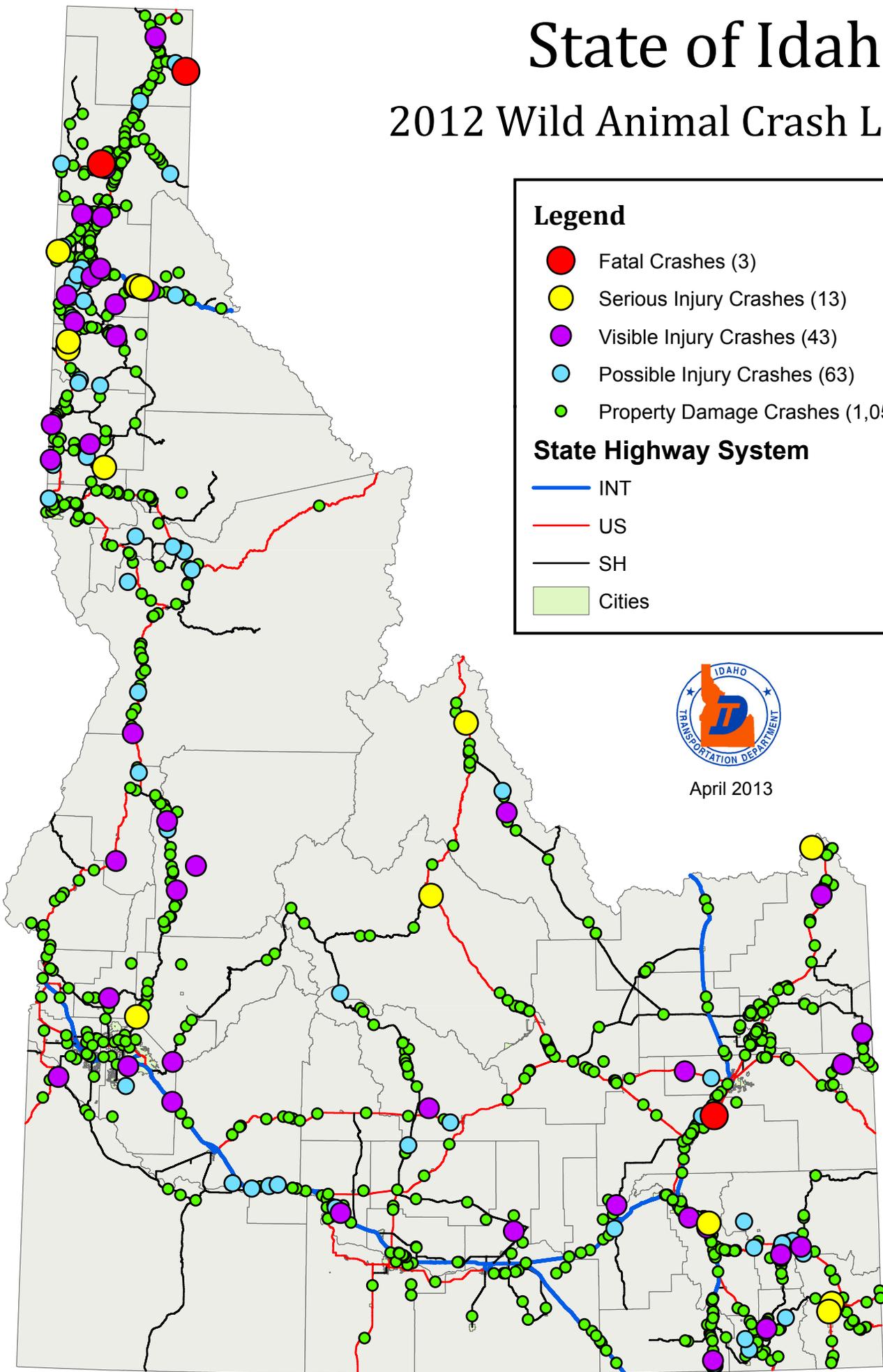
- Fatal Crashes (3)
- Serious Injury Crashes (13)
- Visible Injury Crashes (43)
- Possible Injury Crashes (63)
- Property Damage Crashes (1,058)

State Highway System

- INT
- US
- SH
- Cities



April 2013



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: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

I-15	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	12	11	9	10	7	6	5	8	3	4
Fatalities	12	12	11	11	8	6	5	8	4	4
Total Crashes	515	652	582	501	522	579	483	638	386	357
Average Daily Traffic	10,060	9,990	9,990	10,130	10,550	10,700	10,020	10,020	10,590	10,710
Fatal Crash Rate	1.68	1.53	1.26	1.38	0.93	0.78	0.70	1.12	0.40	0.52
Total Crash Rate	72.28	90.59	81.43	69.13	69.16	75.64	67.38	89.00	50.95	46.59

I-84	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	30	32	23	21	29	23	16	15	4	17
Fatalities	32	39	25	23	35	28	18	22	5	20
Total Crashes	1,138	1,439	1,265	1,103	1,319	1,198	1,112	1,051	873	884
Average Daily Traffic	18,940	19,420	19,420	20,080	20,580	19,740	18,990	18,990	19,810	20,780
Fatal Crash Rate	1.59	1.68	1.18	1.04	1.40	1.16	0.84	0.79	0.20	0.81
Total Crash Rate	60.23	75.51	64.74	54.60	63.70	60.32	58.20	55.01	43.80	42.28

I-86	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	8	4	2	4	2	2	1	2	3	2
Fatalities	10	5	2	4	2	2	1	3	6	2
Total Crashes	144	212	151	127	97	144	125	118	72	78
Average Daily Traffic	8,020	7,950	7,950	8,050	8,140	8,170	7,860	7,860	8,190	8,240
Fatal Crash Rate	4.36	2.17	1.10	2.17	1.07	1.07	0.55	1.11	1.60	1.06
Total Crash Rate	78.46	115.23	82.80	68.77	51.95	76.83	69.32	65.44	38.32	41.26

I-90	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	4	2	1	4	6	2	2	7	1
Fatalities	0	4	3	1	6	7	3	2	7	1
Total Crashes	443	418	345	401	435	412	305	295	312	297
Average Daily Traffic	17,438	17,760	17,760	18,080	18,208	17,532	17,476	17,476	17,476	17,643
Fatal Crash Rate	0.00	0.85	0.42	0.21	0.82	1.27	0.42	0.42	1.49	0.21
Total Crash Rate	95.50	88.94	72.08	82.29	88.64	87.13	64.71	62.59	66.20	62.42

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

I-184	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	1	0	0	0	1	1	0	0	0
Fatalities	0	1	0	0	0	1	1	0	0	0
Total Crashes	69	58	32	47	39	53	38	26	34	46
Average Daily Traffic	52,870	52,940	52,940	54,620	57,450	55,480	55,820	55,820	56,600	57,880
Fatal Crash Rate	0.00	1.43	0.00	0.00	0.00	1.36	1.36	0.00	0.00	0.00
Total Crash Rate	99.15	83.03	45.75	65.12	51.38	72.30	51.52	35.25	45.46	60.15

US 2	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	1	1	1	2	1	0	4	2
Fatalities	0	0	1	1	1	2	1	0	4	2
Total Crashes	84	95	96	94	69	88	86	65	73	66
Average Daily Traffic	4,207	4,318	4,318	4,315	4,629	4,512	4,503	4,503	4,452	4,382
Fatal Crash Rate	0.00	0.00	1.43	1.43	1.33	2.74	1.37	0.00	5.55	2.82
Total Crash Rate	121.42	139.50	137.35	134.58	92.09	120.48	117.97	89.17	101.31	93.04

US 12	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	7	1	9	3	2	5	3	3	3	4
Fatalities	7	1	10	4	2	7	4	3	4	4
Total Crashes	205	222	223	186	184	128	150	160	168	146
Average Daily Traffic	2,081	2,029	2,029	2,007	1,998	1,929	1,901	1,901	1,990	1,959
Fatal Crash Rate	5.30	0.78	7.20	2.43	1.62	4.21	2.56	2.56	2.45	3.32
Total Crash Rate	155.13	173.22	178.39	150.44	149.49	107.73	128.11	136.65	137.05	121.00

US 20	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	7	11	5	10	7	7	6	8	4	4
Fatalities	7	14	6	10	8	7	6	10	4	4
Total Crashes	973	1,011	1,034	931	948	883	761	835	786	733
Average Daily Traffic	5,629	5,790	5,790	5,836	5,748	5,971	5,960	5,960	5,767	5,830
Fatal Crash Rate	1.12	1.73	0.76	1.51	1.04	1.04	0.89	1.18	0.62	0.61
Total Crash Rate	155.51	158.56	157.65	140.83	140.43	130.56	112.72	123.68	121.89	112.44

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

US 26	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	4	1	2	2	3	3	4	0	1	3
Fatalities	9	1	3	3	3	3	4	0	1	3
Total Crashes	197	198	196	171	208	226	191	173	126	116
Average Daily Traffic	2,975	3,071	3,071	3,154	3,295	3,209	3,161	3,161	2,906	2,917
Fatal Crash Rate	2.89	0.72	1.39	1.35	1.94	1.99	2.69	0.00	0.73	2.18
Total Crash Rate	142.29	141.73	135.90	115.45	134.42	149.97	128.66	116.53	91.96	84.34

US 30	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	8	9	4	5	1	7	3	2	2	4
Fatalities	9	9	5	5	1	7	3	3	2	4
Total Crashes	330	347	308	255	285	278	278	250	249	285
Average Daily Traffic	3,831	3,816	3,816	3,626	3,722	3,615	3,651	3,651	3,569	3,587
Fatal Crash Rate	2.93	3.34	1.49	1.96	0.38	2.75	1.17	0.78	0.80	1.59
Total Crash Rate	121.05	128.79	114.77	99.99	108.89	109.35	108.27	97.36	99.20	112.98

US 89	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	1	1	0	0	2	1	0	0	0
Fatalities	0	1	1	0	0	2	4	0	0	0
Total Crashes	31	38	33	35	29	43	37	38	34	39
Average Daily Traffic	1,640	1,640	1,640	1,659	1,815	1,598	1,591	1,591	1,509	1,506
Fatal Crash Rate	0.00	3.82	3.82	0.00	0.00	7.83	3.94	0.00	0.00	0.00
Total Crash Rate	118.93	145.07	125.99	132.09	100.05	168.42	145.63	149.57	141.09	162.07

US 91	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	5	3	5	2	2	0	2	2	1	4
Fatalities	5	3	6	2	3	0	2	4	1	4
Total Crashes	305	307	300	204	300	291	300	331	273	270
Average Daily Traffic	4,791	4,173	4,173	4,178	4,454	4,527	4,516	4,516	4,466	4,466
Fatal Crash Rate	3.96	2.05	3.91	1.56	1.43	0.00	1.41	1.41	0.71	2.85
Total Crash Rate	241.53	209.30	234.79	159.47	214.35	204.65	211.51	233.37	194.80	192.68

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

US 93	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	14	7	13	8	6	7	8	8	4	9
Fatalities	17	7	17	8	9	7	8	9	4	9
Total Crashes	420	447	419	401	333	330	353	326	320	298
Average Daily Traffic	2,108	2,102	2,102	2,015	2,133	2,078	2,101	2,101	1,797	1,792
Fatal Crash Rate	4.30	2.14	3.99	2.56	1.82	2.15	2.43	2.43	1.45	3.27
Total Crash Rate	129.04	136.90	128.69	128.50	100.80	101.35	107.22	99.02	115.79	108.15

US 95	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	23	26	20	11	14	17	24	14	13	6
Fatalities	26	28	23	12	15	19	31	15	16	8
Total Crashes	1,334	1,289	1,330	1,161	1,270	1,167	1,117	1,118	1,045	1,018
Average Daily Traffic	4,511	4,641	4,641	4,717	4,961	4,736	4,764	4,764	4,815	4,760
Fatal Crash Rate	2.82	3.16	2.32	1.21	1.44	1.83	2.56	1.49	1.37	0.65
Total Crash Rate	163.49	156.65	154.08	127.22	130.90	125.32	119.26	119.37	110.28	109.72

SH 3	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	2	1	1	1	2	1	1	1	1
Fatalities	0	2	1	1	1	2	1	1	1	1
Total Crashes	116	111	99	95	100	78	91	93	100	97
Average Daily Traffic	1,500	1,510	1,510	1,503	1,550	1,482	1,495	1,495	1,476	1,437
Fatal Crash Rate	0.00	3.38	1.68	1.69	1.64	3.43	1.70	1.70	1.73	1.78
Total Crash Rate	201.99	187.34	165.90	160.25	164.12	133.90	154.84	158.24	172.98	172.42

SH 6	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	1	1	2	0	0	1	0	1
Fatalities	0	0	1	1	2	0	0	1	0	2
Total Crashes	32	27	23	28	27	19	33	23	24	23
Average Daily Traffic	1,125	1,125	1,125	1,125	1,125	1,125	1,126	1,126	1,141	1,105
Fatal Crash Rate	0.00	0.00	6.17	6.17	12.34	0.00	0.00	6.16	0.00	6.28
Total Crash Rate	197.38	166.54	141.87	172.71	166.54	117.19	203.34	141.72	146.01	144.42

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

SH 8	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	0	0	1	1	0	1	1	0
Fatalities	0	0	0	0	1	1	0	1	1	0
Total Crashes	126	104	127	93	136	123	97	114	109	91
Average Daily Traffic	2,772	2,778	2,778	2,856	2,619	2,631	2,631	2,631	2,522	2,601
Fatal Crash Rate	0.00	0.00	0.00	0.00	1.97	1.96	0.00	1.96	2.04	0.00
Total Crash Rate	631.20	541.68	661.48	468.64	267.51	240.85	189.94	223.23	222.64	180.29

SH 11	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	0	1	0	0	1	0	0	0
Fatalities	0	0	0	1	0	0	1	0	0	0
Total Crashes	25	26	24	14	31	20	14	14	4	2
Average Daily Traffic	990	990	990	990	990	790	790	790	790	870
Fatal Crash Rate	0.00	0.00	0.00	6.51	0.00	0.00	8.15	0.00	0.00	0.00
Total Crash Rate	162.64	169.14	156.13	91.08	201.67	163.05	114.13	114.13	32.61	14.81

SH 13	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	1	0	0	1	2	0	1	0	1
Fatalities	0	1	0	0	1	2	0	1	0	1
Total Crashes	25	27	20	20	28	16	11	28	16	18
Average Daily Traffic	1,520	1,490	1,490	1,510	1,540	1,270	1,350	1,350	1,330	1,690
Fatal Crash Rate	0.00	6.83	0.00	0.00	6.74	16.35	0.00	7.69	0.00	6.14
Total Crash Rate	177.77	184.41	139.35	137.51	188.76	130.79	84.59	215.32	124.89	110.57

SH 14	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	1	1	1	0	0	0	0	0
Fatalities	0	0	1	1	1	0	0	0	0	0
Total Crashes	9	8	8	6	8	3	4	5	7	3
Average Daily Traffic	520	510	510	460	460	470	340	340	340	340
Fatal Crash Rate	0.00	0.00	10.85	12.03	12.03	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	95.77	85.12	86.79	72.17	96.23	35.32	65.10	81.37	113.92	48.82

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

SH 16	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	2	1	0	1	0	2	0	1	2
Fatalities	0	2	1	0	1	0	2	0	1	2
Total Crashes	39	56	37	39	42	32	40	34	32	38
Average Daily Traffic	8,170	8,300	8,300	8,590	8,530	7,860	7,900	7,900	7,840	7,660
Fatal Crash Rate	0.00	4.82	2.37	0.00	2.31	0.00	4.98	0.00	2.51	5.14
Total Crash Rate	92.43	134.84	87.69	89.31	96.86	80.09	99.61	84.66	80.29	97.59

SH 19	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	1	1	0	0	2	1	0	2	0	0
Fatalities	1	1	0	0	2	1	0	2	0	0
Total Crashes	47	38	33	40	43	39	34	43	32	31
Average Daily Traffic	4,691	4,749	4,749	5,363	5,571	5,378	5,293	5,293	5,205	5,192
Fatal Crash Rate	3.65	3.62	0.00	0.00	6.10	3.16	0.00	6.42	0.00	0.00
Total Crash Rate	171.42	137.71	118.14	126.80	131.22	123.28	109.21	138.12	104.52	101.52

SH 21	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	1	5	1	1	5	1	3	2	3	2
Fatalities	1	5	1	1	5	1	3	2	3	2
Total Crashes	81	86	89	72	77	77	71	69	54	37
Average Daily Traffic	1,191	1,154	1,154	1,156	1,138	1,118	1,113	1,113	1,006	1,043
Fatal Crash Rate	1.86	9.11	1.88	1.88	9.54	1.94	5.85	3.90	6.47	4.16
Total Crash Rate	150.79	156.76	167.45	135.23	146.94	149.57	138.49	134.59	116.51	77.05

SH 22	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
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	4	4	5	2	4	6	5	6	1	4
Average Daily Traffic	260	260	260	250	340	310	300	300	300	300
Fatal Crash Rate	0.00	0.00	0.00	24.94	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	92.38	95.93	119.92	49.89	73.36	120.69	103.93	124.71	20.79	83.14

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

SH 24	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	2	2	2	1	0	2	1	3	1	1
Fatalities	2	2	2	1	0	2	1	4	1	2
Total Crashes	51	55	43	37	43	40	28	34	32	30
Average Daily Traffic	1,493	1,476	1,476	1,423	1,448	1,392	1,392	1,392	1,388	1,414
Fatal Crash Rate	5.51	5.46	5.52	2.87	0.00	5.86	2.93	8.78	2.94	2.88
Total Crash Rate	140.52	150.18	118.78	106.04	121.03	117.12	81.98	99.55	93.99	86.46

SH 25	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	2	1	0	2	0	0	0	1	1
Fatalities	0	3	1	0	2	0	0	0	1	1
Total Crashes	50	52	63	48	48	59	39	35	52	56
Average Daily Traffic	2,103	2,113	2,113	2,139	2,139	2,035	2,059	2,059	2,004	2,067
Fatal Crash Rate	0.00	5.26	2.62	0.00	5.17	0.00	0.00	0.00	2.76	2.67
Total Crash Rate	134.83	136.70	164.78	124.05	124.02	160.26	104.68	93.94	143.41	149.73

SH 27	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	1	2	0	0	2	1	1	1
Fatalities	0	0	1	2	0	0	2	1	1	1
Total Crashes	84	49	49	49	76	55	51	54	42	50
Average Daily Traffic	2,565	2,547	2,547	2,547	2,952	2,842	2,842	2,842	2,797	2,788
Fatal Crash Rate	0.00	0.00	4.43	8.87	0.00	0.00	7.95	3.97	4.04	4.05
Total Crash Rate	370.92	215.69	217.21	217.21	290.73	218.52	202.63	214.55	169.55	202.50

SH 28	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	2	1	0	2	0	1	0	0	0	1
Fatalities	2	1	0	2	0	2	0	0	0	1
Total Crashes	27	29	27	32	34	48	42	40	38	35
Average Daily Traffic	760	800	800	780	780	700	660	660	660	660
Fatal Crash Rate	6.06	2.99	0.00	5.83	0.00	3.25	0.00	0.00	0.00	3.45
Total Crash Rate	81.85	86.76	76.74	93.28	99.11	155.91	144.69	137.80	130.91	120.58

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

SH 33	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	3	6	2	3	1	1	2	2	1	0
Fatalities	3	6	2	3	1	1	2	3	1	0
Total Crashes	295	292	277	266	287	251	179	216	201	196
Average Daily Traffic	2,253	2,281	2,281	2,334	2,524	2,538	2,589	2,589	2,572	2,372
Fatal Crash Rate	2.63	5.21	1.72	2.52	0.78	0.77	1.51	1.51	0.76	0.00
Total Crash Rate	258.49	253.71	237.79	223.18	222.63	193.62	135.38	163.36	153.03	161.75

SH 34	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	1	1	0	1	1	1	5	1	0	2
Fatalities	1	1	0	2	1	1	5	1	0	2
Total Crashes	69	65	41	54	66	46	58	61	59	64
Average Daily Traffic	914	918	918	923	977	341	928	928	922	922
Fatal Crash Rate	3.04	3.04	0.00	3.01	2.84	3.01	14.97	2.99	0.00	6.02
Total Crash Rate	209.54	197.39	123.92	162.37	187.42	138.57	173.66	182.64	177.58	192.63

SH 36	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	1	0	0	2	1	1	1	0	1
Fatalities	0	1	0	0	2	1	1	1	0	2
Total Crashes	53	60	53	38	50	38	39	45	34	35
Average Daily Traffic	669	649	649	639	670	614	619	619	619	624
Fatal Crash Rate	0.00	6.11	0.00	0.00	12.20	6.66	6.60	6.60	0.00	6.55
Total Crash Rate	321.25	366.43	333.59	243.02	305.00	252.95	257.53	297.15	224.52	229.29

SH 37	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	0	3	0	1	0	0	0	1
Fatalities	0	0	0	3	0	1	0	0	0	2
Total Crashes	7	6	9	9	3	4	5	7	7	5
Average Daily Traffic	360	360	360	360	400	400	400	400	400	400
Fatal Crash Rate	0.00	0.00	0.00	73.10	0.00	21.93	0.00	0.00	0.00	21.93
Total Crash Rate	170.58	146.21	219.31	219.31	65.79	87.72	109.66	153.52	153.52	109.66

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

SH 39	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	1	1	1	2	2	1	0	1	0	4
Fatalities	1	1	1	2	2	1	0	1	0	5
Total Crashes	74	97	90	54	67	52	74	52	58	47
Average Daily Traffic	2,543	2,532	2,532	2,523	2,461	2,310	2,339	2,339	2,339	2,329
Fatal Crash Rate	2.09	2.07	2.08	4.18	4.28	2.27	0.00	2.24	0.00	8.99
Total Crash Rate	154.51	201.01	187.25	112.77	143.35	117.82	165.62	116.38	129.81	105.62

SH 41	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	2	1	0	0	3	1	0	2	2	1
Fatalities	2	1	0	0	4	1	0	2	2	1
Total Crashes	140	155	162	179	146	135	153	128	125	115
Average Daily Traffic	5,822	5,920	5,920	5,928	6,415	6,617	6,618	6,618	6,377	6,377
Fatal Crash Rate	2.45	1.20	0.00	0.00	3.27	1.06	0.00	2.12	2.20	1.10
Total Crash Rate	171.53	186.31	191.52	211.33	159.27	142.77	161.80	135.37	137.19	126.21

SH 44	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	1	2	2	3	0	1	0	2	0	2
Fatalities	1	2	2	5	0	1	0	2	0	2
Total Crashes	203	228	287	253	285	217	216	222	211	174
Average Daily Traffic	13,567	14,324	14,324	15,027	15,158	15,318	15,337	15,337	15,281	15,979
Fatal Crash Rate	0.86	1.75	1.65	2.36	0.00	0.77	0.00	1.55	0.00	1.48
Total Crash Rate	175.30	198.95	237.23	199.40	222.80	167.87	166.88	171.52	163.41	128.87

SH 45	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	3	3	0	1	2	0	1	2	0	1
Fatalities	3	3	0	1	2	0	1	2	0	1
Total Crashes	179	168	170	148	147	133	131	137	101	127
Average Daily Traffic	6,057	6,416	6,416	6,643	7,519	7,519	7,360	7,360	7,360	7,360
Fatal Crash Rate	7.96	7.52	0.00	2.28	4.04	0.00	2.06	4.12	0.00	2.06
Total Crash Rate	475.00	420.88	402.09	338.09	296.66	268.41	270.10	282.47	208.24	261.85

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

SH 46	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
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	46	60	50	31	32	34	29	34	21	37
Average Daily Traffic	2,123	2,152	2,152	2,112	2,112	2,347	2,321	2,321	2,086	1,864
Fatal Crash Rate	3.01	0.00	0.00	0.00	3.01	0.00	0.00	2.74	0.00	0.00
Total Crash Rate	138.66	179.84	147.86	93.39	96.40	92.19	79.50	93.21	47.72	96.23

SH 48	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	1	1	1	0	2	1	0	0	0	0
Fatalities	2	1	1	0	3	1	0	0	0	0
Total Crashes	19	19	46	27	36	32	27	39	38	35
Average Daily Traffic	1,960	1,960	1,960	2,090	2,090	2,270	2,290	2,290	2,290	2,290
Fatal Crash Rate	5.73	5.73	5.73	0.00	10.74	4.94	0.00	0.00	0.00	0.00
Total Crash Rate	108.81	108.81	263.43	145.00	193.34	158.23	132.34	191.16	186.25	171.55

SH 51	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	3	2	3	3	1	1	2	0	1	0
Fatalities	4	2	3	4	1	1	3	0	1	0
Total Crashes	40	66	77	63	45	43	71	44	50	51
Average Daily Traffic	824	825	825	822	814	821	799	799	799	789
Fatal Crash Rate	10.95	7.31	10.95	10.94	3.64	3.60	7.40	0.00	3.70	0.00
Total Crash Rate	145.97	241.20	281.03	229.78	163.58	154.93	262.82	162.88	185.09	191.17

SH 52	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	2	2	2	1	3	0	0	0
Fatalities	0	0	2	2	6	1	4	0	0	0
Total Crashes	86	81	84	61	55	77	53	55	62	65
Average Daily Traffic	2,060	2,130	2,130	2,180	2,300	2,150	2,150	2,150	2,150	2,150
Fatal Crash Rate	0.00	0.00	4.75	4.64	4.40	2.35	7.06	0.00	0.00	0.00
Total Crash Rate	208.28	199.03	199.62	141.64	121.04	181.28	124.78	129.49	145.97	153.03

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

SH 53	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	1	0	1	0	0	0	1	0	2
Fatalities	0	1	0	2	0	0	0	1	0	2
Total Crashes	45	54	59	57	45	54	50	40	48	59
Average Daily Traffic	6,585	6,925	6,925	6,925	7,970	7,860	8,149	8,149	7,823	7,870
Fatal Crash Rate	0.00	2.96	0.00	2.82	0.00	0.00	0.00	2.39	0.00	4.95
Total Crash Rate	137.85	160.02	166.24	160.61	110.18	133.91	119.60	95.68	119.60	146.13

SH 54	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	1	0	0	0	1	0	1	0
Fatalities	0	0	2	0	0	0	1	0	1	0
Total Crashes	12	20	25	22	20	23	16	10	20	16
Average Daily Traffic	2,440	2,520	2,520	2,600	2,830	2,740	2,640	2,640	2,220	2,260
Fatal Crash Rate	0.00	0.00	7.01	0.00	0.00	0.00	6.72	0.00	7.99	0.00
Total Crash Rate	93.38	144.79	175.24	149.47	124.84	148.95	107.54	67.21	159.86	125.62

SH 55	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	3	2	10	7	3	9	9	7	5	4
Fatalities	4	2	14	9	4	10	9	7	6	5
Total Crashes	657	783	790	728	765	662	641	659	693	744
Average Daily Traffic	6,182	6,466	6,466	7,016	7,114	6,316	6,322	6,322	6,248	6,444
Fatal Crash Rate	1.01	0.66	3.16	2.04	0.86	2.89	2.89	2.25	1.62	1.26
Total Crash Rate	220.52	258.40	249.35	211.71	218.36	212.81	205.85	211.63	225.20	234.41

SH 57	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	1	0	0	2	0	0	0	2	0	0
Fatalities	1	0	0	2	0	0	0	2	0	0
Total Crashes	23	27	30	33	14	17	17	31	13	13
Average Daily Traffic	1,370	1,370	1,370	1,380	1,380	1,400	1,560	1,560	1,540	1,470
Fatal Crash Rate	5.33	0.00	0.00	10.67	0.00	0.00	0.00	9.43	0.00	0.00
Total Crash Rate	122.65	145.03	161.14	175.97	89.59	89.36	80.19	146.23	62.12	65.08

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

SH 67	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	2	0	0	0	0	0	0	0	0	0
Fatalities	2	0	0	0	0	0	0	0	0	0
Total Crashes	23	27	19	6	6	8	11	7	6	9
Average Daily Traffic	4,367	4,419	4,419	11,000	7,200	7,200	8,000	8,000	8,000	6,910
Fatal Crash Rate	5.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	60.94	71.54	49.75	16.70	25.52	34.02	42.10	26.79	22.96	39.88

SH 69	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	1	2	3	1	0	0	1	0
Fatalities	0	0	1	2	3	1	0	0	1	0
Total Crashes	88	94	102	117	89	67	65	48	52	68
Average Daily Traffic	14,554	14,358	14,358	16,463	16,581	17,133	16,290	16,290	15,448	15,047
Fatal Crash Rate	0.00	0.00	2.37	4.13	6.14	2.00	0.00	0.00	2.21	0.00
Total Crash Rate	230.13	219.33	241.24	241.33	182.27	133.73	136.44	100.76	115.10	154.54

SH 71	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	0	0	0	1	0	0	0	0
Fatalities	0	0	0	0	0	1	0	0	0	0
Total Crashes	5	5	7	6	5	6	6	1	3	1
Average Daily Traffic	310	410	410	350	350	360	350	350	380	330
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	26.49	0.00	0.00	0.00	0.00
Total Crash Rate	158.94	153.81	162.81	163.48	136.23	158.94	163.48	27.25	75.29	28.90

SH 75	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	8	3	5	4	5	4	3	1	1	0
Fatalities	11	3	7	4	5	5	5	1	1	0
Total Crashes	185	235	160	175	198	197	127	151	138	115
Average Daily Traffic	2,890	3,030	3,030	3,110	3,120	2,690	2,770	2,770	2,770	2,710
Fatal Crash Rate	4.55	1.67	2.65	2.06	2.57	2.39	1.74	0.58	0.58	0.00
Total Crash Rate	105.31	130.54	84.77	90.33	101.88	117.56	73.60	87.51	79.98	68.12

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

SH 77	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	0	0	0	0	1	1	0	0
Fatalities	0	0	0	0	0	0	1	1	0	0
Total Crashes	24	24	22	23	18	12	21	18	14	15
Average Daily Traffic	700	760	760	740	830	850	850	850	930	910
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	10.51	10.51	0.00	0.00
Total Crash Rate	310.65	306.21	258.53	277.59	193.69	126.09	220.65	189.13	134.45	147.22

SH 78	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	1	5	0	1	2	1	0	0	3	0
Fatalities	1	5	0	1	2	1	0	0	3	0
Total Crashes	26	36	36	34	42	34	29	29	29	42
Average Daily Traffic	648	746	746	725	776	850	854	854	854	790
Fatal Crash Rate	4.67	22.97	0.00	4.11	7.68	3.51	0.00	0.00	10.46	0.00
Total Crash Rate	121.34	165.42	143.73	139.73	161.22	119.22	101.12	101.12	101.12	158.35

SH 81	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	0	0	0	0	0	0	2	0
Fatalities	0	0	0	0	0	0	0	0	3	0
Total Crashes	19	39	21	21	25	28	27	22	24	35
Average Daily Traffic	1,230	1,230	1,230	1,230	1,420	1,310	1,360	1,360	1,400	1,390
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.52	0.00
Total Crash Rate	125.57	255.66	137.66	137.66	141.96	172.34	160.08	130.43	138.23	203.03

SH 87	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	1	0	0	0	0	0	0	0
Fatalities	0	0	1	0	0	0	0	0	0	0
Total Crashes	21	32	32	6	4	2	7	6	11	13
Average Daily Traffic	790	800	800	990	1,200	930	1,060	1,060	1,060	1,000
Fatal Crash Rate	0.00	0.00	9.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	214.47	310.26	306.38	181.81	99.99	64.51	198.10	169.80	311.30	389.98

Crash Information for Selected Routes on the State Highway System: 2003-2012
Rates are per 100 Million Vehicle Miles Traveled

SH 97	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	1	0	0	0	1	0	0	0
Fatalities	0	0	1	0	0	0	1	0	0	0
Total Crashes	21	32	32	22	31	25	28	20	23	26
Average Daily Traffic	790	800	800	930	1,100	1,030	1,030	1,030	1,030	920
Fatal Crash Rate	0.00	0.00	9.57	0.00	0.00	0.00	7.44	0.00	0.00	0.00
Total Crash Rate	214.47	310.26	306.38	181.19	215.86	186.03	208.36	148.83	171.15	216.61

SH 162	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	0	0	1	0	0	1	0	0
Fatalities	0	0	0	0	1	0	0	1	0	0
Total Crashes	14	11	11	10	8	9	9	12	12	9
Average Daily Traffic	779	779	779	779	740	1,015	1,015	1,015	750	770
Fatal Crash Rate	0.00	0.00	0.00	0.00	15.88	0.00	0.00	11.57	0.00	0.00
Total Crash Rate	213.79	165.84	165.84	150.77	127.07	104.12	104.12	138.83	187.92	137.32

SH 167	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	3	2	3	1	0	0	1	0	0	0
Fatalities	4	2	3	1	0	0	1	0	0	0
Total Crashes	40	66	77	10	15	21	13	7	1	6
Average Daily Traffic	824	825	825	1,379	1,379	1,407	1,125	1,125	1,158	1,085
Fatal Crash Rate	10.95	7.31	10.95	12.25	0.00	0.00	15.02	0.00	0.00	0.00
Total Crash Rate	145.97	241.20	281.03	122.47	180.18	252.25	195.23	105.12	14.60	93.46

SH 200	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Fatal Crashes	0	0	0	2	1	2	1	1	0	2
Fatalities	0	0	0	2	2	2	1	1	0	2
Total Crashes	53	62	52	56	46	62	62	49	61	47
Average Daily Traffic	3,260	3,350	3,350	3,350	3,470	3,220	3,110	3,110	3,090	2,980
Fatal Crash Rate	0.00	0.00	0.00	4.90	2.37	5.10	2.64	2.64	0.00	5.53
Total Crash Rate	134.69	156.11	127.41	137.21	108.81	158.05	163.64	129.33	162.74	130.01

APPENDIX D: Five-Year Crash History

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

Table D-1							
	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Fatal Crashes	212	199	185	152	169	11.2%	-10.3%
Injury Crashes	8,227	7,861	7,939	7,492	7,630	1.8%	-3.0%
Total Crashes	25,002	22,992	22,555	20,833	21,402	2.7%	-5.9%
Total Persons - Fatal & Injury Crashes	22,702	22,468	22,939	20,892	21,610	3.4%	-2.6%
Drivers	14,060	13,573	13,780	12,922	13,350	3.3%	-2.7%
Passengers	7,686	7,857	8,136	7,240	7,505	3.7%	-1.7%
Total Fatalities	232	226	209	167	184	10.2%	-10.1%
Fatality Rate per 100 Million AVMT	1.52	1.46	1.34	1.08	1.16	7.2%	-10.4%
Total Injuries	11,995	11,393	11,725	10,866	10,988	1.1%	-3.1%
Injury Rate per 100 Million AVMT	78.5	73.8	75.4	70.5	69.4	-1.6%	-3.4%
Impaired Drivers - Fatal/Injury Crashes	937	863	889	796	822	3.3%	-5.1%
% of All Drivers-Fatal/Injury Crashes	6.7%	6.4%	6.5%	6.2%	6.2%	0.0%	-2.5%
Alcohol/Drug Test Given - Fatal/Injury Crashes	746	706	733	681	675	-0.9%	-2.9%
% of Impaired Drivers Given Test - F&I Crashes	79.6%	81.8%	82.5%	85.6%	82.1%	-4.0%	2.4%

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

Table D-2							
	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Total Units - Fatal/Injury Crashes	14,854	14,335	14,514	13,801	14,244	3.2%	-2.4%
Passenger Cars - Fatal/Injury Crashes	6,794	6,522	6,562	6,412	6,470	0.9%	-1.9%
% of Vehicles	45.7%	45.5%	45.2%	46.5%	45.4%	-2.2%	0.5%
Pickups, Sport Utility Vehicles, & Vans - Fatal/Injury Crashes	6,211	6,206	6,373	5,866	6,097	3.9%	-1.8%
% of Vehicles	41.8%	43.3%	43.9%	42.5%	42.8%	0.7%	0.6%
Commercial Motor Vehicles - Fatal/Injury Crashes	504	387	407	396	428	8.1%	-6.9%
% of Vehicles	3.4%	2.7%	2.8%	2.9%	3.0%	4.7%	-4.7%
Motorcycles - Fatal/Injury Crashes	641	528	484	440	501	13.9%	-11.7%
% of Vehicles	4.3%	3.7%	3.3%	3.2%	3.5%	10.3%	-9.5%
Bicycles - Fatal/Injury Crashes	338	359	338	339	381	12.4%	0.2%
% of Vehicles	2.3%	2.5%	2.3%	2.5%	2.7%	8.9%	2.8%
Pedestrians - Fatal/Injury Crashes	230	211	211	221	236	6.8%	-1.2%
% of Vehicles	1.5%	1.5%	1.5%	1.6%	1.7%	3.5%	1.3%
All Terrain Vehicles - Fatal/Injury Crashes	59	62	74	57	64	12.3%	0.5%
% of Vehicles	0.4%	0.4%	0.5%	0.4%	0.4%	8.8%	2.6%
Motor Homes - Fatal/Injury Crashes	13	9	12	7	8	14.3%	-13.0%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	10.7%	-11.7%
Farm Equipment - Fatal/Injury Crashes	18	17	15	23	12	-47.8%	12.0%
% of Vehicles	0.1%	0.1%	0.1%	0.2%	0.1%	-49.4%	15.4%
Trains - Fatal/Injury Crashes	7	5	5	2	7	250.0%	-29.5%
% of Vehicles	0.0%	0.0%	0.0%	0.0%	0.0%	239.1%	-28.4%

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

Table D-3							
	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Roadside Obstacles- Fatal/Injury Crashes	1,994	1,889	1,843	1,820	1,850	1.6%	-3.0%
% of Crashes	23.6%	23.4%	22.7%	23.8%	23.7%	-0.4%	0.3%
Roadway Defects- Fatal/Injury Crashes	207	210	187	186	197	5.9%	-3.3%
% of Crashes	2.5%	2.6%	2.3%	2.4%	2.5%	3.8%	0.1%
Vehicle Defects- Fatal/Injury Crashes	173	167	168	205	164	-20.0%	6.4%
% of Vehicles	1.2%	1.2%	1.2%	1.5%	1.2%	-22.5%	9.2%
Self-Reported Restraint Use*- Fatal/Injury Crashes	15,914	15,732	16,001	14,692	15,182	3.3%	-2.5%
% Usage	84.3%	83.9%	83.4%	84.7%	85.5%	0.9%	0.2%
Self-Reported Child Restraint Use**							
Fatal/Injury Crashes	995	1,032	1,068	965	865	-10.4%	-0.8%
% Usage	80.2%	77.4%	78.2%	79.0%	72.7%	-8.0%	-0.5%
Helmet Use- Fatal/Injury Crashes	386	291	300	265	319	20.4%	-11.1%
% of Motorcycle Operators	54.4%	48.7%	54.3%	54.6%	56.6%	3.5%	0.5%
Emergency Medical Service Response to Fatal/Injury Crashes	5,826	5,570	5,613	5,140	5,150	0.2%	-4.0%
% of Fatal & Injury Crashes	69.0%	69.1%	69.1%	67.2%	66.0%	-1.8%	-0.9%
<p><i>* All Persons 7 years or older (4 or older before 2005) in passenger cars, pickups, sport utility vehicles, and vans.</i></p> <p><i>** All persons 0-6 years old (0-3 before 2005) in passenger cars, pickups, sport utility vehicles, and vans using a child safety seat.</i></p>							

APPENDIX E: 25 Year History

Fatalities & Fatality Rate

